

**Initial Study
for
City Trunk Line South Unit 3
(CTLS U3) Project**



Los Angeles Department of Water and Power
Environmental Services
111 North Hope Street, Room 1044
Los Angeles, California 90012

June 2014

**CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK ROOM 395
CITY HALL LOS ANGELES, CALIFORNIA 90012**

**CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY AND CHECKLIST
(ARTICLE IV – CITY CEQA GUIDELINES)**

LEAD CITY AGENCY: Los Angeles Department of Water and Power 111 N. Hope Street, Room 1050 Los Angeles, CA 90012	COUNCIL DISTRICT(S): 2	DATE: June 12, 2014
PROJECT TITLE/NUMBER: City Trunk Line South - Unit 3		CASE NUMBER: N/A
PROJECT DESCRIPTION: The Los Angeles Department of Water and Power (LADWP) is proposing to construct the City Trunk Line South - Unit 3 (CTLS-3) from south of the intersection of Vanowen Street and Whitsett Avenue to north of the intersection of Magnolia Boulevard and Whitsett Avenue (proposed project). The proposed project would involve the installation of approximately 10,251 linear feet (approximately 1.94 miles) of new 60-inch welded steel pipe to serve as a potable water line in an urban portion of the North Hollywood – Valley Village area, within the City of Los Angeles. The proposed project also includes construction of pipeline appurtenances (e.g., maintenance/access holes, valves, and a cabinet) required for operation of the trunk line.		
PROJECT LOCATION: City of Los Angeles, community of North Hollywood – Valley Village; specifically, within the public right-of-way of Whitsett Avenue from south of its intersection with Vanowen Street to north of the intersection of Magnolia Boulevard and Whitsett Avenue.		
PLANNING DISTRICT: North Hollywood – Village Valley	STATUS: <input type="checkbox"/> Preliminary <input checked="" type="checkbox"/> Proposed _____ <input type="checkbox"/> Adopted (Date) _____	
EXISTING ZONING: N/A	MAX DENSITY ZONING: N/A	<input type="checkbox"/> DOES CONFORM TO PLAN
PLANNED LAND USE AND ZONE: Major Roadway General Plan designation	MAX DENSITY PLANNING: N/A	<input type="checkbox"/> DOES NOT CONFORM TO PLAN
SURROUNDING LAND USES: Land uses near the proposed CTLS-3 Line include: Neighborhood Commerce; Open Space; Medium Density Housing; and Low Density Housing	PROJECT DENSITY: N/A	<input type="checkbox"/> NO DISTRICT PLAN

CEQA Initial Study
City Trunk Line South - Unit 3 (CTLS-3)

Prepared by:



Los Angeles Department of Water and Power
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SECTION 1

Project and Agency Information

1.1 Project Title and Lead Agency

Project Title: City Trunk Line South - Unit 3 (CTLS-3)

Lead Agency Name: Los Angeles Department of Water and Power

Lead Agency Address: 111 North Hope Street, Room 1044, Los Angeles, CA 90012

Contact Person: Laura Hunter

Contact Phone Number: (213) 367-4096

Project Sponsor's Name: Los Angeles Department of Water and Power

1.2 Project Background and Objectives

Project Background

The City Trunk Line South - Unit 3 (CTLS-3) Project (proposed project) is a potable water trunk line replacement project. The trunk line would replace a portion of the 66-inch diameter riveted steel City Trunk Line (CTL) constructed in 1914 and located in Coldwater Canyon Avenue. The existing CTL currently serves potable water to the urban portion of the North Hollywood/Valley Village area and conveys water between two major reservoirs, the Los Angeles Reservoir and Franklin Reservoir. The proposed project would include the installation of approximately 10,251 linear feet (approximately 1.94 miles) of 60-inch diameter welded steel pipe within Whittsett Avenue from the intersection of Vanowen Street to the intersection of Magnolia Boulevard. The proposed project would also include construction of appurtenant structures (i.e., maintenance/access holes, valves and a cabinet) required for operation of the trunk line.

Project Objectives

The CTLS-3 Project would replace a portion of the 100-year-old riveted steel CTL with a new 60-inch trunk line to convey water.. The objectives of the proposed project include the following:

- Allow greater operational flexibility of the water distribution system in the City of Los Angeles.

- Provide a more reliable supply of water to the North Hollywood/Valley Village area of the City of Los Angeles by creating a conveyance system that can accommodate higher water pressures.
- Develop water system infrastructure that can adequately withstand the higher pressures expected in this trunk line in the future.
- Replace an aging portion of the existing CTL.
- Convey water between the Los Angeles Reservoir and Franklin Reservoir.

1.3 Project Location

The CTLS-3 Project area is located in the North Hollywood/Valley Village area of Los Angeles. Major freeways in the project vicinity include Interstate 405 (San Diego Freeway) to the west, State Route 170 (Hollywood Freeway) to the east, and the Highway 101 (Ventura Freeway) to the south (see **Figure 1, Regional Location Map**). The alignment of the proposed project is a north-south orientation within Whitsett Avenue from south of Vanowen Street to north of Magnolia Boulevard (see **Figure 2, Project Location Map**).

1.4 Project Description

The CTLS-3 consists of approximately 10,531 feet of 60-inch diameter welded steel pipe within Whitsett Avenue from south of the intersection of Vanowen Street and Whitsett Avenue to north of the intersection of Magnolia Boulevard and Whitsett Avenue. The new trunk line would replace the older trunk line to increase reliability of water service to customers located in the Coldwater Canyon area that are currently serviced by the existing CTL.

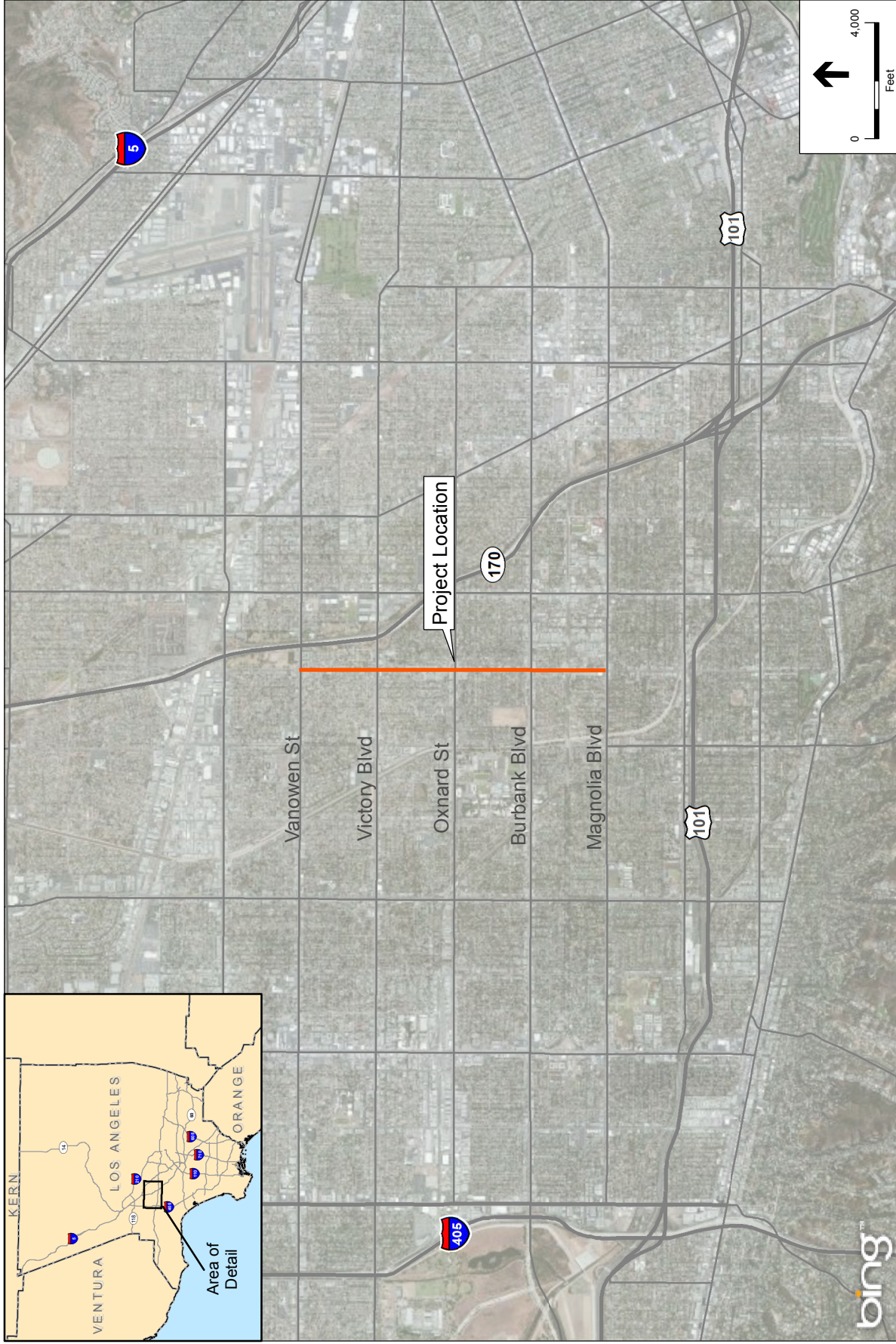
Construction Methods

Construction of the proposed project would occur along existing public right-of-way of Whitsett Avenue using the open-trench and pipe-jacking/tunneling methods. Pipe-jacking/tunneling installation would occur at the following locations (see list of pipe-jacking locations below):

- Whitsett Avenue, between Kittridge Street and Victory Boulevard
- Whitsett Avenue, between Burbank Boulevard and Chandler Boulevard
- Whitsett Avenue and Oxnard Street

The general process for both open-trench construction and pipe-jacking/tunneling consists of site preparation, excavation, shoring, pipe installation, backfilling, and work site street restoration. Both construction methods would require on-site and off-site staging areas to temporarily store supplies and materials. Approximately 144,900 square feet of grading and repaving would be necessary. Approximately 75 cubic yards of soil would be excavated per day and hauled off.

Nighttime and weekend construction is not anticipated, with the exception of emergency events. Two crews of approximately 20 workers each would be required for the open-cut construction activities and one crew of approximately 12 workers would be required for pipe-jacking-related activities. One open-cut work area would be active at any one time in addition to one pipe-jacking work area. A total of approximately 52 construction workers would be required.



SOURCE: Bing Maps; ESA, 2012.

LADWP- City Trunk Line South Unit 3 - 211490.20
Figure 1
 Regional Location



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Open-Trench Excavation

Open-trench excavation is a construction method typically used to install pipelines. In general, the process consists of site preparation, excavation and shoring, pipe installation and backfilling, and work site restoration. Construction staging would occur entirely within the work area boundaries and typically along an approximately 800- to 1,000-foot work area with 50-foot transitions between work areas.. Two-way travel along the affected roadways would be maintained from Vanowen Street to Chandler Boulevard. From Chandler to Magnolia (Work Area 13 and 14), the northbound lane would be closed, providing only one southbound lane to Magnolia Boulevard. The following is a description of the phases of construction for open trench excavation.

Site Preparation. Traffic control plans would be prepared in coordination with the Los Angeles Department of Transportation (LADOT) to delineate traffic lanes around work areas. The existing pavement along the trunk line alignment would be cut with a concrete saw cutter or otherwise broken and removed using equipment such as jackhammers, pavement breakers, and/or loaders. The pavement would be removed from the project site and disposed of at an appropriate facility.

Excavation and Shoring. A trench would be excavated along the alignment using backhoes, excavators, or other types of excavation equipment. Portions of the trench adjacent to utilities may be manually excavated. The excavated soil would be temporarily stored within the work area or immediately hauled off. Approximately 75 cubic yards per day is expected to be excavated and hauled off. The area for grading would be approximately 144,900 square feet.

The size of the trench for the proposed 60-inch diameter trunk line would be approximately 8-feet wide. The depth of the trench would be approximately 8 to 10 feet below the ground surface. As the trench is being excavated, the shoring would be installed. Utilities within the trench would be supported per plan during excavation.

Pipe Installation and Backfilling. Pipe laying would commence upon completion of trench excavation and shoring. Bedding material (slurry) may be placed on the bottom of the trench. Pipe segments would then be lowered into the trench and placed on the bedding. The segments would be welded to one another at the joints. Prior to backfilling, appurtenant structures would be installed as necessitated by design. After laying the pipe, the trench would be backfilled with slurry.

Work Site Restoration. Any portion of the roadway damaged as a result of construction activities would be repaved and restored in accordance with all applicable City of Los Angeles Department of Public Works standards. Once the pavement has been restored, traffic delineation (restriping) would also be restored.

Construction Equipment. The following is a list of construction equipment that would be used for the open trench excavations:

- Excavator
- Backhoe
- Welding equipment
- Welder truck
- Paving equipment
- Dump truck
- Water truck
- Street sweeper
- Service utility truck
- Saw cutting equipment
- Plate compactor
- Steam roller
- Forklift
- Trailer
- Blower
- Power generators
- Small tools
- Shoring equipment
- Air Compressor

(Note: This list is not necessarily exhaustive.)

Pipe-Jacking/Tunneling Methods

Pipe-jacking, which is a form of tunneling, would be used to reduce traffic disruptions at busy intersections. Pipe-jacking would be employed at the following locations:

- Whitsett Avenue, between Kittridge Street and Victory Boulevard
- Whitsett Avenue, between Burbank Boulevard and Chandler Boulevard
- Whitsett Avenue and Oxnard Street

Pipeline installation using pipe-jacking requires construction of a jacking and receiving pit within the public roadway. Construction staging would occur entirely within the pipe jacking and receiving pit work area boundaries (approximately 200- to 300-foot work areas with a width of approximately 29 to 44 feet).

Jacking is an operation in which the soil ahead of the steel casing is excavated and brought out through the steel casing barrel while the casing is pushed forward by a horizontal hydraulic jack placed at the rear of the jacking pit.

As with open trench excavation, the four primary phases for pipe-jacking are site preparation, excavation, shoring, pipe installation, and work site restoration.

Site Preparation. Traffic control plans would be prepared in coordination with LADOT to delineate traffic lanes around work areas, and in particular address turn lane pockets affected by the proposed project at major intersections. In preparation to construct the jacking and receiving pits, the pavement would first be cut using a concrete saw cutter or pavement breaker. The pavement would be removed from the project site and disposed of at an appropriate facility.

Excavation and Shoring. Jacking and receiving pits would be excavated, one respectively at each end of the jacked pipe segment. The size of the jacking pit would be approximately 40 feet

long by 12 feet wide (interior dimensions) and up to 35 feet deep. Receiving pits would be approximately 24 feet in length by 10- to 12-foot wide (interior dimensions) and 30 to 35 feet in depth. The pits would be excavated with backhoes and other excavation equipment. The excavated soil would be hauled away.

Pipe Installation. Once the pits are constructed and shored, a horizontal hydraulic jack would be placed at the bottom of the jacking pit. A 78-inch-inner-diameter steel casing would be lowered into the pit with a crane and placed on the jack. A simple cutting shield would be placed in front of the pipe segment to cut through the soil. As the jack pushes the steel casing and cutting shield into the soil, the soil is removed from within the leading casing with an auger or boring machine, either by hand or on a conveyor. Once a casing segment is pushed into the soil, a new segment is lowered, set in place, and welded to the casing that has been pushed. Once the casing has been installed, the 60-inch-diameter carrier pipe would be lowered and placed on the jacks, which push the pipe into the steel casing using casing spacers.

Work Site Restoration. After completion of the pipe installation along the jacking locations, the shoring system would be disassembled, pits backfilled, and pavement restored. Once the pavement is complete, traffic delineation (restriping) would be restored.

Construction Equipment. The following is a list of construction equipment that would be used the pipe jacking activities:

- Tunnel Boring Machine (TBM)
- Power generators and electrical systems
- Control systems
- Slurry circulations system
- Power cables
- Cooling and cutting water truck
- Lubrication pump
- Pipe jacking frame
- High pressure water pump
- Hauling trucks
- Utility truck
- Crane
- Shoring equipment
- Small tools

(Note: This list is not necessarily exhaustive.)

Construction Schedule

Construction of the proposed project is anticipated to commence in early 2016 and would end in 2021. Construction would occur between the hours of 7:00 A.M. and 6:00 P.M., Monday through Friday and between 8:00 A.M. and 5:00 P.M. on Saturdays. No nighttime construction is anticipated except for emergencies. Work zones requiring lane closures would be established within Whitsett Avenue for periods of approximately 9 months in any one location.

Environmental Safeguards

To avoid potential traffic and transportation impacts, the construction of the proposed CTLS-3 would be conducted in accordance with the Standard Specifications for Public Works Construction (Greenbook), traffic control plans designed by the LADOT, and the City of Los

Angeles Work Area Traffic Control Handbook (WATCH) to allow acceptable levels of service, traffic safety, and emergency access to the site during construction.

1.5 Discretionary Approvals Required for the Project

Table 1 presents a preliminary list of the agencies and entities with discretionary approval over the CTLS-3.

**TABLE 1
DISCRETIONARY PERMITS POTENTIALLY REQUIRED**

Agency	Permits and Authorizations Required	Activities Subject to Regulations
California Department of Industrial Relations, Division of Occupational Safety and Health, Mining and Tunneling Unit	Permit for construction operations involving human entry	Tunnel/jacking operations(66 inches or more in diameter; Shafts: Excavations twice the depth of cross section or exceeding 20 feet; Tunnels: Culverts greater than 30 inches in diameter; Underground chambers
California State Division of Occupational Safety and Health	Permit for trench construction	Any excavation activity 5 feet or deeper
State Water Resources Control Board	NPDES Construction Activity Permit	Construction on a site greater than 1 acre in size
City of Los Angeles Department of Transportation	Traffic Control Plan and Traffic Signal Plan	Traffic lane closures and transportation related issues
City of Los Angeles Department of Public Works, Bureau of Engineering	<ul style="list-style-type: none"> • Excavation Permit • Encroachment Permit • Construction Permit 	<ul style="list-style-type: none"> • Excavation Permit for construction within roadway • Encroachment Permit for construction within roadway • Construction Permit for disturbance to curbs, gutters, sidewalks, drains, or driveways
California Air Quality Management District	<ul style="list-style-type: none"> • South Coast Air Quality Management District Permit 	<ul style="list-style-type: none"> • Combustion engines greater than 50 horsepower
Los Angeles County Department of Public Works	<ul style="list-style-type: none"> • Construction Permit 	<ul style="list-style-type: none"> • Construction permit for construction near an existing 48- to 78-inch storm drain • Construction permit for crossing under six storm drain laterals

SECTION 2

Environmental Checklist Form

2.1 Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology, Soils and Seismicity |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Land Use and Land Use Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation and Traffic | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Nadia J Parker
Signature

Nadia J. Parker
Printed Name

6-4-14
Date

Charles C. Holloway
For

2.2 Environmental Checklist

Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1. AESTHETICS—Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** Construction of the proposed project would result in short-term impacts to aesthetics due to the presence of construction equipment and materials in the visual landscape. The nearest scenic vista is the Mulholland Scenic Parkway located approximately 2.5 miles south from the project area. The proposed project is not located within the Mulholland Scenic Parkway area and construction of the proposed project would not be visible from the Mulholland Scenic Parkway due to the local topography; the local views are dominated by urban development. Therefore, the proposed project would not adversely impact a scenic vista and no impacts would occur as a result of construction or operation of the proposed project. Once constructed, the trunk line would be below ground and would have no impacts to scenic vistas. No impacts to scenic vistas would occur.
- b) **No Impact.** There are scenic highways located within the boundaries of the City of Los Angeles. The nearest highway designated as a state scenic highway by the California Department of Transportation (Caltrans) is State Route 2 (SR 2), an east-west highway located near La Canada-Flintridge that runs northeast towards San Bernardino County, approximately 12 miles northeast from the project area (Caltrans, 2013). The proposed project is not located in proximity to a designated state scenic highway and would not adversely impact scenic resources located within the vicinity of a designated scenic resource. No impacts to scenic highways would occur.
- c) **Less Than Significant Impact.** The proposed project is not expected to substantially degrade the existing visual character or quality of the project site and its surroundings. The proposed project would be constructed underground and would not be visible once completed. Minor appurtenant facilities such as maintenance/access holes, valves, and

cabinets would be visible above ground. However, these structures would be low profile and would not substantially contrast with the surrounding urban built-up environment. During the construction phase, the visual character of the area would be temporarily affected. However, once installed in the street, the new trunk line would have no effect on the visual character of the area. The temporary effect of construction of the proposed project would be less than significant.

- d) **No Impact.** Construction and operation of the proposed project would not introduce new temporary sources of light and glare. No nighttime work would be conducted, except in emergency situations. The trunk line, once constructed, would be entirely underground with the exception of minor appurtenant facilities such as such maintenance/access holes, valves, and cabinets, none of which would include light fixtures. Additionally, the construction areas would not include nighttime security lighting. No impacts would occur.
-

Agricultural Resources

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
2. AGRICULTURAL AND FOREST RESOURCES —				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p> <p>Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** According to the 2010 Farmland Mapping and Monitoring Program maps from the Department of Conservation, the proposed project would not be located on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (CDC, 2010). The proposed project is located in areas designated as urban and other lands and is located within an existing roadway. Therefore, no impacts to Prime, Unique, or Important Farmland would occur.
- b) **No Impact.** According to the City of Los Angeles Zoning Map, the project site is not located on land contracted under the Williamson Act. The proposed project would be located within an existing roadway. Additionally, the project site is not zoned for agricultural use. Therefore, no impacts would occur to Williamson Act contracted lands..
- c) **No Impact.** According to the City of Los Angeles Zoning Map, the project site is not zoned as forest land, timberland, or timberland production. Therefore, there would be no

conflicts with existing zoning. Impacts to forest land, timberland, or timberland production would not occur.

- d,e) **No Impact.** The project site is located within an urban built-up environment. The proposed project would result in replacement of existing utility facilities. The project site does not contain forest land, timberland, or farmland. Thus, no forest land, timberland, or farmland would be lost or converted to non-forest or non-agricultural use and no impact would occur.
-

Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
3. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) **Less than Significant Impact.** A significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project is located in the City of Los Angeles within the South Coast Air Basin (Basin), which is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and cooperates actively with all state and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD and SCAG are responsible for preparing the AQMP, which addresses federal and state Clean Air Act (CAA) requirements. Pursuant to these requirements, the SCAQMD is required to reduce emissions of criteria pollutants for which the Basin is in nonattainment. The AQMP details goals, policies, and programs for improving air quality in the Basin.

The 2012 AQMP is currently the most recent plan for the Basin, and was adopted by the SCAQMD Governing Board on December 12, 2012. The 2012 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and state air quality standards, and to minimize the fiscal impact that pollution control

measures have on the local economy. It builds on the approaches taken from the previous 2007 AQMP and sets forth a comprehensive and integrated program that will lead the Basin into compliance with the federal 24-hour PM_{2.5} air quality standard, and provides an update to the Basin's commitments toward meeting the federal 8-hour ozone standards. SCAG, which is the regional metropolitan planning organization for the Southern California area, has established the assumptions for growth, in terms of demographic growth and associated air quality impacts, and these assumptions are utilized in SCAQMD's AQMP.

Since the forecasted growth in SCAQMD's AQMP for the Basin relies on SCAG's regional growth forecasts, and because SCAG's growth forecasts are based upon, among other things, land uses specified in city general plans, a project that is consistent with the land use designated in a city's general plan would also be consistent with the AQMP growth projections. As discussed in the Project Description, the proposed project would involve the replacement of an existing potable water trunk line along a 1.94-mile stretch of Whitsett Avenue. Because the proposed project would not be introducing any new land uses in the project area that would result in additional population or housing growth that has not been accounted for in the City General Plan, implementation of the project would not conflict with or obstruct the implementation of SCAQMD's AQMP.

In addition, SCAQMD regional significance thresholds were designed to assist SCAQMD in determining if a project would worsen air quality conditions in the Basin. The determination of AQMP consistency is primarily concerned with the long-term influence of the proposed project on air quality in the Basin. As discussed under Question 12(b) below, the proposed project would not result in significant regional construction emissions and would not interfere with the attainment of air quality standards. Thus, construction activity would not conflict or obstruct implementation of the AQMP. Overall, the proposed project would result in a less than significant impact related to the AQMP.

- b) **Less than Significant Impact.** A project may have a significant impact where project-related emissions would exceed federal, state, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. As the proposed project consists of the replacement of an existing potable water trunk line with a new trunk line, potential air quality impacts associated with the project would only occur during the construction phase as the operation of construction equipment would result in additional air emissions in the region. Once construction activities have been completed, the newly replaced trunk line would operate in the exact same manner as the former trunk line and would not include any pollutant emissions sources. Thus, as project operations would not generate pollutant emissions, this analysis focuses on the potential air quality impacts that could result from construction of the proposed project.

Construction of the proposed project would occur within the existing roadway of Whitsett Avenue using the open-trench method, except at three locations where the pipe-jacking

installation method would be employed. Construction activities at each open-trench or pipe-jacking site would generate pollutant emissions from the following construction activities: (1) site preparation, excavation, and pipe installation; (2) construction workers traveling to and from the construction site; (3) delivery and hauling of construction supplies and debris to and from the construction site; (4) the fuel combustion by on-site construction equipment; and (5) restoration of the work site. Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards for outdoor concentrations to protect public health. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include carbon monoxide (CO), nitrous oxides (NO_x), particulate matter (PM) that is 10 microns or less in diameter and 2.5 microns or less in diameter (PM₁₀ and PM_{2.5}), sulfur oxides (SO_x), and reactive organic gasses (ROGs). Construction activities associated with the project involving site preparation and excavation would primarily generate respirable particulate matter (PM₁₀) emissions. Mobile source emissions (use of diesel-fueled equipment onsite, and traveling to and from the construction site) would primarily generate oxides of NO_x emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

It is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 (Fugitive Dust) for controlling fugitive dust emissions. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, and maintaining effective cover over exposed areas. Site watering and application of soil binders would reduce the particulate matter from becoming airborne, while washing of transport vehicle tires and undercarriages would reduce re-entrainment of construction dust onto the local roadway network. According to SCAQMD, compliance with Rule 403 would reduce PM_{2.5} and PM₁₀ emissions associated with construction activities by approximately 61 percent.

The analysis of daily construction emissions has been prepared using the California Emissions Estimator Model (CalEEMod), as recommended by SCAQMD (**Appendix A**). CalEEMod was used to determine whether short-term construction-related emissions of criteria air pollutants associated with the proposed project would exceed SCAQMD's applicable regional thresholds and where mitigation would be required. Modeling was based on project-specific data, when available. Where project-specific information was not available, default model settings were used to estimate criteria air pollutant and ozone precursor emissions. For the purpose of this analysis, the emissions occurring on a peak (worst-case) day for each construction phase (site preparation, excavation, pipe installation, etc.) over the entire project construction period were estimated and evaluated against the applicable SCAQMD significance thresholds. Based on project information provided by LADWP, it was determined that a worst-case construction day for the

proposed project would involve the concurrent construction activities at both an open-trench site and a pipe-jacking site.¹

The estimated daily emissions that are estimated to occur on peak construction days during each construction phase for the proposed project are shown in **Table 2**. These calculations take into account that appropriate dust control measures under SCAQMD Rule 403 would be implemented by the project during each phase of construction.

As shown in Table 2, the peak daily regional emissions generated during project construction would not exceed the SCAQMD daily significance thresholds for ROG, NO_x, CO, SO_x, PM_{2.5}, and PM₁₀. Since construction emissions would not exceed the SCAQMD thresholds, the regional impacts related to air quality during project construction activities would be less than significant.

**TABLE 2
PROJECT PEAK DAY CONSTRUCTION EMISSIONS^a**

Construction Phases	Pounds Per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Site Preparation	4.36	38.66	26.44	0.04	2.86	2.34
<i>Regional Significance Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed Threshold?	No	No	No	No	No	No
Excavation and Shoring	5.44	56.39	34.56	0.08	3.64	2.65
<i>Regional Significance Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed Threshold?	No	No	No	No	No	No
Pipe Installation	7.57	58.29	40.48	0.07	4.05	3.39
<i>Regional Significance Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed Threshold?	No	No	No	No	No	No
Work Site Restoration	9.46	87.04	60.56	0.10	6.26	5.24
<i>Regional Significance Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed Threshold?	No	No	No	No	No	No

a. The peak daily construction emissions for the project would involve the concurrent construction activities at both an open-trench site and a pipe-jacking site.

- c) **Less than Significant Impact.** A cumulative impact arises when two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant impacts, meaning that the proposed project's incremental effects must be viewed in connection with the effects of past, current, and probable future projects.

¹ A single pipe-jacking site would consist of a jacking, receiving, and intermediate pit along the ROW of Whitsett Avenue.

With respect to air quality, a significant impact may occur if the project would add a considerable cumulative contribution to federal or state nonattainment pollutants. As the Basin is currently classified as a state nonattainment area for ozone, NO₂, PM₁₀, and PM_{2.5}, cumulative development consisting of the proposed project along with other reasonably foreseeable future projects in the Basin as a whole could violate an air quality standard or contribute to an existing or projected air quality violation. With respect to determining the significance of the proposed project's contribution to regional emissions, the SCAQMD neither recommends quantified analyses of cumulative construction emissions nor provides methodologies or thresholds of significance to be used to assess cumulative construction impacts. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed under Question 3(b) above, the proposed project would not generate construction emissions that would exceed the SCAQMD's recommended thresholds. Once construction activities have been completed, the newly replaced water trunk line would operate in the exact same manner as the former trunk line and would not include any pollutant emissions sources. As such, no operational pollutant emissions would be generated by the project. Therefore, the proposed project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment, and impacts would be less than significant.

- d) **Less than Significant Impact.** A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The nearest and most notable off-site sensitive receptors to the project would be the existing residential uses that are currently located along the project's 1.94-mile stretch of Whitsett Avenue. In addition, other sensitive receptors that have been identified along Whitsett Avenue include a school (Valley Torah High School) and a daycare facility (Happy Face Preschool and Daycare).

Localized Construction Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are

found in the mass rate look-up tables in the “Final Localized Significance Threshold Methodology” document prepared by the SCAQMD, apply to projects that are less than or equal to 5 acres in size and are only applicable to a project’s on-site emissions for the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA) within the Basin. The project area, which consists of a 1.94-mile stretch of Whitsett Avenue, is located in the portion of City of Los Angeles that is within SRA 7.

The LSTs, which are found in the mass rate look-up tables in the *Final Localized Significance Threshold Methodology* document prepared by SCAQMD, are provided for the following distances from the source of emissions: 25 meters, 50 meters, 100 meters, 200 meters, and 500 meters. Additionally, the LSTs at these distances also vary based on the size of the project site. The SCAQMD has provided LSTs for sites that are 1 acre, 2 acres, and 5 acres in size. As the total construction work area for an open-trench or pipe-jacking site would be approximately 1.5 acres, the LSTs for a 1-acre site is used for this analysis. The nearest and most notable off-site sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the proposed project would be the existing residential, school, and daycare uses located along Whitsett Avenue. Given the proximity of these sensitive uses to the right-of-way (ROW) of Whitsett Avenue, the LSTs for a 1-acre site with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the project’s construction-related NO_x, CO, PM₁₀, and PM_{2.5} emissions.²

As discussed in Question 3(b), it was determined that a worst-case construction day for the proposed project would involve the concurrent construction activities at both an open-trench site and a pipe-jacking site along Whitsett Avenue. However, whereas the construction emissions analysis conducted under Question 3(b) pertained to the project’s total daily mass emissions, the LST analysis is concerned with a project’s localized air quality impacts. While construction activities at both an open-trench site and a pipe-jacking site would occur concurrently during the project’s peak construction day, the geographic location of these two construction sites are anticipated to be far enough apart on Whitsett Avenue such that the construction emissions generated at each site would only affect their respective localized sensitive receptors. As such, the LST analysis for the proposed project only evaluates the construction emissions generated at a single open-trench or pipe-jacking site.

The peak daily emissions generated at either an open-trench or pipe-jacking site during construction activities were estimated using CalEEMod and are shown in **Table 3**. As

² Although the existing sensitive uses (i.e., residential, school, and daycare uses) along Whitsett Avenue would be located closer than 25 meters from the ROW of Whitsett Avenue where open-trench and pipe-jacking sites would operate, the SCAQMD’s LST methodology indicates that projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.

LSTs are only concerned with a project’s on-site emissions, the emissions shown in Table 3 only account for off-road equipment operating at either an open-trench or pipe-jacking site.

As shown in Table 3, the peak daily emissions generated at either an open-trench or pipe-jacking site during project construction activities would not exceed the applicable construction LSTs. Therefore, localized air quality impacts from the project’s construction activities on the surrounding off-site sensitive receptors would be less than significant.

**TABLE 3
LOCALIZED CONSTRUCTION POLLUTANT EMISSIONS**

Construction phase	Pounds Per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Open-Trench or Pipe-Jacking Site ^a						
Site Preparation	2.08	19.19	11.69	0.02	1.21	1.11
Excavation and Shoring	2.41	25.07	13.55	0.03	1.28	1.15
Pipe Installation and Backfilling	3.60	27.89	17.87	0.03	1.67	1.59
Work Site Restoration	4.43	41.16	26.57	0.04	2.59	2.45
Peak Daily Localized Emissions	4.43	41.16	26.57	0.04	2.59	2.45
Localized Significance Threshold	NA	80	498	NA	4	3
Exceed Threshold?	No	No	No	No	No	No

Note: NA = non-applicable

- a. It was determined that the construction activities at both an open-trench site and pipe-jacking site would generate the same peak daily construction emissions.
- b. LSTs for a 1-acre site located in SRA 7.

Localized Traffic-Related Emissions

In addition to construction emissions, the installation of the proposed trunk line within Whitsett Avenue would result in temporary lane closures. Consequently, traffic flow would be affected whenever a mixed-flow traffic lane is closed for construction activities. Reduced speeds through construction zones would result in additional localized concentrations of pollutants from traffic vehicles. Traffic volume would decrease as some automobile travelers would reroute to parallel streets when lane closures occur. However, the proposed project would be required to implement traffic control standards established by the LADOT to minimize traffic disruption as part of the proposed project’s Traffic Control Plan. The proposed project is not projected to substantially increase traffic congestion because most construction activities would be limited to the work area in the center of the road, allowing for at least one lane of traffic in each direction at all times (with the exception of Work Area 14 from Chandler to Magnolia). Lane closures would last approximately 9 months in any one location. Therefore, the proposed project would

result in a less than significant impact related to localized, traffic-related pollutant concentrations during construction.

Toxic Air Contaminants

A substance is considered toxic if it has the potential to cause adverse health effects in humans. A toxic substance released into the air is considered a toxic air contaminant (TAC). TACs are identified by state and federal agencies based on a review of available scientific evidence. In the State of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management was designed to protect residents from the health effects of toxic substances in the air.

Construction of the proposed project would result in short-term diesel exhaust emissions from off-road heavy-duty equipment. Diesel exhaust is considered a TAC. Construction would result in the generation of diesel exhaust emissions from the use of off-road diesel equipment required for site preparation and excavation, and other construction activities.

The dose to which sensitive receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the proposed project. Although construction of the entire project would occur over a 6-year period, the proposed project's construction activities during that time would be separated into different work areas located along Whitsett Avenue. As such, the project's construction activities would not be permanently stationed at any one location but instead would occur in a linear fashion along Whitsett Avenue over time. The construction period for an open-trench site would be approximately 8 months, while the construction period for a pipe-jacking site would be approximately 9 months. Once the construction activities at an open-trench or pipe-jacking site are completed, the construction activities would move to another location along the 1.94-mile stretch of Whitsett Avenue. Thus, the duration of the construction activities at any one open-trench or pipe-jacking site location along Whitsett Avenue would only constitute a small percentage of the total 70-year exposure period. Thus, diesel particulates from temporary construction activities would not be anticipated to result in the exposure of sensitive receptors to levels that exceed applicable standards, and impacts would be less than significant.

- e) **Less Than Significant Impact.** A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. According to the SCAQMD

California Environmental Quality Act (CEQA) Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. As the trunk line is installed underground, the proposed project does not include any uses identified by the SCAQMD as being associated with odors. Thus, the proposed project is not expected to result in objectionable odors during operations, and this impact would be less than significant.

During construction of the proposed project, exhaust from equipment may produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to adjacent uses, but would not affect a substantial number of people. As odors associated with project construction would be temporary and intermittent in nature, the odors would not be considered to be a significant environmental impact. Therefore, impacts associated with objectionable odors would be less than significant.

Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
4. BIOLOGICAL RESOURCES—				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The proposed project would be constructed within the Whitsett Avenue roadway in the urbanized community of North Hollywood/Valley Village in the City of Los Angeles. No candidate, sensitive, or special-status species are anticipated to enter into the project area or be impacted as a result of the construction or operation of the proposed project. In addition, existing trees located along the roadway are ornamental trees and are not considered to be of candidate, sensitive, or special-status species. Construction of the trunk line would be confined to the determined construction area and would be constructed below ground and would not require the removal of any trees. Therefore, no impacts to potentially sensitive species or pertinent regional and local plans would occur.
- b,c) **No Impact.** The proposed project is located within developed residential and neighborhood commercial areas and does not contain riparian habitats, wetlands, or other sensitive, protected habitats. The proposed project would be located within an existing

- roadway and would not encounter sensitive habitats. No impact to riparian habitats, wetlands, or other sensitive protected habitats would occur.
- d) **No Impact.** Wildlife corridors are pathways or habitat linkages that connect discrete areas of natural open space otherwise separated or fragmented by topography, changes in vegetation, and other natural or human-induced factors, such as urbanization. The proposed project site is not part of any corridors for wildlife movement because the proposed project is located in highly urbanized area characterized by residential and neighborhood commercial development adjacent to busy roadways. Construction of the proposed project within a public roadway would not interfere with local or regional wildlife movement. The trunk line alignment within the Whitsett Avenue roadway would not impact any wildlife movement corridors. Therefore, impacts related to the movement of any native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or native wildlife nursery sites would not occur.
- e) **No Impact.** It is anticipated that biological and other natural resources protected by local resource protection ordinances and policies in the proposed project area have already been impacted or modified by existing land uses. The proposed project is an underground pipeline, any potential conflicts with local ordinances would potentially occur during proposed project construction. It is anticipated that implementation of the proposed project would permit existing residential and commercial uses within the project area to continue to be operated and maintained consistent with all local policies and ordinances protecting natural resources. Therefore, impacts related to local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, not would occur.
- f) **No Impact.** Species or habitats covered within any Habitat Conservation Plans, Critical Habitat Designations, Natural Community Conservation Plans, Significant Ecological Areas (SEAs) as identified by the County and City of Los Angeles, or other approved conservation plans have not been identified within the project area. The proposed project is located in an existing roadway in an urban built-up environment. The nearest SEAs to the project alignment include the Verdugo Mountain SEA (No. 27), located approximately 3.5 miles northeast, and the Griffith Park SEA (No. 8), located 4.1 miles southeast of the project area. Therefore, impacts associated with conflicts to provisions of an HCP, NCCP, SEA, or other approved local, regional, or state habitat conservation plan would not occur.
-

Cultural Resources

<i>Issues:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
5. CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than Significant Impact with Mitigation.** A records search at the South Central Coastal Information Center (SCCIC), Native American scoping, and a pedestrian cultural resources survey were conducted to identify cultural resources within the project area (Vader and Bray, 2013). The records search identified 23 previous cultural resources investigations within ½ mile of the project. Five of these investigations included portions of the project area with approximately 5 percent of the project area having been subject to previous investigation. Furthermore, the records search indicated that a total of nine cultural resources, all built environment resources, have been previously recorded within ½ mile of the project area. Of the nine previously recorded resources, the SCCIC indicated that one historic built resource, a multistory building constructed between 1963 and 1964, was present immediately adjacent to the project area. However, upon further investigation, it was determined that the resource is not located immediately adjacent to the project area; rather, it is located approximately 200 feet east of the project area and would not be impacted by the project.

A Sacred Lands File Search for the project performed by the Native American Heritage Commission (NAHC) on March 11, 2013, indicated that no documented sites of Native American traditional/cultural significance are located within or immediately adjacent to the project area. Follow-up correspondence was conducted with all individuals and groups indicated by the NAHC as having affiliation with the project area to solicit information on the whereabouts of resources in the project vicinity. To date, four responses have been received, one from John Tommy Rosas of the Tongva Ancestral Territorial Tribal Nation, one from Andy Salas of the Gabrieleno Band of Mission Indians, one from Bernie Acuna of the Gabrielino-Tongva Tribe, and one from Linda Candelaria of the Gabrielino-Tongva Tribe. Mr. Rosas expressed strong opposition to the project and requested a full CEQA review. Mr. Salas stated that the project was located in a highly culturally sensitive area and he requested that a monitor from the Gabrieleno

Band of Mission Indians be retained to monitor all ground-disturbing activities. Mr. Acuna expressed his concern about potential impacts the project may have on Native American cultural resources and requested that a Native American monitor be retained to monitor all ground-disturbing activities during construction. Additionally, Mr. Acuna asked that he be kept abreast of when construction will begin. Ms. Candelaria requested that the Tribe's certified and sanctioned Most Likely Descendants (MLDs) and insured monitors be utilized during project construction.

A cultural resources survey of the project area was conducted on March 13, 2013. Because the project area consists of the Whitsett Avenue ROW, which is entirely paved, the cultural resources survey area included the areas immediately adjacent to and on both sides of the ROW. Survey methods varied based on surface conditions. Portions of the survey area where the ground surface was visible (approximately 10 percent of the project area) were surveyed on foot. The portions of the project located in developed areas where no ground surface was visible were subject to a windshield survey in order to identify the presence of historic built resources. No cultural resources were identified within or immediately adjacent to the project area as a result of the field survey.

Although the records search, the Sacred Lands File search, and the field survey did not identify any historical resources within or immediately adjacent to the project area, the proposed project has the potential to impact unknown historical resources. Archival research and a historic map review indicated that the project is located between two branches of Tujunga Wash, making it an area suitable for human habitation and use throughout the prehistoric period. Moreover, the project area is located within 3 miles of Campo de Cahuenga, a Spanish-period rancho, and the Gabrielino-Tongva village of *Kaweenga*, and is located within 6.5 miles of Mission San Fernando and the Gabrielino-Tongva village of *Pasek*. Additionally, the North Hollywood area had been used for agricultural purposes at least since 1888. Because the project area is located between two branches of Tujunga Wash and in a region of the valley that has been consistently occupied and used since at least the ethnographic period, the project has the potential to impact unknown archaeological resources.

The proposed project involves trenching to a depth of 10 feet and excavation of receiving and bore pits to a depth of up to 35 feet, which has the potential to extend into undisturbed soils. The degree of subsurface disturbance underlying Whitsett Avenue is unknown. Project actions have the potential to unearth, expose, or disturb subsurface archaeological or Native American resources that may qualify as historical resources under CEQA. However, implementation of **Mitigation Measures CUL-1** through **CUL-3** would ensure that potential impacts to any unknown historical resources are less than significant.

Mitigation Measures

CUL-1: Prior to earth moving activities, a qualified archaeologist meeting the Secretary of the Interior's qualifications standards for archaeology shall conduct cultural resources

sensitivity training for all construction personnel. Construction personnel shall be informed of the types of cultural resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources. The contractor shall ensure that construction personnel are made available for and attend the training and shall retain documentation demonstrating attendance.

CUL-2: In the event of the discovery of historical or archaeological materials, the contractor shall immediately cease all work activities in the area (within approximately 100 feet) of the discovery until it can be evaluated by a qualified archaeologist. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (“midden”) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone or concrete footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. After cessation of excavation, the contractor shall immediately contact LADWP. The contractor shall not resume work until authorization by LADWP is received.

LADWP shall retain the services of a qualified professional archaeologist, meeting the Secretary of the Interior’s Standards for a Qualified Archaeologist, to evaluate the significance of the materials and recommend appropriate treatment measures prior to resuming any construction-related activities in the vicinity of the find. If the qualified archaeologist determines that the discovery constitutes a significant resource under CEQA, a detailed Cultural Resources Treatment Plan shall be prepared and implemented by a qualified archaeologist in consultation with the City. LADWP shall consult with appropriate Native American representatives in determining appropriate treatment for unearthened cultural resources if the resources are prehistoric or Native American in nature. Archaeological materials recovered during any investigation shall be curated at an accredited curatorial facility. The report(s) documenting the implementation of the Cultural Resources Treatment Plan shall be submitted to LADWP and to the South Central Coastal Information Center.

- b) **Less than Significant Impact with Mitigation.** As discussed above under impact statement (a), no archaeological resources were identified within the project area as a result of the records search and field survey. However, archival research and a historic map review indicated that the project is located in an archaeologically sensitive area. The proposed project involves trenching to a depth of 10 feet and excavation for receiving and bore pits to a depth of up to 35 feet, which could extend into undisturbed soils. These actions have the potential to unearth, expose, or disturb subsurface archaeological or Native American resources that may qualify as unique archaeological resources under CEQA. However, implementation of Mitigation Measures 5.1, 5.2, and 5.3 would ensure that potential impacts to any unknown unique archaeological resources are less than significant.

Mitigation Measure

Implement **Mitigation Measures CUL-1** through **CUL-2**

- c) **Less than Significant with Mitigation.** A paleontological study for the project was undertaken to evaluate the paleontological resource sensitivity of the project area (Siren and Aron, 2014). The study included a review of regional geological maps and relevant reports, a literature search, a paleontological database check, and a review of previous paleontological investigations in the area and documented fossil-bearing localities. Based on the geologic map review, it was determined that the sediments underlying the project area include the following sediments listed from youngest to older sediments: modern artificial fill, Quaternary younger alluvium, and Quaternary older alluvium. The modern artificial fill presumably underlies existing, man-made structures (e.g., roadways and buildings), and due to the fact that these deposits are modern in nature, they contain no fossils and thus have a low paleontological sensitivity. The Quaternary younger alluvium is mapped at the surface of the project area, is Holocene in age (less than 10,000 years old) , and is described as “alluvial fan sediments of granitic sand at West Hollywood, derived from adjacent Santa Monica Mountains.” Because of the young age and/or disturbed nature of these deposits, they have low paleontological resource sensitivity. The Quaternary older alluvium is characterized as “gray to light brown pebble-gravel, sand, silt and clay derived from Santa Monica Mountains; slightly consolidated,” and are Pleistocene in age (less than 500,000 years old) (Siren and Aron, 2014). The Quaternary older alluvium presumably underlies the young alluvium at an unknown depth and has the potential to yield significant paleontological resources.

A paleontological database check from the Los Angeles County Natural History Museum (LACM) was conducted on March 26, 2013, by Samuel McLeod, Ph.D. As reported by Dr. McLeod, a number of LACM fossil localities are known from older Quaternary deposits in the City of Los Angeles. These include LACM 6970, located southeast of the project, along Lankershim Boulevard at the Ventura Freeway (State Route 134). This locality produced an assemblage of Pleistocene megafauna, including fossil camel (*Camelops hersternus*), bison (*Bison antiquus*), and ground sloth (*Glossotherium harlani*), between 60 and 80 feet below grade within the excavation for the Metrorail Redline Universal Tunnel. North of U.S. Route 101 and directly west of the project area, LACM 3822 yielded extinct peccary (*Platygonus*), camel (*Camelops*), and bison (*Bison*) between 75 and 100 feet below the ground surface. Some of the more shallow localities were discovered further south, near Kester Avenue. These include LACM 6208, which produced extinct bison (*Bison*) fossils at 20 feet below the ground surface, and LACM 3263, which produced extinct horse (*Equus*) fossils at 14 feet below the ground surface. Pleistocene-aged fossils have been found at shallow depths in deposits throughout Southern California that are similar to the older alluvial deposits mapped in the project area. Additionally, the sediments mapped in the project area are similar to those located underneath the La Brea Tar Pits, a National Natural Landmark, where over 3.5 million

identifiable fossils of late Pleistocene age have been recovered to date from the ongoing excavations.

The project has the potential to produce significant paleontological resources should construction impacts encounter early Holocene to Pleistocene-aged sediments beneath the younger alluvium or disturbed surficial sediments in this area. Significant paleontological resources are fossils and fossiliferous deposits, here defined as consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Excavations into Quaternary older alluvium at depth within the project area have potential to yield fossils. The recent deposits within the project area, consisting of modern artificial fill and Quaternary younger alluvium, are unlikely to yield fossils and are considered to have a low potential to contain significant nonrenewable fossil resources. However, if Quaternary older alluvium is encountered on-site, depending on its lithology, it may have a high paleontological sensitivity. The project includes trenching to a depth of up to 10 feet and excavation for receiving and bore pits to a depth of up to 35 feet. These actions, particularly the excavation of the bore and receiving pits, may extend into Quaternary older alluvium where significant fossil localities may be located. The precise depth of the Quaternary older alluvium within the project area, however, is unknown. Implementation of Mitigation Measures CUL-1 CUL-2, and CUL- would ensure that potential impacts to any unknown paleontological resources are less than significant.

Mitigation Measures

CUL-3: A qualified paleontologist shall also conduct pre-construction worker environmental awareness training prior to construction activities. This training shall include information on what to do in case an unanticipated discovery is made by a worker. All construction personnel shall be informed of the possibility of encountering fossils, and instructed to immediately inform the construction foreman if any bones or other potential fossils are unexpectedly unearthed in an area where paleontological monitoring is not required. LADWP shall ensure that construction personnel are made available for and attend the training and shall retain documentation demonstrating attendance. This training may be conducted in coordination with training required under Mitigation Measure CUL-1.

In the event fossils are exposed during earth moving, the monitor construction crew, in coordination with LADWP, shall halt or redirect construction activities to other work areas so the find can be evaluated by a qualified paleontologist. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis. Any fossils encountered and recovered shall be catalogued and donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository.

- d) **Less than Significant Impact with Mitigation.** No human remains are known to exist within or adjacent to the project area and it is unlikely that the proposed project would disturb unknown human remains. However, because the proposed project would involve ground-disturbing activities, it is possible that such actions could unearth, expose, or disturb previously unknown human remains. With the incorporation of Mitigation Measure 5.5, which requires compliance with State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, any project-related impacts to human remains would ensure that any potential impacts remain less than significant. Implementation of **Mitigation Measure CUL-4** would ensure that potential impacts to human remains are less than significant.

Mitigation Measure

CUL-4: In the event that previously unknown human remains are uncovered during project excavation, the contractor shall halt work in the vicinity (within 100 feet) of the find and shall contact the Los Angeles County Coroner in accordance with Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. If the Coroner determines the remains are Native American in origin, the Coroner shall contact the NAHC. As provided in Public Resources Code Section 5097.98, the NAHC shall identify the person or persons believed to be most likely descended from the deceased Native American. The most likely descendent shall be afforded the opportunity to provide recommendations concerning the future disposition of the remains and any associated grave goods as provided in PRC 5097.98.

Geology, Soils, and Seismicity

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
6. GEOLOGY, SOILS, AND SEISMICITY— Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a.i) **Less than Significant Impact.** The proposed project would not be located within an Alquist-Priolo Earthquake Fault Zone. In addition, the proposed project is not included in a Los Angeles Fault Rupture Study Area. The San Fernando Fault Zone, approximately 6.5 miles north of the project area, is the nearest Alquist-Priolo Earthquake Fault Zone.

The nearest active fault with surface rupture potential is the Verdugo Fault, located approximately 3 miles northeast of the project area. The Verdugo Fault is composed of several faults, including the Verdugo Fault, San Rafael Fault, and Eagle Rock Fault. The Verdugo Fault is categorized as a reverse fault and is located on the southwest side of the Pacoima Hills and the Verdugo Mountains. A State of California Alquist-Priolo Earthquake Fault Zone has not been established for the Verdugo Fault by the State, but the fault is considered active. The fault has an average slip rate of 0.5 millimeters per year and an estimated maximum magnitude of 6.9 (SCEDC, 2013). The proposed project

is located almost entirely underground, and does not include any habitable structures. Furthermore, construction of the proposed project would comply with earthquake-resistant standards as required by the LADWP Engineering Standards Manual. Therefore, construction and operation of the proposed project would not expose people or structures to potential adverse effects from a rupture of a known earthquake fault. As such, impacts related to known earthquake faults and the Alquist-Priolo Earthquake Fault Zone would be less than significant.

- a.ii) **Less than Significant Impact.** Seismic activity is typical for Southern California and strong seismic activities at nearby faults may result in groundshaking in the project vicinity. However, as stated above, the nearest earthquake fault is the Verdugo Fault, located approximately 3 miles northeast from the project area. The potential for seismic activity is not anticipated to be any greater than in any other areas of the City of Los Angeles. The proposed trunk line and appurtenant structures would be constructed in compliance with earthquake-resistant standards as required by the LADWP Engineering Standards Manual. In addition, the proposed trunk line would be located underground, thus minimizing the potential for aboveground impact. The proposed project is not anticipated to increase the risk of exposure of people or structures to strong seismic groundshaking and impacts would be less than significant.
- a.iii) **Less than Significant Impact.** Liquefaction is the transformation of loose sediment or soil into a fluid state, usually as a result of ground shaking. Soils that are most susceptible to liquefaction are poorly consolidated and water-saturated. Liquefaction can cause significant earthquake-related damage because structures located on ground that liquefies can collapse or sink into the ground. Liquefaction during large earthquakes commonly disrupts pipelines and road networks and may also cause buildings to settle and move downslope or toward stream banks (CDC, 2007). According to the State of California Seismic Hazards Zones Map, Yorba Linda Triangle, the proposed project alignment is partially located within a designated liquefaction zone. However, the proposed trunk line and appurtenant structures would be constructed in compliance with earthquake-resistant standards as required by the LADWP Engineering Standards Manual. With appropriate design precautions, the potential for liquefaction or seismically induced settlement along the project alignment to adversely impact the underground pipeline is small. Therefore, the potential for liquefaction would be low and impacts related to liquefaction would be less than significant.
- a. iv) **No Impact.** The proposed project is not located within a landslide hazard area (City of Los Angeles, 2013). The proposed project would incorporate engineering and design to further negate landslide related impacts and impacts related to landslides would not occur.
- b) **Less than Significant Impact.** The proposed project would be located within previously developed and disturbed areas consisting entirely of a paved roadway. Construction activities including trenching and excavation would produce exposed soils that could be

- impacted by short-term erosion during windy conditions and construction vehicles traveling through the site. Rain events could erode exposed soils and create sediment-laden runoff. However, contractors would implement a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the National Pollutant Discharge Elimination System (NPDES) requirements for stormwater discharges at construction sites. The SWPPP requires the permittees to develop and implement erosion and sediment control best management practices (BMPs) to control/reduce the erosion and loss of topsoil and the consequential discharge of sediment into waters of the United States to the maximum extent practicable. Once construction is complete, the pipeline would be located entirely underground and additional operational impacts related to soil erosion or loss of topsoil would not occur. Implementation of the SWPPP and associated BMPs would limit impacts related to soil erosion, loss of topsoil, short-term erosion, and runoff. Therefore, impacts related to soil erosion or the loss of topsoil would be less than significant.
- c) **Less than Significant Impact.** As stated in the response to *6a.i, ii* and *iv*, the proposed project would not be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project. The proposed project would not result in on-site or off-site landslide, lateral spreading, or subsidence. Construction of the pipeline would comply with earthquake-resistant standards as required by the LADWP Engineering Standards Manual. Therefore, the potential for liquefaction would be low and impacts related to liquefaction would be less than significant.
- d) **Less than Significant Impact.** The pipeline would be installed in an engineered fill material that would be designed to offset any expansive soils present in the area. Impacts to the pipeline from expansive soils would be minimized through standard pipeline design requirements and impacts would be less than significant.
- e) **No Impact.** Construction of the proposed trunk line would not include the installation of a septic system. No impacts regarding septic tanks or alternative wastewater disposal systems would occur.
-

Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
7. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as a driving force for global climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth’s climate caused by natural fluctuations and anthropogenic activities, which alter the composition of the global atmosphere.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), chlorofluorocarbons (CFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Carbon dioxide is the “reference gas” for climate change, meaning that emissions of GHGs are typically reported in “carbon dioxide-equivalent” (CO₂e) measures. There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

In 2005, in recognition of California’s vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of GHG would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32),

which requires the California Air Resource Board (CARB) to design and implement feasible and cost-effective statewide emission limits, regulations, and other measures, such that GHG emissions are reduced to 1990 levels by 2020.

On March 18, 2010, the California Office of Planning and Research (OPR) submitted amendments to the *CEQA Guidelines* for GHG emissions, as required by Public Resources Code section 21083.05 (Senate Bill 97). These *CEQA Guideline* amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in draft CEQA documents. The amendments are relatively modest changes to various portions of the existing *CEQA Guidelines*.

- a) **Less than Significant Impact.** The proposed project would contribute to global climate change as a result of emissions of GHGs, primarily CO₂ emitted during construction activities associated with the removal and replacement of a water trunk line to serve potable water to the urban portion of the North Hollywood/Valley Village community planning area. Given the nature of the project as a replacement trunk line for water transportation, no GHG emissions are anticipated for the project during operations as no new emissions sources would be introduced as part of the new water trunk line. The new pipeline would replace the function of the existing pipeline in Coldwater Canyon. GHG impacts are considered to be exclusively cumulative impacts (CAPCOA, 2008); there are no noncumulative GHG emission impacts from a climate change perspective. Thus, the purpose of this GHG analysis is to determine whether the contribution of GHG emissions by the proposed project would be cumulatively considerable.

Currently, while SCAQMD has issued proposed standards and guidelines, there is no adopted state or local standard for determining the cumulative significance of the proposed project's GHG emissions on global climate change. SCAQMD has currently adopted a 10,000 metric ton per year (MT/year) CO₂e threshold for industrial projects for which it is the lead agency. Additionally, SCAQMD has proposed, but not adopted, a 3,000 MT/year CO₂e threshold for mixed use developments, a 3,500 MT/year CO₂e threshold for residential developments, and a 1,400 MT/year CO₂e threshold for commercial developments. These draft threshold options are being evaluated through the GHG Thresholds Working Group and have not been adopted as of this writing (SCAQMD, 2010). The proposed project, which consists of the replacement of an existing potable water trunk line within Whitsett Avenue from the intersection of Vanowen Street to the intersection of Magnolia Boulevard, is not a development that would be a permanent source or generate substantial levels of GHG emissions. As discussed previously, the operation of the newly replaced water trunk line would not involve any new emissions sources that would generate GHGs. Thus, any net increase in GHG emissions resulting from the project would only occur during the temporary construction activities. Due to the anticipated small amount of GHG emissions that would be temporarily generated during project construction, and in the absence of an adopted threshold that is applicable to the proposed project, the use of a screening threshold would be appropriate to determine whether the project would require further analysis and

mitigation with regard to climate change. The California Air Pollution Control Officers Association (CAPCOA) has recommended a conservative screening criteria of 900 MT/year CO₂e for determining which projects would require further analysis and mitigation with regard to climate change. For the purpose of this analysis, the project’s total annual GHG emissions resulting from construction activities have been quantified and evaluated against the 900 MT/year CO₂e screening criteria.

As was conducted for the proposed project’s air quality analysis, the project’s construction-related GHG emissions were estimated for equipment exhaust, truck trips, and worker commute trips using CalEEMod. The construction of the entire project is anticipated to start in early 2016 and end in 2021. During this construction period, installation of the new water trunk line would proceed in a linear fashion along the 1.94-mile stretch of Whitsett Avenue between Vanowen Street and Magnolia Boulevard. For the purpose of this analysis, the project’s annual construction GHG emissions were estimated and evaluated against the 900 MT/year CO₂e screening criteria.

The proposed project’s annual construction-related GHG emissions during are shown in **Table 4**. With respect to construction GHG emissions, SCAQMD recommends that the total emissions for a project be amortized over a 30-year period. Based on project information provided by LADWP, it was determined that a worst-case construction year for the proposed project would involve construction at a total of two open-trench sites and two pipe-jacking sites.³ For the purpose of conducting a conservative analysis, the annual GHG emissions estimated for the worst-case construction year was used to represent the project’s annual GHG emissions over the entire 6-year construction period.

**TABLE 4
ESTIMATED PROJECT CONSTRUCTION GHG EMISSIONS**

Emission Source	Proposed Project Emissions CO ₂ e (MT/yr)
Construction	
Total Project Construction (2016 – 2021) ^a	8,066.70
Annual Project Construction (Amortized over 30 years)	268.89
CAPCOA Screening Threshold	900
Significant Impact?	No
NOTES: CO ₂ e= carbon dioxide equivalent; MT/yr = metric tons per year; see Appendix A for CalEEMod model outputs.	
a. The total project construction GHG emissions were derived by estimating the peak annual construction GHG emissions for the project, which consisted of construction activities at two open-trench sites and two pipe-jacking sites, and then using that peak annual amount to represent the annual GHG emissions over the project’s 6-year construction period.	

³ Each single pipe-jacking site would consist of a jacking, receiving, and intermediate pit along the ROW of Whitsett Avenue.

As shown in Table 4, the proposed project's total annual GHG emissions resulting from construction activities would be approximately 269 MT CO₂e per year. Thus, the project's construction GHG emissions would not exceed the 900 MT of CO₂e per year screening threshold recommended by CAPCOA. Therefore, the proposed project would not result in the generation of substantial levels of GHG emissions and would not result in emissions that would adversely affect the statewide attainment of GHG emission reduction goals of AB 32. This impact would be less than significant.

- b) **Less than Significant Impact.** The proposed project would generate temporary construction GHG emissions but would not generate GHG emissions during operations since the pipeline is replacing the existing pipeline. Implementation of the proposed project would allow for greater operational flexibility of the water distribution system in the City of Los Angeles. Once completed, the proposed project would increase LADWP's ability to reliably transport water throughout the North Hollywood/Valley Village Service Area by creating a conveyance system that can accommodate higher water pressures. As such, the proposed project would not involve the development of any land uses that would result in, or introduce, growth that has not been accounted for by the City of Los Angeles. As a water trunk line replacement project, the proposed project would not conflict with any adopted plan's goals of reducing GHG emissions. The greater operational flexibility of the water distribution system would potentially result in increased efficiency for water transfer in the service area, which in turn would result in less energy to be consumed during the water conveyance process.

With respect to the City's ClimateLA program, one of the action items included in the document pertains to reducing water consumption in the City. While the proposed project does not serve to reduce water consumption in the City, it would allow for more efficient water transfer and delivery to areas within the City. As such, the project would not conflict with the goals in the City's ClimateLA program.

Overall, implementation of the proposed project would be consistent with state and local GHG reduction policies and plans. Therefore, the proposed project would result in a less than significant impact related to consistency with applicable plans, policies, and regulations.

Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
8. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

A Phase I Environmental Site Assessment (ESA) for the proposed project was prepared by Alta Environmental on June 7, 2012 (**Appendix B**). The following hazards and hazardous materials analysis is based on the findings and conclusions of this report.

- a) **Less than Significant Impact with Mitigation.** Construction of the proposed project would require the use of fuels, oils, and lubricants that can be hazardous to the environment. During construction activities, these hazardous materials could accidentally be spilled or otherwise released into the environment exposing construction workers, the public and/or the environment to potentially hazardous conditions. Construction crews would be required to implement BMPs as part of **Mitigation Measure HAZ-1** for handling hazardous materials during the project, which would minimize hazards to the

public. Additionally, required safety measures would be implemented in accordance with the California Department of Industrial Relations General Industry Safety Orders for Spill and Overflow Control (Subchapter 7, Group 16, Article 109, Section 5163). With implementation of **Mitigation Measure HAZ-1**, impacts associated with handling hazardous materials would result in a less than significant impact.

Mitigation Measure

HAZ-1: The construction crew shall be required to implement BMPs for handling hazardous materials during the project. The use of construction BMPs shall minimize negative effects on groundwater and soils, and will include, without limitation, the following:

- Follow manufacturers' recommendations and regulatory requirements for use, storage, and disposal of chemical products and hazardous materials used in construction;
- Avoid overtopping construction equipment fuel tanks;
- Provide secondary containment for designated construction equipment fueling areas;
- During routine maintenance of construction equipment, properly contain and remove grease and oils; and
- Properly dispose of discarded containers of fuels and other chemicals.

- b) **Less than Significant Impact with Mitigation.** Operation of the proposed project would not include the use or storage of hazardous materials that would potentially cause a threat to the environment or public. However, construction of the project would require the use of fuels, oils, and lubricants that could be hazardous if accidentally released into the environment. Construction crews would be required to implement BMPs as part of Mitigation Measure HAZ-1 for handling hazardous materials during the project, which would minimize potential for spills that could result the release of hazardous oils or chemicals. Additionally, safety measures would be required to be implemented, in accordance with General Industry Safety Orders for Spill and Overflow Control. With implementation of Mitigation Measure HAZ-1, impacts associated with any foreseeable upset and accident conditions involving the release of hazardous materials would be less than significant.

Mitigation Measure

Implement **Mitigation Measure HAZ-1**.

- c) **Less than Significant Impact.** There are private schools and daycare centers located within 0.25 miles from Whittett Avenue. This includes Valley Torah High School at 12517 Chandler Boulevard, and Happy Face Preschool and Daycare at 12454 Cumpston Street. These two school facilities could be directly impacted by project-related construction activities, and emissions from such activities. Additional schools are located

approximately 0.5 miles from the project site, including Bellingham Primary Center, Coldwater Canyon Elementary School, and Burbank Elementary School. Potential impacts from the proposed project would only occur during construction activities, which would be temporary and localized. None of the schools listed above are located along Whitsett Avenue; therefore, they would not be subject to potential release of fuels, oils, and lubricants potentially emitted along the pipeline alignment. The use of all hazardous materials would be handled and disposed of as directed by the manufacturer. Once constructed, the pipeline would be underground and would not require the use of any hazardous materials. Therefore, hazards and hazardous materials impacts to schools would be less than significant.

- d) **Less than Significant Impact with Mitigation.** A Phase I ESA was performed by Alta Environmental and determined that no contaminated soils or oil/gas wells were found at the project site and was not included on a list of hazardous materials site compiled pursuant to Government Code Section 65962.5. The database records search of the Phase I ESA included a compilation of environmental records collected from various local, state, and federal organizations. The proposed project alignment is not identified or included on a list of hazardous sites and is not anticipated to create a significant hazard to the public or the environment (Alta Environmental, 2012). However, the database search identified several sites of Potential Environmental Concern (PEC) within a quarter-mile radius of the proposed project. This included one National Priorities List (NPL) Superfund site, two former LUST facilities, one historical and five current dry cleaning facilities.

The NPL Superfund site is located at the North Hollywood Wellfield Area, approximately 0.8 miles from the project site. The North Hollywood Wellfield Area covers approximately 9,336 acres of the San Fernando Valley with significant groundwater impacts due to releases of chlorinated solvents. Because of the expected depth of the groundwater, related impacts to soils beneath the site corridor are unlikely. However, based on the Phase I ESA, soil-vapor intrusion and the related worker exposure concerns may exist.

The two former LUST sites identified have a *Case Closed* designation with the RWQCB. However, there may be a potential for residual soil or soil-vapor contamination to be present and worker exposure concerns to impacted soil and soil-vapor may also exist within the project site at locations adjacent to the former LUST sites.

Six dry cleaning facilities were identified adjacent to the site and no definitive indicators of unauthorized solvent releases were identified during the Phase I ESA. However, if significant solvent release occurred at the six identified locations, a potential may exist for impacted soil or soil-vapor to be present in subsurface soils within the project site corridor.

The proposed project would not be located on a hazardous materials site and no drilling would occur in contaminated areas identified in the surrounding area. However, due to the proximity of the identified hazardous materials sites, **Mitigation Measure HAZ-2**

has been developed to ensure subsurface soil and soil-vapor concerns related to the identified project site corridor PECs are addressed and impacts to construction workers are minimized. Therefore, with implementation of mitigation, impacts regarding hazardous materials sites would be less than significant.

Mitigation Measure

HAZ-2: Prior to construction, the LADWP shall develop a site-specific Health and Safety Plan (HASP) that addresses the potential subsurface and soil and soil-vapor concerns related to the identified project site corridor PECs. The site-specific HASP shall include periodic work breathing zone monitoring and SCAQMD Rule 1166 monitoring for volatile organic compounds (VOCs) using a handheld organic vapor analyzer in the event impacted soils are encountered during excavation activities.

- e) **No Impact.** The nearest public use airport is Bob Hope Airport located at 2627 N. Hollywood Way in the City of Burbank, approximately 2.7 miles northeast of the project site. Van Nuys Airport is a noncommercial airport located at 16461 Sherman Way in the City of Van Nuys, approximately 5 miles west of the project site. Whiteman Airport is a non-towered general public airport located at 12653 Osborne Street in the City of Los Angeles, 5 miles from the project. Therefore, because the project would not be located within 2 miles of an airport, no impacts related to the safety hazard associated with public airports would occur to people living or residing along the project alignment.
- f) **No Impact.** There is no private airstrip located in proximity to the project site. The nearest private airstrip is NBC Heliport located at 3000 W. Alameda Street in Burbank approximately 6 miles southeast from the project area. The project is not located within any airport safety zones and the project does not include any features that would affect air traffic. Therefore, no impacts associated with private airstrips would occur.
- g) **Less Than Significant Impact.** The proposed project would not impair implementation or physically interfere with the Los Angeles Emergency Response Plan, the City of Los Angeles Emergency Operations Master Plan, or any other state or federal agency's emergency evacuation plan. Victory Boulevard, which intersects the proposed alignment, is designated as a secondary disaster route by the County of Los Angeles Department of Public Works (LADPW; LADPW, 2012). Pipe-jacking would be implemented at the intersection of Victory Boulevard and Whitsett Avenue to avoid any closures or access diversions that would interfere with the LADPW secondary disaster route along Victory Boulevard. Construction and operation of the proposed project would conform to all LADOT, City of Los Angeles Police Department (LAPD), and City of Los Angeles Fire Department (LAFD) access standards to allow adequate emergency access along the impacted roadways. At the end of construction, the proposed trunk line would be located underground or within public roadways and would not interfere with emergency response or evacuation plans. Therefore, impacts to emergency access and plans would be less than significant.

- h) **No Impact** The proposed project is located in an urbanized environment with no potential for wildland fires and would not include structures that could be threatened by wildfires. Therefore, no impacts regarding wildland fires would occur.
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Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
9. HYDROLOGY AND WATER QUALITY— Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river or, by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than Significant Impact with Mitigation.** Construction of the proposed project would involve the disturbance of existing ground material (pavement and underlying sediment) and the presence of various chemicals on-site (equipment fuel, concrete, etc.). If not properly contained, this loose pavement, sediment, and/or chemicals would have the potential to wash into nearby storm drains and pollute surface water.

Prior to construction activities, LADWP will obtain all appropriate construction permits associated with the discharge of water. This includes an NPDES hydrostatic test permit and the construction dewatering permit, if needed, as well as the Statewide Construction Storm Water Permit. The stormwater permit includes the preparation and development of the SWPPP, which is done by LADWP. The LADWP will submit a Notice of Intent (NOI) for coverage under the Construction General Permit, upload the SWPPP and all required Permit Registration Documents to the Storm Water Multiple Application Reporting and Tracking System, and obtain a Waste Discharger Identification number. The SWPPP and erosion-control BMPs would be implemented to ensure that water quality would not be impaired. Implementation of **Mitigation Measures HYDRO-1** and **HYDRO-2** would ensure impacts to water quality from construction activities would be less than significant.

The proposed project involves an underground water transport pipeline and appurtenances such as maintenance/access holes, valves and a cabinet. Once constructed, the pipeline would be located completely underground and the appurtenances would not increase impervious surfaces that could introduce potentially water-polluting materials to the area. Compliance with stormwater discharge regulations and adherence to Mitigation Measure HYDRO-1 and HYDRO-2 during construction would ensure that the proposed project would not result in water quality violations and impacts would be less than significant.

Mitigation Measures

HYDRO-1: LADWP shall prepare a SWPPP for the construction activities associated with the proposed project. The SWPPP shall be maintained at the construction site for the entire duration of construction. The objectives of the SWPPP are to identify pollutant sources that may affect the quality of stormwater discharge and implement BMPs to reduce pollutants in stormwater discharges during construction and post construction. The SWPPP shall include the following:

- Site map;
- Description of construction materials, practices, and equipment storage and maintenance;
- Erosion and sedimentation control practices, including soils stabilization, revegetation, and runoff control to limit increases in sediment in stormwater runoff, such as detention basins, fiber rolls, silt fences, check dams, geofabrics, drainage swales, and sandbag dikes;
- Spill prevention and control measures;
- Maintenance and training practices; and
- Sampling and analysis strategy and sampling schedule for discharges from construction activities.

HYDRO-2: LADWP shall incorporate into contract specifications the requirements that:

- Refueling will occur only within designated fueling zones that are equipped with secondary containment and spill cleanup equipment;
- If heavy-duty construction equipment is stored overnight at the construction staging areas, drip pans or plastic lines with edges shall be placed beneath the machinery engine block and hydraulic systems to prevent any leakage from entering runoff or storm drains;
- Any spills shall be cleaned up immediately and disposed of off-site; and
- Spill kits capable of containing hazardous spills will be stored on-site. Required materials shall be specified in contractor specifications.

- b) **Less than Significant Impact.** The proposed project is underlain by the San Fernando Valley Groundwater Basin, which is bounded on the north and northwest by the Santa Susana Mountains, on the north and northeast by the San Gabriel Mountains, on the east by the San Rafael Hills, and on the south by the Santa Monica Mountains. Based on records provided by the LADPW Water Resources Division for regional groundwater wells measured in 2008, the depth to water beneath the project site is expected to range between 230 to 240 feet below ground surface (bgs) (Alta Environmental, 2012). The maximum depth of excavations associated with the proposed project is 35 feet. With groundwater occurring at depths over 200 feet bgs, the project is not anticipated to encounter groundwater. The proposed project is a trunk line replacement project within an existing roadway and is not anticipated to develop additional paved areas; thus, the proposed project would not interfere with groundwater recharge or deplete groundwater supply. Therefore, impacts regarding depletion of groundwater supplies and impacts to groundwater recharge would be less than significant.
- c) **Less than Significant Impact.** The proposed project would not alter the drainage pattern or course of any stream or river. The nearest bodies of water to the project area are the Tujunga Wash located approximately 0.4 miles west and the Los Angeles River located approximately 1.5 miles south. Construction of the project would not alter the drainage pattern of the roadway that could result in off-site siltation. During operation of the trunk line, the proposed project would be located within an existing roadway and would not introduce new paved areas; therefore, it is not expected to alter existing drainage patterns within the project area because the site is presently paved and developed. Impacts to drainage would be less than significant.
- d) **Less than Significant Impact.** As stated previously, the project would not alter the course of a stream or river. Construction of the project would not alter the drainage pattern of the roadway that could result in off-site flooding. During operation of the trunk line, the proposed project would be located within an existing roadway and would not introduce new paved areas; no substantial changes in runoff or drainage patterns would

- occur because the site is presently paved and developed. The proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site impacts to receiving waters, and impacts would be less than significant.
- e) **Less than Significant Impact.** Runoff during construction and operation would drain to the existing stormwater drainage system located within Whitsett Avenue. Construction activities would comply with applicable requirements of the Construction General Permit, which include the development of a SWPPP and implementation of its BMPs that control polluted runoff leaving the site and to reduce erosion or siltation in runoff that could clog or overwhelm storm drains. Operation of the project would maintain the paved nature of the project site; therefore, the amount of runoff generated on-site is not expected to differ substantially compared to existing conditions. The impact would be less than significant.
- f) **Less than Significant Impact.** See (a) through (e) above. No other substantial water quality degradation is expected to occur as a result of the proposed project. The proposed project would have a less than significant impact to water quality on the project site or in the project vicinity.
- g) **No Impact.** The proposed project consists of installing an underground water trunk line within an existing roadway and would not include construction of housing. Therefore, no impacts related to placing housing in a flood plain would occur.
- h) **No Impact.** According to the City of Los Angeles NavigateLA Database, the proposed project is not located within a 100-year flood hazard area (NavigateLA, 2013). No impacts related to a 100-year flood hazard or redirection of flood flows would occur.
- i) **No Impact.** The proposed project is not located in proximity to a levee or dam and would not expose people or structures to the risk of flooding from failure of such facilities. According to the US Army Corps of Engineers database, the nearest dam is the Sepulveda Dam located at 6357 Woodley Avenue in Van Nuys, approximately 4 miles southwest from the project area (US Army Corps of Engineers, 2012). The proposed project is not located in an area of potential inundation that would expose people or structures to impacts involving flooding. The proposed project would not increase the risk from inundation over what currently exists for local residents and employees, since the proposed project would serve existing LADWP customers and would not involve new populations or sizeable aboveground structures. In the event of pipeline failure, safety valves throughout the water distribution system may be shut off (as deemed necessary by LADWP) in response to a loss of pressure and to isolate the break. The volume of potable water released in such an event would be limited to the amount of water contained in the section of pipeline between the shut-off valves, which is not expected to yield enough water to pose a threat to life or property. No impacts related to a levee or dam failure would occur.

- j) **No Impact.** Installation of a trunk line within Whitsett Avenue would not increase the risk associated with seiche, tsunami, or mudflow at the project site. The Pacific Ocean is approximately 14 miles southwest of the project area and is the nearest large body of water. The proposed project would not be located within the range of a seiche hazard zone or tsunami hazard zone (CDC, 2010). Therefore, impacts regarding inundation by seiche, tsunami, or mudflow would occur.
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Land Use and Land Use Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
10. LAND USE AND LAND USE PLANNING— Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The proposed project includes the implementation of a trunk line project in the Whitsett Avenue roadway. Implementation of the proposed project would not physically divide an established community and no impact would occur.
- b) **Less than Significant Impact.** Construction and operation of the proposed project would be located within Whitsett Avenue, which is designated as a public roadway. The project objectives are consistent with Policies 9.9.4, 9.9.6, and 9.9.9 of the City’s General Plan Framework, which all call for the provision of an adequate and reliable water supply. Construction activities within public roadway designations would be in compliance with applicable land use plans and policies. Once completed, the trunk line would be located entirely underground. Minor appurtenant facilities would also be constructed aboveground within the ROW as part of the proposed project. These facilities would be discrete and designed in such a way as to blend in with the built environment. The location of these facilities has not yet been determined; however, similar facilities currently exist along Whitsett Avenue and would, therefore, not introduce new uses along the alignment. Accordingly, the CTLS-3 and associated minor appurtenant facilities would not be incompatible with existing uses, including residences and industrial and commercial businesses. Therefore, the proposed project would not conflict with existing land uses or zoning ordinances or impact surrounding land uses and zoning and impacts would be less than significant.
- c) **No Impact.** The proposed project is located in an existing roadway in an urban built-up environment and is not located within a designated Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or SEA as defined by the County of Los Angeles. The nearest SEAs to the project are Verdugo Mountains SEA (SEA No. 27) 3.5 miles to the east and Griffith Park SEA (SEA No. 8) 4.1 miles to the southeast. The potential “take” or impacts to endangered, threatened, or other special status animals,

plants, or habitats would not occur under the proposed project. Staging areas would be located within an urbanized developed area and would not encroach on any SEAs. Therefore, no impacts associated with conflicts to provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan would occur.

Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
11. MINERAL RESOURCES—Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The proposed project would be located within an existing paved roadway. The proposed project site is not identified as a regionally important mineral resource site delineated on a local general plan, specific plan, or other land use plan. Therefore, no impacts on regional minerals or minerals of state importance are anticipated.
- b) **No Impact.** The proposed project is located in a developed roadway. The proposed project site is not identified as a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, no adverse impacts to the availability of locally important mineral resource recovery sites would occur.

Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
12. NOISE—Would the project:				
a) Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Noise is generally defined as unwanted sound. Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain. Pressure waves traveling through air exert a force registered by the human ear as sound.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude. When all the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequency spanning 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear’s decreased sensitivity to extremely low and extremely high

frequencies. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements.

An individual's noise exposure is a measure of noise over a period of time. While a noise level is a measure of noise at a given instant in time, community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic. What makes community noise variable throughout a day, besides the slowly changing background noise, is the addition of short duration, single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual.

These successive additions of sound to the community noise environment change the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. This time-varying characteristic of environmental noise is described using statistical noise descriptors. The most frequently used noise descriptors are summarized below:

L_{eq} : The L_{eq} , or equivalent sound level, is used to describe noise over a specified period of time in terms of a single numerical value; the L_{eq} of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The L_{eq} may also be referred to as the average sound level.

L_{max} : The maximum, instantaneous noise level experienced during a given period of time.

L_{min} : The minimum, instantaneous noise level experienced during a given period of time.

L_{dn} : Also termed the DNL, the L_{dn} is the average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dB to measured noise levels between the hours of 10:00 P.M. and 7:00 A.M. to account nighttime noise sensitivity.

CNEL: CNEL, or Community Noise Equivalent Level, is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 P.M. and 10:00 P.M. and after an addition of 10 dBA to noise levels between the hours of 10:00 P.M. and 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively.

An important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing

ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- Outside of the laboratory, a 3 dBA change in noise levels is considered to be a barely perceivable difference;
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference; and
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

These relationships occur in part because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a nonlinear fashion; hence, the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically “hard” locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically “soft” locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels may also be reduced by intervening structures—generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA.

- a) **Less than Significant Impact with Mitigation.** A significant impact may occur if the proposed project would generate excess noise that would cause the ambient noise environment at the project site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). As the proposed project consists of the replacement of an existing potable water trunk line within Whitsett Avenue from the intersection of Vanowen Street to the intersection of Magnolia Boulevard, potential noise impacts associated with the project on nearby noise-sensitive land uses would only occur during the construction phase. Once construction activities have been completed, the newly replaced water trunk line would operate underground and no audible noise levels affecting noise-sensitive uses located along Whitsett Avenue would occur during project

operations. Thus, this analysis focuses on the potential noise impacts that could result from construction of the proposed project.

Construction Noise

Construction-related noise impacts would be significant if, as indicated in Section 112.05 of the Los Angeles Municipal Code (LAMC), noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, Section 112.05 of the LAMC indicates that this noise limitation does not apply where compliance is technically infeasible. “Technically infeasible” is defined to mean that the noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. In addition, Section 41.40 of the LAMC, which regulates noise from construction, repair, and excavation work, prohibits exterior construction activities that generate noise between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Construction is prohibited on Sundays and all federal holidays.

As discussed previously under Section 1.4.1 of this Initial Study, construction of the proposed project would occur within the existing roadway of Whitsett Avenue using the open-trench method, except at three locations where the pipe-jacking installation method would be employed. The general process for both construction methods would consist of the following phases: 1) site preparation, 2) excavation and shoring (of the open-trench and pipe-jacking pits), 3) pipe installation and backfilling, and 4) work site street restoration. Construction activities occurring under each of these phases would require the use of heavy equipment (e.g., excavators, backhoes, loaders, cranes) along with the use of smaller power tools, generators, and other sources of noise. During each construction phase, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. As such, construction activity noise levels at and near each open-trench or pipe-jacking site would fluctuate depending on the particular type, number, and duration of use of the various pieces of construction equipment.

Table 5 shows the hourly noise levels (L_{\max}) produced by various types of construction equipment based on a distance of 50 feet between the equipment and noise receptor. It should be noted that L_{\max} noise levels associated with the construction equipment would only be generated when the equipment are operated at full power. Typically, the operating cycle for a piece of construction equipment would involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings. As such, the L_{\max} noise levels shown in Table 5 would only occur occasionally throughout the construction day.

During the project’s construction activities within the ROW of Whitsett Avenue, the nearest and most notable off-site sensitive receptors to the open-trench and pipe-jacking sites would be the single-family and multi-family residential uses located along the

project's 1.94-mile stretch of Whitsett Avenue. In addition, a church is located at the southwestern corner of Whitsett Avenue and Erwin Street, and a daycare facility and school is also located along the segment of Whitsett Avenue between Cumpston Street and Chandler Boulevard. Due to the use of construction equipment during the construction phases at each open-trench and pipe-jacking site, the project would expose these sensitive receptors fronting Whitsett Avenue to increased exterior noise levels.

**TABLE 5
MAXIMUM NOISE LEVELS FROM CONSTRUCTION EQUIPMENT**

Construction Equipment	Noise Level at 50 Feet (dBA, L_{max})
Air Compressor	78
Auger Drill	84
Backhoe	78
Concrete Saw	90
Crane	81
Dozer	82
Dump Truck	77
Excavator	81
Front End Loader	79
Generator	81
Grader	85
Paver	77
Roller	80
Welder	74

SOURCE: Federal Highway Administration, Roadway Construction Noise Model User's Guide, 2006.

Construction noise levels at the nearby off-site sensitive receptors located along Whitsett Avenue resulting from the project were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM). For the purpose of conducting a conservative analysis, it is assumed that up to three pieces of the loudest construction equipment used during each construction phase (i.e., site preparation, excavation and shoring, pipe installation, and work site restoration) would be operating concurrently at any given time from the center of Whitsett Avenue. The estimated construction noise levels at the nearby off-site sensitive receptors were then analyzed against the construction noise standards established in the City's Noise Ordinance to determine whether an exceedance of allowable noise levels would occur at these receptors.

As the property lines of the off-site land uses located along the project's 1.94-mile stretch of Whitsett Avenue are generally located between 40 to 45 feet from the center of the roadway, a distance of 40 feet from the sensitive noise receptor to the center of Whitsett Avenue was used in this analysis for all off-site residential uses to provide a conservative

estimate of construction noise levels. The property line of the church (Church of Religious Science) located at the southwestern corner of Whitsett Avenue and Erwin Street is also located approximately 40 feet from the center of Whitsett Avenue. With respect to the one school (Valley Torah High School) and daycare center (Happy Face Preschool and Daycare) that are located along the segment of Whitsett Avenue between Cumpston Street and Chandler Boulevard, the property line distances of these sensitive receptors from the center of Whitsett Avenue are 40 feet and 30 feet, respectively.

Based on the anticipated construction equipment mix that would be used during each of the construction phases provided by LADWP, it was determined that the three loudest pieces of construction equipment for each construction phase that could operate concurrently at any given time would be:

- Site preparation: air compressor, backhoe, and loader
- Excavation and shoring: auger drill rig, excavator, and loader
- Pipe Installation: generator, crane, and excavator
- Work site restoration: generator, concrete saw cutter, and roller

Based on the results of the RCNM analysis, the construction noise levels forecasted at the property line of the off-site residential uses located along Whitsett Avenue would range from approximately 81 dBA L_{eq} to approximately 89 dBA L_{eq} . It should be noted, however, that any increase in noise levels at the identified off-site sensitive locations during project construction would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from excavation and pipe installation activities are possible. In addition, once the construction activities at an open-trench or pipe-jacking site are completed, the construction activities would move to another location along the 1.94-mile stretch of Whitsett Avenue. Due to the localized nature of noise impacts, the duration of exposure to the project's construction-related noise levels at any existing sensitive receptor would only be limited to the time when an open-trench or pipe-jacking work site is located on a segment of Whitsett Avenue that is in close proximity to that receptor. Nonetheless, the project's construction noise levels generated along Whitsett Avenue would exceed 75 dBA at the property line of all the identified off-site sensitive receptors (i.e., residential, church, school, and daycare uses).

As discussed previously, pursuant the City Noise Ordinance (LAMC Section 112.05), construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. Although the estimated construction-related noise levels associated with the proposed project would exceed the numerical noise threshold of 75 dBA at the identified sensitive receptors located along Whitsett Avenue as well as at 50 feet from the noise source as outlined in the City Noise Ordinance, implementation of the Mitigation Measures NOI-1 through NOI-9 would reduce the noise levels associated with construction of the proposed project to the

maximum extent that is technically feasible. Therefore, with implementation of Mitigation Measures NOI-1 through NOI-9, noise impacts associated with the generation of noise levels in excess of applicable City standards would be reduced to a less than significant level.

Operational Noise

As discussed, because the project would only consist of replacing an existing potable water trunk line within Whitsett Avenue with a new trunk line, potential noise impacts associated with the project on nearby noise-sensitive land uses would only occur during the construction phase. Once construction activities have been completed, the newly replaced water trunk line would operate underground and the work site along the ROW of Whitsett Avenue would be restored to its previous condition. As such, similar to existing conditions, no audible operational noise levels from the new water trunk line would be generated that would adversely affect noise-sensitive uses located along Whitsett Avenue. Thus, no impact would occur.

Mitigation Measures

NOI-1: Project construction activities shall be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. through 5 P.M. on Saturday.

NOI-2: All construction equipment shall be properly maintained and equipped with mufflers and other suitable noise attenuation devices.

NOI-3: The LADWP or the construction contractors shall endeavor to use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment), when feasible. Noisy equipment shall be switched off when not in use.

NOI-4: Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels, to the extent feasible.

NOI-5: To ensure vehicle staging areas are located away from noise-sensitive receptors, the LADWP or the construction contractor shall ensure that large construction equipment is stored at the off-site staging area, when feasible. Construction equipment that must remain on-site shall be stored within the construction work area.

NOI-6: Prior to construction activities, the residential and commercial land uses located directly adjacent to the construction work area shall be notified of the location and dates of construction. Residents shall be kept informed of any changes to the construction schedule.

NOI-7: A dedicated public liaison from the LADWP for the proposed project shall be identified who will be responsible for addressing public concerns about construction activities, including excessive noise. The public liaison shall determine the cause of the

concern (e.g., starting too early, bad muffler) and shall be required to implement reasonable measures to address the concern.

NOI-8: The LADWP construction supervisors shall receive training on project-specific noise requirements, noise issues for sensitive land uses adjacent to the proposed project alignment, and/or equipment operations.

NOI-9: Haul routes shall be restricted to major arterial roads and avoid residential areas where feasible. If not feasible, haul routes shall be reviewed and approved by the City of Los Angeles Department of Transportation in consultation with the LADWP before haul routes can be designated through residential areas.

- b) **Less than Significant Impact.** Vibration can be interpreted as energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. Because energy is lost during the transfer of energy from one particle to another, vibration becomes less perceptible with increasing distance from the source.

As described in the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment (FTA, 2006), ground-borne vibration can be a serious concern for nearby neighbors of a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard. In contrast to airborne noise, ground-borne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of ground-borne vibration are trains, buses on rough roads, and construction activities such as blasting, pile-driving, and operation of heavy earth-moving equipment.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The relationship of PPV to RMS velocity is expressed in terms of the "crest factor," defined as the ratio of the PPV amplitude to the RMS amplitude. PPV is typically a factor of 1.7 to 6 times greater than RMS vibration velocity (FTA, 2006). The decibel notation acts to compress the range of numbers required to describe vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The effects of groundborne vibration include movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In

extreme cases, the vibration can cause damage to buildings. Building damage is not a factor for most projects, with the occasional exception of blasting and pile-driving during construction. Annoyance from vibration often occurs when the vibration levels exceed the threshold of perception by only a small margin. A vibration level that causes annoyance will be well below the damage threshold for normal buildings. The FTA measure of the threshold of architectural damage for conventional sensitive structures is 0.2 inches per second (in/sec) PPV (FTA, 2006).

Groundborne vibration would be generated from the operation of heavy construction equipment at the open-trench and pipe-jacking sites along Whitsett Avenue, which could potentially affect the existing sensitive land uses located along Whitsett Avenue. The proposed project, which consists of the replacement of an existing potable water trunk line within Whitsett Avenue with a new trunk line, would not include any operational sources of groundborne vibration.

Construction

The state *CEQA Guidelines* do not define the levels at which groundborne vibration or groundborne noises are considered “excessive.” Numerous public and private organizations and governing bodies have provided guidelines to assist in the analysis of vibration; however, the federal, state, and local governments have yet to establish specific vibration requirements. Additionally, there are no federal, state, or local vibration regulations or guidelines directly applicable to the proposed project. However, publications of the FTA and California Department of Transportation (Caltrans) are two of the seminal works for the analysis of vibration relating to transportation and construction-induced vibration. The proposed project is not subject to FTA or Caltrans regulations; nonetheless, these guidelines serve as a useful tool to evaluate vibration impacts.

For the purpose of this analysis, the vibration criteria for structural damage and human annoyance established in the most recent Caltrans’ *Transportation and Construction Vibration Guidance Manual* (2013), which are shown in **Table 6** and **Table 7**, respectively, are used to evaluate the potential vibration impacts of the project on nearby sensitive receptors.

The project’s construction activities along Whitsett Avenue have the potential to generate low levels of groundborne vibration as the operation of heavy construction equipment (i.e., loaders, excavators, haul trucks, etc.) generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they may be perceived in buildings very close to a construction site. No pile-driving or blasting activities would be required for construction of the proposed new water trunk line.

**TABLE 6
CALTRANS VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA**

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

NOTE: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

SOURCE: Caltrans, Transportation and Construction Vibration Guidance Manual, September 2013.

**TABLE 7
CALTRANS VIBRATION ANNOYANCE POTENTIAL CRITERIA**

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

NOTE: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

SOURCE: Caltrans, Transportation and Construction Vibration Guidance Manual, September 2013.

The various PPV vibration velocities for several types of construction equipment, along with their corresponding RMS velocities (in VdB), that can generate perceptible vibration levels are identified in **Table 8**. Based on the information presented in Table 8, vibration velocities could reach as high as approximately 0.089 inch-per-second PPV at 25 feet from the source activity, depending on the type of construction equipment in use. This corresponds to a RMS velocity level of 87 VdB at 25 feet from the source activity.

Although the off-road construction equipment used for the project would generally consist of loaders, excavators, and backhoes that would be smaller in scale than a large

bulldozer, the vibration levels for a large bulldozer (as shown in Table 8) are used to analyze the project's vibration-related impacts during construction for the purpose of conducting a conservative analysis.

**TABLE 8
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT**

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

SOURCE: FTA, 2006.

Table 9 shows the estimated construction-related groundborne vibration levels that would occur at the identified off-site sensitive uses located along Whitsett Avenue during project construction.

**TABLE 9
GROUNDBORNE VIBRATION LEVELS AT OFF-SITE SENSITIVE USES**

Off-site Sensitive Land Use	Approximate Distance to Open-trench or Pipe-jacking Site Center (ft.) ^a	Estimated PPV (in/sec)
Residences located along Whitsett Avenue.	45	0.04
Church (Church of Religious Science) located at the southwestern corner of Whitsett Avenue and Erwin Street.	140	0.006
School (Valley Torah High School) located along Whitsett Avenue, between Cumpston Street and Chandler Boulevard.	164	0.005
Daycare (Happy Face Preschool and Daycare) located along Whitsett Avenue, between Cumpston Street and Chandler Boulevard.	59	0.02

t. = feet
in/sec = inches per second.

^a For the groundborne vibration analysis, approximate distances are measured from the nearest project site boundary to the nearest sensitive-receptor structure located offsite. As the off-site structures located along the project's 1.94-mile stretch of Whitsett Avenue are generally located between 45 to 55 feet from the center of the roadway, a distance of 45 feet from the off-site structure to the center of Whitsett Avenue was used in this vibration analysis for all off-site residential structures to provide a conservative estimate of construction noise levels.

As shown in Table 9, the vibration velocities forecasted to occur at the off-site sensitive receptors could potentially range from 0.005 in/sec PPV at the Valley Torah High School to 0.04 in/sec PPV at the various residences located along Whitsett Avenue. None of the building structures at the identified off-site sensitive use locations are considered to be historic or fragile structures that are extremely susceptible to vibration damage. For the purpose of this analysis, the identified off-site residential structures and the daycare facility located along Whitsett Avenue are considered to be “older residential structures,” while the Church of Religious Science and Valley Torah High School structure is considered to be “modern industrial/commercial buildings,” based on the structure descriptions provided under Caltrans vibration criteria (refer to Table 6). Based on the information shown in Table 9, none of the existing off-site residential structures or the daycare structure would be exposed to PPV groundborne vibration levels that exceed the 0.3 inches per second criteria for continuous/frequent intermittent sources. In addition, the Church of Religious Science and Valley Torah High School would not be exposed to PPV groundborne vibration levels that exceed the 0.5 inches per second criteria for continuous/frequent intermittent sources. Thus, while groundborne vibration may be perceptible at the residential uses, it would not be of a magnitude that would constitute a nuisance to these uses. Overall, groundborne vibration impacts at off-site sensitive receptors during project construction with respect to building damage and human annoyance would be less than significant.

Operation

Once construction activities have been completed, the newly replaced water trunk line would operate underground and the work site along the ROW of Whitsett Avenue would be restored to its previous condition. As such, similar to existing conditions, no operational-related vibration levels from the new water trunk line would be generated that would adversely affect the existing uses located along Whitsett Avenue. Thus, no impact with respect to groundborne vibration during project operations would occur.

- c) **No Impact.** The proposed project, which only consists of the replacement of an existing water trunk line underneath the ROW of Whitsett Avenue with a new trunk line, would not introduce any new sources of operational noise in the project area. Additionally, as a water trunk line replacement project, the proposed project would not introduce any new land uses that would attract vehicle trips to the project area. Once the new water trunk line is installed, the work areas on Whitsett Avenue would be restored to their previous conditions. Similar to existing conditions, noise from water flowing in the trunk line is not expected to be audible at the ground surface. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity and no impact would occur.
- d) **Less than Significant Impact with Mitigation.** A significant impact may occur if the proposed project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the proposed project. As discussed, the nearest and most notable off-site sensitive receptors to the open-trench and

pipe-jacking sites associated with project construction would be the single-family and multi-family residential uses located along the project's 1.94-mile stretch of Whitsett Avenue. In addition, a daycare facility and school is also located along the segment of Whitsett Avenue between Cumpston Street and Chandler Boulevard. To identify the existing ambient noise levels at these off-site sensitive receptors, short-term noise measurements were taken at a total of six locations along Whitsett Avenue on January 28, 2014 to document the existing daytime ambient noise levels. The locations of the noise measurements are shown in **Figure 3** and the measured noise levels are shown in **Table 10**.

**TABLE 10
EXISTING NOISE ENVIRONMENTS ALONG WHITSETT AVENUE**

	Location	Date and Time Period	L_{eq} dB	L_{max} dB	Primary Noise Sources
1.	Multi-family residential use located along Whitsett Avenue, between Weddington Street and Magnolia Boulevard.	01/28/14 10:01 – 10:16 A.M.	71.4	81.7	Traffic on Whitsett Avenue and Weddington Street.
2.	Daycare center (Happy Face Preschool and Daycare) located along Whitsett Avenue, between Cumpston Street and Chandler Boulevard.	01/28/14 10:23 – 10:38 A.M.	69.4	81.0	Traffic on Whitsett Avenue, Cumpston Street, and Chandler Boulevard.
3.	Single-family residential use located along Whitsett Avenue, between Miranda Street and Collins Street.	01/28/14 10:45 – 11:00 A.M.	72.4	90.0	Traffic on Whitsett Avenue.
4.	Church (Church of Religious Science) building located along Whitsett Avenue, directly south of Erwin Street.	01/28/14 11:08 – 11:23 A.M.	68.4	84.0	Traffic on Whitsett Avenue and Erwin Street.
5.	Single-family residential use located near 6456 Whitsett Avenue.	01/28/14 11:31 – 11:46 A.M.	70.8	85.6	Traffic on Whitsett Avenue.
6.	Multi-family residential use located along Whitsett Avenue south of Vanowen Street.	01/28/14 11:54 A.M. – 12:09 P.M.	67.5	79.6	Traffic on Whitsett Avenue and Vanowen Street.

As discussed in Checklist Question 12(a) above, the estimated construction noise levels experienced at the residences located along Whitsett Avenue could reach as high as 89 dBA L_{eq} at certain moments during project construction. Currently, L_{eq} on Whitsett Avenue ranges from 67.5 to 71.4 dB with intermittent peaks as high as 90 dB.

The project would temporarily increase ambient noise levels at the identified off-site receptors during project construction, but would not generate continuously high noise levels, although occasional single-event disturbances from excavation and pipe installation are possible. In addition, once the construction activities at an open-trench or pipe-jacking site are completed, the construction activities would move to another location along the 1.94-mile stretch of Whitsett Avenue. Due to the localized nature of noise impacts, the duration of exposure to the project's construction-related noise levels at any existing sensitive receptor would only be limited to the time when an open-trench or pipe-jacking work site is located on a segment of Whitsett Avenue that is in proximity to that receptor. The proposed project's construction noise levels would be reduced as construction activities conclude or move to another more distant location along Whitsett Avenue.

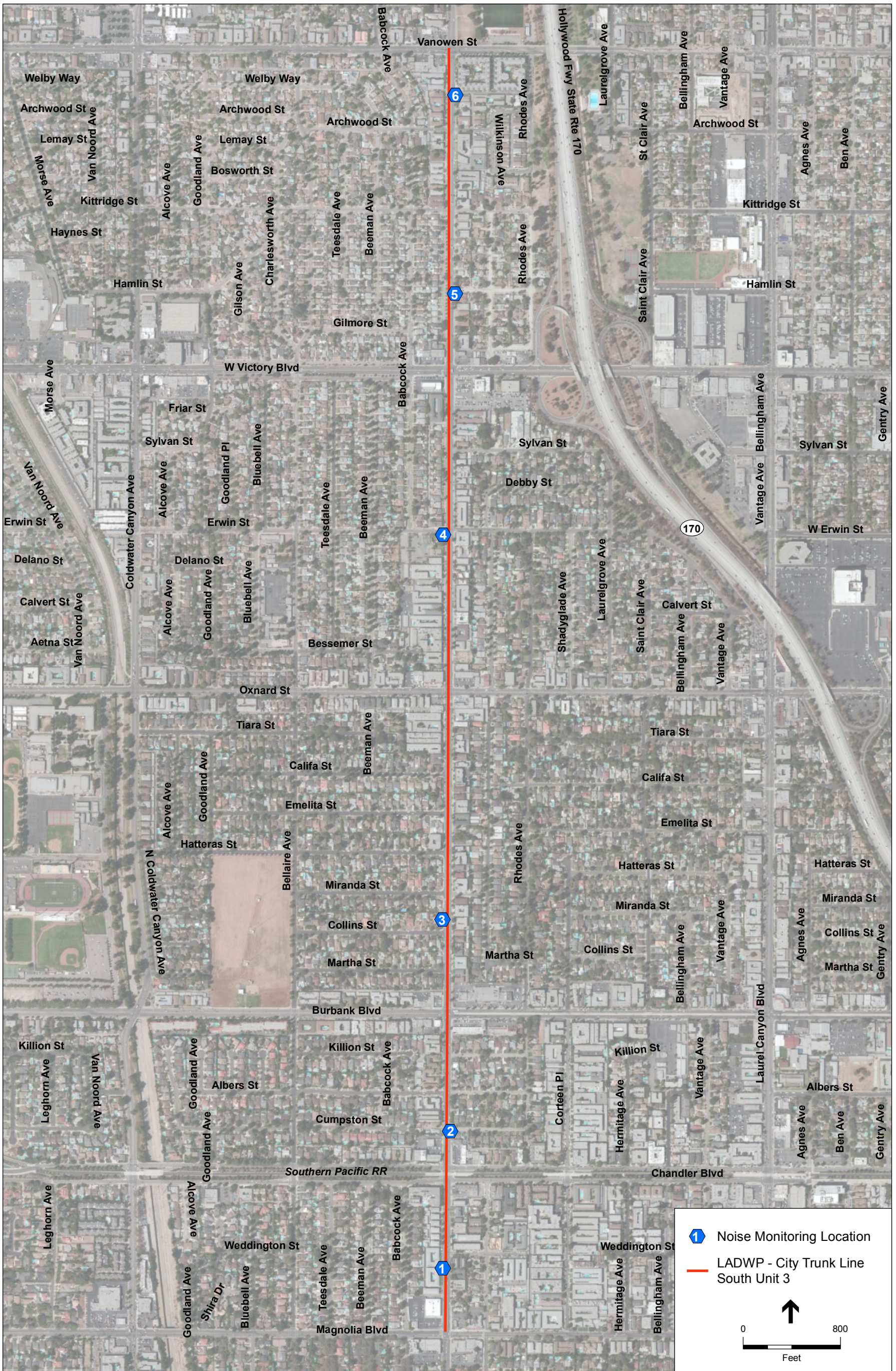
Although the proposed project would potentially generate high noise levels during the temporary construction period as a result of heavy machinery and equipment use, implementation of the construction-related Mitigation Measures NOI-1 through NOI-9, along with compliance with the noise regulations under Section 41.40 of the LAMC, would reduce construction noise impacts to the maximum extent feasible, in accordance with the City of Los Angeles Noise Ordinance. With the incorporation of the construction noise-related mitigation measures (NOI-1 through NOI-9) listed in, temporary increase in ambient noise would be a less than significant impact.

Mitigation Measures

Implement **Mitigation Measures NOI-1 through NOI-9**

- e) **No Impact.** As previously discussed, the proposed project is not located within an airport land use plan and is not located within 2 miles of a public airport. The nearest airport is Bob Hope Airport, which is located approximately 4 miles east of the project site. No impacts would occur as the proposed project would not introduce sensitive receptors to noise associated with airports.

- f) **No Impact.** As previously discussed, there are no private airstrips within the vicinity of the proposed project. The NBC Heliport located at 3000 W. Alameda Street in Burbank approximately 6 miles southeast from the project area. No impacts would occur as the proposed project would not introduce sensitive receptors to noise associated with private airstrips.



SOURCE: ESRI.

LADWP - City Trunk Line South Unit 2 . 211490.20

Figure 3
Noise Monitoring Locations

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Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
13. POPULATION AND HOUSING— Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The proposed project would not directly induce population growth because the project would not include new homes or businesses. When the proposed project is operational, the proposed project would be unmanned, requiring only periodic maintenance, and would therefore not require permanent employees for operation. As such, implementation of the proposed project would not result in a direct increase in the permanent population of the area or cumulatively exceed official regional or local population projections. The purpose of the proposed project is to replace an aging pipeline and allow greater operational flexibility of the water distribution system in the City of Los Angeles. The replacement of the existing trunk line would not increase service capacity to the project area, but would provide an increase of reliability of potable water service to the project area. Therefore, the proposed project would not induce population growth either directly or indirectly, and impacts would not occur.
- b) **No Impact.** The proposed project would be located entirely within the Whitsett Avenue roadway and would not displace any housing units. Therefore, impacts regarding the displacement of housing units would not occur.
- c) **No Impact.** The proposed project would be located entirely within the Whitsett Avenue roadway and would not displace persons residing near the project area. Therefore, no impacts regarding the displacement of persons would occur.

Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
14. PUBLIC SERVICES— Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a.i) **No Impact.** The LAFD provides fire suppression and emergency medical services to the project area. The primary fire station that would serve the project area is Fire Station 89, located at 7064 Laurel Canyon Boulevard in the North Hollywood – Valley Village community, approximately one mile northeast of the Vanowen Street and Whitsett Avenue intersection. The proposed project consists of installing a trunk line and would not result in a need for new or expanded facilities in order to provide adequate fire suppression and emergency medical services. Therefore, no impacts to fire protection would occur.
- a.ii) **No Impact.** Police protection services in the project area are provided by the LAPD. The closest station to the project site is the North Hollywood Police Station located at 11640 Burbank Boulevard in the North Hollywood – Valley Village community, approximately two miles southeast of the intersection of Vanowen Street and Whitsett Avenue. The proposed project consists of installing a water pipeline and would not result in a need for new or expanded law enforcement facilities in order to provide adequate police protection services. Therefore, no impacts to police protection would occur.
- a.iii) **Less than Significant Impact.** Due to the size and nature of the proposed project, a maximum of approximately 52 construction workers would be required. It is anticipated that the proposed project would be implemented by city employees and local contractors from the Los Angeles area and local communities. Therefore, no substantial temporary increases in the population of nearby schools would occur.

Construction of the proposed project could impact access to schools and daycare centers located in proximity to the proposed project alignment area. However, school access would be maintained during construction activities and no substantial adverse physical impact to the local schools would occur. Operation of the underground water pipeline would not impact school facilities. Therefore, impacts to schools would be less than significant.

- a.iv-v) **No Impact.** The project would likely be constructed by a combination of city employees and local contractors from the Los Angeles area and would not require construction workers to relocate to the project area. Therefore, there would be no substantial permanent increases in population that would have the potential to adversely affect local parks and other public facilities. In addition, construction and operation of the proposed project would not result in adverse physical impacts to other such public facilities. Therefore, no impacts to other public facilities would occur.
-

Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
15. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** Installation of the proposed trunk line would not result in direct or indirect growth in population or housing and is not expected to impact existing neighborhood or regional parks or any other recreational facilities due to increases in park usage. Therefore, no impacts to existing neighborhood or regional parks or any other recreational facilities would occur.
- b) **No Impact.** Installation of the proposed trunk line would not include recreational facilities or require the expansion of existing facilities that would cause an impact on the environment. Therefore, no impacts regarding the expansion of existing recreational facilities would occur.

Transportation and Traffic

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
16. TRANSPORTATION AND TRAFFIC —				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

A traffic study was prepared by KOA Corporation to evaluate the potential impacts to the traffic and circulation system near the project site (see **Appendix D**; KOA, 2014). The traffic study assessed project impacts along the length of the project corridor on Whitsett Avenue and conducted a Level of Service (LOS) analysis at seven intersections on Whitsett Avenue and an additional eight intersections on parallel streets (Cold Water Canyon Avenue and Laurel Canyon Boulevard) that will accommodate traffic diverted from Whitsett Avenue:

1. Vanowen Street & Whitsett Avenue
2. Victory Boulevard & Whitsett Avenue
3. Erwin Street & Whitsett Avenue
4. Oxnard Street & Whitsett Avenue
5. Burbank Boulevard & Whitsett Avenue
6. Magnolia Boulevard & Whitsett Avenue
7. Chandler Boulevard & Whitsett Avenue

8. Burbank Boulevard & Coldwater Canyon Avenue
9. Chandler Boulevard & Coldwater Canyon Avenue
10. Magnolia Boulevard & Coldwater Canyon Avenue
11. Riverside Drive & Coldwater Canyon Avenue
12. Burbank Boulevard & Laurel Canyon Boulevard
13. Chandler Boulevard & Laurel Canyon Boulevard
14. Magnolia Boulevard & Laurel Canyon Boulevard
15. Riverside Drive & Laurel Canyon Boulevard

Existing intersection traffic volumes were collected on April 19, 2013 and on April 8, 2014 (see **Appendix D** for the existing traffic movement volumes at the intersections).

- a,b) **Less than Significant Impact with Mitigation.** The proposed project would result in lane closures within Whitsett Avenue at different locations for periods of approximately 9 months. The proposed project would be conducted in accordance with the Standard Specifications for Public Works Construction (Greenbook), traffic control plans designed by the LADOT, and the City of Los Angeles Work Area Traffic Control Handbook (WATCH), to allow acceptable levels of service, traffic safety, and emergency access to the site during construction. The Traffic Control Plan for the project would require LADOT approval, ensuring that the project would be consistent with the local traffic ordinances and Congestion Management Plan (CMP). The nearest CMP mainline freeway-monitoring locations to the project site are on the SR-170 freeway, to the south of Sherman Way. This location is located approximately one-half mile to the north of the northern end of the project corridor. The proposed project is expected to add fewer than 150 new trips per hour, in either direction, to any freeway segment based on the project trip generation during construction. Therefore, no further analysis of CMP freeway monitoring stations is required and no impacts would occur.

From Vanowen Street to Chandler Boulevard, construction activities would occur within the center of Whitsett Avenue, closing the center traffic lanes in both directions, but maintaining one lane of traffic (the outer lane) in each direction at all times. During construction within the segment between Chandler Boulevard and Magnolia Boulevard, the northbound lanes would be closed, providing through traffic only in the southbound direction, with northbound traffic detoured onto neighboring streets (as described below).

Construction would include trenching in some areas and tunneling in other areas. Installation of the pipeline within each of the major intersections would use the tunneling method to minimize disruption to intersection level of service. One or two trenching crews and one pipe jacking crew would progress from north to south along the project route over the duration of the construction period. Typical construction hours would be

Monday through Friday from 7:00 a.m. to 6:00 p.m. and Saturday from 8:00 a.m. to 5:00 p.m. No nighttime construction is anticipated except for emergencies.

Approximately 35 daily truck trips would be required for construction activities, with the truck trips routed primarily to freeways. A maximum of 52 workers (generating about 104 vehicle trips) would be required daily. Employee vehicle commute trips to and from the work site would not add significant volumes of new traffic to the surrounding roadway network. In addition, because these trips would be temporary, generated only during the construction period, the traffic study concludes that the impacts of those trips would be less than significant.

The through capacity of Whitsett Avenue would be effectively reduced by 50 percent where work areas would be established because the road would be reduced from four lanes to two lanes of traffic from Vanowen Street to Chandler Boulevard during the construction period. The traffic study assumed that approximately 30 percent of the traffic on Whitsett Avenue between Vanowen Street and Chandler Boulevard would detour to the neighboring arterial streets including Cold Water Canyon Avenue to the west and Laurel Canyon Boulevard to the west in response to the temporary lane closures. The remaining (70 percent) traffic is expected to remain on Whitsett Avenue, based on origins and destinations

The northbound lanes would be closed within the segment between Chandler Boulevard and Magnolia Boulevard (Work Areas 13 and 14) for approximately 9 to 12 months. This would provide through traffic in the southbound direction only. The lane(s) closure is required by DOT to ensure public safety. During this construction period, northbound traffic would be entirely diverted to neighboring streets at Magnolia Boulevard.

Traffic impacts to roadway segments during peak hour periods were analyzed to determine potential significant impacts of the proposed project. As described in the Traffic Study (Appendix D, Section 7.3), many of the analyzed roadway segments would operate at LOS C or D under Project conditions (when two travel lanes would be closed to traffic during construction work hours). Many roadway segments would operate at LOS values of A within the analyzed diversion corridors. As a result, impacts at the study roadway segments would be less than significant.

Traffic impacts to intersections were estimated in two ways: 1) comparing the existing conditions to the existing with-project condition and 2) comparing the future condition to the future with-project condition. **Table 11** summarizes the impacts of the project on level of service conditions at the major intersections within the project impact zone compared to the existing condition. **Table 12** summarizes the impacts of the project on level of service compared to the estimated future (Year 2021) condition.

**TABLE 11
STUDY INTERSECTION IMPACTS –
EXISTING AND EXISTING WITH-PROJECT**

Study Intersections	Existing Conditions				Existing with Project Construction Conditions			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1 Whitsett Avenue & Vanowen Street	0.741	C	0.685	B	0.797	C	0.850	D
2 Whitsett Avenue & Victory Blvd.	0.826	D	0.910	E	0.731	C*	0.773	C*
3 Whitsett Avenue & Erwin Street	0.511	A	0.321	A	0.635	B	0.425	A
4 Whitsett Avenue & Oxnard Street	0.754	C	0.697	B	0.887	D	0.848	D
5 Whitsett Avenue & Burbank Blvd.	0.688	B	0.689	B	0.608	B*	0.711	C
6 Whitsett Avenue & Magnolia Blvd.	0.841	D	0.868	D	0.752	C*	0.763	C*
7 Coldwater Canyon & Burbank Blvd.	0.781	C	0.711	C	0.836	D	0.790	D
8 Coldwater Canyon & Chandler Blvd.	0.722	C	0.592	A	0.952	E	0.800	C
9 Coldwater Canyon & Magnolia Blvd.	0.722	C	0.637	B	0.782	C	0.726	C
10 Coldwater Canyon & Riverside Dr.	0.954	E	0.794	C	1.013	F	0.834	D
11 Whitsett Avenue & Chandler Blvd.	0.819	D	0.692	B	0.540	B	0.420	A
12 Laurel Canyon Avenue & Burbank Boulevard	0.953	E	0.831	D	1.040	F	0.915	E
13 Laurel Canyon Avenue & Chandler Boulevard	0.943	E	0.712	C	1.168	F	0.868	D
14 Laurel Canyon Avenue & Magnolia Boulevard	0.780	C	0.740	C	0.840	D	0.863	D
15 Laurel Canyon Avenue & Riverside Drive	1.020	F	0.940	E	1.063	F	1.009	F

Bold = Significant impact

* Slight improvements were made in the Whitsett Avenue & Victory Boulevard, Whitsett Avenue & Burbank Boulevard, and Whitsett Avenue & Magnolia Boulevard intersections. This is due to the assumption that 30 percent of traffic would self-detour to easily accessible parallel streets in response to potential delay on Whitsett Avenue. The actual percentage of self-detouring traffic would be driven by actual congestion, so the actual conditions may remain similar to existing conditions.

**TABLE 12
LEVEL OF SERVICE CALCULATIONS –
FUTURE (2021) WITH AND WITHOUT-PROJECT CONSTRUCTION CONDITIONS**

Study Intersections	Future without Project				Future with Project			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1 Whitsett Avenue & Vanowen Street	0.839	D	0.776	C	0.906	E	0.977	E
2 Whitsett Avenue & Victory Blvd.	0.917	E	1.100	F	0.892	D*	0.952	E*
3 Whitsett Avenue & Erwin Street	0.574	A	0.373	A	0.713	C	0.493	A
4 Whitsett Avenue & Oxnard Street	0.834	D	0.776	C	0.985	E	0.948	E
5 Whitsett Avenue & Burbank Blvd.	0.769	C	0.772	C	0.684	B*	0.806	D
6 Whitsett Avenue & Magnolia Blvd.	0.946	E	0.978	E	0.847	D*	0.870	D*
7 Coldwater Canyon & Burbank Blvd.	0.846	D	0.769	D	0.899	D	0.856	D
8 Coldwater Canyon & Chandler Blvd.	0.827	D	0.635	B	1.035	F	0.884	D
9 Coldwater Canyon & Magnolia Blvd.	0.777	C	0.689	B	0.843	D	0.793	C
10 Coldwater Canyon & Riverside Drive	1.022	F	0.851	D	1.091	F	0.899	D
11 Whitsett Avenue & Chandler Blvd.	0.906	E	0.774	C	0.591	A	0.466	A
12 Laurel Canyon Avenue & Burbank Boulevard	1.030	F	0.898	E	1.125	F	0.994	E
13 Laurel Canyon Avenue & Chandler Boulevard	1.011	F	0.763	C	1.274	F	0.963	E
14 Laurel Canyon Avenue & Magnolia Boulevard	0.846	D	0.799	C	0.904	E	0.946	E
15 Laurel Canyon Avenue & Riverside Drive	1.093	F	1.007	F	1.144	F	1.098	F

Bold = Significant impact

* Slight improvements were made in the Whitsett Avenue & Victory Boulevard, Whitsett Avenue & Burbank Boulevard, and Whitsett Avenue & Magnolia Boulevard intersections. This is due to the assumption that 30 percent of traffic would self-detour to easily accessible parallel streets in response to potential delay on Whitsett Avenue. The actual percentage of self-detouring traffic would be driven by actual congestion, so the actual conditions may remain similar to existing conditions.

As shown in Table 11, construction of the proposed project would not worsen operations to or within LOS E or F in the project corridor at the Whitsett Avenue study intersections.
:

As shown in Table 11, construction of the proposed project would worsen operations at intersections outside of the Whitsett Avenue corridor within LOS E or F at the following study intersections on parallel streets:

- Coldwater Canyon Avenue & Chandler Boulevard – Operations would worsen to LOS E in the a.m. peak hour.
- Coldwater Canyon Avenue & Riverside Drive – Operations would worsen from E to LOS F in the a.m. peak hour.
- Laurel Canyon Avenue & Burbank Boulevard – Operations would worsen from LOS E to LOS F in the a.m. peak hour and from LOS D to LOS E in the p.m. peak hour.
- Laurel Canyon Avenue & Chandler Boulevard – Operations would worsen from LOS E to LOS F in the a.m. peak hour.
- Laurel Canyon Avenue & Riverside Drive – Operations would worsen within LOS F in the a.m. peak hour, and from LOS E to LOS F in the p.m. peak hour.

Table 12 assesses impacts to future conditions. Construction is scheduled to commence in year 2016 and end in 2021. Construction would progress along the corridor over the course of the multi-year construction period. In order to acknowledge regional population and employment growth, an ambient/background traffic growth rate of one percent per year (compounded) was applied to the existing traffic counts. In addition to the one percent ambient traffic growth rate, traffic from other area projects (approved and pending developments) was included as part of the traffic study. Twelve area projects located in the study area were identified for inclusion in the traffic impact analysis. The cumulative projects included in the list would potentially contribute measurable traffic volumes to the study area during the future analysis period.

As shown in Table 12, construction of the proposed project would worsen operations to or within LOS E or F in the project corridor at two of the Whitsett Avenue study intersections:

- Whitsett Avenue & Vanowen Street - Operations would worsen from LOS D to LOS E in the a.m. peak hour and from LOS C to LOS E in the p.m. peak hour.
- Whitsett Avenue & Oxnard Street - Operations would worsen from LOS D to LOS E in the a.m. peak hour and from LOS C to LOS E in the p.m. peak hour.

As shown in Table 12, construction of the proposed project would worsen operations at

intersections outside of the Whitsett Avenue corridor within LOS E or F at the following study intersections on parallel streets:

- Coldwater Canyon Avenue & Chandler Boulevard – Operations would worsen from LOS D to LOS F in the a.m. peak hour.
- Coldwater Canyon Avenue & Riverside Drive – Operations would worsen within LOS F in the a.m. peak hour.
- Laurel Canyon Avenue & Burbank Boulevard – Operations would worsen within LOS F in the a.m. peak hour and within LOS E in the p.m. peak hour.
- Laurel Canyon Avenue & Chandler Boulevard – Operations would worsen within LOS F in the a.m. peak hour and from LOS C to LOS E in the p.m. peak hour.
- Laurel Canyon & Magnolia Boulevard - Operations would worsen from LOS D to LOS E in the a.m. peak hour and from LOS C to LOS E in the p.m. peak hour
- Laurel Canyon Avenue & Riverside Drive – Operations would worsen within LOS F in the a.m. and p.m. peak hours.

As described in the Traffic Study (Appendix D), the analysis of construction activity impacts for both the existing (Table 11) and future (Table 12) intersection LOS shows a temporary decrease in LOS within several of the study intersections below acceptable levels (LOS F). However, Mitigation Measures TR-1 through TR-3 would ensure that a LADOT-approved traffic control plan be prepared and implemented that would prevent impacts to public safety and would ensure that all feasible measures to minimize the project's effects would be implemented, including a detour plan for northbound traffic on Whitsett Avenue at Magnolia Boulevard.

Furthermore, the use of tunneling construction methods under each of the major intersections along Whitsett Avenue would substantially reduce the potential adverse effects to levels of service within intersections in Whitsett Avenue and on parallel streets. In addition, the effects on intersections in the project vicinity would not all occur at the same time, but would be eliminated as segments are completed and the roadway capacity restored.

Once the trunk line is constructed, no impacts to LOS conditions would occur because the pipeline would be installed underground and would not require vehicle trips. As a result, impacts associated with the proposed project construction on existing intersection and roadway segment conditions are considered less than significant.

Mitigation Measures

TR-1: Prior to construction, a construction traffic control plan shall be prepared by the Los Angeles Department of Water and Power for review and approval by the Los Angeles Department of Transportation. The plan shall include:

- Signage within the Whitsett Avenue corridor for northbound and southbound traffic, in advance of the first encountered work area, warning of potential delays ahead on the route; and
- Signage to alert motorists to temporary or limited access points to adjacent properties, appropriate barricades for road closures, construction speed limit signage along the haul route, and parking restrictions during construction.
- A detour route for work area 14 with clear detour signage and advance warning signs to alert drivers of needed diversion to other corridors before the detour turn points are reached.
- Temporary traffic controls and/or signal timing adjustments, at the intersections along the detour route, to better facilitate turn movements related to the detour.

TR-2: The traffic control plan shall include way-finding signage, to encourage traffic diversions for through traffic to multiple parallel routes such as Laurel Canyon Boulevard and Coldwater Canyon Avenue and other corridors.

TR-3: Traffic shall be controlled during construction by adhering to the guidelines contained in Standard Specifications for Public Works Construction used by many municipalities in California and Caltrans' Traffic Manual, Chapter 5, "Manual of Traffic Controls for Construction and Maintenance Work Zones" and applicable City requirements. These guidelines provide methods to minimize construction effects on traffic flow.

- c) **No Impact.** The nearest public use airport is Bob Hope Airport located at 2627 North Hollywood Way in the City of Burbank, approximately 2.7 miles northeast of the project site. Whiteman Airport is a non-towered general public airport located at 12653 Osborne Street in the City of Los Angeles, five miles from the project. Construction of the proposed project would be temporary and would not include any elements that could result in a change in air traffic patterns. Furthermore, once constructed, the trunk line would be installed underground and would not pose safety risks to either airport. No impact would occur.
- d) **Less than Significant Impact with Mitigation.** Implementation of the proposed project would not result in a permanent modification to the configuration of the roadway and therefore would not introduce any roadway hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. All truck trips and deliveries would utilize roadways permitted for the associated vehicle type, size, and weight, in

accordance with regulations by Caltrans and LADOT. The construction traffic control plan will be approved by LADOT to ensure the work areas within city streets are managed to maximize public safety. Additionally, the proposed project would implement Mitigation Measures TR-1 through TR-3 to further reduce potential traffic impacts to the project area. Therefore, impacts associated with the creation of a safety hazard in Whitsett Avenue would be less than significant with mitigation.

Mitigation Measures

Implement Mitigation Measures **TR-1** through **TR-3**.

- e) **Less than Significant Impact.** Victory Boulevard, which intersects the proposed alignment, is designated as a secondary disaster route by the LADPW (LADPW, 2012). Pipe jacking would be implemented at the intersection of Victory Boulevard and Whitsett Avenue to avoid any closures or access diversions that would interfere with the LADPW secondary disaster route along Victory Boulevard. Construction and operation of the proposed project would conform to all LADOT, LAPD, and LAFD access standards to allow adequate emergency access along the affected roadways. Similarly, emergency access would be accommodated through Work Areas 13 and 14 when only southbound traffic would be accommodated, by adherence to all LADOT, LAPD, and LAFD access standards. At the end of construction, the proposed trunk line would be located underground or within public roadways and would not interfere with emergency response or evacuation plans. Therefore, impacts to emergency access and plans would be less than significant.
- f) **Less than Significant Impact.** Currently, Whitsett Avenue does not contain a designated bike lane, and the City of Los Angeles 2010 Bicycle Plan, Designated Bikeways map does not designate Whitsett Avenue as having a future (bike lane) bikeway (LA Bike Plan, 2011). The 2010 Bicycle Plan defines bicycle lanes as being part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. However, the 2010 Bicycle Plan depicts Whitsett Avenue as a bicycle-friendly street, and bicyclists who wish to travel on northbound Whitsett Avenue through Work Areas 13 and 14 would need to be accommodated as part the work area plan, either with provisions to safely ride past (but outside) the active construction zone on Whitsett Avenue, or with signage to use the detour routing established for automobiles. Some bicyclists would need to ride longer distances to reach their destination. relocated transit stops or to travel from relocated transit stops.. Because project implementation would be temporary, impacts to bicycle facilities could inconvenience some bicyclists, but would be less than significant.

Bus stops would be relocated along the proposed project corridor according to the construction work area plans that would be approved by LADOT. The greatest length (north-to-south measurement) of the planned work areas would be 1,080 feet (approximately two-tenths of a mile), but many work areas would be much shorter. Where bus stops cannot remain due to their presence within the remaining travel lane or

within Work Areas 13 and 14 where northbound lanes would be closed, those bus stops would need to be relocated as part the work area plan, and some passengers would need to walk longer distances to reach relocated transit stops or to travel from relocated transit stops. For example, the bus stop on northbound Whitsett Avenue just north of Magnolia Boulevard would need to be relocated to just south of Magnolia Boulevard to accommodate riders before the bus route detoured away from Whitsett Avenue until the bus route returns to Whitsett Avenue north of Chandler Boulevard. These impacts would be temporary in nature, however, and bus stops would be restored when construction within each work area is completed.

Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
17. UTILITIES AND SERVICE SYSTEMS —				
Would the project:				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **No Impact.** The proposed project would involve the replacement of an existing water supply pipeline that was installed in 1914. The proposed project would allow operational flexibility of the water distribution system and provide a more reliable water supply to the North Hollywood/Valley Village area of the City of Los Angeles. The proposed project does not involve modification of wastewater infrastructure or wastewater treatment facilities. Therefore, no impact to wastewater treatment requirements of the applicable RWQCB would occur.
- b) **No Impact.** The proposed project includes the installation of a replacement trunk line in an existing roadway and would not result in the need for additional water treatment or wastewater treatment facilities. Therefore, no impacts regarding the need for additional water treatment or wastewater treatment facilities would occur.
- c) **No Impact.** The proposed project does not include the construction of new stormwater drainage facilities or an expansion of its existing facilities. Rather, the proposed project involves the installation of a water trunk line within an existing roadway. Upon completion of construction, the roadway would be restored to its original configuration.

- Project construction would involve consultation with the LACFCD to avoid all existing utilities within the Whitsett Avenue ROW. The project would have no permanent effect on stormwater drainage and expansion of existing stormwater facilities would not be required. As such, no environmental effects or impacts related to expansion of existing stormwater facilities would occur.
- d) **Less than Significant Impact.** Water needs of the project during construction would be relatively minor and temporary. Water may be used for dust control of open excavations or spoils and mixing concrete. Existing water resources would be sufficient to meet those needs. Following construction, the proposed project would convey existing potable water sources. Therefore, impacts to existing water supplies are considered less than significant.
- e) **No Impact.** The proposed project involves the replacement of existing water delivery facilities and is a utility project that does not require wastewater or wastewater treatment services. LADWP would not be required to provide future capacity for water or wastewater. Therefore, the proposed project would not impact wastewater treatment.
- f) **Less than Significant Impact.** The proposed project would produce a small amount of solid waste associated with construction activities. Construction activity would include trenching and tunneling activities associated with pipe jacking. These activities would generate construction waste, including demolished asphalt and soils. Inert material would be used as backfill material where feasible. Material unable to be utilized at the project site would need to be hauled off-site. The nearest active solid waste landfill to the project site is the Burbank Landfill, located at 1600 Lockheed View Drive in the City of Burbank. The Burbank Landfill has a maximum permitted throughput of 240 tons per day. As of May 2006, the remaining capacity was approximately 5,107,465 cubic yards and the expected cease operation date is the year 2053 (CalRecycle, 2013). The amount of debris generated during construction is anticipated to be minimal and is not anticipated to significantly impact landfill serving capacities either daily or throughout the landfill lifetime. Operation of the proposed project would not generate solid waste. Therefore, impacts regarding solid waste and landfills would be less than significant.
- g) **Less than Significant Impact.** In compliance with the Citywide Construction and Demolition Waste Recycling Ordinance, all mixed construction and demolition waste generated by the proposed project would be hauled by a City-permitted waste hauler to a certified construction and demolition waste processing facility. As required by this Ordinance, prior to collecting, hauling, and transporting construction and demolition waste from within the City, a Private Solid Waste Hauler Permit must be obtained from the City of Los Angeles Bureau of Sanitation. Compliance with this ordinance would ensure that the proposed project would utilize source reduction techniques and recycling measures, as well as a recycling program, in conformance with the AB 939 goal of diverting at least 50 percent of solid waste from landfills through reducing, reusing, and recycling. Obtaining a Private Solid Waste Hauler Permit would ensure that solid waste generated by construction of the proposed project would be disposed of at an appropriate

facility with adequate capacity and would comply with applicable regulations related to solid waste. The project would comply with federal, State, and local statutes and regulations related to solid waste. As the proposed project replaces the existing water transmissions pipeline in the Whitsett Avenue ROW, operation of the proposed project would not generate additional solid waste. Therefore, the proposed project would result in less than significant impacts related to solid waste.

Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
17. MANDATORY FINDINGS OF SIGNIFICANCE—				
Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than Significant Impact with Mitigation.** The proposed project would be within the Whitsett Avenue roadway in the urbanized community of North Hollywood – Valley Village area of Los Angeles, which is fully developed with residential, commercial, and public facilities and open space. The proposed project would not degrade the quality of the environment as the proposed project would be placed underground, under existing streets and public ROWs. The proposed project is not located within a HCP, NCCP, or SEA, and no impacts would occur to Biological Resources as a result of the proposed project.

The project would involve excavation and grading activities which could potentially unearth prehistoric archaeological resources. Such actions could unearth, expose, or disturb subsurface paleontological, archaeological, historical, or Native American resources that were not observable on the surface. However, with the incorporation of Mitigation Measures CUL-1 through CUL-5, potential impacts to paleontological or cultural resources that represent major periods of California history or prehistory would be reduced to less than significant levels.

- b) **Less than Significant Impact with Mitigation.** The proposed project would have a less than significant impact on aesthetics, agriculture and forestry resources, biological resources, geology and soils, land use and land use planning, mineral resources, population and housing, public services, recreation, and utilities and service systems. Additionally, the individual proposed project impacts identified in this document for

cultural resources, hazards, traffic and hydrology, noise, and traffic are mitigated to less than significant levels with implementation of mitigation measures described herein. When the potential impacts of the proposed project are viewed in connection with past and ongoing projects, its impacts would not be considered cumulatively considerable.

- c) **Less than Significant Impact with Mitigation.** The proposed project would not have environmental effects that would cause substantial adverse effects on human beings as the proposed would provide a more reliable water supply for existing LADWP water service customers. In addition, analysis has determined that no hazardous materials sites are located within the project site and impacts related to air quality and noise would be temporary and minimized to the extent possible. Implementation of Mitigation Measures CUI-1 through CUL-5 would ensure impacts to cultural resources would be less than significant. Implementation of Mitigation Measures HAZ-1 and HAZ-2 would ensure potential subsurface and soil and soil-vapor concerns and impacts related to the identified project site corridor PECs are minimized. Implementation of Mitigation Measures HYDRO-1 and HYDRO-2 would ensure that the proposed project would not result in water quality violations, drainage patterns, or increased runoff. Implementation of Mitigation Measure NOISE-1 through NOISE-11 would minimize the noise environment at the project site. Finally, implementation of Mitigation Measures TR-1 through TR-3 would assist in reducing traffic impacts. Therefore, the proposed project would not cause direct or indirect adverse impacts to human beings.
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SECTION 3

References, Acronyms and Abbreviations, and Report Preparation

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3.2 Acronyms and Abbreviations

AQMP	Air Quality Management Plan
BMPs	Best Management Practices
C2	Neighborhood Commerce
CAA	Clean Air Act
Caltrans	California Department of Transportation
CARB	California Air Resource Board
CBC	California Building Code
CFC	Chlorofluorocarbons
CGS	California Geological Survey
CH ₄	Methane
CO	Carbon Dioxide
CO ₂	Carbon Monoxide
CO ₂ e	Carbon Dioxide-Equivalent
CTL	City Trunk Line
CTLS-3	City Trunk Line South - Unit 3
dB	Decibel
dBA	A-Weighted Decibel
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FTA	Federal Transit Administration
GHG	Greenhouse Gas
HASP	Health and Safety Plan
HCP	Habitat Conservation Plan
HFC	Hydrofluorocarbons
LADPW	County of Los Angeles Department of Public Works
LACFCD	City of Los Angeles County Flood Control District
LADOT	City of Los Angeles Department of Transportation
LADWP	City of Los Angeles Department of Water and Power
LST	Localized Significant Threshold
LUP	Linear Underground Project
LUST	Leaking Underground Storage Tank
MEP	Maximum Extent Practicable

MS4	Municipal Separate Stormwater and Sewer System
N ₂ O	Nitrous Oxide
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NOI	Notice of Intent
NO _x	Nitrous Oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
OPR	Office of Planning and Research
PECs	Potential Environmental Concern
PFC	Perfluorocarbons
PM ₁₀	Particulate Matter
PPV	Peak Particle Volocity
R1.5-1, R3-1	Medium Density Housing
R1-1	Low Density Housing
RCNM	Roadway Construction Noise Model
ROG	Reactive Organic Gas
ROW	Right-of-Way
RMS	Root Mean Square
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SEA	Significant Ecological Area
SF	Sulfur Hexafluoride
SR-2	State Route 2
SWPPP	Storm Water Pollution Prevent Plan
SWRCB	State Water Resources Control Board
VOCs	Volatile Organic Compounds
CO ₂	Carbon Dioxide
WATCH	City of Los Angles Work Area Traffic Control Handbook
WDR	Waste Discharge Requirement

3.3 Preparers of the Initial Study

Lead Agency

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APPENDIX A

Emissions Calculations

CTLS Vanowen-Whitsett Project - Open-Trench Construction Emissions

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	0.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12	Operational Year	2015		

Utility Company

CO2 Intensity (lb/MW/hr)	0	CH4 Intensity (lb/MW/hr)	0	N2O Intensity (lb/MW/hr)	0
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Assumes 8-month construction period for an open-trench site.

Off-road Equipment - Construction equipment during excavation and shoring activities.

Off-road Equipment - Construction equipment for pipe installation and backfilling activities.

Off-road Equipment - Construction equipment for site preparation activities.

Off-road Equipment - Construction equipment for work site restoration activities.

Trips and VMT - Anticipated truck trips for open trench construction.

Grading - Max. area disturbed = 1.5 acres for open-trench site.

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
------------	-------------	---------------	-----------

tbIconstructionPhase	NumDays	0.00	72.00
tbIconstructionPhase	NumDays	0.00	72.00
tbIconstructionPhase	NumDays	0.00	24.00
tbIconstructionPhase	NumDays	0.00	24.00
tbIconstructionPhase	NumDaysWeek	5.00	6.00
tbIconstructionPhase	NumDaysWeek	5.00	6.00
tbIconstructionPhase	NumDaysWeek	5.00	6.00
tbIconstructionPhase	NumDaysWeek	5.00	6.00
tbIconstructionPhase	PhaseStartDate	8/23/2015	8/24/2015
tbIconstructionPhase	PhaseStartDate	5/31/2015	6/1/2015
tbIconstructionPhase	PhaseStartDate	11/15/2015	11/16/2015
tbIconstructionPhase	AcresOfGrading	0.00	1.50
tbIconstructionPhase	AcresOfGrading	0.00	1.50
tbIconstructionPhase	MaterialExported	0.00	39,000.00
tbIconstructionPhase	MaterialImported	0.00	30,000.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	4.00	0.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	1.00	0.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	2.00	1.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	1.00	0.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	1.00	2.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	1.00	0.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	2.00	1.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	2.00	1.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	2.00	1.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	2.00	1.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	2.00	1.00
tbIconstructionPhase	UsageHours	4.00	6.00
tbIconstructionPhase	UsageHours	6.00	5.00
tbIconstructionPhase	UsageHours	7.00	8.00
tbIconstructionPhase	UsageHours	7.00	8.00

tbOffRoadEquipment	UsageHours	8.00	4.00
tbOffRoadEquipment	UsageHours	8.00	5.00
tbOffRoadEquipment	UsageHours	6.00	3.00
tbOffRoadEquipment	UsageHours	7.00	8.00
tbOffRoadEquipment	UsageHours	7.00	6.00
tbOffRoadEquipment	UsageHours	8.00	6.00
tbProjectCharacteristics	OperationalYear	2014	2015
tbTripsAndVMT	HaulingTripLength	20.00	40.00
tbTripsAndVMT	HaulingTripLength	20.00	40.00
tbTripsAndVMT	HaulingTripLength	20.00	40.00
tbTripsAndVMT	HaulingTripNumber	8,625.00	357.00
tbTripsAndVMT	HaulingTripNumber	0.00	133.00
tbTripsAndVMT	HaulingTripNumber	0.00	80.00
tbTripsAndVMT	WorkerTripNumber	0.00	24.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	INBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
2015	4.7145	43.4195	30.2759	0.0542	0.6384	2.6270	3.1343	0.1550	2.4856	2.6211	0.0000	5,319.3525	5,319.3525	1.0679	0.0000	5,341.7787
Total	4.7145	43.4195	30.2759	0.0542	0.6384	2.6270	3.1343	0.1550	2.4856	2.6211	0.0000	5,319.3525	5,319.3525	1.0679	0.0000	5,341.7787

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2015	4.7145	43.4195	30.2759	0.0542	0.5588	2.6270	3.1343	0.1435	2.4856	2.6211	0.0000	5,319.3525	5,319.3525	1.0679	0.0000	5,341.7787
Total	4.7145	43.4195	30.2759	0.0542	0.5588	2.6270	3.1343	0.1435	2.4856	2.6211	0.0000	5,319.3525	5,319.3525	1.0679	0.0000	5,341.7787

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	12.47	0.00	0.00	7.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	5/4/2015	5/30/2015	6	24	
2	Excavation and Shoring	Grading	6/1/2015	8/22/2015	6	72	
3	Pipe Installation and Backfilling	Building Construction	8/24/2015	11/14/2015	6	72	
4	Work Site Restoration	Paving	11/16/2015	12/12/2015	6	24	

Acres of Grading (Site Preparation Phase): 1.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Air Compressors	1	6.00	78	0.48

Site Preparation	Cranes	1	6.00	226	0.29
Site Preparation	Graders	0	8.00	174	0.41
Site Preparation	Rough Terrain Forklifts	1	6.00	100	0.40
Site Preparation	Signal Boards	2	24.00	6	0.82
Site Preparation	Sweepers/Scrubbers	1	1.00	64	0.46
Site Preparation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Excavation and Shoring	Bore/Drill Rigs	1	8.00	205	0.50
Excavation and Shoring	Concrete/Industrial Saws	0	8.00	81	0.73
Excavation and Shoring	Cranes	1	4.00	226	0.29
Excavation and Shoring	Excavators	1	6.00	162	0.38
Excavation and Shoring	Forklifts	2	2.00	89	0.20
Excavation and Shoring	Off-Highway Trucks	1	2.00	400	0.38
Excavation and Shoring	Rubber Tired Dozers	0	1.00	255	0.40
Excavation and Shoring	Signal Boards	2	24.00	6	0.82
Excavation and Shoring	Sweepers/Scrubbers	1	1.00	64	0.46
Excavation and Shoring	Tractors/Loaders/Backhoes	1	3.00	97	0.37
Excavation and Shoring	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Excavation and Shoring	Welders	1	2.00	46	0.45
Pipe Installation and Backfilling	Air Compressors	1	3.00	78	0.48
Pipe Installation and Backfilling	Cement and Mortar Mixers	1	3.00	9	0.56
Pipe Installation and Backfilling	Cranes	1	6.00	226	0.29
Pipe Installation and Backfilling	Excavators	1	6.00	162	0.38
Pipe Installation and Backfilling	Forklifts	1	5.00	89	0.20
Pipe Installation and Backfilling	Generator Sets	1	4.00	84	0.74
Pipe Installation and Backfilling	Off-Highway Trucks	1	2.00	400	0.38
Pipe Installation and Backfilling	Signal Boards	2	24.00	6	0.82
Pipe Installation and Backfilling	Sweepers/Scrubbers	1	1.00	64	0.46
Pipe Installation and Backfilling	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Pipe Installation and Backfilling	Tractors/Loaders/Backhoes	1	5.00	97	0.37
Pipe Installation and Backfilling	Welders	2	6.00	46	0.45

Work Site Restoration	Air Compressors	1	8.00	78	0.48
Work Site Restoration	Cement and Mortar Mixers	0	6.00	9	0.56
Work Site Restoration	Concrete/Industrial Saws	1	6.00	81	0.73
Work Site Restoration	Generator Sets	1	4.00	84	0.74
Work Site Restoration	Pavers	1	8.00	125	0.42
Work Site Restoration	Paving Equipment	1	8.00	130	0.36
Work Site Restoration	Rollers	2	8.00	80	0.38
Work Site Restoration	Signal Boards	2	24.00	6	0.82
Work Site Restoration	Skid Steer Loaders	1	8.00	64	0.37
Work Site Restoration	Surfacing Equipment	1	8.00	253	0.30
Work Site Restoration	Sweepers/Scrubbers	1	1.00	64	0.46
Work Site Restoration	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Work Site Restoration	Tractors/Loaders/Backhoes	1	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Excavation and Shoring	12	30.00	0.00	357.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Pipe Installation and Backfilling	14	24.00	0.00	133.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Work Site Restoration	14	35.00	0.00	80.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2015
Unmitigated Construction On-Site

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	lb/day															
Fugitive Dust					0.0663	0.0000	0.0663	7.1600e-003	0.0000	7.1600e-003	0.0000	0.0000				0.0000
Off-Road	2.0808	19.1941	11.6936	0.0189	1.1798	1.1798	1.1798	1.1098	1.1098	1.1098	1.817.111	1.817.1117	0.4375			1.826.2991
Total	2.0808	19.1941	11.6936	0.0189	0.0663	1.1798	1.2461	7.1600e-003	1.1098	1.1170	1.817.111	1.817.1117	0.4375			1.826.2991

Unmitigated Construction Off-Site

Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000
Worker	0.0986	0.1240	1.5292	2.9100e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613	254.2843	254.2843	0.0145			254.5891
Total	0.0986	0.1240	1.5292	2.9100e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613	254.2843	254.2843	0.0145			254.5891

Mitigated Construction On-Site

Category	lb/day															
Fugitive Dust					0.0259	0.0000	0.0259	2.7900e-003	0.0000	2.7900e-003	0.0000	0.0000				0.0000
Off-Road	2.0808	19.1941	11.6936	0.0189	1.1798	1.1798	1.1798	1.1098	1.1098	1.1098	1.817.111	1.817.1117	0.4375			1.826.2991
Total	2.0808	19.1941	11.6936	0.0189	0.0259	0.0000	0.0259	2.7900e-003	1.1098	1.1098	1.817.111	1.817.1117	0.4375			1.826.2991

Total	2.0808	19.1941	11.6936	0.0189	0.0259	1.1798	1.2057	2.7900e-003	1.1098	1.1126	0.0000	1,817.1117	0.4375	1,826.2991
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Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0986	0.1240	1.5292	2.9100e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613	254.2843	254.2843	254.2843	0.0145		254.5891
Total	0.0986	0.1240	1.5292	2.9100e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613	254.2843	254.2843	254.2843	0.0145		254.5891

3.3 Excavation and Shoring - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.1305	0.0000	0.1305	0.0188	0.0000	0.0188			0.0000			0.0000
Off-Road	2.4076	25.0657	13.5545	0.0282	1.2290	1.2290	1.2290	1.1405	1.1405	1.1405	2,803.9115	2,803.9115	2,803.9115	0.7780		2,820.2504
Total	2.4076	25.0657	13.5545	0.0282	0.1305	1.2290	1.3595	0.0188	1.1405	1.1593	2,803.9115	2,803.9115	2,803.9115	0.7780		2,820.2504

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	INBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1632	3.0384	1.5265	7.3100e-003	0.1726	0.0515	0.2241	0.0472	0.0474	0.0946		745.6103	745.6103	5.8700e-003		745.7335
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1480	0.1860	2.2939	4.3600e-003	0.3353	3.3500e-003	0.3387	0.0889	3.0700e-003	0.0920		381.4264	381.4264	0.0218		381.8836
Total	0.3111	3.2244	3.8204	0.0117	0.5079	0.0548	0.5627	0.1362	0.0504	0.1866		1,127.0367	1,127.0367	0.0276		1,127.6171

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	INBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.0509	0.0000	0.0509	7.3300e-003	0.0000	7.3300e-003			0.0000			0.0000
Off-Road	2.4076	25.0657	13.5545	0.0282	1.2290	1.2290	1.2290	1.1405	1.1405	1.1405		2,803.9115	2,803.9115	0.7780		2,820.2504
Total	2.4076	25.0657	13.5545	0.0282	0.0509	1.2290	1.2799	7.3300e-003	1.1405	1.1479	0.0000	2,803.9115	2,803.9115	0.7780		2,820.2504

Mitigated Construction Off-Site

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

Hauling	0.1632	3.0384	1.5265	7.3100e-003	0.1726	0.0515	0.2241	0.0472	0.0474	0.0946	745.6103	745.6103	5.8700e-003	745.7335
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1480	0.1860	2.2939	4.3600e-003	0.3353	3.3500e-003	0.3387	0.0889	3.0700e-003	0.0920	381.4264	381.4264	0.0218	381.8836
Total	0.3111	3.2244	3.8204	0.0117	0.5079	0.0548	0.5627	0.1362	0.0504	0.1866	1,127.036	1,127.0367	0.0276	1,127.6171

3.4 Pipe Installation and Backfilling - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	3.6027	27.8888	17.8732	0.0293	1.6739	1.6739	1.6739	1.5901	1.5901	1.5901		2,786.9239	2,786.9239	0.6772		2,801.1459
Total	3.6027	27.8888	17.8732	0.0293	1.6739	1.6739	1.6739	1.5901	1.5901	1.5901		2,786.9239	2,786.9239	0.6772		2,801.1459

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0608	1.1320	0.5687	2.7300e-003	0.0643	0.0192	0.0635	0.0176	0.0177	0.0352		277.7764	277.7764	2.1900e-003		277.8223
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1184	0.1488	1.8351	3.4900e-003	0.2683	2.6800e-003	0.2709	0.0711	2.4600e-003	0.0736		305.1412	305.1412	0.0174		305.5069
Total	0.1792	1.2808	2.4038	6.2200e-003	0.3326	0.0219	0.3544	0.0887	0.0201	0.1088		582.9175	582.9175	0.0196		583.3292

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	3.6027	27.8888	17.8732	0.0293	1.6739	1.6739	1.6739	1.5901	1.5901	1.5901	0.0000	2,786.9239	2,786.9239	0.6772		2,801.1459
Total	3.6027	27.8888	17.8732	0.0293	1.6739	1.6739	1.6739	1.5901	1.5901	1.5901	0.0000	2,786.9239	2,786.9239	0.6772		2,801.1459

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0608	1.1320	0.5687	2.7300e-003	0.0643	0.0192	0.0835	0.0176	0.0177	0.0352		277.7764	277.7764	2.1900e-003		277.8223
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1184	0.1488	1.8351	3.4900e-003	0.2683	2.6800e-003	0.2709	0.0711	2.4600e-003	0.0736		305.1412	305.1412	0.0174		305.5069
Total	0.1792	1.2808	2.4038	6.2200e-003	0.3326	0.0219	0.3544	0.0887	0.0201	0.1088		582.9175	582.9175	0.0196		583.3292

3.5 Work Site Restoration - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	4.4322	41.1599	26.5736	0.0442		2.5885	2.5885		2.4502	2.4502		4,373.1044	4,373.1044	1.0386		4,394.9144
Paving	0.0000					0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000
Total	4.4322	41.1599	26.5736	0.0442		2.5885	2.5885		2.4502	2.4502		4,373.1044	4,373.1044	1.0386		4,394.9144

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1097	2.0426	1.0262	4.9200e-003	0.1160	0.0346	0.1506	0.0318	0.0319	0.0636		501.2506	501.2506	3.9500e-003		501.3335
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1726	0.2170	2.6762	5.0900e-003	0.3912	3.9100e-003	0.3951	0.1038	3.5800e-003	0.1073		444.9975	444.9975	0.0254		445.5308
Total	0.2823	2.2596	3.7024	0.0100	0.5072	0.0385	0.5458	0.1355	0.0354	0.1709		946.2481	946.2481	0.0294		946.8643

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	4.4322	41.1599	26.5736	0.0442		2.5885	2.5885		2.4502	2.4502		4,373.1044	4,373.1044	1.0386		4,394.9144

Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.4322	41.1599	26.5736	0.0442	2.5885	2.5885	2.4502	2.4502	0.0000	4,373.1044	4,373.1044	1.0386	1.0386	4,394.9144

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1097	2.0426	1.0262	4.9200e-003	0.1160	0.0346	0.1506	0.0318	0.0319	0.0636		501.2506	501.2506	3.9500e-003		501.3335
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1726	0.2170	2.6762	5.0900e-003	0.3912	3.9100e-003	0.3951	0.1038	3.5800e-003	0.1073		444.9975	444.9975	0.0254		445.5308
Total	0.2823	2.2596	3.7024	0.0100	0.5072	0.0385	0.5458	0.1355	0.0354	0.1709		946.2481	946.2481	0.0294		946.8643

CTLS Vanowen-Whitsett Project - Open-Trench Construction Emissions

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	0.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12	Operational Year	2015		

Utility Company

CO2 Intensity (lb/MW/hr)	0	CH4 Intensity (lb/MW/hr)	0	N2O Intensity (lb/MW/hr)	0
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Assumes 8-month construction period for an open-trench site.

Off-road Equipment - Construction equipment during excavation and shoring activities.

Off-road Equipment - Construction equipment for pipe installation and backfilling activities.

Off-road Equipment - Construction equipment for site preparation activities.

Off-road Equipment - Construction equipment for work site restoration activities.

Trips and VMT - Anticipated truck trips for open trench construction.

Grading - Max. area disturbed = 1.5 acres for open-trench site.

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
------------	-------------	---------------	-----------

tbConstructionPhase	NumDays	0.00	72.00
tbConstructionPhase	NumDays	0.00	72.00
tbConstructionPhase	NumDays	0.00	24.00
tbConstructionPhase	NumDays	0.00	24.00
tbConstructionPhase	NumDaysWeek	5.00	6.00
tbConstructionPhase	NumDaysWeek	5.00	6.00
tbConstructionPhase	NumDaysWeek	5.00	6.00
tbConstructionPhase	NumDaysWeek	5.00	6.00
tbConstructionPhase	PhaseStartDate	8/23/2015	8/24/2015
tbConstructionPhase	PhaseStartDate	5/31/2015	6/1/2015
tbConstructionPhase	PhaseStartDate	11/15/2015	11/16/2015
tbGrading	AcresOfGrading	0.00	1.50
tbGrading	AcresOfGrading	0.00	1.50
tbGrading	MaterialExported	0.00	39,000.00
tbGrading	MaterialImported	0.00	30,000.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tbOffRoadEquipment	UsageHours	4.00	6.00
tbOffRoadEquipment	UsageHours	6.00	5.00
tbOffRoadEquipment	UsageHours	7.00	8.00
tbOffRoadEquipment	UsageHours	7.00	8.00

tbOffRoadEquipment	UsageHours	8.00	4.00
tbOffRoadEquipment	UsageHours	8.00	5.00
tbOffRoadEquipment	UsageHours	6.00	3.00
tbOffRoadEquipment	UsageHours	7.00	8.00
tbOffRoadEquipment	UsageHours	7.00	6.00
tbOffRoadEquipment	UsageHours	8.00	6.00
tbProjectCharacteristics	OperationalYear	2014	2015
tbTripsAndVMT	HaulingTripLength	20.00	40.00
tbTripsAndVMT	HaulingTripLength	20.00	40.00
tbTripsAndVMT	HaulingTripLength	20.00	40.00
tbTripsAndVMT	HaulingTripNumber	8,625.00	357.00
tbTripsAndVMT	HaulingTripNumber	0.00	133.00
tbTripsAndVMT	HaulingTripNumber	0.00	80.00
tbTripsAndVMT	WorkerTripNumber	0.00	24.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
2015	4.7259	43.5190	30.2247	0.0539	0.6384	2.6271	3.1343	0.1550	2.4857	2.6212	0.0000	5,293.7987	5,293.7987	1.0679	0.0000	5,316.2254
Total	4.7259	43.5190	30.2247	0.0539	0.6384	2.6271	3.1343	0.1550	2.4857	2.6212	0.0000	5,293.7987	5,293.7987	1.0679	0.0000	5,316.2254

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2015	4.7259	43.5190	30.2247	0.0539	0.5588	2.6271	3.1343	0.1435	2.4857	2.6212	0.0000	5,293.7987	5,293.7987	1.0679	0.0000	5,316.2254
Total	4.7259	43.5190	30.2247	0.0539	0.5588	2.6271	3.1343	0.1435	2.4857	2.6212	0.0000	5,293.7987	5,293.7987	1.0679	0.0000	5,316.2254

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	12.47	0.00	0.00	7.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	5/4/2015	5/30/2015	6	24	
2	Excavation and Shoring	Grading	6/1/2015	8/22/2015	6	72	
3	Pipe Installation and Backfilling	Building Construction	8/24/2015	11/14/2015	6	72	
4	Work Site Restoration	Paving	11/16/2015	12/12/2015	6	24	

Acres of Grading (Site Preparation Phase): 1.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Air Compressors	1	6.00	78	0.48

Site Preparation	Cranes	1	6.00	226	0.29
Site Preparation	Graders	0	8.00	174	0.41
Site Preparation	Rough Terrain Forklifts	1	6.00	100	0.40
Site Preparation	Signal Boards	2	24.00	6	0.82
Site Preparation	Sweepers/Scrubbers	1	1.00	64	0.46
Site Preparation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Excavation and Shoring	Bore/Drill Rigs	1	8.00	205	0.50
Excavation and Shoring	Concrete/Industrial Saws	0	8.00	81	0.73
Excavation and Shoring	Cranes	1	4.00	226	0.29
Excavation and Shoring	Excavators	1	6.00	162	0.38
Excavation and Shoring	Forklifts	2	2.00	89	0.20
Excavation and Shoring	Off-Highway Trucks	1	2.00	400	0.38
Excavation and Shoring	Rubber Tired Dozers	0	1.00	255	0.40
Excavation and Shoring	Signal Boards	2	24.00	6	0.82
Excavation and Shoring	Sweepers/Scrubbers	1	1.00	64	0.46
Excavation and Shoring	Tractors/Loaders/Backhoes	1	3.00	97	0.37
Excavation and Shoring	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Excavation and Shoring	Welders	1	2.00	46	0.45
Pipe Installation and Backfilling	Air Compressors	1	3.00	78	0.48
Pipe Installation and Backfilling	Cement and Mortar Mixers	1	3.00	9	0.56
Pipe Installation and Backfilling	Cranes	1	6.00	226	0.29
Pipe Installation and Backfilling	Excavators	1	6.00	162	0.38
Pipe Installation and Backfilling	Forklifts	1	5.00	89	0.20
Pipe Installation and Backfilling	Generator Sets	1	4.00	84	0.74
Pipe Installation and Backfilling	Off-Highway Trucks	1	2.00	400	0.38
Pipe Installation and Backfilling	Signal Boards	2	24.00	6	0.82
Pipe Installation and Backfilling	Sweepers/Scrubbers	1	1.00	64	0.46
Pipe Installation and Backfilling	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Pipe Installation and Backfilling	Tractors/Loaders/Backhoes	1	5.00	97	0.37
Pipe Installation and Backfilling	Welders	2	6.00	46	0.45

Category	lb/day																			
Fugitive Dust					0.0663	0.0000	0.0663	7.1600e-003	0.0000	7.1600e-003	0.0000	0.0000	0.0000							0.0000
Off-Road	2.0808	19.1941	11.6936	0.0189	1.1798	1.1798	1.1798	1.1098	1.1098	1.1098	1.817.111	1.817.1117	0.4375	1.817.111	7	1.817.1117	0.4375			1.826.2991
Total	2.0808	19.1941	11.6936	0.0189	0.0663	1.1798	1.2461	7.1600e-003	1.1098	1.1170	1.817.111	1.817.1117	0.4375	1.817.111	7	1.817.1117	0.4375			1.826.2991

Unmitigated Construction Off-Site

Category	lb/day																			
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1028	0.1375	1.4409	2.7400e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613	240.0215	240.0215	0.0145	240.0215	7	240.0215	0.0145			240.3263
Total	0.1028	0.1375	1.4409	2.7400e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613	240.0215	240.0215	0.0145	240.0215	7	240.0215	0.0145			240.3263

Mitigated Construction On-Site

Category	lb/day																			
Fugitive Dust					0.0259	0.0000	0.0259	2.7900e-003	0.0000	2.7900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0808	19.1941	11.6936	0.0189	1.1798	1.1798	1.1798	1.1098	1.1098	1.1098	1.817.111	1.817.1117	0.4375	1.817.111	7	1.817.1117	0.4375			1.826.2991

Total	2.0808	19.1941	11.6936	0.0189	0.0259	1.1798	1.2057	2.7900e-003	1.1098	1.1126	0.0000	1,817.1117	0.4375	1,826.2991
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Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.1028	0.1375	1.4409	2.7400e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613	240.0215	240.0215	240.0215	0.0145		240.3263
Total	0.1028	0.1375	1.4409	2.7400e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613	240.0215	240.0215	240.0215	0.0145		240.3263

3.3 Excavation and Shoring - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.1305	0.0000	0.1305	0.0188	0.0000	0.0188			0.0000			0.0000
Off-Road	2.4076	25.0657	13.5545	0.0282	1.2290	1.2290	1.2290	1.1405	1.1405	1.1405	2,803.9115	2,803.9115	2,803.9115	0.7780		2,820.2504
Total	2.4076	25.0657	13.5545	0.0282	0.1305	1.2290	1.3595	0.0188	1.1405	1.1593	2,803.9115	2,803.9115	2,803.9115	0.7780		2,820.2504

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	INBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1693	3.1513	1.6801	7.3100e-003	0.1726	0.0516	0.2241	0.0472	0.0475	0.0947		744.7268	744.7268	5.9100e-003		744.8509
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1542	0.2062	2.1614	4.1200e-003	0.3353	3.3500e-003	0.3387	0.0889	3.0700e-003	0.0920		360.0323	360.0323	0.0218		360.4894
Total	0.3235	3.3575	3.8415	0.0114	0.5079	0.0549	0.5628	0.1362	0.0505	0.1867		1,104.759	1,104.7591	0.0277		1,105.3402

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	INBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.0509	0.0000	0.0509	7.3300e-003	0.0000	7.3300e-003			0.0000			0.0000
Off-Road	2.4076	25.0657	13.5545	0.0282	1.2290	1.2290	1.2290	1.1405	1.1405	1.1405		2,803.9115	2,803.9115	0.7780		2,820.2504
Total	2.4076	25.0657	13.5545	0.0282	0.0509	1.2290	1.2799	7.3300e-003	1.1405	1.1479	0.0000	2,803.9115	2,803.9115	0.7780		2,820.2504

Mitigated Construction Off-Site

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

Hauling	0.1693	3.1513	1.6801	7.3100e-003	0.1726	0.0516	0.2241	0.0472	0.0475	0.0947	744.7268	744.7268	5.9100e-003	744.8509
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1542	0.2062	2.1614	4.1200e-003	0.3353	3.3500e-003	0.3387	0.0889	3.0700e-003	0.0920	360.0323	360.0323	0.0218	360.4894
Total	0.3235	3.3575	3.8415	0.0114	0.5079	0.0549	0.5628	0.1362	0.0505	0.1867	1,104.759	1,104.7591	0.0277	1,105.3402

3.4 Pipe Installation and Backfilling - 2015
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	3.6027	27.8888	17.8732	0.0293		1.6739	1.6739		1.5901	1.5901		2,786.9239	2,786.9239	0.6772		2,801.1459
Total	3.6027	27.8888	17.8732	0.0293		1.6739	1.6739		1.5901	1.5901		2,786.9239	2,786.9239	0.6772		2,801.1459

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0631	1.1740	0.6259	2.7200e-003	0.0643	0.0192	0.0635	0.0176	0.0177	0.0353		277.4473	277.4473	2.2000e-003		277.4935
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1234	0.1650	1.7291	3.2900e-003	0.2683	2.6800e-003	0.2709	0.0711	2.4600e-003	0.0736		288.0258	288.0258	0.0174		288.3915
Total	0.1864	1.3390	2.3550	6.0100e-003	0.3326	0.0219	0.3544	0.0887	0.0201	0.1089		565.4731	565.4731	0.0196		565.8850

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	3.6027	27.8888	17.8732	0.0293	1.6739	1.6739	1.6739	1.5901	1.5901	1.5901	0.0000	2,786.9239	2,786.9239	0.6772		2,801.1459
Total	3.6027	27.8888	17.8732	0.0293	1.6739	1.6739	1.6739	1.5901	1.5901	1.5901	0.0000	2,786.9239	2,786.9239	0.6772		2,801.1459

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0631	1.1740	0.6259	2.7200e-003	0.0643	0.0192	0.0835	0.0176	0.0177	0.0353		277.4473	277.4473	2.2000e-003		277.4935
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1234	0.1650	1.7291	3.2900e-003	0.2683	2.6800e-003	0.2709	0.0711	2.4600e-003	0.0736		288.0258	288.0258	0.0174		288.3915
Total	0.1864	1.3390	2.3550	6.0100e-003	0.3326	0.0219	0.3544	0.0887	0.0201	0.1089		565.4731	565.4731	0.0196		565.8850

3.5 Work Site Restoration - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	4.4322	41.1599	26.5736	0.0442		2.5885	2.5885		2.4502	2.4502		4,373.1044	4,373.1044	1.0386		4,394.9144
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	4.4322	41.1599	26.5736	0.0442		2.5885	2.5885		2.4502	2.4502		4,373.1044	4,373.1044	1.0386		4,394.9144

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.1138	2.1185	1.1295	4.9100e-003	0.1160	0.0347	0.1507	0.0318	0.0319	0.0637		500.6567	500.6567	3.9700e-003		500.7401
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.1799	0.2406	2.5216	4.8000e-003	0.3912	3.9100e-003	0.3951	0.1038	3.5800e-003	0.1073		420.0376	420.0376	0.0254		420.5710
Total	0.2937	2.3591	3.6511	9.7100e-003	0.5072	0.0386	0.5458	0.1355	0.0355	0.1710		920.6943	920.6943	0.0294		921.3110

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	4.4322	41.1599	26.5736	0.0442		2.5885	2.5885		2.4502	2.4502		4,373.1044	4,373.1044	1.0386		4,394.9144

Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000		0.0000		0.0000							0.0000
Total	4.4322	41.1599	26.5736	0.0442	2.5885	2.5885	2.4502	2.4502	0.0000	4,373.104	4,373.1044	1.0386	1.0386							4,394.9144

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.1138	2.1185	1.1295	4.9100e-003	0.1160	0.0347	0.1507	0.0318	0.0319	0.0637		500.6567	500.6567	3.9700e-003		500.7401
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1799	0.2406	2.5216	4.8000e-003	0.3912	3.9100e-003	0.3951	0.1038	3.5800e-003	0.1073		420.0376	420.0376	0.0254		420.5710
Total	0.2937	2.3591	3.6511	9.7100e-003	0.5072	0.0386	0.5458	0.1355	0.0355	0.1710		920.6943	920.6943	0.0294		921.3110

CTLS Vanowen-Whitsett Project - Open-Trench Construction Emissions

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	0.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12	Operational Year	2015		

Utility Company

CO2 Intensity (lb/MW/hr)	0	CH4 Intensity (lb/MW/hr)	0	N2O Intensity (lb/MW/hr)	0
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Assumes 8-month construction period for an open-trench site.

Off-road Equipment - Construction equipment during excavation and shoring activities.

Off-road Equipment - Construction equipment for pipe installation and backfilling activities.

Off-road Equipment - Construction equipment for site preparation activities.

Off-road Equipment - Construction equipment for work site restoration activities.

Trips and VMT - Anticipated truck trips for open trench construction.

Grading - Max. area disturbed = 1.5 acres for open-trench site.

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
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tb\ConstructionPhase	NumDays	0.00	72.00
tb\ConstructionPhase	NumDays	0.00	72.00
tb\ConstructionPhase	NumDays	0.00	24.00
tb\ConstructionPhase	NumDays	0.00	24.00
tb\ConstructionPhase	NumDaysWeek	5.00	6.00
tb\ConstructionPhase	NumDaysWeek	5.00	6.00
tb\ConstructionPhase	NumDaysWeek	5.00	6.00
tb\ConstructionPhase	NumDaysWeek	5.00	6.00
tb\ConstructionPhase	PhaseStartDate	8/23/2015	8/24/2015
tb\ConstructionPhase	PhaseStartDate	5/31/2015	6/1/2015
tb\ConstructionPhase	PhaseStartDate	11/15/2015	11/16/2015
tb\Grading	AcresOfGrading	0.00	1.50
tb\Grading	AcresOfGrading	0.00	1.50
tb\Grading	MaterialExported	0.00	39,000.00
tb\Grading	MaterialImported	0.00	30,000.00
tb\OffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tb\OffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tb\OffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tb\OffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tb\OffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tb\OffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tb\OffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tb\OffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tb\OffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tb\OffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tb\OffRoadEquipment	UsageHours	4.00	6.00
tb\OffRoadEquipment	UsageHours	6.00	5.00
tb\OffRoadEquipment	UsageHours	7.00	8.00
tb\OffRoadEquipment	UsageHours	7.00	8.00

tbIOffRoadEquipment	UsageHours	8.00	4.00
tbIOffRoadEquipment	UsageHours	8.00	5.00
tbIOffRoadEquipment	UsageHours	6.00	3.00
tbIOffRoadEquipment	UsageHours	7.00	8.00
tbIOffRoadEquipment	UsageHours	7.00	6.00
tbIOffRoadEquipment	UsageHours	8.00	6.00
tbIProjectCharacteristics	OperationalYear	2014	2015
tbITripsAndVMT	HaulingTripLength	20.00	40.00
tbITripsAndVMT	HaulingTripLength	20.00	40.00
tbITripsAndVMT	HaulingTripLength	20.00	40.00
tbITripsAndVMT	HaulingTripNumber	8,625.00	357.00
tbITripsAndVMT	HaulingTripNumber	0.00	133.00
tbITripsAndVMT	HaulingTripNumber	0.00	80.00
tbITripsAndVMT	WorkerTripNumber	0.00	24.00

2.0 Emissions Summary

2.1 Overall Construction Unmitigated Construction

Year	tons/yr											MIT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2015	0.3168	2.8333	1.8767	3.6100e-003	0.0438	0.1530	0.1968	0.0110	0.1440	0.1550	0.0000	317.6426	317.6426	0.0656	0.0000	319.0205
Total	0.3168	2.8333	1.8767	3.6100e-003	0.0438	0.1530	0.1968	0.0110	0.1440	0.1550	0.0000	317.6426	317.6426	0.0656	0.0000	319.0205

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
2015	0.3168	2.8333	1.8767	3.6100e-003	0.0404	0.1530	0.1934	0.0106	0.1440	0.1546	0.0000	317.6423	317.6423	0.0656	0.0000	319.0202
Total	0.3168	2.8333	1.8767	3.6100e-003	0.0404	0.1530	0.1934	0.0106	0.1440	0.1546	0.0000	317.6423	317.6423	0.0656	0.0000	319.0202

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	7.65	0.00	1.70	4.18	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	5/4/2015	5/30/2015	6	24	
2	Excavation and Shoring	Grading	6/1/2015	8/22/2015	6	72	
3	Pipe Installation and Backfilling	Building Construction	8/24/2015	11/14/2015	6	72	
4	Work Site Restoration	Paving	11/16/2015	12/12/2015	6	24	

Acres of Grading (Site Preparation Phase): 1.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Air Compressors	1	6.00	78	0.48

Site Preparation	Cranes	1	6.00	226	0.29
Site Preparation	Graders	0	8.00	174	0.41
Site Preparation	Rough Terrain Forklifts	1	6.00	100	0.40
Site Preparation	Signal Boards	2	24.00	6	0.82
Site Preparation	Sweepers/Scrubbers	1	1.00	64	0.46
Site Preparation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Excavation and Shoring	Bore/Drill Rigs	1	8.00	206	0.50
Excavation and Shoring	Concrete/Industrial Saws	0	8.00	81	0.73
Excavation and Shoring	Cranes	1	4.00	226	0.29
Excavation and Shoring	Excavators	1	6.00	162	0.38
Excavation and Shoring	Forklifts	2	2.00	89	0.20
Excavation and Shoring	Off-Highway Trucks	1	2.00	400	0.38
Excavation and Shoring	Rubber Tired Dozers	0	1.00	255	0.40
Excavation and Shoring	Signal Boards	2	24.00	6	0.82
Excavation and Shoring	Sweepers/Scrubbers	1	1.00	64	0.46
Excavation and Shoring	Tractors/Loaders/Backhoes	1	3.00	97	0.37
Excavation and Shoring	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Excavation and Shoring	Welders	1	2.00	46	0.45
Pipe Installation and Backfilling	Air Compressors	1	3.00	76	0.48
Pipe Installation and Backfilling	Cement and Mortar Mixers	1	3.00	9	0.56
Pipe Installation and Backfilling	Cranes	1	6.00	226	0.29
Pipe Installation and Backfilling	Excavators	1	6.00	162	0.38
Pipe Installation and Backfilling	Forklifts	1	5.00	89	0.20
Pipe Installation and Backfilling	Generator Sets	1	4.00	84	0.74
Pipe Installation and Backfilling	Off-Highway Trucks	1	2.00	400	0.38
Pipe Installation and Backfilling	Signal Boards	2	24.00	6	0.82
Pipe Installation and Backfilling	Sweepers/Scrubbers	1	1.00	64	0.46
Pipe Installation and Backfilling	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Pipe Installation and Backfilling	Tractors/Loaders/Backhoes	1	5.00	97	0.37
Pipe Installation and Backfilling	Welders	2	6.00	46	0.45

Work Site Restoration	Air Compressors	1	8.00	78	0.48
Work Site Restoration	Cement and Mortar Mixers	0	6.00	9	0.56
Work Site Restoration	Concrete/Industrial Saws	1	6.00	81	0.73
Work Site Restoration	Generator Sets	1	4.00	84	0.74
Work Site Restoration	Pavers	1	8.00	125	0.42
Work Site Restoration	Paving Equipment	1	8.00	130	0.36
Work Site Restoration	Rollers	2	8.00	80	0.38
Work Site Restoration	Signal Boards	2	24.00	6	0.82
Work Site Restoration	Skid Steer Loaders	1	8.00	64	0.37
Work Site Restoration	Surfacing Equipment	1	8.00	259	0.30
Work Site Restoration	Sweepers/Scrubbers	1	1.00	64	0.46
Work Site Restoration	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Work Site Restoration	Tractors/Loaders/Backhoes	1	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Excavation and Shoring	12	30.00	0.00	357.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Pipe Installation and Backfilling	14	24.00	0.00	133.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Work Site Restoration	14	35.00	0.00	80.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					8.0000e-004	0.0000	8.0000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0250	0.2303	0.1403	2.3000e-004		0.0142	0.0142	0.0133	0.0133	0.0133	0.0000	19.7815	19.7815	4.7600e-003	0.0000	19.8815
Total	0.0250	0.2303	0.1403	2.3000e-004	8.0000e-004	0.0142	0.0150	9.0000e-005	0.0133	0.0134	0.0000	19.7815	19.7815	4.7600e-003	0.0000	19.8815

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1600e-003	1.6900e-003	0.0176	3.0000e-005	2.6300e-003	3.0000e-005	2.6600e-003	7.0000e-004	2.0000e-005	7.2000e-004	0.0000	2.6549	2.6549	1.6000e-004	0.0000	2.6582
Total	1.1600e-003	1.6900e-003	0.0176	3.0000e-005	2.6300e-003	3.0000e-005	2.6600e-003	7.0000e-004	2.0000e-005	7.2000e-004	0.0000	2.6549	2.6549	1.6000e-004	0.0000	2.6582

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					3.1000e-004	0.0000	3.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0250	0.2303	0.1403	2.3000e-004		0.0142	0.0142	0.0133	0.0133	0.0133	0.0000	19.7815	19.7815	4.7600e-003	0.0000	19.8815

Total	0.0250	0.2303	0.1403	2.3000e-004	0.0142	0.0145	3.0000e-005	0.0133	0.0134	0.0000	19.7815	19.7815	4.7600e-003	0.0000	19.8815
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Mitigated Construction Off-Site

Category	tons/yr															MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				
Worker	1.1600e-003	1.6900e-003	0.0176	3.0000e-005	2.6300e-003	3.0000e-005	2.6600e-003	7.0000e-004	2.0000e-005	7.2000e-004	0.0000	2.6549	2.6549	1.6000e-004	0.0000	2.6582				
Total	1.1600e-003	1.6900e-003	0.0176	3.0000e-005	2.6300e-003	3.0000e-005	2.6600e-003	7.0000e-004	2.0000e-005	7.2000e-004	0.0000	2.6549	2.6549	1.6000e-004	0.0000	2.6582				

3.3 Excavation and Shoring - 2015

Unmitigated Construction On-Site

Category	tons/yr															MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e				
Fugitive Dust					4.7000e-003	0.0000	4.7000e-003	6.8000e-004	0.0000	6.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				
Off-Road	0.0867	0.9024	0.4880	1.0200e-003		0.0442	0.0442		0.0411	0.0411	0.0000	91.5720	91.5720	0.0254	0.0000	92.1056				
Total	0.0867	0.9024	0.4880	1.0200e-003	4.7000e-003	0.0442	0.0489	6.8000e-004	0.0411	0.0417	0.0000	91.5720	91.5720	0.0254	0.0000	92.1056				

Unmitigated Construction Off-Site

Hauling	6.0200e-003	0.1155	0.0593	2.6000e-004	6.1100e-003	1.8600e-003	7.9600e-003	1.6700e-003	1.7100e-003	3.3800e-003	0.0000	24.3385	24.3385	1.9000e-004	0.0000	0.0000	24.3425
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2400e-003	7.6200e-003	0.0794	1.5000e-004	0.0118	1.2000e-004	0.0120	3.1400e-003	1.1000e-004	3.2500e-003	0.0000	11.9470	11.9470	7.1000e-004	0.0000	0.0000	11.9620
Total	0.0113	0.1231	0.1387	4.1000e-004	0.0179	1.9800e-003	0.0199	4.8100e-003	1.8200e-003	6.6300e-003	0.0000	36.2855	36.2855	9.0000e-004	0.0000	0.0000	36.3045

3.4 Pipe Installation and Backfilling - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Off-Road	0.1297	1.0040	0.6434	1.0600e-003		0.0603	0.0603		0.0572	0.0572	0.0000	91.0172	91.0172	0.0221	0.0000	91.4816
Total	0.1297	1.0040	0.6434	1.0600e-003		0.0603	0.0603		0.0572	0.0572	0.0000	91.0172	91.0172	0.0221	0.0000	91.4816

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Hauling	2.2400e-003	0.0430	0.0221	1.0000e-004	2.2700e-003	6.9000e-004	2.9700e-003	6.2000e-004	6.4000e-004	1.2600e-003	0.0000	9.0673	9.0673	7.0000e-005	0.0000	9.0688
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1900e-003	6.1000e-003	0.0635	1.2000e-004	9.4700e-003	1.0000e-004	9.5600e-003	2.5100e-003	9.0000e-005	2.6000e-003	0.0000	9.5576	9.5576	5.7000e-004	0.0000	9.5696
Total	6.4300e-003	0.0491	0.0856	2.2000e-004	0.0117	7.9000e-004	0.0125	3.1300e-003	7.3000e-004	3.8600e-003	0.0000	18.6249	18.6249	6.4000e-004	0.0000	18.6384

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Off-Road	0.1297	1.0040	0.6434	1.0600e-003	0.0603	0.0603	0.0603	0.0572	0.0572	0.0572	0.0000	91.0171	91.0171	0.0221	0.0000	91.4815
Total	0.1297	1.0040	0.6434	1.0600e-003	0.0603	0.0603	0.0603	0.0572	0.0572	0.0572	0.0000	91.0171	91.0171	0.0221	0.0000	91.4815

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Hauling	2.2400e-003	0.0430	0.0221	1.0000e-004	2.2700e-003	6.9000e-004	2.9700e-003	6.2000e-004	6.4000e-004	1.2600e-003	0.0000	9.0673	9.0673	7.0000e-005	0.0000	9.0688
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1900e-003	6.1000e-003	0.0635	1.2000e-004	9.4700e-003	1.0000e-004	9.5600e-003	2.5100e-003	9.0000e-005	2.6000e-003	0.0000	9.5576	9.5576	5.7000e-004	0.0000	9.5696
Total	6.4300e-003	0.0491	0.0856	2.2000e-004	0.0117	7.9000e-004	0.0125	3.1300e-003	7.3000e-004	3.8600e-003	0.0000	18.6249	18.6249	6.4000e-004	0.0000	18.6384

3.5 Work Site Restoration - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Off-Road	0.0532	0.4939	0.3189	5.3000e-004	0.0311	0.0311	0.0311	0.0294	0.0294	0.0294	0.0000	47.6066	47.6066	0.0113	0.0000	47.8440
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0532	0.4939	0.3189	5.3000e-004	0.0311	0.0311	0.0311	0.0294	0.0294	0.0294	0.0000	47.6066	47.6066	0.0113	0.0000	47.8440

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Hauling	1.3500e-003	0.0259	0.0133	6.0000e-005	1.3700e-003	4.2000e-004	1.7800e-003	3.8000e-004	3.8000e-004	7.6000e-004	0.0000	5.4540	5.4540	4.0000e-005	0.0000	5.4549
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0400e-003	2.9600e-003	0.0309	6.0000e-005	4.6000e-003	5.0000e-005	4.6500e-003	1.2200e-003	4.0000e-005	1.2700e-003	0.0000	4.6461	4.6461	2.8000e-004	0.0000	4.6519
Total	3.3900e-003	0.0288	0.0442	1.2000e-004	5.9700e-003	4.7000e-004	6.4300e-003	1.6000e-003	4.2000e-004	2.0300e-003	0.0000	10.1001	10.1001	3.2000e-004	0.0000	10.1068

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Off-Road	0.0532	0.4939	0.3189	5.3000e-004	0.0311	0.0311	0.0311	0.0294	0.0294	0.0294	0.0000	47.6066	47.6066	0.0113	0.0000	47.8439

Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0532	0.4939	0.3189	5.3000e-004	0.0311	0.0311	0.0294	0.0294	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction Off-Site

Category	tons/yr											MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	1.3500e-003	0.0259	0.0133	6.0000e-005	1.3700e-003	4.2000e-004	1.7800e-003	3.8000e-004	3.8000e-004	7.6000e-004	0.0000	5.4540	5.4540	4.0000e-005	0.0000	0.0000	5.4549
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0400e-003	2.9600e-003	0.0309	6.0000e-005	4.6000e-003	5.0000e-005	4.6500e-003	1.2200e-003	4.0000e-005	1.2700e-003	0.0000	4.6461	4.6461	2.8000e-004	0.0000	0.0000	4.6519
Total	3.3900e-003	0.0288	0.0442	1.2000e-004	5.9700e-003	4.7000e-004	6.4300e-003	1.6000e-003	4.2000e-004	2.0300e-003	0.0000	10.1001	10.1001	3.2000e-004	0.0000	0.0000	10.1068

CTLS Vanowen-Whitsett Project - Jack-Piping Construction Emissions

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	0.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12	Operational Year	2015		

Utility Company

CO2 Intensity (lb/MWhr)	0	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Assumes 9-month construction period for an pipe-jacking site.

Off-road Equipment - Construction equipment during excavation and shoring activities.

Off-road Equipment - Construction equipment for pipe installation and backfilling activities.

Off-road Equipment - Construction equipment for site preparation activities.

Off-road Equipment - Construction equipment for work site restoration activities.

Trips and VMT - Anticipated truck trips for open trench construction.

Grading - Max. area disturbed = 1.5 acres for pipe-jacking site.

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
------------	-------------	---------------	-----------

tbConstructionPhase	NumDays	0.00	84.00
tbConstructionPhase	NumDays	0.00	84.00
tbConstructionPhase	NumDays	0.00	24.00
tbConstructionPhase	NumDays	0.00	24.00
tbConstructionPhase	NumDaysWeek	5.00	6.00
tbConstructionPhase	NumDaysWeek	5.00	6.00
tbConstructionPhase	NumDaysWeek	5.00	6.00
tbConstructionPhase	NumDaysWeek	5.00	6.00
tbConstructionPhase	PhaseStartDate	8/23/2015	8/24/2015
tbConstructionPhase	PhaseStartDate	5/17/2015	5/18/2015
tbConstructionPhase	PhaseStartDate	11/29/2015	11/30/2015
tbGrading	AcresOfGrading	0.00	1.50
tbGrading	AcresOfGrading	0.00	1.50
tbGrading	MaterialExported	0.00	39,000.00
tbGrading	MaterialImported	0.00	30,000.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tbOffRoadEquipment	UsageHours	4.00	6.00
tbOffRoadEquipment	UsageHours	6.00	5.00
tbOffRoadEquipment	UsageHours	7.00	8.00
tbOffRoadEquipment	UsageHours	7.00	8.00

tbOffRoadEquipment	UsageHours	8.00	4.00
tbOffRoadEquipment	UsageHours	8.00	5.00
tbOffRoadEquipment	UsageHours	6.00	3.00
tbOffRoadEquipment	UsageHours	7.00	8.00
tbOffRoadEquipment	UsageHours	7.00	6.00
tbOffRoadEquipment	UsageHours	8.00	6.00
tbProjectCharacteristics	OperationalYear	2014	2015
tbTripsAndVMT	HaulingTripLength	20.00	40.00
tbTripsAndVMT	HaulingTripLength	20.00	40.00
tbTripsAndVMT	HaulingTripLength	20.00	40.00
tbTripsAndVMT	HaulingTripNumber	8,625.00	357.00
tbTripsAndVMT	HaulingTripNumber	0.00	133.00
tbTripsAndVMT	HaulingTripNumber	0.00	80.00
tbTripsAndVMT	WorkerTripNumber	0.00	24.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2015	4.7145	43.4195	30.2759	0.0542	0.5951	2.6270	3.1343	0.1455	2.4856	2.6211	0.0000	5,319.3525	1.0679	0.0000	0.0000	5,341.7787
Total	4.7145	43.4195	30.2759	0.0542	0.5951	2.6270	3.1343	0.1455	2.4856	2.6211	0.0000	5,319.3525	1.0679	0.0000	0.0000	5,341.7787

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2015	4.7145	43.4195	30.2759	0.0542	0.5269	2.6270	3.1343	0.1357	2.4856	2.6211	0.0000	5,319.3525	5,319.3525	1.0679	0.0000	5,341.7787
Total	4.7145	43.4195	30.2759	0.0542	0.5269	2.6270	3.1343	0.1357	2.4856	2.6211	0.0000	5,319.3525	5,319.3525	1.0679	0.0000	5,341.7787

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	11.46	0.00	0.00	6.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/20/2015	5/16/2015	6	24	
2	Excavation and Shoring	Grading	5/18/2015	8/22/2015	6	84	
3	Pipe Installation and Backfilling	Building Construction	8/24/2015	11/28/2015	6	84	
4	Work Site Restoration	Paving	11/30/2015	12/26/2015	6	24	

Acres of Grading (Site Preparation Phase): 1.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Air Compressors	1	6.00	78	0.48

Site Preparation	Cranes	1	6.00	226	0.29
Site Preparation	Graders	0	8.00	174	0.41
Site Preparation	Rough Terrain Forklifts	1	6.00	100	0.40
Site Preparation	Signal Boards	2	24.00	6	0.82
Site Preparation	Sweepers/Scrubbers	1	1.00	64	0.46
Site Preparation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Excavation and Shoring	Bore/Drill Rigs	1	8.00	205	0.50
Excavation and Shoring	Concrete/Industrial Saws	0	8.00	81	0.73
Excavation and Shoring	Cranes	1	4.00	226	0.29
Excavation and Shoring	Excavators	1	6.00	162	0.38
Excavation and Shoring	Forklifts	2	2.00	89	0.20
Excavation and Shoring	Off-Highway Trucks	1	2.00	400	0.38
Excavation and Shoring	Rubber Tired Dozers	0	1.00	255	0.40
Excavation and Shoring	Signal Boards	2	24.00	6	0.82
Excavation and Shoring	Sweepers/Scrubbers	1	1.00	64	0.46
Excavation and Shoring	Tractors/Loaders/Backhoes	1	3.00	97	0.37
Excavation and Shoring	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Excavation and Shoring	Welders	1	2.00	46	0.45
Pipe Installation and Backfilling	Air Compressors	1	3.00	78	0.48
Pipe Installation and Backfilling	Cement and Mortar Mixers	1	3.00	9	0.56
Pipe Installation and Backfilling	Cranes	1	6.00	226	0.29
Pipe Installation and Backfilling	Excavators	1	6.00	162	0.38
Pipe Installation and Backfilling	Forklifts	1	5.00	89	0.20
Pipe Installation and Backfilling	Generator Sets	1	4.00	84	0.74
Pipe Installation and Backfilling	Off-Highway Trucks	1	2.00	400	0.38
Pipe Installation and Backfilling	Signal Boards	2	24.00	6	0.82
Pipe Installation and Backfilling	Sweepers/Scrubbers	1	1.00	64	0.46
Pipe Installation and Backfilling	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Pipe Installation and Backfilling	Tractors/Loaders/Backhoes	1	5.00	97	0.37
Pipe Installation and Backfilling	Welders	2	6.00	46	0.45

Category	lb/day										lb/day				
Fugitive Dust					0.0663	0.0000	0.0663	7.1600e-003	0.0000	7.1600e-003	0.0000	0.0000			0.0000
Off-Road	2.0808	19.1941	11.6936	0.0189	1.1798	1.1798	1.1798	1.1098	1.1098	1.817.111	1.817.1117	0.4375			1.826.2991
Total	2.0808	19.1941	11.6936	0.0189	0.0663	1.1798	1.2461	7.1600e-003	1.1098	1.1170	1.817.111	0.4375			1.826.2991

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	INBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0986	0.1240	1.5292	2.9100e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613			254.2843	254.2843	0.0145	254.5891
Total	0.0986	0.1240	1.5292	2.9100e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613			254.2843	254.2843	0.0145	254.5891

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	INBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.0259	0.0000	0.0259	2.7900e-003	0.0000	2.7900e-003			0.0000			0.0000
Off-Road	2.0808	19.1941	11.6936	0.0189	1.1798	1.1798	1.1798	1.1098	1.1098	1.817.111	1.817.1117	0.4375				1.826.2991
Total	2.0808	19.1941	11.6936	0.0189	0.0259	0.0000	0.0259	2.7900e-003	1.1098	1.1098	1.817.111	0.4375				1.826.2991

Total	2.0808	19.1941	11.6936	0.0189	0.0259	1.1798	1.2057	2.7900e-003	1.1098	1.1126	0.0000	1,817.111	7	1,817.1117	0.4375	1,826.2991
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Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0986	0.1240	1.5292	2.9100e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613	254.2843	254.2843	254.2843	0.0145		254.5891
Total	0.0986	0.1240	1.5292	2.9100e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613	254.2843	254.2843	254.2843	0.0145		254.5891

3.3 Excavation and Shoring - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.1118	0.0000	0.1118	0.0161	0.0000	0.0161			0.0000			0.0000
Off-Road	2.4076	25.0657	13.5545	0.0282	1.2290	1.2290	1.2290	1.1405	1.1405	1.1405	2,803.911	5	2,803.9115	0.7780		2,820.2504
Total	2.4076	25.0657	13.5545	0.0282	0.1118	1.2290	1.3408	0.0161	1.1405	1.1566	2,803.911	5	2,803.9115	0.7780		2,820.2504

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	INBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1399	2.6044	1.3084	6.2700e-003	0.1479	0.0441	0.1920	0.0405	0.0406	0.0811		639.0945	639.0945	5.0300e-003		639.2002
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1480	0.1860	2.2939	4.3600e-003	0.3353	3.3500e-003	0.3387	0.0889	3.0700e-003	0.0920		381.4264	381.4264	0.0218		381.8836
Total	0.2878	2.7903	3.6023	0.0106	0.4832	0.0475	0.5307	0.1294	0.0437	0.1731		1,020.5209	1,020.5209	0.0268		1,021.0837

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	INBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.0436	0.0000	0.0436	6.2800e-003	0.0000	6.2800e-003			0.0000			0.0000
Off-Road	2.4076	25.0657	13.5545	0.0282	1.2290	1.2290	1.2290	1.1405	1.1405	1.1405		2,803.9115	2,803.9115	0.7780		2,820.2504
Total	2.4076	25.0657	13.5545	0.0282	0.0436	1.2290	1.2726	6.2800e-003	1.1405	1.1468		2,803.9115	2,803.9115	0.7780		2,820.2504

Mitigated Construction Off-Site

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

Hauling	0.1399	2.6044	1.3084	6.2700e-003	0.1479	0.0441	0.1920	0.0405	0.0406	0.0811	639.0945	639.0945	5.0300e-003	639.2002
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1480	0.1860	2.2939	4.3600e-003	0.3353	3.3500e-003	0.3387	0.0889	3.0700e-003	0.0920	381.4264	381.4264	0.0218	381.8836
Total	0.2878	2.7903	3.6023	0.0106	0.4832	0.0475	0.5307	0.1294	0.0437	0.1731	1,020.5209	1,020.5209	0.0268	1,021.0837

3.4 Pipe Installation and Backfilling - 2015
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	3.6027	27.8888	17.8732	0.0293		1.6739	1.6739		1.5901	1.5901		2,786.9239	2,786.9239	0.6772		2,801.1459
Total	3.6027	27.8888	17.8732	0.0293		1.6739	1.6739		1.5901	1.5901		2,786.9239	2,786.9239	0.6772		2,801.1459

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0521	0.9703	0.4875	2.3400e-003	0.0551	0.0164	0.0716	0.0151	0.0151	0.0302		238.0940	238.0940	1.8700e-003		238.1334
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1184	0.1488	1.8351	3.4900e-003	0.2683	2.6800e-003	0.2709	0.0711	2.4600e-003	0.0736		305.1412	305.1412	0.0174		305.5069
Total	0.1705	1.1190	2.3225	5.8300e-003	0.3234	0.0191	0.3425	0.0862	0.0176	0.1038		543.2352	543.2352	0.0193		543.6403

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	3.6027	27.8888	17.8732	0.0293	1.6739	1.6739	1.6739	1.5901	1.5901	1.5901	0.0000	2,786.9239	2,786.9239	0.6772		2,801.1459
Total	3.6027	27.8888	17.8732	0.0293	1.6739	1.6739	1.6739	1.5901	1.5901	1.5901	0.0000	2,786.9239	2,786.9239	0.6772		2,801.1459

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0521	0.9703	0.4875	2.3400e-003	0.0551	0.0164	0.0716	0.0151	0.0151	0.0302		238.0940	238.0940	1.8700e-003		238.1334
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1184	0.1488	1.8351	3.4900e-003	0.2683	2.6800e-003	0.2709	0.0711	2.4600e-003	0.0736		305.1412	305.1412	0.0174		305.5069
Total	0.1705	1.1190	2.3225	5.8300e-003	0.3234	0.0191	0.3425	0.0862	0.0176	0.1038		543.2352	543.2352	0.0193		543.6403

3.5 Work Site Restoration - 2015

Unmitigated Construction On-Site

Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000				0.0000			0.0000
Total	4.4322	41.1599	26.5736	0.0442	2.5885	2.5885	2.4502	2.4502	0.0000	4,373.1044	4,373.1044	1.0386	4,394.9144			0.0000

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NI Bio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.1097	2.0426	1.0262	4.9200e-003	0.1160	0.0346	0.1506	0.0318	0.0319	0.0636		501.2506	501.2506	3.9500e-003		501.3335
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1726	0.2170	2.6762	5.0900e-003	0.3912	3.9100e-003	0.3951	0.1038	3.5800e-003	0.1073		444.9975	444.9975	0.0254		445.5308
Total	0.2823	2.2596	3.7024	0.0100	0.5072	0.0385	0.5458	0.1355	0.0354	0.1709		946.2481	946.2481	0.0294		946.8643

CTLS Vanowen-Whitsett Project - Jack-Piping Construction Emissions

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	0.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12	Operational Year	2015		

Utility Company

CO2 Intensity (lb/MWhr)	0	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Assumes 9-month construction period for an pipe-jacking site.

Off-road Equipment - Construction equipment during excavation and shoring activities.

Off-road Equipment - Construction equipment for pipe installation and backfilling activities.

Off-road Equipment - Construction equipment for site preparation activities.

Off-road Equipment - Construction equipment for work site restoration activities.

Trips and VMT - Anticipated truck trips for open trench construction.

Grading - Max. area disturbed = 1.5 acres for pipe-jacking site.

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
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tbIconstructionPhase	NumDays	0.00	84.00
tbIconstructionPhase	NumDays	0.00	84.00
tbIconstructionPhase	NumDays	0.00	24.00
tbIconstructionPhase	NumDays	0.00	24.00
tbIconstructionPhase	NumDaysWeek	5.00	6.00
tbIconstructionPhase	NumDaysWeek	5.00	6.00
tbIconstructionPhase	NumDaysWeek	5.00	6.00
tbIconstructionPhase	NumDaysWeek	5.00	6.00
tbIconstructionPhase	PhaseStartDate	8/23/2015	8/24/2015
tbIconstructionPhase	PhaseStartDate	5/17/2015	5/18/2015
tbIconstructionPhase	PhaseStartDate	11/29/2015	11/30/2015
tbIconstructionPhase	AcresOfGrading	0.00	1.50
tbIconstructionPhase	AcresOfGrading	0.00	1.50
tbIconstructionPhase	MaterialExported	0.00	39,000.00
tbIconstructionPhase	MaterialImported	0.00	30,000.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	4.00	0.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	1.00	0.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	2.00	1.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	1.00	0.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	1.00	2.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	1.00	0.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	2.00	1.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	2.00	1.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	2.00	1.00
tbIconstructionPhase	OffRoadEquipmentUnitAmount	2.00	1.00
tbIconstructionPhase	UsageHours	4.00	6.00
tbIconstructionPhase	UsageHours	6.00	5.00
tbIconstructionPhase	UsageHours	7.00	8.00
tbIconstructionPhase	UsageHours	7.00	8.00

tbOffRoadEquipment	UsageHours	8.00	4.00
tbOffRoadEquipment	UsageHours	8.00	5.00
tbOffRoadEquipment	UsageHours	6.00	3.00
tbOffRoadEquipment	UsageHours	7.00	8.00
tbOffRoadEquipment	UsageHours	7.00	6.00
tbOffRoadEquipment	UsageHours	8.00	6.00
tbProjectCharacteristics	OperationalYear	2014	2015
tbTripsAndVMT	HaulingTripLength	20.00	40.00
tbTripsAndVMT	HaulingTripLength	20.00	40.00
tbTripsAndVMT	HaulingTripLength	20.00	40.00
tbTripsAndVMT	HaulingTripNumber	8,625.00	357.00
tbTripsAndVMT	HaulingTripNumber	0.00	133.00
tbTripsAndVMT	HaulingTripNumber	0.00	80.00
tbTripsAndVMT	WorkerTripNumber	0.00	24.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
2015	4.7259	43.5190	30.2247	0.0539	0.5951	2.6271	3.1343	0.1455	2.4857	2.6212	0.0000	5,293.7987	5,293.7987	1.0679	0.0000	5,316.2254
Total	4.7259	43.5190	30.2247	0.0539	0.5951	2.6271	3.1343	0.1455	2.4857	2.6212	0.0000	5,293.7987	5,293.7987	1.0679	0.0000	5,316.2254

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2015	4.7259	43.5190	30.2247	0.0539	0.5269	2.6271	3.1343	0.1357	2.4857	2.6212	0.0000	5,293.7987	5,293.7987	1.0679	0.0000	5,316.2254
Total	4.7259	43.5190	30.2247	0.0539	0.5269	2.6271	3.1343	0.1357	2.4857	2.6212	0.0000	5,293.7987	5,293.7987	1.0679	0.0000	5,316.2254

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	11.46	0.00	0.00	6.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/20/2015	5/16/2015	6	24	
2	Excavation and Shoring	Grading	5/18/2015	8/22/2015	6	84	
3	Pipe Installation and Backfilling	Building Construction	8/24/2015	11/28/2015	6	84	
4	Work Site Restoration	Paving	11/30/2015	12/26/2015	6	24	

Acres of Grading (Site Preparation Phase): 1.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Air Compressors	1	6.00	78	0.48

Site Preparation	Cranes	1	6.00	226	0.29
Site Preparation	Graders	0	8.00	174	0.41
Site Preparation	Rough Terrain Forklifts	1	6.00	100	0.40
Site Preparation	Signal Boards	2	24.00	6	0.82
Site Preparation	Sweepers/Scrubbers	1	1.00	64	0.46
Site Preparation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Excavation and Shoring	Bore/Drill Rigs	1	8.00	205	0.50
Excavation and Shoring	Concrete/Industrial Saws	0	8.00	81	0.73
Excavation and Shoring	Cranes	1	4.00	226	0.29
Excavation and Shoring	Excavators	1	6.00	162	0.38
Excavation and Shoring	Forklifts	2	2.00	89	0.20
Excavation and Shoring	Off-Highway Trucks	1	2.00	400	0.38
Excavation and Shoring	Rubber Tired Dozers	0	1.00	255	0.40
Excavation and Shoring	Signal Boards	2	24.00	6	0.82
Excavation and Shoring	Sweepers/Scrubbers	1	1.00	64	0.46
Excavation and Shoring	Tractors/Loaders/Backhoes	1	3.00	97	0.37
Excavation and Shoring	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Excavation and Shoring	Welders	1	2.00	46	0.45
Pipe Installation and Backfilling	Air Compressors	1	3.00	78	0.48
Pipe Installation and Backfilling	Cement and Mortar Mixers	1	3.00	9	0.56
Pipe Installation and Backfilling	Cranes	1	6.00	226	0.29
Pipe Installation and Backfilling	Excavators	1	6.00	162	0.38
Pipe Installation and Backfilling	Forklifts	1	5.00	89	0.20
Pipe Installation and Backfilling	Generator Sets	1	4.00	84	0.74
Pipe Installation and Backfilling	Off-Highway Trucks	1	2.00	400	0.38
Pipe Installation and Backfilling	Signal Boards	2	24.00	6	0.82
Pipe Installation and Backfilling	Sweepers/Scrubbers	1	1.00	64	0.46
Pipe Installation and Backfilling	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Pipe Installation and Backfilling	Tractors/Loaders/Backhoes	1	5.00	97	0.37
Pipe Installation and Backfilling	Welders	2	6.00	46	0.45

Work Site Restoration	Air Compressors	1	8.00	78	0.48
Work Site Restoration	Cement and Mortar Mixers	0	6.00	9	0.56
Work Site Restoration	Concrete/Industrial Saws	1	6.00	81	0.73
Work Site Restoration	Generator Sets	1	4.00	84	0.74
Work Site Restoration	Pavers	1	8.00	125	0.42
Work Site Restoration	Paving Equipment	1	8.00	130	0.36
Work Site Restoration	Rollers	2	8.00	80	0.38
Work Site Restoration	Signal Boards	2	24.00	6	0.82
Work Site Restoration	Skid Steer Loaders	1	8.00	64	0.37
Work Site Restoration	Surfacing Equipment	1	8.00	253	0.30
Work Site Restoration	Sweepers/Scrubbers	1	1.00	64	0.46
Work Site Restoration	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Work Site Restoration	Tractors/Loaders/Backhoes	1	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Excavation and Shoring	12	30.00	0.00	357.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Pipe Installation and Backfilling	14	24.00	0.00	133.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Work Site Restoration	14	35.00	0.00	80.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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Category	lb/day												
Fugitive Dust					0.0663	0.0000	0.0663	7.1600e-003	0.0000	7.1600e-003	0.0000	0.0000	0.0000
Off-Road	2.0808	19.1941	11.6936	0.0189	1.1798	1.1798	1.1798	1.1098	1.1098	1.1098	1,817.111	1,817.1117	0.4375
Total	2.0808	19.1941	11.6936	0.0189	0.0663	1.1798	1.2461	7.1600e-003	1.1098	1.1170	1,817.111	1,817.1117	0.4375
													1,826.2991

Unmitigated Construction Off-Site

Category	lb/day													
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1028	0.1375	1.4409	2.7400e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613	240.0215	240.0215	0.0145	240.3263
Total	0.1028	0.1375	1.4409	2.7400e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613	240.0215	240.0215	0.0145	240.3263

Mitigated Construction On-Site

Category	lb/day												
Fugitive Dust					0.0259	0.0000	0.0259	2.7900e-003	0.0000	2.7900e-003	0.0000	0.0000	0.0000
Off-Road	2.0808	19.1941	11.6936	0.0189	1.1798	1.1798	1.1798	1.1098	1.1098	1.1098	1,817.111	1,817.1117	0.4375
Total	2.0808	19.1941	11.6936	0.0189	0.0259	0.0000	0.0259	2.7900e-003	0.0000	2.7900e-003	0.0000	0.0000	0.0000
													1,826.2991

Total	2.0808	19.1941	11.6936	0.0189	0.0259	1.1798	1.2057	2.7900e-003	1.1098	1.1126	0.0000	1,817.1117	0.4375	1,826.2991
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Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.1028	0.1375	1.4409	2.7400e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613	240.0215	240.0215	240.0215	0.0145		240.3263
Total	0.1028	0.1375	1.4409	2.7400e-003	0.2236	2.2300e-003	0.2258	0.0593	2.0500e-003	0.0613	240.0215	240.0215	240.0215	0.0145		240.3263

3.3 Excavation and Shoring - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.1118	0.0000	0.1118	0.0161	0.0000	0.0161			0.0000			0.0000
Off-Road	2.4076	25.0657	13.5545	0.0282	1.2290	1.2290	1.2290	1.1405	1.1405	1.1405	2,803.9115	2,803.9115	2,803.9115	0.7780		2,820.2504
Total	2.4076	25.0657	13.5545	0.0282	0.1118	1.2290	1.3408	0.0161	1.1405	1.1566	2,803.9115	2,803.9115	2,803.9115	0.7780		2,820.2504

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	INBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1451	2.7011	1.4401	6.2600e-003	0.1479	0.0442	0.1921	0.0405	0.0407	0.0812		638.3373	638.3373	5.0600e-003		638.4436
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1542	0.2062	2.1614	4.1200e-003	0.3353	3.3500e-003	0.3387	0.0889	3.0700e-003	0.0920		360.0323	360.0323	0.0218		360.4894
Total	0.2993	2.9073	3.6015	0.0104	0.4832	0.0476	0.5308	0.1294	0.0437	0.1732		998.3695	998.3695	0.0268		998.9330

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	INBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.0436	0.0000	0.0436	6.2800e-003	0.0000	6.2800e-003			0.0000			0.0000
Off-Road	2.4076	25.0657	13.5545	0.0282	1.2290	1.2290	1.2290	1.1405	1.1405	1.1405		2,803.9115	2,803.9115	0.7780		2,820.2504
Total	2.4076	25.0657	13.5545	0.0282	0.0436	1.2290	1.2726	6.2800e-003	1.1405	1.1468	0.0000	2,803.9115	2,803.9115	0.7780		2,820.2504

Mitigated Construction Off-Site

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

Hauling	0.1451	2.7011	1.4401	6.2600e-003	0.1479	0.0442	0.1921	0.0405	0.0407	0.0812	638.3373	638.3373	5.0600e-003	638.4436
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1542	0.2062	2.1614	4.1200e-003	0.3353	3.3500e-003	0.3387	0.0889	3.0700e-003	0.0920	360.0323	360.0323	0.0218	360.4894
Total	0.2993	2.9073	3.6015	0.0104	0.4832	0.0476	0.5308	0.1294	0.0437	0.1732	998.3695	998.3695	0.0268	998.9330

3.4 Pipe Installation and Backfilling - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	3.6027	27.8888	17.8732	0.0293		1.6739	1.6739		1.5901	1.5901		2,786.9239	2,786.9239	0.6772		2,801.1459
Total	3.6027	27.8888	17.8732	0.0293		1.6739	1.6739		1.5901	1.5901		2,786.9239	2,786.9239	0.6772		2,801.1459

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0541	1.0063	0.5365	2.3300e-003	0.0551	0.0165	0.0716	0.0151	0.0152	0.0302		237.8119	237.8119	1.8900e-003		237.8515
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1234	0.1650	1.7291	3.2900e-003	0.2683	2.6800e-003	0.2709	0.0711	2.4600e-003	0.0736		288.0258	288.0258	0.0174		288.3915
Total	0.1774	1.1713	2.2656	5.6200e-003	0.3234	0.0192	0.3425	0.0862	0.0176	0.1038		525.8377	525.8377	0.0193		526.2430

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	3.6027	27.8888	17.8732	0.0293	1.6739	1.6739	1.6739	1.5901	1.5901	1.5901	0.0000	2,786.9239	2,786.9239	0.6772		2,801.1459
Total	3.6027	27.8888	17.8732	0.0293	1.6739	1.6739	1.6739	1.5901	1.5901	1.5901	0.0000	2,786.9239	2,786.9239	0.6772		2,801.1459

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0541	1.0063	0.5365	2.3300e-003	0.0551	0.0165	0.0716	0.0151	0.0152	0.0302		237.8119	237.8119	1.8900e-003		237.8515
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1234	0.1650	1.7291	3.2900e-003	0.2683	2.6800e-003	0.2709	0.0711	2.4600e-003	0.0736		288.0258	288.0258	0.0174		288.3915
Total	0.1774	1.1713	2.2656	5.6200e-003	0.3234	0.0192	0.3425	0.0862	0.0176	0.1038		525.8377	525.8377	0.0193		526.2430

3.5 Work Site Restoration - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	4.4322	41.1599	26.5736	0.0442		2.5885	2.5885		2.4502	2.4502		4,373.1044	4,373.1044	1.0386		4,394.9144
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	4.4322	41.1599	26.5736	0.0442		2.5885	2.5885		2.4502	2.4502		4,373.1044	4,373.1044	1.0386		4,394.9144

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1138	2.1185	1.1295	4.9100e-003	0.1160	0.0347	0.1507	0.0318	0.0319	0.0637		500.6567	500.6567	3.9700e-003		500.7401
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1799	0.2406	2.5216	4.8000e-003	0.3912	3.9100e-003	0.3951	0.1038	3.5800e-003	0.1073		420.0376	420.0376	0.0254		420.5710
Total	0.2937	2.3591	3.6511	9.7100e-003	0.5072	0.0386	0.5458	0.1355	0.0355	0.1710		920.6943	920.6943	0.0294		921.3110

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	4.4322	41.1599	26.5736	0.0442		2.5885	2.5885		2.4502	2.4502		4,373.1044	4,373.1044	1.0386		4,394.9144

Paving	0.0000								0.0000				0.0000					0.0000	
Total	4.4322	41.1599	26.5736	0.0442		2.5885	2.5885	2.4502	2.4502	0.0000	4,373.104	4,373.1044	1.0386	1.0386				4,394.9144	

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
	lb/day																
Hauling	0.1138	2.1185	1.1295	4.9100e-003	0.1160	0.0347	0.1507	0.0318	0.0319	0.0637		500.6567	500.6567	3.9700e-003			500.7401
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.1799	0.2406	2.5216	4.8000e-003	0.3912	3.9100e-003	0.3951	0.1038	3.5800e-003	0.1073		420.0376	420.0376	0.0254			420.5710
Total	0.2937	2.3591	3.6511	9.7100e-003	0.5072	0.0386	0.5458	0.1355	0.0355	0.1710		920.6943	920.6943	0.0294			921.3110

CTLS Vanowen-Whitsett Project - Jack-Piping Construction Emissions

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	0.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12	Operational Year	2015		

Utility Company

CO2 Intensity (lb/MW/hr)	0	CH4 Intensity (lb/MW/hr)	0	N2O Intensity (lb/MW/hr)	0
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Assumes 9-month construction period for an pipe-jacking site.

Off-road Equipment - Construction equipment during excavation and shoring activities.

Off-road Equipment - Construction equipment for pipe installation and backfilling activities.

Off-road Equipment - Construction equipment for site preparation activities.

Off-road Equipment - Construction equipment for work site restoration activities.

Trips and VMT - Anticipated truck trips for open trench construction.

Grading - Max. area disturbed = 1.5 acres for pipe-jacking site.

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
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tbConstructionPhase	NumDays	0.00	84.00
tbConstructionPhase	NumDays	0.00	84.00
tbConstructionPhase	NumDays	0.00	24.00
tbConstructionPhase	NumDays	0.00	24.00
tbConstructionPhase	NumDaysWeek	5.00	6.00
tbConstructionPhase	NumDaysWeek	5.00	6.00
tbConstructionPhase	NumDaysWeek	5.00	6.00
tbConstructionPhase	NumDaysWeek	5.00	6.00
tbConstructionPhase	PhaseStartDate	8/23/2015	8/24/2015
tbConstructionPhase	PhaseStartDate	5/17/2015	5/18/2015
tbConstructionPhase	PhaseStartDate	11/29/2015	11/30/2015
tbGrading	AcresOfGrading	0.00	1.50
tbGrading	AcresOfGrading	0.00	1.50
tbGrading	MaterialExported	0.00	39,000.00
tbGrading	MaterialImported	0.00	30,000.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tbOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tbOffRoadEquipment	UsageHours	4.00	6.00
tbOffRoadEquipment	UsageHours	6.00	5.00
tbOffRoadEquipment	UsageHours	7.00	8.00
tbOffRoadEquipment	UsageHours	7.00	8.00

tbIOffRoadEquipment	UsageHours	8.00	4.00
tbIOffRoadEquipment	UsageHours	8.00	5.00
tbIOffRoadEquipment	UsageHours	6.00	3.00
tbIOffRoadEquipment	UsageHours	7.00	8.00
tbIOffRoadEquipment	UsageHours	7.00	6.00
tbIOffRoadEquipment	UsageHours	8.00	6.00
tbIProjectCharacteristics	OperationalYear	2014	2015
tbItripsAndVMT	HaulingTripLength	20.00	40.00
tbItripsAndVMT	HaulingTripLength	20.00	40.00
tbItripsAndVMT	HaulingTripLength	20.00	40.00
tbItripsAndVMT	HaulingTripNumber	8,625.00	357.00
tbItripsAndVMT	HaulingTripNumber	0.00	133.00
tbItripsAndVMT	HaulingTripNumber	0.00	80.00
tbItripsAndVMT	WorkerTripNumber	0.00	24.00

2.0 Emissions Summary

2.1 Overall Construction Unmitigated Construction

Year	tons/yr										MIT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2015	0.3544	3.1533	2.0891	4.0000e-003	0.0473	0.1704	0.2178	0.0120	0.1604	0.1724	0.0000	351.6582	0.0738	0.0000	0.0000	353.2070
Total	0.3544	3.1533	2.0891	4.0000e-003	0.0473	0.1704	0.2178	0.0120	0.1604	0.1724	0.0000	351.6582	0.0738	0.0000	0.0000	353.2070

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
2015	0.3544	3.1533	2.0891	4.0000e-003	0.0440	0.1704	0.2144	0.0115	0.1604	0.1719	0.0000	351.6579	351.6579	0.0738	0.0000	353.2067
Total	0.3544	3.1533	2.0891	4.0000e-003	0.0440	0.1704	0.2144	0.0115	0.1604	0.1719	0.0000	351.6579	351.6579	0.0738	0.0000	353.2067

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	7.10	0.00	1.54	3.93	0.00	0.27	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/20/2015	5/16/2015	6	24	
2	Excavation and Shoring	Grading	5/18/2015	8/22/2015	6	84	
3	Pipe Installation and Backfilling	Building Construction	8/24/2015	11/28/2015	6	84	
4	Work Site Restoration	Paving	11/30/2015	12/26/2015	6	24	

Acres of Grading (Site Preparation Phase): 1.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Air Compressors	1	6.00	78	0.48

Site Preparation	Cranes	1	6.00	226	0.29
Site Preparation	Graders	0	8.00	174	0.41
Site Preparation	Rough Terrain Forklifts	1	6.00	100	0.40
Site Preparation	Signal Boards	2	24.00	6	0.82
Site Preparation	Sweepers/Scrubbers	1	1.00	64	0.46
Site Preparation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Excavation and Shoring	Bore/Drill Rigs	1	8.00	206	0.50
Excavation and Shoring	Concrete/Industrial Saws	0	8.00	81	0.73
Excavation and Shoring	Cranes	1	4.00	226	0.29
Excavation and Shoring	Excavators	1	6.00	162	0.38
Excavation and Shoring	Forklifts	2	2.00	89	0.20
Excavation and Shoring	Off-Highway Trucks	1	2.00	400	0.38
Excavation and Shoring	Rubber Tired Dozers	0	1.00	255	0.40
Excavation and Shoring	Signal Boards	2	24.00	6	0.82
Excavation and Shoring	Sweepers/Scrubbers	1	1.00	64	0.46
Excavation and Shoring	Tractors/Loaders/Backhoes	1	3.00	97	0.37
Excavation and Shoring	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Excavation and Shoring	Welders	1	2.00	46	0.45
Pipe Installation and Backfilling	Air Compressors	1	3.00	76	0.48
Pipe Installation and Backfilling	Cement and Mortar Mixers	1	3.00	9	0.56
Pipe Installation and Backfilling	Cranes	1	6.00	226	0.29
Pipe Installation and Backfilling	Excavators	1	6.00	162	0.38
Pipe Installation and Backfilling	Forklifts	1	5.00	89	0.20
Pipe Installation and Backfilling	Generator Sets	1	4.00	84	0.74
Pipe Installation and Backfilling	Off-Highway Trucks	1	2.00	400	0.38
Pipe Installation and Backfilling	Signal Boards	2	24.00	6	0.82
Pipe Installation and Backfilling	Sweepers/Scrubbers	1	1.00	64	0.46
Pipe Installation and Backfilling	Tractors/Loaders/Backhoes	1	4.00	97	0.37
Pipe Installation and Backfilling	Tractors/Loaders/Backhoes	1	5.00	97	0.37
Pipe Installation and Backfilling	Welders	2	6.00	46	0.45

Work Site Restoration	Air Compressors	1	8.00	78	0.48
Work Site Restoration	Cement and Mortar Mixers	0	6.00	9	0.56
Work Site Restoration	Concrete/Industrial Saws	1	6.00	81	0.73
Work Site Restoration	Generator Sets	1	4.00	84	0.74
Work Site Restoration	Pavers	1	8.00	125	0.42
Work Site Restoration	Paving Equipment	1	8.00	130	0.36
Work Site Restoration	Rollers	2	8.00	80	0.38
Work Site Restoration	Signal Boards	2	24.00	6	0.82
Work Site Restoration	Skid Steer Loaders	1	8.00	64	0.37
Work Site Restoration	Surfacing Equipment	1	8.00	259	0.30
Work Site Restoration	Sweepers/Scrubbers	1	1.00	64	0.46
Work Site Restoration	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Work Site Restoration	Tractors/Loaders/Backhoes	1	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Excavation and Shoring	12	30.00	0.00	357.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Pipe Installation and Backfilling	14	24.00	0.00	133.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Work Site Restoration	14	35.00	0.00	80.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					8.0000e-004	0.0000	8.0000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0250	0.2303	0.1403	2.3000e-004		0.0142	0.0142	0.0133	0.0133	0.0133	0.0000	19.7815	19.7815	4.7600e-003	0.0000	19.8815
Total	0.0250	0.2303	0.1403	2.3000e-004	8.0000e-004	0.0142	0.0150	9.0000e-005	0.0133	0.0134	0.0000	19.7815	19.7815	4.7600e-003	0.0000	19.8815

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1600e-003	1.6900e-003	0.0176	3.0000e-005	2.6300e-003	3.0000e-005	2.6600e-003	7.0000e-004	2.0000e-005	7.2000e-004	0.0000	2.6549	2.6549	1.6000e-004	0.0000	2.6582
Total	1.1600e-003	1.6900e-003	0.0176	3.0000e-005	2.6300e-003	3.0000e-005	2.6600e-003	7.0000e-004	2.0000e-005	7.2000e-004	0.0000	2.6549	2.6549	1.6000e-004	0.0000	2.6582

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					3.1000e-004	0.0000	3.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0250	0.2303	0.1403	2.3000e-004		0.0142	0.0142	0.0133	0.0133	0.0133	0.0000	19.7815	19.7815	4.7600e-003	0.0000	19.8815

Total	0.0250	0.2303	0.1403	2.3000e-004	0.0142	0.0145	3.0000e-005	0.0133	0.0134	0.0000	19.7815	19.7815	4.7600e-003	0.0000	19.8815
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Mitigated Construction Off-Site

Category	tons/yr															MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				
Worker	1.1600e-003	1.6900e-003	0.0176	3.0000e-005	2.6300e-003	3.0000e-005	2.6600e-003	7.0000e-004	2.0000e-005	7.2000e-004	0.0000	2.6549	2.6549	1.6000e-004	0.0000	2.6582				
Total	1.1600e-003	1.6900e-003	0.0176	3.0000e-005	2.6300e-003	3.0000e-005	2.6600e-003	7.0000e-004	2.0000e-005	7.2000e-004	0.0000	2.6549	2.6549	1.6000e-004	0.0000	2.6582				

3.3 Excavation and Shoring - 2015

Unmitigated Construction On-Site

Category	tons/yr															MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e				
Fugitive Dust					4.7000e-003	0.0000	4.7000e-003	6.8000e-004	0.0000	6.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				
Off-Road	0.1011	1.0528	0.5693	1.1800e-003		0.0516	0.0516	0.0479	0.0479	0.0479	0.0000	106.8340	106.8340	0.0296	0.0000	107.4565				
Total	0.1011	1.0528	0.5693	1.1800e-003	4.7000e-003	0.0516	0.0563	6.8000e-004	0.0479	0.0486	0.0000	106.8340	106.8340	0.0296	0.0000	107.4565				

Unmitigated Construction Off-Site

Hauling	6.0200e-003	0.1155	0.0593	2.6000e-004	6.1100e-003	1.8600e-003	7.9600e-003	1.6700e-003	1.7100e-003	3.3800e-003	0.0000	24.3385	24.3385	1.9000e-004	0.0000	0.0000	24.3425
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1100e-003	8.8900e-003	0.0926	1.8000e-004	0.0138	1.4000e-004	0.0140	3.6700e-003	1.3000e-004	3.8000e-003	0.0000	13.9382	13.9382	8.3000e-004	0.0000	0.0000	13.9556
Total	0.0121	0.1243	0.1519	4.4000e-004	0.0199	2.0000e-003	0.0219	5.3400e-003	1.8400e-003	7.1800e-003	0.0000	38.2767	38.2767	1.0200e-003	0.0000	0.0000	38.2982

3.4 Pipe Installation and Backfilling - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Off-Road	0.1513	1.1713	0.7507	1.2300e-003		0.0703	0.0703		0.0668	0.0668	0.0000	106.1867	106.1867	0.0258	0.0000	106.7286
Total	0.1513	1.1713	0.7507	1.2300e-003		0.0703	0.0703		0.0668	0.0668	0.0000	106.1867	106.1867	0.0258	0.0000	106.7286

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Hauling	2.2400e-003	0.0430	0.0221	1.0000e-004	2.2700e-003	6.9000e-004	2.9700e-003	6.2000e-004	6.4000e-004	1.2600e-003	0.0000	9.0673	9.0673	7.0000e-005	0.0000	9.0688
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8800e-003	7.1100e-003	0.0741	1.4000e-004	0.0111	1.1000e-004	0.0112	2.9300e-003	1.0000e-004	3.0400e-003	0.0000	11.1506	11.1506	6.6000e-004	0.0000	11.1645
Total	7.1300e-003	0.0501	0.0962	2.4000e-004	0.0133	8.0000e-004	0.0141	3.5500e-003	7.4000e-004	4.3000e-003	0.0000	20.2179	20.2179	7.3000e-004	0.0000	20.2333

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Off-Road	0.1513	1.1713	0.7507	1.2300e-003	0.0703	0.0703	0.0703	0.0668	0.0668	0.0668	0.0000	106.1866	106.1866	0.0258	0.0000	106.7285
Total	0.1513	1.1713	0.7507	1.2300e-003	0.0703	0.0703	0.0703	0.0668	0.0668	0.0668	0.0000	106.1866	106.1866	0.0258	0.0000	106.7285

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Hauling	2.2400e-003	0.0430	0.0221	1.0000e-004	2.2700e-003	6.9000e-004	2.9700e-003	6.2000e-004	6.4000e-004	1.2600e-003	0.0000	9.0673	9.0673	7.0000e-005	0.0000	9.0688
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8900e-003	7.1100e-003	0.0741	1.4000e-004	0.0111	1.1000e-004	0.0112	2.9300e-003	1.0000e-004	3.0400e-003	0.0000	11.1506	11.1506	6.6000e-004	0.0000	11.1645
Total	7.1300e-003	0.0501	0.0962	2.4000e-004	0.0133	8.0000e-004	0.0141	3.5500e-003	7.4000e-004	4.3000e-003	0.0000	20.2179	20.2179	7.3000e-004	0.0000	20.2333

3.5 Work Site Restoration - 2015

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Off-Road	0.0532	0.4939	0.3189	5.3000e-004	0.0311	0.0311	0.0311	0.0294	0.0294	0.0294	0.0000	47.6066	47.6066	0.0113	0.0000	47.8440
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0532	0.4939	0.3189	5.3000e-004	0.0311	0.0311	0.0311	0.0294	0.0294	0.0294	0.0000	47.6066	47.6066	0.0113	0.0000	47.8440

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Hauling	1.3500e-003	0.0259	0.0133	6.0000e-005	1.3700e-003	4.2000e-004	1.7800e-003	3.8000e-004	3.8000e-004	7.6000e-004	0.0000	5.4540	5.4540	4.0000e-005	0.0000	5.4549
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0400e-003	2.9600e-003	0.0309	6.0000e-005	4.6000e-003	5.0000e-005	4.6500e-003	1.2200e-003	4.0000e-005	1.2700e-003	0.0000	4.6461	4.6461	2.8000e-004	0.0000	4.6519
Total	3.3900e-003	0.0288	0.0442	1.2000e-004	5.9700e-003	4.7000e-004	6.4300e-003	1.6000e-003	4.2000e-004	2.0300e-003	0.0000	10.1001	10.1001	3.2000e-004	0.0000	10.1068

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Off-Road	0.0532	0.4939	0.3189	5.3000e-004	0.0311	0.0311	0.0311	0.0294	0.0294	0.0294	0.0000	47.6066	47.6066	0.0113	0.0000	47.8439

Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0532	0.4939	0.3189	5.3000e-004	0.0311	0.0311	0.0294	0.0294	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	1.3500e-003	0.0259	0.0133	6.0000e-005	1.3700e-003	4.2000e-004	1.7800e-003	3.8000e-004	3.8000e-004	7.6000e-004	0.0000	5.4540	5.4540	4.0000e-005	0.0000	5.4549
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0400e-003	2.9600e-003	0.0309	6.0000e-005	4.6000e-003	5.0000e-005	4.6500e-003	1.2200e-003	4.0000e-005	1.2700e-003	0.0000	4.6461	4.6461	2.8000e-004	0.0000	4.6519
Total	3.3900e-003	0.0288	0.0442	1.2000e-004	5.9700e-003	4.7000e-004	6.4300e-003	1.6000e-003	4.2000e-004	2.0300e-003	0.0000	10.1001	10.1001	3.2000e-004	0.0000	10.1068

APPENDIX B

Phase 1 Report



June 7, 2012

Josephine Gonzalez, Manager Site Investigation and Remediation
Los Angeles Department of Water and Power
Environmental Affairs
111 North Hope Street, Room 1050
Los Angeles, California 90012

Att: George Faeustle

Re: Phase I Environmental Site Assessment on the City Trunk Line South Unit 3, North Hollywood, California

Alta Environmental Project No. LDWP-12-7228

Dear Ms. Gonzalez:

Alta Environmental is pleased to present the Phase I Environmental Site Assessment for the City Trunk Line South Unit 3, which will extend 10,250 feet (1.94 miles) on Whitsett Avenue, from Magnolia Boulevard north to Vanowen Street, North Hollywood, California. Please refer to the report for our findings and conclusions.

If you have any questions, please call me at (562) 495-5777.

For and on behalf of Alta Environmental

A handwritten signature in blue ink that reads "Steven Morrill".

Steven Morrill, PE

Senior Project Manager/Senior Engineer III



PHASE I ENVIRONMENTAL SITE ASSESSMENT

The City Trunk Line South Unit 3
Whitsett Avenue, between Magnolia Boulevard and
Vanowen Street
North Hollywood, California

Prepared for

Los Angeles Department of Water and Power
Environmental Affairs
111 North Hope Street, Room 1050
Los Angeles, California, 90012

LDWP-12-7228
June 7, 2012

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Appendix A **Regulatory Agency Records**

Appendix B **Historical Aerial Photographs**

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Appendix E **EDR Corridor Study Report**

Appendix F **References**

EXECUTIVE SUMMARY

Alta Environmental conducted a Phase I Environmental Site Assessment (ESA) for the City of Los Angeles Department of Water and Power (LADWP) City Trunk Line South Unit 3 (Site), which is a proposed water pipeline which will extend 10,250 feet (1.94 miles) on Whitsett Avenue, from Magnolia Boulevard north to Vanowen Street, North Hollywood, California. The Phase I ESA was prepared for the LADWP in April/May 2012. The purpose of the assessment was to identify *recognized environmental conditions* (RECs) associated with the current and historical uses of the Site and adjoining properties. A REC is defined as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property (ASTM, 2005). This ESA was performed in general accordance with the American Society for Testing and Materials (ASTM) Designation E 1527-05 (*Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*), which the EPA has indicated is consistent and compliant with the EPA's final "All Appropriate Inquiries" (AAI) rule (40 CFR Part 312).

Property Description

The Site is described as the portion of the Whitsett Avenue corridor encompassing the City Trunk Line South Unit 3 footprint. The 10,250-foot (1.94-mile) long investigation corridor is located in a predominately residential area of North Hollywood, with small commercial plazas adjoining the Site at the intersections of Magnolia Boulevard, Chandler Boulevard, Burbank Boulevard, Oxnard Boulevard, and Victory Boulevard. The corridor is developed as a 4-lane surface street divided by either a turn lane or a center median and aligned north to south along the east-west centerline of Sections 1, 12, and 13, Township 1 North, Range 15 West, situated and lying in the County of Los Angeles, State of California.

Site History

From as early as 1902 the Site was depicted on topographical maps as vacant, undeveloped land with the Southern Pacific Chatsworth Park Branch railroad depicted crossing the Site near the location of the present day Chandler Boulevard. By 1926, aerial photographs present the Site corridor in general layout as present day; Whitsett Boulevard and the major cross streets are identified and the immediate vicinity appears to be a mixed use of agricultural and residential land. By 1956 the Site vicinity shows significant infrastructure buildup, with the agricultural property use changed to residential and commercial uses, similar in layout as present day.

Oil and Gas Issues

No oil/gas wells were identified on the Site. According to the State of California, Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) Online Mapping System, there are three (3) oil and gas (OG) wells located in the vicinity of the Site. The nearest OG well is the Chevron USA Inc. well, API 03705969 located approximately 1.2 miles west of the Site.

Environmental Records Review

The Site was not found in EDR's search of available ("reasonably ascertainable") government records within the ASTM E1527-05 search radius around the Site. However, multiple offsite or adjoining properties located within a ¼ mile radius were identified, including one (1) National Priorities List Superfund site, two (2) former Leaking Underground Storage Tank facilities, and one (1) historical and five (5) current dry cleaning facilities.

Data Gaps

ASTM Designation E 1527-05 states that “a data gap occurs as a result of a lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information.” No significant data gaps were identified.

Conclusions

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard E1527-05 on the City Trunk Line South Unit 3 pipeline in North Hollywood, California. Any exceptions to, or deletions from, this practice are described in Section 8.1 of this report. This assessment has revealed no evidence of RECs in connection with the Site.

Potential Environmental Concerns (PEC), as used in this report, are considered an alternative designation for a range of environmental issues which do not meet the criteria of a REC, however that may still pose a threat to human health and the environment and may be subject to an enforcement action by a regulatory agency. The following PECs were identified during this Phase I ESA:

- Dry Cleaners – During the course of the investigation, one (1) historical and five (5) current dry cleaning facilities were identified adjacent to the Site. In general, dry cleaning facilities have been known as potential significant sources of hazardous volatile organic compound solvent releases to the environment. No definitive indicators of unauthorized solvent releases were identified during this Phase I ESA. However, if significant solvent releases have occurred at the six (6) identified locations, then there exists a potential for impacted soil or soil-vapor to be present in subsurface soils within the Site corridor.
- Former LUST sites – During the course of the investigation, two (2) former LUST facilities were identified. According to records reviewed, both facilities currently have a *Case Closed* designation with the RWQCB. However, it should be noted that the RWQCB generally assess releases to the environment with respect to protection of groundwater and there may be a potential for residual soil or soil-vapor contamination to be present. Worker exposure concerns to impacted soil and soil-vapor may exist within the Site at locations adjacent to the former LUST sites.
- North Hollywood Wellfield Area NPL Superfund site – During the course of the investigation one (1) NPL Superfund site was identified approximately 1/8 of a mile from the Site corridor. The North Hollywood Wellfield Area covers 9,336 acres of the San Fernando Valley with significant groundwater impacts due to releases of chlorinated solvents. Due to the expected depth of groundwater, related impacts to soils beneath the Site corridor are unlikely. However, soil-vapor intrusion and the related worker exposure concerns may exist.

Recommendations

Alta Environmental presents the following recommendation for consideration based on the information gathered during this assessment, Alta’s understanding of current regulatory guidelines, and Alta’s professional judgment.

- Develop a site-specific Health and Safety Plan (HASP) for the City Trunk Line Unit 3 project that address the potential subsurface soil and soil-vapor concerns related to the identified Site corridor PECs. It is recommended that the site-specific HASP include worker breathing zone monitoring and Southern California Air Quality Management District Rule 1166 monitoring for VOCs utilizing a handheld organic vapor analyzer in the event impacted soils are encountered during excavation activities.

1 INTRODUCTION

Alta Environmental conducted a Phase I Environmental Site Assessment (ESA) for the City of Los Angeles Department of Water and Power (LADWP) City Trunk Line South Unit 3 (Site) located in North Hollywood, California. The Phase I ESA was prepared for the LADWP in April/May 2012. The purpose of the assessment was to identify *recognized environmental conditions* (RECs) associated with the current and historical uses of the Site and adjoining properties. A REC is defined as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property (ASTM, 2005). This ESA was performed in general accordance with the American Society for Testing and Materials (ASTM) Designation E 1527-05 (*Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*), which the EPA has indicated is consistent and compliant with the EPA's final "All Appropriate Inquiries" (AAI) rule (40 CFR Part 312).

In March 2002, the Small Business Liability Relief and Brownfields Revitalization Act (the Brownfields Law) amended the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 USC 9601) by clarifying the requirements necessary to establish the innocent landowner defense under CERCLA. To qualify for CERCLA liability protection, any property purchaser must conduct AAI prior to taking title in order to raise a defense as an innocent landowner, contiguous property owner, or bona fide prospective purchaser.

2 SITE DESCRIPTION

2.1 Location

The Site is located within a portion of the Whitsett Avenue corridor, between Magnolia Avenue and Vanowen Street in North Hollywood, California. The corridor is located along the east-west centerline of Sections 1, 12, and 13, Township 1 North, Range 15 West, situated and lying in the County of Los Angeles, State of California. A Site Vicinity Map and Site Layout Map are presented as Figures 1 and 2, respectively.

2.2 Site and Vicinity Characteristics

The Site is described as the portion of the Whitsett Avenue corridor encompassing the City Trunk Line South Unit 3 footprint. The 10,250-foot (1.94-mile) long investigation corridor was located in a predominately residential area of North Hollywood, with small commercial plazas adjoining the Site at the intersections of Magnolia Boulevard, Chandler Boulevard, Burbank Boulevard, Oxnard Boulevard, and Victory Boulevard.

2.2.1 General Setting

The Site corridor is oriented north-south and ranges from approximately 720-feet to 655-feet above mean sea level (EDR GeoCheck® Historical Topographic Map Report, 2012). The site topography gently slopes to the south. The Tujunga Wash Flood Control Channel is located approximately 1 mile west of the Site at its furthest and approximately 0.4 miles west of the Site at its nearest. The Hollywood Freeway (170) is located approximately 0.25 miles east of the Site at its nearest and approximately 1.25 miles east of the Site at its furthest. The southern boundary of the Site is approximately 0.6 miles north of the Ventura Freeway (101).

2.2.2 Regional Geologic Setting

The Site is located within the southern portion of the San Fernando Valley basin, an east-west trending structural depression of the Transverse Ranges Physiographic Province. The basin is bounded by the San Gabriel Mountains to the northeast, the San Rafael Hills to the east, the Santa Monica Mountains and Chalk Hills to the south, the Simi Hills to the west, and the Santa Susana Mountains to the northwest. The Site is underlain by Pleistocene to Recent age alluvial deposits (Dibblee, 1991).

Based on previous geotechnical investigations of the area, the predominate soils expected to be encountered beneath the Site corridor include Unified Soil Classification System defined silty sands, low plasticity clay, and low plasticity silt and clay (DWP, 2004).

2.2.3 Regional Hydrogeologic Setting

Water-bearing formations beneath the Site include Pleistocene and Holocene age alluvium and the lower Pleistocene Saugus Formation. The Pleistocene age alluvium is comprised of coarse-grained alluvial fan, and the Holocene age alluvium is comprised of coarse-grained gravel and sand. Holocene age alluvium includes some clay content, ranging from 20% to 70%, east to west. The lower Pleistocene Saugus Formation is comprised of unconsolidated continental and marine deposits of conglomerate, sand, silt, and clay (DWR, 2004).

Based on records provided by the Los Angeles County Department of Public Works Water Resources Division for regional groundwater wells measured in 2008, the depth to water beneath the Site corridor is expected to range between 230 to 240 feet below ground surface (Appendix A).

2.2.4 Oil and Gas Issues

No oil/gas wells were identified within the Site boundary. According to the State of California, Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) Online Mapping System, there are three (3) oil and gas (OG) wells located in the vicinity of the Site. The nearest OG well is the Chevron USA Inc. well, API 03705969 located approximately 1.2 miles west of the Site. Appendix A provides a screenshot of the online database mapping system detailing the Site location.

2.3 General Description of Structures/Improvements to Property

At the time of our reconnaissance on April 27, 2012, the 10,250-foot (1.94-mile) long Site corridor was developed as a 4-lane surface street divided by either a turn lane or a median and aligned north to south within the Community of North Hollywood.

2.4 Specialized Knowledge

No specialized knowledge was provided to Alta Environmental at the time of the site reconnaissance.

2.5 Current Usage of Property

At the time of our reconnaissance, the Site was utilized as a surface street servicing local traffic with 2-northbound and 2-southbound lanes.

2.6 Current Usage of Adjacent Properties

Alta Environmental conducted a perimeter reconnaissance of properties adjacent to the Site to evaluate their actual or potential impact. The Site is located in a mixed residential and light commercial area. The surrounding area is multi- and single-family residential, with the exception of small neighborhood commercial plazas located at the following intersections with the Site corridor:

Magnolia Boulevard

- Northwest intersection: Rite-Aid and GNC stores
- Northeast intersection: Restaurants
- Southeast intersection: Commercial plaza with a dry cleaner (American Eagle Cleaners) and a photo-developer business
- Southwest Intersection: Commercial plaza

Chandler Boulevard

- Northwest intersection: Commercial plaza
- Northeast intersection: Commercial plaza with a dry cleaner business (Thrifty Cleaners)
- Southeast intersection: Galaxy Car Wash
- Southwest intersection: Apartment complex

Burbank Boulevard

- Northwest intersection: Commercial plaza
- Northeast intersection: Commercial plaza
- Southeast intersection: Commercial plaza with a dry cleaner business (Excel Cleaners)
- Southwest Intersection: Commercial plaza

Oxnard Street

- Northwest intersection: Commercial plaza with a dry cleaner business (Gary's Shoe Repair)
- Northeast intersection: Commercial plaza
- Southeast intersection: Commercial plaza
- Southwest Intersection: Commercial plaza with a dry cleaner business (New York Cleaners)

Victory Boulevard

- Northwest intersection: Commercial plaza
- Northeast intersection: Convenient store and auto upholstery shop
- Southeast intersection: Used car lot
- Southwest intersection: Commercial plaza with small medical and dental offices

Vanowen Street

- Northwest intersection: Used car lot
- Northeast intersection: Recreational park and ball fields
- Southeast intersection: Apartment complex
- Southwest intersection: Commercial plaza

3 HISTORY OF SITE USES

3.1 Historical Aerial Photographs

Aerial photographs are a recommended source of historical research for a Phase I ESA. The general type of activity and land use can often be discerned from the type and layout of structures visible in an aerial photograph; however, specific elements of a site operation cannot normally be determined from the photographs. Nine historical aerial photographs of the site and surrounding area from 1928 through 2002 were reviewed, summarized below, and presented in Appendix B.

Date	Description
1928, 1938, and 1940	The Site corridor is presented in general layout as present day; Whitsett Boulevard and the major cross streets are identified. The immediate vicinity appears to be a mixed use of agricultural and residential land.
1954, 1965, 1976, 1989, 1994, and 2002	The Site vicinity shows significant infrastructure buildup. The previous year's agricultural properties have changed to residential and commercial uses, similar in layout as present day.

3.2 Historical Topographic Maps

Alta Environmental contracted EDR to conduct a search for historical topographic maps for the Site. Topographic maps provided by EDR included years from 1900 to 1972. Copies of the maps are presented in Appendix C. The discussion below is based on our review of the topographic maps.

Date	Description
1900, 1901, and 1902	The Site and vicinity are depicted as undeveloped land adjacent to, or within the western branch of the Tujunga Wash. The Southern Pacific Chatsworth Park Branch railroad is depicted crossing the Site near the location of the present day Chandler Boulevard.
1926	The Site corridor, Whitsett Avenue, is depicted and the Site vicinity shows infrastructure development. Some buildings are presented adjacent to the Site corridor and the major cross streets begin to be depicted. Some of the cross streets are labeled as named different than present day; Victory Boulevard is presented as Leedsdale Street, a partial name for Burbank Boulevard is shown as "NIDO STREET", Chandler Boulevard is shown as Sherman Way, and Magnolia Boulevard is depicted as Rita Street.
1953, 1966, 1972	The Site corridor and vicinity are generally presented as present day.

4 SITE RECONNAISSANCE

A site inspection was conducted by Alta Environmental April 27, 2012. The site inspection consisted of walking the eastern and western boundaries of the Site corridor to observe the roadway alignment, intersections, and general surroundings. Alta Environmental also walked the perimeters of potentially significant offsite properties adjacent to the Site to identify possible environmental concerns. Photographs from the site reconnaissance are provided in Appendix D.

4.1 Site Description

During our inspection, the Site corridor was observed as a 10,250-foot (1.94-mile) portion of Whitsett Avenue, between Magnolia Avenue and Vanowen Street located in North Hollywood, California. This portion of Whitsett Avenue was developed as a 4-lane surface street divided by either a center turn lane or a median and aligned north to south within the community of North Hollywood. Site was located in a predominately residential area of North Hollywood, with small commercial plazas adjoining the Site at the intersections of Magnolia Boulevard, Chandler Boulevard, Burbank Boulevard, Oxnard Boulevard, and Victory Boulevard.

4.2 Storage of Chemicals or Hazardous Materials

No use or storage of hazardous materials or petroleum products was observed within the Site boundary; however, the roadway corridor does contain buried pipelines carrying natural gas.

4.3 Storage Tanks

No historical or current aboveground storage tanks (ASTs) or underground storage tanks (USTs) were identified at the Site.

4.4 Polychlorinated Biphenyls (PCBs)

Pole-mounted transformers were observed in the general vicinity of the subject property. The transformers appeared to be in good condition, with no indications of leaks or staining observed on or below the transformer casings. No labels or markings indicating the potential presence of PCBs within the transformers were identified.

4.5 Evidence of Environmental Concern

4.5.1 Stained Soil, Pavement, and Concrete

No significant areas of stained soil, pavement, or concrete were identified during the site inspection. All observed areas appeared minor and were consistent with typical roadway discoloration.

4.5.2 Stressed Vegetation

No areas of stressed vegetation were identified within the Site footprint.

4.5.3 Air Quality

No significant odors were detected by Alta Environmental onsite during the inspection.

4.5.4 Asbestos and Lead-Based Paint

The information provided in this section is for general informational purposes only and does not constitute an asbestos or lead-based paint survey. In addition, the information is not intended to comply with federal, state or local regulations in regards to asbestos containing material (ACM) or lead-based paint (LBP).

Subsurface utility pipelines, conduit runs, or other pathways are generally known to have an association with ACM. Unless a complete and thorough asbestos survey has been conducted and documented

indicating a negative presence of ACM, there is a potential to encounter subsurface utility related ACM within the Site boundary.

4.6 Mechanical Equipment

No mechanical equipment was observed within the Site boundary during the reconnaissance.

4.7 Utilities

The Site corridor is a major roadway within the Community of North Hollywood, developed with 4 travel lanes within the portion investigated during this assessment. It is likely that subsurface utility conduits exist beneath the roadway. During the site inspection, manhole covers were identified for sewer and water utilities and Underground Service Alert markings were identified for buried natural gas lines.

4.8 Wells

No evidence of any wells for irrigation, injection, or dry or abandoned oil/gas wells were observed or reported on the Site.

4.9 Wastewater

No evidence of interceptors, clarifiers, or wastewater treatment systems was identified within the Site corridor. Other than the identified subsurface sewer utility discussed in Section 4.7, no wastewater systems were identified within the Site corridor.

4.10 Ponds and Lagoons

No evidence of ponds or lagoons was identified within the Site corridor.

4.11 Septic Systems

No evidence of septic systems was identified within the Site corridor.

4.12 Pits and Depressions

No significant pits or depressions were identified during within the Site corridor.

4.13 Floor Drains, Sumps, and Clarifiers

Storm drains were observed at various locations along the curbing of Whitsett Avenue to drain and control storm water from the street. Storm water system laterals originating from offsite properties were observed emptying into the Site corridor at various locations within the curbing along Whitsett Avenue. No other drains, sumps, or clarifiers were identified within the Site corridor.

5 RECORDS REVIEW

Alta Environmental contacted several local and state regulatory agencies to obtain information related to previous land use(s), structures, underground tanks/pipelines, and any other information pertinent to the Site. The findings are summarized below.

5.1 REGIONAL AGENCY OFFICES

Alta submitted information requests to the various county and regional agencies that may have records with regard to environmentally-oriented concerns at the site. Appendix A presents the results of the agency requests.

Agency	Response
Regional Water Quality Control Board Geotracker Database (www.geotracker.waterboards.ca.gov)	No records were identified for property within the Site boundary. Adjacent properties of potential concern identified: <ul style="list-style-type: none"> • TOSCO S.S. #3217 (Former Service Station) – LUST Site, Closed 12501 Burbank Blvd. • Thrifty #135 (Former Service Station) – LUST Site, Closed 5212 Whitsett Ave.
Los Angeles County Department of Public Works	Water Resources Division - Regional ground water well monitoring data identified depth to groundwater readings for multiple wells in the subject property vicinity.
Division of Oil, Gas, and Geothermal Resources	There are no oil wells reported within the property boundary. The nearest Oil/Gas well is approximately 1.2 miles west of the Site. See Section 2.2.4 for additional details.
California State Fire Marshal Pipeline Safety Division	No pipelines jurisdictional to the agency were identified.

5.2 GOVERNMENTAL DATABASES

Regulatory information was compiled by EDR for the Site and the surrounding area within a 1-mile radius. An EDR DataMap Corridor Study Report (EDR, 2012) was obtained to identify properties with regulatory listings either within or surrounding the Site. The EDR DataMap Corridor Study Report is a compilation of facilities listed in government databases that are located within minimum search radii of the Site. The minimum search radii used in the EDR DataMap Corridor Study Report are the standards recommended in *ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (E1527-05). The EDR DataMap Corridor Study Report for the Site is included as Appendix E. A summary of the database review is provided below.

5.2.1 Subject Site

The Site corridor was not identified in EDR's search of available ("reasonably ascertainable") government records within the ASTM E1527-05 search radius around the Site for the researched databases. The researched databases included the Federal NPL site list, Federal Delisted NPL site list, Federal CERCLIS list, Federal CERCLIS NFRAP site List, Federal RCRA CORRACTS facilities list, Federal RCRA non-CORRACTS TSD facilities list, Federal RCRA generators list, Federal institutional controls/engineering controls registries, Federal ERNS list, State- and tribal - equivalent NPL, State- and tribal - equivalent CERCLIS, State and tribal landfill and/or solid waste disposal site lists, State and tribal leaking storage tank lists, State and tribal registered storage tank lists, State and tribal voluntary cleanup sites, Local Brownfield lists, Local Lists of Landfill / Solid Waste Disposal Sites, Local Lists of Hazardous waste/Contaminated Sites, Local Lists of Registered Storage Tanks, Local Land Records, Records of Emergency Release Reports, and other ascertainable records.

5.2.2 Site Vicinity

No mapped sites were identified by EDR's search of available ("reasonably ascertainable") government records within the ASTM E1527-05 search radius around the Site for the following researched databases: Proposed NPL, NPL LIENS, Delisted NPL, CERCLIS-NFRAP, LIENS 2, CORRACTS, RCRA-TSDF, RCRA-LQG, RCRA-CESQG, US BROWNFIELDS, DOD, AST, VCP, RESPONSE, CHMIRS, TSCA, ERNS, SWF/LF, Indian LUST/ UST/VCP, and FEMA UST.

The table below presents the offsite properties listed with potential environmental concern located within 0.25 miles of the boundaries of the Site, according to the EDR report. Facilities without potential environmental hazard to the Site are not summarized in the following table.

Site Name	Address	Database	Distance & Direction	Comments
Less than 1/8 Mile from Site				
Superb Cleaners & Alterations	12518 N Vanowen St.	WIP	Adjacent, Approximately 300 feet west, SW Quad of Whitsett Ave and Vanowen St	Historical Dry Cleaners.
Glo Tone Cleaners	12508 Oxnard St.	RCRA-SQG DRYCLEANERS WIP HAZNET	Adjacent, Approximately 100 feet west, SW Quad of Whitsett Ave and Oxnard St	Current facility name is New York Cleaners. Dry cleaning facility; generates halogenated solvent wastes. No violations identified.
Excel Cleaners	12450 Burbank Blvd.	RCRA-SQG DRYCLEANERS HAZNET	Adjacent, Approx. 215 ft east, SE Quad of Whitsett Ave and Burbank Blvd	Dry cleaning facility; generates tetrachloroethene and halogenated solvent wastes. No violations identified.
Blue Jay Cleaners	12443 Burbank Blvd.	WIP DRYCLEANERS HAZNET WIP	Adjacent, Approx 170 ft east, NE Quad of Whitsett Ave and Burbank Blvd	Dry cleaning facility; generates halogenated solvent wastes. No violations identified.
TOSCO S.S. #3217	12501 Burbank Blvd.	HAZNET HIST UST LUST	Adjoining property, NW Quad of Whitsett Ave and Burbank Blvd	Current site use is a shopping center plaza. Formerly Unocal Service Station #3217, Chad's Unocal 76. Historical 2-10,000 gallon gasoline and 1- 520 gallon waste oil USTs, location unknown. LUST Case Closed - Release of toluene affecting soil.
Thrifty Cleaners	5410 Whitsett Ave.	RCRA-SQG DRYCLEANERS HAZNET	Adjoining property, NE Quad of Whitsett Ave and Chandler Blvd	Building is approximately 75 feet east of the Site corridor boundary. Facility generates halogenated and hydrocarbon solvent wastes. No violations identified.

Site Name	Address	Database	Distance & Direction	Comments
Thrifty Oil Station #135	5212 Whitsett Ave.	LUST HAZNET HIST CORTESE	Adjacent to southern Site boundary, NE Quad of Whitsett Ave and Magnolia Blvd	Current site is a Pizza Hut restaurant. Formerly a Thrifty Oil service station. Historical 1-12,000 gallon, 1-6,000 gallon, 1-7,500 gallon, and 1-5,000 gallon gasoline USTs. LUST Case Closed – Release of gasoline affecting groundwater.
Freds Cleaners	5152 Whitsett Ave.	DRYCLEANERS HAZNET RCRA-SQG	Approx 352 feet south of southern Site boundary	Currently American Eagle Cleaners. Dry cleaning facility; generates halogenated organic liquid wastes. No violations identified.
1/8 to 1/4 Mile from Site				
North Hollywood Wellfield Area	San Fernando Valley (Area 1)	NPL Region CERCLIS ROD Cortese	Approximately 1/8 mile from northern Site boundary	Area #1, the North Hollywood National Priorities List Site covers 9,336 acres in the eastern portion San Fernando Valley. Contaminates of concern are reported as the VOCs PCE and TCE affecting drinking water aquifers.

5.3 User Provided Information

No environmental reports concerning the Site were provided to Alta Environmental.

6 DATA GAPS

ASTM Designation E 1527-05 states that “A data gap occurs as a result of a lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information.” No significant data gaps were identified.

7 CONCLUSIONS

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard E1527-05 for the City of Los Angeles Department of Water and Power (LADWP) City Trunk Line South Unit 3 site. Any exceptions to, or deletions from, this practice are described in Section 8.1 of this report. This assessment has revealed no evidence of RECs in connection with the Site.

Potential Environmental Concerns (PEC), as used in this report, are considered an alternative designation for a range of environmental issues which do not meet the criteria of a REC, however that may still pose a threat to human health and the environment and may be subject to an enforcement action by a regulatory agency. The following PECs were identified during this Phase I ESA:

- Dry Cleaners – During the course of the investigation, one (1) historical and five (5) current dry cleaning facilities were identified adjacent to the Site. In general, dry cleaning facilities have been known as potential significant sources of hazardous volatile organic compound solvent releases to the environment. No definitive indicators of unauthorized solvent releases were identified during this Phase I ESA. However, if significant solvent releases have occurred at the six (6) identified

locations, then there exists a potential for impacted soil or soil-vapor to be present in subsurface soils within the Site corridor.

- Former LUST sites – During the course of the investigation, two (2) former LUST facilities were identified. According to records reviewed, both facilities currently have a *Case Closed* designation with the RWQCB. However, it should be noted that the RWQCB generally assess releases to the environment with respect to protection of groundwater and there may be a potential for residual soil or soil-vapor contamination to be present. Worker exposure concerns to impacted soil and soil-vapor may exist within the Site at locations adjacent to the former LUST sites.
- North Hollywood Wellfield Area National Priorities List (NPL) Superfund site – During the course of the investigation one (1) NPL Superfund site was identified approximately 1/8 of a mile from the Site corridor. The North Hollywood Wellfield Area covers 9,336 acres of the San Fernando Valley with significant groundwater impacts due to releases of chlorinated solvents. Due to the expected depth of groundwater, related impacts to soils beneath the Site corridor are unlikely. However, soil-vapor intrusion and the related worker exposure concerns may exist.

Recommendations

Alta Environmental presents the following recommendation for consideration based on the information gathered during this assessment, Alta's understanding of current regulatory guidelines, and Alta's professional judgment.

- Develop a site-specific Health and Safety Plan (HASP) for the City Trunk Line Unit 3 project that address the potential subsurface soil and soil-vapor concerns related to the identified Site corridor PECs. It is recommended that the site-specific HASP include worker breathing zone monitoring and Southern California Air Quality Management District Rule 1166 monitoring for VOCs utilizing a handheld organic vapor analyzer in the event impacted soils are encountered during excavation activities.

8 SPECIAL TERMS AND CONDITIONS

This Phase I Environmental Site Assessment has been prepared for the exclusive use of the Los Angeles Department of Water and Power. Alta Environmental will distribute any information regarding this assessment and report only upon the request of the Client.

8.1 Limitations and Exceptions of Assessment

Alta Environmental has performed this assessment in accordance with ASTM *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, E 1527-05*.

8.2 Limiting Conditions and Methodology Used

This report is based on data and information obtained during the site visit performed by Alta Environmental personnel to the Site identified herein and is based solely upon the condition of the Site on the date of such reconnaissance, supplemented by information and data obtained by Alta Environmental from other sources and described herein. Any asbestos inspection of the site was specifically excluded from this ESA; therefore, no inspection or opinion has been rendered regarding the existence or absence of asbestos-related materials on the Site.

