# DEPARTMENT OF CITY PLANNING

## APPEAL RECOMMENDATION REPORT

**City Planning Commission**

**Date:** June 23, 2022
**Time:** After 8:30 A.M.
**Place:** In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/].
The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissions-boards-hearings and / or by contacting cpc@lacity.org

**Public Hearing:** March 16, 2022
**Appeal Status:** Appealable to City Council
**Expiration Date:** July 14, 2022

**Case No.:** VTT-74865-1A
**CEQA No.:** ENV-2017-468-EIR
**Related Cases:** CPC-2017-467-GPA-VZC-HD-SPR; VTT-74865
**Council No.:** 5 - Koretz
**Plan Area:** Wilshire
**Plan Overlay:** Oil Drilling District
**Certified NC:** Mid-City West
**Existing GPLU:** Limited Commercial
**Proposed GPLU:** Regional Commercial
**Existing Zone:** C1-1VL-O
**Proposed Zone:** (T)(Q)C2-2D-O
**Applicant:** 650-676 SSV Property Owner, LLC and 650 SSV Property Owner, LLC

**Representative:** Sheri Bonstelle, JMBM LLP

**Appellants:** Supporters Alliance for Environmental Responsibility; Beverly Wilshire Homeowners' Association; and Michael Yadegari

**PROJECT LOCATION:** 650-676 South San Vicente Boulevard

**PROPOSED PROJECT:** Vesting Tentative Tract Map No. 74865, (stamped map, dated December 8, 2021) for the merger of seven lots to create one net 0.74-acre (32,290 square-foot) ground lot, and a Haul Route for the export of approximately 12,222 cubic yards of soil.

**REQUESTED ACTIONS:**

Three (3) appeals of the May 3, 2022, Advisory Agency actions:

Pursuant to Sections 21082.1(c) and 21081.6 of the Public Resources Code, the Advisory Agency has reviewed and considered the information contained in the EIR prepared for this Project, which includes the Draft EIR, ENV-2017-468-EIR (SCH No. 2020010172), dated May 2021, the Final EIR dated January 2022, and the Erratum dated February 2022 (656 South San Vicente Medical Office Project EIR), as well as the whole administrative record; and

**CERTIFIED** the following:

1. The 656 South San Vicente Medical Office Project EIR has been completed in compliance with the California Environmental Quality Act (CEQA);

2. The 656 South San Vicente Medical Office Project EIR was presented to the Advisory Agency as a decision-making body of the lead agency; and
3. The 656 South San Vicente Medical Office Project EIR reflects the independent judgement and analysis of the lead agency.

**ADOPTED** the following:

1. The related and prepared 656 South San Vicente Medical Office Project EIR Environmental Findings;
2. The Statement of Overriding Considerations; and
3. The Mitigation Monitoring Program prepared for the 656 South San Vicente Medical Office Project EIR.

**APPROVED** Pursuant to Section 17.15 of the Los Angeles Municipal Code (LAMC), **Vesting Tentative Tract Map No. 74865**, (stamped map, dated December 8, 2021) for the merger of seven lots into one ground lot for a .74 net acre (32,290 square-foot) site, and a Haul Route for the export of up to 12,222 cubic yards of soil.

**ADOPTED** Conditions of Approval and Findings.

**RECOMMENDED ACTIONS:**

**Deny** the appeals, and sustain the following actions of the Advisory Agency:

1. **Find** that the City Planning Commission has reviewed and considered the information contained in the Environmental Impact Report No. ENV-2017-468-EIR (SCH No. 2020010172), dated May 2021, the Final EIR dated January 2022, and the Erratum dated February 2022 (656 South San Vicente Medical Office Project EIR), as well as the whole administrative record; and

   **CERTIFY** the following:

   1. The 656 South San Vicente Medical Office Project EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
   2. The 656 South San Vicente Medical Office Project EIR was presented to the City Planning Commission as a decision-making body of the lead agency; and
   3. The 656 South San Vicente Medical Office Project EIR reflects the independent judgement and analysis of the lead agency.

   **ADOPT** the following:

   1. The related and prepared 656 South San Vicente Medical Office Project EIR Environmental Findings;
   2. The Statement of Overriding Considerations; and
   3. The Mitigation Monitoring Program prepared for the 656 South San Vicente Medical Office Project EIR.

2. **Approve Vesting Tentative Tract Map No. 74865**, (stamped map, dated December 8, 2021) for the merger of seven lots into one ground lot for a 0.74 net acre (32,290 square-foot) site, and a Haul Route for the export of up to 12,222 cubic yards of soil.

3. **Adopt** the Advisory Agency's Conditions of Approval and Modified Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Milena Zasadzien
Senior City Planner

Kimberly Henry
City Planner

Paul Caporaso
Planning Assistant

**ADVICE TO PUBLIC**: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, 200 North Spring Street, Room 272, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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**Exhibits:**



Environmental Impact Report links:

Draft EIR: https://planning.lacity.org/development-services/eir/656-south-san-vicente-medical-office-project-0

Final EIR: https://planning.lacity.org/development-services/eir/656-south-san-vicente-medical-office-project-1

Erratum: https://planning.lacity.org/eir/656_SoSanVicenteMedicalOffice/Errata.pdf

# APPEAL ANALYSIS

## BACKGROUND

The subject tract map is for the merger of the seven ground lots into a single ground lot, with a site area of a 0.74 net acre (32,290 square-foot) and a Haul Route for the export of up to 12,222 cubic yards of soil to allow for the 656 South San Vicente Medical Office Project (Project) that includes the demolition of the two existing buildings and surface parking lots, and the construction of a mixed-use medical office building with up to 145,305 square feet of new floor area. The Project Site is currently improved with two buildings and associated surface parking lots, comprised of a 5,738 square-foot, vacant educational building, and an 8,225 square foot Big 5 Sporting Goods store, combined totaling 13,963 square feet of existing floor area. The Project proposes 140,305 square feet of medical office space, 4,000 square feet of restaurant space, and 1,000 square feet for other commercial uses, such as a pharmacy. The proposed uses would be built within a single, 12-story building that includes ground floor lobby and commercial space, four levels of podium parking, and seven levels of medical office uses.

As part of the Project's entitlement process, the City completed a review of the potential environmental impacts of the Project in accordance with the California Environmental Quality Act (CEQA) and prepared an Environmental Impact Report (ENV-2017-468-EIR). The EIR included a Mitigation Monitoring Program with mitigation measures related to construction emissions, archeological and paleontological monitoring, and on-site construction noise and vibration.

## APPEAL SUMMARY

The Deputy Advisory Agency issued a letter of determination on May 3, 2022, approving Vesting Tentative Tract Map No. 74865 for the 656 South San Vicente Medical Office Project. Three separate appeals were filed in a timely manner on May 9, 2022, May 12, 2022, and May 13, 2022. The appeals were filed by the Supporters Alliance for Environmental Responsibility (SAFER), Beverly Wilshire Homeowners' Association, and Michael Yadegari.

Pursuant to Section 17.06 A.3 of the LAMC, appeals of a Vesting Tentative Tract Map are made to the Appeal Board, which in this case is the City Planning Commission (CPC). Once the City Planning Commission renders their decision on the appeal, the decision may be further appealed to the City Council, if an appeal is filed pursuant to Section 17.06 A.4 within 10 days of the issuance of the Letter of Determination.

The appeals primarily focused on the Project's consistency with the General Plan and Zoning Code, compliance with California Environmental Quality Act (CEQA), and environmental concerns regarding construction noise, fire services, transportation, and parking impacts.

Given the content of the appeals, this appeal response report is provided to the City Planning Commission in order to address the appeal points raised by the appellants, and to provide clarity where necessary for purposes of assisting the Commission in their consideration of the Project and the appeals.

## APPEAL POINTS AND STAFF RESPONSES

Following issuance of the Deputy Advisory Agency Letter of Determination, three separate appeals were filed, as follows:

**Appeal No. 1** Supporters Alliance for Environmental Responsibility (SAFER)
Representative: Rebecca Davis, Lozeau Drury, LLP

**Appeal No. 2** Beverly Wilshire Homeowners' Association
Representative: Jamie T. Hall, Channel Law Group, LLP

**Appeal No. 3** Michael Yadegari
Representative: Self

**APPELLANT NO. 1:**
**Rebecca Davis, Lozeau Drury, LLP**
**Supporters Alliance for Environmental Responsibility (SAFER)**
**An Appeal of the Entire Decision of the Advisory Agency**
**Letter Dated: February 1, 2022**

### SAFER Appeal Point 1

The Appellant generally claims that the Environmental Impact Report fails to comply with the California Environmental Quality Act and that the approval of the Vesting Tentative Tract Map (VTT-74865) was in error because the City did not fully comply with CEQA prior to any approvals and that the findings are not supported by substantial evidence.

### Staff Response to SAFER Appeal Point 1

The Advisory Agency, as a decision-making body of the City, is authorized by the Los Angeles Municipal Code (LAMC) to approve subdivision maps (LAMC 17.03 A). As such, the Advisory Agency is required to certify the EIR before approving the Project's subdivision map, per CEQA Guidelines Section 15090. The EIR fully disclosed and analyzed the whole of the action, and identified the subdivision requests, as well as the General Plan Amendment, Vesting Zone and Height District Change, Site Plan Review, and other associated entitlement requests. In addition, the Appellant generally states that the EIR fails to comply with CEQA but does not provide any specific aspects of CEQA with which the EIR fails to comply. Therefore, the appeal point has no merit and should be denied.

### SAFER Appeal Point 2

The Appellant states that the EIR's conclusion that construction noise is significant and unavoidable after mitigation is not supported by substantial evidence. In addition, the Final EIR's response is inadequate and completely ignores the suggestion to require noise barriers to run along the entire extent of the neighboring residential boundaries, and to require that the barriers be 15 feet in height and doesn't provide any evidence that they would be infeasible.

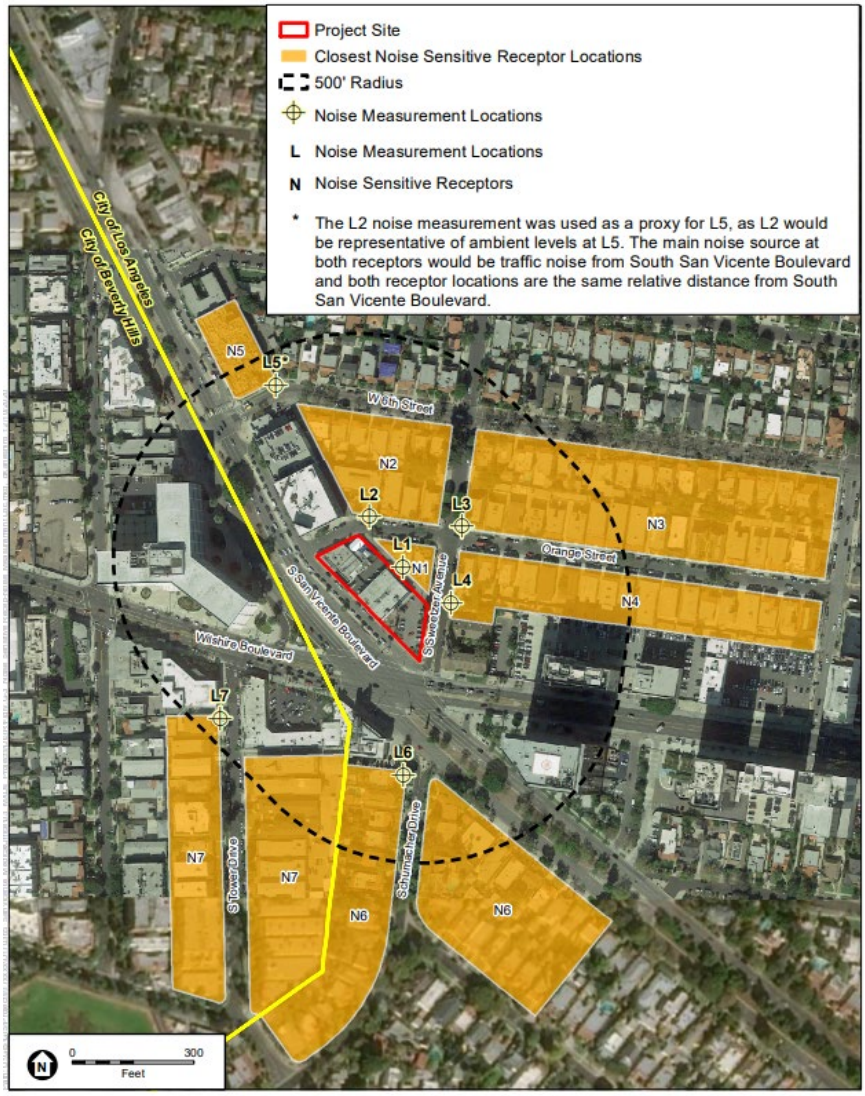
### Staff Response to SAFER Appeal Point 2

The Final EIR comment submitted by CREED LA referenced in the appeal, as well as the Staff Response to the comment is provided as Final EIR Response to Comment Nos. ORG 2-15, which addresses the need for a 15-foot barrier around the entirety of the Project, but explicitly along the

alleyway adjacent to the multi-family residential units, in addition to the feasibility of a taller sound barrier to address receptors at second or higher-level building locations.

The noise analysis for the Project determined that construction of the Project would result in significant noise impacts to off-site noise-sensitive receptor locations L1 through L7 and that mitigation measures would be required. Noise-sensitive receptor locations L1, L2, L3, and L4 are located to the northeast of the Project Site, noise-sensitive receptor location L5 is located to the northwest of the Project Site, and noise-sensitive receptor locations L6 and L7 are located to the southwest of the Project Site. With implementation of Mitigation Measures NOI-MM-1 through NOI-MM-4, as included in Chapter 4, Mitigation Monitoring Program, of the Final EIR, construction noise impacts would be mitigated to less than significant at noise-sensitive receptor locations L5 and L6 but would remain significant and unavoidable at noise-sensitive receptor locations L1, L2, L3, L4, and L7 (refer to Figure IV.G-3 of the EIR for a map showing these receptor locations).

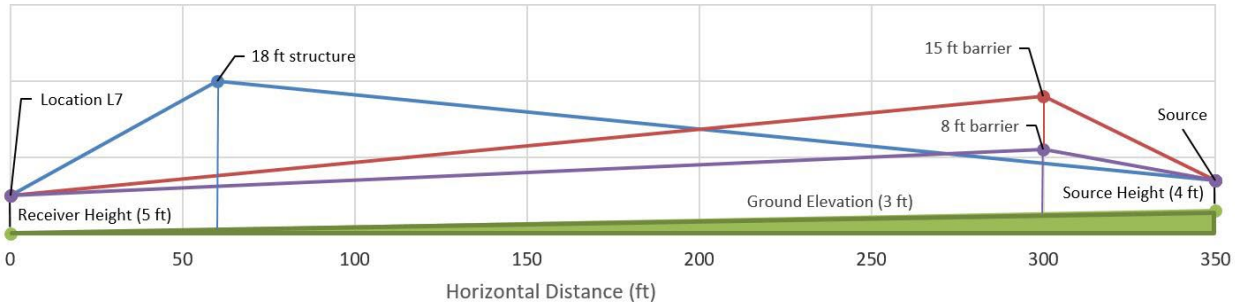
Mitigation Measure NOI-MM-1 specifies that the Project is required to utilize temporary ground-level construction noise barriers with a minimum of height of eight feet, but further specifies temporary ground-level construction noise barriers with a minimum of height of 15 feet along the alleyway along the northeast property line or the portion of the Project Site facing noise-sensitive receptor locations L1, L2, L3, and L4.



A comment was received by the City recommending that the temporary ground-level construction noise barriers should be a minimum of 15 feet in height in all locations, rather than eight feet and only 15 feet along the alleyway along the northeast property line.

The Final EIR Response states that the temporary noise barriers, shall be used to block the line-of-sight between the construction equipment and the noise sensitive receptors during the duration of construction activities. As discussed on page five of Draft EIR section IV.G, Noise, noise barriers can provide noise level reductions ranging from approximately five dBA (where the barrier just breaks the line-of-sight between the source and receiver) to an upper range of 20 dBA with a larger barrier. Additionally, structures with closed windows can further attenuate exterior noise by a minimum of 20 dBA to 30 dBA. NOI-MM-1 expressly states that the noise barriers provide reductions of at least 10 dBA between the Project Site and ground-level sensitive receptor locations. A taller noise barrier is required along the northeast property line along the alleyway due to the closer proximity of receptor locations L1, L2, L3, and L4 in order to achieve the appropriate level of noise reduction to block the line-of-sight, whereas a standard eight-foot barrier would be appropriate along the remaining property lines, primarily due to distance from sensitive receptors and other intervening buildings and features which block the line-of-sight.

In order to better illustrate the need for eight-foot barriers in lieu of a 15-foot barrier, ESA conducted a more detailed analysis of the potential additional mitigating effect that could be achieved from increasing the minimum height of the temporary ground-level construction noise barriers to 15 feet in height in all locations (Exhibit F, ESA Noise Barrier Memo, dated June 10, 2022). This analysis focuses on the potential mitigating effects at noise-sensitive receptor location L7, which is located approximately 300 feet to the southwest of the Project Site and consists of one- and two-story residential buildings. Noise-sensitive receptor location L7 is situated along South Tower Drive and south of the commercial uses along Wilshire Boulevard. The line-of-sight from noise-sensitive receptor location L7 to the Project Site is blocked by the presence of existing buildings. Both buildings are 18 feet in height or higher and are of sufficient height to block the line-of-site from the one- and two-story noise receivers at noise-sensitive receptor location L7. Increasing the height of the temporary ground-level construction noise barriers from a minimum of eight feet to 15 feet along the southwest portion of the Project Site would not result in a greater noise reduction at noise-sensitive receptor location L7 because the intervening buildings are taller than the temporary ground-level construction noise barriers, and, as such, act as an existing noise barrier. A line-of-sight diagram is provided below illustrating this effect.




Further, there are additional practical and safety considerations that would render the use of 15-foot-tall barriers along the southwest portion of the Project Site (i.e., the portion of the Project Site along South San Vicente Boulevard) as infeasible. San Vicente Boulevard is a major thoroughfare in the City of Los Angeles, with pedestrian traffic on the sidewalks. The temporary construction noise barrier along South San Vicente Boulevard would require access gates for construction personnel and material deliveries. A 15-foot-tall temporary construction noise barrier along South San Vicente Boulevard would subject the barrier to increased wind load compared to an eight-foot-tall barrier, which would create greater safety hazards to pedestrians and on-site construction personnel. When coupled with the need for access gates along this portion of the Project Site,

the safety hazards from a taller barrier are exacerbated due to the presence of moveable gates. It is noted that the 15-foot-tall recommendation for the barrier at the alleyway along the northeast property line of the Project Site is at a location that would not have pedestrian traffic and would not require access gates; thus, the safety risk is lower at this location.

Therefore, with no additional measurable noise reduction benefit anticipated at noise-sensitive receptor location L7, and the resulting exacerbated safety hazards, the proposed increase in the minimum barrier height from eight feet to 15 feet for the construction noise barrier is not warranted, except for the 15-foot-tall requirement for the barrier at the alleyway along the northeast property line of the Project Site.

In addition to the mitigation measure 1) requiring temporary noise barriers from eight to 15 feet in height, as stated on page 49 of the Draft EIR section IV.G, Noise, the Project includes additional mitigation measures that: 2) require the noise and vibration generating construction equipment to be located away from the nearest off-site sensitive receptors when feasible, 3) flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use that shall achieve a sound level reduction of at least 10 dBA between the Project Site and ground-level sensitive receptor locations, and 4) a construction liaison shall be provided to inform the nearby receptors when peak noise and vibration activities are scheduled to occur. Providing a noise barrier with a height to block the line-of-sight between the Project Site and receptors at second or higher-level building locations is not considered feasible, due to the potential need for the barrier height to reach 20 feet above ground or higher, which would likely require a barrier foundation that could interfere with internal construction activities, require partial or complete closure of the adjacent alleyway, and/or cause safety issues for workers and pedestrians. CEQA requires that feasible and reasonable mitigation measures be implemented to reduce potential noise impacts. The Project is providing the four above-mentioned mitigation measures to reduce the construction noise impacts between the Project Site and sensitive receptor locations that are feasible and reasonable, which include temporary ground-level construction noise barriers with ~~a~~ height between eight to 12 feet. This would include noise barriers with a minimum height of eight feet along Orange Street to the north, South San Vicente to the west, South Sweetzer Avenue to the south, and a temporary ground-level construction noise barriers with a minimum height of 15 feet along the alleyway to the northeast/east. The Draft EIR section IV.G Noise, pages 49-51 also disclose that even with the implementation of feasible mitigation measures, including with the noise barriers as described with the heights above, that construction noise impacts would remain significant and unavoidable at sensitive receptors (L1, L2, L3, L4, and L7).

Nonetheless, Staff would like to revise Noise Mitigation Measure 1 (NOI-MM-1) as follows to provide greater clarity regarding the height and location for noise barriers, as it was not fully clear that the eight-foot barriers applied to all other property lines and the 15-foot height applied only to the alleyway:

> NOI-MM-1: The Project shall provide temporary ground-level construction noise barriers with ~~a minimum height of eight feet and up to a height of 15 feet along the alleyway along the northeast property line,~~ a minimum height of eight feet along Orange Street to the north, South San Vicente to the west, South Sweetzer Avenue to the south, and a minimum height of 15 feet along the alleyway to the northeast/east, equipped with noise blankets or equivalent noise reduction materials rated to achieve sound level reductions of at least 10 dBA between the Project Site and ground-level sensitive receptor locations. These temporary noise barriers shall be used to block the line-of-sight between the construction equipment and the noise sensitive receptor(s) during the duration of construction activities. Prior to obtaining any permits, documentation prepared by a noise consultant verifying compliance with this measure shall be submitted to the Department of City Planning.

As the Project's EIR analysis meets CEQA requirements and addressed the issue of feasibility of taller sound barriers, and with the revisions providing greater clarity to the proposed Noise Mitigation Measure 1, the appeal point should be denied.

**SAFER Appeal Point 3**

The Appellant states that the EIR relies on a historic baseline without justification by including the Montessori School formerly operating at the Project Site as part of the baseline, despite the school ceasing operations in 2018, before the NOP baseline date of January 2020, resulting in improper analysis of the Project's air quality, energy, and greenhouse gas impacts.

**Staff Response to SAFER Appeal Point 3**

The Final EIR adequately responded to this comment (Please refer to Final EIR Response to Comment Nos. ORG 2-7 for discussion on the baseline used in Section IV.A, Air Quality, Section IV.C, Energy, Section IV.E, Greenhouse Gas Emissions (GHG), and Section IV.I Transportation of the Draft EIR). In addition, footnotes clarifying the methodology related to existing uses was made in Chapter 3, Revisions, Clarifications, and Corrections, of the Final EIR in response to this comment. As detailed in the Final EIR response, it should be noted that the existing site's emissions are very minor. Calculation of impacts that both include and exclude the Montessori Children's World School were provided to provide the most accurate picture practically possible of potential project impacts, including if the school were to be reoccupied. Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. Subsequently, even when removing the Montessori Children's World School in the baseline, the impact determinations regarding Air Quality, Energy, GHG, and Transportation impacts would remain almost the same with or without the net reduction associated with the Montessori Children's World School, as demonstrated in the Final EIR response. Therefore, this appeal point should be denied.

**SAFER Appeal Point 4**

The Appellant notes that the Project is requesting a height district change to allow an increase in height for the Project site from 45 feet to 230 feet, no justification for this substantial height change has been provided, and the project is incompatible with the immediate residential neighborhood to the northeast. Additionally, Appellant states that the Final EIR is misleading in its description of the neighborhood by failing to note that the surrounding uses include a residential neighborhood directly to the north of the Project site.

**Staff Response to SAFER Appeal Point 4**

The appellant states that the response to comments section of the Final EIR fails to include information that was mentioned in the Draft EIR in regard to the surrounding uses. However, the Final EIR response to comment No. ORG 1-9 specifically refers to Section IV.F, Land Use, of the Draft EIR which describes in detail the surrounding uses of the Project site (Refer to page 2-14 of Final EIR). As previously mentioned, the Project Site is in a highly urbanized area, bordered by mid- and high-rise commercial, office, and medical-related uses along South San Vicente Boulevard and Wilshire Boulevard to the west and south.

Directly northwest of the Project Site, along South San Vicente Boulevard, is a five-story office building with existing rooftop billboards, and an associated four-story parking structure. Further north is a three-story rehabilitation center. Directly across from the Project Site in the City of Beverly Hills is a 10-story office building with ground floor commercial uses. North of the 10-story

office building is a three-story office/retail building and two apartment complexes that are two- and three-stories in height. To the south, across from the intersection of South San Vicente Boulevard and Wilshire Boulevard, is a low-rise commercial center and associated surface parking. To the southeast, fronting Wilshire Boulevard is a 22-story medical office building owned by Cedars-Sinai Medical Center, which includes a rooftop heliport. Directly east of the Project Site, across South Sweetzer Avenue, is a two-story brick building used as office space. East of the building is a 12-story office building used by the Jewish Federation Goldsmith Center and the five-story Los Angeles Obchestvo Remeslenogo Truda (ORT) College.

As mentioned in Section IV.F, Land Use, of the Draft EIR, the intensity and scale of the development would be offset by the pedestrian orientation of the ground floor, which creates a human scale at the ground level, and the visible upper story landscape decks and unique building design, which would serve to create visual interest. In addition, the building is designed with stepped terraces to break up the building's massing.

In addition, as shown in Figures 1-4, the vicinity of the project site is surrounded by mid- and high-rise towers. Most of these buildings share the same setting as the proposed project and are adjacent to residential buildings. Therefore, the Project is consistent with the Wilshire Community Plan and its surrounding uses. Therefore, the appeal point should be denied.

Figure 1- View of the Project site on San Vicente Blvd looking North


Figure 2- View of the Project site on San Vicente Blvd looking South


Figure 3- View Wilshire Blvd South of the Project Site

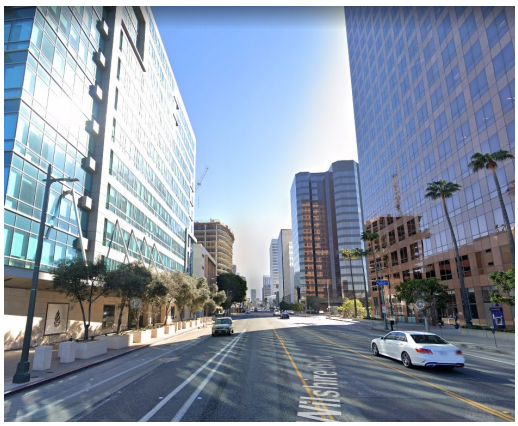


Figure 4- Arial view of the vicinity of the Project Site

**APPELLANT NO. 2:**
**Jamie T. Hall**
**Beverly Wilshire Homeowners Association**
**An Appeal of the Entire Decision of the Advisory Agency**
**Letter Dated: May 13, 2022**

**Beverly Wilshire Homeowners' Association Appeal Point 1**

The Appellant states that the Advisory Agency erred when it determined that consistency findings could be made for the Project since the Project's height and FAR are not permitted by the underlying zoning and land use designation, necessitating approval of a General Plan Amendment, a Height District Change and a Vesting Zone Change.

The Appellant further contends that there is no authority in the Subdivision Map Act authorizing the City of Los Angeles to approve a tract map conditioned on the Applicant receiving requested modifications of general plans and zoning and allowing for the approval of the tract map prior to legislative approval of the General Plan Amendment thwarts genuine public participation and public outreach on the GPA action.

**Staff Response to Beverly Wilshire Homeowners' Association Appeal Point 1**

The Advisory Agency, as a decision-making body of the City, is authorized by the Los Angeles Municipal Code (LAMC) to approve subdivision maps (LAMC 17.03 A). As such, the Advisory Agency is required to certify the EIR before approving the Project's subdivision map, per CEQA Guidelines Section 15090. The EIR fully disclosed and analyzed the whole of the action, and identified the subdivision requests, as well as the General Plan Amendment, Vesting Zone and Height District change, and other associated entitlement requests.

Under State Planning and Zoning law (Government Code Section 65000, et seq.), strict conformity with all aspects of a plan is not required. Generally, plans reflect a range of competing interests and agencies are given great deference to determine consistency with their own plans. A proposed project should be considered consistent with a general plan or elements of a general plan if it furthers one or more policies and does not obstruct other policies. Generally, given that land use plans reflect a range of competing interests, a project should be compatible with a plan's overall goals and objectives, but need not be in perfect conformity with every plan policy.

Based on the analysis of Project consistency with applicable goals and policies (detailed in Section IV.F, Land Use, of the Draft EIR), including SCAG's 2020-2045 RTP/SCS; the City's General Plan, including the City of Los Angeles General Plan Framework Element, Conservation Element, Plan for Healthy Los Angeles, and Wilshire Community Plan; Los Angeles Municipal Code (LAMC); and Citywide Design Guidelines, the Project would not conflict with the relevant land use policies adopted for the purpose of avoiding or mitigating a significant environmental effect.

Section 66411 of the Subdivision Map Act (Map Act) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I, of the Map Act establishes the general provisions for tentative, final, and parcel maps. The subdivision, and merger, of land is regulated pursuant to Article 7 of the LAMC. The LAMC implements the goals, objectives, and policies of the General Plan through zoning regulations, including Specific Plans. The zoning regulations contained within the LAMC regulate, but are not limited to, the maximum permitted density, height, parking, and the subdivision of land.

Pursuant to LAMC Section 17.05 C, tract maps are to be designed in conformance with the tract map regulations to ensure compliance with the various elements of the General Plan, including the Zoning Code. Additionally, the maps are to be designed in conformance with the Street Standards established pursuant to LAMC Section 17.05 B. The General Plan Framework

identifies the Project Site and other properties along Wilshire Boulevard as a Regional Center. The Project Site is also located within the Wilshire Community Plan, which designates the Project Site for Limited Commercial land uses, with a corresponding zone of C1. Therefore, the Project Applicant has requested a General Plan Amendment to the Wilshire Community Plan to change the land use designation from Limited Commercial to Regional Center Commercial, as well as a corresponding Zone and Height District Change from C1-1VL-O to (T)(Q)C2-2D-O.

Furthermore, the Vesting Tentative Tract Map approval included the following condition of approval as referenced by the Appellant:

> **Condition 61.** Prior to the issuance of the building permit or the recordation of the final map, a copy of CPC-2017-467-GPA-VZC-HD-SPR shall be submitted to the satisfaction of the Advisory Agency. In the event CPC-2017-467-GPA-VZC-HD-SPR is not approved, the subdivider shall submit a tract modification.

As stated in the condition, the Tract Map approval is contingent on the approval of the other project entitlements, including the General Plan Amendment and Vesting Zone Change and Height District Change. Both the Tract Map and other legislative entitlement requests were heard at two joint public hearings for the Project, in which the public was invited to provide comments and testimony. After consideration of public testimony, the Advisory Agency approved the Tract Map and adopted findings that the proposed map and design and improvement of the subdivision are consistent with applicable general and specific plans (see pages 60-63 of the Tract Map Letter of Decision Approval of the Project's requested entitlements, including the General Plan Amendment, Vesting Zone Change, Height District Change, Site Plan Review and related findings and conditions to ensure compatibility with surrounding land uses would bring the Project into consistency with the Framework Element, Wilshire Community Plan, and LAMC. Approval of the Tract Map also does not thwart the public participation process for the other entitlements or limit the ability for other decision-makers to exert their independent judgement in consideration of the merits of the requested entitlements. Required public hearings for both subdivision and zoning entitlements were held, and the decision-makers and recommending bodies for the General Plan Amendment and Vesting Zone Change and Height District Change will continue to consider public input on the requested entitlements. As laid out in Condition 61 of the Tract Map Letter of Determination, if the General Plan Amendment and Zone/Height District Change are to be denied at City Council, a Tract Map Modification for a revised project would need to be submitted, at which point, the Advisory Agency would need to make new requisite plan consistency findings. As the Advisory Agency did not err or abuse its discretion in approving the Tract Map, the appeal point should be denied.

**Beverly Wilshire Homeowners' Association Appeal Point 2**

The Appellant claims that the Project would result in inadequate fire and emergency medical service response by concentrating high-density development in an area with already inadequate fire coverage, and by degrading already strained response times by exacerbating local congestion, and the Project is inconsistent with fire standards and the fire service goals of the Framework Element.

**Staff Response to Beverly Wilshire Homeowners' Association Appeal Point 2**

The appellant raises a concern for the Project's impacts on emergency response, specifically fire protection. As mentioned in response to comments section of the Final EIR, the analysis of emergency fire response is provided in Section IV.H.1, Public Services – Fire Protection, of the Draft EIR (Refer to Response to Comment No. ORG 1-15).

The Los Angeles Fire Code 57.507.3.3 establishes maximum response distance from an engine or truck company. However, as not all development within the City of Los Angeles is located within

the maximum response distances, then when developments have response distances that exceed these requirements, all structures must be equipped with automatic fire sprinkler systems and any other fire protection devices deemed necessary by the Fire Chief (e.g., fire signaling systems, fire extinguishers, smoke removal systems, etc.). For the Project, both Fire Station 61 and Fire Station 58 do not meet either distance standards for an Engine Company or Truck Company, and as mentioned in Draft EIR and Final EIR, the Project would comply with the applicable OSHA, Building Code, Fire Code, other LAMC, and LAFD requirements, including the installation of automatic fire sprinkler systems, as well as features such as of fire resistant doors, materials, walkways, stairwells, and elevator systems (including emergency and fire control elevators); installation of smoke detectors, signage, fire alarms, building emergency communication systems, smoke control systems; implementation of an Emergency Safety Plan; compliance with LAFD fire apparatus and personnel access requirements; and water systems and roadway improvements improved to the satisfaction of the LAFD. As such, the project satisfies all regulations that apply and the LAFD has determined the project can be adequately served and will not result in significant impacts to fire services or emergency access.

In addition, the Project would comply with LAFD's preliminary recommendations contained in correspondence provided in Appendix I-1 of the Draft EIR. These recommendations address access for LAFD during demolition and within the proposed structure; installation of a Knox Box; required building identification; building setbacks; fire lane width; LAFD approval of plot plans showing fire hydrants and access; LAFD approval of any electric gates; emergency responder radio coverage; and LAFD review and approval of final plans and specifications. Compliance with applicable Los Angeles Building Code and Fire Code requirements and recommendations would be demonstrated as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in LAMC Section 57.118, and which are required prior to the issuance of a building permit. Compliance with applicable regulatory requirements and recommendations, including LAFD's fire/life safety and LAFD's fire/life safety inspection for new construction projects, would ensure that adequate fire prevention features would be provided that would reduce the demand on LAFD facilities and equipment without creating the need for new or expanded fire facilities. The EIR described and demonstrated that the Project would not result in significant fire service-related impacts and LAFD determined that the Project would have adequate fire service protection. The Appellant also cites several General Plan Framework goals and policies related to the City's need to identify service needs and maintain adequate service and access, which are related to the City's role in maintaining fire protection services and not applicable to individual development projects. The City has reviewed fire protection services needed for the Project have determined them adequate, and therefore the Appellant has failed to show how the project impedes the City's ability to provide adequate fire service or that it conflicts with General Plan Framework goals for fire safety. Therefore, the appeal point should be denied.

**Beverly Wilshire Homeowners' Association Appeal Point 3**

The Appellant states that the Project violates requirements in the City Charter limiting the circumstances under which the City may approve a general plan amendment. Los Angeles City Charter, Section 555 provides: *"The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity." (Emphasis added.)*

Further, the proposed general plan amendment violates this requirement because it isolates a single block, indistinguishable from the 600 block of South San Vicente Boulevard north of the Project site.

**Staff Response to Beverly Wilshire Homeowners' Association Appeal Point 3**

The Appellant provides an argument against approval of the General Plan Amendment. However, the subject of the appeal is limited to the merits of the Deputy Advisory Agency's actions in certifying the EIR and approving the Vesting Tentative Tract Map. As such, the appeal point should be denied.

Nonetheless, Finding No. 2 of the CPC staff report (CPC-2017-467-GPA-VZC-HD-SPR) related to the General Plan Amendment provides justification regarding how the Project would contribute to and strengthen an area which has significant social, economic, or physical identity.

**Beverly Wilshire Homeowners' Association Appeal Point 4**

The Appellants claim that the Project would degrade quality of life in adjacent residential neighborhoods by introducing an incompatible high-rise with critically inadequate parking and significant traffic generation on residential streets. The Appellant further states that the Project and design and improvements of the tract map would be inconsistent with the Wilshire Community Plan, generally related to goals and policies for the protection of single-family neighborhoods, minimizing cut-through traffic and intrusion into residential areas, and providing sufficient off-street parking.

**Staff Response to Beverly Wilshire Homeowners' Association Appeal Point 4**

This comment expresses concern regarding the Project's impact on the quality of life the adjacent residential neighborhoods in terms of compatibility and scale. Please see Staff Response to SAFER Appeal Point 4 regarding this issue.

The Appellant also expresses concern regarding inadequate parking and significant traffic generation on residential streets. As detailed in Chapter II, Project Description, of the Draft EIR, the Project is located within a Transit Priority Area (TPA) and within a Southern California Association of Governments (SCAG)-designated High Quality Transit Area (HQTA). The Project is located within 0.25-mile walking distance from both the Los Angeles County Metropolitan Transportation Authority (Metro) Rapid 720 bus stop and within 0.5 miles of the future Metro D (Purple) Line Wilshire/La Cienega Station. By developing an employment center with retail and commercial uses near transit facilities, the Project encourages use of alternative transportation modes and active transportation through bicycle parking and active street frontages. The Project will implement a Transportation Demand Management (TDM) Program that would further encourage use of alternative transportation modes. Therefore, the Project meets the criteria of Senate Bill (SB) 743 and Zoning Information (ZI) File No. 2542, pursuant to PRC Section 21099 (d)(1), that states a project's "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." As such, parking impacts would not be considered significant under CEQA.

As further detailed in Chapter II, Project Description, of the Draft EIR, the Project is requesting a parking reduction not to exceed 20 percent pursuant to Los Angeles Municipal Code (LAMC) Section 12.32 P, as well as replace up to 30 percent of required automobile parking spaces with bicycle spaces (at a rate of four bicycle parking spaces per one automobile parking space) pursuant to LAMC Section 12.21 A.4(c). Thus, the Project would meet the LAMC required automobile and bicycle parking spaces. The Project would provide parking in accordance with State and citywide standards and would promote multimodal transportation, consistent with off-street parking and transit goals of the Wilshire Community Plan.

The appellant also raises concerns regarding the reduced Level of Service (LOS) on impacted streets below the standards in the Community Plan and concludes that the project is not consistent with numerous goals, objectives, and policies of the Wilshire Community Plan.

As mentioned in the Final EIR with the passage of SB 743, the focus of the transportation analysis shifted from LOS to VMT. Transportation impacts were analyzed in Section IV.I, Transportation, of the Draft EIR, with supporting information provided in the Transportation Assessment, included in AppendixJ-1 of the Draft EIR. The analysis in Section IV.I, Transportation, of the Draft EIR concluded that impacts related to transportation would be less than significant, and consistent with State Law, did not use the LOS metric to determine CEQA impacts.

However, the Project's non-CEQA transportation analysis included a Residential Street Segment Analysis (Appendix J of the Draft EIR, page 80-81), in accordance with Department of Transportation's Transportation Assessment Guide (TAG), to determine cut-through traffic impacts and volumes on nearby residential streets. The Project-related increase along the segment of Orange Street between Sweetzer Avenue and La Jolla Avenue would result in the street being deemed excessively burdened based on the TAG standards. It is important to note that Orange Street provides direct access to the Project Site and the projected final volumes along Orange Street show that the street would still operate and function as a Local Street.

Pursuant to SB 742 and Public Resources Code 21099(b), automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment. Traffic impacts related to street congestion and LOS, such as the those identified in the Residential Street Segment Analysis, are non-CEQA impacts, therefore mitigation is not required. Similarly, a project does not need to demonstrate consistency with other General Plan policies related to street congestion in residential neighborhoods, such as those cited by the Appellant, as it is not considered a policy to protect the environment under the threshold question, based on PRC 21099(b).

Nonetheless, non-CEQA impacts identified in the traffic study are instead typically included as Conditions of Approval for projects. As such, under the Site Plan Review entitlement for associated case CPC-2017-467-GPA-VZC-HD-SPR, Condition 16 is proposed for the implementation of a Neighborhood Transportation Management Project (NTMP) which would serve to address potential issues of residential cut-through traffic and off-site parking.

The Appellant also raised concerns that the Project would introduce significantly more volumes of traffic on the San Vicente frontage road, limiting access to major adjacent commercial streets while diverting traffic to residential neighborhoods. A non-CEQA operational analysis was conducted to determine potential impacts on queuing on the San Vicente Boulevard frontage road. It concluded that based on review of the vehicle queues at the Project driveways and immediate intersections adjacent to the Project Site, the Project would not cause vehicle queues to extend into the adjacent street system. (Appendix J of the Draft EIR, page 72).

The Project would also implement a Transportation Demand Management (TDM) to encourage the use of alternate transportation to help reduce traffic amounts in general. In addition, the Project could contribute toward neighborhood improvements and traffic calming measures as part of the NTMP, and as a condition of approval under the Site Plan Review entitlement. The Transportation Analysis also demonstrated that the Project would be consistent with relevant transportation goals and policies. The Appellant failed to demonstrate deficiencies in the EIR's transportation analysis or in the tract map approval. Therefore, this appeal point should be denied.

**Beverly Wilshire Homeowners' Association Appeal Point 5**

The Appellant claims that the location of the site is not physically suitable for the increased density proposed because it contains physical hazards which render residential uses inappropriate, including being located within a liquefaction zone and a methane zone. In addition, the Project site is also unsuitable for high-traffic development such as a medical office high-rise and its location on a frontage road restricts access to San Vicente Boulevard and Wilshire, funneling the

Project's substantial traffic onto narrow residential streets where neighborhood intrusion traffic would introduce severe land use incompatibilities.

**Staff Response to Beverly Wilshire Homeowners' Association Appeal Point 5**

The appellant raises concern about the Project site being located in methane and liquefaction zone. As detailed in the Initial Study the Project would be subject to developmental regulations pertaining to ventilation and methane gas detection systems that are mandated by the City. Development would occur per the provisions of the City's Building Code, Chapter 71 Methane Mitigation Standards Ordinance. This ordinance provides information describing the installation procedures, design parameters and test protocols for methane gas mitigation systems. More specifically, the Methane Mitigation Standards ordinance defines requirements for site testing, methane mitigation systems, and ventilation systems. Per Chapter 71, the Project would be subject to the design and permitting requirements established by LADBS as defined in LAMC Section 91.7102 for a Project Site located within a Methane Zone.

Compliance with City requirements would ensure that the Project would not result in reasonably foreseeable upset or accident conditions involving the release of methane gas into the environment, with impacts being less than significant. Therefore, impacts related to methane would be less than significant.

In regard to the concern raise about liquefaction, as detailed in Chapter IV, Geology and Soils, of the Draft EIR, even though the Project Site is located within a State of California seismic hazard liquefaction zone. According to the Geotechnical Investigation, site-specific liquefaction analysis indicates that the Project Site is mostly underlain by dense/stiff older alluvial soils that are not considered susceptible to liquefaction or lateral spreading. However, a 2.5-foot layer encountered at 27.5 feet is considered potentially susceptible (based on LADBS Criteria 1) and a 2.5-foot layer encountered at depths of 20 and 27.5 feet is considered to be potentially susceptible to liquefaction (based on LADBS Criteria 2).

Application of appropriate engineering controls and compliance with applicable code and regulatory requirements for planned excavation and construction activities on site as well as foundation design would preclude adverse effects related to liquefaction at the Project Site and protect surrounding developments. While complete avoidance of any damage may not be feasible, incorporation of seismic design measures in accordance with current building requirements would reduce potential impacts related to liquefaction to less than significant levels. The Geotechnical Investigation, which would comply with City standards, would require a deepened foundation system that consists of drilled friction piles, or equivalent foundation system. The deepened foundation system would be embedded a minimum of 10 feet into the bedrock, which is located 30 feet below ground surface, in accordance with the City's building code requirements. Under this design of the deepened foundation system, the friction piles would extend through the potentially liquefiable soil layers and, as such, would not subject the proposed building to liquefaction. Pursuant to LAMC Section 91.7006, the Project would be required to provide a final, site-specific geotechnical report that would include the preliminary recommendations for the Geotechnical Report as well as the final recommendations from the report that would be enforced by the Los Angeles Department of Building and Safety. Therefore, impacts related to liquefaction would be less than significant.

The appellant also raises concern about the Project generating substantial traffic onto narrow residential streets. Please refer to Staff Response to Beverly Wilshire Homeowners' Association Appeal Point 4.

Therefore, this appeal point should be denied.

**Beverly Wilshire Homeowners' Association Appeal Point 7**

The Appellant notes that the Subdivision Map Act mandates denial of a tentative map if the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The Appellant further states that the Project will result in significant environmental impacts exceeding CEQA thresholds and would result in significant impacts not identified in the EIR, and further contends that in addition to the issues previously identified which overlap with General Plan policies, the Project would result in significant greenhouse gas emission and shade and shadow impacts.

Therefore, the tentative tract map must be denied under Government Code Section 66474(e) and (f).

**Staff Response to Beverly Wilshire Homeowners' Association Appeal Point 7**

The Appellant raises general concerns that the project would result in significant impacts and new significant impacts not identified in the EIR and provides more specific statements regarding impacts on fish and wildlife, greenhouse gases, and shade and shadow.

*Fish and Wildlife:*

The Project Site does not contain wetlands or riparian areas, does not have significant value as a wildlife habitat, and implementation of the Project would not harm protected species. The Project is situated in an established, fully developed mixed-use corridor, adjacent to two large boulevards, and a regional employment center. The commercially zoned Project Site is currently developed with two existing structures, and associated surface parking. The Project Site does not contain any natural open spaces with water courses such as streams or lakes within and adjacent to the Project Site, the Project Site and vicinity do not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act.