The evaluation and conclusions contained in this report have been prepared in light of Alta Environmental's expertise and experience. However, in evaluating the Site, Alta Environmental has relied in good faith upon representations and information furnished by individuals noted in the report with respect to operations and existing site conditions and the historical uses of the site to the extent that they have not been contradicted by data obtained from other sources. Accordingly, Alta Environmental accepts no responsibility for any deficiency, misstatements, omissions, misrepresentations, or fraudulent acts of persons interviewed. In addition, Alta Environmental will not accept liability for any loss, injury, claim or damage arising directly or indirectly from any use or reliance on this report.

This assessment included a visual investigation of the Site and surrounding areas, a historical review of the Site, interviews with the site tenants, contact with personnel representing regulatory agencies, and obtaining of various documentary records relative to the Site.

Alta Environmental has performed this work, made findings, and proposed recommendations described in this report in accordance with the ASTM *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, E 1527-05. This warranty stands in lieu of all other warranties, expressed or implied. While this report can be used as a guide, it must be understood that it is neither a rejection nor an endorsement of the Site.

9 STATEMENT OF INDEPENDENCE

Alta Environmental is a public company and is not affiliated with any financial institution. Alta Environmental is retained as an independent contractor to provide objective, impartial investigator or analytical services regarding environmentally regulated hazardous or toxic materials.

Alta Environmental has no present or contemplated future ownership interest or financial interest in the real estate that is the subject of this Environmental Assessment Report. Alta Environmental has no personal interest with respect to the subject matter of the Environmental Assessment Report or the parties involved, and Alta Environmental has no relationship with the Site or the owners thereof that would prevent an independent analysis of the environmental or other conditions of the Site.

10 STATEMENT OF QUALIFICATIONS

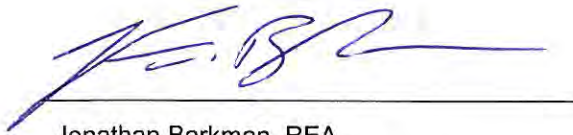
This Phase I Environmental Site Assessment was completed by Alta Environmental employees Mr. Jonathan Barkman, REA and Mr. Steven Morrill, PE. Mr. Morrill is a Professional Engineer with 20 years of experience in conducting environmental assessments.

"We declare that, to the best of our professional knowledge and belief, we meet the definition of *Environmental professional* as defined in 312.10 of 40 CFR 312.

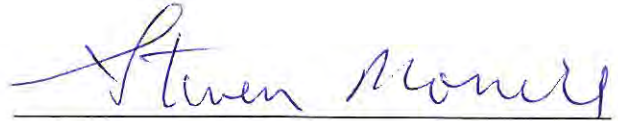
We have the specific qualifications based on education, training, and experience to assess a *property* of the nature, history, and setting of the site. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312."

11 SIGNATORY

Prepared by:



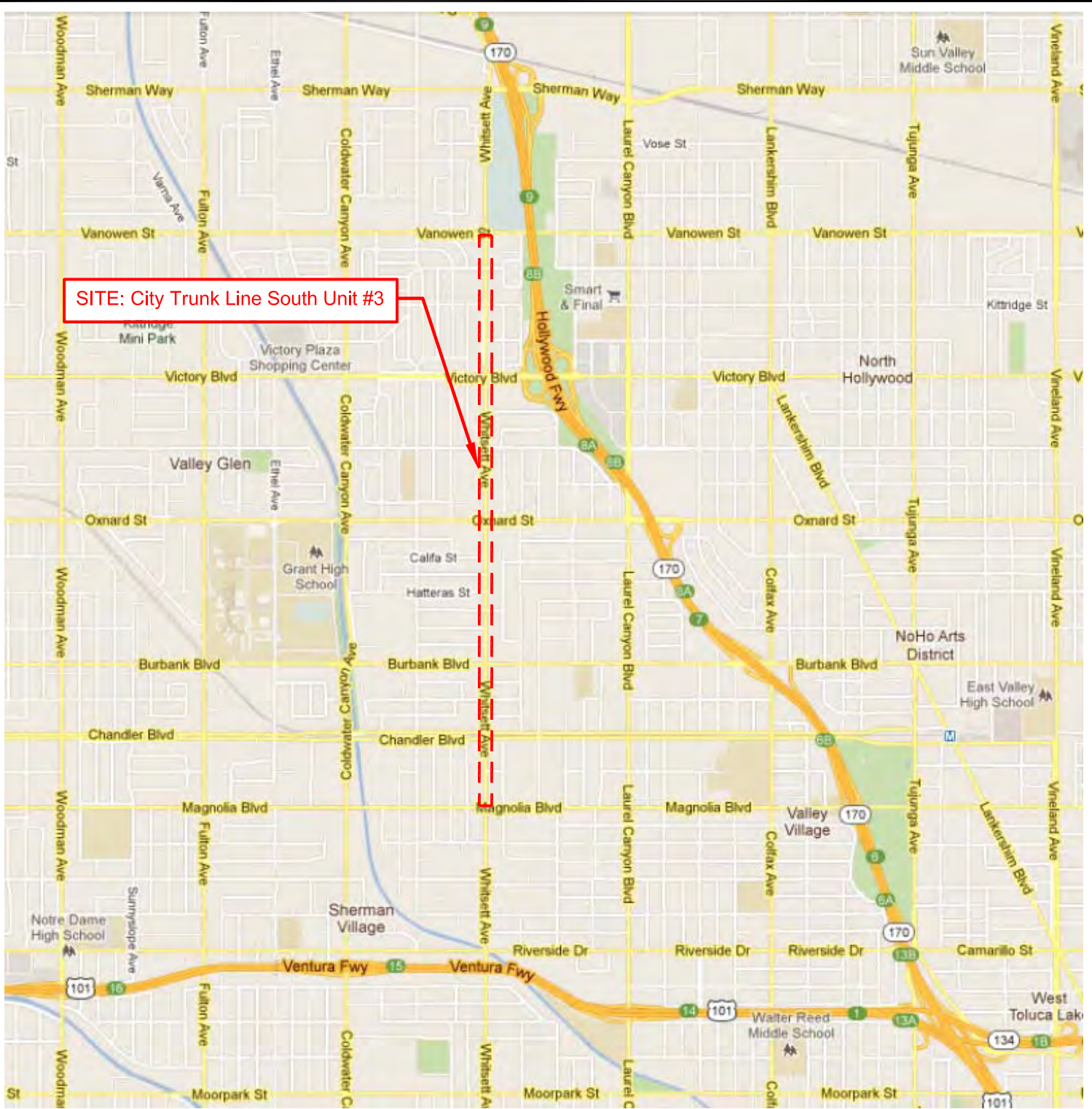
Jonathan Barkman, REA
Project Manager/Senior Associate II
Registered Environmental Assessor I-30179



Steven Morrill, PE
Senior Project Manager/Senior Engineer III
Professional Engineer (M31384, Exp. 6/30/12)

Figures

Figures 1 and 2



SITE: City Trunk Line South Unit #3

--- APPROXIMATE LIMITS OF SITE CORRIDOR

FIGURE 1: Site Vicinity Map

CLIENT:
Los Angeles Department of Water and Power

SITE LOCATION: Trunk Line South Unit #3
Los Angeles, California

PROJECT #: LDWP-12-7228



ALTA
ENVIRONMENTAL

3777 Long Beach Blvd., Annex Bldg.
Long Beach, CA 90807
(562) 495-5777 www.altaenviron.com

DRAWN: KD

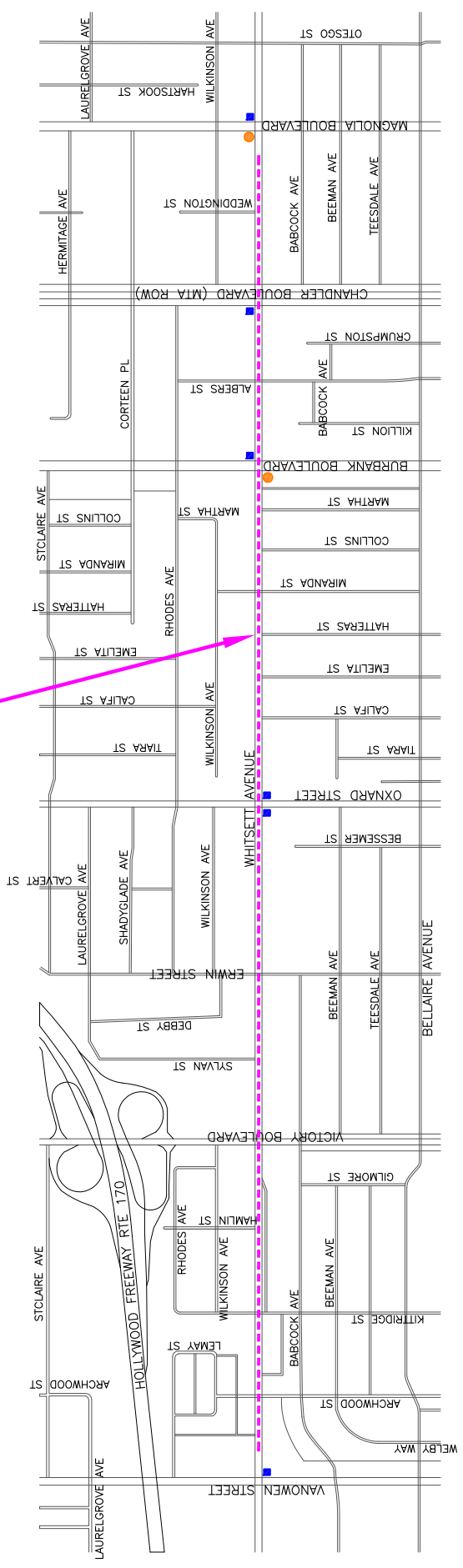
APPROVED: JB

SCALE:
AS NOTED

DATE: 5/9/12



CITY TRUNK LINE SOUTH UNIT #3



LEGEND:

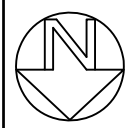
- APPROXIMATE SITE CORRIDOR
- Current or Former Dry Cleaner Sites
- Closed LUST Sites

FIGURE 2: Site Layout Map

3777 Long Beach Blvd., Annex Bldg.
Long Beach, CA 90807
(562) 495-5777 www.altaenviron.com

CLIENT: Los Angeles Department of Water and Power
SITE : City Trunk Line South Unit #3
Los Angeles, California

DRAWN: KD APPROVED: JB
SCALE: Not to Scale DATE: 5/9/12
PROJECT #: LDWP-12-7228



Appendix A

Regulatory Agency Records



Office of the State Fire Marshal

Pipeline Safety Division

P.O. Box 944246

Sacramento, CA 94244-2460

Request ID: 05022012SFM010

TO: ALTA ENVIRONMENTAL
JONATHAN BARKMAN
3777 LONG BEACH BLVD
LONG BEACH, CA 90807

Phone: 562 495 5777
Fax: 562 495 5877

FROM: Lisa Dowdy

Phone: (916) 445-8477
Fax: (916) 445-8526

PIPELINE LOCATION REQUEST FOR:

**MAGNOLIA & WHITSETT
LOS ANGELES, CA 91607**

THERE ARE NO PIPELINES JURISDICTIONAL TO THE STATE FIRE MARSHAL
IN THE AREA FOR WHICH YOU HAVE INQUIRED.

- FOR NATURAL GAS PIPELINES PLEASE CONTACT YOUR LOCAL GAS COMPANY

- FOR OTHER TYPES OF PIPELINE PLEASE CONTACT THE DIVISION OF OIL AND GAS AT
(714) 816-6847

- FOR PUBLIC UTILITIES PLEASE CONTACT THE PUBLIC UTILITIES COMMISSION AT (415)
703-2782



Office of the State Fire Marshal

Pipeline Safety Division

P.O. Box 944246

Sacramento, CA 94244-2460

Request ID: 05022012SFM009

TO: ALTA ENVIRONMENTAL
JONATHAN BARKMAN
3777 LONG BEACH BLVD
LONG BEACH, CA 90807

Phone: 562 495 5777
Fax: 562 495 5877

FROM: Lisa Dowdy

Phone: (916) 445-8477
Fax: (916) 445-8526

PIPELINE LOCATION REQUEST FOR:

**VANOWEN & WHITSETT
LOS ANGELES, CA 91605**

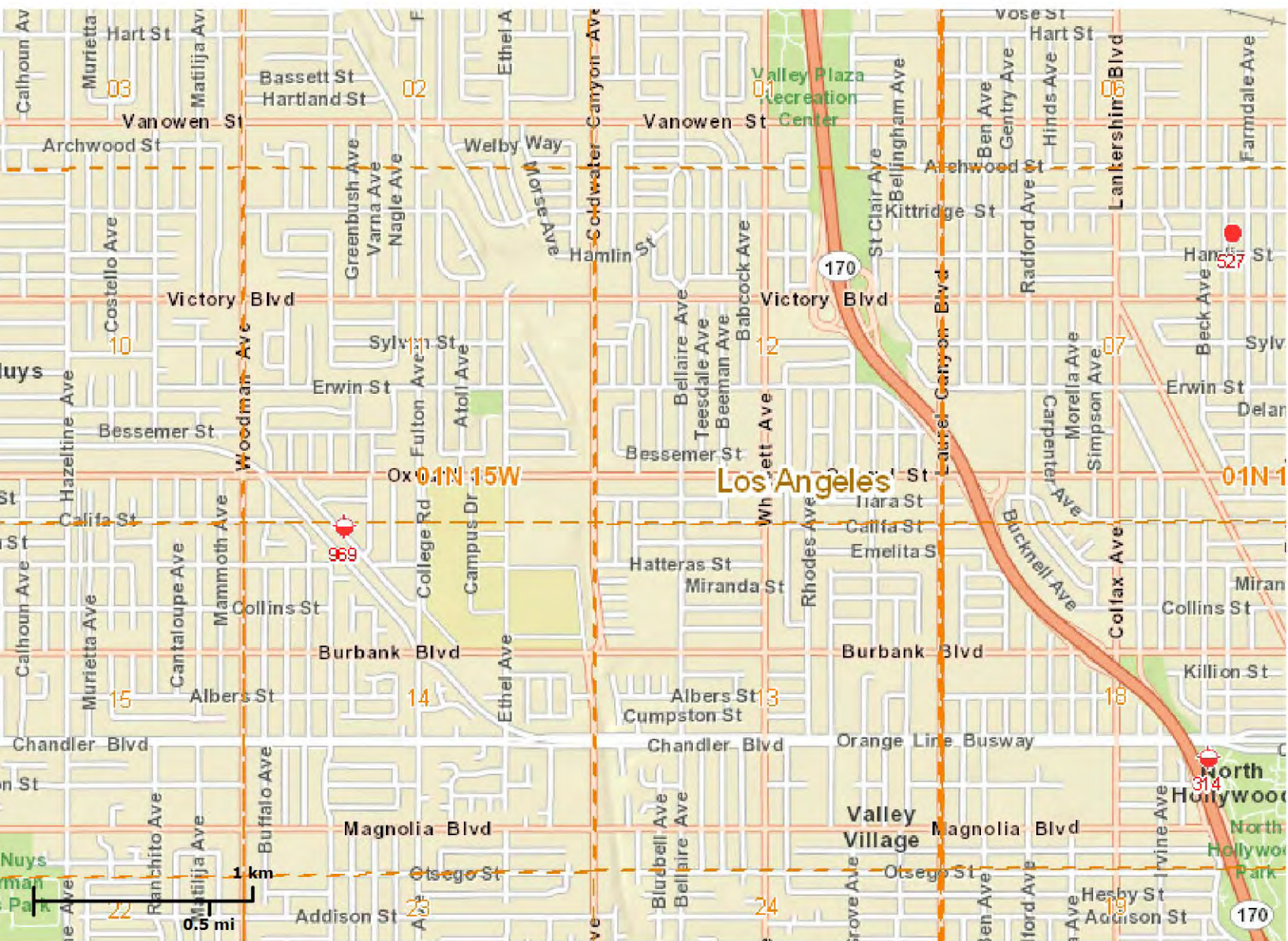
THERE ARE NO PIPELINES JURISDICTIONAL TO THE STATE FIRE MARSHAL
IN THE AREA FOR WHICH YOU HAVE INQUIRED.

- FOR NATURAL GAS PIPELINES PLEASE CONTACT YOUR LOCAL GAS COMPANY

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(714) 816-6847

- FOR PUBLIC UTILITIES PLEASE CONTACT THE PUBLIC UTILITIES COMMISSION AT (415)
703-2782

DOGGR Online Mapping System (DOMS)



Disclaimer: The well information and data represented on this site varies in accuracy, scale, origin and completeness and may be changed at any time without notice. While the California Department of Conservation, Division of Oil, Gas and Geothermal Resources (DOC) makes every effort to provide accurate information, DOC makes no warranties as to the suitability of this product for any particular purpose. Any use of this information is at the user's own risk.

For further information or suggestions regarding the data on this site, please contact the Division of Oil, Gas, and Geothermal Resources, Technical Services Unit at 801 K St, MS 20-20, Sacramento, CA, 95814 or email doggrwebmaster@conservation.ca.gov.

California Department of Conservation, Division of Oil, Gas and Geothermal Resources.



Printed on: Apr 26 - 4:35:35 PM

URL - <http://maps.conservation.ca.gov/doms/>

API	Operator Name	Lease Name	Well #	Well Type, Status	Lat, Long
03705 314	Conoco Inc.	Hollywood Freeway	1	OG Plugged	34.167769 -118.383154
03705 527	B. J. Jeffrey		2	OG Idle	34.189317 -118.38196
03705 969	Chevron U.S.A. Inc.	Hazeltine C.H.	1	OG Plugged	34.177256 -118.42612

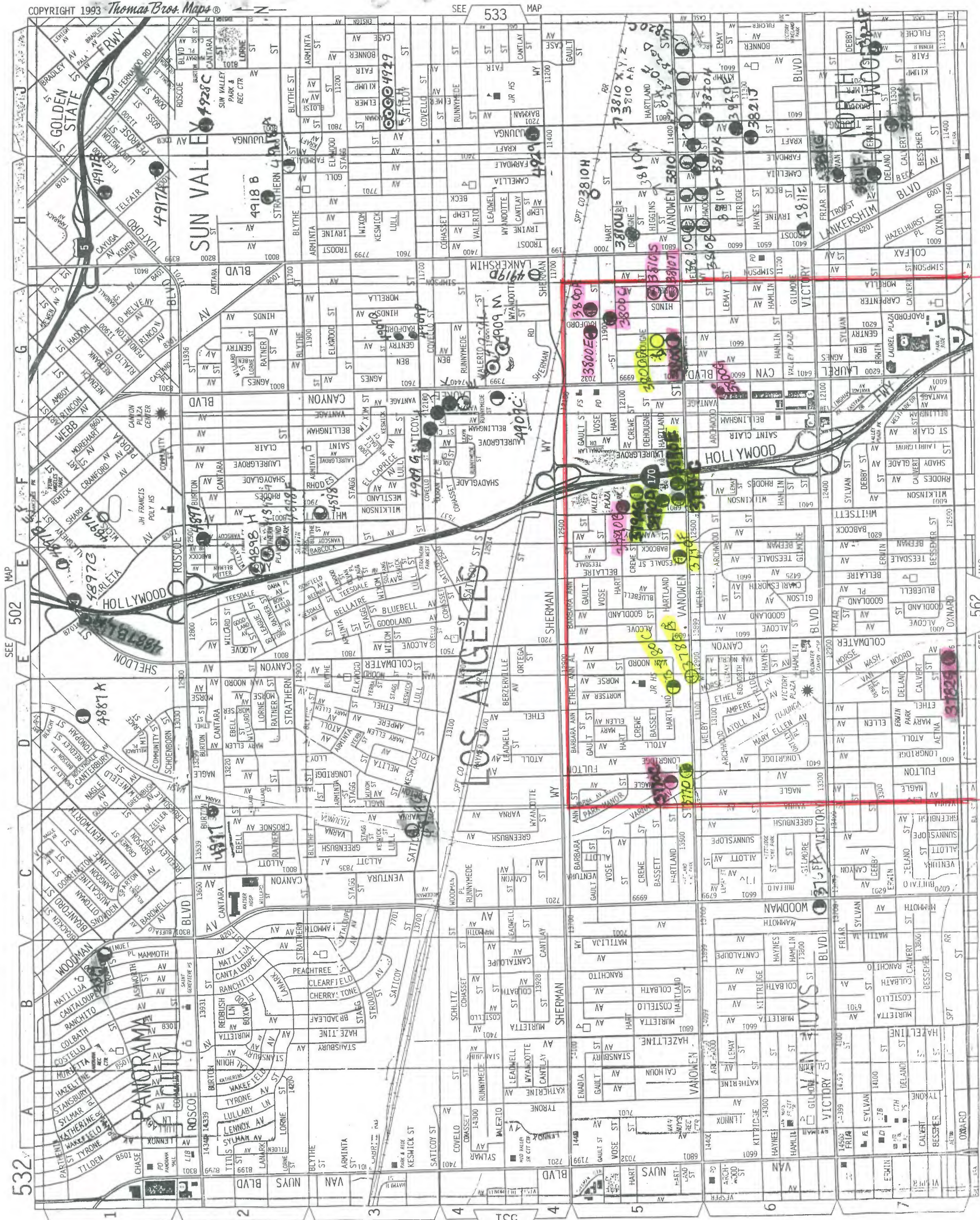


Los Angeles County Department of Public Works

Water Resources Division

Hydrologic Records

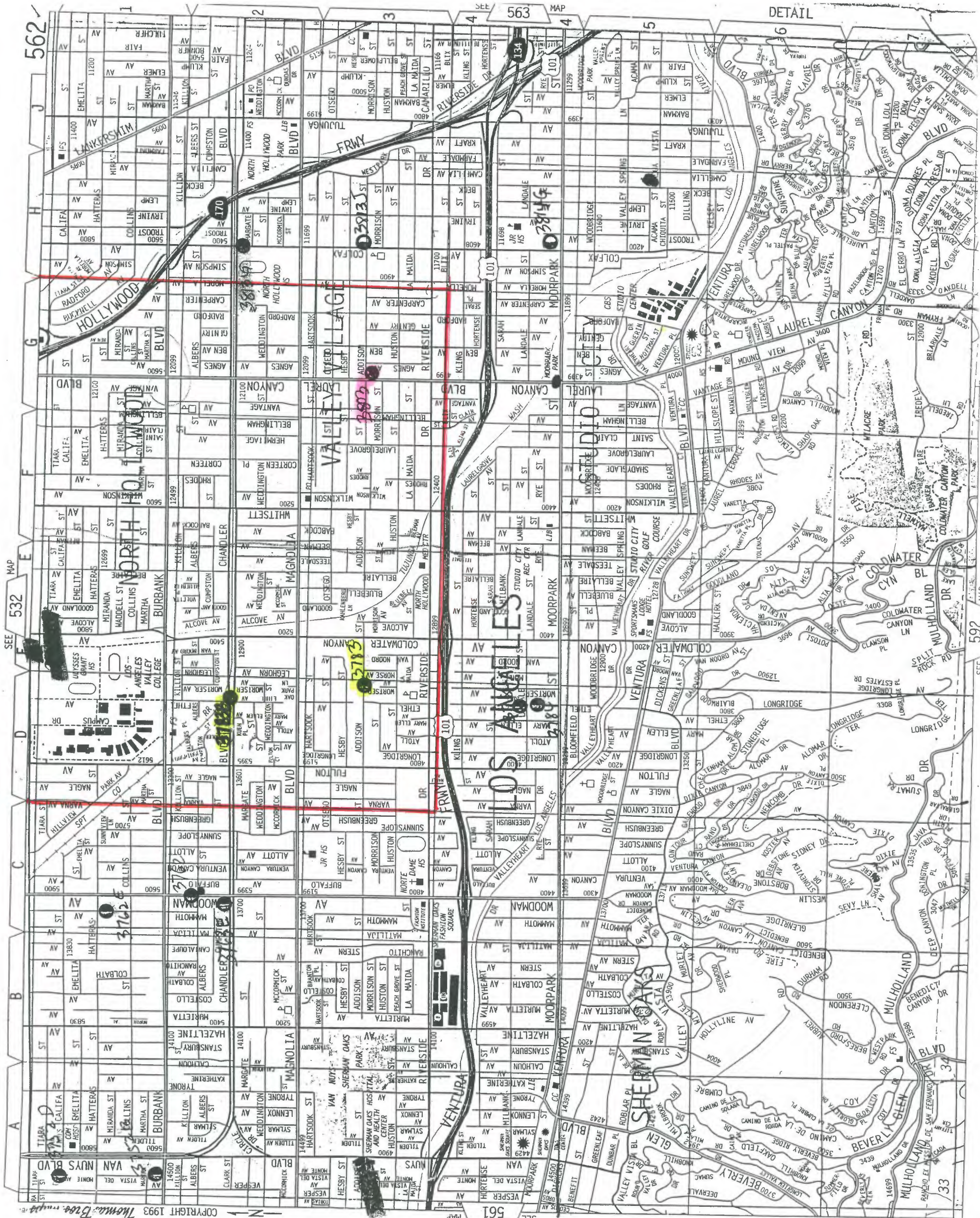
Well Number	Suff.	TGP	Grid	Last Measured	G.S. Elev.	Depth to Water	Status	Use	Owner
3770	C	532	D5	11/19/2005	715.3	219	Inactive	Municipal	LADWP
3770		532	D5	4/15/2006	714.0	222.8	Active	Municipal	LADWP
3780	C	532	D5	5/20/2006	724.8	222.1	Active	Municipal	LADWP
3780	A	532	D5	4/15/2006	723.9	222.2	Active	Domestic/Irrigation	LADWP
3790	F	532	E5	4/15/2006	719.0	226.7	Active	Municipal	LADWP
3790	B	532	F5	4/2/1996	732.0	209.3	Inactive	Municipal	LADWP
3790	G	532	F5	4/15/2006	730.0	236.9	Active	Municipal	LADWP
3790	D	532	F5	10/27/2008	720.0	237.7	Active	Municipal	LADWP
3790	E	532	F5	10/27/2008	719.9	238.1	Active		LADWP
3790	C	532	F5	6/26/2007	721.2	243.8	Active		LADWP
3800	D	532	G5	10/27/2008	718.6	235	Active		LADWP
3800		532	G5	5/20/2006	717.9	227.3	Inactive	Domestic/Irrigation	LADWP
3800	E	532	G5				No Records		
3800	A	532	G5	10/30/2000	738.0	265	Inactive	Municipal	LADWP
3800	C	532	G5	11/2/2001	732.0	259.7	Inactive		LADWP
3810	S	532	G5	10/19/1988	721.1	228.2	Inactive	Domestic/Irrigation	LADWP
3810	T	532	G5	10/19/1988	721.0	229.5	Inactive		LADWP
3800	G	532	G6				No Records		
3782	G	532	E7	5/9/1994	673.7	148.6	Inactive	G.W. Observation	LACFCD
3783	B	562	D2	11/18/2008	668.1	288.7	Active	Test Well	LADWP
3783		562	D3	4/18/2007	652.4	143.2	Active	Test Well	LADWP
3803		562	G3	10/11/1984	639.2	107.5	Inactive	Irrigation	LADWP



562

563

DETAIL



SEE MAP 532

SEE MAP 532

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561

592

34

33

Appendix B

Historical Aerial Photographs



LADWP Trunk Line

LADWP Trunk Line

North Hollywood, CA 91606

Inquiry Number: 3302743.1

April 18, 2012

The EDR Aerial Photo Decade Package



440 Wheelers Farms Road
Milford, CT 06461
800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

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Date EDR Searched Historical Sources:

Aerial Photography April 18, 2012

Target Property:

LADWP Trunk Line

North Hollywood, CA 91606

<u><i>Year</i></u>	<u><i>Scale</i></u>	<u><i>Details</i></u>	<u><i>Source</i></u>
1928	Aerial Photograph. Scale: 1"=1000'	Flight Year: 1928	Fairchild
1928	Aerial Photograph. Scale: 1"=1000'	Flight Year: 1928	Fairchild
1938	Aerial Photograph. Scale: 1"=1000'	Flight Year: 1938	Laval
1940	Aerial Photograph. Scale: 1"=1000'	Flight Year: 1940 Best Copy Available from original source	Fairchild
1954	Aerial Photograph. Scale: 1"=1000'	Flight Year: 1954	Pacific Air
1965	Aerial Photograph. Scale: 1"=1000'	Flight Year: 1965	Fairchild
1976	Aerial Photograph. Scale: 1"=1000'	Flight Year: 1976	Teledyne
1989	Aerial Photograph. Scale: 1"=1000'	Flight Year: 1989	USGS
1994	Aerial Photograph. Scale: 1"=1000'	Flight Year: 1994	USGS
2002	Aerial Photograph. Scale: 1"=1000'	Flight Year: 2002	USGS



INQUIRY #: 3302743.1

YEAR: 1928

|—————| = 1000'



5100 - 3000

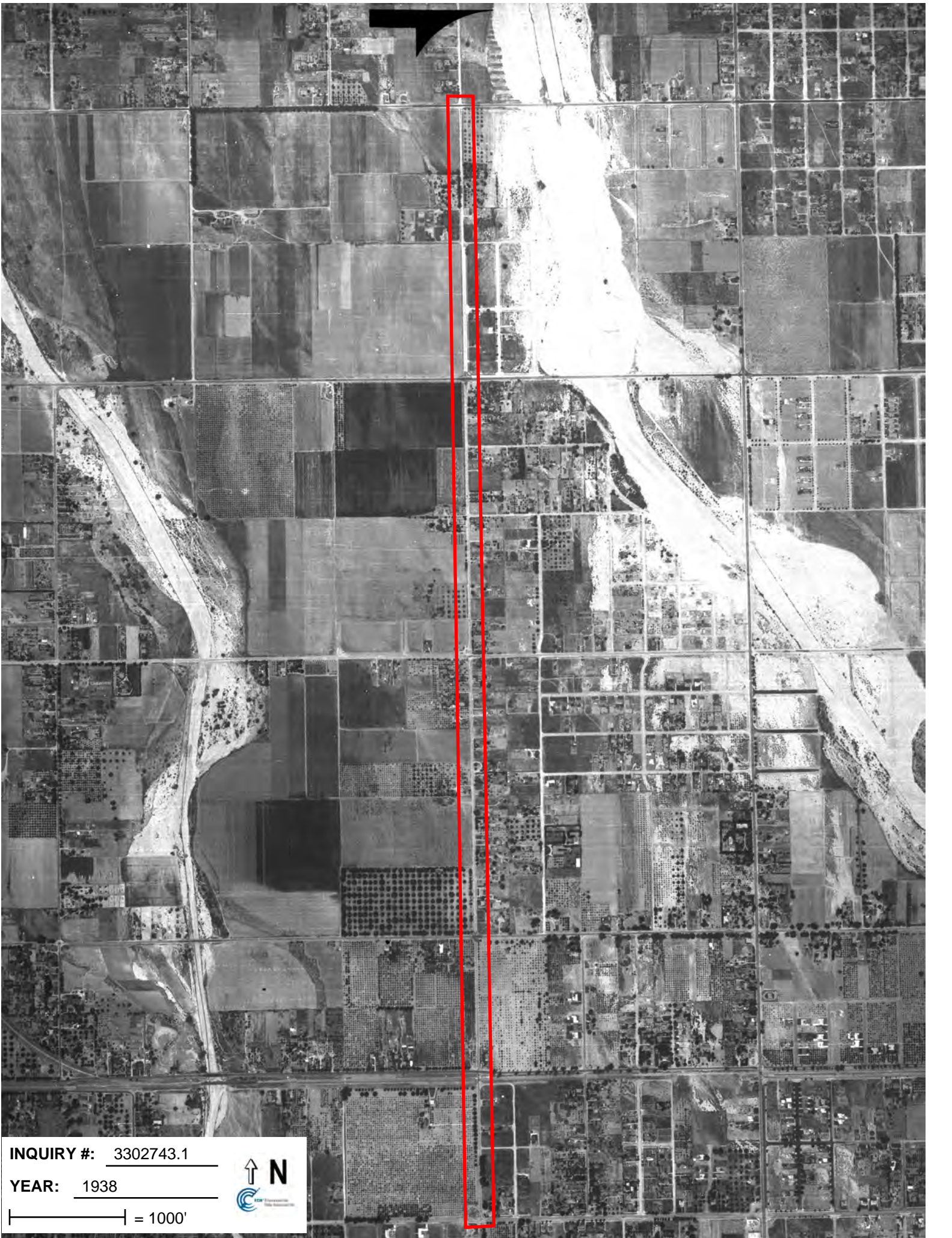


INQUIRY #: 3302743.1

YEAR: 1928

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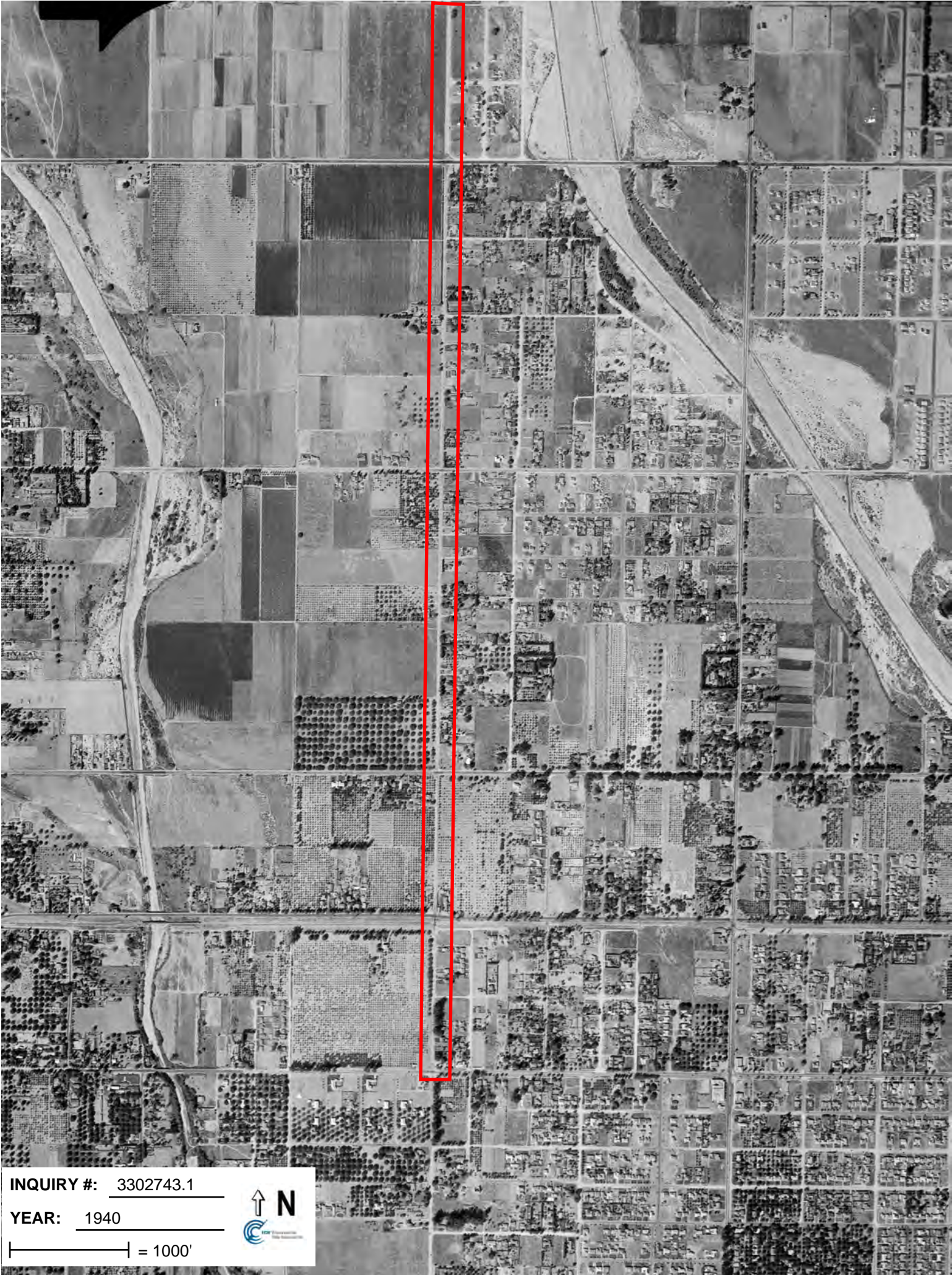


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YEAR: 1938

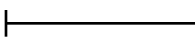
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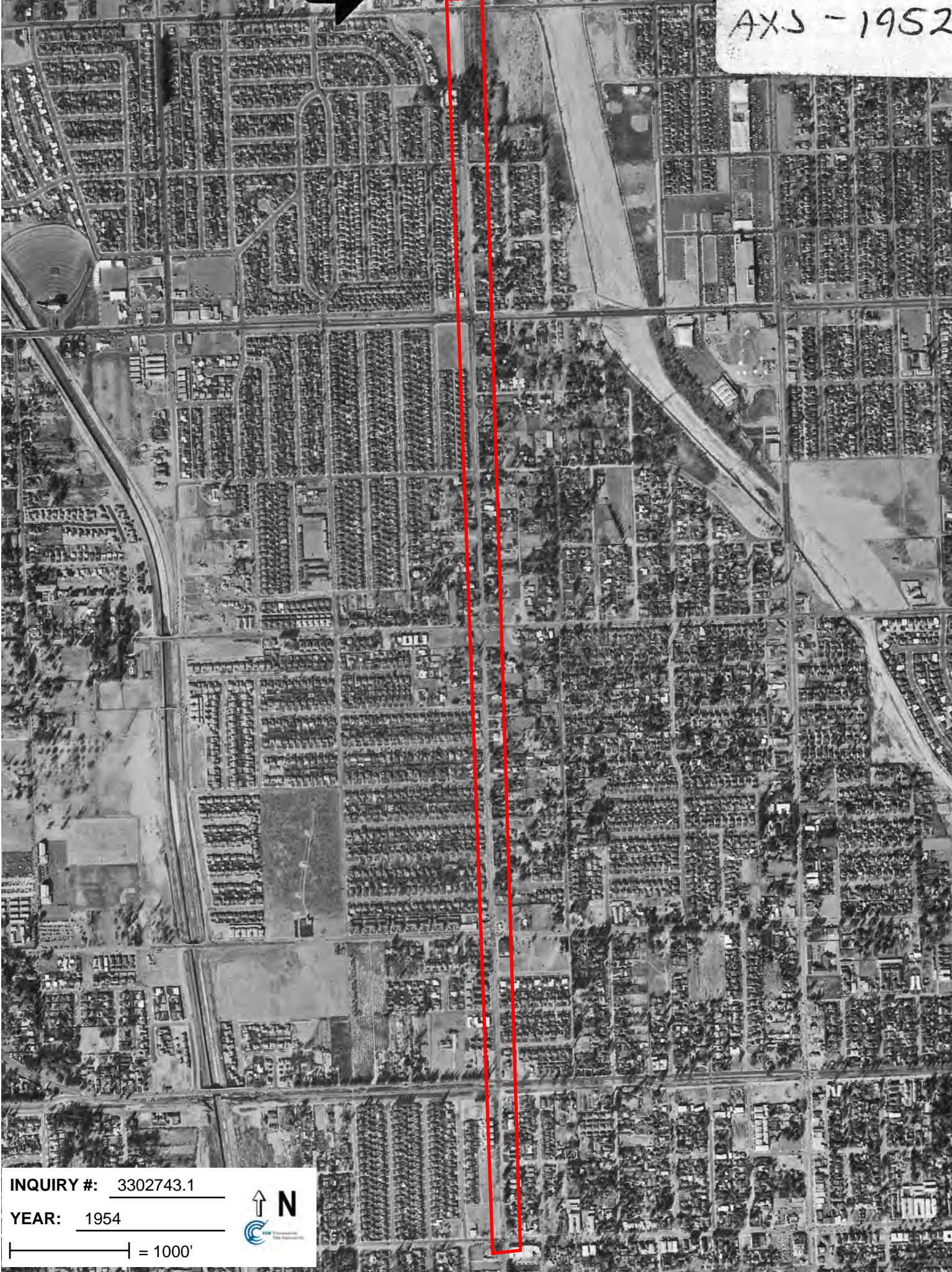
INQUIRY #: 3302743.1

YEAR: 1940

 = 1000'



AXS - 1952



INQUIRY #: 3302743.1

YEAR: 1954



| = 1000'

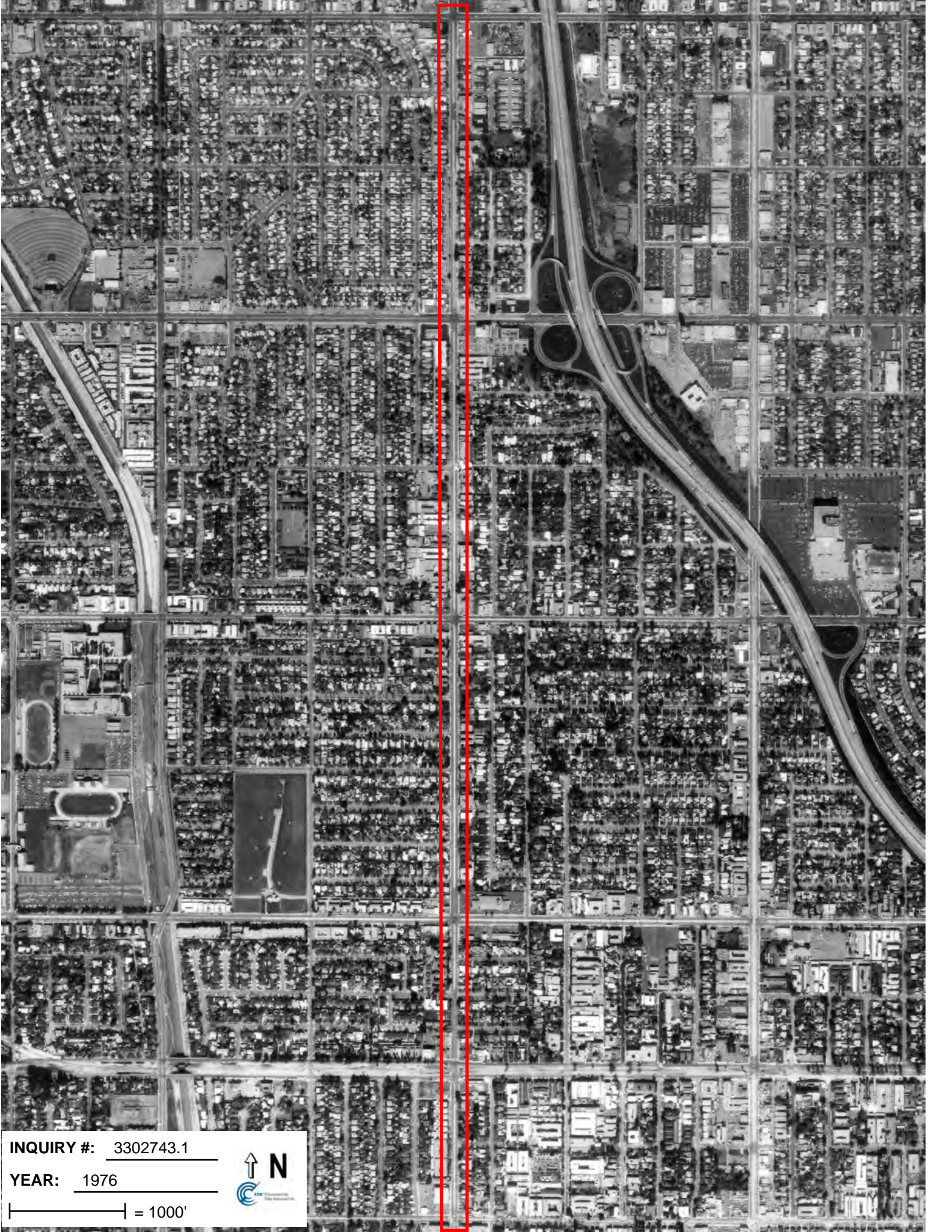


INQUIRY #: 3302743.1

YEAR: 1965



| = 1000'

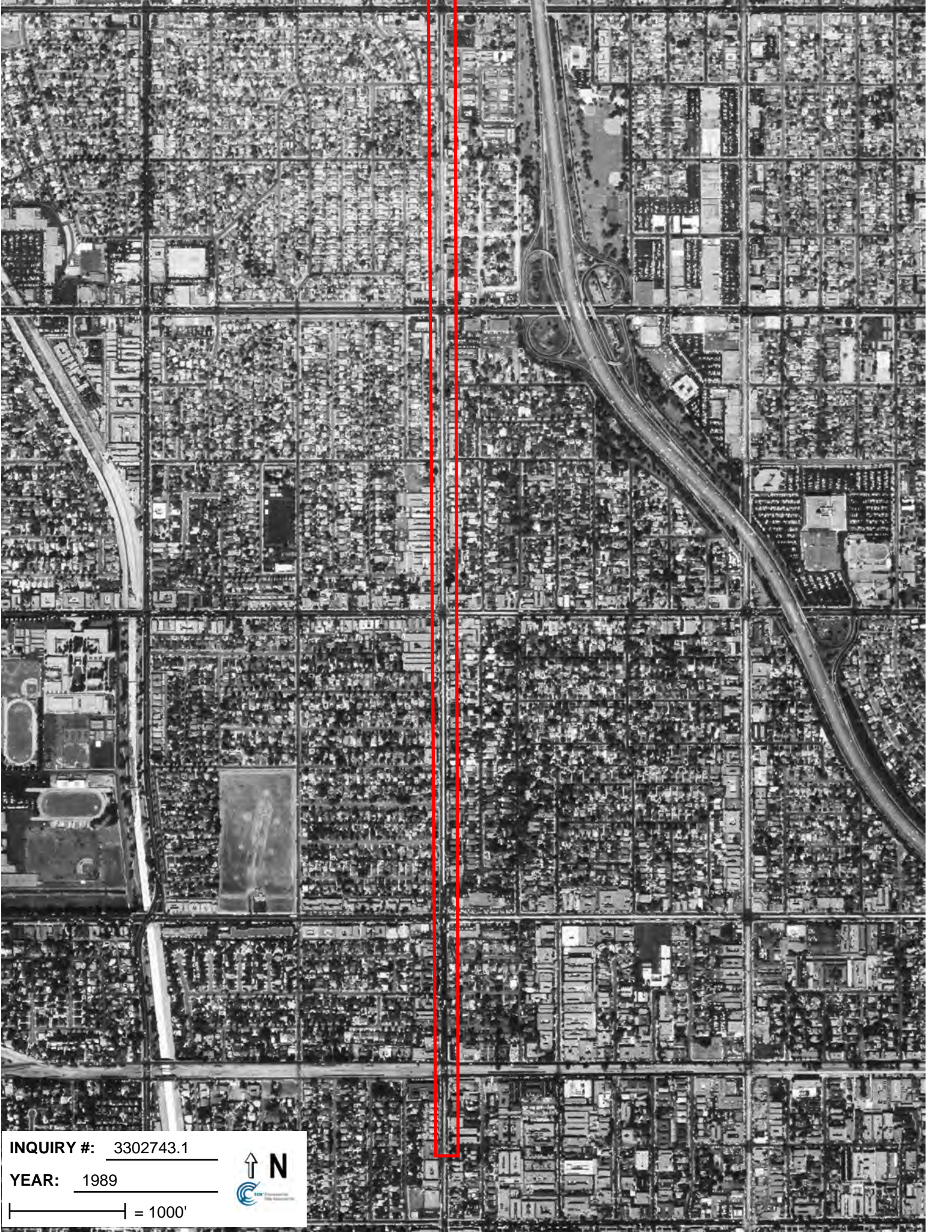


INQUIRY #: 3302743.1

YEAR: 1976

|—————| = 1000'



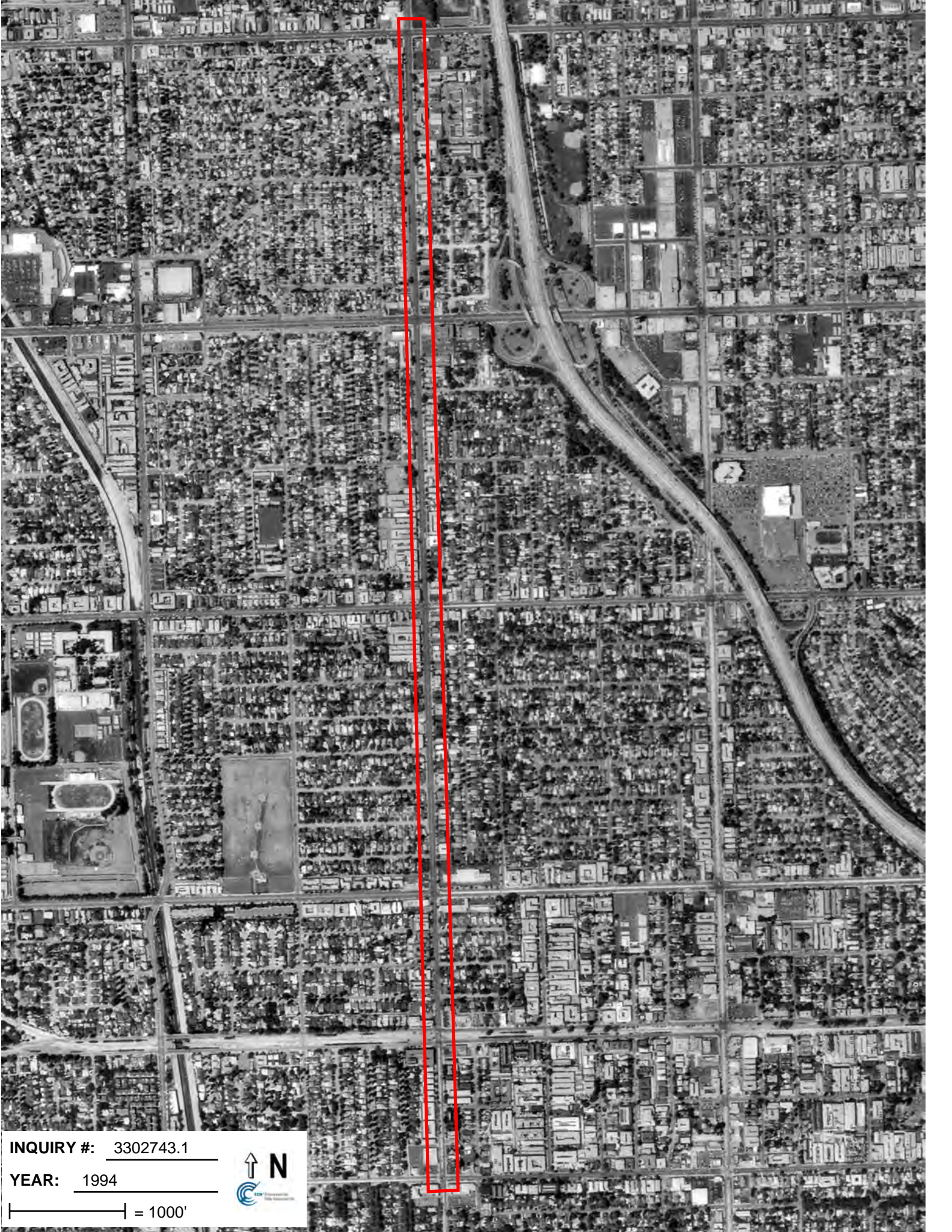


INQUIRY #: 3302743.1

YEAR: 1989

|—————| = 1000'



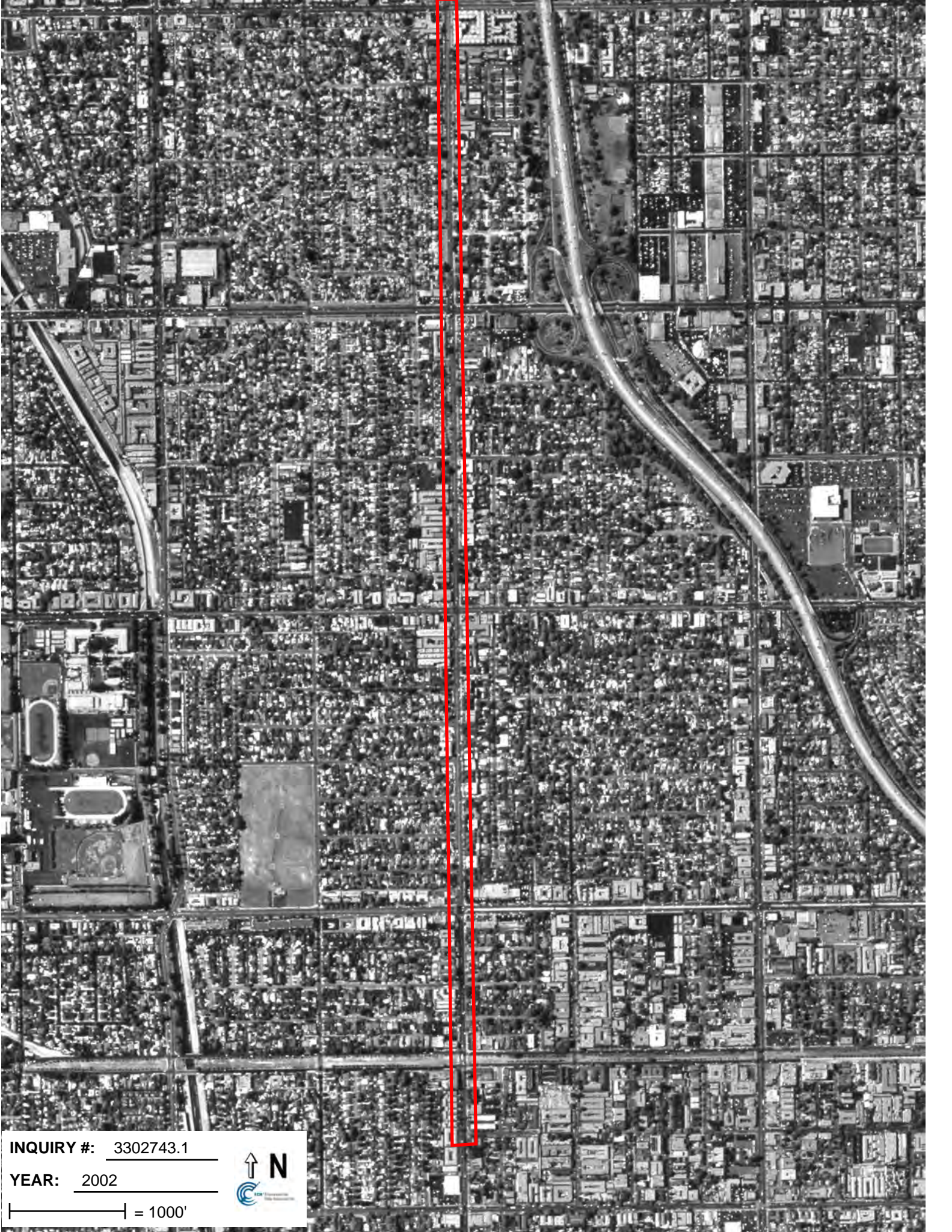


INQUIRY #: 3302743.1

YEAR: 1994



| = 1000'



INQUIRY #: 3302743.1

YEAR: 2002

|—————| = 1000'



Appendix C

Historical Topographic Maps



LADWP Trunk Line

LADWP Trunk Line

Los Angeles, CA 91606

Inquiry Number: 3300472.2

April 12, 2012

EDR Historical Topographic Map Report

EDR Historical Topographic Map Report

Environmental Data Resources, Inc.s (EDR) Historical Topographic Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topographic Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the early 1900s.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

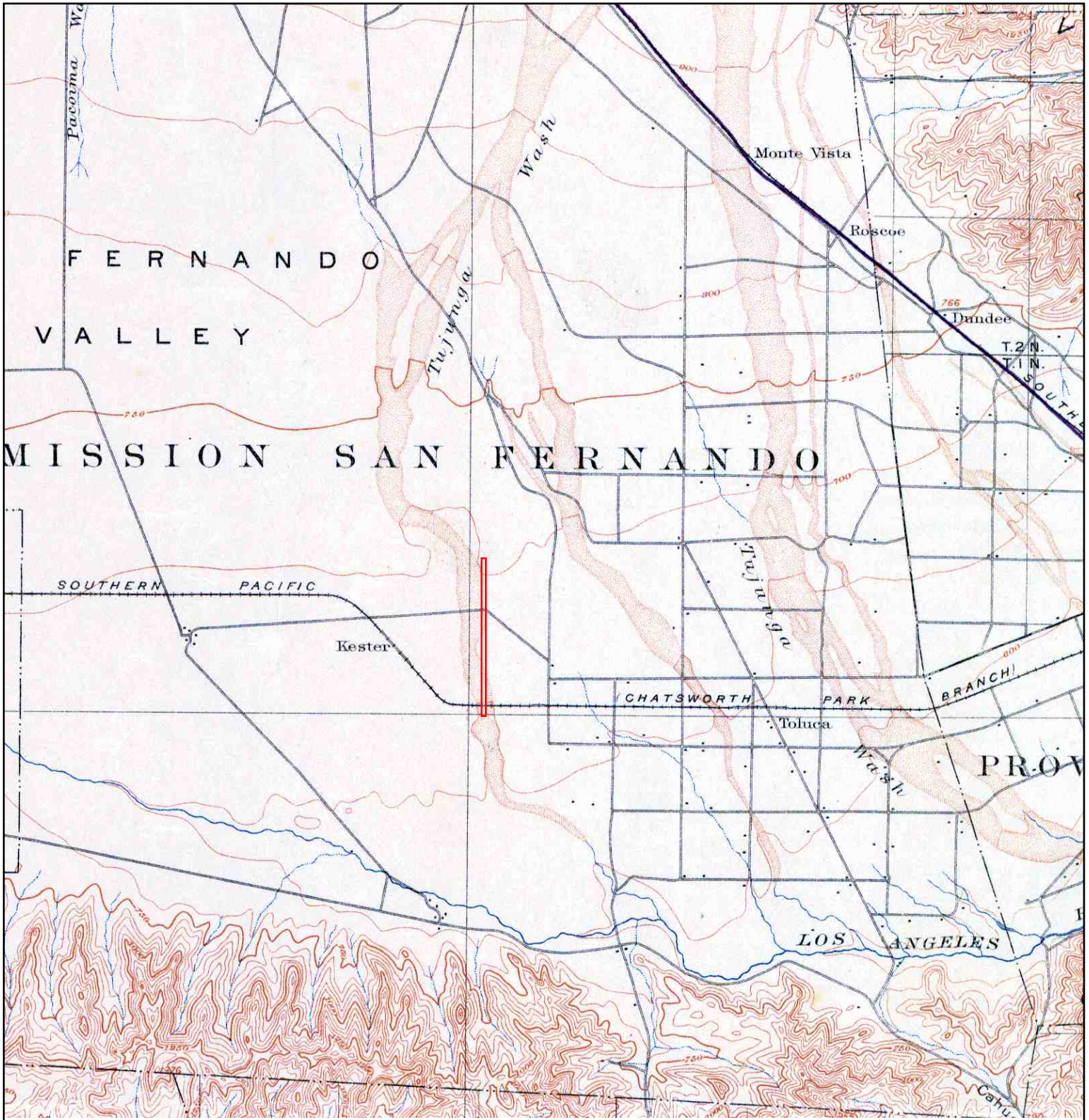
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Historical Topographic Map



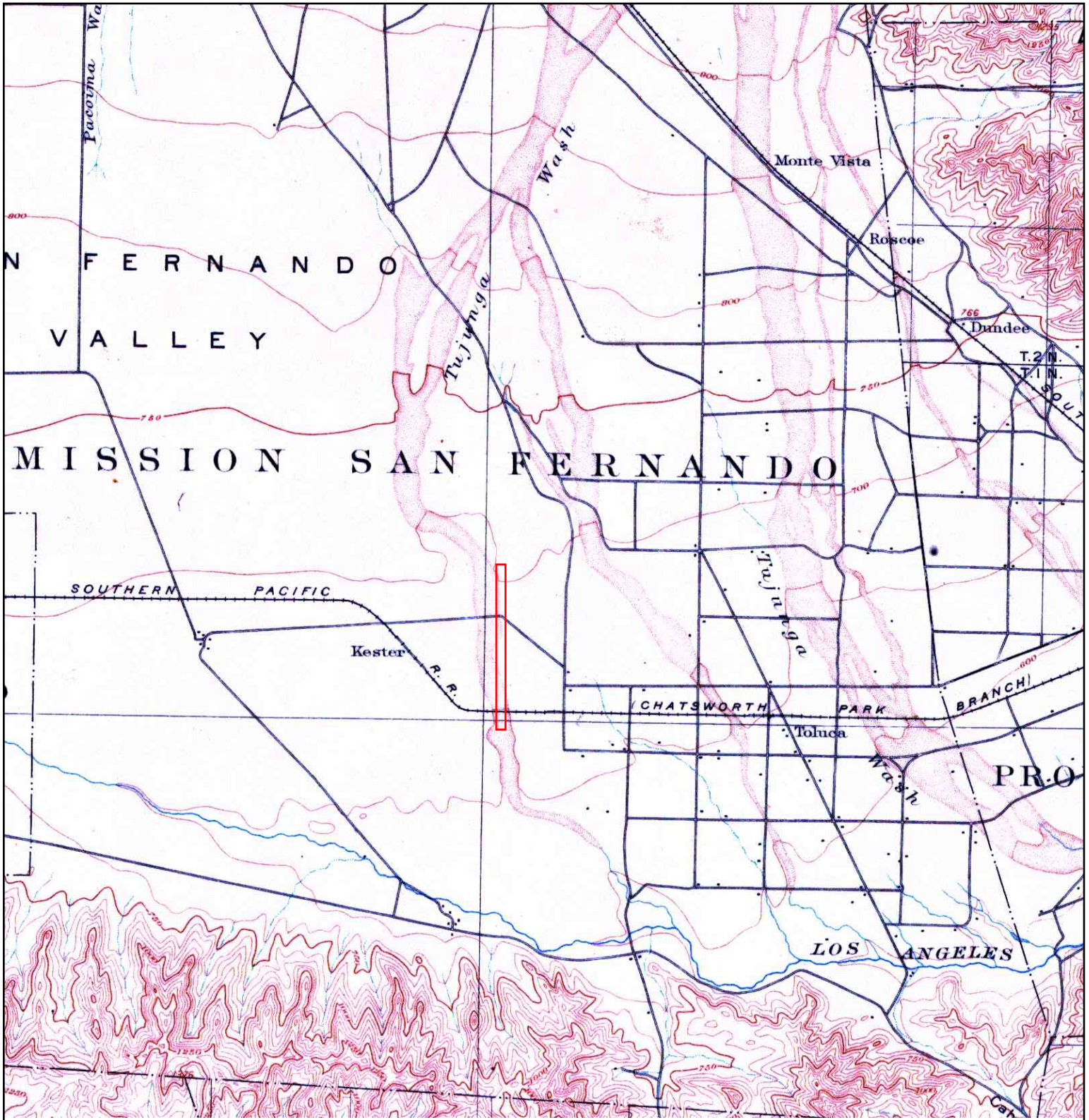
	TARGET QUAD	SITE NAME: LADWP Trunk Line	CLIENT: Alta Environmental
	NAME: LOS ANGELES	ADDRESS: LADWP Trunk Line	CONTACT: Jon Barkman
	MAP YEAR: 1900	LAT/LONG: 34.1826 / -118.4053	INQUIRY#: 3300472.2
	SERIES: 15		RESEARCH DATE: 04/12/2012
	SCALE: 1:62500		


Historical Topographic Map



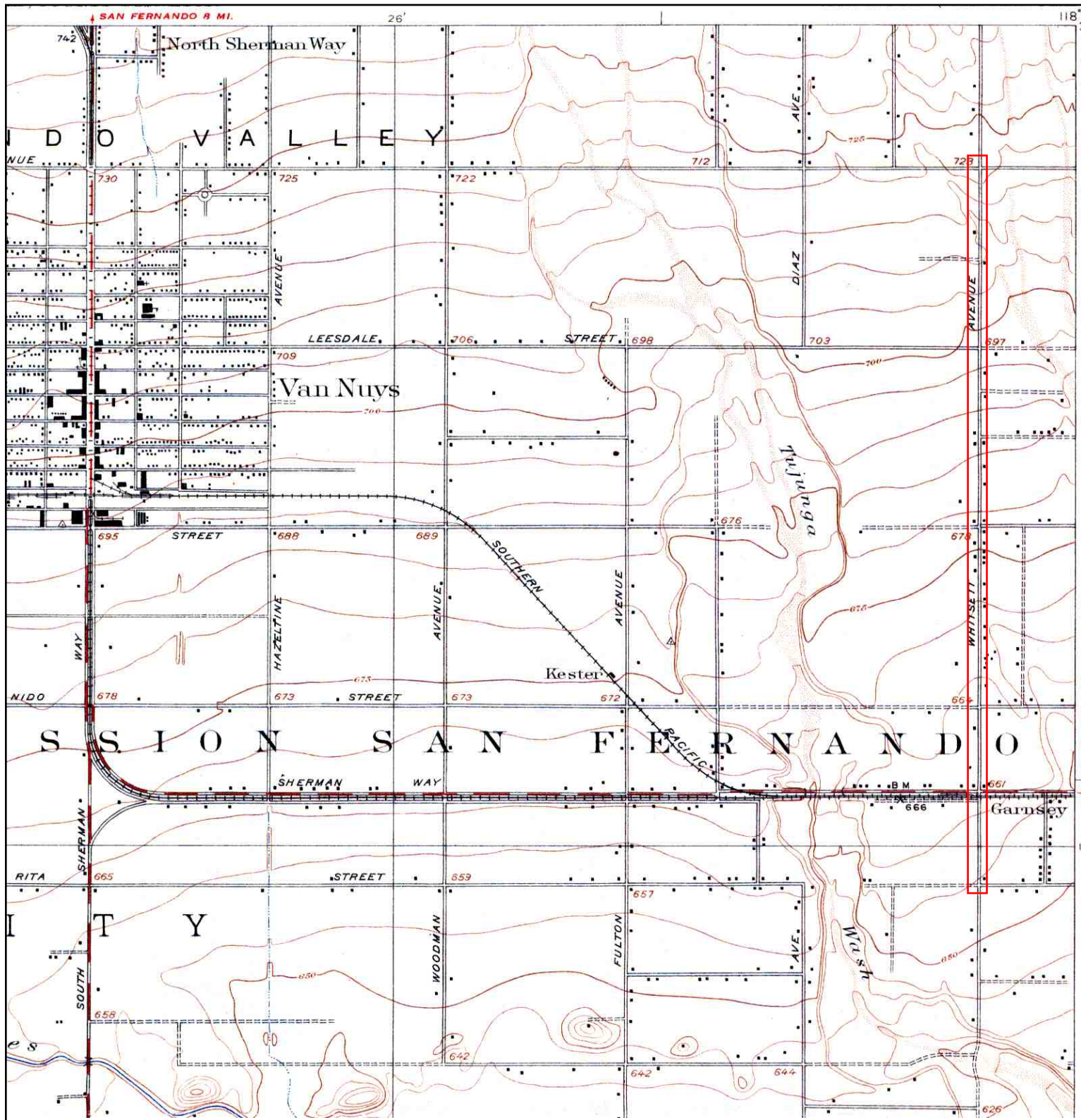
	TARGET QUAD NAME: SOUTHERN CA SHEET 1 MAP YEAR: 1901	SITE NAME: LADWP Trunk Line ADDRESS: LADWP Trunk Line Los Angeles, CA 91606 LAT/LONG: 34.1826 / -118.4053	CLIENT: Alta Environmental CONTACT: Jon Barkman INQUIRY#: 3300472.2 RESEARCH DATE: 04/12/2012
	SERIES: 60 SCALE: 1:250000		


Historical Topographic Map



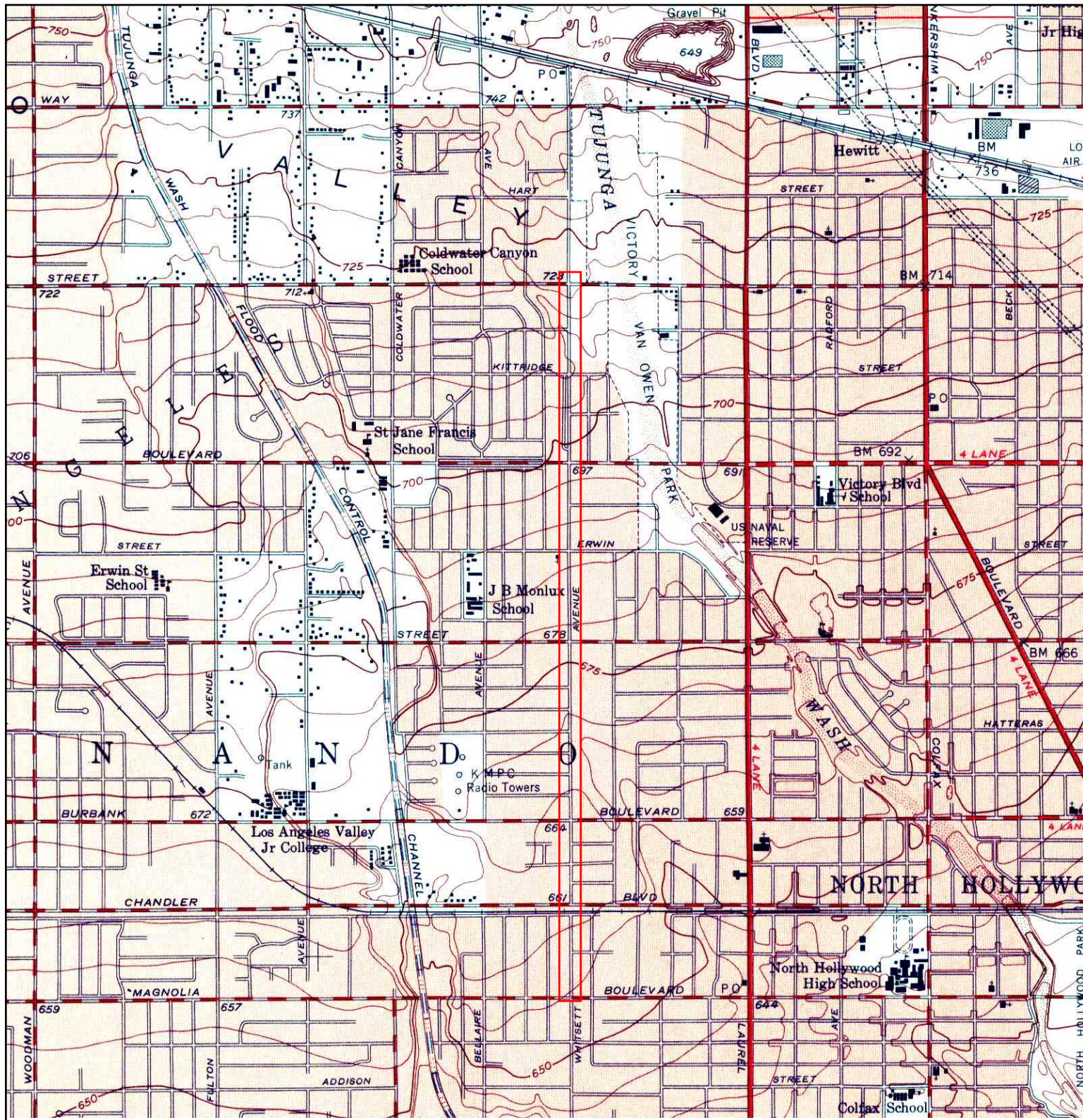
	TARGET QUAD	SITE NAME: LADWP Trunk Line	CLIENT: Alta Environmental
	NAME: SANTA MONICA	ADDRESS: LADWP Trunk Line Los Angeles, CA 91606	CONTACT: Jon Barkman
	MAP YEAR: 1902	LAT/LONG: 34.1826 / -118.4053	INQUIRY#: 3300472.2
	SERIES: 15		RESEARCH DATE: 04/12/2012
	SCALE: 1:62500		

Historical Topographic Map



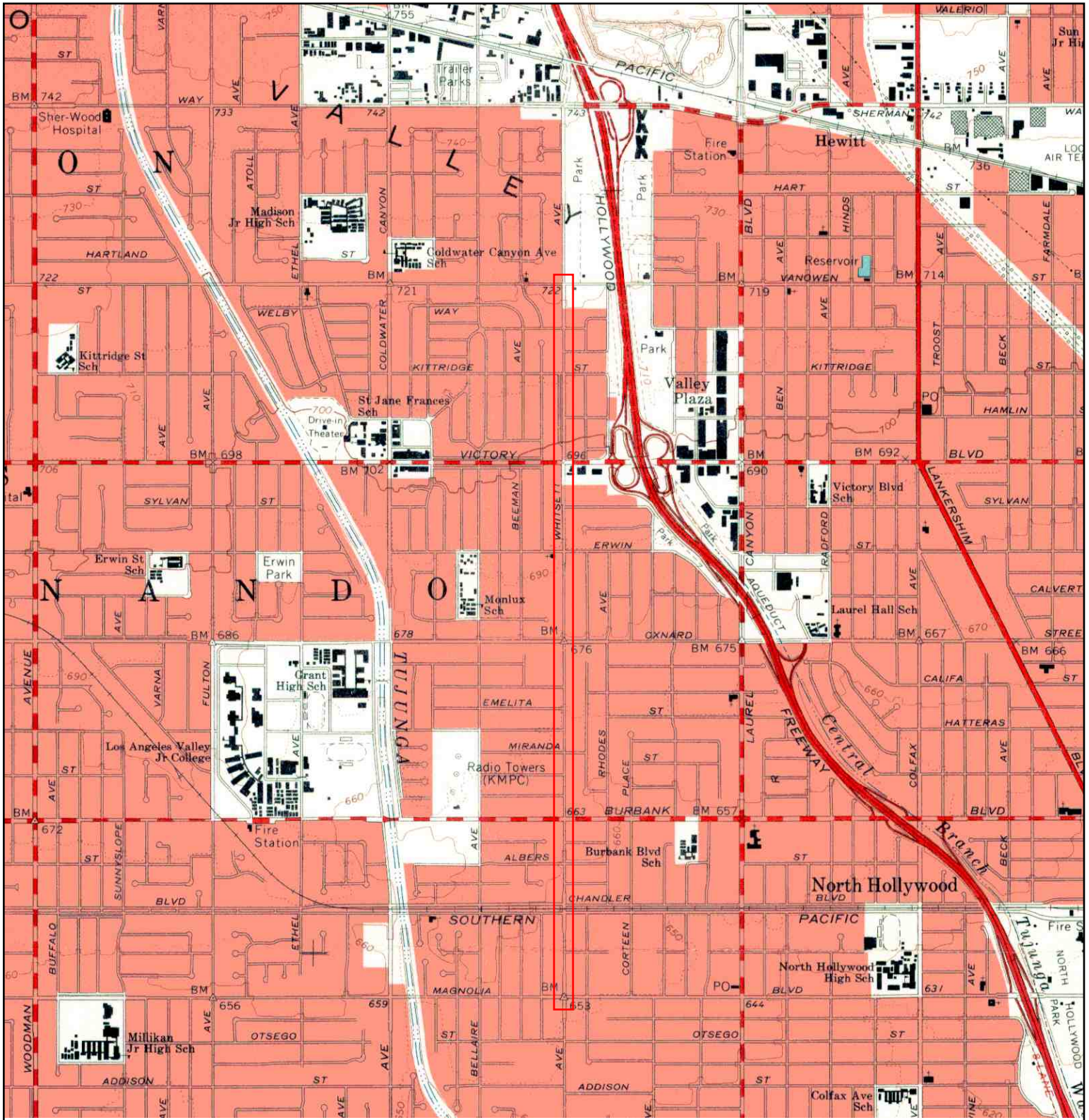
	TARGET QUAD NAME: VAN NUYS MAP YEAR: 1926	SITE NAME: LADWP Trunk Line ADDRESS: LADWP Trunk Line Los Angeles, CA 91606 LAT/LONG: 34.1826 / -118.4053	CLIENT: Alta Environmental CONTACT: Jon Barkman INQUIRY#: 3300472.2 RESEARCH DATE: 04/12/2012
	SERIES: 6 SCALE: 1:24000		


Historical Topographic Map



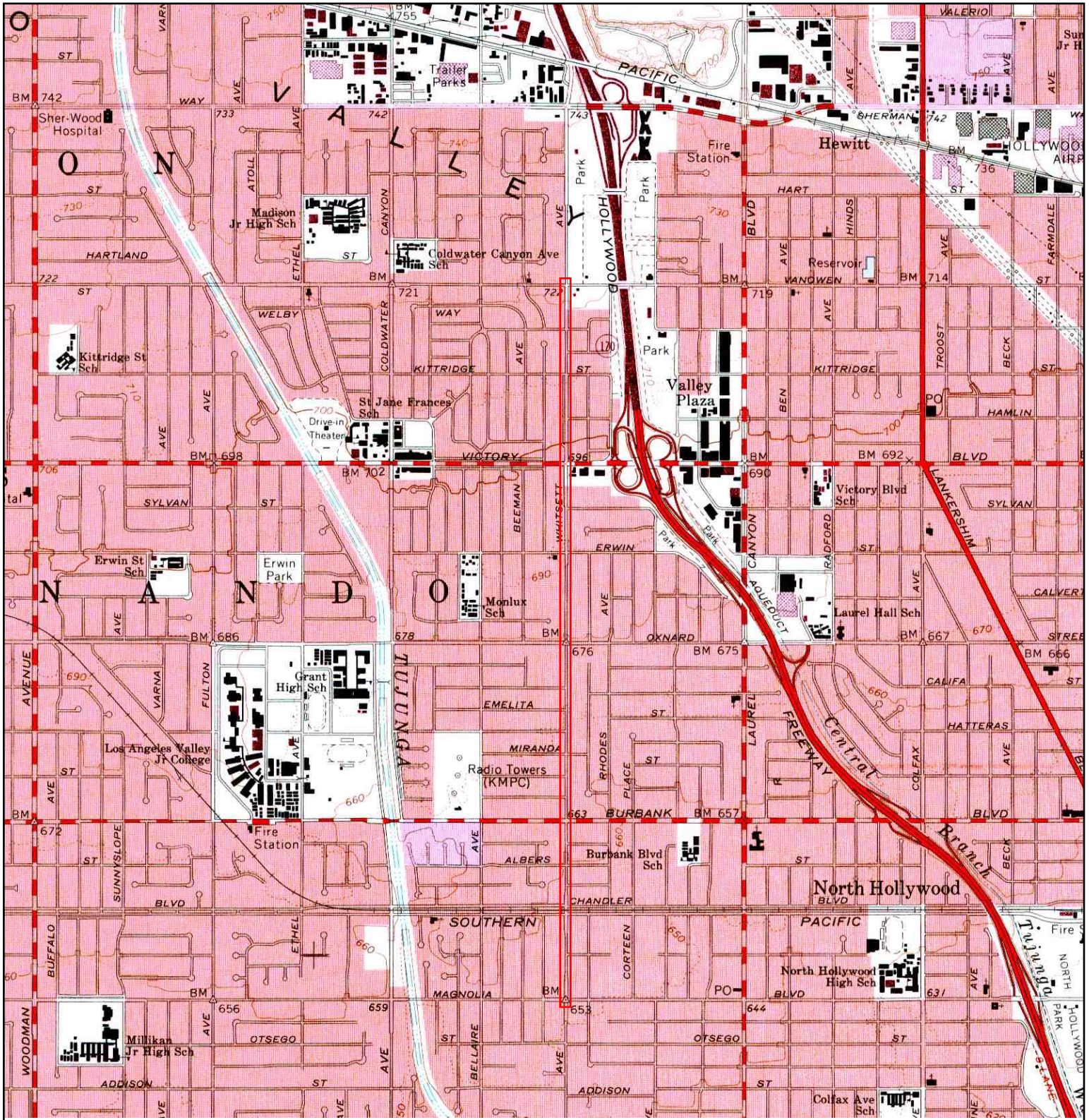
<p>N</p>	<p>TARGET QUAD NAME: VAN NUYS MAP YEAR: 1953</p>	<p>SITE NAME: LADWP Trunk Line ADDRESS: LADWP Trunk Line Los Angeles, CA 91606 LAT/LONG: 34.1826 / -118.4053</p>	<p>CLIENT: Alta Environmental CONTACT: Jon Barkman INQUIRY#: 3300472.2 RESEARCH DATE: 04/12/2012</p>
	<p>SERIES: 7.5 SCALE: 1:24000</p>		


Historical Topographic Map



	TARGET QUAD NAME: VAN NUYS MAP YEAR: 1966	SITE NAME: LADWP Trunk Line ADDRESS: LADWP Trunk Line Los Angeles, CA 91606 LAT/LONG: 34.1826 / -118.4053	CLIENT: Alta Environmental CONTACT: Jon Barkman INQUIRY#: 3300472.2 RESEARCH DATE: 04/12/2012
	SERIES: 7.5 SCALE: 1:24000		

Historical Topographic Map



 <p>N</p>	TARGET QUAD	SITE NAME: LADWP Trunk Line	CLIENT: Alta Environmental
	NAME: VAN NUYS	ADDRESS: LADWP Trunk Line	CONTACT: Jon Barkman
	MAP YEAR: 1972	Los Angeles, CA 91606	INQUIRY#: 3300472.2
	PHOTOREVISED FROM :1966	LAT/LONG: 34.1826 / -118.4053	RESEARCH DATE: 04/12/2012
	SERIES: 7.5		
	SCALE: 1:24000		

Appendix D

Site Photographs



Whitsett Avenue at Vanowen Street
Typical street view



Whitsett Avenue at Albers Street
Typical residential area - southern site area



Whitsett Avenue
Typical residential area - mid corridor area



Whitsett Avenue and Oxnard Street
Northeast Plaza - Gary's Shoe Repair / Dry Cleaner



Whitsett Avenue and Magnolia Boulevard
Southeast Plaza - American Eagle Cleaners



Whitsett Avenue and Chandler Boulevard
Northeast Plaza - Thrifty Cleaners



Whitsett Avenue and Burbank Boulevard
Southeast Plaza - Excel Cleaners

Appendix E

EDR Corridor Study Report

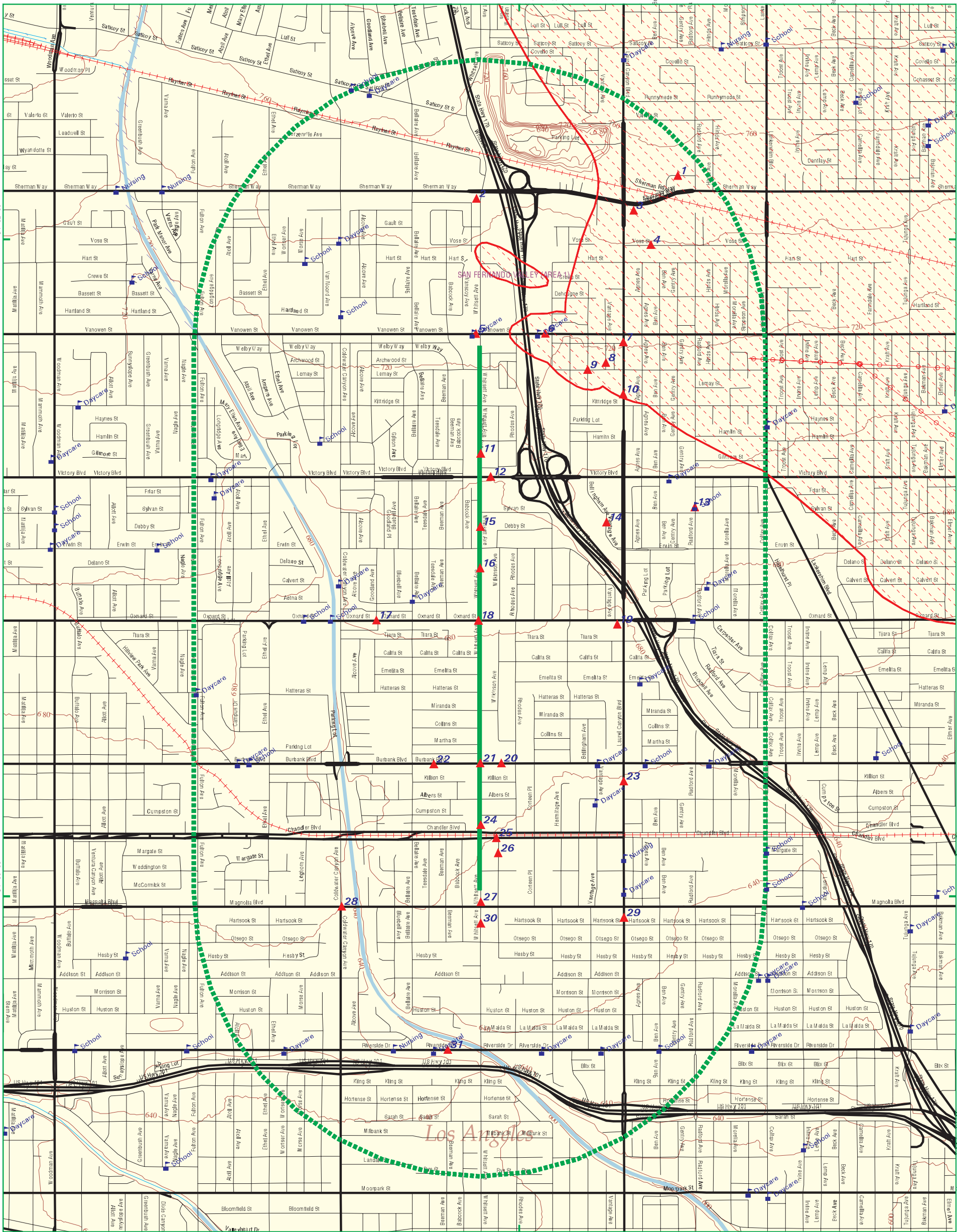
LADWP Trunk Line

Los Angeles, CA 91606

Inquiry Number: 3300472.1s

April 11, 2012

EDR DataMap™ Corridor Study



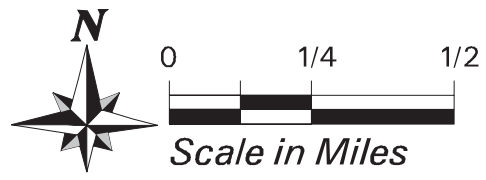
EDR DataMap® - Corridor Study

LADWP Trunk Line



Los Angeles, CA

- | | | | |
|--|---------------|-------------|-------------------------|
| Listed Sites | Major Roads | Pipelines | Superfund Sites |
| Earthquake Epicenters (Richter 5 or greater) | Waterways | Powerlines | Federal DOD Sites |
| Search Boundary | Railroads | Fault Lines | Indian Reservations BIA |
| Roads | Contour Lines | Water | 100-Yr Flood Zones |



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EXECUTIVE SUMMARY

TARGET PROPERTY INFORMATION

ADDRESS

LOS ANGELES, CA 91606
LOS ANGELES, CA 91606

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records within the requested search area for the following databases:

FEDERAL RECORDS

Proposed NPL	Proposed National Priority List Sites
Delisted NPL	National Priority List Deletions
NPL LIENS	Federal Superfund Liens
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
LIENS 2	CERCLA Lien Information
CORRACTS	Corrective Action Report
RCRA-TSDF	RCRA - Treatment, Storage and Disposal
RCRA-LQG	RCRA - Large Quantity Generators
RCRA-CESQG	RCRA - Conditionally Exempt Small Quantity Generator
ERNS	Emergency Response Notification System
HMIRS	Hazardous Materials Information Reporting System
DOT OPS	Incident and Accident Data
US CDL	Clandestine Drug Labs
US BROWNFIELDS	A Listing of Brownfields Sites
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
LUCIS	Land Use Control Information System
UMTRA	Uranium Mill Tailings Sites
DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations
ODI	Open Dump Inventory
MINES	Mines Master Index File
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
SSTS	Section 7 Tracking Systems
ICIS	Integrated Compliance Information System
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
RADINFO	Radiation Information Database
RAATS	RCRA Administrative Action Tracking System
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US HIST CDL	National Clandestine Laboratory Register
PCB TRANSFORMER	PCB Transformer Registration Database

EXECUTIVE SUMMARY

FEDERAL FACILITY.....	Federal Facility Site Information listing
COAL ASH DOE.....	Slam-Electric Plan Operation Data
FEMA UST.....	Underground Storage Tank Listing
COAL ASH EPA.....	Coal Combustion Residues Surface Impoundments List

STATE AND LOCAL RECORDS

CA BOND EXP. PLAN.....	Bond Expenditure Plan
Toxic Pits.....	Toxic Pits Cleanup Act Sites
SWF/LF.....	Solid Waste Information System
WDS.....	Waste Discharge System
NPDES.....	NPDES Permits Listing
LIENS.....	Environmental Liens Listing
CHMIRS.....	California Hazardous Material Incident Report System
LDS.....	Land Disposal Sites Listing
AST.....	Aboveground Petroleum Storage Tank Facilities
MCS.....	Military Cleanup Sites Listing
Notify 65.....	Proposition 65 Records
DEED.....	Deed Restriction Listing
VCP.....	Voluntary Cleanup Program Properties
CDL.....	Clandestine Drug Labs
RESPONSE.....	State Response Sites
HAULERS.....	Registered Waste Tire Haulers Listing
FINANCIAL ASSURANCE.....	Financial Assurance Information Listing
MWMP.....	Medical Waste Management Program Listing
PROC.....	Certified Processors Database
HWT.....	Registered Hazardous Waste Transporter Database

TRIBAL RECORDS

INDIAN RESERV.....	Indian Reservations
INDIAN ODI.....	Report on the Status of Open Dumps on Indian Lands
INDIAN LUST.....	Leaking Underground Storage Tanks on Indian Land
INDIAN UST.....	Underground Storage Tanks on Indian Land
INDIAN VCP.....	Voluntary Cleanup Priority Listing

EDR PROPRIETARY RECORDS

Manufactured Gas Plants.....	EDR Proprietary Manufactured Gas Plants
------------------------------	---

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

FEDERAL RECORDS

NPL: Also known as Superfund, the National Priority List database is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund program. The source of this database is the U.S. EPA.

A review of the NPL list, as provided by EDR, and dated 09/07/2011 has revealed that there is 1 NPL

EXECUTIVE SUMMARY

site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>SAN FERNANDO VALLEY (AREA 1)</i>	<i>NORTH HOLLYWOOD WELLFIE</i>	<i>0</i>	<i>3</i>

CERCLIS: The Comprehensive Environmental Response, Compensation and Liability Information System contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

A review of the CERCLIS list, as provided by EDR, and dated 12/27/2011 has revealed that there is 1 CERCLIS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>SAN FERNANDO VALLEY (AREA 1)</i>	<i>NORTH HOLLYWOOD WELLFIE</i>	<i>0</i>	<i>3</i>

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 11/10/2011 has revealed that there are 8 RCRA-SQG sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>LA VANOWEN PARK LIBRARY</i>	<i>12311 VANOWEN ST</i>	<i>6</i>	<i>66</i>
<i>KLEANERETTE DRAPERY CLEANERS</i>	<i>6240 VANTAGE AVE</i>	<i>14</i>	<i>92</i>
<i>GLO TONE CLEANERS</i>	<i>12508 OXNARD ST</i>	<i>18</i>	<i>99</i>
<i>EXCEL CLEANERS</i>	<i>12450 BURBANK</i>	<i>20</i>	<i>107</i>
<i>BLUE JAY CLEANERS</i>	<i>12443 BURBANK BLVD</i>	<i>20</i>	<i>114</i>
<i>CHADS UNOCAL 76</i>	<i>12501 BURBANK BLVD</i>	<i>21</i>	<i>119</i>
<i>THRIFTY CLEANERS</i>	<i>5410 WHITSETT AVE</i>	<i>24</i>	<i>130</i>
<i>FREDS CLEANERS</i>	<i>5152 WHITSETT</i>	<i>30</i>	<i>157</i>

RCRA-NonGen: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA-NonGen list, as provided by EDR, and dated 11/10/2011 has revealed that there is 1 RCRA-NonGen site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>PACIFIC BELL</i>	<i>12444 VICTORY BLVD</i>	<i>12</i>	<i>81</i>

EXECUTIVE SUMMARY

US ENG CONTROLS: A listing of sites with engineering controls in place.

A review of the US ENG CONTROLS list, as provided by EDR, and dated 12/30/2011 has revealed that there is 1 US ENG CONTROLS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>SAN FERNANDO VALLEY (AREA 1)</i>	<i>NORTH HOLLYWOOD WELLFIE</i>	<i>0</i>	<i>3</i>

US INST CONTROL: A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

A review of the US INST CONTROL list, as provided by EDR, and dated 12/30/2011 has revealed that there is 1 US INST CONTROL site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>SAN FERNANDO VALLEY (AREA 1)</i>	<i>NORTH HOLLYWOOD WELLFIE</i>	<i>0</i>	<i>3</i>

CONSENT: Major Legal settlements that establish responsibility and standards for cleanup at NPL (superfund) sites. Released periodically by U.S. District Courts after settlement by parties to litigation matters.

A review of the CONSENT list, as provided by EDR, and dated 12/01/2011 has revealed that there is 1 CONSENT site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>SAN FERNANDO VALLEY (AREA 1)</i>	<i>NORTH HOLLYWOOD WELLFIE</i>	<i>0</i>	<i>3</i>

ROD: Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid the cleanup.

A review of the ROD list, as provided by EDR, and dated 09/28/2011 has revealed that there is 1 ROD site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>SAN FERNANDO VALLEY (AREA 1)</i>	<i>NORTH HOLLYWOOD WELLFIE</i>	<i>0</i>	<i>3</i>

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA

EXECUTIVE SUMMARY

Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 10/23/2011 has revealed that there are 10 FINDS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>SAN FERNANDO VALLEY (AREA 1)</i>	<i>NORTH HOLLYWOOD WELLFIE</i>	<i>0</i>	<i>3</i>
<i>LA VANOWEN PARK LIBRARY</i>	<i>12311 VANOWEN ST</i>	<i>6</i>	<i>66</i>
<i>PACIFIC BELL</i>	<i>12444 VICTORY BLVD</i>	<i>12</i>	<i>81</i>
<i>KLEANERETTE DRAPERY CLEANERS</i>	<i>6240 VANTAGE AVE</i>	<i>14</i>	<i>92</i>
<i>GLO TONE CLEANERS</i>	<i>12508 OXNARD ST</i>	<i>18</i>	<i>99</i>
<i>EXCEL CLEANERS</i>	<i>12450 BURBANK</i>	<i>20</i>	<i>107</i>
<i>BLUE JAY CLEANERS</i>	<i>12443 BURBANK BLVD</i>	<i>20</i>	<i>114</i>
<i>CHADS UNOCAL 76</i>	<i>12501 BURBANK BLVD</i>	<i>21</i>	<i>119</i>
<i>THRIFTY CLEANERS</i>	<i>5410 WHITSETT AVE</i>	<i>24</i>	<i>130</i>
<i>FREDS CLEANERS</i>	<i>5152 WHITSETT</i>	<i>30</i>	<i>157</i>

STATE AND LOCAL RECORDS

HIST Cal-Sites: Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

A review of the HIST Cal-Sites list, as provided by EDR, and dated 08/08/2005 has revealed that there is 1 HIST Cal-Sites site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>SAN FERNANDO VALLEY (AREA 1)</i>	<i>NORTH HOLLYWOOD WELLFIE</i>	<i>0</i>	<i>3</i>

SCH: This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category. depending on the level of threat to public health and safety or the environment they pose.

A review of the SCH list, as provided by EDR, and dated 03/14/2012 has revealed that there are 3 SCH sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>PROPOSED VALLEY REGION BELLING</i>	<i>6714 VANTAGE AVENUE</i>	<i>8</i>	<i>71</i>
<i>NORTH HOLLYWOOD NEW PRIMARY CE</i>	<i>ARCHWOOD STREET/BELLING</i>	<i>9</i>	<i>75</i>
<i>VICTORY BOULEVARD ELEM. SCH. 2</i>	<i>6315 RADFORD AVENUE</i>	<i>13</i>	<i>89</i>

EXECUTIVE SUMMARY

WMUDS/SWAT: The Waste Management Unit Database System is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.

A review of the WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there is 1 WMUDS/SWAT site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
OXNARD STREET DUMP-VAN NUYS	12800 OXNARD STREET	17	98

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the Cortese list, as provided by EDR, and dated 01/03/2012 has revealed that there is 1 Cortese site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>SAN FERNANDO VALLEY (AREA 1)</i>	<i>NORTH HOLLYWOOD WELLFIE</i>	<i>0</i>	<i>3</i>

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CAL SITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 8 HIST CORTESE sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>MOBIL #17-LQ6</i>	<i>12500 SHERMAN WY</i>	<i>2</i>	<i>49</i>
76 PRODUCTS STATION #3263	5969 LAUREL CNYN	19	106
<i>TOSCO S.S. #3217</i>	<i>12501 BURBANK BLVD</i>	<i>21</i>	<i>122</i>
<i>THRIFTY #135</i>	<i>5212 WHITSETT AVE</i>	<i>27</i>	<i>142</i>
<i>TEXACO</i>	<i>12910 MAGNOLIA</i>	<i>28</i>	<i>145</i>
<i>VALLEY SHELL AUTO SERVICE</i>	<i>12857 MAGNOLIA</i>	<i>28</i>	<i>147</i>
<i>GAS S/S #5914</i>	<i>12909 MAGNOLIA</i>	<i>28</i>	<i>150</i>
ARCO #1680	5158 LAUREL CNYN	29	152

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 12/12/2011 has revealed that there are 3 SWRCY sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>PLAZA DISCOUNT DRY CLEANERS</i>	<i>6631 LAUREL CANYON BLVD</i>	<i>10</i>	<i>77</i>
A & K RECYCLING	12431 BURBANK BLVD	20	114
TOMRA PACIFIC INC	12921 MAGNOLIA BLVD	28	152

EXECUTIVE SUMMARY

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 01/20/2012 has revealed that there are 17 LUST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
MOBIL #17-LQ6	12500 SHERMAN WY	2	48
MOBIL #17-LQ6	12500 SHERMAN WY	2	49
Status: Completed - Case Closed			
BP WEST COAST PRODUCTS LLC 095	6757 LAUREL CANYON	7	67
Status: Completed - Case Closed			
SERVICE STAITON 3263	5969 LAUREL CANYON BLVD	19	104
Status: Completed - Case Closed			
76 PRODUCTS STATION #3263	5969 LAUREL CANYON BLVD	19	106
TOSCO S.S. #3217	12501 BURBANK BLVD	21	122
Status: Completed - Case Closed			
TOSCO S.S. #3217	12501 BURBANK BLVD	21	124
ELLIOTT EXXON STATION	5544 LAUREL CANYON BLVD	23	127
Status: Completed - Case Closed			
FORMER SHELL SERVICE STATION	5555 LAUREL CANYON BL	23	128
Status: Completed - Case Closed			
THRIFTY #135	5212 WHITSETT AVE	27	140
THRIFTY #135	5212 WHITSETT AVE	27	142
Status: Completed - Case Closed			
TEXACO	12910 MAGNOLIA BLVD	28	145
Status: Completed - Case Closed			
VALLEY SHELL AUTO SERVICE	12857 MAGNOLIA	28	147
Status: Completed - Case Closed			
VALLEY SHELL AUTO SERVICE	12857 MAGNOLIA BLVD	28	148
GAS S/S #5914	12909 MAGNOLIA	28	150
Status: Completed - Case Closed			
ARCO #1680	5158 LAUREL CANYON BLVD	29	152
Status: Open - Site Assessment			
ARCO #1680	5158 LAUREL CANYON BLVD	29	156

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 11 CA FID UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
UNITED EL SEGUNDO, INCORPORATE	12504 VANOWEN ST	5	62
NORTH HOLLYWOOD UNOCAL	12505 VANOWEN ST	5	63
MOBIL OIL CO	12409 VICTORY BLVD	12	83
7-ELEVEN STORE #18607 (2144)	12463 VICTORY BLVD	12	84
SHELL GAS STATION	12501 VICTORY BLVD	12	86
EXCEL CLEANERS, ARDASES KALPAK	12450 BURBANK BL	20	111

EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
CHADS UNOCAL 76	12501 BURBANK BLVD	21	119
GALAXY CAR WASH	12444 CHANDLER BLVD	25	136
ABE KMIOTEK/SAM WILCZYNSKI	5353 WILKINSON AVE	26	139
THRIFTY OIL COMPANY	5212 WHITSETT AVE	27	144
ARCO #1680	5158 LAUREL CANYON BLVD	29	152

SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 01/20/2012 has revealed that there are 2 SLIC sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
F&H PLATING CO. Facility Status: Open - Site Assessment	12023 VOSE	4	52
KLEANERETTE DRAPERY CLEANERS Facility Status: Open - Site Assessment	6240 VANTAGE AVE	14	92

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 01/20/2012 has revealed that there are 2 UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
TOSCO CORPORATION #30479	12501 BURBANK BLVD	21	119
GALAXY CAR WASH	12444 CHANDLER BLVD	25	139

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 12 HIST UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
UNION OIL SERVICE STATION 5699	12505 VANOWEN ST	5	64
SERVICE STATION 5699	12505 VANOWEN ST	5	65
7-ELEVEN STORE #18607 (2144)	12463 VICTORY BLVD	12	85
SHELL GAS STATION	12501 VICTORY BLVD	12	88
SERVICE STAITON 3263	5969 LAUREL CANYON BLVD	19	104
JOBE EID HADDAD #14-692	12450 BURBANK BLVD	20	113
CHADS UNOCAL 76	12501 BURBANK BLVD	21	119
UNION OIL SERVICE STATION LEAS	12501 BURBANK BLVD	21	125
GEORGE MIKAELIAN	12634 BURBANK BLVD.	22	126
ELLIOTT EXXON STATION	5544 LAUREL CANYON BLVD	23	127
GALAXY CAR WASH	12444 CHANDLER BLVD	25	135
THRIFTY OIL STN. #135	5212 WHITSETT AVE	27	141

EXECUTIVE SUMMARY

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 12 SWEEPS UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>UNITED EL SEGUNDO, INCORPORATE</i>	<i>12504 VANOWEN ST</i>	<i>5</i>	<i>62</i>
<i>NORTH HOLLYWOOD UNOCAL</i>	<i>12505 VANOWEN ST</i>	<i>5</i>	<i>63</i>
<i>BP WEST COAST PRODUCTS LLC 095</i>	<i>6757 LAUREL CANYON</i>	<i>7</i>	<i>67</i>
<i>MOBIL OIL CO</i>	<i>12409 VICTORY BLVD</i>	<i>12</i>	<i>83</i>
<i>7-ELEVEN STORE #18607 (2144)</i>	<i>12463 VICTORY BLVD</i>	<i>12</i>	<i>84</i>
<i>SHELL GAS STATION</i>	<i>12501 VICTORY BLVD</i>	<i>12</i>	<i>86</i>
<i>EXCEL CLEANERS, ARDASES KALPAK</i>	<i>12450 BURBANK BL</i>	<i>20</i>	<i>111</i>
<i>CHADS UNOCAL 76</i>	<i>12501 BURBANK BLVD</i>	<i>21</i>	<i>119</i>
<i>GALAXY CAR WASH</i>	<i>12444 CHANDLER BLVD</i>	<i>25</i>	<i>136</i>
<i>ABE KMIOTEK/SAM WILCZYNSKI</i>	<i>5353 WILKINSON AVE</i>	<i>26</i>	<i>139</i>
<i>THRIFTY OIL COMPANY</i>	<i>5212 WHITSETT AVE</i>	<i>27</i>	<i>144</i>
<i>ARCO #1680</i>	<i>5158 LAUREL CANYON BLVD</i>	<i>29</i>	<i>152</i>

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, and dated 01/19/2012 has revealed that there are 8 DRYCLEANERS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>PLAZA DISCOUNT DRY CLEANERS</i>	<i>6631 LAUREL CANYON BLVD</i>	<i>10</i>	<i>77</i>
<i>KLEANERETTE DRAPERY CLEANERS</i>	<i>6240 VANTAGE AVE</i>	<i>14</i>	<i>92</i>
<i>GLO TONE CLEANERS</i>	<i>12508 OXNARD ST</i>	<i>18</i>	<i>99</i>
<i>EXCEL CLEANERS</i>	<i>12450 BURBANK</i>	<i>20</i>	<i>107</i>
<i>BLUE JAY CLEANERS</i>	<i>12443 BURBANK BLVD</i>	<i>20</i>	<i>114</i>
<i>THRIFTY CLEANERS</i>	<i>5410 WHITSETT AVE</i>	<i>24</i>	<i>130</i>
<i>TEXACO</i>	<i>12910 MAGNOLIA</i>	<i>28</i>	<i>145</i>
<i>FREDS CLEANERS</i>	<i>5152 WHITSETT</i>	<i>30</i>	<i>157</i>

WIP: Well Investigation Program case in the San Gabriel and San Fernando Valley area.

A review of the WIP list, as provided by EDR, and dated 07/03/2009 has revealed that there are 8 WIP sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>F&H PLATING CO.</i> Facility Status: Backlog Facility Status: Historical	<i>12023 VOSE</i>	<i>4</i>	<i>52</i>
<i>SUPERB CLEANER & ALTERATON</i> Facility Status: Historical	<i>12518 N VANOWEN ST</i>	<i>5</i>	<i>63</i>

EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
BRIEL & SON T.V. SERVICE Facility Status: Historical	12437 VICTORY BLVD	12	83
NACHO'S AUTO INTERIORS Facility Status: Historical	12443 VICTORY BLVD	12	84
KLEANERETTE DRAPERY CLEANERS Facility Status: Active	6240 VANTAGE AVE	14	92
A.E.K. PRINTING Facility Status: Historical	12503 OXNARD ST	18	99
GLO TONE CLEANERS Facility Status: Historical	12508 OXNARD ST	18	99
BLUE JAY CLEANER Facility Status: Historical	12443 N BURBANK BLVD	20	114

ENF: A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

A review of the ENF list, as provided by EDR, and dated 08/15/2011 has revealed that there is 1 ENF site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
F&H PLATING CO.	12023 VOSE	4	52

HAZNET: The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000-1,000,000 annually, representing approximately 350,000-500,000 shipments. Data from non-California manifests & continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, & disposal method. The source is the Department of Toxic Substance Control is the agency

A review of the HAZNET list, as provided by EDR, and dated 12/31/2010 has revealed that there are 19 HAZNET sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
F&H PLATING CO.	12023 VOSE	4	52
LA VANOWEN PARK LIBRARY	12311 VANOWEN ST	6	66
BP WEST COAST PRODUCTS LLC 095	6757 LAUREL CANYON	7	67
PLAZA DISCOUNT DRY CLEANERS	6631 LAUREL CANYON BLVD	10	77
ACTIVITIES FOR RETARDED CHILDR	6446 - 6450 WHITSETT AV	11	81
ACTIVITIES FOR THE RETARDED CH	6450 WHITSETT AVE	11	81
VICTORY BOULEVARD ELEM. SCH. 2	6315 RADFORD AVENUE	13	89
KLEANERETTE DRAPERY CLEANERS	6240 VANTAGE AVE	14	92
TONI PEETE	6261 WHITSETT AVE	15	97
CHURCH OF RELIGIOUS SCIENCE	6149 WHITSETT AVE	16	98
GLO TONE CLEANERS	12508 OXNARD ST	18	99
EXCEL CLEANERS	12450 BURBANK	20	107
BLUE JAY CLEANERS	12443 BURBANK BLVD	20	114
UNOCAL SERVICE STATION #3217	12501 BURBANK BLVD	21	118
TOSCO S.S. #3217	12501 BURBANK BLVD	21	122

EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
THRIFTY CLEANERS	5410 WHITSETT AVE	24	130
THRIFTY CLEANERS	5410 WHITSETT AVE	24	134
THRIFTY #135	5212 WHITSETT AVE	27	142
FREDS CLEANERS	5152 WHITSETT	30	157

EMI: Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies

A review of the EMI list, as provided by EDR, and dated 12/31/2008 has revealed that there are 6 EMI sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
F&H PLATING CO.	12023 VOSE	4	52
PLAZA DISCOUNT DRY CLEANERS	6631 LAUREL CANYON BLVD	10	77
KLEANERETTE DRAPERY CLEANERS	6240 VANTAGE AVE	14	92
GLO TONE CLEANERS	12508 OXNARD ST	18	99
EXCEL CLEANERS, ARDASES KALPAK	12450 BURBANK BL	20	111
FREDS CLEANERS	5152 WHITSETT	30	157

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 03/14/2012 has revealed that there are 8 ENVIROSTOR sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
SAN FERNANDO VALLEY (AREA 1) Status: Active	NORTH HOLLYWOOD WELLFIE	0	3
NICKEL SOLUTION RECYCLING INC. Status: Refer: Other Agency	11940 SHERMAN ROAD	1	47
ELECTROFILM INC Status: * Inactive	7116 LAUREL CANYON BLVD	3	50
F&H PLATING CO. Status: Refer: Other Agency	12023 VOSE	4	52
PROPOSED VALLEY REGION BELLING Status: Certified	6714 VANTAGE AVENUE	8	71
NORTH HOLLYWOOD NEW PRIMARY CE Status: No Further Action	ARCHWOOD STREET/BELLING	9	75
VICTORY BOULEVARD ELEM. SCH. 2 Status: Inactive - Action Required	6315 RADFORD AVENUE	13	89

EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
EXECUTIVE CLEANERS Status: Refer: 1248 Local Agency	12514 RIVERSIDE DR	31	162

HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the HWP list, as provided by EDR, and dated 08/09/2010 has revealed that there is 1 HWP site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
ELECTROFILM INC	7116 LAUREL CANYON BLVD	3	50

EXECUTIVE SUMMARY

Please refer to the end of the findings report for unmapped orphan sites due to poor or inadequate address information.

MAP FINDINGS SUMMARY

<u>Database</u>	<u>Total Plotted</u>
<u>FEDERAL RECORDS</u>	
NPL	1
Proposed NPL	0
Delisted NPL	0
NPL LIENS	0
CERCLIS	1
CERC-NFRAP	0
LIENS 2	0
CORRACTS	0
RCRA-TSDF	0
RCRA-LQG	0
RCRA-SQG	8
RCRA-CESQG	0
RCRA-NonGen	1
US ENG CONTROLS	1
US INST CONTROL	1
ERNS	0
HMIRS	0
DOT OPS	0
US CDL	0
US BROWNFIELDS	0
DOD	0
FUDS	0
LUCIS	0
CONSENT	1
ROD	1
UMTRA	0
DEBRIS REGION 9	0
ODI	0
MINES	0
TRIS	0
TSCA	0
FTTS	0
HIST FTTS	0
SSTS	0
ICIS	0
PADS	0
MLTS	0
RADINFO	0
FINDS	10
RAATS	0
SCRD DRYCLEANERS	0
US HIST CDL	0
PCB TRANSFORMER	0
FEDERAL FACILITY	0
COAL ASH DOE	0
FEMA UST	0
COAL ASH EPA	0
<u>STATE AND LOCAL RECORDS</u>	
HIST Cal-Sites	1

MAP FINDINGS SUMMARY

<u>Database</u>	<u>Total Plotted</u>
CA BOND EXP. PLAN	0
SCH	3
Toxic Pits	0
SWF/LF	0
WDS	0
WMUDS/SWAT	1
NPDES	0
Cortese	1
HIST CORTESE	8
SWRCY	3
LUST	17
CA FID UST	11
SLIC	2
UST	2
HIST UST	12
LIENS	0
SWEEPS UST	12
CHMIRS	0
LDS	0
AST	0
MCS	0
Notify 65	0
DEED	0
VCP	0
DRYCLEANERS	8
WIP	8
CDL	0
ENF	1
RESPONSE	0
HAZNET	19
EMI	6
ENVIROSTOR	8
HAULERS	0
HWP	1
FINANCIAL ASSURANCE	0
MWMP	0
PROC	0
HWT	0

TRIBAL RECORDS

INDIAN RESERV	0
INDIAN ODI	0
INDIAN LUST	0
INDIAN UST	0
INDIAN VCP	0

EDR PROPRIETARY RECORDS

Manufactured Gas Plants	0
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NOTES:

Sites may be listed in more than one database

MAP FINDINGS

Map ID		EDR ID Number
Direction		
Distance		
Distance (ft.)	Site	Database(s) EPA ID Number

NPL Region	SAN FERNANDO VALLEY (AREA 1) NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD, CA 91601 Additional polygons located at: 1 ft.	NPL 1000709322 CERCLIS CAD980894893 US ENG CONTROLS US INST CONTROL CONSENT ROD FINDS HIST Cal-Sites Cortese ENVIROSTOR
-----------------------	--	--

NPL:
 EPA ID: CAD980894893
 EPA Region: 09
 Federal: N
 Final Date: 1986-06-10 00:00:00

Category Details:
 NPL Status: Currently on the Final NPL
 Category Description: Depth To Aquifer-<= 10 Feet
 Category Value: 1

 NPL Status: Currently on the Final NPL
 Category Description: Distance To Nearest Population-> 0 And <= 1/4 Mile
 Category Value: 10

Site Details:
 Site Name: SAN FERNANDO VALLEY (AREA 1)
 Site Status: Final
 Site Zip: 91601
 Site City: NORTH HOLLYWOOD
 Site State: CA
 Federal Site: No
 Site County: LOS ANGELES
 EPA Region: 09
 Date Proposed: 10/15/84
 Date Deleted: Not reported
 Date Finalized: 06/10/86

Substance Details:
 NPL Status: Currently on the Final NPL
 Substance ID: Not reported
 Substance: Not reported
 CAS #: Not reported
 Pathway: Not reported
 Scoring: Not reported

 NPL Status: Currently on the Final NPL
 Substance ID: U044
 Substance: CHLOROFORM
 CAS #: 67-66-3
 Pathway: GROUND WATER PATHWAY
 Scoring: 4

 NPL Status: Currently on the Final NPL
 Substance ID: U210
 Substance: TETRACHLOROETHENE
 CAS #: 127-18-4

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Pathway: GROUND WATER PATHWAY
 Scoring: 2

NPL Status: Currently on the Final NPL
 Substance ID: U211
 Substance: CARBON TETRACHLORIDE
 CAS #: 56-23-5
 Pathway: GROUND WATER PATHWAY
 Scoring: 4

NPL Status: Currently on the Final NPL
 Substance ID: U228
 Substance: TRICHLOROETHYLENE (TCE)
 CAS #: 79-01-6
 Pathway: GROUND WATER PATHWAY
 Scoring: 2

Summary Details:

Conditions at proposal October 15, 1984): San Fernando Valley Area 1) is an area of contaminated ground water in the vicinity of the North Hollywood section of the City of Los Angeles, Los Angeles County, California. This area is part of the San Fernando Valley Basin, a natural underground reservoir that represents an important source of drinking water for at least 3 million people in the Los Angeles metropolitan area. The contaminated ground water, which underlies an area of approximately 5,156 acres, contains trichloroethylene (TCE) and perchloroethylene (PCE), and to a lesser extent, carbon tetrachloride and chloroform, according to analyses conducted by the California Department of Health Services, as well as numerous local government agencies. The State s recommended drinking water guideline for TCE and PCE 5 and 4 parts per billion respectively) are exceeded in a number of public wells in this area. To alleviate this contamination, wells are either taken out of service or blended with water from clean sources to ensure that the public receives water with TCE/PCE concentrations below the State s guidelines. Status June 10, 1986): EPA and the Los Angeles Department of Water and Power are entering into a cooperative agreement for a remedial investigation of the San Fernando Valley Basin and a feasibility study targeted at Area 1, the most contaminated area. The RI is scheduled to begin in early 1986.

Site Status Details:

NPL Status: Final
 Proposed Date: 10/15/1984
 Final Date: 06/10/1986
 Deleted Date: Not reported

Narratives Details:

NPL Name: SAN FERNANDO VALLEY (AREA 1)
 City: NORTH HOLLYWOOD
 State: CA

CERCLIS:

Site ID: 0902251
 EPA ID: CAD980894893
 Facility County: LOS ANGELES
 Short Name: SAN FERNANDO VALLEY (AREA

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Congressional District: 27
 IFMS ID: 0959
 SMSA Number: 4480
 USGC Hydro Unit: 18070105
 Federal Facility: Not a Federal Facility
 DMNSN Number: 9336.00000
 Site Orphan Flag: N
 RCRA ID: Not reported
 USGS Quadrangle: Not reported
 Site Init By Prog: Not reported
 NFRAP Flag: Not reported
 Parent ID: Not reported
 RST Code: I
 EPA Region: 09
 Classification: Wells
 Site Settings Code: UR
 NPL Status: Currently on the Final NPL
 DMNSN Unit Code: ACRE
 RBRAC Code: Not reported
 RResp Fed Agency Code: Not reported
 Non NPL Status: Not reported
 Non NPL Status Date: Not reported
 Site Fips Code: 06037
 CC Concurrence Date: Not reported
 CC Concurrence FY: Not reported
 Alias EPA ID: Not reported
 Site FUDS Flag: Not reported

CERCLIS Site Contact Name(s):

Contact ID: 9271184.00000
 Contact Name: Karen Jurist
 Contact Tel: (415) 972-3219
 Contact Title: Site Assessment Manager (SAM)
 Contact Email: Not reported

Contact ID: 13002785.00000
 Contact Name: Kelly Manheimer
 Contact Tel: (415) 972-3290
 Contact Title: Remedial Project Manager (RPM)
 Contact Email: Not reported

Contact ID: 13002702.00000
 Contact Name: Zizi Searles
 Contact Tel: (415) 972-3178
 Contact Title: Remedial Project Manager (RPM)
 Contact Email: Not reported

Contact ID: 13003854.00000
 Contact Name: Leslie Ramirez
 Contact Tel: (415) 972-3978
 Contact Title: Site Assessment Manager (SAM)
 Contact Email: Not reported

Contact ID: 13003858.00000
 Contact Name: Sharon Murray
 Contact Tel: (415) 972-4250
 Contact Title: Site Assessment Manager (SAM)

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Contact Email: Not reported

Contact ID: 13004003.00000
 Contact Name: Carl Brickner
 Contact Tel: Not reported
 Contact Title: Site Assessment Manager (SAM)
 Contact Email: Not reported

Contact ID: 13002904.00000
 Contact Name: Lisa Hanusiak
 Contact Tel: (415) 972-3152
 Contact Title: Remedial Project Manager (RPM)
 Contact Email: Not reported

CERCLIS Site Alias Name(s):

Alias ID: 101
 Alias Name: SAN FERNANDO VALLEY- N HOLLYWOOD WELLFLD
 Alias Address: Not reported
 NORTH HOLLYWOOD & BURBANK, CA 91600

Alias ID: 201
 Alias Name: NORTH HOLLYWOOD OPERABLE UNIT
 Alias Address: Not reported
 CA

Alias ID: 301
 Alias Name: BURBANK OPERABLE UNIT
 Alias Address: Not reported
 CA

Alias ID: 302
 Alias Name: SAN FERNANDO VALLEY (AREA 1)
 Alias Address: NORTH HOLLYWOOD WELLFIELD AREA
 NORTH HOLLYWOOD, CA 91601

Alias ID: 303
 Alias Name: SAN FERNANDO VALLEY (AREA 1)
 Alias Address: NORTH HOLLYWOOD WELLFIELD AREA
 LOS ANGELES, CA 91601

Alias ID: 201
 Alias ID: 301
 Alias Comments: OPERABLE UNIT 1* BURBANK WELL FIELD IN VICINITY OF BURBANK AIRPORT &
 FACILITY. * OPERABLE UNIT 2.
 * BURBANK/LOCKHEED OPERABLE UNIT.

Site Description: The North Hollywood Operable Unit (NHOU) is one of two geographically-defined operable units within the San Fernando Valley (SFV) (Area 1) Superfund Site. The NHOU comprises approximately 4 square miles of contaminated groundwater underlying an area of mixed industrial, commercial, and residential land use in the community of North Hollywood (a district of the City of Los Angeles). The NHOU is approximately 15 miles north of downtown Los Angeles and immediately west of the City of Burbank, and has approximate Site boundaries of Sun Valley and Interstate 5 to the north, State Highway 170 and Lankershim Boulevard to the west, the Burbank Airport to the east, and Burbank Boulevard to the south. The EPA is the lead agency for the current and planned future groundwater remedial activities at the NHOU. The EPA's response activities at the NHOU are and have been conducted under the authority established in the federal Superfund law, the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended, 42 U.S.C. Section 9601 et seq. The lead state agency is the California Department of Toxic Substances Control (DTSC). The Los Angeles Regional Water Quality Control Board (RWQCB) has provided and continues to provide substantial support, particularly with the investigation

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)Site

EDR ID Number
EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

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and cleanup of sources of contamination in the SFV. The expected source of cleanup monies for the NHOU is an enforcement settlement with the Potentially Responsible Parties (PRPs). Prior to World War II, most land in the SFV was occupied by farms, orchards, and rangeland. By 1949, after the war, nearly all the land in Burbank and North Hollywood was occupied by housing developments, industrial facilities, retail establishments, and the Burbank Airport. Accompanying these land use changes in the 1940s was a substantial increase in population and groundwater withdrawals from the SFV. In the 1950s, the North Hollywood, Erwin, Whitnall, and Verdugo Well Fields were constructed by the Los Angeles Department of Water and Power (LADWP) in the North Hollywood area to meet the increasing demand for water. In 1968, groundwater withdrawals from the SFV were reduced to achieve "safe yield" from the basin, and more surface water was imported to the basin from external sources. In 1979, industrial contamination was found in groundwater in the San Gabriel Valley (to the east of the SFV), prompting the California Department of Public Health (CDPH; formerly the California Department of Health Services) to request that all major water providers in the region, including those in the SFV, sample and analyze groundwater for potential industrial contaminants. Trichloroethylene (TCE) and tetrachloroethylene (PCE) were consistently detected in a large number of production wells in the SFV at concentrations greater than Federal and State Maximum Contaminant Levels (MCLs) for drinking water. TCE and PCE were widely used in the San Fernando Valley starting in the 1940s for dry cleaning and for degreasing machinery. Disposal was not well regulated at that time, and releases volatile organic compound (VOC)-contaminated groundwater that extends from the NHOU to the southeast. To replace wells within the NHOU area contaminated by TCE and PCE, and to provide more operational flexibility for groundwater recharge and pumping in the SFV, LADWP constructed the Rinaldi-Toluca Well Field in 1988 and 1989, and the Tujung Well Field in 1993. Based on the significant levels of groundwater contamination present in the SFV and the impact of that contamination on numerous municipal water supply wells, EPA added four SFV Sites to the National Priorities List (NPL) in 1986 and defined them as areas of regional groundwater contamination. Three of the four Sites (Areas 1, 2 and 4) are contiguous areas within whose boundaries are well fields that serve the water supply systems for the cities of Los Angeles, Burbank and Glendale. There is a large, continuous plume of groundwater contamination that runs through these three Sites. The fourth Site, Area 3, lies in the Verdugo basin, a geographically separate area of the eastern San Fernando Valley. In the SFV Area 1 Site, located at the upgradient end of the contaminated groundwater plume, the selection and implementation of the initial interim remedy - the Existing NHOU Extraction and Treatment System - for the LADWP's North Hollywood well field was given fast-track status because of the potential for contamination to spread to other well fields and areas of uncontaminated groundwater. In 1986, LADWP completed the Operable Unit Feasibility Study for the North Hollywood Well Field Area of the North Hollywood-Burbank NPL Site, which was the basis for selection and implementation of the Existing NHOU Extraction and Treatment System. The 1987 Record of Decision (ROD) for the Site selected the Existing NHOU Extraction and Treatment System as an interim groundwater containment remedy. In 1989, LADWP constructed the Existing NHOU Extraction and Treatment System with financial support from EPA. The Existing NHOU Extraction and Treatment System consists of eight groundwater extraction wells (NHE-1 through NHE-8), an air-stripping treatment system to remove VOCs from the extracted groundwater, activated carbon filters to remove VOCs from the air stream, and ancillary equipment. The treated groundwater is discharged into an LADWP blending facility where it is combined with water from other sources before entering the LADWP water supply system. The Existing NHOU Extraction and Treatment System commenced operation in December 1989 and remains in operation today. In

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

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1989, EPA issued a ROD for the Burbank OU (BOU) of the SFV Area 1 Site. That ROD also selected an interim remedy (containment) for the VOC-contaminated groundwater within the Burbank area, where ten of the city's water supply wells had been shut down due to contamination. The BOU remedy, which provides treated water for the City of Burbank's water supply system, began operation in 1996 and remains in operation to this day. In December 1992, a remedial investigation (RI) for the SFV groundwater basin, including installation and subsequent regular monitoring of 84 groundwater wells, was completed under a cooperative agreement between EPA and the LADWP. The RI was conducted to evaluate the groundwater quality throughout the SFV basin and assist in identifying the best treatment method(s) and optimal locations to install groundwater treatment systems to address the SFV groundwater contamination. EPA listed the SFV Sites as groundwater only, with the intent to focus on addressing the regional groundwater contamination, with an agreement with the state agencies to address the sources. From the late 1980s to late 1990s, EPA provided funds to RWQCB to conduct assessments of facilities in the SFV to determine the extent of solvent usage and to assess past and current chemical handling, storage, and disposal practices. These investigations were conducted pursuant to RWQCB's Well Investigation Program and resulted in source remediation activities under RWQCB oversight at several facilities within the SFV, including two within the NHOU. Source investigations and remediation activities are currently in progress under the lead of RWQCB and DTSC. In 1993, 1998, 2003, and 2008, EPA conducted five-year reviews (as required by CERCLA) to evaluate the protectiveness of the NHOU interim remedy. The Third NHOU Five-Year Review reported that the TCE and PCE groundwater plume that the remedy was designed to capture was migrating vertically and laterally beyond the remedy's zone of hydraulic control. This conclusion was based largely on EPA's evaluation of the current NHOU groundwater conditions and LADWP findings in the Draft Evaluation of the North Hollywood Operable Unit and Options to Enhance Its Effectiveness. The Final Evaluation of the North Hollywood Operable Unit and Options to Enhance Its Effectiveness also raised concerns regarding detections of total chromium and hexavalent chromium in extraction well NHE-2 of the NHOU interim remedy. Well NHE-2 is located just a short distance from the former Bendix facility, one of the major VOC sources in the NHOU. In July 2006, after a year of unusually high rainfall and rising groundwater levels in the SFV, the total chromium concentration detected at NHOU extraction well NHE-2 began to increase. Chromium was used in the metal plating and aerospace industry (metal fabrication), as well as for corrosion inhibition in industrial cooling towers, from the 1940s through the 1980s. It was also used extensively at the former Bendix facility. In 2007, the elevated concentrations of chromium at well NHE-2 caused total chromium concentrations in the combined NHOU treatment system effluent to exceed 30 micrograms per liter (ug/L) (60 percent of the state MCL). As a result, CDPH advised LADWP to shut down well NHE-2 or divert the water produced by the well to a nonpotable use. Chromium concentrations at this well have subsequently ranged from approximately 280 to 440 ug/L. In addition, 1, 4-dioxane was detected at well NHE-2 during 2007 and 2008 at concentrations ranging from 4 to 7 ug/L. There is no MCL for 1, 4-dioxane, but the CDPH notification level for 1, 4-dioxane is 3 ug/L. Extraction well NHE-2 remained shut down until September 2008, when the installation of a wellhead VOC treatment unit and modification of the discharge piping were completed, which allowed this well to return to service. The NHE-2 effluent, which still contains elevated levels of chromium, is currently discharged to the Los Angeles Bureau of Sanitation sewer system. This work was conducted by Honeywell International (a corporate successor to Bendix) as an interim measure, pursuant to a Cleanup and Abatement Order (CAO) from RWQCB that requires Honeywell to clean up the chromium contamination and to restore lost water caused by the

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

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shut down of well NHE-2. A long-term wellhead treatment system for well NHE-2, including treatment for chromium and, if necessary, 1,4-dioxane, to meet drinking water standards is expected to be implemented pursuant to the RWQCB CAO prior to the implementation of the NHOU Second Interim Remedy. Following construction and start up of the Existing NHOU Extraction and Treatment System, EPA issued general and special notice letters to PRPs. In 1996 and 1997, EPA reached two separate settlements with PRPs in which the settling parties agreed to pay EPA's past costs and fund operation of the Existing NHOU Extraction and Treatment System for the remainder of its fifteen-year term. In 2008, when the funds collected pursuant to the 1996 and 1997 settlements were close to being exhausted, EPA entered into an administrative order on consent with a number of parties from 1996 and 1997 settlements and issued a unilateral administrative order to the remaining viable parties in order to secure funding to continue operating the Existing NHOU Extraction and Treatment System until the Second Interim Remedy is constructed and operational. In preparation for the selection and implementation of the Second Interim Remedy, EPA has conducted additional PRP search activity. The RWQCB has issued CAOs to two parties in the NHOU. In December 1987, Lockheed was issued a CAO directing it to remediate contaminated soil and groundwater at Plant B-1 (in the BOU) and to complete a comprehensive Site assessment at all of Lockheed's other Burbank Airport facilities, including Plants B5 and C1 (in the NHOU), to determine the sources and extent of soil and groundwater contamination. The RWQCB issued a CAO in February 2003 to Honeywell International, Inc., for VOC and chromium contamination in groundwater at the former Bendix facility in North Hollywood. This CAO was amended in April 2007 to include investigation and mitigation of emerging contaminants at the former Bendix facility and to address elevated chromium concentrations at NHOU extraction well NHE-2. The land use in the SFV Area 1 Site, including the NHOU, consists of mixed residential, industrial, and commercial use. The SFV is fully developed and land uses in the NHOU are not expected to change significantly in the next 20 years or longer. The SFV groundwater basin is an important source of drinking water for the Los Angeles metropolitan area, including the cities of Los Angeles, Glendale, Burbank, and San Fernando. The SFV is located in the Upper Los Angeles River Area (ULARA), which is under adjudicated water rights regulated by the ULARA Watermaster. Through court action in 1975, the City of Los Angeles was granted rights to all groundwater in the San Fernando Basin that is derived from precipitation within ULARA. There are a number of production well fields in the eastern SFV, including six LADWP well fields located in or near the NHOU. The output from the existing NHOU remedy accounts for approximately 1 to 2 percent of LADWP's total extraction from the SFV groundwater basin. The need for drinking water development in the eastern SFV, including the NHOU, is expected to increase over the next 20 years as restrictions on importing water to Southern California increase and imported water becomes more expensive. An Interim ROD addressing Operable Unit 4 was completed in September 2009.

CERCLIS Assessment History:

Action Code:	001
Action:	DISCOVERY
Date Started:	Not reported
Date Completed:	12/01/1983
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	State, Fund Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

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For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: PRELIMINARY ASSESSMENT
 Date Started: Not reported
 Date Completed: 04/01/1984
 Priority Level: Higher priority for further assessment
 Operable Unit: SITEWIDE
 Primary Responsibility: State, Fund Financed
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: HAZARD RANKING SYSTEM PACKAGE
 Date Started: Not reported
 Date Completed: 04/01/1984
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: State, Fund Financed
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: SITE INSPECTION
 Date Started: Not reported
 Date Completed: 04/01/1984
 Priority Level: Higher priority for further assessment
 Operable Unit: SITEWIDE
 Primary Responsibility: State, Fund Financed
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: PROPOSAL TO NATIONAL PRIORITIES LIST
 Date Started: Not reported
 Date Completed: 10/15/1984
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

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Action Code: 001
 Action: NATIONAL PRIORITIES LIST RESPONSIBLE PARTY SEARCH
 Date Started: 09/30/1984
 Date Completed: 08/15/1985
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
 Action: COMBINED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
 Date Started: 08/16/1985
 Date Completed: Not reported
 Priority Level: Not reported
 Operable Unit: BASINWIDE
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: TECHNICAL ASSISTANCE
 Date Started: 09/30/1985
 Date Completed: Not reported
 Priority Level: Not reported
 Operable Unit: BASINWIDE
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: FINAL LISTING ON NATIONAL PRIORITIES LIST
 Date Started: Not reported
 Date Completed: 06/10/1986
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
 Action: RECORD OF DECISION
 Date Started: Not reported
 Date Completed: 09/24/1987
 Priority Level: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Operable Unit: NORTH HOLLYWOOD
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: REMEDIAL DESIGN
 Date Started: 04/01/1987
 Date Completed: 09/24/1987
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD
 Primary Responsibility: State, Fund Financed
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: COMBINED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
 Date Started: 08/16/1985
 Date Completed: 09/24/1987
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD
 Primary Responsibility: State, Fund Financed
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
 Action: Notice Letters Issued
 Date Started: Not reported
 Date Completed: 08/24/1988
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
 Action: Notice Letters Issued
 Date Started: Not reported
 Date Completed: 04/13/1989
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
 Action: RECORD OF DECISION
 Date Started: Not reported
 Date Completed: 06/30/1989
 Priority Level: Not reported
 Operable Unit: BURBANK
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: Special Notice Issued
 Date Started: Not reported
 Date Completed: 06/30/1989
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
 Action: COMBINED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
 Date Started: 01/15/1988
 Date Completed: 06/30/1989
 Priority Level: Not reported
 Operable Unit: BURBANK
 Primary Responsibility: State, Fund Financed
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
 Action: Special Notice Issued
 Date Started: Not reported
 Date Completed: 05/04/1990
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Action: REMOVAL ASSESSMENT
 Date Started: 08/29/1990
 Date Completed: 08/29/1990
 Priority Level: Not reported
 Operable Unit: BURBANK
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: Notice Letters Issued
 Date Started: Not reported
 Date Completed: 08/30/1990
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: UNILATERAL ADMIN ORDER
 Date Started: Not reported
 Date Completed: 08/30/1990
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: Explanation Of Significant Differences
 Date Started: Not reported
 Date Completed: 11/12/1990
 Priority Level: Not reported
 Operable Unit: BURBANK
 Primary Responsibility: Not reported
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
 Action: Special Notice Issued
 Date Started: Not reported
 Date Completed: 11/20/1990
 Priority Level: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: REMEDIAL DESIGN/REMEDIAL ACTION NEGOTIATIONS
 Date Started: 05/04/1989
 Date Completed: 03/28/1991
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: REMOVAL COMMUNITY RELATIONS
 Date Started: 09/11/1990
 Date Completed: 05/23/1991
 Priority Level: Not reported
 Operable Unit: BURBANK
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: REMOVAL
 Date Started: 08/27/1990
 Date Completed: 05/23/1991
 Priority Level: Cleaned up
 Operable Unit: BURBANK
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Primary
 Urgency Indicator: Time Critical
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
 Action: REMOVAL ASSESSMENT
 Date Started: 06/17/1991
 Date Completed: 06/17/1991
 Priority Level: Not reported
 Operable Unit: BURBANK
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Primary
 Urgency Indicator: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: REMEDIAL ACTION
 Date Started: 08/06/1987
 Date Completed: 09/04/1991
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD
 Primary Responsibility: State, Fund Financed
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
 Action: NATIONAL PRIORITIES LIST RESPONSIBLE PARTY SEARCH
 Date Started: 08/16/1990
 Date Completed: 09/30/1991
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: CONSENT DECREE
 Date Started: 03/28/1991
 Date Completed: 03/25/1992
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
 Action: UNILATERAL ADMIN ORDER
 Date Started: Not reported
 Date Completed: 03/26/1992
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Action Code: 001
 Action: ECOLOGICAL RISK ASSESSMENT
 Date Started: Not reported
 Date Completed: 12/15/1992
 Priority Level: Not reported
 Operable Unit: BASINWIDE
 Primary Responsibility: State, Fund Financed
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: RISK/HEALTH ASSESSMENT
 Date Started: Not reported
 Date Completed: 12/15/1992
 Priority Level: Not reported
 Operable Unit: BASINWIDE
 Primary Responsibility: State, Fund Financed
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: PREPARATION OF COST DOCUMENT PACKAGE
 Date Started: Not reported
 Date Completed: 06/17/1993
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
 Action: NATIONAL PRIORITIES LIST RESPONSIBLE PARTY SEARCH
 Date Started: 09/25/1989
 Date Completed: 06/30/1993
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: FIVE-YEAR REVIEW
 Date Started: 07/08/1993
 Date Completed: 07/08/1993
 Priority Level: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Operable Unit: NORTH HOLLYWOOD
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
 Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
 Date Started: 07/27/1992
 Date Completed: 11/22/1993
 Priority Level: Not reported
 Operable Unit: BURBANK
 Primary Responsibility: Responsible Party
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
 Date Started: 03/25/1992
 Date Completed: 11/22/1993
 Priority Level: Not reported
 Operable Unit: BURBANK
 Primary Responsibility: Responsible Party
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Phased Completion

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
 Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL ACTION
 Date Started: 11/22/1993
 Date Completed: Not reported
 Priority Level: Not reported
 Operable Unit: BURBANK
 Primary Responsibility: Responsible Party
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Phased Completion

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL ACTION
 Date Started: 11/22/1993
 Date Completed: Not reported
 Priority Level: Not reported
 Operable Unit: BURBANK
 Primary Responsibility: Responsible Party
 Planning Status: Primary
 Urgency Indicator: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Action Anomaly: Phased Completion

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
 Action: UNILATERAL ADMIN ORDER
 Date Started: Not reported
 Date Completed: 02/18/1994
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
 Action: PREPARATION OF COST DOCUMENT PACKAGE
 Date Started: 03/24/1994
 Date Completed: 06/24/1994
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL INVESTIGATION/FEASIBILITY STUDY
 Date Started: 02/18/1994
 Date Completed: 09/09/1994
 Priority Level: Not reported
 Operable Unit: BASINWIDE
 Primary Responsibility: Responsible Party
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL INVESTIGATION
 Date Started: 02/18/1994
 Date Completed: 09/09/1994
 Priority Level: Not reported
 Operable Unit: BASINWIDE
 Primary Responsibility: Responsible Party
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Action Code: 003
 Action: PREPARATION OF COST DOCUMENT PACKAGE
 Date Started: 09/04/1994
 Date Completed: 02/13/1995
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
 Action: PREPARATION OF COST DOCUMENT PACKAGE
 Date Started: 10/17/1995
 Date Completed: 01/26/1996
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
 Action: Lodged By DOJ
 Date Started: Not reported
 Date Completed: 02/21/1996
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: Lodged By DOJ
 Date Started: Not reported
 Date Completed: 03/14/1996
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 005
 Action: CONSENT DECREE
 Date Started: 01/02/1996
 Date Completed: 07/01/1996
 Priority Level: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
 Action: CONSENT DECREE
 Date Started: 02/12/1996
 Date Completed: 08/01/1996
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: COST RECOVERY NEGOTIATIONS
 Date Started: 07/16/1993
 Date Completed: 01/14/1997
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: SECTION 107 LITIGATION
 Date Started: 03/19/1993
 Date Completed: 01/14/1997
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
 Action: Explanation Of Significant Differences
 Date Started: Not reported
 Date Completed: 02/12/1997
 Priority Level: Not reported
 Operable Unit: BURBANK
 Primary Responsibility: Not reported
 Planning Status: Not reported
 Urgency Indicator: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
 Action: Lodged By DOJ
 Date Started: Not reported
 Date Completed: 02/18/1997
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
 Action: Lodged By DOJ
 Date Started: Not reported
 Date Completed: 02/18/1997
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 006
 Action: CONSENT DECREE
 Date Started: 01/14/1997
 Date Completed: 05/14/1997
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 007
 Action: CONSENT DECREE
 Date Started: Not reported
 Date Completed: 05/14/1997
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Action Code: 002
 Action: REMEDIAL DESIGN/REMEDIAL ACTION NEGOTIATIONS
 Date Started: 05/04/1994
 Date Completed: 08/07/1997
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
 Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL ACTION
 Date Started: 09/30/1997
 Date Completed: Not reported
 Priority Level: Not reported
 Operable Unit: BURBANK
 Primary Responsibility: Responsible Party
 Planning Status: Primary
 Urgency Indicator: Long Term Action
 Action Anomaly: Phased Start

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
 Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
 Date Started: 03/25/1992
 Date Completed: 09/30/1997
 Priority Level: Not reported
 Operable Unit: BURBANK
 Primary Responsibility: Responsible Party
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Phased Start

For detailed financial records, contact EDR for a Site Report.:

Action Code: 005
 Action: Lodged By DOJ
 Date Started: Not reported
 Date Completed: 03/17/1998
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
 Action: CONSENT DECREE
 Date Started: 08/07/1997
 Date Completed: 06/22/1998
 Priority Level: Not reported
 Operable Unit: SITEWIDE

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Primary Responsibility: Federal Enforcement
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: ADMINISTRATIVE ORDER ON CONSENT
 Date Started: Not reported
 Date Completed: 06/30/1998
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
 Action: FIVE-YEAR REVIEW
 Date Started: Not reported
 Date Completed: 08/17/1998
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
 Action: ADMINISTRATIVE ORDER ON CONSENT
 Date Started: Not reported
 Date Completed: 12/30/1998
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: OPERATIONS AND MAINTENANCE
 Date Started: 12/01/1999
 Date Completed: Not reported
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD
 Primary Responsibility: Responsible Party
 Planning Status: Not reported
 Urgency Indicator: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: LONG TERM RESPONSE ACTION
 Date Started: 12/01/1989
 Date Completed: 12/01/1999
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD
 Primary Responsibility: State, Fund Financed
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
 Action: FIVE-YEAR REVIEW
 Date Started: 06/20/2003
 Date Completed: 09/30/2003
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 005
 Action: FIVE-YEAR REVIEW
 Date Started: 04/15/2004
 Date Completed: 09/30/2004
 Priority Level: Not reported
 Operable Unit: BURBANK
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
 Action: UNILATERAL ADMIN ORDER
 Date Started: Not reported
 Date Completed: 03/29/2007
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: Notice of Intent by All Parties
 Date Started: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Date Completed: 03/29/2007
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD
 Primary Responsibility: Not reported
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
 Action: ADMINISTRATIVE ORDER ON CONSENT
 Date Started: Not reported
 Date Completed: 09/16/2008
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: NEGOTIATION (GENERIC)
 Date Started: Not reported
 Date Completed: 09/16/2008
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 005
 Action: UNILATERAL ADMIN ORDER
 Date Started: Not reported
 Date Completed: 09/18/2008
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
 Action: FIVE-YEAR REVIEW
 Date Started: Not reported
 Date Completed: 09/30/2008
 Priority Level: Not reported
 Operable Unit: SITEWIDE
 Primary Responsibility: EPA Fund-Financed

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: FEASIBILITY STUDY
 Date Started: 01/23/2006
 Date Completed: 09/30/2009
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD 2ND REMEDY
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
 Action: RECORD OF DECISION
 Date Started: Not reported
 Date Completed: 09/30/2009
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD 2ND REMEDY
 Primary Responsibility: EPA Fund-Financed
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
 Action: ADMINISTRATIVE ORDER ON CONSENT
 Date Started: Not reported
 Date Completed: 12/29/2009
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD 2ND REMEDY
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
 Action: CLAIM IN BANKRUPTCY PROCEEDING
 Date Started: 07/02/2009
 Date Completed: 04/23/2010
 Priority Level: Not reported
 Operable Unit: BURBANK
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Action Code: 004
 Action: Special Notice Issued
 Date Started: Not reported
 Date Completed: 07/01/2010
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD 2ND REMEDY
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
 Action: REMEDIAL DESIGN/REMEDIAL ACTION NEGOTIATIONS
 Date Started: 07/01/2010
 Date Completed: 02/14/2011
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD 2ND REMEDY
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 006
 Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
 Date Started: 02/14/2011
 Date Completed: Not reported
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD 2ND REMEDY
 Primary Responsibility: Responsible Party
 Planning Status: Primary
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 005
 Action: ADMINISTRATIVE ORDER ON CONSENT
 Date Started: Not reported
 Date Completed: 02/14/2011
 Priority Level: Not reported
 Operable Unit: NORTH HOLLYWOOD 2ND REMEDY
 Primary Responsibility: Federal Enforcement
 Planning Status: Not reported
 Urgency Indicator: Not reported
 Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Federal Register Details:
 Fed Register Date: 06/10/1986
 Fed Register Volume: 51
 Page Number: 21054

 Fed Register Date: 10/15/1984

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Fed Register Volume: 49
 Page Number: 40320

[Click this hyperlink](#) while viewing on your computer to access
 2463 additional US CERCLIS Financial: record(s) in the EDR Site Report.

US ENG CONTROLS:

EPA ID: CAD980894893
 Site ID: 0902251
 Name: SAN FERNANDO VALLEY (AREA 1)
 Address: NORTH HOLLYWOOD WELLFIELD AREA
 NORTH HOLLYWOOD, CA 91601
 EPA Region: 09
 County: LOS ANGELES
 Event Code: Not reported
 Actual Date: Not reported

Action ID: 001
 Action Name: Explanation Of Significant Differences
 Action Completion date: 19901112
 Operable Unit: 03
 Contaminated Media : Groundwater
 Engineering Control: Reinjection

Action ID: 001
 Action Name: Explanation Of Significant Differences
 Action Completion date: 19901112
 Operable Unit: 03
 Contaminated Media : Groundwater
 Engineering Control: Treatment, (N.O.S.)

Action ID: 002
 Action Name: Explanation Of Significant Differences
 Action Completion date: 19970212
 Operable Unit: 03
 Contaminated Media : Groundwater
 Engineering Control: Non-fundamental change (ESD)

Action ID: 002
 Action Name: RECORD OF DECISION
 Action Completion date: 19890630
 Operable Unit: 03
 Contaminated Media : Groundwater
 Engineering Control: Air Stripping

Action ID: 002
 Action Name: RECORD OF DECISION
 Action Completion date: 19890630
 Operable Unit: 03
 Contaminated Media : Groundwater
 Engineering Control: Extraction

Action ID: 002
 Action Name: RECORD OF DECISION
 Action Completion date: 19890630
 Operable Unit: 03

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Contaminated Media : Groundwater
 Engineering Control: Reuse as Drinking Water

Action ID: 002
 Action Name: RECORD OF DECISION
 Action Completion date: 19890630
 Operable Unit: 03
 Contaminated Media : Groundwater
 Engineering Control: Treatment, (N.O.S.)

Action ID: 003
 Action Name: RECORD OF DECISION
 Action Completion date: 19870924
 Operable Unit: 02
 Contaminated Media : Groundwater
 Engineering Control: Aeration

Action ID: 003
 Action Name: RECORD OF DECISION
 Action Completion date: 19870924
 Operable Unit: 02
 Contaminated Media : Groundwater
 Engineering Control: Carbon Adsorption

Action ID: 003
 Action Name: RECORD OF DECISION
 Action Completion date: 19870924
 Operable Unit: 02
 Contaminated Media : Groundwater
 Engineering Control: Containment, (N.O.S.)

Action ID: 003
 Action Name: RECORD OF DECISION
 Action Completion date: 19870924
 Operable Unit: 02
 Contaminated Media : Groundwater
 Engineering Control: Discharge

Action ID: 003
 Action Name: RECORD OF DECISION
 Action Completion date: 19870924
 Operable Unit: 02
 Contaminated Media : Groundwater
 Engineering Control: Extraction

Action ID: 004
 Action Name: RECORD OF DECISION
 Action Completion date: 20090930
 Operable Unit: 04
 Contaminated Media : Groundwater
 Engineering Control: Air Stripping

Action ID: 004
 Action Name: RECORD OF DECISION
 Action Completion date: 20090930
 Operable Unit: 04
 Contaminated Media : Groundwater

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Engineering Control: Extraction

Action ID: 004
 Action Name: RECORD OF DECISION
 Action Completion date: 20090930
 Operable Unit: 04
 Contaminated Media : Groundwater
 Engineering Control: Filtration

Action ID: 004
 Action Name: RECORD OF DECISION
 Action Completion date: 20090930
 Operable Unit: 04
 Contaminated Media : Groundwater
 Engineering Control: Ion Exchange

Action ID: 004
 Action Name: RECORD OF DECISION
 Action Completion date: 20090930
 Operable Unit: 04
 Contaminated Media : Groundwater
 Engineering Control: Liquid Phase Carbon Adsorption

Action ID: 004
 Action Name: RECORD OF DECISION
 Action Completion date: 20090930
 Operable Unit: 04
 Contaminated Media : Groundwater
 Engineering Control: Monitoring

Action ID: 004
 Action Name: RECORD OF DECISION
 Action Completion date: 20090930
 Operable Unit: 04
 Contaminated Media : Groundwater
 Engineering Control: Well Head Treatment

US INST CONTROL:

EPA ID: CAD980894893
 Site ID: 0902251
 Name: SAN FERNANDO VALLEY (AREA 1)
 Action Name: RECORD OF DECISION
 Address: NORTH HOLLYWOOD WELLFIELD AREA
 NORTH HOLLYWOOD, CA 91601

EPA Region: 09
 County: LOS ANGELES
 Event Code: Not reported
 Inst. Control: Groundwater use/well drilling regulation
 Actual Date: Not reported
 Complet. Date: 09/30/2009
 Operable Unit: 04
 Contaminated Media : Groundwater

CONSENT:

EPA ID: CAD980894893

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Site ID: Not reported
 Case Title: U.S. V. ALLIED-SIGNAL, ET AL.
 Court Num: 93-6490
 District: California, Cent
 Entered Date: 19970514
 Full-text of the consent decree for this site issued by the United States District Court is available from EDR. Contact your EDR Account Executive.

ROD: Full-text of USEPA Record of Decision(s) is available from EDR.

FINDS:

Registry ID: 110009267961

Environmental Interest/Information System

California Department of Toxic Substances Control EnviroStor System (DTSC-EnviroStor) is an online search and Geographic Information System (GIS) tool for identifying sites that have known contamination or sites for which there may be reasons to investigate further. The EnviroStor database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites.

CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) is the Superfund database that is used to support management in all phases of the Superfund program. The system contains information on all aspects of hazardous waste sites, including an inventory of sites, planned and actual site activities, and financial information.

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

Calsite:

Facility ID: 19990011
 Region: 3
 Region Name: GLENDALE
 Branch: SA
 Branch Name: SO CAL - GLENDALE
 File Name: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

State Senate District: 05151996
 Status: ANNUAL WORKPLAN (AWP) - ACTIVE SITE
 Status Name: ANNUAL WORKPLAN - ACTIVE SITE
 Lead Agency: EPA
 Lead Agency: ENVIRONMENTAL PROTECTION AGENCY
 Facility Type: NPJF
 Type Name: NPL SITE, JOINT STATE/FEDERAL-FUNDED
 NPL: Listed
 SIC Code: 99
 SIC Name: NONCLASSIFIABLE ESTABLISHMENTS
 Access: Not reported
 Cortese: Not reported
 Hazardous Ranking Score: Not reported
 Date Site Hazard Ranked: Not reported
 Groundwater Contamination: Confirmed
 Staff Member Responsible for Site: TYARGEAU
 Supervisor Responsible for Site: Not reported
 Region Water Control Board: LA
 Region Water Control Board Name: LOS ANGELES
 Lat/Long Direction: Not reported
 Lat/Long (dms): 0 0 0 / 0 0 0
 Lat/long Method: Not reported
 Lat/Long Description: Not reported
 State Assembly District Code: 43
 State Senate District Code: 20
 Facility ID: 19990011
 Activity: RAP
 Activity Name: REMEDIAL ACTION PLAN / RECORD OF DECISION
 AWP Code: NH
 Proposed Budget: 0
 AWP Completion Date: Not reported
 Revised Due Date: Not reported
 Comments Date: 09301987
 Est Person-Yrs to complete: 0
 Estimated Size: Not reported
 Request to Delete Activity: Not reported
 Activity Status: AWP
 Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
 Liquids Removed (Gals): 0
 Liquids Treated (Gals): 0
 Action Included Capping: Not reported
 Well Decommissioned: Not reported
 Action Included Fencing: Not reported
 Removal Action Certification: Not reported
 Activity Comments: Not reported
 For Commercial Reuse: 0
 For Industrial Reuse: 0
 For Residential Reuse: 0
 Unknown Type: 0
 Facility ID: 19990011
 Activity: RIFS
 Activity Name: REMEDIAL INVESTIGATION / FEASIBILITY STUDY
 AWP Code: NH
 Proposed Budget: 0
 AWP Completion Date: Not reported
 Revised Due Date: Not reported
 Comments Date: 09301987

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	NH
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	03311989
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	RAP
Activity Name:	REMEDIAL ACTION PLAN / RECORD OF DECISION
AWP Code:	B
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06301989
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	RIFS
Activity Name:	REMEDIAL INVESTIGATION / FEASIBILITY STUDY
AWP Code:	B
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06301989
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	PPP
Activity Name:	PUBLIC PARTICIPATION PLAN
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04301990
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	DES

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Activity Name: DESIGN
 AWP Code: B-PH1
 Proposed Budget: 0
 AWP Completion Date: Not reported
 Revised Due Date: Not reported
 Comments Date: 03311997
 Est Person-Yrs to complete: 0.30000
 Estimated Size: X
 Request to Delete Activity: Not reported
 Activity Status: AWP
 Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
 Liquids Removed (Gals): 0
 Liquids Treated (Gals): 0
 Action Included Capping: Not reported
 Well Decommissioned: Not reported
 Action Included Fencing: Not reported
 Removal Action Certification: Not reported
 Activity Comments: Not reported
 For Commercial Reuse: 0
 For Industrial Reuse: 0
 For Residential Reuse: 0
 Unknown Type: 0
 Facility ID: 19990011
 Activity: COST
 Activity Name: COST RECOVERY
 AWP Code: NH1/1
 Proposed Budget: 0
 AWP Completion Date: Not reported
 Revised Due Date: Not reported
 Comments Date: 09041996
 Est Person-Yrs to complete: 0
 Estimated Size: X
 Request to Delete Activity: Not reported
 Activity Status: AWP
 Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
 Liquids Removed (Gals): 0
 Liquids Treated (Gals): 0
 Action Included Capping: Not reported
 Well Decommissioned: Not reported
 Action Included Fencing: Not reported
 Removal Action Certification: Not reported
 Activity Comments: Not reported
 For Commercial Reuse: 0
 For Industrial Reuse: 0
 For Residential Reuse: 0
 Unknown Type: 0
 Facility ID: 19990011
 Activity: OM
 Activity Name: OPERATION & MAINTENANCE
 AWP Code: NH OU
 Proposed Budget: 0
 AWP Completion Date: 06302009
 Revised Due Date: Not reported
 Comments Date: Not reported
 Est Person-Yrs to complete: 0
 Estimated Size: M
 Request to Delete Activity: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	COST
Activity Name:	COST RECOVERY
AWP Code:	NH2/1
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06201997
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	DES
Activity Name:	DESIGN
AWP Code:	B-PH2
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	11171997
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	CSNH1
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	08011996
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	CSNH2
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	05141997
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	CD-B2
Proposed Budget:	0

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

<p>AWP Completion Date: Not reported Revised Due Date: Not reported Comments Date: 06241997 Est Person-Yrs to complete: 0 Estimated Size: Not reported Request to Delete Activity: Not reported Activity Status: AWP Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE Liquids Removed (Gals): 0 Liquids Treated (Gals): 0 Action Included Capping: Not reported Well Decommissioned: Not reported Action Included Fencing: Not reported Removal Action Certification: Not reported Activity Comments: Not reported For Commercial Reuse: 0 For Industrial Reuse: 0 For Residential Reuse: 0 Unknown Type: 0 Facility ID: 19990011 Activity: 5YEAR Activity Name: FIVE-YEAR REVIEW REQUIRED BY CERCLA AWP Code: NH OU Proposed Budget: 0 AWP Completion Date: Not reported Revised Due Date: Not reported Comments Date: 08171998 Est Person-Yrs to complete: 0 Estimated Size: Not reported Request to Delete Activity: Not reported Activity Status: AWP Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE Liquids Removed (Gals): 0 Liquids Treated (Gals): 0 Action Included Capping: Not reported Well Decommissioned: Not reported Action Included Fencing: Not reported Removal Action Certification: Not reported Activity Comments: Not reported For Commercial Reuse: 0 For Industrial Reuse: 0 For Residential Reuse: 0 Unknown Type: 0 Alternate Address: NORTH HOLLYWOOD AREA Alternate City,St,Zip: NORTH HOLLYWOOD, CA 91606 Alternate Address: NORTH HOLLYWOOD WELLFIELD AREA Alternate City,St,Zip: LOS ANGELES, CA 91601 Alternate Address: BURBANK Alternate City,St,Zip: BURBANK, CA 91502 Background Info: The San Fernando Valley Ground Water Basin (SFVGWB) is located within the Upper Los Angeles River Area, and consists of the eastern portion of the San Fernando Valley and the entire Verdugo Basin. The SFVGWB encompasses approximately 112,000 acres of alluvial valley fill deposits and provides enough water to serve approximately 600,000 residents. The Basin is bounded on the north and the northwest by the Santa Susana Mountains, on the northeast by the San Gabriel Mountains, on the west by the Simi</p>	<p>Not reported Not reported 06241997 0 Not reported Not reported AWP ANNUAL WORKPLAN - ACTIVE SITE 0 0 Not reported Not reported Not reported Not reported Not reported Not reported 0 0 0 0 19990011 5YEAR FIVE-YEAR REVIEW REQUIRED BY CERCLA NH OU 0 Not reported Not reported 08171998 0 Not reported Not reported AWP ANNUAL WORKPLAN - ACTIVE SITE 0 0 Not reported Not reported Not reported Not reported Not reported Not reported 0 0 0 0 NORTH HOLLYWOOD AREA NORTH HOLLYWOOD, CA 91606 NORTH HOLLYWOOD WELLFIELD AREA LOS ANGELES, CA 91601 BURBANK BURBANK, CA 91502 The San Fernando Valley Ground Water Basin (SFVGWB) is located within the Upper Los Angeles River Area, and consists of the eastern portion of the San Fernando Valley and the entire Verdugo Basin. The SFVGWB encompasses approximately 112,000 acres of alluvial valley fill deposits and provides enough water to serve approximately 600,000 residents. The Basin is bounded on the north and the northwest by the Santa Susana Mountains, on the northeast by the San Gabriel Mountains, on the west by the Simi</p>
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MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Hills and on the south by the Santa Monica Mountains. The San Fernando Valley Study area includes four National Priorities List (NPL) sites. They are:

Area #1 - North Hollywood NPL Site covers 9336 acres in the eastern part of the San Fernando Valley. The site has been divided into the North Hollywood Operable Unit(OU) and the Burbank OU.

Area #2 - Crystal Springs NPL Site covers 3975 acres located southeast of the North Hollywood NPL site and is in the cities of Glendale and Los Angeles.

Area #3 - Verdugo NPL Site covers 2673 acres in the eastern part of the SF Valley and is located in and adjacent to La Crescenta in the Verdugo Mountains.

Area #4 - the Pollock NPL Site covers 1635 acres in the south-eastern part of the San Fernando Valley and is located in and adjacent to the cities of Los Angeles and Glendale.

Groundwater contamination in the SFVGWB is linked to prewar, postwar, and current industrialization in the San Fernando Valley.

The primary contaminants of concern are the volatile organic compounds (VOCs) trichloroethylene (TCE) and tetrachloroethylene (PCE). These compounds have been and/or are being used in many San Fernando Valley industries, such as aeronautical, automotive dry cleaning, and metal plating. These solvents have found their way to the groundwater basin as a result of both past and improper use, storage and disposal practices. The SFVGWB Superfund sites, added to the NPL in 1986, are areas where groundwater from wells have been found to contain VOCs above the state and federal drinking water standards. Groundwater contamination in numerous wells have been so severe with TCE and PCE that these wells have essentially been put out of commission. Exposure of receptors to contaminants can possibly occur through ingestion of contaminated drinking water, inhalation of VOC vapors released from the contaminated water as in taking showers, and dermal exposure as in washing or bathing. However, with the strict regulatory control over water quality by the State's Department of Health, Office of Drinking Water (ODW), the RWQCB, and other agencies, residents are assured that the water they consume is safe and that no one is drinking water which contains concentrations of contaminants above regulatory standards. Federal, state, and local agencies have been conducting investigations and cleanup of contaminated groundwater in the San Fernando Valley since contamination was discovered in 1979. These activities involve measuring the extent of contamination, developing and implementing cleanup remedies, and identifying responsible parties. EPA provided oversight of the basinwide Remedial Investigation (RI) of groundwater contamination conducted by the Los Angeles Department of Water and Power (LADWP). The RI objectives were to collect lithological and water quality data and information regarding basin operations for the eastern SF and Verdugo basins; develop a regional characterization of geology, hydrology, hydrogeology and the nature and extent of groundwater contamination within the eastern and Verdugo basins; study fate and transport of compounds in the environment; identify Applicable or Relevant and Appropriate Requirements; (ARAR's) and evaluate the potential risk to human health and the environment.

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

The Remedial Investigation of the SFVGWB was divided into two phases.

Phase I activities have included vertical profile borings and installation of monitoring wells to obtain preliminary contamination information. Monitoring wells have been installed as follows: 34 in North Hollywood (Area #1); 29 in Crystal Springs (Area #2); 7 in Verdugo (Area #3); and 17 in Pollock (Area #4).

Information obtained from Phase I investigation activities identified the need for several operable units. Operable Unit is a federal term which is similar to the State's definition of a removal action.

Phase II activities consist of a basinwide remedial investigation conducted by the LADWP.

Remedial Actions (RAs):

North Hollywood (Area #1) -- Two RAs were identified for Area #1, the North Hollywood OU and the Burbank OU.

A Record of Decision (ROD) for the North Hollywood RA was signed in September 1987, selecting groundwater extraction and treatment (air stripping) of 2,000 gallons per minute (gpm) of contaminated water as an interim remedy. This RA was constructed with funding from EPA and the State and has been treating contaminated groundwater since March 1989. This facility is located at 11845 Vose Street in the N. Hollywood section of Los Angeles.

A ROD for the Burbank OU was signed in June 1989, again selecting groundwater extraction and treatment of about 12,000 gpm of contaminated water. Phase I of the Burbank OU began operations in January 1996 treating groundwater at a rate of 6,000 gpm. Phase II began operations in May 1998 adding an additional 3,000 gpm to the Burbank OU's treatment capacity.

Crystal Springs (Area #2) -- LADWP has completed a focused RI/FS for this proposed RA. The Glendale OU has been separated into a North OU and a South OU based on the amount of contamination and the facilities contributing to the GW contamination. A ROD for each OU was signed on June 18, 1993 designating groundwater extraction and treatment as the interim remedy. The PRPs have formed a group and combined the RA efforts for each OU into one document. The selected alternative is GW extraction and treatment. The Glendale OU began operations in September 2000.

Verdugo and Pollock (Areas #3 and #4) --

Currently no RAs have been identified for Area #3 or for Area #4. In October 2003 US EPA proposed No Remedial Action for Verdugo Basin (Area #3).

Another contaminant of concern, hexavalent chromium, has been identified in the San Fernando Valley Groundwater Basin.

EPA and the RWQCB are currently identifying potential sources of contamination and pursuing PRPs that may be responsible for contaminating groundwater. As these PRPs are identified, individual site investigations and mitigation activities will be pursued. Enforceable agreements and orders will be implemented at numerous specific potential source sites within the Basin by RWQCB and DTSC

Comments Date:

01011984

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Comments: Groundwater contaminated with TCE and PCE is discovered.
 Comments Date: 01011984
 Comments: Site covers approximately 5254 acres.
 Comments Date: 04141996
 Comments: Consent Decree between EPA, DTSC and settling PRPs lodged
 Comments Date: 04141996
 Comments: with the court. Negotiations with non-settling PRPs
 Comments Date: 04141996
 Comments: continue.
 Comments Date: 04241994
 Comments: The U.S. EPA is in the process of recovering costs from
 Comments Date: 04241994
 Comments: the PRPs. DOJ is pursuing the cost recovery for DTSC.
 Comments Date: 04241994
 Comments: The cooperative PRPs are willing to settle if they are
 Comments Date: 04241994
 Comments: guaranteed contribution protection from the non-settling
 Comments Date: 04241994
 Comments: PRPs (so that they cannot be named as a party to the
 Comments Date: 04241994
 Comments: suit by the non-settling PRPs). DTSC is providing
 Comments Date: 04241994
 Comments: documentation to DOJ (i.e. timesheets) to determine
 Comments Date: 04241994
 Comments: staff time charged to the project. EPA is pursuing
 Comments Date: 04241994
 Comments: legal action against the non-settling PRPs to recover
 Comments Date: 04241994
 Comments: costs of past and future oversight.
 Comments Date: 05022002
 Comments: EPA issues fine against Lockheed Martin for 1.37 million for
 Comments Date: 05022002
 Comments: Force Majeure claim on Burbank Operable Unit.
 Comments Date: 05131998
 Comments: 11/17/97-The phase 2 design adds an additional well (wp-180)
 Comments Date: 05131998
 Comments: and pipeline for extraction and treatment at the Burbank
 Comments Date: 05131998
 Comments: operable unit. This adds an additional 3,000 gpm to the treatmen
 Comments Date: 05131998
 Comments: system. Additional amendments to the design include changing the
 Comments Date: 05131998
 Comments: Liquid Phase Granular Activated Carbon (LPGAC) bed system from an
 Comments Date: 05131998
 Comments: upflow to a downflow configuration, and the addition of a LPGAC
 Comments Date: 05131998
 Comments: backflush filtration system for continuous backflush to the
 Comments Date: 05131998
 Comments: plant's storm drain discharge.
 Comments Date: 05141997
 Comments: The second partial consent decree to recover DTSC's past cost is
 Comments Date: 05141997
 Comments: signed on May 14, 1997. This also concludes the litigation for
 Comments Date: 05141997
 Comments: the interim remedy at the North Hollywood OU.
 Comments Date: 06201997
 Comments: DTSC recovers costs in accordance with the Second Partial

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Comments Date: 06201997
 Comments: Consent Decree for the interim remedy at the NHOU. Two
 Comments Date: 06201997
 Comments: additional payments are due by 5/14/98 and and 5/14/99.
 Comments Date: 06241997
 Comments: A second partial Consent Decree, dated June 24, 1997, requires
 Comments Date: 06241997
 Comments: reimbursement to the State by Lockheed-Martin of certain past
 Comments Date: 06241997
 Comments: costs and annual billing for future site specific response costs.
 Comments Date: 08011996
 Comments: The first partial consent decree is entered by the Federal
 Comments Date: 08011996
 Comments: District court on August 1, 1996.
 Comments Date: 08171998
 Comments: A second 5-year review of remedial activities is conducted at
 Comments Date: 08171998
 Comments: the North Hollywood OU (NHOU) and covers operations from 1993
 Comments Date: 08171998
 Comments: thru 1997. The purpose was to evaluate whether the NH Interim
 Comments Date: 08171998
 Comments: Remedy achieved the objectives specified in the ROD. The
 Comments Date: 08171998
 Comments: findings of the 5-year review are that the objectives of the
 Comments Date: 08171998
 Comments: ROD have been met.
 Comments Date: 09041996
 Comments: Costs are recovered by DTSC in accordance with the First
 Comments Date: 09041996
 Comments: Partial Consent Decree for interim remedial action at the North
 Comments Date: 09041996
 Comments: Hollywood OU (NHOU). An additional payment is due by 08/01/97.
 Comments Date: 09202001
 Comments: The facility has been operating continuously with six water
 Comments Date: 09202001
 Comments: supply wells on line. This past quarter approximately 175
 Comments Date: 09202001
 Comments: million gallons of water was treated down to non-detect levels
 Comments Date: 09202001
 Comments: of contamination.
 Comments Date: 12191999
 Comments: Negotiating new state superfund contract between U.S. EPA, DTSC,
 Comments Date: 12191999
 Comments: and the Los Angeles Department of Water and Power to provide for
 Comments Date: 12191999
 Comments: continued funding of operation and maintenance of the NHOU.
 ID Name: CALSTARS CODE
 ID Value: 300127
 ID Name: CALSTARS CODE
 ID Value: 300126
 ID Name: BEP DATABASE PCODE
 ID Value: P31031
 Alternate Name: SAN FERNANDO VALLEY GW BASIN AREA 1NORTH HOLLYWOOD OUFSSAN FERNANDO VALLEY
 (AREA 1)BURBANK OU
 Special Programs Code: MSCA
 Special Programs Name: MULTI-SITE COOPERATIVE AGREEMENT

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

CORTESE:

Region: CORTESE
 Envirostor Id: 19990011
 Site/Facility Type: FEDERAL SUPERFUND - LISTED
 Cleanup Status: ACTIVE
 Status Date: 05/15/1996
 Site Code: 300126, 300173
 Latitude: 34.1875
 Longitude: -118.38388
 Owner: Not reported
 Enf Type: Not reported
 Swat R: Not reported
 Flag: export
 Order No: Not reported
 Waste Discharge System No: Not reported
 Effective Date: Not reported
 Region 2: Not reported
 WID Id: Not reported
 Solid Waste Id No: Not reported
 Waste Management Uit Name: Not reported

ENVIROSTOR:

Site Type: Federal Superfund
 Site Type Detailed: State Response or NPL
 Acres: 5254
 NPL: YES
 Regulatory Agencies: SMBRP, RWQCB 4 - Los Angeles, US EPA
 Lead Agency: US EPA
 Program Manager: Poonam Acharya
 Supervisor: Rita Kamat
 Division Branch: Cleanup Chatsworth
 Facility ID: 19990011
 Site Code: 300173
 Assembly: 43
 Senate: 20
 Special Program: Not reported
 Status: Active
 Status Date: 05/15/1996
 Restricted Use: NO
 Site Mgmt. Req.: NONE SPECIFIED
 Funding: Responsible Party
 Latitude: 34.1875
 Longitude: -118.3838
 APN: NONE SPECIFIED
 Past Use: AEROSPACE MANUFACTURING/MAINTENANCE, MACHINE SHOP, MANUFACTURING - METAL, METAL FINISHING, METAL PLATING - CHROME, METAL PLATING - OTHER, RESEARCH - AEROSPACE
 Potential COC: 30022, 30026, 30027, 30152, 30153
 Confirmed COC: 30022,30026,30027,30152,30153
 Potential Description: AQUI, SOIL
 Alias Name: BURBANK OU
 Alias Type: Alternate Name
 Alias Name: NORTH HOLLYWOOD OUF5
 Alias Type: Alternate Name
 Alias Name: SAN FERNANDO VALLEY GW BASIN AREA 1
 Alias Type: Alternate Name

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Alias Name:	CAD980894893
Alias Type:	CERCLIS ID
Alias Name:	110009267961
Alias Type:	EPA (FRS #)
Alias Name:	P31031
Alias Type:	PCode
Alias Name:	300126
Alias Type:	Project Code (Site Code)
Alias Name:	300173
Alias Type:	Project Code (Site Code)
Alias Name:	19990011
Alias Type:	Envirostor ID Number
 Completed Info:	
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Feasibility Study Report
Completed Date:	01/08/2009
Comments:	DTSCs letter with comments on Focussed Feasibility Study document for North Hollywood Operable Unit, San Fernando Valley Area 1 was sent out.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Record of Decision - Interim
Completed Date:	09/28/2009
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	5 Year Review Reports
Completed Date:	08/17/1998
Comments:	A second 5-year review of remedial activities is conducted at the North Hollywood OU (NHOU) and covers operations from 1993 thru 1997. The purpose was to evaluate whether the NH Interim Remedy achieved the objectives specified in the ROD. The findings of the 5-year review are that the objectives of the ROD have been met.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Design/Implementation Workplan
Completed Date:	11/17/1997
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Design/Implementation Workplan
Completed Date:	03/31/1997
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Public Participation Plan / Community Relations Plan
Completed Date:	04/30/1990
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Completed Document Type: Remedial Investigation / Feasibility Study
 Completed Date: 06/30/1989
 Comments: Not reported

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Remedial Action Plan
 Completed Date: 06/30/1989
 Comments: Not reported

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Removal Action Completion Report
 Completed Date: 03/31/1989
 Comments: Not reported

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Remedial Investigation / Feasibility Study
 Completed Date: 09/30/1987
 Comments: Not reported

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Monitoring Report
 Completed Date: 07/08/2008
 Comments: Not reported

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Consent Order
 Completed Date: 06/24/1997
 Comments: A second partial Consent Decree, dated June 24, 1997, requires reimbursement to the State by Lockheed-Martin of certain past costs and annual billing for future site specific response costs.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Consent Order
 Completed Date: 05/14/1997
 Comments: The second partial consent decree to recover DTSC's past cost is signed on May 14, 1997. This also concludes the litigation for the interim remedy at the North Hollywood OU.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Consent Order
 Completed Date: 08/01/1996
 Comments: The first partial consent decree is entered by the Federal District court on August 1, 1996.

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported

MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance			
Distance (ft.)	Site	Database(s)	EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

1

**NICKEL SOLUTION RECYCLING INC.
 11940 SHERMAN ROAD
 NORTH HOLLYWOOD, CA 91605**

**ENVIROSTOR S101480714
 N/A**

ENVIROSTOR:

Site Type: Historical
 Site Type Detailed: * Historical
 Acres: Not reported
 NPL: NO
 Regulatory Agencies: NONE SPECIFIED
 Lead Agency: NONE SPECIFIED
 Program Manager: Not reported
 Supervisor: * Mmonroy
 Division Branch: Cleanup Chatsworth
 Facility ID: 19290292
 Site Code: Not reported
 Assembly: 39
 Senate: 20
 Special Program: Not reported
 Status: Refer: Other Agency
 Status Date: 08/31/1995
 Restricted Use: NO
 Site Mgmt. Req.: NONE SPECIFIED
 Funding: Not reported
 Latitude: 34.20222
 Longitude: -118.3930
 APN: NONE SPECIFIED
 Past Use: NONE SPECIFIED
 Potential COC: 10093, 10097, 30108, 30407
 Confirmed COC: NONE SPECIFIED
 Potential Description: NONE SPECIFIED
 Alias Name: NICKEL SOLUTION RECYCLING INC.
 Alias Type: Alternate Name
 Alias Name: CAD980883706
 Alias Type: EPA Identification Number
 Alias Name: 19290292
 Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Site Screening
 Completed Date: 10/25/1994
 Comments: Database verification program confirmed NFA for DTSC.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Site Screening
 Completed Date: 05/05/1992
 Comments: U.S. EPA FIT REPORT DATED JUNE 20, 1990 SHOWS THAT ALL HAZ WASTE CONTAMINATION WERE REMOVED BY THE EMERGENCY RESPONSE TEAM AND RECOMMENDED FOR NFA. DTSC CONCURRED WITH THE ABOVE RECOMMENDATION BECAUSE NO HAZ WASTE PRSENT AT THE SITE.

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

NICKEL SOLUTION RECYCLING INC. (Continued)

S101480714

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: * Discovery
 Completed Date: 06/30/1990
 Comments: FACILITY IDENTIFIED IDENTIFIED VIA FIT SSI REASSESSMENT SUMMARY REPORT.

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

2

**MOBIL #17-LQ6
 12500 SHERMAN WY
 LOS ANGELES, CA 91605**

**LUST S101297622
 N/A**

LUST REG 4:

Region: 4
 Regional Board: 04
 County: Los Angeles
 Facility Id: 916056861
 Status: Leak being confirmed
 Substance: Waste Oil
 Substance Quantity: Not reported
 Local Case No: Not reported
 Case Type: Soil
 Abatement Method Used at the Site: Not reported
 Global ID: T0603702587
 W Global ID: Not reported
 Staff: UNK
 Local Agency: 19050
 Cross Street: WHITSETT AVE
 Enforcement Type: Not reported
 Date Leak Discovered: 6/4/1986
 Date Leak First Reported: 6/7/1986
 Date Leak Record Entered: 12/31/1986
 Date Confirmation Began: 6/7/1986
 Date Leak Stopped: 6/4/1986
 Date Case Last Changed on Database: 8/11/1987
 Date the Case was Closed: Not reported
 How Leak Discovered: Tank Test
 How Leak Stopped: Not reported
 Cause of Leak: UNK
 Leak Source: Tank
 Operator: HELO, ASSEM
 Water System: Not reported
 Well Name: Not reported
 Approx. Dist To Production Well (ft): 1296.1350238158114186269154299
 Source of Cleanup Funding: Tank
 Preliminary Site Assessment Workplan Submitted: Not reported
 Preliminary Site Assessment Began: Not reported
 Pollution Characterization Began: Not reported
 Remediation Plan Submitted: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

MOBIL #17-LQ6 (Continued)

S101297622

Remedial Action Underway: Not reported
 Post Remedial Action Monitoring Began: Not reported
 Enforcement Action Date: Not reported
 Historical Max MTBE Date: Not reported
 Hist Max MTBE Conc in Groundwater: Not reported
 Hist Max MTBE Conc in Soil: 2.1
 Significant Interim Remedial Action Taken: Not reported
 GW Qualifier: Not reported
 Soil Qualifier: ND
 Organization: Not reported
 Owner Contact: Not reported
 Responsible Party: MOBIL OIL CORPORATION
 RP Address: PO BOX 2122, LOS ANGELES, CA 90051
 Program: LUST
 Lat/Long: 34.2010127 / -1
 Local Agency Staff: PEJ
 Beneficial Use: Not reported
 Priority: Not reported
 Cleanup Fund Id: Not reported
 Suspended: Not reported
 Assigned Name: Not reported
 Summary: OLD CASE #000104

2

**MOBIL #17-LQ6
 12500 SHERMAN WY
 LOS ANGELES, CA 91605**

**HIST CORTESE 1000594049
 LUST N/A**

CORTESE:

Region: CORTESE
 Facility County Code: 19
 Reg By: LTNKA
 Reg Id: 916056861

LUST:

Region: STATE
 Global Id: T0603702587
 Latitude: 34.2010127
 Longitude: -118.4052602
 Case Type: LUST Cleanup Site
 Status: Completed - Case Closed
 Status Date: 10/11/2006
 Lead Agency: LOS ANGELES, CITY OF
 Case Worker: EL
 Local Agency: LOS ANGELES, CITY OF
 RB Case Number: 916056861
 LOC Case Number: Not reported
 File Location: Not reported
 Potential Media Affect: Soil
 Potential Contaminants of Concern: Waste Oil / Motor / Hydraulic / Lubricating
 Site History: Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id: T0603702587
 Contact Type: Regional Board Caseworker
 Contact Name: YUE RONG
 Organization Name: LOS ANGELES RWQCB (REGION 4)

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

MOBIL #17-LQ6 (Continued)

1000594049

Address: 320 W. 4TH ST., SUITE 200
 City: Los Angeles
 Email: yrong@waterboards.ca.gov
 Phone Number: Not reported

Global Id: T0603702587
 Contact Type: Local Agency Caseworker
 Contact Name: ELOY LUNA
 Organization Name: LOS ANGELES, CITY OF
 Address: 200 North Main Street, Suite 1780
 City: LOS ANGELES
 Email: eloy.luna@lacity.org
 Phone Number: Not reported

LUST:

Global Id: T0603702587
 Action Type: ENFORCEMENT
 Date: 10/11/2006
 Action: Closure/No Further Action Letter

Global Id: T0603702587
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Discovery

Global Id: T0603702587
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Reported

Global Id: T0603702587
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Stopped

3

**ELECTROFILM INC
 7116 LAUREL CANYON BLVD
 NORTH HOLLYWOOD, CA 91355**

**ENVIROSTOR S109467209
 HWP N/A**

ENVIROSTOR:

Site Type: Corrective Action
 Site Type Detailed: Corrective Action
 Acres: 0
 NPL: NO
 Regulatory Agencies: NONE SPECIFIED
 Lead Agency: NONE SPECIFIED
 Program Manager: Not reported
 Supervisor: * Unknown
 Division Branch: Cleanup Chatsworth
 Facility ID: 80001639
 Site Code: Not reported
 Assembly: 38
 Senate: 38
 Special Program: Not reported
 Status: * Inactive
 Status Date: 01/01/2008

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

ELECTROFILM INC (Continued)

S109467209

Restricted Use: NO
 Site Mgmt. Req.: NONE SPECIFIED
 Funding: Not reported
 Latitude: 34.20007
 Longitude: -118.3958
 APN: 2321003037
 Past Use: NONE SPECIFIED
 Potential COC: NONE SPECIFIED
 Confirmed COC: NONE SPECIFIED
 Potential Description: NONE SPECIFIED
 Alias Name: 2321003037
 Alias Type: APN
 Alias Name: CAD009545344
 Alias Type: EPA Identification Number
 Alias Name: 80001639
 Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Preliminary Assessment Report
 Completed Date: 01/09/1991
 Comments: Not reported

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

HWP:

EPA Id: CAD009545344
 Latitude: 34.436892
 Longitude: -118.57082
 Facility Type: HAZ WASTE - NON-OPERATING
 Cleanup Status: Not reported
 Region: SOUTHERN CALIFORNIA PERMITS AND CORRECTIVE ACTION
 Permit Maintenance Lead: Not reported
 Permit Renewal Lead: Not reported
 Corrective Action Lead: Not reported
 Supervisor: Not reported
 Site Code: Not reported
 Assembly District: Not reported
 Senate District: Not reported
 Public Information Officer: Not reported
 Facility Status: Not reported
 Site History: Not reported

HWP:

EPA Id: CAD009545344
 Unit Names: CONTAIN1, TANKSTR1, TANKTRT1
 Event Description: Applicant Was A Protective Filer
 Actual Date: 1991-12-31 00:00:00
 Doc Comments: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

ELECTROFILM INC (Continued)

S109467209

EPA Id: CAD009545344
 Unit Names: CONTAIN1, TANKSTR1, TANKTRT1
 Event Description: Approved Request
 Actual Date: 1992-01-16 00:00:00
 Doc Comments: Not reported

EPA Id: CAD009545344
 Unit Names: CONTAIN1, TANKSTR1, TANKTRT1
 Event Description: Initial Submittal
 Actual Date: 1980-11-18 00:00:00
 Doc Comments: Not reported

**4 F&H PLATING CO.
 12023 VOSE
 NORTH HOLLYWOOD, CA 91605**

**SLIC S104573857
 WIP N/A
 ENF
 HAZNET
 EMI
 ENVIROSTOR**

SLIC:
 Region: STATE
Facility Status: Open - Site Assessment
 Status Date: 04/12/1994
 Global Id: SL603799035
 Lead Agency: LOS ANGELES RWQCB (REGION 4)
 Lead Agency Case Number: Not reported
 Latitude: 34.198437
 Longitude: -118.395204
 Case Type: Cleanup Program Site
 Case Worker: GJH
 Local Agency: Not reported
 RB Case Number: 111.0410
 File Location: Not reported
 Potential Media Affected: Aquifer used for drinking water supply
 Potential Contaminants of Concern: Not reported
 Site History: Not reported

Click here to access the California GeoTracker records for this facility:

WIP:
 Region: 4
 File Number: 111.0410
File Status: Backlog
 Staff: UNIDENTIFIED
 Facility Suite: Not reported

Region: 4
 File Number: 111.0309
File Status: Historical
 Staff: UNIDENTIFIED
 Facility Suite: Not reported

ENF:
 Region: 4
 Facility Id: 223996
 Agency Name: F&H PLATING CO.

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

F&H PLATING CO. (Continued)

S104573857

Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Unknown
# Of Agencies:	1
Place Latitude:	34.1984369
Place Longitude:	-118.39485
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	WIP
# Of Programs:	1
WDID:	4WIP1110410
Reg Measure Id:	166641
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	06/17/2005
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	Not reported
Fee Code:	Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

F&H PLATING CO. (Continued)

S104573857

Direction/Voice:	Passive
Enforcement Id(EID):	235102
Region:	4
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	Notice of Violation
Effective Date:	03/09/2001
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	03/09/2001
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 4WIP1110410
Description:	Notice of Violation sent 3/9/01 for overdue chemical use questionnaire.
Program:	WIP
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability \$ Amount:	0
Project \$ Amount:	0
Liability \$ Paid:	0
Project \$ Completed:	0
Total \$ Paid/Completed Amount:	0
Region:	4
Facility Id:	223996
Agency Name:	F&H PLATING CO.
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Unknown
# Of Agencies:	1
Place Latitude:	34.1984369
Place Longitude:	-118.39485
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

F&H PLATING CO. (Continued)

S104573857

Facility Waste Type 4:	Not reported
Program:	WIP
# Of Programs:	1
WDID:	4WIP1110410
Reg Measure Id:	166641
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	06/17/2005
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	Not reported
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	226416
Region:	4
Order / Resolution Number:	13267 Letter
Enforcement Action Type:	13267 Letter
Effective Date:	11/09/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	11/09/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 4WIP1110410
Description:	Not reported
Program:	WIP
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability \$ Amount:	0
Project \$ Amount:	0
Liability \$ Paid:	0
Project \$ Completed:	0
Total \$ Paid/Completed Amount:	0
Region:	4
Facility Id:	223996
Agency Name:	F&H PLATING CO.

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

F&H PLATING CO. (Continued)

S104573857

Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Unknown
# Of Agencies:	1
Place Latitude:	34.1984369
Place Longitude:	-118.39485
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	WIP
# Of Programs:	1
WDID:	4WIP1110410
Reg Measure Id:	166641
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	06/17/2005
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	Not reported
Fee Code:	Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

F&H PLATING CO. (Continued)

S104573857

Direction/Voice: Passive
 Enforcement Id(EID): 220912
 Region: 4
 Order / Resolution Number: LT940218
 Enforcement Action Type: 13267 Letter
 Effective Date: 02/18/1994
 Adoption/Issuance Date: Not reported
 Achieve Date: Not reported
 Termination Date: Not reported
 ACL Issuance Date: Not reported
 EPL Issuance Date: Not reported
 Status: Historical
 Title: Enforcement - 4WIP1110410
 Description: Not reported
 Program: WIP
 Latest Milestone Completion Date: Not reported
 # Of Programs1: 1
 Total Assessment Amount: 0
 Initial Assessed Amount: 0
 Liability \$ Amount: 0
 Project \$ Amount: 0
 Liability \$ Paid: 0
 Project \$ Completed: 0
 Total \$ Paid/Completed Amount: 0

HAZNET:

Year: 2010
 Gepaid: CAD022101885
 Contact: RON BERNAL
 Telephone: 8187651221
 Mailing Name: Not reported
 Mailing Address: 12023 VOSE ST
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916055775
 Gen County: Not reported
 TSD EPA ID: AZR000501510
 TSD County: Not reported
 Waste Category: Other inorganic solid waste
 Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY (H010-H129) OR (H131-H135)
 Tons: 0.3
 Facility County: Los Angeles

Year: 2010
 Gepaid: CAD022101885
 Contact: RON BERNAL
 Telephone: 8187651221
 Mailing Name: Not reported
 Mailing Address: 12023 VOSE ST
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916055775
 Gen County: Not reported
 TSD EPA ID: CAT000646117
 TSD County: Not reported
 Waste Category: Not reported
 Disposal Method: LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL(TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)
 Tons: 0.3
 Facility County: Los Angeles

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

F&H PLATING CO. (Continued)

S104573857

Year: 2010
 Gepaid: CAD022101885
 Contact: RON BERNAL
 Telephone: 8187651221
 Mailing Name: Not reported
 Mailing Address: 12023 VOSE ST
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916055775
 Gen County: Not reported
 TSD EPA ID: CAD008488025
 TSD County: Not reported
 Waste Category: Liquids with pH <= 2 with metals
 Disposal Method: METALS RECOVERY INCLUDING RETORING,SMELTING,CHEMICALS,ECT
 Tons: 0.22935
 Facility County: Los Angeles

Year: 2010
 Gepaid: CAD022101885
 Contact: RON BERNAL
 Telephone: 8187651221
 Mailing Name: Not reported
 Mailing Address: 12023 VOSE ST
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916055775
 Gen County: Not reported
 TSD EPA ID: CAD097030993
 TSD County: Not reported
 Waste Category: Other inorganic solid waste
 Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY (H010-H129) OR (H131-H135)
 Tons: 0.29
 Facility County: Los Angeles

Year: 2009
 Gepaid: CAD022101885
 Contact: RON BERNAL
 Telephone: 8187651221
 Mailing Name: Not reported
 Mailing Address: 12023 VOSE ST
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916055775
 Gen County: Los Angeles
 TSD EPA ID: CAD097030993
 TSD County: Los Angeles
 Waste Category: Other inorganic solid waste
 Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY (H010-H129) OR (H131-H135)
 Tons: 0.3
 Facility County: Los Angeles

[Click this hyperlink](#) while viewing on your computer to access 26 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year: 1990
 County Code: 19
 Air Basin: SC
 Facility ID: 49496
 Air District Name: SC
 SIC Code: 3471

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

F&H PLATING CO. (Continued)

S104573857

Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 4
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1993
 County Code: 19
 Air Basin: SC
 Facility ID: 49496
 Air District Name: SC
 SIC Code: 3471
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 3
 Reactive Organic Gases Tons/Yr: 1
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1995
 County Code: 19
 Air Basin: SC
 Facility ID: 49496
 Air District Name: SC
 SIC Code: 3471
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 3
 Reactive Organic Gases Tons/Yr: 1
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1996
 County Code: 19
 Air Basin: SC
 Facility ID: 49496
 Air District Name: SC
 SIC Code: 3471
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 2
 Reactive Organic Gases Tons/Yr: 1
 Carbon Monoxide Emissions Tons/Yr: 0

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

F&H PLATING CO. (Continued)

S104573857

NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smlr Tons/Yr:	0
Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	49496
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smlr Tons/Yr:	0
Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	49496
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smlr Tons/Yr:	0
Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	49496
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smlr Tons/Yr:	0
Year:	2000

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

F&H PLATING CO. (Continued)

S104573857

County Code: 19
 Air Basin: SC
 Facility ID: 49496
 Air District Name: SC
 SIC Code: 3471
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 2
 Reactive Organic Gases Tons/Yr: 1
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 2001
 County Code: 19
 Air Basin: SC
 Facility ID: 49496
 Air District Name: SC
 SIC Code: 3471
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 2
 Reactive Organic Gases Tons/Yr: 2
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

ENVIROSTOR:

Site Type: Tiered Permit
 Site Type Detailed: Tiered Permit
 Acres: Not reported
 NPL: NO
 Regulatory Agencies: NONE SPECIFIED
 Lead Agency: NONE SPECIFIED
 Program Manager: Not reported
 Supervisor: Not reported
 Division Branch: Cleanup Chatsworth
 Facility ID: 71002334
 Site Code: Not reported
 Assembly: 43
 Senate: 20
 Special Program: Not reported
 Status: Refer: Other Agency
 Status Date: Not reported
 Restricted Use: NO
 Site Mgmt. Req.: NONE SPECIFIED
 Funding: Not reported
 Latitude: 34.18704
 Longitude: -118.3812
 APN: NONE SPECIFIED
 Past Use: NONE SPECIFIED

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

F&H PLATING CO. (Continued)

S104573857

Potential COC: NONE SPECIFIED
 Confirmed COC: NONE SPECIFIED
 Potential Description: NONE SPECIFIED
 Alias Name: CAD022101885
 Alias Type: EPA Identification Number
 Alias Name: 71002334
 Alias Type: Envirostor ID Number

Completed Info:
 Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Site Inspections/Visit (Non LUR)
 Completed Date: 11/02/1998
 Comments: Not reported

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

5

**UNITED EL SEGUNDO, INCORPORATE
 12504 VANOWEN ST
 NORTH HOLLYWOOD, CA 91605**

**CA FID UST S101586687
 SWEEPS UST N/A**

CA FID UST:
 Facility ID: 19054357
 Regulated By: UTKI
 Regulated ID: Not reported
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 2130000000
 Mail To: Not reported
 Mailing Address: 12504 VANOWEN ST
 Mailing Address 2: Not reported
 Mailing City,St,Zip: NORTH HOLLYWOOD 916050000
 Contact: Not reported
 Contact Phone: Not reported
 DUNs Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Inactive

SWEEPS UST:
 Status: Not reported
 Comp Number: 4649
 Number: Not reported
 Board Of Equalization: Not reported
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

UNITED EL SEGUNDO, INCORPORATE (Continued)

S101586687

Swrcb Tank Id: Not reported
 Actv Date: Not reported
 Capacity: Not reported
 Tank Use: Not reported
 Stg: Not reported
 Content: Not reported
 Number Of Tanks: 0

**5 SUPERB CLEANER & ALTERATON
 12518 N VANOWEN ST
 NORTH HOLLYWOOD, CA 91605**

**WIP S106768969
 N/A**

WIP:

Region: 4
 File Number: 111.2547
File Status: Historical
 Staff: JWOO
 Facility Suite: Not reported

**5 NORTH HOLLYWOOD UNOCAL
 12505 VANOWEN ST
 NORTH HOLLYWOOD, CA 91605**

**CA FID UST S101587340
 SWEEPS UST N/A**

CA FID UST:

Facility ID: 19055345
 Regulated By: UTNKA
 Regulated ID: 00007568
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 8187663119
 Mail To: Not reported
 Mailing Address: 3701 WILSHIRE BLVD
 Mailing Address 2: Not reported
 Mailing City,St,Zip: NORTH HOLLYWOOD 916050000
 Contact: Not reported
 Contact Phone: Not reported
 DUNS Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Active

SWEEPS UST:

Status: Not reported
 Comp Number: 805
 Number: Not reported
 Board Of Equalization: 44-000051
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-000805-000001
 Actv Date: Not reported
 Capacity: 12000
 Tank Use: M.V. FUEL

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

NORTH HOLLYWOOD UNOCAL (Continued)

S101587340

Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	3
Status:	Not reported
Comp Number:	805
Number:	Not reported
Board Of Equalization:	44-000051
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000805-000002
Actv Date:	Not reported
Capacity:	12000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	805
Number:	Not reported
Board Of Equalization:	44-000051
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000805-000003
Actv Date:	Not reported
Capacity:	500
Tank Use:	OIL
Stg:	WASTE
Content:	WASTE OIL
Number Of Tanks:	Not reported

5

**UNION OIL SERVICE STATION 5699
 12505 VANOWEN ST
 NORTH HOLLYWOOD, CA 91605**

**HIST UST 1000166979
 N/A**

HIST UST:

Region:	STATE
Facility ID:	00000055400
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0001
Contact Name:	DAVID R. BOYD
Telephone:	8187663119
Owner Name:	UNION OIL COMPANY OF CALIFORNI
Owner Address:	3701 WILSHIRE BOULEVARD-SUITE
Owner City,St,Zip:	LOS ANGELES, CA 90010
Tank Num:	001
Container Num:	5699-00
Year Installed:	Not reported
Tank Capacity:	00000196

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

UNION OIL SERVICE STATION 5699 (Continued)

1000166979

Tank Used for: WASTE
 Type of Fuel: WASTE OIL
 Tank Construction: Not reported
 Leak Detection: None

5

**SERVICE STATION 5699
 12505 VANOWEN ST
 NORTH HOLLYWOOD, CA 91605**

**HIST UST U001568586
 N/A**

HIST UST:

Region: STATE
 Facility ID: 00000007568
 Facility Type: Gas Station
 Other Type: Not reported
 Total Tanks: 0003
 Contact Name: DAVID R BOYD
 Telephone: 8187663119
 Owner Name: UNION OIL COMPANY OF CALIFORNIA
 Owner Address: 3701 WILSHIRE BOULEVARD-SUITE
 Owner City,St,Zip: LOS ANGELES, CA 90010

Tank Num: 001
 Container Num: 5699-4
 Year Installed: 1966
 Tank Capacity: 00000280
 Tank Used for: WASTE
 Type of Fuel: WASTE OIL
 Tank Construction: Not reported
 Leak Detection: Stock Inventor, Pressure Test

Tank Num: 002
 Container Num: 5699-1
 Year Installed: 1966
 Tank Capacity: 00009950
 Tank Used for: PRODUCT
 Type of Fuel: UNLEADED
 Tank Construction: Not reported
 Leak Detection: Stock Inventor, Pressure Test

Tank Num: 003
 Container Num: 5699-2
 Year Installed: 1966
 Tank Capacity: 00009950
 Tank Used for: PRODUCT
 Type of Fuel: PREMIUM
 Tank Construction: Not reported
 Leak Detection: Stock Inventor, Pressure Test

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 Database(s)
 EPA ID Number

6 LA VANOWEN PARK LIBRARY **RCRA-SQG** **1000429440**
12311 VANOWEN ST **FINDS** **CAD981989460**
NORTH HOLLYWOOD, CA 91605 **HAZNET**

RCRA-SQG:

Date form received by agency: 03/24/1987
 Facility name: LA VANOWEN PARK LIBRARY
 Facility address: 12311 VANOWEN ST
 NORTH HOLLYWOOD, CA 91605
 EPA ID: CAD981989460
 Mailing address: 200 N MAIN RM EIGHTH HUNDREDCH
 LOS ANGELES, CA 90012
 Contact: ENVIRONMENTAL MANAGER
 Contact address: 12311 VANOWEN ST
 NORTH HOLLYWOOD, CA 91605
 Contact country: US
 Contact telephone: (213) 485-7527
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: CITY OF LOS ANGELES
 Owner/operator address: NOT REQUIRED
 NOT REQUIRED, ME 99999
 Owner/operator country: Not reported
 Owner/operator telephone: (415) 555-1212
 Legal status: Municipal
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported
 Owner/operator name: NOT REQUIRED
 Owner/operator address: NOT REQUIRED
 NOT REQUIRED, ME 99999
 Owner/operator country: Not reported
 Owner/operator telephone: (415) 555-1212
 Legal status: Municipal
 Owner/Operator Type: Operator
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No

MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance			
Distance (ft.)	Site	Database(s)	EPA ID Number

LA VANOWEN PARK LIBRARY (Continued)

1000429440

User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002767943

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year:	2000
Gepaid:	CAD981989460
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	200 N MAIN RM 800CHE
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD088504881
TSD County:	Orange
Waste Category:	Other organic solids
Disposal Method:	Not reported
Tons:	1.2000
Facility County:	Los Angeles

7

**BP WEST COAST PRODUCTS LLC 09587
6757 LAUREL CANYON
NORTH HOLLYWOOD, CA 91602**

LUST	S103282098
SWEEPS UST	N/A
HAZNET	

LUST:

Region:	STATE
Global Id:	T0603702604
Latitude:	34.193655
Longitude:	-118.396844
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/01/1998
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	916061643
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

BP WEST COAST PRODUCTS LLC 09587 (Continued)

S103282098

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id: T0603702604
 Contact Type: Regional Board Caseworker
 Contact Name: YUE RONG
 Organization Name: LOS ANGELES RWQCB (REGION 4)
 Address: 320 W. 4TH ST., SUITE 200
 City: Los Angeles
 Email: yrong@waterboards.ca.gov
 Phone Number: Not reported

Global Id: T0603702604
 Contact Type: Local Agency Caseworker
 Contact Name: ELOY LUNA
 Organization Name: LOS ANGELES, CITY OF
 Address: 200 North Main Street, Suite 1780
 City: LOS ANGELES
 Email: eloy.luna@lacity.org
 Phone Number: Not reported

LUST:

Global Id: T0603702604
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Discovery

Global Id: T0603702604
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Reported

LUST REG 4:

Region: 4
 Regional Board: 04
 County: Los Angeles
 Facility Id: 916061643
 Status: Case Closed
 Substance: Gasoline
 Substance Quantity: Not reported
 Local Case No: Not reported
 Case Type: Soil
 Abatement Method Used at the Site: Excavate and Dispose
 Global ID: T0603702604
 W Global ID: Not reported
 Staff: UNK
 Local Agency: 19050
 Cross Street: VANOWEN ST
 Enforcement Type: Not reported
 Date Leak Discovered: 12/29/1997
 Date Leak First Reported: 2/18/1998
 Date Leak Record Entered: 4/29/1998
 Date Confirmation Began: Not reported
 Date Leak Stopped: Not reported
 Date Case Last Changed on Database: 7/1/1998

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

BP WEST COAST PRODUCTS LLC 09587 (Continued)

S103282098

Date the Case was Closed: 7/1/1998
 How Leak Discovered: OM
 How Leak Stopped: Not reported
 Cause of Leak: UNK
 Leak Source: UNK
 Operator: ARCO PRODUCTS
 Water System: Not reported
 Well Name: Not reported
 Approx. Dist To Production Well (ft): 938.7514108025340452693892836
 Source of Cleanup Funding: UNK
 Preliminary Site Assessment Workplan Submitted: Not reported
 Preliminary Site Assessment Began: 12/29/1997
 Pollution Characterization Began: Not reported
 Remediation Plan Submitted: Not reported
 Remedial Action Underway: Not reported
 Post Remedial Action Monitoring Began: Not reported
 Enforcement Action Date: Not reported
 Historical Max MTBE Date: Not reported
 Hist Max MTBE Conc in Groundwater: Not reported
 Hist Max MTBE Conc in Soil: Not reported
 Significant Interim Remedial Action Taken: Not reported
 GW Qualifier: Not reported
 Soil Qualifier: Not reported
 Organization: Not reported
 Owner Contact: Not reported
 Responsible Party: THRIFTY OIL CO.
 RP Address: 13539 E. FOSTER RD., SANTA FE SPRINGS, CA 90670
 Program: LUST
 Lat/Long: 34.193106 / -1
 Local Agency Staff: PEJ
 Beneficial Use: Not reported
 Priority: Not reported
 Cleanup Fund Id: Not reported
 Suspended: Not reported
 Assigned Name: Not reported
 Summary: TANKS REPLACED 1/15/98; 825.4 TONS OF CONTAMINATED SOIL REMOVED & TREATED.

SWEEPS UST:

Status: A
 Comp Number: 5759
 Number: 1
 Board Of Equalization: Not reported
 Ref Date: 02-25-93
 Act Date: 02-18-94
 Created Date: 02-29-88
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: Not reported
 Actv Date: Not reported
 Capacity: Not reported
 Tank Use: Not reported
 Stg: Not reported
 Content: Not reported
 Number Of Tanks: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

BP WEST COAST PRODUCTS LLC 09587 (Continued)

S103282098

HAZNET:

Year: 2010
 Gepaid: CAL000225860
 Contact: WASTE SPECIALIST
 Telephone: 5035246191
 Mailing Name: Not reported
 Mailing Address: PO BOX 80249
 Mailing City,St,Zip: RCHO STA MARG, CA 926880000
 Gen County: Not reported
 TSD EPA ID: CAT080013352
 TSD County: Not reported
 Waste Category: Aqueous solution with total organic residues less than 10 percent
 Disposal Method: OTHER RECOVERY OF RECLAMATION FOR REUSE INCLUDING ACID REGENERATION, ORGANICS RECOVERY ECT
 Tons: 0.189
 Facility County: Los Angeles

Year: 2010
 Gepaid: CAL000225860
 Contact: WASTE SPECIALIST
 Telephone: 5035246191
 Mailing Name: Not reported
 Mailing Address: PO BOX 80249
 Mailing City,St,Zip: RCHO STA MARG, CA 926880000
 Gen County: Not reported
 TSD EPA ID: CAT080013352
 TSD County: Not reported
 Waste Category: Aqueous solution with total organic residues less than 10 percent
 Disposal Method: OTHER RECOVERY OF RECLAMATION FOR REUSE INCLUDING ACID REGENERATION, ORGANICS RECOVERY ECT
 Tons: 0.2016
 Facility County: Los Angeles

Year: 2009
 Gepaid: CAL000225860
 Contact: Waste Specialist
 Telephone: 5035246191
 Mailing Name: Not reported
 Mailing Address: PO BOX 80249
 Mailing City,St,Zip: RCHO STA MARG, CA 926880000
 Gen County: Los Angeles
 TSD EPA ID: CAT080013352
 TSD County: Los Angeles
 Waste Category: Aqueous solution with total organic residues less than 10 percent
 Disposal Method: OTHER RECOVERY OF RECLAMATION FOR REUSE INCLUDING ACID REGENERATION, ORGANICS RECOVERY ECT
 Tons: 0.189
 Facility County: Los Angeles

Year: 2008
 Gepaid: CAL000225860
 Contact: RUTH HA / WASTE SPECIALIST
 Telephone: 5035246191
 Mailing Name: Not reported
 Mailing Address: PO BOX 80249
 Mailing City,St,Zip: RCHO STA MARG, CA 926880000
 Gen County: Los Angeles

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

BP WEST COAST PRODUCTS LLC 09587 (Continued)

S103282098

TSD EPA ID: CAT080013352
 TSD County: Los Angeles
 Waste Category: Aqueous solution with total organic residues less than 10 percent
 Disposal Method: OTHER RECOVERY OF RECLAMATION FOR REUSE INCLUDING ACID REGENERATION, ORGANICS RECOVERY ECT
 Tons: 2.436
 Facility County: Los Angeles

Year: 2008
 Gepaid: CAL000225860
 Contact: RUTH HA / WASTE SPECIALIST
 Telephone: 5035246191
 Mailing Name: Not reported
 Mailing Address: PO BOX 80249
 Mailing City,St,Zip: RCHO STA MARG, CA 926880000
 Gen County: Los Angeles
 TSD EPA ID: NVT330010000
 TSD County: 99
 Waste Category: Other organic solids
 Disposal Method: LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL(TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)
 Tons: 0.1375
 Facility County: Los Angeles

[Click this hyperlink](#) while viewing on your computer to access
 7 additional CA_HAZNET: record(s) in the EDR Site Report.

8

**PROPOSED VALLEY REGION BELLINGHAM ELEMENTARY SCHOOL ADDITION
 6714 VANTAGE AVENUE
 NORTH HOLLYWOOD, CA 91606**

**SCH S109034361
 ENVIROSTOR N/A**

SCH:

Facility ID: 60000840
 Site Type: School Cleanup
 Site Type Detail: School
 Site Mgmt. Req.: NONE SPECIFIED
 Acres: 1.8
 National Priorities List: NO
 Cleanup Oversight Agencies: SMBRP
 Lead Agency: SMBRP
 Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
 Project Manager: Not reported
 Supervisor: Shahir Haddad
 Division Branch: Southern California Schools & Brownfields Outreach
 Site Code: 304594
 Assembly: 39, 43
 Senate: 20, 21
 Special Program Status: Not reported
 Status: Certified
 Status Date: 03/18/2010
 Restricted Use: NO
 Funding: School District
 Latitude: 34.19304
 Longitude: -118.3974
 APN: NONE SPECIFIED
 Past Use: AGRICULTURAL - ORCHARD, RESIDENTIAL AREA
 Potential COC: 30004, 30006, 30007, 30008, 30010, 30013, 30018, 30023, 30207, 30309

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

PROPOSED VALLEY REGION BELLINGHAM ELEMENTARY SCHOOL ADDITION (Continued)

S109034361

Confirmed COC: 30004-NO,30207,30309,30018-NO,30023-NO,30013,30006-NO,30007,30008,
 30010-NO

Potential Description: SOIL
 Alias Name: 304594
 Alias Type: Project Code (Site Code)
 Alias Name: 60000840
 Alias Type: Envirostor ID Number
 Alias Name: 60000866
 Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Preliminary Endangerment Assessment Report
 Completed Date: 07/10/2008
 Comments: Not reported

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Removal Action Workplan
 Completed Date: 12/23/2008
 Comments: DTSC approved the RAW for implementation.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Fact Sheets
 Completed Date: 11/04/2008
 Comments: DTSC approved the fact sheet.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Public Notice
 Completed Date: 11/04/2008
 Comments: DTSC approved the public notice.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Removal Action Completion Report
 Completed Date: 10/19/2009
 Comments: Not reported

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: CEQA - Notice of Exemption
 Completed Date: 12/30/2008
 Comments: Final Notice of Exemption filed with State Clearing House.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Cost Recovery Closeout Memo
 Completed Date: 03/17/2010
 Comments: DTSC prepared a project close out cost recovery unit memorandum

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Certification
 Completed Date: 03/17/2010
 Comments: DTSC certifies that all removal action activities have been completed.

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

PROPOSED VALLEY REGION BELLINGHAM ELEMENTARY SCHOOL ADDITION (Continued)

S109034361

Not reported

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

ENVIROSTOR:

Site Type: School Cleanup
 Site Type Detailed: School
 Acres: 1.8
 NPL: NO
 Regulatory Agencies: SMBRP
 Lead Agency: SMBRP
 Program Manager: Not reported
 Supervisor: Shahir Haddad
 Division Branch: Southern California Schools & Brownfields Outreach
 Facility ID: 60000840
 Site Code: 304594
 Assembly: 39, 43
 Senate: 20, 21
 Special Program: Not reported
 Status: Certified
 Status Date: 03/18/2010
 Restricted Use: NO
 Site Mgmt. Req.: NONE SPECIFIED
 Funding: School District
 Latitude: 34.19304
 Longitude: -118.3974
 APN: NONE SPECIFIED
 Past Use: AGRICULTURAL - ORCHARD, RESIDENTIAL AREA
 Potential COC: 30004, 30006, 30007, 30008, 30010, 30013, 30018, 30023, 30207, 30309
 Confirmed COC: 30004-NO,30207,30309,30018-NO,30023-NO,30013,30006-NO,30007,30008,
 30010-NO
 Potential Description: SOIL
 Alias Name: 304594
 Alias Type: Project Code (Site Code)
 Alias Name: 60000840
 Alias Type: Envirostor ID Number
 Alias Name: 60000866
 Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Preliminary Endangerment Assessment Report
 Completed Date: 07/10/2008
 Comments: Not reported

 Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Removal Action Workplan

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

PROPOSED VALLEY REGION BELLINGHAM ELEMENTARY SCHOOL ADDITION (Continued)

S109034361

Completed Date: 12/23/2008
 Comments: DTSC approved the RAW for implementation.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Fact Sheets
 Completed Date: 11/04/2008
 Comments: DTSC approved the fact sheet.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Public Notice
 Completed Date: 11/04/2008
 Comments: DTSC approved the public notice.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Removal Action Completion Report
 Completed Date: 10/19/2009
 Comments: Not reported

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: CEQA - Notice of Exemption
 Completed Date: 12/30/2008
 Comments: Final Notice of Exemption filed with State Clearing House.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Cost Recovery Closeout Memo
 Completed Date: 03/17/2010
 Comments: DTSC prepared a project close out cost recovery unit memorandum

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Certification
 Completed Date: 03/17/2010
 Comments: DTSC certifies that all removal action activities have been completed.
 Not reported

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 Database(s) EPA ID Number

**9 NORTH HOLLYWOOD NEW PRIMARY CENTER NO. 4
 ARCHWOOD STREET/BELLINGHAM AVENUE
 LOS ANGELES, CA 91606**

**SCH S105628618
 ENVIROSTOR N/A**

SCH:

Facility ID: 19880012
 Site Type: School Investigation
 Site Type Detail: School
 Site Mgmt. Req.: NONE SPECIFIED
 Acres: 2.8
 National Priorities List: NO
 Cleanup Oversight Agencies: SMBRP
 Lead Agency: SMBRP
 Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
 Project Manager: Not reported
 Supervisor: Javier Hinojosa
 Division Branch: Southern California Schools & Brownfields Outreach
 Site Code: 304345
 Assembly: 39
 Senate: 20
 Special Program Status: Not reported
 Status: No Further Action
 Status Date: 05/06/2003
 Restricted Use: NO
 Funding: School District
 Latitude: 34.05227
 Longitude: -118.2527
 APN: NONE SPECIFIED
 Past Use: RESIDENTIAL AREA
 Potential COC: , 30032, 30550, 30384, 30003, 30593, 30024, 30525, 30027
 Confirmed COC: NONE SPECIFIED
 Potential Description: NONE SPECIFIED
 Alias Name: LAUSD-NORTH HOLLYWOOD NEW PC # 4
 Alias Type: Alternate Name
 Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
 Alias Type: Alternate Name
 Alias Name: NORTH HOLLYWOOD NEW PRIMARY CENTER #4
 Alias Type: Alternate Name
 Alias Name: 304345
 Alias Type: Project Code (Site Code)
 Alias Name: 19880012
 Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Preliminary Endangerment Assessment Report
 Completed Date: 11/20/2001
 Comments: Not reported

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Preliminary Endangerment Assessment Report
 Completed Date: 02/25/2002
 Comments: Not reported

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Supplemental Site Investigation Report

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

NORTH HOLLYWOOD NEW PRIMARY CENTER NO. 4 (Continued)

S105628618

Completed Date: 04/30/2003
 Comments: Not reported

 Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Cost Recovery Closeout Memo
 Completed Date: 05/06/2003
 Comments: Not reported

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Environmental Oversight Agreement
 Completed Date: 02/10/2000
 Comments: Not reported

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

ENVIROSTOR:

Site Type: School Investigation
 Site Type Detailed: School
 Acres: 2.8
 NPL: NO
 Regulatory Agencies: SMBRP
 Lead Agency: SMBRP
 Program Manager: Not reported
 Supervisor: Javier Hinojosa
 Division Branch: Southern California Schools & Brownfields Outreach
 Facility ID: 19880012
 Site Code: 304345
 Assembly: 39
 Senate: 20
 Special Program: Not reported
 Status: No Further Action
 Status Date: 05/06/2003
 Restricted Use: NO
 Site Mgmt. Req.: NONE SPECIFIED
 Funding: School District
 Latitude: 34.05227
 Longitude: -118.2527
 APN: NONE SPECIFIED
 Past Use: RESIDENTIAL AREA
 Potential COC: , 30032, 30550, 30384, 30003, 30593, 30024, 30525, 30027
 Confirmed COC: NONE SPECIFIED
 Potential Description: NONE SPECIFIED
 Alias Name: LAUSD-NORTH HOLLYWOOD NEW PC # 4
 Alias Type: Alternate Name
 Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
 Alias Type: Alternate Name
 Alias Name: NORTH HOLLYWOOD NEW PRIMARY CENTER #4

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

NORTH HOLLYWOOD NEW PRIMARY CENTER NO. 4 (Continued)

S105628618

Alias Type:	Alternate Name
Alias Name:	304345
Alias Type:	Project Code (Site Code)
Alias Name:	19880012
Alias Type:	Envirostor ID Number
Completed Info:	
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	11/20/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	02/25/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	04/30/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	05/06/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

10

**PLAZA DISCOUNT DRY CLEANERS
 6631 LAUREL CANYON BLVD
 NORTH HOLLYWOOD, CA 91606**

**SWRCY S103982094
 DRYCLEANERS N/A
 HAZNET
 EMI**

SWRCY:
 Facility Phone Number: Not reported
 Whether The Facility Is Grandfathered: N
 Effective Date: 12/01/2001
 Rural: N
 As Of: 12/12/2011

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

PLAZA DISCOUNT DRY CLEANERS (Continued)

S103982094

Party Number: 24622

DRYCLEANERS:

EPA Id: CAL000022181
 NAICS Code: 81232
 NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
 SIC Code: 7211
 SIC Description: Power Laundries, Family and Commercial
 Create Date: 11/14/1989
 Facility Active: No
 Inactive Date: 06/30/2006
 Facility Addr2: Not reported
 Mailing Name: Not reported
 Mailing Address: 6631 LAUREL CANYON BLVD
 Mailing Address 2: Not reported
 Mailing State: CA
 Mailing Zip: 916060000
 Owner Name: YOOSIK YU
 Owner Address: 6631 LAUREL CANYON BLVD
 Owner Address 2: Not reported
 Owner Telephone: 0000000000
 Contact Name: YOOSIK YU - OWNER
 Contact Address: 6631 LAUREL CANYON BLVD
 Contact Address 2: Not reported
 Contact Telephone: --

EPA Id: CAL000362017
 NAICS Code: 81232
 NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
 SIC Code: 7211
 SIC Description: Power Laundries, Family and Commercial
 Create Date: 03/22/2011
 Facility Active: Yes
 Inactive Date: Not reported
 Facility Addr2: Not reported
 Mailing Name: Not reported
 Mailing Address: 6631 LAUREL CANYON BLVD
 Mailing Address 2: Not reported
 Mailing State: CA
 Mailing Zip: 91606
 Owner Name: JOSE MONCADA
 Owner Address: 15739 BASSETT ST
 Owner Address 2: Not reported
 Owner Telephone: 8189827143
 Contact Name: JOSE MONCADA
 Contact Address: 6631 LAUREL CANYON BLVD
 Contact Address 2: Not reported
 Contact Telephone: 8186251147

HAZNET:

Year: 2007
 Gepaid: CAL000022181
 Contact: YOOSIK YU - OWNER
 Telephone: --
 Mailing Name: Not reported
 Mailing Address: 6631 LAUREL CANYON BLVD

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

PLAZA DISCOUNT DRY CLEANERS (Continued)

S103982094

Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916060000
 Gen County: Los Angeles
 TSD EPA ID: CAT000613893
 TSD County: Los Angeles
 Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
 Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY (H010-H129) OR (H131-H135)
 Tons: 0.18
 Facility County: Los Angeles

Year: 2006
 Gepaid: CAL000022181
 Contact: YOOSIK YU - OWNER
 Telephone: --
 Mailing Name: Not reported
 Mailing Address: 6631 LAUREL CANYON BLVD
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916060000
 Gen County: Los Angeles
 TSD EPA ID: CAT000613893
 TSD County: Los Angeles
 Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
 Disposal Method: H01
 Tons: 0.06
 Facility County: Los Angeles

Year: 2005
 Gepaid: CAL000022181
 Contact: YOOSIK YU - OWNER
 Telephone: --
 Mailing Name: Not reported
 Mailing Address: 6631 LAUREL CANYON BLVD
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916060000
 Gen County: Los Angeles
 TSD EPA ID: CAT000613893
 TSD County: Los Angeles
 Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
 Disposal Method: H01
 Tons: 0.15
 Facility County: Not reported

Year: 1999
 Gepaid: CAL000022181
 Contact: YOOSIK YU
 Telephone: 0000000000
 Mailing Name: Not reported
 Mailing Address: 6631 LAUREL CANYON BLVD
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916060000
 Gen County: Los Angeles
 TSD EPA ID: CAD981397417
 TSD County: Los Angeles
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: R01
 Tons: 0.584
 Facility County: Los Angeles

Year: 1998

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

PLAZA DISCOUNT DRY CLEANERS (Continued)

S103982094

Gepaid: CAL000022181
 Contact: YOOSIK YU
 Telephone: 0000000000
 Mailing Name: Not reported
 Mailing Address: 6631 LAUREL CANYON BLVD
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916060000
 Gen County: Los Angeles
 TSD EPA ID: CAD981397417
 TSD County: Los Angeles
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: R01
 Tons: .3024
 Facility County: Los Angeles

[Click this hyperlink](#) while viewing on your computer to access
 2 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year: 1987
 County Code: 19
 Air Basin: SC
 Facility ID: 40484
 Air District Name: SC
 SIC Code: 7216
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 2
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1990
 County Code: 19
 Air Basin: SC
 Facility ID: 60962
 Air District Name: SC
 SIC Code: 7216
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 2
 Reactive Organic Gases Tons/Yr: 1
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 Database(s)
 EPA ID Number

11 **ACTIVITIES FOR RETARDED CHILDREN** **HAZNET** **S103667995**
6446 - 6450 WHITSETT AVE **N/A**
NORTH HOLLYWOOD, CA 91606

HAZNET:
 Year: 1996
 Gepaid: CAC001136280
 Contact: ACTIVITIES FOR REARDED
 Telephone: 0000000000
 Mailing Name: Not reported
 Mailing Address: 6456 WHITSETT AVE
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916060000
 Gen County: Los Angeles
 TSD EPA ID: CAD009007626
 TSD County: Los Angeles
 Waste Category: Asbestos containing waste
 Disposal Method: D80
 Tons: 1.6856
 Facility County: Los Angeles

11 **ACTIVITIES FOR THE RETARDED CHILDREN & ADULTS INC** **HAZNET** **S109422692**
6450 WHITSETT AVE **N/A**
NORTH HOLLYWOOD, CA 91606

HAZNET:
 Year: 2007
 Gepaid: CAC002618778
 Contact: JANE SARTURE
 Telephone: 8187624365
 Mailing Name: Not reported
 Mailing Address: 6456 WHITSETT AVE
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 91606
 Gen County: Los Angeles
 TSD EPA ID: CAD009007626
 TSD County: Los Angeles
 Waste Category: Asbestos containing waste
 Disposal Method: LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL(TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)
 Tons: 0.4
 Facility County: Los Angeles

12 **PACIFIC BELL** **RCRA-NonGen** **1000249988**
12444 VICTORY BLVD **FINDS** **CAD097474480**
NORTH HOLLYWOOD, CA 91606

RCRA-NonGen:
 Date form received by agency: 09/09/1997
 Facility name: PACIFIC BELL
 Facility address: 12444 VICTORY BLVD
 NORTH HOLLYWOOD, CA 91606
 EPA ID: CAD097474480
 Mailing address: 170 N FAIR OAKS
 PASADENA, CA 91103
 Contact: ENVIRONMENTAL MANAGER
 Contact address: 12444 VICTORY BLVD
 NORTH HOLLYWOOD, CA 91606
 Contact country: US
 Contact telephone: (213) 578-2827

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

PACIFIC BELL (Continued)

1000249988

Contact email: Not reported
 EPA Region: 09
 Classification: Non-Generator
 Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name: NOT REQUIRED
 Owner/operator address: NOT REQUIRED, ME 99999
 Owner/operator country: Not reported
 Owner/operator telephone: (415) 555-1212
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Historical Generators:

Date form received by agency: 09/01/1996
 Facility name: PACIFIC BELL
 Classification: Small Quantity Generator

Date form received by agency: 01/20/1981
 Facility name: PACIFIC BELL
 Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002665517

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

12 MOBIL OIL CO
 12409 VICTORY BLVD
 NORTH HOLLYWOOD, CA 91606

CA FID UST S101584957
 SWEEPS UST N/A

CA FID UST:

Facility ID: 19017371
 Regulated By: UTNKI
 Regulated ID: Not reported
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 2130000000
 Mail To: Not reported
 Mailing Address: 12409 VICTORY BLVD
 Mailing Address 2: Not reported
 Mailing City,St,Zip: NORTH HOLLYWOOD 916060000
 Contact: Not reported
 Contact Phone: Not reported
 DUNs Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Inactive

SWEEPS UST:

Status: Not reported
 Comp Number: 6661
 Number: Not reported
 Board Of Equalization: Not reported
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: Not reported
 Actv Date: Not reported
 Capacity: Not reported
 Tank Use: Not reported
 Stg: Not reported
 Content: Not reported
 Number Of Tanks: 0

12 BRIEL & SON T.V. SERVICE
 12437 VICTORY BLVD
 NORTH HOLLYWOOD, CA 91606

WIP S106768701
 N/A

WIP:

Region: 4
 File Number: 111.1873
File Status: Historical
 Staff: UNIDENTIFIED
 Facility Suite: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 Database(s) EPA ID Number

12 **NACHO'S AUTO INTERIORS** **WIP** **S106768546**
12443 VICTORY BLVD **N/A**
NORTH HOLLYWOOD, CA 91606

WIP:
 Region: 4
 File Number: 111.0762
File Status: Historical
 Staff: UNIDENTIFIED
 Facility Suite: Not reported

12 **7-ELEVEN STORE #18607 (2144)** **CA FID UST** **S101585264**
12463 VICTORY BLVD **SWEEPS UST** **N/A**
NORTH HOLLYWOOD, CA 91606

CA FID UST:
 Facility ID: 19021858
 Regulated By: UTKNI
 Regulated ID: 00003788
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 2133624384
 Mail To: Not reported
 Mailing Address: 1240 S STATE COLLEGE BLVD
 Mailing Address 2: Not reported
 Mailing City,St,Zip: NORTH HOLLYWOOD 916060000
 Contact: Not reported
 Contact Phone: Not reported
 DUNs Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Inactive

SWEEPS UST:
 Status: Not reported
 Comp Number: 269
 Number: Not reported
 Board Of Equalization: 44-002251
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-000269-000001
 Actv Date: Not reported
 Capacity: 10000
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED
 Number Of Tanks: 3

Status: Not reported
 Comp Number: 269
 Number: Not reported
 Board Of Equalization: 44-002251
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

7-ELEVEN STORE #18607 (2144) (Continued)

S101585264

Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-000269-000002
 Actv Date: Not reported
 Capacity: 10000
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED
 Number Of Tanks: Not reported

Status: Not reported
 Comp Number: 269
 Number: Not reported
 Board Of Equalization: 44-002251
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-000269-000003
 Actv Date: Not reported
 Capacity: 10000
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED
 Number Of Tanks: Not reported

12

**7-ELEVEN STORE #18607 (2144)
 12463 VICTORY BLVD
 NORTH HOLLYWOOD, CA 91606**

**HIST UST U001568595
 N/A**

HIST UST:
 Region: STATE
 Facility ID: 00000003788
 Facility Type: Gas Station
 Other Type: Not reported
 Total Tanks: 0003
 Contact Name: NOSH AND BEHROZ VADOLI
 Telephone: 2133624384
 Owner Name: THE SOUTHLAND CORPORATION
 Owner Address: 1240 S STATE COLLEGE BLVD.,SUI
 Owner City,St,Zip: ANAHEIM, CA 92806

Tank Num: 001
 Container Num: 01
 Year Installed: 1983
 Tank Capacity: 00010000
 Tank Used for: PRODUCT
 Type of Fuel: UNLEADED
 Tank Construction: Not reported
 Leak Detection: Stock Inventor, 10

Tank Num: 002
 Container Num: 02
 Year Installed: 1983
 Tank Capacity: 00010000
 Tank Used for: PRODUCT
 Type of Fuel: REGULAR

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

7-ELEVEN STORE #18607 (2144) (Continued)

U001568595

Tank Construction: Not reported
 Leak Detection: Stock Inventor, 10

 Tank Num: 003
 Container Num: 03
 Year Installed: 1983
 Tank Capacity: 00010000
 Tank Used for: PRODUCT
 Type of Fuel: 06
 Tank Construction: Not reported
 Leak Detection: Stock Inventor, 10

12

**SHELL GAS STATION
 12501 VICTORY BLVD
 NORTH HOLLYWOOD, CA 91606**

**CA FID UST S101618722
 SWEEPS UST N/A**

CA FID UST:

Facility ID: 19054288
 Regulated By: UTKNI
 Regulated ID: 00061085
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 8185065503
 Mail To: Not reported
 Mailing Address: 12501 VICTORY BLVD
 Mailing Address 2: Not reported
 Mailing City,St,Zip: NORTH HOLLYWOOD 916060000
 Contact: Not reported
 Contact Phone: Not reported
 DUNs Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Inactive

SWEEPS UST:

Status: Not reported
 Comp Number: 3317
 Number: Not reported
 Board Of Equalization: 44-012937
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-003317-000001
 Actv Date: Not reported
 Capacity: 8000
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED
 Number Of Tanks: 5

 Status: Not reported
 Comp Number: 3317
 Number: Not reported
 Board Of Equalization: 44-012937

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SHELL GAS STATION (Continued)

S101618722

Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-003317-000002
 Actv Date: Not reported
 Capacity: 8000
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED
 Number Of Tanks: Not reported

Status: Not reported
 Comp Number: 3317
 Number: Not reported
 Board Of Equalization: 44-012937
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-003317-000003
 Actv Date: Not reported
 Capacity: 8000
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED
 Number Of Tanks: Not reported

Status: Not reported
 Comp Number: 3317
 Number: Not reported
 Board Of Equalization: 44-012937
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-003317-000004
 Actv Date: Not reported
 Capacity: 8000
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED
 Number Of Tanks: Not reported

Status: Not reported
 Comp Number: 3317
 Number: Not reported
 Board Of Equalization: 44-012937
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-003317-000005

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SHELL GAS STATION (Continued)

S101618722

Actv Date: Not reported
 Capacity: 500
 Tank Use: OIL
 Stg: WASTE
 Content: WASTE OIL
 Number Of Tanks: Not reported

12

**SHELL GAS STATION
 12501 VICTORY BLVD
 NORTH HOLLYWOOD, CA 91606**

**HIST UST U001568612
 N/A**

HIST UST:

Region: STATE
 Facility ID: 00000061085
 Facility Type: Gas Station
 Other Type: Not reported
 Total Tanks: 0005
 Contact Name: RICHARD A. MADURA
 Telephone: 8185065503
 Owner Name: RICH'S SHELL STATION
 Owner Address: 12501 VICTORY BLVD
 Owner City,St,Zip: N. HOLLYWOOD, CA 91606

Tank Num: 001
 Container Num: 1
 Year Installed: 1966
 Tank Capacity: 00008000
 Tank Used for: PRODUCT
 Type of Fuel: REGULAR
 Tank Construction: Not reported
 Leak Detection: Stock Inventor, 10

Tank Num: 002
 Container Num: 2
 Year Installed: Not reported
 Tank Capacity: 00008000
 Tank Used for: PRODUCT
 Type of Fuel: REGULAR
 Tank Construction: Not reported
 Leak Detection: None

Tank Num: 003
 Container Num: 3
 Year Installed: Not reported
 Tank Capacity: 00008000
 Tank Used for: PRODUCT
 Type of Fuel: REGULAR
 Tank Construction: Not reported
 Leak Detection: None

Tank Num: 004
 Container Num: 4
 Year Installed: Not reported
 Tank Capacity: 00008000
 Tank Used for: PRODUCT
 Type of Fuel: REGULAR
 Tank Construction: Not reported
 Leak Detection: None

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

SHELL GAS STATION (Continued)

U001568612

Tank Num: 005
 Container Num: 5
 Year Installed: Not reported
 Tank Capacity: 00000500
 Tank Used for: WASTE
 Type of Fuel: WASTE OIL
 Tank Construction: Not reported
 Leak Detection: None

13

**VICTORY BOULEVARD ELEM. SCH. 2ND ADD.
 6315 RADFORD AVENUE
 NORTH HOLLYWOOD, CA 91606**

**SCH
 HAZNET
 ENVIROSTOR**

**S105628589
 N/A**

SCH:

Facility ID: 19820059
 Site Type: School Investigation
 Site Type Detail: School
 Site Mgmt. Req.: NONE SPECIFIED
 Acres: 15
 National Priorities List: NO
 Cleanup Oversight Agencies: SMBRP
 Lead Agency: SMBRP
 Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
 Project Manager: Not reported
 Supervisor: Javier Hinojosa
 Division Branch: Southern California Schools & Brownfields Outreach
 Site Code: 304125
 Assembly: 43
 Senate: 20
 Special Program Status: Not reported
 Status: Inactive - Action Required
 Status Date: 03/20/2000
 Restricted Use: NO
 Funding: School District
 Latitude: 34.18530
 Longitude: -118.3935
 APN: 2334004903
 Past Use: * EDUCATIONAL SERVICES
 Potential COC: 30013
 Confirmed COC: 30013-NO
 Potential Description: SOIL
 Alias Name: LAUSD-VICTORY BLVD ELEM 2ND ADDITION
 Alias Type: Alternate Name
 Alias Name: LAUSD-VICTORY BLVD ELEM 2ND ADDITION/VCA
 Alias Type: Alternate Name
 Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
 Alias Type: Alternate Name
 Alias Name: VICTORY BOULEVARD ELEM. SCH. 2ND ADD.
 Alias Type: Alternate Name
 Alias Name: 2334004903
 Alias Type: APN
 Alias Name: 304022
 Alias Type: Project Code (Site Code)
 Alias Name: 304125
 Alias Type: Project Code (Site Code)
 Alias Name: 19820059
 Alias Type: Envirostor ID Number

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

VICTORY BOULEVARD ELEM. SCH. 2ND ADD. (Continued)

S105628589

Completed Info:

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Phase 1
 Completed Date: 02/04/2000
 Comments: Not reported

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Site Inspections/Visit (Non LUR)
 Completed Date: 08/16/2000
 Comments: Not reported

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Environmental Oversight Agreement
 Completed Date: 02/10/2000
 Comments: Not reported

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Cost Recovery Closeout Memo
 Completed Date: 03/20/2000
 Comments: Not reported

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

HAZNET:

Year: 2001
 Gepaid: CAL000000691
 Contact: YI HWA KIM DEPUTY DIRECTOR
 Telephone: 2137435086
 Mailing Name: Not reported
 Mailing Address: 1449 S SAN PEDRO ST
 Mailing City,St,Zip: LOS ANGELES, CA 900153119
 Gen County: Los Angeles
 TSD EPA ID: Not reported
 TSD County: Los Angeles
 Waste Category: Other inorganic solid waste
 Disposal Method: H01
 Tons: 0.1
 Facility County: Not reported

Year: 2001
 Gepaid: CAL000000691
 Contact: YI HWA KIM DEPUTY DIRECTOR
 Telephone: 2137435086
 Mailing Name: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

VICTORY BOULEVARD ELEM. SCH. 2ND ADD. (Continued)

S105628589

Mailing Address: 1449 S SAN PEDRO ST
 Mailing City,St,Zip: LOS ANGELES, CA 900153119
 Gen County: Los Angeles
 TSD EPA ID: Not reported
 TSD County: Los Angeles
 Waste Category: Other organic solids
 Disposal Method: D80
 Tons: 0.05
 Facility County: Not reported

Year: 2001
 Gepaid: CAL000000691
 Contact: YI HWA KIM DEPUTY DIRECTOR
 Telephone: 2137435086
 Mailing Name: Not reported
 Mailing Address: 1449 S SAN PEDRO ST
 Mailing City,St,Zip: LOS ANGELES, CA 900153119
 Gen County: Los Angeles
 TSD EPA ID: Not reported
 TSD County: Kings
 Waste Category: Other inorganic solid waste
 Disposal Method: D99
 Tons: 33.71
 Facility County: Not reported

ENVIROSTOR:

Site Type: School Investigation
 Site Type Detailed: School
 Acres: 15
 NPL: NO
 Regulatory Agencies: SMBRP
 Lead Agency: SMBRP
 Program Manager: Not reported
 Supervisor: Javier Hinojosa
 Division Branch: Southern California Schools & Brownfields Outreach
 Facility ID: 19820059
 Site Code: 304125
 Assembly: 43
 Senate: 20
 Special Program: Not reported
 Status: Inactive - Action Required
 Status Date: 03/20/2000
 Restricted Use: NO
 Site Mgmt. Req.: NONE SPECIFIED
 Funding: School District
 Latitude: 34.18530
 Longitude: -118.3935
 APN: 2334004903
 Past Use: * EDUCATIONAL SERVICES
 Potential COC: 30013
 Confirmed COC: 30013-NO
 Potential Description: SOIL
 Alias Name: LAUSD-VICTORY BLVD ELEM 2ND ADDITION
 Alias Type: Alternate Name
 Alias Name: LAUSD-VICTORY BLVD ELEM 2ND ADDITION/VCA
 Alias Type: Alternate Name
 Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

VICTORY BOULEVARD ELEM. SCH. 2ND ADD. (Continued)

S105628589

Alias Type:	Alternate Name
Alias Name:	VICTORY BOULEVARD ELEM. SCH. 2ND ADD.
Alias Type:	Alternate Name
Alias Name:	2334004903
Alias Type:	APN
Alias Name:	304022
Alias Type:	Project Code (Site Code)
Alias Name:	304125
Alias Type:	Project Code (Site Code)
Alias Name:	19820059
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	02/04/2000
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	08/16/2000
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	03/20/2000
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

14

KLEANERETTE DRAPERY CLEANERS
6240 VANTAGE AVE
N HOLLYWOOD, CA 91605

RCRA-SQG 1000921615
FINDS CAD981666092
SLIC
DRYCLEANERS
WIP
HAZNET
EMI

RCRA-SQG:

Date form received by agency: 06/06/1994
 Facility name: KLEANERETTE DRAPERY CLEANERS

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

KLEANERETTE DRAPERY CLEANERS (Continued)

1000921615

Facility address: 6240 VANTAGE AVE
 NORTH HOLLYWOOD, CA 91605
 EPA ID: CAD981666092
 Mailing address: VANTAGE AVE
 NORTH HOLLYWOOD, CA 91605
 Contact: ZARE SARKISSIAN
 Contact address: 6240 VANTAGE AVE
 NORTH HOLLYWOOD, CA 91605
 Contact country: US
 Contact telephone: (818) 763-1234
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: ZARE SARKISSIAN
 Owner/operator address: 6240 VANTAGE AVE
 NORTH HOLLYWOOD, CA 91605
 Owner/operator country: Not reported
 Owner/operator telephone: (818) 763-1234
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002742738

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

KLEANERETTE DRAPERY CLEANERS (Continued)

1000921615

facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

SLIC:

Region:	STATE
Facility Status:	Open - Site Assessment
Status Date:	10/21/1997
Global Id:	SL603799071
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.184247
Longitude:	-118.397608
Case Type:	Cleanup Program Site
Case Worker:	LM
Local Agency:	Not reported
RB Case Number:	111.2554
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

[Click here to access the California GeoTracker records for this facility:](#)

DRYCLEANERS:

EPA Id:	CAD981666092
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	04/10/1987
Facility Active:	No
Inactive Date:	06/30/2007
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	6240 VANTAGE AVE
Mailing Address 2:	Not reported
Mailing State:	CA
Mailing Zip:	916063218
Owner Name:	ZARE SARKISSIAN
Owner Address:	6290 VANTAGE AVE
Owner Address 2:	Not reported
Owner Telephone:	8187631234
Contact Name:	ZARE SARKISSIAN
Contact Address:	6240 VANTAGE AVE
Contact Address 2:	Not reported
Contact Telephone:	8187631234

WIP:

Region: 4

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

KLEANERETTE DRAPERY CLEANERS (Continued)

1000921615

File Number: 111.2554
File Status: Active
 Staff: MZAIDI
 Facility Suite: Not reported

HAZNET:

Year: 2006
 Gepaid: CAD981666092
 Contact: ZARE SARKISSIAN
 Telephone: 8187631234
 Mailing Name: Not reported
 Mailing Address: 6240 VANTAGE AVE
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916063218
 Gen County: Los Angeles
 TSD EPA ID: NVR000076158
 TSD County: 99
 Waste Category: Not reported
 Disposal Method: R01
 Tons: Not reported
 Facility County: Los Angeles

Year: 2003
 Gepaid: CAD981666092
 Contact: ZARE SARKISSIAN
 Telephone: 8187631234
 Mailing Name: Not reported
 Mailing Address: 6240 VANTAGE AVE
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916063218
 Gen County: Los Angeles
 TSD EPA ID: CAD008302903
 TSD County: Los Angeles
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: R01
 Tons: 0.22
 Facility County: Los Angeles

Year: 2003
 Gepaid: CAD981666092
 Contact: ZARE SARKISSIAN
 Telephone: 8187631234
 Mailing Name: Not reported
 Mailing Address: 6240 VANTAGE AVE
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916063218
 Gen County: Los Angeles
 TSD EPA ID: CAD008302903
 TSD County: Los Angeles
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: Not reported
 Tons: Not reported
 Facility County: Los Angeles

Year: 2001
 Gepaid: CAD981666092
 Contact: ZARE SARKISSIAN
 Telephone: 8187631234

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

KLEANERETTE DRAPERY CLEANERS (Continued)

1000921615

Mailing Name: Not reported
 Mailing Address: 6240 VANTAGE AVE
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916063218
 Gen County: Los Angeles
 TSD EPA ID: Not reported
 TSD County: Los Angeles
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Not reported
 Tons: 0
 Facility County: Not reported

Year: 2001
 Gepaid: CAD981666092
 Contact: ZARE SARKISSIAN
 Telephone: 8187631234
 Mailing Name: Not reported
 Mailing Address: 6240 VANTAGE AVE
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916063218
 Gen County: Los Angeles
 TSD EPA ID: Not reported
 TSD County: Los Angeles
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: Not reported
 Tons: 0
 Facility County: Not reported

[Click this hyperlink](#) while viewing on your computer to access 9 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year: 1987
 County Code: 19
 Air Basin: SC
 Facility ID: 16980
 Air District Name: SC
 SIC Code: 7216
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 2
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1990
 County Code: 19
 Air Basin: SC
 Facility ID: 16980
 Air District Name: SC
 SIC Code: 7216
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

KLEANERETTE DRAPERY CLEANERS (Continued)

1000921615

Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smlr Tons/Yr:	0
Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	16980
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smlr Tons/Yr:	0
Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	16980
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smlr Tons/Yr:	0

15

**TONI PEETE
 6261 WHITSETT AVE
 NORTH HOLLYWOOD, CA 91606**

**HAZNET S111078618
 N/A**

HAZNET:
 Year: 2010
 Gepaid: CAC002654534
 Contact: TONI PEETE
 Telephone: 3104152098
 Mailing Name: Not reported
 Mailing Address: 6261 WHITSETT AVE
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 91606
 Gen County: Not reported
 TSD EPA ID: NVT330010000
 TSD County: Not reported
 Waste Category: Other inorganic solid waste

MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance			
Distance (ft.)Site		Database(s)	EPA ID Number

TONI PEETE (Continued)

S111078618

Disposal Method: LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL(TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)
 Tons: 0.04
 Facility County: Los Angeles

**16 CHURCH OF RELIGIOUS SCIENCE
 6149 WHITSETT AVE
 NORTH HOLLYWOOD, CA 91606**

**HAZNET S106089045
 N/A**

HAZNET:
 Year: 2002
 Gepaid: CAC002556505
 Contact: REV MATT
 Telephone: 8187627566
 Mailing Name: Not reported
 Mailing Address: 6161 WHITSETT AVE
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 91606
 Gen County: Los Angeles
 TSD EPA ID: Not reported
 TSD County: Los Angeles
 Waste Category: Asbestos containing waste
 Disposal Method: D80
 Tons: 0.84
 Facility County: Not reported

**17 OXNARD STREET DUMP-VAN NUYS
 12800 OXNARD STREET
 VAN NUYS, CA**

**WMUDS/SWAT S103441380
 N/A**

WMUDS/SWAT:
 Edit Date: Not reported
 Complexity: Not reported
 Primary Waste: Not reported
 Primary Waste Type: Not reported
 Secondary Waste: Not reported
 Secondary Waste Type: Not reported
 Base Meridian: Not reported
 NPID: Not reported
 Tonnage: 0
 Regional Board ID: Not reported
 Municipal Solid Waste: False
 Superorder: False
 Open To Public: False
 Waste List: False
 Agency Type: Not reported
 Agency Name: Not reported
 Agency Department: Not reported
 Agency Address: Not reported
 Agency City,St,Zip: Not reported
 Agency Contact: Not reported
 Agency Telephone: Not reported
 Land Owner Name: Not reported
 Land Owner Address: Not reported
 Land Owner City,St,Zip: CA
 Land Owner Contact: Not reported
 Land Owner Phone: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

OXNARD STREET DUMP-VAN NUYS (Continued)

S103441380

Region: 4
 Facility Type: Not reported
 Facility Description: Not reported
 Facility Telephone: Not reported
 SWAT Facility Name: Not reported
 Primary SIC: Not reported
 Secondary SIC: Not reported
 Comments: Not reported
 Last Facility Editors: Not reported
 Waste Discharge System: False
 Solid Waste Assessment Test Program: True
 Toxic Pits Cleanup Act Program: False
 Resource Conservation Recovery Act: False
 Department of Defence: False
 Solid Waste Assessment Test Program: Not reported
 Threat to Water Quality: Not reported
 Sub Chapter 15: False
 Regional Board Project Officer: LT
 Number of WMUDS at Facility: 1
 Section Range: Not reported
 RCRA Facility: Not reported
 Waste Discharge Requirements: Not reported
 Self-Monitoring Rept. Frequency: Not reported
 Waste Discharge System ID: 4 190114NUR
 Solid Waste Information ID: Not reported

18

A.E.K. PRINTING
12503 OXNARD ST
NORTH HOLLYWOOD, CA 91607

WIP S106768726
N/A

WIP:
 Region: 4
 File Number: 111.1941
File Status: Historical
 Staff: UNIDENTIFIED
 Facility Suite: Not reported

18

GLO TONE CLEANERS
12508 OXNARD ST
NORTH HOLLYWOOD, CA 91606

RCRA-SQG 1000133989
FINDS CAD079635561
DRYCLEANERS
WIP
HAZNET
EMI

RCRA-SQG:
 Date form received by agency: 09/01/1996
 Facility name: GLO TONE CLEANERS
 Facility address: 12508 OXNARD ST
 NORTH HOLLYWOOD, CA 91606
 EPA ID: CAD079635561
 Contact: Not reported
 Contact address: Not reported
 Not reported
 Contact country: Not reported
 Contact telephone: Not reported
 Contact email: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

GLO TONE CLEANERS (Continued)

1000133989

EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: NOT REQUIRED
 Owner/operator address: NOT REQUIRED
 NOT REQUIRED, ME 99999
 Owner/operator country: Not reported
 Owner/operator telephone: (415) 555-1212
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
 Owner/operator address: NOT REQUIRED
 NOT REQUIRED, ME 99999
 Owner/operator country: Not reported
 Owner/operator telephone: (415) 555-1212
 Legal status: Private
 Owner/Operator Type: Operator
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Historical Generators:

Date form received by agency: 09/26/1985
 Facility name: GLO TONE CLEANERS
 Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002659917

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

GLO TONE CLEANERS (Continued)

1000133989

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

DRYCLEANERS:

EPA Id: CAD079635561
 NAICS Code: 81232
 NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
 SIC Code: 7211
 SIC Description: Power Laundries, Family and Commercial
 Create Date: 04/10/1987
 Facility Active: No
 Inactive Date: 06/30/2003
 Facility Addr2: Not reported
 Mailing Name: Not reported
 Mailing Address: 12508 OXNARD ST
 Mailing Address 2: Not reported
 Mailing State: CA
 Mailing Zip: 916060000
 Owner Name: SUN K OH
 Owner Address: 12508 OXNARD ST
 Owner Address 2: Not reported
 Owner Telephone: 8189806389
 Contact Name: SUN K OH/OWNER
 Contact Address: 12508 OXNARD ST
 Contact Address 2: Not reported
 Contact Telephone: --

WIP:

Region: 4
 File Number: 111.1940
File Status: Historical
 Staff: AVELOZ
 Facility Suite: Not reported

HAZNET:

Year: 2000
 Gepaid: CAD079635561
 Contact: SUN K OH
 Telephone: 8189806389
 Mailing Name: Not reported
 Mailing Address: 12508 OXNARD ST
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916060000
 Gen County: Los Angeles
 TSD EPA ID: CAD981397417
 TSD County: Los Angeles
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: R01
 Tons: .2273
 Facility County: Los Angeles

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

GLO TONE CLEANERS (Continued)

1000133989

Year: 1999
 Gepaid: CAD079635561
 Contact: SUN K OH
 Telephone: 8189806389
 Mailing Name: Not reported
 Mailing Address: 12508 OXNARD ST
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916060000
 Gen County: Los Angeles
 TSD EPA ID: CAD981397417
 TSD County: Los Angeles
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: R01
 Tons: 0.4464
 Facility County: Los Angeles

Year: 1998
 Gepaid: CAD079635561
 Contact: SUN K OH
 Telephone: 8189806389
 Mailing Name: Not reported
 Mailing Address: 12508 OXNARD ST
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916060000
 Gen County: Los Angeles
 TSD EPA ID: CAD981397417
 TSD County: Los Angeles
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: R01
 Tons: .2440
 Facility County: Los Angeles

Year: 1997
 Gepaid: CAD079635561
 Contact: SUN K OH
 Telephone: 8189806389
 Mailing Name: Not reported
 Mailing Address: 12508 OXNARD ST
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916060000
 Gen County: Los Angeles
 TSD EPA ID: CAD981397417
 TSD County: Los Angeles
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: R01
 Tons: .2732
 Facility County: Los Angeles

Year: 1996
 Gepaid: CAD079635561
 Contact: SUN K OH
 Telephone: 8189806389
 Mailing Name: Not reported
 Mailing Address: 12508 OXNARD ST
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916060000
 Gen County: Los Angeles
 TSD EPA ID: CAD981397417

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

GLO TONE CLEANERS (Continued)

1000133989

TSD County: Los Angeles
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: R01
 Tons: .2315
 Facility County: Los Angeles

[Click this hyperlink](#) while viewing on your computer to access
 1 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year: 1987
 County Code: 19
 Air Basin: SC
 Facility ID: 43655
 Air District Name: SC
 SIC Code: 7216
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 3
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1990
 County Code: 19
 Air Basin: SC
 Facility ID: 43655
 Air District Name: SC
 SIC Code: 7216
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 1
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1993
 County Code: 19
 Air Basin: SC
 Facility ID: 43655
 Air District Name: SC
 SIC Code: 7216
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 0
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

GLO TONE CLEANERS (Continued)

1000133989

NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1995
 County Code: 19
 Air Basin: SC
 Facility ID: 43655
 Air District Name: SC
 SIC Code: 7216
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 0
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

19

**SERVICE STAITON 3263
 5969 LAUREL CANYON BLVD
 OXNARD, CA 91607**

**LUST 1000166747
 HIST UST N/A**

LUST:

Region: STATE
 Global Id: T0603702615
 Latitude: 34.179144
 Longitude: -118.396947
 Case Type: LUST Cleanup Site
 Status: Completed - Case Closed
 Status Date: 09/14/1990
 Lead Agency: LOS ANGELES, CITY OF
 Case Worker: PK
 Local Agency: LOS ANGELES, CITY OF
 RB Case Number: 916070343
 LOC Case Number: Not reported
 File Location: Not reported
 Potential Media Affect: Soil
 Potential Contaminants of Concern: Gasoline
 Site History: Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id: T0603702615
 Contact Type: Regional Board Caseworker
 Contact Name: YUE RONG
 Organization Name: LOS ANGELES RWQCB (REGION 4)
 Address: 320 W. 4TH ST., SUITE 200
 City: Los Angeles
 Email: yrong@waterboards.ca.gov
 Phone Number: Not reported

Global Id: T0603702615
 Contact Type: Local Agency Caseworker

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

SERVICE STAITON 3263 (Continued)

1000166747

Contact Name: PATRICK KILLIAN
 Organization Name: LOS ANGELES, CITY OF
 Address: 221 N FIGUEROA ST STE 1500
 City: LOS ANGELES
 Email: Not reported
 Phone Number: 2134826527

LUST:

Global Id: T0603702615
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Discovery

Global Id: T0603702615
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Reported

Global Id: T0603702615
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Stopped

HIST UST:

Region: STATE
 Facility ID: 00000028601
 Facility Type: Gas Station
 Other Type: Not reported
 Total Tanks: 0003
 Contact Name: KEVORK KASBARIAN
 Telephone: 8187692848
 Owner Name: UNION OIL COMPANY OF CALIFORNI
 Owner Address: 3701 WILSHIRE BOULEVARD-SUITE
 Owner City,St,Zip: LOS ANGELES, CA 90010

Tank Num: 001
 Container Num: 3263-1
 Year Installed: 1978
 Tank Capacity: 00009950
 Tank Used for: PRODUCT
 Type of Fuel: UNLEADED
 Tank Construction: Not reported
 Leak Detection: Stock Inventor, Pressure Test

Tank Num: 002
 Container Num: 3263-2
 Year Installed: 1978
 Tank Capacity: 00009950
 Tank Used for: PRODUCT
 Type of Fuel: PREMIUM
 Tank Construction: Not reported
 Leak Detection: Stock Inventor, Pressure Test

Tank Num: 003
 Container Num: 3263-4

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site Database(s) EPA ID Number
 EDR ID Number

SERVICE STAITON 3263 (Continued)

1000166747

Year Installed: 1978
 Tank Capacity: 00000550
 Tank Used for: WASTE
 Type of Fuel: WASTE OIL
 Tank Construction: Not reported
 Leak Detection: Stock Inventor, Pressure Test

**19 76 PRODUCTS STATION #3263
 5969 LAUREL CNYN
 NORTH HOLLYWOOD, CA 91607**

**HIST CORTESE S105025256
 N/A**

CORTESE:
 Region: CORTESE
 Facility County Code: 19
 Reg By: LTNKA
 Reg Id: 916070343

**19 76 PRODUCTS STATION #3263
 5969 LAUREL CANYON BLVD
 NORTH HOLLYWOOD, CA 91607**

**LUST S101297612
 N/A**

LUST REG 4:
 Region: 4
 Regional Board: 04
 County: Los Angeles
 Facility Id: 916070343
 Status: Case Closed
 Substance: Gasoline
 Substance Quantity: Not reported
 Local Case No: Not reported
 Case Type: Soil
 Abatement Method Used at the Site: Not reported
 Global ID: T0603702615
 W Global ID: Not reported
 Staff: UNK
 Local Agency: 19050
 Cross Street: OXNARD
 Enforcement Type: Not reported
 Date Leak Discovered: 3/27/1990
 Date Leak First Reported: 4/2/1990
 Date Leak Record Entered: 12/12/1991
 Date Confirmation Began: Not reported
 Date Leak Stopped: 3/27/1990
 Date Case Last Changed on Database: 8/15/1995
 Date the Case was Closed: 9/14/1990
 How Leak Discovered: Tank Closure
 How Leak Stopped: Not reported
 Cause of Leak: UNK
 Leak Source: UNK
 Operator: KASBARIAN, KEVORK
 Water System: Not reported
 Well Name: Not reported
 Approx. Dist To Production Well (ft): 4323.6981377310165105451561727
 Source of Cleanup Funding: UNK
 Preliminary Site Assessment Workplan Submitted: Not reported
 Preliminary Site Assessment Began: 4/2/1990

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

76 PRODUCTS STATION #3263 (Continued)

S101297612

Pollution Characterization Began: Not reported
 Remediation Plan Submitted: Not reported
 Remedial Action Underway: Not reported
 Post Remedial Action Monitoring Began: Not reported
 Enforcement Action Date: Not reported
 Historical Max MTBE Date: Not reported
 Hist Max MTBE Conc in Groundwater: Not reported
 Hist Max MTBE Conc in Soil: Not reported
 Significant Interim Remedial Action Taken: Not reported
 GW Qualifier: Not reported
 Soil Qualifier: Not reported
 Organization: Not reported
 Owner Contact: Not reported
 Responsible Party: TOSCO/76 PRODUCTS TEAM
 RP Address: 555 ANTON, COSTA MESA, CA 92626
 Program: LUST
 Lat/Long: 34.1788396 / -1
 Local Agency Staff: PEJ
 Beneficial Use: Not reported
 Priority: Not reported
 Cleanup Fund Id: Not reported
 Suspended: Not reported
 Assigned Name: Not reported
 Summary: 15AUG95 DISPENSER LEAK, REPAIRED DISPENSER. LA CITY FIRE POC IS
 INSPECTOR SKINNER, 213237-0600 OLD CASE
 #121691-14

20

**EXCEL CLEANERS
 12450 BURBANK
 N HOLLYWOOD, CA 91607**

**RCRA-SQG 1000203449
 FINDS CAD981977184
 DRYCLEANERS
 HAZNET**

RCRA-SQG:
 Date form received by agency: 09/01/1996
 Facility name: EXCEL CLEANERS
 Facility address: 12450 BURBANK
 NORTH HOLLYWOOD, CA 91607
 EPA ID: CAD981977184
 Contact: Not reported
 Contact address: Not reported
 Not reported
 Contact country: Not reported
 Contact telephone: Not reported
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
 Owner/operator name: ARDA KALPAKCIAN
 Owner/operator address: NOT REQUIRED
 NOT REQUIRED, ME 99999
 Owner/operator country: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EXCEL CLEANERS (Continued)

1000203449

Owner/operator telephone: (415) 555-1212
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
 Owner/operator address: NOT REQUIRED
 NOT REQUIRED, ME 99999

Owner/operator country: Not reported
 Owner/operator telephone: (415) 555-1212
 Legal status: Private
 Owner/Operator Type: Operator
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Historical Generators:

Date form received by agency: 04/23/1987
 Facility name: EXCEL CLEANERS
 Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002762261

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

EXCEL CLEANERS (Continued)

1000203449

DRYCLEANERS:

EPA Id: CAD981977184
 NAICS Code: 81232
 NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
 SIC Code: 7211
 SIC Description: Power Laundries, Family and Commercial
 Create Date: 07/03/1987
 Facility Active: Yes
 Inactive Date: Not reported
 Facility Addr2: Not reported
 Mailing Name: Not reported
 Mailing Address: 12450 BURBANK BLVD
 Mailing Address 2: Not reported
 Mailing State: CA
 Mailing Zip: 916071637
 Owner Name: EXCEL CLEANERS
 Owner Address: 12450 BURBANK BLVD
 Owner Address 2: Not reported
 Owner Telephone: 8187661920
 Contact Name: HARUTYUN MANDERDIK/OWNER
 Contact Address: 12450 BURBANK BLVD
 Contact Address 2: Not reported
 Contact Telephone: 8187661920

HAZNET:

Year: 2007
 Gepaid: CAD981977184
 Contact: HARUTYUN MANDERDIK/OWNER
 Telephone: Not reported
 Mailing Name: Not reported
 Mailing Address: 12450 BURBANK
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916070000
 Gen County: Los Angeles
 TSD EPA ID: NVR000076158
 TSD County: 99
 Waste Category: Aqueous solution with total organic residues less than 10 percent
 Disposal Method: SOLVENTS RECOVERY
 Tons: 0.12
 Facility County: Los Angeles

Year: 2007
 Gepaid: CAD981977184
 Contact: HARUTYUN MANDERDIK/OWNER
 Telephone: Not reported
 Mailing Name: Not reported
 Mailing Address: 12450 BURBANK
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916070000
 Gen County: Los Angeles
 TSD EPA ID: NVR000076158
 TSD County: 99
 Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
 Disposal Method: SOLVENTS RECOVERY
 Tons: Not reported
 Facility County: Los Angeles

Year: 2007

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

EXCEL CLEANERS (Continued)

1000203449

Gepaid: CAD981977184
 Contact: HARUTYUN MANDERDIK/OWNER
 Telephone: Not reported
 Mailing Name: Not reported
 Mailing Address: 12450 BURBANK
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916070000
 Gen County: Los Angeles
 TSD EPA ID: NVR000076158
 TSD County: 99
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: SOLVENTS RECOVERY
 Tons: Not reported
 Facility County: Los Angeles

Year: 2006
 Gepaid: CAD981977184
 Contact: HARUTYUN MANDERDIK/OWNER
 Telephone: --
 Mailing Name: Not reported
 Mailing Address: 12450 BURBANK
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916070000
 Gen County: Los Angeles
 TSD EPA ID: NVR000076158
 TSD County: 99
 Waste Category: Not reported
 Disposal Method: R01
 Tons: Not reported
 Facility County: Los Angeles

Year: 2005
 Gepaid: CAD981977184
 Contact: HARUTYUN MANDERDIK/OWNER
 Telephone: --
 Mailing Name: Not reported
 Mailing Address: 12450 BURBANK
 Mailing City,St,Zip: NORTH HOLLYWOOD, CA 916070000
 Gen County: Los Angeles
 TSD EPA ID: NVR000076158
 TSD County: 99
 Waste Category: Aqueous solution with total organic residues less than 10 percent
 Disposal Method: Not reported
 Tons: 0.37
 Facility County: Not reported

[Click this hyperlink](#) while viewing on your computer to access 24 additional CA_HAZNET: record(s) in the EDR Site Report.