Therefore, as noted above, the Project Site is presently improved with an existing retail building and vacant educational building, and does not contain any natural open spaces, act as a wildlife corridor, contain riparian habitat, wetland habitat, or migratory corridors. The Project would not conflict with any protected tree ordinance or Habitat Conservation Plan, nor possess any areas of significant biological resource value. Therefore, the design of the subdivision would not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

*Greenhouse Gases:*

The Appellant states that the GHG analysis is deficient because it does not take into consideration rideshare impacts on VMT, claims that the City has performed no studies and published no data of its own regarding Vehicle Miles Traveled (VMT), the income level of patients for the medical office use are inversely correlated with transit use, and lowering public transit usage in the area, and that no evidence is provided that additional bike parking reduces VMT or GHG.

Please refer to response to comments No ORG 1-10, 1-11, 1-12, 1-13 of Final EIR, which address the Appellant's comments regarding VMT calculations and response to comments No. ORG 2-8 and 2-13 regarding GHG methodology.

As detailed in Section IV.I, Transportation, of the Draft EIR, the VMT analysis for the Project was conducted using the City's VMT Calculator Tool and adhering to the methodologies prescribed in the City of Los Angeles VMT Calculator Documentation. The VMT Calculator was developed by LADOT to estimate project specific daily household VMT per capita and daily work VMT per employee for developments within City limits and is consistent with CEQA Guidelines Section

15064.3 and the TAG. The VMT Calculator uses a trip-based method, which includes trip length information and vehicle trip generation by trip purpose to determine total VMT, household VMT and work VMT. The VMT Calculator Tool assumes various modes of transportation for travel.

The Appellant expresses an opinion regarding car ownership and ride-hailing services. A description of the available transit service provided in the area is described beginning on page IV.I-13 of Section IV.I, Transportation, of the Draft EIR and is highlighted in Figure IV.I-2. Transit infrastructure in proximity to the Project plays a significant part in reducing overall VMT, particularly with short trips within the immediate area or along any of the fixed-rail corridors throughout the City and adjoining jurisdictions. As detailed in Section 3.2 of the City of Los Angeles VMT Calculator Documentation, the trip generation characteristics of multi-use sites, including the amount of external traffic generated, is affected by a wide variety of factors, including the availability of transit:

> "The availability of transit – the greater the number of jobs within a reasonable travel time via transit, the greater the share of travel likely to occur by transit, and the lower the vehicular traffic generation. An example of this is someone who lives close to the Metro and has access to many jobs via transit versus someone living in an area less well served by transit who has limited access to jobs via transit and will be more likely to drive."

As detailed in Chapter II, Project Description, of the Draft EIR, the Project is located within a TPA and within a SCAG-designated HQTA. The Project is located within 0.25-mile walking distance from both the Metro Rapid 720 bus stop and within 0.5 mile of the future Metro D (Purple) Line Wilshire/La Cienega Station. By developing an employment center with retail and commercial uses near available transit facilities, the Project would encourage multi-modal mobility choices.

The Project would also provide on-site bicycle parking in compliance with the LAMC. The VMT analysis for the Project was performed using the City VMT Calculator tool and adhering to the methodologies prescribed in the City of Los Angeles VMT Calculator Documentation. The VMT Calculator contains seven categories of TDM strategies, including parking, transit, education and encouragement, commute trip reductions, shared mobility, bicycle infrastructure, and neighborhood enhancement. The effectiveness of the TDM strategies within each category has been empirically demonstrated to reduce VMT and is based on research documented in Quantifying Greenhouse Gas Mitigation Measures. As part of the bicycle infrastructure category, the implementation of bicycle parking and amenities is considered one of several TDM strategies that promotes VMT reduction. As such, the Project bicycle parking supply would result in VMT reductions, as well as greenhouse gas (GHG) emissions reductions.

Further, this comment does not provide credible evidence that the Project would result in new or substantially increased GHG emission impacts as the Project's GHG analyses do not rely on a quantitative threshold for impact determinations, but rather rely on a qualitative threshold and the Project's consistency with various regulations and plans to conclude the Project's GHG impacts would be less than significant. The City, as Lead Agency, has determined that the Project's GHG emissions would not be cumulatively considerable and, therefore, would not have a significant cumulative effect if the Project is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including those found within the California Air Resources Board (CARB)'s 2017 Climate Change Scoping Plan (2017 Scoping Plan), SCAG's 2020-2045 RTP/SCS, L.A.'s Green New Deal (Sustainable City pLAn 2019), and the Los Angeles Green Building Code. Therefore, substantial evidence provided on pages IV.E-44 through IV.E-80 and Table IV.E-4, Table IV.E-5, and Table IV.E-6 in Section IV.E, Greenhouse Gas Emissions, of the Draft EIR, shows the Project would be consistent with the applicable provisions of these plans and properly concludes that the Project's GHG impacts are less than significant and mitigation measures are not required.

*Shade and Shadow:*

This comment expresses concern regarding shade and shadow impacts potentially caused by the Project. Please refer to response to comments No ORG 1-14 of Final EIR. As described on page 14 in the Initial Study, provided in Appendix A of the Draft EIR, the Project is an employment center comprised of a mix of uses including office and retail-commercial uses on a previously developed “infill” site located within 0.25 mile of a planned Metro D (Purple) Line Station to the west of the Project Site. As such, the Project meets the criteria of SB 743 and ZI File No. 2542. As discussed in ZI File No. 2542, aesthetic impacts, including shade and shadow, are not to be considered an impact, unless evaluation is required under other land use regulations of the LAMC. An evaluation of shade and shadow impacts are not required under the LAMC.

Therefore, impacts regarding Fish and Wildlife, GHG and Shade and Shadow would be less that significant and this appeal point should be denied.

**APPELLANT NO. 3:**
**Michael Yadegari**
**YAD LA LAWYER, INC.**
**An Appeal of the Entire Decision of the Advisory Agency**
**Letter Dated: May 13, 2022**

**Michael Yadegari Appeal Point 1**

The Appellant expresses concern regarding the lack of parking proposed on the Project Site, the potential negative impacts of overflow visitor parking from the Project on the neighboring community and claims that the applicant has misrepresented and lied about parking requirements.

**Staff Response to Michael Yadegari Appeal Point 1**

The appellant expresses concern regarding the lack of parking proposed on the Project Site and claims that the applicant has miscalculated and lied about parking requirements. As detailed in Chapter II, Project Description, of the Draft EIR, the Project meets the criteria of Senate Bill (SB) 743 and Zoning Information (ZI) File No. 2542, pursuant to PRC Section 21099 (d)(1), that states a project's "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." As such, parking impacts would not be considered significant under CEQA.

LAMC Section 12.21 A.4(c) allows for the replacement of up to 30 percent of required automobile parking spaces with bicycle spaces (at a rate of four bicycle parking spaces per one automobile parking space). In accordance with the LAMC, the Project is utilizing this by-right reduction. In addition, the Applicant is requesting a discretionary action from the City for a further 20 percent reduction under the related entitlement requests for CPC Case No. CPC-2017-467-GPA-VZC-HD-SPR. The Vesting Tentative Tract Map does not include any conditions related to the number of parking or parking calculations. In addition, no parking reductions were considered or granted in the Vesting Tentative Tract Map letter of decision. Therefore, parking would be required per the LAMC and/or any additional entitlements that grant deviations from the LAMC.

Please refer to the table below for detailed parking calculations.

| Use | Area (sf) | Parking Ratio Required (Stalls per 1,000 sf) | Stalls Required | Stalls after 20% reduction* | Stalls after further 30% reduction** |
|---|---|---|---|---|---|
| Medical Office | 140,305 | 5 | 702 | 561 | 393 |
| Retail | 1,000 | 4 | 4 | 3 | 2 |
| Restaurant | 4,000 | 10 | 40 | 32 | 22 |
| Total | 145,305 | 5.1 | 746 | 536 | **417** |
| * City's Discretionary Parking Reduction for Commercial Projects<br>** Transit Priority Area Reduction (within 1,500 ft of a transit station) | | | | | |

Therefore, the parking calculations are accurate, and this appeal point should be denied.

**Michael Yadegari Appeal Point 2**

The Appellant contends that the Project will create major transportation and parking problems; that the tract map approval is deficient because it lacks Department of Transportation review of the project driveways, circulation, or parking; and references a comment letter dated February 24, 2022, by Robert Kahn of RK Engineering Group Inc. a Registered Civil and Traffic Engineer.

**Response to Michael Yadegari Appeal Point 2**

LADOT reviewed the proposed Tract Map and provided a February 2022 recommendation letter with proposed tract map conditions and a second February 2022 recommendation letter with proposed haul route conditions. The appellant only cites a portion of the LADOT's recommendation letter and fails to address the rest of the condition language. As stated in the Tract Map conditions 12, 13, and 14, driveways and vehicular access to projects shall comply with requirements of the Department of Transportation's traffic assessment report from December 2021, a 60-foot reservoir space will be reserved between the property line and any security gate or entrance, and a parking area and driveway plan be submitted to LADOT prior to building permit.

As referenced in the Tract Map Condition of Approval No. 12, LADOT issued a traffic assessment letter in December 2021, which included a review of the Project's site design, access points, and circulation based on the transportation analysis conducted for the Project (Appendix J-1 of the Draft EIR), which concluded that the Project would not substantially increase hazards, as well as made an initial assessment of project access, safety, and circulation.

Condition 14 then requires LADOT approval of detailed site/driveway plans prior to submittal of building permit plans for plan check by the Department of Building and Safety. Therefore, the final internal circulation or parking scheme shall be reviewed and approved by LADOT prior to obtaining any permits, during the regular course of building permit review when final building design plans are submitted. The LADOT traffic assessment letter and two LADOT recommendation letters regarding the tract map clearly demonstrate LADOT review of the Project, and the Project will be subsequently reviewed by the agency again at the final building plan stage. Therefore, the Appellant is incorrect in claiming that the Project was approved without LADOT review, and the appeal should be denied.

The Final EIR fully and adequately responded to concerns raised regarding traffic. Please refer to the Final EIR, Response to Comment Nos. 1-4, 1-5, 2-6, 2-7, IND 1-2, IND 1-3, and IND 2-4.

In addition, the RK Engineering Group, Inc. (RK), letter dated February 4, 2022, provided comments and concerns regarding the transportation and parking analyses prepared for the Project. Detailed responses to each of the points raised in the RK letter are provided in Appendix F - Gibson Response Letter, dated March 22, 2022. In summary, the RK letter makes arguments that the assumptions for trip distribution are incorrect, there would be potential queuing impacts with the valet operations, traffic counts were underestimated, that a City of Beverly Hills intersection was not analyzed per City of Beverly Hills standards, the TDM program lacks detail, the credit for bicycle parking for VMT is excessive, the safety hazard review is inadequate, excess parking demand will impact the adjacent neighborhood, trip generation calculations were inaccurate, and noted concerns over construction impacts. The Gibson Response Letter provided detailed responses to each of the points outlined in the RK letter and demonstrated that the traffic study was conducted appropriately according to LADOT's TAG, and utilized correct assumptions, trip distributions, generation rates, trip credits, and analysis of both the construction and operational impacts of the project. No errors or omissions were provided in the Project's traffic analysis and assessment and therefore no changes to the transportation impact conclusions are necessary. Therefore, this appeal point should be denied.

**Michael Yadegari Appeal Point 3**

The Appellant makes comparisons of the Project to an 11-story medical office building 0.4 miles away and states that the Project would have insufficient parking. The design with two driveway entrances and the need to use San Vicente and Orange Street will lead to neighborhood intrusion and loss of access to any neighboring buildings, which will be further compounded by a similar scale development proposed at 6535 Wilshire Boulevard. In addition, the trucks going to and from the site will block San Vicente frontage road and any removal of street parking on San Vicente frontage road will affect access to neighboring buildings.

**Staff Response to Michael Yadegari Appeal Point 3**

Please refer to the Staff Response to Beverly Wilshire Home association Appeal Point 4 and Staff Response to Michael Yadegari Appeal Point 1 regarding parking and impacts to nearby residential streets. While the Appellant additionally claims that there will be a loss of access to neighboring buildings due to the Project, this is incorrect, as the Project does not involve any street closures and since neighboring properties do not take access from the project site, nor will the development prevent access to adjacent lots. In addition, while it is expected that some street parking will be impacted by construction traffic, TRAF-PDF-2 for a Construction Traffic Management Plan and TRAF-PDF-3 for a Construction Worker Parking Plan, will be implemented as part of the Mitigation Monitoring Program, and will serve to address potential construction traffic impacts to surrounding streets. The Appellant also cites that a proposed development at 6535 Wilshire Boulevard will also have access on Orange Street and compound traffic problems. An incomplete filing for an environmental assessment case was filed with the Department of City Planning for a proposed project at this location in April 2022, several years after the January 2020 baseline established for the environmental analysis in the for the Project and was therefore not included in the analysis at that time. As such, the Appellant did not adequately demonstrate that the Advisory Agency erred or abused its discretion in approving the Project and the appeal point should be denied.

**Conclusion**

Upon careful consideration of the appellants' points, the appellants have not adequately demonstrated that the City erred or abused its discretion. In addition, no new substantial evidence was presented that the City has erred in its actions relative to the EIR and the associated entitlements. The appellants have raised no new information to dispute the Findings of the EIR or the Deputy Advisory Agency's actions on this matter. The Deputy Advisory Agency correctly made the findings of approval consistent with the Subdivision Map Act, LAMC Section 17.15, and the provisions of CEQA. Therefore, in consideration of all the facts, Planning Staff recommends the City Planning Commission deny the appeals and sustain the decision of the Deputy Advisory Agency to approve Case No. VTT-74865-1A, and certify the EIR, and adopt conditions and modified findings.

Specifically, it is recommended to adopt the modified Mitigation Monitoring Program, dated June 22, which contains revisions to MM-NOI-1 to add language clarifying sound wall heights and locations for construction noise impacts, and to allow for corresponding amendments to the related CEQA Findings.

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300



# CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

**EXHIBIT A**
**VTT-74865, May 3, 2022 LOD with Tract Map VTT-74865-1A**

Decision Date: May 3, 2022

Last Day to Appeal: May 13, 2022

650-676 SSV Property Owner, LLC and
650 SSV Property Owner, LLC (A)(O)
650-676 South San Vicente Boulevard
Los Angeles, CA 90048

Sheri Bonstelle (R)
Jeffer Mangels Butler & Mitchell LLP
1900 Avenue of the Stars 7th Floor
Los Angeles, CA 90067

RE: Vesting Tentative Tract No. 74865
Related Case: CPC-2017-467-GPA-VZC-HD-SPR
650-676 South San Vicente Boulevard
Wilshire Community Plan Area
Existing Land Use: Limited Commercial
Existing Zone: C1-1VL-O
District Map: 138B173
Council District: 5 - Koretz
CEQA: ENV-2017-468-EIR
Legal Description: Lots 3, 4, 5, and 6, Block 4, Tract 7555 as per map recorded in book 80, pages

Pursuant to California PRC Sections 21081.6 and 21082.1(c), the Advisory Agency has reviewed and considered the information contained in the EIR prepared for this Project, which includes the Draft EIR, ENV-2017-468-EIR (SCH No. 2020010172), dated June 2021, the Final EIR dated January 2022, and the Erratum dated February 2022 (656 South San Vicente Medical Office Project EIR), as well as the whole administrative record; and

**CERTIFIES** the following:

1. The 656 South San Vicente Medical Office Project EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
2. The 656 South San Vicente Medical Office Project EIR was presented to the Advisory Agency as a decision-making body of the lead agency; and
3. The 656 South San Vicente Medical Office Project EIR reflects the independent judgement and analysis of the lead agency..

**ADOPTS** all the following:

1. The related and prepared 656 South San Vicente Medical Office Project EIR Environmental Findings;
2. The Statement of Overriding Considerations; and
3. The Mitigation Monitoring Program prepared for the 656 South San Vicente Medical Office Project EIR.

Pursuant to LAMC Sections 17.03 and 17.15, the Advisory Agency **APPROVES:**

**Vesting Tentative Tract Map No. 74865**, (stamped map, dated December 8, 2021) for the merger of seven lots into one ground lot for a .74 net acre (32,290 square-foot) site, and a Haul Route for the export of up to 12,222 cubic yards of soil.

The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety, which will legally interpret the Zoning code as it applies to this particular property. For an appointment with the Development Services Center call (213) 482-7077, (818) 374-5050, or (310) 231-2901.

The Advisory Agency's consideration is subject to the following conditions:

The final map must record within 36 months of this approval unless a time extension is granted before the end of such period.

**NOTE** on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

**BUREAU OF ENGINEERING - SPECIFIC CONDITIONS**

*(Additional BOE Improvement Conditions are listed in "Standard Condition" section)*

1. The applicant shall submit building plans, structural plans, necessary mitigation measures including any other requirements by the Los Angeles Department of Sanitation Clean Water Conveyance Division, Bureau of Engineering Central District Structure Group and Clean Water Division-Storm Water Group for review and approval to construct over the existing public storm drain easement and drainage system within the subdivision.

   **A letter from each of the above stated department shall be submitted to the City Engineer clearing this condition prior to the issuance of any building permit and recordation of the final map. In the event construction over the existing storm drain easement is not approved, a revised map shall be submitted showing no proposed structures within or over the existing storm drain easement.**

2. That satisfactory arrangements be made with Los Angeles Department of Sanitation Clean Water Conveyance Division, Bureau of Engineering Central District Structure Group and Clean Water Division-Storm Water Group to protect, maintain the existing public storm drain easement and that any additional onsite easement areas, alignment or realignment be provided to their satisfaction prior to the issuance of any building permit and recordation of final map.

   **A letter from each of the above stated department shall be submitted to the City Engineer clearing this condition. In the event construction over the existing storm drain easement is not approved, a revised map shall be submitted showing no**

**proposed structures within or over the existing storm drain easement.**

**3.** That the Los Angeles Department of Sanitation Clean Water Conveyance Division shall review and approve the storm drain easements and additional easements as necessary for access and maintenance purposes for the proposed development during final map process.

**A letter from the Los Angeles Department of Sanitation Clean Water Conveyance Division shall be submitted to the City Engineer clearing this condition.**

4. That the existing public storm drain easement, including necessary access easements and dedication required as stated herein be shown on the final map.

5. That a Covenant and Agreement be recorded advising all future owners and builders that prior to the issuance of a building permit a Notice of Acknowledgement of Easement must be recorded and an application to do work in any drainage easements and to construct over the existing sanitary drainage facilities must be submitted to the City Engineer for approval.

6. That a 2.5-foot wide strip of land be dedicated along Orange Street to complete a 30-foot half right-of-way in accordance with Local Street standards, including a 15-foot by 15-foot property line cut corner or 20-foot radius property line return at the intersection with San Vicente Boulevard.

7. That a 3-foot wide strip of land be dedicated along Sweetzer Avenue to complete a 33-foot half right-of-way in accordance with Collector Street standards, including a 15-foot by 15-foot property line cut corner or 20-foot radius property line return at the intersection with San Vicente Boulevard.

8. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.

9. That all the proposed tract map boundary lines be properly established in accordance with Section 17.07.D of the Los Angeles Municipal Code prior to the recordation of the final map satisfactory to the City Engineer.

Any questions regarding this report should be directed to Quyen Phan of the Permit Case Management Division, located at 201 North Figueroa Street, Suite 290, or by calling (213) 808-8604.

**DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION**

10. <u>That prior to issuance of a grading or building permit, or prior to recordation of the final map</u>, the subdivider shall make suitable arrangements to assure compliance, satisfactory to the Department of Building and Safety, Grading Division, with all the requirements and conditions contained in Inter-Departmental Letter dated February 6, 2020, Log No. 111755 and attached to the case file for Vesting Tentative Tract No. 74865.

**DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION**

11. Prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:

    a. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.

    b. Provide a copy of affidavits AFF-7850, AFF-8453, AFF-41608, and AFF-53110. Show compliance with all the conditions/requirements of the above affidavit as applicable. Termination of above affidavit may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.

    c. The submitted Map does not comply with the allowable Floor Area Ratio (FAR) of max 1.5:1 requirement for Height District 1. Revise the Map to show compliance with the above requirement or obtain approval from the Department of City Planning.

    d. Provide a copy of CPC case CPC-2017-467-GPA-VZC-HD-SPR. Show compliance with all the conditions/requirements of the CPC case as applicable.

    e. Proposed Zone Change must be effectuated prior to obtaining Zoning clearance. Show compliance with any applicable Q or D Conditions in the Zone Change ordinance.

    f. Show all street dedications as required by Bureau of Engineering and provide net lot area after all dedication. “Area” requirements shall be re-checked as per net lot area after street dedication.

    Notes:

    The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

    If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

    An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Laura Duong at (213) 482-0434 to schedule an appointment.

**DEPARTMENT OF TRANSPORTATION**

12. Driveways and vehicular access to projects shall comply with requirements of the Department of Transportation's attached assessment report (DOT Case No. CEN20-49388) dated, December 09, 2021.

13. Project should provide a 60-foot reservoir between property line and any security gate, valet stand or ticket as determined to the satisfaction of the Department of Transportation.

14. This determination does not include approval of the project's driveways and internal circulation or parking scheme. Adverse traffic impacts could occur due to access and circulation issues. A parking area and driveway plan be submitted to the Department of Transportation for approval prior to submittal of building permit plans or plan check by the Department of Building and Safety. Final DOT approval should be accomplished by submitting detailed site/driveway plans through ladot.onestop@lacityorg.

**FIRE DEPARTMENT**

15. Access for Fire Department apparatus and personnel to and into all structures shall be required.

16. 505.1 Address identification: New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

17. One or more Knox Boxes will be required to be installed for LAFD access to project. Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).

18. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

19. Fire Lane Requirements:

    a. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

    b. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

    c. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

    d. Submit plot plans indicating access road and turning area for Fire Department approval.

    e. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

f. Plans showing areas to be posted and/or painted, “FIRE LANE NO PARKING” shall be submitted and approved by the Fire Department prior to building permit application sign-off.

g. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

h. All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted “No Parking at Any Time” prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.

i. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

20. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.

21. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

22. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

23. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

24. The entrance to a Residential lobby must be within 50 feet of the desired street address curb face.

25. The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

26. 2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)

a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

b. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.

c. This policy does not apply to single-family dwellings or to non-residential buildings.

27. Site plans shall include all overhead utility lines adjacent to the site.

28. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

29. No proposed development utilizing cluster, group, or condominium design of one or two family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane.

30. Fire On small lot subdivisions, any lots used for access purposes shall be recorded on the final map as a "Fire Lane".

31. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.

32. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.

33. Standard cut-corners will be used on all turns.

34. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.

35. The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Safety Plan, which is an element of the General Plan of the City of Los Angeles.

36. Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing facilities are still required on all High-Rise buildings in the City. However, FPB's Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing facilities.

37. Each standpipe in a new high-rise building shall be provided with two remotely located FDC's for each zone in compliance with NFPA 14-2013, Section 7.12.2.

38. During demolition, the Fire Department access will remain clear and unobstructed.

39. The Fire Department has no objection to the Airspace Vacation.

40. 5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon

the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

41. That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, are properly and adequately maintained, the sub-divider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:

    a. The establishment of a property owners association, which shall cause a yearly inspection to be, made by a registered civil engineer of all common fire lanes and fire protection facilities. The association will undertake any necessary maintenance and corrective measures. Each future property owner shall automatically become a member of the association or organization required above and is automatically subject to a proportionate share of the cost.

    b. The future owners of affected lots with common fire lanes and fire protection facilities shall be informed or their responsibility for the maintenance of the devices on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as the Advisory Agency must approve required hereinabove in writing after consultation with the Fire Department.

    c. In the event that the property owners association fails to maintain the common property and easements as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.

    d. Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.

    e. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.

42. The plot plans shall be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.

43. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

44. Provide Fire Department pathway front to rear with access to each roof deck via gate or pony wall less than 36 inches.

45. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, Private Street or Fire Lane. This stairwell shall extend onto the roof.

46. Entrance to the main lobby shall be located off the address side of the building.

47. Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

48. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

49. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

50. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

    Note: The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please call **(213) 482-6509**. You should advise any consultant representing you of this requirement as well.

**DEPARTMENT OF WATER AND POWER**

51. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering.

    This condition shall be deemed cleared at the time of the City Engineer clears Condition No. S-1(c)

**BUREAU OF STREET LIGHTING**

52. See Condition S-3(c) for Street Lighting Improvement conditions.

**BUREAU OF STREET SERVICES**

53. Please see Department of City Planning Condition No. 63 for the approved haul route.

54. Haul Route Required permit fee and bond. Permit fee must be paid before the Department of Building and Safety will issue a Grading Permit.

    a. Under the provisions of Section 62.201 of the Los Angeles Municipal Code, the following permit fee shall be required:

        i. A total of 13,962 cubic yards of material moved 0 miles within the hillside at a rate of $0.29 per cubic yard per mile would total $0.00.

        ii. The Minimum permit fee of $150.00 is required for the (import/export).

b. The required permit fee shall be paid at the Street Services Investigation and Enforcement Division office, 1149 South Broadway, Suite 350, Los Angeles, CA 90015, telephone (213) 847-6000.

c. Under the provisions of Section 62.202 of the Los Angeles Municipal Code, a cash bond or surety bond in the amount of $98,000.00 shall be required from the property owner to cover any road damage and/or street cleaning costs resulting from the hauling activity.

d. Forms for the bond will be issued by Bond Control, Bureau of Engineering Valley District Office, 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401, telephone (818) 374-5090.

**BUREAU OF SANITATION**

55. There are easements contained within the aforementioned properties. Any proposed development in close proximity to the easements must secure Department of Public Works approval. Note: This Approval is for the Tract Map only and represents the office of LA Sanitation/CWCDs. The applicant may be required to obtain other necessary Clearances/Permits from LA Sanitation and appropriate District office of the Bureau of Engineering.

If you have any questions, please contact Rafael Yanez at (323) 342-1563.

**DEPARTMENT OF RECREATION AND PARKS**

56. The proposed project has no anticipated recreation and park impacts therefore RAP has no recommendations regarding this project.

**INFORMATION TECHNOLOGY AGENCY**

57. To assure that cable television facilities will be installed in the same manner as other required improvements, please email **ita.cabletvclearance@lacity.org** which provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of three people in case the applicant/owner has any additional questions.

**DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS**

58. Prior to the issuance of a grading permit, the applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated tree expert as designated by LAMC Ordinance No. 186,873, for approval by the City Planning Department and the Urban Forestry Division of the Bureau of Street Services. All trees in the public right-of - way shall be provided per the current Urban Forestry standards.

59. A minimum of one (1) tree (a minimum of 24 inch box in size if available) shall be planted for each non-protected tree that is removed, to the satisfaction of the Urban Forestry Division of the Bureau of Street Services and the Advisory Agency.

60. Prior to the issuance of a building permit or the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

    a. Limit the proposed development to one (1) ground lot;

    b. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit; and

    c. That the subdivider considers the use of natural gas and/or solar energy and consults with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.

61. Prior to the issuance of the building permit or the recordation of the final map, a copy of CPC-2017-467-GPA-VZC-HD-SPR shall be submitted to the satisfaction of the Advisory Agency. In the event CPC-2017-467-GPA-VZC-HD-SPR is not approved, the subdivider shall submit a tract modification.

62. Haul Route Staging: No staging on San Vicente Boulevard. All trucks must be staged on jobsite. Flag control is required at the Project Site during hauling operations.

63. Haul Route Conditions.

    a. The approved haul routes are as follows:

        Route:

        i. Loaded: From the Project Site, north on San Vicente Boulevard (service roadway), right (north) on San Vicente Boulevard, right (east) on 6th Street, right (south) on Fairfax Avenue, left (east) on Washington Boulevard, right (east) to enter onto the I-10 E, east on I-10 E, continue east on to CA-60 E, and continue to the export site outside of City Limits.

        ii. Unloaded: From the export site outside of City Limits, west on CA-60 E, continue west on I-10 W, right to take exist 8 for La Brea Avenue, right (north) onto La Brea Avenue, left (west) onto San Vicente Boulevard, right (north onto San Vicente Boulevard (service roadway) and continue to the Project Site.

    a. The hauling operations are restricted to the hours between 9:00 a.m. and 3:30 p.m. on Mondays through Fridays, and Saturdays from 7:00 a.m. to 4:00 p.m. No hauling shall be performed on Sundays, and Holidays.

    b. The vehicles used for hauling shall be Dump trucks.

    c. All trucks are to be cleaned of loose earth at the export site to prevent spilling.

The contractor shall remove any material spilled onto the public street.

d. All trucks are to be watered at the export site to prevent excessive blowing of dirt.

e. The applicant shall comply with the State of California, Department of Transportation policy regarding movement of reducible loads.

f. Total amount of dirt to be hauled shall not exceed 13,962 cubic yards.

g. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.

h. Flagpersons shall be required at the job site to assist the trucks in and out of the project area. Flagpersons and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook." Flagger control shall be provided during the hauling operations to assist with ingress and egress of truck traffic on San Vicente Boulevard (service roadway).

i. The permittee shall comply with all regulations set forth by the State of California, Department of Motor Vehicles pertaining to the hauling of earth.

ii. The City of Los Angeles, Department of Transportation, telephone (213) 485-2298, shall be notified at least four business days prior to beginning operations in order to have temporary "No Parking" signs posted along along San Vicente Boulevard (service roadway), adjacent to jobsite for hauling if needed.

iii. A copy of the approval letter from the City, the approved haul route and the approved grading plans shall be available on the job site at all times.

iv. Any change to the prescribed routes, staging and/or hours of operation must be approved by the concerned governmental agencies. Contact the Street Services Investigation and Enforcement Division at (213) 847-6000 prior to effecting any change.

v. The permittee shall notify the Street Services Investigation and Enforcement Division at (213) 847-6000 at least 72 hours prior to the beginning of hauling operations and shall notify the Division immediately upon completion of hauling operations.

vi. The application shall expire eighteen months after the date of the Board of Building and Safety Commission and/or the Department of City Planning approval. The permit fee shall be paid to the Street Services Investigation and Enforcement Division prior to the commencement of hauling operations.

64. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (excavating, digging, trenching, plowing, drilling, tunneling,

quarrying, grading, leveling, removing peat, clearing, driving posts, auguring, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 847-3629.

- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 30 days, to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

- The Applicant shall implement the tribe's recommendations if a qualified archeologist and by a culturally affiliated tribal monitor, both retained by the City and paid for by the Applicant, reasonably concludes that the tribe's recommendations are reasonable and feasible.

- The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archeologist and by a culturally affiliated tribal monitor to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.

- If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archeologist or by a culturally affiliated tribal monitor, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.

- The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archeologist and by a culturally affiliated tribal monitor and determined to be reasonable and appropriate.

- Copies of any subsequent prehistoric archeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

65. Indemnification and Reimbursement of Litigation Costs. Applicant shall do all of the following:

a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph b

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph ii.

e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

f. The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

g. The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the applicant otherwise created by this condition.

**DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES**.

66. Implementation. The Mitigation Monitoring Program (MMP), that is part of the case file and attached as Exhibit B, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each MM has been implemented. The Applicant shall maintain records demonstrating compliance with each MM. Such records shall be made available to the City upon request.

67. Construction Monitor. During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

    The Construction Monitor shall also prepare documentation of the Applicant's compliance with the MM during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

68. Substantial Conformance and Modification. After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

    The Project shall be in substantial conformance with the MMs contained in the MMP. The enforcing departments or agencies may determine substantial conformance with MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a MM may be modified or deleted as follows: the enforcing department or

agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the MMs. Any addendum or subsequent CEQA clearance shall explain why the MM is no longer needed, not feasible, or the other basis for modifying or deleting the MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the MM results in a substantial change to the Project or the non-environmental conditions of approval.

**BUREAU OF ENGINEERING - STANDARD CONDITIONS**

S-1.

a. That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.

b. That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.

c. That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.

d. That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.

e. That drainage matters be taken care of satisfactory to the City Engineer.

f. That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.

g. That any required slope easements be dedicated by the final map.

h. That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.

i. That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.

j. That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.

k. That no public street grade exceeds 15 percent.

l. That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 2010.

S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:

a. Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.

b. Make satisfactory arrangements with the Department of Transportation with respect to street name, warning, regulatory and guide signs.

c. All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.

d. All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.

e. Any required bonded sewer fees shall be paid <u>prior to recordation of the final map</u>.

S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

a. Construct on-site sewers to serve the tract as determined by the City.

b. Construct any necessary drainage facilities.

c. No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; one (1) on Sweetzer Ave. and two (2) on San Vicente Blvd.

Notes: The quantity of street lights identified may be modified lightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) compliance with a Specific Plan; 2) by LADOT; or 3) by other legal instruments excluding the Bureau of Engineering conditions, requiring an improvement of the conditions that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of the condition.

d. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division (213) 485-5675 upon completion of construction to expedite tree planting.

e. Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.

f. Construct access ramps for the handicapped as required by the City Engineer.

g. Close any unused driveways satisfactory to the City Engineer.

h. Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 2010.

i. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

a) Improve San Vicente Boulevard adjoining the subdivision with the construction of the following:

i. A concrete curb, a concrete gutter and a full-width concrete sidewalk with tree wells.

ii. Suitable resurfacing of roadway pavement satisfactory to the City Engineer.

iii. Any necessary removal and reconstruction of existing improvements including curb ramps per BOE standards and Special Order 01-1020 satisfactory to the City Engineer.

b) Improve Orange Street being dedicated and adjoining the subdivision by the construction of the following:

i. A concrete curb, a concrete gutter, and a 12-foot wide concrete sidewalk with tree wells.

ii. Suitable surfacing to join the existing pavement and to complete an 18-foot half roadway.

iii. Any necessary removal and reconstruction of existing improvements including reconstruction of curb ramp at the intersection with San Vicente Boulevard per BOE standards and Special Order 01-1020.

iv. The necessary transitions to join the existing improvements all satisfactory to the City Engineer.

c) Improve Sweetzer Avenue being dedicated and adjoining the subdivision with the construction of a full-width concrete sidewalk with tree wells. Repair and or replace any broken, damaged or off-grade concrete curb, gutter and roadway pavement including any necessary removal and reconstruction of existing improvements satisfactory to the City Engineer.

d) Repair and or replace any broken, damaged or off-grade alley pavement and longitudinal concrete gutter. Reconstruct the alley intersections at Orange Street and Sweetzer Avenue including any necessary removal and reconstruction of existing improvements satisfactory to the City Engineer.

e) That Board of Public Works approval be obtained, prior to the recordation of the final map, for the removal of any tree in the existing or proposed right-of-way area. The Bureau of Street Services, Urban Forestry Division, is the lead agency for obtaining Board of Public Works approval for removal of such trees.

Notes:

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with LAMC Section 17.05 N.

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

## CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

### I. INTRODUCTION

This Environmental Impact Report (EIR), consisting of the Draft EIR and the Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and environmental impacts of the 656 South San Vicente Medical Office Project (Project), located at 650–676 South San Vicente Boulevard (Project Site). The Project would include up to 145,305 square feet of floor area, comprised of 140,305 square feet of medical office space and 5,000 square feet of ground floor retail-commercial space, of which up to 4,000 square feet may be a restaurant and 1,000 square feet may be other commercial uses, such as a pharmacy. The proposed building would include 12 stories and would measure approximately

218 feet in height (230 feet to the top of the mechanical penthouse). The Project would include seven floors of medical office uses over four floors of above-grade parking, and a ground floor containing a lobby for the medical office, and commercial uses.

The City of Los Angeles (City), as Lead Agency, has evaluated the environmental impacts of implementation of the Project by preparing an EIR (Case Number ENV-2017-468-EIR/State Clearinghouse No. 2020010172). The EIR was prepared in compliance with the California Environmental Quality Act of 1970 (CEQA), Public Resources Code (PRC) Section 21000 et seq. and the California Code of Regulations (CCR) Title 15, Chapter 6 (CEQA Guidelines). The findings discussed in this document are made relative to the conclusions of the EIR.

CEQA Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." CEQA Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in CEQA Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See CEQA Section 21081[a]; CEQA Guidelines Section 15091[a].) For each significant environmental impact identified in an EIR for a proposed project, the approving agency must issue a written finding, based on substantial evidence in light of the whole record, reaching one or more of the three possible findings, as follows:

1) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impacts as identified in the EIR.

2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency.

3) Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the Project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely "potentially significant," these findings nevertheless fully account for all such effects identified in the Final EIR for the purpose of better understanding the full environmental scope of the Project. For each environmental issue analyzed in the EIR, the following information is provided:

The findings provided below include the following:

- Description of Significant Effects – A description of the environmental effects identified in the EIR.
- Project Design Features – A list of the project design features or actions that are included as part of the Project.
- Mitigation Measures – A list of the mitigation measures that are required as part of the Project to reduce identified significant impacts.
- Finding – One or more of the three possible findings set forth above for each of the significant impacts.
- Rationale for Finding – A summary of the rationale for the finding(s).
- Reference – A reference of the specific section of the EIR which includes the evidence and discussion of the identified impact.

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings based on substantial evidence, may nevertheless approve the project, if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's benefits rendered acceptable its unavoidable adverse environmental effects. (CEQA Guidelines §15093, 15043[b]; see also CEQA § 21081[b].)

## II. ENVIRONMENTAL REVIEW PROCESS

**Notice of Preparation.** Pursuant to the provisions of CEQA Guidelines Section 15082, the City then circulated a Notice of Preparation (NOP) to State, regional and local agencies, and members of the public for a 30-day period commencing on January 14, 2020 and ending February 13, 2020. The NOP also provided notice of a Public Scoping Meeting held on January 28, 2020, from 6:00 p.m. to 8:00 p.m. at the Council of Jewish Women located at 543 North Fairfax Avenue, Los Angeles, CA 90048. The purpose of the NOP and the Public Scoping Meeting was to formally inform the public that the City was preparing a Draft EIR for the Project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. Written comment letters responding to the NOP and the Scoping Meeting were submitted to the City by various public agencies, interested organizations and individuals. The NOP, Initial Study, and NOP comment letters are included in Appendix A of the Draft EIR.

**Draft EIR.** The Draft EIR evaluated in detail the potential effects of the Project. It also analyzed the effects of a reasonable range of four alternatives to the Project, including a "No Project" alternative. The Draft EIR for the Project (State Clearinghouse No. 2020010172), incorporated herein by reference in full, was prepared pursuant to CEQA and State, Agency, and the City of Los Angeles guidelines. The Draft EIR was circulated for a 46-day public comment period beginning on June 17, 2021, and ending on August 2, 2021. A Notice of Availability (NOA) was distributed on June 17, 2021 to all property owners within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to provide a comment. The Draft EIR was available to the public at the City of Los Angeles, Department of City Planning. A copy of the document was also posted online at

https://planning.lacity.org. Notices were filed with the County Clerk on June 17, 2021.

**Notice of Completion.** A Notice of Completion was sent with the Draft EIR to the Governor's Office of Planning and Research State Clearinghouse for distribution to State Agencies on June 17, 2021, and notice was provided in newspapers of general and/or regional circulation.

**Final EIR.** The City published a Final EIR for the Project on January 7, 2022, which is incorporated herein by reference in full. The Final EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding objectives and components of the Project. The Final EIR addresses the environmental effects associated with implementation of the Project, identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts, and includes written responses to all comments received on the Draft EIR during the public review period. The Final EIR also incorporates the Draft EIR by reference. Pursuant to CEQA Guidelines Section 15088, the City, as Lead Agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Chapter II, Responses to Comments, of the Final EIR. On January 7, 2022, responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the EIR pursuant to CEQA Guidelines Section 15088(b). Notices regarding availability of the Final EIR were also sent to property owners and occupants within a 500-foot radius of the Project Site, as well as anyone who commented on the Draft EIR, and interested parties.

**Erratum.** An Erratum was completed in February 2022 to reflect minor additions to the Final EIR. The Erratum addressed the addition to the Response to Comments section of the Final EIR of three (3) responses to comments that were inadvertently omitted. The Erratum states that this information does not represent significant new information that would affect the analysis or conclusions presented in the Final EIR. The Erratum was made available on the City's website.

**Public Hearing.** A duly noticed joint public hearing for the Project was held by the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission on March 16, 2022.

## III. RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings, the Record of Proceedings for the Project includes, but is not limited to, the following documents and other materials that constitute the administrative record upon which the City approved the Project. The following information is incorporated by reference and made part of the record supporting these Findings of Fact:

- All Project plans and application materials including supportive technical reports;
- The Draft EIR and Appendices, Final EIR and Appendices, the Erratum and Appendices, and all documents relied upon or incorporated therein by reference;
- The Mitigation Monitoring Program (MMP) prepared for the Project;
- The City of Los Angeles General Plan and related EIR;

- The Southern California Association of Governments (SCAG)'s 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and related EIR (State Clearinghouse No. 2019011061));
- Municipal Code of the City of Los Angeles, including, but not limited, to the Zoning Ordinance and Subdivision Ordinance;
- All records of decision, resolutions, staff reports, memoranda, maps, exhibits, letters, minutes of meetings, summaries, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project;
- Any documents expressly cited in these Findings of Fact, in addition to those cited above; and
- Any and all other materials required for the record of proceedings by PRC Section 21167.6(e).

Pursuant to CEQA Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e), the documents and other materials that constitute the Record of Proceedings upon which the City has based its decision are located in and may be obtained from the Department of City Planning, as the custodian of such documents and other materials that constitute the record of proceedings, located at the City of Los Angeles, Figueroa Plaza, 221 North Figueroa Street, Suite 1350, Los Angeles, CA 90012.

In addition, copies of the Draft EIR and Final EIR are available on the Department of City Planning's website at http://planning.lacity.org (to locate the documents search for either the environmental case number or project title in the search box).

Copies were also available for in person review by appointment only at the Planning Department. Due to the Mayor's Safer At Home Order, issued March 19, 2020, copies were not made available at local libraries.

## IV. DESCRIPTION OF THE PROJECT

The Project would demolish a 5,738 square-foot vacant educational building and an 8,225 square-foot Big 5 Sporting Goods store and associated surface parking on the Project Site to develop a 12-story medical office/retail-commercial building with up to 145,305 square feet of floor area. The Project would result in a 4.5:1 floor area ratio (FAR), comprised of up to 140,305 square feet of medical office uses and 5,000 square feet of ground floor retail-commercial uses. The proposed building would be approximately 218 feet in height (230 feet to the top of the mechanical penthouse), with seven floors of medical office uses over four levels of above-grade parking, and a ground floor containing a lobby for the medical office and retail-commercial uses for a total of 12 stories.

The Project's ground level (Floor 1) would contain 5,000 square feet of retail-commercial uses that may be demised into one or more separate retail-commercial spaces. As designed, the larger retail-commercial space, of which up to 4,000 square feet may be used for restaurant uses with up to 815 square feet of associated outdoor dining, would front the corners of South Sweetzer

Avenue, Wilshire Boulevard, and South San Vicente Boulevard. The second retail-commercial space would front South San Vicente Boulevard.

The Project would provide 418 valet-parking spaces within four, screened above-ground levels (Floors 2 through 5). The parking levels are designed to blend with the building's architecture to minimize views of the Project's parking uses from the street front. The parking garage would serve as a full-valet garage. The Project would also include 716 bicycle parking spaces for short- and long-term use. Floors 6 through 12 would include medical office spaces totaling up to 140,305 square feet of floor area. Floors 6 through 10 would also include small terraced landscaped areas overlooking South San Vicente Boulevard.

**Project Site Zoning**

The Project Site is within the planning boundary of the Wilshire Community Plan area and has a General Plan land use designation of Limited Commercial. The Project Site is zoned C1-1VL-O, which permits commercial and retail uses. There is a concurrent request to amend the land use designation to Regional Commercial with a corresponding zone of C2-2D-O. In addition, the Project Site is located within a Transit Priority Area (TPA), which is defined by Public Resources Code (PRC) Section 21099 as an area within 0.5 miles of an existing or planned major transit stop.

## V. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT WITHOUT MITIGATION IN THE INITIAL STUDY

The City Planning Department prepared an Initial Study dated January 14, 2020, which is located in the Appendix A of the Draft EIR. The Initial Study found the following environmental impacts not to be significant or less than significant without mitigation:

**I. Aesthetics**
- a. Scenic Vista
- b. Scenic Resources
- c. Visual Character
- d. Light & Glare

**II. Agriculture and Forestry Resources**
- a. Farmland
- b. Existing Zoning for Agriculture Use
- c. Forest Land or Timberland Zoning
- d. Loss or Conversion of Forest Land
- e. Other Changes in the Existing Environment

**III. Air Quality**
- d. Objectionable Odors

**IV. Biological Resources**
- a. Special Status Species
- b. Riparian Habitat and Wetlands
- c. Wetlands
- d. Local Preservation Policies

e. Habitat Conservation Plans

**V. Cultural Resources**

d. Human Remains

**VI. Geologic Resources**

a(i). Rupture of a Known Earthquake Fault
a(ii). Strong Seismic Ground Shaking
a(iv). Landslides
c. Soil Erosion
e. Septic Tanks

**VII. Hazards and Hazardous Materials**

a. Routine Transport, Use, or Disposal of Hazardous Materials
b. Release of Hazardous Materials
c. Emit Hazardous Materials Within One-quarter Mile of School
d. Location on Hazardous Materials Site
e. Airport Land Use Plan
f. Emergency Response Plan
g. Wildland Fires

**VIII. Hydrology and Water Quality**

a. Surface of Ground Water Quality
b. Groundwater Supplies
c(i). Erosion
c(ii). Flooding
c(iii). Runoff
c(iv). Flood Flows
d. Flood Hazards, Tsunami, or Seiche Zones
e. Water Quality Control Plan or Sustainable Groundwater Management Plan

**IX. Land Use**

a. Divide an Established Community

**X. Mineral Resources**

a. Loss of Known Mineral Resources
b. Loss of a Mineral Resource Recovery Site

**XI. Noise**

c. Private Airstrips

**XII. Population and Housing**

a. Population Growth
b. Displace People or Housing

**XIII. Public Services**

c. Schools
d. Parks
e. Other Public Facilities

**XIV. Recreation**

a. Parks
b. Recreational Facilities

**XV. Transportation**

a. Geometric Design Feature
b. Emergency Access

**XVI. Utilities and Service Systems**

a. Water, Wastewater Treatment, Electric Power, Natural Gas, or Telecommunications
b. Water Supplies
c. Wastewater Treatment Capacity
d. Solid Waste
e. Solid Waste Regulations

**XVII. Wildfire**

a. Emergency Response or Evacuation Plan
b. Exacerbate Wildfire Risks
c. Installation of Infrastructure
d. Post-fire Slope Instability or Drainage Changes

The City has reviewed the record and agrees with the conclusion that the following environmental issues would not be significantly affected by the Project, and therefore, no additional findings are needed. The City ratifies, adopts, and incorporates herein the analysis, explanation, findings, responses to comments, and conclusions of the EIR.