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**20 EXCEL CLEANERS, ARDASES KALPAK
 12450 BURBANK BL
 NORTH HOLLYWOOD, CA 91606**

**CA FID UST S101585546
 SWEEPS UST N/A
 EMI**

CA FID UST:

Facility ID: 19024819
 Regulated By: UTNKA
 Regulated ID: 00040048
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 8187616171
 Mail To: Not reported
 Mailing Address: 12450 BURBANK BLVD
 Mailing Address 2: Not reported
 Mailing City,St,Zip: NORTH HOLLYWOOD 916060000
 Contact: Not reported
 Contact Phone: Not reported
 DUNs Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Active

SWEEPS UST:

Status: Not reported
 Comp Number: 2156
 Number: Not reported
 Board Of Equalization: 44-012149
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-002156-000001
 Actv Date: Not reported
 Capacity: 280
 Tank Use: OIL
 Stg: WASTE
 Content: WASTE OIL
 Number Of Tanks: 4

Status: Not reported
 Comp Number: 2156
 Number: Not reported
 Board Of Equalization: 44-012149
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-002156-000002
 Actv Date: Not reported
 Capacity: 9940
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED
 Number Of Tanks: Not reported

Status: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

EXCEL CLEANERS, ARDASES KALPAK (Continued)

S101585546

Comp Number: 2156
 Number: Not reported
 Board Of Equalization: 44-012149
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-002156-000003
 Actv Date: Not reported
 Capacity: 8000
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED
 Number Of Tanks: Not reported

Status: Not reported
 Comp Number: 2156
 Number: Not reported
 Board Of Equalization: 44-012149
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-002156-000004
 Actv Date: Not reported
 Capacity: 6000
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED
 Number Of Tanks: Not reported

EMI:

Year: 1990
 County Code: 19
 Air Basin: SC
 Facility ID: 50553
 Air District Name: SC
 SIC Code: 7216
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 1
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

20 **JOBE EID HADDAD #14-692**
12450 BURBANK BLVD
NORTH HOLLYWOOD, CA 91607

HIST UST **U001568623**
N/A

HIST UST:

Region: STATE
 Facility ID: 00000040048
 Facility Type: Gas Station
 Other Type: Not reported
 Total Tanks: 0004
 Contact Name: Not reported
 Telephone: 8187609826
 Owner Name: MOBIL OIL CORPORATION
 Owner Address: 612 SOUTH FLOWER STREET
 Owner City,St,Zip: LOS ANGELES, CA 90017

Tank Num: 001
 Container Num: 0030
 Year Installed: 1970
 Tank Capacity: 00000280
 Tank Used for: WASTE
 Type of Fuel: WASTE OIL
 Tank Construction: Not reported
 Leak Detection: Stock Inventor

Tank Num: 002
 Container Num: 0031
 Year Installed: 1970
 Tank Capacity: 00009940
 Tank Used for: PRODUCT
 Type of Fuel: UNLEADED
 Tank Construction: Not reported
 Leak Detection: Stock Inventor

Tank Num: 003
 Container Num: 0032
 Year Installed: 1970
 Tank Capacity: 00008000
 Tank Used for: PRODUCT
 Type of Fuel: REGULAR
 Tank Construction: Not reported
 Leak Detection: Stock Inventor

Tank Num: 004
 Container Num: 0033
 Year Installed: 1971
 Tank Capacity: 00006000
 Tank Used for: PRODUCT
 Type of Fuel: PREMIUM
 Tank Construction: Not reported
 Leak Detection: Stock Inventor

MAP FINDINGS

Map ID Direction EDR ID Number
 Distance Database(s) EPA ID Number
 Distance (ft.)Site

20 BLUE JAY CLEANER WIP S106768970
 12443 N BURBANK BLVD N/A
 NORTH HOLLYWOOD, CA 91607

WIP:
 Region: 4
 File Number: 111.2548
 File Status: Historical
 Staff: AZASZKOD
 Facility Suite: Not reported

20 A & K RECYCLING SWRCY S107136570
 12431 BURBANK BLVD N/A
 NORTH HOLLYWOOD, CA 91607

SWRCY:
 Facility Phone Number: Not reported
 Whether The Facility Is Grandfathered: N
 Effective Date: 03/07/2000
 Rural: N
 As Of: 12/12/2011
 Party Number: 24960

20 BLUE JAY CLEANERS RCRA-SQG 1000197233
 12443 BURBANK BLVD FINDS CAD981639537
 NORTH HOLLYWOOD, CA 91607 DRYCLEANERS
 HAZNET

RCRA-SQG:
 Date form received by agency: 09/01/1996
 Facility name: BLUE JAY CLEANERS
 Facility address: 12443 BURBANK BLVD
 NORTH HOLLYWOOD, CA 91607
 EPA ID: CAD981639537
 Contact: Not reported
 Contact address: Not reported
 Contact country: Not reported
 Contact telephone: Not reported
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
 Owner/operator name: BLUE JAY CLEANERS
 Owner/operator address: NOT REQUIRED
 NOT REQUIRED, ME 99999
 Owner/operator country: Not reported
 Owner/operator telephone: (415) 555-1212
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

BLUE JAY CLEANERS (Continued)

1000197233

Owner/operator name: NOT REQUIRED
 Owner/operator address: NOT REQUIRED
 NOT REQUIRED, ME 99999
 Owner/operator country: Not reported
 Owner/operator telephone: (415) 555-1212
 Legal status: Private
 Owner/Operator Type: Operator
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Historical Generators:

Date form received by agency: 12/29/1986
 Facility name: BLUE JAY CLEANERS
 Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002734961

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

DRYCLEANERS:

EPA Id: CAL000323590
 NAICS Code: 81232
 NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
 SIC Code: 7211
 SIC Description: Power Laundries, Family and Commercial
 Create Date: 08/15/2007
 Facility Active: No
 Inactive Date: 06/30/2008

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

BLUE JAY CLEANERS (Continued)

1000197233

Facility Addr2: Not reported
 Mailing Name: Not reported
 Mailing Address: 12443 BURBANK BLVD
 Mailing Address 2: Not reported
 Mailing State: CA
 Mailing Zip: 916071616
 Owner Name: HAROUT DERVISHOGLIAN
 Owner Address: 12443 BURBANK BLVD
 Owner Address 2: Not reported
 Owner Telephone: 8187666616
 Contact Name: HAROUT DERVISHOGLIAN
 Contact Address: 12443 BURBANK BLVD
 Contact Address 2: Not reported
 Contact Telephone: 8187666616

EPA Id: CAL000343646
 NAICS Code: 81232
 NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
 SIC Code: 7211
 SIC Description: Power Laundries, Family and Commercial
 Create Date: 06/03/2009
 Facility Active: Yes
 Inactive Date: Not reported
 Facility Addr2: Not reported
 Mailing Name: Not reported
 Mailing Address: 12443 BURBANK BLVD
 Mailing Address 2: Not reported
 Mailing State: CA
 Mailing Zip: 916071616
 Owner Name: LA BOUTIQUE CLEANERS INC
 Owner Address: 12443 BURBANK BLVD
 Owner Address 2: Not reported
 Owner Telephone: 8187638014
 Contact Name: LAURA GOMEZ
 Contact Address: 12443 BURBANK BLVD
 Contact Address 2: Not reported
 Contact Telephone: 8187638014

HAZNET:

Year: 2009
 Gepaid: CAL000343646
 Contact: LAURA GOMEZ
 Telephone: 8187638014
 Mailing Name: Not reported
 Mailing Address: 12443 BURBANK BLVD
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916071616
 Gen County: Los Angeles
 TSD EPA ID: CAT000613893
 TSD County: Los Angeles
 Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
 Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY
 (H010-H129) OR (H131-H135)
 Tons: 0.2
 Facility County: Los Angeles

Year: 2005
 Gepaid: CAL000021605

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

BLUE JAY CLEANERS (Continued)

1000197233

Contact: --
 Telephone: --
 Mailing Name: Not reported
 Mailing Address: 12443 BURBANK BLVD
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916071616
 Gen County: Los Angeles
 TSD EPA ID: CAD044429835
 TSD County: Los Angeles
 Waste Category: Other inorganic solid waste
 Disposal Method: D99
 Tons: 0.5
 Facility County: Not reported

Year: 2004
 Gepaid: CAL000021605
 Contact: --
 Telephone: --
 Mailing Name: Not reported
 Mailing Address: 12443 BURBANK BLVD
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916071616
 Gen County: Los Angeles
 TSD EPA ID: CAD044429835
 TSD County: Los Angeles
 Waste Category: Other inorganic solid waste
 Disposal Method: D99
 Tons: 0.5
 Facility County: Not reported

Year: 2003
 Gepaid: CAL000021605
 Contact: Not reported
 Telephone: 0
 Mailing Name: Not reported
 Mailing Address: 12443 BURBANK BLVD
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916071616
 Gen County: Los Angeles
 TSD EPA ID: CAT080033681
 TSD County: Los Angeles
 Waste Category: Unspecified oil-containing waste
 Disposal Method: D80
 Tons: 0.4
 Facility County: Los Angeles

Year: 2000
 Gepaid: CAL000021605
 Contact: BARSOUMIAN VAHE
 Telephone: 0000000000
 Mailing Name: Not reported
 Mailing Address: 12443 BURBANK BLVD
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916071616
 Gen County: Los Angeles
 TSD EPA ID: CAT000613893
 TSD County: Los Angeles
 Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
 Disposal Method: H01
 Tons: .6750
 Facility County: Los Angeles

MAP FINDINGS

Map ID		EDR ID Number
Direction		
Distance		
Distance (ft.)Site	Database(s)	EPA ID Number

BLUE JAY CLEANERS (Continued)

1000197233

[Click this hyperlink](#) while viewing on your computer to access
9 additional CA_HAZNET: record(s) in the EDR Site Report.

**21 UNOCAL SERVICE STATION #3217
12501 BURBANK BLVD
N HOLLYWOOD, CA 91607**

**HAZNET S105088622
N/A**

HAZNET:

Year: 1997
 Gepaid: CAD981646391
 Contact: UNION OIL COMPANY OF CALIFORNI
 Telephone: 7144286560
 Mailing Name: Not reported
 Mailing Address: PO BOX 25376
 Mailing City,St,Zip: SANTA ANA, CA 927995376
 Gen County: Los Angeles
 TSD EPA ID: CAD028409019
 TSD County: Los Angeles
 Waste Category: Aqueous solution with total organic residues less than 10 percent
 Disposal Method: Not reported
 Tons: .6963
 Facility County: Los Angeles

Year: 1997
 Gepaid: CAD981646391
 Contact: UNION OIL COMPANY OF CALIFORNI
 Telephone: 7144286560
 Mailing Name: Not reported
 Mailing Address: PO BOX 25376
 Mailing City,St,Zip: SANTA ANA, CA 927995376
 Gen County: Los Angeles
 TSD EPA ID: CAD028409019
 TSD County: Los Angeles
 Waste Category: Aqueous solution with total organic residues less than 10 percent
 Disposal Method: T01
 Tons: .6963
 Facility County: Los Angeles

Year: 1996
 Gepaid: CAD981646391
 Contact: UNION OIL COMPANY OF CALIFORNI
 Telephone: 7144286560
 Mailing Name: Not reported
 Mailing Address: PO BOX 25376
 Mailing City,St,Zip: SANTA ANA, CA 927995376
 Gen County: Los Angeles
 TSD EPA ID: CAD982484933
 TSD County: 7
 Waste Category: Other empty containers 30 gallons or more
 Disposal Method: R01
 Tons: 24.0000
 Facility County: Los Angeles

Year: 1996
 Gepaid: CAD981646391
 Contact: UNION OIL COMPANY OF CALIFORNI
 Telephone: 7144286560
 Mailing Name: Not reported

MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance			
Distance (ft.)Site		Database(s)	EPA ID Number

UNOCAL SERVICE STATION #3217 (Continued)

S105088622

Mailing Address: PO BOX 25376
Mailing City,St,Zip: SANTA ANA, CA 927995376
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: R01
Tons: .6255
Facility County: Los Angeles

**21 TOSCO CORPORATION #30479
12501 BURBANK BLVD
VALLEY VILLAGE, CA 91607**

**UST U003949144
N/A**

UST:
Facility ID: 7001
Latitude: 34.17215
Longitude: -118.40543

**21 CHADS UNOCAL 76
12501 BURBANK BLVD
NORTH HOLLYWOOD, CA 91607**

**RCRA-SQG 1000166772
FINDS CAD981646391
CA FID UST
HIST UST
SWEEPS UST**

RCRA-SQG:
Date form received by agency: 09/06/1991
Facility name: CHADS UNOCAL 76
Facility address: 12501 BURBANK BLVD
NORTH HOLLYWOOD, CA 91607
EPA ID: CAD981646391
Contact: CHANGIZ JAHANSOUZ
Contact address: 12501 BURBANK BLVD
NORTH HOLLYWOOD, CA 91607
Contact country: US
Contact telephone: (818) 980-2195
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: CHANGIZ JAHANSOUZ
Owner/operator address: 12501 BURBANK BLVD
NORTH HOLLYWOOD, CA 91607
Owner/operator country: Not reported
Owner/operator telephone: (818) 980-2195
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

CHADS UNOCAL 76 (Continued)

1000166772

Owner/operator name: NOT REQUIRED
 Owner/operator address: NOT REQUIRED
 NOT REQUIRED, ME 99999
 Owner/operator country: Not reported
 Owner/operator telephone: (415) 555-1212
 Legal status: Private
 Owner/Operator Type: Operator
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002736594

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CA FID UST:

Facility ID: 19017935
 Regulated By: UTKA
 Regulated ID: 00029462
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 8189802155
 Mail To: Not reported
 Mailing Address: 3701 WILSHIRE BLVD
 Mailing Address 2: Not reported
 Mailing City,St,Zip: NORTH HOLLYWOOD 916070000
 Contact: Not reported
 Contact Phone: Not reported
 DUNs Number: Not reported
 NPDES Number: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

CHADS UNOCAL 76 (Continued)

1000166772

EPA ID: Not reported
 Comments: Not reported
 Status: Active

HIST UST:

Region: STATE
 Facility ID: 00000029462
 Facility Type: Gas Station
 Other Type: Not reported
 Total Tanks: 0003
 Contact Name: AGOP JACK SIKIYAN
 Telephone: 8189802155
 Owner Name: UNION OIL COMPANY OF CALIFORNI
 Owner Address: 3701 WILSHIRE BOULEVARD-SUITE
 Owner City,St,Zip: LOS ANGELES, CA 90010

Tank Num: 001
 Container Num: 3217-1
 Year Installed: 1965
 Tank Capacity: 00009950
 Tank Used for: PRODUCT
 Type of Fuel: UNLEADED
 Tank Construction: Not reported
 Leak Detection: Stock Inventor, Pressure Test

Tank Num: 002
 Container Num: 3217-2
 Year Installed: 1965
 Tank Capacity: 00009950
 Tank Used for: PRODUCT
 Type of Fuel: PREMIUM
 Tank Construction: Not reported
 Leak Detection: Stock Inventor, Pressure Test

Tank Num: 003
 Container Num: 3217-4
 Year Installed: 1965
 Tank Capacity: 00000000
 Tank Used for: WASTE
 Type of Fuel: WASTE OIL
 Tank Construction: Not reported
 Leak Detection: Stock Inventor, Pressure Test

SWEEPS UST:

Status: A
 Comp Number: 1792
 Number: 1
 Board Of Equalization: 44-000051
 Ref Date: 03-05-93
 Act Date: 03-05-93
 Created Date: 02-29-88
 Tank Status: A
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-001792-000001
 Actv Date: 04-20-88
 Capacity: 12000

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

CHADS UNOCAL 76 (Continued)

1000166772

Tank Use: M.V. FUEL
 Stg: P
 Content: REG UNLEADED
 Number Of Tanks: 3

Status: A
 Comp Number: 1792
 Number: 1
 Board Of Equalization: 44-000051
 Ref Date: 03-05-93
 Act Date: 03-05-93
 Created Date: 02-29-88
 Tank Status: A
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-001792-000002
 Actv Date: 04-20-88
 Capacity: 12000
 Tank Use: M.V. FUEL
 Stg: P
 Content: REG UNLEADED
 Number Of Tanks: Not reported

Status: A
 Comp Number: 1792
 Number: 1
 Board Of Equalization: 44-000051
 Ref Date: 03-05-93
 Act Date: 03-05-93
 Created Date: 02-29-88
 Tank Status: A
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-001792-000003
 Actv Date: 04-20-88
 Capacity: 520
 Tank Use: OIL
 Stg: W
 Content: WASTE OIL
 Number Of Tanks: Not reported

21

**TOSCO S.S. #3217
 12501 BURBANK BLVD
 NORTH HOLLYWOOD, CA 91607**

**HIST CORTESE S104578931
 LUST N/A
 HAZNET**

CORTESE:
 Region: CORTESE
 Facility County Code: 19
 Reg By: LTNKA
 Reg Id: 916070361

LUST:
 Region: STATE
 Global Id: T0603702617
 Latitude: 34.172446
 Longitude: -118.405552
 Case Type: LUST Cleanup Site
 Status: Completed - Case Closed
 Status Date: 05/02/2000

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

TOSCO S.S. #3217 (Continued)

S104578931

Lead Agency: LOS ANGELES, CITY OF
 Case Worker: TP
 Local Agency: LOS ANGELES, CITY OF
 RB Case Number: 916070361
 LOC Case Number: Not reported
 File Location: Not reported
 Potential Media Affect: Soil
 Potential Contaminants of Concern: Toluene
 Site History: Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id: T0603702617
 Contact Type: Regional Board Caseworker
 Contact Name: YUE RONG
 Organization Name: LOS ANGELES RWQCB (REGION 4)
 Address: 320 W. 4TH ST., SUITE 200
 City: Los Angeles
 Email: yrong@waterboards.ca.gov
 Phone Number: Not reported

Global Id: T0603702617
 Contact Type: Local Agency Caseworker
 Contact Name: TERRENCE PALMER
 Organization Name: LOS ANGELES, CITY OF
 Address: 221 N FIGUEROA ST STE 1500
 City: LOS ANGELES
 Email: Not reported
 Phone Number: 2134826520

LUST:

Global Id: T0603702617
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Discovery

Global Id: T0603702617
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Reported

HAZNET:

Year: 1999
 Gepaid: CAL000139070
 Contact: TOSCO MARKETING
 Telephone: 6027284180
 Mailing Name: Not reported
 Mailing Address: P O BOX 52085
 Mailing City,St,Zip: PHOENIX, AZ 850722085
 Gen County: Los Angeles
 TSD EPA ID: CAD028409019
 TSD County: Los Angeles
 Waste Category: Waste oil and mixed oil
 Disposal Method: H01
 Tons: 0.1709

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

TOSCO S.S. #3217 (Continued)

S104578931

Facility County: Los Angeles

Year: 1999
 Gepaid: CAL000139070
 Contact: TOSCO MARKETING
 Telephone: 6027284180
 Mailing Name: Not reported
 Mailing Address: P O BOX 52085
 Mailing City,St,Zip: PHOENIX, AZ 850722085
 Gen County: Los Angeles
 TSD EPA ID: CAT080013352
 TSD County: Los Angeles
 Waste Category: Tank bottom waste
 Disposal Method: R01
 Tons: 10.425
 Facility County: Los Angeles

Year: 1999
 Gepaid: CAL000139070
 Contact: TOSCO MARKETING
 Telephone: 6027284180
 Mailing Name: Not reported
 Mailing Address: P O BOX 52085
 Mailing City,St,Zip: PHOENIX, AZ 850722085
 Gen County: Los Angeles
 TSD EPA ID: CAD028409019
 TSD County: Los Angeles
 Waste Category: Unspecified oil-containing waste
 Disposal Method: T01
 Tons: 1.251
 Facility County: Los Angeles

21

TOSCO S.S. #3217
12501 BURBANK BLVD
NORTH HOLLYWOOD, CA 91607

LUST S103282040
N/A

LUST REG 4:

Region: 4
 Regional Board: 04
 County: Los Angeles
 Facility Id: 916070361
 Status: Leak being confirmed
 Substance: Toluene
 Substance Quantity: Not reported
 Local Case No: Not reported
 Case Type: Soil
 Abatement Method Used at the Site: Not reported
 Global ID: T0603702617
 W Global ID: Not reported
 Staff: UNK
 Local Agency: 19050
 Cross Street: WHITSETT BLVD
 Enforcement Type: Not reported
 Date Leak Discovered: 9/22/1997
 Date Leak First Reported: 9/22/1997
 Date Leak Record Entered: 3/10/1998
 Date Confirmation Began: 9/22/1997
 Date Leak Stopped: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

TOSCO S.S. #3217 (Continued)

S103282040

Date Case Last Changed on Database: 3/11/1999
 Date the Case was Closed: Not reported
 How Leak Discovered: OM
 How Leak Stopped: Not reported
 Cause of Leak: Not reported
 Leak Source: Not reported
 Operator: Not reported
 Water System: Not reported
 Well Name: Not reported
 Approx. Dist To Production Well (ft): 7742.2609151848651326166222326
 Source of Cleanup Funding: Not reported
 Preliminary Site Assessment Workplan Submitted: Not reported
 Preliminary Site Assessment Began: Not reported
 Pollution Characterization Began: Not reported
 Remediation Plan Submitted: Not reported
 Remedial Action Underway: Not reported
 Post Remedial Action Monitoring Began: Not reported
 Enforcement Action Date: Not reported
 Historical Max MTBE Date: Not reported
 Hist Max MTBE Conc in Groundwater: Not reported
 Hist Max MTBE Conc in Soil: 1.5
 Significant Interim Remedial Action Taken: Not reported
 GW Qualifier: Not reported
 Soil Qualifier: Not reported
 Organization: Not reported
 Owner Contact: Not reported
 Responsible Party: TOSCO MARKETING CO
 RP Address: P.O. BOX 25376, SANTA ANA, CA 92799
 Program: LUST
 Lat/Long: 34.1722388 / -1
 Local Agency Staff: PEJ
 Beneficial Use: Not reported
 Priority: Not reported
 Cleanup Fund Id: Not reported
 Suspended: Not reported
 Assigned Name: Not reported
 Summary: Not reported

21

**UNION OIL SERVICE STATION LEAS
 12501 BURBANK BLVD
 NORTH HOLLYWOOD, CA 91607**

**HIST UST U001568627
 N/A**

HIST UST:
 Region: STATE
 Facility ID: 00000056041
 Facility Type: Gas Station
 Other Type: Not reported
 Total Tanks: 0001
 Contact Name: AGOP JACK SIKIYAN
 Telephone: 8189802155
 Owner Name: UNION OIL COMPANY OF CALIFORNI
 Owner Address: 3701 WILSHIRE BOULEVARD-SUITE
 Owner City,St,Zip: LOS ANGELES, CA 90010

 Tank Num: 001
 Container Num: 3217-00
 Year Installed: Not reported
 Tank Capacity: 00000196

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

UNION OIL SERVICE STATION LEAS (Continued)

U001568627

Tank Used for: WASTE
 Type of Fuel: 06
 Tank Construction: Not reported
 Leak Detection: None

22

**GEORGE MIKAELIAN
 12634 BURBANK BLVD.
 BURBANK, CA 91504**

HIST UST

**U001568375
 N/A**

HIST UST:

Region: STATE
 Facility ID: 00000050890
 Facility Type: Gas Station
 Other Type: Not reported
 Total Tanks: 0003
 Contact Name: INDEPENDENT OWNER
 Telephone: 8188437530
 Owner Name: INDIVIDUAL ARCO
 Owner Address: 1638 NO. SAN FERNANDO
 Owner City,St,Zip: BURBANK, CA 91504

Tank Num: 001
 Container Num: 1
 Year Installed: Not reported
 Tank Capacity: 00010000
 Tank Used for: PRODUCT
 Type of Fuel: UNLEADED
 Tank Construction: Not reported
 Leak Detection: None

Tank Num: 002
 Container Num: 2
 Year Installed: Not reported
 Tank Capacity: 00008000
 Tank Used for: PRODUCT
 Type of Fuel: REGULAR
 Tank Construction: Not reported
 Leak Detection: None

Tank Num: 003
 Container Num: 3
 Year Installed: Not reported
 Tank Capacity: 00006000
 Tank Used for: PRODUCT
 Type of Fuel: PREMIUM
 Tank Construction: Not reported
 Leak Detection: None

MAP FINDINGS

Map ID		EDR ID Number
Direction		
Distance		
Distance (ft.)	Site	Database(s) EPA ID Number

**23 ELLIOTT EXXON STATION
5544 LAUREL CANYON BLVD
NORTH HOLLYWOOD, CA 91607**

**LUST U001568619
HIST UST N/A**

LUST:

Region:	STATE
Global Id:	T0603762757
Latitude:	34.171852
Longitude:	-118.39608
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	08/01/2011
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	Not reported
LOC Case Number:	19464
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id:	T0603762757
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603762757
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603762757
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603762757
Action Type:	ENFORCEMENT
Date:	08/01/2011
Action:	Closure/No Further Action Letter - #1

Global Id:	T0603762757
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

ELLIOTT EXXON STATION (Continued)

U001568619

Global Id: T0603762757
 Action Type: REMEDIATION
 Date: 01/01/1950
 Action: Soil Vapor Extraction w/Other

HIST UST:

Region: STATE
 Facility ID: 00000029302
 Facility Type: Gas Station
 Other Type: Not reported
 Total Tanks: 0003
 Contact Name: ROBERT D. ELLIOTT
 Telephone: 8183491275
 Owner Name: ELLDEVCO, INC.
 Owner Address: 17069 KNAPP ST
 Owner City,St,Zip: NORTHRIDGE, CA 91325

Tank Num: 001
 Container Num: 3
 Year Installed: 1961
 Tank Capacity: 00012000
 Tank Used for: PRODUCT
 Type of Fuel: PREMIUM
 Tank Construction: Not reported
 Leak Detection: Stock Inventor

Tank Num: 002
 Container Num: 2
 Year Installed: 1961
 Tank Capacity: 00012000
 Tank Used for: WASTE
 Type of Fuel: UNLEADED
 Tank Construction: Not reported
 Leak Detection: Stock Inventor

Tank Num: 003
 Container Num: 1
 Year Installed: 1961
 Tank Capacity: 00012000
 Tank Used for: PRODUCT
 Type of Fuel: REGULAR
 Tank Construction: Not reported
 Leak Detection: Stock Inventor

23

**FORMER SHELL SERVICE STATION
 5555 LAUREL CANYON BL
 NORTH HOLLYWOOD, CA 91606**

**LUST S108935309
 N/A**

LUST:

Region: STATE
 Global Id: T0603744890
 Latitude: 34.171618
 Longitude: -118.396508
 Case Type: LUST Cleanup Site
 Status: Completed - Case Closed
 Status Date: 05/22/2009

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

FORMER SHELL SERVICE STATION (Continued)

S108935309

Lead Agency: LOS ANGELES RWQCB (REGION 4)
 Case Worker: YL
 Local Agency: LOS ANGELES, CITY OF
 RB Case Number: 916061734
 LOC Case Number: 11085
 File Location: Regional Board
 Potential Media Affect: Soil
 Potential Contaminants of Concern: Gasoline
 Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

LUST:

Global Id: T0603744890
 Contact Type: Local Agency Caseworker
 Contact Name: NEAL REITZELL
 Organization Name: LOS ANGELES, CITY OF
 Address: 221 N FIGUEROA ST, STE 1500
 City: LOS ANGELES
 Email: neil.reitzell@lacity.org
 Phone Number: 2134826528

Global Id: T0603744890
 Contact Type: Regional Board Caseworker
 Contact Name: MARYAM TAIDY
 Organization Name: LOS ANGELES RWQCB (REGION 4)
 Address: 320 W. 4TH ST., SUITE 200
 City: LOS ANGELES
 Email: mtaidy@waterboards.ca.gov
 Phone Number: 2135766741

Global Id: T0603744890
 Contact Type: Regional Board Caseworker
 Contact Name: YI LU
 Organization Name: LOS ANGELES RWQCB (REGION 4)
 Address: Not reported
 City: R4 UNKNOWN
 Email: ylu@waterboards.ca.gov
 Phone Number: Not reported

LUST:

Global Id: T0603744890
 Action Type: ENFORCEMENT
 Date: 02/18/2009
 Action: Staff Letter

Global Id: T0603744890
 Action Type: ENFORCEMENT
 Date: 05/14/2009
 Action: Site Visit / Inspection / Sampling

Global Id: T0603744890
 Action Type: RESPONSE
 Date: 04/15/2009
 Action: Other Report / Document

Global Id: T0603744890

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

FORMER SHELL SERVICE STATION (Continued)

S108935309

Action Type: ENFORCEMENT
 Date: 03/10/2009
 Action: Staff Letter

Global Id: T0603744890
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Reported

Global Id: T0603744890
 Action Type: RESPONSE
 Date: 03/18/2009
 Action: Other Report / Document

Global Id: T0603744890
 Action Type: RESPONSE
 Date: 04/10/2009
 Action: Other Report / Document

Global Id: T0603744890
 Action Type: REMEDIATION
 Date: 01/01/1950
 Action: Not reported

Global Id: T0603744890
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Discovery

Global Id: T0603744890
 Action Type: ENFORCEMENT
 Date: 05/22/2009
 Action: Closure/No Further Action Letter

24

**THRIFTY CLEANERS
 5410 WHITSETT AVE
 NORTH HOLLYWOOD, CA 91607**

**RCRA-SQG 1000252469
 FINDS CAD981626013
 DRYCLEANERS
 HAZNET**

RCRA-SQG:

Date form received by agency: 11/28/1986
 Facility name: THRIFTY CLEANERS
 Facility address: 5410 WHITSETT AVE
 NORTH HOLLYWOOD, CA 91607
 EPA ID: CAD981626013
 Mailing address: WHITSETT AVE
 NORTH HOLLYWOOD, CA 91607
 Contact: ENVIRONMENTAL MANAGER
 Contact address: 5410 WHITSETT AVE
 NORTH HOLLYWOOD, CA 91607
 Contact country: US
 Contact telephone: (818) 761-8709
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

THRIFTY CLEANERS (Continued)

1000252469

hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: KEVORKIAN GREG
 Owner/operator address: NOT REQUIRED
 NOT REQUIRED, ME 99999
 Owner/operator country: Not reported
 Owner/operator telephone: (415) 555-1212
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
 Owner/operator address: NOT REQUIRED
 NOT REQUIRED, ME 99999
 Owner/operator country: Not reported
 Owner/operator telephone: (415) 555-1212
 Legal status: Private
 Owner/Operator Type: Operator
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002729325

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

THRIFTY CLEANERS (Continued)

1000252469

DRYCLEANERS:

EPA Id: CAD981626013
 NAICS Code: 81232
 NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
 SIC Code: 7211
 SIC Description: Power Laundries, Family and Commercial
 Create Date: 04/10/1987
 Facility Active: No
 Inactive Date: 06/30/2007
 Facility Addr2: Not reported
 Mailing Name: Not reported
 Mailing Address: 5410 WHITSETT AVE
 Mailing Address 2: Not reported
 Mailing State: CA
 Mailing Zip: 916071615
 Owner Name: GREG KEVORKIAN
 Owner Address: 5410 WHITSETT AVE
 Owner Address 2: Not reported
 Owner Telephone: 8187618709
 Contact Name: GREG KEVORKIAN
 Contact Address: 5410 WHITSETT AVE
 Contact Address 2: Not reported
 Contact Telephone: 8187618709

HAZNET:

Year: 2008
 Gepaid: CAD981626013
 Contact: GREG KEVORKIAN
 Telephone: 8187618709
 Mailing Name: Not reported
 Mailing Address: 5410 WHITSETT AVE
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916071615
 Gen County: Los Angeles
 TSD EPA ID: CAD008302903
 TSD County: Los Angeles
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY (H010-H129) OR (H131-H135)
 Tons: 0.175
 Facility County: Los Angeles

Year: 2008
 Gepaid: CAD981626013
 Contact: GREG KEVORKIAN
 Telephone: 8187618709
 Mailing Name: Not reported
 Mailing Address: 5410 WHITSETT AVE
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916071615
 Gen County: Los Angeles
 TSD EPA ID: NVR000076158
 TSD County: 99
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: SOLVENTS RECOVERY
 Tons: 0.52935

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

THRIFTY CLEANERS (Continued)

1000252469

Facility County: Los Angeles

Year: 2007
 Gepaid: CAD981626013
 Contact: GREG KEVORKIAN
 Telephone: 8187618709
 Mailing Name: Not reported
 Mailing Address: 5410 WHITSETT AVE
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916071615
 Gen County: Los Angeles
 TSD EPA ID: NVR000076158
 TSD County: 99
 Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
 Disposal Method: SOLVENTS RECOVERY
 Tons: Not reported
 Facility County: Los Angeles

Year: 2007
 Gepaid: CAD981626013
 Contact: GREG KEVORKIAN
 Telephone: 8187618709
 Mailing Name: Not reported
 Mailing Address: 5410 WHITSETT AVE
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916071615
 Gen County: Los Angeles
 TSD EPA ID: NVR000076158
 TSD County: 99
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: SOLVENTS RECOVERY
 Tons: 0.55
 Facility County: Los Angeles

Year: 2007
 Gepaid: CAD981626013
 Contact: GREG KEVORKIAN
 Telephone: 8187618709
 Mailing Name: Not reported
 Mailing Address: 5410 WHITSETT AVE
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916071615
 Gen County: Los Angeles
 TSD EPA ID: NVR000076158
 TSD County: 99
 Waste Category: Not reported
 Disposal Method: SOLVENTS RECOVERY
 Tons: Not reported
 Facility County: Los Angeles

[Click this hyperlink](#) while viewing on your computer to access 7 additional CA_HAZNET: record(s) in the EDR Site Report.

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

24 **THRIFTY CLEANERS**
5410 WHITSETT AVE
N HOLLYWOOD, CA 91607

HAZNET **S105088606**
N/A

HAZNET:

Year: 2002
 Gepaid: CAD981626013
 Contact: GREG KEVORKIAN
 Telephone: 8187618709
 Mailing Name: Not reported
 Mailing Address: 5410 WHITSETT AVE
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916071615
 Gen County: Los Angeles
 TSD EPA ID: Not reported
 TSD County: Los Angeles
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Not reported
 Tons: Not reported
 Facility County: Not reported

Year: 2002
 Gepaid: CAD981626013
 Contact: GREG KEVORKIAN
 Telephone: 8187618709
 Mailing Name: Not reported
 Mailing Address: 5410 WHITSETT AVE
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916071615
 Gen County: Los Angeles
 TSD EPA ID: Not reported
 TSD County: Los Angeles
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: T01
 Tons: 0.22
 Facility County: Not reported

Year: 2002
 Gepaid: CAD981626013
 Contact: GREG KEVORKIAN
 Telephone: 8187618709
 Mailing Name: Not reported
 Mailing Address: 5410 WHITSETT AVE
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916071615
 Gen County: Los Angeles
 TSD EPA ID: Not reported
 TSD County: Los Angeles
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: R01
 Tons: 0.66
 Facility County: Not reported

Year: 2002
 Gepaid: CAD981626013
 Contact: GREG KEVORKIAN
 Telephone: 8187618709
 Mailing Name: Not reported
 Mailing Address: 5410 WHITSETT AVE
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916071615

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

THRIFTY CLEANERS (Continued)

S105088606

Gen County: Los Angeles
 TSD EPA ID: Not reported
 TSD County: Los Angeles
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: H01
 Tons: 1.37
 Facility County: Not reported

Year: 2002
 Gepaid: CAD981626013
 Contact: GREG KEVORKIAN
 Telephone: 8187618709
 Mailing Name: Not reported
 Mailing Address: 5410 WHITSETT AVE
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916071615
 Gen County: Los Angeles
 TSD EPA ID: Not reported
 TSD County: Los Angeles
 Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
 Disposal Method: Not reported
 Tons: Not reported
 Facility County: Not reported

[Click this hyperlink](#) while viewing on your computer to access
 14 additional CA_HAZNET: record(s) in the EDR Site Report.

25

GALAXY CAR WASH
12444 CHANDLER BLVD
NORTH HOLLYWOOD, CA 91607

HIST UST U001568621
N/A

HIST UST:
 Region: STATE
 Facility ID: 00000041524
 Facility Type: Gas Station
 Other Type: CARWASH
 Total Tanks: 0005
 Contact Name: D. KMITOEK
 Telephone: 8187638223
 Owner Name: KMIOTEK-WILCZYNSKI
 Owner Address: 12444 CHANDLER BLVD
 Owner City,St,Zip: NORTH HOLLYWOOD, CA 91607

Tank Num: 001
 Container Num: ONE
 Year Installed: 1973
 Tank Capacity: 00009990
 Tank Used for: PRODUCT
 Type of Fuel: UNLEADED
 Tank Construction: Not reported
 Leak Detection: Visual, Stock Inventor

Tank Num: 002
 Container Num: TWO
 Year Installed: 1973
 Tank Capacity: 00009990
 Tank Used for: PRODUCT

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

GALAXY CAR WASH (Continued)

U001568621

Type of Fuel: UNLEADED
 Tank Construction: Not reported
 Leak Detection: Visual, Stock Inventor

Tank Num: 003
 Container Num: THREE
 Year Installed: 1973
 Tank Capacity: 00009990
 Tank Used for: PRODUCT
 Type of Fuel: UNLEADED
 Tank Construction: Not reported
 Leak Detection: Visual, Stock Inventor

Tank Num: 004
 Container Num: FOUR
 Year Installed: 1973
 Tank Capacity: 00009990
 Tank Used for: PRODUCT
 Type of Fuel: PREMIUM
 Tank Construction: Not reported
 Leak Detection: Visual, Stock Inventor

Tank Num: 005
 Container Num: FIVE
 Year Installed: 1973
 Tank Capacity: 00009990
 Tank Used for: PRODUCT
 Type of Fuel: DIESEL
 Tank Construction: Not reported
 Leak Detection: Visual, Stock Inventor

25

**GALAXY CAR WASH
 12444 CHANDLER BLVD
 NORTH HOLLYWOOD, CA 91607**

**CA FID UST S101618724
 SWEEPS UST N/A**

CA FID UST:
 Facility ID: 19038134
 Regulated By: UTNKA
 Regulated ID: 00041524
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 8187638223
 Mail To: Not reported
 Mailing Address: 12444 CHANDLER BLVD
 Mailing Address 2: Not reported
 Mailing City,St,Zip: NORTH HOLLYWOOD 916070000
 Contact: Not reported
 Contact Phone: Not reported
 DUNs Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Active

SWEEPS UST:
 Status: Not reported
 Comp Number: 2294

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

GALAXY CAR WASH (Continued)

S101618724

Number: Not reported
 Board Of Equalization: 44-012259
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-002294-000001
 Actv Date: Not reported
 Capacity: 9990
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED
 Number Of Tanks: 5

Status: Not reported
 Comp Number: 2294
 Number: Not reported
 Board Of Equalization: 44-012259
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-002294-000002
 Actv Date: Not reported
 Capacity: 9990
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED
 Number Of Tanks: Not reported

Status: Not reported
 Comp Number: 2294
 Number: Not reported
 Board Of Equalization: 44-012259
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-002294-000003
 Actv Date: Not reported
 Capacity: 9990
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED
 Number Of Tanks: Not reported

Status: Not reported
 Comp Number: 2294
 Number: Not reported
 Board Of Equalization: 44-012259
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

GALAXY CAR WASH (Continued)

S101618724

Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-002294-000004
 Actv Date: Not reported
 Capacity: 9990
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED
 Number Of Tanks: Not reported

Status: Not reported
 Comp Number: 2294
 Number: Not reported
 Board Of Equalization: 44-012259
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-002294-000005
 Actv Date: Not reported
 Capacity: 9990
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: DIESEL
 Number Of Tanks: Not reported

Status: A
 Comp Number: 2294
 Number: 3
 Board Of Equalization: 44-012259
 Ref Date: 03-11-93
 Act Date: 03-11-93
 Created Date: 02-29-88
 Tank Status: A
 Owner Tank Id: 0000002294
 Swrcb Tank Id: 19-050-002294-000006
 Actv Date: 10-23-92
 Capacity: 10000
 Tank Use: M.V. FUEL
 Stg: P
 Content: REG UNLEADED
 Number Of Tanks: 2

Status: A
 Comp Number: 2294
 Number: 3
 Board Of Equalization: 44-012259
 Ref Date: 03-11-93
 Act Date: 03-11-93
 Created Date: 02-29-88
 Tank Status: A
 Owner Tank Id: 0000002294
 Swrcb Tank Id: 19-050-002294-000007
 Actv Date: 10-23-92
 Capacity: 10000
 Tank Use: M.V. FUEL
 Stg: P

MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance			
Distance (ft.)	Site	Database(s)	EPA ID Number

GALAXY CAR WASH (Continued)

S101618724

Content: REG UNLEADED
 Number Of Tanks: Not reported

**25 GALAXY CAR WASH
 12444 CHANDLER BLVD
 VALLEY VILLAGE, CA 91607**

**UST U003780176
 N/A**

UST:
 Facility ID: 6344
 Latitude: 34.16834
 Longitude: -118.40434

**26 ABE KMIOTEK/SAM WILCZYNSKI
 5353 WILKINSON AVE
 NORTH HOLLYWOOD, CA 91607**

**CA FID UST S101587650
 SWEEPS UST N/A**

CA FID UST:
 Facility ID: 19055854
 Regulated By: UTNKA
 Regulated ID: Not reported
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 2130000000
 Mail To: Not reported
 Mailing Address: 5353 WILKINSON AVE
 Mailing Address 2: Not reported
 Mailing City, St, Zip: NORTH HOLLYWOOD 916070000
 Contact: Not reported
 Contact Phone: Not reported
 DUNS Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Active

SWEEPS UST:
 Status: Not reported
 Comp Number: 4626
 Number: Not reported
 Board Of Equalization: Not reported
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: Not reported
 Actv Date: Not reported
 Capacity: Not reported
 Tank Use: Not reported
 Stg: Not reported
 Content: Not reported
 Number Of Tanks: 0

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

27 **THRIFTY #135**
5212 WHITSETT AVE
LOS ANGELES, CA 91600

LUST **S102438968**
N/A

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	916000025	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:	Not reported	
Global ID:	T0603702549	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	MAGNOLIA	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:	1/5/1987	
Date Leak Record Entered:	8/13/1987	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:	7/12/1988	
Date the Case was Closed:	7/26/1996	
How Leak Discovered:	Tank Test	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):	9428.693809218703926900696292	
Source of Cleanup Funding:	UNK	
Preliminary Site Assessment Workplan Submitted:	Not reported	
Preliminary Site Assessment Began:	Not reported	
Pollution Characterization Began:	1/5/1987	
Remediation Plan Submitted:	Not reported	
Remedial Action Underway:	Not reported	
Post Remedial Action Monitoring Began:	Not reported	
Enforcement Action Date:	Not reported	
Historical Max MTBE Date:	Not reported	
Hist Max MTBE Conc in Groundwater:	Not reported	
Hist Max MTBE Conc in Soil:	Not reported	
Significant Interim Remedial Action Taken:	Not reported	
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	THRIFTY OIL CO	
RP Address:	10000 LAKEWOOD BLVD, DOWNEY, CA 90240	
Program:	LUST	
Lat/Long:	34.164835 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

THRIFTY #135 (Continued)

S102438968

Cleanup Fund Id: Not reported
 Suspended: Not reported
 Assigned Name: Not reported
 Summary: Not reported

27

**THRIFTY OIL STN. #135
 5212 WHITSETT AVE
 NORTH HOLLYWOOD, CA 91600**

**HIST UST U001568461
 N/A**

HIST UST:

Region: STATE
 Facility ID: 00000003120
 Facility Type: Gas Station
 Other Type: Not reported
 Total Tanks: 0004
 Contact Name: Not reported
 Telephone: 2139239876
 Owner Name: THRIFTY OIL CO. #135
 Owner Address: 10000 LAKEWOOD BLVD.
 Owner City,St,Zip: DOWNEY, CA 90240

Tank Num: 001
 Container Num: 135-1
 Year Installed: 1974
 Tank Capacity: 00012000
 Tank Used for: PRODUCT
 Type of Fuel: REGULAR
 Tank Construction: 1/4 inches
 Leak Detection: Stock Inventor

Tank Num: 002
 Container Num: 135-2
 Year Installed: Not reported
 Tank Capacity: 00006000
 Tank Used for: PRODUCT
 Type of Fuel: UNLEADED
 Tank Construction: 1/4 inches
 Leak Detection: Stock Inventor

Tank Num: 003
 Container Num: 135-3
 Year Installed: Not reported
 Tank Capacity: 00007500
 Tank Used for: PRODUCT
 Type of Fuel: PREMIUM
 Tank Construction: 1/4 inches
 Leak Detection: Stock Inventor

Tank Num: 004
 Container Num: 135-7
 Year Installed: Not reported
 Tank Capacity: 00005000
 Tank Used for: PRODUCT
 Type of Fuel: UNLEADED
 Tank Construction: 1/4 inches
 Leak Detection: Stock Inventor

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

27 **THRIFTY #135**
5212 WHITSETT AVE
LOS ANGELES, CA 91600

HIST CORTESE **S100946596**
LUST **N/A**
HAZNET

CORTESE:
 Region: **CORTESE**
 Facility County Code: **19**
 Reg By: **LTNKA**
 Reg Id: **916000025**

LUST:
 Region: **STATE**
 Global Id: **T0603702549**
 Latitude: **34.1653552**
 Longitude: **-118.4052185**
 Case Type: **LUST Cleanup Site**
 Status: **Completed - Case Closed**
 Status Date: **07/26/1996**
 Lead Agency: **LOS ANGELES RWQCB (REGION 4)**
 Case Worker: **YR**
 Local Agency: **LOS ANGELES, CITY OF**
 RB Case Number: **916000025**
 LOC Case Number: **Not reported**
 File Location: **Not reported**
 Potential Media Affect: **Aquifer used for drinking water supply**
 Potential Contaminants of Concern: **Gasoline**
 Site History: **Not reported**

[Click here to access the California GeoTracker records for this facility:](#)

LUST:
 Global Id: **T0603702549**
 Contact Type: **Regional Board Caseworker**
 Contact Name: **YUE RONG**
 Organization Name: **LOS ANGELES RWQCB (REGION 4)**
 Address: **320 W. 4TH ST., SUITE 200**
 City: **Los Angeles**
 Email: **yrong@waterboards.ca.gov**
 Phone Number: **Not reported**

Global Id: **T0603702549**
 Contact Type: **Local Agency Caseworker**
 Contact Name: **ELOY LUNA**
 Organization Name: **LOS ANGELES, CITY OF**
 Address: **200 North Main Street, Suite 1780**
 City: **LOS ANGELES**
 Email: **eloy.luna@lacity.org**
 Phone Number: **Not reported**

LUST:
 Global Id: **T0603702549**
 Action Type: **Other**
 Date: **01/01/1950**
 Action: **Leak Reported**

HAZNET:
 Year: **2000**

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

THRIFTY #135 (Continued)

S100946596

Gepaid: CAL920836526
 Contact: THRIFTY OIL CO
 Telephone: 5629213581
 Mailing Name: Not reported
 Mailing Address: 13539 E FOSTER RD
 Mailing City,St,Zip: SANTA FE SPRINGS, CA 906700000
 Gen County: Los Angeles
 TSD EPA ID: CAD099452708
 TSD County: Los Angeles
 Waste Category: Unspecified oil-containing waste
 Disposal Method: R01
 Tons: .0625
 Facility County: Los Angeles

Year: 1998
 Gepaid: CAL920836526
 Contact: THRIFTY OIL CO
 Telephone: 5629213581
 Mailing Name: Not reported
 Mailing Address: 13539 E FOSTER RD
 Mailing City,St,Zip: SANTA FE SPRINGS, CA 906700000
 Gen County: Los Angeles
 TSD EPA ID: CAD028409019
 TSD County: Los Angeles
 Waste Category: Oil/water separation sludge
 Disposal Method: T01
 Tons: .2085
 Facility County: Los Angeles

Year: 1997
 Gepaid: CAL920836526
 Contact: THRIFTY OIL CO
 Telephone: 5629213581
 Mailing Name: Not reported
 Mailing Address: 13539 E FOSTER RD
 Mailing City,St,Zip: SANTA FE SPRINGS, CA 906700000
 Gen County: Los Angeles
 TSD EPA ID: CAT080013352
 TSD County: Los Angeles
 Waste Category: Tank bottom waste
 Disposal Method: R01
 Tons: .4170
 Facility County: Los Angeles

Year: 1996
 Gepaid: CAL920836526
 Contact: THRIFTY OIL CO
 Telephone: 5629213581
 Mailing Name: Not reported
 Mailing Address: 13539 E FOSTER RD
 Mailing City,St,Zip: SANTA FE SPRINGS, CA 906700000
 Gen County: Los Angeles
 TSD EPA ID: CAD089446710
 TSD County: Los Angeles
 Waste Category: Other organic solids
 Disposal Method: H01
 Tons: 1.5000

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

THRIFTY #135 (Continued)

S100946596

Facility County: Los Angeles
 Year: 1996
 Gepaid: CAL920836526
 Contact: THRIFTY OIL CO
 Telephone: 5629213581
 Mailing Name: Not reported
 Mailing Address: 13539 E FOSTER RD
 Mailing City,St,Zip: SANTA FE SPRINGS, CA 906700000
 Gen County: Los Angeles
 TSD EPA ID: CAD099452708
 TSD County: Los Angeles
 Waste Category: Waste oil and mixed oil
 Disposal Method: R01
 Tons: 1.6680
 Facility County: Los Angeles

[Click this hyperlink](#) while viewing on your computer to access
 1 additional CA_HAZNET: record(s) in the EDR Site Report.

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**THRIFTY OIL COMPANY
 5212 WHITSETT AVE
 NORTH HOLLYWOOD, CA 91607**

**CA FID UST S101582756
 SWEEPS UST N/A**

CA FID UST:

Facility ID: 19001312
 Regulated By: UTNKA
 Regulated ID: Not reported
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 9163342445
 Mail To: Not reported
 Mailing Address: 5212 WHITSETT AVE
 Mailing Address 2: Not reported
 Mailing City,St,Zip: NORTH HOLLYWOOD 916070000
 Contact: Not reported
 Contact Phone: Not reported
 DUNS Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Active

SWEEPS UST:

Status: A
 Comp Number: 4625
 Number: 9
 Board Of Equalization: Not reported
 Ref Date: 07-14-93
 Act Date: 05-05-94
 Created Date: 02-29-88
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: Not reported
 Actv Date: Not reported
 Capacity: Not reported
 Tank Use: Not reported

MAP FINDINGS

Map ID		EDR ID Number
Direction		
Distance		
Distance (ft.)Site	Database(s)	EPA ID Number

THRIFTY OIL COMPANY (Continued)

S101582756

Stg: Not reported
 Content: Not reported
 Number Of Tanks: Not reported

**28 TEXACO
 12910 MAGNOLIA
 SHERMAN OAKS, CA 91423**

**HIST CORTESE S105026617
 DRYCLEANERS N/A**

CORTESE:
 Region: CORTESE
 Facility County Code: 19
 Reg By: LTNKA
 Reg Id: 916070316

DRYCLEANERS:
 EPA Id: CAL000317621
 NAICS Code: 81232
 NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
 SIC Code: 7211
 SIC Description: Power Laundries, Family and Commercial
 Create Date: 03/20/2007
 Facility Active: Yes
 Inactive Date: Not reported
 Facility Addr2: Not reported
 Mailing Name: Not reported
 Mailing Address: 12910 MAGNOLIA BLVD
 Mailing Address 2: Not reported
 Mailing State: CA
 Mailing Zip: 914231662
 Owner Name: ANDREW HAM
 Owner Address: 12910 MAGNOLIA BLVD
 Owner Address 2: Not reported
 Owner Telephone: 8185097749
 Contact Name: ANDREW HAM
 Contact Address: 12910 MAGNOLIA BLVD
 Contact Address 2: Not reported
 Contact Telephone: 8185097749

**28 TEXACO
 12910 MAGNOLIA BLVD
 NORTH HOLLYWOOD, CA 91607**

**LUST S102438524
 N/A**

LUST:
 Region: STATE
 Global Id: T0603702612
 Latitude: 34.164839
 Longitude: -118.4137459
 Case Type: LUST Cleanup Site
 Status: Completed - Case Closed
 Status Date: 01/13/1989
 Lead Agency: LOS ANGELES RWQCB (REGION 4)
 Case Worker: YR
 Local Agency: LOS ANGELES, CITY OF
 RB Case Number: 916070316
 LOC Case Number: Not reported
 File Location: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

TEXACO (Continued)

S102438524

Potential Media Affect: Soil
 Potential Contaminants of Concern: Gasoline
 Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

LUST:

Global Id: T0603702612
 Contact Type: Regional Board Caseworker
 Contact Name: YUE RONG
 Organization Name: LOS ANGELES RWQCB (REGION 4)
 Address: 320 W. 4TH ST., SUITE 200
 City: Los Angeles
 Email: yrong@waterboards.ca.gov
 Phone Number: Not reported

Global Id: T0603702612
 Contact Type: Local Agency Caseworker
 Contact Name: ELOY LUNA
 Organization Name: LOS ANGELES, CITY OF
 Address: 200 North Main Street, Suite 1780
 City: LOS ANGELES
 Email: eloy.luna@lacity.org
 Phone Number: Not reported

LUST:

Global Id: T0603702612
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Reported

LUST REG 4:

Region: 4
 Regional Board: 04
 County: Los Angeles
 Facility Id: 916070316
 Status: Case Closed
 Substance: Gasoline
 Substance Quantity: Not reported
 Local Case No: Not reported
 Case Type: Soil
 Abatement Method Used at the Site: Not reported
 Global ID: T0603702612
 W Global ID: Not reported
 Staff: UNK
 Local Agency: 19050
 Cross Street: Not reported
 Enforcement Type: Not reported
 Date Leak Discovered: Not reported
 Date Leak First Reported: 1/22/1985
 Date Leak Record Entered: 12/31/1986
 Date Confirmation Began: Not reported
 Date Leak Stopped: Not reported
 Date Case Last Changed on Database: 4/22/1988
 Date the Case was Closed: 1/13/1989
 How Leak Discovered: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

TEXACO (Continued)

S102438524

How Leak Stopped: Not reported
 Cause of Leak: UNK
 Leak Source: UNK
 Operator: Not reported
 Water System: Not reported
 Well Name: Not reported
 Approx. Dist To Production Well (ft): 10678.286288638832068546054681
 Source of Cleanup Funding: UNK
 Preliminary Site Assessment Workplan Submitted: Not reported
 Preliminary Site Assessment Began: Not reported
 Pollution Characterization Began: 4/22/1988
 Remediation Plan Submitted: Not reported
 Remedial Action Underway: Not reported
 Post Remedial Action Monitoring Began: Not reported
 Enforcement Action Date: Not reported
 Historical Max MTBE Date: Not reported
 Hist Max MTBE Conc in Groundwater: Not reported
 Hist Max MTBE Conc in Soil: Not reported
 Significant Interim Remedial Action Taken: Not reported
 GW Qualifier: Not reported
 Soil Qualifier: Not reported
 Organization: Not reported
 Owner Contact: Not reported
 Responsible Party: BLANK RP
 RP Address: Not reported
 Program: LUST
 Lat/Long: 34.164839 / -1
 Local Agency Staff: PEJ
 Beneficial Use: Not reported
 Priority: Not reported
 Cleanup Fund Id: Not reported
 Suspended: Not reported
 Assigned Name: Not reported
 Summary: *EXTENT OF CONTAMINATION DETERMINED BY VISUAL OBSERVATION OF EXCAVATED BACKFILL

**28 VALLEY SHELL AUTO SERVICE
 12857 MAGNOLIA
 N HOLLYWOOD, CA 91607**

**HIST CORTESE S105025120
 LUST N/A**

CORTESE:
 Region: CORTESE
 Facility County Code: 19
 Reg By: LTNKA
 Reg Id: 916070370

LUST:
 Region: STATE
 Global Id: T0603702618
 Latitude: 34.164695
 Longitude: -118.4133949
 Case Type: LUST Cleanup Site
 Status: Completed - Case Closed
 Status Date: 11/15/2001
 Lead Agency: LOS ANGELES, CITY OF
 Case Worker: ML
 Local Agency: LOS ANGELES, CITY OF

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

VALLEY SHELL AUTO SERVICE (Continued)

S105025120

RB Case Number: 916070370
 LOC Case Number: Not reported
 File Location: Not reported
 Potential Media Affect: Soil
 Potential Contaminants of Concern: Gasoline
 Site History: Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id: T0603702618
 Contact Type: Regional Board Caseworker
 Contact Name: YUE RONG
 Organization Name: LOS ANGELES RWQCB (REGION 4)
 Address: 320 W. 4TH ST., SUITE 200
 City: Los Angeles
 Email: yrong@waterboards.ca.gov
 Phone Number: Not reported

Global Id: T0603702618
 Contact Type: Local Agency Caseworker
 Contact Name: MARCUS LOOK
 Organization Name: LOS ANGELES, CITY OF
 Address: 200 N. MAIN ST. RM. 970
 City: LOS ANGELES
 Email: Not reported
 Phone Number: Not reported

LUST:

Global Id: T0603702618
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Discovery

Global Id: T0603702618
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Reported

Global Id: T0603702618
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Stopped

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**VALLEY SHELL AUTO SERVICE
 12857 MAGNOLIA BLVD
 NORTH HOLLYWOOD, CA 91607**

**LUST S104406402
 N/A**

LUST REG 4:

Region: 4
 Regional Board: 04
 County: Los Angeles
 Facility Id: 916070370
 Status: Case Closed
 Substance: Gasoline
 Substance Quantity: Not reported
 Local Case No: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

VALLEY SHELL AUTO SERVICE (Continued)

S104406402

Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603702618	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	COLDWATER CYN	
Enforcement Type:	Not reported	
Date Leak Discovered:	12/1/1998	
Date Leak First Reported:		12/27/1999
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	12/1/1998	
Date Case Last Changed on Database:		12/27/1999
Date the Case was Closed:		12/27/1999
How Leak Discovered:	Repair Tank	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Piping	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		10737.576853950925310996798367
Source of Cleanup Funding:		Piping
Preliminary Site Assessment Workplan Submitted:	Not reported	
Preliminary Site Assessment Began:	Not reported	
Pollution Characterization Began:	Not reported	
Remediation Plan Submitted:	Not reported	
Remedial Action Underway:	Not reported	
Post Remedial Action Monitoring Began:	Not reported	
Enforcement Action Date:	Not reported	
Historical Max MTBE Date:	Not reported	
Hist Max MTBE Conc in Groundwater:	Not reported	
Hist Max MTBE Conc in Soil:	Not reported	
Significant Interim Remedial Action Taken:	Not reported	
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	WALID NOUR	
RP Address:	12857 MAGNOLIA BLVD., NORTH HOLLYWOOD, CA 91607	
Program:	LUST	
Lat/Long:	34.164695 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

**28 GAS S/S #5914
 12909 MAGNOLIA
 SHERMAN OAKS, CA 91423**

**HIST CORTESE S102430641
 LUST N/A**

CORTESE:

Region: CORTESE
 Facility County Code: 19
 Reg By: LTNKA
 Reg Id: 914230352

LUST:

Region: STATE
 Global Id: T0603702484
 Latitude: 34.165148
 Longitude: -118.414092
 Case Type: LUST Cleanup Site
 Status: Completed - Case Closed
 Status Date: 06/03/1993
 Lead Agency: LOS ANGELES, CITY OF
 Case Worker: EL
 Local Agency: LOS ANGELES, CITY OF
 RB Case Number: 914230352
 LOC Case Number: Not reported
 File Location: Not reported
 Potential Media Affect: Soil
 Potential Contaminants of Concern: Gasoline
 Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

LUST:

Global Id: T0603702484
 Contact Type: Regional Board Caseworker
 Contact Name: YUE RONG
 Organization Name: LOS ANGELES RWQCB (REGION 4)
 Address: 320 W. 4TH ST., SUITE 200
 City: Los Angeles
 Email: yrong@waterboards.ca.gov
 Phone Number: Not reported

Global Id: T0603702484
 Contact Type: Local Agency Caseworker
 Contact Name: ELOY LUNA
 Organization Name: LOS ANGELES, CITY OF
 Address: 200 North Main Street, Suite 1780
 City: LOS ANGELES
 Email: eloy.luna@lacity.org
 Phone Number: Not reported

LUST:

Global Id: T0603702484
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Discovery

Global Id: T0603702484
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

GAS S/S #5914 (Continued)

S102430641

Global Id: T0603702484
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Stopped

LUST REG 4:

Region: 4
 Regional Board: 04
 County: Los Angeles
 Facility Id: 914230352
 Status: Case Closed
 Substance: Gasoline
 Substance Quantity: Not reported
 Local Case No: Not reported
 Case Type: Soil
 Abatement Method Used at the Site: Not reported
 Global ID: T0603702484
 W Global ID: Not reported
 Staff: UNK
 Local Agency: 19050
 Cross Street: COLDWATER CANYON BLVD
 Enforcement Type: Not reported
 Date Leak Discovered: 4/7/1993
 Date Leak First Reported: 4/7/1993
 Date Leak Record Entered: 3/16/1993
 Date Confirmation Began: Not reported
 Date Leak Stopped: 3/2/1993
 Date Case Last Changed on Database: 6/3/1993
 Date the Case was Closed: 6/3/1993
 How Leak Discovered: Tank Closure
 How Leak Stopped: Not reported
 Cause of Leak: UNK
 Leak Source: UNK
 Operator: OLD CASENO WAS 027524
 Water System: Not reported
 Well Name: Not reported
 Approx. Dist To Production Well (ft): 10714.292691990513941581665163
 Source of Cleanup Funding: UNK
 Preliminary Site Assessment Workplan Submitted: Not reported
 Preliminary Site Assessment Began: Not reported
 Pollution Characterization Began: Not reported
 Remediation Plan Submitted: Not reported
 Remedial Action Underway: 4/7/1993
 Post Remedial Action Monitoring Began: Not reported
 Enforcement Action Date: Not reported
 Historical Max MTBE Date: Not reported
 Hist Max MTBE Conc in Groundwater: Not reported
 Hist Max MTBE Conc in Soil: Not reported
 Significant Interim Remedial Action Taken: Not reported
 GW Qualifier: Not reported
 Soil Qualifier: Not reported
 Organization: Not reported
 Owner Contact: Not reported
 Responsible Party: UNOCAL CORP.
 RP Address: 17700 CASTLETON ST. SUITE 500 INDUSTRY, CA 91748
 Program: LUST

MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance			
Distance (ft.)Site		Database(s)	EPA ID Number

GAS S/S #5914 (Continued)

S102430641

Lat/Long:	34.164729 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

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**TOMRA PACIFIC INC
12921 MAGNOLIA BLVD
SHERMAN OAKS, CA 91423**

**SWRCY S107138132
N/A**

SWRCY:

Facility Phone Number:	(951) 520-1700
Whether The Facility Is Grandfathered:	N
Effective Date:	08/18/2010
Rural:	N
As Of:	12/12/2011
Party Number:	131084

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**ARCO #1680
5158 LAUREL CNYN
N HOLLYWOOD, CA 90701**

**HIST CORTESE S105025118
N/A**

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	916040452

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**ARCO #1680
5158 LAUREL CANYON BLVD
NORTH HOLLYWOOD, CA 91604**

**LUST S101583692
CA FID UST
SWEEPS UST N/A**

LUST:

Region:	STATE
Global Id:	T0603702575
Latitude:	34.1642771
Longitude:	-118.3963293
Case Type:	LUST Cleanup Site
Status:	Open - Site Assessment
Status Date:	10/10/1991
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	NR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	916040452
LOC Case Number:	24437-8375
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

ARCO #1680 (Continued)

S101583692

LUST:

Global Id: T0603702575
 Contact Type: Regional Board Caseworker
 Contact Name: YUE RONG
 Organization Name: LOS ANGELES RWQCB (REGION 4)
 Address: 320 W. 4TH ST., SUITE 200
 City: Los Angeles
 Email: yrong@waterboards.ca.gov
 Phone Number: Not reported

Global Id: T0603702575
 Contact Type: Local Agency Caseworker
 Contact Name: ELOY LUNA
 Organization Name: LOS ANGELES, CITY OF
 Address: 200 North Main Street, Suite 1780
 City: LOS ANGELES
 Email: eloy.luna@lacity.org
 Phone Number: Not reported

LUST:

Global Id: T0603702575
 Action Type: ENFORCEMENT
 Date: 04/11/2011
 Action: Staff Letter - #1

Global Id: T0603702575
 Action Type: ENFORCEMENT
 Date: 04/11/2011
 Action: Petition Submitted for Review

Global Id: T0603702575
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Discovery

Global Id: T0603702575
 Action Type: Other
 Date: 01/01/1950
 Action: Leak Reported

LUST REG 4:

Region: 4
 Regional Board: 04
 County: Los Angeles
 Facility Id: Not reported
 Status: Preliminary site assessment underway
 Substance: Gasoline
 Substance Quantity: Not reported
 Local Case No: 24437-8375
 Case Type: Soil
 Abatement Method Used at the Site: Not reported
 Global ID: T0603708342
 W Global ID: Not reported
 Staff: Not reported
 Local Agency: 19050

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

ARCO #1680 (Continued)

S101583692

Cross Street: MAGNOLIA
 Enforcement Type: Not reported
 Date Leak Discovered: 10/8/1999
 Date Leak First Reported: 10/8/1999
 Date Leak Record Entered: Not reported
 Date Confirmation Began: 5/22/2003
 Date Leak Stopped: 10/8/1999
 Date Case Last Changed on Database: Not reported
 Date the Case was Closed: Not reported
 How Leak Discovered: OM
 How Leak Stopped: RPP
 Cause of Leak: UNK
 Leak Source: UNK
 Operator: Not reported
 Water System: Not reported
 Well Name: Not reported
 Approx. Dist To Production Well (ft): Not reported
 Source of Cleanup Funding: UNK
 Preliminary Site Assessment Workplan Submitted: Not reported
 Preliminary Site Assessment Began: 5/22/2003
 Pollution Characterization Began: Not reported
 Remediation Plan Submitted: Not reported
 Remedial Action Underway: Not reported
 Post Remedial Action Monitoring Began: Not reported
 Enforcement Action Date: Not reported
 Historical Max MTBE Date: Not reported
 Hist Max MTBE Conc in Groundwater: Not reported
 Hist Max MTBE Conc in Soil: Not reported
 Significant Interim Remedial Action Taken: Not reported
 GW Qualifier: Not reported
 Soil Qualifier: Not reported
 Organization: Not reported
 Owner Contact: Not reported
 Responsible Party: ARCO
 RP Address: P O BOX 6038 ARTESIA CA 90702
 Program: LUST
 Lat/Long: 0 / 0
 Local Agency Staff: Not reported
 Beneficial Use: Not reported
 Priority: Not reported
 Cleanup Fund Id: Not reported
 Suspended: Not reported
 Assigned Name: Not reported
 Summary: Not reported

CA FID UST:

Facility ID: 19005556
 Regulated By: UTNKA
 Regulated ID: 00026600
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 8185066541
 Mail To: Not reported
 Mailing Address: 515 S FLOWER ST
 Mailing Address 2: Not reported
 Mailing City,St,Zip: NORTH HOLLYWOOD 916070000
 Contact: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

ARCO #1680 (Continued)

S101583692

Contact Phone: Not reported
 DUNs Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Active

SWEEPS UST:

Status: Not reported
 Comp Number: 1589
 Number: Not reported
 Board Of Equalization: 44-000506
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-001589-000001
 Actv Date: Not reported
 Capacity: 10000
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED
 Number Of Tanks: 4

Status: Not reported
 Comp Number: 1589
 Number: Not reported
 Board Of Equalization: 44-000506
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-001589-000002
 Actv Date: Not reported
 Capacity: 10000
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED
 Number Of Tanks: Not reported

Status: Not reported
 Comp Number: 1589
 Number: Not reported
 Board Of Equalization: 44-000506
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-001589-000003
 Actv Date: Not reported
 Capacity: 10000
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: REG UNLEADED

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

ARCO #1680 (Continued)

S101583692

Number Of Tanks: Not reported
 Status: Not reported
 Comp Number: 1589
 Number: Not reported
 Board Of Equalization: 44-000506
 Ref Date: Not reported
 Act Date: Not reported
 Created Date: Not reported
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-001589-000004
 Actv Date: Not reported
 Capacity: 10000
 Tank Use: M.V. FUEL
 Stg: PRODUCT
 Content: PRM UNLEADED
 Number Of Tanks: Not reported

Status: A
 Comp Number: 1589
 Number: 1
 Board Of Equalization: 44-000506
 Ref Date: 07-24-92
 Act Date: 02-03-94
 Created Date: 02-29-88
 Tank Status: Not reported
 Owner Tank Id: Not reported
 Swrcb Tank Id: Not reported
 Actv Date: Not reported
 Capacity: Not reported
 Tank Use: Not reported
 Stg: Not reported
 Content: Not reported
 Number Of Tanks: Not reported

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**ARCO #1680
 5158 LAUREL CANYON BLVD
 STUDIO CITY, CA 91604**

**LUST S102424180
 N/A**

LUST REG 4:
 Region: 4
 Regional Board: 04
 County: Los Angeles
 Facility Id: 916040452
 Status: Preliminary site assessment underway
 Substance: Gasoline
 Substance Quantity: Not reported
 Local Case No: Not reported
 Case Type: Soil
 Abatement Method Used at the Site: Not reported
 Global ID: T0603702575
 W Global ID: Not reported
 Staff: UNK
 Local Agency: 19050
 Cross Street: MAGNOLIA
 Enforcement Type: Not reported
 Date Leak Discovered: 10/10/1991

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

ARCO #1680 (Continued)

S102424180

Date Leak First Reported: 10/10/1991
 Date Leak Record Entered: 4/7/1992
 Date Confirmation Began: Not reported
 Date Leak Stopped: Not reported
 Date Case Last Changed on Database: 12/7/1999
 Date the Case was Closed: Not reported
 How Leak Discovered: OM
 How Leak Stopped: Not reported
 Cause of Leak: UNK
 Leak Source: UNK
 Operator: OLD CASENO WAS 040792-07
 Water System: Not reported
 Well Name: Not reported
 Approx. Dist To Production Well (ft): 7974.783901217206641269030672
 Source of Cleanup Funding: UNK
 Preliminary Site Assessment Workplan Submitted: Not reported
 Preliminary Site Assessment Began: 10/10/1991
 Pollution Characterization Began: Not reported
 Remediation Plan Submitted: Not reported
 Remedial Action Underway: Not reported
 Post Remedial Action Monitoring Began: Not reported
 Enforcement Action Date: Not reported
 Historical Max MTBE Date: Not reported
 Hist Max MTBE Conc in Groundwater: Not reported
 Hist Max MTBE Conc in Soil: 310
 Significant Interim Remedial Action Taken: Not reported
 GW Qualifier: Not reported
 Soil Qualifier: =
 Organization: Not reported
 Owner Contact: Not reported
 Responsible Party: ARCO PRODUCTS CO.
 RP Address: 17315 STUDEBAKER RD., CERRITOS, 90701
 Program: LUST
 Lat/Long: 34.1642771 / -1
 Local Agency Staff: PEJ
 Beneficial Use: Not reported
 Priority: Not reported
 Cleanup Fund Id: Not reported
 Suspended: Not reported
 Assigned Name: Not reported
 Summary: DURING PREDRILL ANALYSIS FOR A TANK REPLACEMENT A BORE HOLE INDICATED THE OVA + 1000 PTS/M TO DEPTH OF 40'. INVESTIGATION IS CONTINUING. 12/7/99 DISPENSER SOIL SAMPLING RPT

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**FREDS CLEANERS
 5152 WHITSETT
 N HOLLYWOOD, CA 91607**

**RCRA-SQG 1000596649
 FINDS CAD983606245
 DRYCLEANERS
 HAZNET
 EMI**

RCRA-SQG:
 Date form received by agency: 09/19/1991
 Facility name: FREDS CLEANERS
 Facility address: 5152 WHITSETT
 NORTH HOLLYWOOD, CA 91607
 EPA ID: CAD983606245
 Contact: KIRIKOR PEANTEJIAN
 Contact address: 5152 WHITSETT

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

FREDS CLEANERS (Continued)

1000596649

NORTH HOLLYWOOD, CA 91607
 Contact country: US
 Contact telephone: (818) 505-0988
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: KIRIKOR PAENTEJIAN
 Owner/operator address: 5152 WHITSETT
 NORTH HOLLYWOOD, CA 91607
 Owner/operator country: Not reported
 Owner/operator telephone: (818) 505-0988
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002861261

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

FREDS CLEANERS (Continued)

1000596649

corrective action activities required under RCRA.

DRYCLEANERS:

EPA Id: CAD983606245
 NAICS Code: 81232
 NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
 SIC Code: 7211
 SIC Description: Power Laundries, Family and Commercial
 Create Date: 09/19/1991
 Facility Active: No
 Inactive Date: 06/30/2004
 Facility Addr2: Not reported
 Mailing Name: Not reported
 Mailing Address: 5152 WHITSETT AVE
 Mailing Address 2: Not reported
 Mailing State: CA
 Mailing Zip: 916073016
 Owner Name: AZKR INC
 Owner Address: 5152 WHITSETT AVE
 Owner Address 2: Not reported
 Owner Telephone: 8185050988
 Contact Name: HAROLD PECHAKJIAN / PRESIDENT
 Contact Address: 5152 WHITSETT AVE
 Contact Address 2: Not reported
 Contact Telephone: 8185050988

EPA Id: CAL000324378
 NAICS Code: 81232
 NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
 SIC Code: 7211
 SIC Description: Power Laundries, Family and Commercial
 Create Date: 08/30/2007
 Facility Active: No
 Inactive Date: 06/30/2008
 Facility Addr2: Not reported
 Mailing Name: Not reported
 Mailing Address: 5152 WHITSETT AVE
 Mailing Address 2: Not reported
 Mailing State: CA
 Mailing Zip: 916073016
 Owner Name: LAWRENCE LEI
 Owner Address: 5152 WHITSETT AVE
 Owner Address 2: Not reported
 Owner Telephone: 8185050988
 Contact Name: LAWRENCE LEI
 Contact Address: 5152 WHITSETT AVE
 Contact Address 2: Not reported
 Contact Telephone: 8185050988

HAZNET:

Year: 2007
 Gepaid: CAD983606245
 Contact: HAROLD PECHAKJIAN / PRESIDENT
 Telephone: 8185050988
 Mailing Name: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 EPA ID Number

Database(s)

FREDS CLEANERS (Continued)

1000596649

Mailing Address: 5152 WHITSETT AVE
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916073016
 Gen County: Los Angeles
 TSD EPA ID: CAT000613893
 TSD County: Los Angeles
 Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
 Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY
 (H010-H129) OR (H131-H135)
 Tons: 0.3
 Facility County: Los Angeles

Year: 2006
 Gepaid: CAD983606245
 Contact: HAROLD PECHAKJIAN / PRESIDENT
 Telephone: 8185050988
 Mailing Name: Not reported
 Mailing Address: 5152 WHITSETT AVE
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916073016
 Gen County: Los Angeles
 TSD EPA ID: CAT000613893
 TSD County: Los Angeles
 Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
 Disposal Method: H01
 Tons: 0.15
 Facility County: Los Angeles

Year: 2005
 Gepaid: CAD983606245
 Contact: HAROLD PECHAKJIAN / PRESIDENT
 Telephone: 8185050988
 Mailing Name: Not reported
 Mailing Address: 5152 WHITSETT AVE
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916073016
 Gen County: Los Angeles
 TSD EPA ID: CAT000613893
 TSD County: Los Angeles
 Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
 Disposal Method: H01
 Tons: 0.34
 Facility County: Not reported

Year: 2004
 Gepaid: CAD983606245
 Contact: HAROLD PECHAKJIAN / PRESIDENT
 Telephone: 8185050988
 Mailing Name: Not reported
 Mailing Address: 5152 WHITSETT AVE
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916073016
 Gen County: Los Angeles
 TSD EPA ID: CAT000613893
 TSD County: Los Angeles
 Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
 Disposal Method: H01
 Tons: 0.34
 Facility County: Not reported

Year: 2003

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

FREDS CLEANERS (Continued)

1000596649

Gepaid: CAD983606245
 Contact: HAROLD PECHAKJIAN / PRESIDENT
 Telephone: 8185050988
 Mailing Name: Not reported
 Mailing Address: 5152 WHITSETT AVE
 Mailing City,St,Zip: VALLEY VILLAGE, CA 916073016
 Gen County: Los Angeles
 TSD EPA ID: CAT000613893
 TSD County: Los Angeles
 Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
 Disposal Method: H01
 Tons: 2.43
 Facility County: Los Angeles

[Click this hyperlink](#) while viewing on your computer to access
 12 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year: 1990
 County Code: 19
 Air Basin: SC
 Facility ID: 64903
 Air District Name: SC
 SIC Code: 7216
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 2
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1993
 County Code: 19
 Air Basin: SC
 Facility ID: 64903
 Air District Name: SC
 SIC Code: 7216
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 2
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1995
 County Code: 19
 Air Basin: SC
 Facility ID: 64903
 Air District Name: SC

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 Database(s) EPA ID Number

FREDS CLEANERS (Continued)

1000596649

SIC Code: 7216
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 2
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

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**EXECUTIVE CLEANERS
 12514 RIVERSIDE DR
 LOS ANGELES, CA 91607**

**LA Co. Site Mitigation S106843265
 ENVIROSTOR N/A**

LA Co. Site Mitigation:

Facility ID: Not reported
 Site ID: SD0010008
 Case ID: RO0000406
 Abated: Yes
 Assigned To: Don Thompson
 Entered Date: 05/11/2004
 Abated Date: 09/07/2000

ENVIROSTOR:

Site Type: Evaluation
 Site Type Detailed: Evaluation
 Acres: 0
 NPL: NO
 Regulatory Agencies: LOS ANGELES COUNTY
 Lead Agency: LOS ANGELES COUNTY
 Program Manager: Not reported
 Supervisor: Referred - Not Assigned
 Division Branch: Cleanup Cypress
 Facility ID: 19720048
 Site Code: Not reported
 Assembly: 42
 Senate: 21
 Special Program: Not reported
 Status: Refer: 1248 Local Agency
 Status Date: 07/05/2000
 Restricted Use: NO
 Site Mgmt. Req.: NONE SPECIFIED
 Funding: Not Applicable
 Latitude: 34.15763
 Longitude: -118.4072
 APN: 23570327
 Past Use: NONE SPECIFIED
 Potential COC: NONE SPECIFIED
 Confirmed COC: NONE SPECIFIED
 Potential Description: NONE SPECIFIED
 Alias Name: 23570327
 Alias Type: APN
 Alias Name: 19720048
 Alias Type: Envirostor ID Number

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

EXECUTIVE CLEANERS (Continued)

S106843265

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: SB 1248 Notification
Completed Date: 07/05/2000
Comments: DTSC is not involved with this project.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LOCKEFORD	U004024737	RON NUNAN CHEVRON	13336 E HWY 88	91423	UST
LOS ANGELES	S109422338	SOUTHERN CALIFORNIA DISPOSAL	186TH STREET AND VERMONT AVE		SWF/LF
LOS ANGELES	S111292913	SYCAMORE TRUNK LINE HYDROSTATIC TEST PROJECT	ALONG SYCAMORE AVE & SUNSET BLVD		NPDES
LOS ANGELES	S110735215	PARTHENIA TRUNK LINE	ALONG ROSCOE BOULEVARD BETWEEN AVE		NPDES
LOS ANGELES	S111075905	FLUOR CORPORATION DISPOSAL SITE	2500 S ATLANTIC AVE		SWF/LF
LOS ANGELES	S111213989	1ST ST TRUNK LINE PROJ	1 AVE VAN NESS TO BEVERLY BLVD		NPDES
LOS ANGELES	S110732567	CITY TRUNK LINE-SOUTH	CANTERBURY AND COLDWATER CYN		NPDES, ENF
LOS ANGELES	98467976	CROSS OVER LINE IN CARGO PIPING / GASKET FAILURE / MVV MAASS	CROSS OVER LINE IN CARGO PIPING / GASKET FAILURE / MVV MAASS		ERNS
LOS ANGELES	S111075979	LEDGER #2	10403 GLENOAKS BLVD		SWF/LF
LOS ANGELES	S102801764	UNOCAL SO CAL. DIV. PIPE LINE	S IMPERIAL HWY E		HAZNET
LOS ANGELES	S111212813	MARINA INTERCEPTOR SEWER LINE	JEFFERSON		ENF
LOS ANGELES	S106203403	CITY TRUNK LINE-SOUTH	LOS ANGELES	0	WDS
LOS ANGELES	S104915225	MAIN STREET ABANDONED DRUMS	S MAIN AND 60TH ST		CERCLIS
LOS ANGELES	S109422353	VAN NUYS ST. MIDY	15145 OXNARD ST	0	SWF/LF
LOS ANGELES	S105256496	STONE HOLLYWOOD TRUNK LINE - 4	PACKARD ST		WDS
LOS ANGELES	S109422348	PENMAR GOLF COURSE	1233 ROSE AVE.		SWF/LF
LOS ANGELES	S109422337	S.F. & BRAZIL	SAN FERNANDO AND BRAZIL		SWF/LF
LOS ANGELES	S106933448	UNKN	14550 SYLVAN		SWEEPS UST
LOS ANGELES	92292603	TERMINAL ISLAND BERTH, NR MATSON LINE & HUGE NEU-POLER	TERMINAL ISLAND BERTH, NR MATSON LINE & HUGE NEU-POLER		ERNS
LOS ANGELES	S106926310	HUGE NEU-POLER	5511 VAN NUYS BLVD		SWEEPS UST
LOS ANGELES	S102799254	FOREMAN HONDA	UP YARD		HAZNET
LOS ANGELES COUNTY	M300006078	1X K LINE INC	LOS ANGELES REFINERY		MINES
LOS ANGELES COUNTY	M300006081	CONOCOPHILLIPS CO	SHELL LOS ANGELES REFINERY		MINES
NORTH HOLLYWOOD	S107736257	SHELL OIL PRODUCTS US	LAUREL CANYON BLVD & HAMLIN ST	91606	SCH, ENVIROSTOR
NORTH HOLLYWOOD	S105025253	EAST VALLEY MIDDLE SCHOOL NO. 1	4654 LAUREL CANYON BLVD	91607	HIST CORTESE
NORTH HOLLYWOOD	S105025257	76 PRODUCTS STATION #5261	6757 LAUREL CANYON BLVD	91606	HIST CORTESE
NORTH HOLLYWOOD	S105025255	THRIFTY #136/ ARCO #9587	4757 LAUREL CANYON BLVD	91607	HIST CORTESE
NORTH HOLLYWOOD	S105025119	CHEVRON #9-3909	7955 LAUREL CANYON BLVD	91605	HIST CORTESE
NORTH HOLLYWOOD	U001568599	UNOCAL #4245	6440 LAUREL	91606	HIST UST
NORTH HOLLYWOOD	1004675712	FIRESTONE	7263 RADFORD AVE	91605	RCRA-SQG, FINDS
NORTH HOLLYWOOD	U001568591	COMPLETE AUTO ELECTRIC	17 VANOWEN STREET	91605	HIST UST
NORTH HOLLYWOOD	S101588258	JACK H GEVSHENIAN	10237 VANOWEN ST	91605	CA FID UST, SWEEPS UST
SHERMAN OAKS	S105026616	TOSCO S.S. #3375	4804 COLDWATER CANYON AVE	91423	HIST CORTESE
STUDIO CITY	S105026798	ARCO #3050	4359 COLDWATER CANYON AVE	91604	HIST CORTESE
VALLEY VILLAGE	1014386836	TOUCHSTONE TELEVISION PRODUCTION LLC/ SCRUBS	12629 RIVERSIDE DR	91607	RCRA-LQG
VAN NUYS	S101583827	PIPE SUPPLIER	14949 OXNARD ST	91401	CA FID UST, SWEEPS UST
VAN NUYS	S105027197	FLAME-X CONTROL CORPORATI	1481018 RAYMER ST	91405	HIST CORTESE

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

FEDERAL RECORDS

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 09/07/2011	Source: EPA
Date Data Arrived at EDR: 10/12/2011	Telephone: N/A
Date Made Active in Reports: 03/01/2012	Last EDR Contact: 04/05/2012
Number of Days to Update: 141	Next Scheduled EDR Contact: 07/23/2012
	Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 09/07/2011	Source: EPA
Date Data Arrived at EDR: 10/12/2011	Telephone: N/A
Date Made Active in Reports: 03/01/2012	Last EDR Contact: 04/05/2012
Number of Days to Update: 141	Next Scheduled EDR Contact: 07/23/2012
	Data Release Frequency: Quarterly

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 09/07/2011	Source: EPA
Date Data Arrived at EDR: 10/12/2011	Telephone: N/A
Date Made Active in Reports: 03/01/2012	Last EDR Contact: 04/05/2012
Number of Days to Update: 141	Next Scheduled EDR Contact: 07/23/2012
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991	Source: EPA
Date Data Arrived at EDR: 02/02/1994	Telephone: 202-564-4267
Date Made Active in Reports: 03/30/1994	Last EDR Contact: 08/15/2011
Number of Days to Update: 56	Next Scheduled EDR Contact: 11/28/2011
	Data Release Frequency: No Update Planned

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 12/27/2011	Source: EPA
Date Data Arrived at EDR: 02/27/2012	Telephone: 703-412-9810
Date Made Active in Reports: 03/12/2012	Last EDR Contact: 04/05/2012
Number of Days to Update: 14	Next Scheduled EDR Contact: 06/11/2012
	Data Release Frequency: Quarterly

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 12/28/2011	Source: EPA
Date Data Arrived at EDR: 02/27/2012	Telephone: 703-412-9810
Date Made Active in Reports: 03/12/2012	Last EDR Contact: 04/05/2012
Number of Days to Update: 14	Next Scheduled EDR Contact: 06/11/2012
	Data Release Frequency: Quarterly

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 09/09/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/16/2011	Telephone: 202-564-6023
Date Made Active in Reports: 09/29/2011	Last EDR Contact: 01/30/2012
Number of Days to Update: 13	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Varies

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 08/19/2011	Source: EPA
Date Data Arrived at EDR: 08/31/2011	Telephone: 800-424-9346
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 02/13/2012
Number of Days to Update: 132	Next Scheduled EDR Contact: 05/28/2012
	Data Release Frequency: Quarterly

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 11/10/2011
Date Data Arrived at EDR: 01/05/2012
Date Made Active in Reports: 03/12/2012
Number of Days to Update: 67

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 04/04/2012
Next Scheduled EDR Contact: 07/16/2012
Data Release Frequency: Quarterly

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 11/10/2011
Date Data Arrived at EDR: 01/05/2012
Date Made Active in Reports: 03/12/2012
Number of Days to Update: 67

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 04/04/2012
Next Scheduled EDR Contact: 07/16/2012
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 11/10/2011
Date Data Arrived at EDR: 01/05/2012
Date Made Active in Reports: 03/12/2012
Number of Days to Update: 67

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 04/04/2012
Next Scheduled EDR Contact: 07/16/2012
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 11/10/2011
Date Data Arrived at EDR: 01/05/2012
Date Made Active in Reports: 03/12/2012
Number of Days to Update: 67

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 04/04/2012
Next Scheduled EDR Contact: 07/16/2012
Data Release Frequency: Varies

RCRA-NonGen: RCRA - Non Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 11/10/2011
Date Data Arrived at EDR: 01/05/2012
Date Made Active in Reports: 03/12/2012
Number of Days to Update: 67

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 04/04/2012
Next Scheduled EDR Contact: 07/16/2012
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 12/30/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/30/2011	Telephone: 703-603-0695
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 03/12/2012
Number of Days to Update: 11	Next Scheduled EDR Contact: 06/25/2012
	Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 12/30/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/30/2011	Telephone: 703-603-0695
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 03/12/2012
Number of Days to Update: 11	Next Scheduled EDR Contact: 06/25/2012
	Data Release Frequency: Varies

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 10/03/2011	Source: National Response Center, United States Coast Guard
Date Data Arrived at EDR: 10/04/2011	Telephone: 202-267-2180
Date Made Active in Reports: 11/11/2011	Last EDR Contact: 04/03/2012
Number of Days to Update: 38	Next Scheduled EDR Contact: 07/16/2012
	Data Release Frequency: Annually

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 10/04/2011	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 10/04/2011	Telephone: 202-366-4555
Date Made Active in Reports: 11/11/2011	Last EDR Contact: 04/03/2012
Number of Days to Update: 38	Next Scheduled EDR Contact: 07/16/2012
	Data Release Frequency: Annually

DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/29/2011	Source: Department of Transportation, Office of Pipeline Safety
Date Data Arrived at EDR: 08/09/2011	Telephone: 202-366-4595
Date Made Active in Reports: 11/11/2011	Last EDR Contact: 02/07/2012
Number of Days to Update: 94	Next Scheduled EDR Contact: 05/21/2012
	Data Release Frequency: Varies

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/07/2011
Date Data Arrived at EDR: 12/09/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 32

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 03/06/2012
Next Scheduled EDR Contact: 06/18/2012
Data Release Frequency: Quarterly

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/27/2011
Date Data Arrived at EDR: 06/27/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 78

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 04/03/2012
Next Scheduled EDR Contact: 07/09/2012
Data Release Frequency: Semi-Annually

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 01/20/2012
Next Scheduled EDR Contact: 04/30/2012
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 08/12/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 112

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 03/12/2012
Next Scheduled EDR Contact: 06/25/2012
Data Release Frequency: Varies

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 12/09/2005
Date Data Arrived at EDR: 12/11/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 31

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 04/03/2012
Next Scheduled EDR Contact: 06/04/2012
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 01/25/2012
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 36

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 04/02/2012
Next Scheduled EDR Contact: 07/16/2012
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 09/28/2011	Source: EPA
Date Data Arrived at EDR: 12/14/2011	Telephone: 703-416-0223
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 03/14/2012
Number of Days to Update: 27	Next Scheduled EDR Contact: 06/25/2012
	Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010	Source: Department of Energy
Date Data Arrived at EDR: 10/07/2011	Telephone: 505-845-0011
Date Made Active in Reports: 03/01/2012	Last EDR Contact: 02/28/2012
Number of Days to Update: 146	Next Scheduled EDR Contact: 06/11/2012
	Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/09/2004	Telephone: 800-424-9346
Date Made Active in Reports: 09/17/2004	Last EDR Contact: 06/09/2004
Number of Days to Update: 39	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009	Source: EPA, Region 9
Date Data Arrived at EDR: 05/07/2009	Telephone: 415-947-4219
Date Made Active in Reports: 09/21/2009	Last EDR Contact: 03/26/2012
Number of Days to Update: 137	Next Scheduled EDR Contact: 07/09/2012
	Data Release Frequency: No Update Planned

MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/18/2011	Source: Department of Labor, Mine Safety and Health Administration
Date Data Arrived at EDR: 09/08/2011	Telephone: 303-231-5959
Date Made Active in Reports: 09/29/2011	Last EDR Contact: 03/07/2012
Number of Days to Update: 21	Next Scheduled EDR Contact: 06/18/2012
	Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2009	Source: EPA
Date Data Arrived at EDR: 09/01/2011	Telephone: 202-566-0250
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 02/28/2012
Number of Days to Update: 131	Next Scheduled EDR Contact: 06/11/2012
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2006	Source: EPA
Date Data Arrived at EDR: 09/29/2010	Telephone: 202-260-5521
Date Made Active in Reports: 12/02/2010	Last EDR Contact: 03/28/2012
Number of Days to Update: 64	Next Scheduled EDR Contact: 07/09/2012
	Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 02/27/2012
Number of Days to Update: 25	Next Scheduled EDR Contact: 06/11/2012
	Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009	Source: EPA
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 02/27/2012
Number of Days to Update: 25	Next Scheduled EDR Contact: 06/11/2012
	Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2007
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2008
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009	Source: EPA
Date Data Arrived at EDR: 12/10/2010	Telephone: 202-564-4203
Date Made Active in Reports: 02/25/2011	Last EDR Contact: 01/30/2012
Number of Days to Update: 77	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 07/20/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/10/2011	Telephone: 202-564-5088
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 03/26/2012
Number of Days to Update: 61	Next Scheduled EDR Contact: 07/09/2012
	Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 11/01/2010	Source: EPA
Date Data Arrived at EDR: 11/10/2010	Telephone: 202-566-0500
Date Made Active in Reports: 02/16/2011	Last EDR Contact: 01/20/2012
Number of Days to Update: 98	Next Scheduled EDR Contact: 04/30/2012
	Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 06/21/2011	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 07/15/2011	Telephone: 301-415-7169
Date Made Active in Reports: 09/13/2011	Last EDR Contact: 03/12/2012
Number of Days to Update: 60	Next Scheduled EDR Contact: 06/25/2012
	Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 01/10/2012	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/12/2012	Telephone: 202-343-9775
Date Made Active in Reports: 03/01/2012	Last EDR Contact: 04/10/2012
Number of Days to Update: 49	Next Scheduled EDR Contact: 07/23/2012
	Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/23/2011
Date Data Arrived at EDR: 12/13/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 79

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 03/13/2012
Next Scheduled EDR Contact: 06/25/2012
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 03/01/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 62

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 02/27/2012
Next Scheduled EDR Contact: 06/11/2012
Data Release Frequency: Biennially

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 04/10/2012
Next Scheduled EDR Contact: 07/30/2012
Data Release Frequency: Varies

COAL ASH DOE: Sleam-Electric Plan Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 01/18/2012
Next Scheduled EDR Contact: 04/30/2012
Data Release Frequency: Varies

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 12/10/2010
Date Data Arrived at EDR: 01/11/2011
Date Made Active in Reports: 02/16/2011
Number of Days to Update: 36

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 01/13/2012
Next Scheduled EDR Contact: 04/23/2012
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 10/19/2011	Telephone: 202-566-0517
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 02/03/2012
Number of Days to Update: 83	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Varies

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/01/2007	Source: Drug Enforcement Administration
Date Data Arrived at EDR: 11/19/2008	Telephone: 202-307-1000
Date Made Active in Reports: 03/30/2009	Last EDR Contact: 03/23/2009
Number of Days to Update: 131	Next Scheduled EDR Contact: 06/22/2009
	Data Release Frequency: No Update Planned

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/09/2011	Telephone: 615-532-8599
Date Made Active in Reports: 05/02/2011	Last EDR Contact: 02/06/2012
Number of Days to Update: 54	Next Scheduled EDR Contact: 05/07/2012
	Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 08/17/2010	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/03/2011	Telephone: N/A
Date Made Active in Reports: 03/21/2011	Last EDR Contact: 03/16/2012
Number of Days to Update: 77	Next Scheduled EDR Contact: 06/25/2012
	Data Release Frequency: Varies

STATE AND LOCAL RECORDS

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005	Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 08/03/2006	Telephone: 916-323-3400
Date Made Active in Reports: 08/24/2006	Last EDR Contact: 02/23/2009
Number of Days to Update: 21	Next Scheduled EDR Contact: 05/25/2009
	Data Release Frequency: No Update Planned

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 03/14/2012
Date Data Arrived at EDR: 03/15/2012
Date Made Active in Reports: 04/02/2012
Number of Days to Update: 18

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 03/15/2012
Next Scheduled EDR Contact: 05/21/2012
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 02/20/2012
Date Data Arrived at EDR: 02/20/2012
Date Made Active in Reports: 03/29/2012
Number of Days to Update: 38

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 02/20/2012
Next Scheduled EDR Contact: 06/04/2012
Data Release Frequency: Quarterly

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 02/13/2012
Next Scheduled EDR Contact: 05/28/2012
Data Release Frequency: No Update Planned

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 02/20/2012
Date Data Arrived at EDR: 02/20/2012
Date Made Active in Reports: 03/29/2012
Number of Days to Update: 38

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 02/20/2012
Next Scheduled EDR Contact: 06/04/2012
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/20/2007	Telephone: 916-341-5227
Date Made Active in Reports: 06/29/2007	Last EDR Contact: 02/27/2012
Number of Days to Update: 9	Next Scheduled EDR Contact: 06/11/2012
	Data Release Frequency: Quarterly

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 01/03/2012	Source: CAL EPA/Office of Emergency Information
Date Data Arrived at EDR: 01/03/2012	Telephone: 916-323-3400
Date Made Active in Reports: 01/19/2012	Last EDR Contact: 04/03/2012
Number of Days to Update: 16	Next Scheduled EDR Contact: 07/16/2012
	Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CAL SITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 01/22/2009	Telephone: 916-323-3400
Date Made Active in Reports: 04/08/2009	Last EDR Contact: 01/22/2009
Number of Days to Update: 76	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 12/12/2011	Source: Department of Conservation
Date Data Arrived at EDR: 12/19/2011	Telephone: 916-323-3836
Date Made Active in Reports: 01/19/2012	Last EDR Contact: 03/21/2012
Number of Days to Update: 31	Next Scheduled EDR Contact: 07/02/2012
	Data Release Frequency: Quarterly

LUST: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

Date of Government Version: 01/20/2012	Source: State Water Resources Control Board
Date Data Arrived at EDR: 01/20/2012	Telephone: see region list
Date Made Active in Reports: 02/21/2012	Last EDR Contact: 03/21/2012
Number of Days to Update: 32	Next Scheduled EDR Contact: 07/02/2012
	Data Release Frequency: Quarterly

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003	Source: California Regional Water Quality Control Board Lahontan Region (6)
Date Data Arrived at EDR: 09/10/2003	Telephone: 530-542-5572
Date Made Active in Reports: 10/07/2003	Last EDR Contact: 09/12/2011
Number of Days to Update: 27	Next Scheduled EDR Contact: 12/26/2011
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004	Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Date Data Arrived at EDR: 02/26/2004	Telephone: 760-776-8943
Date Made Active in Reports: 03/24/2004	Last EDR Contact: 08/01/2011
Number of Days to Update: 27	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003	Source: California Regional Water Quality Control Board Central Coast Region (3)
Date Data Arrived at EDR: 05/19/2003	Telephone: 805-542-4786
Date Made Active in Reports: 06/02/2003	Last EDR Contact: 07/18/2011
Number of Days to Update: 14	Next Scheduled EDR Contact: 10/31/2011
	Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004	Source: California Regional Water Quality Control Board Los Angeles Region (4)
Date Data Arrived at EDR: 09/07/2004	Telephone: 213-576-6710
Date Made Active in Reports: 10/12/2004	Last EDR Contact: 09/06/2011
Number of Days to Update: 35	Next Scheduled EDR Contact: 12/19/2011
	Data Release Frequency: No Update Planned

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 09/05/1995	Telephone: 916-341-5851
Date Made Active in Reports: 09/29/1995	Last EDR Contact: 12/28/1998
Number of Days to Update: 24	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

SLIC: Statewide SLIC Cases

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 01/20/2012	Source: State Water Resources Control Board
Date Data Arrived at EDR: 01/20/2012	Telephone: 866-480-1028
Date Made Active in Reports: 02/21/2012	Last EDR Contact: 03/21/2012
Number of Days to Update: 32	Next Scheduled EDR Contact: 07/02/2012
	Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003	Source: California Regional Water Quality Control Board, North Coast Region (1)
Date Data Arrived at EDR: 04/07/2003	Telephone: 707-576-2220
Date Made Active in Reports: 04/25/2003	Last EDR Contact: 08/01/2011
Number of Days to Update: 18	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 01/20/2012
Date Data Arrived at EDR: 01/20/2012
Date Made Active in Reports: 02/22/2012
Number of Days to Update: 33

Source: SWRCB
Telephone: 916-480-1028
Last EDR Contact: 03/21/2012
Next Scheduled EDR Contact: 07/02/2012
Data Release Frequency: Semi-Annually

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/23/2009
Date Data Arrived at EDR: 09/23/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 8

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 12/05/2012
Next Scheduled EDR Contact: 06/18/2012
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 03/12/2012
Date Data Arrived at EDR: 03/13/2012
Date Made Active in Reports: 04/02/2012
Number of Days to Update: 20

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 03/12/2012
Next Scheduled EDR Contact: 06/25/2012
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994	Source: State Water Resources Control Board
Date Data Arrived at EDR: 07/07/2005	Telephone: N/A
Date Made Active in Reports: 08/11/2005	Last EDR Contact: 06/03/2005
Number of Days to Update: 35	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 12/31/2010	Source: Office of Emergency Services
Date Data Arrived at EDR: 05/03/2011	Telephone: 916-845-8400
Date Made Active in Reports: 06/15/2011	Last EDR Contact: 01/30/2012
Number of Days to Update: 43	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Varies

LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 01/20/2012	Source: State Water Quality Control Board
Date Data Arrived at EDR: 01/20/2012	Telephone: 866-480-1028
Date Made Active in Reports: 02/21/2012	Last EDR Contact: 03/21/2012
Number of Days to Update: 32	Next Scheduled EDR Contact: 07/02/2012
	Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

Date of Government Version: 01/20/2012	Source: State Water Resources Control Board
Date Data Arrived at EDR: 01/20/2012	Telephone: 866-480-1028
Date Made Active in Reports: 02/21/2012	Last EDR Contact: 03/21/2012
Number of Days to Update: 32	Next Scheduled EDR Contact: 07/02/2012
	Data Release Frequency: Quarterly

AST: Aboveground Petroleum Storage Tank Facilities

Registered Aboveground Storage Tanks.

Date of Government Version: 08/01/2009	Source: State Water Resources Control Board
Date Data Arrived at EDR: 09/10/2009	Telephone: 916-341-5712
Date Made Active in Reports: 10/01/2009	Last EDR Contact: 01/23/2012
Number of Days to Update: 21	Next Scheduled EDR Contact: 04/23/2012
	Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 10/21/1993	Source: State Water Resources Control Board
Date Data Arrived at EDR: 11/01/1993	Telephone: 916-445-3846
Date Made Active in Reports: 11/19/1993	Last EDR Contact: 03/26/2012
Number of Days to Update: 18	Next Scheduled EDR Contact: 07/09/2012
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 03/12/2012	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 03/13/2012	Telephone: 916-323-3400
Date Made Active in Reports: 04/02/2012	Last EDR Contact: 03/13/2012
Number of Days to Update: 20	Next Scheduled EDR Contact: 06/25/2012
	Data Release Frequency: Semi-Annually

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 03/14/2012	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 03/15/2012	Telephone: 916-323-3400
Date Made Active in Reports: 04/02/2012	Last EDR Contact: 03/15/2012
Number of Days to Update: 18	Next Scheduled EDR Contact: 05/21/2012
	Data Release Frequency: Quarterly

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 01/19/2012	Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 01/19/2012	Telephone: 916-327-4498
Date Made Active in Reports: 02/21/2012	Last EDR Contact: 03/12/2012
Number of Days to Update: 33	Next Scheduled EDR Contact: 06/25/2012
	Data Release Frequency: Annually

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009	Source: Los Angeles Water Quality Control Board
Date Data Arrived at EDR: 07/21/2009	Telephone: 213-576-6726
Date Made Active in Reports: 08/03/2009	Last EDR Contact: 04/02/2012
Number of Days to Update: 13	Next Scheduled EDR Contact: 07/16/2012
	Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 08/15/2011	Source: State Water Resoruces Control Board
Date Data Arrived at EDR: 08/23/2011	Telephone: 916-445-9379
Date Made Active in Reports: 10/03/2011	Last EDR Contact: 02/20/2012
Number of Days to Update: 41	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2011	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 02/14/2012	Telephone: 916-255-6504
Date Made Active in Reports: 02/21/2012	Last EDR Contact: 04/02/2012
Number of Days to Update: 7	Next Scheduled EDR Contact: 07/16/2012
	Data Release Frequency: Varies

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 03/14/2012	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 03/15/2012	Telephone: 916-323-3400
Date Made Active in Reports: 04/02/2012	Last EDR Contact: 03/15/2012
Number of Days to Update: 18	Next Scheduled EDR Contact: 05/21/2012
	Data Release Frequency: Quarterly

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/2010	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 07/19/2011	Telephone: 916-255-1136
Date Made Active in Reports: 08/16/2011	Last EDR Contact: 01/20/2012
Number of Days to Update: 28	Next Scheduled EDR Contact: 04/30/2012
	Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2008	Source: California Air Resources Board
Date Data Arrived at EDR: 09/29/2010	Telephone: 916-322-2990
Date Made Active in Reports: 10/18/2010	Last EDR Contact: 03/30/2012
Number of Days to Update: 19	Next Scheduled EDR Contact: 07/09/2012
	Data Release Frequency: Varies

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 01/20/2012	Source: Integrated Waste Management Board
Date Data Arrived at EDR: 01/24/2012	Telephone: 916-341-6422
Date Made Active in Reports: 02/21/2012	Last EDR Contact: 04/02/2012
Number of Days to Update: 28	Next Scheduled EDR Contact: 06/04/2012
	Data Release Frequency: Varies

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/14/2012
Date Data Arrived at EDR: 03/15/2012
Date Made Active in Reports: 04/02/2012
Number of Days to Update: 18

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 03/15/2012
Next Scheduled EDR Contact: 05/21/2012
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 12/12/2011
Date Data Arrived at EDR: 12/19/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 31

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/21/2012
Next Scheduled EDR Contact: 07/02/2012
Data Release Frequency: Quarterly

HWP: EnviroStor Permitted Facilities Listing
Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 08/09/2010
Date Data Arrived at EDR: 08/11/2010
Date Made Active in Reports: 08/20/2010
Number of Days to Update: 9

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 12/02/2011
Next Scheduled EDR Contact: 03/12/2012
Data Release Frequency: Quarterly

FINANCIAL ASSURANCE 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 02/22/2012
Date Data Arrived at EDR: 02/24/2012
Date Made Active in Reports: 04/04/2012
Number of Days to Update: 40

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 02/20/2012
Next Scheduled EDR Contact: 06/04/2012
Data Release Frequency: Varies

FINANCIAL ASSURANCE 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 03/01/2007
Date Data Arrived at EDR: 06/01/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 28

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 02/03/2012
Next Scheduled EDR Contact: 05/14/2012
Data Release Frequency: Varies

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 01/18/2012
Date Data Arrived at EDR: 01/18/2012
Date Made Active in Reports: 02/21/2012
Number of Days to Update: 34

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 01/18/2012
Next Scheduled EDR Contact: 04/30/2012
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/24/2012
Date Data Arrived at EDR: 03/13/2012
Date Made Active in Reports: 04/02/2012
Number of Days to Update: 20

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 03/12/2012
Next Scheduled EDR Contact: 06/25/2012
Data Release Frequency: Varies

TRIBAL RECORDS

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 01/20/2012
Next Scheduled EDR Contact: 04/30/2012
Data Release Frequency: Semi-Annually

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 02/06/2012
Next Scheduled EDR Contact: 05/21/2012
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 09/12/2011
Date Data Arrived at EDR: 09/13/2011
Date Made Active in Reports: 11/11/2011
Number of Days to Update: 59

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 01/30/2012
Next Scheduled EDR Contact: 05/14/2012
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 12/14/2011
Date Data Arrived at EDR: 12/15/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 26

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 01/30/2012
Next Scheduled EDR Contact: 05/14/2012
Data Release Frequency: Semi-Annually

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 08/18/2011
Date Data Arrived at EDR: 08/19/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 25

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 01/30/2012
Next Scheduled EDR Contact: 05/14/2012
Data Release Frequency: Quarterly

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 11/02/2011
Date Data Arrived at EDR: 11/04/2011
Date Made Active in Reports: 11/11/2011
Number of Days to Update: 7

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/30/2012
Next Scheduled EDR Contact: 05/14/2012
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 11/01/2011	Source: EPA Region 7
Date Data Arrived at EDR: 11/21/2011	Telephone: 913-551-7003
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 01/30/2012
Number of Days to Update: 50	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 12/05/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/07/2011	Telephone: 415-972-3372
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 01/30/2012
Number of Days to Update: 34	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Quarterly

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/01/2011	Source: EPA Region 1
Date Data Arrived at EDR: 11/01/2011	Telephone: 617-918-1313
Date Made Active in Reports: 11/11/2011	Last EDR Contact: 02/03/2012
Number of Days to Update: 10	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 11/28/2011	Source: EPA Region 9
Date Data Arrived at EDR: 11/29/2011	Telephone: 415-972-3368
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 01/30/2012
Number of Days to Update: 42	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Quarterly

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 08/18/2011	Source: EPA Region 8
Date Data Arrived at EDR: 08/19/2011	Telephone: 303-312-6137
Date Made Active in Reports: 09/13/2011	Last EDR Contact: 01/30/2012
Number of Days to Update: 25	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Quarterly

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 11/02/2011	Source: EPA Region 10
Date Data Arrived at EDR: 11/04/2011	Telephone: 206-553-2857
Date Made Active in Reports: 11/11/2011	Last EDR Contact: 01/30/2012
Number of Days to Update: 7	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Quarterly

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/14/2011	Source: EPA Region 4
Date Data Arrived at EDR: 12/15/2011	Telephone: 404-562-9424
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 01/30/2012
Number of Days to Update: 26	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Semi-Annually

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/10/2011	Source: EPA Region 6
Date Data Arrived at EDR: 05/11/2011	Telephone: 214-665-7591
Date Made Active in Reports: 06/14/2011	Last EDR Contact: 01/30/2012
Number of Days to Update: 34	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Semi-Annually

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 07/01/2011	Source: EPA Region 5
Date Data Arrived at EDR: 08/26/2011	Telephone: 312-886-6136
Date Made Active in Reports: 09/13/2011	Last EDR Contact: 01/30/2012
Number of Days to Update: 18	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 11/01/2011	Source: EPA Region 7
Date Data Arrived at EDR: 11/21/2011	Telephone: 913-551-7003
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 01/30/2012
Number of Days to Update: 50	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/01/2011	Source: EPA, Region 1
Date Data Arrived at EDR: 11/01/2011	Telephone: 617-918-1313
Date Made Active in Reports: 11/11/2011	Last EDR Contact: 02/03/2012
Number of Days to Update: 10	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 08/04/2011	Source: EPA, Region 1
Date Data Arrived at EDR: 10/04/2011	Telephone: 617-918-1102
Date Made Active in Reports: 11/11/2011	Last EDR Contact: 04/03/2012
Number of Days to Update: 38	Next Scheduled EDR Contact: 07/16/2012
	Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

EDR PROPRIETARY RECORDS

Manufactured Gas Plants: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/12/2012
Date Data Arrived at EDR: 01/13/2012
Date Made Active in Reports: 02/21/2012
Number of Days to Update: 39

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 04/02/2012
Next Scheduled EDR Contact: 07/16/2012
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 01/12/2012
Date Data Arrived at EDR: 01/13/2012
Date Made Active in Reports: 02/24/2012
Number of Days to Update: 42

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 04/02/2012
Next Scheduled EDR Contact: 07/16/2012
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 11/28/2011
Date Data Arrived at EDR: 11/29/2011
Date Made Active in Reports: 12/13/2011
Number of Days to Update: 14

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 02/07/2012
Next Scheduled EDR Contact: 05/21/2012
Data Release Frequency: Semi-Annually

KERN COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

Date of Government Version: 08/31/2010
Date Data Arrived at EDR: 09/01/2010
Date Made Active in Reports: 09/30/2010
Number of Days to Update: 29

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 03/16/2012
Next Scheduled EDR Contact: 05/28/2012
Data Release Frequency: Quarterly

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 03/26/2012
Next Scheduled EDR Contact: 07/09/2012
Data Release Frequency: No Update Planned

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 09/29/2011
Date Data Arrived at EDR: 12/15/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 35

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 04/10/2012
Next Scheduled EDR Contact: 07/30/2012
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 01/23/2012
Date Data Arrived at EDR: 01/24/2012
Date Made Active in Reports: 02/21/2012
Number of Days to Update: 28

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 01/24/2012
Next Scheduled EDR Contact: 05/07/2012
Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/05/2009
Date Data Arrived at EDR: 03/10/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 29

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 11/17/2011
Next Scheduled EDR Contact: 03/05/2012
Data Release Frequency: Varies

Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 12/29/2011
Date Data Arrived at EDR: 02/02/2012
Date Made Active in Reports: 02/21/2012
Number of Days to Update: 19

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 01/23/2012
Next Scheduled EDR Contact: 05/07/2012
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/23/2012
Date Data Arrived at EDR: 01/25/2012
Date Made Active in Reports: 02/22/2012
Number of Days to Update: 28

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 01/23/2012
Next Scheduled EDR Contact: 04/06/2012
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/28/2003
Date Data Arrived at EDR: 10/23/2003
Date Made Active in Reports: 11/26/2003
Number of Days to Update: 34

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 03/05/2012
Next Scheduled EDR Contact: 05/14/2012
Data Release Frequency: Annually

City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/16/2012
Date Data Arrived at EDR: 01/18/2012
Date Made Active in Reports: 02/22/2012
Number of Days to Update: 35

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 04/10/2012
Next Scheduled EDR Contact: 07/30/2012
Data Release Frequency: Semi-Annually

MARIN COUNTY:

Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 01/13/2012
Date Data Arrived at EDR: 01/24/2012
Date Made Active in Reports: 02/22/2012
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 04/09/2012
Next Scheduled EDR Contact: 07/23/2012
Data Release Frequency: Semi-Annually

NAPA COUNTY:

Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 12/05/2011
Date Data Arrived at EDR: 12/06/2011
Date Made Active in Reports: 02/07/2012
Number of Days to Update: 63

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 03/05/2012
Next Scheduled EDR Contact: 06/18/2012
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites

Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 01/16/2008
Date Made Active in Reports: 02/08/2008
Number of Days to Update: 23

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 12/05/2012
Next Scheduled EDR Contact: 06/18/2012
Data Release Frequency: No Update Planned

ORANGE COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 02/01/2012
Date Data Arrived at EDR: 02/17/2012
Date Made Active in Reports: 02/21/2012
Number of Days to Update: 4

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/13/2012
Next Scheduled EDR Contact: 05/28/2012
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 02/01/2012
Date Data Arrived at EDR: 02/17/2012
Date Made Active in Reports: 02/21/2012
Number of Days to Update: 4

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/13/2012
Next Scheduled EDR Contact: 05/28/2012
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 02/01/2012
Date Data Arrived at EDR: 02/17/2012
Date Made Active in Reports: 04/03/2012
Number of Days to Update: 46

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/13/2012
Next Scheduled EDR Contact: 05/28/2012
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 03/19/2012
Date Data Arrived at EDR: 03/19/2012
Date Made Active in Reports: 04/04/2012
Number of Days to Update: 16

Source: Placer County Health and Human Services
Telephone: 530-889-7312
Last EDR Contact: 03/12/2012
Next Scheduled EDR Contact: 06/25/2012
Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 01/18/2012
Date Data Arrived at EDR: 01/26/2012
Date Made Active in Reports: 02/21/2012
Number of Days to Update: 26

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/21/2011
Next Scheduled EDR Contact: 04/09/2012
Data Release Frequency: Quarterly

Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 01/18/2012
Date Data Arrived at EDR: 01/26/2012
Date Made Active in Reports: 02/24/2012
Number of Days to Update: 29

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/21/2011
Next Scheduled EDR Contact: 04/26/2012
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 08/02/2011
Date Data Arrived at EDR: 10/12/2011
Date Made Active in Reports: 11/08/2011
Number of Days to Update: 27

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 04/09/2012
Next Scheduled EDR Contact: 07/23/2012
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 08/02/2011
Date Data Arrived at EDR: 10/14/2011
Date Made Active in Reports: 11/08/2011
Number of Days to Update: 25

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 04/09/2012
Next Scheduled EDR Contact: 07/23/2012
Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 03/01/2012
Date Data Arrived at EDR: 03/01/2012
Date Made Active in Reports: 03/27/2012
Number of Days to Update: 26

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 02/13/2012
Next Scheduled EDR Contact: 05/28/2012
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/09/2010
Date Data Arrived at EDR: 09/15/2010
Date Made Active in Reports: 09/29/2010
Number of Days to Update: 14

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 03/16/2012
Next Scheduled EDR Contact: 06/25/2012
Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2011
Date Data Arrived at EDR: 11/04/2011
Date Made Active in Reports: 12/13/2011
Number of Days to Update: 39

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 01/30/2012
Next Scheduled EDR Contact: 05/14/2012
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010	Source: San Diego County Department of Environmental Health
Date Data Arrived at EDR: 06/15/2010	Telephone: 619-338-2371
Date Made Active in Reports: 07/09/2010	Last EDR Contact: 03/12/2012
Number of Days to Update: 24	Next Scheduled EDR Contact: 06/25/2012
	Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversight Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008	Source: Department Of Public Health San Francisco County
Date Data Arrived at EDR: 09/19/2008	Telephone: 415-252-3920
Date Made Active in Reports: 09/29/2008	Last EDR Contact: 02/13/2012
Number of Days to Update: 10	Next Scheduled EDR Contact: 05/28/2012
	Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/29/2010	Source: Department of Public Health
Date Data Arrived at EDR: 03/10/2011	Telephone: 415-252-3920
Date Made Active in Reports: 03/15/2011	Last EDR Contact: 02/13/2012
Number of Days to Update: 5	Next Scheduled EDR Contact: 05/28/2012
	Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 01/18/2012	Source: Environmental Health Department
Date Data Arrived at EDR: 01/18/2012	Telephone: N/A
Date Made Active in Reports: 02/22/2012	Last EDR Contact: 03/26/2012
Number of Days to Update: 35	Next Scheduled EDR Contact: 07/09/2012
	Data Release Frequency: Semi-Annually

SAN MATEO COUNTY:

Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 01/17/2012	Source: San Mateo County Environmental Health Services Division
Date Data Arrived at EDR: 01/17/2012	Telephone: 650-363-1921
Date Made Active in Reports: 02/21/2012	Last EDR Contact: 03/19/2012
Number of Days to Update: 35	Next Scheduled EDR Contact: 07/02/2012
	Data Release Frequency: Annually

Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 12/15/2011	Source: San Mateo County Environmental Health Services Division
Date Data Arrived at EDR: 12/15/2011	Telephone: 650-363-1921
Date Made Active in Reports: 01/19/2012	Last EDR Contact: 03/19/2012
Number of Days to Update: 35	Next Scheduled EDR Contact: 07/02/2012
	Data Release Frequency: Semi-Annually

SANTA CLARA COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/05/2012
Date Data Arrived at EDR: 03/07/2012
Date Made Active in Reports: 03/27/2012
Number of Days to Update: 20

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 03/05/2012
Next Scheduled EDR Contact: 06/18/2012
Data Release Frequency: Annually

Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 02/16/2012
Date Data Arrived at EDR: 02/17/2012
Date Made Active in Reports: 02/21/2012
Number of Days to Update: 4

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 02/13/2012
Next Scheduled EDR Contact: 05/28/2012
Data Release Frequency: Annually

SOLANO COUNTY:

Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 12/19/2011
Date Data Arrived at EDR: 01/06/2012
Date Made Active in Reports: 01/27/2012
Number of Days to Update: 21

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 03/19/2012
Next Scheduled EDR Contact: 07/02/2012
Data Release Frequency: Quarterly

Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 12/19/2011
Date Data Arrived at EDR: 01/17/2012
Date Made Active in Reports: 02/24/2012
Number of Days to Update: 38

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 03/19/2012
Next Scheduled EDR Contact: 07/02/2012
Data Release Frequency: Quarterly

SONOMA COUNTY:

Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 04/05/2011
Date Data Arrived at EDR: 04/06/2011
Date Made Active in Reports: 05/12/2011
Number of Days to Update: 36

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 04/02/2012
Next Scheduled EDR Contact: 07/16/2012
Data Release Frequency: Quarterly

SUTTER COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 03/12/2012	Source: Sutter County Department of Agriculture
Date Data Arrived at EDR: 03/13/2012	Telephone: 530-822-7500
Date Made Active in Reports: 04/03/2012	Last EDR Contact: 03/12/2012
Number of Days to Update: 21	Next Scheduled EDR Contact: 06/25/2012
	Data Release Frequency: Semi-Annually

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 02/03/2012	Source: Ventura County Environmental Health Division
Date Data Arrived at EDR: 02/22/2012	Telephone: 805-654-2813
Date Made Active in Reports: 03/29/2012	Last EDR Contact: 02/20/2012
Number of Days to Update: 36	Next Scheduled EDR Contact: 06/04/2012
	Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011	Source: Environmental Health Division
Date Data Arrived at EDR: 12/01/2011	Telephone: 805-654-2813
Date Made Active in Reports: 01/19/2012	Last EDR Contact: 04/09/2012
Number of Days to Update: 49	Next Scheduled EDR Contact: 07/23/2012
	Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008	Source: Environmental Health Division
Date Data Arrived at EDR: 06/24/2008	Telephone: 805-654-2813
Date Made Active in Reports: 07/31/2008	Last EDR Contact: 02/20/2012
Number of Days to Update: 37	Next Scheduled EDR Contact: 06/04/2012
	Data Release Frequency: Quarterly

Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 12/27/2011	Source: Ventura County Resource Management Agency
Date Data Arrived at EDR: 02/03/2012	Telephone: 805-654-2813
Date Made Active in Reports: 02/21/2012	Last EDR Contact: 01/30/2012
Number of Days to Update: 18	Next Scheduled EDR Contact: 05/14/2012
	Data Release Frequency: Quarterly

Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 12/01/2011	Source: Environmental Health Division
Date Data Arrived at EDR: 12/19/2011	Telephone: 805-654-2813
Date Made Active in Reports: 01/17/2012	Last EDR Contact: 03/21/2012
Number of Days to Update: 29	Next Scheduled EDR Contact: 07/02/2012
	Data Release Frequency: Quarterly

YOLO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 12/28/2011	Source: Yolo County Department of Health
Date Data Arrived at EDR: 01/06/2012	Telephone: 530-666-8646
Date Made Active in Reports: 01/17/2012	Last EDR Contact: 03/26/2012
Number of Days to Update: 11	Next Scheduled EDR Contact: 07/09/2012
	Data Release Frequency: Annually

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 02/20/2012	Source: Department of Energy & Environmental Protection
Date Data Arrived at EDR: 02/20/2012	Telephone: 860-424-3375
Date Made Active in Reports: 03/15/2012	Last EDR Contact: 02/20/2012
Number of Days to Update: 24	Next Scheduled EDR Contact: 06/04/2012
	Data Release Frequency: Annually

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2010	Source: Department of Environmental Protection
Date Data Arrived at EDR: 07/20/2011	Telephone: N/A
Date Made Active in Reports: 08/11/2011	Last EDR Contact: 01/20/2012
Number of Days to Update: 22	Next Scheduled EDR Contact: 04/30/2012
	Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/10/2012	Source: Department of Environmental Conservation
Date Data Arrived at EDR: 02/09/2012	Telephone: 518-402-8651
Date Made Active in Reports: 03/09/2012	Last EDR Contact: 02/09/2012
Number of Days to Update: 29	Next Scheduled EDR Contact: 05/21/2012
	Data Release Frequency: Annually

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2009	Source: Department of Environmental Protection
Date Data Arrived at EDR: 01/26/2012	Telephone: 717-783-8990
Date Made Active in Reports: 03/06/2012	Last EDR Contact: 01/23/2012
Number of Days to Update: 40	Next Scheduled EDR Contact: 05/07/2012
	Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2010	Source: Department of Environmental Management
Date Data Arrived at EDR: 06/24/2011	Telephone: 401-222-2797
Date Made Active in Reports: 06/30/2011	Last EDR Contact: 02/27/2012
Number of Days to Update: 6	Next Scheduled EDR Contact: 06/11/2012
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2010

Date Data Arrived at EDR: 08/19/2011

Date Made Active in Reports: 09/15/2011

Number of Days to Update: 27

Source: Department of Natural Resources

Telephone: N/A

Last EDR Contact: 03/19/2012

Next Scheduled EDR Contact: 07/02/2012

Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.

Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities

Source: Department of Social Services

Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

STREET AND ADDRESS INFORMATION

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Appendix F

References

REFERENCES

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3. California Department of Water Resources (DWR), California Groundwater Bulletin 118, dated 2004.
4. City of Los Angeles Department of Water and Power, City Trunk Line Project, Geotechnical and Geology Report, City Trunk Line South – Units 3 and 4, Los Angeles California, March 25, 2004.
5. Dibble, T.W., Jr., 1991 Geologic Map of the Van Nuys and Beverly Hills Quadrangles, Los Angeles County, California.
6. Environmental Data Resources, Inc., Milford, Connecticut, Aerial Photography, Inquiry No. 3302743.1, April 12, 2012.
7. Environmental Data Resources, Inc., Milford, Connecticut, The EDR Historical Topographic Map Report, Inquiry No. 3300472.2, April 12, 2012.
8. Environmental Data Resources, Inc., Milford, Connecticut, The EDR Data Map™ Corridor Study Report, Inquiry No. 3229006.2s, April 12, 2012.

APPENDIX C

Noise Monitoring Data

Filename.....CTLSNO~1
Test Location.....Whitsett/Magnolia-Vanowen
Employee Name.....DAT
Employee Number.....
Department.....