## VI. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT PRIOR TO MITIGATION

Impacts of the Project that were determined to have no impact or be less than significant in the EIR (including having a less than significant impact as a result of implementation of project design features and regulatory compliance measures) and that require no mitigation are identified below. The City has reviewed the record and agrees with the conclusion that the following environmental issues would not be significantly affected by the Project and, therefore, no additional findings are needed. The following information does not repeat the full discussions of environmental impacts contained in the EIR. The City ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the EIR.

### 1. Air Quality

(A) Consistency with Applicable Air Quality Management Plan

(1) Southern California Air Quality Management District's Air Quality Management Plan

As detailed in Section IV.A, Air Quality, of the Draft EIR, the Project's short-term construction jobs, which are not expected to bring new construction workers or their families to the region, would not conflict with the long-term employment or population projections upon which the 2016 AQMP is based and would not exceed the long-term employment projections utilized in preparing the AQMP. During Operation, the Project's growth would be consistent with the growth projections contained in the 2016–2040 Southern California Association of Governments (SCAG)'s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Project would result in a net increase in the number of employees on the Project Site of approximately 566 employees,

which would provide a small contribution to anticipated growth for the period between 2019 and 2023 for the City as a whole. The Project is consistent with the growth projections and control strategies used in the development of the 2016 AQMP, and the Project growth would occur in a High Quality Transit Area (HQTA), resulting in highly transportation-efficient growth, which would support reductions in transportation-related emissions as compared to the air basin average based on the default CalEEMod assumptions. Therefore, the Project's growth would not conflict with the long-term employment or population projections upon which the 2016 AQMP is based and would not exceed long-term employment projections utilized in preparing the AQMP.

During its construction phase, the Project would comply with CARB's requirements to minimize short-term emissions from on-road and off-road diesel equipment, and with SCAQMD's regulations such as Rule 403 for controlling fugitive dust and Rule 1113 for controlling volatile organic compounds (VOC) emissions from architectural coatings. During operation, the Project proposes higher density, consistent with compact growth, on a parcel of infill urban land accessible to and well served by public transit, and therefore would be consistent with the 2016 AQMP's goal of reducing mobile source emissions as a source of nitrogen oxides (NOx) and fine particulate matter (PM2.5). Additionally, the Project's mobile source emissions were calculated based on the vehicle miles traveled (VMT) generated by the Project that estimate on-road mobile source GHG emissions, which take into account the Project Site's location within the City, incorporates VMT reductions from the land use characteristics, and Project-specific transportation demand management features. Therefore, Project construction and operation would be consistent with and meets or exceeds the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities utilized in preparing the AQMP. Impacts would be less than significant.

(2) City of Los Angeles Policies

The Project would achieve several goals, policies and objectives of the City's Air Quality Element by locating its development in an urban infill area and by establishing a land use pattern that promotes sustainability. The Project would support and encourage pedestrian activity in the Wilshire Community Plan area. At the same time, the Project would reduce vehicle trips and air pollutant emissions generated by the proposed development by locating medical office and commercial/restaurant uses within an identified HQTA that has multiple public transit options (with access to existing regional bus and future rail service), and existing off-site residential, office, retail, and restaurant uses, all within walking distance. As such, the Project would provide opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in VMT. Impacts would be less than significant.

(B) Cumulatively Considerable Net Increase of Criteria Pollutants

With compliance of applicable dust control measures required to be implemented during each phase of construction by SCAQMD Rule 403 (Control of Fugitive Dust), and fugitive VOC control measures required to be implemented by architectural coating emission factors based on SCAQMD Rule 1113 (Architectural Coatings), the Project's construction-related daily emissions would not exceed the SCAQMD significance thresholds. In addition, with compliance of 2019 Title 24-standards and SCAQMD Rule 1113 (Architectural Coatings), which limits the VOC content of

architectural coatings, operational-related daily emissions would not exceed the SCAQMD significance thresholds.

(C) Construction Emissions

(i) Toxic Air Contaminants (TACs)

Given the temporary and short-term construction schedule (approximately 34 months), the Project would not result in a long-term (i.e., lifetime or 70-year) exposure of TACs as a result of Project construction. In addition, these effects would be further reduced with implementation of Mitigation Measure AIR-MM-1.

(D) Operational Emissions

(i) Localized Emissions

Regarding localized operation air quality analysis, the Project's maximum localized operational emissions would not exceed the localized thresholds for NOx, Carbon Monoxide (CO), fine particulate matter (PM10), or PM2.5. Because the localized emissions would not exceed thresholds of significance.

(ii) Carbon Monoxide Hotspots

With regard to CO Hotspots, CO concentrations from the Project's maximum traffic volume at the intersection of La Cienega Boulevard and Wilshire Boulevard plus the measured background level in the Project Site area are expected to be approximately 5.0 parts per million (ppm) (one-hour average) and 3.2 ppm (eight-hour average), which would not exceed the numerical thresholds of significance.

(iii) Toxic Air Contaminants

Regarding TACs during operation of the Project, based on the uses expected on the Project Site, potential long-term operational impacts associated with the release of TACs would be minimal, regulated, and controlled, and would not be expected to exceed the SCAQMD significance threshold.

**2. Cultural Resources – Historic Resources**

As detailed in Section IV.B, Cultural Resources, of the Draft EIR, the Project Site is currently developed with a 5,738-square-foot vacant building located at 650-658 South San Vicente Boulevard (Building 1) and an 8,225-square-foot Big 5 Sporting Goods store located at 6601 Wilshire Boulevard (Building 2). Building 2 was constructed in 1977 and does not meet the 45-year age threshold for evaluation as a historical resource as defined by the Office of Historic Preservation (OHP). Building 1 exceeds the 45-year age threshold. Based on a review of review of the National Register, the California Register, the California Historical Resources Information System (CHRIS), and the City of Los Angeles's inventory of historic properties (SurveyLA) Building 1 is not considered a historical resource pursuant to CEQA. In addition, the Project Site

is not situated in a designated or previously evaluated historic district.

While the Project would not directly impact historic resources, an indirect impact analysis was conducted. Of the 11 historical resources identified nearby, nine of them would have a direct view of the Project Site. The closest historic resource is a two-story American Colonial Revival building across South Sweetzer Avenue to the east of the Project Site at 6535 West Wilshire Boulevard. While the setting of 6535 West Wilshire Boulevard has been altered, 6536 West Wilshire Boulevard would still retain its eligibility and would still be visible within the streetscape and urban context; therefore, indirect impacts would not be significant. Other resources are far enough away from the Project and would therefore not be adversely affected with regard to visibility and integrity. Even though construction of the Project would alter the low-rise setting of the Project Site, the Project setting has already been substantially altered by large-scale infill construction and redevelopment (contemporary multi-story and high-rise, non-historic built resources).

Additionally, the Project is situated at enough of a distance from the historical resources, as summarized above, so as not to cause any material impairment or substantial visual impact. After Project completion, historical resources in the Project vicinity would retain their existing eligibility and visibility within the urban environment. Impacts would be less than significant.

**3. Energy Use**

As demonstrated in the Energy Section of the Draft EIR, Section IV.C, the Project would not result in potentially significant environmental impact due to wasteful, inefficient, and unnecessary consumption of energy during construction or operation and consistent with the energy conservation policies and plans relevant to the Project, which include the California Title 24 energy standards, the 2019 CALGreen building code, and the City of Los Angeles Green Building Code. Therefore, Project impacts related to energy use would be less than significant during construction and operation. In addition, based on the analysis in Draft EIR Section IV.C, the Project's impacts would not be cumulatively considerable and cumulative energy use impacts are concluded to be less than significant.

**4. Geology and Soils**

As demonstrated in Section IV-D, Geology and Soils, with adherence to applicable regulations and any site-specific recommendations set forth in a site-specific geotechnical evaluation, the Project would not result in significant impacts related to geological and soil conditions including from surface ground rupture, strong seismic ground shaking, liquefaction, and/or unstable soil.

**5. Greenhouse Gas Emissions**

As detailed in Section IV.E, Greenhouse Gas Emissions, of the Draft EIR, the Project would generate incrementally increased GHG emissions over existing conditions. However, even a very large individual project would not generate enough GHG emissions on its own to significantly influence global climate change. Moreover, the Project would be consistent with the 2017 Scoping Plan, 2020-2045 RTP/SCS, the City's Green New Deal, and Los Angeles Green Building Code. The Project's consistency with these applicable regulatory plans and policies to reduce GHG emissions, along with implementation of transportation related project design features.

**6. Land Use and Planning**

(A) Consistency with Local Plans and Applicable Policies

Based on the analysis of Project consistency with applicable goals and policies (detailed in Section IV.F, Land Use, of the Draft EIR), including of SCAG's 2020-2045 RTP/SCS; the City's General Plan, including the City of Los Angeles General Plan Framework Element, Conservation Element, Plan for Healthy Los Angeles, and Wilshire Community Plan; Los Angeles Municipal Code (LAMC); and Citywide Design Guidelines, the Project would not conflict with the relevant land use policies adopted for the purpose of avoiding or mitigating a significant environmental effect. Approval of the Project's requested entitlements, including the General Plan Amendment, Vesting Zone Change, Height District Change, Site Plan Review and related findings and conditions to ensure compatibility with surrounding land uses would bring the Project into consistency with the Framework Element, Wilshire Community Plan, and LAMC.

**7. Noise**

(A) Construction

(i) On-site Vibration (Building Damage)

As detailed in Section IV.G, Noise, of the Draft EIR, construction activities at the Project Site have the potential to generate relatively low levels of groundborne vibration from the operation of heavy equipment (e.g., backhoe, dozer, excavators, drill rig, loader, scraper, and haul trucks), which generates vibrations that propagate through the ground and diminish in intensity with distance from the source. As identified in Table IV.G-16 on page IV.G-53 of the Draft EIR, the estimated vibration velocity levels from construction equipment would not exceed the significance threshold of 0.2 in/sec PPV at vibration-sensitive uses V1 through V4 (multi-family residential and commercial buildings) or the significance threshold of 0.5 in/sec peak particle velocity (PPV) at V5 (commercial building). Therefore, structural damage vibration impacts from on-site construction activities would be less than significant.

(ii) Off-Site Vibration (Building Damage)

As described above, on-road rubber-tired construction trucks would travel to and from the Project Site along the local roadway network. According to the FTA's Transit Noise and Vibration Impact Assessment, on-road rubber-tired haul trucks traveling on roadways rarely create vibration levels that exceed 70 VdB, which would be equivalent to 0.012 in/sec PPV, would not exceed the significance thresholds for structural damage of 0.02 in/sec PPV and 0.50 in/sec PPV. Therefore, on-road rubber-tired construction trucks would not exceed thresholds of 0.20 in/sec PPV, or 0.50 in/sec PPV. Therefore, the potential vibration impacts for structural damage due to off-site haul trucks would be less than significant, and no mitigation measures would be required.

(iii) Off-Site Construction Noise

As detailed in Section IV.G, Noise, of the Draft EIR, construction truck trips would occur throughout the construction period and would be associated with hauling material and excavated soil from the Project Site and delivering building materials, supplies, and concrete to the Project Site. As discussed in the Project's Transportation Assessment (refer to Appendix J of the Draft EIR), Project haul trucks (e.g., trucks hauling dirt) would be required to use City-approved haul truck routes, which could include Wilshire Boulevard westbound from the Project Site, southbound on South La Cienega Boulevard, to the I-10 eastbound or westbound on-ramps. The inbound haul route would use the I-10 northbound or southbound off-ramps, northbound on South La Cienega Boulevard, and eastbound on Wilshire Boulevard to the Project Site. Another inbound and/or outbound haul route would be northbound South San Vicente Boulevard, westbound on North Santa Monica Boulevard, and northbound or southbound on the I-405 freeway on-ramps. Concrete trucks and worker vehicles would not be subject to the City-approved haul route and would come from a variety of locations. As shown in Table IV.G-12 on page IV.G-42 of the Draft EIR, the Project's construction trips by themselves would not increase traffic noise levels exceeding thresholds. Therefore, off-site construction traffic noise impacts would be less than significant.

(B) Operations

(i) On-Site Stationary Noise Sources

As detailed in Section IV.G, Noise, of the Draft EIR, the on-site composite noise levels would include all operational sources including fixed mechanical equipment, outdoor spaces, parking facility, loading dock and refuse collection, and emergency generator at each sensitive receptor. Given the enclosure of these sources or limited activity of noise level (outdoor spaces), operational noise would be below the threshold of five A-weighted decibels (dBA) over ambient levels at all off-site sensitive receptors.

(ii) Off-Site Mobile Noise Sources

As detailed in Section IV.G, Noise, of the Draft EIR, off-site traffic noise during Existing Plus Project Condition and Future (2023) Plus Project Condition would not exceed the significance threshold of three dBA Community Noise Equivalent Level (CNEL) increase to or within the "normally unacceptable" or "clearly unacceptable" categories or the significance threshold of any five dBA CNEL or greater noise increase. Impacts would be less than significant. Composite Noise Level Impacts from Project Operations

As set forth in Draft EIR Section IV.I, Noise, pages IV.I-46 through IV.I-47 and the Table contained therein, potential noise impacts from the combination of noise sources (e.g., mechanical equipment, outdoor areas, parking facilities, loading dock and trash compactor, and off-site traffic) at analyzed sensitive receptor locations would not result in the 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.

(iii) On-Site and Off-Site Vibration

As detailed in Section IV.G, Noise, of the Draft EIR, the Project's day-to-day operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration at low levels that would not cause structural damage or human annoyance impacts to the Project buildings or on-site occupants and would not cause vibration impacts to the off-site environment. In addition,

the primary sources of transient vibration would include passenger vehicle circulation within the proposed parking area. According to America Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE), pumps or compressor would generate groundborne vibration levels of 0.5 in/sec PPV at one foot. It is anticipated that Project mechanical equipment, including air handling units, condenser units, and exhaust fans, would be located on building rooftops. Therefore, groundborne vibration from the operation of such mechanical equipment would not impact any of the off-site sensitive receptors. Therefore, structural damage and human annoyance vibration impacts from the Project operation would be less than significant.

**8. Public Services**

Consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and potential impacts on public safety services are not an environmental impact that CEQA requires a project applicant to mitigate: "[T]he obligation to provide adequate fire and emergency medical services is the responsibility of the city. (Cal. Const., art. XIII, § 35, subd. (a)(2) ["The protection of the public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services."]). The need for additional fire protection services is not an environmental impact that CEQA requires a project proponent to mitigate." Although that case specifically addressed fire services, its holding also applies to other public services.

(A) Public Services – Fire Protection

As detailed in Section IV.H.1, Public Services – Fire Protection, of the Draft EIR, Project construction activities could potentially affect emergency response times and emergency access to the Project Site and the vicinity due to Project construction traffic and temporary street closures. The Project would be required to implement Project Design Feature TRAF-PDF-2, a Construction Traffic Management Plan, to minimize disruptions to traffic flow and maintain emergency vehicle access to the Project Site and neighboring land uses. Additionally, as part of Project Design Feature TRAF-PDF-3, Construction Worker Parking Plan, alternate parking location(s) and the method of transportation to and from the Project Site would be identified to reduce parking on or near the Project Site and emergency access to the Project Site would be maintained throughout construction. As the Project is anticipated to maintain emergency access during construction, which is temporary in nature, and emergency vehicles have options for avoiding traffic, Project construction would not result in substantial adverse impacts to emergency response times and emergency access, which would consequently not affect service ratios, response times, other performance objectives for fire protection. As detailed in Section IV.H.1, Public Services – Fire Protection, of the Draft EIR, the Project would increase intensity of the Project Site and increase the Project's Site's demand for fire protection services compared to existing conditions. The Project would comply with the applicable Occupational Safety and Health Administrations (OSHA), Building Code, Fire Code, other Los Angeles Municipal Code (LAMC), and LAFD requirements. The Project would comply with Los Angeles Fire Department (LAFD)'s preliminary recommendations contained in correspondence provided in Appendix I-1 of this Draft EIR. Additionally, both Fire Station 61, the first-due fire station to respond to an emergency on the Project Site, and Fire Station 58, which would provide back-up response to the Project Site, do not meet either distance standards for an Engine Company or Truck Company; therefore, the

installation of automatic fire sprinklers would be required. Compliance with applicable regulatory requirements and recommendations, including LAFD's fire/life safety and LAFD's fire/life safety inspection for new construction projects, would ensure that adequate fire prevention features would be provided that would reduce the demand on LAFD facilities and equipment without creating the need for new or expanded fire facilities.

(i) Fire Protection – Project Design Features

The City finds that Project Design Features TRAF-PDF-2 and TRAF-PDF-3, incorporated into the Project, reduces the potential fire protection impacts of the Project. The Project Design Features were considered in the analysis of potential impacts.

(B) Public Services – Police Protection

As detailed in Section IV.H.2, Public Services – Police Protection, of the Draft EIR, equipment, building materials, vehicles, and temporary offices, would be temporarily located on the Project Site, which could be subject to theft or vandalism during construction or operation. Therefore, when not properly secured, construction sites can become a distraction for local law enforcement from more pressing matters that require their attention. This could result in an increase in demand for police protection services. During construction, fencing and other security features, such as perimeter fencing, lighting, and security guards (as necessary), would be provided at the Project Site during construction, thereby reducing the potential need for Los Angeles Police Department (LAPD) services (Project Design Feature POL-PDF-1).

As detailed in Section IV.H.2, Public Services – Police Protection, of the Draft EIR, the Project would only contribute to increasing the number of non-resident site populations (visitors and employees). These non-resident site populations would increase the demand for police protection from LAPD. The Project Site is served by the Wilshire Community Police Station, which has approximately 267 sworn personnel. This station currently serves a population of approximately 249,200 people and reported 6,367 total crimes in 2019. This represents an officer-to-population ratio of approximately 1:933 and an annual crime rate of 0.026 crimes per capita. The Project does not propose any residential uses and would therefore not directly generate any new residential population in the Wilshire Community Area. With the addition of the Project, the Wilshire Community Area would continue to serve a population of 249,200 residents with 267 officers; thus, maintaining the officer to resident population ratio of 1:933. The Project's operational demand for police protection services would be offset as the result of the security services, which would help patrol the Project Site and surrounding area; and the proposed security features set forth in Project Design Feature POL-PDF-2. As provided in Project Design Feature POL-PDF-2, the Project would control access to the parking structure and entry areas into the building would be well illuminated. Implementation of these security features would help reduce the potential for on-site crimes, including loitering, theft, and burglaries, and would reduce demand for LAPD services.

(i) Police Protection – Project Design Features

The City finds that Project Design Features POL-PDF-1 and POL-PDF-2, incorporated into the Project, reduces the potential police protection impacts of the Project. The Project Design Features were considered in the analysis of potential impacts.

**9. Transportation**

(A) Program, Plans, Ordinance or Policy

As detailed in Section IV.I, Transportation, of the Draft EIR, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including Mobility Plan 2035, the LAMC, Wilshire Community Plan, Vision Zero, Los Angeles Department of Transportation (LADOT) Manual of Policies and Procedures, Citywide Design Guidelines, Mobility and Hubs Reader's Guide. In particular, the Project would implement various Transportation Demand Management (TDM) strategies to encourage reduced single-occupancy vehicle trips and support ways to reduce vehicle miles travelled (VMT) per capita (refer to Project Design Feature TRAF-PDF-1). The Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

The City finds that Project Design Feature TRAF-PDF-1, incorporated into this Project, reduces the potential transportation impacts of the Project. The Project Design Features were considered in the analysis of potential impacts.

(B) Consistency with CEQA Guidelines section 15064.3, subdivision (b)

As detailed in Section IV.I, Transportation, of the Draft EIR, the Project would generate 7.5 work VMT per employee, which is below the threshold of significance for the Central APC of 7.6 work VMT per employee. The VMT Calculator outputs and additional details regarding the analysis are provided in Appendix J-1 of this Draft EIR. The Project is exempt from evaluation of the retail VMT, because the retail component is less than 50,000 square feet and considered local-serving. Thus, no further analysis is necessary. The Project would generate VMT below the work VMT per employee significance threshold. Therefore, impacts would be less than significant

**10. Tribal Cultural Resources**

The California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) records search results indicate that no archaeological resources have been recorded within the Project Site or within a 0.5-mile radius of the Project Site. In addition, the results of the Sacred Lands File (SLF) search conducted by the California Native American Heritage Commission (NAHC) indicate that Native American cultural resources are not known to be located within the Project Site. Furthermore, no tribal cultural resources have been identified as a result of the research conducted for the Project. While no tribal cultural resources are anticipated to be affected by the Project, in the unlikely event that tribal cultural resources are inadvertently encountered during Project construction, the Project Applicant would be required to comply with the City's standard Condition of Approval for the treatment of inadvertent tribal cultural resource discoveries. This City's standard Condition requires the immediate halt of construction activities in the vicinity of the discovery, coordination with appropriate Native American tribes and the City, and development and implementation of appropriate actions for treating the discovery. As such, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, as defined in PRC Section 21074. Therefore, impacts to unknown tribal cultural resources would be less than significant.

## VII. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT AFTER MITIGATION

The EIR determined that the Project has potentially significant environmental impacts in the areas discussed below. The EIR identified feasible mitigation measures to avoid or substantially reduce the environmental impacts in these areas to a level of less than significant. Based on the information and analysis set forth in the EIR, the Project would not have any significant environmental impacts in these areas, as long as all identified feasible mitigation measures are incorporated into the Project. The City again ratifies, adopts, and incorporates the full analysis, explanation, findings, responses to comments, and conclusions of the EIR. Pursuant to PRC Section 21081, the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid each of the following significant effects on the environment.

**1. Air Quality**

***AQ-3 (construction – localized emissions):*** *Would the project expose sensitive receptors to substantial pollutant concentrations?*

(A) Impact Summary

The localized construction air quality analysis was conducted using the methodology prescribed in SCAQMD's Final Localized Significance Threshold Methodology including using the screening criteria to determine localized construction emissions thresholds for the Project. The Project's maximum localized construction emissions would be below the localized screening thresholds for all analyzed criteria pollutants except fine particulate matter (PM2.5). As the Project's maximum localized construction emissions would exceed the localized thresholds for PM2.5, construction emissions impacts to sensitive receptors would be potentially significant.

(B) Project Design Features

No specific project design features are proposed with regard to air quality.

(C) Mitigation Measures

Without mitigation, construction impacts could result in significant impacts related to localized construction emissions of PM2.5. The following mitigation measure would reduce these impact(s) to a less than significant level.

- **AIR-MM-1:** The Applicant will implement the following construction equipment features for equipment operating at the Project Site. These features will be included in applicable bid documents, and successful contractor(s) must demonstrate the ability to supply such equipment. Construction features will include the following:
    - For off-road diesel-powered construction equipment rated greater than 50 horsepower: the equipment shall meet or exceed the California Air Resources Board (CARB) and United States Environmental Protection Agency (USEPA) Tier 4 off-road emissions standards or greater during Project construction or shall be fitted with an emissions control device that achieves diesel emissions reductions that are no less than what could be achieved by an EPA Tier 4 Final engine.

- The Project Applicant shall implement the use of alternatively fueled equipment to the extent feasible for equipment greater than 50 horsepower. Equipment less than 50 horsepower shall be electric plug-in, solar-powered, or alternative fueled (i.e., non-diesel). Pole power shall be made available for use of electric tools, equipment, lighting, etc. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment.

- Alternative-fueled generators will be used when commercial models that have the power supply requirements to meet the construction needs of the Project are commercially available from local suppliers/vendors, and on-site electrical power is not available. The determination of the commercial availability of such equipment will be made by the City prior to the issuance of grading or building permits based on Applicant-provided evidence of the availability or unavailability of alternative-fueled generators and/or evidence obtained by the City from expert sources such as construction contractors in the region.

- A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.

(D) Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant effects on the environment as identified in the EIR.

(E) Rationale for Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in or incorporated into the Project that avoid or substantially lessen the significant effects on the environment as identified in the EIR. Prior to mitigation, PM2.5 levels would be above identified SCAQMD thresholds. After mitigation, these levels would be reduced to below threshold levels.

(F) Reference

EIR Section IV.A, Air Quality, pages IV.A-56 – IV.A-57, IV.A-62 – IV.A-64

**2. Cultural Resources – Archeological Resources**

***CUL-2:*** *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

(A) Impact Summary

While no known archaeological resources have been identified within or immediately adjacent to the Project Site, this does not preclude the possibility that subsurface archaeological deposits underlie the Project Site. The history of development of the Project Site indicates that subsurface archaeological materials related to early development may remain beneath the existing buildings and parking lot. Moreover, the Project Site is located in the immediate vicinity of several historical-period thoroughfares and transportation corridors, both during the historic and prehistoric periods. Additionally, a former tributary that once crossed the Project Site likely attracted prehistoric and historic period inhabitants to the area. The alluvial deposition associated with the tributary has the potential for burying and preserving archaeological sites.

Given the potential for archaeological resources to be preserved under the current foundations for the buildings and the surface parking lots, the Project Site is considered to have a moderate sensitivity for buried archaeological resources. Therefore, the Project has the potential to cause a substantial adverse change in the significance of an archaeological resource that qualifies as a historical resource or unique archaeological resource pursuant to CEQA Guidelines Section 15064.5, which may result in potentially significant impacts to archaeological resources.

(B) Project Design Features

No specific project design features are proposed with regard to cultural resources.

(C) Mitigation Measures

The following mitigation measures would reduce potentially significant impacts on archaeological resources:

- **CUL-MM-1:** Prior to the issuance of a demolition permit, the Applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), the depth of excavation, and, if found, the abundance and type of archaeological resources encountered. Monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified Archaeologist. At a minimum, the need for monitoring will be reassessed at depths of excavation greater than five feet below surface. Prior to commencement of excavation activities, an Archaeological Sensitivity Training shall be given for construction personnel. The training session, to be carried out by the qualified Archaeologist, will focus on how to identify archaeological resources that may be encountered during earthmoving activities, and the procedures to be followed if such resources are encountered.

- **CUL-MM-2:** In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains,

etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate buffer area shall be established by the qualified Archaeologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by the qualified Archaeologist. If a resource is determined by the qualified Archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to PRC Section 21083.2(g), the qualified Archaeologist shall coordinate with the Applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

- **CUL-MM-3:** Prior to the release of the grading bond, the qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms for each resource at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. The report and the Site Forms shall be submitted by the Applicant to the City of Los Angeles, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

(D) Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant effects on the environment as identified in the EIR.

(E) Rationale for Finding

Mitigation Measure CUL-MM-1 requires that a qualified archaeologist is retained to conduct archaeological sensitivity trainings and to oversee all construction excavations. Mitigation Measure CUL-MM-2 requires that if historic or prehistoric archaeological resources are found, ground-disturbing activities should be halted, a buffer established, and additional measures taken to ensure evaluation and treatment, as necessary. Mitigation Measure CUL-MM-3 requires preparation of a California Department of Parks and Recreation Site Forms for each resource at the conclusion of archaeological monitoring. Implementation of Mitigation Measures CUL-MM-1 through CUL-MM-3 would ensure that potentially significant impacts to archaeological resources

are reduced to a less-than-significant level.

(F) Reference

EIR Section IV.B, Cultural Resources, pages IV.B-35 – IV.B-37

**3. Geology and Soils – Paleontological Resources**

***GEO-6:*** *Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

(A) Impact Summary

Background research was conducted for the Project Site. Although the records search resulted in no known localities within the Project Site, two fossil localities from older Quaternary deposits (LACM 7669 and 7670) are located within very close proximity to the Project Site and have yielded fossil specimens of ground sloth, elephantoid, and bison at unspecified depths. Additionally, other fossil localities (LACM 1238, 3176, 3329, 7671 and 7672) located approximately 0.30 to 0.65 miles from the Project Site have also produced fossils specimens of mastodon, deer, elephantoid and horse at unspecified depths and depths from 13 to 30 feet below surface. Construction activities for the Project would include excavation of 30 feet below ground surface to the bedrock and 10 additional feet into the bedrock. As a result, Project construction would have the potential to directly or indirectly destroy a unique paleontological resource not identified in the analysis conducted for the Project Site and, as such, could result in a potentially significant impact and mitigation measures are required.

(B) Project Design Features

No specific project design features are proposed with regard to geology and soils.

(C) Mitigation Measures

The following mitigation measures are proposed to address the potential significant impacts on paleontological resources that could occur during Project construction:

- **GEO-MM-1:** A qualified paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards (Qualified Paleontologist) shall be retained prior to the approval of grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of all work as it relates to paleontological resources, shall attend the Project kick-off meeting and Project progress meetings on a regular basis, and shall report to the Project Site in the event potential paleontological resources are encountered.
- **GEO-MM-2:** The Qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). In the event construction crews are phased, additional training shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources that could be encountered within the Project Site and the

procedures to be followed if they are found. Documentation shall be retained by the Qualified Paleontologist demonstrating that the appropriate construction personnel attended the training.

- **GEO-MM-3:** Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting the standards of the SVP 2010) under the direction of the Qualified Paleontologist. Paleontological resources monitoring shall be conducted for all ground disturbing activities in previously undisturbed sediments which have high sensitivity for encountering paleontological resources. Depending on the conditions encountered, full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the Qualified Paleontologist. The Qualified Paleontologist shall spot check the excavation on an intermittent basis and recommend whether the depth of required monitoring needs to be revised based on his/her observations. Monitors shall have the authority to temporarily halt or divert work away from exposed fossils or potential fossils. Monitors shall prepare daily logs detailing the types of activities and soils observed and any discoveries.

If construction or other Project personnel discover any potential fossils during construction, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery, conferred with the City, and made recommendations as to the appropriate treatment. Any significant fossils collected during Project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage, such as the Natural History Museum of Los Angeles County. The Qualified Paleontologist shall prepare a final monitoring and mitigation report for submittal to the City in order to document the results of the monitoring effort and any discoveries. If there are significant discoveries, fossil locality information and final disposition shall be included with the final report, which shall be submitted to the appropriate repository and the City.

(D) Finding

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant effects on the environment as identified in the EIR.

(E) Rationale for Finding

Implementation of Mitigation Measures GEO-MM-1 through GEO-MM-3 would require retention of a qualified paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards in order to provide technical and compliance oversight, construction worker paleontological resources sensitivity training, and paleontological resources monitoring. Impacts related to paleontological resources during Project construction would be reduced to less than significant with implementation of the above mitigation measures.

(F) Reference

EIR Section IV.D, Geology and Soils, pages IV.D-29 – IV.D-31

## VIII. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT EVEN AFTER MITIGATION

The Final EIR determined that the environmental impacts set forth below are significant and unavoidable. In order to approve the Project with significant unmitigated impacts, the City is required to adopt a Statement of Overriding Considerations, which is set forth in Section XIII below. No additional environmental impacts other than those identified below will have a significant effect or result in a substantial or potentially substantial adverse effect on the environment as a result of the construction or operation of the Project. The City finds and determines that:

a. All significant environmental impacts that can be feasibly avoided have been eliminated, or substantially lessened through implementation of the project design features and/or mitigation measures; and

b. Based on the Final EIR, the Statement of Overriding Considerations set forth below, and other documents and information in the record with respect to the construction and operation of the project, all remaining unavoidable significant impacts, as set forth in these findings, are overridden by the benefits of the project as described in the Statement of Overriding Considerations for the construction and operation of the project and implementing actions.

**1. Noise**

(A) Impact Summary

(i) Project-Level On-Site Construction Noise

Noise impacts from Project construction activities would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise-sensitive receptors. Construction activities of the Project would generally include site demolition, site preparation, grading/excavation, drainage/utilities/trenching, building construction, foundation concrete pouring, architectural coating, and paving. To present a conservative impact analysis, the estimated noise levels were calculated with all pieces of construction equipment assumed to operate simultaneously and located at construction areas nearest to the affected receptors. In addition, the analysis accounts for overlapping construction phases that would occur on the Project Site. The estimated noise levels due to overlapping construction activities would exceed the significance threshold at receptors, and, therefore, construction noise impacts would be potentially significant.

(ii) Cumulative On-Site and Off-Site Construction Noise

Noise from on-site construction activities are localized and would normally affect the areas within 500 feet of the individual construction sites. Of these projects, only the 6401-6419 Wilshire Boulevard and the Metro Purple Line Extension related projects could contribute to cumulative noise effects because they could impact common noise receptors within 500 feet of the proposed Project and the related projects. However, the 6401-6419 Wilshire Boulevard related project is in the latter half of its construction phase (vertical building construction) and, thus, would likely be completed or substantially completed by the time the Project would begin if the Project were approved. The Metro Purple Line Extension related project is expected to be completed in 2023. Thus, given that the nearby noise-sensitive receptor locations are located within 500 feet of the

Metro Purple Line Extension and that the Metro Purple Line Extension related project would still be under construction if the proposed Project were to be approved and begin construction, cumulative noise impacts may occur from simultaneous on-site construction. Therefore, the Project's contribution to cumulative construction noise impacts on sensitive receptors would be cumulatively considerable and would represent a significant cumulative impact.

The Project would result in less than significant off-site construction noise impacts. However, if construction of related projects would overlap with Project construction and construction trucks would utilize the same roadway network as the Project, cumulative off-site construction noise level increases could occur in the Project area. The 6401-6419 Wilshire Boulevard related project is in the latter half of its construction phase (vertical building construction) and, thus, would likely be completed or substantially completed by the time the proposed Project would begin construction if the proposed Project were approved. Thus, it would be unlikely to generate substantial construction truck trips at the same time as the proposed Project. The Metro Purple Line Extension Final Environmental Impact Statement/Environmental Impact Report determined that adverse construction noise effects would remain after mitigation, inclusive of construction traffic mitigation. Further, the expected haul route could overlap with the proposed Project along Wilshire Boulevard, San Vicente Boulevard, or La Cienega Boulevard during construction of the Wilshire/La Cienega Station. Thus, cumulative noise impacts may occur from simultaneous construction truck activities. Therefore, the Project's contribution to construction noise would be cumulatively considerable and would represent a significant cumulative impact along common travel routes.

(iii) Project-Level Off-Site Construction Vibration (Human Annoyance)

With respect to human annoyance, the significance criteria for human annoyance is 72 decibel notation (VdB) for sensitive uses, including residential uses, assuming a minimum of 70 vibration events occurring during a typical construction day. As analyzed in the Draft EIR, the estimated vibration levels due to construction equipment would exceed the vibration significance threshold for human annoyance at vibration-sensitive receptors V1 through V3 (multi-family residential buildings). Therefore, the on-site vibration impacts pursuant to the significance criteria for human annoyance during construction of the Project would be potentially significant.

(B) Project Design Features

No specific project design features are proposed with regard to noise.

(C) Mitigation Measures

**Mitigation Measure NOI-MM-1:** The Project shall provide temporary ground-level construction noise barriers, with a minimum height of eight feet and up to a height of 15 feet along the alleyway along the northeast property line, equipped with noise blankets or equivalent noise reduction materials rated to achieve sound level reductions of at least 10 dBA between the Project Site and ground-level sensitive receptor locations. These temporary noise barriers shall be used to block the line-of-sight between the construction equipment and the noise-sensitive receptor(s) during the duration of construction activities. Prior to obtaining any permits,

documentation prepared by a noise consultant verifying compliance with this measure shall be submitted to the Department of City Planning.

**Mitigation Measure NOI-MM-2:** Noise- and vibration-generating construction equipment whose specific location on the Project Site may be flexible (e.g., compressors and generators) shall be located away from the nearest off-site sensitive land uses (at least 100 feet away), or natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such equipment towards these land uses.

**Mitigation Measure NOI-MM-3:** The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use that shall achieve a sound level reduction of at least 10 dBA between the Project Site and ground-level sensitive receptor locations.

**Mitigation Measure NOI-MM-4:** A construction liaison shall be provided to inform the nearby receptors when peak noise and vibration activities are scheduled to occur. Two weeks prior to the commencement of construction at the Project Site, notification shall be provided to properties identified as sensitive receptors that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

(D) Finding

(i) Project-Level On-Site Construction Noise

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant effects on the environment as identified in the EIR. However, these effects have not been reduced to a less-than-significant level.

Thus, pursuant to PRC, Section 21081(a)(3), based on the evidence described below in Section XII, Statement of Overriding Considerations, the City finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(ii) Cumulative On-Site and Off-Site Construction Noise

Pursuant to PRC Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant effects on the environment as identified in the EIR. . However, these effects have not been reduced to a less-than-significant level.

Thus, pursuant to PRC, Section 21081(a)(3), based on the evidence described below in Section

XII, Statement of Overriding Considerations, the City finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(iii) Project-Level Off-Site Vibration (Human Annoyance)

Pursuant to PRC Section 21081(a)(1), the City finds that changes, specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR. . However, these effects have not been reduced to a less-than-significant level.

Thus, pursuant to PRC, Section 21081(a)(3), based on the evidence described below in Section XII, Statement of Overriding Considerations, the City finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(E) Rationale for Finding

(i) Project-Level On-Site Construction Noise

Implementation of the Mitigation Measures NOI-MM-1 through NOI-MM-4 would reduce the Project's on-site construction noise impacts at the off-site noise sensitive receptors, to the extent technically feasible. However, with implementation of technically feasible mitigation, construction noise impacts at noise-sensitive receptors would still exceed the significance threshold at noise receptors L1, L2, L3, L4, and L7. Therefore, construction noise impacts associated with on-site noise sources would remain temporarily significant and unavoidable. While construction noise impacts would be temporarily significant and unavoidable, construction noise levels fluctuate throughout a given workday as construction equipment move from one location to another within a project site. When construction equipment would be in use further away from a sensitive receptor location, construction noise levels would be lower than the calculated values provided herein, which assumes construction equipment would be in use nearest to a sensitive receptor location.

(ii) Cumulative On-Site and Off-Site Construction Noise

Implementation of the Mitigation Measures NOI-MM-1 through NOI-MM-4 would reduce the Project's on-site construction noise impacts at the off-site noise sensitive receptors at the cumulative level, to the extent technically feasible. However, with implementation of technically feasible mitigation, construction noise impacts at noise-sensitive receptors would still exceed the significance threshold at noise receptors L1, L2, L3, L4, and L7. Therefore, construction noise impacts associated with on-site noise sources would remain temporarily significant and unavoidable at the cumulative level. While construction noise impacts would be temporarily significant and unavoidable, construction noise levels fluctuate throughout a given workday as construction equipment move from one location to another within a project site. When construction

equipment would be in use further away from a sensitive receptor location, construction noise levels would be lower than the calculated values provided herein, which assumes construction equipment would be in use nearest to a sensitive receptor location.

The Project would result in less than significant off-site construction noise impacts. However, the Metro Purple Line Extension related project was determined to result in significant and unavoidable noise impacts after implementation of mitigation, inclusive of construction traffic mitigation. Therefore, the Project's contribution to cumulative off-site construction noise would be cumulatively considerable and would represent a significant and unavoidable impact.

(iii) Project-Level Off-Site Vibration (Human Annoyance)

Vibration impacts regarding human annoyance at the nearby noise sensitive receptors would exceed the significance threshold (72 VdB at residential uses). Potential mitigation measures to reduce vibration impacts from on-site construction activities with respect to human annoyance include the installation of a wave barrier, which is typically a trench or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, wave barriers must be very deep and long to be effective and are not considered feasible for temporary applications, such as the Project construction. Per the Caltrans Transportation and Construction Vibration Guidance Manual, the wave barrier would need to be at least two-thirds of the seismic wavelength and the length of the barrier must be at least one wavelength (typical wavelength can be up to 500 feet). In addition, constructing a wave barrier to reduce the Project's construction-related vibration impacts would, in and of itself, generate groundborne vibration from the excavation equipment. Furthermore, it would not be feasible to construct the proposed Project by reducing the types and number of equipment analyzed herein without impacting the ability to build the proposed Project within a reasonable schedule and the ability to safely and adequately construct the proposed Project buildings and facilities without access to the full range of the needed equipment. Thus, there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from on-site construction associated with human annoyance at the vibration-sensitive receptors V1 though V5. Therefore, Project-level vibration impacts from on-site construction activities with respect to human annoyance would be significant and unavoidable.

(F) Reference

EIR Section IV.G, Noise, pages IV.G-36 – IV.G-40, IV.G-49 – IV.G-51, IV.G-54 - IV.G-57, and IV.G-58 – IV.G-59, and IV.G-63.

## IX. ALTERNATIVES TO THE PROJECT

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that could substantially reduce or avoid the significant impacts of a project while also meeting the project's basic objectives. An EIR must identify ways to substantially reduce or avoid the significant effects that a project may have on the environment (PRC § 21002.1). Accordingly, the discussion of alternatives shall focus on alternatives to a project or its location which are capable of avoiding or substantially reducing any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly. Therefore, the alternatives analysis included in the Draft EIR identified a reasonable range of four

alternatives to the Project, focused on avoiding or substantially reducing the project's significant impacts. The alternatives analyzed are as follows:

- Alternative 1: No Project/No Build Alternative
- Alternative 2: Development under Existing Zoning Alternative
- Alternative 3: Reduced Square Footage Alternative
- Alternative 4: Residential Mixed-Use Alternative

**1. Summary of Findings**

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines Section 15096(g)(2), that no feasible alternative or mitigation measure will substantially lessen any significant effect of the project, reduce the significant unavoidable impacts of the project to a level that is less than significant, or avoid any significant effect the project would have on the environment.

**2. Project Objectives**

The underlying purpose of the Project is to redevelop the Project Site, which contains low-rise commercial buildings, with a mixed-use development that provides medical office and retail-commercial uses. As set forth in the CEQA Guidelines, the Project's base and fundamental objectives are:

1) Encourage economic growth in the community through the creation of construction jobs and full-time, on-site jobs.

2) Redevelop the Project Site with a mixed-use project that primarily provides a medical office facility that would be compatible with surrounding medical facilities to serve the local community and regional area near a key regional medical center.

3) Incorporate sustainable and green building design and construction that exceed building code and Title 24 requirements in areas related to landscape design (green roofs/balconies) to incorporate ecofriendly building materials, systems and features, solar efficiency (solar ready roofs), efficient and low flow water management non-VOC paints and adhesives, high performance building envelope and energy efficient building systems.

4) Develop the site with a well-designed commercial and medical office project within a transit priority area which would maximize the benefit of nearby Los Angeles County Metropolitan Transportation Authority (Metro) bus lines, an Antelope Valley Transit Authority (AVTA) bus route, and the future Wilshire Boulevard/La Cienega Boulevard Metro D (Purple) Line Station (expected to open in 2023) and, thus, would support smart growth with the intent of reducing air quality emissions and VMT generation.

5) Construct a medical office building at an intensity consistent with the zoning for commercial buildings on Wilshire Boulevard which include similar mid-rise office buildings in proximity of transit and along corridors.

6) Enhance the urban built environment by fostering pedestrian activity through ground level restaurant or retail uses, street trees and landscaping, and signage and lighting compatible with the surrounding area.

**3. Project Alternatives Analyzed**

(A) Alternative 1 – No Project Alternative

In accordance with the CEQA Guidelines, the No Project/No Build Alternative (Alternative 1) for a development project on an identifiable property consists of the circumstance under which the project does not proceed. CEQA Guidelines Section 15126.6(e)(3)(B) states that, "in certain instances, Alternative 1 means 'no build' wherein the existing environmental setting is maintained." Accordingly, for purposes of this analysis, Alternative 1 assumes that no new development would occur within the Project Site. The vacant educational building on the Project Site is assumed to continue to be vacant under this scenario and the Big 5 Sporting Goods store located on the Project Site would continue to operate as under existing conditions.

(i) Impact Summary

Alternative 1 assumes that no new development would occur on the Project Site. Alternative 1 would not result in any impacts for all environmental topics. Alternative 1 would not involve any construction activities and, therefore, it would have no construction noise impacts, no construction vibration impacts related to the threshold for human annoyance, and no cumulative construction noise impacts from on-site and off-site noise sources. Accordingly, Alternative 1 would eliminate the corresponding significant and unavoidable noise and vibration impacts of the Project.

(ii) Finding

Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(iii) Rationale for Findings

Alternative 1 assumes that no new development would occur on the Project Site and would therefore avoid the Project's significant and unavoidable environmental impacts. Alternative 1 would also avoid all of the less than significant and less than significant impacts with mitigation measures, since no changes would occur to the existing site. The on-site uses would continue to operate similar to existing conditions. As Alternative 1 would not include a development program, it would not contribute to growth and development within the Wilshire Community Plan area, and, therefore, it would not meet the Project's underlying purpose, or achieve any of the Project objectives.

(iv) Reference

EIR Chapter V, Alternatives, pages V-9 - V-14

(B) Alternative 2 – Zoning Compliant Alternative

With Development under the Existing Zoning Alternative (Alternative 2), the Project Site would be developed in accordance with the existing C1-1VL-O (Limited Commercial, Height District 1VL, Oil Drilling District) zoning. The C1 Zone generally permits commercial and retail uses. Similar to the Project, this alternative would include medical office uses and commercial uses. Alternative 2 would develop a total of 48,435 square feet of floor area on the Project Site compared to the Project's proposed 145,305 square feet, for a 67 percent reduction in floor area. Consistent with the 1VL Height District, the proposed building under Alternative 2 would be three stories (45 feet in height), a reduction from the 12 stories (218 feet in height) as proposed under the Project.

As with the Project, Alternative 2 would require the demolition of the existing vacant educational building, the Big 5 Sporting Goods store, and associated paved surface parking areas. With reduced density and square footage, the overall length and intensity of construction would be less than that of the Project. However, construction of Alternative 2 would require more excavation as subterranean parking would be required to accommodate a portion of the vehicle parking spaces provided under this alternative, and the existing subterranean groundwater channel must be relocated.

(i) Impact Summary

Alternative 2 would result in a 67 percent reduction in floor area, but would require more excavation as subterranean parking would be required to accommodate a portion of the vehicle parking spaces provided under this alternative. Alternative 2 would result in similar impacts as compared to the Project with regard to consistency with air quality management plans, historical resources, conflicting with plans for renewable energy or energy efficiency, liquefaction, unstable geologic units, expansive soils, and transportation. Alternative 2 would also result in greater impacts as it relates to archaeological resources, paleontological resources, and tribal cultural resources. All other impacts would be less under Alternative 2 as compared to the impacts of the Project.

(ii) Finding

Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(iii) Rationale for Finding

While Alternative 2 would provide similar uses as the Project, it would provide these uses within a reduced building size. As such, it would not meet three of the six objectives. While Alternative 2 would not eliminate the Project's significant and unavoidable impacts to noise and vibration,

impacts to construction noise and vibration would be reduced because the length and intensity of development would be reduced under Alternative 2. In addition, Alternative 2 would result in greater impacts as it relates to archaeological resources, paleontological resources, and tribal cultural resources.

(iv) Reference

EIR Chapter V, Alternatives, pages V-15 - V-34.

(C) Alternative 3: Reduced Square Footage Alternative

Under the Reduced Square Footage Alternative (Alternative 3), the Project would see a 25 percent reduction in density and square feet. With this reduction, Alternative 3 would include 105,229 square feet of medical office uses and 3,750 square feet of ground floor retail-commercial uses (750 square feet of retail and 3,000 square feet of restaurant uses), for a total of 108,979 square feet compared to the Project's proposed 145,305 square feet.

As with the Project, Alternative 3 would require the demolition of the existing vacant educational building, the Big 5 Sporting Goods store, and associated paved surface parking areas. With reduced density and square footage, the overall length and intensity of construction would be less than that of the Project.

(i) Impact Summary

Alternative 3 would see a 25 percent reduction in density and square feet. Alternative 3 would result in similar impacts as compared to the Project with regard to consistency with air quality management plans, historical resources, archaeological resources, conflicting with plans for renewable energy or energy efficiency, liquefaction, unstable geologic units, expansive soils, paleontological resources, transportation, and tribal cultural resources. All other impacts would be less under Alternative 3 as compared to the impacts of the Project.

(ii) Finding

Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(iii) Rationale for Findings

While Alternative 3 would provide similar uses as the Project, it would provide these uses within a reduced building size. As such, it would only partially meet three of the six objectives. While Alternative 3 would not eliminate the Project's significant and unavoidable impacts to noise and vibration, impacts to construction noise and vibration would be reduced because the length and intensity of development would be reduced under Alternative 3.

(iv) Reference

Section V, Alternatives, of the Draft EIR.

(D) Alternative 4: Residential Mixed Use Alternative

The Residential Mixed-Use Alternative (Alternative 4) is an alternative use scheme that would include a building with a mix of commercial and residential uses. No medical office uses would be included under this alternative. Similar to the Project, Alternative 4 would include 5,000 square feet of ground-floor commercial retail and restaurant uses (1,000 square feet of retail and 4,000 square feet of restaurant uses). In addition, up to 80 residential dwelling units, encompassing 140,305 square feet, would be developed. Similar to the Project, the proposed building under this alternative would total 145,305 square feet for a total FAR of 4.5:1. The proposed building under Alternative 4 would have a similar number of stories and slightly reduced height as proposed under the Project (i.e., 12 stories and 191 feet in height).

As with the Project, Alternative 4 would require the demolition of the existing vacant educational building, the Big 5 Sporting Goods store, and associated paved surface parking areas. However, as the density and square footage proposed under this alternative would be similar to that of the Project, the overall length and intensity of construction would be similar to the Project.

(i) Impact Summary

Alternative 4 would include a similar sized building, but with a mix of commercial and residential uses. No medical office uses would be proposed. Alternative 4 would result in less impacts as compared to the Project with regard to cumulative increase in criteria pollutants during operation, localized emissions, carbon monoxide hotspots, efficient energy consumption, GHG emissions, and consistency with CEQA Guidelines Section 15064.3. Alternative 4 would also result in greater impacts as it relates to police protection. All other impacts would be similar under Alternative 4 as compared to the impacts of the Project.

(ii) Finding

Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(iii) Rationale for Findings

While Alternative 4 does not propose medical office uses, Alternative 4 is a mixed-use project within a Transit Priority Area (TPA). As such, Alternative 4 would only partially meet one of the six objectives. In addition, as Alternative 4 would not include medical office uses, Alternative 4 would not meet two of the six objectives. Alternative 4 would not eliminate or reduce the Project’s significant and unavoidable impacts to noise and vibration.

(iv) Reference

EIR Chapter V, Alternatives, pages V-52 - V-71

**4. Project Alternatives Considered and Rejected**

As set forth in CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis, but rejected as infeasible, and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate an alternative from detailed consideration are the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives to the Project that were considered and rejected as infeasible include the following:

(A) Alternative Project Site

The factors that may be considered when addressing the feasibility of an alternative site are suitability, economic viability, availability of infrastructure, general plan consistency, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site.

Objectives of the Project include encouraging economic growth in the community; redeveloping the Project Site with a mixed-use project that primarily provides a medical office facility that would be compatible with surrounding medical facilities; incorporating sustainable and green building design and construction that exceed building code and Title 24 requirements; developing the Project Site with a well-designed commercial and medical office project within a TPA; construction of a medical office building at an intensity consistent with the zoning for commercial buildings on Wilshire Boulevard; and enhancing the urban built environment by fostering pedestrian activity through ground level restaurant or retail uses, street trees and landscaping, and signage and lighting compatible with the surrounding area. Considering these objectives, the Applicant does not own such a property and it is not anticipated that the Applicant would be able to find an equivalent-sized building site with similar proximity to the future Wilshire Boulevard/La Cienega Boulevard Metro D (Purple) Line Station.

With regard to the Project's significant and unavoidable construction noise and vibration impacts at nearby residential uses (noise and vibration sensitive receptors), the proximity of residential uses, to the northwest and southeast, would also be expected at alternative locations within a TPA suitable for the Project's scale and density. As such, it is expected that the Project's construction noise and vibration impacts on sensitive receptors would be similar to those of the Project at alternative sites.

Therefore, because of the improbability of finding an equivalent site that could meet the Project's objectives, it is expected that the acquisition of an equivalent off-site location would be infeasible. Also, because of the objective to develop commercial and medical office uses within a TPA to maximize the benefit of nearby Metro bus lines, AVTA bus route, and the future Wilshire Boulevard/La Cienega Boulevard Metro D (Purple) Line Station, it is expected that an alternative

location that meets this objective would also be near other sensitive receptors, thus, result in similar significant construction noise and vibration impacts as under the Project. It is not expected that an alternative location would avoid or reduce these construction noise and vibration impacts to a less-than-significant level. Therefore, the development of the Project at an off-site location would not be feasible based on CEQA criteria and is not considered further in this chapter as a Project alternative.

(B) Alternative To Eliminate Significant Noise and Vibration Impacts During Construction

The Project would result in short-term significant and unavoidable construction-related noise and vibration (human annoyance) impacts. Specifically, Project construction activities would result in significant and unavoidable construction-related noise impacts related to Project-level on-site construction activities and cumulative on-site and off-site construction activities, and significant and unavoidable vibration (human annoyance) impacts related to Project-level on-site construction activities. Alternatives, including those that would reduce construction duration or Project scale/intensity, were considered to substantially reduce or avoid these significant and unavoidable impacts. Based on the thresholds upon which the construction noise and vibration analysis is based, a substantial reduction in the intensity of construction activities would be necessary to reduce construction-related impacts to a less-than-significant level. In addition, significant construction noise and vibration impacts within the Project Site would be expected to occur with most reduced development scenarios because construction activities, and the need to grade the Project Site, are inherently disturbing. Thus, reducing temporary construction noise and vibration impacts below a level of significance at adjacent uses would not be possible while still achieving the Project's objectives. Furthermore, any reduction in the intensity of construction activities would instead increase the overall duration of the construction period. Therefore, alternatives to eliminate the Project's short-term noise and vibration impacts during construction were rejected as infeasible based on the inability to avoid significant environmental impacts under a reasonable construction schedule.

## 5. Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives. Pursuant to CEQA Guidelines Section 15126.6(c), the analysis below addresses the ability of the alternatives to "avoid or substantially lessen one or more of the significant effects" of the Project.

Of the alternatives analyzed in the Draft EIR, Alternative 1, No Project/No Build Alternative would be considered the environmentally superior because it would avoid the Project's significant and unavoidable impacts to construction noise and vibration.

In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior

Alternative other than the No Project Alternative, Alternative 3 would also reduce many of the Project's less-than-significant impacts. No impacts under this alternative would be greater than the Project. While significant and unavoidable noise and vibration impacts under Alternative 3 would not be reduced to less-than-significant levels, Alternative 3 would reduce the overall scale of development and the range of impacts associated with construction duration compared to the Project. Alternative 3 would fully meet three of the Project's objectives and only partially meet the remaining three objectives. Because Alternative 3 would reduce many of the Project's less-than-significant impacts, would not have any impacts greater than the Project, and would either fully or partially meet all of the Project's objectives, Alternative 3 is considered to be the Environmentally Superior Alternative.

## X. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines Section 15126.2(d) indicates that an EIR should evaluate any significant irreversible environmental changes that would occur should the proposed project be implemented. The types and level of development associated with the project would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during construction of the project and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials and associated solid waste disposal effects on landfills; (2) water; and (3) energy resources (e.g., fossil fuels) for electricity, natural gas, and transportation. The Project Site contains no energy resources that would be precluded from future use through Project implementation. For the reasons set forth in Chapter VI, Other CEQA Considerations, of the Draft EIR, the project's irreversible changes to the environment related to the consumption of nonrenewable resources would not be significant, and the limited use of nonrenewable resources is justified.

Project construction would require the consumption of resources that are non-replenishable or may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt such as sand, gravel and stone; metals such as steel, copper, and lead; petrochemical construction materials such as plastics; and water. Furthermore, nonrenewable fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment. Project operation would continue to expend nonrenewable resources that are currently consumed within the City (i.e., electricity and natural gas, petroleum-based fuels required for vehicle-trips, fossil fuels, and water). Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the Project, and the existing, finite supplies of these natural resources would be incrementally reduced.

The analysis of Project impacts on energy impacts in Section IV.C, Energy, of the Draft EIR, provide a discussion of State efforts to reduce emissions and energy consumption, which also requires concurrent reductions in the consumption of non-renewable resources. As analyzed therein, the Project would result in a less-than-significant energy impacts due to wasteful, inefficient, and unnecessary consumption of energy resources during construction or operation.

The Project's energy requirements would not significantly affect local and regional supplies or capacity. The Project's electricity and natural gas usage would be consistent with future usage projections for the region. Electricity generation capacity and supplies of natural gas as well as transportation fuels would be sufficient to meet the needs of the Project construction and operational activities. Construction of the Project would utilize fuel-efficient trucks and equipment consistent with federal and State regulations, such as fuel efficiency regulations in accordance with CARB's Pavley Phase I and II standards (at a minimum through the model year 2020 standards depending on the outcome of the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule court challenge), the anti-idling regulation in accordance with CCR, Title 13, Section 2485, and fuel requirements in accordance with CCR, Title 17, Section 93115, as well as the In-Use Off-Road Diesel-Fueled Fleets regulation. During operation, the Project would comply with 2019 Title 24 standards and applicable 2019 CALGreen requirements.

In addition, the Project would be consistent with the State's Assembly Bill (AB) 32 GHG reduction target and would result in a less-than-significant impact with respect to consistency with applicable plans, policies, or regulations to reduce GHG emissions. The Project would achieve several objectives of the City of Los Angeles General Plan Framework Element, the SCAG's RTP/SCS, and SCAQMD AQMP for establishing a regional land use pattern that promotes sustainability.

Continued use of such non-renewable resources would be on a relatively small scale and consistent with regional and local growth forecasts in the area, as well as State and local goals for reductions in the consumption of such resources. Furthermore, the Project would not affect access to existing resources, nor interfere with the production or delivery of such resources. The Project Site contains no energy resources that would be precluded from future use through Project implementation. The Project's irreversible changes to the environment related to the consumption of nonrenewable resources would not be significant.

(1) Growth-Inducing Impacts

CEQA Guidelines Section 15126.2(e) requires a discussion of the ways in which a proposed project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth, or increases in the population which may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Additionally, consideration must be given to characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

As discussed in Chapter II, Project Description, of the Draft EIR, the Project would include up to 145,305 square feet of floor area, comprised of 140,305 square feet of medical office space and 5,000 square feet of ground floor retail-commercial space, of which up to 4,000 square feet may be a restaurant and 1,000 square feet may be other commercial uses, such as a pharmacy. The

Project would not include any new residential development, and, thus, would not generate a direct increase in residential population. However, the Project would have the potential to generate indirect population growth in the Project vicinity as a result of the new employees generated by the Project.

During construction, the number of employees is estimated to vary on a day-to-day basis over the course of Project construction. However, the work requirements of most construction projects are highly specialized such that construction workers remain at a job site for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, Project-related construction workers would not be anticipated to relocate their household's place of residence as a consequence of working on the Project. Therefore, given the availability of construction workers, the Project would not be considered growth inducing from a short-term employment perspective, but rather, the Project would provide a public benefit by providing new employment opportunities during the construction period.

As described in the Initial Study, development of the Project would generate a net increase of 566 employees. However, the Project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure, because the Project would utilize the existing transportation and utility infrastructure to serve the Project. The Project would include a mix of uses that would be compatible with adjacent uses and would not increase or induce residential density growth on the Project Site. The Project's only off-site infrastructure improvements would consist of tie-ins to the existing utility main-lines already serving the Project area. The Project would not require the construction of off-site infrastructure that would provide additional infrastructure capacity for other future development. It would not open inaccessible sites to new development other than existing opportunities for development that are already available.

Therefore, the Project would not spur additional growth other than that already anticipated and would not eliminate impediments to growth. Consequently, the Project would not foster growth inducing impacts.

(2) Energy Conservation

Energy saving and sustainable design features would be incorporated into the Project as the proposed building would comply with Title 24 CCR and the City of Los Angeles Green Building Code and exceed some of these regulatory requirements to the greatest extent feasible. Design features would include energy conservation, water conservation, and pedestrian- and bicycle-friendly site design. As it relates to energy conservation, the Project would include ENERGY STAR-rated appliances and install energy efficient heaters and air conditioning systems. The Project would also provide solar ready wiring on the highest roof level. The terraced landscaped areas on Floors 6 through 10 would serve as partial green roofs that would serve to help cool the building, and would include sustainable paving materials that would minimize heat. All glass used in the building would have minimal reflectivity to reduce glare to surrounding neighbors. As it relates to water conservation, the project would incorporate efficient water management and sustainable landscaping. The proposed building would also include a pedestrian friendly design

with ground floor commercial uses and an outdoor dining area to activate the street. Bicycle parking would also be included on the ground floor near the entrance of the lobby, which would serve to promote bicycle usage. In addition, the vehicle parking spaces proposed on the Project Site would be capable of supporting future EVSE, as well as equipped with electric vehicle (EV) charging stations, which would serve to reduce use of transportation fuel.

## XI. STATEMENT OF OVERRIDING CONSIDERATIONS

The EIR identifies unavoidable significant impacts that would result from implementation of the project. PRC Section 21081 and CEQA Guidelines Section 15093(b) provide that when a decision of a public agency allows the occurrence of significant impacts that are identified in the EIR but are not at least substantially mitigated to an insignificant level or eliminated, the lead agency must state in writing the reasons to support its action based on the EIR and/or other information in the record. The CEQA Guidelines require, pursuant to CEQA Guidelines Section 15093(b), that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the EIR that cannot be substantially mitigated to an insignificant level or be eliminated. These findings and the Statement of Overriding Considerations are based on substantial evidence in the documents and materials that constitute the record of proceedings, including, but not limited to, the Final EIR and all technical appendices attached thereto.

Based on the analysis provided in Chapter IV, Environmental Impact Analysis, of the Draft EIR, implementation of the Project would result in significant impacts that cannot be feasibly mitigated with respect to: construction-related noise impacts related to Project-level on-site construction activities and cumulative on-site and off-site construction activities and significant and unavoidable vibration (human annoyance) impacts related to Project-level on-site construction activities.

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the project. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible the alternatives to the project discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the project against the project’s significant and unavoidable impacts, the City hereby finds that each of the project’s benefits, as listed below, outweigh and override the significant unavoidable impacts relating to construction-related noise and vibration (human annoyance) impacts.

The below stated reasons summarize the benefits, goals and objectives of the Project, and provide the detailed rationale for the benefits of the Project. These overriding considerations of economic, social, aesthetic, and environmental benefits for the Project justify adoption of the Project and certification of the completed EIR. Each of the listed project benefits set forth in this Statement of Overriding Considerations provides a separate and independent ground for the City's decision to approve the Project despite the Project's identified significant and unavoidable environmental impacts. Each of the following overriding consideration separately and

independently (i) outweighs the adverse environmental impacts of the Project, and (ii) justifies adoption of the Project and certification of the completed EIR. In particular, achieving the underlying purpose for the Project would be sufficient to override the significant environmental impacts of the Project.

- **Compatibility and Support for the Wilshire and San Vicente Commercial Corridor.** The Project would achieve objectives related to development of a medical office building at an intensity consistent with the pattern of development for commercial buildings on Wilshire Boulevard and the San Vicente corridor which include similar mid-rise office buildings in proximity of transit and along corridors.

- **The Project would support smart growth and reduce air quality emissions.** The Project Site would be developed with a well-designed commercial and medical office project within a City-designated TPA and SCAG-designated High Quality Transit Area (HQTA) which would maximize the benefit of nearby Metro bus lines, an AVTA bus route, and the future Wilshire Boulevard/La Cienega Boulevard Metro D (Purple) Line Station (expected to open in 2023). New employment opportunities and medical services would be located in close proximity to existing housing. Thus, the project would support smart growth with the intent of reducing air quality emissions and VMT generation.

- **The Project will provide walkable, pedestrian-friendly access to amenities**. Given its location at the corner of Wilshire Boulevard and South San Vicente, the Project would support pedestrian access and promote walkability to medical office and retail-commercial uses along both corridors. The addition of new retail and restaurant uses would provide amenities for nearby residents.

- **Site redevelopment**. The Project would redevelop an existing lot by removing a vacant building with surface parking, and a one-story retail structure with surface parking. The Project would significantly enhance the visual quality of the site by creating an attractive, well-designed medical office project with high quality details and design articulation, landscaping, outside seating areas and streetscaping.

- **Tax revenue.** The Project, as designed, will provide a stable source of tax revenue for the City, including property tax and sales tax from the retail, restaurant, parking and medical office uses.

- **Greater access to healthcare.** The Project would provide greater access to healthcare for the public and maximize travel efficiency by providing medical office uses close to the future Wilshire Boulevard/La Cienega Boulevard Metro D (Purple) Line Station and Metro bus lines, and nearby Cedar-Sinai medical center and other key medical office buildings used by multiple medical institutions.

- **Environmentally sustainable development.** The Project would maintain an environmentally sustainable development by incorporating green building design and construction that exceed building code and Title 24 requirements in areas related to landscape design (green roofs/balconies) to include ecofriendly building materials, systems and features, solar efficiency (solar ready roofs), efficient and low flow water management non-VOC paints and adhesives, high performance building envelope and energy efficient building systems.

- **Economic growth.** The Project would encourage economic growth in the community through the creation of construction jobs for demolition and construction of the Project and full-time, on-site jobs within the medical office, parking, retail and restaurant uses.

- **Temporary significant impacts.** The Project's significant and unavoidable impacts caused by construction noise and vibration would be temporary and consistent with most construction activity in the Project vicinity. The associated mitigation measures and project design features would reduce construction impacts to the maximum extent feasible.

## XII. GENERAL FINDINGS.

1) The City, acting through the Department of City Planning, is the "Lead Agency" for the Project evaluated in the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the project, that the Draft EIR which was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City.

2) The EIR evaluated the following potential project and cumulative environmental impacts: air quality, cultural resources, energy, geology and soils, GHG emissions, land use and planning, noise, public services (fire protection and police protection), transportation, tribal cultural resources, alternatives, and other CEQA considerations. Additionally, the EIR considered, in separate sections, Significant Irreversible Environmental Changes and Growth Inducing Impacts. The significant environmental impacts of the project and the alternatives were identified in the EIR.

3) The City finds that the EIR provides objective information to assist the decision makers and the public at large in their consideration of the environmental consequences of the project. The public review periods provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review periods and responds to comments made during the public review periods.

4) The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.

5) The Final EIR documents changes to the Draft EIR. Having reviewed the information contained in the Draft EIR, the Final EIR, and the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there is no new significant impact, substantial increase in the severity of a previously disclosed impact, significant new information in the record of proceedings or other criteria under CEQA that would require additional recirculation of the Draft EIR, or that would require preparation of a supplemental or subsequent EIR. Specifically, the City finds that:

- The Responses to Comments contained in the Final EIR fully considered and responded to comments claiming that the project would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that the project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.
- The City has thoroughly reviewed the public comments received regarding the Project and the Final EIR as it relates to the project to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.
- None of the information submitted after publication of the Final EIR, including testimony at the public hearings on the project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.
- The mitigation measures identified for the Project were included in the Draft EIR and Final EIR. The final mitigation measures for the project are described in the Mitigation Monitoring Program (MMP). Each of the mitigation measures identified in the MMP is incorporated into the Project. The City finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the MMP.

6) CEQA requires the Lead Agency approving a project to adopt a MMP or the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City and revised in the MMP as adopted by the City serve that function. The MMP includes all of the mitigation measures and project design features adopted by the City in connection with the approval of the project and has been designed to ensure compliance with such measures during implementation of the project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of PRC Section 21081.6, the City hereby adopts the MMP.

7) In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.

8) The custodian of the documents or other materials which constitute the record of proceedings upon which the City's decision is based is the City of Los Angeles, Department of City Planning, 221 North Figueroa Street, Room 1350, Los Angeles, CA 90012.

9) The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.

10) The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the Project.

11) The EIR is a project EIR for purposes of environmental analysis of the project. A project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the project by the City and the other regulatory jurisdictions.

**FINDINGS OF FACT (SUBDIVISION MAP ACT)**

In connection with the approval of Vesting Tentative Tract Map No. 74865, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

(a) THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Section 66411 of the Subdivision Map Act (Map Act) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I, of the Map Act establishes the general provisions for tentative, final, and parcel maps. The subdivision, and merger, of land is regulated pursuant to Article 7 of the LAMC. The LAMC implements the goals, objectives, and policies of the General Plan through zoning regulations, including Specific Plans. The zoning regulations contained within the LAMC regulate, but are not limited to, the maximum permitted density, height, parking, and the subdivision of land.

Pursuant to LAMC Section 17.05 C, tract maps are to be designed in conformance with the tract map regulations to ensure compliance with the various elements of the General Plan, including the Zoning Code. Additionally, the maps are to be designed in conformance with the Street Standards established pursuant to LAMC Section 17.05 B. The Project Site is located within the Wilshire Community Plan, which designates the Project Site for Limited land uses, with a corresponding zone of C1.

The Project Applicant is requesting a General Plan Amendment to the Wilshire Community Plan to change the land use designation from Limited Commercial to Regional Center

Commercial, as well as a corresponding Zone and Height District Change from C1-1VL-O to (T)(Q)C2-2D-O and up to a 20% reduction in vehicle parking.

The C2 Zone generally allows for commercial uses, including medical office and retail. Height District 2 permits a maximum floor area ratio (FAR) of 6:1, but "D" limitations could control the maximum FAR to 4.5:!. In conjunction with the proposed street dedications associated with the proposed VTTM for the Project, the net lot area of the Project Site is 32,290 square feet which permits a maximum floor area of 193,740 square feet. As previously mentioned, the Project Applicant is requesting a General Plan Amendment and Zone and Height District Change to allow for the development of 145,305 square feet of floor area. Contingent upon the approval of the Project's requested entitlements, the Project would be permitted a maximum 4.5:1 FAR. Therefore, the proposed merger of the Project Site into one (1) ground lot for a mixed-use medical office development would be consistent with these regulations, the VTTM would be consistent with the use and floor area permitted by the Zone.

Pursuant to LAMC Section 17.06 B, a VTTM must be prepared by or under the direction of a licensed land surveyor or registered civil engineer. It is required to contain information regarding the boundaries of the Project Site, as well as the abutting public rights-of-ways, hillside contours for hillside properties, location of existing buildings, existing and proposed dedication, and improvements of the tract map. The VTTM indicates the map number, notes, legal description, contact information for the owner, applicant, and engineer, as well as other pertinent information as required by LAMC Section 17.06 B. Additionally, LAMC Section 17.15 B requires that vesting tentative tract maps provide the proposed building envelope, height, size, and number of units, as well as the approximate location of buildings, driveways, and proposed exterior garden walls. The VTTM provides the building envelope, height, and approximate location of the building and driveways among other required map elements. Therefore, the proposed map demonstrates compliance with LAMC Sections 17.05 C, 17.06 B, 17.15 B and would be consistent with the applicable General Plan.

(b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

For purposes of a subdivision, design and improvement is defined by Section 66418 of the Subdivision Map Act and LAMC Section 17.02. Section 66418 of the Subdivision Map Act defines the term "design" as follows: "Design" means: (1) street alignments, grades and widths; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof; (3) location and size of all required easements and rights-of-way; (4) fire roads and firebreaks; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) such other specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan. Further, Section 66427 of the Subdivision Map Act expressly states that the "Design and location of buildings are not part of the map review process for condominium, community apartment or stock cooperative projects."

LAMC Section 17.05 enumerates design standards for a tract map and requires that each map be designed in conformance with the Street Design Standards and in conformance with the General Plan. LAMC Section 17.05 C, third paragraph, further establishes that

density calculations include the areas for residential use and areas designated for public uses, except for land set aside for street purposes (net area). LAMC Section 17.06 B and 17.15 lists the map requirements for a tentative tract map and vesting tentative tract map. The design and layout of the VTTM is consistent with the design standards established by the Subdivision Map Act and LAMC regulations.

As indicated in Finding (a), LAMC Section 17.05 C requires that the tract map be designed in conformance with the zoning regulations of the Project Site. The Project Site is zoned C1-1VL.

The Project Applicant is requesting a General Plan Amendment to the Wilshire Community Plan to change the land use designation from Limited Commercial to Regional Center Commercial, as well as a corresponding Zone and Height District Change from C1-1VL-O to (T)(Q)C2-2D-O and up to a 20% reduction in vehicle parking.

The C2 Zone generally allows for commercial uses, including the proposed medical office and retail use. Height District 2 permits a maximum floor area ratio (FAR) of 6:1, with a "D" limitation that could limit the site to a 4.5:1 FAR. In conjunction with the proposed street dedications associated with the proposed VTTM for the Project, the net lot area of the Project Site is 32,290 square feet which permits a maximum floor area of 193,740 square feet. As previously mentioned, the Project Applicant is requesting a General Plan Amendment and Zone and Height District Change to allow for the development of 145,305 square feet of floor area. Contingent upon the approval of the Project's requested entitlements, the Project would be permitted a maximum 4.5:1 FAR. Therefore, the proposed merger of the Project Site into one (1) ground lot for a mixed-use medical office development would be consistent with these regulations, the VTTM would be consistent with the use and floor area permitted by the Zone.

The design and layout of the map is also consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the LAMC. The VTTM was distributed to and reviewed by the various City agencies of the Subdivision Committee, including, but not limited to, the Bureau of Engineering, Department of Building and Safety, Grading Division and Zoning Division, Bureau of Street Lighting, Department of Recreation and Parks, that have the authority to make dedication, and/or improvement recommendations. Several public agencies found the subdivision design satisfactory, with imposed improvement requirements and/or conditions of approval.

Specifically, the Bureau of Engineering reviewed the VTTM for compliance with the Street Design Standards and has recommended improvements to the public rights-of-ways of San Vicente Boulevard, Orange Street, and Sweetzer in accordance with conditions provided and the Street Standards of the Mobility Plan 2035. In addition, the Bureau of Sanitation has reviewed the sewer/storm drain lines serving the subject tract and found potential problems to structures or maintenance and therefore, a have required that proposed development in close proximity to the easements must secure Department of Public Works approval in addition to standard conditions.The Department of Building and Safety – Grading Division reviewed the site grading and deemed it appropriate provided the conditions included in the Geology and Soils Approval Letter dated February 6, 2020 are complied with. The Bureau of Street Lighting determined that if BOE requires street widening improvements, street lighting improvements shall include the construction of two (2) new streetlights on South San Vicente Boulevard and one (1) new street light on Sweetzer Avenue. All Conditions of Approval for the design and improvement of the

subdivision are required to be performed prior to the recordation of the tentative map, building permit, grading permit, or certificate of occupancy.

Therefore, as conditioned and upon approval of the entitlement requests, the design and improvements of the proposed subdivision would be consistent with the applicable General Plan.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

The Project Site is currently improved with two buildings and associated surface parking lots, comprised of a 5,738 square-foot, vacant educational building, and an 8,225 square foot Big 5 Sporting Goods store, combined totaling approximately 13,963 square feet of floor area. The request before the Deputy Advisory Agency is a VTTM for a Project that includes the demolition of the two existing buildings and surface parking, and construction of a mixed-use medical office building with up to 145,305 square feet of new floor area on a .74 net acre site. The Project proposes 140,305 square feet of medical office space, 4,000 square feet of restaurant/retail space, and 1,000 square feet for other commercial uses, such as a pharmacy. The proposed uses would be built within a single, 12-story building that includes ground floor lobby and commercial space, four levels of podium parking, and seven levels of medical office uses.

There are currently seven (7) trees within the Project Site and zero (0) off-site street trees. The seven on-site trees are proposed to be removed to accommodate the development of the Project. On-site replacement trees would be provided at a minimum 1:1 ratio for the seven Non-Protected trees. As there are currently no street trees, the Project would not be subject to the street tree replacement requirements of the City's Urban Forestry Division,. However, the Project would provide a total of 16 street trees along Orange St., South San Vicente Boulevard, and Sweetzer Avenue.

The Project Site is located within an urbanized area. The Project Site is not located in a Very High Fire Hazard Severity Zone, Alquist Priolo Zone, Fault Rupture Study Area, Flood Zone, Landslide, or Tsunami Inundation Zone. The Project Site is located within a Liquefaction Zone and Methane Zone. The topography of the Project Site is relatively flat throughout the entirety of the site.

As noted in the Conditions of Approval, the Los Angeles Department of Building and Safety, Grading Division, has reviewed the geology/soils reports prepared for the Project and issued a Geology and Soils Report Approval Letter dated February 6, 2020, which included analysis regarding the Liquefaction Zone. The Approval Letter includes specific design and engineering conditions that will ensure the Project can be built safely and that the site will be suitable for the proposed development.

The property is in a Methane Zone and would be subject to the City Methane Requirements in Division 71 Section 91.7103 of the Los Angeles Municipal Code. Based on the Phase I ESA, no further investigation of subsurface methane accumulations was recommended or warranted in the environmental analysis and related impacts were concluded to be less than significant.

Phase I ESAs, revealed no evidence of RECs, historical RECs, or controlled RECs in

connection with the Project, and the removal of potential asbestos and lead-paint materials during demolition could be addressed through existing regulations.

Therefore, the EIR's Hazards and Hazardous Materials analysis determined that development of the Project Site would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment.

The environmental analysis also identifies no potential adverse impacts on fish or wildlife resources. The Project Site, as well as the surrounding area are presently developed with residential, office, and commercial structures and do not provide a natural habitat for either fish or wildlife. The Project Site is previously developed and does not contain any natural open spaces, act as a wildlife corridor, contain riparian habitat, wetland habitat, migratory corridors, conflict with any protected tree ordinance, conflict with a Habitat Conservation Plan, nor possess any areas of significant biological resource value.

Finally, prior to the issuance of any permits, the Project would be required to be reviewed and approved by the Department of Building and Safety and the Fire Department to ensure compliance with building, fire, and safety codes. Therefore, based on the above and as conditioned, the Project Site would be physically suitable for the proposed type of development.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The General Plan identifies, through its Community and Specific Plans, geographic locations where planned and anticipated densities are permitted. Zoning standards for density are applied to sites throughout the city and are allocated based on the type of land use, physical suitability, and future population growth expected to occur. The adopted Wilshire Community Plan designates the Project Site for Limited Commercial land uses. The Project Site is zoned C1-1VL-O.

The Project Applicant is requesting a General Plan Amendment to the Wilshire Community Plan to change the land use designation from Limited Commercial to Regional Center Commercial, as well as a corresponding Zone and Height District Change from C1-1VL-O to (T)(Q)C2-2D-O and up to a 20% reduction in vehicle parking,.

The C2 Zone generally allows for commercial uses, including medical office and retail uses. Height District 2 permits a maximum floor area ratio (FAR) of 6:1, and a "D" limitation can reduce the allowable FAR to 4.5:1. In conjunction with the proposed street dedications associated with the proposed VTTM for the Project, the net lot area of the Project Site is 32,290 square feet which permits a maximum floor area of 193,740 square feet. As previously mentioned, the Project Applicant is requesting a General Plan Amendment and Zone and Height District Change to allow for the development of 145,305 square feet of floor area. Contingent upon the approval of the Project's requested entitlements, the Project would be permitted a maximum 4.5:1 FAR. Therefore, the proposed merger of the Project Site into one (1) ground lot for a mixed-use medical office development would be consistent with these regulations, the VTTM would be consistent with the density of development permitted by the proposed zoning.

The physical characteristics of the site and the proposed density of development are generally consistent with existing development and urban character of the surrounding community. The Project vicinity is characterized by a concentration of both medium- to high-density commercial and office uses, and low-density residential uses in the form of one to two-story structures. To the northwest of the Project Site across Orange Street are multi-story office buildings and are designated for Limited Commercial land uses and are entirely within the CR-1L-O Zone. To the northeast and north of the Project Site across Orange Street and the alleyway are two-story multifamily residential uses. These properties are designated for both Low Medium I and Medium Residential land uses and are within the R3-1-O and R2-1-O Zones. To the east, south and southeast of the Project Site across Wilshire Boulevard and Sweetzer Avenue are multi-story commercial and office uses. These properties are designated for Regional Center Commercial land uses within the C4-2D-O and C2-2D-O Zones. To the west of the Project Site across South San Vicente Boulevard are multi-story office uses and one-story commercial uses with surface parking, located entirely within the City of Beverly Hills.

The Project's floor area, density, and massing are appropriately scaled and situated given these uses in the surrounding area. The site is a relatively flat infill lot in a developed urban area with adequate infrastructure. The area is easily accessible via improved streets and highways. Therefore, the Project Site is physically suitable for the proposed density of development.

(e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The Project Site does not contain wetlands or riparian areas, does not have significant value as a wildlife habitat, and implementation of the Project would not harm protected species. The Project is situated in an established, fully developed mixed-use corridor, adjacent to two large boulevards, and a regional employment center. The commercially zoned Project Site is currently developed with two existing structures, and associated surface parking. The Project Site does not contain any natural open spaces with water courses such as streams or lakes within and adjacent to the Project Site, the Project Site and vicinity do not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act.

Furthermore, the Project Site is not located in or adjacent to a Biological Resource Area as defined by the City. Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area. The Project Site does not contain any natural open spaces, act as a wildlife corridor, migratory corridors, conflict with a Habitat Conservation Plan, nor possess any areas of significant biological resource value.

With regard to trees, as discussed in the associated Tree Report, the Project Site has been operating as an urban use for decades. There are currently seven (7) Non-Protected trees within the Project Site and zero (0) off-site street trees. The seven Non-Protected trees are proposed to be removed to accommodate the development of the Project. On-site replacement trees would be provided at a minimum 1:1 ratio for the Non-Protected trees. As there are zero street trees, the Project would not be subject to the street tree replacement requirements of the City's Urban Forestry Division. However, the Project

would provide a total of 16 new street trees along Orange St., South San Vicente Boulevard, and Sweetzer Avenue. In addition, the Project vicinity is highly urbanized and does not support habitat for candidate, sensitive, or special status plant species. Therefore, no impacts to candidate, sensitive, or special status plant species would occur.

Therefore, as noted above, the Project Site is presently improved with an existing retail building and vacant educational building, and does not contain any natural open spaces, act as a wildlife corridor, contain riparian habitat, wetland habitat, or migratory corridors. The Project would not conflict with any protected tree ordinance or Habitat Conservation Plan, nor possess any areas of significant biological resource value. Therefore, the design of the subdivision would not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

(f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

The proposed subdivision and subsequent improvements are subject to the provisions of the LAMC (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and the Building Code. Other health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management).

The Project is not located over a hazardous materials site or flood hazard area and is not located on unsuitable soil conditions. Phase I ESAs, revealed no evidence of RECs, historical RECs, or controlled RECs in connection with the Project, and the removal of potential asbestos and lead-paint materials during demolition could be addressed through existing regulations.

Therefore, the EIR's Hazards and Hazardous Materials analysis determined that development of the Project Site would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment.

Regarding seismic safety and the site's location within a Liquefaction Zone, with adherence to State and City building requirements, along with the recommendations from the LADBS Geology and Soils Report Approval Letter dated February 6, 2020, the subdivision and proposed improvements would not result in serious public health problems related to seismic safety or liquefaction. The property is in a Methane Zone and would be subject to the City Methane Requirements in Division 71 Section 91.7103 of the Los Angeles Municipal Code. Based on the Phase I ESA, no further investigation of subsurface methane accumulations was recommended or warranted in the environmental analysis and related impacts were concluded to be less than significant. Furthermore, the Project Site is not located in a Very High Fire Hazard Severity Zone, Alquist Priolo Zone, Fault Rupture Study Area, Flood Zone, Landslide, or Tsunami Inundation Zone

Further, the Project can be adequately served by existing utilities, and the Project Applicant has paid, or committed to pay, all applicable in lieu fees. The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the Hyperion Treatment Plant, which meets Statewide ocean discharge standards. The subdivision will be connected to the public sewer system and will have

only a minor incremental increase on the effluent treated by the Hyperion Treatment Plant, which has adequate capacity to serve the project. Moreover, as required by LAMC Section 64.15, further detailed gauging and evaluation will be conducted as part of the required building permit process for the project, including the requirement to obtain final approval of an updated Sewer Capacity Availability Report demonstrating adequate capacity. In addition, Project-related sanitary sewer connections and on-site water and wastewater infrastructure will be designed and constructed in accordance with applicable LASAN and California Plumbing Code standards.

No adverse impacts to the public health or safety would occur as a result of the design and improvement of the site. Therefore, the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

(g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

There are no recorded instruments identifying easements encumbering the Project Site for the purpose of providing public access. The site is surrounded by public streets and private properties that adjoin improved public streets designed and improved for the specific purpose of providing public access throughout the area. The Project Site does not adjoin or provide access to a public resource, natural habitat, public park, or any officially recognized public recreation area. No streams or rivers cross the Project Site. Needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed tract. Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

(h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the Project Applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The topography of the Site has been considered in the maximization of passive or natural heating and cooling opportunities.

In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for VTTM No. 74865.

VINCENT P. BERTONI, AICP
Advisory Agency

William Lamborn
Deputy Advisory Agency

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter.

**COVID-19 INTERIM APPEAL FILING PROCEDURES: Consistent with Mayor Eric Garcetti's "Safer At Home" directives to help slow the spread of COVID-19, the Department of City Planning is implementing new procedures for the filing of appeals that eliminate or minimize in-person interaction. There are two options for filing appeals, which are effective immediately and described in the Interim Appeal Filing Procedures attached to this Letter of Determination.**

For reference, the Department's Development Services Centers are located at:

| | | |
|---|---|---|
| Figueroa Plaza (DTLA)<br>201 North Figueroa Street,<br>4th Floor<br>Los Angeles, CA 90012<br>(213) 482-7077 | Marvin Braude (Valley)<br>6262 Van Nuys Boulevard,<br>Room 251<br>Van Nuys, CA 91401<br>(818) 374-5050 | West Los Angeles<br>1828 Sawtelle<br>Boulevard, 2nd Floor<br>Los Angeles, CA 90025<br>(310) 231-2598 |

Forms are also available on-line at http://planning.lacity.org/.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final

pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

If you have any questions, please call Development Services Center staff at (213) 482-7077, (818) 374-5050, or (310) 231-2598.

# VESTING TENTATIVE TRACT MAP NO. 74865

## FOR MERGER AND SUBDIVISION PURPOSES

## LEGAL DESCRIPTION

(PER FIRST AMERICAN TITLE COMPANY COMMITMENT NO. NCS-797214-LA2 DATED JUNE 3, 2016)

THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS 3, 4, 5 AND 6, BLOCK 4, TRACT 7555, AS PER MAP RECORDED IN BOOK 80, PAGES 51 TO 53, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5510-022-058 (AFFECTS: LOTS 5 AND 6) AND 5510-022-059 (AFFECTS: LOTS 3 AND 4)

AND

(PER FIRST AMERICAN TITLE COMPANY COMMITMENT NO. NCS-811256-LA2 DATED OCTOBER 13, 2016)

LOTS 7, 8 AND 9 OF BLOCK 4, TRACT NO. 7555, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 80 PAGES 51 TO 53 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5510-022-033 (AFFECTS LOT 7) 5510-022-034 (AFFECTS LOT 8) 5510-022-035 (AFFECTS LOT 9)

## BASIS OF BEARINGS

THE BEARING OF N 07°49'20" E ALONG THE CENTERLINE OF SWEETZER AVENUE AS SHOWN ON THE MAP OF TRACT NO. 7555 FILED IN BOOK 80, PAGES 51 THROUGH 53 INCLUSIVE, OF MAPS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

## BENCHMARK INFORMATION

ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE FOLLOWING BENCHMARK:

CITY OF LOS ANGELES BENCHMARK NO. 13-12250
CUT SPK; 9FT N OF N PL WILSHIRE BLVD; 3.5 FT E/O E CURB LINE SWEETZER AVE;
NE COR CB 50 FT E/O PL SAN VICENTE BLVD

ELEV. = 141.712 FEET; DATUM: NAVD 1988; YEAR OF ADJUSTMENT: 2000

## SITE AREA

GROSS AREA (BEFORE DEDICATIONS): 33,066 SQ.FT OR 0.759 ACRES, MORE OR LESS

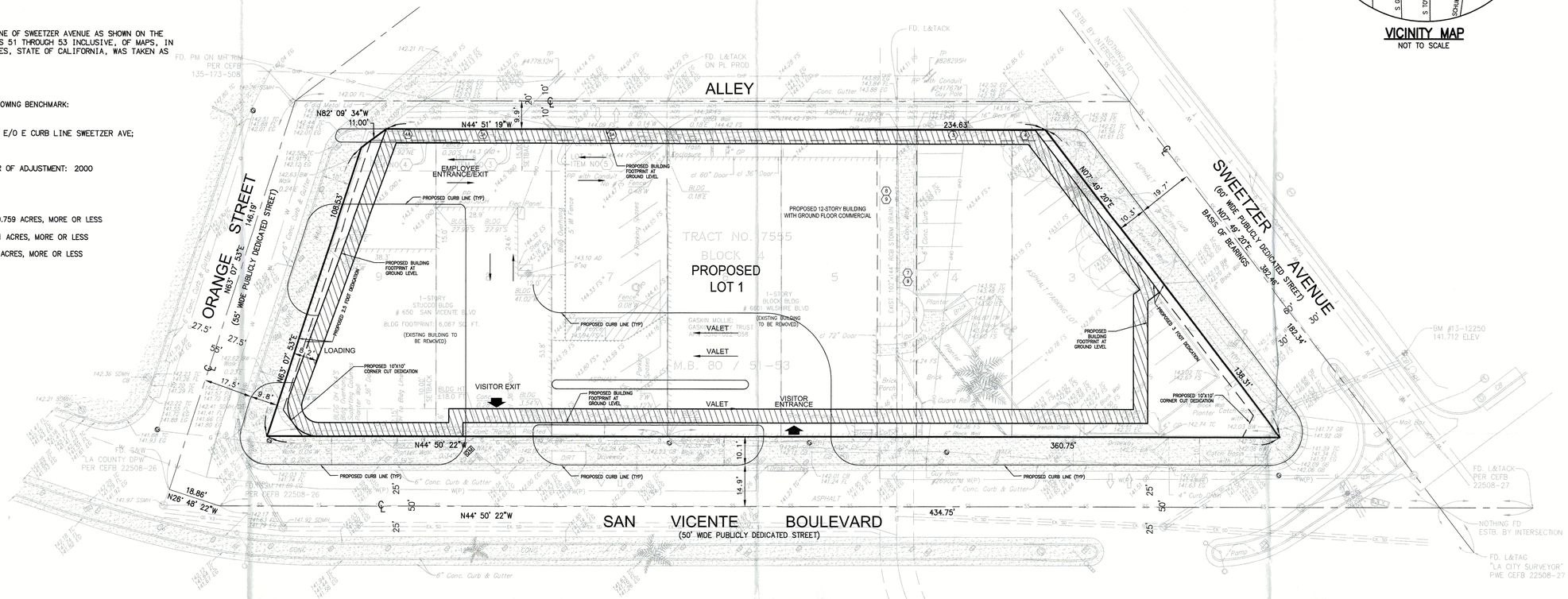
NET AREA (AFTER DEDICATIONS): 32,290 SQ.FT. OR 0.741 ACRES, MORE OR LESS

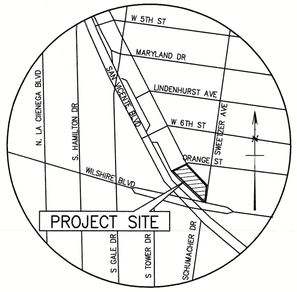
GROSS AREA TO CENTERLINES; 54,406 SQ. FT. OR 1.25 ACRES, MORE OR LESS

## ZONING

EXISTING: C1-1VL-O

PROPOSED: [Q]C2-2D




**VICINITY MAP**
NOT TO SCALE

## EXCEPTIONS

(PER FIRST AMERICAN TITLE COMPANY COMMITMENT NO. NCS-797214-LA2 DATED JUNE 3, 2016)

(3) AN EASEMENT FOR POLE LINES AND STORM DRAINS AND INCIDENTAL PURPOSES, RECORDED IN BOOK 3932, PAGE 211 OF OFFICIAL RECORDS.