Calibrator Type.....db-3080 #4555
Calibrator Cal. Date...11 August 2006

METROSONICS db-3080 V1.20 SERIAL #Y4555
REPORT PRINTED ON 01/28/14 at 14:59:25

User ID: _____

CTLS Noise Monitoring
D211490.20
Existing - 15m Intervals

Serial # 4555

LOGGING STARTED.....01/28/14 at 10:01:55
TOTAL LOGGING TIME...0 DAYS 00:15:00
LOGGING STOPPED.....01/28/14 at 10:16:55
TOTAL INTERVALS.....1
INTERVAL LENGTH.....00:15:00

AUTO STOP.....YES
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....01/28/14 AT 09:56:08
PRE-TEST CALIBRATION RANGE...40.5 TO 140.5 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 1 OF 6 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 71.4dB
Lav (80)..... 56.0dB
Lav (90)..... 40.5dB
SEL..... 100.9dB

TWA..... 56.4dB
TWA (80)..... 41.0dB
TWA (90)..... 40.5dB

Lmax..... 81.7dB 01/28/14 at 10:15:32
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(90.0) dBA
01/28/14 10:01:55	71.4	81.7	UNDER	75.5	56.5

Filename.....CTLSNO~1
Test Location.....Whitsett/Magnolia-Vanowen
Employee Name.....DAT
Employee Number.....
Department.....

Calibrator Type.....db-3080 #4555
Calibrator Cal. Date...11 August 2006

METROSONICS db-3080 V1.20 SERIAL #Y4555
REPORT PRINTED ON 01/28/14 at 15:00:40

User ID: _____

CTLS Noise Monitoring
D211490.20
Existing - 15m Intervals

Serial # 4555

LOGGING STARTED.....01/28/14 at 10:23:42
TOTAL LOGGING TIME...0 DAYS 00:15:00
LOGGING STOPPED.....01/28/14 at 10:38:42
TOTAL INTERVALS.....1
INTERVAL LENGTH.....00:15:00

AUTO STOP.....YES
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....01/28/14 AT 09:56:08
PRE-TEST CALIBRATION RANGE...40.5 TO 140.5 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 6 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 69.4dB
Lav (80)..... 54.1dB
Lav (90)..... 40.5dB
SEL..... 98.9dB

TWA..... 54.4dB
TWA (80)..... 40.5dB
TWA (90)..... 40.5dB

Lmax..... 81.0dB 01/28/14 at 10:27:42
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(90.0) dBA
01/28/14 10:23:42	69.4	81.0	UNDER	74.5	55.5

Filename.....CTLSNO~1
Test Location.....Whitsett/Magnolia-Vanowen
Employee Name.....DAT
Employee Number.....
Department.....

Calibrator Type.....db-3080 #4555
Calibrator Cal. Date...11 August 2006

METROSONICS db-3080 V1.20 SERIAL #Y4555
REPORT PRINTED ON 01/28/14 at 15:01:01

User ID: _____

CTLS Noise Monitoring
D211490.20
Existing - 15m Intervals

Serial # 4555

LOGGING STARTED.....01/28/14 at 10:45:45
TOTAL LOGGING TIME...0 DAYS 00:15:00
LOGGING STOPPED.....01/28/14 at 11:00:45
TOTAL INTERVALS.....1
INTERVAL LENGTH.....00:15:00

AUTO STOP.....YES
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....01/28/14 AT 09:56:08
PRE-TEST CALIBRATION RANGE...40.5 TO 140.5 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 6 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 72.4dB
Lav (80)..... 64.3dB
Lav (90)..... 57.0dB
SEL..... 101.8dB

TWA..... 57.4dB
TWA (80)..... 49.3dB
TWA (90)..... 42.0dB

Lmax..... 90.0dB 01/28/14 at 10:51:34
Lpk..... 116.4dB 01/28/14 at 10:51:33
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(90.0) dBA
01/28/14 10:45:45	72.4	90.0	116.4	76.5	58.5

Filename.....CTLSNO~1
Test Location.....Whitsett/Magnolia-Vanowen
Employee Name.....DAT
Employee Number.....
Department.....

Calibrator Type.....db-3080 #4555
Calibrator Cal. Date...11 August 2006

METROSONICS db-3080 V1.20 SERIAL #Y4555
REPORT PRINTED ON 01/28/14 at 15:01:19

User ID: _____

CTLS Noise Monitoring
D211490.20
Existing - 15m Intervals

Serial # 4555

LOGGING STARTED.....01/28/14 at 11:08:49
TOTAL LOGGING TIME...0 DAYS 00:15:00
LOGGING STOPPED.....01/28/14 at 11:23:49
TOTAL INTERVALS.....1
INTERVAL LENGTH.....00:15:00

AUTO STOP.....YES
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....01/28/14 AT 09:56:08
PRE-TEST CALIBRATION RANGE...40.5 TO 140.5 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 4 OF 6 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 68.4dB
Lav (80)..... 61.0dB
Lav (90)..... 40.5dB
SEL..... 97.9dB

TWA..... 53.4dB
TWA (80)..... 46.0dB
TWA (90)..... 40.5dB

Lmax..... 84.0dB 01/28/14 at 11:15:31
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 4 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(90.0) dBA
01/28/14 11:08:49	68.4	84.0	UNDER	71.5	57.5

Filename.....CTLSNO~1
Test Location.....Whitsett/Magnolia-Vanowen
Employee Name.....DAT
Employee Number.....
Department.....

Calibrator Type.....db-3080 #4555
Calibrator Cal. Date...11 August 2006

METROSONICS db-3080 V1.20 SERIAL #Y4555
REPORT PRINTED ON 01/28/14 at 15:01:56

User ID: _____

CTLS Noise Monitoring
D211490.20
Existing - 15m Intervals

Serial # 4555

LOGGING STARTED.....01/28/14 at 11:31:26
TOTAL LOGGING TIME...0 DAYS 00:15:00
LOGGING STOPPED.....01/28/14 at 11:46:26
TOTAL INTERVALS.....1
INTERVAL LENGTH.....00:15:00

AUTO STOP.....YES
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....01/28/14 AT 09:56:08
PRE-TEST CALIBRATION RANGE...40.5 TO 140.5 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 5 OF 6 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 70.8dB
Lav (80)..... 57.9dB
Lav (90)..... 40.5dB
SEL..... 100.2dB

TWA..... 55.8dB
TWA (80)..... 42.9dB
TWA (90)..... 40.5dB

Lmax..... 85.6dB 01/28/14 at 11:42:37
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 5 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(90.0) dBA
01/28/14 11:31:26	70.8	85.6	UNDER	74.5	56.5

Filename.....CTLSNO~1
Test Location.....Whitsett/Magnolia-Vanowen
Employee Name.....DAT
Employee Number.....
Department.....

Calibrator Type.....db-3080 #4555
Calibrator Cal. Date...11 August 2006

METROSONICS db-3080 V1.20 SERIAL #Y4555
REPORT PRINTED ON 01/28/14 at 15:02:56

User ID: _____

CTLS Noise Monitoring
D211490.20
Existing - 15m Intervals

Serial # 4555

LOGGING STARTED.....01/28/14 at 11:54:47
TOTAL LOGGING TIME...0 DAYS 00:15:00
LOGGING STOPPED.....01/28/14 at 12:09:47
TOTAL INTERVALS.....1
INTERVAL LENGTH.....00:15:00

AUTO STOP.....YES
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....01/28/14 AT 09:56:08
PRE-TEST CALIBRATION RANGE...40.5 TO 140.5 dB
POST-TEST CALIBRATION TIME...01/28/14 AT 12:17:45
POST-TEST CALIBRATION RANGE...40.5 TO 140.5
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 6 OF 6 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 67.5dB
Lav (80)..... 40.5dB
Lav (90)..... 40.5dB
SEL..... 96.9dB

TWA..... 52.5dB
TWA (80)..... 40.5dB
TWA (90)..... 40.5dB

Lmax..... 79.6dB 01/28/14 at 12:07:49
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 6 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(90.0) dBA
01/28/14 11:54:47	67.5	79.6	UNDER	71.5	58.5

Report date: 2/13/2014

Case Description: CTLS Vanowen-Whitsett Project - Site Preparation Noise Levels

----- Receptor #1 -----

Baselines (dBA)		Daytime			Evening			Night		
Description	Land Use	70	60	50	70	60	50	70	60	50
Nearby Residence Residential										
Equipment										
	Spec	Actual	Receptor Distance		Estimated Shielding					
	Lmax	Lmax	(feet)	(dBA)	(dBA)	(dBA)				
Description	Impact	Usage(%)	(dBA)	(feet)	(dBA)	(dBA)				
Compressor (air)	No	40	77.7	40	0					
Backhoe	No	40	77.6	40	0					
Front End Loader	No	40	79.1	40	0					

Results

Equipment	Calculated (dBA)			Noise Limits (dBA)			Noise Limit Exceedance (dBA)			
	Day	Evening	Night	Day	Evening	Night	Day	Evening	Night	
Compressor (air)	Lmax	Leq	Lmax	Lmax	Leq	Lmax	Lmax	Leq	Lmax	Leq
Backhoe	79.6	75.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	79.5	75.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	81	77.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

----- Receptor #2 -----

Baselines (dBA)		Daytime			Evening			Night		
Description	Land Use	70	60	50	70	60	50	70	60	50
Daycare Centre Residential										
Equipment										
	Spec	Actual	Receptor Distance		Estimated Shielding					
	Lmax	Lmax	(feet)	(dBA)	(dBA)	(dBA)				
Description	Impact	Usage(%)	(dBA)	(feet)	(dBA)	(dBA)				
Compressor (air)	No	40	77.7	30	0					
Backhoe	No	40	77.6	30	0					
Front End Loader	No	40	79.1	30	0					

Results

Equipment	Calculated (dBA)			Noise Limits (dBA)			Noise Limit Exceedance (dBA)			
	Day	Evening	Night	Day	Evening	Night	Day	Evening	Night	
Compressor (air)	Lmax	Leq	Lmax	Lmax	Leq	Lmax	Lmax	Leq	Lmax	Leq
Backhoe	79.6	75.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	79.5	75.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	81	77.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Equipment	Day		Evening		Night		Day		Evening		Night	
	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	82.1		78.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	82		78	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	83.5		79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	83.5		83.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Report date: 2/13/2014

Case Descripti CTLS Vanowen-Whitsett Project - Excavation & Shoring Noise Levels

----- Receptor #1 -----

Baselines (dBA)		Equipment		
Description	Land Use	Spec	Actual	Receptor
		Lmax	Lmax	Distance
Nearby Reside	Residential			(feet)
		Usage(%)	(dBA)	Estimated
				Shielding
				(dBA)
Auger Drill Rig		20	84.4	40
Excavator		40	80.7	40
Front End Loader		40	79.1	40

Results

Equipment	Calculated (dBA)			Noise Limits (dBA)			Noise Limit Exceedance (dBA)		
	Day	Evening	Night	Day	Evening	Night	Day	Evening	Night
Auger Drill Rig	Lmax	Leq	Lmax	Lmax	Leq	Lmax	Lmax	Leq	Lmax
Excavator	86.3	79.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	82.6	78.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	81	77.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

----- Receptor #2 -----

Baselines (dBA)		Equipment		
Description	Land Use	Spec	Actual	Receptor
		Lmax	Lmax	Distance
Daycare Centre	Residential			(feet)
		Usage(%)	(dBA)	Estimated
				Shielding
				(dBA)
Auger Drill Rig		20	84.4	30
Excavator		40	80.7	30
Front End Loader		40	79.1	30

Results

Equipment	Calculated (dBA)			Noise Limits (dBA)			Noise Limit Exceedance (dBA)		
	Day	Evening	Night	Day	Evening	Night	Day	Evening	Night
Daycare Centre	Lmax	Leq	Lmax	Lmax	Leq	Lmax	Lmax	Leq	Lmax
Auger Drill Rig	70	60	50	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	70	60	50	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	70	60	50	N/A	N/A	N/A	N/A	N/A	N/A

Equipment	Day		Evening		Night		Day		Evening		Night	
	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Auger Drill Rig	88.8	81.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	85.1	81.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	83.5	79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	88.8	85.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Report date: 2/13/2014

Case Descripti CTLS Vanowen-Whitsett Project - Pipe Installation & Backfilling Noise Levels

---- Receptor #1 ----

Baselines (dBA)		Daytime			Evening			Night		
Description	Land Use	70	60	50	70	60	50	70	60	50
Nearby Reside Residential										
Equipment										
	Spec	Actual	Receptor Distance (feet)		Estimated Shielding (dBA)					
	Lmax	Lmax	Distance		Shielding					
Description	Device	Usage(%)	(dBA)	(feet)	(dBA)					
Generator	No	50	80.6	40	0					
Crane	No	16	80.6	40	0					
Excavator	No	40	80.7	40	0					

Results

Calculated (dBA)		Noise Limits (dBA)			Noise Limit Exceedance (dBA)			
Equipment	*Lmax	Leq	Day Lmax	Evening Lmax	Night Lmax	Day Lmax	Evening Lmax	Night Lmax
Generator	82.6	79.6	N/A	N/A	N/A	N/A	N/A	N/A
Crane	82.5	74.5	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	82.6	78.7	N/A	N/A	N/A	N/A	N/A	N/A
Total	82.6	82.8	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Baselines (dBA)		Daytime			Evening			Night		
Description	Land Use	70	60	50	70	60	50	70	60	50
Daycare Cente Residential										
Equipment										
	Spec	Actual	Receptor Distance (feet)		Estimated Shielding (dBA)					
	Lmax	Lmax	Distance		Shielding					
Description	Device	Usage(%)	(dBA)	(feet)	(dBA)					
Generator	No	50	80.6	30	0					
Crane	No	16	80.6	30	0					
Excavator	No	40	80.7	30	0					

Results

Calculated (dBA)		Noise Limits (dBA)			Noise Limit Exceedance (dBA)			
Equipment	*Lmax	Leq	Day Lmax	Evening Lmax	Night Lmax	Day Lmax	Evening Lmax	Night Lmax
Generator	82.6	79.6	N/A	N/A	N/A	N/A	N/A	N/A
Crane	82.5	74.5	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	82.6	78.7	N/A	N/A	N/A	N/A	N/A	N/A
Total	82.6	82.8	N/A	N/A	N/A	N/A	N/A	N/A

Equipment	*Lmax		Day		Evening		Night		Day		Evening		Night	
	Leq	Lmax	Leq	Lmax	Lmax	Leq	Lmax	Leq	Lmax	Lmax	Leq	Lmax	Lmax	Leq
Generator	85.1	82.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	85	77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	85.1	81.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	85.1	85.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Report date: 2/13/2014

Case Description: CTLS Vanowen-Whitsett Project - Work Site Restoration Noise Levels

----- Receptor #1 -----

Baselines (dBA)		Daytime			Evening			Night		
Description	Land Use	70	60	50	70	60	50	70	60	50
Nearby Residence Residential										
Equipment										
	Spec	Actual	Receptor Distance (feet)		Estimated Shielding (dBA)					
	Lmax	Lmax (dBA)								
Description	Impact	Usage(%)	(dBA)	(feet)	(dBA)					
Generator	No	50	80.6	40	0					
Concrete Saw	No	20	89.6	40	0					
Roller	No	20	80	40	0					

Results

Calculated (dBA)		Daytime			Evening			Night		
Equipment	Land Use	70	60	50	70	60	50	70	60	50
Noise Limits (dBA)										
	Day	Lmax		Leq	Evening		Lmax	Leq		Night
	Lmax	Lmax		Lmax	Lmax		Lmax	Lmax		Lmax
Generator		79.6		N/A	N/A		N/A	N/A		N/A
Concrete Saw		84.5		N/A	N/A		N/A	N/A		N/A
Roller		74.9		N/A	N/A		N/A	N/A		N/A
Total		86.1		N/A	N/A		N/A	N/A		N/A

*Calculated Lmax is the Loudest value.

----- Receptor #2 -----

Baselines (dBA)		Daytime			Evening			Night		
Description	Land Use	70	60	50	70	60	50	70	60	50
Daycare Centre Residential										
Equipment										
	Spec	Actual	Receptor Distance (feet)		Estimated Shielding (dBA)					
	Lmax	Lmax (dBA)								
Description	Impact	Usage(%)	(dBA)	(feet)	(dBA)					
Generator	No	50	80.6	30	0					
Concrete Saw	No	20	89.6	30	0					
Roller	No	20	80	30	0					

Results

Calculated (dBA)		Daytime			Evening			Night		
Equipment	Land Use	70	60	50	70	60	50	70	60	50
Noise Limits (dBA)										
	Day	Lmax		Leq	Evening		Lmax	Leq		Night
	Lmax	Lmax		Lmax	Lmax		Lmax	Lmax		Lmax
Generator		79.6		N/A	N/A		N/A	N/A		N/A
Concrete Saw		84.5		N/A	N/A		N/A	N/A		N/A
Roller		74.9		N/A	N/A		N/A	N/A		N/A
Total		86.1		N/A	N/A		N/A	N/A		N/A

*Calculated Lmax is the Loudest value.

Equipment	*Lmax		Day		Evening		Night		Day		Evening		Night	
	Leq	Lmax	Leq	Lmax	Lmax	Leq	Lmax	Leq	Lmax	Lmax	Leq	Lmax	Leq	Lmax
Generator	85.1	82.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	94	87	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	84.4	77.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	94	88.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

APPENDIX D

Traffic Study

**Traffic Study for the
City of Los Angeles Department of Water and Power
City Trunk Line South Unit 3 Project**

Los Angeles, California

June 4, 2014

Prepared for:

ESA

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JB11151 - 030



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I. Introduction

This report documents the traffic analysis prepared by KOA Corporation to assess the traffic impact of the proposed City Trunk Line South Unit 3 Project, located in the San Fernando Valley area within the City of Los Angeles. The City of Los Angeles Department of Water and Power (LADWP) is proposing to construct the Project as a replacement to an older existing pipeline.

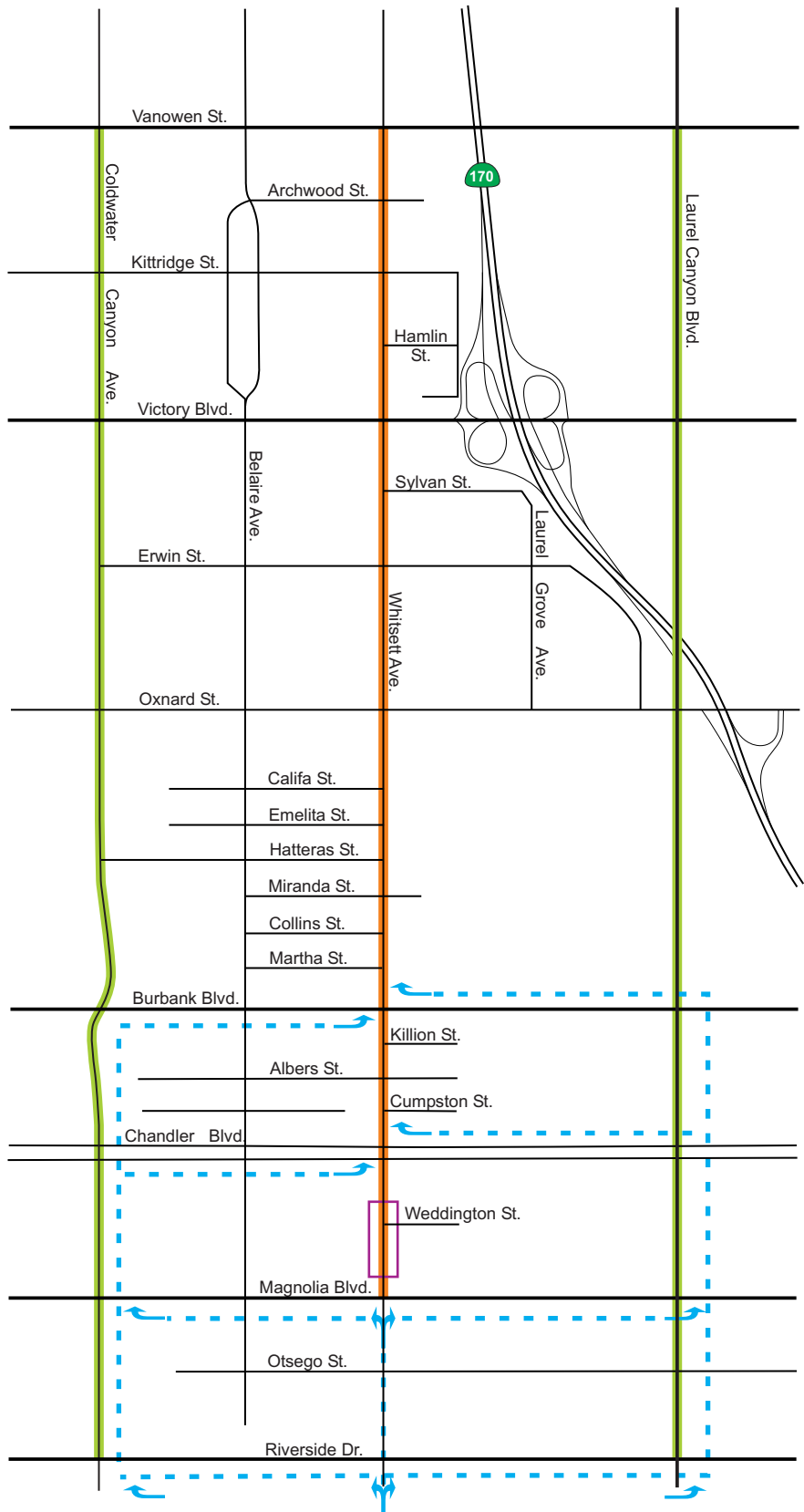
This traffic study assesses the potential traffic impact of the construction of the proposed Project. Post-project, or operational, traffic impacts will be less than significant as the pipeline will not require active management to operate. Routine project maintenance in the operations period will not create a significant level of regularly-generated trips.

I.1 Project Location





The proposed Project corridor is located in the City of Los Angeles, within the community of Valley Glen. The Project extents are from a point immediately south of the intersection of Whitsett/Vanowen to a point immediately north of the intersection of Whitsett/Magnolia. Whitsett Avenue, within this document, is referred to as a north-south roadway.

Figure I illustrates the extents of the Project corridor.

The proposed project would be located within a highly urbanized area in the City of Los Angeles. Land uses in the vicinity of the proposed project corridor are predominantly residential (single- and multi-family) and commercial.



LEGEND

	Project Construction Corridor		One-way Closure
	Diversion Corridors		Primary Detour



Not to Scale

1.2 Project Description

The proposed project would replace an existing older pipeline. The proposed Project would be needed to convey water between two major reservoirs, the Los Angeles Reservoir and Franklin Reservoir. The objectives of the proposed project are as follows:

- To replace an aging portion of the existing City Trunk Line.
- Allow greater operational flexibility of the water distribution system in the City
- Provide a more reliable supply of water to the North Hollywood and Valley Village areas
- Develop water system infrastructure that can adequately withstand higher pressures
- Convey water between the Los Angeles Reservoir and Franklin Reservoir

The proposed project would involve the construction of approximately 10,251 linear feet (approximately 1.94 miles) of 60-inch diameter welded steel potable water pipeline. The proposed project would also include construction of appurtenances, such as maintenance/access holes, valves, and a cabinet. During normal operation, the proposed project would provide water to those currently serviced by the existing City Trunk Line, which will be abandoned in place when the new trunk line is in place.

Work areas dimensions vary by location, and have been established in plans developed by LADWP in segments that are customized based on roadway, land use, and underground utility configurations. The work areas either for trenching or pipe jacking operations would range in width, based on the overall roadway width and the ability to provide one lane of travel on each side of the work areas.

Within work areas 13 and 14, north of Magnolia Boulevard and south of Chandler Boulevard, the Whitsett Avenue roadway width would not allow for two-way traffic during the construction period. Therefore, construction plans allow for only one-lane and one-way southbound flow within that work area.

In most areas of the Project corridor, however, the work areas will be centered within the roadway, with remaining and open vehicle travel lanes operating at the western and eastern curbs of the roadway.

1.3 Traffic Analysis Methodology

The focus of this traffic impact study is on the construction period of the proposed Project. The post-construction operations period will not generate significant levels of daily traffic, and only routine maintenance activities will be required. Selected intersections and roadway segments were analyzed along the construction route and on parallel north-south roadways with likely traffic diversions due to detours at the southern end of the Project corridor within work areas 13 and 14. A full diversion of northbound traffic would be necessary during construction within those work areas.

Traffic was diverted to Coldwater Canyon Avenue and Laurel Canyon Avenue using the east-west connecting routes of Burbank Boulevard, Magnolia Boulevard, Chandler Boulevard, and Riverside Drive.

Multiple routes were assumed for diversion, due to both the detour routes and a change in routing to other potential diversion routes as drivers acclimate to the construction detour.

Roadway intersections were examined for approach lane reductions and removals due to establishment of construction-related work areas and necessary diversions during trenching activities adjacent to or within the intersection. Roadway segments were examined for travel lane reductions due the same construction activities.

The steps involved in the analysis included internal scoping of the work with the project team; collection of baseline traffic data; analysis of existing, existing-with-construction, and future with-construction conditions; identification of significant impacts and other circulation issues; and development of recommendations for mitigation. Further details of the methodology applied to this effort are summarized below.

Study Area and Orientation

Major signalized intersections along the project route and on nearby streets with likely traffic diversions were identified that would be affected by the establishment of construction work zones for trenching or pipe jacking activities.

Data Collection

Peak-period (7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 6:00 p.m.) weekday traffic turn movement counts were conducted at fifteen signalized study intersections. In addition, daily roadway volume counts were conducted at seventeen study area roadway segments. Study intersection and roadway segment traffic volumes within the Project corridor of Whitsett Avenue were collected on Tuesday, April 09, 2013 and volumes within the parallel corridors were collected on Tuesday, April 8, 2014.

Truck/auto classification counts were included at one of the Whitsett Avenue roadway segment analysis points, to determine general background truck volumes, although there are not any significant industrial land uses in the immediate area surrounding the corridor.

These counts were conducted to determine the proportion of overall traffic volumes constituted by large and heavy-duty trucks (vehicles with three or more axles with or without articulation in terms of separate cabs and trailers). The following heavy-duty truck breakdown, as proportions of total daily traffic volumes, was found from an examination of the classification counts by study roadway segment location:

- Whitsett Avenue, south of Oxnard Street: 0.3% of vehicles are large trucks

Existing truck volumes, based on the data volumes, are a minor constituent of traffic in the Project corridor. The hourly distribution of truck trips is primarily from 7:00 a.m. to 6:00 p.m., indicating that the source is either daytime distribution/delivery operations or local construction projects.

Definition of Analysis Periods

The study analysis periods were based on existing conditions (the time when the traffic counts were conducted), and the latest year of construction of the proposed Project (defining the future analysis year with the highest background traffic volumes). The future analysis period was defined as the year 2021, the latest year of the project construction period.

1.4 Level of Service Definition

The concept of level of service (LOS) for roadway segments is typically defined in terms of average travel speed of all vehicles on the facility. The number of vehicles using the roadway, as compared to the capacity of the roadway, greatly affects travel speed. Roadway operations are influenced by the density of signalized intersections per mile, average intersection delay, the number of driveways per segment and the presence of on-street parking.

Table I provides descriptions of general roadway operations for each LOS value, as defined within the 2000 *Highway Capacity Manual* (published by the Transportation Research Board).

All signalized intersection volume-to-capacity (V/C) calculations, which define the LOS values, were adjusted downward based on the presence within the corridor of the ATSC/ATCS signal synchronization and adaptive control system of the City of Los Angeles. The Department of Transportation (LADOT) allows for a factor to be applied that acknowledges the traffic flow benefits of the system. The table data incorporates this factor, and the appendix worksheets provide the non-factored calculations.

Table I – Level of Service Definitions

Level of Service	Flow Conditions	Volume to Capacity Ratio
A	LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.	0.00-0.60
B	LOS B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.	0.61-0.70
C	LOS C represents stable operations; however, ability to maneuver and change lanes in mid-block locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average speeds of about 50 percent of the average free-flow speed for the arterial classification. Motorists will experience appreciable tension while driving.	0.71-0.80
D	LOS D borders on a range in which small increases in flow may cause a substantial increase in delay and hence decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40 percent of free-flow speed.	0.81-0.90
E	LOS E is characterized by significant delays and average travel speeds of one-third the free-flow speed or less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.	0.91-1.00
F	LOS F characterizes arterial flow at extremely low speeds below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays and extensive queuing. Adverse progression is frequently a contributor to this condition.	Over 1.00

Section 3 of this report provides a review of existing LOS values at the study intersections and roadway segments. Section 5 provides a review of existing plus-Project conditions and impacts, and Section 6 provides a review of pre-Project (pre-construction and pre-operations) conditions. Future with-Project construction period conditions and impacts are reviewed within Section 7.

2. Project Construction Summary

This section of the report identifies the construction activity that would occur with the proposed Project pipeline route.

Due to the extensive surface work that is required, excavations within open trenches will have the greatest traffic circulation impacts. Temporary lane closures along the proposed Project alignment would be required. Two-way travel along most of the affected roadway segments would be maintained, although the roadway would be restricted in capacity while work area boundaries are maintained. One-way travel and associated detours would be implemented during construction within work areas 13 and 14 to the south of Chandler Boulevard.

2.1 Project Construction Details

Project construction activities will be accomplished in the following steps:

Step 1 – Survey and Trench Marking – The initial step will consist of surveying and marking the center line of the trench and surveying and marking underground substructures that will need to be potholed.

Step 2 – Sawcutting, Breaking and Removal of Pavement – Following the marking of the center line of the trench, concrete type pavement will be sawcut and then broken while asphalt pavement will be broken. The pavement will then be hauled away for disposal.

Step 3 – Excavations, Trenching, Pipeline Installation, and Backfilling – Each construction crew is estimated by LADWP to be capable of trenching approximately 40 linear feet per day. The trench would be approximately 7.5-foot wide by 10-feet deep. Areas that are trenched or excavated would be covered with steel plates every evening until the road surface is restored; this would allow for continued usage of the affected roadway. When segments of the trench line are restored, more trenching would occur farther down the street.

Work areas dimensions vary by location, and have been established in plans developed by LADWP in segments that are customized based on roadway, land use, and underground utility configurations. The work areas either for trenching or pipe jacking operations would range in width from 29 feet to 39 feet, based on the overall roadway width and the ability to provide one lane of travel on each side of the work areas. The work areas will be centered within the roadway, with remaining and open vehicle travel lanes operating at the western and eastern curbs of the roadway within most segments.

There are 14 separate work areas, but all areas will not be in operation simultaneously. Construction will progress from north to south along the project route, and will involve one to two trenching crews and one pipe jacking crew. Work areas for pipe jacking will be established in three separate groups to allow for jacking and receiving pits. Each of these three groups will be active at separate times, but all three will not be in operation simultaneously. Pipe jacking area would occur at the following locations:

- Whitsett Avenue, between Kittridge Street and Victory Boulevard
- Whitsett Avenue, between Burbank Boulevard and Chandler Boulevard
- Whitsett Avenue and Oxnard Street

Within work areas 13 and 14, north of Magnolia Boulevard, the Whitsett Avenue roadway width would not allow for two-way traffic during the construction period. Therefore, construction plans allow for

only one-lane and one-way southbound flow within that work area.

This report analyzes the effects of typical construction work areas, including work areas for Steps 2, (Sawcutting, Breaking and Removal of Pavement), 3 (Excavations, Trenching, Pipeline installation, backfilling), and the physical effect of the establishment of these areas on typical roadway cross-sections. The worst-case physical extents of related roadway capacity constrictions within each Project segment have been considered, including diversion of northbound Whitsett Avenue traffic between Magnolia Boulevard and Chandler Boulevard to parallel north-south roadways.

Construction of the proposed Project would potentially impact intersections located along Whitsett Avenue. To minimize traffic disruptions at busy intersections during construction, LADWP intends to install the 60-inch welded steel potable water line via pipe jacking at three intersections along the proposed alignment. Pipe jacking would be used to avoid ground disturbance to critical intersections and other locations where ground surface cannot be disturbed. Some work areas for jacking or receiving pits would be located in close vicinity to intersections. This has been taken into account in the project construction-period analysis.

The pipe jacking construction method employs a horizontal boring machine or an auger that is advanced in a tunnel bore to remove material ahead of the pipe. Temporary jacking pits and receiving pits are excavated on either side of the segment. Powerful hydraulic jacks are used to push a steel casing pipe from a jacking pit to a receiving pit. As the tunneling machine is driven forward, a jacking pipe is added into the pipe string.

The construction activities for the Project will occur within public rights-of-way on city roadways. Temporary lane closures along streets as required for construction would be coordinated with the other City of Los Angeles entities such as the Bureau of Engineering (LABOE) and the Department of Transportation (LADOT). LADWP is a member of the California Joint Utility Traffic Control Committee, which in 1996 published the *Work Area Protection and Traffic Control Manual*. The traffic control plans and associated text depicted in this manual conform to the guidelines established by the Federal and State Departments of Transportation.

LADWP would follow the recommendations in the Manual regarding basic standards for the safe movement of traffic upon highways and streets in accordance with Section 21400 of the California Vehicle Code. These recommendations include provisions for safe access of police, fire, and other rescue vehicles. In addition, LADWP would obtain roadway encroachment permits and would submit traffic management plans to LABOE and LADOT for review and approval.

Throughout the construction of the trench, asphalt, concrete, and excavated material would be hauled off by truck for disposal at a designated disposal site.

In roadways, trucks would be used to haul material, typically as it is excavated from the trenches. As trucks are filled with spoils, they would leave the work areas and be replaced by empty trucks. Delivery trucks carrying materials and pipeline elements would arrive as-needed during construction, with a low average number of truck trips generated on an average day. As part of the final construction activities, roadway pavement would be restored.

Lane closure for construction activities will be shown on the traffic control plans, to be submitted to LADOT on each construction segment.

2.2 Project Schedule

Construction of the project is scheduled to commence in early 2016 and end in 2021. Project trenching/jacking activity, however, would only occur within short segments of the roadway at a time, and progress along the corridor to complete the construction effort.

Typical construction hours would be Monday through Friday from 7:00 a.m. to 6:00 p.m. and Saturday from 8:00 a.m. to 5:00 p.m. Nighttime work would not be anticipated except for emergencies.

The City of Los Angeles Rush Hour Ordinance limits in-street construction on weekdays to the hours of 9:00 a.m. through 3:30 p.m. However, a variance to the Mayor's Executive Order No. 2 to allow construction outside those times would be requested.

3. Existing Area Traffic Conditions

This report section describes the characteristics of roadways within the study area. A review of the collected traffic volumes is provided, along with a level of service analysis for these facilities.

3.1 Study Intersections and Roadway Segments

For the traffic impact analysis, fifteen locations were defined as study intersections. Existing intersection traffic volumes were collected on Tuesday, April 9, 2013 and on Tuesday April 8, 2014. The following are the fifteen signalized study intersections:

1. Vanowen Street/Whitsett Avenue
2. Victory Boulevard/Whitsett Avenue
3. Erwin Street/Whitsett Avenue
4. Oxnard Street/Whitsett Avenue
5. Burbank Boulevard/Whitsett Avenue
6. Magnolia Boulevard/Whitsett Avenue
7. Chandler Boulevard/Whitsett Avenue
8. Burbank Boulevard/Coldwater Canyon Avenue
9. Chandler Boulevard/Coldwater Canyon Avenue
10. Magnolia Boulevard/Coldwater Canyon Avenue
11. Riverside Drive/Coldwater Canyon Avenue
12. Burbank Boulevard/Laurel Canyon Boulevard
13. Chandler Boulevard/Laurel Canyon Boulevard
14. Magnolia Boulevard/Laurel Canyon Boulevard
15. Riverside Drive/Laurel Canyon Boulevard

The following fifteen roadway segments were also included in the study area:

- A. Whitsett Avenue, between Vanowen Street and Victory Boulevard
- B. Whitsett Avenue, Victory Boulevard and Erwin Street
- C. Whitsett Avenue, between Oxnard Street and Burbank Boulevard
- D. Whitsett Avenue, between Burbank Boulevard and Chandler Boulevard
- E. Whitsett Avenue, between Chandler Boulevard and Magnolia Boulevard
- F. Coldwater Canyon Avenue, between Kittridge Street and Victory Boulevard
- G. Coldwater Canyon Avenue, between Erwin Street and Oxnard Street
- H. Coldwater Canyon Avenue, between Hatteras Street and Burbank Boulevard
- I. Coldwater Canyon Avenue, between Burbank Boulevard and Chandler Boulevard
- J. Coldwater Canyon Avenue, between Chandler Boulevard and Magnolia Boulevard
- K. Laurel Canyon Boulevard, between Vanowen Street and Victory Boulevard
- L. Laurel Canyon Boulevard, between Victory Boulevard and Oxnard Street
- M. Laurel Canyon Boulevard, between Oxnard Street and Burbank Boulevard
- N. Laurel Canyon Boulevard, between Burbank Boulevard and Chandler Boulevard
- O. Laurel Canyon Boulevard, between Chandler Boulevard and Magnolia Boulevard

The associated daily study roadway segment counts were collected during the same days as the related study intersection counts.

The order of the study locations for both intersections and roadway segments are based upon the

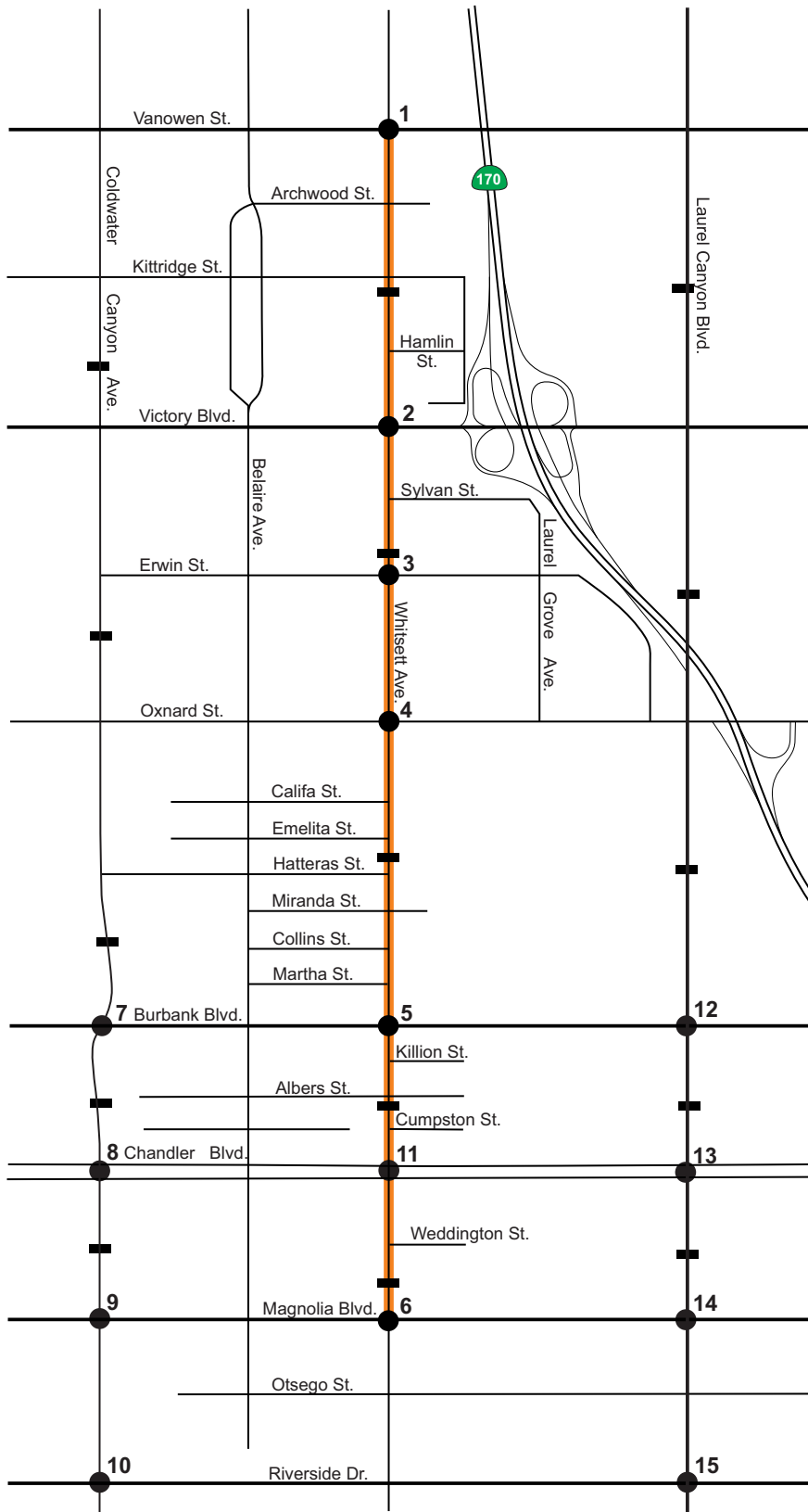
primary Project corridor analysis conducted for an earlier version of this report, plus added locations that became necessary when the need for a one-way construction segment closure was defined by LADWP as part of Project construction planning.

Figure 2 illustrates the locations of the study intersections and roadway segments. Figure 3 illustrates the study intersection approach lanes and control configurations. The intersection traffic count summaries are provided in Appendix A1 of this report and roadway segment count summaries are provided in Appendix A2.




3.2 Local Roadway Characteristics

The proposed Project alignment along Whitsett Avenue has two travel lanes in each direction and a center one-way left turn lane. On-street parking is generally permitted along most of the alignment, but prohibited within the northern and southern ends of the alignment. Parking tends to be more restrictive near commercial areas.

Table 2 summarizes the Whitsett Avenue study roadway segments by number of lanes, median type, parking restrictions, adjacent land uses, speed limits, and curb-to-curb physical width.

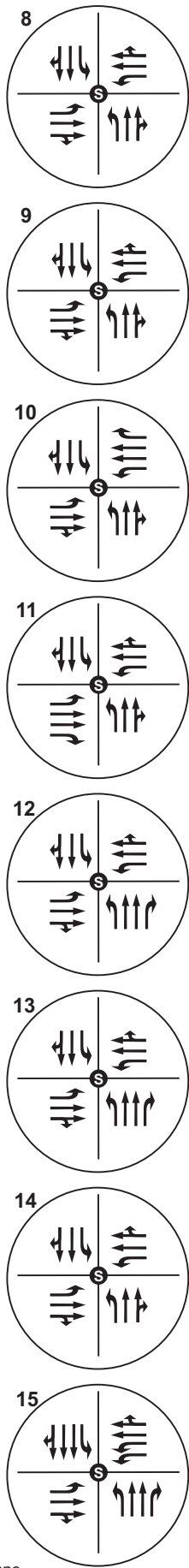
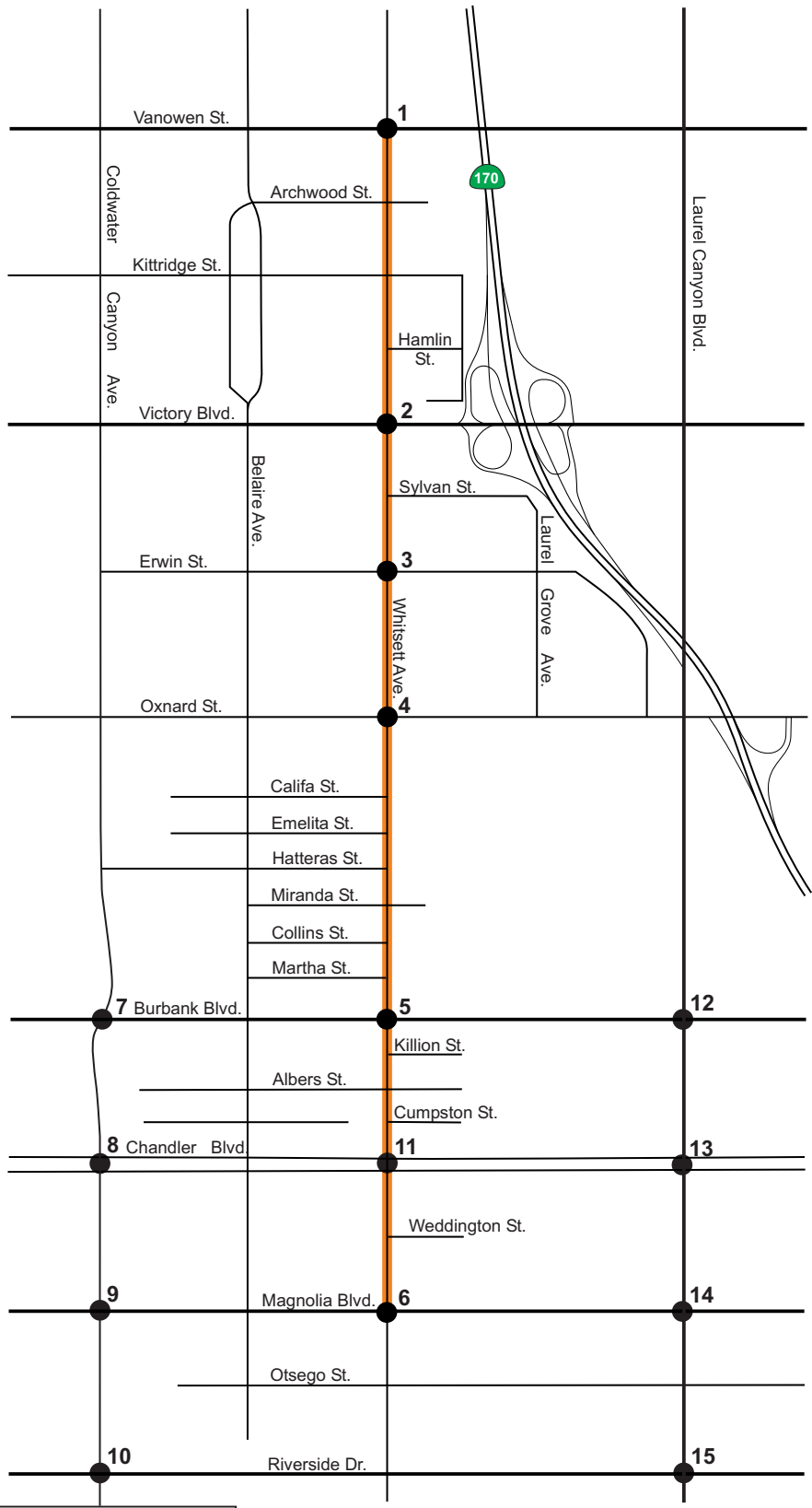
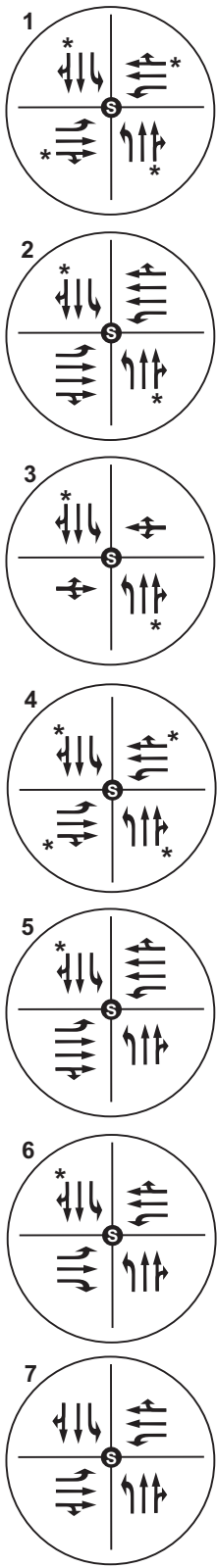


LEGEND

-  Project Construction Corridor
-  # Study Intersection
-  Study Roadway Segment



Not to Scale



LEGEND

- Project Construction Corridor
- # Study Intersection
- Signalized Intersection
- Stop Sign Controlled Intersection
- Stop Sign
- Intersection Lane Geometry



Note
* De facto right turn lane assumed due to wide curb lane

Table 2 – Project Corridor Roadway Characteristics

Study Seg #	From	To	Functional Classification	Lane		Median Type	Parking Restrictions		Land Use	Speed Limit	Roadway Width (feet)
				NB	SB		NB	SB			
A	Vanowen St.	Victory Blvd.	Major Hwy Class II	2	2	2LT/DY	PA / NSAT	PA / NSAT	Residential/ Commercial	35	52' to 69'
B	Victory Blvd.	Erwin St.	Major Hwy Class II	2	2	DY	PA	PA	Residential/ Commercial	35	60'
C	Oxnard St.	Burbank Blvd.	Major Hwy Class II	2	2	2LT	PA	PA	Residential/ Commercial	35	64'
D	Burbank Blvd.	Chandler Blvd.	Major Hwy Class II	2	2	DY/2LT	NSAT / PA	NSAT	Residential/ Commercial	35	55' to 62'
E	Chandler Blvd.	Magnolia Blvd.	Major Hwy Class II	2	2	DY	PA / NPAT	NPAT/PA	Residential/ Commercial	40	55' to 65'

DY - Double Yellow 2LT - Dual Left Turn PA - Parking Anytime NSAT - No Stopping Anytime NPAT - No Parking Anytime

3.3 Existing Area Transit Service

The project study area is served by public transit bus lines operated by the County of Los Angeles Metropolitan Transportation Authority (Metro) and LADOT. Table 3 provides a description of the transit lines that serve the Whitsett Avenue Project corridor.

Table 3 – Transit Service Summary

Agency	Line	From	To	Via	Approx. Peak Frequency
Metro	165	West Hills	Burbank	Vanowen Street	4 to 21 minutes
Metro	164	West Hills	Burbank	Victory Boulevard	10 to 22 minutes
Metro	154	Tarzana	Burbank	Oxnard Street, Burbank Boulevard	60 minutes
Metro	156	Van Nuys	Hollywood	Burbank Boulevard, Vineland Avenue, Cahuenga Boulevard, Highland Avenue	20 to 30 minutes
Metro	Orange Line	Chatsworth	North Hollywood	Burbank Boulevard	4 to 5 minutes
Metro Shuttle	656	Panorama City	Hollywood	Van Nuys Boulevard, Burbank Boulevard, Cahuenga Boulevard, Highland Avenue	40 to 60 minutes
Metro	183	Sherman Oaks	Glendale	Magnolia Boulevard, San Fernando Boulevard, Central Avenue	30 to 60 minutes
LADOT DASH	LDVAN	Van Nuys	Studio City	Hazeltine Avenue, Moorpark Street, Whitsett Avenue	30 minutes
Metro	230	Sylmar	Studio City	Laurel Canyon Boulevard	10 to 20 minutes
Metro	167	Chatsworth	Studio City	Plummer Street, Woodman Avenue, Roscoe Boulevard, Coldwater Canyon Avenue	40 to 60 minutes

3.4 Existing Intersection Levels of Service

This report section documents existing weekday a.m. and p.m. peak-hour traffic conditions within the study area. Based on the traffic counts conducted at the study intersections, a level of service (LOS) value and a corresponding volume-to-capacity (v/c) ratio was determined for each study intersection. Input volumes were factored upward by one percent, to account for the year of growth between the count year and the current year.

Table 4 provides the V/C and LOS values under existing conditions, for the a.m. and p.m. peak hours.

**Table 4 – Intersection Level of Service Calculations –
Existing Conditions**

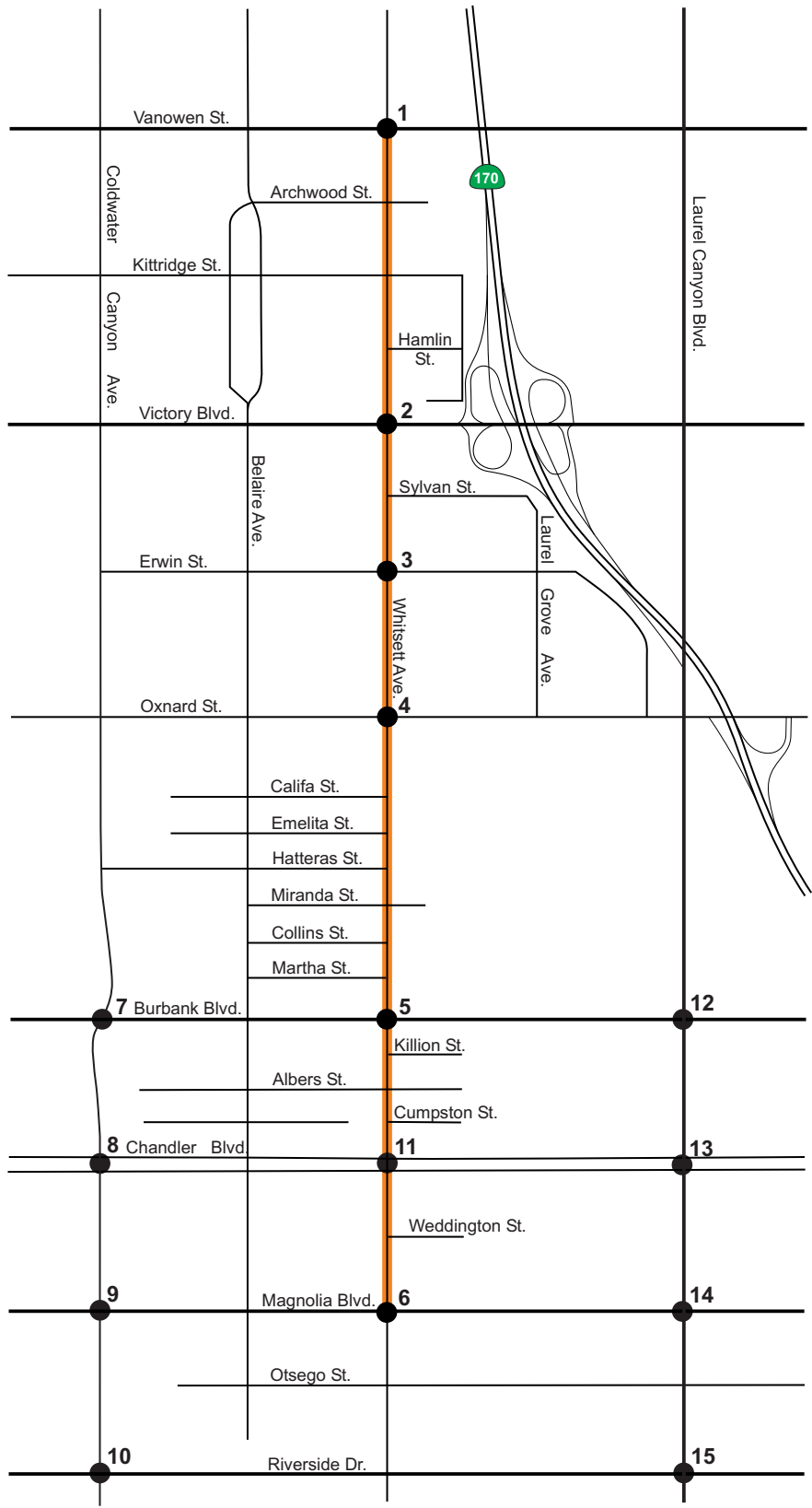
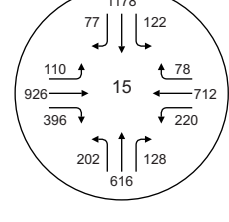
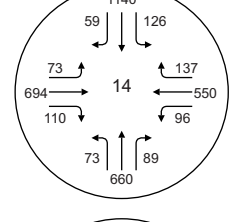
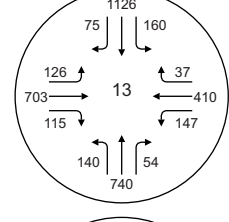
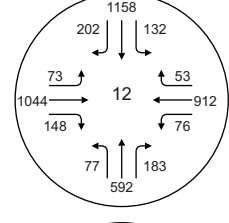
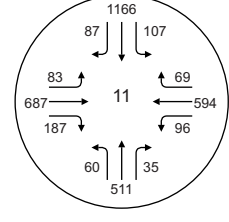
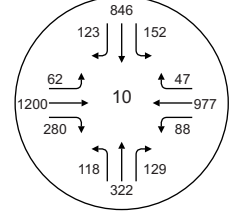
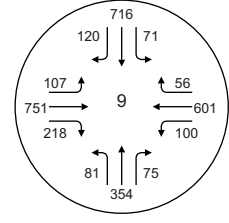
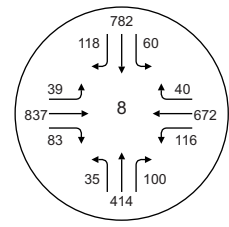
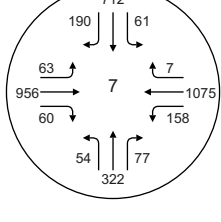
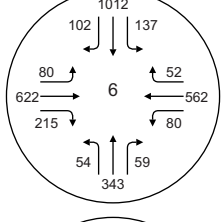
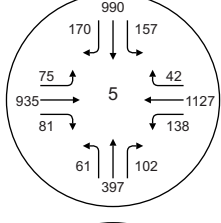
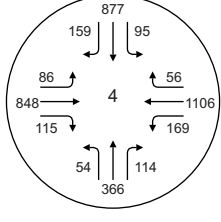
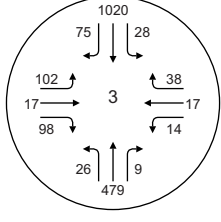
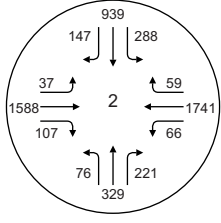
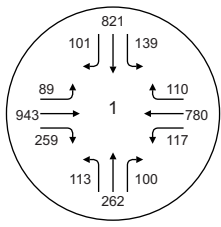
Study Intersections		Existing (2014) Conditions			
		AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Whitsett Avenue & Vanowen Street	0.741	C	0.685	B
2	Whitsett Avenue & Victory Boulevard	0.826	D	0.910	E
3	Whitsett Avenue & Erwin Street	0.511	A	0.321	A
4	Whitsett Avenue & Oxnard Street	0.754	C	0.697	B
5	Whitsett Avenue & Burbank Boulevard	0.688	B	0.689	B
6	Whitsett Avenue & Magnolia Boulevard	0.841	D	0.868	D
7	Coldwater Canyon Avenue & Burbank Boulevard	0.781	C	0.711	C
8	Coldwater Canyon Avenue & Chandler Boulevard	0.772	C	0.592	A
9	Coldwater Canyon Avenue & Magnolia Boulevard	0.722	C	0.637	B
10	Coldwater Canyon Avenue & Riverside Drive	0.954	E	0.794	C
11	Whitsett Avenue & Chandler Boulevard	0.819	D	0.692	B
12	Laurel Canyon Avenue & Burbank Boulevard	0.953	E	0.831	D
13	Laurel Canyon Avenue & Chandler Boulevard	0.943	E	0.712	C
14	Laurel Canyon Avenue & Magnolia Boulevard	0.780	C	0.740	C
15	Laurel Canyon Avenue & Riverside Drive	1.020	F	0.940	E

The data in Table 4 indicates that 10 of the 15 study intersections are currently operating at LOS D or better during the a.m. and p.m. peak hours. The following intersections are operating at LOS E (poor operating conditions, nearing capacity) or LOS F (at/over capacity):

- Whitsett Avenue/Victory Boulevard – Operating at LOS E in the p.m. peak hour.
- Coldwater Canyon Avenue/Riverside Drive – Operating at LOS E in the a.m. peak hour.
- Laurel Canyon Avenue/Burbank Boulevard – Operating at LOS E in the a.m. peak hour.
- Laurel Canyon Avenue/Chandler Boulevard – Operating at LOS E in the a.m. peak hour.
- Laurel Canyon Avenue/Riverside Drive – Operating at LOS F in the a.m. peak hour and at LOS E in the p.m. peak hour.

The existing peak-hour turn movement volumes at the study intersections are provided on Figure 4 (a.m. peak) and Figure 5 (p.m. peak).

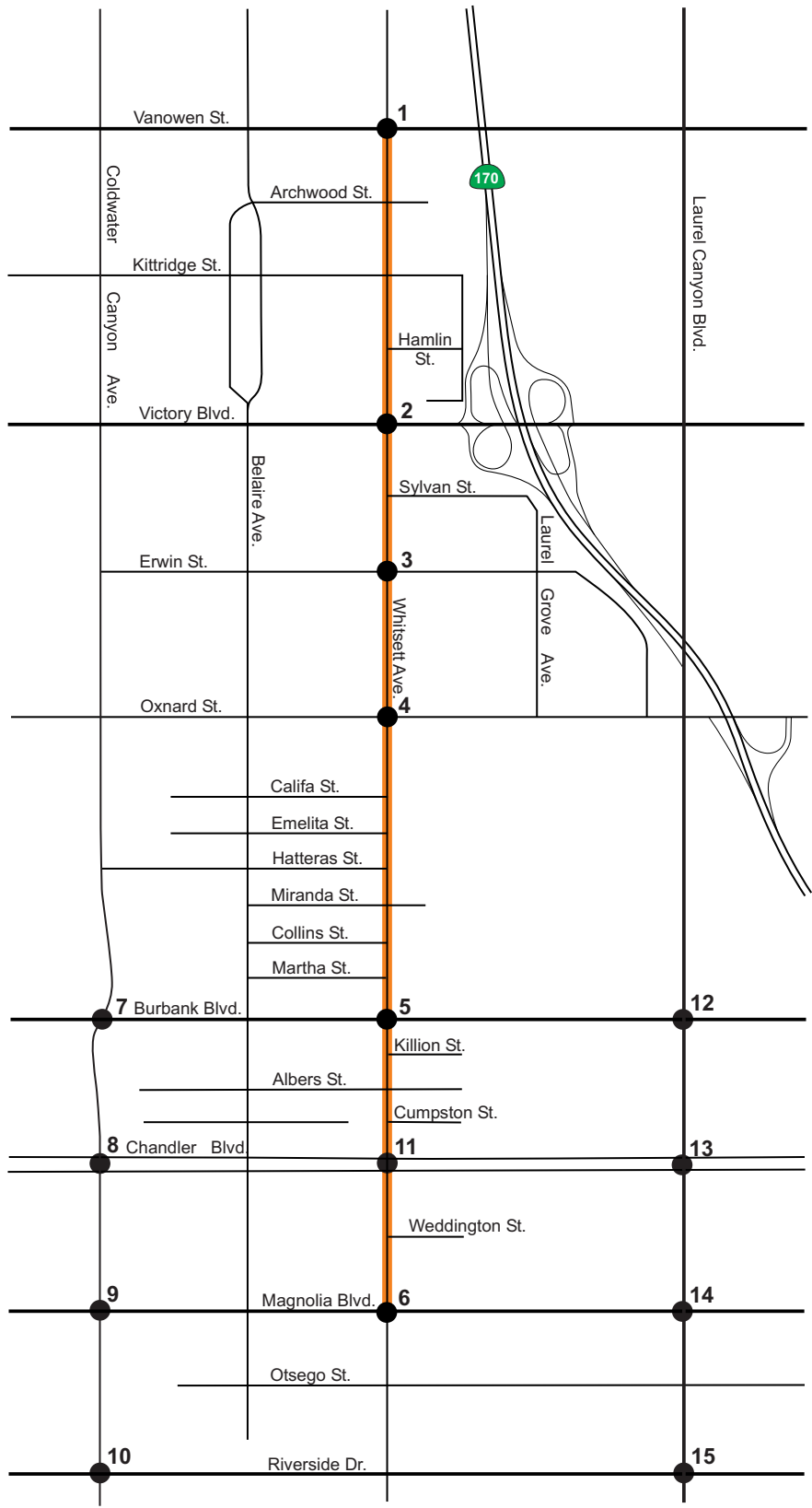
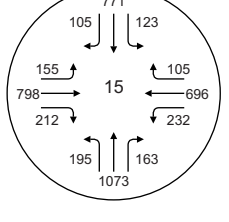
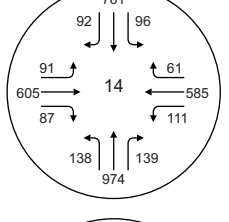
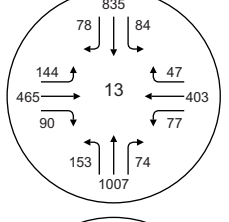
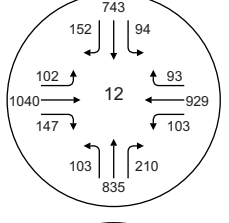
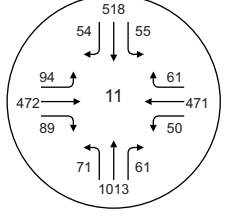
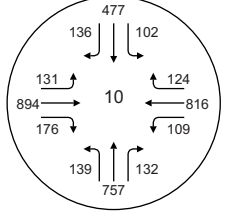
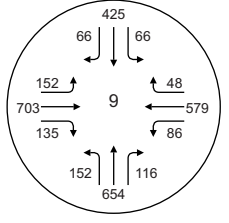
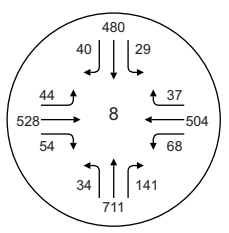
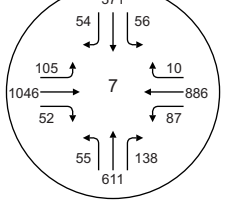
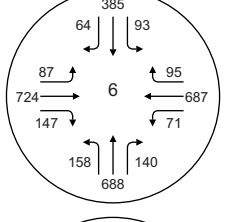
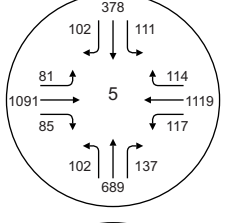
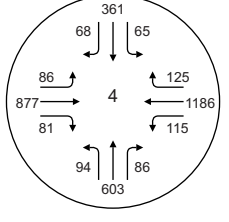
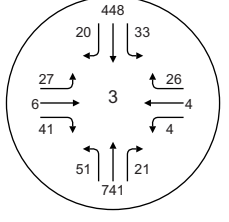
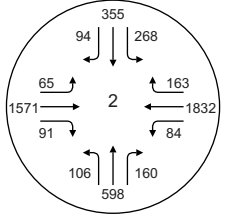
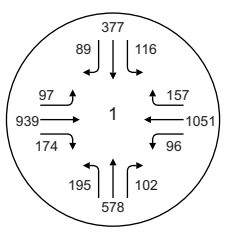
The intersection level of service worksheets for the existing conditions scenario are provided in Appendix B of this report.



LEGEND

- Project Construction Corridor
- Study Intersection
- Intersection Volumes





LEGEND

- Project Construction Corridor
- Study Intersection
- Intersection Volumes



3.5 Existing Roadway Segment Volumes

Table 5 provides a summary of the average daily traffic (ADT) volumes at the study roadway segment locations.

Table 5 – Study Roadway Segments – Existing Weekday Daily Vehicle Volumes

Street Segments		Existing ADT
A	Whitsett Avenue Between Vanowen Street and Victory Boulevard	19,565
B	Whitsett Avenue Between Victory Boulevard and Erwin Street	16,903
C	Whitsett Avenue Between Oxnard Street and Burbank Boulevard	16,562
D	Whitsett Avenue Between Burbank Boulevard and Chandler Boulevard	17,954
E	Whitsett Avenue Between Chandler Boulevard and Magnolia Boulevard	18,209
F	Coldwater Canyon Avenue Between Kittridge Street and Victory Boulevard	20,110
G	Coldwater Canyon Avenue Between Erwin Street and Oxnard Street	17,122
H	Coldwater Canyon Avenue Between Hatteras Street and Burbank Boulevard	16,769
I	Coldwater Canyon Avenue Between Burbank Boulevard and Chandler Boulevard	18,534
J	Coldwater Canyon Avenue Between Chandler Boulevard and Magnolia Boulevard	20,742
K	Laurel Canyon Avenue Between Vanowen Street and Victory Boulevard	25,264
L	Laurel Canyon Avenue Between Victory Boulevard and Oxnard Street	23,177
M	Laurel Canyon Avenue Between Oxnard Street and Burbank Boulevard	26,372
N	Laurel Canyon Avenue Between Burbank Boulevard and Chandler Boulevard	29,599
O	Laurel Canyon Avenue Between Chandler Boulevard and Magnolia Boulevard	30,371

The highest daily vehicle volume on Whitsett Avenue occurs between Vanowen Street and Victory Boulevard. This is the northern-most roadway segment. Laurel Canyon Avenue segments generally have the highest daily volumes, with the highest volume in that corridor occurring between Chandler Boulevard and Magnolia Boulevard.

4. Construction Period Trip Generation and Diversion

This section provides definitions for truck and employee vehicle trip generation during the peak period of project construction, along with the distribution and assignment of those trips to the study area roadway network. To evaluate a worst-case scenario for construction trip generation of the proposed Project, it is assumed that each employee will drive to and from the work areas.

This is a planning-level analysis of construction activity, used for the purposes of determining traffic impacts during the project construction period. Prior to initiating construction, a detailed construction plan will be developed by the construction manager to identify necessary resources and to define the construction supervisory and technical field organization and staffing levels required for the project. The methods and procedures for sequencing and implementing construction operations will also be detailed in the construction plan. In addition, a project safety program will be developed by the operator, consistent with federal and state requirements. This is a standard LADWP procedural requirement.

Therefore, basic construction details defined for the project planning process have been used to analyze potential construction-period impacts.

Due to the one-way configuration of Whitsett Avenue to the north of Magnolia Boulevard but south of Chandler Boulevard during Project construction, a detour of traffic would be necessary to the parallel north-south roadways of Coldwater Canyon Avenue and Laurel Canyon Avenue. The methodology applied to analyze the diverted traffic due to this construction-period detour configuration is also discussed within this report section.

4.1 Project Trip Generation Methodology

Project trip generation calculations included construction employee vehicle trips and construction truck trip estimates. The trip generation totals were determined based on the most intense period of construction activity for the project.

In converting trucks to passenger car equivalents, a Passenger Car Equivalent (PCE) factor of 2.5 was assumed. This factoring was used to increase truck volumes due to the additional roadway space and design capacity utilized by larger and slower trucks. The applied value matches typical factors used in area studies that include trips generated by trucking activities. The factor is based on conservative factors defined by the Southern California Association of Governments (SCAG) Heavy Duty Truck Model.

The project construction efforts would require two crews of approximately 20 workers each for open-cut construction activities and one crew of approximately 12 workers for pipe-jacking-related activities. One open-cut work area would be active at any one time in addition to one pipe-jacking work area. A maximum total of approximately 52 construction workers would be required.

4.2 Project Trip Generation Calculations

In calculating peak-hour trips for the project, it is assumed that a majority of the construction employees will arrive and depart the construction work areas by personal vehicles. The morning arrival by employees is assumed to overlap the a.m. peak hour by 50 percent, with the remaining 50 percent of employees assumed to be at the sites before 7:00 a.m. The same would occur during the p.m. peak hour, with 50 percent of employees assumed to depart the site before 4:00 p.m. Therefore, the same

reduction was taken for both peak periods.

During project construction activity, daily truck haul activities will occur over an eight-hour period that begins during the a.m. peak period, and is complete during the p.m. peak period. End-of-workday trips were assumed to overlap the traditional peak of street traffic during the 4:00 p.m. to 6:00 p.m. time period.

Truck trips assumptions included ten daily round trips by trucks for hauling work and two weekly round trips by trucks for pipe delivery work. To be conservative, all of these truck trips were assumed to occur on a peak day of construction. Therefore, 10 daily round trips by truck were input, and with a PCE factor of 2.5, the total trips were analyzed as 50 on a daily basis. A quarter of these trips were assumed to occur during the peak hour of activity each day, with an overlap of the peak hour of traffic activity, in order to be conservative.

As indicated by Table 6, project construction would generate a daily total of 154 passenger car equivalent trips, with 52 (39 inbound and 13 outbound) trips occurring during the a.m. peak hour and 52 (13 inbound and 39 outbound) trips occurring during the p.m. peak hour.

Table 6 – Project Trip Generation

TRIP GENERATION SOURCE	AVERAGE DAILY TRIPS			AM PEAK HOUR						PM PEAK HOUR					
				Truck Trips*		Employee Trips		Total Trips		Truck Trips*		Employee Trips		Total Trips	
	Trucks*	Employee	Total	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Field Personnel	0	104	104	0	0	26	0	26	0	0	0	0	26	0	26
Trucks	50	0	50	13	13	0	0	13	13	13	13	0	0	13	13
TOTAL TRIPS	50	104	154	13	13	26	0	39	13	13	13	13	0	26	39

* Truck trips include a Passenger Car Equivalency (PCE) factor of 2.5.

Trucks - 10 daily trucks for hauling work and 2 weekly trucks for pipe delivery work, assumed to all take place on a peak day of construction activity.

Peak hour activity assumed to be 25 percent of daily.

Field Personnel – A maximum of 52 workers on an average day of construction.

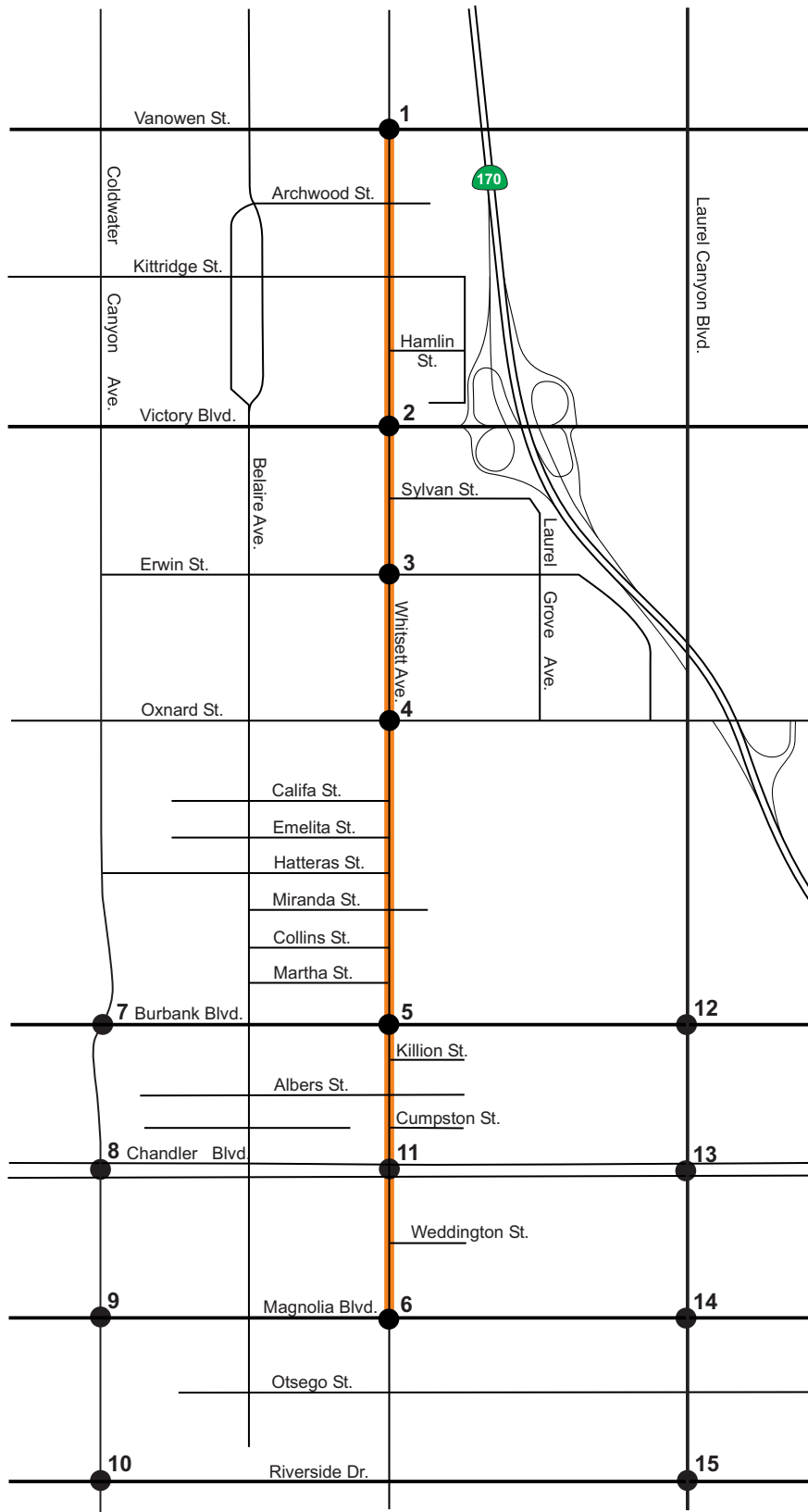
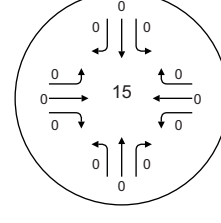
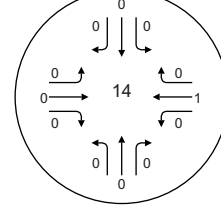
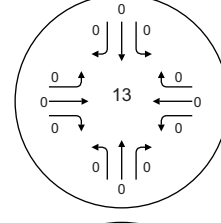
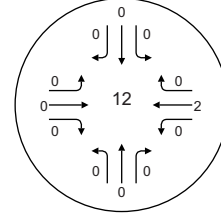
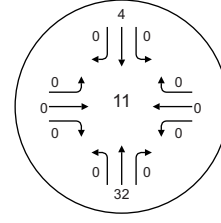
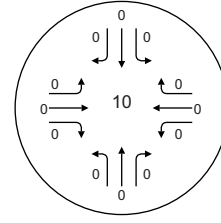
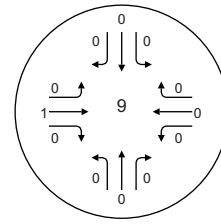
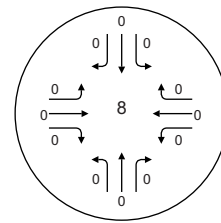
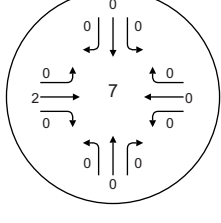
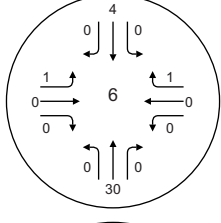
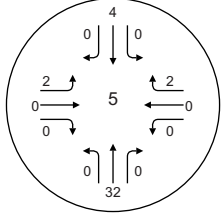
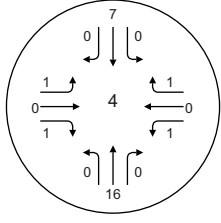
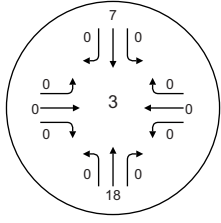
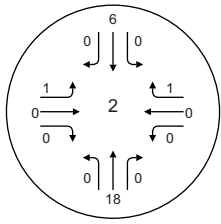
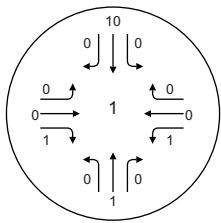
4.3 Construction Project Trip Distribution/Assignment

The distribution of construction truck trips was assumed to be primarily freeway-oriented. For the US-101 freeway to the south of the study area, truck trips were primarily assigned to that corridor and a small proportion were also assigned to major intersecting roadways of Whitsett Avenue.

The distribution pattern for analyzed employee trips assumed that employees would arrive on-site primarily from the US-101 (Ventura Freeway) and SR-170 (Hollywood Freeway) facilities, but also from major intersection roadways. A total of 60 percent was distributed to and from the 101 freeway, and the remainder of trips was distributed to regional arterial routes and the SR-170 freeway. The trip assignment is illustrated on Figure 6 (a.m. peak) and Figure 7 (p.m. peak).

4.4 Construction Study Intersections and Roadway Segments

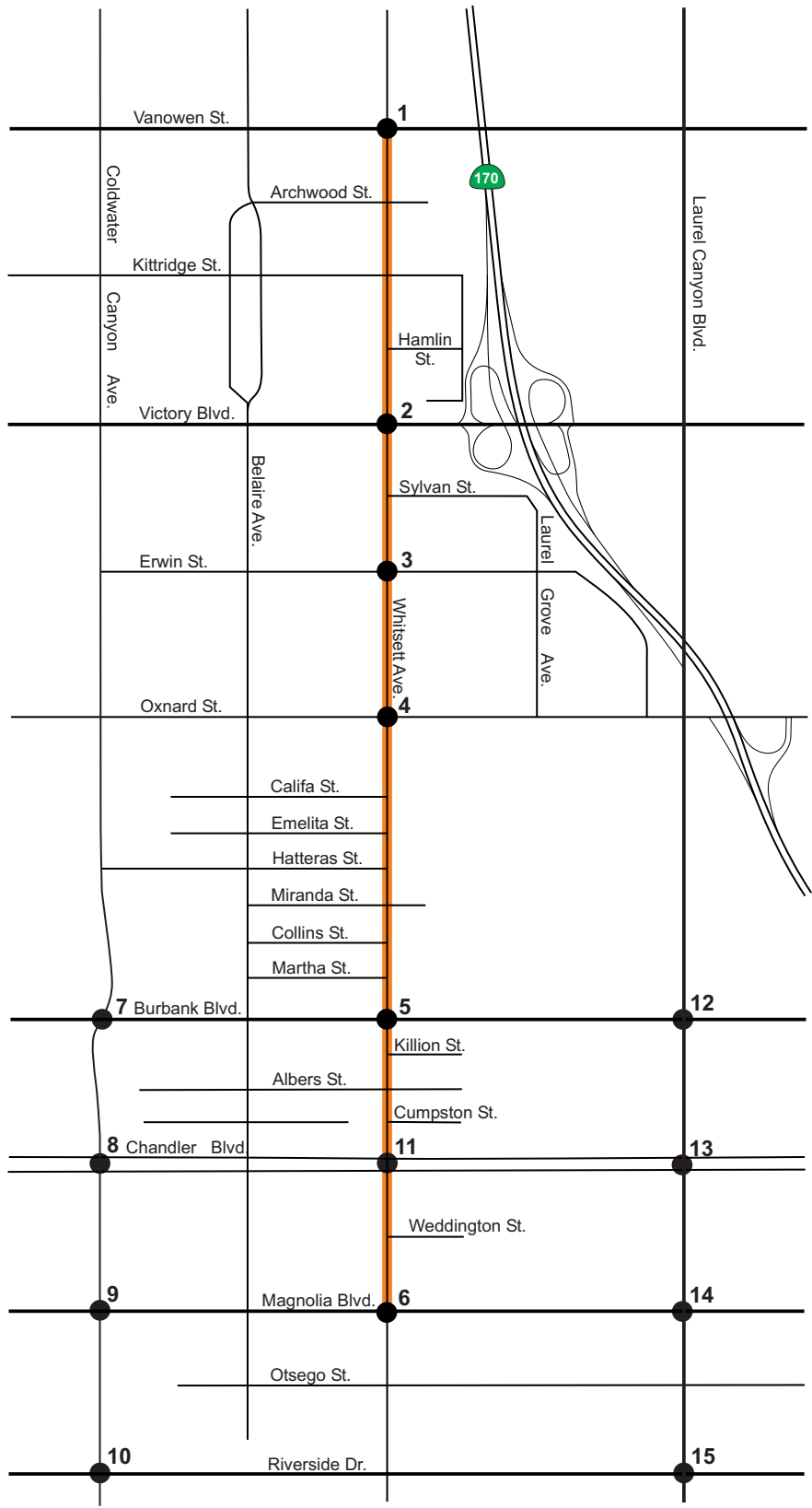
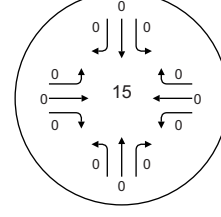
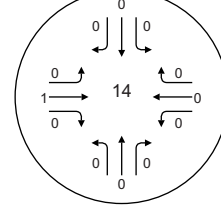
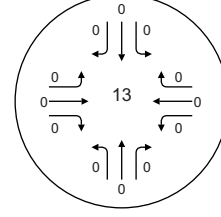
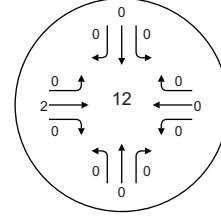
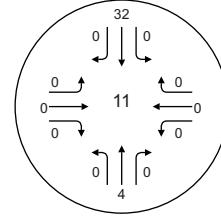
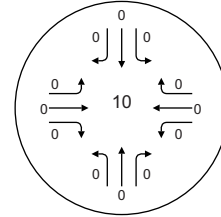
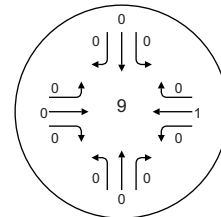
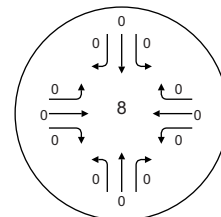
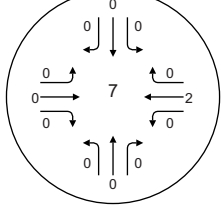
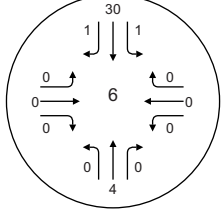
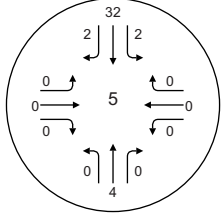
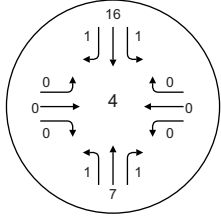
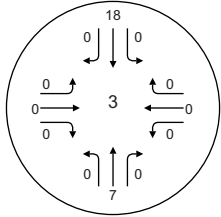
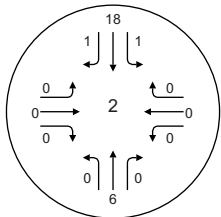
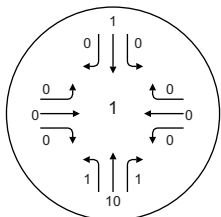
The effects of the proposed Project construction work areas on study intersection lane configurations are illustrated on Figure 8. The existing lane configurations are shown, along with the construction-period configurations.



LEGEND

- Project Construction Corridor
- Study Intersection
- Intersection Volumes

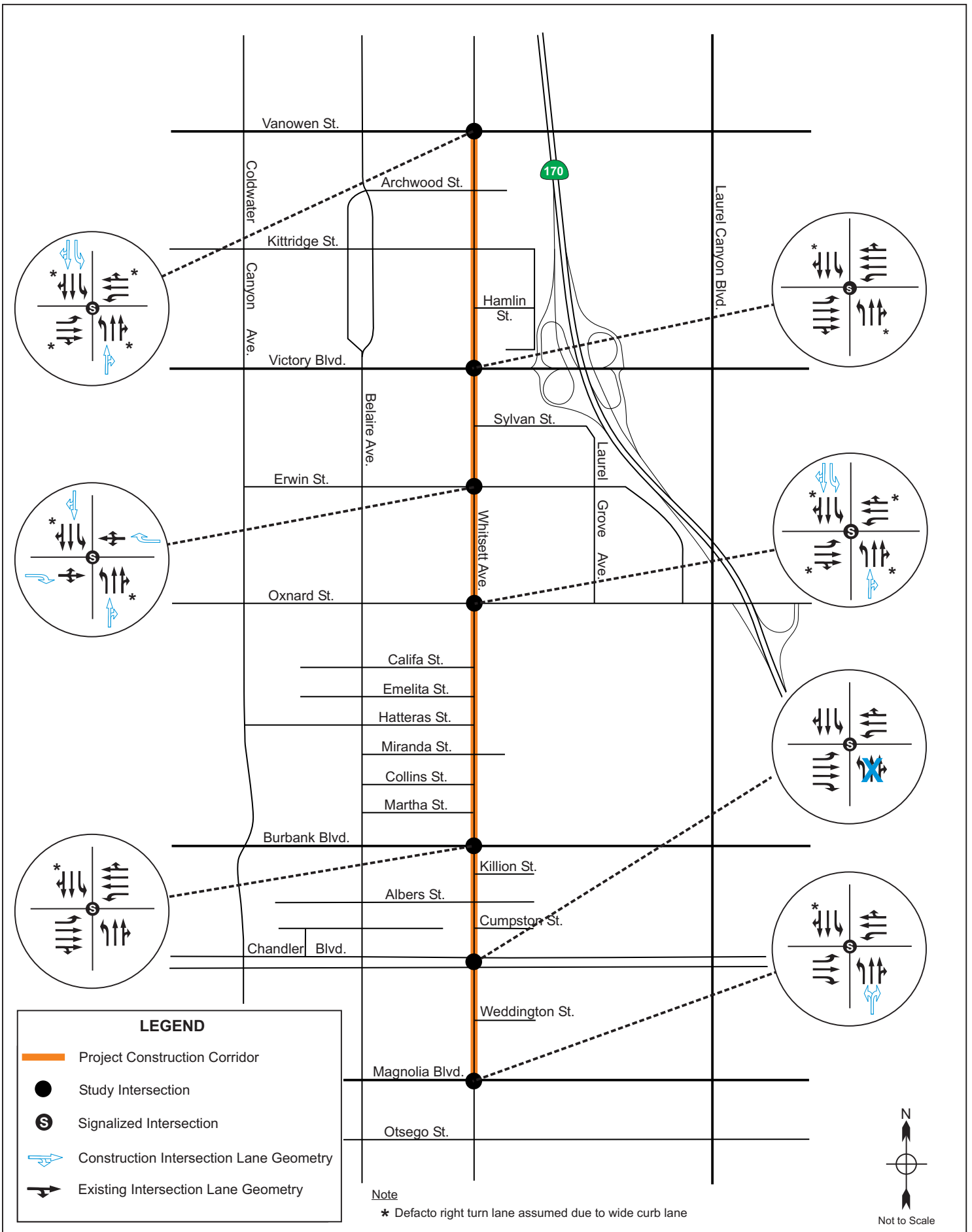




LEGEND

- Project Construction Corridor
- Study Intersection
- Intersection Volumes





4.5 Construction Period Detour and Traffic Diversion

Selected intersections and roadway segments were analyzed along the construction route and on parallel north-south roadways with likely traffic diversions due to detours at the southern end of the Project corridor. A full diversion of northbound traffic would be necessary during the construction period within work areas 13 and 14, north of Magnolia Boulevard and south of Chandler Boulevard. Within these areas, the Whitsett Avenue roadway width would not allow for two-way traffic during the construction period. Therefore, construction plans allow for only one-lane and one-way southbound flow within those work areas.

Traffic was diverted to Coldwater Canyon Avenue and Laurel Canyon Avenue using the east-west connecting routes of Burbank Boulevard, Magnolia Boulevard, Chandler Boulevard, and Riverside Drive. Multiple routes were assumed for diversion, due to both the detour routes and a change in routing to other potential diversion routes as drivers acclimate to the construction detour. Total diversion from the Whitsett corridor was approximately 30 percent of the baseline volumes.

The diversion was calculated by removing northbound through trips at intersections along the defined diversion routes. These trips were diverted equally to left-turn and right-turn movements, then routed along the two parallel diversion corridors, and then brought back to the Whitsett Avenue corridor via the appropriate intersection turn movements to the north of the detour area.

5. Existing Plus-Project Traffic Conditions and Impacts

An additional existing plus-Project scenario was included in the analysis, to comply with rulings on existing conditions baseline analysis from the *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* and *Neighbors for Smart Rail v. Exposition Metro Rail Construction Authority California Environmental Quality Act (CEQA)* court cases. This additional analysis scenario provides about project impacts under baseline conditions at the time of the Notice of Preparation for the Project environmental documentation.

5.1 Project Construction Period Intersection Analysis

The study intersection operations for the existing and existing plus-Project scenarios are summarized in Table 7. The worst-case operations at the Whitsett Avenue study intersections would be LOS D.

At the diversion analysis corridor intersections, however, the following significant level of service and operational changes would occur:

- Coldwater Canyon Avenue/Chandler Boulevard – Operations would worsen to LOS E during the a.m. peak hour.
- Coldwater Canyon Avenue/Riverside Drive – Operations would worsen from LOS E to F during the a.m. peak hour.
- Laurel Canyon Avenue/Burbank Boulevard – Operations would worsen from LOS E to F during the a.m. peak hour and to LOS E during the p.m. peak hour.
- Laurel Canyon Avenue/Chandler Boulevard – Operations would worsen from LOS E to F in the a.m. peak hour.
- Laurel Canyon Avenue/Riverside Drive – Operations would worsen within LOS F in the a.m. peak hour and from LOS E to F in the p.m. peak hour.

In addition to the construction-period trip generation, shifts in traffic to other turning movements were assumed where turning movements would be restricted, and major anticipated shifts in traffic were applied through the corridor to the next signalized intersection. Corridor volumes were assumed to be reduced by approximately 30 percent due to the reduction in capacity during construction.

The thru capacity of the roadway through lanes would be effectively reduced by 50 percent where work areas would be established. Some trips would therefore remain within the Whitsett Avenue corridor, based on origins and destinations, but some trips will shift to alternate routes.

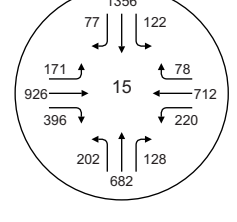
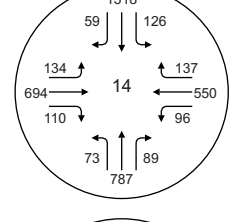
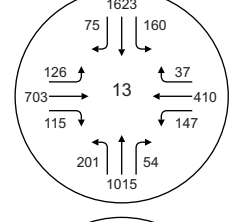
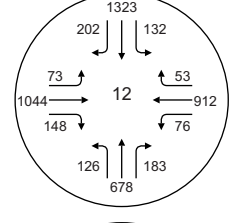
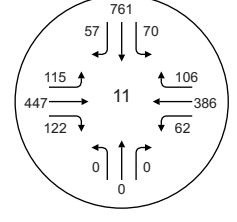
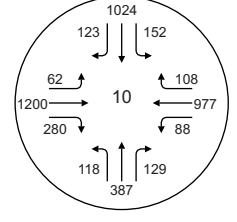
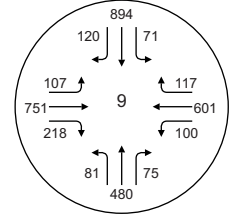
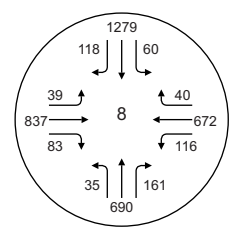
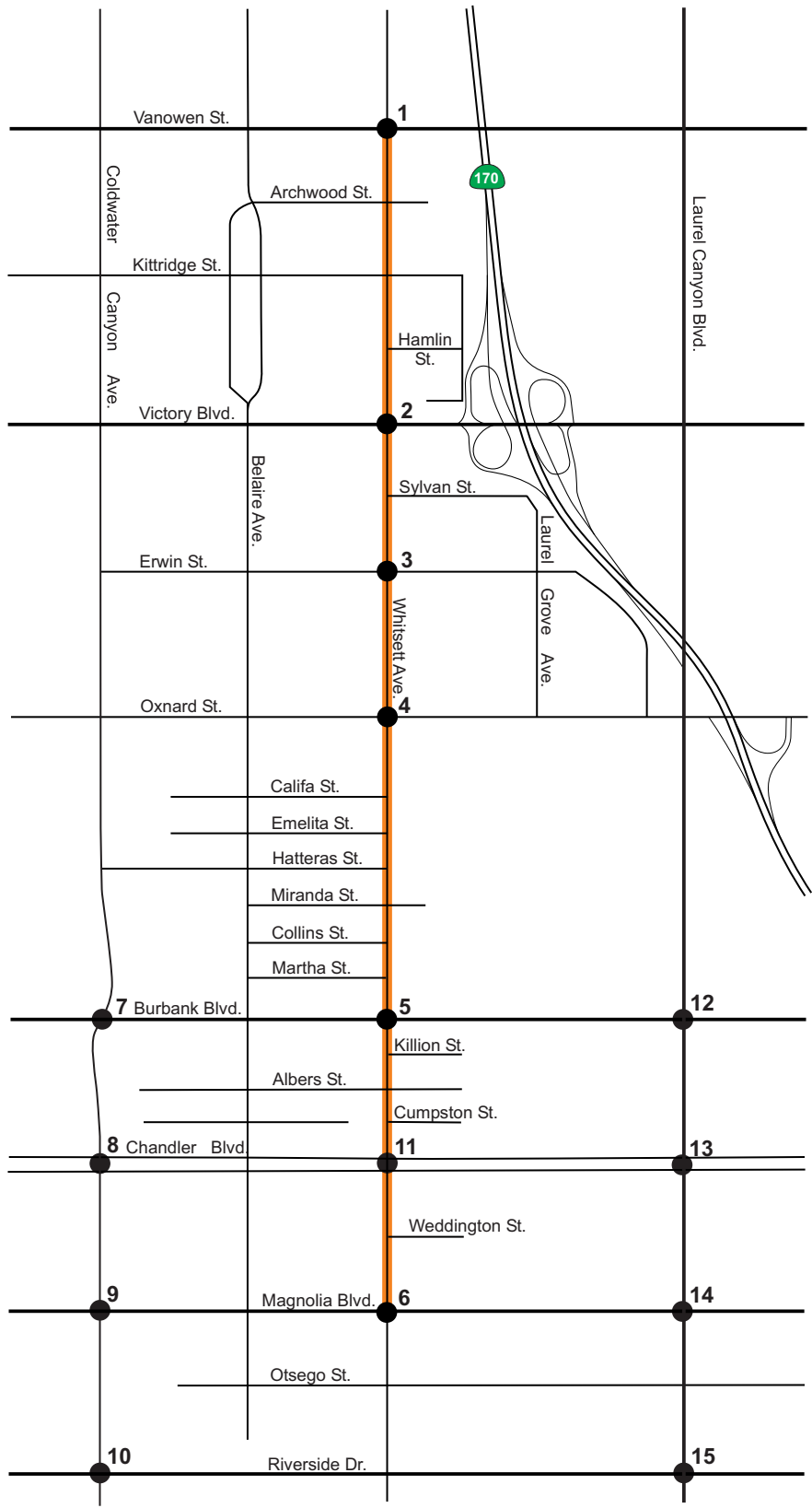
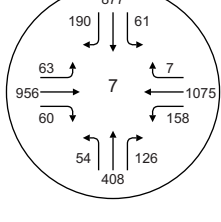
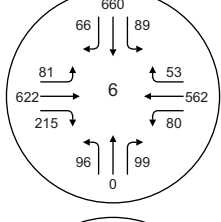
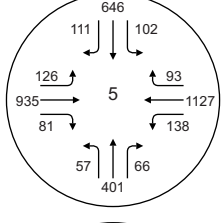
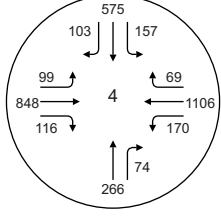
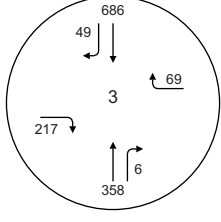
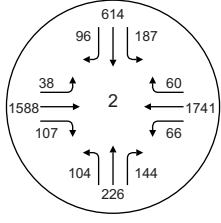
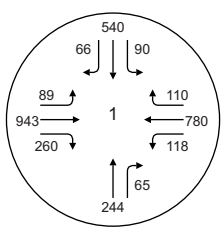
The construction period analyzed traffic volumes for the existing plus-Project scenario at the study intersections are provided on Figure 9 (a.m. peak) and Figure 10 (p.m. peak).

The level of service calculation worksheets for this analysis scenario are provided in Appendix C.

**Table 7 – Study Intersection Impacts –
Existing plus-Project Conditions**

Study Intersections		Existing Conditions				Existing with Project Construction Conditions *			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	Whitsett Avenue & Vanowen Street	0.741	C	0.685	B	0.797	C	0.850	D
2	Whitsett Avenue & Victory Boulevard	0.826	D	0.910	E	0.731	C	0.773	C
3	Whitsett Avenue & Erwin Street	0.511	A	0.321	A	0.635	B	0.425	A
4	Whitsett Avenue & Oxnard Street	0.754	C	0.697	B	0.887	D	0.848	D
5	Whitsett Avenue & Burbank Boulevard	0.688	B	0.689	B	0.608	B	0.711	C
6	Whitsett Avenue & Magnolia Boulevard	0.841	D	0.868	D	0.752	C	0.763	C
7	Coldwater Canyon Avenue & Burbank Boulevard	0.781	C	0.711	C	0.836	D	0.790	C
8	Coldwater Canyon Avenue & Chandler Boulevard	0.772	C	0.592	A	0.952	E	0.800	C
9	Coldwater Canyon Avenue & Magnolia Boulevard	0.722	C	0.637	B	0.782	C	0.726	C
10	Coldwater Canyon Avenue & Riverside Drive	0.954	E	0.794	C	1.013	F	0.834	D
11	Whitsett Avenue & Chandler Boulevard	0.819	D	0.692	B	0.540	A	0.420	A
12	Laurel Canyon Avenue & Burbank Boulevard	0.953	E	0.831	D	1.040	F	0.915	E
13	Laurel Canyon Avenue & Chandler Boulevard	0.943	E	0.712	C	1.168	F	0.868	D
14	Laurel Canyon Avenue & Magnolia Boulevard	0.780	C	0.740	C	0.840	D	0.863	D
15	Laurel Canyon Avenue & Riverside Drive	1.020	F	0.940	E	1.063	F	1.009	F

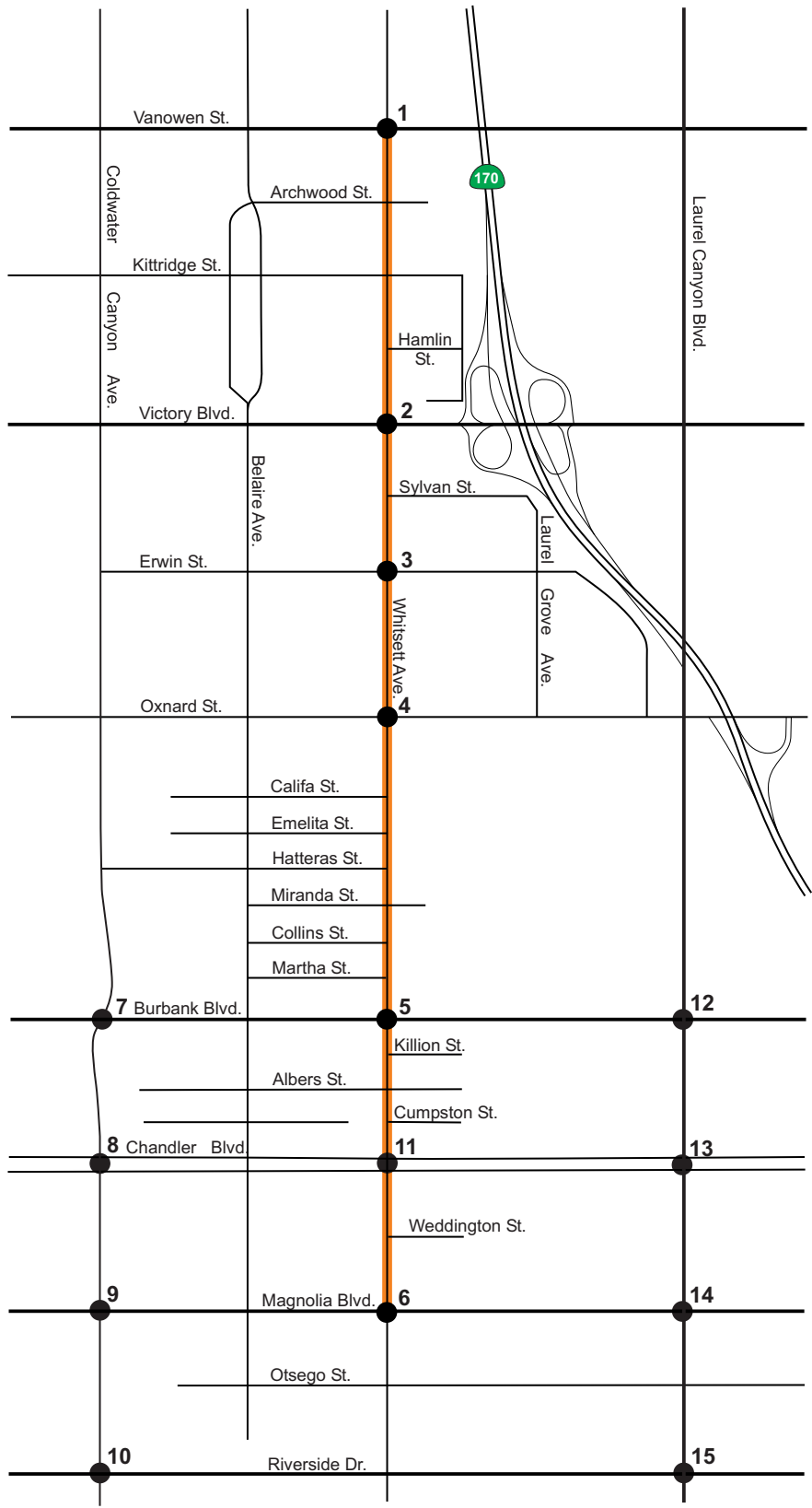
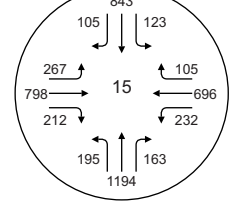
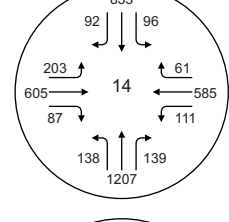
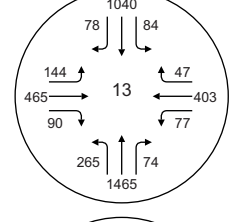
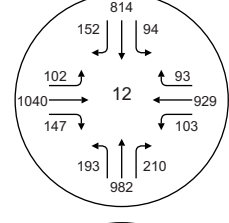
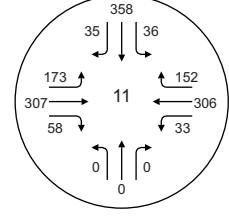
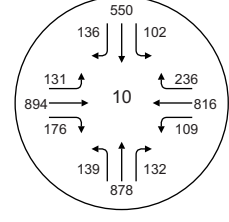
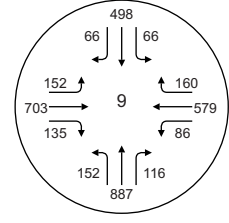
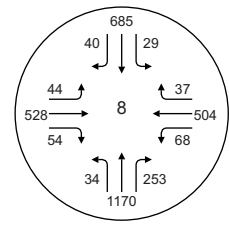
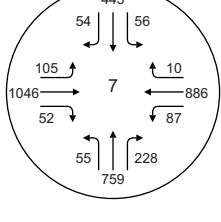
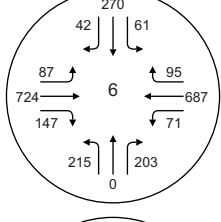
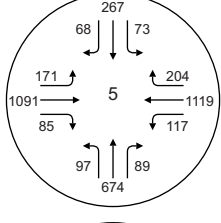
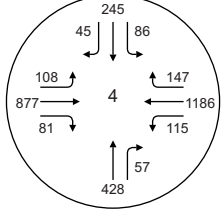
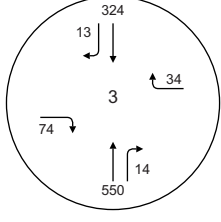
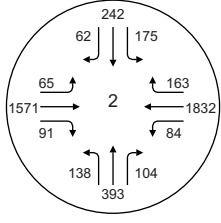
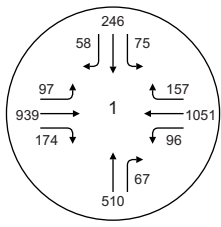
* Volume reductions of approximately 30 percent have been assumed at the northbound and southbound approaches of the study intersections, due to traffic shifts related to capacity reductions within work area extents. Conditions therefore improve at some of the less constrained locations. Conditions worsen, however, at the intersections with construction-related lane reductions, and higher overall volumes, and therefore more constrained operations



LEGEND

- Project Construction Corridor
- Study Intersection
- Intersection Volumes





LEGEND

- Project Construction Corridor
- Study Intersection
- Intersection Volumes



5.2 Project Construction Period Roadway Segment Analysis

The daily volumes on the study roadway segments, for conditions with and without construction of the proposed Project under the existing baseline, are provided in Table 8. Impacts to these roadway segments are evaluated after this informational table.

Table 8 – Study Roadway Segments – Existing Plus-Project Weekday Daily Vehicle Volumes

Roadway Segments		Existing plus Project
A	Whitsett Avenue Between Vanowen Street and Victory Boulevard	8,387
B	Whitsett Avenue Between Victory Boulevard and Erwin Street	7,249
C	Whitsett Avenue Between Oxnard Street and Burbank Boulevard	7,103
D	Whitsett Avenue Between Burbank Boulevard and Chandler Boulevard	7,713
E	Whitsett Avenue Between Chandler Boulevard and Magnolia Boulevard	7,821
F	Coldwater Canyon Avenue Between Kittridge Street and Victory Boulevard	8,508
G	Coldwater Canyon Avenue Between Erwin Street and Oxnard Street	7,244
H	Coldwater Canyon Avenue Between Hatteras Street and Burbank Boulevard	7,122
I	Coldwater Canyon Avenue Between Burbank Boulevard and Chandler Boulevard	7,980
J	Coldwater Canyon Avenue Between Chandler Boulevard and Magnolia Boulevard	9,047
K	Laurel Canyon Avenue Between Vanowen Street and Victory Boulevard	10,685
L	Laurel Canyon Avenue Between Victory Boulevard and Oxnard Street	9,802
M	Laurel Canyon Avenue Between Oxnard Street and Burbank Boulevard	11,179
N	Laurel Canyon Avenue Between Burbank Boulevard and Chandler Boulevard	12,654
O	Laurel Canyon Avenue Between Chandler Boulevard and Magnolia Boulevard	13,116

The Whitsett Avenue segment between Vanowen Street and Victory Boulevard has the highest volume in the project construction corridor under this scenario, but these volumes also include an expected diversion of traffic to the parallel north-south corridors of approximately 30 percent. The significance of impacts on the analyzed roadway segments were determined via the analysis of peak-hour volumes, discussed below.

Peak hour traffic impacts were analyzed at the study roadway segments to determine potential significant impacts at these locations. Table 9 summarizes the peak-hour volumes from the daily counts.

All of the analyzed roadway segments would operate at LOS B or C with Project construction activities. The roadway segments within the parallel corridors of Coldwater Canyon Avenue and Laurel Canyon Avenue would be little affected by the expected diversion of traffic from Whitsett Avenue during the overall construction period.

Table 9 – Peak-Hour Study Roadway Segment Impacts

Street Segments	Peak	Existing Volumes						Proposed Project					
		# of Lanes	Capacity	Existing			# of Lanes	Capacity	Project Only	Existing with Project			
				Volumes	V/C	LOS				Volumes	V/C	LOS	
A Whitsett Avenue Between Vanowen Street and Victory Boulevard	AM	4	3,200	1,496	0.467	A	2	1,600	38	1,010	0.631	B	
	PM			1,668	0.521	A			38	1,122	0.701	C	
B Whitsett Avenue Between Victory Boulevard and Erwin Street	AM	4	3,200	1,750	0.547	A	2	1,600	36	1,174	0.734	C	
	PM			1,330	0.416	A			36	901	0.563	A	
C Whitsett Avenue Between Oxnard Street and Burbank Boulevard	AM	4	3,200	1,541	0.482	A	2	1,600	36	1,038	0.649	B	
	PM			1,324	0.414	A			36	897	0.561	A	
D Whitsett Avenue Between Burbank Boulevard and Chandler Boulevard	AM	4	3,200	1,699	0.531	A	2	1,600	51	1,155	0.722	C	
	PM			1,470	0.459	A			51	1,006	0.629	B	
E Whitsett Avenue Between Chandler Boulevard and Magnolia Boulevard	AM	4	3,200	1,686	0.527	A	2	1,600	51	1,147	0.717	C	
	PM			1,486	0.464	A			51	1,017	0.636	B	
F Coldwater Canyon Avenue Between Kittridge Street and Victory Boulevard	AM	4	3,200	1,449	0.453	A	4	3,200	11	953	0.298	A	
	PM			1,564	0.489	A			11	1,028	0.321	A	
G Coldwater Canyon Avenue Between Erwin Street and Oxnard Street	AM	4	3,200	1,411	0.441	A	4	3,200	10	927	0.290	A	
	PM			1,299	0.406	A			10	854	0.267	A	
H Coldwater Canyon Avenue Between Hatteras Street and Burbank Boulevard	AM	4	3,200	1,276	0.399	A	4	3,200	37	866	0.271	A	
	PM			1,229	0.384	A			37	836	0.261	A	
I Coldwater Canyon Avenue Between Burbank Boulevard and Chandler Boulevard	AM	4	3,200	1,347	0.421	A	4	3,200	149	1,025	0.320	A	
	PM			1,263	0.395	A			149	970	0.303	A	
J Coldwater Canyon Avenue Between Chandler Boulevard and Magnolia Boulevard	AM	4	3,200	1,519	0.475	A	4	3,200	284	1,271	0.397	A	
	PM			1,465	0.458	A			284	1,236	0.386	A	
K Laurel Canyon Avenue Between Vanowen Street and Victory Boulevard	AM	4	3,200	1,750	0.547	A	4	3,200	11	1,149	0.359	A	
	PM			1,913	0.598	A			11	1,254	0.392	A	
L Laurel Canyon Avenue Between Victory Boulevard and Oxnard Street	AM	4	3,200	1,697	0.530	A	4	3,200	10	1,113	0.348	A	
	PM			1,828	0.571	A			10	1,198	0.374	A	
M Laurel Canyon Avenue Between Oxnard Street and Burbank Boulevard	AM	4	3,200	2,186	0.683	B	4	3,200	37	1,458	0.456	A	
	PM			1,944	0.608	B			37	1,301	0.407	A	
N Laurel Canyon Avenue Between Burbank Boulevard and Chandler Boulevard	AM	4	3,200	2,078	0.649	B	4	3,200	149	1,500	0.469	A	
	PM			2,066	0.646	B			149	1,492	0.466	A	
O Laurel Canyon Avenue Between Chandler Boulevard and Magnolia Boulevard	AM	4	3,200	2,201	0.688	B	4	3,200	284	1,715	0.536	A	
	PM			2,072	0.648	B			284	1,631	0.510	A	

6. Future without-Project Conditions

This section provides an analysis of “without-Project” Conditions in the study area with ambient growth and area project trips. Construction of the proposed Project is scheduled to commence in late 2014 and end in 2021. Construction would progress along the corridor over the course of the multi-year construction period.

The peak construction activity period within the overall construction timeframe was analyzed to determine potential Project construction-period impacts. The without-Project analysis was defined and analyzed through an application of an annual ambient growth rate to the existing traffic volumes, plus addition of volumes generated by area projects.

6.1 Ambient Growth

In order to forecast baseline traffic volumes for the analysis year of 2021, analyzed year-2014 peak-hour existing volumes from the existing conditions scenario were increased by a compounded ambient growth rate of 7.2 percent. This rate was applied as a compounded factor of 1.072.

The application of this annual growth rate is consistent with sub-regional traffic growth data defined by the County of Los Angeles Congestion Management Program (CMP) document.

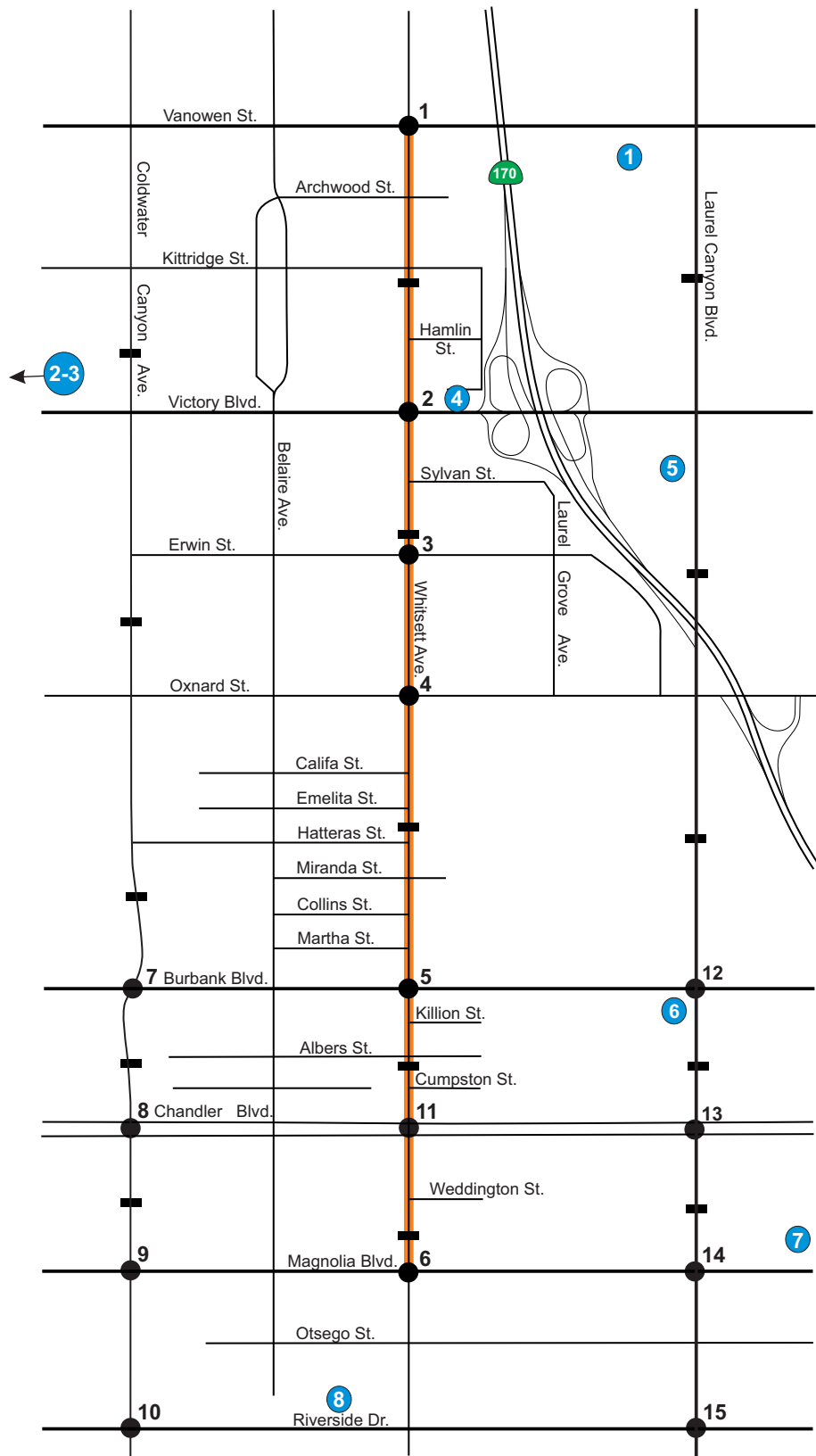
6.2 Area Projects

A 1.5-mile radius from the Project corridor was used to define a capture area for area approved and pending (cumulative) projects. The list of area projects was compiled based on information provided by LADOT Development Review staff. From this process, twelve projects were defined within the study area for inclusion in the analysis.





The projects included in the list would potentially contribute measurable traffic volumes to the study area during the future analysis period. The LADOT project database provides total peak-hour trips, compiled from environmental documentation or traffic studies. The in/out trip generation ratios applied to the area projects were based on rates within *Trip Generation*, published by the Institute of Transportation Engineers.

The area projects included in this study for the future period analysis, and the trip generation of each, are provided in Appendix D.

Figure 11 illustrates the locations of the included area projects.



LEGEND

-  Project Construction Corridor
-  # Study Intersection
-  Study Roadway Segment
-  # Area Project Location



Not to Scale

6.3 Future Intersection Levels of Service

To analyze future conditions in the year 2021 without the proposed Project, intersection turn volumes with ambient growth and trips generated by area projects were analyzed using the same methodology applied to the existing conditions analysis.

Table 10 provides the a.m. and p.m. peak-hour results of this analysis for the study intersections.

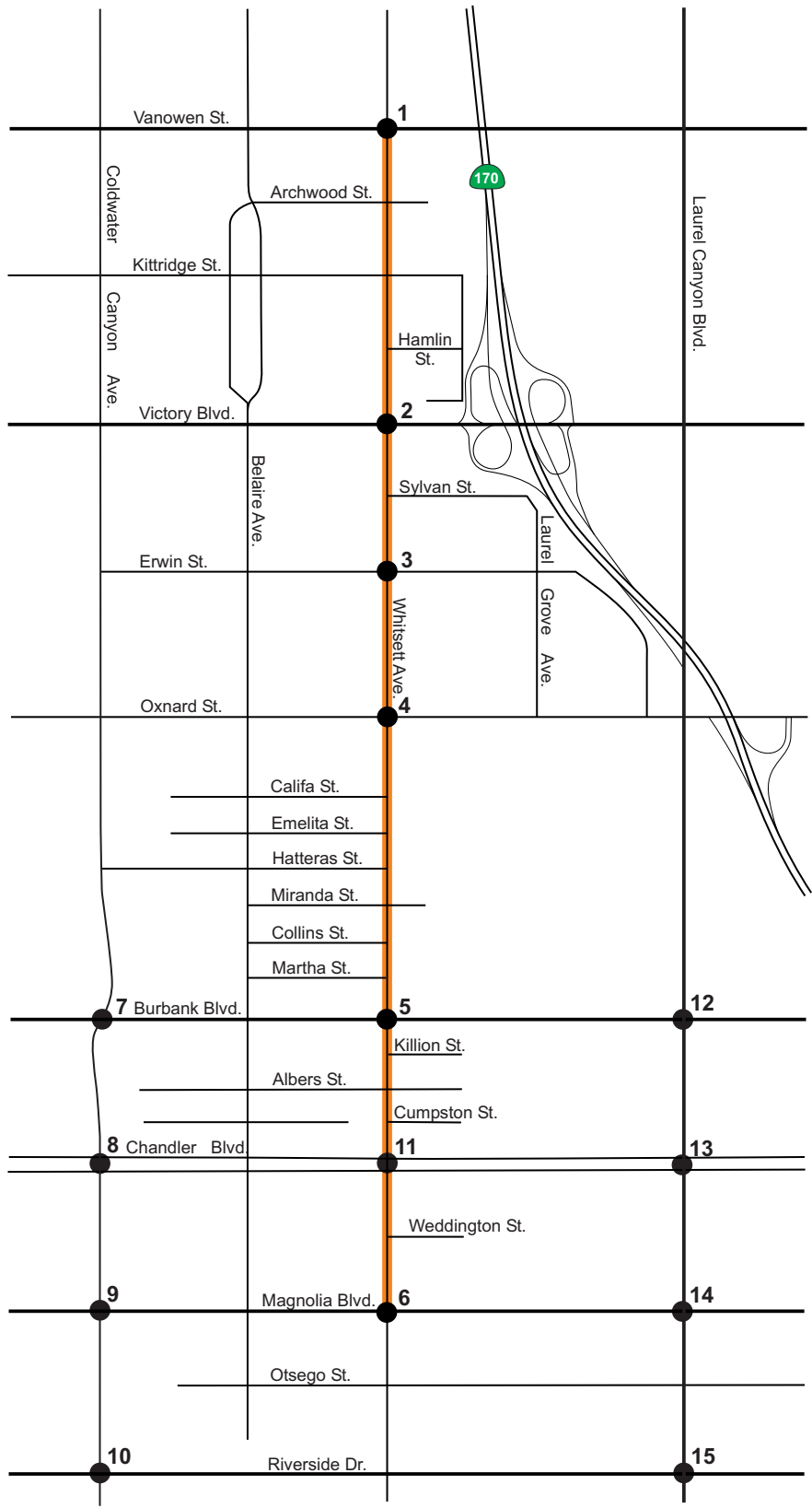
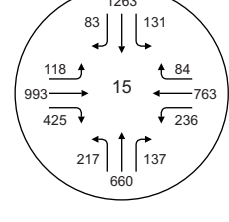
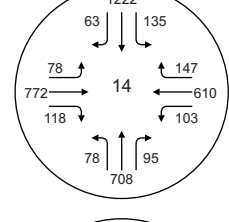
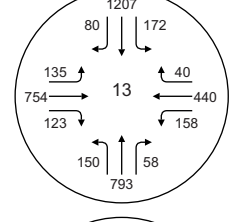
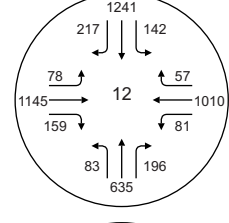
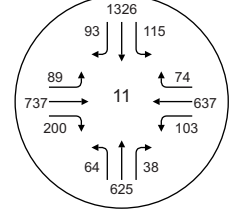
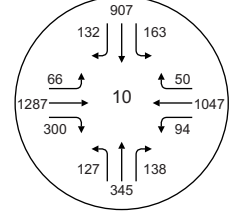
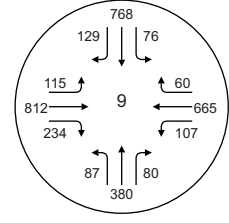
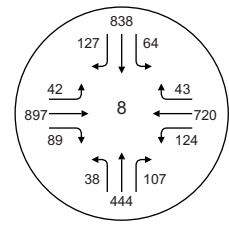
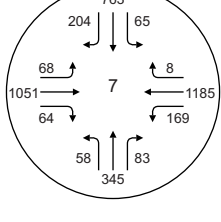
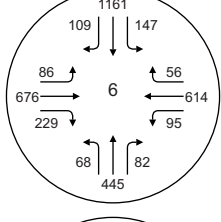
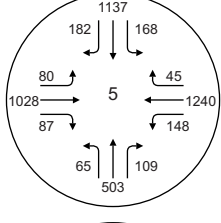
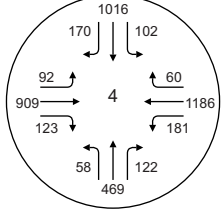
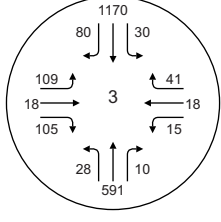
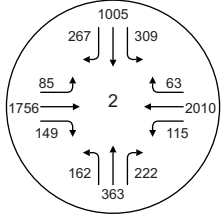
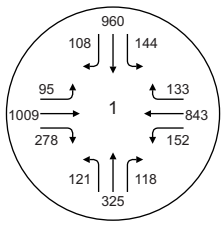
**Table 10 – Level of Service Calculations – Future
Without-Project Construction Conditions**

Study Intersections		Future Without Project			
		AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Whitsett Avenue & Vanowen Street	0.839	D	0.776	C
2	Whitsett Avenue & Victory Boulevard	0.917	E	1.100	F
3	Whitsett Avenue & Erwin Street	0.574	A	0.373	A
4	Whitsett Avenue & Oxnard Street	0.834	D	0.776	C
5	Whitsett Avenue & Burbank Boulevard	0.769	C	0.772	C
6	Whitsett Avenue & Magnolia Boulevard	0.946	E	0.978	E
7	Coldwater Canyon Avenue & Burbank Boulevard	0.846	D	0.769	C
8	Coldwater Canyon Avenue & Chandler Boulevard	0.827	D	0.635	B
9	Coldwater Canyon Avenue & Magnolia Boulevard	0.777	C	0.689	B
10	Coldwater Canyon Avenue & Riverside Drive	1.022	F	0.851	D
11	Whitsett Avenue & Chandler Boulevard	0.906	E	0.774	C
12	Laurel Canyon Avenue & Burbank Boulevard	1.030	F	0.898	D
13	Laurel Canyon Avenue & Chandler Boulevard	1.011	F	0.763	C
14	Laurel Canyon Avenue & Magnolia Boulevard	0.846	D	0.799	C
15	Laurel Canyon Avenue & Riverside Drive	1.093	F	1.007	F

Under this scenario, all but two of the Whitsett Avenue study intersections would continue to operate at LOS D or better during the weekday a.m. and p.m. peak hours. Worst-case operations at the study intersection of Whitsett Avenue/Victory Boulevard would worsen from LOS E to F, and worst-case operations at the intersection of Whitsett Avenue/Magnolia Boulevard would worsen from LOS D to E.