IN FAVOR OF: CALIFORNIA TRUST COMPANY
AFFECTS: LOT 4, AS DESCRIBED THEREIN

(4) AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 15, 1950 IN BOOK 3994, PAGE 232 OF OFFICIAL RECORDS.

IN FAVOR OF: CALIFORNIA TRUST COMPANY
AFFECTS: LOT 3, AS DESCRIBED THEREIN

(5) AN EASEMENT FOR POLE LINES AND STORM DRAINS AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 15, 1950 IN BOOK 4486, PAGE 76 OF OFFICIAL RECORDS.

IN FAVOR OF: CALIFORNIA TRUST COMPANY
AFFECTS: LOT 5, AS DESCRIBED THEREIN

(6) AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 15, 1950 IN BOOK 4884, PAGE 348 OF OFFICIAL RECORDS.

IN FAVOR OF: CALIFORNIA TRUST COMPANY
AFFECTS: LOT 6, AS DESCRIBED THEREIN

(7) AN EASEMENT FOR STORM DRAIN AND INCIDENTAL PURPOSES, RECORDED IN BOOK 10246, PAGE 120 OF OFFICIAL RECORDS.

IN FAVOR OF: CITY OF LOS ANGELES
AFFECTS: LOT 4, AS DESCRIBED THEREIN

(8) AN EASEMENT FOR STORM DRAIN AND INCIDENTAL PURPOSES, RECORDED IN BOOK 10307, PAGE 130 OF OFFICIAL RECORDS.

IN FAVOR OF: CITY OF LOS ANGELES
AFFECTS: LOT 5, AS DESCRIBED THEREIN

(9) AN EASEMENT FOR STORM DRAIN AND INCIDENTAL PURPOSES, RECORDED IN BOOK 10348, PAGE 264 OF OFFICIAL RECORDS.

IN FAVOR OF: CITY OF LOS ANGELES
AFFECTS: LOT 5, AS DESCRIBED THEREIN

## EXCEPTIONS

(PER FIRST AMERICAN TITLE COMPANY COMMITMENT NO. NCS-811256-LA2 DATED OCTOBER 13, 2016)

(3A) COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED AS BOOK 3055 PAGE 394 OF OFFICIAL RECORDS.

AN EASEMENT AS CONTAINED IN THE ABOVE DOCUMENT.
FOR: POLE LINES AND INCIDENTAL PURPOSES.
(AFFECTS LOT 8)

(4A) COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED AS BOOK 3129 PAGE 383 OF OFFICIAL RECORDS.

AN EASEMENT AS CONTAINED IN THE ABOVE DOCUMENT.
FOR: POLE LINES AND INCIDENTAL PURPOSES.
(AFFECTS LOT 9)

(5A) AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED DECEMBER 17, 1925 AS BOOK 4531 PAGE 320 OF OFFICIAL RECORDS.
(AFFECTS LOT 7)

## PROJECT NOTES

SITE ADDRESS: 650 – 676 SOUTH SAN VICENTE, LOS ANGELES, CA 90048

APN: 5510-022-033, 034, 035, 058 AND 059.

DISTRICT MAP: 135B173

THOMAS BROS. GUIDE: 633-A-2

THE SUBJECT SITE IS IN FEMA FLOOD HAZARD ZONE 'X', NOT SUBJECT TO INUNDATION OR STORM WATER OVERFLOWS, PER PANEL NO. 06037C1605F WITH EFFECTIVE DATE OF 09/26/2008.

THE SUBJECT SITE IS IN THE METHANE ZONE (METHANE HAZARD SITE).

PER THE CITY OF LOS ANGELES DEPT. OF CITY PLANNING AND LADBS PARCEL REPORTS, AS FOUND ON NAVIGATE LA'S WEBSITE, THERE ARE NO OTHER HAZARD AREAS LISTED AFFECTING SUBJECT SITE AT THE TIME THIS MAP WAS PREPARED.

ELEVATIONS SHOWN HEREON FROM CLIENT PROVIDED FIELD SURVEY DATA PERFORMED SEPTEMBER, 2016.

PROJECT CONSISTS OF 1 GROUND LOT.

THE SITE DOES NOT CONTAIN ANY PROTECTED TREES. ALL TREES TO BE REMOVED.

THE SITE SHALL TIE INTO EXISTING SEWER INFRASTRUCTURE.

STREET DESIGNATIONS: SAN VICENTE BLVD. – BOULEVARD II
ORANGE STREET – LOCAL STREET – STANDARD
SWEETZER AVENUE – COLLECTOR

COMMUNITY PLAN: WILSHIRE

GENERAL PLAN DESIGNATION: EXISTING: LIMITED COMMERCIAL
PROPOSED: REGIONAL CENTER

SPECIFIC PLAN AREA: NONE

EXISTING UTILITIES: UNDERGROUND UTILITIES SHOWN HEREON WERE OBTAINED FROM CITY SUBSTRUCTURE MAPS OBTAINED ON THE NAVIGATE LA WEBSITE. CERTAIN UTILITIES SUCH AS TRAFFIC SIGNAL LINES AND ABANDONED LINES MAY NOT BE SHOWN HEREON.

PROPOSED UTILITIES: SEWAGE AND DRAINAGE WILL BE PROVIDED BY THE CITY OF LOS ANGELES INFRASTRUCTURE SYSTEMS.

LOT CONFIGURATION WILL BE FINALIZED DURING THE FINAL MAP PHASE.

REQUEST IS MADE FOR A HAUL ROUTE.

## PROJECT OVERVIEW

CONSTRUCTION OF A 12-STORY MIXED-USE BUILDING WITH GROUND FLOOR COMMERCIAL.

BUILDING HEIGHT: 218'-0"

BUILDING AREA: APPROXIMATELY 145,400 GSF (GROSS SQUARE FEET)

LOS ANGELES DEPT. OF CITY PLANNING
SUBMITTED FOR FILING
☒ TENTATIVE MAP
DEC 08 2021
☐ REVISED MAP ☐ EXTENSION OF TIME
☐ FINAL MAP UNIT ☐ MODIFIED
DEPUTY ADVISORY AGENCY

PREPARED UNDER THE DIRECTION OF:

11/24/2021

CHRISTOPHER JONES, LS 8193

LICENSED LAND SURVEYOR
CHRISTOPHER M. JONES
No.8193
STATE OF CALIFORNIA


kpff
700 South Flower Street
Suite 2100
Los Angeles, CA 90017
O: 213.418.0201
F: 213.266.5294
www.kpff.com


GENERAL NOTES:

OWNER:

650 SSV PROPERTY OWNER, LLC AND
656-676 SSV PROPERTY OWNER, LLC
10850 WILSHIRE BLVD., 11TH FLOOR
LOS ANGELES, CA 90024
(310) 470-2000 x208
ATTN: BEHZAD NAHAI

SUBDIVIDER:

650 SSV PROPERTY OWNER, LLC AND
656-676 SSV PROPERTY OWNER, LLC
10850 WILSHIRE BLVD., 11TH FLOOR
LOS ANGELES, CA 90024
(310) 470-2000 X208
ATTN: BEHZAD NAHAI

LAND SURVEYOR:

KPFF CONSULTING ENGINEERS, INC.
700 S. FLOWER ST., SUITE 2100
LOS ANGELES, CA 90017
(213) 418-0201
ATTN: CHRISTOPHER JONES, PLS 8193

0 10' 20'
SCALE: 1"=20'

REVISIONS

| DATE | | ISSUED FOR |
|---|---|---|
| 11/09/2021 | 1 | UPDATED LOT CONFIG |
| 11/10/2021 | 2 | UPDATED LOT CONFIG |
| 11/12/2021 | 3 | UPDATED BUILDING |

| | |
|---|---|
| DATE | 02/02/2017 |
| PROJECT NUMBER | 1600770 |
| DRAWN BY | JP |
| CHECKED BY | CJ |
| SCALE | AS SPECIFIED |

PROJECT DESCRIPTION
656 SOUTH SAN VICENTE

SHEET NUMBER
SHEET 1 0F 1

# MITIGATION MONITORING PROGRAM

## 1. Introduction

This Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code (PRC) Section 21081.6, which requires a Lead Agency to adopt a "reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition, California Environmental Quality Act (CEQA) Guidelines Section 15097(a) requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, PRC Section 21081.6 and CEQA Guidelines Section 15097.

The City of Los Angeles is the Lead Agency for the Project and, therefore, is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project's impacts takes into consideration the project design features (PDF) and identifies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

## 2. Purpose

The intent of this MMP is to:

1. Verify compliance with the project design features and mitigation measures identified in the EIR;
2. Provide a framework to document implementation of identified project design features and mitigation measures;
3. Provide a record of mitigation requirements;
4. Identify monitoring and enforcement agencies;
5. Establish and clarify administrative procedures for the clearance of project design features and mitigation measures;
6. Establish the frequency and duration of monitoring; and
7. Utilize the existing agency review processes wherever feasible.

# 3. Organization

As shown on the following pages, each identified project design feature and mitigation measure for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- **Enforcement Agency:** the agency with the power to enforce the PDF or MM.
- **Monitoring Agency:** the agency to which reports involving feasibility, compliance, implementation, and development are made.
- **Monitoring Phase:** the phase of the Project during which the PDF or MM shall be monitored.
- **Monitoring Frequency:** the frequency at which the PDF or MM shall be monitored.
- **Action Indicating Compliance:** the action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

# 4. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

# 5. Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval.

The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary Project-related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

# 6. Mitigation Monitoring Program

## a) Air Quality

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

**AIR-MM-1**: The Applicant will implement the following construction equipment features for equipment operating at the Project Site. These features will be included in applicable bid documents, and successful contractor(s) must demonstrate the ability to supply such equipment. Construction features will include the following:

- For off-road diesel-powered construction equipment rated greater than 50 horse power: the equipment shall meet or exceed the CARB and USEPA Tier 4 off-road emissions standards or greater during Project construction or shall be fitted with an emissions control device that achieves diesel emissions reductions that are no less than what could be achieved by an EPA Tier 4 Final engine.
- The Project Applicant shall implement the use of alternatively fueled equipment to the extent feasible for equipment greater than 50 horsepower. Equipment less than 50 horsepower shall be electric plug-in, solar-powered, or alternative fueled (i.e.,

non-diesel). Pole power shall be made available for use of electric tools, equipment, lighting, etc. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment.

- Alternative-fueled generators will be used when commercial models that have the power supply requirements to meet the construction needs of the Project are commercially available from local suppliers/vendors, and on-site electrical power is not available. The determination of the commercial availability of such equipment will be made by the City prior to the issuance of grading or building permits based on Applicant-provided evidence of the availability or unavailability of alternative-fueled generators and/or evidence obtained by the City from expert sources such as construction contractors in the region.
- A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once during Project plan check; Continuous field inspections during construction, with quarterly reporting
- **Action Indicating Compliance:** Issuance of applicable building permit; Field inspection sign-off

## b) Cultural Resources

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

**CUL-MM-1**: Prior to the issuance of a demolition permit, the Applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), the depth of excavation, and, if found, the abundance and type of archaeological resources

encountered. Monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified Archaeologist. At a minimum, the need for monitoring will be reassessed at depths of excavation greater than five feet below surface. Prior to commencement of excavation activities, an Archaeological Sensitivity Training shall be given for construction personnel. The training session, to be carried out by the qualified Archaeologist, will focus on how to identify archaeological resources that may be encountered during earthmoving activities, and the procedures to be followed if such resources are encountered.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Prior to issuance of demolition permit
- **Action Indicating Compliance:** Issuance of demolition permit

**CUL-MM-2:** In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate buffer area shall be established by the qualified Archaeologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by the qualified Archaeologist. If a resource is determined by the qualified Archaeologist to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to PRC Section 21083.2(g), the qualified Archaeologist shall coordinate with the Applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

- **Monitoring Phase:** Construction
- **Monitoring Frequency:** At time of resource discovery, should it occur
- **Action Indicating Compliance:** Compliance report by Qualified Archaeologist

**CUL-MM-3:** Prior to the release of the grading bond, the qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms for each resource at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. The report and the Site Forms shall be submitted by the Applicant to the City of Los Angeles, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once after completion of grading/excavation activities
- **Action Indicating Compliance:** Compliance report by Qualified Archaeologist

## c) Geology and Soils

### (1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

### (2) Mitigation Measures

**GEO-MM-1**: A Qualified Paleontologist meeting the Society for Vertebrate Paleontology (SVP) Standards (Qualified Paleontologist) shall be retained prior to the approval of demolition or grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of all work as it relates to paleontological resources, shall attend the Project kick-off meeting and Project progress meetings on a regular basis, and shall report to the Project Site in the event potential paleontological resources are encountered.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction

- **Monitoring Frequency:** Prior to issuance of demolition or grading permit; Periodic during construction activities
- **Action Indicating Compliance:** Issuance of demolition or grading permit; Compliance report by Qualified Paleontologist

**GEO-MM-2**: The Qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). In the event construction crews are phased, additional training shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources that could be encountered within the Project Site and the procedures to be followed if they are found. Documentation shall be retained by the Qualified Paleontologist demonstrating that the appropriate construction personnel attended the training.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Prior to issuance of demolition or grading permit
- **Action Indicating Compliance:** Issuance of demolition or grading permit

**GEO-MM-3**: Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting the standards of the SVP, 2010) under the direction of the Qualified Paleontologist. Paleontological resources monitoring shall be conducted for all ground disturbing activities in previously undisturbed sediments which have high sensitivity for encountering paleontological resources. Depending on the conditions encountered, full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the Qualified Paleontologist. The Qualified Paleontologist shall spot check the excavation on an intermittent basis and recommend whether the depth of required monitoring needs to be revised based on his/her observations. Monitors shall have the authority to temporarily halt or divert work away from exposed fossils or potential fossils. Monitors shall prepare daily logs detailing the types of activities and soils observed and any discoveries.

If construction or other Project personnel discover any potential fossils during construction, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery, conferred with the City, and made recommendations as to the appropriate treatment. Any significant fossils collected during Project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage, such as the Natural History Museum of Los Angeles County. The Qualified Paleontologist shall prepare a final monitoring and

mitigation report for submittal to the City in order to document the results of the monitoring effort and any discoveries. If there are significant discoveries, fossil locality information and final disposition shall be included with the final report, which shall be submitted to the appropriate repository and the City.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic
- **Action Indicating Compliance:** Compliance report by Qualified Paleontologist

## d) Greenhouse Gas Emissions

### (1) Project Design Features

See TRAF-PDF-1 (Transportation Demand Management Program) below.

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## e) Land Use and Planning

### (1) Project Design Features

See Project Design Feature POL-PDF-2 (Security Features During Operation), TRAF-PDF-1 (Transportation Demand Management Program), and TRAF-PDF-2 (Construction Traffic Management Plan), below.

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## f) Noise

### (1) Project Design Features

**NOI-PDF-1:** Impact Pile Driving and Blasting Prohibitions. The Project will not use or allow impact pile drivers and will not require or allow blasting during construction activities. Augured or drilled piles are allowed.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction

- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-off

### (2) Mitigation Measures

**NOI-MM-1**: The Project shall provide temporary ground-level construction noise barriers, with a minimum height of eight feet along Orange Street to the north, South San Vicente to the west, South Sweetzer Avenue to the south, and a minimum height of 15 feet along the alleyway to the northeast/east, equipped with noise blankets or equivalent noise reduction materials rated to achieve sound level reductions of at least 10 dBA between the Project Site and ground-level sensitive receptor locations. These temporary noise barriers shall be used to block the line-of-sight between the construction equipment and the noise-sensitive receptor(s) during the duration of construction activities. Prior to obtaining any permits, documentation prepared by a noise consultant verifying compliance with this measure shall be submitted to the Department of City Planning.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-off

**NOI-MM-2**: Noise- and vibration-generating construction equipment whose specific location on the Project Site may be flexible (e.g., compressors and generators) shall be located away from the nearest off-site sensitive land uses (at least 100 feet away), or natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such equipment towards these land uses.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-off

**NOI-MM-3**: The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use that shall achieve a sound level reduction of at least 10 dBA between the Project Site and ground-level sensitive receptor locations.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** During construction

- **Monitoring Frequency:** Ongoing during Project operation
- **Action Indicating Compliance:** Field inspection signoff

**NOI MM-4:** A construction liaison shall be provided to inform the nearby receptors when peak noise and vibration activities are scheduled to occur. Two weeks prior to the commencement of construction at the Project Site, notification shall be provided to properties identified as sensitive receptors that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check prior to building permit; Periodic field inspections
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; Field inspection signoff

## g) Fire Protection

### (1) Project Design Features

See Project Design Features TRAF-PDF-2 (Construction Traffic Management Plan) and TRAF-PDF-3 (Construction Worker Parking Plan), below.

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

## h) Police Protection

### (1) Project Design Features

See Project Design Features TRAF-PDF-2 (Construction Traffic Management Plan) and TRAF-PDF-3 (Construction Worker Parking Plan), below.

**POL-PDF-1: Security Features During Construction.** During construction, the Project Site shall be fenced and gated with surveillance cameras to monitor the site during off hours. Security lighting shall also be provided in and around the construction site.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections

- **Action Indicating Compliance:** Field inspection sign-offs

**POL-PDF-2**: **Security Features During Operation.** During operation of the Project, access to the parking structure shall be controlled through gated entries, and the entry areas shall be well illuminated. Project Site security shall include controlled keycard access to medical office spaces, security lighting within common areas and entryways, and closed circuit TV monitoring (CCTV).

- **Enforcement Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once at Project plan check; Once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; Issuance of Certificate of Occupancy

#### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

### i) Transportation

#### (1) Project Design Features

**TRAF-PDF-1: Transportation Demand Management (TDM) Program.** The Applicant will implement a TDM Program aimed at discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, such as carpooling, taking transit, walking, and biking. The TDM Program will be subject to review and approval by the Los Angeles Department of City Planning and LADOT. The exact measures to be implemented will be determined when the Program is prepared, prior to issuance of a final certificate of occupancy for the Project. The strategies will include, at a minimum, the following:

- Bicycle facilities including short-term and long-term parking, and onsite lockers and showers in accordance with Planning Code requirements; and
- Marketing and promotions, including a transportation information center, kiosks and/or other on-site measures, such as providing a Tenant Welcome Package (i.e., all new commercial tenants receive information on available alternative modes and ways to access destinations).

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; Construction; Operation
- **Monitoring Frequency:** Once prior to issuance of building permit; Once prior to issuance of Certificate of Occupancy; Periodic field inspections during operation
- **Action Indicating Compliance:** Approval of TDM Program from the City of Los Angeles Department of City Planning and Los Angeles Department of Transportation prior to issuance of building permit; Issuance of Certificate of Occupancy; Field inspection sign-offs

**TRAF-PDF-2: Construction Traffic Management Plan.** Prior to the issuance of a building permit for the Project, a detailed Construction Traffic Management Plan (CTMP), including street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval. The CTMP will formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CTMP will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. Construction management meetings with City staff and other surrounding construction-related project representatives (i.e., construction contractors), whose projects will potentially be under construction at around the same time as the Project, will be conducted bimonthly, or as otherwise determined appropriate by City staff. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the Project. The CTMP will include, but not be limited to, the following elements as appropriate:

- Advance notification of adjacent property owners and occupants, as well as nearby schools, of upcoming construction activities, including durations and daily hours of construction.
- As parking lane and/or travel lane closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.
- Provide off-site truck staging in a legal area furnished by the construction truck contractor. Anticipated truck access to the Project Site will be off of the South San Vicente Boulevard frontage road.

- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Advanced notification of temporary on-street parking removals and duration of removals along the South San Vicente Boulevard frontage road and Orange Street.
- Coordinate with the City and emergency service providers to ensure adequate access, including emergency access, is maintained to the Project Site and neighboring businesses and residences. Emergency access points will be marked accordingly in consultation with the Los Angeles Fire Department (LAFD), as necessary.

o **Enforcement Agency:** City of Los Angeles Department of Transportation

o **Monitoring Agency:** City of Los Angeles Department of Transportation

o **Monitoring Phase:** Pre-construction; Construction

o **Monitoring Frequency:** Once prior to issuance of building permit; Periodic field inspections

o **Action Indicating Compliance:** Approval of Construction Traffic Management Plan from the Los Angeles Department of Transportation prior to issuance of building permit; Field inspection sign-offs

**TRAF-PDF-3**: **Construction Worker Parking Plan.** The Applicant will prepare a Construction Worker Parking Plan prior to commencement of construction to identify and enforce parking location requirements for construction workers. The Construction Worker Parking Plan will include, but not be limited to, the following elements as appropriate:

- During construction activities when construction worker parking cannot be accommodated on the Project Site, the plan will identify alternate parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.
- Construction workers will not be permitted to park on street.
- All construction contractors will be provided with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations.

o **Enforcement Agency:** City of Los Angeles Department of Transportation

o **Monitoring Agency:** City of Los Angeles Department of Transportation

o **Monitoring Phase:** Pre-construction; Construction

o **Monitoring Frequency:** Once prior to issuance of building permit; Periodic field inspections

o **Action Indicating Compliance:** Approval of Construction Worker Parking Plan from the Los Angeles Department of Transportation prior to issuance of building permit; Field inspection signoffs

### (2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

**EXHIBIT C**
**SAFER Appeal Application**
**VTT-74865-1A**

APPLICATIONS:

# APPEAL APPLICATION

## Instructions and Checklist

**Related Code Section:** Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

**Purpose:** This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

### A. APPELLATE BODY/CASE INFORMATION

### 1. APPELLATE BODY

☑ Area Planning Commission ☐ City Planning Commission ☐ City Council ☐ Director of Planning
☐ Zoning Administrator

Regarding Case Number: VTT-74865

Project Address: 650-676 South San Vicente Boulevard

Final Date to Appeal: 05/13/2022

### 2. APPELLANT

**Appellant Identity**:
(check all that apply)

☐ Representative ☐ Property Owner
☐ Applicant ☐ Operator of the Use/Site

☑ Person, other than the Applicant, Owner or Operator claiming to be aggrieved
Supporters Alliance for Environmental Responsibility

☐ Person affected by the determination made by the **Department of Building and Safety**

☐ Representative ☐ Owner ☐ Aggrieved Party
☐ Applicant ☐ Operator

### 3. APPELLANT INFORMATION

Appellant's Name: Supporters Alliance for Environmental Responsibility

Company/Organization:

Mailing Address: 4399 Santa Anita Ave, Ste 2005

City: El Monte State: CA Zip: 94612

Telephone: (510) 836-4200 E-mail: richard@lozeaudrury.com

**a.** Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☑ Self ☐ Other:

**b.** Is the appeal being filed to support the original applicant's position? ☐ Yes ☑ No

## 4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Rebecca Davis

Company: Lozeau Drury LLP

Mailing Address: 1939 Harrison Street, Suite 150

City: Oakland State: CA . Zip: 94612

Telephone: (510) 836-4200 E-mail: rebecca@lozeaudrury.com

## 5. JUSTIFICATION/REASON FOR APPEAL

**a.** Is the entire decision, or only parts of it being appealed? ☑ Entire ☐ Part

**b.** Are specific conditions of approval being appealed? ☑ Yes ☐ No

If Yes, list the condition number(s) here: All conditions

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- ☑ The reason for the appeal
- ☑ How you are aggrieved by the decision
- ☑ Specifically the points at issue
- ☑ Why you believe the decision-maker erred or abused their discretion

## 6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: _____ Date: May 9, 2022

***GENERAL APPEAL FILING REQUIREMENTS***

**B.** ***ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES***

### 1. Appeal Documents

**a. Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- ☐ Appeal Application (form CP-7769)
- ☐ Justification/Reason for Appeal
- ☐ Copies of Original Determination Letter

**b. Electronic Copy**

☐ Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

**c. Appeal Fee**

- ☐ Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- ☐ Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

**d. Notice Requirement**

- ☐ Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- ☐ Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

## *SPECIFIC CASE TYPES - APPEAL FILING INFORMATION*

### C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

**1. Density Bonus/TOC**
Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:
- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.

- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

☐ Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

### D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:
- Waivers for By-Right Projects, can only be appealed by the owner.

- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

### E. TENTATIVE TRACT/VESTING

**1. Tentative Tract/Vesting -** Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

☐ Provide a copy of the written determination letter from Commission.

### F. BUILDING AND SAFETY DETERMINATION

☐ **1.** Appeal of the *Department of Building and Safety* determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

**a. Appeal Fee**
☐ Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

**b. Notice Requirement**
☐ Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

☐ **2.** Appeal of the *Director of City Planning* determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

**a. Appeal Fee**
☐ Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

**b. Notice Requirement**
☐ Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
☐ Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

## G. NUISANCE ABATEMENT

**1. Nuisance Abatement -** Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:
- Nuisance Abatement is only appealable to the City Council.

**a. Appeal Fee**

☐ Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

**2. Plan Approval/Compliance Review**

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

**a. Appeal Fee**

☐ Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

☐ Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

# NOTES

*A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.*

***Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

| **This Section for City Planning Staff Use Only** | | |
|---|---|---|
| Base Fee: | Reviewed & Accepted by (DSC Planner): | Date: |
| Receipt No: | Deemed Complete by (Project Planner): | Date: |
| ☐ Determination authority notified | ☐ Original receipt and BTC receipt (if original applicant) | |

**Justification/Reason for Appeal**

656 South San Vicente Medical Office Project

CPC-2017-467-GPA-VZC-HD-SPR; ENV-2017-468-EIR; VTT-74865

## I. REASON FOR THE APPEAL

The Environmental Impact Report ("EIR") prepared for the 656 South San Vicente Medical Office Project (CPC-2017-467-GPA-VZC-HD-SPR; ENV-2017-468-EIR; VTT-74865) ("Project") fails to comply with the California Environmental Quality Act ("CEQA"). Furthermore, the approval of the Vesting Tentative Tract Map (VTT-74865) was in error because (1) the City of Los Angeles ("City") must fully comply with CEQA prior to any approvals in furtherance of the Project and (2) the findings are not supported by substantial evidence. Therefore, the City of Los Angeles ("City") must set aside the entitlements and circulate a revised EIR prior to considering approvals for the Project.

## II. SPECIFICALLY THE POINTS AT ISSUE

The specific points at issue are set forth in the attached comment letter dated February 1, 2022. A revised EIR must be prepared to remedy these issues. Furthermore, proper CEQA review must be complete *before* the City approves the Project's entitlements. (*Orinda Ass'n. v. Bd. of Supervisors* (1986) 182 Cal.App.3d 1145, 1171 ["No agency may approve a project subject to CEQA until the entire CEQA process is completed and the overall project is lawfully approved."].) The VTT approval was therefore premature and otherwise unsupported by substantial evidence.

## III. HOW YOU ARE AGGRIEVED BY THE DECISION

Members of appellant Supporters Alliance for Environmental Responsibility ("SAFER") live and/or work in the vicinity of the proposed Project. They breathe the air, suffer traffic congestion, and will suffer other environmental impacts of the Project unless it is properly mitigated.

## IV. WHY YOU BELIEVE THE DECISION-MAKER ERRED OR ABUSED THEIR DISCRETION

The Advisory Agency certified the EIR and approved Vesting Tentative Tract No. 74865 for the Project despite substantial evidence in the record that the EIR fails to adequately analyze the Project's environmental impacts and fails to impose all feasible mitigation measures to reduce the Project's impacts. The Department of City Planning should therefore have prepared a revised EIR and recirculated the revised document prior to consideration of approvals for the Project. The City is not permitted to approve the Project's entitlements until the EIR's deficiencies are remedied.

LOZEAU DRURY LLP
T 510.836.4200
F 510.836.4205
1939 Harrison Street, Ste. 150
Oakland, CA 94612
www.lozeaudrury.com
rebecca@lozeaudrury.com

February 1, 2022

***VIA EMAIL***
Paul Caporaso, Planning Assistant
Department of City Planning
City of Los Angeles
221 N. Figueroa Street, Suite 1350
Los Angeles, CA 90012
paul.caporaso@lacity.org

**Re: Comment on Final Environmental Impact Report, 656 South San Vicente Medical Office Project (ENV-2017-468-EIR; SCH 2020010172)**

Dear Mr. Caporaso,

I am writing on behalf of Supporters Alliance For Environmental Responsibility ("SAFER") regarding the Draft Environmental Impact Report ("DEIR") prepared for the Project known as 656 South San Vicente Medical Office Project (ENV-2017-468-EIR; SCH 2020010172), including all actions related or referring to the proposed development of a 12-story medical office and retail-commercial building with four above-ground parking levels, located at 650 – 675 South San Vicente Boulevard in Los Angeles ("Project").

After reviewing the EIR, we conclude that it there are a number of significant omissions and flaws in the EIR's analysis of the Projects environmental impacts, and significant impacts remain unmitigated. In addition, the FEIR fails to respond to public comment suggesting additional feasible mitigation to further reduce the Project's significant and unavoidable noise impact. A revised EIR should be prepared prior to Project approval to analyze all impacts and require implementation of all feasible mitigation measures, as described more fully below.

## I. PROJECT DESCRIPTION

The Project is the construction and operation of a 12-story building (230 feet in height) that would include seven floors of medical office uses over four floors of above-grade parking, and a ground floor containing a lobby for the medical office, and commercial uses. The building includes up to 145,305 square feet of floor area, comprised of 140,305 square feet of medical office space and 5,000 square feet of ground floor retail-commercial space, of which up to 4,000 square feet may be a restraint and 1,000 square feet may be other commercial uses, such as a pharmacy. (EIR at II-1.) The Project would provide full-valet services for 418 parking spaces, including 393 vehicle parking spaces for medical office uses and 25 vehicle parking spaces for retail-commercial uses. The Project would also provide full-valet service for bicycle parking and would include 716 bicycle parking spaces for short- and long-term use.

The Project site is currently occupied by a 5,738 square-foot, vacant educational building, and an 8,225 square foot Big 5 Sporting Goods store and associated surface parking. Directly northeast of the Project Site across the alley are two, two-story apartment buildings. Further to the north and east, along Orange Street and South Sweetzer Avenue, are low-rise multi-family and single-family residential uses. Low-rise single-family and multi-family residential uses are also located to the south, across from Wilshire Boulevard.

## II. LEGAL BACKGROUND

CEQA requires that an agency analyze the potential environmental impacts of its proposed actions in an EIR (except in certain limited circumstances). (See, e.g., Pub. Resources Code, § 21100.) The EIR is the very heart of CEQA. (*Dunn-Edwards v. BAAQMD* (1992) 9 Cal.App.4th 644, 652.) "The 'foremost principle' in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language." (*Communities for a Better Environment v. Cal. Resources Agency* (2002) 103 Cal.App.4th 98, 109 (*"CBE v. CRA"*).)

CEQA has two primary purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. (14 Cal. Code Regs. ("CEQA Guidelines") § 15002(a)(1).) "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR 'protects not only the environment but also informed self-government.'" (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564.) The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." (*Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs*. (2001) 91 Cal.App.4th 1344, 1354 ("*Berkeley Jets*"); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.)

Second, CEQA requires public agencies to avoid or reduce environmental damage when "feasible" by requiring "environmentally superior" alternatives and all feasible mitigation measures. (CEQA Guidelines, § 15002(a)(2) and (3); *See also Berkeley Jets*, 91 Cal.App.4th at 1354; *Citizens of Goleta Valley,* 52 Cal.3d at 564.) The EIR serves to provide agencies and the public with information about the environmental impacts of a proposed project and to "identify ways that environmental damage can be avoided or significantly reduced." (CEQA Guidelines, §15002(a)(2).) If the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns." (Pub. Resources Code, § 21081; CEQA Guidelines, § 15092(b)(2)(A) & (B).)

While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position. A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" (*Berkeley Jets*, 91 Cal.App.4th at 1355 (emphasis added), quoting, *Laurel Heights*

*Improvement Assn. v. Regents of University of California* (1988) 47 Cal. 3d 376, 391 409, n. 12.) As the court stated in *Berkeley Jets*, 91 Cal.App.4th at 1355:

> A prejudicial abuse of discretion occurs "if the failure to include relevant information precludes informed decisionmaking and informed public participation, thereby thwarting the statutory goals of the EIR process." (*San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 722; *Galante Vineyards v. Monterey Peninsula Water Management Dist*. (1997) 60 Cal. App. 4th 1109, 1117; *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal. App. 4th 931, 946.)

More recently, the California Supreme Court has emphasized that:

> When reviewing whether a discussion is sufficient to satisfy CEQA, a court must be satisfied that the EIR (1) includes sufficient detail to enable those who did not participate in its preparation to understand and to consider meaningfully the issues the proposed project raises [citation omitted]....

(*Sierra Club v. Cty. of Fresno* (2018) 6 Cal.5th 502, 510 (2018), citing *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 405.) The Court in *Sierra Club v. Cty. of Fresno* also emphasized at another primary consideration of sufficiency is whether the EIR "makes a reasonable effort to substantively connect a project's air quality impacts to likely health consequences." (6 Cal.5th at 510.) "Whether or not the alleged inadequacy is the complete omission of a required discussion or a patently inadequate one-paragraph discussion devoid of analysis, the reviewing court must decide whether the EIR serves its purpose as an informational document." (*Id*. at 516.) Although an agency has discretion to decide the manner of discussing potentially significant effects in an EIR, "a reviewing court must determine whether the discussion of a potentially significant effect is sufficient or insufficient, i.e., whether the EIR comports with its intended function of including 'detail sufficient to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project.'" (6 Cal.5th at 516, citing *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1197.) "The determination whether a discussion is sufficient is not solely a matter of discerning whether there is substantial evidence to support the agency's factual conclusions." (6 Cal.5th at 516.) As the Court emphasized:

> [W]hether a description of an environmental impact is insufficient because it lacks analysis or omits the magnitude of the impact is not a substantial evidence question. A conclusory discussion of an environmental impact that an EIR deems significant can be determined by a court to be inadequate as an informational document without reference to substantial evidence.

(*Sierra Club v. Cty. of Fresno*, 6 Cal.5th at 514.)

In general, mitigation measures must be designed to minimize, reduce or avoid an identified environmental impact or to rectify or compensate for that impact. (CEQA Guidelines § 15370.) Where several mitigation measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. (*Id.* at § 15126.4(a)(1)(B).) A lead agency may not make the required CEQA findings unless the administrative record clearly shows that all uncertainties regarding the mitigation of significant environmental impacts have been resolved.

## III. THE EIR IS INCONSISTENT WITH CEQA'S REQUIREMENTS.

### A. The EIR's Conclusion that Construction Noise is Significant and Unavoidable is Not Supported by Substantial Evidence.

The EIR concludes that the Project will have a significant construction noise impact, and that it will remain significant even with mitigation. This conclusion is not supported by substantial evidence and violates CEQA.

When an EIR has identified significant environmental effects that have not been mitigated or avoided, the agency may not approve the project unless it first finds that "[s]pecific economic, legal, social, technological, or other considerations . . . make infeasible the mitigation measures or alternatives identified in the environmental impact report." (PRC §21081(a)(3); *see* 14 CCR §15091(a)(3).) Rejected alternatives and mitigation measures must be "truly infeasible." (*City of Marina v. Bd. of Trustees of Cal. State Univ.* (2006) 39 Cal.4th 341, 369.)

According to the expert comments of Derek Watry (Exhibit B to August 2, 2021 CREED LA Comment), additional feasible mitigation is available to further reduce the Project's significant noise impact.

Mitigation Measure NOI-MM-1 provides:

> NOI-MM-1: The Project shall provide temporary ground-level construction noise barriers, with a minimum height of eight feet and up to a height of 15 feet along the alleyway along the northeast property line, equipped with noise blankets or equivalent noise reduction materials rated to achieve sound level reductions of at least 10 dBA between the Project Site and ground-level sensitive receptor locations. These temporary noise barriers shall be used to block the line-of-sight between the construction equipment and the noise-sensitive receptor(s) during the duration of construction activities. Prior to obtaining any permits, documentation prepared by a noise consultant verifying compliance with this measure shall be submitted to the Department of City Planning.

(DEIR at p. IV.G-49.)

According to this measure, the temporary noise barrier can be anywhere between 8 and 15 feet in height, and need only be placed along the alleyway along the northeast property line.

(*Id.*) Since the residences on the far side of the alleyway are two-stories, including multiple windows that face the Project site, NOI-MM-1 is inadequate. (Watry, p. 6.) Instead, the EIR should require the barrier be 15 feet in height, and require that the barrier extend for along the entire extent of the neighboring residential buildings. (*Id.*)

The FEIR fails to adequately respond to Mr. Watry's comment. The FEIR states that:

> providing a noise barrier with a height to block the line-of-sight between the Project Site and receptors at second or higher-level building locations is not considered feasible, due to the potential need for the barrier height to reach 20 feet above ground or higher, which would likely require a barrier foundation that could interfere with internal construction activities, require partial or complete closure of the adjacent alleyway, and/or cause safety issues for workers and pedestrians.

(FEIR at 2-64.)

This response ignores Mr. Watry's suggestion that the barrier be 15 feet (rather than a minimum of 8 feet and maximum of 15 feet), and should run along the entire extent of the neighboring residential buildings.

This response violates CEQA for two reasons. First, there is no evidence that Mr. Watry's suggestions are not feasible. As a result, they must be adopted to further reduce the Project's significant noise impact. (*See Covington v. Great Basin Unified Air Pollution Control Dis.* (2019) 43 Cal.App.5th 867, 883.)

Second, FEIR did not adequately respond to Mr. Watry's comment. An agency's responses to comments must specifically explain the reasons for rejecting suggestions received in comments and for proceeding with a project despite its environmental impacts. (PRC § 21091(d); 14 CCR §§ 15088(a), 15132.) Such explanations must be supported with specific references to empirical information, scientific authority, and/or explanatory information. (*Cleary v. County of Stanislaus* (1981) 118 Cal.App.3d 348, 357.) The responses, moreover, must manifest a good faith, reasoned analysis; conclusory statements unsupported by factual information will not suffice. (*People v. County of Kern* (1974) 39 Cal.App.3d 830, 841.)

Here, the FEIR's response completely ignores the bulk of Mr. Watry's suggestion, which is to require noise barriers to run along the entire extent of the neighboring residential boundaries, and to require the barriers be 15 feet in height. There was no discussion of these suggestions or any evidence that they would be infeasible. Certifying the EIR without adequately responding to Mr. Watry's comments is an abuse of discretion and a violation of CEQA.

**B. The EIR Relies on an Improper Historical Baseline.**

Use of a proper baseline is critical to the meaningful assessment of a project's environmental impacts. (*Communities for a Better Envt. v. South Coast Air Quality Mgmt. Dist.*

(2010) 48 Cal.4th 310, 320; *Save Our Peninsula*, *supra*, 87 Cal.App.4th at 119.) Ordinarily, the environmental baseline is the physical environmental conditions that exist at the time the Notice of Publication (NOP) is published. (14 CCR §§ 15125(a)(1), 15126.2(a).) An agency is permitted to veer from this norm and rely on historic conditions or anticipated future conditions for the baseline, but only when "necessary to provide the most accurate picture practically possible of the project's impacts." (14 CCR §15125(a)(1).) An agency that elects ***not*** to provide an analysis based on conditions existing at the time the NOP is published must provide an adequate justification for doing so, supported by substantial evidence. (*POET, LLC v. State Air Resources Bd.* (2017) 12 Cal.App.5th 52, 80.)

The EIR relies on a historic baseline without justification. The NOP was published in January of 2020, and conditions at that time should form the baseline against which the Project's impacts are measured. This did not occur. Despite ceasing operations in 2018 the Montessori School formerly operating at the Project site is included as part of the baseline, as if it were still operational in 2020. While an agency has some discretion to rely on a historical baseline, here, the City has provided no evidence that including the school in the baseline is "necessary to provide the most accurate picture practically possible of the project's impacts." (14 CCR §15125(a)(1).) The opposition is true. The effect of including the closed Montessori School in the baseline is that Project's air quality, energy, and greenhouse gas impacts are artificially diminished.

These comments were raised in comments on the DEIR by CREED LA. In response, the FEIR dismisses the concerns and claims there is no need to revise the baseline because the emissions and energy use from the school were small, so even if it was not included in the baseline, the significance of the impacts would not change. This response is inadequate. The City cannot pick and choose which parts of CEQA it does and does not have to comply with. Failure to revise the EIR to accurately reflect the baseline is an abuse of discretion and violates CEQA.

### C. The Project Does Not Warrant a Height Adjustment from 45 feet to 230 feet.

The Project is located in Height District 1VL meaning "Very Limited Height District, and no Building or Structure in Height District No. 1-VL shall exceed three Stories, nor shall it exceed 45 feet in height." (Los Angeles Mun. Code sec. 12.21.1 (A)(1).) The Project requests a Height change to allow an increase in height for the Project from 45 feet to 230 feet. The massive height of the building will tower over neighboring single family and two-story apartment building. In comments on the DEIR, the Beverly-Wilshire Homes Association, Inc. took issue with the request for additional height, noting that "Density and height bonuses are given to residential projects because of the current affordable housing shortage. This medical office building does not fall into that category." No justification for this substantial height change has been provided.

The City's response to this comment improperly claims that the 12-story building "would be compatible" with the neighboring properties. It states:

> the proposed 12-story medical office building would be compatible with development along South San Vicente Boulevard and Wilshire Boulevard, which is characterized by a mix of mid- to high- rise buildings, including a 10-story office building with ground floor commercial uses directly across from the Project Site, a 22-story medical office building fronting Wilshire Boulevard to the southeast of the Project Site, and a 12-story office building to the east of the Project Site.

(FEIR 2-14.)

What the FEIR fails to include in its response is that the DEIR states that the building directly north of the project is 5 stories with a 4-story parking structure, further north is a 3-story building. Directly across the street is a 10-story building, north of that is a 3-story building and 2 and 3 story buildings. (DEIR, II-3.) Moreover, the description of surrounding uses in the EIR makes no mention of the residential neighborhood directly to the northeast. See DEIR II-3 and image on II-4. In other words, the Project is by far the tallest building in the vicinity. The FEIR's attempt to minimize this is misleading and must be corrected.

## IV. CONCLUSION

For the foregoing reasons, SAFER and its members urge the City to prepare and recirculate a revised EIR addressing the above shortcomings. Thank you for your attention to these comments. Please include this letter and all attachments hereto in the record of proceedings for this project.

Sincerely,

Rebecca Davis
Lozeau Drury LLP

# EXHIBIT D

## Beverly Wilshire Homes Association, Inc. Appeal Application VTT-74865-1A

APPLICATIONS:

# APPEAL APPLICATION

Instructions and Checklist

**Related Code Section:** Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

**Purpose:** This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

## A. APPELLATE BODY/CASE INFORMATION

### 1. APPELLATE BODY

☐ Area Planning Commission ☑ City Planning Commission ☐ City Council ☐ Director of Planning
☐ Zoning Administrator

Regarding Case Number: VTT-74865

Project Address: 650-676 South San Vicente Boulevard, Los Angeles, CA

Final Date to Appeal: 05/13/2022

### 2. APPELLANT

**Appellant Identity**:
(check all that apply)

☐ Representative ☐ Property Owner
☐ Applicant ☐ Operator of the Use/Site

☑ Person, other than the Applicant, Owner or Operator claiming to be aggrieved
Beverly Wilshire Homes Association, Inc.

☐ Person affected by the determination made by the **Department of Building and Safety**

☐ Representative ☐ Owner ☐ Aggrieved Party
☐ Applicant ☐ Operator

### 3. APPELLANT INFORMATION

Appellant's Name: Beverly Wilshire Homes Association, Inc.

Company/Organization:

Mailing Address: 8443 W. 4th Street

City: Los Angeles State: CA Zip: 90048

Telephone: (323) 653-6254 E-mail: mail@beverlywilshirehomes.com

**a.** Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☑ Self ☐ Other:

**b.** Is the appeal being filed to support the original applicant's position? ☐ Yes ☑ No

## 4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Jamie T. Hall

Company: Channel Law Group, LLP

Mailing Address: 8383 Wilshire Blvd., Suite 750

City: Beverly Hills State: CA Zip: 90211

Telephone: (310) 982-1760 E-mail: jamie.hall@channellawgroup.com

## 5. JUSTIFICATION/REASON FOR APPEAL

**a.** Is the entire decision, or only parts of it being appealed? ☑ Entire ☐ Part

**b.** Are specific conditions of approval being appealed? ☐ Yes ☑ No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- ☑ The reason for the appeal
- ☑ How you are aggrieved by the decision
- ☑ Specifically the points at issue
- ☑ Why you believe the decision-maker erred or abused their discretion

## 6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: _____ Date: May 13, 2022

### *GENERAL APPEAL FILING REQUIREMENTS*

**B.** ***ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES***

**1. Appeal Documents**

**a. Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- ☐ Appeal Application (form CP-7769)
- ☐ Justification/Reason for Appeal
- ☐ Copies of Original Determination Letter

**b. Electronic Copy**

- ☐ Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

**c. Appeal Fee**

- ☐ Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- ☐ Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

**d. Notice Requirement**

- ☐ Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- ☐ Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

## *SPECIFIC CASE TYPES - APPEAL FILING INFORMATION*

### C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. **Density Bonus/TOC**
   Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:
- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

☐ Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

### D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:
- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

### E. TENTATIVE TRACT/VESTING

1. **Tentative Tract/Vesting** - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

☐ Provide a copy of the written determination letter from Commission.

### F. BUILDING AND SAFETY DETERMINATION

☐ **1.** Appeal of the *Department of Building and Safety* determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

**a. Appeal Fee**
☐ Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

**b. Notice Requirement**
☐ Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

☐ **2.** Appeal of the *Director of City Planning* determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

**a. Appeal Fee**
☐ Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

**b. Notice Requirement**
☐ Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
☐ Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

# Channel Law Group, LLP

8383 Wilshire Blvd.
Suite 750
Beverly Hills, CA 90211

Phone: (310) 347-0050
Fax: (323) 723-3960
www.channellawgroup.com

JULIAN K. QUATTLEBAUM, III
JAMIE T. HALL *
CHARLES J. McLURKIN

Writer's Direct Line: (310) 982-1760
jamie.hall@channellawgroup.com

*ALSO Admitted in Texas


May 13, 2022

**VIA ELECTRONIC UPLOAD**

City of Los Angeles
Dept. of City Planning
221 N. Figueroa St., Suite 1350
Los Angeles, CA 90012

**Re: Appeal Justifications for Vesting Tentative Tract for Medical Office Project**

To Whom It May Concern:

This firm represents the Beverly Wilshire Homes Association ("Appellant" or "Association") in a pro-bono capacity. The Association is an organization dedicated to the protection of both community character and the environment. This letter outlines the justifications for the appeal of the Vesting Tentative Tract Map for the proposed 656 South San Vicente Medical Office Project ("Project"), which was approved by the Advisory Agency on May 3, 2022.

The Association brings this appeal because the Association and its members have a direct and substantial beneficial interest in ensuring that City complies with laws relating to zoning, subdivisions of land and environmental protection. Further, the Association and its members are adversely affected by City's failure to comply with CEQA and the Subdivision Map Act in approving the Project. The Association and its members' aesthetic and environmental interests are directly and adversely affected by the City's approval of the Project.

## 1. The Map and Subdivision are Inconsistent with General Plan

The Subdivision Map Act requires that a proposed project be consistent with the general plan. Govt. Code §66473.5; Govt. Code §66474. The Advisory Agency erred when it determined that consistency findings could be made for the Project.

The letter of determination recognizes that the Project's height and FAR are not permitted by the underlying zoning and land use designation, necessitating approval of a General Plan Amendment, a Height District Change and a Vesting Zone Change. Thus, the City concedes

in its tract map approval that at this time the Advisory Agency is required to deny the tract map because the map and the Project's land use and proposed improvements cannot be found consistent with applicable general plan and specific plans. The list of requested entitlements is admission of what City laws the Applicant seeks to modify to force the City's planning process to conform to the Applicant's preferences. In other words, the Applicant seeks extraordinary modifications of basic planning and zoning laws instead of proposing a development that already complies with the basic general plan and zoning requirements.

After conceding that the Project as proposed is not consistent with currently applicable general plans and zoning, the Advisory Agency proposes to approve the tract map nonetheless, asserting that it may rely on the fact that Applicant has filed Case No. CPC-2017-467-GPA-VZC-HD-SPR in conjunction with the tract map application. But the City's process is exactly backwards: the City is mandated by state law to conduct a good faith public outreach and public participation in conjunction with the general plan amendment planning process. *If and only if* the City Council exercises its legislative powers to approve the general plan amendment and other entitlements, considering the need for bona fide outreach and participation for any amendment to the general plan, would it be appropriate for the Applicant to seek a hearing on a tract map proposed to be consistent with the legislative decisions made by the City Council. As conducted by the City, the process thwarts genuine outreach regarding the general plan amendment and improperly creates the impression that the City Council is foreclosed from approving anything other than the Applicant's requested general plan amendment and other approvals.

To be clear, there is no authority in the Subdivision Map Act authorizing the City of Los Angeles to approve a tract map conditioned on the Applicant receiving requested modifications of general plans and zoning. For jurisdictions other than Los Angeles, Government Code 66498.3 expressly authorizes an advisory agency to condition a tract map approval on an applicant later obtaining a zoning change. The absence of a similar provision in the Map Act authorizing an advisory agency to conditionally approve a tract map premised on a general plan amendment, means the City's proposed conditional approval of a presumed general plan amendment is ultra vires. The Legislature's strongly worded language mandating an advisory agency deny a tract map that does not comply with the general plan and specific plan, combined with no express authorization to conditionally approve premised on a general plan amendment, establishes how the City of Los Angeles is conducting an unlawful tract map hearing proceeding.

In addition to the deficiencies conceded in the Letter of Determination, the Project is not consistent with the current General Plan in numerous ways as demonstrated below:

*Emergency Response*

The Project results in inadequate fire and emergency medical service response by concentrating high-density development in an area with already inadequate fire coverage, and by degrading already strained response times by exacerbating local congestion. The General Plan Framework establishes a 1.5-mile distance standard for fire response and emergency medical services, yet the Project proposes to create a new medical office high-rise without contributing new fire or emergency medical service facilities. The Project's inconsistencies with the fire standards are further analyzed in the Association's letters dated February 2, 2022 (**Exhibit A**) and March 1, 2022 (**Exhibit B**). The Project is therefore inconsistent with the following goals, objectives and policies of the Framework Element:

Goal 9J: Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS) and infrastructure.

Objective 9.16: Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS) and infrastructure.

Policy 9.16.1: Monitor and forecast demand for existing and projected fire facilities and service.

Objective 9.17: Collect appropriate fire and population development statistics from the purpose of evaluating fire service needs based on existing and future conditions.

Policy 9.17.2: Assure that all areas of the City have the highest level of fire protection and EMS, at the lowest possible cost, to meet existing and future demand.

Policy 9.17.4: Identify areas of the City with deficient fire facilities and/or service and prioritize the order in which these areas should be upgraded based on established fire protection standards.

Objective 9.19: Consider the Fire Department's concerns and where feasible adhere to them, regarding the quality of the area's fire protection and emergency medical services when developing General Plan amendments and zone changes, or considering discretionary land use permits.

Policy 9.19.1: Maintain the Los Angeles Fire Department's ability to assure public safety in emergency situations.

Policy 9.19.3: Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies.

*Land Use*

The Project violates requirements in the Zoning Code and City Charter limiting the circumstances under which the City may approve a general plan amendment. Los Angeles City Charter, Section 555 provides:

> "The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity." (Emphasis added.)

In order to re-shape the City's fundamental planning documents to conform to the radically inconsistent Project, the Applicant proposes to simply amend the City's General Plan in numerous places to simply authorize the Project as-is. This is, in essence, the tail wagging the dog: the Applicant seeks to authorize a spot zone where the Project's excessive floor area and building height and woefully deficient parking will be inflicted upon the public. The requirement that the geographic area involved in a proposed general plan amendment be one of "significant

social, economic or physical identity" is an express limitation on the City's power to initiate a general plan amendment. It is an instruction that the amendment process, while not including the entire City, must include a large enough area having a significant identify of its own to avoid piecemeal planning and spot zoning. The proposed general plan amendment violates this requirement because it isolates a single block, indistinguishable from the 600 block of South San Vicente Boulevard north of the Project site.

*Wilshire Community Plan*

The Project would degrade quality of life in adjacent residential neighborhoods by introducing an incompatible high-rise with critically inadequate parking and significant traffic generation on residential streets. Exacerbating the impacts of a use which already generates high parking demand, the Project further requests a 20 percent reduction in parking. The Project would further reduce Level of Service ("LOS") on impacted streets below the standards in the Community Plan. The Project is thus inconsistent with numerous goals, objectives and policies of the Wilshire Community Plan:

> GOAL 1: PROVIDE A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE WILSHIRE COMMUNITY.
>
> Objective 1.1: Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.
>
> Policy 1-1.1: Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life.
>
> Objective 1-3: Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods
>
> Policy 1-3.4: Monitor the impact of new development on residential streets. Locate access to major development projects so as not to encourage spillover traffic on local residential streets.
>
> Policy 1-3.4: Monitor the impact of new development on residential streets. Locate access to major development projects so as not to encourage spillover traffic on local residential streets.
>
> GOAL 14: DISCOURAGE NON-RESIDENT TRAFFIC FLOW ON RESIDENTIAL LOCAL STREETS, AND ENCOURAGE COMMUNITY INVOLVEMENT IN DETERMINING NEIGHBORHOOD TRAFFIC AND PARKING CONTROLS.
>
> Policy 14-1.2: Support and research emerging traffic calming techniques as potential traffic mitigation factors in impacted residential neighborhoods

GOAL 15: PROVIDE A SUFFICIENT SUPPLY OF WELL-DESIGNED AND CONVENIENT OFF-STREET PARKING LOTS AND FACILITIES THROUGHOUT THE PLAN AREA.

Objective 15-1: Provide off-street parking in appropriate locations in accordance with Citywide standards and community needs.

Policy 16-1.1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multimodal transportation (e.g. walking, bicycling, driving and taking public transit) and safety, maintain a satisfactory Level of Service (LOS) above LOS "D" for Boulevards II s, especially those which serve Regional Commercial Centers and Community Commercial Centers; and above LOS "D" for Avenues and Collector Streets.

### 2. The Design and Improvements of the Proposed Subdivision are Inconsistent with the General Plan

The design and improvements of the proposed subdivision are inconsistent with the general plan and zoning. The Project proposes a staggering increase in intensity of use and traffic generation on a site with a frontage road (San Vicente Boulevard) limiting access to major adjacent commercial streets while diverting traffic to residential neighborhoods.[1] As demonstrated above, the General Plan has policies expressly addressing neighborhood intrusion traffic. Moreover, the Wilshire Community Plan addresses degraded LOS and establishes policies to maintain LOS "C" or above for San Vicente Boulevard, which is a Boulevard II according to the Mobility Element.

### 3. The Site is Not Suitable for the Proposed Density of Development

The location of the site is not physically suitable for the increased density proposed because it contains physical hazards which render residential uses inappropriate. These include location within a liquefaction zone and a methane zone.[2] The Project site is also unsuitable for high-traffic development such as a medical office high-rise because its location on a frontage road restricts access to San Vicente Boulevard and Wilshire, funneling the Project's substantial traffic onto narrow residential streets where neighborhood intrusion traffic would introduce severe land use incompatibilities.

### 4. The Project is Likely to Cause Substantial Environmental Damage

The Subdivision Map Act mandates denial of a tentative map if the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat." Govt. Code Section

---

[1] See **Exhibit A**, Attachment 3, depicting that the most plausible access routes to the Project site travel through Local streets in residential neighborhoods.

[2] ZIMAS and https://www.geoforward.com/wp-content/uploads/Methane-Zone-Map-Los-Angeles-by-Geo-Forward-Inc.-1.pdf See Division 71 of the Los Angeles Building Codes for mitigation and testing requirements for projects in the methane zone: https://up.codes/viewer/los_angeles/ca-building-code-2016/chapter/new_71/methane-seepage-regulations#new_91.7103 or City Ordinance No. 17590: https://ladbs.org/docs/default-source/publications/ordinances/methane-code---ordinance-no-175790.pdf?sfvrsn=d8eeb53_10

66474(e). As explained in this letter, the Project will result in significant environmental impacts exceeding CEQA thresholds. In any event, the Subdivision Map Act requires independent environmental review from CEQA as part of the approval of the tentative tract map.

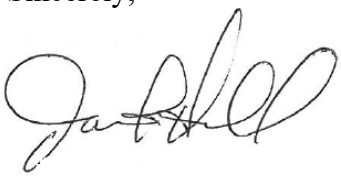
In *Topanga Ass'n for a Scenic Community v. County of Los Angeles* (1989) 214 Cal.App.3d 1348, the court ruled that Government Code Section 66474(e), which requires a governmental agency to deny a map application if the agency finds that subdivision design or improvements are likely to cause substantial environmental damage, provides for an environmental review separate from and independent of CEQA. The court stated as follows: "Appellants argue that elimination of their CEQA causes of action does not foreclose an environmental challenge to the approval of the project because the Subdivision Map Act, in Government Code section 66474, subdivision (e), provides for environmental impact review separate from and independent of the requirements [of the CEQA. We agree. "[T]he finding required by section 66474, subdivision (e) is in addition to the requirements for the preparation of an environmental impact report" or a negative declaration pursuant to the CEQA. (59 Ops.Cal.Atty.Gen. 129, 130 (1976).) *Topanga Ass'n for a Scenic Cmty. v. County of L.A.* (1989) 214 Cal.App.3d 1348, 1355-1356.

Appellants have demonstrated that the Project will result in significant environmental impacts not identified in the EIR. These contentions independently establish that the Project will result in substantial environmental damage. In addition to the issues identified above which overlap with General Plan policies, the Project would result in significant GHG (**Exhibit A**, pp. 2-3) and shade-shadow impacts (**Exhibit A**, pp. 3-4). Therefore, the tentative tract map must be denied under Government Code Section 66474(e) and (f).

**5. Conclusion**

For the aforementioned reasons, the appeal of the Vesting Tentative Tract should be granted. Please note that Appellant reserves the right to supplement the bases of this appeal. I may be contacted at 310-982-1760 or at jamie.hall@channellawgroup.com if you have any questions, comments or concerns.

Sincerely,



Jamie T. Hall

# Exhibit A

Letter Submitted on February 2, 2022
by Beverly Wilshire Homes Association

**BEVERLY-WILSHIRE HOMES ASSOCIATION, INC.**

8443 West Fourth Street ● Los Angeles, CA 90048-4101 ● Phone 323/653-6254 & 323/653-5357 e-mail TheBWHA2@AOL.COM

February 2, 2022

To: City of Los Angeles, Dept. of City Planning Major Projects
221 N. Figueroa Street Suite 1350
Los Angeles, CA 90012
Paul Caporaso
paul.caporaso@lacityplanning.org

From: Beverly Wilshire Homes Association
8443 West Fourth Street
Los Angeles, CA 90048
bwha@beverlywilshirehomes.com

RE: Public Hearing for ENV-2017-468-EIR and VTT-74865
656 South San Vicente Medical Office Project
650-676 South San Vicente Boulevard Los Angeles, CA 90048

Dear Mr. Caporaso,

We wish to add the following comments regarding the above project to the file:

The Beverly Wilshire Homes Association is a non-profit, incorporated organization of property owners, residents and businesses. Our boundaries are La Brea on the east, to La Cienega on the west, and from the north side of Wilshire Blvd on the south to Rosewood Avenue on the north. We have represented this area continuously from 1956 to the present. Our mission is to preserve and improve the quality of life for our members and the community.

The proposed project is on our southwestern border with Beverly Hills. It will have severe impacts on our members both during construction and afterwards.

The proposed project is requesting major discretionary entitlements including a General Plan Amendment, Vesting Zone Change, Reduced Parking, and Vesting Tract Map for increases far beyond the underlying zoning and FAR. See ATTACHMENT 2 The proposed project is requesting an increase in height from the current maximum Height of 45' to approx. 218' (max. of 230 with mechanical penthouse), a zone change from C1-1VL-O to (Q)C2-2D-0 and a FAR increase going from a current maximum of 1.5:1 to 4.5:1. All of this and a parking reduction request and 716 bicycle parking spaces.

TRANSPORTATION:

We have retained a traffic engineering company to do an independent traffic study on our behalf. This study will evaluate the issues raised in our comments to the DEIR and EIR responses. We anticipate the study will be available to submit to the record in the future.

There is a unique lack of access to the site from the main streets Wilshire and San Vicente to the frontage road placing an undue burden on the adjacent residential streets. Both the Wilshire Community Plan and CEQA require that the impact of new development on residential streets be monitored. Access to this major development projects should not allow spillover traffic on local residential streets.

GREENHOUSE GAS (GHG) EMISSSIONS

The Greenhouse Gas emissions analysis is deficient and doesn't adequately assess actual GHG emissions related to the construction and operational phases.

Among its many deficiencies:

1. The analysis does not address the impacts of ride hailing which will be a significant factor in Vehicle Miles traveled (VMT) to and from the proposed project. Numerous published studies of "rideshare" impacts on VMT in urban cities as well as suburban communities have concluded that not only have such services not reduced VMT as originally theorized, but has been seen to significantly increase VMT.

2. The DEIR also fails to acknowledge that the City of Los Angeles has performed no studies and published no data of its own regarding Vehicle Miles Traveled (VMT), and has published no data to contradict the findings of major research institutions that have documented that middle and high income Angelenos like those likely to be

able to afford the type of medical services provided in this building are inversely correlated to transit use in Los Angeles.

3. The City has ignored published data from established research institutions that demonstrates the failure of its policies. See, for example, "Falling Transit Ridership," UCLA Institute of Transportation Studies, January 2018. Michael Manville, Brian D. Taylor and Evelyn Blumberg.

The analysis cites an abundance of existing bus routes as if proximity to bus routes will result in occupants foregoing car ownership and ride hailing services to use the bus system when in fact this study finds that,

"increased private vehicle ownership can likely explain much of the transit ridership decline in Southern California. Between 2000 and 2015, households in the SCAG region dramatically increased their levels of vehicle ownership, from 1.7 to 2.4 vehicles per household.
Vehicle ownership has grown fastest among subgroups that have historically been most likely to use transit. The increase in vehicle ownership has been driven by low-income and foreign-born households who previously did not, largely for economic reasons have access to cars."

4.) See Los Angeles Times article dated January 27, 2022, "Metro Slashes Bus and Rail Service Amid Driver Shortage." " Los Angeles County Metropolitan Transportation Authority has been reduced system wide by as much 18% since September as the agency struggles to find enough drivers amid the Omnicron fueled Covid-19 surge.....one heavily used line has seen rides fall by 42% in the last month."

Bus service could be unpredictable in the future.

As another example, the analysis cites 716 bike spaces in the Project but offers no data that the existence of any number of bike spaces in a medical office project has any impact on VMT or GHG.

<u>SHADE AND SHADOW</u>

The homes adjacent to the proposed project are identified in the Survey LA 6th Street-Orange Street Multi-Family Residential Historic District and therefore are offered protections under CEQA and should be considered in the design and execution of this project. There is also an adjacent commercial building at 6535 W. Wilshire that is also identified in Survey LA.

Shade and shadow caused by a building of 218 feet in height would be extensive. The shadow from this building would extend for hundreds of feet to the north, north/east and east. The shadows would persist for approximately 7 months of the year, October until April or May, beginning at 1 pm and continuing until sunset. Residences in the historic neighborhood would be the ones impacted. This would limit neighboring properties to the north and north/east the ability to collect solar rooftop energy and deprive resident the use and enjoyment of yards and swimming pools for much of the year.

The proposed project could also have a substantial affect on a scenic vista, in this case the Hollywood Hills when viewed from both Wilshire Blvd. and San Vicente Blvd.

EMERGENCY RESPONSE SECTION IV.H.1 Public Services-Fire Protection

**Response to Comment No. ORG 1-15**

The FEIR fails to address the question concerning response times
to the proposed project in the letter from LAFD dated
September 24, 2020.

The DEIR acknowledges that the Project is located beyond the acceptable service distances from Los Angeles Fire Department stations.

While they do state that fire protection would be considered INADEQUATE,
They go on to state in the letter that conditions could be reduced to ADEQUATE with the requirement of the addition of fire sprinklers during construction.

Since there is a higher likelihood of EMS response to a medical building use, it is essential that response times are within the survival window. Fire sprinklers will not help EMS response times.

FireStatLA shows 2021 data showing EMS Operational Response Times of 07:14 based on Station 61 statistics, which is 2.0 miles from the project site.
National Fire Protection Association "NFPA" Standard 1710 establishes a 300 second or 5 minute first "response time" goal for not less than 90% of these types of incidents.

What is neglected in the letter is how EMS response could be improved to

an adequate level without the following major infrastructure improvements:

1.Increased staffing for existing facilities (I.E. Paramedic Rescue Ambulance and EMT Rescue Ambulance resources)

2. Additional fire protection facilities

3. Relocation of the present fire protection facilities.

CONCLUSION

The conclusion points to the need for additional city infrastructure to serve this site. The proposed project is also not providing any affordable housing or market rate housing, which could have provided some density bonuses and benefits to address the shortage of the housing stock in the city.

The proposed project along with other proposed and previously entitled Projects such as 333 S. La Cienega Blvd. and the Our Lady of Mt. Lebanon Project at 331-333 San Vicente Blvd., as well as a proposed Metro Crenshaw Line Extension and the Metro Purple Line, have tremendous cumulative impacts both during construction and after completed cause severe traffic and parking issues in our area.

The EIR describes four alternatives to the proposed project. Any of the alternatives would be superior to what we have proposed here. Construction of this 218 foot medical office tower adjacent to two story residential buildings, in an historic neighborhood, inaccessible from main streets, places an unreasonable burden on the local residential neighborhood.

Sincerely,

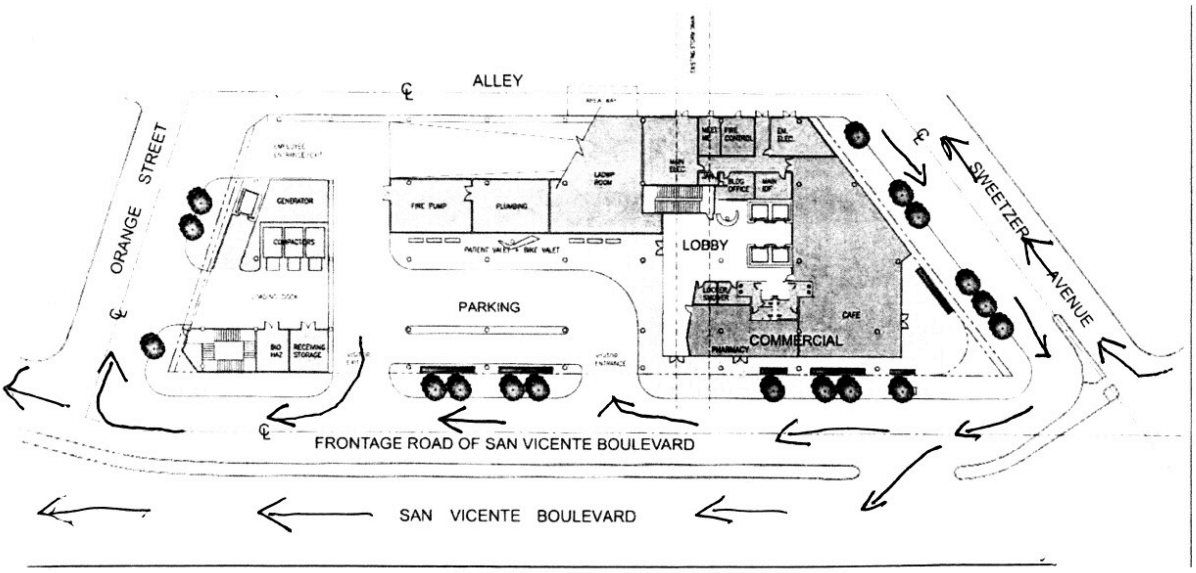
Diana Plotkin
President, Beverly Wilshire Homes Association

Please See 4 Attachments

CC. Councilmember Paul Koretz
200 N. Spring Street.
Los Angeles, CA 90012

ATTACHMENT 1

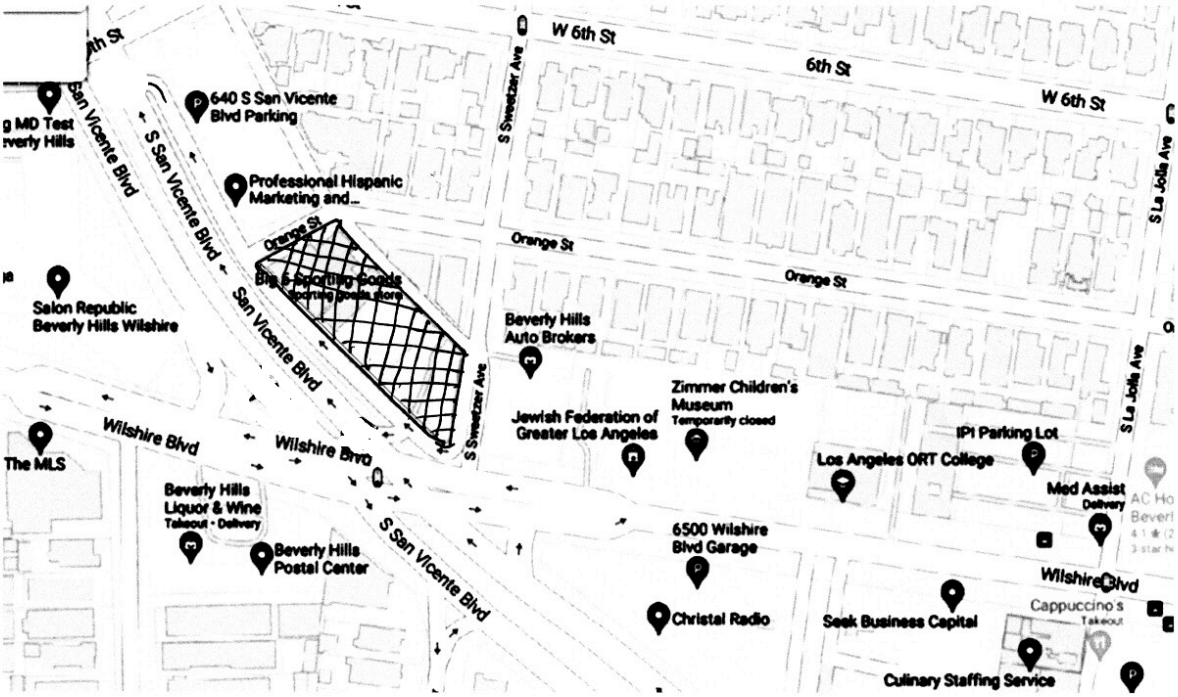
San Vicente Blvd. Frontage Road. - No access from San Vicente Blvd.



ATTACHMENT 1A View of intersection

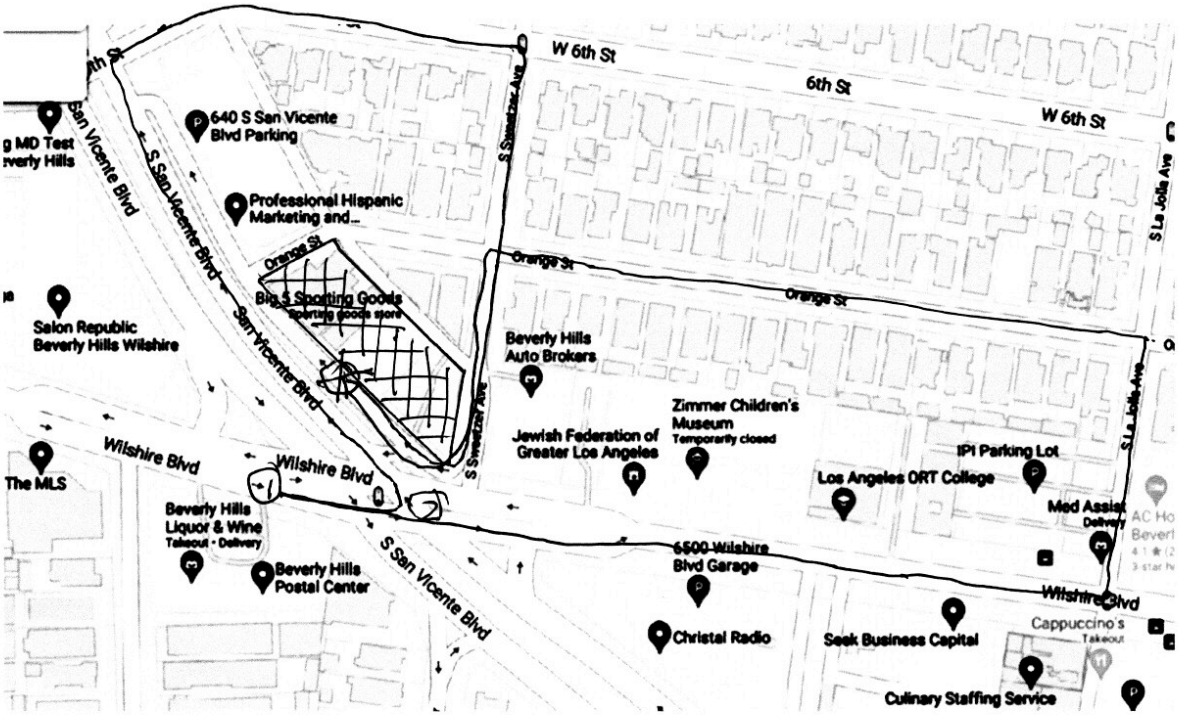
Attachment 2

View of project location within surrounding neighborhood



ATTACHMENT 3

Routes Through the Neighborhood to acces Frontage Road to the Project From Wilshire or San Vicente.



# Exhibit B

Letter Submitted on March 1, 2022
by Beverly Wilshire Homes Association

BEVERLY-WILSHIRE
HOMES ASSOCIATION, INC.

8443 West Fourth Street ● Los Angeles, CA 90048-4101 ● Phone 323/653-6254 & 323/653-5357 e-mail TheBWHA2@AOL.COM

March 1, 2022

City of Los Angeles, Dept. of City Planning Major Projects
221 N. Figueroa Street Suite 1350
Los Angeles, CA 90012
Paul Caporaso
paul.caporaso@lacityplanning.org

Beverly Wilshire Homes Association
8443 West Fourth Street
Los Angeles, CA 90048
bwha@beverlywilshirehomes.com

RE: CPC-2017-467-GPA-VZC-HD-SPR
ENV-2017-468-EIR
656 South San Vicente Medical Office Project
650-676 South San Vicente Boulevard Los Angeles, CA 90048

Dear Mr. Caporaso,

Thank you for the opportunity to comment on this proposed project

The Beverly Wilshire Homes Association is a non-profit, incorporated organization of property owners, residents and businesses within the area bounded by La Brea to La Cienega and Rosewood to the north side of Wilshire Blvd. From 1956 to the present we have been the voice of the community. Our mission is to improve the quality of life for our members and the community.

The area of the proposed project is close to the border of the city limits and sits close to both Beverly Hills and West Hollywood to the west of the site,

**INADEQUATE FIRE AND EMERGENCY RESPONSE SERVICE**

In addition to the already identified response times identified in a letter from LAFD in the DEIR, LAFD failed to address the inadequate EMS response times due to

Distances beyond the allowed properly staffed fire stations. All LAFD fire stations exceed the allowed 1.5 mile distance allowed.

**Relevant General Plan Framework Element Infrastructure and Public Service Goals, Objectives, and Policies:**

| | |
|---|---|
| **Goal 9J** | **Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS) and infrastructure.** |
| **Objective 9.16** | **Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS) and infrastructure.** |
| **Policy 9.16.1** | **Monitor and forecast demand for existing and projected fire facilities and service.** |
| **Objective 9.17** | **Collect appropriate fire and population development statistics fro the purpose of evaluating fire service needs based on existing and future conditions.** |
| **Policy 9.17.2** | **Assure that all areas of the City have the highest level of fire protection and EMS, at the lowest possible cost, to meet existing and future demand.** |
| **Policy 9.17.4** | **Identify areas of the City with deficient fire facilities and/or service and prioritize the order in which these areas should be upgraded based on established fore protection standards.** |
| **Objective 9.19** | **Consider the Fire Department's concerns and where feasible adhere to them, regarding the quality of the area's fire protection and emergency medical services when developing General Plan amendments and zone changes, or considering discretionary land use permits.** |
| **Policy 9.19.1** | **Maintain the Los Angeles Fire Department's ability to assure public safety in emergency situations.** |
| **Policy 9.19.3** | **Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies.** |

**In the Framework Element of the General Plan for the City under Fire it states:**

> **Fire prevention, fire protection and Emergency Medical Service (EMS) for the City of Los Angeles is provided by the Los Angeles Fire Department (LAFD). Fire Department services are based on the community's needs, as determined by ongoing evaluations. When evaluation indicates increased response time, the application of equipment, personnel, and/or new stations are considered. As development occurs, the Fire Department reviews environmental impact reports and subdivisions applications for needed facilities. Where appropriate, construction of new facilities is required as a condition of development,**
>
> **Emergency medical services are provided through the Bureau of Emergency Medical Services. The City standard for EMS is one and one half miles, similar to that of the response distance for engine companies for neighborhood land uses. Most ambulances are accompanied by trained paramedics to provide additional service other than only transport. LAFD considers EMS to be providing adequate service.**

In this case, because of the General Plan Amendment and zone change request, this must be a consideration.

**Objective 9.19** **Consider the Fire Department's concerns and where feasible adhere to them, regarding the quality of the area's fire protection and emergency medical services when developing General Plan amendments and zone changes, or considering discretionary land use permits.**

During recent February 2, 2022 city hearings on this project, the Applicant stated that there would be surgical suites in addition to laboratory spaces as key components to the proposed project. These amplify the potential need for both EMS and fire response from LAFD due to medical emergencies and higher potential for fire response needs due to flammable gases and toxic liquids in a laboratory environment.

The FEIR fails to address the question concerning response times to the proposed project in the letter from LAFD dated September 24, 2020.

The DEIR acknowledges that the Project is located **beyond the acceptable service distances from Los Angeles Fire Department stations.**

**Below is a chart from the LAFD letter dated September 24, 2020 in the DEIR comment.**

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development: **650 S. San Vicente Boulevard**

| DISTANCE | STATION ID & ADDRESS | SERVICE & EQUIPMENT | STAFF |
|---|---|---|---|
| 1.9 | Fire Station No. 58<br>1556 S. Robertson Blvd.<br>Los Angeles, CA 90035 | Assessment Engine, 2 Paramedic Rescue Ambulances and BLS Rescue Ambulance | 8 |
| 3.1 | Fire Station No. 68<br>5023 W. Washington Boulevard<br>Los Angeles, CA 90019 | Engine and Paramedic Rescue Ambulance | 8 |
| 2.0 | Fire Station No. 61<br>5821 W. 3rd Street<br>Los Angeles, CA 90036 | Task Force, Paramedic Rescue Ambulance BLS Rescue Ambulance | 14 |
| 3.9 | Fire Station No. 92<br>10556 W. Pico Boulevard<br>Los Angeles, CA 90064 | Assessment Light Force, Paramedic Rescue Ambulance and BLS Rescue Ambulance | 10 |
| 3.6 | Fire Station No. 29<br>4029 W. Wilshire Blvd.<br>Los Angeles, CA 90010 | Task Force, Paramedic Rescue Ambulance, BLS Rescue Ambulance and DECON Tender | 14 |

Based on these criteria (response distance from existing fire stations), fire protection would be considered **INADEQUATE**.

All stations exceed the 1 mile first-due Engine, and 1 1/2 mile first due Truck Company distance requirements

While they do state that fire protection would be considered INADEQUATE, They go on to state in the letter that conditions could be reduced to ADEQUATE with the requirement of the addition of fire sprinklers during construction.

Since there is a higher likelihood of EMS response to a medical building use, it is essential that response times are within the life saving window, fire sprinklers will not help EMS response times.

Also, cumulative impacts from future projects that are yet to be built including

Caruso Affiliated, a 240 ft., 145 unit residential tower mixed use development at 333 S. La Cienega Blvd. and the Mount Lebanon Project at 331-333 S. San Vicente Blvd. with a 19 story 153 residential tower and a Catholic Cathedral.

**FireStatLA shows 2021 data showing EMS Operational Response Times of 07:14 based on Station 61 statistics, which is 2.0 miles from the project site. National Fire Protection Association "NFPA" Standard 1710 establishes a 300 second or 5 minute first "response time" goal for not less than 90% of these types of incidents.**

STATION 61 RESPONSE METRICS FOR 2021

January - December 2021

Print

| AVERAGE TURNOUT TIME IN DISTRICT | | | AVERAGE TRAVEL TIME IN DISTRICT | | | INCIDENT COUNT IN DISTRICT | | | | | OPERATIONAL RESPONSE TIME | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EMS | Non-EMS | | EMS | Non-EMS | | EMS | Non-EMS | Critical ALS | Structure Fire[1] | | EMS | Non-EMS | Critical ALS | Structure Fire[1] |
| Month | Mins:Secs | Mins:Secs | Month | Mins:Secs | Mins:Secs | Month | | | | | Month | | | | |
| Jan | 00:51 | 00:48 | Jan | 05:08 | 04:58 | Jan | 455 | 119 | 23 | 20 | Jan | 07:16 | 06:48 | 05:34 | 04:42 |
| Feb | 00:49 | 00:45 | Feb | 04:57 | 04:23 | Feb | 427 | 121 | 18 | 20 | Feb | 07:01 | 06:03 | 05:00 | 04:42 |
| Mar | 00:47 | 00:46 | Mar | 05:06 | 04:57 | Mar | 457 | 120 | 37 | 18 | Mar | 07:05 | 06:33 | 05:44 | 05:04 |
| Apr | 00:46 | 00:49 | Apr | 05:10 | 05:28 | Apr | 447 | 128 | 21 | 18 | Apr | 07:11 | 07:17 | 05:59 | 05:04 |
| May | 00:52 | 00:49 | May | 05:02 | 05:07 | May | 481 | 136 | 36 | 18 | May | 07:06 | 06:52 | 05:52 | 05:04 |
| Jun | 00:53 | 00:54 | Jun | 04:56 | 05:03 | Jun | 459 | 146 | 33 | 17 | Jun | 06:58 | 06:52 | 05:29 | 05:52 |
| Jul | 00:48 | 00:51 | Jul | 05:15 | 05:31 | Jul | 529 | 124 | 31 | 17 | Jul | 07:13 | 07:21 | 05:44 | 05:52 |
| Aug | 00:49 | 00:43 | Aug | 05:18 | 05:25 | Aug | 535 | 100 | 35 | 17 | Aug | 07:16 | 07:06 | 05:50 | 05:52 |
| Sep | 00:59 | 00:53 | Sep | 05:09 | 04:59 | Sep | 488 | 149 | 21 | 19 | Sep | 07:21 | 06:49 | 05:58 | 05:56 |
| Oct | 00:58 | 00:58 | Oct | 05:07 | 05:01 | Oct | 505 | 145 | 30 | 19 | Oct | 07:16 | 06:46 | 05:54 | 05:56 |
| Nov | 00:57 | 00:54 | Nov | 05:18 | 04:52 | Nov | 503 | 108 | 35 | 19 | Nov | 07:23 | 06:57 | 05:37 | 05:56 |
| Dec | 00:57 | 00:56 | Dec | 05:29 | 05:17 | Dec | 482 | 149 | 34 | 10 | Dec | 07:39 | 07:06 | 06:30 | 05:04 |
| Overall | 00:52 | 00:51 | Overall | 05:10 | 05:05 | Overall | 5768 | 1545 | 354 | 64 | Overall | 07:14 | 06:53 | 05:47 | 05:32 |

Response times from FireStatLA for the year 2021

**In the DEIR Appendix I-Public Service Letters I-1 Los Angeles Fire Department Correspondence dated September 24, 2020**

**FIRE FLOW:**

The adequacy of fire protection for a given area is based on required fire-flow, response distance from the existing fire stations, and this Department's judgment for the needs in this area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with type of development, life hazard, occupancy, and the degree of fire hazard.

**6,000 to 9,000 G.P.M. from four to six fire hydrants slowing simultaneously.**

Improvements to the water system in this area may be required to provide 9000, (9000 high rise) G.P.M. fire-flow. The cost of I proving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

**RESPONSE DISTANCE:**

Based on a required fire-flow of 9000 G.P.M., the first-due Engine Company should be within 1 mile(s) and the first-due Truck Company within 1.5 mile(s).

***PLEASE NOTE THERE ARE NO FIRE STATIONS IN THE AREA WITHIN 1.5 MILES.**

The distance will also impact the response times for LAFD services and states: "Based on these criteria (response distance from existing fire station) fire protection would be considered **INADEQUATE**."

The letter concludes with stating "The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

1. Increased staffing for existing facilities. (I.E, Paramedic Rescue Ambulance and EMT Rescue (Ambulance resources).
2. Additional fire protection facilities.
3. Relocation of present fire protection facilities

What is neglected in the letter is how EMS response could be improved to an adequate level without major infrastructure improvements.

BWHA feels that there is a diminished quality to the area's fire protection and emergency medical services due to increased development that is beyond the current allowed zoning and additional General Plan Amendments, need to be considered for any new entitlements granted in this area of the City, These increases created by this new proposed project are negatively impacting current residents in this area.

Sincerely,

Diana Plotkin

President, Beverly Wilshire Homes Association

.

**EXHIBIT E**
**Michael Yadegari Appeal Application**
**VTT-74865-1A**

APPLICATIONS:

# APPEAL APPLICATION

## Instructions and Checklist

**Related Code Section:** Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

**Purpose:** This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

### A. APPELLATE BODY/CASE INFORMATION

#### 1. APPELLATE BODY

☐ Area Planning Commission ☑ City Planning Commission ☐ City Council ☐ Director of Planning
☐ Zoning Administrator

Regarding Case Number: VTT-74865

Project Address: 650-676 South San Vicente Blevard

Final Date to Appeal: 05/03/2022

#### 2. APPELLANT

**Appellant Identity:**
(check all that apply)

☐ Representative ☐ Property Owner
☐ Applicant ☐ Operator of the Use/Site

☑ Person, other than the Applicant, Owner or Operator claiming to be aggrieved

☑ Person affected by the determination made by the **Department of Building and Safety**

☐ Representative ☐ Owner ☑ Aggrieved Party
☐ Applicant ☐ Operator

#### 3. APPELLANT INFORMATION

Appellant's Name: MICHAEL YADEGARI

Company/Organization: YAD LA LAWYER, INC

Mailing Address: 640 S. SAN VICENTE BLVD STE 554,

City: LOS ANGELES, State: CA Zip: 90048

Telephone: (310) 779-9327 E-mail: YADEGARIESQ@GMAIL.COM

**a.** Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☑ Self ☐ Other: _____

**b.** Is the appeal being filed to support the original applicant's position? ☐ Yes ☑ No

## 4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____. Zip: _____

Telephone: _____ E-mail: _____

## 5. JUSTIFICATION/REASON FOR APPEAL

**a.** Is the entire decision, or only parts of it being appealed? ☑ Entire ☐ Part

**b.** Are specific conditions of approval being appealed? ☐ Yes ☑ No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

☑ The reason for the appeal ☑ How you are aggrieved by the decision

☑ Specifically the points at issue ☑ Why you believe the decision-maker erred or abused their discretion

## 6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: _____ Date: 5/12/22

***GENERAL APPEAL FILING REQUIREMENTS***

**B.** ***ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES***

### 1. Appeal Documents

**a. Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

☐ Appeal Application (form CP-7769)
☐ Justification/Reason for Appeal
☐ Copies of Original Determination Letter

**b. Electronic Copy**

☑ Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

**c. Appeal Fee**

☐ Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.

☐ Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

**d. Notice Requirement**

☐ Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC

☐ Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

## *SPECIFIC CASE TYPES - APPEAL FILING INFORMATION*

### C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

**1. Density Bonus/TOC**
Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:
- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

☐ Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

### D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:
- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

### E. TENTATIVE TRACT/VESTING

**1. Tentative Tract/Vesting** - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

☑ Provide a copy of the written determination letter from Commission.

### F. BUILDING AND SAFETY DETERMINATION

☐ **1.** Appeal of the *Department of Building and Safety* determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

**a. Appeal Fee**
☐ Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

**b. Notice Requirement**
☐ Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

☐ **2.** Appeal of the *Director of City Planning* determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

**a. Appeal Fee**
☐ Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

**b. Notice Requirement**
☐ Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
☐ Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

## G. NUISANCE ABATEMENT

1. **Nuisance Abatement -** Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:
- Nuisance Abatement is only appealable to the City Council.

a. **Appeal Fee**
☐ Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. **Plan Approval/Compliance Review**
Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. **Appeal Fee**
☐ Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.
☐ Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

# NOTES

*A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.*

***Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

| This Section for City Planning Staff Use Only | | |
|---|---|---|
| Base Fee: | Reviewed & Accepted by (DSC Planner): | Date: |
| Receipt No: | Deemed Complete by (Project Planner): | Date: |
| ☐ Determination authority notified | ☐ Original receipt and BTC receipt (if original applicant) | |

YAD LA LAWYER, INC. | 640 S. SAN VICENTE BLVD STE 554, LOS ANGELES, CA 90048 .
PH: 310.779.9327 | EMAIL: YADEGARIESQ@GMAIL.COM

**May 13, 2022**

**Re: APPEAL FROM THE ADVISORY AGENCY'S APPROVAL**
**VESTING TENATIVE TRACT NO. 74865**
**Related Case Number CPC-2017-467-GPA-VZC-HD-SPR**
**650-676 South San Vicente Blevard**

TO WHOM IT MAY CONCERN,

We are appealing the Advisory Agency's decision to approve the VESTING TENATIVE TRACT NO. 74865**.** The issues that we are concerned about are the facts surrounding changing the current zoning which is C1-VL-O with a 5,748 square foot vacant educational building and an 8,225 square foot Big 5 sporting goods store and associated surface parking on the Project site to C2-2D-O which will allow a 12-story medical office/retail-commercial building with 145,305 square foot of floor area and reduce the parking requirements for such a building by 43% (309 parking spaces).