Poor operating intersections outside of the Whitsett Avenue corridor would include Coldwater Canyon Avenue/Riverside Drive (LOS F in a.m. peak hour), Whitsett Avenue/Chandler Boulevard (LOS E in a.m. peak hour), Laurel Canyon Avenue/Burbank Boulevard (LOS F in a.m. peak hour), Laurel Canyon Avenue/Chandler Boulevard (LOS F in a.m. peak hour), and Laurel Canyon Avenue/Riverside Drive (LOS F in a.m. and p.m. peak hours).

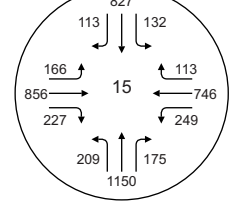
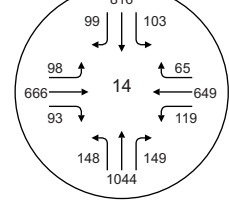
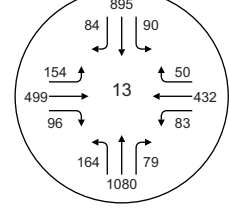
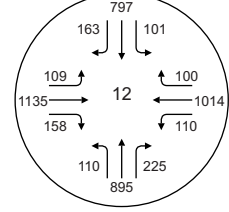
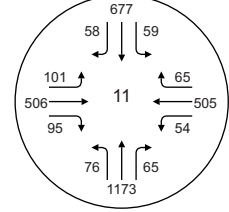
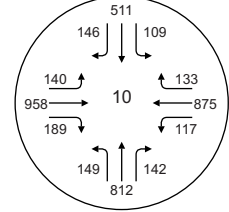
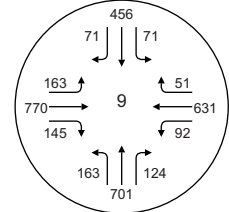
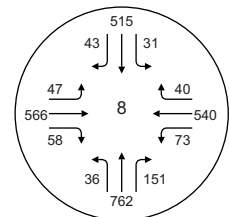
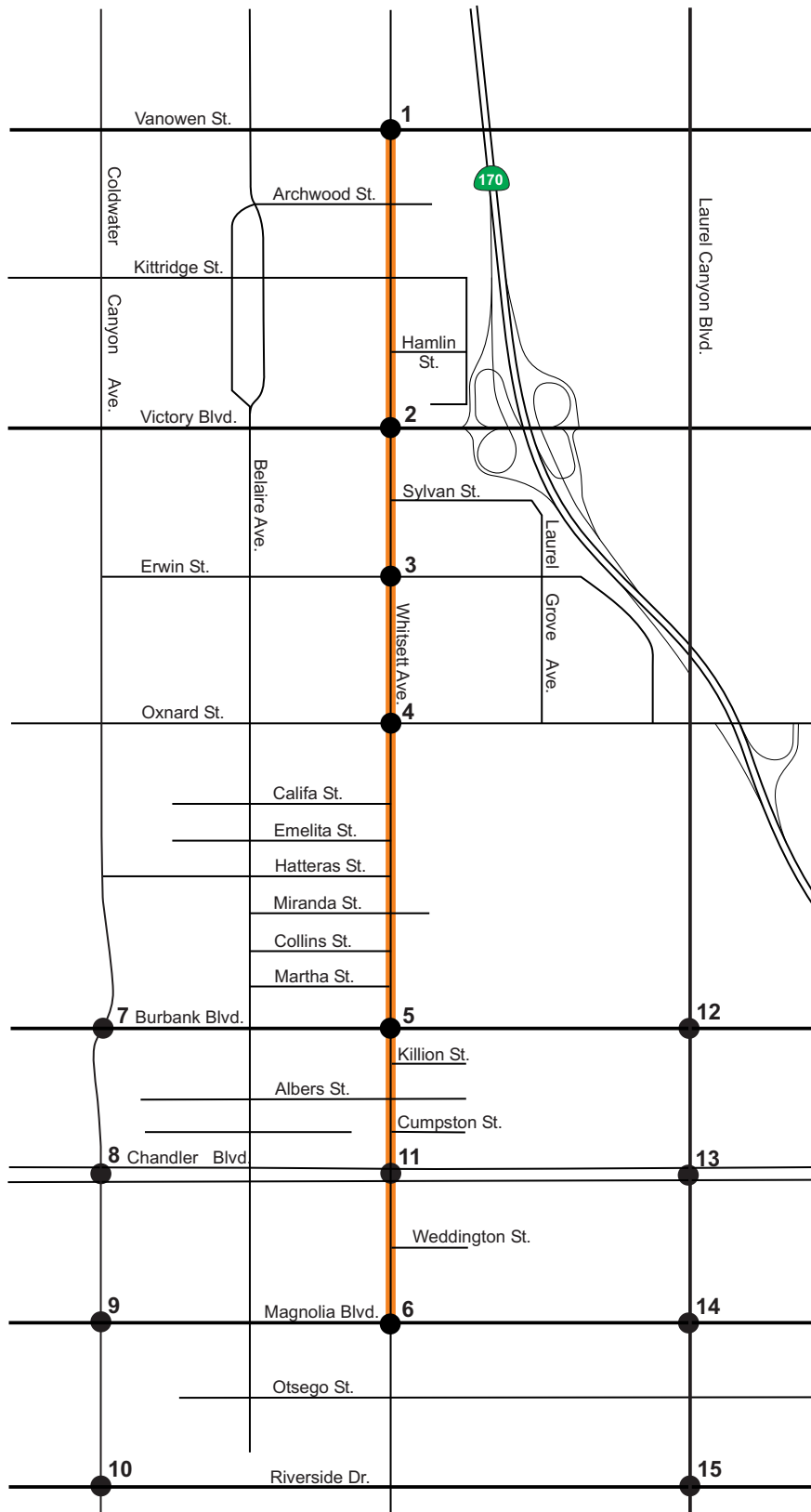
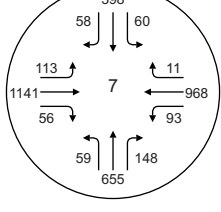
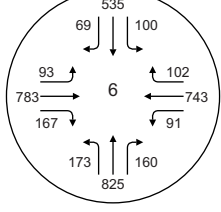
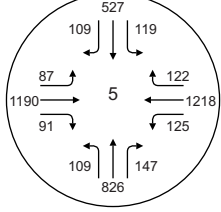
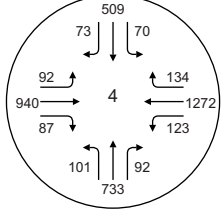
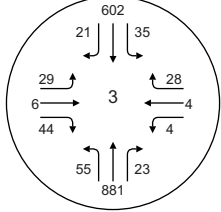
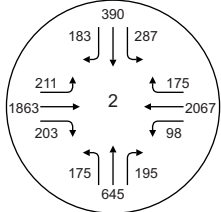
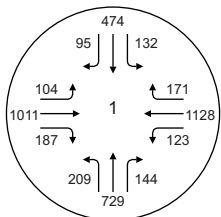
The study intersection analysis worksheets for this scenario are provided in Appendix E of this report. The analyzed peak-hour traffic volumes at the study intersections for this scenario are provided on Figure 12 (a.m. peak) and Figure 13 (pm. peak).



LEGEND

- Project Construction Corridor
- Study Intersection
- Intersection Volumes





LEGEND

- Project Construction Corridor
- Study Intersection
- Intersection Volumes



6.4 Future Study Roadway Segment Volumes

Table II provides the average daily traffic volumes for year-2021 conditions at the study roadway segments, based on the application of ambient growth and the calculated daily trips from the included area projects.

Table II – Study Roadway Segments – Future Without-Project Daily Vehicle Volumes

Street Segments		Future Pre-Project ADT
A	Whitsett Avenue Between Vanowen Street and Victory Boulevard	15,532
B	Whitsett Avenue Between Victory Boulevard and Erwin Street	13,695
C	Whitsett Avenue Between Oxnard Street and Burbank Boulevard	13,455
D	Whitsett Avenue Between Burbank Boulevard and Chandler Boulevard	14,435
E	Whitsett Avenue Between Chandler Boulevard and Magnolia Boulevard	14,614
F	Coldwater Canyon Avenue Between Kittridge Street and Victory Boulevard	14,488
G	Coldwater Canyon Avenue Between Erwin Street and Oxnard Street	12,415
H	Coldwater Canyon Avenue Between Hatteras Street and Burbank Boulevard	12,170
I	Coldwater Canyon Avenue Between Burbank Boulevard and Chandler Boulevard	13,399
J	Coldwater Canyon Avenue Between Chandler Boulevard and Magnolia Boulevard	14,938
K	Laurel Canyon Avenue Between Vanowen Street and Victory Boulevard	18,079
L	Laurel Canyon Avenue Between Victory Boulevard and Oxnard Street	16,635
M	Laurel Canyon Avenue Between Oxnard Street and Burbank Boulevard	18,861
N	Laurel Canyon Avenue Between Burbank Boulevard and Chandler Boulevard	21,109
O	Laurel Canyon Avenue Between Chandler Boulevard and Magnolia Boulevard	21,647

The highest daily vehicle volume, under this scenario, would continue to be at the roadway segment of Whitsett Boulevard between Vanowen Street and Victory Boulevard.

7. Project Construction-Period Conditions and Impacts

7.1 Significant Impact Guidelines

Traffic impacts are identified if a proposed development will result in a significant change in traffic conditions at a study intersection or roadway segment. A significant impact is typically identified if project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency.

The City of Los Angeles Department of Transportation has established specific thresholds for project related increases in the volume-to-capacity ratio (V/C) of signalized study intersections. The following increases in peak-hour V/C ratios are considered significant impacts:

Level of Service	Final V/C*	Project Related v/c increase
C	> 0.700 – 0.800	Equal to or greater than 0.040
D	> 0.800 – 0.900	Equal to or greater than 0.020
E and F	0.901 or more	Equal to or greater than 0.010

Note: Final V/C is the V/C ratio at an intersection, considering impacts from the project, ambient and related project growth, and without proposed traffic impact mitigations.

Traditional incremental thresholds were not applied for this analysis, as those are developed for and only useful for the analysis of development projects. The threshold of significance is the change in level of service to LOS F, which represents at-capacity or over-capacity conditions. Significant roadway segment impacts were defined based on changes in peak-hour LOS values to F due to Project construction.

Study area traffic operations for the construction period are discussed below, along with significant impact determinations.

7.2 Project Construction Period Study Intersection Analysis

In addition to the construction-period trip generation, shifts in traffic to other turning movements were assumed where turning movements would be restricted, and major anticipated shifts in traffic were applied through the corridor to the next signalized intersection. Corridor volumes were assumed to be reduced by approximately 30 percent due to the reduction in capacity during construction.

The thru capacity of the roadway through lanes would be effectively reduced by 50 percent where work areas would be established. Some trips would therefore remain on the roadway, based on origins and destinations, but some trips will shift to alternate routes.

A full diversion of northbound traffic would be necessary during the construction period within work areas I3 and I4, north of Magnolia Boulevard and south of Chandler Boulevard. Within these areas, the Whitsett Avenue roadway width would not allow for two-way traffic during the construction period. Therefore, construction plans allow for only one-lane and one-way southbound flow within those areas. Traffic was diverted to Coldwater Canyon Avenue and Laurel Canyon Avenue, using Burbank Boulevard, Magnolia Boulevard, Chandler Boulevard, and Riverside Drive. Multiple routes were assumed for diversion, due to both the detour routes and a change in routing to other potential

diversion routes as drivers acclimate to the construction detour.

The study intersection operations across all analyzed scenarios, for the proposed Project, are summarized in Table 12. Construction of the proposed Project would worsen operations to or within LOS E or F at two of the Whitsett Avenue study intersections:

- Whitsett Avenue/Vanowen Street – Operations would worsen from LOS D to E in both the a.m. and p.m. peak hours.
- Whitsett Avenue & Oxnard Street– Operations would worsen to LOS E in both the a.m. and p.m. peak hours.

Level of service values would potentially improve in some areas of Whitsett Avenue, due to the expected shift in traffic from the corridor due to construction conditions and in response to proper construction work area planning. This will assist with the diversion of traffic, as at some diversion locations on Whitsett Avenue, all opposing movements will not be operating.

Construction of the proposed Project would worsen operations at intersections outside of the Whitsett Avenue corridor within LOS E or F at the following study intersections:

- Coldwater Canyon Avenue/Chandler Boulevard – Operations would worsen to LOS F in the a.m. peak hour.
- Coldwater Canyon Avenue/Riverside Drive – Operations would worsen within LOS F in the a.m. peak hour.
- Laurel Canyon Avenue/Burbank Boulevard – Operations would worsen within LOS F in the a.m. peak hour and to LOS E in the p.m. peak hour.
- Laurel Canyon Avenue/Chandler Boulevard – Operations would worsen within LOS F in the a.m. peak hour and to LOS E in the p.m. peak hour.
- Laurel Canyon Avenue/Magnolia Boulevard – Operations would worsen to LOS E in the a.m. and p.m. peak hours.
- Laurel Canyon Avenue/Riverside Drive – Operations would worsen within LOS F in both the a.m. and p.m. peak hours.

**Table 12 – Study Intersection Impacts
Future plus-Project Construction Conditions**

Study Intersections		Future without Project Conditions				Future with Project Construction Conditions *			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	Whitsett Avenue & Vanowen Street	0.839	D	0.776	C	0.906	E	0.977	E
2	Whitsett Avenue & Victory Boulevard	0.917	E	1.100	F	0.892	D	0.952	E
3	Whitsett Avenue & Erwin Street	0.574	A	0.373	A	0.713	C	0.493	A
4	Whitsett Avenue & Oxnard Street	0.834	D	0.776	C	0.985	E	0.948	E
5	Whitsett Avenue & Burbank Boulevard	0.769	C	0.772	C	0.684	B	0.806	D
6	Whitsett Avenue & Magnolia Boulevard	0.946	E	0.978	E	0.847	D	0.870	D
7	Coldwater Canyon Avenue & Burbank Boulevard	0.846	D	0.769	C	0.899	D	0.856	D
8	Coldwater Canyon Avenue & Chandler Boulevard	0.827	D	0.635	B	1.035	F	0.884	D
9	Coldwater Canyon Avenue & Magnolia Boulevard	0.777	C	0.689	B	0.843	D	0.793	C
10	Coldwater Canyon Avenue & Riverside Drive	1.022	F	0.851	D	1.091	F	0.899	D
11	Whitsett Avenue & Chandler Boulevard	0.906	E	0.774	C	0.591	A	0.466	A
12	Laurel Canyon Avenue & Burbank Boulevard	1.030	F	0.898	D	1.125	F	0.994	E
13	Laurel Canyon Avenue & Chandler Boulevard	1.011	F	0.763	C	1.274	F	0.963	E
14	Laurel Canyon Avenue & Magnolia Boulevard	0.846	D	0.799	C	0.904	E	0.946	E
15	Laurel Canyon Avenue & Riverside Drive	1.093	F	1.007	F	1.144	F	1.098	F

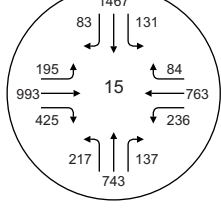
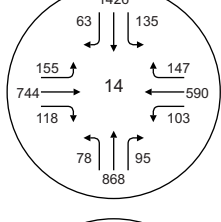
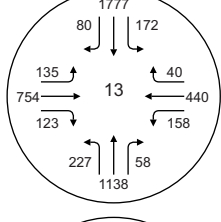
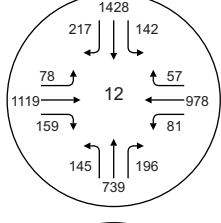
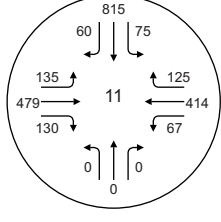
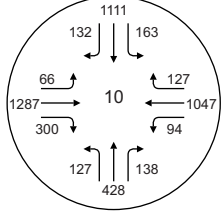
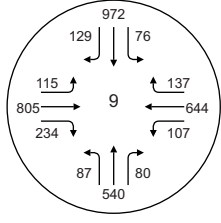
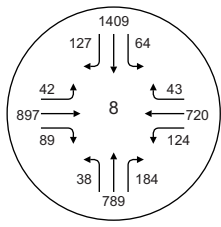
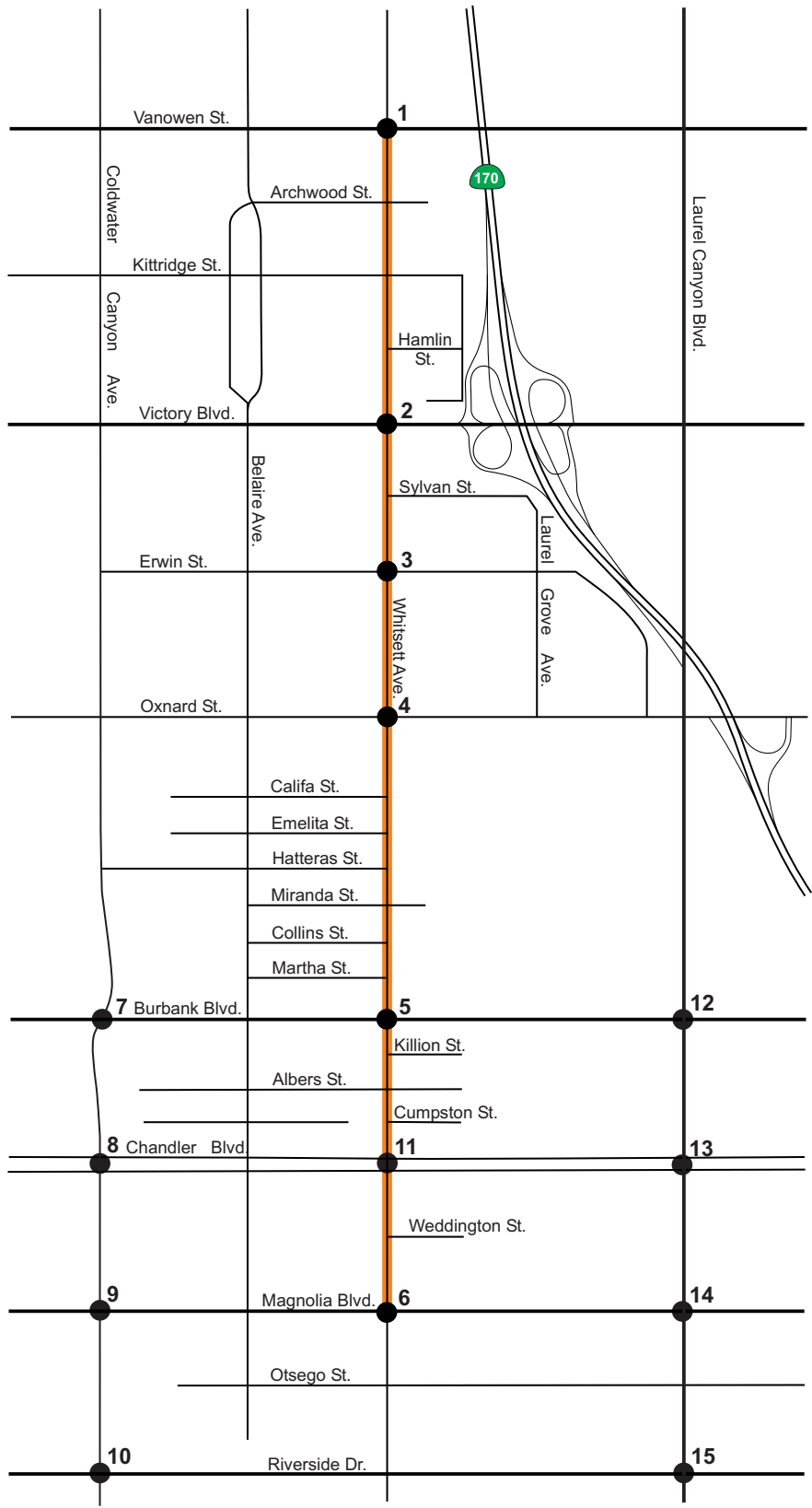
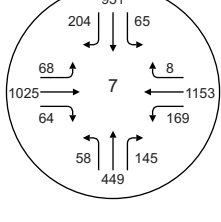
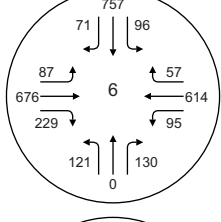
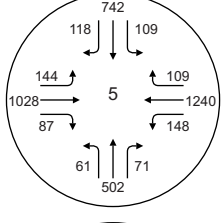
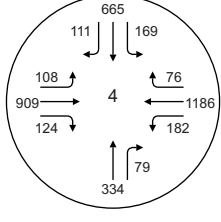
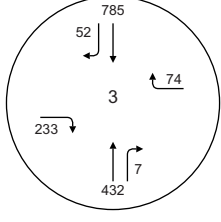
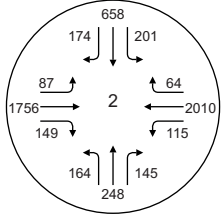
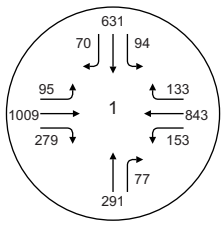
* Volume reductions of approximately 30 percent have been assumed at the northbound and southbound approaches of the study intersections, due to traffic shifts related to capacity reductions within work area extents. Conditions therefore improve at some of the less constrained locations. Conditions worsen, however, at the intersections with construction-related lane reductions, and higher overall volumes, and therefore more constrained operations

The worsening of operations at the Whitsett Avenue/Oxnard Street intersections to LOS E in both the a.m. and p.m. peak hours are not considered to be significant impact under this analysis. Roadway capacity would remain and the impacts would be temporary in nature.

For all Project corridor and diversion corridor intersections, the pre-project roadway conditions would be restored once construction activities within the related work areas are completed.

The construction period analyzed traffic volumes at the study intersections are provided on Figure 14 (a.m. peak) and Figure 15 (p.m. peak).

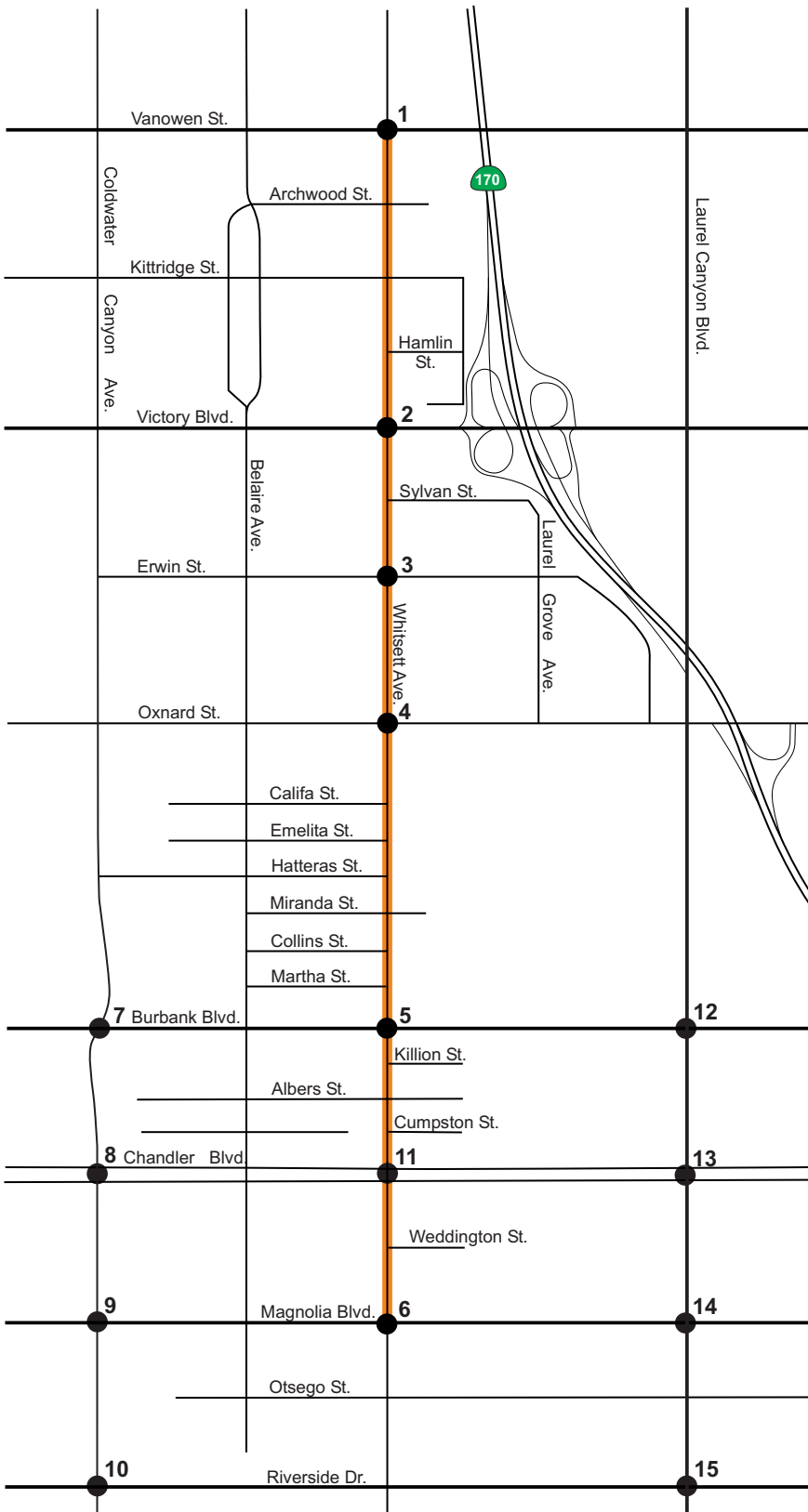
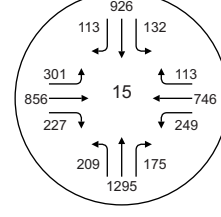
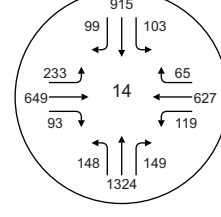
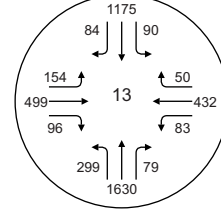
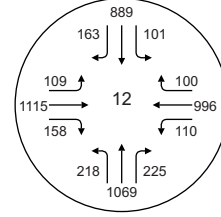
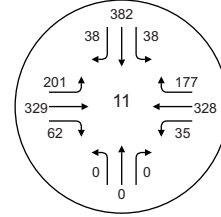
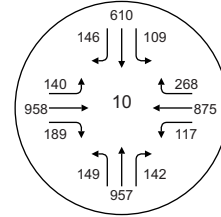
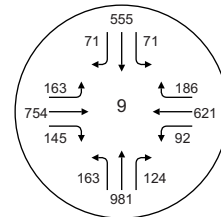
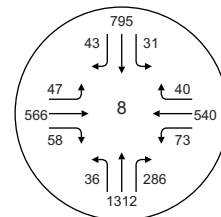
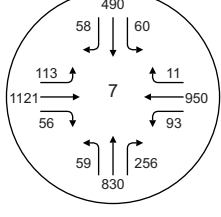
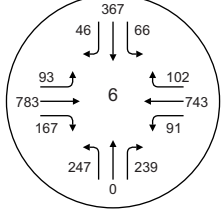
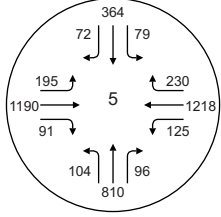
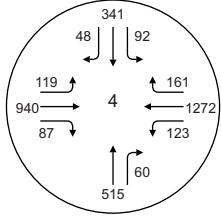
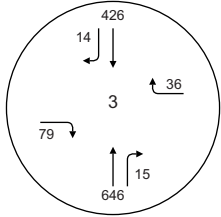
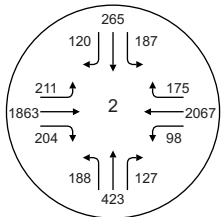
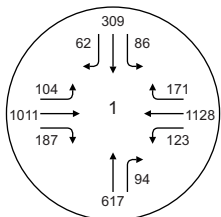
The level of service calculation worksheets for this analysis scenario are provided in Appendix F.



LEGEND

- Project Construction Corridor
- Study Intersection
- Intersection Volumes





LEGEND

- Project Construction Corridor
- Study Intersection
- Intersection Volumes



7.3 Project Construction Period Roadway Segment Analysis

The daily volumes on the study roadway segments, for conditions with and without construction of the proposed Project, are provided in Table 13. Impacts to these roadway segments are evaluated after this informational table.

Table 13 – Roadway Segment Daily Volumes

	Street Segments	Area Projects	Future Pre-Project	Proposed Project	
				Project Only	Future with Project
A	Whitsett Avenue Between Vanowen Street and Victory Boulevard	1,763	15,532	38	10,134
B	Whitsett Avenue Between Victory Boulevard and Erwin Street	1,799	13,695	36	8,938
C	Whitsett Avenue Between Oxnard Street and Burbank Boulevard	1,799	13,455	36	8,782
D	Whitsett Avenue Between Burbank Boulevard and Chandler Boulevard	1,799	14,435	51	9,434
E	Whitsett Avenue Between Chandler Boulevard and Magnolia Boulevard	1,799	14,614	51	9,550
F	Coldwater Canyon Avenue Between Kittridge Street and Victory Boulevard	475	14,488	11	9,428
G	Coldwater Canyon Avenue Between Erwin Street and Oxnard Street	485	12,415	10	8,080
H	Coldwater Canyon Avenue Between Hatteras Street and Burbank Boulevard	485	12,170	37	7,948
I	Coldwater Canyon Avenue Between Burbank Boulevard and Chandler Boulevard	485	13,399	149	8,858
J	Coldwater Canyon Avenue Between Chandler Boulevard and Magnolia Boulevard	485	14,938	284	9,994
K	Laurel Canyon Avenue Between Vanowen Street and Victory Boulevard	475	18,079	11	11,762
L	Laurel Canyon Avenue Between Victory Boulevard and Oxnard Street	485	16,635	10	10,823
M	Laurel Canyon Avenue Between Oxnard Street and Burbank Boulevard	485	18,861	37	12,297
N	Laurel Canyon Avenue Between Burbank Boulevard and Chandler Boulevard	485	21,109	149	13,870
O	Laurel Canyon Avenue Between Chandler Boulevard and Magnolia Boulevard	485	21,647	284	14,355

Peak hour traffic impacts were analyzed at the study roadway segments to determine potential significant impacts at these locations. Table 14 summarizes the analysis of peak-hour volumes for this scenario, based on the existing daily traffic counts, ambient growth, area project trips, and the project construction trips.

Many of the analyzed roadway segments would operate at LOS C or D under Project conditions (when two travel lanes would be closed to traffic during construction work hours). Many roadway segments would operate at LOS values of A within the analyzed diversion corridors.

There would not be any significant traffic impacts at the study roadway segments.

Table 14 – Peak-Hour Study Roadway Segment Impacts

Street Segments	Peak Period	Base Volumes						Proposed Project									
		# of Lanes	Capacity	Existing		Ambient Growth	Area Projects	# of Lanes	Capacity	Project Only	Future with Project						
				Volumes	V/C						Volumes	V/C	Volumes	V/C	LOS		
A Whitsett Avenue Between Vanowen Street and Victory Boulevard	AM	4	3,200	1,496	0.467	A	7.2%	106	1,710	0.534	A	2	1,600	38	1,224	0.765	C
	PM			1,668	0.521	A	7.2%	153	1,894	0.592	A			38	1,352	0.845	D
B Whitsett Avenue Between Victory Boulevard and Erwin Street	AM	4	3,200	1,750	0.547	A	7.2%	99	1,975	0.617	B	2	1,600	36	1,408	0.880	D
	PM			1,330	0.416	A	7.2%	136	1,525	0.477	A			36	1,093	0.683	B
C Whitsett Avenue Between Oxnard Street and Burbank Boulevard	AM	4	3,200	1,541	0.482	A	7.2%	99	1,751	0.547	A	2	1,600	36	1,251	0.782	C
	PM			1,324	0.414	A	7.2%	136	1,518	0.474	A			36	1,088	0.680	B
D Whitsett Avenue Between Burbank Boulevard and Chandler Boulevard	AM	4	3,200	1,699	0.531	A	7.2%	99	1,920	0.600	A	2	1,600	51	1,380	0.862	D
	PM			1,470	0.459	A	7.2%	136	1,674	0.523	A			51	1,208	0.755	C
E Whitsett Avenue Between Chandler Boulevard and Magnolia Boulevard	AM	4	3,200	1,686	0.527	A	7.2%	99	1,906	0.596	A	2	1,600	51	1,370	0.856	D
	PM			1,486	0.464	A	7.2%	136	1,692	0.529	A			51	1,220	0.763	C
F Coldwater Canyon Avenue Between Kittridge Street and Victory Boulevard	AM	4	3,200	1,449	0.453	A	7.2%	63	1,616	0.505	A	4	3,200	11	1,139	0.356	A
	PM			1,564	0.489	A	7.2%	99	1,740	0.544	A			11	1,226	0.383	A
G Coldwater Canyon Avenue Between Erwin Street and Oxnard Street	AM	4	3,200	1,411	0.441	A	7.2%	59	1,572	0.491	A	4	3,200	10	1,107	0.346	A
	PM			1,299	0.406	A	7.2%	87	1,452	0.454	A			10	1,023	0.320	A
H Coldwater Canyon Avenue Between Hatteras Street and Burbank Boulevard	AM	4	3,200	1,276	0.399	A	7.2%	59	1,427	0.446	A	4	3,200	37	1,025	0.320	A
	PM			1,229	0.384	A	7.2%	87	1,376	0.430	A			37	989	0.309	A
I Coldwater Canyon Avenue Between Burbank Boulevard and Chandler Boulevard	AM	4	3,200	1,347	0.421	A	7.2%	51	1,495	0.467	A	4	3,200	149	1,151	0.360	A
	PM			1,263	0.395	A	7.2%	79	1,405	0.439	A			149	1,088	0.340	A
J Coldwater Canyon Avenue Between Chandler Boulevard and Magnolia Boulevard	AM	4	3,200	1,519	0.475	A	7.2%	51	1,679	0.525	A	4	3,200	284	1,374	0.429	A
	PM			1,465	0.458	A	7.2%	79	1,621	0.507	A			284	1,334	0.417	A
K Laurel Canyon Avenue Between Vanowen Street and Victory Boulevard	AM	4	3,200	1,750	0.547	A	7.2%	63	1,939	0.606	B	4	3,200	11	1,365	0.427	A
	PM			1,913	0.598	A	7.2%	99	2,114	0.661	B			11	1,488	0.465	A
L Laurel Canyon Avenue Between Victory Boulevard and Oxnard Street	AM	4	3,200	1,697	0.530	A	7.2%	59	1,878	0.587	A	4	3,200	10	1,322	0.413	A
	PM			1,828	0.571	A	7.2%	87	2,019	0.631	B			10	1,420	0.444	A
M Laurel Canyon Avenue Between Oxnard Street and Burbank Boulevard	AM	4	3,200	2,186	0.683	B	7.2%	59	2,402	0.751	C	4	3,200	37	1,707	0.534	A
	PM			1,944	0.608	B	7.2%	87	2,143	0.670	B			37	1,526	0.477	A
N Laurel Canyon Avenue Between Burbank Boulevard and Chandler Boulevard	AM	4	3,200	2,078	0.649	B	7.2%	51	2,279	0.712	C	4	3,200	149	1,700	0.531	A
	PM			2,066	0.646	B	7.2%	79	2,266	0.708	C			149	1,691	0.528	A
O Laurel Canyon Avenue Between Chandler Boulevard and Magnolia Boulevard	AM	4	3,200	2,201	0.688	B	7.2%	51	2,410	0.753	C	4	3,200	284	1,886	0.589	A
	PM			2,072	0.648	B	7.2%	79	2,272	0.710	C			284	1,789	0.559	A

8. Congestion Management Program (CMP) Analysis

This section demonstrates the ways in which this traffic study was prepared to be in conformance with the procedures mandated by the County of Los Angeles Congestion Management Program. The CMP program is intended to analyze the cumulative impact of new development as it occurs, and allow for improvements to the roadway system as level of service values on monitored facilities are reduced to poor levels. The CMP guidelines are analyzed here in order to illustrate project compliance.

The Congestion Management Program (CMP) was created statewide because of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires the analysis of the traffic impacts of individual development projects with potentially regional significance. A specific system of arterial roadways plus all freeways comprises the CMP system. In conformance with CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted at:

- CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project would add 50 or more vehicle trips during either morning or afternoon weekday peak hours.
- CMP mainline freeway-monitoring locations, where the project would add 150 or more trips, in either direction, during the either the morning or afternoon weekday peak hours.

Truck trips within the totals below have been adjusted by a passenger-car equivalent (PCE) factor of 2.5, as explained within the analysis. Construction employee vehicle trips have also been included.

Impacts to CMP Arterials

The nearest CMP monitoring location to the project study corridor is Victory Boulevard and Woodman Avenue, which is located approximately 1.5 miles to the west of the project study intersection at Whitsett Avenue/Victory Boulevard. Based on the trip generation, distribution, and anticipated detour routes of the project, it is not expected that 50 or more construction project trips would be added to this nearby CMP intersection. Therefore, no further analysis of potential CMP impacts is required.

Impacts to CMP Freeways

The nearest CMP mainline freeway-monitoring locations to the project site are on the SR-170 freeway, to the south of Sherman Way. This location is located approximately one-half mile to the north of the northern end of the project corridor. The proposed project is expected to add less than 150 new trips per hour, in either direction, to any freeway segment based on the project trip generation. Therefore, no further analysis of CMP freeway monitoring stations is required.

9. Conclusions and Recommended Measures

This section provides major conclusions of the Project traffic impact analysis and recommendations to alleviate localized but insignificant traffic impacts.

Major analysis assumptions and conclusions are as follows:

- Under existing analyzed conditions, five of the six Whitsett study intersections operate at LOS D or better during the a.m. and p.m. peak hours. The intersection of Whitsett Avenue/Victory Boulevard is operating at LOS E (poor operating conditions, nearing capacity) in the p.m. peak hour.
- On the analyzed parallel diversion corridors, two of the Coldwater Canyon Avenue intersections operate at LOS E or LOS F (at or over capacity) during peak hours. The intersection of Coldwater Canyon Avenue/Burbank Boulevard is operating at LOS F during both the a.m. and p.m. peak hours, and the intersection of Coldwater Canyon Avenue/Riverside Drive is operating at LOS E during the a.m. peak hour.
- On the analyzed parallel diversion corridors, three of the Laurel Canyon Avenue intersections operate at LOS E or LOS F during peak hours. The intersections of Laurel Canyon Avenue/Burbank Boulevard and Laurel Canyon Avenue/Chandler Boulevard are operating at LOS E during the a.m. p.m. peak hour, and the intersection of Laurel Canyon Avenue/Riverside Drive is operating at LOS F during the a.m. peak hour and LOS E during the p.m. peak hour.

The highest daily vehicle volume occurs on Whitsett Avenue between Vanowen Street and Victory Boulevard. Laurel Canyon Avenue has generally higher daily volumes than Coldwater Canyon Avenue or Whitsett Avenue, and those volumes are highest near Chandler Boulevard at the south end of the study area.

- Construction of the project is scheduled to commence in early 2016 and end in 2021. Typical construction hours would be Monday through Friday from 7:00 a.m. to 6:00 p.m. and Saturday from 8:00 a.m. to 5:00 p.m.
- The project construction plans denote 14 separate work areas, use for either trenching or pipe jacking activities, but all areas will not be in operation simultaneously.
- Within work areas 13 and 14, north of Magnolia Boulevard, the Whitsett Avenue roadway width would not allow for two-way traffic during the construction period. Therefore, construction plans allow for only one-lane and one-way southbound flow within those areas.
- Construction will progress from north to south along the project route, and will involve one to two trenching crews and one pipe jacking crew. A total of 52 employees will be involved with the construction efforts at the peak activity periods.
- Work areas for pipe jacking will be established in three separate to allow for jacking and receiving pits. Each of these three groups will be established separately, but all three will not be in operation simultaneously.
- Pipe jacking would be used to avoid ground disturbance to critical intersections and other locations where ground surface cannot be disturbed. Some work areas for jacking or receiving

pits would be located in close vicinity to intersections. This was taken into account in the project construction-period analysis.

- Project construction would generate a daily total of 154 passenger car equivalent trips, with 52 (39 inbound and 15 outbound) trips occurring during the a.m. peak hour and 52 (15 inbound and 39 outbound) trips occurring during the p.m. peak hour.
- Under the existing plus-Project analysis, the worst-case operations at the Whitsett Avenue study intersections would be LOS D. All of the Whitsett Avenue analyzed roadway segments would operate at LOS B or C with Project construction activities, under that scenario.
- Under the existing plus-Project analysis, operations at five of the eight study intersections on Coldwater Canyon Avenue and Laurel Canyon Avenue would worsen within LOS E or F in one or both peak hours.
- Under the future with-Project construction analysis, three Whitsett Avenue study intersections would be operating at LOS E but capacity conditions would not be fully reached.
- Under the future with-Project construction analysis, operations at six of the eight study intersections on Coldwater Canyon Avenue and Laurel Canyon Avenue would worsen within LOS E or F in one or both peak hours.
- Post-project, or operational, traffic impacts will be less than significant as the pipeline will not require active management to operate.

9.1 General Recommended Measures

Specific work zone extents will be established by LADWP as Project construction progresses along the Project corridor. Not all of the significant impacts will occur at the same time, and once segments are completed and work zones are removed and established in other areas, the designed roadway capacity will be restored and there will not be any long-term impacts.

Project construction period traffic has been determined to not create significant impacts at any of the Whitsett Avenue study roadway segments or the study intersections. Any worsening of level of service will not exceed capacity of the analyzed facilities and will be temporary in nature.

Many of the study intersections on the parallel diversion corridors of Coldwater Canyon Avenue and Laurel Canyon Avenue would worsen in operations within LOS E or F in the analyzed peak hours. These identified impacts, however, would be temporary and would only occur when work areas 13 and 14 are active. Once those areas are restored to existing conditions and construction is completed in that area, the impacts created by the related detour activity would be removed.

The following general measures are recommended for implementation as part of project construction planning and mobilization, in order to provide safe movement of traffic within the areas of reduced capacity once construction activities are underway:

- Prior to construction, a construction traffic control plan shall be prepared by the Los Angeles Department of Water and Power for review and approval by the Los Angeles Department of Transportation.
- The plan shall include signage within the Whitsett Avenue corridor for northbound and southbound traffic, in advance of the first encountered work area, warning of potential delays ahead on the route.
- A detour route for work areas 13 and 14 should be established with clear detour signage and advance warning signs to alert drivers of needed diversion to other corridors before the detour turn points are reached. This will also help to minimize neighborhood intrusion by detouring vehicles.
- Temporary traffic controls for left-turn movements should be provided where they do not exist, and/or signal timing adjustments should be provided, at the intersections along the detour route to better facilitate turn movements related to the detour.
- The plan should include signage to alert motorists to temporary or limited access points to adjacent properties; appropriate barricades for road closures; construction speed limit signage along the haul route; and parking restrictions during construction.
- A detour plan should be developed, including identification of wayfinding signage locations, to encourage traffic diversions for through traffic to multiple parallel routes such as Laurel Canyon Boulevard and Coldwater Canyon Avenue and other corridors.
- Traffic shall be controlled during construction by adhering to the guidelines contained in Standard Specifications for Public Works Construction used by many municipalities in California and Caltrans' Traffic Manual, Chapter 5, "Manual of Traffic Controls for Construction and Maintenance Work Zones" and applicable City requirements. These guidelines provide methods to minimize construction effects on traffic flow.

Roadway Segment Impacts

Project construction activities will create significant but temporary impacts at all of the analyzed study roadway segments. Application of the general measures listed above will mitigate potential impacts along these segments, to the extent feasible with reduced capacity provisions.

9.2 Consideration of CEQA Thresholds

The following criteria from the City of Los Angeles *CEQA Thresholds Guide* are relevant to screening of impacts of the proposed Project:

- Would construction activities to take place within a major or secondary highway ROW which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and including overnight closures if on a residential street)?
- Would in-street construction activities result in the loss of regular vehicular or pedestrian access to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?
- Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?

The proposed Project would result in closures of roadway and intersection approach lanes for more than one day. All of the defined construction work areas, however, would not be in use simultaneously. Therefore, the entire Project corridor will not be affected by construction activities at once. In addition, as construction progresses, work areas will be closed as other are established. Impacts will therefore be temporary in nature.

Most of the Project construction work areas will be centered on the roadway, with remaining travel lanes established at the west and east curbs of the roadway. Therefore, access will be restricted to land uses along Whitsett Avenue, but right-in/right-out vehicle movements will remain open at each driveway within most segments. Full access will be restored as construction is completed within each work area. Pipe jacking operations will minimize the length off such areas of restricted driveway access.

Within work areas 13 and 14, where one-way traffic flow would be established during construction within that segment, access to adjacent properties will need to be provided during specific times of day. This should be addressed within the construction plans.

Bus stops will be relocated along the Project corridor according to the construction work area plans that would be approved by LADOT. The greatest length (north-to-south measurement) of the planned work areas would be approximately two-tenths of a mile, but many work areas will have a lesser length. Where bus stops cannot remain due to their presence within the remaining travel lane, those bus stops will need to be relocated as part the work area plan, and some passengers will need to walk longer distances to reach relocated transit stops or to travel from relocated transit stops. These impacts will be temporary in nature, however, and bus stops will be restored when construction within each work area is completed.

9.3 Overall Conclusions

There are no measures that can be implemented to make all Project impacts less than significant. These impacts will be temporary in nature and will not have a lasting impact on the study roadways or the adjacent roadway systems, including monitoring stations of the Los Angeles County Congestion Management Program on area arterials and freeways. Daily roadway and peak-hour volumes have been analyzed to achieve an understanding of the magnitude of potential roadway lane closures during construction.

Identified impacts on the parallel roadway corridors would be temporary and would only occur when one of the work areas is active. Once that area is restored to existing conditions and construction is completed in that area, the impacts created by the related detour activity would be removed.

Once completed, the proposed Project will not create any significant impacts on the area traffic circulation system. Construction worksite traffic control and detour plans to reduce the temporary Project construction impacts will be required that incorporate the recommended mitigation measures.

The Project will not generate any new measurable and regular vehicle trips during the operations period, and long-term mitigation measures are therefore not required.

APPENDIX A I
Existing Intersection Traffic Count Data

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5194_001

Day: TUESDAY

City: City of Los Angeles

Date: 4/9/2013

AM

NS/EW Streets:	Whitsett Ave			Whitsett Ave			Vanowen St			Vanowen St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	0	1	1	0	1	0	
7:00 AM	16	44	11	15	107	24	9	138	51	14	137	11	577
7:15 AM	32	61	14	25	176	22	23	202	65	28	148	20	816
7:30 AM	23	52	23	40	253	21	23	242	70	35	207	33	1022
7:45 AM	33	71	37	41	240	36	19	267	70	30	202	29	1075
8:00 AM	24	75	25	32	144	21	23	223	51	23	215	27	883
8:15 AM	31	54	20	31	138	26	25	206	33	28	143	11	746
8:30 AM	28	45	23	22	126	22	13	210	47	12	157	11	716
8:45 AM	26	58	23	27	100	21	13	181	53	17	162	19	700
9:00 AM	21	55	22	16	91	15	15	185	44	14	99	14	591
9:15 AM	12	48	27	11	83	12	13	154	44	18	147	11	580
9:30 AM	19	48	21	15	87	19	17	140	38	16	116	11	547
9:45 AM	29	38	17	15	66	13	13	139	39	16	112	10	507
TOTAL VOLUMES :	294	649	263	290	1611	252	206	2287	605	251	1845	207	8760
APPROACH %'s :	24.38%	53.81%	21.81%	13.47%	74.83%	11.70%	6.65%	73.82%	19.53%	10.90%	80.11%	8.99%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	112	259	99	138	813	100	88	934	256	116	772	109	3796
PEAK HR FACTOR :	0.833			0.829			0.897			0.906			0.883

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5194_001

Day: TUESDAY

City: City of Los Angeles

Date: 4/9/2013

PM

NS/EW Streets:	Whitsett Ave			Whitsett Ave			Vanowen St			Vanowen St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	0	1	1	0	1	0	
3:00 PM	44	94	23	26	60	16	17	176	37	20	208	35	756
3:15 PM	40	95	29	21	86	24	15	176	53	19	179	28	765
3:30 PM	39	116	25	25	70	28	21	185	50	24	200	36	819
3:45 PM	46	100	23	30	98	35	18	187	45	24	199	26	831
4:00 PM	49	127	30	27	72	29	18	182	50	18	215	25	842
4:15 PM	37	131	22	22	72	25	13	192	36	20	244	27	841
4:30 PM	39	143	19	23	78	26	21	198	40	20	239	34	880
4:45 PM	32	142	17	38	108	18	22	206	49	24	220	44	920
5:00 PM	52	150	24	24	97	20	18	235	35	23	249	33	960
5:15 PM	50	151	33	29	94	21	29	230	47	22	270	42	1018
5:30 PM	50	153	17	38	83	23	26	251	49	25	253	46	1014
5:45 PM	41	118	27	24	99	24	23	214	41	25	269	34	939
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	519	1520	289	327	1017	289	241	2432	532	264	2745	410	10585
	22.29%	65.29%	12.41%	20.02%	62.28%	17.70%	7.52%	75.88%	16.60%	7.72%	80.29%	11.99%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	193	572	101	115	373	88	96	930	172	95	1041	155	3931
PEAK HR FACTOR :	0.925			0.980			0.919			0.966			0.965

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5194_002

Day: TUESDAY

City: City of Los Angeles

Date: 4/9/2013

AM

NS/EW Streets:	Whitsett Ave			Whitsett Ave			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	
7:00 AM	14	43	24	69	135	21	5	331	18	19	272	14	965
7:15 AM	12	62	45	74	200	37	9	356	20	24	405	12	1256
7:30 AM	16	72	51	76	272	46	4	355	23	14	411	12	1352
7:45 AM	21	114	65	88	290	39	12	395	28	12	435	10	1509
8:00 AM	26	78	58	47	168	24	12	466	35	15	473	24	1426
8:15 AM	18	73	30	40	187	20	15	416	35	19	369	16	1238
8:30 AM	12	57	52	63	138	20	10	365	24	20	379	15	1155
8:45 AM	17	70	34	51	131	23	9	398	27	28	397	17	1202
9:00 AM	15	63	48	57	106	14	8	346	21	28	349	12	1067
9:15 AM	18	59	24	58	91	23	7	383	13	22	348	17	1063
9:30 AM	23	59	37	47	89	16	8	358	24	24	318	20	1023
9:45 AM	15	50	38	57	76	23	8	359	29	21	282	19	977
TOTAL VOLUMES :	207	800	506	727	1883	306	107	4528	297	246	4438	188	14233
APPROACH %'s :	13.68%	52.88%	33.44%	24.93%	64.57%	10.49%	2.17%	91.81%	6.02%	5.05%	91.09%	3.86%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	75	326	219	285	930	146	37	1572	106	65	1724	58	5543
PEAK HR FACTOR :	0.775			0.816			0.836			0.902			0.918

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5194_002

Day: TUESDAY

City: City of Los Angeles

Date: 4/9/2013

PM

NS/EW Streets:	Whitsett Ave			Whitsett Ave			Victory Blvd			Victory Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	
3:00 PM	26	101	37	65	69	16	17	336	19	28	302	17	1033
3:15 PM	21	108	39	57	93	22	16	376	15	15	419	41	1222
3:30 PM	20	114	45	52	78	19	15	333	16	19	422	38	1171
3:45 PM	19	116	35	55	103	21	14	329	16	24	405	41	1178
4:00 PM	30	113	36	71	80	16	18	344	21	27	401	54	1211
4:15 PM	29	134	37	53	71	14	16	375	33	17	453	39	1271
4:30 PM	27	138	44	69	78	16	14	361	16	20	414	40	1237
4:45 PM	16	127	33	60	99	22	14	383	20	18	488	42	1322
5:00 PM	33	171	55	59	83	26	15	390	26	19	412	37	1326
5:15 PM	25	143	34	74	80	23	16	413	17	22	470	39	1356
5:30 PM	31	151	36	72	89	22	19	369	27	24	444	43	1327
5:45 PM	27	131	43	52	85	19	15	355	22	21	451	29	1250
TOTAL VOLUMES :	304	1547	474	739	1008	236	189	4364	248	254	5081	460	14904
APPROACH %'s :	13.08%	66.54%	20.39%	37.27%	50.83%	11.90%	3.94%	90.90%	5.17%	4.38%	87.68%	7.94%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	105	592	158	265	351	93	64	1555	90	83	1814	161	5331
PEAK HR FACTOR :	0.825			0.969			0.958			0.939			0.983

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5194_003

Day: TUESDAY

City: City of Los Angeles

Date: 4/9/2013

AM

NS/EW Streets:	Whitsett Ave			Whitsett Ave			Erwin St			Erwin St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	0	1	0	0	1	0	
7:00 AM	3	73	0	2	159	3	4	1	13	2	0	6	266
7:15 AM	0	73	2	2	252	7	8	2	14	3	2	9	374
7:30 AM	8	118	3	4	292	27	16	2	20	5	9	11	515
7:45 AM	8	120	3	11	289	36	36	6	25	5	4	10	553
8:00 AM	7	122	1	8	205	8	40	7	42	3	2	11	456
8:15 AM	3	114	2	5	224	3	9	2	10	1	2	6	381
8:30 AM	2	102	3	3	185	1	6	0	12	0	1	7	322
8:45 AM	2	109	0	6	173	4	3	0	15	3	3	7	325
9:00 AM	2	101	2	1	161	2	5	0	15	3	0	14	306
9:15 AM	3	84	0	4	123	1	4	1	13	2	0	6	241
9:30 AM	6	98	1	4	122	1	3	1	12	1	0	6	255
9:45 AM	4	87	2	2	126	5	3	0	8	2	1	12	252
TOTAL VOLUMES :	48	1201	19	52	2311	98	137	22	199	30	24	105	4246
APPROACH %'s :	3.79%	94.72%	1.50%	2.11%	93.90%	3.98%	38.27%	6.15%	55.59%	18.87%	15.09%	66.04%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	26	474	9	28	1010	74	101	17	97	14	17	38	1905
PEAK HR FACTOR :	0.971			0.827			0.604			0.690			0.861

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5194_003

Day: TUESDAY

City: City of Los Angeles

Date: 4/9/2013

PM

NS/EW Streets:	Whitsett Ave			Whitsett Ave			Erwin St			Erwin St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	0	1	0	0	1	0	
3:00 PM	8	127	5	3	100	7	4	0	11	2	0	2	269
3:15 PM	6	154	4	5	114	3	6	1	14	4	0	11	322
3:30 PM	7	145	1	5	109	5	6	2	7	0	1	8	296
3:45 PM	13	163	3	8	112	5	3	2	9	3	1	4	326
4:00 PM	5	149	7	8	110	7	6	3	10	1	3	5	314
4:15 PM	10	171	4	11	110	3	4	2	10	2	2	17	346
4:30 PM	10	170	3	9	97	2	10	0	6	2	1	8	318
4:45 PM	10	153	7	8	121	6	8	0	9	3	0	10	335
5:00 PM	10	198	4	8	124	9	10	1	6	1	0	8	379
5:15 PM	19	174	7	11	98	2	5	2	11	0	1	8	338
5:30 PM	9	190	7	7	111	6	7	2	13	2	0	2	356
5:45 PM	12	172	3	7	111	3	5	1	11	1	3	8	337
TOTAL VOLUMES :	119	1966	55	90	1317	58	74	16	117	21	12	91	3936
APPROACH %'s :	5.56%	91.87%	2.57%	6.14%	89.90%	3.96%	35.75%	7.73%	56.52%	16.94%	9.68%	73.39%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	50	734	21	33	444	20	27	6	41	4	4	26	1410
PEAK HR FACTOR :	0.949			0.881			0.841			0.708			0.930

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5194_004

Day: TUESDAY

City: City of Los Angeles

Date: 4/9/2013

AM

NS/EW Streets:	Whitsett Ave			Whitsett Ave			Oxnard St			Oxnard St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	7	62	16	15	146	12	7	122	23	26	156	6	598
7:15 AM	10	60	14	17	223	27	9	155	16	37	257	8	833
7:30 AM	12	86	25	27	241	46	27	197	36	47	313	14	1071
7:45 AM	10	102	31	33	241	47	15	202	24	40	327	12	1084
8:00 AM	20	85	30	23	193	35	28	226	33	40	255	16	984
8:15 AM	11	89	27	11	193	29	15	215	21	40	200	13	864
8:30 AM	12	73	19	20	163	14	21	190	18	33	242	14	819
8:45 AM	12	82	26	18	156	18	16	221	18	32	212	12	823
9:00 AM	12	78	20	9	137	31	17	200	12	22	191	12	741
9:15 AM	8	61	21	16	102	21	18	194	31	26	258	9	765
9:30 AM	11	65	14	17	101	20	33	206	16	17	182	8	690
9:45 AM	11	65	16	8	107	18	13	157	11	16	113	13	548
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	136	908	259	214	2003	318	219	2285	259	376	2706	137	9820
APPROACH %'s :	10.44%	69.69%	19.88%	8.44%	79.01%	12.54%	7.93%	82.70%	9.37%	11.68%	84.06%	4.26%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	53	362	113	94	868	157	85	840	114	167	1095	55	4003
PEAK HR FACTOR :	0.923			0.871			0.905			0.869			0.923

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5194_004

Day: TUESDAY

City: City of Los Angeles

Date: 4/9/2013

PM

NS/EW Streets:	Whitsett Ave			Whitsett Ave			Oxnard St			Oxnard St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	16	86	30	20	76	16	29	219	18	27	204	23	764
3:15 PM	13	115	19	22	87	21	25	183	19	21	194	24	743
3:30 PM	12	116	36	21	74	21	12	207	15	23	191	25	753
3:45 PM	18	127	26	9	96	17	24	194	22	31	234	28	826
4:00 PM	24	121	22	13	86	25	19	223	21	36	186	23	799
4:15 PM	16	144	27	20	86	17	19	229	20	30	254	22	884
4:30 PM	16	126	34	13	75	20	26	232	22	32	241	34	871
4:45 PM	21	125	26	18	96	18	18	237	19	38	262	25	903
5:00 PM	22	153	26	17	99	15	30	226	20	18	248	29	903
5:15 PM	23	158	27	14	80	13	9	196	23	28	310	32	913
5:30 PM	26	151	16	17	93	16	21	226	18	32	293	34	943
5:45 PM	22	135	16	16	85	23	25	220	19	36	323	29	949
TOTAL VOLUMES :	229	1557	305	200	1033	222	257	2592	236	352	2940	328	10251
APPROACH %'s :	10.95%	74.46%	14.59%	13.75%	71.00%	15.26%	8.33%	84.02%	7.65%	9.72%	81.22%	9.06%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	93	597	85	64	357	67	85	868	80	114	1174	124	3708
PEAK HR FACTOR :	0.931			0.931			0.936			0.910			0.977

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5194_005

Day: TUESDAY

City: City of Los Angeles

Date: 4/9/2013

AM

NS/EW Streets:	Whitsett Ave			Whitsett Ave			Burbank Blvd			Burbank Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
7:00 AM	9	38	13	23	173	27	6	126	15	25	135	15	605
7:15 AM	6	48	19	29	251	38	10	157	19	46	227	6	856
7:30 AM	19	94	28	38	294	54	17	200	23	33	319	5	1124
7:45 AM	15	124	35	42	273	42	18	222	19	37	324	13	1164
8:00 AM	11	85	26	44	207	39	22	262	21	36	241	16	1010
8:15 AM	15	90	12	31	206	33	17	242	17	31	232	8	934
8:30 AM	16	62	29	36	184	17	18	232	25	28	186	15	848
8:45 AM	23	91	23	32	210	17	14	280	26	35	202	11	964
9:00 AM	12	73	22	23	148	21	16	232	19	34	197	20	817
9:15 AM	18	73	28	29	121	29	9	218	21	37	240	10	833
9:30 AM	21	56	21	31	105	20	18	237	16	30	176	12	743
9:45 AM	7	63	22	34	109	23	12	187	14	14	125	16	626
TOTAL VOLUMES :	172	897	278	392	2281	360	177	2595	235	386	2604	147	10524
APPROACH %'s :	12.77%	66.59%	20.64%	12.92%	75.21%	11.87%	5.89%	86.30%	7.82%	12.30%	83.01%	4.69%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	60	393	101	155	980	168	74	926	80	137	1116	42	4232
PEAK HR FACTOR :	0.796			0.844			0.885			0.866			0.909

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5194_005

Day: TUESDAY

City: City of Los Angeles

Date: 4/9/2013

PM

NS/EW Streets:	Whitsett Ave			Whitsett Ave			Burbank Blvd			Burbank Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
3:00 PM	15	120	38	20	107	24	13	181	22	23	169	28	760
3:15 PM	24	154	43	22	116	19	23	239	14	24	197	18	893
3:30 PM	26	140	42	33	96	17	16	223	15	23	192	22	845
3:45 PM	21	139	26	31	85	24	19	193	17	24	210	29	818
4:00 PM	21	146	46	25	99	16	24	196	10	22	203	27	835
4:15 PM	30	154	37	23	83	24	25	190	19	22	219	33	859
4:30 PM	12	144	43	22	87	29	23	216	25	27	233	19	880
4:45 PM	26	172	40	34	100	22	14	225	19	33	256	25	966
5:00 PM	23	182	31	25	79	32	22	269	26	25	266	31	1011
5:15 PM	18	183	32	28	98	25	21	273	21	27	283	31	1040
5:30 PM	34	145	33	23	97	22	23	313	18	31	303	26	1068
5:45 PM	24	159	36	18	97	22	28	234	19	35	271	22	965
TOTAL VOLUMES :	NL 274	NT 1838	NR 447	SL 304	ST 1144	SR 276	EL 251	ET 2752	ER 225	WL 316	WT 2802	WR 311	TOTAL 10940
APPROACH %'s :	10.71%	71.82%	17.47%	17.63%	66.36%	16.01%	7.78%	85.25%	6.97%	9.22%	81.71%	9.07%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	101	682	136	110	374	101	80	1080	84	116	1108	113	4085
PEAK HR FACTOR :	0.965			0.938			0.879			0.928			0.956

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5194_006

Day: TUESDAY

City: City of Los Angeles

Date: 4/9/2013

AM

NS/EW Streets:	Whitsett Ave			Whitsett Ave			Magnolia Blvd			Magnolia Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	
7:00 AM	5	41	5	25	165	14	9	81	27	14	97	4	487
7:15 AM	10	45	1	30	253	26	16	122	35	19	107	8	672
7:30 AM	18	98	14	38	245	29	23	146	52	23	151	10	847
7:45 AM	11	83	15	38	274	25	23	147	54	21	132	9	832
8:00 AM	11	87	20	37	241	25	22	163	61	11	130	17	825
8:15 AM	13	72	9	23	242	22	11	160	46	24	143	15	780
8:30 AM	12	75	14	24	194	20	8	165	41	14	133	10	710
8:45 AM	21	91	12	20	207	16	15	161	64	21	112	14	754
9:00 AM	14	72	12	35	165	11	11	121	42	22	103	9	617
9:15 AM	15	65	16	16	162	13	14	134	45	14	92	12	598
9:30 AM	23	67	20	25	123	16	7	135	29	19	115	16	595
9:45 AM	19	75	15	26	123	12	6	127	34	30	83	11	561
TOTAL VOLUMES :	NL 172	NT 871	NR 153	SL 337	ST 2394	SR 229	EL 165	ET 1662	ER 530	WL 232	WT 1398	WR 135	TOTAL 8278
APPROACH %'s :	14.38%	72.83%	12.79%	11.39%	80.88%	7.74%	7.00%	70.51%	22.49%	13.14%	79.21%	7.65%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	53	340	58	136	1002	101	79	616	213	79	556	51	3284
PEAK HR FACTOR :	0.867			0.919			0.923			0.932			0.969

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_5194_006

Day: TUESDAY

City: City of Los Angeles

Date: 4/9/2013

PM

NS/EW Streets:	Whitsett Ave			Whitsett Ave			Magnolia Blvd			Magnolia Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	
3:00 PM	34	152	32	27	104	20	20	146	37	15	144	20	751
3:15 PM	30	149	56	27	110	21	36	197	43	20	129	19	837
3:30 PM	34	148	24	22	99	14	24	150	29	22	144	22	732
3:45 PM	30	123	32	25	95	10	21	179	35	18	139	16	723
4:00 PM	38	183	38	18	85	15	20	137	23	26	152	23	758
4:15 PM	57	141	41	23	88	15	19	149	37	24	143	12	749
4:30 PM	41	170	35	20	89	8	20	192	41	17	181	26	840
4:45 PM	39	167	30	24	112	19	26	175	33	26	153	22	826
5:00 PM	42	187	37	25	85	20	20	157	29	14	159	29	804
5:15 PM	34	157	37	23	95	16	20	193	43	13	187	17	835
5:30 PM	40	194	25	13	109	12	19	159	41	23	173	22	830
5:45 PM	34	152	13	24	107	22	20	168	45	23	196	20	824
TOTAL VOLUMES :	453	1923	400	271	1178	192	265	2002	436	241	1900	248	9509
APPROACH %'s :	16.32%	69.27%	14.41%	16.51%	71.79%	11.70%	9.80%	74.07%	16.13%	10.09%	79.53%	10.38%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	156	681	139	92	381	63	86	717	146	70	680	94	3305
PEAK HR FACTOR :	0.917			0.865			0.927			0.942			0.984

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5187-001

Day: Tuesday

City: Los Angeles

Date: 4/8/2014

AM

NS/EW Streets:	Coldwater Canyon Ave			Coldwater Canyon Ave			Burbank Blvd			Burbank Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
7:00 AM	3	29	5	13	209	20	6	97	12	33	144	0	571
7:15 AM	9	54	10	14	197	24	5	163	12	41	203	1	733
7:30 AM	7	63	11	9	218	41	8	217	11	45	260	1	891
7:45 AM	20	98	30	24	197	65	17	246	20	50	317	4	1088
8:00 AM	13	80	16	16	167	51	19	238	15	28	258	2	903
8:15 AM	14	81	20	12	130	33	19	255	14	35	240	0	853
8:30 AM	9	72	20	6	115	20	15	239	12	27	220	2	757
8:45 AM	12	73	16	12	133	32	19	243	16	31	218	3	808
9:00 AM	8	55	19	9	133	21	21	225	20	43	186	2	742
9:15 AM	8	65	16	10	129	25	18	201	12	29	154	0	667
9:30 AM	7	64	15	15	128	20	10	176	9	22	128	6	600
9:45 AM	5	65	20	8	117	13	9	179	10	26	149	5	606
TOTAL VOLUMES :	115	799	198	148	1873	365	166	2479	163	410	2477	26	9219
APPROACH %'s :	10.34%	71.85%	17.81%	6.20%	78.50%	15.30%	5.91%	88.28%	5.80%	14.07%	85.03%	0.89%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	54	322	77	61	712	190	63	956	60	158	1075	7	3735
PEAK HR FACTOR :	0.765			0.842			0.937			0.836			0.858

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5187-001

Day: Tuesday

City: Los Angeles

Date: 4/8/2014

PM

NS/EW Streets:	Coldwater Canyon Ave			Coldwater Canyon Ave			Burbank Blvd			Burbank Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
3:00 PM	18	124	29	7	100	24	27	259	32	22	150	2	794
3:15 PM	16	110	23	15	93	36	28	241	25	24	167	1	779
3:30 PM	18	123	35	10	112	12	23	252	20	24	168	1	798
3:45 PM	14	134	40	17	95	16	23	234	10	26	172	7	788
4:00 PM	9	138	41	7	97	17	21	211	11	25	204	3	784
4:15 PM	14	143	40	12	100	20	20	238	10	21	194	1	813
4:30 PM	13	134	35	12	96	17	19	238	13	21	222	6	826
4:45 PM	16	138	30	13	91	14	22	238	11	31	204	5	813
5:00 PM	12	151	41	12	87	15	16	254	14	23	231	5	861
5:15 PM	14	155	35	14	104	17	27	275	8	22	226	3	900
5:30 PM	15	159	34	14	87	10	29	255	11	16	215	2	847
5:45 PM	14	146	28	16	93	12	33	262	19	26	214	0	863
TOTAL VOLUMES :	173	1655	411	149	1155	210	288	2957	184	281	2367	36	9866
APPROACH %'s :	7.73%	73.92%	18.36%	9.84%	76.29%	13.87%	8.40%	86.24%	5.37%	10.47%	88.19%	1.34%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	55	611	138	56	371	54	105	1046	52	87	886	10	3471
PEAK HR FACTOR :	0.966			0.891			0.958			0.949			0.964

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5187-002

Day: Tuesday

City: Los Angeles

Date: 4/8/2014

AM

NS/EW Streets:	Coldwater Canyon Ave			Coldwater Canyon Ave			Chandler Blvd			Chandler Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	7	49	9	7	236	14	2	78	17	13	56	2	490
7:15 AM	2	57	14	8	234	21	7	114	23	25	101	2	608
7:30 AM	10	84	15	12	223	44	4	189	11	20	179	9	800
7:45 AM	6	124	36	21	212	37	16	247	25	40	212	13	989
8:00 AM	9	104	22	17	198	21	10	183	29	30	142	12	777
8:15 AM	10	102	27	10	149	16	9	218	18	26	139	6	730
8:30 AM	8	100	23	23	132	13	8	165	17	30	94	8	621
8:45 AM	6	92	21	13	134	16	3	190	24	17	111	5	632
9:00 AM	9	90	23	12	185	8	4	137	17	20	53	3	561
9:15 AM	9	80	17	7	178	12	4	128	11	22	66	4	538
9:30 AM	6	89	17	10	122	7	3	107	12	16	61	6	456
9:45 AM	10	84	23	7	139	10	7	102	10	8	67	4	471
TOTAL VOLUMES :	92	1055	247	147	2142	219	77	1858	214	267	1281	74	7673
APPROACH %'s :	6.60%	75.68%	17.72%	5.86%	85.41%	8.73%	3.58%	86.46%	9.96%	16.46%	78.98%	4.56%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	35	414	100	60	782	118	39	837	83	116	672	40	3296
PEAK HR FACTOR :	0.827			0.860			0.832			0.781			0.833

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5187-002

Day: Tuesday

City: Los Angeles

Date: 4/8/2014

PM

NS/EW Streets:	Coldwater Canyon Ave			Coldwater Canyon Ave			Chandler Blvd			Chandler Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
3:00 PM	11	172	20	11	149	7	6	91	13	9	82	6	577
3:15 PM	8	125	31	13	148	8	12	119	15	10	81	5	575
3:30 PM	9	167	39	8	132	15	8	112	7	20	95	3	615
3:45 PM	11	145	24	6	108	14	15	102	14	13	98	14	564
4:00 PM	13	183	29	8	116	7	8	90	12	14	85	2	567
4:15 PM	10	171	21	10	127	11	9	111	21	16	102	4	613
4:30 PM	12	169	30	6	111	8	14	110	18	13	86	5	582
4:45 PM	8	153	29	5	119	9	14	123	13	14	114	15	616
5:00 PM	9	163	37	8	107	11	11	117	14	21	103	10	611
5:15 PM	7	184	35	9	114	8	11	150	21	16	116	9	680
5:30 PM	11	198	39	6	131	7	9	132	12	13	137	9	704
5:45 PM	7	166	30	6	128	14	13	129	7	18	148	9	675
TOTAL VOLUMES :	116	1996	364	96	1490	119	130	1386	167	177	1247	91	7379
APPROACH %'s :	4.68%	80.61%	14.70%	5.63%	87.39%	6.98%	7.72%	82.35%	9.92%	11.68%	82.31%	6.01%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	34	711	141	29	480	40	44	528	54	68	504	37	2670
PEAK HR FACTOR :	0.893			0.927			0.860			0.870			0.948

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5187-003

Day: Tuesday

City: Los Angeles

Date: 4/8/2014

AM

NS/EW Streets:	Coldwater Canyon Ave			Coldwater Canyon Ave			Magnolia Blvd			Magnolia Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
7:00 AM	22	38	5	13	217	19	6	77	28	24	83	8	540
7:15 AM	14	53	11	13	255	30	16	111	31	23	80	4	641
7:30 AM	20	50	9	16	169	55	33	141	32	31	150	9	715
7:45 AM	21	96	16	14	226	41	45	223	56	27	147	10	922
8:00 AM	24	97	19	24	196	28	17	207	62	21	145	16	856
8:15 AM	21	81	19	14	160	31	27	158	47	24	152	15	749
8:30 AM	15	80	21	19	134	20	18	163	53	28	157	15	723
8:45 AM	23	82	25	10	153	19	23	155	39	25	169	5	728
9:00 AM	22	78	15	13	177	19	13	154	45	12	94	8	650
9:15 AM	20	64	20	25	160	20	22	162	42	27	91	8	661
9:30 AM	20	67	19	12	145	13	13	121	43	23	79	10	565
9:45 AM	11	75	12	12	116	14	6	95	28	18	100	8	495
TOTAL VOLUMES :	233	861	191	185	2108	309	239	1767	506	283	1447	116	8245
APPROACH %'s :	18.13%	67.00%	14.86%	7.11%	81.01%	11.88%	9.51%	70.34%	20.14%	15.33%	78.39%	6.28%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	81	354	75	71	716	120	107	751	218	100	601	56	3250
PEAK HR FACTOR :	0.911			0.807			0.830			0.946			0.881

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5187-003

Day: Tuesday

City: Los Angeles

Date: 4/8/2014

PM

NS/EW Streets:	Coldwater Canyon Ave			Coldwater Canyon Ave			Magnolia Blvd			Magnolia Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
3:00 PM	31	131	34	13	119	14	25	126	33	32	111	18	687
3:15 PM	38	133	15	21	135	13	26	125	28	23	123	14	694
3:30 PM	33	138	25	16	106	16	33	100	23	28	119	10	647
3:45 PM	19	146	20	11	100	10	31	108	22	13	126	5	611
4:00 PM	28	153	16	21	98	19	40	113	28	25	113	14	668
4:15 PM	28	141	19	19	126	23	51	172	28	21	156	8	792
4:30 PM	39	161	27	17	107	6	30	154	37	29	136	7	750
4:45 PM	38	141	28	17	117	22	31	146	35	14	128	9	726
5:00 PM	42	156	23	13	93	12	40	164	29	23	120	15	730
5:15 PM	48	156	33	20	116	20	42	193	35	11	149	15	838
5:30 PM	33	187	30	24	109	19	36	167	32	26	147	8	818
5:45 PM	29	155	30	9	107	15	34	179	39	26	163	10	796
TOTAL VOLUMES :	406	1798	300	201	1333	189	419	1747	369	271	1591	133	8757
APPROACH %'s :	16.21%	71.81%	11.98%	11.67%	77.37%	10.97%	16.53%	68.92%	14.56%	13.58%	79.75%	6.67%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	152	654	116	66	425	66	152	703	135	86	579	48	3182
PEAK HR FACTOR :	0.922			0.893			0.917			0.896			0.949

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5187-004

Day: Tuesday

City: Los Angeles

Date: 4/8/2014

AM

NS/EW Streets:	Coldwater Canyon Aver			Coldwater Canyon Aver			Riverside Dr			Riverside Dr			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
7:00 AM	22	49	26	23	249	12	6	102	49	53	104	4	699
7:15 AM	37	60	12	36	240	22	2	175	42	39	191	14	870
7:30 AM	31	60	32	38	191	23	13	269	66	32	291	9	1055
7:45 AM	30	82	34	34	218	49	17	299	83	19	308	11	1184
8:00 AM	23	94	32	42	241	24	16	334	79	15	185	14	1099
8:15 AM	34	86	31	38	196	27	16	298	52	22	193	13	1006
8:30 AM	30	86	27	34	183	31	19	260	63	27	183	10	953
8:45 AM	32	106	34	39	185	24	16	260	41	29	166	18	950
9:00 AM	22	90	54	39	179	19	17	208	56	37	131	15	867
9:15 AM	17	84	48	48	202	26	16	211	46	31	123	20	872
9:30 AM	25	86	26	30	185	26	21	142	29	36	124	23	753
9:45 AM	36	84	38	42	158	28	18	139	33	56	126	9	767
TOTAL VOLUMES :	339	967	394	443	2427	311	177	2697	639	396	2125	160	11075
APPROACH %'s :	19.94%	56.88%	23.18%	13.93%	76.30%	9.78%	5.04%	76.77%	18.19%	14.77%	79.26%	5.97%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	118	322	129	152	846	123	62	1200	280	88	977	47	4344
PEAK HR FACTOR :	0.942			0.913			0.899			0.822			0.917

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5187-004

Day: Tuesday

City: Los Angeles

Date: 4/8/2014

PM

NS/EW Streets:	Coldwater Canyon Aver			Coldwater Canyon Aver			Riverside Dr			Riverside Dr			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
3:00 PM	27	158	49	37	164	22	33	223	53	30	185	28	1009
3:15 PM	31	175	41	29	149	31	30	223	41	30	175	25	980
3:30 PM	22	174	46	30	135	27	43	244	41	33	177	38	1010
3:45 PM	35	166	39	31	107	34	32	220	50	39	179	34	966
4:00 PM	33	185	41	30	128	25	35	202	41	33	200	23	976
4:15 PM	43	165	43	29	128	17	23	216	41	25	184	22	936
4:30 PM	41	196	35	34	136	33	28	212	51	31	190	25	1012
4:45 PM	22	152	29	16	116	27	34	231	36	29	194	31	917
5:00 PM	31	176	35	29	125	35	24	237	35	26	199	32	984
5:15 PM	34	176	30	19	110	28	36	220	51	29	184	38	955
5:30 PM	37	214	30	25	133	37	34	226	54	21	225	33	1069
5:45 PM	37	191	37	29	109	36	37	211	36	33	208	21	985
TOTAL VOLUMES :	393	2128	455	338	1540	352	389	2665	530	359	2300	350	11799
APPROACH %'s :	13.21%	71.51%	15.29%	15.16%	69.06%	15.78%	10.85%	74.36%	14.79%	11.93%	76.44%	11.63%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	139	757	132	102	477	136	131	894	176	109	816	124	3993
PEAK HR FACTOR :	0.915			0.917			0.956			0.940			0.934

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5267-001

Day: Thursday

City: Valley Village

Date: 5/1/2014

AM

NS/EW Streets:	Whitsett Ave			Whitsett Ave			Chandler Blvd			Chandler Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	2	1	1	2	0	
7:00 AM	12	60	5	14	220	16	8	58	20	15	62	9	499
7:15 AM	15	68	8	16	278	10	18	136	26	13	91	14	693
7:30 AM	18	150	13	31	293	21	30	159	46	26	181	19	987
7:45 AM	17	151	7	27	277	25	21	176	44	32	162	22	961
8:00 AM	11	102	8	29	275	24	19	187	49	23	139	14	880
8:15 AM	14	108	7	20	321	17	13	165	48	15	112	14	854
8:30 AM	17	118	12	11	235	9	13	154	37	9	94	10	719
8:45 AM	10	109	11	18	265	13	22	142	41	14	84	14	743
9:00 AM	12	97	6	14	201	11	23	136	24	17	71	10	622
9:15 AM	11	110	8	12	226	10	22	120	35	6	68	7	635
9:30 AM	14	99	15	11	173	11	13	107	29	13	68	10	563
9:45 AM	11	109	13	4	154	6	15	90	33	5	43	8	491
TOTAL VOLUMES :	162	1281	113	207	2918	173	217	1630	432	188	1175	151	8647
APPROACH %'s :	10.41%	82.33%	7.26%	6.28%	88.48%	5.25%	9.52%	71.52%	18.96%	12.42%	77.61%	9.97%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	60	511	35	107	1166	87	83	687	187	96	594	69	3682
PEAK HR FACTOR :	0.837			0.950			0.938			0.840			0.933

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5267-001

Day: Thursday

City: Valley Village

Date: 5/1/2014

PM

NS/EW Streets:	Whitsett Ave			Whitsett Ave			Chandler Blvd			Chandler Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	
3:00 PM	18	210	10	16	124	13	21	98	22	8	80	9	629
3:15 PM	15	216	16	12	139	11	28	92	20	14	94	12	669
3:30 PM	21	238	17	22	136	13	25	83	17	22	118	9	721
3:45 PM	20	231	14	15	117	6	24	100	27	13	90	12	669
4:00 PM	10	228	12	12	123	11	25	86	22	15	85	18	647
4:15 PM	24	220	19	19	143	10	27	86	32	13	106	15	714
4:30 PM	23	224	15	13	116	17	14	101	27	16	115	15	696
4:45 PM	15	276	17	13	131	10	28	106	20	14	105	16	751
5:00 PM	14	253	15	8	121	15	24	123	23	10	125	15	746
5:15 PM	22	252	16	15	143	18	23	138	19	13	121	12	792
5:30 PM	20	232	13	19	123	11	19	105	27	13	120	18	720
5:45 PM	29	224	15	15	131	17	19	118	15	15	129	23	750
TOTAL VOLUMES :	231	2804	179	179	1547	152	277	1236	271	166	1288	174	8504
APPROACH %'s :	7.19%	87.24%	5.57%	9.53%	82.37%	8.09%	15.53%	69.28%	15.19%	10.20%	79.12%	10.69%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	71	1013	61	55	518	54	94	472	89	50	471	61	3009
PEAK HR FACTOR :	0.929			0.891			0.910			0.964			0.950

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5187-005

Day: Tuesday

City: Los Angeles

Date: 4/8/2014

AM

NS/EW Streets:	Laurel Canyon Blvd			Laurel Canyon Blvd			Burbank Blvd			Burbank Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
7:00 AM	8	79	20	18	308	30	4	147	17	22	133	10	796
7:15 AM	11	105	25	15	274	38	13	189	31	24	186	7	918
7:30 AM	9	135	31	32	331	56	11	216	37	20	250	9	1137
7:45 AM	22	188	46	38	317	57	20	246	34	19	250	12	1249
8:00 AM	23	146	78	34	265	51	21	305	31	18	210	13	1195
8:15 AM	23	123	28	28	245	38	21	277	46	19	202	19	1069
8:30 AM	16	126	33	33	260	34	17	231	44	24	194	14	1026
8:45 AM	21	120	48	36	239	37	18	236	30	22	194	15	1016
9:00 AM	21	113	47	21	239	39	25	237	48	22	162	9	983
9:15 AM	19	108	20	31	208	25	18	210	42	27	167	20	895
9:30 AM	14	108	25	18	222	29	10	185	41	45	146	18	861
9:45 AM	19	125	33	29	195	26	13	199	30	31	142	12	854
TOTAL VOLUMES :	206	1476	434	333	3103	460	191	2678	431	293	2236	158	11999
APPROACH %'s :	9.74%	69.75%	20.51%	8.55%	79.65%	11.81%	5.79%	81.15%	13.06%	10.90%	83.22%	5.88%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	77	592	183	132	1158	202	73	1044	148	76	912	53	4650
PEAK HR FACTOR :	0.832			0.890			0.886			0.926			0.931

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5187-005

Day: Tuesday

City: Los Angeles

Date: 4/8/2014

PM

NS/EW Streets:	Laurel Canyon Blvd			Laurel Canyon Blvd			Burbank Blvd			Burbank Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
3:00 PM	22	199	47	18	172	29	29	246	29	27	176	16	1010
3:15 PM	24	183	37	24	169	35	29	221	36	22	179	13	972
3:30 PM	30	172	45	27	182	29	29	229	36	21	160	24	984
3:45 PM	36	186	63	18	178	40	19	252	42	22	168	19	1043
4:00 PM	27	200	50	24	185	21	17	217	40	29	220	22	1052
4:15 PM	28	212	38	23	176	28	25	207	35	26	186	26	1010
4:30 PM	28	218	52	24	198	34	29	239	36	26	231	17	1132
4:45 PM	19	182	48	14	185	32	22	248	30	22	211	21	1034
5:00 PM	29	210	50	19	183	43	27	243	42	28	230	21	1125
5:15 PM	26	209	53	30	212	40	26	278	26	22	236	19	1177
5:30 PM	21	227	47	23	168	34	25	254	35	23	239	27	1123
5:45 PM	27	189	60	22	180	35	24	265	44	30	224	26	1126
TOTAL VOLUMES :	317	2387	590	266	2188	400	301	2899	431	298	2460	251	12788
APPROACH %'s :	9.62%	72.47%	17.91%	9.32%	76.66%	14.02%	8.29%	79.84%	11.87%	9.90%	81.75%	8.34%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	103	835	210	94	743	152	102	1040	147	103	929	93	4551
PEAK HR FACTOR :	0.973			0.877			0.968			0.973			0.967

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5187-006

Day: Tuesday

City: Los Angeles

Date: 4/8/2014

AM

NS/EW Streets:	Laurel Canyon Blvd			Laurel Canyon Blvd			Chandler Blvd			Chandler Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	2	87	6	12	321	3	13	75	17	18	39	7	600
7:15 AM	17	105	4	24	280	12	22	112	30	18	53	15	692
7:30 AM	26	163	10	47	308	22	21	143	32	32	100	14	918
7:45 AM	58	215	17	67	264	10	40	200	26	51	140	12	1100
8:00 AM	28	209	17	32	285	20	38	162	26	31	99	7	954
8:15 AM	28	153	10	14	269	23	27	198	31	33	71	4	861
8:30 AM	17	151	9	21	309	13	29	143	29	15	47	5	788
8:45 AM	26	152	12	16	273	15	45	173	34	19	63	4	832
9:00 AM	14	165	10	14	227	15	24	110	30	15	39	6	669
9:15 AM	12	136	21	24	233	12	20	119	35	27	47	5	691
9:30 AM	14	139	31	14	288	16	19	89	28	17	41	7	703
9:45 AM	19	159	32	19	199	11	21	78	30	16	34	12	630
TOTAL VOLUMES :	261	1834	179	304	3256	172	319	1602	348	292	773	98	9438
APPROACH %'s :	11.48%	80.65%	7.87%	8.15%	87.25%	4.61%	14.06%	70.60%	15.34%	25.11%	66.47%	8.43%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	140	740	54	160	1126	75	126	703	115	147	410	37	3833
PEAK HR FACTOR :	0.805			0.903			0.887			0.732			0.871

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5187-006

Day: Tuesday

City: Los Angeles

Date: 4/8/2014

PM

NS/EW Streets:	Laurel Canyon Blvd			Laurel Canyon Blvd			Chandler Blvd			Chandler Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	26	238	9	8	194	18	25	62	28	11	42	13	674
3:15 PM	28	192	13	10	202	23	39	85	22	15	66	7	702
3:30 PM	16	237	14	6	219	23	29	71	19	19	67	8	728
3:45 PM	35	260	11	14	205	23	30	76	27	27	55	9	772
4:00 PM	25	245	10	13	231	20	35	63	21	16	70	9	758
4:15 PM	21	244	16	14	203	16	31	80	17	22	68	9	741
4:30 PM	28	269	9	15	230	24	30	76	9	11	67	7	775
4:45 PM	37	206	3	17	211	20	32	98	26	22	78	4	754
5:00 PM	34	261	12	19	201	26	31	90	20	23	69	9	795
5:15 PM	41	246	12	18	231	15	40	147	20	14	108	13	905
5:30 PM	38	257	22	21	193	20	36	99	24	21	113	8	852
5:45 PM	40	243	28	26	210	17	37	129	26	19	113	17	905
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	369	2898	159	181	2530	245	395	1076	259	220	916	113	9361
	10.77%	84.59%	4.64%	6.12%	85.59%	8.29%	22.83%	62.20%	14.97%	17.61%	73.34%	9.05%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	153	1007	74	84	835	78	144	465	90	77	403	47	3457
PEAK HR FACTOR :	0.973			0.944			0.844			0.884			0.955

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5187-007

Day: Tuesday

City: Los Angeles

Date: 4/8/2014

AM

NS/EW Streets:	Laurel Canyon Blvd			Laurel Canyon Blvd			Magnolia Blvd			Magnolia Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	1	0	1	1	0	
7:00 AM	5	81	18	17	332	10	7	68	25	37	61	7	668
7:15 AM	11	97	15	25	278	9	13	143	38	30	85	20	764
7:30 AM	17	125	21	34	301	17	17	160	34	21	137	39	923
7:45 AM	17	203	28	31	265	18	19	169	19	24	145	41	979
8:00 AM	19	187	24	32	284	8	23	177	22	24	143	43	986
8:15 AM	20	145	16	29	290	16	14	188	35	27	125	14	919
8:30 AM	20	139	25	25	293	19	12	165	39	28	126	15	906
8:45 AM	24	128	22	30	266	24	21	181	30	21	138	23	908
9:00 AM	14	155	21	23	224	17	14	159	18	22	74	21	762
9:15 AM	19	128	15	23	261	21	15	154	34	39	69	19	797
9:30 AM	14	145	17	31	259	21	16	131	30	21	119	11	815
9:45 AM	9	160	15	21	191	11	17	82	8	24	74	11	623
TOTAL VOLUMES :	189	1693	237	321	3244	191	188	1777	332	318	1296	264	10050
APPROACH %'s :	8.92%	79.90%	11.18%	8.55%	86.37%	5.09%	8.18%	77.36%	14.45%	16.93%	69.01%	14.06%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	73	660	89	126	1140	59	73	694	110	96	550	137	3807
PEAK HR FACTOR :	0.829			0.941			0.925			0.932			0.965

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5187-007

Day: Tuesday

City: Los Angeles

Date: 4/8/2014

PM

NS/EW Streets:	Laurel Canyon Blvd			Laurel Canyon Blvd			Magnolia Blvd			Magnolia Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	1	0	1	1	0	
3:00 PM	25	240	33	13	197	22	22	111	22	34	100	10	829
3:15 PM	24	194	39	19	194	28	29	103	23	35	128	14	830
3:30 PM	20	206	36	18	203	28	26	128	20	40	127	27	879
3:45 PM	32	241	20	10	235	20	19	90	14	27	114	13	835
4:00 PM	15	260	12	16	189	20	17	117	20	20	101	7	794
4:15 PM	32	219	37	18	204	22	27	141	26	37	144	14	921
4:30 PM	29	230	33	18	193	21	13	136	28	22	148	9	880
4:45 PM	29	216	23	14	181	20	19	134	45	37	143	16	877
5:00 PM	35	227	44	31	182	25	18	140	22	27	120	7	878
5:15 PM	15	255	23	18	207	17	20	127	17	29	143	4	875
5:30 PM	46	234	37	23	190	22	30	178	24	27	157	23	991
5:45 PM	42	258	35	24	182	28	23	160	24	28	165	27	996
TOTAL VOLUMES :	344	2780	372	222	2357	273	263	1565	285	363	1590	171	10585
APPROACH %'s :	9.84%	79.52%	10.64%	7.78%	82.64%	9.57%	12.45%	74.07%	13.49%	17.09%	74.86%	8.05%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	138	974	139	96	761	92	91	605	87	111	585	61	3740
PEAK HR FACTOR :	0.934			0.980			0.844			0.860			0.939

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5187-008

Day: Tuesday

City: Los Angeles

Date: 4/8/2014

AM

NS/EW Streets:	Laurel Canyon Blvd			Laurel Canyon Blvd			Riverside Dr			Riverside Dr			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	2	0	2	2	0	
7:00 AM	22	90	16	13	365	17	13	87	48	56	89	8	824
7:15 AM	43	121	12	28	313	10	13	148	62	70	137	14	971
7:30 AM	55	124	28	39	319	16	25	211	75	58	171	22	1143
7:45 AM	53	184	34	16	271	26	29	243	99	47	204	25	1231
8:00 AM	49	160	25	27	288	13	28	247	101	70	160	17	1185
8:15 AM	45	148	41	40	300	22	28	225	121	45	177	14	1206
8:30 AM	62	167	23	28	291	24	23	206	67	53	144	14	1102
8:45 AM	60	135	29	41	276	32	24	196	64	42	140	23	1062
9:00 AM	42	153	29	32	258	24	29	195	77	46	110	15	1010
9:15 AM	26	137	23	32	296	18	20	188	60	48	127	17	992
9:30 AM	36	159	20	30	276	27	29	157	59	60	91	18	962
9:45 AM	40	196	29	19	268	22	25	142	52	54	104	19	970
TOTAL VOLUMES :	533	1774	309	345	3521	251	286	2245	885	649	1654	206	12658
APPROACH %'s :	20.37%	67.81%	11.81%	8.38%	85.52%	6.10%	8.37%	65.72%	25.91%	25.87%	65.92%	8.21%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	202	616	128	122	1178	77	110	926	396	220	712	78	4765
PEAK HR FACTOR :	0.873			0.920			0.952			0.915			0.968

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5187-008

Day: Tuesday

City: Los Angeles

Date: 4/8/2014

PM

NS/EW Streets:	Laurel Canyon Blvd			Laurel Canyon Blvd			Riverside Dr			Riverside Dr			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 0	
3:00 PM	37	245	40	27	202	32	40	184	71	64	143	27	1112
3:15 PM	47	231	39	28	185	19	33	181	65	60	143	26	1057
3:30 PM	46	226	40	31	207	22	44	207	62	66	139	36	1126
3:45 PM	56	245	42	29	214	28	36	203	55	58	161	28	1155
4:00 PM	52	251	34	19	193	30	38	166	60	50	138	28	1059
4:15 PM	45	259	43	30	188	23	37	189	67	49	152	18	1100
4:30 PM	48	246	52	23	212	34	36	179	54	69	169	26	1148
4:45 PM	39	256	46	31	187	36	41	198	49	58	172	38	1151
5:00 PM	53	275	34	36	189	20	41	205	64	57	145	15	1134
5:15 PM	44	265	33	29	197	20	35	199	58	60	172	28	1140
5:30 PM	59	277	50	27	198	29	38	196	41	57	207	24	1203
5:45 PM	51	281	44	25	182	16	32	182	38	58	185	23	1117
TOTAL VOLUMES :	577	3057	497	335	2354	309	451	2289	684	706	1926	317	13502
APPROACH %'s :	13.97%	74.00%	12.03%	11.17%	78.52%	10.31%	13.17%	66.85%	19.98%	23.94%	65.31%	10.75%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	195	1073	163	123	771	105	155	798	212	232	696	105	4628
PEAK HR FACTOR :	0.927			0.983			0.940			0.897			0.962

CONTROL : Signalized

APPENDIX A2
Existing Roadway Segment Traffic Count Data

VOLUME

Whitsett Ave N/o Erwin St

Day: Tuesday
Date: 04/09/13

City: Los Angeles
Project #: CA13_5195_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					8,627	8,276	0	0	16,903		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	18	10			28	12:00	96	87			183
00:15	15	12			27	12:15	106	116			222
00:30	13	11			24	12:30	129	99			228
00:45	8	54	10	43	18	12:45	121	452	113	415	234
					97						867
01:00	13	6			19	13:00	133	103			236
01:15	8	8			16	13:15	144	112			256
01:30	8	4			12	13:30	164	113			277
01:45	5	34	5	23	10	13:45	154	595	127	455	281
					57						1050
02:00	8	1			9	14:00	165	106			271
02:15	3	1			4	14:15	149	116			265
02:30	6	4			10	14:30	172	117			289
02:45	5	22	6	12	11	14:45	107	593	105	444	212
					34						1037
03:00	4	6			10	15:00	139	104			243
03:15	1	4			5	15:15	159	121			280
03:30	4	0			4	15:30	179	111			290
03:45	6	15	6	16	12	15:45	165	642	131	467	296
					31						1109
04:00	6	8			14	16:00	166	127			293
04:15	7	5			12	16:15	185	129			314
04:30	9	8			17	16:30	196	105			301
04:45	5	27	9	30	14	16:45	171	718	144	505	315
					57						1223
05:00	10	13			23	17:00	215	131			346
05:15	13	8			21	17:15	202	118			320
05:30	24	19			43	17:30	207	129			336
05:45	24	71	35	75	59	17:45	172	796	114	492	286
					146						1288
06:00	20	39			59	18:00	196	116			312
06:15	29	91			120	18:15	175	127			302
06:30	38	113			151	18:30	169	104			273
06:45	54	141	151	394	205	18:45	155	695	121	468	276
					535						1163
07:00	80	161			241	19:00	165	100			265
07:15	99	251			350	19:15	133	92			225
07:30	141	318			459	19:30	112	87			199
07:45	187	507	311	1041	498	19:45	89	499	106	385	195
					1548						884
08:00	174	235			409	20:00	80	101			181
08:15	137	230			367	20:15	81	75			156
08:30	122	170			292	20:30	95	90			185
08:45	127	560	187	822	314	20:45	90	346	88	354	178
					1382						700
09:00	118	160			278	21:00	84	51			135
09:15	102	126			228	21:15	88	61			149
09:30	110	133			243	21:30	73	61			134
09:45	102	432	128	547	230	21:45	57	302	62	235	119
					979						537
10:00	82	120			202	22:00	65	42			107
10:15	107	122			229	22:15	58	40			98
10:30	104	102			206	22:30	46	44			90
10:45	107	400	94	438	201	22:45	41	210	32	158	73
					838						368
11:00	108	108			216	23:00	35	28			63
11:15	99	89			188	23:15	23	21			44
11:30	104	90			194	23:30	23	16			39
11:45	104	415	87	374	191	23:45	20	101	18	83	38
					789						184
TOTALS	2678	3815			6493	TOTALS	5949	4461			10410
SPLIT %	41.2%	58.8%			38.4%	SPLIT %	57.1%	42.9%			61.6%

DAILY TOTALS					NB	SB	EB	WB	Total		
					8,627	8,276	0	0	16,903		
AM Peak Hour	07:30	07:15			07:30	PM Peak Hour	17:00	16:45			16:45
AM Pk Volume	639	1115			1733	PM Pk Volume	796	522			1317
Pk Hr Factor	0.854	0.877			0.870	Pk Hr Factor	0.926	0.906			0.952
7 - 9 Volume	1067	1863	0	0	2930	4 - 6 Volume	1514	997	0	0	2511
7 - 9 Peak Hour	07:30	07:15			07:30	4 - 6 Peak Hour	17:00	16:45			16:45
7 - 9 Pk Volume	639	1115	0	0	1733	4 - 6 Pk Volume	796	522	0	0	1317
Pk Hr Factor	0.854	0.877	0.000	0.000	0.870	Pk Hr Factor	0.926	0.906	0.000	0.000	0.952

CLASSIFICATION

Whitsett Ave btwn Oxnard St & Burbank Blvd

Day: Tuesday
Date: 04/09/13

City: Los Angeles
Project #: CA13_5195_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	93	9	0	2	0	0	0	0	0	0	0	0	104
01:00	0	51	6	0	1	0	0	0	0	0	0	0	0	58
02:00	0	33	3	0	0	0	0	0	0	0	0	0	0	36
03:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
04:00	0	29	5	0	1	0	0	0	0	0	0	0	0	35
05:00	1	104	13	0	3	0	0	0	0	0	0	0	0	121
06:00	1	434	70	1	17	0	0	0	1	0	0	0	0	524
07:00	0	1329	154	2	38	2	0	0	1	0	0	0	0	1526
08:00	1	1211	149	2	27	5	0	0	5	0	0	0	0	1400
09:00	0	817	106	0	25	1	0	0	0	0	0	0	0	949
10:00	1	649	78	0	17	1	0	0	0	0	0	0	0	746
11:00	3	692	85	0	24	1	0	0	0	0	0	0	0	805
12:00 PM	0	733	87	3	26	2	0	0	0	0	0	0	0	851
13:00	1	878	109	1	26	1	0	1	2	0	0	0	0	1019
14:00	2	878	99	0	37	3	0	0	2	0	0	0	0	1021
15:00	1	997	126	0	30	1	0	0	3	0	0	0	0	1158
16:00	3	1080	146	2	29	1	0	0	1	0	0	0	0	1262
17:00	3	1145	134	1	24	0	0	0	4	0	0	0	0	1311
18:00	4	1009	98	2	24	0	0	0	1	0	0	0	0	1138
19:00	1	762	78	0	15	0	0	0	0	0	0	0	0	856
20:00	1	543	46	0	10	0	0	0	0	0	0	0	0	600
21:00	1	437	43	0	8	0	0	0	0	0	0	0	0	489
22:00	0	305	30	0	7	0	0	0	0	0	0	0	0	342
23:00	0	166	17	0	4	0	0	0	0	0	0	0	0	187
Totals	24	14396	1694	14	395	18	1	20	0%	0%	0%	0%	0%	16562
% of Totals	0%	87%	10%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	100%

Directional Peak Periods	All Classes		AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes					
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%				
AM Volumes	7	5463	681	5	155	10	0	0	0	0	0	0	0	6328
% AM	0%	33%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	38%
AM Peak Hour	11:00	07:00	07:00	07:00	07:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	07:00
Volume	3	1329	154	2	38	5	5	5	5	5	5	5	5	1526
PM Volumes	17	8933	1013	9	240	8	0	1	13	0	0	0	0	10234
% PM	0%	54%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	62%
PM Peak Hour	18:00	17:00	16:00	12:00	14:00	14:00	13:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00
Volume	4	1145	146	3	37	3	1	4	4	4	4	4	4	1311
Directional Peak Periods	All Classes		AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes					
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%				
	2926	18%	1870	11%	2573	16%	9193	56%						

Classification Definitions

1	Motorcycles	4	Buses	7	> =4-Axle Single Units	10	>=6-Axle Single Trailers	13	>=7-Axle Multi-Trailers
2	Passenger Cars	5	2-Axle, 6-Tire Single Units	8	<=4-Axle Single Trailers	11	<=5-Axle Multi-Trailers		
3	2-Axle, 4-Tire Single Units	6	3-Axle Single Units	9	5-Axle Single Trailers	12	6-Axle Multi-Trailers		

VOLUME

Whitsett Ave btwn Burbank Blvd & Chandler Blvd

Day: Tuesday
Date: 04/09/13

City: Los Angeles
Project #: CA13_5195_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					9,029	8,925	0	0	17,954		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	19	4			23	12:00	134	106			240
00:15	14	10			24	12:15	142	120			262
00:30	14	5			19	12:30	130	113			243
00:45	12	59	4	23	16 82	12:45	117	523	113	452	230 975
01:00	9	8			17	13:00	174	128			302
01:15	9	0			9	13:15	130	131			261
01:30	5	4			9	13:30	152	133			285
01:45	11	34	3	15	14 49	13:45	177	633	111	503	288 1136
02:00	8	2			10	14:00	141	116			257
02:15	4	4			8	14:15	159	139			298
02:30	2	3			5	14:30	164	115			279
02:45	4	18	5	14	9 32	14:45	159	623	142	512	301 1135
03:00	0	4			4	15:00	163	144			307
03:15	4	5			9	15:15	173	136			309
03:30	1	3			4	15:30	198	132			330
03:45	7	12	4	16	11 28	15:45	206	740	139	551	345 1291
04:00	1	5			6	16:00	194	126			320
04:15	1	4			5	16:15	239	140			379
04:30	5	5			10	16:30	189	124			313
04:45	7	14	6	20	13 34	16:45	220	842	148	538	368 1380
05:00	9	14			23	17:00	224	145			369
05:15	9	17			26	17:15	223	138			361
05:30	11	23			34	17:30	220	137			357
05:45	11	40	31	85	42 125	17:45	200	867	123	543	323 1410
06:00	21	46			67	18:00	183	150			333
06:15	27	91			118	18:15	189	111			300
06:30	35	152			187	18:30	199	100			299
06:45	36	119	170	459	206 578	18:45	172	743	131	492	303 1235
07:00	64	212			276	19:00	166	118			284
07:15	67	289			356	19:15	163	106			269
07:30	139	315			454	19:30	144	127			271
07:45	173	443	315	1131	488 1574	19:45	131	604	60	411	191 1015
08:00	127	256			383	20:00	129	51			180
08:15	116	241			357	20:15	112	55			167
08:30	103	232			335	20:30	102	59			161
08:45	124	470	269	998	393 1468	20:45	93	436	60	225	153 661
09:00	105	196			301	21:00	75	47			122
09:15	120	171			291	21:15	76	52			128
09:30	89	151			240	21:30	61	46			107
09:45	88	402	132	650	220 1052	21:45	73	285	38	183	111 468
10:00	84	119			203	22:00	55	42			97
10:15	87	120			207	22:15	59	39			98
10:30	107	97			204	22:30	37	31			68
10:45	108	386	102	438	210 824	22:45	37	188	25	137	62 325
11:00	102	115			217	23:00	33	17			50
11:15	95	108			203	23:15	33	19			52
11:30	109	116			225	23:30	25	14			39
11:45	127	433	134	473	261 906	23:45	24	115	6	56	30 171
TOTALS	2430	4322			6752	TOTALS	6599	4603			11202
SPLIT %	36.0%	64.0%			37.6%	SPLIT %	58.9%	41.1%			62.4%

DAILY TOTALS					NB	SB	EB	WB	Total
					9,029	8,925	0	0	17,954

AM Peak Hour	07:30	07:15			07:30	PM Peak Hour	16:45	16:45			16:45
AM Pk Volume	555	1175			1682	PM Pk Volume	887	568			1455
Pk Hr Factor	0.802	0.933			0.862	Pk Hr Factor	0.990	0.959			0.986
7 - 9 Volume	913	2129	0	0	3042	4 - 6 Volume	1709	1081	0	0	2790
7 - 9 Peak Hour	07:30	07:15			07:30	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	555	1175			1682	4 - 6 Pk Volume	887	568	0	0	1455
Pk Hr Factor	0.802	0.933	0.000	0.000	0.862	Pk Hr Factor	0.990	0.959	0.000	0.000	0.986

VOLUME

Whitsett Ave btwn Chandler Blvd & Magnolia Blvd

Day: Tuesday
Date: 04/09/13

City: Los Angeles
Project #: CA13_5195_004

DAILY TOTALS				NB	SB	EB	WB	Total
				8,872	9,337	0	0	18,209

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	17	7			24	12:00	127	118			245
00:15	7	10			17	12:15	130	130			260
00:30	14	5			19	12:30	148	120			268
00:45	7	45	4	26	71	12:45	112	517	130	498	1015
01:00	11	7			18	13:00	163	122			285
01:15	9	3			12	13:15	113	135			248
01:30	6	4			10	13:30	141	132			273
01:45	9	35	4	18	53	13:45	171	588	127	516	1104
02:00	8	2			10	14:00	158	122			280
02:15	3	3			6	14:15	148	129			277
02:30	5	3			8	14:30	174	128			302
02:45	4	20	4	12	32	14:45	171	651	154	533	1184
03:00	0	4			4	15:00	170	136			306
03:15	2	4			6	15:15	179	150			329
03:30	2	3			5	15:30	203	140			343
03:45	6	10	4	15	25	15:45	172	724	136	562	1286
04:00	2	4			6	16:00	209	122			331
04:15	0	2			2	16:15	216	136			352
04:30	2	5			7	16:30	185	128			313
04:45	4	8	7	18	26	16:45	212	822	143	529	1351
05:00	8	10			18	17:00	241	154			395
05:15	4	14			18	17:15	229	149			378
05:30	7	27			34	17:30	205	138			343
05:45	9	28	30	81	109	17:45	196	871	118	559	1430
06:00	20	44			64	18:00	202	139			341
06:15	19	85			104	18:15	184	135			319
06:30	21	132			153	18:30	198	101			299
06:45	34	94	202	463	557	18:45	177	761	131	506	1267
07:00	42	222			264	19:00	155	124			279
07:15	65	315			380	19:15	185	105			290
07:30	126	284			410	19:30	152	94			246
07:45	136	369	329	1150	1519	19:45	139	631	51	374	1005
08:00	115	292			407	20:00	155	45			200
08:15	105	282			387	20:15	103	49			152
08:30	116	245			361	20:30	112	48			160
08:45	134	470	298	1117	1587	20:45	83	453	60	202	655
09:00	99	222			321	21:00	76	51			127
09:15	101	211			312	21:15	79	50			129
09:30	87	138			225	21:30	61	49			110
09:45	79	366	165	736	1102	21:45	65	281	54	204	485
10:00	84	120			204	22:00	57	50			107
10:15	71	151			222	22:15	62	37			99
10:30	105	98			203	22:30	39	29			68
10:45	111	371	129	498	869	22:45	39	197	26	142	339
11:00	103	125			228	23:00	32	19			51
11:15	96	132			228	23:15	35	19			54
11:30	108	124			232	23:30	30	8			38
11:45	127	434	139	520	954	23:45	29	126	12	58	184
TOTALS	2250	4654			6904	TOTALS	6622	4683			11305
SPLIT %	32.6%	67.4%			37.9%	SPLIT %	58.6%	41.4%			62.1%

DAILY TOTALS				NB	SB	EB	WB	Total
				8,872	9,337	0	0	18,209

AM Peak Hour	11:45	07:15		07:30	PM Peak Hour	16:45	16:45		16:45		
AM Pk Volume	532	1220		1669	PM Pk Volume	887	584		1471		
Pk Hr Factor	0.899	0.927		0.897	Pk Hr Factor	0.920	0.948		0.931		
7 - 9 Volume	839	2267	0	0	3106	4 - 6 Volume	1693	1088	0	0	2781
7 - 9 Peak Hour	07:30	07:15		07:30	4 - 6 Peak Hour	16:45	16:45				16:45
7 - 9 Pk Volume	482	1220		1669	4 - 6 Pk Volume	887	584	0	0	1471	
Pk Hr Factor	0.886	0.927	0.000	0.000	0.897	Pk Hr Factor	0.920	0.948	0.000	0.000	0.931

VOLUME

Coldwater Canyon Ave between Kittridge St & Victory Blvd

Day: Tuesday
Date: 4/8/2014City: Los Angeles
Project #: CA14_5188_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,357	9,753	0	0	20,110		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	42	19			61	12:00	143	144			287
00:15	37	12			49	12:15	141	139			280
00:30	18	19			37	12:30	160	156			316
00:45	21	118	11	61	32	12:45	133	577	131	570	264
01:00	13	12			25	13:00	135	145			280
01:15	19	11			30	13:15	175	160			335
01:30	14	11			25	13:30	186	125			311
01:45	8	54	8	42	16	13:45	202	698	180	610	382
02:00	6	5			11	14:00	197	156			353
02:15	6	3			9	14:15	159	150			309
02:30	10	8			18	14:30	156	156			312
02:45	7	29	5	21	12	14:45	181	693	193	655	374
03:00	9	9			18	15:00	167	181			348
03:15	4	4			8	15:15	231	161			392
03:30	5	5			10	15:30	227	147			374
03:45	7	25	8	26	15	15:45	205	830	175	664	380
04:00	12	4			16	16:00	206	154			360
04:15	7	13			20	16:15	207	157			364
04:30	4	19			23	16:30	183	174			357
04:45	8	31	30	66	38	16:45	220	816	154	639	374
05:00	11	21			32	17:00	218	170			388
05:15	10	34			44	17:15	240	168			408
05:30	12	46			58	17:30	233	139			372
05:45	31	64	58	159	89	17:45	233	924	158	635	391
06:00	23	108			131	18:00	229	164			393
06:15	39	131			170	18:15	206	150			356
06:30	40	136			176	18:30	194	133			327
06:45	66	168	153	528	219	18:45	191	820	130	577	321
07:00	83	179			262	19:00	175	128			303
07:15	111	186			297	19:15	165	129			294
07:30	163	186			349	19:30	144	120			264
07:45	228	585	198	749	426	19:45	147	631	115	492	262
08:00	201	176			377	20:00	121	116			237
08:15	101	129			230	20:15	139	103			242
08:30	87	135			222	20:30	117	86			203
08:45	76	465	163	603	239	20:45	114	491	96	401	210
09:00	89	127			216	21:00	101	96			197
09:15	99	132			231	21:15	111	81			192
09:30	118	147			265	21:30	88	65			153
09:45	122	428	148	554	270	21:45	92	392	69	311	161
10:00	122	144			266	22:00	87	66			153
10:15	117	149			266	22:15	96	54			150
10:30	104	141			245	22:30	81	61			142
10:45	114	457	110	544	224	22:45	69	333	34	215	103
11:00	116	135			251	23:00	55	40			95
11:15	126	119			245	23:15	52	26			78
11:30	136	136			272	23:30	50	26			76
11:45	147	525	127	517	274	23:45	46	203	22	114	68
TOTALS	2949	3870			6819	TOTALS	7408	5883			13291
SPLIT %	43.2%	56.8%			33.9%	SPLIT %	55.7%	44.3%			66.1%

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,357	9,753	0	0	20,110		
AM Peak Hour	07:15	07:00			07:15	PM Peak Hour	17:15	14:30		17:15	
AM Pk Volume	703	749			1449	PM Pk Volume	935	691		1564	
Pk Hr Factor	0.771	0.946			0.850	Pk Hr Factor	0.974	0.895		0.958	
7 - 9 Volume	1050	1352	0	0	2402	4 - 6 Volume	1740	1274	0	0	3014
7 - 9 Peak Hour	07:15	07:00			07:15	4 - 6 Peak Hour	17:00	16:30			17:00
7 - 9 Pk Volume	703	749	0	0	1449	4 - 6 Pk Volume	924	666	0	0	1559
Pk Hr Factor	0.771	0.946	0.000	0.000	0.850	Pk Hr Factor	0.963	0.957	0.000	0.000	0.955

VOLUME

Coldwater Canyon Ave between Erwin St & Oxnard St

Day: Tuesday
Date: 4/8/2014City: Los Angeles
Project #: CA14_5188_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					8,433	8,689	0	0	17,122		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	25	10			35	12:00	115	120			235
00:15	31	11			42	12:15	109	120			229
00:30	21	17			38	12:30	123	137			260
00:45	13	90	10	48	23 138	12:45	99	446	105	482	204 928
01:00	17	11			28	13:00	116	131			247
01:15	15	12			27	13:15	157	140			297
01:30	12	6			18	13:30	125	124			249
01:45	5	49	5	34	10 83	13:45	211	609	147	542	358 1151
02:00	5	4			9	14:00	149	106			255
02:15	7	3			10	14:15	140	138			278
02:30	7	3			10	14:30	128	140			268
02:45	6	25	8	18	14 43	14:45	151	568	160	544	311 1112
03:00	8	3			11	15:00	156	142			298
03:15	4	4			8	15:15	222	152			374
03:30	4	9			13	15:30	171	131			302
03:45	4	20	6	22	10 42	15:45	179	728	144	569	323 1297
04:00	6	7			13	16:00	168	132			300
04:15	7	13			20	16:15	148	124			272
04:30	5	21			26	16:30	152	140			292
04:45	6	24	16	57	22 81	16:45	169	637	111	507	280 1144
05:00	16	10			26	17:00	166	134			300
05:15	15	27			42	17:15	192	140			332
05:30	11	41			52	17:30	195	137			332
05:45	22	64	50	128	72 192	17:45	181	734	137	548	318 1282
06:00	12	94			106	18:00	154	107			261
06:15	24	122			146	18:15	158	116			274
06:30	39	162			201	18:30	167	115			282
06:45	55	130	166	544	221 674	18:45	149	628	108	446	257 1074
07:00	49	197			246	19:00	129	91			220
07:15	87	206			293	19:15	129	104			233
07:30	137	239			376	19:30	108	83			191
07:45	189	462	236	878	425 1340	19:45	124	490	86	364	210 854
08:00	131	186			317	20:00	92	78			170
08:15	78	166			244	20:15	109	79			188
08:30	104	111			215	20:30	96	60			156
08:45	124	437	180	643	304 1080	20:45	65	362	62	279	127 641
09:00	94	177			271	21:00	92	65			157
09:15	85	165			250	21:15	104	64			168
09:30	94	138			232	21:30	84	54			138
09:45	87	360	130	610	217 970	21:45	53	333	51	234	104 567
10:00	101	132			233	22:00	62	51			113
10:15	92	116			208	22:15	64	49			113
10:30	75	124			199	22:30	77	33			110
10:45	91	359	104	476	195 835	22:45	55	258	37	170	92 428
11:00	115	113			228	23:00	38	23			61
11:15	94	118			212	23:15	41	25			66
11:30	122	107			229	23:30	33	25			58
11:45	140	471	116	454	256 925	23:45	37	149	19	92	56 241
TOTALS	2491	3912			6403	TOTALS	5942	4777			10719
SPLIT %	38.9%	61.1%			37.4%	SPLIT %	55.4%	44.6%			62.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					8,433	8,689	0	0	17,122
AM Peak Hour	07:15	07:00			07:15	PM Peak Hour	15:15	14:30	15:15
AM Pk Volume	544	878			1411	PM Pk Volume	740	594	1299
Pk Hr Factor	0.720	0.918			0.830	Pk Hr Factor	0.833	0.928	0.868
7 - 9 Volume	899	1521	0	0	2420	4 - 6 Volume	1371	1055	0 0 2426
7 - 9 Peak Hour	07:15	07:00			07:15	4 - 6 Peak Hour	17:00	17:00	17:00
7 - 9 Pk Volume	544	878	0	0	1411	4 - 6 Pk Volume	734	548	0 0 1282
Pk Hr Factor	0.720	0.918	0.000	0.000	0.830	Pk Hr Factor	0.941	0.979	0.000 0.000 0.965

VOLUME

Coldwater Canyon Ave between Hatteras & Burbank Blvd

Day: Tuesday
Date: 4/8/2014City: Los Angeles
Project #: CA14_5188_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					8,153	8,616	0	0	16,769		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	31	13			44	12:00	110	107			217
00:15	31	13			44	12:15	115	120			235
00:30	20	21			41	12:30	113	116			229
00:45	23	105	13	60	36	12:45	120	458	117	460	237
01:00	16	10			26	13:00	118	116			234
01:15	16	7			23	13:15	152	103			255
01:30	20	7			27	13:30	137	108			245
01:45	10	62	8	32	18	13:45	161	568	94	421	255
02:00	9	2			11	14:00	138	119			257
02:15	9	8			17	14:15	136	147			283
02:30	8	2			10	14:30	136	140			276
02:45	8	34	8	20	16	14:45	154	564	160	566	314
03:00	6	6			12	15:00	144	132			276
03:15	5	4			9	15:15	142	158			300
03:30	5	5			10	15:30	138	144			282
03:45	1	17	8	23	9	15:45	162	586	106	540	268
04:00	4	21			25	16:00	170	122			292
04:15	6	15			21	16:15	158	116			274
04:30	4	15			19	16:30	155	106			261
04:45	7	21	12	63	19	16:45	165	648	117	461	282
05:00	11	22			33	17:00	171	112			283
05:15	11	30			41	17:15	180	130			310
05:30	11	53			64	17:30	184	121			305
05:45	19	52	54	159	73	17:45	183	718	134	497	317
06:00	15	98			113	18:00	174	123			297
06:15	23	124			147	18:15	144	129			273
06:30	32	155			187	18:30	149	113			262
06:45	34	104	173	550	207	18:45	142	609	89	454	231
07:00	33	223			256	19:00	149	105			254
07:15	59	224			283	19:15	146	78			224
07:30	70	257			327	19:30	137	88			225
07:45	123	285	244	948	367	19:45	115	547	90	361	205
08:00	106	193			299	20:00	125	67			192
08:15	95	187			282	20:15	134	74			208
08:30	88	167			255	20:30	116	65			181
08:45	109	398	159	706	268	20:45	87	462	72	278	159
09:00	77	166			243	21:00	100	64			164
09:15	85	157			242	21:15	93	84			177
09:30	76	154			230	21:30	81	46			127
09:45	74	312	151	628	225	21:45	91	365	60	254	151
10:00	90	129			219	22:00	70	45			115
10:15	96	106			202	22:15	87	35			122
10:30	68	103			171	22:30	84	42			126
10:45	100	354	103	441	203	22:45	53	294	37	159	90
11:00	88	116			204	23:00	44	26			70
11:15	102	106			208	23:15	44	17			61
11:30	105	106			211	23:30	40	21			61
11:45	129	424	125	453	254	23:45	38	166	18	82	56
TOTALS	2168	4083			6251	TOTALS	5985	4533			10518
SPLIT %	34.7%	65.3%			37.3%	SPLIT %	56.9%	43.1%			62.7%

DAILY TOTALS					NB	SB	EB	WB	Total		
					8,153	8,616	0	0	16,769		
AM Peak Hour	11:45	07:00		07:15	PM Peak Hour	17:15	14:45		17:15		
AM Pk Volume	467	948		1276	PM Pk Volume	721	594		1229		
Pk Hr Factor	0.905	0.922		0.869	Pk Hr Factor	0.980	0.928		0.969		
7 - 9 Volume	683	1654	0	0	2337	4 - 6 Volume	1366	958	0	0	2324
7 - 9 Peak Hour	07:45	07:00		07:15	4 - 6 Peak Hour	17:00	17:00				17:00
7 - 9 Pk Volume	412	948	0	0	1276	4 - 6 Pk Volume	718	497	0	0	1215
Pk Hr Factor	0.837	0.922	0.000	0.000	0.869	Pk Hr Factor	0.976	0.927	0.000	0.000	0.958

VOLUME

Coldwater Canyon Ave between Burbank Blvd & Chandler Blvd

Day: Tuesday
Date: 4/8/2014City: Los Angeles
Project #: CA14_5188_004

DAILY TOTALS					NB	SB	EB	WB	Total		
					9,119	9,415	0	0	18,534		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	34	19			53	12:00	146	121			267
00:15	36	10			46	12:15	121	121			242
00:30	21	15			36	12:30	139	131			270
00:45	23	114	13	57	36	12:45	132	538	120	493	252
01:00	20	11			31	13:00	147	135			282
01:15	15	8			23	13:15	150	150			300
01:30	24	6			30	13:30	155	134			289
01:45	11	70	4	29	15	13:45	196	648	147	566	343
02:00	14	8			22	14:00	159	120			279
02:15	11	2			13	14:15	145	150			295
02:30	5	4			9	14:30	166	132			298
02:45	8	38	7	21	15	14:45	178	648	148	550	326
03:00	9	3			12	15:00	167	153			320
03:15	5	4			9	15:15	147	150			297
03:30	7	8			15	15:30	169	149			318
03:45	2	23	8	23	10	15:45	189	672	130	582	319
04:00	6	7			13	16:00	178	134			312
04:15	6	11			17	16:15	178	127			305
04:30	6	17			23	16:30	172	127			299
04:45	9	27	20	55	29	16:45	176	704	128	516	304
05:00	15	21			36	17:00	199	124			323
05:15	14	39			53	17:15	185	137			322
05:30	20	54			74	17:30	198	111			309
05:45	23	72	67	181	90	17:45	172	754	137	509	309
06:00	27	105			132	18:00	179	140			319
06:15	25	139			164	18:15	165	140			305
06:30	41	163			204	18:30	133	111			244
06:45	40	133	189	596	229	18:45	167	644	118	509	285
07:00	46	246			292	19:00	153	107			260
07:15	64	233			297	19:15	165	96			261
07:30	79	277			356	19:30	147	92			239
07:45	138	327	241	997	379	19:45	138	603	94	389	232
08:00	106	209			315	20:00	145	82			227
08:15	110	182			292	20:15	140	95			235
08:30	101	154			255	20:30	138	74			212
08:45	92	409	181	726	273	20:45	89	512	65	316	154
09:00	79	192			271	21:00	118	78			196
09:15	80	170			250	21:15	112	83			195
09:30	87	161			248	21:30	94	57			151
09:45	86	332	155	678	241	21:45	82	406	49	267	131
10:00	110	129			239	22:00	100	64			164
10:15	99	142			241	22:15	105	57			162
10:30	85	125			210	22:30	101	52			153
10:45	104	398	113	509	217	22:45	69	375	39	212	108
11:00	112	129			241	23:00	59	27			86
11:15	106	125			231	23:15	44	31			75
11:30	127	140			267	23:30	44	23			67
11:45	134	479	135	529	269	23:45	46	193	24	105	70
TOTALS	2422	4401			6823	TOTALS	6697	5014			11711
SPLIT %	35.5%	64.5%			36.8%	SPLIT %	57.2%	42.8%			63.2%

DAILY TOTALS					NB	SB	EB	WB	Total		
					9,119	9,415	0	0	18,534		
AM Peak Hour	11:45	07:00		07:15	PM Peak Hour	16:45	14:45		17:00		
AM Pk Volume	540	997		1347	PM Pk Volume	758	600		1263		
Pk Hr Factor	0.925	0.900		0.889	Pk Hr Factor	0.952	0.980		0.978		
7 - 9 Volume	736	1723	0	0	2459	4 - 6 Volume	1458	1025	0	0	2483
7 - 9 Peak Hour	07:45	07:00		07:15	4 - 6 Peak Hour	16:45	16:00				17:00
7 - 9 Pk Volume	455	997	0	0	1347	4 - 6 Pk Volume	758	516	0	0	1263
Pk Hr Factor	0.824	0.900	0.000	0.000	0.889	Pk Hr Factor	0.952	0.963	0.000	0.000	0.978

VOLUME

Coldwater Canyon Ave between Chandler Blvd & Magnolia Blvd

Day: Tuesday
Date: 4/8/2014City: Los Angeles
Project #: CA14_5188_005

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,266	10,476	0	0	20,742		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	40	15			55	12:00	153	143			296
00:15	44	7			51	12:15	155	146			301
00:30	26	9			35	12:30	148	152			300
00:45	31	141	10	41	41 182	12:45	163	619	151	592	314 1211
01:00	24	7			31	13:00	168	173			341
01:15	22	5			27	13:15	168	158			326
01:30	21	7			28	13:30	171	147			318
01:45	18	85	3	22	21 107	13:45	233	740	171	649	404 1389
02:00	13	5			18	14:00	171	139			310
02:15	11	1			12	14:15	153	162			315
02:30	6	6			12	14:30	103	145			248
02:45	8	38	5	17	13 55	14:45	184	611	158	604	342 1215
03:00	8	4			12	15:00	171	151			322
03:15	5	2			7	15:15	173	184			357
03:30	6	11			17	15:30	195	157			352
03:45	5	24	4	21	9 45	15:45	188	727	139	631	327 1358
04:00	6	4			10	16:00	222	147			369
04:15	10	11			21	16:15	203	169			372
04:30	9	10			19	16:30	193	141			334
04:45	10	35	15	40	25 75	16:45	183	801	138	595	321 1396
05:00	16	18			34	17:00	234	145			379
05:15	19	32			51	17:15	209	155			364
05:30	22	64			86	17:30	234	143			377
05:45	40	97	70	184	110 281	17:45	197	874	148	591	345 1465
06:00	32	93			125	18:00	210	161			371
06:15	28	122			150	18:15	175	169			344
06:30	49	179			228	18:30	160	133			293
06:45	60	169	207	601	267 770	18:45	208	753	128	591	336 1344
07:00	54	231			285	19:00	177	140			317
07:15	68	300			368	19:15	181	139			320
07:30	94	240			334	19:30	163	117			280
07:45	151	367	273	1044	424 1411	19:45	158	679	117	513	275 1192
08:00	127	266			393	20:00	168	101			269
08:15	116	191			307	20:15	171	83			254
08:30	114	166			280	20:30	147	62			209
08:45	117	474	191	814	308 1288	20:45	118	604	74	320	192 924
09:00	96	223			319	21:00	149	100			249
09:15	87	202			289	21:15	125	88			213
09:30	87	173			260	21:30	118	75			193
09:45	91	361	163	761	254 1122	21:45	95	487	49	312	144 799
10:00	115	162			277	22:00	116	67			183
10:15	106	164			270	22:15	125	48			173
10:30	111	150			261	22:30	95	44			139
10:45	117	449	153	629	270 1078	22:45	64	400	32	191	96 591
11:00	112	148			260	23:00	56	20			76
11:15	115	141			256	23:15	54	22			76
11:30	155	187			342	23:30	51	19			70
11:45	143	525	159	635	302 1160	23:45	45	206	17	78	62 284
TOTALS	2765	4809			7574	TOTALS	7501	5667			13168
SPLIT %	36.5%	63.5%			36.5%	SPLIT %	57.0%	43.0%			63.5%