**The reason for the reduction of the parking requirements is simple to allow for more rentable office space at the expense of the neighboring community in order to profit.**

It is concerning that the Applicant lied on their application and to the public by stating that "The Project Applicant is requesting a General Plan Amendment to the Wilshire Community Plan to change the land use designation from Limited Commercial to Regional Center Commercial, as well as a corresponding Zone and Height District Change from C1-1VLO to (T)(Q)C2-2D-O and up to a 20% reduction in vehicle parking,." **When in actuality it is by 43% which is significant and should not be allowed. For this reason alone the Applicant cannot be trusted and the Advisory Agency must deny this requests made by the Applicant.**

## A. THE APPLICANT MISREPRESENTED THE CORRECT REDUCTION OF THE PARKING REQUIREMENTS

Here the Applicant falsely states that they are only asking for 20% reduction. The reason is according to the Los Angeles Municipal Code Chapter I Planning and Zoning Code section 12.21A(d)[1] attached as EXHIBIT A it states:

> (d) **For Institutions. (Amended by Ord. No. 145,088, Eff. 10/18/73.)** There shall be at least one automobile parking space for each 500 square feet of floor area contained within any philanthropic institution, governmental office building, or similar use. **Institutions which provide medical services, such as hospitals, sanitariums, convalescent homes, clinics, medical office buildings and other medical service facilities shall make the following provisions for off-street automobile parking**….

[1] https://codelibrary.amlegal.com/codes/los_angeles/latest/lapz/0-0-0-5183

(3) Clinics, as defined in Health and Safety Code Section 1202, **medical office buildings and other medical service facilities shall provide one automobile parking space per 200 square feet of total floor area**.

Thus, the requirements for the 145,305 square foot proposed building would be to have 727 off-street parking spaces. This is calculated by taking 145,305 square foot divided by 200 which equals to 726.5 which rounded up is 727. They are only proposing to have 418 valet-parking spaces for vehicles. This is a reduction of 309 parking spaces which is a reduction of 43% in the parking requirements.

There is a reason the city requires for medical offices to have **one automobile parking space per 200 square feet of total floor area** is due to the amount of people that will need to park in the building at a given time. If the building does not provide sufficient parking there will be a multiplicity of issues where the building's parking lot will always be AT CAPACITY causing visitors of the building to park in neighboring building or areas.

Furthermore, the area has "NO PARKING ANYTIME EXCEPT BY PERMIT". This area is full of office building. If this area did not have this requirement visitors of the neighboring building would be taking parking spots that homeowners would need for their own.

By allowing this building to build such a massive 12-story medical office/retail-commercial building with 145,305 square foot of floor area and reduce the parking requirements by 43% would be not only reckless but grossly negligent for the city to allow this to go forward.

## B. THE PROPOSED BUILDING AT 650 S SAN VICENTE WILL CREATE MAJOR TRANSPORTATION AND PARKING PROBLEMS

The second reason this project should not allow this project to go forward without the parking restrictions is that there are major traffic circulation issues. The report by the Advisory Agency of the City of Los Angeles, mentioned on page 5 under the section **DEPARTMENT OF TRANSPORTATION paragraph 14 "**This determination does not include approval of the project's driveways and internal circulation or parking scheme. Adverse traffic impacts could occur due to access and circulation issues."

The fact that the Advisory agency has made such an approval without getting any approval of the project's driveway and internal circulation or parking scheme is not a complete finding and may in fact be considered negligence in making such a finding without such information. The reason this is negligent is that such a massive building would create massive amounts of traffic due to the amount of people going in and out of the twelve (12) story and 145,305 square foot building which will have a multiplicity of businesses, such as medical offices, restaurants, retail businesses and a pharmacy.

On February 24, 2022, Robert Kahn of RK Engineering Group Inc. a Registered Civil and Traffic Engineer wrote a review of transportation and parking regarding the proposed 656 S. San Vicente Boulevard medical office project located in the City of Los Angeles which is attached as EXHIBIT B.

He was very thorough in his analysis and used the following documents to make his analysis 1. Notice of Preparation for the EIR 2. Draft EIR including the transportation assessment for the project, prepared by Gibson Transportation Consultants, Inc. 3. Supplemental Parking Analysis for the 656 S. San Vicente Boulevard Medical Office Project, prepared by Gibson Transportation Consultants, Inc. 4. Beverly Wilshire Homes Association, Inc. comment letter dated July 31, 2021 5. City's response to comments regarding the Beverly Wilshire Homes Association, Inc. comment letter which was included in the final EIR.

In addition to reviewing all of those documents, RK also visited the site to review the existing conditions in the area including the adjacent intersections, highways, and streets.

He made the conclusion that there are a number of items that need to be re-evaluated to fully assess the project's impacts. As a result of these concerns, additional analysis is needed, and the current project needs to be reconsidered in terms of the size of the project and the parking provided for the project.

In addition he noted numerous areas of concern including:

1. The design of the site plan with respect to the operation/design of the valet system,
2. The traffic counts utilized in the traffic assessment, the poor operating conditions (LOS F) at the intersection of San Vicente Boulevard at Wilshire Boulevard,
3. No significant improvements planned to the adjoining roads or the intersection,
4. The underestimating of the parking demand at the project,
5. The project's effects on the local neighborhood and along the San Vicente Boulevard Frontage Road at Wilshire Boulevard and 6th Street,
6. The need for specific neighborhood traffic calming improvements on Orange Street (a local street),
7. The underestimating of parking demand for this size of project with its impacts to the adjoining neighborhoods,
8. The lack of specific commitments for the TDM Plan and;
9. The lack of any detail on how the construction impacts of the project will be resolved, in particular how the parking for workers/delivery services will be accommodated since the entire site will be under construction and there will be limited or no available space for accommodating these needs within the project.

Therefore, these items need to be addressed and resolved before the project is considered for approval since it may result in a substantially different project design.

## C. <u>COMPARABLE ZONING OF THE BUILDINGS IN THE AREA</u>

The Advisory Agency must take into consideration the zoning of the buildings in the area that are comparable to determine what type of zoning can be allowed for any building to be built in the area.

Fortunately, a comparable plot of land exists with the zoning requirements of C2-1L-O which the Advisory Agency must take into consideration is the zoning of the building located at 400-434 S San Vicente Blvd Los Angeles, CA 90048 which is .4 mile away from 650-676 San Vicente Blvd Los Angeles, CA 90048 which the proposed zoning is to be changed.

This plot of land on 400-434 S San Vicente Blvd Los Angeles, CA 90048 should be compared to the plot of land 650-676 San Vicente Blvd Los Angeles, CA 90048 for the following reasons:

1. The plot of land on 400-434 S San Vicente Blvd Los Angeles, CA 90048 is on the exact same street as 650-676 San Vicente Blvd Los Angeles, CA 90048 and .4 mile away from each other.[2]
2. The plot of land on 400-434 S San Vicente Blvd Los Angeles, CA 90048 is 33,185.2 square feet which is almost the same square footage as the one on 650-676 San Vicente Blvd Los Angeles, CA 90048 which is 33,087.75 square feet.[3]
3. The building on 400-434 S San Vicente Blvd Los Angeles, CA 90048 is an 11 story medical office/retail-commercial building which has the similar use that the proposed 650-676 San Vicente Blvd Los Angeles, CA 90048 building 12 story medical office/retail-commercial building.[4]

This building that was built in 1962 on the 33,185.2 square feet plot of land located at 400-434 S San Vicente Blvd Los Angeles, CA 90048 was 114,780 square foot when Los Angeles had an approximate population of 2,479,015. This data was obtained from the document on the US Census's website https://www2.census.gov/prod2/statcomp/documents/1962-02.pdf. A copy of the document is attached as EXHIBIT C

On the other hand, the proposed building to be built in 2023 on the 33,087.75 square feet plot of land located at 650-676 San Vicente Blvd Los Angeles, CA 90048 is 145,305 square foot when Los Angeles will have an approximate population of 3,939,015. This data was obtained from the document on the US Census's website https://www.census.gov/quickfacts/losangelescitycaliforniaA copy of the document is attached as EXHIBIT D

The fact that the population of Los Angeles is 37% larger than what it was in 1962 should be a significant consideration in how the Advisory Agency makes their approvals. Due to the large increase in the population the rules should be stricter in allowing any reduction in parking requirements in which was the very reason these rules were created. The were created to prevent parking and traffic issue. Now that Los Angeles has 37% more people than in 1962 these issues are more prevalent.

The 114,780 square foot building located at 400-434 S San Vicente Blvd Los Angeles, CA 90048 has plenty of parking for all of it visitors and tenants including all of their employees.

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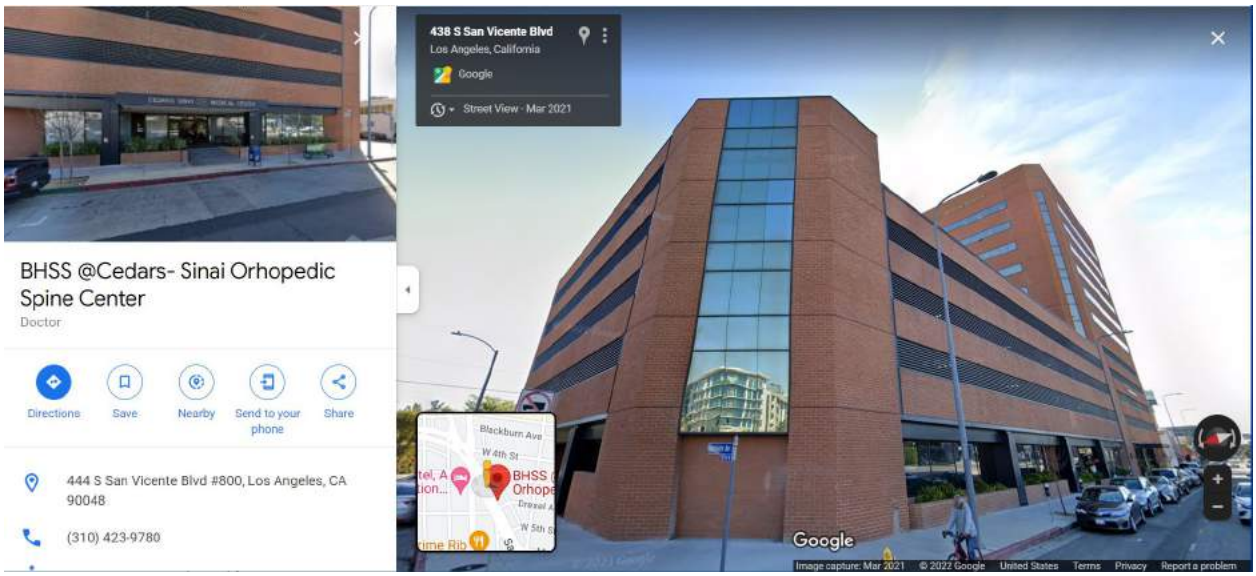
[2] https://www.google.com/search?q=directions+from+444+s+san+vicente+to+650+s+sanvicente&rlz=1C1ONGR_enUS973US973&oq=directions+from+444+s+san+vicente+to+650+s+sanvicente&aqs=chrome..69i57.13995j0j4&sourceid=chrome&ie=UTF-8

[3] http://zimas.lacity.org/

[4] http://zimas.lacity.org/




On the other hand the plot of land addressed 650-676 S San Vicente Blvd Los Angeles, CA 90048 which is in total a proposed 145,305 square foot building that is located on a 33,087.6 square feet plot of land will NOT have enough of parking for all of it visitors and tenants including all of their employees. This will cause all of the issues mentioned above.

Moreover, the design requires 2 auto entrances and the need to use San Vicente and Orange Street. This will lead to neighborhood intrusion and a loss of access to any neighboring buildings.

The trucks going to and from the site will block San Vicente frontage road. Thus any removal of street parking on San Vicente frontage road will affect neighboring buildings access tenants and visitors access to parking and to the building.

Although the following graphics of the proposed building located at 650-676 S San Vicente Blvd Los Angeles, CA 90048 may look appealing and stunning. However, this massive building is disregarding the affects this massive structure will have on the surrounding community's transportation and parking. As shown in the pictures this is not a small building. This building actually towers over the neighboring building and the building located at 400-434 S San Vicente Blvd Los Angeles, CA 90048 which is built on the same plot of land.[5]

[5] These pictures were obtained from the website URBANIZE LOS ANGELES https://la.urbanize.city/post/12-story-medical-office-tower-rise-wilshire-san-vicente

Another, picture shows the proposed building towering all of the neighboring building and without enough parking for the tenants, their employees or their visitors. This is unacceptable and without the proper approval from the Los Angeles Department of Transportation.

Lastly, another large mixed use building 220 feet tall proposed at 6535 Wilshire across will have access driveway on Orange Street and will compound the impacts on Sweetzer and the Frontage road.

Altogether this building without the proper parking and traffic circulation will create a major disaster to the area and after the building is built we will not be able to go back in time to rectify the issues.

## VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

California Environmental Quality Act "CEQA" Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" Here, is it obvious that the Advisory Agency did not include approval of the project's driveways and internal circulation or parking scheme from the Los Angeles Department of Transportation (LADOT). This is somewhat perplexing that the Advisory Agency mentioned that "Adverse traffic impacts could occur due to access and circulation issues." But non the less approve the project without such approval by the LADOT. This reckless disregard for LADOT's approval is material and the Advisory Agency must reverse their decision and deny the Vesting Tentative Tract Map No. 74865.

## CONCLUSION

In conclusion, the proposed vesting tentative Tract No 74865 for the building located at 650-676 S San Vicente Blvd Los Angeles, CA 90048 without the proper parking must not be approved. The fact that the Applicant misrepresented the true percentage of a reduction, coupled with the fact that an expert in transportation is saying that this project will create major environmental problems is enough for the Advisory Agency to deny the proposed project.

Sincerely,

Michael Yadegari, Esq.

EXHIBITA Los Angeles Municipal Code Chapter I Planning and Zoning Code section 12.21A(d)

## SUMMARY OF PARKING REGULATIONS

Please be aware that areas located within Specific Plans, Interim Control Ordinances, or special districts may have different parking requirements than provided in this Information Bulletin.

| SECTION 12.21A.4(c) – COMMERCIAL AND INDUSTRIAL BUILDINGS<br>Use of Building (or portions of) * | Ratio (spaces/sq ft) |
|---|---|
| **1.** Health or Athletic Club, Bath House, Gymnasium, Video arcades, Karaoke, Laser tag or similar and Pool Hall (use total floor area minus the pool tables) | 1 per 100 |
| **2.** Studio for dance, yoga, martial art smaller than 1000 sq ft and with no more than 10 occupants at any given time (note such limitations on the Building Permit) | 1 per 500 |
| **3.** Skating/Roller Rinks, Bowling Alleys (Bowling Area), Basketball Court (including court surface); Sitting or viewing area at 1 per 100; with stadium seating for spectators 1 per 35 or 1 per 5 fixed seats. Bowling Lanes in a bowling alley can be calculated at 1 per 500. | 1 per 100 (more parking required for viewing or seating area) |
| **4.** Restaurant, Café, Coffee Shop, Bar, Night Club, Banquet/Dance Hall or similar | 1 per 100 |
| **5.** Small Restaurant, Café, or Coffee Shop (1,000 sq. ft. or less) | 1 per 200 |
| **6.** Retail, Take-Out Restaurant (no seating), Art Gallery (retail) or Discount Wholesaler selling to the general Public, Gold buying | 1 per 250 |
| **7.** Wholesaler not selling to the general Public | 1 per 500 |
| **8.** Retail Furniture, Major Appliances, or similar | 1 per 500 |
| **9.** Professional Office or other Business/services such as Dry Cleaner, Coin-laundry, Beauty Salon, Art Studio (no retail), Museum, Travel Agency, kennel, animal clinic, animal hospital…..similar | 1 per 500 |
| **10.** School for adult: Trade, Music, Professional, or similar as defined in code section 12.21A.4(c)(7) | |
| a. Classroom or assembly area | 1 per 50 or 1 per 5 fixed seats |
| b. Laboratory or Classroom with heavy equipment | 1 per 500 |
| **11.** Adult Care Facility | 1 per 500 |
| **12.** Warehouse or Storage (for Household Goods) - Parking shall be calculated for each building; Refuse Transfer Station[6] | 1 per 500 (1st 10,000 sq ft) + 1 per 5,000 after |
| **13.** Light manufacturing uses such as data retrieval, record management, research and development, information processing, electronic technology or multi-media productions | 1 per 500 |
| **14.** Auto Dismantling Yard, Junk Yard or Open Storage in the M2 or M3 zones [Sec. 12.19 A.4(b)(4) and Sec. 12.20 A.6(b)(3) | 6 for the first acre, 1 per 12,000 sq ft for the second acre, and 1 for each acre after |
| **15.** Used vehicle sales /auto repair garage per Sec. 12.26 I.3(b) (exception: display of not more than 3 vehicles for purpose of sale or trade at any one time) | 1 per 2000 of outdoor vehicle sales area (min. 2 stalls) + parking as required for the building |

| SECTION 12.21A.4(d) – INSTITUTIONS: Use of Building (or portions of)* | Ratio (spaces/sq ft or unit) |
|---|---|
| 1. Philanthropic Institution, Museum, Government Office, or similar | 1 per 500 |
| 2. Medical Office, Clinic, or Medical Service Facility | 1 per 200 |
| 3. Sanitarium or Convalescent Home | The greater of 1 per 500 or min 0.2 per bed |
| 4. Hospital | 2 per patient bed |

***Exceptions for Section 12.21A.4(c), (d), (e) and (f)**

1. Any roofed Outdoor Eating Areas in connection with restaurants, cafes or other eating/refreshment establishments will provide parking as required except for ground floor **"Outdoor Eating Area"** as defined per Section 12.03 of the Zoning Code. No parking is required for any **UNROOFED** Outdoor Eating Areas such as patios, terraces or roof decks.
2. For any Specific Plans published prior to May 21,1990, required parking shall be based on Specific Plan or Section 12.21A.4 whichever is required more parking.
3. Read 12.21A.4(j) for **combination of uses** inside an office building or an industrial-use lot. Exception 12.21A.4(j)(3) can be applied to retails, health club or any commercial uses per section 12.21A.4(c) for an office building greater than 50,000 sq ft.
4. For church, gyms or any assembly, every 24" of **bleacher or pew** (if no delineated seats or cushions for each person) is considered as one seat.
5. Warehouses built prior to Sept 8, 1950 can be considered as Industrial Use for nonconforming parking per LADBS' 10/06/1997 memo.
6. **Refuse Transfer Station** - Parking requirements are same as warehouse use per ZA Memo No. 135 (04/03/2020)
7. For existing buildings per Ord.#182,110 (amending section 12.21A.4(m)), Department of Building and Safety may reduce the number of required parking spaces by the number of spaces which the LADBS determines are needed to provide disabled parking spaces required by the State access laws.

| SECTION 12.21A.4(e) and (f) – ASEEMBLY AREA AND SCHOOLS: Use of Building (or portions of)* | Ratio (spaces/sq ft or unit) |
|---|---|
| 1. High School/College Auditorium; Stadium; Theater; Bingo Parlors more than 50 occupants; or similar assembly | 1 per 35 sq. ft. or 1 per 5 fixed seats |
| 2. Church (The greater of the main sanctuary or main assembly area) | 1 per 35 sq. ft. or 1 per 5 fixed seats |
| 3. Schools (Private or Public) | ////////////////////////////// |
| a. Elementary/Middle – K thru 8th grade | 1 per classroom (on-site only) |
| b. 9th thru 12th grade | The greater of auditorium, any assembly or 1 per 500 of total building area |
| 4. Facility for 12th graders and under including Child Care, Counseling Facility, After School Program for tutoring or athletic facility | The greater of 1 per 500 of total building area or 1 per classroom for K thru 8th grade |

| SPECIAL DISTRICTS: Use of Building (or portions of) | Ratio spaces/sq ft or unit |
|---|---|
| 1. Downtown Parking District (DPD) - 12.21 A.4(i)(1) – Auditoriums and other similar places of assembly | 1 per 10 fixed seats or 1 per 100 sq ft |
| 2. Downtown Parking District (DPD) - 12.21 A.4(i)(2) and (3) – Hospitals, philanthropic institutions, governmental offices buildings, medical offices and all uses as listed in Section 12.21A.4(c) (No parking for any uses listed in Section 12.21A.4(c) when the total commercial use is smaller than 7,500 sq ft in gross floor area) | 1 per 1000 for all uses in Section 12.21A4C |
| 3. Downtown Parking District (DPD) - 12.21 A.4(i)(3) - warehouse | 1 per 1000 (1st 10,000 sq ft) + 1 per 5,000 after |
| 4. Community Redevelopment Areas & Enterprise Zones outside of DPD District - 12.21A4(x)(3) for medical office, clinic and all commercial uses in Sec. 12.21A.4(c) | 1 per 500 |
| 5. Historical Buildings (National Register of Historic places or State or City historical or cultural monuments) – 12.21 A.4(x)(2) | No change in parking in connection with change of use. |

| SECTION 12.21A.4(a) and (b) – Use of Building (or portions of)** | Ratio (spaces/sq ft or unit) |
|---|---|
| **1.** One-Family Dwelling (SFD) or group of one family dwellings | 2 (on-site only) |
| **2.** Apartment or Two-Family Dwelling (Duplex) | ////////////////////////////////////////// |
| a. units > 3 habitable rooms (such as a typical 2 bedroom unit) | 2 (on-site only) |
| b. units = 3 habitable rooms (such as a typical 1 bedroom unit) | 1.5 (on-site only) |
| c. units < 3 habitable rooms (such as a typical single unit) | 1 (on-site only) |
| **3.** Hotel, Motel, Boarding House or Dormitory[7] including accessory facilities | ////////////////////////////////////////// |
| a. first 30 guestrooms / a suite in a Hotel | 1 |
| b. next 30 guestrooms / a suite in a Hotel | One half |
| c. remaining guestrooms / a suite in a Hotel | One third |
| d. Multi-purposes assembly room >750 sq ft inside a hotel or motel | 1 per 35 sq. ft. or 1 per 5 fixed seats |
| e. Restaurants > 750 sq.ft and not intended for hotel guests | 1 per 100 sq. ft. |
| **4.** Condominiums | Planning's tract condition |
| **5.** Mobile Homes Park (Title 25 of the California Administrative Code) | N/A |

**<u>*See Footnotes on Page 1 of 2.</u>**

**<u>**Exceptions for Section 12.21A.4(a) and (b):</u>**

1. Subject to the Hillside Ordinance or **the Baseline Hillside Ordinance**, an SFD may require up to a maximum of 5 parking spaces.
2. Residential located inside the **Central City Parking District (CCPD)** may have reduce parking as follows:
   a) Provide 1 parking per dwelling unit. When more than six dwelling units having more than 3 habitable rooms per unit on the site, the parking for these units shall be at 1¼.
   b) Provide 1 parking for each 2 guestrooms for first 20, 1 for each 4 guestrooms for next 20, 1 for each 6 guestrooms for the remaining.
3. **SFD on a narrow lot, 40 ft or less in width and** not abutting an alley requires only one parking space. However, this reduction shall not apply to lots fronting on a substandard street in A1, A2, A, RE, RS, R1 and RD zones. 12.21A.4(q).
4. Any **commercial vehicle** which exceeds a registered net weight of 5600 lbs shall not be considered as an accessory residential use.
5. **Affordable Housing Incentives** – Parking Options are available for Housing Development Projects pursuant to 12.22 A.25(d).
6. **Elder Care Facilities** – Reduced parking for special housing types pursuant to 12.21 A.4(d)(5).
7. Every 100 sq ft of superficial floor area in a **dormitory** shall be considered as a separate guest room.
8. **Bicycle parking** is required per Section 12.21A.16.
9. For multi-family dwellings that have a common parking area, 5% of the total provided on-site parking shall be electrical vehicle charging spaces (EVCS). For residential projects with 17 or more units, 1 in every 25 EVCS shall comply with the dimension and slope requirements of Section 4.106.4.2.2 of the Los Angeles Green Building Code.

(d) **For Institutions**. **(Amended by Ord. No. 145,088, Eff. 10/18/73.)** There shall be at least one square feet of floor area contained within any philanthropic institution, governmental office building, o medical services, such as hospitals, sanitariums, convalescent homes, clinics, medical office buildings a make the following provisions for off-street automobile parking.

(1) Hospitals shall provide 2.0 automobile parking spaces for each patient bed for which the ho

(2) Sanitariums and convalescent homes shall provide one automobile parking space for ea automobile parking spaces per patient bed, for which the facility is licensed, whichever prov parking spaces.

(3) Clinics, as defined in Health and Safety Code Section 1202, medical office buildings a provide one automobile parking space per 200 square feet of total floor area.

(4) Any institution providing a mixture of medical services, such as a combined hospital/clinic automobile parking spaces as if each portion of the facility were an independent entity.

(5) **(Added by Ord. No. 178,063, Eff. 12/30/06.)** Any Eldercare Facility shall meet the follow spaces for each housing type within the facility.

| **Housing Type** | **Required Parking For Each Housing Type (whether or not included within an Eldercare Facility)** |
|---|---|
| Senior Independent Housing | 1 automobile parking space for each dwelling unit |
| Assisted Living Care Housing | 1 automobile parking space for each dwelling unit or 1 automobile parking space for each guest room |
| Skilled Nursing Care Housing | 0.2 automobile parking space for each guest bed |
| Alzheimer's/Dementia Care Housing | 0.2 automobile parking space for each guest bed |

EXHIBIT B review of transportation and parking regarding the proposed 656 S. San Vicente Boulevard medical office project

February 24, 2022

Ms. Rosalie Wayne
BEVERLY WILSHIRE HOMES ASSOCIATION
8443 West Fourth Street
Los Angeles, CA 90048

**Subject: 656 S. San Vicente Boulevard Medical Office Project Transportation and Parking Review (Case Number EMV – 2017 – 468 – EIR), City of Los Angeles**

Dear Ms. Wayne:

## Introduction

RK Engineering Group, Inc. (RK) is pleased to provide this transportation and parking review of the proposed 656 S. San Vicente Boulevard medical office project located in the City of Los Angeles. The project is to be located at 650-676 S. San Vicente Boulevard in the City of Los Angeles. A draft EIR and final EIR have previously been prepared for the project.

It is our understanding that the project will be presented at a continued Hearing Officer meeting in the future as a result of the request by the Beverly Wilshire Homes Association. RK has reviewed the following documents:

1. Notice of Preparation for the EIR
2. Draft EIR including the transportation assessment for the project, prepared by Gibson Transportation Consultants, Inc.
3. Supplemental Parking Analysis for the 656 S. San Vicente Boulevard Medical Office Project, prepared by Gibson Transportation Consultants, Inc.
4. Beverly Wilshire Homes Association, Inc. comment letter dated July 31, 2021
5. City's response to comments regarding the Beverly Wilshire Homes Association, Inc. comment letter which was included in the final EIR

RK also visited the site to review the existing conditions in the area including the adjacent intersections, highways, and streets.

The project proposes to construct a 140,305 square foot medical office building and approximately 5,000 square feet of commercial space, including 4,000 square feet of restaurant use and 1,000 square feet of pharmacy use. The project would also include 418 striped parking spaces and 33 unmarked parking spaces (i.e., tandem spaces and aisle spaces). The building was previously used as a private school (closed) and an existing Big Five Sporting Goods store with associated surface parking lots which would be removed to construct the project. Parking would

be provided in a four-level parking structure. Access would include a separate ingress/egress visitor driveway along the San Vicente Boulevard Frontage Road and an employee only driveway along Orange Street. All of the parking would be Valet Only with an on-site valet area. The project is anticipated to be completed by the year 2023.

This review has been provided by Robert Kahn, PE, TE, who is the Founding Principal of RK Engineering Group, Inc. Mr. Kahn has over 50-years of professional experience in the field of transportation planning and traffic engineering. He has a bachelor's and master's degree in Civil Engineering from the University of California Berkeley and has taken additional engineering classes at UCLA. Mr. Kahn is registered as a Civil Engineer (RCE 20285) and Traffic Engineer (RTE 0555) in the State of California. He is also registered as a Professional Engineer in the states of Colorado and Nevada. Mr. Kahn's professional work experience includes 4-years with Caltrans (California Division of Highways), 4-years with a major land development company, 11-years as Vice President of one of the largest Civil Engineering firms in Southern California, and 34-years leading his own Traffic/Transportation/Environmental Engineering consulting firm. He is a Life Member of the ITE (Institute of Transportation Engineers) and has published numerous professional articles, including winning the Wayne T. Van Wagoner Award for the best professional article for the ITE Western District in 2012 and the Best Traffic Engineering project of the year for the Western District in 2021. Mr. Kahn has been an active member of the ITE Western District SB-743 Review Committee that helped develop the State's VMT Guidelines. For the past seven years, Mr. Kahn has also taught the Senior Civil Engineering Project Class 181 for UCI (University of California Irvine). Also, assisting Mr. Kahn was Mr. Bryan Estrada, AICP, PTP (Principal) who is a SB-743 (VMT) expert and Mr. Rogier Goedecke (President), who is a Member of the NPA (National Parking Association) and is a shared parking expert. Mr. Kahn's, Mr. Estrada's, and Mr. Goedecke's resumes are included in Appendix A.

RK has reviewed the material provided in the DEIR, FEIR, Supplemental Parking Analysis, and other project documentation provided by the city and visited the site and the study area. Existing photos of the study area are included in Appendix B.

Based upon our professional opinion, the project would have both traffic/transportation and parking impacts to the surrounding community, including the adjacent properties within the Beverly Wilshire Homes Association, Inc. Additional analysis and re-assessment of the proposed project is necessary to alleviate potential impacts to the adjoining community, intersections, and local streets as a result of the project from a traffic and parking standpoint. RK's comments are summarized in the Comment section of this letter.

RK's major concerns relate to the proposed site plan, including the visitor/employee entry drop-off/pick-up-up/queuing area, valet operation, and lack of technical analysis of these areas. A major traffic assessment concern is the poor LOS (Level of Service) at the primary intersection of San Vicente Boulevard at Wilshire Boulevard (Intersection #5) adjacent to the site, and local street impacts to Orange Street where no specific design features to reduce the project impacts have been provided by the project. Furthermore, the entrance to the San Vicente Boulevard Frontage

Road presents a major conflict point with the increase in traffic caused by the project. This location is in close proximity to the intersection of San Vicente Boulevard and Wilshire Boulevard and entering traffic to the project from Sweetzer Avenue. It presents a major constriction point where over 50% of the project will traverse and is located adjacent to an intersection that is already operating at a very poor level of service. This location needs further review along with the location where the San Vicente Boulevard Frontage Road intersects with 6th Street. This may cause project traffic to turn right on 6th Street and further impact the local residential neighborhoods. Both of these locations are heavily impacted by the project's traffic.

There is a concern that the traffic analysis may not represent the true future traffic conditions when traffic returns to normal conditions after the construction of the Metro D (Purple Line) and the Covid-19 pandemic is over. The traffic counts that were collected in February 2020 would have been impacted by construction along Wilshire Boulevard and overall reduced traffic volumes have occurred as a result of the Covid –19 pandemic.

Elimination of on-street parking adjacent to the site will have a major impact to the surrounding community where additional on-street parking demand from the project will occur and on-street parking is restricted by Residential Permit Parking Zones. The LOS (Level of Service) and queuing impacts of the project need to be re-assessed as a result of the significant reduction in trip generation assumed in the analysis. The poor level of service (LOS = F) even with the generous trip reductions assumed in the study at the intersection of San Vicente Boulevard at Wilshire Boulevard (Intersection #5) and the direct project traffic contribution to the intersection of Sweetzer Avenue at Orange Street (Intersection #9) are of concern to the local neighborhood. The entire valet system needs a full evaluation for both the visitors and employees. How will this be operated and how will it affect the neighboring streets if they cannot keep up with the demand at the various valet stations? A complete evaluation of the valet systems needs to be thought out and shown that it can possibly work with the amount of traffic generated by the project.

The impacts during construction, including a lack of parking for on-site construction workers, delivery vehicles, and other construction activities, needs to be detailed. These parking issues can't be just identified that it will be taken care of on-site, since there will be no space available within the site during construction. Specifics on how this will be accomplished need to be determined because the lack of available parking will impact the surrounding neighborhoods which already are impacted by limited on-street parking.

Although it's claimed that a PDP Plan (Parking Management Plan) and TDM Plan (Transportation Management Plan) plan will be prepared, no specifics and only general items are identified. Parking for the proposed project is significantly underestimated based upon excessive reductions in parking direct demand which have been assumed in the parking analysis. One of the elements of these plans is a paid parking plan to discourage auto vehicle driving/parking; however, this may back-fire and force lower income visitors/employees to find parking within the local neighborhoods.

RK has detailed our concerns in the Comment section of this letter. These items must be addressed in a more adequate evaluation of the project traffic, transportation, and parking impacts of the

project. Additional design solutions and improvements including a re-evaluation of the scope of the project should be provided before this project can move forward. As a result of these factors, a reduced project should be considered to lessen these impacts.

## Comments

### Transportation Assessment for 656 S. San Vicente Boulevard Medical Office Building

1. Page 4, Figure 1, Project Site Plan. A majority of the project traffic will be entering the frontage road of San Vicente Boulevard at the visitor entrance to the project. Although the project trip distribution assumed a 50/50 split between the visitor entrance/exit and the employee entrance/exit, in reality as much as 65% or more of the traffic entering the site may occur at the visitor entrance based upon the ULI (Urban Land Institute) data on Medical Office Parking demand. The project proposes to use a valet system for both visitors and employees to maximize the parking capacity of the site. There needs to be a queuing analysis to determine what will happen at the visitor/valet plus bike valet entrance to the site. This has not been quantified in the study and traffic could likely backup onto the San Vicente Boulevard frontage road and onto the adjacent streets such as Orange Street. A technical analysis of this needs to be provided to fully evaluate the ability for the valet system to work for both drop-off and pick-up conditions given the physical constraints of the site plan. Furthermore, no Valet Plan operational analysis has been provided to determine how the system will work and to ensure it has enough capacity to handle the expanded large numbers of visitors and employees.

2. Page 13, Existing Traffic Volumes. Peak hour and daily traffic counts were obtained on February 12, 2020. During this time when the counts were collected, there was active construction of the Metro D (Purple Line) along Wilshire Boulevard east and west of the intersection of San Vicente Boulevard at Wilshire Boulevard. Additionally, the COVID – 19 pandemic was beginning and could have affected the traffic volumes at the study area intersections including the critical intersection of San Vicente Boulevard at Wilshire Boulevard. It appears that before the Metro Line construction and the effects of the pandemic occurred, traffic volumes on San Vicente Boulevard and Wilshire Boulevard were greater than what was collected for the traffic study in 2020.

   RK has reviewed traffic counts collected on November 16, 2011 by LADOT at the intersection of San Vicente Boulevard at Wilshire Boulevard prior to the Metro D construction and the Covid-19 pandemic. At that time, the entering AM peak hour traffic at the intersection was 5,979 vehicles per hour, whereas the traffic counts utilized in the traffic study from February 12, 2020, were 4,998 vehicles per hour. This indicates that the traffic during AM peak hour was nearly 20% greater in earlier years prior to the construction for the Metro D Purple line and the traffic reducing effects of the COVID – 19 pandemic which was occurring when the counts were collected in 2020.

RK further obtained even earlier traffic volumes from LADOT which were not affected by construction or the Covid-19 pandemic from October 20, 2008. These counts that are included in Appendix C indicate the total AM approach volumes at the intersection were 5,674 vehicles per hour, and the PM approach volumes were 6,162 vehicles per hour. Both of these are above the levels included in the 2020 traffic assessment. A summary of the peak hour entering traffic volumes for the 2020 (Traffic Assessment Counts), 2011 and 2008 years is included in Table 1.

As shown by this data, it appears that the peak hour traffic volumes collected in 2020 were affected by various events and are not representative of conditions without the construction and the pandemic. Copies of the traffic counts can be found in Appendix C.

3. Page 30, Table 1 (Study Intersections). It did not appear that Intersection #4 - La Cienega Boulevard at Wilshire Boulevard which is located in the City of Beverly Hills was evaluated based upon City of Beverly Hills standards. Was there a reason this was not done at this intersection? Typically, an intersection in another jurisdiction would be evaluated by both the City of Los Angeles and City of Beverly Hills standards.

4. Page 40, Collaboration, Communication, and Informed Choices. The TDM strategies mentioned in this section and section 3B were only conceptual in nature. It did not go into the specifics of what was actually being proposed for the project for these strategies. They are all general in nature and do not go into any specifics that will be provided by the developer. In order to properly evaluate the percent VMT reduction, a much more detailed analysis is needed on the specific strategies that will be utilized for the program. A detailed TDM plan is necessary to make this evaluation accurate and to assume all of the vehicle trip and parking reductions in the studies.

5. Page 42, Los Angeles Municipal Code (LAMC) Section 12.26 J. It appears that the project is providing an excessive number of bicycle parking spaces (716 spaces) to support the reduction in VMT and automobile parking spaces. It is very questionable as to the utilization of these bicycle parking spaces for a medical office building of this type which would result in not having sufficient parking spaces for the 140,000 square feet of medical office uses. Again, credit is taken in the VMT analysis as a result of reducing the number of vehicle parking spaces by providing a huge number of bicycle parking spaces. Given the lack of substantial bicycle facilities in the area and the high volume of traffic including the impacted intersection of San Vicente Boulevard at Wilshire Boulevard it would make bicycle travel difficult. Therefore, the excessive credit for reducing vehicle traffic and parking is highly questionable.

6. Page 57, Safety Hazards, first paragraph. No traffic safety evaluation has been completed for the adjacent intersection of San Vicente Boulevard at Wilshire Boulevard in the study. This major intersection, which has skewed geometrics and a large intersection area without protected left turns on Wilshire Boulevard, needs a collision rate assessment to specifically evaluate the safety impact at this intersection since over 50 percent of the project traffic

will travel through this major intersection. This assessment must review the collision history at this intersection over the past several years to develop a collision rate (collisions per million entering vehicles) in comparison to the expected state average rate for this type of intersection. Without this assessment, no conclusion can be made as to whether the project will cause a safety hazard can be made.

7. Page 57, last paragraph. It is noted that several on-street parking meters adjacent to the project site would be removed along Orange Street and the San Vicente Boulevard frontage road to accommodate the new curb cuts for the project. How will these important metered parking spaces be made up without providing additional on-street parking being provided? Furthermore, the project proposes a substantial reduction in on-site parking has been requested which may result in more on-street parking as a result of the project. Excess parking demand from the project will overflow into the adjacent local streets and impact existing residents.

8. Page 60, first paragraph. It is generally accepted in the HCM (Highway Capacity Manual) Manual that the 95th percentile queue (design queue) should be utilized to determine storage length requirements at intersections that are analyzed using the HCM methodology.

   The study used the 85 percentile queue lengths for signalized intersections which underestimates the length of queues at signalized intersections. Additionally, queuing for the valet drop-off/pick-up areas need to be evaluated which has not been provided in the traffic study. Again the 95$^{th}$ percentile should be used for this assessment to ensure the valet drop-off/pick-up areas are properly designed and won't overflow into the adjacent streets. The valet operation and queuing need to be evaluated to determine whether the valet areas are sufficient. This needs to be determined for both the drop-off and pick-up of both visitors and employees to determine if the site plan can accommodate the arrival and departure of vehicles.

9. Page 62, Project Trip Generation, third paragraph. According to the traffic study a reduction of 10% for the medical office building, 40% for the pharmacy/drugstore and 20% for the restaurants has been made to account for pass-by trips. Although the LADOT transportation analysis guidelines permit adjustments for pass-by trips, is this really appropriate for a high-rise medical office building project which is being proposed? This is not a corner shopping center that would likely attract pass-by trips which were not using the medical office building as its primary destination. The likelihood of existing traffic on the adjacent streets going to these uses is very unlikely. The result of this would increase the trip generation as shown on page 66, Table 7 (Project Trip Generation). This could also affect the assumptions for pass-by trips for the other uses of the building.

10. Page 64, Figure 12, (Project Trip Distribution). This figure indicates the project trip distribution to the adjoining intersections and roadways. It is critical to note that over 50% of the project traffic will travel through the intersection of San Vicente Boulevard at

Wilshire Boulevard (Intersection #5). That is a significant amount of additional traffic traveling through this intersection which has been shown to be failing at a LOS (Level of Service) of F for existing/future conditions for both AM and PM conditions. The location and access restrictions of the site force a majority of the project's traffic to travel through this highly congested intersection. Additionally, the intersection of Sweetzer Avenue (intersection #9) accommodates a substantial amount of inbound and outbound project traffic. This local street intersection will be substantially impacted as a result of the project traffic.

11. Page 66, Table 7 (Project Trip Generation). As noted in Comment #10, the project's net new trips have been reduced substantially in comparison to the typical trip generation rates identified by the ITE (Institute of Transportation Engineers) for the project. For example, during the AM peak hour, the ITE trip rates indicate a total of 427 vehicles per hour (two-way) would be generated; however, through a series of substantial reductions, the trips analyzed in the traffic study were reduced to only 304 vehicles per hour (two-way). This is a total reduction of nearly 30%. During the PM peak hour, the ITE trip generation rates would indicate a total of 533 vehicles per hour (two-way) generated, whereas, the applied reductions reduce the number of trips to 382 vehicles per hour (two-way). This results in a reduction of nearly 30% which would normally be expected to occur. While it's appropriate to provide some reduction to account for the possible transit/walk-in adjustment, and the reduction from the operating sports goods superstore the other reductions seem to be excessive. The result of these reductions has lessened the impacts of the project on the study area intersections.

12. Page 73, Intersecting Queuing Analysis. The queue length for signalized intersections should be based upon the design queue which is the 95th percentile queue length. A summary of the queuing required for both the intersections and the valet area needs to be included in the traffic study.

13. Page 73, Recommended Actions, last paragraph. The TDM program is very general, and no project specific items have been identified in the TDM concept plan. A much more detailed TDM plan with the specific description and evaluation of the techniques to be provided by the project needs to be provided to justify any significant reductions in VMT traffic and parking impacts as a result of the project.

14. Pages 77 and 78, Tables 8 and 9. As shown in this evaluation, even with the reduced trip generation for the project, the intersection of San Vicente Boulevard at Wilshire Boulevard (Intersection #5) will be operating at a poor LOS F during both the AM and PM peak hours for existing with project and future with project conditions. This critical intersection is directly adjacent to the project, and as previously noted, over 50% of the project traffic will travel through this intersection. The traffic study identifies no improvements to this intersection whatsoever, even though over 50% of the project traffic is projected to travel through the intersection in congested conditions. Additional improvements, whether they

be physical or operational, need to be provided to accept the additional traffic from this project, or the project needs to be reduced to lessen the impacts of the project.

Even with the greatly reduced trip generation assumed in the study for the project during the AM peak hour, the future delay at the intersection will increase from 41.7 to 53.6 seconds per vehicle and operate at an LOS F. That is an 11.9 second per vehicle increase, or at least 59,476 seconds (nearly 1,000 minutes) of delay during the peak hour. This is based upon the lower traffic counts that occurred in February 2020. Based upon the previous operating conditions at this intersection, the delays would be increased by an additional 20%. Although LOS is no longer a CEQA consideration, it is a quality-of-life consideration for the community. Some reduction in project traffic along with improvements to the intersection and including operational changes are necessary to improve this intersection that is substantially impacted by the project.

15. Page 81, Residential Street Segment Analysis, paragraph two. Based upon the assumptions in the traffic analysis, the project will add an additional 309 new project daily vehicle trips to Orange Street which exceed the 175 daily trip thresholds as identified by the City transportation assessment requirements. The study recommends that a TDM program to promote non-automobile travel and reduce the use of single occupant vehicle trips is necessary along with some form of neighborhood improvements and traffic calming measures. No specific commitments have been defined in the TDM concept plan or the neighborhood improvements and traffic calming measures to indicate that any reduction in traffic impacts which have been identified that exceed the city standards. As previously noted, traffic generated from the project has been reduced substantially already as a result of the assumed TDM program. However, the benefits of these programs have not been fully addressed. Further specific improvements including reduction of the size of the project, and specific design features are needed to reduce the identified deficiencies along Orange Street between Sweetzer Avenue and La Jolla Avenue.

16. Page 82, Construction Evaluation Criteria. There needs to be more detailed assessment of the construction impacts of the project, especially with respect to the temporary loss of access and parking in the local neighborhoods. Where will workers and delivery trucks park when there is construction within the entire site? No specifics have been identified to determine if this is even possible and if off-site parking facilities are used, where are they to be located and how will they function? Answers to these questions are necessary before the project can be fully evaluated and considered. There are no details on how this will be accomplished in the Traffic Assessment.

17. Page 83 Proposed Construction Schedule. In the City of Los Angeles, the normal truck haul activity times are typically limited to 9 AM to 3 PM. The applicant is requesting that these be extended to 7 AM to 3 PM on weekdays and 8 AM to 4 PM on Saturdays. It has already been demonstrated that the traffic counts for weekdays during the AM peak hour are at least 20% underestimated based upon previous counts at the intersection of San Vicente Boulevard at Wilshire Boulevard. Furthermore, the intersection is currently operating at a

very congested LOS during the AM and PM peak hour conditions. As a result of this, no change in construction activity should be permitted at requested earlier times.

18. Pages 84 to 85, Excavation Phase Trip Generation and Building Construction Phase. As previously noted, there is major concern for parking during the construction. There will be anywhere from 20 to 100 workers per day during the construction, along with numerous materials delivery trucks and other construction activity. There is no room on the adjacent streets to accommodate an additional 100 parked cars as a result of the construction activities. The project must provide off-street parking for these construction activities. There has to be a detailed plan on how these vehicles will be parked so that they will not impact this surrounding existing residential community. As previously noted, several existing parking spaces on the adjacent streets will be removed and no specific plan has been developed to address where construction workers, deliveries and other activities will be accommodated. This needs to be determined because of the impacts which would impact the local neighborhoods. There needs to be a detailed parking plan provided for the construction process before any project can be considered for approval.

19. Page 86, Access. It is mentioned that there will be closures and temporary traffic controls in the area. What specific street closures are planned, and how will the local/collector streets be affected by the construction of the site? The assessment of the construction impacts is being pushed off to some future Construction Management Plan, however, the impacts need to be determined and a specific plan developed now to accommodate the construction at this point in time. The Construction Management Plan mentioned on page 87 is generic and does not deal with the specific conditions at the site and the surrounding neighborhoods in a highly urbanized developed area. At least a preliminary construction management plan is necessary dealing with the specific street road closures and parking requirements that are needed during construction.