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,266	10,476	0	0	20,742		
AM Peak Hour	11:30	07:15		07:15	PM Peak Hour	17:00	14:45		17:00		
AM Pk Volume	606	1079		1519	PM Pk Volume	874	650		1465		
Pk Hr Factor	0.977	0.899		0.896	Pk Hr Factor	0.934	0.883		0.966		
7 - 9 Volume	841	1858	0	0	2699	4 - 6 Volume	1675	1186	0	0	2861
7 - 9 Peak Hour	07:45	07:15		07:15	4 - 6 Peak Hour	17:00	16:00				17:00
7 - 9 Pk Volume	508	1079	0	0	1519	4 - 6 Pk Volume	874	595	0	0	1465
Pk Hr Factor	0.841	0.899	0.000	0.000	0.896	Pk Hr Factor	0.934	0.880	0.000	0.000	0.966

VOLUME

Laurel Canyon Ave between Vanowen St & Victory Blvd

Day: Tuesday
Date: 4/8/2014City: Los Angeles
Project #: CA14_5188_006

DAILY TOTALS					NB	SB	EB	WB	Total		
					11,949	13,315	0	0	25,264		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	29	10			39	12:00	175	199			374
00:15	25	18			43	12:15	184	214			398
00:30	26	18			44	12:30	202	192			394
00:45	27	107	18	64	45	12:45	168	729	223	828	391
01:00	20	12			32	13:00	180	211			391
01:15	18	19			37	13:15	206	212			418
01:30	19	12			31	13:30	213	220			433
01:45	9	66	6	49	15	13:45	207	806	225	868	432
02:00	17	6			23	14:00	229	205			434
02:15	12	13			25	14:15	209	210			419
02:30	9	8			17	14:30	222	195			417
02:45	13	51	6	33	19	14:45	217	877	233	843	450
03:00	9	9			18	15:00	224	210			434
03:15	5	7			12	15:15	194	230			424
03:30	11	8			19	15:30	208	211			419
03:45	8	33	9	33	17	15:45	218	844	212	863	430
04:00	8	13			21	16:00	223	215			438
04:15	8	25			33	16:15	248	250			498
04:30	10	16			26	16:30	271	240			511
04:45	10	36	25	79	35	16:45	220	962	218	923	438
05:00	10	17			27	17:00	229	219			448
05:15	20	37			57	17:15	272	240			512
05:30	26	49			75	17:30	245	246			491
05:45	37	93	74	177	111	17:45	227	973	224	929	451
06:00	34	89			123	18:00	238	221			459
06:15	53	120			173	18:15	206	217			423
06:30	69	151			220	18:30	229	189			418
06:45	65	221	157	517	222	18:45	201	874	190	817	391
07:00	92	220			312	19:00	202	151			353
07:15	118	260			378	19:15	185	189			374
07:30	148	310			458	19:30	175	169			344
07:45	188	546	323	1113	511	19:45	146	708	137	646	283
08:00	173	230			403	20:00	171	165			336
08:15	143	203			346	20:15	159	123			282
08:30	133	238			371	20:30	158	132			290
08:45	120	569	188	859	308	20:45	139	627	118	538	257
09:00	156	200			356	21:00	114	122			236
09:15	154	188			342	21:15	114	86			200
09:30	121	192			313	21:30	90	110			200
09:45	157	588	207	787	364	21:45	95	413	108	426	203
10:00	168	163			331	22:00	83	94			177
10:15	139	188			327	22:15	99	61			160
10:30	142	186			328	22:30	62	57			119
10:45	169	618	189	726	358	22:45	71	315	54	266	125
11:00	186	196			382	23:00	49	32			81
11:15	168	191			359	23:15	48	40			88
11:30	182	197			379	23:30	46	36			82
11:45	166	702	206	790	372	23:45	48	191	33	141	81
TOTALS	3630	5227			8857	TOTALS	8319	8088			16407
SPLIT %	41.0%	59.0%			35.1%	SPLIT %	50.7%	49.3%			64.9%

DAILY TOTALS					NB	SB	EB	WB	Total		
					11,949	13,315	0	0	25,264		
AM Peak Hour	11:45	07:15		07:15	PM Peak Hour	16:30	17:15		17:15		
AM Pk Volume	727	1123		1750	PM Pk Volume	992	931		1913		
Pk Hr Factor	0.900	0.869		0.856	Pk Hr Factor	0.912	0.946		0.934		
7 - 9 Volume	1115	1972	0	0	3087	4 - 6 Volume	1935	1852	0	0	3787
7 - 9 Peak Hour	07:30	07:15		07:15	4 - 6 Peak Hour	16:30	17:00			16:30	
7 - 9 Pk Volume	652	1123	0	0	1750	4 - 6 Pk Volume	992	929	0	0	1909
Pk Hr Factor	0.867	0.869	0.000	0.000	0.856	Pk Hr Factor	0.912	0.944	0.000	0.000	0.932

VOLUME

Laurel Canyon Ave between Victory Blvd & Oxnard St

Day: Tuesday
Date: 4/8/2014

City: Los Angeles
Project #: CA14_5188_007

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,964	12,213	0	0	23,177		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	30	17			47	12:00	184	192			376
00:15	35	13			48	12:15	170	184			354
00:30	33	17			50	12:30	150	173			323
00:45	22	120	18	65	40	12:45	142	646	191	740	333
01:00	19	13			32	13:00	159	168			327
01:15	11	11			22	13:15	200	188			388
01:30	14	12			26	13:30	183	207			390
01:45	9	53	7	43	16	13:45	185	727	195	758	380
02:00	14	5			19	14:00	206	193			399
02:15	9	8			17	14:15	198	175			373
02:30	4	6			10	14:30	200	182			382
02:45	10	37	8	27	18	14:45	195	799	180	730	375
03:00	9	10			19	15:00	196	199			395
03:15	5	11			16	15:15	195	196			391
03:30	11	7			18	15:30	195	205			400
03:45	2	27	7	35	9	15:45	190	776	186	786	376
04:00	10	9			19	16:00	189	205			394
04:15	9	20			29	16:15	248	186			434
04:30	3	10			13	16:30	225	252			477
04:45	13	35	15	54	28	16:45	206	868	225	868	431
05:00	8	18			26	17:00	202	215			417
05:15	19	36			55	17:15	229	274			503
05:30	25	46			71	17:30	198	212			410
05:45	34	86	55	155	89	17:45	219	848	208	909	427
06:00	38	90			128	18:00	223	209			432
06:15	43	126			169	18:15	177	225			402
06:30	70	144			214	18:30	202	207			409
06:45	71	222	158	518	229	18:45	168	770	166	807	334
07:00	96	207			303	19:00	194	146			340
07:15	110	225			335	19:15	153	153			306
07:30	160	306			466	19:30	170	140			310
07:45	199	565	302	1040	501	19:45	128	645	131	570	259
08:00	177	218			395	20:00	142	133			275
08:15	144	189			333	20:15	140	126			266
08:30	123	205			328	20:30	139	131			270
08:45	163	607	193	805	356	20:45	107	528	131	521	238
09:00	155	181			336	21:00	112	129			241
09:15	148	185			333	21:15	103	86			189
09:30	121	171			292	21:30	73	106			179
09:45	146	570	186	723	332	21:45	84	372	82	403	166
10:00	169	162			331	22:00	85	90			175
10:15	134	157			291	22:15	65	58			123
10:30	122	147			269	22:30	72	65			137
10:45	140	565	146	612	286	22:45	62	284	41	254	103
11:00	155	159			314	23:00	67	34			101
11:15	141	167			308	23:15	40	32			72
11:30	173	166			339	23:30	42	27			69
11:45	150	619	171	663	321	23:45	46	195	34	127	80
TOTALS	3506	4740			8246	TOTALS	7458	7473			14931
SPLIT %	42.5%	57.5%			35.6%	SPLIT %	49.9%	50.1%			64.4%

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,964	12,213	0	0	23,177		
AM Peak Hour	07:30	07:15		07:15	PM Peak Hour	16:15	16:30		16:30		
AM Pk Volume	680	1051		1697	PM Pk Volume	881	966		1828		
Pk Hr Factor	0.854	0.859		0.847	Pk Hr Factor	0.888	0.881		0.909		
7 - 9 Volume	1172	1845	0	0	3017	4 - 6 Volume	1716	1777	0	0	3493
7 - 9 Peak Hour	07:30	07:15		07:15	4 - 6 Peak Hour	16:15	16:30			16:30	
7 - 9 Pk Volume	680	1051	0	0	1697	4 - 6 Pk Volume	881	966	0	0	1828
Pk Hr Factor	0.854	0.859	0.000	0.000	0.847	Pk Hr Factor	0.888	0.881	0.000	0.000	0.909

VOLUME

Laurel Canyon Ave between Oxnard St & Burbank Blvd

Day: Tuesday
Date: 4/8/2014City: Los Angeles
Project #: CA14_5188_008

DAILY TOTALS					NB	SB	EB	WB	Total		
					12,288	14,084	0	0	26,372		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	42	17			59	12:00	168	183			351
00:15	38	19			57	12:15	202	187			389
00:30	43	23			66	12:30	151	208			359
00:45	39	162	22	81	61 243	12:45	142	663	237	815	379 1478
01:00	18	14			32	13:00	153	198			351
01:15	18	13			31	13:15	211	218			429
01:30	24	15			39	13:30	203	219			422
01:45	16	76	11	53	27 129	13:45	206	773	208	843	414 1616
02:00	15	5			20	14:00	214	202			416
02:15	14	11			25	14:15	259	202			461
02:30	13	9			22	14:30	226	212			438
02:45	9	51	7	32	16 83	14:45	220	919	201	817	421 1736
03:00	14	12			26	15:00	223	209			432
03:15	8	9			17	15:15	216	207			423
03:30	11	4			15	15:30	209	224			433
03:45	7	40	8	33	15 73	15:45	212	860	225	865	437 1725
04:00	11	8			19	16:00	227	218			445
04:15	10	17			27	16:15	252	217			469
04:30	6	16			22	16:30	256	240			496
04:45	13	40	27	68	40 108	16:45	218	953	227	902	445 1855
05:00	4	24			28	17:00	249	237			486
05:15	21	46			67	17:15	253	263			516
05:30	21	73			94	17:30	253	224			477
05:45	36	82	98	241	134 323	17:45	239	994	224	948	463 1942
06:00	38	127			165	18:00	259	229			488
06:15	48	131			179	18:15	199	231			430
06:30	65	173			238	18:30	219	214			433
06:45	72	223	222	653	294 876	18:45	210	887	166	840	376 1727
07:00	88	335			423	19:00	231	158			389
07:15	116	334			450	19:15	206	162			368
07:30	146	409			555	19:30	201	173			374
07:45	206	556	408	1486	614 2042	19:45	173	811	131	624	304 1435
08:00	174	363			537	20:00	155	130			285
08:15	177	303			480	20:15	188	115			303
08:30	144	348			492	20:30	163	67			230
08:45	162	657	302	1316	464 1973	20:45	142	648	24	336	166 984
09:00	132	311			443	21:00	134	47			181
09:15	150	260			410	21:15	141	36			177
09:30	118	284			402	21:30	111	29			140
09:45	145	545	274	1129	419 1674	21:45	99	485	27	139	126 624
10:00	159	256			415	22:00	103	28			131
10:15	138	235			373	22:15	79	17			96
10:30	133	196			329	22:30	93	14			107
10:45	164	594	175	862	339 1456	22:45	76	351	19	78	95 429
11:00	165	186			351	23:00	78	47			125
11:15	153	186			339	23:15	59	42			101
11:30	167	192			359	23:30	65	35			100
11:45	179	664	205	769	384 1433	23:45	52	254	30	154	82 408
TOTALS	3690	6723			10413	TOTALS	8598	7361			15959
SPLIT %	35.4%	64.6%			39.5%	SPLIT %	53.9%	46.1%			60.5%

DAILY TOTALS					NB	SB	EB	WB	Total		
					12,288	14,084	0	0	26,372		
AM Peak Hour	11:30	07:15		07:30	PM Peak Hour	17:15	16:30		17:15		
AM Pk Volume	716	1514		2186	PM Pk Volume	1004	967		1944		
Pk Hr Factor	0.886	0.925		0.890	Pk Hr Factor	0.969	0.919		0.942		
7 - 9 Volume	1213	2802	0	0	4015	4 - 6 Volume	1947	1850	0	0	3797
7 - 9 Peak Hour	07:30	07:15		07:30	4 - 6 Peak Hour	17:00	16:30				16:30
7 - 9 Pk Volume	703	1514	0	0	2186	4 - 6 Pk Volume	994	967	0	0	1943
Pk Hr Factor	0.853	0.925	0.000	0.000	0.890	Pk Hr Factor	0.982	0.919	0.000	0.000	0.941

VOLUME

Laurel Canyon Ave between Burbank St & Chandler Blvd

Day: Tuesday
Date: 4/8/2014

City: Los Angeles
Project #: CA14_5188_009

DAILY TOTALS				NB	SB	EB	WB	Total
				13,915	15,684	0	0	29,599

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	56	38			94	12:00	197	210			407
00:15	44	32			76	12:15	220	226			446
00:30	41	17			58	12:30	194	228			422
00:45	34	175	25	112	59 287	12:45	180	791	209	873	389 1664
01:00	22	17			39	13:00	211	217			428
01:15	25	24			49	13:15	244	231			475
01:30	27	15			42	13:30	243	197			440
01:45	19	93	14	70	33 163	13:45	241	939	224	869	465 1808
02:00	16	9			25	14:00	238	213			451
02:15	12	19			31	14:15	277	198			475
02:30	11	9			20	14:30	259	213			472
02:45	12	51	12	49	24 100	14:45	248	1022	249	873	497 1895
03:00	14	10			24	15:00	255	243			498
03:15	10	10			20	15:15	253	236			489
03:30	12	16			28	15:30	226	217			443
03:45	9	45	8	44	17 89	15:45	276	1010	235	931	511 1941
04:00	14	18			32	16:00	263	220			483
04:15	7	16			23	16:15	266	213			479
04:30	4	25			29	16:30	275	230			505
04:45	15	40	23	82	38 122	16:45	243	1047	254	917	497 1964
05:00	12	41			53	17:00	251	228			479
05:15	20	45			65	17:15	267	250			517
05:30	20	80			100	17:30	277	245			522
05:45	47	99	103	269	150 368	17:45	270	1065	247	970	517 2035
06:00	39	150			189	18:00	261	248			509
06:15	58	216			274	18:15	248	270			518
06:30	76	301			377	18:30	246	212			458
06:45	80	253	304	971	384 1224	18:45	238	993	210	940	448 1933
07:00	109	330			439	19:00	222	206			428
07:15	126	319			445	19:15	212	181			393
07:30	164	316			480	19:30	211	192			403
07:45	255	654	296	1261	551 1915	19:45	206	851	139	718	345 1569
08:00	235	319			554	20:00	205	169			374
08:15	181	297			478	20:15	176	122			298
08:30	155	340			495	20:30	173	146			319
08:45	182	753	314	1270	496 2023	20:45	132	686	135	572	267 1258
09:00	170	327			497	21:00	135	129			264
09:15	147	306			453	21:15	128	132			260
09:30	134	303			437	21:30	132	102			234
09:45	181	632	265	1201	446 1833	21:45	129	524	96	459	225 983
10:00	162	223			385	22:00	119	75			194
10:15	154	225			379	22:15	107	80			187
10:30	177	206			383	22:30	112	73			185
10:45	192	685	222	876	414 1561	22:45	110	448	76	304	186 752
11:00	179	214			393	23:00	88	59			147
11:15	163	200			363	23:15	71	45			116
11:30	215	226			441	23:30	75	49			124
11:45	211	768	222	862	433 1630	23:45	57	291	38	191	95 482
TOTALS	4248	7067			11315	TOTALS	9667	8617			18284
SPLIT %	37.5%	62.5%			38.2%	SPLIT %	52.9%	47.1%			61.8%

DAILY TOTALS				NB	SB	EB	WB	Total
				13,915	15,684	0	0	29,599

AM Peak Hour	11:30	08:30		07:45	PM Peak Hour	15:45	17:30		17:30		
AM Pk Volume	843	1287		2078	PM Pk Volume	1080	1010		2066		
Pk Hr Factor	0.958	0.946		0.938	Pk Hr Factor	0.978	0.935		0.989		
7 - 9 Volume	1407	2531	0	0	3938	4 - 6 Volume	2112	1887	0	0	3999
7 - 9 Peak Hour	07:30	08:00		07:45	4 - 6 Peak Hour	17:00	16:45			17:00	
7 - 9 Pk Volume	835	1270	0	0	2078	4 - 6 Pk Volume	1065	977	0	0	2035
Pk Hr Factor	0.819	0.934	0.000	0.000	0.938	Pk Hr Factor	0.961	0.962	0.000	0.000	0.975

VOLUME

Laurel Canyon Ave between Chandler Blvd & Magnolia Blvd

Day: Tuesday
Date: 4/8/2014

City: Los Angeles
Project #: CA14_5188_010

DAILY TOTALS					NB	SB	EB	WB	Total		
					14,596	15,775	0	0	30,371		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	61	24			85	12:00	216	229			445
00:15	43	28			71	12:15	239	218			457
00:30	44	27			71	12:30	194	202			396
00:45	34	182	21	100	55	12:45	183	832	222	871	405
01:00	27	18			45	13:00	219	230			449
01:15	28	16			44	13:15	254	216			470
01:30	26	9			35	13:30	257	235			492
01:45	25	106	13	56	38	13:45	269	999	208	889	477
02:00	19	9			28	14:00	249	224			473
02:15	13	9			22	14:15	257	220			477
02:30	15	9			24	14:30	245	240			485
02:45	9	56	7	34	16	14:45	263	1014	197	881	460
03:00	14	9			23	15:00	266	274			540
03:15	10	15			25	15:15	234	223			457
03:30	14	9			23	15:30	257	239			496
03:45	7	45	13	46	20	15:45	283	1040	251	987	534
04:00	14	12			26	16:00	262	247			509
04:15	7	17			24	16:15	287	242			529
04:30	5	19			24	16:30	265	235			500
04:45	13	39	23	71	36	16:45	259	1073	235	959	494
05:00	15	32			47	17:00	261	261			522
05:15	17	42			59	17:15	257	246			503
05:30	19	80			99	17:30	305	230			535
05:45	46	97	100	254	146	17:45	275	1098	224	961	499
06:00	42	131			173	18:00	279	243			522
06:15	55	202			257	18:15	239	236			475
06:30	74	330			404	18:30	265	230			495
06:45	80	251	289	952	369	18:45	243	1026	171	880	414
07:00	100	359			459	19:00	233	197			430
07:15	131	308			439	19:15	226	171			397
07:30	177	345			522	19:30	233	180			413
07:45	262	670	312	1324	574	19:45	232	924	176	724	408
08:00	256	325			581	20:00	210	157			367
08:15	181	343			524	20:15	196	126			322
08:30	159	330			489	20:30	179	164			343
08:45	180	776	306	1304	486	20:45	147	732	145	592	292
09:00	162	290			452	21:00	145	146			291
09:15	159	301			460	21:15	146	112			258
09:30	176	310			486	21:30	149	120			269
09:45	209	706	252	1153	461	21:45	137	577	99	477	236
10:00	197	235			432	22:00	114	105			219
10:15	168	209			377	22:15	132	86			218
10:30	204	230			434	22:30	122	60			182
10:45	188	757	203	877	391	22:45	95	463	66	317	161
11:00	206	207			413	23:00	99	69			168
11:15	175	224			399	23:15	78	63			141
11:30	216	222			438	23:30	75	46			121
11:45	212	809	198	851	410	23:45	72	324	37	215	109
TOTALS	4494	7022			11516	TOTALS	10102	8753			18855
SPLIT %	39.0%	61.0%			37.9%	SPLIT %	53.6%	46.4%			62.1%

DAILY TOTALS					NB	SB	EB	WB	Total
					14,596	15,775	0	0	30,371

AM Peak Hour	11:30	07:30		07:30	PM Peak Hour	17:15	15:00		15:45		
AM Pk Volume	883	1325		2201	PM Pk Volume	1116	987		2072		
Pk Hr Factor	0.924	0.960		0.947	Pk Hr Factor	0.915	0.901		0.970		
7 - 9 Volume	1446	2628	0	0	4074	4 - 6 Volume	2171	1920	0	0	4091
7 - 9 Peak Hour	07:30	07:30		07:30	4 - 6 Peak Hour	17:00	16:30				17:00
7 - 9 Pk Volume	876	1325		2201	4 - 6 Pk Volume	1098	977				2059
Pk Hr Factor	0.836	0.960	0.000	0.000	0.947	Pk Hr Factor	0.900	0.936	0.000	0.000	0.962

APPENDIX B
LOS Operations Worksheets – Existing Conditions

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
AM Peak Hour

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Whitsett Ave/Vanowen St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: C

Street Name: Whitsett Ave Vanowen St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Include Permitted Include Permitted Include Permitted Include
Rights: Permitted Include Permitted Include Permitted Include Permitted Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 113 262 100 139 821 101 89 943 259 117 780 110
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 113 262 100 139 821 101 89 943 259 117 780 110
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 113 262 100 139 821 101 89 943 259 117 780 110
Reduct Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 113 262 100 139 821 101 89 943 259 117 780 110
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 113 262 100 139 821 101 89 943 259 117 780 110

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1500 3000 1500 1500 3000 1500 1500 3000 1500 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.08 0.09 0.07 0.09 0.27 0.07 0.06 0.31 0.17 0.08 0.26 0.07
Crit Volume: 113 411 472 117
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
AM Peak Hour

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Whitsett Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: D

Street Name: Whitsett Ave Victory Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Include Permitted Include Permitted Include Permitted Include
Rights: Permitted Include Permitted Include Permitted Include Permitted Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0

Volume Module:
Base Vol: 76 329 221 288 939 147 37 1588 107 66 1741 59
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 76 329 221 288 939 147 37 1588 107 66 1741 59
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 76 329 221 288 939 147 37 1588 107 66 1741 59
Reduct Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 76 329 221 288 939 147 37 1588 107 66 1741 59
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 76 329 221 288 939 147 37 1588 107 66 1741 59

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.81 0.19 1.00 2.90 0.10
Final Sat.: 1425 2850 1425 1425 2850 1425 1425 4005 270 1425 4135 140

Capacity Analysis Module:
Vol/Sat: 0.05 0.12 0.16 0.20 0.33 0.10 0.03 0.40 0.40 0.05 0.42 0.42
Crit Volume: 76 470 565 66
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Whitsett Ave/Erwin St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name: Whitsett Ave Erwin St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 0 0 1 0 0

Volume Module:
Base Vol: 26 479 9 28 1020 75 102 17 98 14 17 38
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 479 9 28 1020 75 102 17 98 14 17 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 26 479 9 28 1020 75 102 17 98 14 17 38
Reduced Vol: 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 26 479 9 28 1020 75 102 17 98 14 17 38

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.47 0.08 0.45 0.20 0.25 0.55
Final Sat.: 1500 3000 1500 1500 3000 1500 705 118 677 304 370 826

Capacity Analysis Module:
Vol/Sat: 0.02 0.16 0.01 0.02 0.34 0.05 0.14 0.14 0.14 0.05 0.05 0.05
Crit Volume: 26 510 217 14
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Whitsett Ave/Oxnard St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Street Name: Whitsett Ave Oxnard St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 54 366 114 95 877 159 86 848 115 169 1106 56
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 54 366 114 95 877 159 86 848 115 169 1106 56
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 54 366 114 95 877 159 86 848 115 169 1106 56
Reduced Vol: 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 54 366 114 95 877 159 86 848 115 169 1106 56

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1500 3000 1500 1500 3000 1500 1500 3000 1500 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.04 0.12 0.08 0.06 0.29 0.11 0.06 0.28 0.08 0.11 0.37 0.04
Crit Volume: 54 439 86 553
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
AM Peak Hour

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Whitsett Ave/Burbank Blvd
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: B

Street Name:	Whitsett Ave		South Bound		East Bound		West Bound		
	L	T	R	L	T	R	L	T	R
Approach:	North Bound	South Bound	South Bound	East Bound	West Bound	West Bound	East Bound	South Bound	North Bound
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	2	0	1	0	2

Volume Module:

Base Vol:	61	397	102	157	990	170	75	935	81	138	1127	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	397	102	157	990	170	75	935	81	138	1127	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	397	102	157	990	170	75	935	81	138	1127	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	397	102	157	990	170	75	935	81	138	1127	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MUF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	397	102	157	990	170	75	935	81	138	1127	42

Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.59 0.41 1.00 2.00 1.00 1.00 2.76 0.24 1.00 2.89 0.11
 Final Sat.: 1500 2387 613 1500 3000 1500 1500 4141 359 1500 4338 162

Capacity Analysis Module:
 Vol/Sat: 0.04 0.17 0.17 0.10 0.33 0.11 0.05 0.23 0.23 0.09 0.26 0.26
 Crit Volume: 61 495 339 138
 Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
AM Peak Hour

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Whitsett Ave/Magnolia Blvd
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 91 Level Of Service: D

Street Name:	Whitsett Ave		South Bound		East Bound		West Bound		
	L	T	R	L	T	R	L	T	R
Approach:	North Bound	South Bound	South Bound	East Bound	West Bound	West Bound	East Bound	South Bound	North Bound
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	2	0	1	0	1

Volume Module:

Base Vol:	54	343	59	137	1012	102	80	622	215	80	562	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	343	59	137	1012	102	80	622	215	80	562	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	343	59	137	1012	102	80	622	215	80	562	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	343	59	137	1012	102	80	622	215	80	562	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MUF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	343	59	137	1012	102	80	622	215	80	562	52

Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.71 0.29 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.83
 Final Sat.: 1500 2560 440 1500 3000 1500 1500 1500 1500 1500 1500 2746 254

Capacity Analysis Module:
 Vol/Sat: 0.04 0.13 0.13 0.09 0.34 0.07 0.05 0.41 0.14 0.05 0.20 0.20
 Crit Volume: 54 506 622 80
 Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Coldwater Canyon Ave & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name: Coldwater Canyon Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 54 322 77 61 712 190 63 956 60 158 1075 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 54 322 77 61 712 190 63 956 60 158 1075 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 54 322 77 61 712 190 63 956 60 158 1075 7
Reduct Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 54 322 77 61 712 190 63 956 60 158 1075 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 54 322 77 61 712 190 63 956 60 158 1075 7

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.61 0.39 1.00 1.58 0.42 1.00 1.88 0.12 1.00 1.99 0.01
Final Sat.: 1500 2421 579 1500 2368 632 1500 2823 177 1500 2981 19

Capacity Analysis Module:
Vol/Sat: 0.04 0.13 0.13 0.04 0.30 0.30 0.04 0.34 0.34 0.11 0.36 0.36
Crit Volume: 54 451 508 158
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Coldwater Canyon Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name: Coldwater Canyon Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 35 414 100 60 782 118 39 837 83 116 672 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 414 100 60 782 118 39 837 83 116 672 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 414 100 60 782 118 39 837 83 116 672 40
Reduct Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 35 414 100 60 782 118 39 837 83 116 672 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 414 100 60 782 118 39 837 83 116 672 40

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.61 0.39 1.00 1.74 0.26 1.00 1.82 0.18 1.00 1.89 0.11
Final Sat.: 1375 2215 535 1375 2389 361 1375 2502 248 1375 2596 154

Capacity Analysis Module:
Vol/Sat: 0.03 0.19 0.19 0.04 0.33 0.33 0.03 0.33 0.33 0.08 0.26 0.26
Crit Volume: 35 450 460 116
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Coldwater Canyon Ave & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Street Name: Coldwater Canyon Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 81 354 75 71 716 120 107 751 218 100 601 56
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 81 354 75 71 716 120 107 751 218 100 601 56
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 81 354 75 71 716 120 107 751 218 100 601 56
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 81 354 75 71 716 120 107 751 218 100 601 56
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 81 354 75 71 716 120 107 751 218 100 601 56

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.65 0.35 1.00 1.71 0.29 1.00 1.55 0.45 1.00 1.83 0.17
Final Sat.: 1500 2476 524 1500 2569 431 1500 2325 675 1500 2744 256

Capacity Analysis Module:
Vol/Sat: 0.05 0.14 0.14 0.05 0.28 0.28 0.07 0.32 0.32 0.07 0.22 0.22
Crit Volume: 81 418 485 100
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Coldwater Canyon Ave & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Coldwater Canyon Ave Riverside Dr
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 118 322 129 152 846 123 62 1200 280 88 977 47
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 118 322 129 152 846 123 62 1200 280 88 977 47
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 118 322 129 152 846 123 62 1200 280 88 977 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 118 322 129 152 846 123 62 1200 280 88 977 47
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 118 322 129 152 846 123 62 1200 280 88 977 47

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.43 0.57 1.00 1.75 0.25 1.00 1.62 0.38 1.00 2.00 1.00
Final Sat.: 1500 2142 858 1500 2619 381 1500 2432 568 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.08 0.15 0.15 0.10 0.32 0.32 0.04 0.49 0.49 0.06 0.33 0.03
Crit Volume: 118 485 740 88
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Whitset Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: D

Street Name: Whitsett Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 60 511 35 107 1166 87 83 687 187 96 594 69
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 60 511 35 107 1166 87 83 687 187 96 594 69
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 60 511 35 107 1166 87 83 687 187 96 594 69
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 511 35 107 1166 87 83 687 187 96 594 69
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 60 511 35 107 1166 87 83 687 187 96 594 69

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.87 0.13 1.00 1.86 0.14 1.00 2.00 1.00 1.00 1.79 0.21
Final Sat.: 1375 2574 176 1375 2559 191 1375 2750 1375 1375 2464 286

Capacity Analysis Module:
Vol/Sat: 0.04 0.20 0.20 0.08 0.46 0.46 0.06 0.25 0.14 0.07 0.24 0.24
Crit Volume: 60 627 344 96
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Laurel Canyon Ave & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Laurel Canyon Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 77 592 183 132 1158 202 73 1044 148 76 912 53
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 77 592 183 132 1158 202 73 1044 148 76 912 53
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 77 592 183 132 1158 202 73 1044 148 76 912 53
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 592 183 132 1158 202 73 1044 148 76 912 53
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 77 592 183 132 1158 202 73 1044 148 76 912 53

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.70 0.30 1.00 1.75 0.25 1.00 1.89 0.11
Final Sat.: 1500 3000 1500 1500 2554 446 1500 2628 372 1500 2835 165

Capacity Analysis Module:
Vol/Sat: 0.05 0.20 0.12 0.09 0.45 0.45 0.05 0.40 0.40 0.05 0.32 0.32
Crit Volume: 77 680 596 76
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Laurel Canyon Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Laurel Canyon Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 140 740 54 160 1126 75 126 703 115 147 410 37
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 140 740 54 160 1126 75 126 703 115 147 410 37
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 140 740 54 160 1126 75 126 703 115 147 410 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 140 740 54 160 1126 75 126 703 115 147 410 37
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 140 740 54 160 1126 75 126 703 115 147 410 37

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.88 0.12 1.00 1.72 0.28 1.00 1.83 0.17
Final Sat.: 1375 2750 1375 1375 2578 172 1375 2363 387 1375 2522 228

Capacity Analysis Module:
Vol/Sat: 0.10 0.27 0.04 0.12 0.44 0.09 0.30 0.30 0.11 0.16 0.16
Crit Volume: 140 601 409 147
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Laurel Canyon Ave & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name: Laurel Canyon Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 73 660 89 126 1140 59 73 694 110 96 550 137
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 73 660 89 126 1140 59 73 694 110 96 550 137
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 73 660 89 126 1140 59 73 694 110 96 550 137
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 73 660 89 126 1140 59 73 694 110 96 550 137
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 73 660 89 126 1140 59 73 694 110 96 550 137

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.76 0.24 1.00 1.90 0.10 1.00 1.73 0.27 1.00 1.60 0.40
Final Sat.: 1500 2644 356 1500 2852 148 1500 2590 410 1500 2402 598

Capacity Analysis Module:
Vol/Sat: 0.05 0.25 0.25 0.08 0.40 0.40 0.05 0.27 0.27 0.06 0.23 0.23
Crit Volume: 73 600 402 96
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Laurel Canyon Ave & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 1.020
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Laurel Canyon Ave Riverside Dr
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Prot+Permit Prot+Permit Protected Protected
Rights: Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 1 0 1 1 0 2 0 1 1 0

Volume Module:
Base Vol: 202 616 128 122 1178 77 110 926 396 220 712 78
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 202 616 128 122 1178 77 110 926 396 220 712 78
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 202 616 128 122 1178 77 110 926 396 220 712 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 202 616 128 122 1178 77 110 926 396 220 712 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 202 616 128 122 1178 77 110 926 396 242 712 78

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.82 0.18 1.00 1.40 0.60 2.00 1.80 0.20
Final Sat.: 1375 2750 1375 1375 3872 253 1375 1926 824 2750 2478 272

Capacity Analysis Module:
Vol/Sat: 0.15 0.22 0.09 0.09 0.30 0.30 0.08 0.48 0.48 0.09 0.29 0.29
Crit Volume: 202 418 661 121
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Whitsett Ave/Vanowen St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name: Whitsett Ave Vanowen St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Include Permitted Include Permitted Include Permitted Include
Rights: Permitted Include Permitted Include Permitted Include Permitted Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 195 578 102 116 377 89 97 939 174 96 1051 157
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 195 578 102 116 377 89 97 939 174 96 1051 157
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 195 578 102 116 377 89 97 939 174 96 1051 157
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 195 578 102 116 377 89 97 939 174 96 1051 157
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 195 578 102 116 377 89 97 939 174 96 1051 157

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1500 3000 1500 1500 3000 1500 1500 3000 1500 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.13 0.19 0.07 0.08 0.13 0.06 0.06 0.31 0.12 0.06 0.35 0.10
Crit Volume: 289 116 97 97 526
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Whitsett Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.910
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Whitsett Ave Victory Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Include Permitted Include Permitted Include Permitted Include
Rights: Permitted Include Permitted Include Permitted Include Permitted Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0

Volume Module:
Base Vol: 106 598 160 268 355 94 65 1571 91 84 1832 163
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 106 598 160 268 355 94 65 1571 91 84 1832 163
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 106 598 160 268 355 94 65 1571 91 84 1832 163
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 106 598 160 268 355 94 65 1571 91 84 1832 163
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 106 598 160 268 355 94 65 1571 91 84 1832 163

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.84 0.16 1.00 2.75 0.25
Final Sat.: 1425 2850 1425 1425 2850 1425 1425 4041 234 1425 3926 349

Capacity Analysis Module:
Vol/Sat: 0.07 0.21 0.11 0.19 0.12 0.07 0.05 0.39 0.39 0.06 0.47 0.47
Crit Volume: 299 268 65
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Whitsett Ave/Erwin St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.321
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name: Whitsett Ave Erwin St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 0 0 1 0 0

Volume Module:
Base Vol: 51 741 21 33 448 20 27 6 41 4 4 26
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 741 21 33 448 20 27 6 41 4 4 26
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 51 741 21 33 448 20 27 6 41 4 4 26
Reduced Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 51 741 21 33 448 20 27 6 41 4 4 26
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 51 741 21 33 448 20 27 6 41 4 4 26

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.00 0.36 0.08 0.56 0.12 0.12 0.76
Final Sat.: 1500 3000 1500 1500 3000 1500 547 122 831 176 176 1147

Capacity Analysis Module:
Vol/Sat: 0.03 0.25 0.01 0.02 0.15 0.01 0.05 0.05 0.05 0.02 0.02 0.02
Crit Volume: 371 33 74
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Whitsett Ave/Oxnard St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name: Whitsett Ave Oxnard St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 94 603 86 65 361 68 86 877 81 115 1186 125
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 94 603 86 65 361 68 86 877 81 115 1186 125
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 94 603 86 65 361 68 86 877 81 115 1186 125
Reduced Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 94 603 86 65 361 68 86 877 81 115 1186 125
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 94 603 86 65 361 68 86 877 81 115 1186 125

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00
Final Sat.: 1500 3000 1500 1500 3000 1500 1500 3000 1500 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.06 0.20 0.06 0.04 0.12 0.05 0.06 0.29 0.05 0.08 0.40 0.08
Crit Volume: 302 65 86
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
PM Peak Hour

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Whitsett Ave/Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name: Whitsett Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 2 1 0

Volume Module:
Base Vol: 102 689 137 111 378 102 81 1091 85 117 1119 114
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 102 689 137 111 378 102 81 1091 85 117 1119 114
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 102 689 137 111 378 102 81 1091 85 117 1119 114
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 102 689 137 111 378 102 81 1091 85 117 1119 114
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 102 689 137 111 378 102 81 1091 85 117 1119 114

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.67 0.33 1.00 2.00 1.00 1.00 2.78 0.22 1.00 2.72 0.28
Final Sat.: 1500 2502 498 1500 3000 1500 1500 4175 325 1500 4084 416

Capacity Analysis Module:
Vol/Sat: 0.07 0.28 0.28 0.07 0.13 0.07 0.05 0.26 0.26 0.08 0.27 0.27
Crit Volume: 413 111 392 117
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
PM Peak Hour

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Whitsett Ave/Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: D

Street Name: Whitsett Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 0

Volume Module:
Base Vol: 158 688 140 93 385 64 87 724 147 71 687 95
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 158 688 140 93 385 64 87 724 147 71 687 95
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 158 688 140 93 385 64 87 724 147 71 687 95
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 158 688 140 93 385 64 87 724 147 71 687 95
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 158 688 140 93 385 64 87 724 147 71 687 95

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.66 0.34 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1500 2493 507 1500 3000 1500 1500 1500 1500 1500 1500 1500

Capacity Analysis Module:
Vol/Sat: 0.11 0.28 0.28 0.06 0.13 0.04 0.06 0.48 0.10 0.05 0.26 0.26
Crit Volume: 414 93 724 71
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Coldwater Canyon Ave & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Street Name: Coldwater Canyon Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 55 611 138 56 371 54 105 1046 52 87 886 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 55 611 138 56 371 54 105 1046 52 87 886 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 55 611 138 56 371 54 105 1046 52 87 886 10
Reduced Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 55 611 138 56 371 54 105 1046 52 87 886 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 55 611 138 56 371 54 105 1046 52 87 886 10

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.63 0.37 1.00 1.75 0.25 1.00 1.91 0.09 1.00 1.98 0.02
Final Sat.: 1500 2447 553 1500 2619 381 1500 2858 142 1500 2967 33

Capacity Analysis Module:
Vol/Sat: 0.04 0.25 0.25 0.04 0.14 0.14 0.07 0.37 0.37 0.06 0.30 0.30
Crit Volume: 375 56 549 87
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Coldwater Canyon Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name: Coldwater Canyon Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 34 711 141 29 480 40 44 528 54 68 504 37
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 34 711 141 29 480 40 44 528 54 68 504 37
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 34 711 141 29 480 40 44 528 54 68 504 37
Reduced Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 34 711 141 29 480 40 44 528 54 68 504 37
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 34 711 141 29 480 40 44 528 54 68 504 37

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.67 0.33 1.00 1.85 0.15 1.00 1.81 0.19 1.00 1.86 0.14
Final Sat.: 1375 2295 455 1375 2538 212 1375 2495 255 1375 2562 188

Capacity Analysis Module:
Vol/Sat: 0.02 0.31 0.31 0.02 0.19 0.19 0.03 0.21 0.21 0.05 0.20 0.20
Crit Volume: 426 29 291 68
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Coldwater Canyon Ave & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name: Coldwater Canyon Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 152 654 116 66 425 66 152 703 135 86 579 48
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 152 654 116 66 425 66 152 703 135 86 579 48
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 152 654 116 66 425 66 152 703 135 86 579 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 152 654 116 66 425 66 152 703 135 86 579 48
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 152 654 116 66 425 66 152 703 135 86 579 48

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.70 0.30 1.00 1.73 0.27 1.00 1.68 0.32 1.00 1.85 0.15
Final Sat.: 1500 2548 452 1500 2597 403 1500 2517 483 1500 2770 230

Capacity Analysis Module:
Vol/Sat: 0.10 0.26 0.26 0.04 0.16 0.16 0.10 0.28 0.28 0.06 0.21 0.21
Crit Volume: 385 66 419 86
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Coldwater Canyon Ave & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name: Coldwater Canyon Ave Riverside Dr
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 139 757 132 102 477 136 131 894 176 109 816 124
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 139 757 132 102 477 136 131 894 176 109 816 124
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 139 757 132 102 477 136 131 894 176 109 816 124
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 139 757 132 102 477 136 131 894 176 109 816 124
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 139 757 132 102 477 136 131 894 176 109 816 124

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.70 0.30 1.00 1.56 0.44 1.00 1.67 0.33 1.00 2.00 1.00
Final Sat.: 1500 2555 445 1500 2334 666 1500 2507 493 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.09 0.30 0.30 0.07 0.20 0.20 0.09 0.36 0.36 0.07 0.27 0.08
Crit Volume: 445 102 535 109
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Whitset Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Street Name: Whitsett Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 0

Volume Module:
Base Vol: 71 1013 61 55 518 54 94 472 89 50 471 61
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 71 1013 61 55 518 54 94 472 89 50 471 61
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 71 1013 61 55 518 54 94 472 89 50 471 61
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 71 1013 61 55 518 54 94 472 89 50 471 61
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 71 1013 61 55 518 54 94 472 89 50 471 61

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.89 0.11 1.00 1.81 0.19 1.00 2.00 1.00 1.00 1.77 0.23
Final Sat.: 1375 2594 156 1375 2490 260 1375 2750 1375 1375 2435 315

Capacity Analysis Module:
Vol/Sat: 0.05 0.39 0.39 0.04 0.21 0.21 0.07 0.17 0.06 0.04 0.19 0.19
Crit Volume: 537 55 94 266
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Laurel Canyon Ave & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Street Name: Laurel Canyon Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 103 835 210 94 743 152 102 1040 147 103 929 93
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 103 835 210 94 743 152 102 1040 147 103 929 93
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 103 835 210 94 743 152 102 1040 147 103 929 93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 103 835 210 94 743 152 102 1040 147 103 929 93
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 103 835 210 94 743 152 102 1040 147 103 929 93

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.66 0.34 1.00 1.75 0.25 1.00 1.82 0.18
Final Sat.: 1500 3000 1500 1500 2491 509 1500 2628 372 1500 2727 273

Capacity Analysis Module:
Vol/Sat: 0.07 0.28 0.14 0.06 0.30 0.30 0.07 0.40 0.40 0.07 0.34 0.34
Crit Volume: 103 448 594 103
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Laurel Canyon Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name: Laurel Canyon Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected Protected Protected
Rights: Include Include Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 153 1007 74 84 835 78 144 465 90 77 403 47
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 153 1007 74 84 835 78 144 465 90 77 403 47
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 153 1007 74 84 835 78 144 465 90 77 403 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 153 1007 74 84 835 78 144 465 90 77 403 47
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 153 1007 74 84 835 78 144 465 90 77 403 47

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.83 0.17 1.00 1.68 0.32 1.00 1.79 0.21
Final Sat.: 1375 2750 1375 1375 2515 235 1375 2304 446 1375 2463 287

Capacity Analysis Module:
Vol/Sat: 0.11 0.37 0.05 0.06 0.33 0.33 0.10 0.20 0.20 0.06 0.16 0.16
Crit Volume: 153 457 144
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing No Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Laurel Canyon Ave & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Street Name: Laurel Canyon Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted Permitted Permitted
Rights: Include Include Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 138 974 139 96 761 92 91 605 87 111 585 61
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 138 974 139 96 761 92 91 605 87 111 585 61
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 138 974 139 96 761 92 91 605 87 111 585 61
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 138 974 139 96 761 92 91 605 87 111 585 61
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 138 974 139 96 761 92 91 605 87 111 585 61

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.75 0.25 1.00 1.78 0.22 1.00 1.75 0.25 1.00 1.81 0.19
Final Sat.: 1500 2625 375 1500 2676 324 1500 2623 377 1500 2717 283

Capacity Analysis Module:
Vol/Sat: 0.09 0.37 0.37 0.06 0.28 0.28 0.06 0.23 0.23 0.07 0.22 0.22
Crit Volume: 557 96 346 111
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
 Existing No Project conditions
 PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Base Volume Alternative)

 Intersection #15 Laurel Canyon Ave & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.940
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: Laurel Canyon Ave Riverside Dr
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Prot+Permit Prot+Permit Protected Protected
 Rights: Ovl Include Include Protected Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 0 1 1 0 2 1 0 1 0 1 1 0 2 0 1 1 0

Volume Module:
 Base Vol: 195 1073 163 123 771 105 155 798 212 232 696 105
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 195 1073 163 123 771 105 155 798 212 232 696 105
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 195 1073 163 123 771 105 155 798 212 232 696 105
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 195 1073 163 123 771 105 155 798 212 232 696 105
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 195 1073 163 123 771 105 155 798 212 255 696 105

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.64 0.36 1.00 1.58 0.42 2.00 1.74 0.26
 Final Sat.: 1375 2750 1375 1375 3631 494 1375 2173 577 2750 2390 360

Capacity Analysis Module:
 Vol/Sat: 0.14 0.39 0.12 0.09 0.21 0.21 0.11 0.37 0.37 0.09 0.29 0.29
 Crit Volume: 537 123 505 128
 Crit Moves: ****

APPENDIX C
LOS Operations Worksheets – Existing plus-Project Conditions

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Whitsett Ave/Vanowen St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

Street Name: Whitsett Ave Vanowen St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Include Permitted Include Permitted Include Permitted Include
Rights: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Y+R: 0 0 0 1 0 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1
Lanes: 0 0 0 1 0 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 244 65 90 540 66 89 943 260 118 780 110
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 244 65 90 540 66 89 943 260 118 780 110
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 244 65 90 540 66 89 943 260 118 780 110
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 244 65 90 540 66 89 943 260 118 780 110
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 244 65 90 540 66 89 943 260 118 780 110
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 244 65 90 540 66 89 943 260 118 780 110

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.79 0.21 1.00 0.89 0.11 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 1184 316 1500 1337 163 1500 3000 1500 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.21 0.06 0.40 0.40 0.06 0.31 0.17 0.08 0.26 0.07
Crit Volume: 0 606 472 118
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Whitsett Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name: Whitsett Ave Victory Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Include Permitted Include Permitted Include Permitted Include
Rights: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Y+R: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 104 226 144 187 614 96 38 1588 107 66 1741 60
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 104 226 144 187 614 96 38 1588 107 66 1741 60
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 104 226 144 187 614 96 38 1588 107 66 1741 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 104 226 144 187 614 96 38 1588 107 66 1741 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 104 226 144 187 614 96 38 1588 107 66 1741 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 104 226 144 187 614 96 38 1588 107 66 1741 60

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.81 1.00 1.00 2.90 0.10
Final Sat.: 1425 2850 1425 1425 2850 1425 1425 4005 270 1425 4133 142
Capacity Analysis Module:
Vol/Sat: 0.07 0.08 0.10 0.13 0.22 0.07 0.03 0.40 0.40 0.05 0.42 0.42
Crit Volume: 104 307 565 66
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Whitsett Ave/Erwin St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Street Name: Whitsett Ave Erwin St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 0 1 0 0 0 0 1 0 0 0 0 1

Volume Module:
Base Vol: 0 358 6 0 686 49 0 0 217 0 0 69
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 358 6 0 686 49 0 0 217 0 0 69
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 358 6 0 686 49 0 0 217 0 0 69
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 358 6 0 686 49 0 0 217 0 0 69
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 358 6 0 686 49 0 0 217 0 0 69
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 358 6 0 686 49 0 0 217 0 0 69

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.98 0.02 0.00 0.93 0.07 0.00 0.00
Final Sat.: 0 1475 25 0 1400 100 0 0 1500 0 0 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.24 0.24 0.00 0.49 0.49 0.00 0.00 0.14 0.00 0.00 0.05
Crit Volume: 0 735 217 0
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Whitsett Ave/Oxnard St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 Level Of Service: D

Street Name: Whitsett Ave Oxnard St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 0 1 0 1 0 0 1 0 2 0 1

Volume Module:
Base Vol: 0 266 74 157 575 103 99 848 116 170 1106 69
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 266 74 157 575 103 99 848 116 170 1106 69
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 266 74 157 575 103 99 848 116 170 1106 69
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 266 74 157 575 103 99 848 116 170 1106 69
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 266 74 157 575 103 99 848 116 170 1106 69
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 266 74 157 575 103 99 848 116 170 1106 69

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.78 0.22 1.00 0.85 0.15 1.00 2.00
Final Sat.: 0 1174 326 1500 1272 228 1500 3000 1500 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.23 0.23 0.10 0.45 0.45 0.07 0.28 0.08 0.11 0.37 0.05
Crit Volume: 0 678 99
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Whitsett Ave/Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Street Name: Whitsett Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 57 401 66 102 646 111 126 935 81 138 1127 93
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 57 401 66 102 646 111 126 935 81 138 1127 93
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 57 401 66 102 646 111 126 935 81 138 1127 93
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 57 401 66 102 646 111 126 935 81 138 1127 93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 57 401 66 102 646 111 126 935 81 138 1127 93
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 57 401 66 102 646 111 126 935 81 138 1127 93

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.72 0.28 1.00 2.00 1.00 1.00 2.76 0.24 1.00 2.77 0.23
Final Sat.: 1500 2576 424 1500 3000 1500 1500 4141 359 1500 4157 343

Capacity Analysis Module:
Vol/Sat: 0.04 0.16 0.16 0.07 0.22 0.07 0.08 0.23 0.23 0.09 0.27 0.27
Crit Volume: 57 323 330 407
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Whitsett Ave/Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name: Whitsett Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 96 0 99 89 660 66 81 622 215 80 562 53
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 96 0 99 89 660 66 81 622 215 80 562 53
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 96 0 99 89 660 66 81 622 215 80 562 53
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 96 0 99 89 660 66 81 622 215 80 562 53
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 96 0 99 89 660 66 81 622 215 80 562 53
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 96 0 99 89 660 66 81 622 215 80 562 53

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.83 0.17
Final Sat.: 1500 1500 1500 1500 3000 1500 1500 1500 1500 1500 2741 259

Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.07 0.06 0.22 0.04 0.05 0.41 0.14 0.05 0.21 0.20
Crit Volume: 96 330 622 80
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Coldwater Canyon Ave & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: D

Street Name: Coldwater Canyon Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module:
Base Vol: 54 408 126 61 877 190 63 956 60 158 1075 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 54 408 126 61 877 190 63 956 60 158 1075 7
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 54 408 126 61 877 190 63 956 60 158 1075 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 54 408 126 61 877 190 63 956 60 158 1075 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 408 126 61 877 190 63 956 60 158 1075 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 54 408 126 61 877 190 63 956 60 158 1075 7

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.53 0.47 1.00 1.64 0.36 1.00 1.88 0.12 1.00 1.99 0.01
Final Sat.: 1500 2292 708 1500 2466 534 1500 2823 177 1500 2981 19

Capacity Analysis Module:
Vol/Sat: 0.04 0.18 0.18 0.04 0.36 0.36 0.04 0.34 0.34 0.11 0.36 0.36
Crit Volume: 54 534 508 158
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Coldwater Canyon Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Coldwater Canyon Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module:
Base Vol: 35 690 161 60 1279 118 39 837 83 116 672 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 690 161 60 1279 118 39 837 83 116 672 40
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 690 161 60 1279 118 39 837 83 116 672 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 690 161 60 1279 118 39 837 83 116 672 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 690 161 60 1279 118 39 837 83 116 672 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 690 161 60 1279 118 39 837 83 116 672 40

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.62 0.38 1.00 1.83 0.17 1.00 1.82 0.18 1.00 1.89 0.11
Final Sat.: 1375 2230 520 1375 2518 232 1375 2502 248 1375 2596 154

Capacity Analysis Module:
Vol/Sat: 0.03 0.31 0.31 0.04 0.51 0.51 0.03 0.33 0.33 0.08 0.26 0.26
Crit Volume: 35 699 460 116
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Coldwater Canyon Ave & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name: Coldwater Canyon Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 1

Volume Module:
Base Vol: 81 480 75 71 894 120 107 751 218 100 601 117
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 81 480 75 71 894 120 107 751 218 100 601 117
Added Vol: 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0
Initial Fut: 81 480 75 71 894 120 107 751 218 100 601 117
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 81 480 75 71 894 120 107 751 218 100 601 117
Reduct Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 81 480 75 71 894 120 107 751 218 100 601 117
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 81 480 75 71 894 120 107 751 218 100 601 117

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.73 0.27 1.00 1.76 0.24 1.00 1.55 0.45 1.00 1.67 0.33
Final Sat.: 1500 2595 405 1500 2645 355 1500 2325 675 1500 2511 489
Capacity Analysis Module:
Vol/Sat: 0.05 0.19 0.18 0.05 0.34 0.34 0.07 0.32 0.32 0.07 0.24 0.24
Crit Volume: 81 507 485 100
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Coldwater Canyon Ave & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 1.013
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Coldwater Canyon Ave Riverside Dr
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 118 387 129 152 1024 123 62 1200 280 88 977 108
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 118 387 129 152 1024 123 62 1200 280 88 977 108
Added Vol: 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0
Initial Fut: 118 387 129 152 1024 123 62 1200 280 88 977 108
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 118 387 129 152 1024 123 62 1200 280 88 977 108
Reduct Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 118 387 129 152 1024 123 62 1200 280 88 977 108
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 118 387 129 152 1024 123 62 1200 280 88 977 108

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.50 0.50 1.00 1.79 0.21 1.00 1.62 0.38 1.00 2.00 1.00
Final Sat.: 1500 2250 750 1500 2678 322 1500 2432 568 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.08 0.17 0.17 0.10 0.38 0.38 0.04 0.49 0.49 0.06 0.33 0.07
Crit Volume: 118 574 740 88
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Whitset Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name: Whitsett Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected Protected Protected
Rights: Include Include Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1 1 0 1 1 0

Volume Module:
Base Vol: 0 0 70 761 57 115 447 122 62 386 106
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 70 761 57 115 447 122 62 386 106
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 70 761 57 115 447 122 62 386 106
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 70 761 57 115 447 122 62 386 106
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 70 761 57 115 447 122 62 386 106
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 70 761 57 115 447 122 62 386 106

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 1.00 1.86 0.14 1.00 2.00 1.00 1.00 1.57 0.43
Final Sat.: 1425 2850 0 1425 2651 199 1425 2850 1425 1425 2236 614

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.29 0.29 0.08 0.16 0.09 0.04 0.17 0.17
Crit Volume: 409 115
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Laurel Canyon Ave & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.040
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Laurel Canyon Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 126 678 183 132 1323 202 73 1044 148 76 912 53
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 126 678 183 132 1323 202 73 1044 148 76 912 53
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 126 678 183 132 1323 202 73 1044 148 76 912 53
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 126 678 183 132 1323 202 73 1044 148 76 912 53
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 126 678 183 132 1323 202 73 1044 148 76 912 53
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 126 678 183 132 1323 202 73 1044 148 76 912 53

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.74 0.26 1.00 1.75 0.25 1.00 1.89 0.11
Final Sat.: 1500 3000 1500 1500 2603 397 1500 2628 372 1500 2835 165

Capacity Analysis Module:
Vol/Sat: 0.08 0.23 0.12 0.09 0.51 0.51 0.05 0.40 0.40 0.05 0.32 0.32
Crit Volume: 126 763
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Laurel Canyon Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.168
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Laurel Canyon Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 201 1015 54 160 1623 75 126 703 115 147 410 37
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 201 1015 54 160 1623 75 126 703 115 147 410 37
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 201 1015 54 160 1623 75 126 703 115 147 410 37
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 201 1015 54 160 1623 75 126 703 115 147 410 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 201 1015 54 160 1623 75 126 703 115 147 410 37
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 201 1015 54 160 1623 75 126 703 115 147 410 37

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1375 2750 1375 1375 2629 121 1375 2363 387 1375 2522 228

Capacity Analysis Module:
Vol/Sat: 0.15 0.37 0.04 0.12 0.62 0.62 0.09 0.30 0.30 0.11 0.16 0.16
Crit Volume: 201 849 409 147
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Laurel Canyon Ave & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: D

Street Name: Laurel Canyon Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 73 787 89 126 1318 59 134 694 110 96 550 137
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 73 787 89 126 1318 59 134 694 110 96 550 137
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 73 787 89 126 1318 59 134 694 110 96 550 137
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 73 787 89 126 1318 59 134 694 110 96 550 137
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 73 787 89 126 1318 59 134 694 110 96 550 137
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 73 787 89 126 1318 59 134 694 110 96 550 137

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.80 0.20 1.00 1.91 0.09 1.00 1.73 0.27 1.00 1.00 0.40
Final Sat.: 1500 2695 305 1500 2871 129 1500 2590 410 1500 2402 598

Capacity Analysis Module:
Vol/Sat: 0.05 0.29 0.29 0.08 0.46 0.46 0.09 0.27 0.27 0.06 0.23 0.23
Crit Volume: 73 689 402 96
Crit Moves: ****

LADWP On Call- ESA EIR: Whittsett Pipeline
Existing with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Laurel Canyon Ave & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 1.063
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Laurel Canyon Ave Riverside Dr
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Prot+Permit Prot+Permit Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 1 0 1 0 1 0 2 0 1 1 0

Volume Module:
Base Vol: 202 682 128 122 1356 77 171 926 396 220 712 78
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 202 682 128 122 1356 77 171 926 396 220 712 78
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 202 682 128 122 1356 77 171 926 396 220 712 78
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 202 682 128 122 1356 77 171 926 396 220 712 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 202 682 128 122 1356 77 171 926 396 220 712 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 202 682 128 122 1356 77 171 926 396 220 712 78

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.84 0.16 1.00 1.40 0.60 2.00 1.80 0.20
Final Sat.: 1375 2750 1375 1375 3903 222 1375 1926 824 2750 2478 272

Capacity Analysis Module:
Vol/Sat: 0.15 0.25 0.09 0.09 0.35 0.35 0.12 0.48 0.48 0.09 0.29 0.29
Crit Volume: 202 478 661 121
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing With Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Whitsett Ave/Vanowen St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D

Street Name: Whitsett Ave Vanowen St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Include Permitted Include Permitted Include
Rights: Permitted Include Permitted Include Permitted Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 0 1 0 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 510 67 75 246 58 97 939 174 96 1051 157
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 510 67 75 246 58 97 939 174 96 1051 157
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 510 67 75 246 58 97 939 174 96 1051 157
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 510 67 75 246 58 97 939 174 96 1051 157
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 510 67 75 246 58 97 939 174 96 1051 157
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 510 67 75 246 58 97 939 174 96 1051 157

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.88 0.12 1.00 0.81 0.19 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 1326 174 1500 1214 286 1500 3000 1500 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.38 0.38 0.05 0.20 0.20 0.06 0.31 0.12 0.06 0.35 0.10
Crit Volume: 577 75 97 526
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing With Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Whitsett Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name: Whitsett Ave Victory Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Include Permitted Include Permitted Include
Rights: Permitted Include Permitted Include Permitted Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 138 393 104 175 242 62 65 1571 91 84 1832 163
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 138 393 104 175 242 62 65 1571 91 84 1832 163
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 138 393 104 175 242 62 65 1571 91 84 1832 163
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 138 393 104 175 242 62 65 1571 91 84 1832 163
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 138 393 104 175 242 62 65 1571 91 84 1832 163
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 138 393 104 175 242 62 65 1571 91 84 1832 163

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.84 0.16 1.00 2.75 0.25
Final Sat.: 1425 2850 1425 1425 2850 1425 1425 4041 234 1425 3926 349

Capacity Analysis Module:
Vol/Sat: 0.10 0.14 0.07 0.12 0.08 0.04 0.05 0.39 0.39 0.06 0.47 0.47
Crit Volume: 197 175 65
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing With Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Whitsett Ave/Erwin St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Whitsett Ave Erwin St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 0 1 0 0 0 0 1 0 0 0 0 1

Volume Module:
Base Vol: 0 550 14 0 324 13 0 0 74 0 0 34
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 550 14 0 324 13 0 0 74 0 0 34
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 550 14 0 324 13 0 0 74 0 0 34
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 550 14 0 324 13 0 0 74 0 0 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 550 14 0 324 13 0 0 74 0 0 34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 550 14 0 324 13 0 0 74 0 0 34

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.98 0.02 0.00 0.96 0.04 0.00 0.00
Final Sat.: 0 1463 37 0 1442 58 0 0 1500 0 0 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.38 0.38 0.00 0.22 0.22 0.00 0.00 0.05 0.00 0.00 0.02
Crit Volume: 564 0 74 0
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing With Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Whitsett Ave/Oxnard St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: D

Street Name: Whitsett Ave Oxnard St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 0 1 0 1 0 0 1 0 2 0 1

Volume Module:
Base Vol: 0 428 57 86 245 45 108 877 81 115 1186 147
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 428 57 86 245 45 108 877 81 115 1186 147
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 428 57 86 245 45 108 877 81 115 1186 147
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 428 57 86 245 45 108 877 81 115 1186 147
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 428 57 86 245 45 108 877 81 115 1186 147
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 428 57 86 245 45 108 877 81 115 1186 147

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.88 0.12 1.00 0.84 0.16 1.00 2.00
Final Sat.: 0 1324 176 1500 1267 233 1500 3000 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.32 0.32 0.06 0.19 0.19 0.07 0.29 0.05 0.08 0.40 0.10
Crit Volume: 485 86 108
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing With Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Whitsett Ave/Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Street Name: Whitsett Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:

Base Vol: 97 674 89 73 267 68 171 1091 85 117 1119 204
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 97 674 89 73 267 68 171 1091 85 117 1119 204
Added Vol: 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0
Initial Fut: 97 674 89 73 267 68 171 1091 85 117 1119 204
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 97 674 89 73 267 68 171 1091 85 117 1119 204
Reduct Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 97 674 89 73 267 68 171 1091 85 117 1119 204
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 97 674 89 73 267 68 171 1091 85 117 1119 204

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.77 0.23 1.00 2.00 1.00 1.00 2.78 0.22 1.00 2.54 0.46
Final Sat.: 1500 2650 350 1500 3000 1500 1500 4175 325 1500 3806 694

Capacity Analysis Module:

Vol/Sat: 0.06 0.25 0.25 0.05 0.09 0.05 0.11 0.26 0.26 0.08 0.29 0.29
Crit Volume: 382 73 171 441
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing With Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Whitsett Ave/Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Street Name: Whitsett Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 1 0

Volume Module:

Base Vol: 215 0 203 61 270 42 87 724 147 71 687 95
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 215 0 203 61 270 42 87 724 147 71 687 95
Added Vol: 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0
Initial Fut: 215 0 203 61 270 42 87 724 147 71 687 95
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 215 0 203 61 270 42 87 724 147 71 687 95
Reduct Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 215 0 203 61 270 42 87 724 147 71 687 95
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 215 0 203 61 270 42 87 724 147 71 687 95

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.76 0.24
Final Sat.: 1500 1500 1500 1500 3000 1500 1500 1500 1500 1500 2636 364

Capacity Analysis Module:

Vol/Sat: 0.14 0.00 0.14 0.04 0.09 0.03 0.06 0.48 0.10 0.05 0.26 0.26
Crit Volume: 215 135 724 71
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing With Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Coldwater Canyon Ave & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name: Coldwater Canyon Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 55 759 228 56 443 54 105 1046 52 87 886 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 55 759 228 56 443 54 105 1046 52 87 886 10
Added Vol: 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0
Initial Fut: 55 759 228 56 443 54 105 1046 52 87 886 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 55 759 228 56 443 54 105 1046 52 87 886 10
Reduct Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 55 759 228 56 443 54 105 1046 52 87 886 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 55 759 228 56 443 54 105 1046 52 87 886 10

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.54 0.46 1.00 1.78 0.22 1.00 1.91
Final Sat.: 1500 2307 693 1500 2674 326 1500 2858 142 1500 2967 33

Capacity Analysis Module:
Vol/Sat: 0.04 0.33 0.33 0.04 0.17 0.17 0.07 0.37 0.37 0.06 0.30 0.30
Crit Volume: 494 56 549 87
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing With Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Coldwater Canyon Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 Level Of Service: C

Street Name: Coldwater Canyon Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 34 1170 253 29 685 40 44 528 54 68 504 37
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 34 1170 253 29 685 40 44 528 54 68 504 37
Added Vol: 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0
Initial Fut: 34 1170 253 29 685 40 44 528 54 68 504 37
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 34 1170 253 29 685 40 44 528 54 68 504 37
Reduct Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 34 1170 253 29 685 40 44 528 54 68 504 37
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 34 1170 253 29 685 40 44 528 54 68 504 37

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.64 0.36 1.00 1.89 0.11 1.00 1.81
Final Sat.: 1375 2261 489 1375 2598 152 1375 2495 255 1375 2562 188

Capacity Analysis Module:
Vol/Sat: 0.02 0.52 0.52 0.02 0.26 0.26 0.03 0.21 0.21 0.05 0.20 0.20
Crit Volume: 712 29 291 68
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing With Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Coldwater Canyon Ave & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Street Name: Coldwater Canyon Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 1 0 1

Volume Module:
Base Vol: 152 887 116 66 498 66 152 703 135 86 579 160
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 152 887 116 66 498 66 152 703 135 86 579 160
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 152 887 116 66 498 66 152 703 135 86 579 160
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 152 887 116 66 498 66 152 703 135 86 579 160
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 152 887 116 66 498 66 152 703 135 86 579 160
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 152 887 116 66 498 66 152 703 135 86 579 160

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.77 0.23 1.00 1.77 0.23 1.00 1.68 0.32 1.00 1.57 0.43
Final Sat.: 1500 2653 347 1500 2649 351 1500 2517 483 1500 2350 650

Capacity Analysis Module:
Vol/Sat: 0.10 0.33 0.33 0.04 0.19 0.19 0.10 0.28 0.28 0.06 0.25 0.25
Crit Volume: 502 66 152 370
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing With Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Coldwater Canyon Ave & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: D

Street Name: Coldwater Canyon Ave Riverside Dr
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 139 878 132 102 550 136 131 894 176 109 816 236
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 139 878 132 102 550 136 131 894 176 109 816 236
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 139 878 132 102 550 136 131 894 176 109 816 236
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 139 878 132 102 550 136 131 894 176 109 816 236
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 139 878 132 102 550 136 131 894 176 109 816 236
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 139 878 132 102 550 136 131 894 176 109 816 236

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.74 0.26 1.00 1.60 0.40 1.00 1.67 0.33 1.00 2.00 1.00
Final Sat.: 1500 2608 392 1500 2405 595 1500 2507 493 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.09 0.34 0.34 0.07 0.23 0.23 0.09 0.36 0.36 0.07 0.27 0.16
Crit Volume: 505 102 535 109
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing With Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Whitset Ave & Chandler Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Whitsett Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected Protected
Rights: Include Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0

Volume Module:
Base Vol: 0 0 36 358 35 173 307 58 33 306 152
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 36 358 35 173 307 58 33 306 152
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 36 358 35 173 307 58 33 306 152
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 36 358 35 173 307 58 33 306 152
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 36 358 35 173 307 58 33 306 152
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 36 358 35 173 307 58 33 306 152

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 1.00 1.82 0.18 1.00 2.00 1.00 1.00 1.34 0.66
Final Sat.: 1425 2850 0 1425 2596 254 1425 2850 1425 1425 1904 946

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.03 0.14 0.14 0.12 0.11 0.04 0.02 0.16 0.16
Crit Volume: 197 173
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing With Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Laurel Canyon Ave & Burbank Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 169 Level Of Service: E

Street Name: Laurel Canyon Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 193 982 210 94 814 152 102 1040 147 103 929 93
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 193 982 210 94 814 152 102 1040 147 103 929 93
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 193 982 210 94 814 152 102 1040 147 103 929 93
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 193 982 210 94 814 152 102 1040 147 103 929 93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 193 982 210 94 814 152 102 1040 147 103 929 93
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 193 982 210 94 814 152 102 1040 147 103 929 93

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.69 0.31 1.00 1.75 0.25 1.00 1.82 0.18
Final Sat.: 1500 3000 1500 1500 2528 472 1500 2628 372 1500 2727 273

Capacity Analysis Module:
Vol/Sat: 0.13 0.33 0.14 0.06 0.32 0.32 0.07 0.40 0.40 0.07 0.34 0.34
Crit Volume: 193 483 594 103
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing With Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Laurel Canyon Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 172 Level Of Service: D

Street Name: Laurel Canyon Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 265 1465 74 84 1040 78 144 465 90 77 403 47
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 265 1465 74 84 1040 78 144 465 90 77 403 47
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 265 1465 74 84 1040 78 144 465 90 77 403 47
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 265 1465 74 84 1040 78 144 465 90 77 403 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 265 1465 74 84 1040 78 144 465 90 77 403 47
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 265 1465 74 84 1040 78 144 465 90 77 403 47

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.86 0.14 1.00 1.68 0.32 1.00 1.79 0.21
Final Sat.: 1375 2750 1375 1375 2558 192 1375 2304 446 1375 2463 287

Capacity Analysis Module:
Vol/Sat: 0.19 0.53 0.05 0.06 0.41 0.41 0.10 0.20 0.20 0.06 0.16 0.16
Crit Volume: 265 559 144
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Existing With Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Laurel Canyon Ave & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: D

Street Name: Laurel Canyon Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 138 1207 139 96 833 92 203 605 87 111 585 61
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 138 1207 139 96 833 92 203 605 87 111 585 61
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 138 1207 139 96 833 92 203 605 87 111 585 61
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 138 1207 139 96 833 92 203 605 87 111 585 61
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 138 1207 139 96 833 92 203 605 87 111 585 61
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 138 1207 139 96 833 92 203 605 87 111 585 61

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.79 0.21 1.00 1.80 0.20 1.00 1.75 0.25 1.00 1.81 0.19
Final Sat.: 1500 2690 310 1500 2702 298 1500 2623 377 1500 2717 283

Capacity Analysis Module:
Vol/Sat: 0.09 0.45 0.45 0.06 0.31 0.31 0.14 0.23 0.23 0.07 0.22 0.22
Crit Volume: 673 96 203
Crit Moves: ****

LADWP On Call- ESA EIR: Whittsett Pipeline
 Existing With Project conditions
 PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Laurel Canyon Ave & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 1.009
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name: Laurel Canyon Ave Riverside Dr

Approach: North Bound South Bound East Bound West Bound

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit	Prot+Permit	Include	Prot+Permit	Protected	Include	Protected	Protected	Include	Protected	Protected	Include
Rights:	Ovl	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	1	0	2	0	1

Volume Module:

Base Vol:	195	1194	163	123	843	105	267	798	212	232	696	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	1194	163	123	843	105	267	798	212	232	696	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
SHIFTS:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	1194	163	123	843	105	267	798	212	232	696	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1194	163	123	843	105	267	798	212	232	696	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1194	163	123	843	105	267	798	212	232	696	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	1194	163	123	843	105	267	798	212	255	696	105

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.67	0.33	1.00	1.58	0.42	2.00	1.74	0.26
Final Sat.:	1375	2750	1375	1375	3668	457	1375	2173	577	2750	2390	360

Capacity Analysis Module:
 Vol/Sat: 0.14 0.43 0.12 0.09 0.23 0.23 0.19 0.37 0.37 0.09 0.29 0.29 0.29
 Crit Volume: 597 123 267 401
 Crit Moves: ****

APPENDIX D
Related Projects List and Trip Assignment

**LADWP City Trunk Line South Unit 3
Related Projects - Trip Generation**

Project Name	Location	Land use	Size	Units	Daily Total	AM Peak			PM Peak		
						In	Out	Total	In	Out	Total
1 LAUSD VR Bellingham Elem Expansion	6728 Bellingham Ave	School	550	students	710	136	111	248	40	42	83
2 100 Apts + 120 ksf commercial uses	13103 Victory Blvd	Apartments	110	D.U.	645	8	40	48	38	19	57
3 Plaza at the Glen	13007 Victory Blvd	Commercial	120	K.S.F.	6,081	191	157	348	211	240	451
4 Mixed-Use Project	12425 Victory Blvd	Mixed-Use	151,806	K.S.F.	18,763	887	257	1,144	566	1,146	1,712
5 Valley Plaza and Laurel Plaza	6301 Laurel Canyon Blvd	Condominiums	54	D.U.	316	4	20	24	19	9	28
6 Starbucks with drive thru	12106 Burbank Blvd	Retail/Other	8.35	K.S.F.	144	-1	1	0	9	7	16
7 Condominiums	11933 W. Magnolia Blvd	Condos/Apts	742	D.U.	4,494	60	279	339	267	135	402
8 Sherman Village	12629 Riverside Dr	Commercial/Mixed-Use	-2,791	K.S.F.	-1,038	-296	-121	-417	-185	-142	-327
		Retail	2.5	K.S.F.	2,000	150	150	300	75	75	150
		Condominiums	107	D.U.	981	24	65	89	55	47	102
		Condominiums/Other	270	D.U.	1,620	-16	104	88	93	36	129

APPENDIX E
LOS Operations Worksheets – Future Without-Project Conditions

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Whitsett Ave/Vanowen St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: D

Street Name: Whitsett Ave Vanowen St

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:
Base Vol: 113 262 100 139 821 101 89 943 259 117 780 110
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 121 281 107 149 880 108 95 1011 278 125 836 118
Added Vol: 0 44 11 -5 80 0 0 -2 0 27 7 15
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 121 325 118 144 960 108 95 1009 278 152 843 133
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 121 325 118 144 960 108 95 1009 278 152 843 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 121 325 118 144 960 108 95 1009 278 152 843 133
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 121 325 118 144 960 108 95 1009 278 152 843 133

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1500 3000 1500 1500 3000 1500 1500 3000 1500 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.08 0.11 0.08 0.10 0.32 0.07 0.06 0.34 0.19 0.10 0.28 0.09
Crit Volume: 121 480 504 152
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Whitsett Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Whitsett Ave Victory Blvd

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 1 0

Volume Module:
Base Vol: 76 329 221 288 939 147 37 1588 107 66 1741 59
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 81 353 237 309 1007 158 40 1702 115 71 1867 63
Added Vol: 81 10 -15 0 -2 109 45 54 34 44 143 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 162 363 222 309 1005 267 85 1756 149 115 2010 63
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 162 363 222 309 1005 267 85 1756 149 115 2010 63
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 162 363 222 309 1005 267 85 1756 149 115 2010 63
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 162 363 222 309 1005 267 85 1756 149 115 2010 63

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.77 0.23 1.00 2.91 0.09
Final Sat.: 1425 2850 1425 1425 2850 1425 1425 3941 334 1425 4145 130

Capacity Analysis Module:
Vol/Sat: 0.11 0.13 0.16 0.22 0.35 0.19 0.06 0.45 0.45 0.08 0.48 0.48
Crit Volume: 222 309 85
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Whitsett Ave/Erwin St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A
Street Name: Whitsett Ave Erwin St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 0 0 1 0 0 0 1 0 0 0

Volume Module:

Base Vol: 26 479 9 28 1020 75 102 17 98 14 17 38
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 28 514 10 30 1094 80 109 18 105 15 18 41
Added Vol: 0 77 0 0 76 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 591 10 30 1170 80 109 18 105 15 18 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 591 10 30 1170 80 109 18 105 15 18 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 591 10 30 1170 80 109 18 105 15 18 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 28 591 10 30 1170 80 109 18 105 15 18 41

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.47 0.08 0.45 0.20 0.25 0.55
Final Sat.: 1500 3000 1500 1500 3000 1500 705 118 677 304 370 826

Capacity Analysis Module:

Vol/Sat: 0.02 0.20 0.01 0.02 0.39 0.05 0.16 0.16 0.16 0.05 0.05 0.05
Crit Volume: 28 585 233 15
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Whitsett Ave/Oxnard St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: D
Street Name: Whitsett Ave Oxnard St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 54 366 114 95 877 159 86 848 115 169 1106 56
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 58 392 122 102 940 170 92 909 123 181 1186 60
Added Vol: 0 77 0 0 76 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 58 469 122 102 1016 170 92 909 123 181 1186 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 58 469 122 102 1016 170 92 909 123 181 1186 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 58 469 122 102 1016 170 92 909 123 181 1186 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 58 469 122 102 1016 170 92 909 123 181 1186 60

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1500 3000 1500 1500 3000 1500 1500 3000 1500 1500 3000 1500

Capacity Analysis Module:

Vol/Sat: 0.04 0.16 0.08 0.07 0.34 0.11 0.06 0.30 0.08 0.12 0.40 0.04
Crit Volume: 58 508 92 593
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Whitsett Ave/Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name: Whitsett Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 61 397 102 157 990 170 75 935 81 138 1127 42
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 65 426 109 168 1061 182 80 1002 87 148 1208 45
Added Vol: 0 77 0 0 76 0 0 26 0 0 32 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 65 503 109 168 1137 182 80 1028 87 148 1240 45
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 65 503 109 168 1137 182 80 1028 87 148 1240 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 65 503 109 168 1137 182 80 1028 87 148 1240 45
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 65 503 109 168 1137 182 80 1028 87 148 1240 45

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.64 0.36 1.00 2.00 1.00 1.00 2.77 0.23 1.00 2.89 0.11
Final Sat.: 1500 2464 536 1500 3000 1500 1500 4150 350 1500 4342 158

Capacity Analysis Module:
Vol/Sat: 0.04 0.20 0.20 0.11 0.38 0.12 0.05 0.25 0.25 0.10 0.29 0.29
Crit Volume: 65 569 372 148
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Whitsett Ave/Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Whitsett Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 54 343 59 137 1012 102 80 622 215 80 562 52
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 58 368 63 147 1085 109 86 667 231 86 603 56
Added Vol: 10 77 19 0 76 0 0 9 -2 9 11 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 68 445 82 147 1161 109 86 676 229 95 614 56
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 68 445 82 147 1161 109 86 676 229 95 614 56
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 445 82 147 1161 109 86 676 229 95 614 56
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 68 445 82 147 1161 109 86 676 229 95 614 56

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.69 0.31 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.83 0.17
Final Sat.: 1500 2532 468 1500 3000 1500 1500 1500 1500 1500 2750 250

Capacity Analysis Module:
Vol/Sat: 0.05 0.18 0.18 0.10 0.39 0.07 0.06 0.45 0.15 0.06 0.22 0.22
Crit Volume: 68 580 676 95
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Coldwater Canyon Ave & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: D

Street Name: Coldwater Canyon Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module:
Base Vol: 54 322 77 61 712 190 63 956 60 158 1075 7
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 58 345 83 65 763 204 68 1025 64 169 1153 8
Added Vol: 0 0 0 0 0 0 0 26 0 0 32 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 58 345 83 65 763 204 68 1051 64 169 1185 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 58 345 83 65 763 204 68 1051 64 169 1185 8
Reduct Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 58 345 83 65 763 204 68 1051 64 169 1185 8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 58 345 83 65 763 204 68 1051 64 169 1185 8

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.61 0.39 1.00 1.58 0.42 1.00 1.88 0.12 1.00 1.99 0.01
Final Sat.: 1500 2421 579 1500 2368 632 1500 2827 173 1500 2981 19

Capacity Analysis Module:
Vol/Sat: 0.04 0.14 0.14 0.04 0.32 0.32 0.05 0.37 0.37 0.11 0.40 0.40
Crit Volume: 58 484 558 169
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Coldwater Canyon Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 Level Of Service: D

Street Name: Coldwater Canyon Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module:
Base Vol: 35 414 100 60 782 118 39 837 83 116 672 40
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 38 444 107 64 838 127 42 897 89 124 720 43
Added Vol: 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0
Initial Fut: 38 444 107 64 838 127 42 897 89 124 720 43
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 38 444 107 64 838 127 42 897 89 124 720 43
Reduct Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 38 444 107 64 838 127 42 897 89 124 720 43
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 38 444 107 64 838 127 42 897 89 124 720 43

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.61 0.39 1.00 1.74 0.26 1.00 1.82 0.18 1.00 1.89 0.11
Final Sat.: 1375 2215 535 1375 2389 361 1375 2502 248 1375 2596 154

Capacity Analysis Module:
Vol/Sat: 0.03 0.20 0.20 0.05 0.35 0.35 0.03 0.36 0.36 0.09 0.28 0.28
Crit Volume: 38 482 493 124
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Coldwater Canyon Ave & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name: Coldwater Canyon Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 1

Volume Module:
Base Vol: 81 354 75 71 716 120 107 751 218 100 601 56
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 87 380 80 76 768 129 115 805 234 107 644 60
Added Vol: 0 0 0 0 0 0 7 0 0 0 21 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 380 80 76 768 129 115 812 234 107 665 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 87 380 80 76 768 129 115 812 234 107 665 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 380 80 76 768 129 115 812 234 107 665 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 87 380 80 76 768 129 115 812 234 107 665 60

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.65 0.35 1.00 1.71 0.29 1.00 1.55 0.45 1.00 1.83 0.17
Final Sat.: 1500 2476 524 1500 2569 431 1500 2330 670 1500 2752 248

Capacity Analysis Module:
Vol/Sat: 0.06 0.15 0.15 0.05 0.30 0.30 0.08 0.35 0.35 0.07 0.24 0.24
Crit Volume: 87 448 523 107
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Coldwater Canyon Ave & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 1.022
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Coldwater Canyon Ave Riverside Dr
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 118 322 129 152 846 123 62 1200 280 88 977 47
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 127 345 138 163 907 132 66 1287 300 94 1047 50
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 127 345 138 163 907 132 66 1287 300 94 1047 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 127 345 138 163 907 132 66 1287 300 94 1047 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 127 345 138 163 907 132 66 1287 300 94 1047 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 127 345 138 163 907 132 66 1287 300 94 1047 50

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.43 0.57 1.00 1.75 0.25 1.00 1.62 0.38 1.00 2.00 1.00
Final Sat.: 1500 2142 858 1500 2619 381 1500 2432 568 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.08 0.16 0.16 0.11 0.35 0.35 0.04 0.53 0.53 0.06 0.35 0.03
Crit Volume: 127 519 793 94
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Whitset Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Whitsett Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected Protected
Rights: Include Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1 1 0 1 1 0

Volume Module:
Base Vol: 60 511 35 107 1166 87 83 687 187 96 594 69
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 64 548 38 115 1250 93 89 737 200 103 637 74
Added Vol: 0 77 0 0 76 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 64 625 38 115 1326 93 89 737 200 103 637 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 64 625 38 115 1326 93 89 737 200 103 637 74
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 64 625 38 115 1326 93 89 737 200 103 637 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 64 625 38 115 1326 93 89 737 200 103 637 74

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.89 0.11 1.00 1.87 0.13 1.00 2.00 1.00 1.00 1.79 0.21
Final Sat.: 1375 2594 156 1375 2569 181 1375 2750 1375 1375 2464 286
Capacity Analysis Module:
Vol/Sat: 0.05 0.24 0.24 0.08 0.52 0.52 0.06 0.27 0.15 0.07 0.26 0.26
Crit Volume: 64 710 368 103
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Laurel Canyon Ave & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.030
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Laurel Canyon Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 77 592 183 132 1158 202 73 1044 148 76 912 53
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 83 635 196 142 1241 217 78 1119 159 81 978 57
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 83 635 196 142 1241 217 78 1145 159 81 1010 57
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 83 635 196 142 1241 217 78 1145 159 81 1010 57
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 83 635 196 142 1241 217 78 1145 159 81 1010 57
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 83 635 196 142 1241 217 78 1145 159 81 1010 57

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.70 0.30 1.00 1.76 0.24 1.00 1.89 0.11
Final Sat.: 1500 3000 1500 1500 2554 446 1500 2635 365 1500 2840 160
Capacity Analysis Module:
Vol/Sat: 0.06 0.21 0.13 0.09 0.49 0.49 0.05 0.43 0.43 0.05 0.36 0.36
Crit Volume: 83 729 652 81
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Laurel Canyon Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.011
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Laurel Canyon Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 140 740 54 160 1126 75 126 703 115 147 410 37
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 150 793 58 172 1207 80 135 754 123 158 440 40
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 150 793 58 172 1207 80 135 754 123 158 440 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 150 793 58 172 1207 80 135 754 123 158 440 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 150 793 58 172 1207 80 135 754 123 158 440 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 150 793 58 172 1207 80 135 754 123 158 440 40

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.88 0.12 1.00 1.72 0.28 1.00 1.83 0.17
Final Sat.: 1375 2750 1375 1375 2578 172 1375 2363 387 1375 2522 228

Capacity Analysis Module:
Vol/Sat: 0.11 0.29 0.04 0.12 0.47 0.47 0.10 0.32 0.32 0.11 0.17 0.17
Crit Volume: 150 644 438 158
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Laurel Canyon Ave & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: D

Street Name: Laurel Canyon Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 73 660 89 126 1140 59 73 694 110 96 550 137
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 78 708 95 135 1222 63 78 744 118 103 590 147
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 78 708 95 135 1222 63 78 772 118 103 610 147
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 78 708 95 135 1222 63 78 772 118 103 610 147
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 78 708 95 135 1222 63 78 772 118 103 610 147
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 78 708 95 135 1222 63 78 772 118 103 610 147

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.76 0.24 1.00 1.90 0.10 1.00 1.73 0.27 1.00 1.61 0.39
Final Sat.: 1500 2644 356 1500 2852 148 1500 2602 398 1500 2418 582

Capacity Analysis Module:
Vol/Sat: 0.05 0.27 0.27 0.09 0.43 0.43 0.05 0.30 0.30 0.07 0.25 0.25
Crit Volume: 78 644 445 103
Crit Moves: ****

LADWP On Call- ESA EIR: Whittsett Pipeline
 Future Growth Only conditions
 AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #15 Laurel Canyon Ave & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 1.093
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name: Laurel Canyon Ave Riverside Dr
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Prot+Permit Prot+Permit Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 0 1 1 0 2 1 0 1 0 2 0 1 1 0

Volume Module:
 Base Vol: 202 616 128 122 1178 77 110 926 396 220 712 78
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
 Initial Bse: 217 660 137 131 1263 83 118 993 425 236 763 84
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 217 660 137 131 1263 83 118 993 425 236 763 84
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 217 660 137 131 1263 83 118 993 425 236 763 84
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 217 660 137 131 1263 83 118 993 425 236 763 84
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 217 660 137 131 1263 83 118 993 425 259 763 84

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.82 0.18 1.00 1.40 0.60 2.00 1.80 0.20
 Final Sat.: 1375 2750 1375 1375 3872 253 1375 1926 824 2750 2478 272

Capacity Analysis Module:
 Vol/Sat: 0.16 0.24 0.10 0.10 0.33 0.33 0.09 0.52 0.52 0.09 0.31 0.31
 Crit Volume: 217 448 709 130
 Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
 Future Growth Only conditions
 PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Whitsett Ave/Vanowen St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 64 Level Of Service: C

Street Name: Whitsett Ave Vanowen St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
 Base Vol: 195 578 102 116 377 89 97 939 174 96 1051 157
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
 Initial Bse: 209 620 109 124 404 95 104 1007 187 103 1127 168
 Added Vol: 0 109 35 8 70 0 0 4 0 20 1 3
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 209 729 144 132 474 95 104 1011 187 123 1128 171
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 209 729 144 132 474 95 104 1011 187 123 1128 171
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 209 729 144 132 474 95 104 1011 187 123 1128 171
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 209 729 144 132 474 95 104 1011 187 123 1128 171

Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00
 Final Sat.: 1500 3000 1500 1500 3000 1500 1500 3000 1500 1500 3000

Capacity Analysis Module:
 Vol/Sat: 0.14 0.24 0.10 0.09 0.16 0.06 0.07 0.34 0.12 0.08 0.38 0.11
 Crit Volume: 364 132 104 564
 Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
 Future Growth Only conditions
 PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Whitsett Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.100
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name: Whitsett Ave Victory Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0

Volume Module:
 Base Vol: 106 598 160 268 355 94 65 1571 91 84 1832 163
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
 Initial Bse: 114 641 172 287 381 101 70 1684 98 90 1964 175
 Added Vol: 61 4 23 0 9 82 141 179 105 8 103 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 175 645 195 287 390 183 211 1863 203 98 2067 175
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 175 645 195 287 390 183 211 1863 203 98 2067 175
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 175 645 195 287 390 183 211 1863 203 98 2067 175
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 175 645 195 287 390 183 211 1863 203 98 2067 175

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00
 Final Sat.: 1425 2850 1425 1425 2850 1425 1425 2850 1425 1425 2850

Capacity Analysis Module:
 Vol/Sat: 0.12 0.23 0.14 0.20 0.14 0.13 0.15 0.48 0.48 0.07 0.52 0.52
 Crit Volume: 323 287 211 747
 Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
 Future Growth Only conditions
 PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Whitsett Ave/Erwin St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.373
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 23 Level Of Service: A

Street Name: Whitsett Ave Erwin St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Include Permitted Include Permitted Include
 Rights: Permitted Include Permitted Include Permitted Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 0 1 1 0 2 0 1 0 0 1 1 0 0 0 0 1 0 0 0

Volume Module:
 Base Vol: 51 741 21 33 448 20 27 6 41 4 4 4 26
 Growth Adj: 1.07
 Initial Bse: 55 794 23 35 480 21 29 6 44 4 4 4 28
 Added Vol: 0 87 0 0 122 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0
 Initial Fut: 55 881 23 35 602 21 29 6 44 4 4 4 28
 User Adj: 1.00
 PHF Adj: 1.00
 PHF Volume: 55 881 23 35 602 21 29 6 44 4 4 4 28
 Reduct Vol: 0
 Reduced Vol: 55 881 23 35 602 21 29 6 44 4 4 4 28
 PCE Adj: 1.00
 MLF Adj: 1.00
 FinalVolume: 55 881 23 35 602 21 29 6 44 4 4 4 28

Saturation Flow Module:
 Sat/Lane: 1500
 Adj: 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.36 0.08 0.56 0.12 0.12 0.76
 Final Sat.: 1500 3000 1500 1500 3000 1500 547 122 831 176 176 1147

Capacity Analysis Module:
 Vol/Sat: 0.04 0.29 0.02 0.02 0.20 0.01 0.05 0.05 0.05 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02
 Crit Volume: 441 35 79 4
 Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
 Future Growth Only conditions
 PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Whitsett Ave/Oxnard St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 64 Level Of Service: C

Street Name: Whitsett Ave Oxnard St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Include Permitted Include Permitted Include
 Rights: Permitted Include Permitted Include Permitted Include
 Min. Green: 0
 Y+R: 4.0
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
 Base Vol: 94 603 86 65 361 68 86 877 81 115 1186 125
 Growth Adj: 1.07
 Initial Bse: 101 646 92 70 387 73 92 940 87 123 1272 134
 Added Vol: 0 87 0 0 122 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0
 Initial Fut: 101 733 92 70 509 73 92 940 87 123 1272 134
 User Adj: 1.00
 PHF Adj: 1.00
 PHF Volume: 101 733 92 70 509 73 92 940 87 123 1272 134
 Reduct Vol: 0
 Reduced Vol: 101 733 92 70 509 73 92 940 87 123 1272 134
 PCE Adj: 1.00
 MLF Adj: 1.00
 FinalVolume: 101 733 92 70 509 73 92 940 87 123 1272 134

Saturation Flow Module:
 Sat/Lane: 1500
 Adj: 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
 Final Sat.: 1500 3000 1500 1500 3000 1500 1500 3000 1500 1500 3000 1500 1500 3000 1500 1500 3000 1500 1500 3000 1500 1500

Capacity Analysis Module:
 Vol/Sat: 0.07 0.24 0.06 0.05 0.17 0.05 0.06 0.31 0.06 0.08 0.42 0.09
 Crit Volume: 367 70 92 636
 Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Whitsett Ave/Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Street Name: Whitsett Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 2 1 0

Volume Module:
Base Vol: 102 689 137 111 378 102 81 1091 85 117 1119 114
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 109 739 147 119 405 109 87 1170 91 125 1200 122
Added Vol: 0 87 0 0 122 0 0 20 0 0 18 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 109 826 147 119 527 109 87 1190 91 125 1218 122
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 109 826 147 119 527 109 87 1190 91 125 1218 122
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 109 826 147 119 527 109 87 1190 91 125 1218 122
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 109 826 147 119 527 109 87 1190 91 125 1218 122

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.70 0.30 1.00 2.00 1.00 1.00 2.79 0.21 1.00 2.73 0.27
Final Sat.: 1500 2547 453 1500 3000 1500 1500 4180 320 1500 4090 410

Capacity Analysis Module:
Vol/Sat: 0.07 0.32 0.32 0.08 0.18 0.07 0.06 0.28 0.28 0.08 0.30 0.30
Crit Volume: 486 119
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Whitsett Ave/Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.978
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Whitsett Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 158 688 140 93 385 64 87 724 147 71 687 95
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 169 738 150 100 413 69 93 776 158 76 737 102
Added Vol: 4 87 10 0 122 0 0 7 9 15 6 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 173 825 160 100 535 69 93 783 167 91 743 102
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 173 825 160 100 535 69 93 783 167 91 743 102
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 173 825 160 100 535 69 93 783 167 91 743 102
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 173 825 160 100 535 69 93 783 167 91 743 102

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.67 0.33 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1500 2512 488 1500 3000 1500 1500 1500 1500 1500 1500 1500

Capacity Analysis Module:
Vol/Sat: 0.12 0.33 0.33 0.07 0.18 0.05 0.06 0.52 0.11 0.06 0.28 0.28
Crit Volume: 492 100
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Coldwater Canyon Ave & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name: Coldwater Canyon Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted Permitted Permitted
Rights: Include Include Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 55 611 138 56 371 54 105 1046 52 87 886 10
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 59 655 148 60 398 58 113 1121 56 93 950 11
Added Vol: 0 0 0 0 0 0 0 20 0 0 18 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 59 655 148 60 398 58 113 1141 56 93 968 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 59 655 148 60 398 58 113 1141 56 93 968 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 59 655 148 60 398 58 113 1141 56 93 968 11
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 59 655 148 60 398 58 113 1141 56 93 968 11

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.63 0.37 1.00 1.75 0.25 1.00 1.91 0.09 1.00 1.98 0.02
Final Sat.: 1500 2447 553 1500 2619 381 1500 2860 140 1500 2967 33

Capacity Analysis Module:

Vol/Sat: 0.04 0.27 0.27 0.04 0.15 0.15 0.08 0.40 0.40 0.06 0.33 0.33
Crit Volume: 402 60 599 93
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Coldwater Canyon Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name: Coldwater Canyon Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected Protected Protected
Rights: Include Include Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:

Base Vol: 34 711 141 29 480 40 44 528 54 68 504 37
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 36 762 151 31 515 43 47 566 58 73 540 40
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 762 151 31 515 43 47 566 58 73 540 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 36 762 151 31 515 43 47 566 58 73 540 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 762 151 31 515 43 47 566 58 73 540 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 36 762 151 31 515 43 47 566 58 73 540 40

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.67 0.33 1.00 1.85 0.15 1.00 1.81 0.19 1.00 1.86 0.14
Final Sat.: 1375 2295 455 1375 2538 212 1375 2495 255 1375 2562 188

Capacity Analysis Module:

Vol/Sat: 0.03 0.33 0.33 0.02 0.20 0.20 0.03 0.23 0.23 0.05 0.21 0.21
Crit Volume: 457 31 312 73
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Coldwater Canyon Ave & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name: Coldwater Canyon Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 1

Volume Module:
Base Vol: 152 654 116 66 425 66 152 703 135 86 579 48
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 163 701 124 71 456 71 163 754 145 92 621 51
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 163 701 124 71 456 71 163 770 145 92 631 51
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 163 701 124 71 456 71 163 770 145 92 631 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 163 701 124 71 456 71 163 770 145 92 631 51
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 163 701 124 71 456 71 163 770 145 92 631 51

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.70 0.30 1.00 1.73 0.27 1.00 1.68 0.32 1.00 1.85 0.15
Final Sat.: 1500 2548 452 1500 2597 403 1500 2525 475 1500 2774 226

Capacity Analysis Module:
Vol/Sat: 0.11 0.28 0.28 0.05 0.18 0.18 0.11 0.30 0.30 0.06 0.23 0.23
Crit Volume: 413 71 457 92
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Coldwater Canyon Ave & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.851
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

Street Name: Coldwater Canyon Ave Riverside Dr
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 139 757 132 102 477 136 131 894 176 109 816 124
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 149 812 142 109 511 146 140 958 189 117 875 133
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 149 812 142 109 511 146 140 958 189 117 875 133
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 149 812 142 109 511 146 140 958 189 117 875 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 149 812 142 109 511 146 140 958 189 117 875 133
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 149 812 142 109 511 146 140 958 189 117 875 133

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.70 0.30 1.00 1.56 0.44 1.00 1.67 0.33 1.00 2.00 1.00
Final Sat.: 1500 2555 445 1500 2334 666 1500 2507 493 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.10 0.32 0.32 0.07 0.22 0.22 0.09 0.38 0.38 0.08 0.29 0.09
Crit Volume: 477 109 574 117
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Whitset Ave & Chandler Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: C

Street Name: Whitsett Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected Protected Protected
Rights: Include Include Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1 1 0 1 1 0

Volume Module:
Base Vol: 71 1013 61 55 518 54 94 472 89 50 471 61
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 76 1086 65 59 555 58 101 506 95 54 505 65
Added Vol: 0 87 0 0 122 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 76 1173 65 59 677 58 101 506 95 54 505 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 76 1173 65 59 677 58 101 506 95 54 505 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 76 1173 65 59 677 58 101 506 95 54 505 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 76 1173 65 59 677 58 101 506 95 54 505 65

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.89 0.11 1.00 1.84 0.16 1.00 2.00 1.00 1.00 1.77 0.23
Final Sat.: 1375 2605 145 1375 2533 217 1375 2750 1375 1375 2435 315

Capacity Analysis Module:
Vol/Sat: 0.06 0.45 0.45 0.04 0.27 0.27 0.07 0.18 0.07 0.04 0.21 0.21
Crit Volume: 619 59
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Laurel Canyon Ave & Burbank Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 Level Of Service: D

Street Name: Laurel Canyon Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 103 835 210 94 743 152 102 1040 147 103 929 93
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 110 895 225 101 797 163 109 1115 158 110 996 100
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 110 895 225 101 797 163 109 1135 158 110 1014 100
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 110 895 225 101 797 163 109 1135 158 110 1014 100
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 895 225 101 797 163 109 1135 158 110 1014 100
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 110 895 225 101 797 163 109 1135 158 110 1014 100

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.66 0.34 1.00 1.76 0.24 1.00 1.82 0.18
Final Sat.: 1500 3000 1500 1500 2491 509 1500 2634 366 1500 2731 269

Capacity Analysis Module:
Vol/Sat: 0.07 0.30 0.15 0.07 0.32 0.32 0.07 0.43 0.43 0.07 0.37 0.37
Crit Volume: 110
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Laurel Canyon Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

Street Name: Laurel Canyon Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 153 1007 74 84 835 78 144 465 90 77 403 47
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 164 1080 79 90 895 84 154 499 96 83 432 50
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 164 1080 79 90 895 84 154 499 96 83 432 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 164 1080 79 90 895 84 154 499 96 83 432 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 164 1080 79 90 895 84 154 499 96 83 432 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 164 1080 79 90 895 84 154 499 96 83 432 50

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.83 0.17 1.00 1.68 0.32 1.00 1.79 0.21
Final Sat.: 1375 2750 1375 1375 2515 235 1375 2304 446 1375 2463 287
Capacity Analysis Module:
Vol/Sat: 0.12 0.39 0.06 0.07 0.36 0.36 0.11 0.22 0.22 0.06 0.18 0.18
Crit Volume: 164 489 154
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future Growth Only conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Laurel Canyon Ave & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Street Name: Laurel Canyon Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 138 974 139 96 761 92 91 605 87 111 585 61
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 148 1044 149 103 816 99 98 649 93 119 627 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 148 1044 149 103 816 99 98 666 93 119 649 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 148 1044 149 103 816 99 98 666 93 119 649 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 148 1044 149 103 816 99 98 666 93 119 649 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 148 1044 149 103 816 99 98 666 93 119 649 65

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.75 0.25 1.00 1.78 0.22 1.00 1.75 0.25 1.00 1.82 0.18
Final Sat.: 1500 2625 375 1500 2676 324 1500 2631 369 1500 2725 275
Capacity Analysis Module:
Vol/Sat: 0.10 0.40 0.40 0.07 0.30 0.30 0.07 0.25 0.25 0.08 0.24 0.24
Crit Volume: 597 103
Crit Moves: ****

LADWP On Call- ESA EIR: Whittsett Pipeline
 Future Growth Only conditions
 PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #15 Laurel Canyon Ave & Riverside Dr

 Cycle (sec): 100 Critical Vol./Cap.(X): 1.007
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name: Laurel Canyon Ave Riverside Dr
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Prot+Permit Prot+Permit Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 0 1 1 0 2 1 0 1 0 1 0 2 0 1 1 0

Volume Module:
 Base Vol: 195 1073 163 123 771 105 155 798 212 232 696 105
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
 Initial Bse: 209 1150 175 132 827 113 166 856 227 249 746 113
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 209 1150 175 132 827 113 166 856 227 249 746 113
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 209 1150 175 132 827 113 166 856 227 249 746 113
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 209 1150 175 132 827 113 166 856 227 249 746 113
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 209 1150 175 132 827 113 166 856 227 274 746 113

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.64 0.36 1.00 1.58 0.42 2.00 1.74 0.26
 Final Sat.: 1375 2750 1375 1375 3631 494 1375 2173 577 2750 2390 360

Capacity Analysis Module:
 Vol/Sat: 0.15 0.42 0.13 0.10 0.23 0.23 0.12 0.39 0.39 0.10 0.31 0.31
 Crit Volume: 575 132 541 137
 Crit Moves: ****

APPENDIX F
LOS Operations Worksheets – Future with Project Construction Conditions

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Whitsett Ave/Vanowen St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: E

Street Name: Whitsett Ave Vanowen St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Include Permitted Include Permitted Include Permitted Include
Rights: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Y+R: 0 0 0 1 0 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1
Lanes: 0 0 0 1 0 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 291 77 94 631 70 95 1009 279 153 843 133
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 291 77 94 631 70 95 1009 279 153 843 133
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 291 77 94 631 70 95 1009 279 153 843 133
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 291 77 94 631 70 95 1009 279 153 843 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 291 77 94 631 70 95 1009 279 153 843 133
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 291 77 94 631 70 95 1009 279 153 843 133

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.79 0.21 1.00 0.90 0.10 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 1186 314 1500 1350 150 1500 3000 1500 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.25 0.25 0.06 0.47 0.47 0.06 0.34 0.19 0.10 0.28 0.09
Crit Volume: 0 701 505 153
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Whitsett Ave/Victory Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 172 Level Of Service: D

Street Name: Whitsett Ave Victory Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Include Permitted Include Permitted Include Permitted Include
Rights: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Y+R: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 164 248 145 201 658 174 87 1756 149 115 2010 64
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 164 248 145 201 658 174 87 1756 149 115 2010 64
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 164 248 145 201 658 174 87 1756 149 115 2010 64
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 164 248 145 201 658 174 87 1756 149 115 2010 64
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 164 248 145 201 658 174 87 1756 149 115 2010 64
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 164 248 145 201 658 174 87 1756 149 115 2010 64

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.77 1.00 2.23 1.00 2.91
Final Sat.: 1425 2850 1425 1425 2850 1425 1425 3941 334 1425 4143 132

Capacity Analysis Module:
Vol/Sat: 0.12 0.09 0.10 0.14 0.23 0.12 0.06 0.45 0.45 0.08 0.49 0.49
Crit Volume: 164 329 87 691
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Whitsett Ave/Erwin St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Street Name: Whitsett Ave Erwin St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 0 1 0 0 0 0 1 0 0 0 0 1

Volume Module:
Base Vol: 0 432 7 0 785 52 0 233 0 0 74
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 432 7 0 785 52 0 233 0 0 74
Added Vol: 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0
Initial Fut: 0 432 7 0 785 52 0 233 0 0 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 432 7 0 785 52 0 233 0 0 74
Reduct Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 0 432 7 0 785 52 0 233 0 0 74
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 432 7 0 785 52 0 233 0 0 74

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.98 0.02 0.00 0.94 0.06 0.00 0.00
Final Sat.: 0 1476 24 0 1407 93 0 1500 0 0 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.29 0.29 0.00 0.56 0.56 0.00 0.00 0.16 0.00 0.00 0.05
Crit Volume: 0 837 233 0
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Whitsett Ave/Oxnard St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Whitsett Ave Oxnard St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 0 1 0 1 0 0 1 0 2 0 1

Volume Module:
Base Vol: 0 334 79 169 665 111 108 909 124 182 1186 76
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 334 79 169 665 111 108 909 124 182 1186 76
Added Vol: 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0
Initial Fut: 0 334 79 169 665 111 108 909 124 182 1186 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 334 79 169 665 111 108 909 124 182 1186 76
Reduct Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 0 334 79 169 665 111 108 909 124 182 1186 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 334 79 169 665 111 108 909 124 182 1186 76

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.81 0.19 1.00 0.86 0.14 1.00 2.00
Final Sat.: 0 1213 287 1500 1285 215 1500 3000 1500 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.28 0.28 0.11 0.52 0.52 0.07 0.30 0.08 0.12 0.40 0.05
Crit Volume: 0 776 108 593
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Whitsett Ave/Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name: Whitsett Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 61 502 71 109 742 118 144 1028 87 148 1240 109
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 61 502 71 109 742 118 144 1028 87 148 1240 109
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 61 502 71 109 742 118 144 1028 87 148 1240 109
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 61 502 71 109 742 118 144 1028 87 148 1240 109
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 61 502 71 109 742 118 144 1028 87 148 1240 109
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 61 502 71 109 742 118 144 1028 87 148 1240 109

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.75 0.25 1.00 2.00 1.00 1.00 2.77 0.23 1.00 2.76 0.24
Final Sat.: 1500 2628 372 1500 3000 1500 1500 4149 351 1500 4136 364

Capacity Analysis Module:
Vol/Sat: 0.04 0.19 0.19 0.07 0.25 0.08 0.10 0.25 0.25 0.10 0.30 0.30
Crit Volume: 61 371 144 450
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Whitsett Ave/Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: D

Street Name: Whitsett Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 121 0 130 96 757 71 87 676 229 95 614 57
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 121 0 130 96 757 71 87 676 229 95 614 57
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 121 0 130 96 757 71 87 676 229 95 614 57
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 121 0 130 96 757 71 87 676 229 95 614 57
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 121 0 130 96 757 71 87 676 229 95 614 57
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 121 0 130 96 757 71 87 676 229 95 614 57

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.83 0.17
Final Sat.: 1500 1500 1500 1500 3000 1500 1500 1500 1500 1500 2745 255

Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.09 0.06 0.25 0.05 0.06 0.45 0.15 0.06 0.22 0.22
Crit Volume: 121 379 676 95
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Coldwater Canyon Ave & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

Street Name: Coldwater Canyon Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module:
Base Vol: 58 449 145 65 951 204 68 1025 64 169 1153 8
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 58 449 145 65 951 204 68 1025 64 169 1153 8
Added Vol: 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0
Initial Fut: 58 449 145 65 951 204 68 1025 64 169 1153 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 58 449 145 65 951 204 68 1025 64 169 1153 8
Reduct Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 58 449 145 65 951 204 68 1025 64 169 1153 8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 58 449 145 65 951 204 68 1025 64 169 1153 8

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.51 0.49 1.00 1.65 0.35 1.00 1.88 0.12 1.00 1.99 0.01
Final Sat.: 1500 2268 732 1500 2470 530 1500 2824 176 1500 2979 21
Capacity Analysis Module:
Vol/Sat: 0.04 0.20 0.20 0.04 0.39 0.38 0.05 0.36 0.11 0.39 0.39
Crit Volume: 58 578 545 169
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Coldwater Canyon Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.035
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Coldwater Canyon Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module:
Base Vol: 38 789 184 64 1409 127 42 897 89 124 720 43
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 38 789 184 64 1409 127 42 897 89 124 720 43
Added Vol: 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0
Initial Fut: 38 789 184 64 1409 127 42 897 89 124 720 43
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 38 789 184 64 1409 127 42 897 89 124 720 43
Reduct Vol: 0 0 0 0 0 0 0 0
Reduced Vol: 38 789 184 64 1409 127 42 897 89 124 720 43
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 38 789 184 64 1409 127 42 897 89 124 720 43

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.62 0.38 1.00 1.83 0.17 1.00 1.82 0.18 1.00 1.89 0.11
Final Sat.: 1375 2230 520 1375 2523 227 1375 2502 248 1375 2595 155
Capacity Analysis Module:
Vol/Sat: 0.03 0.35 0.35 0.05 0.56 0.56 0.03 0.36 0.36 0.09 0.28 0.28
Crit Volume: 38 768 493 124
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Coldwater Canyon Ave & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: D

Street Name: Coldwater Canyon Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 1

Volume Module:
Base Vol: 87 540 80 76 972 129 115 805 234 107 644 137
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 87 540 80 76 972 129 115 805 234 107 644 137
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 87 540 80 76 972 129 115 805 234 107 644 137
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 87 540 80 76 972 129 115 805 234 107 644 137
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 540 80 76 972 129 115 805 234 107 644 137
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 87 540 80 76 972 129 115 805 234 107 644 137

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.74 0.26 1.00 1.77 0.23 1.00 1.55 0.45 1.00 1.65 0.35
Final Sat.: 1500 2613 387 1500 2649 351 1500 2324 676 1500 2474 526
Capacity Analysis Module:
Vol/Sat: 0.06 0.21 0.21 0.05 0.37 0.37 0.08 0.35 0.35 0.07 0.26 0.26
Crit Volume: 87 551 520 107
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Coldwater Canyon Ave & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 1.091
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Coldwater Canyon Ave Riverside Dr
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 127 428 138 163 1111 132 66 1287 300 94 1047 127
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 127 428 138 163 1111 132 66 1287 300 94 1047 127
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 127 428 138 163 1111 132 66 1287 300 94 1047 127
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 127 428 138 163 1111 132 66 1287 300 94 1047 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 127 428 138 163 1111 132 66 1287 300 94 1047 127
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 127 428 138 163 1111 132 66 1287 300 94 1047 127

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.51 0.49 1.00 1.79 0.21 1.00 1.62 0.38 1.00 2.00 1.00
Final Sat.: 1500 2269 731 1500 2681 319 1500 2433 567 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.08 0.19 0.19 0.11 0.41 0.41 0.04 0.53 0.53 0.06 0.35 0.08
Crit Volume: 127 622 794 94
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Whitset Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name: Whitsett Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 0

Volume Module:
Base Vol: 0 0 75 815 60 135 479 130 67 414 125
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 75 815 60 135 479 130 67 414 125
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 75 815 60 135 479 130 67 414 125
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 75 815 60 135 479 130 67 414 125
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 75 815 60 135 479 130 67 414 125
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 75 815 60 135 479 130 67 414 125

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 1.00 1.86 0.14 1.00 2.00 1.00 1.00 1.54
Final Sat.: 1425 2850 0 1425 2655 195 1425 2850 1425 1425 2189
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.31 0.31 0.09 0.17 0.09 0.05 0.19
Crit Volume: 0 438 135 270
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Laurel Canyon Ave & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.125
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Laurel Canyon Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 145 739 196 142 1428 217 78 1119 159 81 978 57
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 145 739 196 142 1428 217 78 1119 159 81 978 57
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 145 739 196 142 1428 217 78 1119 159 81 978 57
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 145 739 196 142 1428 217 78 1119 159 81 978 57
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 145 739 196 142 1428 217 78 1119 159 81 978 57
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 145 739 196 142 1428 217 78 1119 159 81 978 57

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.74 0.26 1.00 1.75 0.25 1.00 1.89
Final Sat.: 1500 3000 1500 1500 2604 396 1500 2627 373 1500 2835
Capacity Analysis Module:
Vol/Sat: 0.10 0.25 0.13 0.09 0.55 0.55 0.05 0.43 0.43 0.05 0.34
Crit Volume: 145 823 639 81
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Laurel Canyon Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.274
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Laurel Canyon Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 227 1138 58 172 1777 80 135 754 123 158 440 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 227 1138 58 172 1777 80 135 754 123 158 440 40
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 227 1138 58 172 1777 80 135 754 123 158 440 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 227 1138 58 172 1777 80 135 754 123 158 440 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 227 1138 58 172 1777 80 135 754 123 158 440 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 227 1138 58 172 1777 80 135 754 123 158 440 40

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1375 2750 1375 1375 2632 118 1375 2364 386 1375 2521 229

Capacity Analysis Module:
Vol/Sat: 0.17 0.41 0.04 0.13 0.68 0.68 0.10 0.32 0.32 0.11 0.17 0.17
Crit Volume: 227 929 439 158
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Laurel Canyon Ave & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 151 Level Of Service: E

Street Name: Laurel Canyon Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 78 868 95 135 1426 63 155 744 118 103 590 147
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 78 868 95 135 1426 63 155 744 118 103 590 147
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 78 868 95 135 1426 63 155 744 118 103 590 147
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 78 868 95 135 1426 63 155 744 118 103 590 147
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 78 868 95 135 1426 63 155 744 118 103 590 147
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 78 868 95 135 1426 63 155 744 118 103 590 147

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.80 0.20 1.00 1.92 0.08 1.00 1.73 0.27 1.00 1.60 0.40
Final Sat.: 1500 2704 296 1500 2873 127 1500 2589 411 1500 2402 598

Capacity Analysis Module:
Vol/Sat: 0.05 0.32 0.32 0.09 0.50 0.50 0.10 0.29 0.29 0.07 0.25 0.25
Crit Volume: 78 745 431 103
Crit Moves: ****

LADWP On Call- ESA EIR: Whittsett Pipeline
 Future with Project conditions
 AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #15 Laurel Canyon Ave & Riverside Dr

 Cycle (sec): 100 Critical Vol./Cap.(X): 1.144
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name: Laurel Canyon Ave Riverside Dr
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Prot+Permit Prot+Permit Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 0 1 1 0 2 1 0 1 0 2 0 1 1 0

Volume Module:
 Base Vol: 217 743 137 131 1467 83 195 993 425 236 763 84
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 217 743 137 131 1467 83 195 993 425 236 763 84
 Added Vol: 0 0 0 0 0 0 0 0
 SHIFTS: 0 0 0 0 0 0 0 0
 Initial Fut: 217 743 137 131 1467 83 195 993 425 236 763 84
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 217 743 137 131 1467 83 195 993 425 236 763 84
 Reduct Vol: 0 0 0 0 0 0 0 0
 Reduced Vol: 217 743 137 131 1467 83 195 993 425 236 763 84
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 217 743 137 131 1467 83 195 993 425 260 763 84

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.84 0.16 1.00 1.40
 Final Sat.: 1375 2750 1375 1375 3904 221 1375 1926 824 2750 2477 273

Capacity Analysis Module:
 Vol/Sat: 0.16 0.27 0.10 0.10 0.38 0.38 0.14 0.52 0.52 0.09 0.31 0.31
 Crit Volume: 217 517 709 130
 Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Whitsett Ave/Vanowen St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.977
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Whitsett Ave Vanowen St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Include Permitted Include Permitted Include Permitted Include
Rights: 0
Min. Green: 4.0
Y+R: 0 0 0 1 0 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1
Lanes: 0 0 0 1 0 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 617 94 86 309 62 104 1011 187 123 1128 171
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 617 94 86 309 62 104 1011 187 123 1128 171
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 617 94 86 309 62 104 1011 187 123 1128 171
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 617 94 86 309 62 104 1011 187 123 1128 171
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 617 94 86 309 62 104 1011 187 123 1128 171
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 617 94 86 309 62 104 1011 187 123 1128 171

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.87 0.13 1.00 0.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 1302 198 1500 1249 251 1500 3000 1500 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.47 0.47 0.06 0.25 0.25 0.07 0.34 0.12 0.08 0.38 0.11
Crit Volume: 711 86 104 104 564
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Whitsett Ave/Victory Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Whitsett Ave Victory Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Include Permitted Include Permitted Include Permitted Include
Rights: 0
Min. Green: 4.0
Y+R: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 188 423 127 187 265 120 211 1863 204 98 2067 175
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 188 423 127 187 265 120 211 1863 204 98 2067 175
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 188 423 127 187 265 120 211 1863 204 98 2067 175
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 188 423 127 187 265 120 211 1863 204 98 2067 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 188 423 127 187 265 120 211 1863 204 98 2067 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 188 423 127 187 265 120 211 1863 204 98 2067 175

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1425 2850 1425 1425 2850 1425 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.13 0.15 0.09 0.13 0.09 0.08 0.15 0.48 0.48 0.07 0.52 0.52
Crit Volume: 212 187 211
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Whitsett Ave/Erwin St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: Whitsett Ave Erwin St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 0 1 0 0 0 0 1 0 0 0 0 1

Volume Module:
Base Vol: 0 646 15 0 426 14 0 0 79 0 0 36
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 646 15 0 426 14 0 0 79 0 0 36
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 646 15 0 426 14 0 0 79 0 0 36
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 646 15 0 426 14 0 0 79 0 0 36
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 646 15 0 426 14 0 0 79 0 0 36
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 646 15 0 426 14 0 0 79 0 0 36

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.98 0.02 0.00 0.97 0.03 0.00 0.00
Final Sat.: 0 1466 34 0 1452 48 0 0 1500 0 0 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.44 0.44 0.00 0.29 0.29 0.00 0.00 0.05 0.00 0.00 0.02
Crit Volume: 661 0 79 0
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Whitsett Ave/Oxnard St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.948
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Whitsett Ave Oxnard St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 0 1 0 0 0 1 1 0 2 0 1 0 2 0 1

Volume Module:
Base Vol: 0 515 60 92 341 48 119 940 87 123 1272 161
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 515 60 92 341 48 119 940 87 123 1272 161
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 515 60 92 341 48 119 940 87 123 1272 161
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 515 60 92 341 48 119 940 87 123 1272 161
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 515 60 92 341 48 119 940 87 123 1272 161
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 515 60 92 341 48 119 940 87 123 1272 161

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.90 0.10 1.00 0.88 0.12 1.00 2.00
Final Sat.: 0 1343 157 1500 1315 185 1500 3000 1500 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.38 0.38 0.06 0.26 0.26 0.08 0.31 0.06 0.08 0.42 0.11
Crit Volume: 575 92 119 636
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Whitsett Ave/Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Street Name: Whitsett Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 104 810 96 79 364 72 195 1190 91 125 1218 230
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 104 810 96 79 364 72 195 1190 91 125 1218 230
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 104 810 96 79 364 72 195 1190 91 125 1218 230
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 104 810 96 79 364 72 195 1190 91 125 1218 230
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 104 810 96 79 364 72 195 1190 91 125 1218 230
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 104 810 96 79 364 72 195 1190 91 125 1218 230

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.79 0.21 1.00 2.00 1.00 1.00 2.79 0.21 1.00 2.52 0.48
Final Sat.: 1500 2682 318 1500 3000 1500 1500 4180 320 1500 3785 715

Capacity Analysis Module:
Vol/Sat: 0.07 0.30 0.30 0.05 0.12 0.05 0.13 0.28 0.28 0.08 0.32 0.32
Crit Volume: 453 79 195 483
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Whitsett Ave/Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: D

Street Name: Whitsett Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 1 0

Volume Module:
Base Vol: 247 0 239 66 367 46 93 783 167 91 743 102
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 247 0 239 66 367 46 93 783 167 91 743 102
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 247 0 239 66 367 46 93 783 167 91 743 102
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 247 0 239 66 367 46 93 783 167 91 743 102
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 247 0 239 66 367 46 93 783 167 91 743 102
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 247 0 239 66 367 46 93 783 167 91 743 102

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1500 1500 1500 1500 3000 1500 1500 1500 1500 1500 2638 362

Capacity Analysis Module:
Vol/Sat: 0.16 0.00 0.16 0.04 0.12 0.03 0.06 0.52 0.11 0.06 0.28 0.28
Crit Volume: 247 184 783 91
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Coldwater Canyon Ave & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name: Coldwater Canyon Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 59 830 256 60 490 58 113 1121 56 93 950 11
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 59 830 256 60 490 58 113 1121 56 93 950 11
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 59 830 256 60 490 58 113 1121 56 93 950 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 59 830 256 60 490 58 113 1121 56 93 950 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 59 830 256 60 490 58 113 1121 56 93 950 11
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 59 830 256 60 490 58 113 1121 56 93 950 11

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.53 0.47 1.00 1.79 0.21 1.00 1.90 0.10 1.00 1.98 0.02
Final Sat.: 1500 2293 707 1500 2682 318 1500 2857 143 1500 2966 34

Capacity Analysis Module:
Vol/Sat: 0.04 0.36 0.36 0.04 0.18 0.18 0.08 0.39 0.39 0.06 0.32 0.32
Crit Volume: 543 60 589 93
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Coldwater Canyon Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name: Coldwater Canyon Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 36 1312 286 31 795 43 47 566 58 73 540 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 36 1312 286 31 795 43 47 566 58 73 540 40
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 1312 286 31 795 43 47 566 58 73 540 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 36 1312 286 31 795 43 47 566 58 73 540 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 1312 286 31 795 43 47 566 58 73 540 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 36 1312 286 31 795 43 47 566 58 73 540 40

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.64 0.36 1.00 1.90 0.10 1.00 1.81 0.19 1.00 1.86 0.14
Final Sat.: 1375 2258 492 1375 2609 141 1375 2494 256 1375 2560 190

Capacity Analysis Module:
Vol/Sat: 0.03 0.58 0.58 0.02 0.30 0.30 0.03 0.23 0.23 0.05 0.21 0.21
Crit Volume: 799 31 312 73
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Coldwater Canyon Ave & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name: Coldwater Canyon Ave Magnolia Blvd

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 163 981 124 71 555 71 163 754 145 92 621 186
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 163 981 124 71 555 71 163 754 145 92 621 186
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 163 981 124 71 555 71 163 754 145 92 621 186
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 163 981 124 71 555 71 163 754 145 92 621 186
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 163 981 124 71 555 71 163 754 145 92 621 186
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 163 981 124 71 555 71 163 754 145 92 621 186

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.78 0.22 1.00 1.77 0.23 1.00 1.68 0.32 1.00 1.54 0.46
Final Sat.: 1500 2663 337 1500 2660 340 1500 2516 484 1500 2309 691

Capacity Analysis Module:

Vol/Sat: 0.11 0.37 0.37 0.05 0.21 0.21 0.11 0.30 0.30 0.06 0.27 0.27
Crit Volume: 553 71 163 404
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Coldwater Canyon Ave & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

Street Name: Coldwater Canyon Ave Riverside Dr

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 149 957 142 109 610 146 140 958 189 117 875 268
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 149 957 142 109 610 146 140 958 189 117 875 268
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 149 957 142 109 610 146 140 958 189 117 875 268
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 149 957 142 109 610 146 140 958 189 117 875 268
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 149 957 142 109 610 146 140 958 189 117 875 268
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 149 957 142 109 610 146 140 958 189 117 875 268

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.74 0.26 1.00 1.61 0.39 1.00 1.67 0.33 1.00 2.00 1.00
Final Sat.: 1500 2612 388 1500 2421 579 1500 2506 494 1500 3000 1500

Capacity Analysis Module:

Vol/Sat: 0.10 0.37 0.37 0.07 0.25 0.25 0.09 0.38 0.38 0.08 0.29 0.18
Crit Volume: 550 109 574 117
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Whitset Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Whitsett Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 0 0 38 382 38 201 329 62 35 328 177
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 38 382 38 201 329 62 35 328 177
Added Vol: 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0
Initial Fut: 0 0 38 382 38 201 329 62 35 328 177
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 38 382 38 201 329 62 35 328 177
Reduced Vol: 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 38 382 38 201 329 62 35 328 177

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 1.00 1.82 0.18 1.00 2.00 1.00 1.00 1.30 0.70
Final Sat.: 1425 2850 0 1425 2592 258 1425 2850 1425 1425 1851 999
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.03 0.15 0.15 0.14 0.12 0.04 0.02 0.18 0.18
Crit Volume: 0
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Laurel Canyon Ave & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.994
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Laurel Canyon Ave Burbank Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 218 1069 225 101 889 163 109 1115 158 110 996 100
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 218 1069 225 101 889 163 109 1115 158 110 996 100
Added Vol: 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0
Initial Fut: 218 1069 225 101 889 163 109 1115 158 110 996 100
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 218 1069 225 101 889 163 109 1115 158 110 996 100
Reduced Vol: 218 1069 225 101 889 163 109 1115 158 110 996 100
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 218 1069 225 101 889 163 109 1115 158 110 996 100

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.69 0.31 1.00 1.75 0.25 1.00 1.82 0.18
Final Sat.: 1500 3000 1500 1500 2535 465 1500 2628 372 1500 2726 274
Capacity Analysis Module:
Vol/Sat: 0.15 0.36 0.15 0.07 0.35 0.35 0.07 0.42 0.42 0.07 0.37 0.37
Crit Volume: 218
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Laurel Canyon Ave & Chandler Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Laurel Canyon Ave Chandler Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 299 1630 79 90 1175 84 154 499 96 83 432 50
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 299 1630 79 90 1175 84 154 499 96 83 432 50
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 299 1630 79 90 1175 84 154 499 96 83 432 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 299 1630 79 90 1175 84 154 499 96 83 432 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 299 1630 79 90 1175 84 154 499 96 83 432 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 299 1630 79 90 1175 84 154 499 96 83 432 50

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.87 0.13 1.00 1.68 0.32 1.00 1.79 0.21
Final Sat.: 1375 2750 1375 1375 2567 183 1375 2306 444 1375 2465 285

Capacity Analysis Module:
Vol/Sat: 0.22 0.59 0.06 0.07 0.46 0.46 0.11 0.22 0.22 0.06 0.18 0.18
Crit Volume: 299 630 154 241
Crit Moves: ****

LADWP On Call- ESA EIR: Whitsett Pipeline
Future with Project conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Laurel Canyon Ave & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name: Laurel Canyon Ave Magnolia Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 148 1324 149 103 915 99 233 649 93 119 627 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 148 1324 149 103 915 99 233 649 93 119 627 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 148 1324 149 103 915 99 233 649 93 119 627 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 148 1324 149 103 915 99 233 649 93 119 627 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 148 1324 149 103 915 99 233 649 93 119 627 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 148 1324 149 103 915 99 233 649 93 119 627 65

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.80 0.20 1.00 1.80 0.20 1.00 1.75 0.25 1.00 1.81 0.19
Final Sat.: 1500 2697 303 1500 2707 293 1500 2624 376 1500 2718 282

Capacity Analysis Module:
Vol/Sat: 0.10 0.49 0.49 0.07 0.34 0.34 0.16 0.25 0.25 0.08 0.23 0.23
Crit Volume: 737 103 233 346
Crit Moves: ****

LADWP On Call- ESA EIR: Whittsett Pipeline
 Future with Project conditions
 PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #15 Laurel Canyon Ave & Riverside Dr

 Cycle (sec): 100 Critical Vol./Cap.(X): 1.098
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name: Laurel Canyon Ave Riverside Dr
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Prot+Permit Prot+Permit Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 0 1 1 0 2 1 0 1 0 2 0 1 1 0

Volume Module:
 Base Vol: 209 1295 175 132 926 113 301 856 227 249 746 113
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 209 1295 175 132 926 113 301 856 227 249 746 113
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 SHIFTS: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 209 1295 175 132 926 113 301 856 227 249 746 113
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 209 1295 175 132 926 113 301 856 227 249 746 113
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 209 1295 175 132 926 113 301 856 227 249 746 113
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Volume: 209 1295 175 132 926 113 301 856 227 274 746 113

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.67 0.33 1.00 1.58 0.42 2.00 1.74 0.26
 Final Sat.: 1375 2750 1375 1375 3676 449 1375 2174 576 2750 2388 362

Capacity Analysis Module:
 Vol/Sat: 0.15 0.47 0.13 0.10 0.25 0.25 0.22 0.39 0.39 0.10 0.31 0.31
 Crit Volume: 648 132 301 430
 Crit Moves: ****