**Supplemental Parking Analysis for the 656 S. San Vicente Boulevard Medical Office Project**

20. Page 1, Valet Operations. It appears the project will provide full valet service for both visitors and employees. There has been no analysis to evaluate how this will be accomplished at both the San Vicente Boulevard frontage road and Orange Street driveways. The traffic analysis indicated that one-half the traffic will enter each of these entries during the peak hours. Since this will include both the new traffic generated by the project and "pass-by" traffic which will use the two driveways. This would result in a minimum of 276 vehicles per hour entering and 87 vehicles per hour leaving the two driveways during the AM peak hour and a minimum of 136 vehicles per hour entering the two driveways and 311 vehicles per hour leaving the two driveways during the PM peak hour. These large volumes of entering and exiting vehicles need to be processed by the valet service. No analysis has been provided to see if this can be done without totally overwhelming the valet operations, backing traffic up onto the San Vicente Boulevard frontage road/Orange Street, and creating traffic jams with the parking garage and the

valet areas. It should be recognized that these demand numbers are based upon the significantly reduced vehicular trip generation with the generous transit/walk-in adjustments to the normally anticipated traffic for this type of use. The entire valet system needs to be fully evaluated to ensure it can accommodate this large of a building with the expected inbound and outbound traffic demand. This would include both the valet parking for the visitors, employees and those persons who may come by bicycle.

21. Page 2, Bicycle Parking. The project is proposing to provide 716 total bicycle parking spaces in lieu of additional vehicle parking spaces. Realistically some employees may ride bicycles to work, but certainly not the number that they have anticipated. Most medical office visitors/patients will not be riding their bicycles for appointments to visit the site and most likely will be driving their own vehicles or using some form of Ride-Share Services. Again, these forms of transportation will add to the problems that are anticipated to occur at the valet stations discussed in Comment #21 and to the traffic and parking problems that have been previously mentioned.

22. Page 2, Requested Reduction in Code Parking. The Developer is requesting a reduction of between 39.5% to 44.0% from code parking based upon the striped parking spaces and the striped/unstriped spaces. This is an excessive reduction in required parking for a project of this size and use. This is a major concern, since the surrounding streets cannot accommodate overflow parking from the project since the majority of the local streets require Permit Parking for residents in the area. Where will the overflow parking be accommodated in this area which is in very short supply of any on-street parking spaces?

23. Page 2, Shared Parking Methodology. The ULI (Urban Land Institute) Shared Parking Methodology is an appropriate tool to evaluate parking demand for a Mixed-Use project. However, several of the assumptions used in the evaluation are questionable and lead to unrealistic lower parking demand volumes. These items are further discussed in the next set of comments.

    Page 2, Empirical Parking Data. Parking demand surveys were taken at three (3) different medical office buildings during January to February of 2020. The highest rate of 3.43 spaces per 1,000 square feet was used in the shared parking analysis from a building located in Beverly Hills. The Covid-19 Pandemic was just starting to occur at that time which led many people to postpone normal visits to medical office buildings. Furthermore, the tenant occupancy levels have not been determined at the study sites. This will have an impact on the parking ratio calculation. While RK does agree that the City's parking rate of 5.0 spaces per 1,000 square feet may be high, a reduction in the rate by 31.4% is excessive.

    The ULI Shared Parking 3rd Edition use a parking rate of 4.6 spaces per 1,000 square feet (3.0 spaces per 1,000 square feet for visitors and 1.6 spaces per 1,000 square feet for employees) for medical office buildings. Furthermore, the ITE recommends a rate of 4.59 spaces (total) per 1,000 square feet (85th% rate) which is substantially greater than the

base parking demand rates used in the shared parking analysis. A more realistic base parking demand rates needs to be used in the study to determine the appropriate amount of parking that would be required, or the size of the building needs to be adjusted accordingly.

24. Page 3, Weekday vs. Weekend Parking Ratio and Table 2 (Parking Demand Summary). As noted in Comment #25, a more realistic base parking rate needs to be utilized in the shared parking analysis for the medical office land uses. Furthermore, the split used for Visitors/Employees (1.76 / 1.67 spaces per 1,000 square feet) is not realistic and is inconsistent with the ULI data which shows a much larger proportion of visitors to employees. The shared parking analysis also assumed an additional 15% reduction for driving adjustment which further reduces the parking demand. A reduction should not be applied to the empirical parking rates since it already accounts for the effects of non-driving visitors and employees in the project area. The parking rates used for the Retail/Pharmacy need to total 4.0 spaces per 1,000 square feet, and also follow the ULI split between Visitors/Employees. The result of these adjustments will increase the adjusted parking demand from 422 spaces to a much greater need for on-site parking spaces. Consideration to reducing the building size based upon the amount of parking should be given.

    While not as critical in determining the peak parking demand for the project, the weekend parking demand needs to consider some use of the medical office facilities during that time period. Typically, a parking demand rate for the medical office of 10% of the weekday rate should be reasonable to be utilized. Again, parking in the local area is critical. There has to be sufficient on-site parking, since there is no excess street parking in the area because of the time restrictions and Parking Permit requirements on most of the nearby streets, and the construction of the project itself will eliminate several on-street metered spaces.

25. Attachment – Local Medical Office Sites Parking Demand Rate Comparison. As noted in Comment #24, the empirical parking demand surveys were done in January – February 2020 at the beginning of the Covid-19 Pandemic which would lower the expected parking demand because many people were postponing typical medical service needs. Furthermore, there is no information on whether the surveyed sites were fully occupied at the time of the surveys. This would affect the empirical data plus an adjustment for building occupancy needs to be considered in coming up with any parking demand rates. As previously noted, the parking counts were most likely affected by the Covid-19 Pandemic.

    A "Refined Plan" has been suggested in the Supplemental Parking Analysis dated January 31, 2022 that would propose that 28,061 square feet of the total 140,305 square foot medical offices would be for labs. The revised parking analysis used a parking rate of 2.0 spaces per 1,000 square feet would be used for the lab uses. That is a parking rate for medical lab facilities in educational facilities, not where patients go for blood work or other laboratory testing. Those uses require much more parking similar to a true medical office.

Therefore, the revised parking analysis would significantly underestimate the true parking demand for those use.

26. In conclusion, the parking calculations for the project have significantly underestimated the true parking demand and the planned parking capacity will result in an overflow of parking into the neighboring areas. The proposed TDM includes a policy to require "Paid" Parking which will further result in both visitors and employees trying to park in other areas, including the local neighborhoods which do not have excess parking capacity. The project needs to be reduced in scope to accommodate the true expected parking demand for the project.

## Conclusions

RK has reviewed the transportation, traffic, and parking information regarding the 656 San Vicente Boulevard Medical Office Development in the City of Los Angeles. Based upon our professional review, there are a number of items that need to be re-evaluated to fully assess the project's impacts. As a result of these concerns, additional analysis is needed, and the current project needs to be reconsidered in terms of the size of the project and the parking provided for the project.

As noted in these comments, there are numerous areas of concern including (1) the design of the site plan with respect to the operation/design of the valet system, (2) the traffic counts utilized in the traffic assessment, the poor operating conditions (LOS F) at the intersection of San Vicente Boulevard at Wilshire Boulevard, (3) no significant improvements planned to the adjoining roads or the intersection, (4) the underestimating of the parking demand at the project, (5) the project's effects on the local neighborhood and along the San Vicente Boulevard Frontage Road at Wilshire Boulevard and 6th Street, (6) the need for specific neighborhood traffic calming improvements on Orange Street (a local street), (7) the underestimating of parking demand for this size of project with its impacts to the adjoining neighborhoods, (8) the lack of specific commitments for the TDM Plan and (9) the lack of any detail on how the construction impacts of the project will be resolved, in particular how the parking for workers/delivery services will be accommodated since the entire site will be under construction and there will be limited or no available space for accommodating these needs within the project. These items need to be addressed and resolved before the project is considered for approval since it may result in a substantially different project design.

RK appreciates this opportunity to work with Beverly-Wilshire Homes Association on this project and if you have any questions, please contact me at 949-293-9639.

Respectfully submitted,
RK ENGINEERING GROUP, INC.


Robert Kahn, PE
Founding Principal

Registered Civil Engineer 20285
Registered Traffic Engineer 0555

X.C: Ms. Diana Plotkin

Attachments

*RK17154*
*JN:3026-2022-01*

# Tables

**TABLE 1**

**San Vicente Blvd. at Wilshire Blvd.**

**Entering Peak Hour Volumes (VPH)**

| **Peak Hour** | | |
|---|---|---|
| **AM** | | |
| 2/12/2020 | 11/16/20211 | 10/30/2008 |
| 4,998 | 5,979 | 5,674 |
| | | |
| **PM** | | |
| 2/12/2020 | 11/16/2011 | 10/30/2008 |
| 4,775 | 4,304 | 6,162 |

# Appendices

# Appendix A

Resumes

# Robert Kahn, P.E., T.E

Founding Principal

## Areas of Expertise

Traffic Engineering

Transportation Planning

Transportation Solutions

Traffic Impact Analysis

Circulation Systems for Planned Communities

Traffic Control Device Warrants

Traffic Calming

Traffic Safety Studies

Bicycle Planning

Parking Demand Studies

Transportation Demand Management

Traffic Signal, Signing and Striping Plans

Traffic Control Plans

Parking Lot Design

Acoustical Engineering

Noise Impact Studies

Expert Witness / Legal Services

## Professional History

RK Engineering Group, Inc., Founding Principal
2001-Present

RKJK & Associates, Inc., Principal, 1990-2000

Robert Kahn and Associates, Inc., Principal, 1988-1990

Jack G. Raub Company,
Vice President Engineering Planning, 1977-1988

The Irvine Company, Program Engineer, 1972-1977

Caltrans CA Division of Highways, Assistant Engineer, 1968-1972

## Representative Experience

Robert Kahn, P.E., has worked professionally in traffic engineering and transportation planning since 1968. He received his Master of Science degree in civil engineering from the University of California, Berkeley, Institute of Transportation and Traffic Engineering. Mr. Kahn received his Bachelors degree in Civil Engineering from the University of California, Berkeley.

Mr. Kahn started his career in California Division of Highways (Caltrans) and developed the first computerized surveillance and control system for the Los Angeles area. Mr. Kahn developed the California Incident Detection Logic which is utilized throughout California for the detection of traffic incidents on the freeway system.

Mr. Kahn has worked for a major land development company preparing Master Plans for infrastructure. He also has worked eleven years with a multi-disciplined consulting engineering firm in charge of the Engineering Planning Department. This included all facets of preliminary design, tentative map preparation, transportation and environmental engineering, and public agency coordination.

Mr. Kahn has provided traffic and transportation services to major planned communities including Aliso Viejo, Coto De Caza, Foothill Ranch, Highlands Ranch in Denver, Colorado, Mission Viejo, Talega Planned Community in San Clemente, and Wolf Valley Ranch in Temecula. He has also provided contract traffic engineering services to the Cities of Irvine, Norwalk, Perris and San Jacinto in Riverside County, California.

Mr. Kahn has prepared traffic impact studies for numerous communities throughout Southern California, Nevada and in Colorado. Major traffic impact studies include the Aliso Viejo Town Center, the Summit Development, the Shops at Mission Viejo, Kaleidoscope, Dana Point Headlands, Foothill Ranch, Talega, Majestic Spectrum, and Centre Pointe in the City of Chino.

His work in the area of parking demand studies and parking lot design has been extensive. Shared parking studies for the Aliso Viejo Town Center, Foothill Ranch Towne Centre, Trabuco Plaza and numerous commercial sites have been completed to accurately determine the peak parking demand for mixed use projects. Mr. Kahn has been able to make the most efficient utilization of parking lots by maximizing efficient and safe systems.

# Robert Kahn, P.E., T.E

Founding Principal

## Education

University of California, Berkeley, M.S., Civil Engineering, 1968

University of California, Berkeley, B.S., Civil Engineering, 1967

University of California, Los Angeles, Graduate Courses in Transportation Systems, 1970

## Registrations

California Registered Civil Engineer
No. 20285 – April 1971

California Registered Professional Engineer
Traffic, No. 0555 – June 1977

Colorado Professional Engineer
No. 22934, November 1984

Nevada Professional Engineer Civil
No. 10722 – March 1994

County of Orange, California Certified Acoustical Consultant
No. 201020 - 1984

## Affiliations

Institute of Transportation Engineers (ITE)

American Society of Civil Engineers (ASCE)

Urban Land Institute (ULI)

Orange County Traffic Engineers Council (OCTEC)

## Teaching

UCI Graduate Urban Design Studio Class – Guest Instructor

ITS Berkeley – Tech Transfer
Fundamentals of Traffic Engineering – Instructor

UCI Senior Civil Engineering Mentoring Program (CE181)

Mr. Kahn has been an innovator in developing and implementing traffic calming techniques. Over twenty years ago, Mr. Kahn refined the design and implementation standards for speed humps for use in local neighborhoods. Most recently, he has been involved in the development of modern roundabouts in lieu of traffic signals or other traffic control devices at intersections. Mr. Kahn previously presented the use of traffic calming devices in newly developing communities to the Institute of Transportation Engineers Traffic Calming Conference in Monterey, California.

Mr. Kahn has been involved in the design of traffic signal systems, signing and striping plans on hundreds of projects for both the public and private sector. Most recently, he has completed the design of several traffic signals which will serve the renovated Shops at Mission Viejo Mall. Mr. Kahn was in charge of a major ITS project for the City of Irvine, which provided fiberoptic interconnect and closed circuit TV along Barranca Parkway, Alton Parkway and Lake Forest Drive.

Mr. Kahn has been involved in acoustical engineering since 1978. He was in responsible charge of the Aliso Viejo Noise Monitoring Program which redefined the 65 CNEL noise contours for MCAS El Toro. He has also developed computer applications of the FHWA Noise Model.

Mr. Kahn has prepared numerous noise impact reports in the Aliso Viejo, Mission Viejo, Foothill Ranch, Santa Margarita, Ladera and Talega Planned Communities. Noise impacts from stationery sources including car washes, loading docks, air conditioning compressors, drive-thru speakers and other sources have been evaluated in the Aliso Viejo Auto Retail Center Noise Study, Albertsons Store 606 Noise Study-Rancho Cucamonga, Pro Source Distribution Building Final Noise Study in Ontario. Major specific plan and zone change noise studies have been prepared for the Summit Heights Specific Plan in Fontana, Lytle Creek Land and Resources Property in Rialto, Tamarack Square in Carlsbad, California, International Trade and Transportation Center in Kern County, California, and Sun City/Palm Springs.

Mr. Kahn founded the firm of Robert Kahn and Associates in 1988, which was the predecessor to RKJK & Associates, Inc. in 1990. He has made presentations to the ITE and the California Public Works Conference. Mr. Kahn has published numerous articles on traffic impact assessment, traffic calming, striping and the status of Bicycle Sharing in the USA. He was awarded the Wayne T property award in 2011-2012. Mr. Kahn has been a mentor and advisor to the UCI Senior Civil Engineering Project (CE181) for the past several years. He provides students the opportunity to develop a real life transportation project for the program.

# Robert Kahn, P.E., T.E.

Founding Principal

Robert Kahn has been involved in numerous legal cases as an expert witness and providing legal assistance in the area of traffic and environmental engineering. This has included traffic/parking impact analysis, traffic/circulation/parking impacts of ROW takes, traffic engineering design review, traffic safety studies and noise/vibration impact assessments. A sampling of these projects include the following cases:

- Tustin Avenue/Rose Drive Grade Separation Impact to Del Cerro Mobile Estates, City of Placentia
- 9582 Chapman Avenue – ULI Shared Parking, City of Garden Grove
- Plantation Apartments Norwalk 12809 Kalnor Avenue I-5 Construction Noise Monitoring Assessment
- City of Huntington Beach vs. Alvarez, et al, Traffic Review of ROW taking
- Gene Autry Way Extension – Impacts to Anaheim Holiday Inn and Staybridge Suites Hotel, Anaheim
- UCSD Student Center Traffic and Parking Impact Review, City of San Diego
- Palma De La Reina Traffic Impact Analysis Review
- Newport Tech Center Traffic Study Review, Newport Beach
- City of Irvine Planning Area 18, 34 and 39 DEIR Traffic Impact Review, City of Irvine
- City of San Diego Big Box Ordinance, City of San Diego
- City of Yucaipa Big Box Ordinance, City of Yucaipa
- Electra Real Estates USA Mid Coast Corridor Transit Project Traffic/Circulation and Parking Impact Review, City of San Diego
- Rancho El Revino Specific Plan Traffic Impact Study Review
- President Hotel Santa Ana parking lot dispute
- Caceres vs. City of Fontana, represented City in an Intersection (Production at Santa Ana Ave.) Accident
- Corona vs. City of Fontana, represented City in an Intersection (Sierra Ave. and Summit Ave.) Accident
- Sunset and Gordon Mixed Use Site Traffic Review
- Baldwin Hills Crenshaw Plaza EIR and Traffic Study Review
- Saint Mary's University Wellness Pavilion EIR and Traffic Study Review
- 15 Degree South Residential Project Traffic Review
- Review of the OCTA Tustin Avenue Rose Drive Grade Separation Representing the Del Cerro Mobile Estates
- OCTA State College Blvd Grade Separation Representing the Fullerton Commerce Center and Fullerton Industrial Park

# Rogier H. Goedecke

President

## Areas of Expertise

Parking Utilization

Traffic Calming

Business Development

Corporate Management

Sales & Marketing

Project Management

## Education

B.S. International Marketing & Sales Management. Southern Illinois University at Carbondale, 1996

## Professional History

RK Engineering Group, Inc.,
President
2006 to Present

Segue Corporation
Vice President, Corporate Development
2005-2006

Goedecke and Assoc. Inc.
Partner / Vice President
1996-2005

## Affiliation and Awards

City of Aliso Viejo Planning Commission Vice Chairman (2007-2010)

Urban Land Institute Member (Since 2005)

Vistage Worldwide Member (Since 2016)

## Representative Experience

As President, Rogier Goedecke brings over 25 years of business development and managerial experience to RK Engineering Group, Inc. His commitment to superior customer service and team leadership is evident in his experience in global operations and management within the IT industry.

Mr. Goedecke is responsible for directing RK's strategic plans and integrating advanced solutions in order to create a high performance environment, serve clients and enhance RK's market presence. In addition, Mr. Goedecke is also responsible for overall business operations, business development and marketing at RK, as well as, overseeing project management for the Transportation Planning and Environmental divisions of the firm.

Mr. Goedecke regularly lectures at universities on current issues in Business and Customer Service and has published articles in professional trade journals on Management and Logistics. At the Visionary Selling to Executives Conference, he was honored to receive a commendation for excellence.

Mr. Goedecke has managed Traffic Impact Studies, Parking Demand Analysis, Traffic Calming etc. for RK throughout Southern California and successfully coordinated RK's staff efforts for comprehensive analysis, mitigation and study preparation all while maintaining RK's mission to provide clients with accurate, on-time and on-budget service.

# Bryan Estrada, AICP, PTP

Principal

## Areas of Expertise

Transportation and Environmental Planning

Transportation Demand Management

Traffic Impact Studies

Parking Studies

Air Quality Analysis

Greenhouse Gas/Global Climate Change Analysis

Environmental Acoustics/Noise Analysis

CEQA Compliance

Synchro Traffic Analysis Software

California Emissions Estimator Model (CalEEMod)

FHWA Noise Modeling

SoundPLAN Software

AutoCAD

## Education and Training

University of California, Irvine, B.A., Urban Studies

California Air Resources Board, Air Quality Training Program

Geo Instruments Vibration Monitoring Short Course

## Professional History

RK Engineering Group, Inc.

Principal

2007 - Present

## Certificates and Affiliations

American Institute of Certified Planners (AICP)

Professional Transportation Planner (PTP)

American Planning Association

Association of Environmental Professionals

## Representative Experience

Mr. Bryan Estrada is a native of Southern California and also stayed in the area by attending the University of California, Irvine, School of Planning, Policy and Design where he received a Bachelor of Arts degree in Urban Studies. Mr. Estrada's multidisciplinary background is concentrated around current transportation challenges and their environmental impacts within urban areas. Mr. Estrada is committed to sustainable development practices, transportation demand management, and global climate change awareness.

Since 2007, Mr. Estrada has gained experience in the many aspects of Transportation and Environmental Planning while working with RK Engineering Group. He is an active member of the American Planning Association (APA) and the Association of Environmental Professionals (AEP), and stays up to date on the latest trends and topics concerning CEQA policy. He is frequently engaged with local government agencies, community groups, and developers to help to craft innovative solutions to mitigate traffic, noise and air quality impacts throughout the community.

Mr. Estrada's experience includes traffic/transportation planning, air quality and greenhouse gas analysis, and environmental acoustics/noise analysis. He has also contributed to the design and construction of traffic signal plans, signing and striping plans and traffic control plans. He is regularly out in the field performing assessments and inventories of project sites and meeting with community stakeholders.

Mr. Estrada works on transportation and environmental planning projects that range from focused site-specific technical studies to regional and General Plan level analyses. His recent work includes Mixed Use Development projects in Downtown Huntington Beach, the City of Aliso Viejo General Plan Update and Aliso Viejo Town Center Vision Plan, Eleanor Roosevelt High School eStem Academy Traffic Impact Study and On-Site Circulation Plan (Eastvale, CA), Great Wolf Lodge Resort (Garden Grove, CA), Starbucks Coffee Shops (multiple locations through Southern California), Paradise Knolls Specific Plan (Jurupa Valley, CA), Vista Del Agua Specific Plan (Coachella, CA), and Monterey Park Hotel Mixed Use Development Project (Monterey Park, CA).

Mr. Estrada has obtained the American Institute of Certified Planners (AICP) certification granted by the American Planning Association and the Professional Transportation Planner (PTP) certification granted by the Transportation Professional Certification Board.

# Appendix B

Site Photos

# 656 S San Vicente Blvd.

Medical Office Building

# Sweetzer Avenue Parking Restrictions

Medical Office Building

# Sweetzer Avenue at Orange Street Intersection

Medical Office Building


Orange Street at Alley
Medical Office Building
Legend
Google Earth
© 2022 Google
5.49 ft

# Orange Street Parking Restrictions

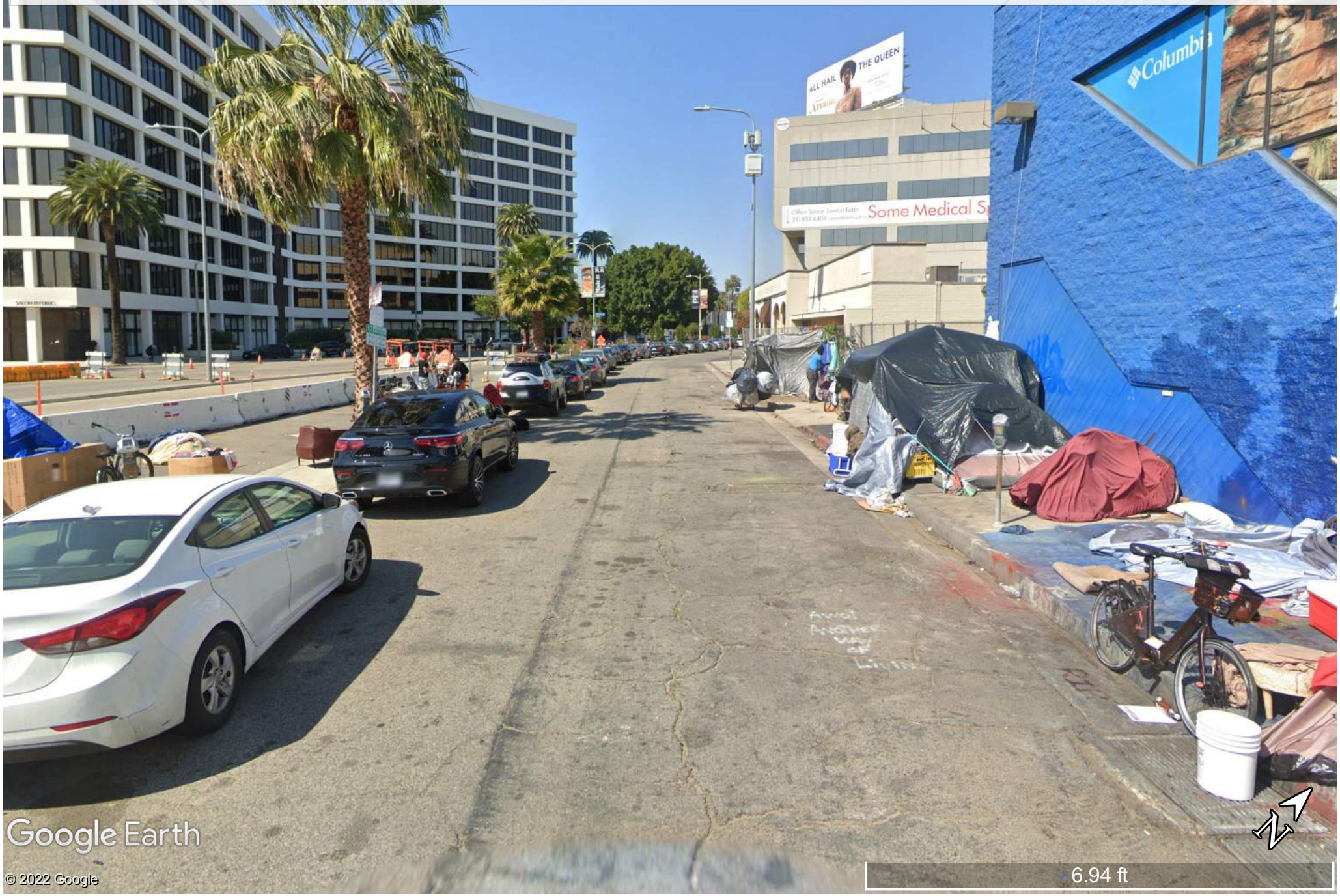
Medical Office Building

Legend

# San Vicente Blvd. Frontage Road Some of the On-Street Parking to be Lost on the Project

Medical Office Building

Legend



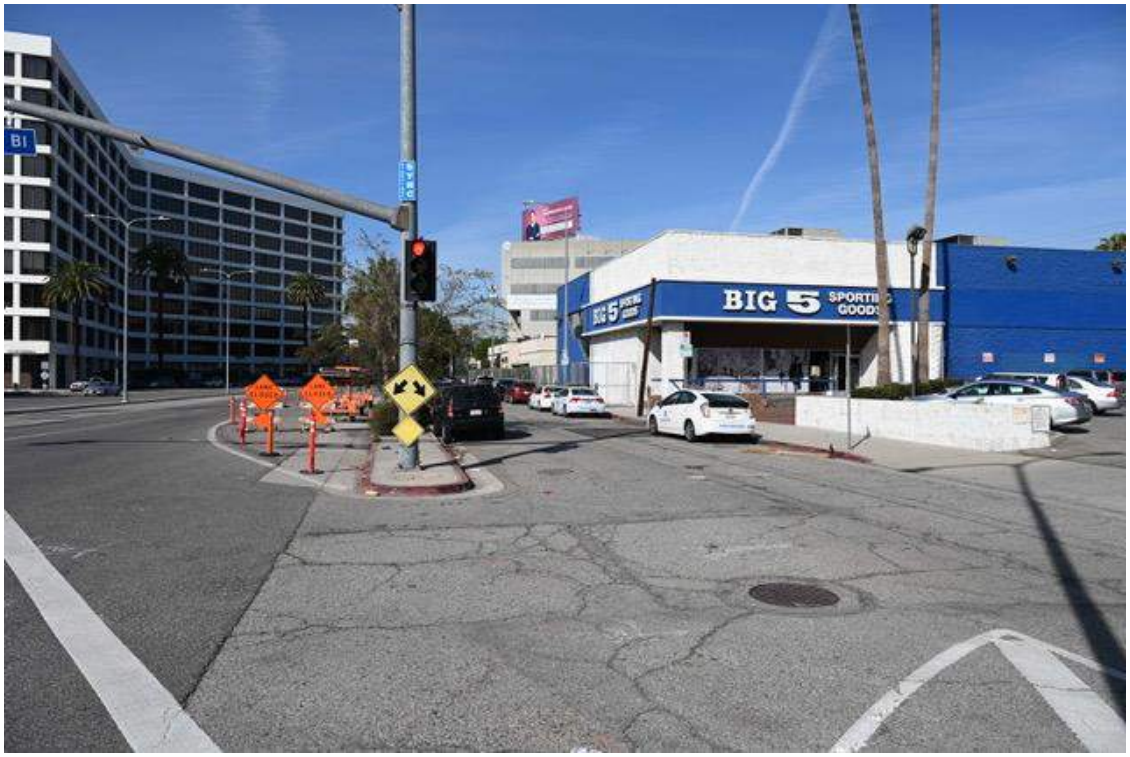

Orange Street Looking West

Orange Street and Alley behind Project Site Looking South

Alley Behind Project Site Looking South

Alley Behind Project Site Looking North

Sweetzer and Alley Behind Project Site




San Vicente Frontage Road Looking North


San Vicente Frontage Road Looking North


Looking Across Wilshire-San Vicente Intersection Towards Southwest


Looking Across San Vicente Towards the Northeast


San Vicente Frontage Road Northbound at 6th Street

# Appendix C

Traffic Counts

Year 2020

San Vicente Boulevard at Wilshire Boulevard Intersection Counts

# Turning Movement Count Report AM

Location ID: 5
North/South: San Vicente Boulevard
East/West: Wilshire Boulevard

Date: 02/12/20
City: Los Angeles, CA

| | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 37 | 54 | 18 | 42 | 217 | 3 | 9 | 252 | 45 | 14 | 55 | 13 | 759 |
| 7:15 | 53 | 66 | 22 | 44 | 209 | 1 | 3 | 263 | 63 | 26 | 95 | 10 | 855 |
| 7:30 | 76 | 126 | 26 | 52 | 286 | 9 | 4 | 286 | 85 | 23 | 125 | 13 | 1111 |
| 7:45 | 59 | 114 | 38 | 47 | 239 | 4 | 7 | 326 | 85 | 31 | 148 | 16 | 1114 |
| 8:00 | 76 | 153 | 40 | 55 | 259 | 8 | 8 | 283 | 93 | 34 | 163 | 17 | 1189 |
| 8:15 | 94 | 157 | 51 | 44 | 247 | 5 | 23 | 305 | 88 | 41 | 161 | 23 | 1239 |
| 8:30 | 82 | 175 | 48 | 68 | 293 | 11 | 15 | 294 | 81 | 39 | 150 | 18 | 1274 |
| 8:45 | 105 | 159 | 40 | 53 | 200 | 13 | 16 | 323 | 90 | 47 | 187 | 24 | 1257 |
| 9:00 | 92 | 174 | 53 | 31 | 275 | 11 | 21 | 257 | 95 | 26 | 174 | 19 | 1228 |
| 9:15 | 90 | 140 | 36 | 25 | 198 | 8 | 12 | 264 | 108 | 32 | 185 | 33 | 1131 |
| 9:30 | 69 | 120 | 51 | 32 | 168 | 10 | 21 | 281 | 90 | 42 | 193 | 22 | 1099 |
| 9:45 | 89 | 168 | 50 | 42 | 168 | 6 | 8 | 318 | 83 | 36 | 123 | 25 | 1116 |
| Total Volume: | 922 | 1606 | 473 | 535 | 2759 | 89 | 147 | 3452 | 1006 | 391 | 1759 | 233 | 13372 |
| Approach % | 31% | 54% | 16% | 16% | 82% | 3% | 3% | 75% | 22% | 16% | 74% | 10% | |

| Peak Hr Begin: | 8:15 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 373 | 665 | 192 | 196 | 1015 | 40 | 75 | 1179 | 354 | 153 | 672 | 84 | 4998 |
| PHF | 0.964 | | | 0.841 | | | 0.937 | | | 0.881 | | | 0.981 |

Prepared by City Count, LLC. (www.citycount.com)

# Turning Movement Count Report PM

Location ID: 5
North/South: San Vicente Boulevard
East/West: Wilshire Boulevard

Date: 02/12/20
City: Los Angeles, CA

| | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 15:00 | 49 | 227 | 66 | 33 | 156 | 14 | 10 | 127 | 44 | 70 | 218 | 13 | 1027 |
| 15:15 | 30 | 286 | 60 | 26 | 101 | 18 | 13 | 131 | 41 | 64 | 201 | 12 | 983 |
| 15:30 | 26 | 354 | 70 | 31 | 117 | 16 | 11 | 157 | 43 | 76 | 226 | 26 | 1153 |
| 15:45 | 50 | 316 | 62 | 39 | 113 | 11 | 9 | 155 | 50 | 59 | 224 | 13 | 1101 |
| 16:00 | 43 | 297 | 67 | 33 | 149 | 20 | 9 | 164 | 46 | 80 | 242 | 13 | 1163 |
| 16:15 | 34 | 298 | 68 | 39 | 108 | 15 | 5 | 129 | 54 | 72 | 263 | 12 | 1097 |
| 16:30 | 24 | 326 | 58 | 37 | 141 | 24 | 9 | 138 | 64 | 86 | 227 | 15 | 1149 |
| 16:45 | 36 | 325 | 53 | 46 | 116 | 8 | 5 | 152 | 58 | 69 | 243 | 19 | 1130 |
| 17:00 | 31 | 296 | 70 | 42 | 148 | 20 | 6 | 156 | 74 | 69 | 269 | 24 | 1205 |
| 17:15 | 36 | 312 | 48 | 45 | 111 | 21 | 4 | 174 | 85 | 70 | 212 | 30 | 1148 |
| 17:30 | 44 | 315 | 55 | 58 | 155 | 21 | 3 | 147 | 70 | 73 | 273 | 20 | 1234 |
| 17:45 | 28 | 332 | 46 | 58 | 144 | 17 | 5 | 196 | 62 | 62 | 212 | 26 | 1188 |
| Total Volume: | 431 | 3684 | 723 | 487 | 1559 | 205 | 89 | 1826 | 691 | 850 | 2810 | 223 | 13578 |
| Approach % | 9% | 76% | 15% | 22% | 69% | 9% | 3% | 70% | 27% | 22% | 72% | 6% | |

| Peak Hr Begin: | 17:00 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 139 | 1255 | 219 | 203 | 558 | 79 | 18 | 673 | 291 | 274 | 966 | 100 | 4775 |
| PHF | 0.974 | | | 0.897 | | | 0.933 | | | 0.915 | | | 0.967 |

Prepared by City Count, LLC. (www.citycount.com)

Year 2011 and 2008

San Vicente Boulevard at Wilshire Boulevard Intersection Counts

City Of Los Angeles
Department Of Transportation

# MANUAL TRAFFIC COUNT SUMMARY

STREET:
**North/South** San Vicente Blvd

**East/West** Wilshire Blvd

Day: WEDNESDAY Date: 11/16/2011 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

| | N/B | S/B | E/B | W/B |
|---|---|---|---|---|
| **DUAL-WHEELED** | 12 | 50 | 40 | 36 |
| **BIKES** | 7 | 28 | 35 | 17 |
| **BUSES** | 17 | 92 | 87 | 100 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|---|---|---|---|---|---|---|---|---|
| *AM PK 15 MIN* | 123 | 8.15 | 416 | 8.30 | 437 | 7.30 | 693 | 8.30 |
| *PM PK 15 MIN* | 165 | 17.15 | 331 | 15.15 | 367 | 15.00 | 556 | 17.30 |
| *AM PK HOUR* | 454 | 7.30 | 1581 | 7.45 | 1605 | 7.00 | 2675 | 8.15 |
| *PM PK HOUR* | 583 | 17.00 | 1166 | 15.15 | 1091 | 15.00 | 2102 | 17.00 |

**NORTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 85 | 211 | 83 | 379 |
| *8-9* | 125 | 223 | 93 | 441 |
| *9-10* | 99 | 182 | 105 | 386 |
| *15-16* | 60 | 304 | 168 | 532 |
| *16-17* | 83 | 313 | 153 | 549 |
| *17-18* | 61 | 334 | 188 | 583 |
| TOTAL | 513 | 1567 | 790 | 2870 |

**SOUTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 1108 | 180 | 24 | 1312 |
| *8-9* | 1170 | 350 | 43 | 1563 |
| *9-10* | 943 | 223 | 23 | 1189 |
| *15-16* | 805 | 311 | 43 | 1159 |
| *16-17* | 645 | 343 | 26 | 1014 |
| *17-18* | 590 | 304 | 21 | 915 |
| TOTAL | 5261 | 1711 | 180 | 7152 |

| TOTAL | XING S/L | | XING N/L | |
|---|---|---|---|---|
| N-S | Ped | Sch | Ped | Sch |
| 1691 | 24 | 0 | 4 | 0 |
| 2004 | 11 | 0 | 2 | 0 |
| 1575 | 11 | 0 | 3 | 0 |
| 1691 | 20 | 0 | 15 | 0 |
| 1563 | 45 | 0 | 6 | 0 |
| 1498 | 44 | 0 | 1 | 0 |
| 10022 | 155 | 0 | 31 | 0 |

**EASTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 19 | 1533 | 53 | 1605 |
| *8-9* | 31 | 1226 | 67 | 1324 |
| *9-10* | 25 | 1082 | 57 | 1164 |
| *15-16* | 22 | 1017 | 52 | 1091 |
| *16-17* | 8 | 638 | 22 | 668 |
| *17-18* | 14 | 680 | 10 | 704 |
| TOTAL | 119 | 6176 | 261 | 6556 |

**WESTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 48 | 1463 | 916 | 2427 |
| *8-9* | 58 | 1764 | 829 | 2651 |
| *9-10* | 69 | 1712 | 830 | 2611 |
| *15-16* | 77 | 1087 | 694 | 1858 |
| *16-17* | 54 | 1143 | 718 | 1915 |
| *17-18* | 73 | 1310 | 719 | 2102 |
| TOTAL | 379 | 8479 | 4706 | #### |

| TOTAL | XING W/L | | XING E/L | |
|---|---|---|---|---|
| E-W | Ped | Sch | Ped | Sch |
| 4032 | 38 | 0 | 0 | 0 |
| 3975 | 55 | 0 | 3 | 0 |
| 3775 | 6 | 0 | 1 | 0 |
| 2949 | 61 | 0 | 0 | 0 |
| 2583 | 60 | 0 | 0 | 1 |
| 2806 | 66 | 0 | 0 | 0 |
| 20120 | 286 | 0 | 4 | 1 |

City Of Los Angeles
Department Of Transportation

# MANUAL TRAFFIC COUNT SUMMARY

STREET:

**North/South** SAN VICENTE BL

**East/West** WILSHIRE BL

Day: THURSDAY Date: October 30, 2008 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: THOMPSON

School Day: YES District: WESTERN I/S CODE 47939

| | N/B | S/B | E/B | W/B |
|---|---|---|---|---|
| **DUAL-WHEELED** | 198 | 166 | 132 | 100 |
| **BIKES** | 32 | 9 | 8 | 23 |
| **BUSES** | 29 | 28 | 137 | 182 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|---|---|---|---|---|---|---|---|---|
| *AM PK 15 MIN* | 448 | 8.00 | 369 | 8.45 | 351 | 9.00 | 402 | 8.15 |
| *PM PK 15 MIN* | 245 | 5.00 | 519 | 5.00 | 484 | 5.15 | 358 | 5.15 |
| *AM PK HOUR* | 1572 | 8.00 | 1353 | 8.15 | 1305 | 8.30 | 1559 | 7.45 |
| *PM PK HOUR* | 931 | 5.00 | 2007 | 5.00 | 1858 | 5.00 | 1366 | 5.00 |

**NORTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 285 | 1083 | 17 | 1385 |
| *8-9* | 328 | 1229 | 15 | 1572 |
| *9-10* | 284 | 1076 | 20 | 1380 |
| *3-4* | 166 | 610 | 12 | 788 |
| *4-5* | 217 | 592 | 21 | 830 |
| *5-6* | 272 | 647 | 12 | 931 |
| TOTAL | 1552 | 5237 | 97 | 6886 |

**SOUTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 109 | 552 | 92 | 753 |
| *8-9* | 187 | 947 | 186 | 1320 |
| *9-10* | 212 | 691 | 190 | 1093 |
| *3-4* | 175 | 1163 | 170 | 1508 |
| *4-5* | 167 | 1242 | 132 | 1541 |
| *5-6* | 242 | 1605 | 160 | 2007 |
| TOTAL | 1092 | 6200 | 930 | 8222 |

| TOTAL | XING S/L | | XING N/L | |
|---|---|---|---|---|
| N-S | Ped | Sch | Ped | Sch |
| 2138 | 22 | 0 | 31 | 1 |
| 2892 | 30 | 0 | 25 | 0 |
| 2473 | 32 | 0 | 54 | 0 |
| 2296 | 48 | 0 | 69 | 0 |
| 2371 | 49 | 0 | 50 | 0 |
| 2938 | 33 | 0 | 59 | 0 |
| 15108 | 214 | 0 | 288 | 1 |

**EASTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 34 | 620 | 114 | 768 |
| *8-9* | 53 | 1073 | 130 | 1256 |
| *9-10* | 50 | 1084 | 106 | 1240 |
| *3-4* | 90 | 1275 | 242 | 1607 |
| *4-5* | 72 | 1213 | 293 | 1578 |
| *5-6* | 77 | 1491 | 290 | 1858 |
| TOTAL | 376 | 6756 | 1175 | 8307 |

**WESTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 7 | 1158 | 177 | 1342 |
| *8-9* | 6 | 1322 | 198 | 1526 |
| *9-10* | 14 | 1214 | 167 | 1395 |
| *3-4* | 17 | 900 | 159 | 1076 |
| *4-5* | 30 | 957 | 201 | 1188 |
| *5-6* | 59 | 1037 | 270 | 1366 |
| TOTAL | 133 | 6588 | 1172 | 7893 |

| TOTAL | XING W/L | | XING E/L | |
|---|---|---|---|---|
| E-W | Ped | Sch | Ped | Sch |
| 2110 | 12 | 0 | 32 | 0 |
| 2782 | 9 | 0 | 18 | 0 |
| 2635 | 9 | 0 | 39 | 0 |
| 2683 | 27 | 0 | 27 | 0 |
| 2766 | 30 | 0 | 29 | 2 |
| 3224 | 20 | 0 | 15 | 0 |
| 16200 | 107 | 0 | 160 | 2 |

(Rev Oct 06)

EXHIBIT C – US CENSUS 1960 of the CITY OF LOS ANGELES

# Section 1
# Population

This section relates to the population of the United States, its distribution, and its characteristics. The principal source of these data is the Decennial Census of Population, a house-to-house enumeration made by the Bureau of the Census. In accordance with a Constitutional provision for a decennial canvass of the population, the first census enumeration was made in 1790. The primary reason for the Census of Population, as set forth in the Constitution, was to provide a basis for the apportionment of Members of the House of Representatives among the several States. Until 1902, the census organization was temporary. The Bureau of the Census was then established as a permanent agency of the Government charged with responsibility for the decennial census and for compiling statistics on other subjects as needed. Currently, this Bureau supplies intercensal data based on surveys and estimates in addition to making the comprehensive decennial census enumeration.

**Decennial censuses.**—In accordance with census practice dating back to 1790, each person enumerated in the 1960 Census was counted as an inhabitant of his usual place of residence (the place where he lives and sleeps most of the time). This place is not necessarily the same as his legal residence, voting residence, or domicile; in most cases, however, the use of these different bases of classification would produce substantially the same statistics, although there may be appreciable differences for a few areas.

For the 1940, 1950, and 1960 Censuses, certain of the data are indicated as being obtained from representative samples of the population: 25 percent in 1960, 20 percent in 1950, and 5 percent in 1940. Exact agreement is not to be expected among the various samples, nor between them and the complete census count, but the sample data may be used with confidence where large numbers are involved, and may be assumed to indicate patterns and relationships where small numbers are involved. Detailed statements regarding the sampling errors are given in the original sources.

**Current Population Survey.**—Until May 1956, this Survey, conducted monthly by the Bureau of the Census, covered a sample of approximately 21,000 interviewed households spread over a sample of areas throughout the United States. Since then, the sample has been expanded to approximately 35,000 interviewed households in a larger number of areas. For a discussion of the reliability of estimates based on this sample, see Technical Note, page 213.

**Population estimates.**—Population estimates for dates after April 1950, which are not the result of sample surveys, are based on data from the 1950 and 1960 Censuses; statistics of births and deaths provided by the Public Health Service; statistics of immigration and emigration reported by the Immigration and Naturalization Service, Department of Justice; and statistics on the Armed Forces provided by the Department of Defense. Estimates of State population are based on the same types of data and also make use of school statistics provided by State Departments of Education and parochial school systems throughout the country.

**Urban and rural areas.**—According to the definition adopted for use in the 1960 Census, the urban population comprises all persons living in (*a*) places of 2,500 inhabitants or more incorporated as cities, boroughs, villages, and towns (except towns in New England, New York, and Wisconsin); (*b*) the densely settled urban fringe, whether incorporated or unincorporated, of urbanized areas; (*c*) towns in New England and townships in New Jersey and Pennsylvania which contain no incorporated municipalities as subdivisions and have either 25,000 inhabitants or more or a popu-

lation of 2,500 to 25,000 and a density of 1,500 persons or more per square mile; (*d*) counties in States other than the New England States, New Jersey, and Pennsylvania that have no incorporated municipalities within their boundaries and have a density of 1,500 persons or more per square mile; and (*e*) unincorporated places of 2,500 inhabitants or more.

This definition of urban is substantially the same as that used in 1950. The major difference between 1950 and 1960 is the designation in 1960 of urban towns in New England and of urban townships in New Jersey and Pennsylvania. In censuses prior to 1950, the urban population comprised all persons living in incorporated places of 2,500 inhabitants or more and areas (usually minor civil divisions) classified as urban under somewhat different special rules relating to population size and density.

In all definitions, the population not classified as urban constitutes the rural population. The term "current urban definition" refers to the population classified in accordance with the definitions used in 1950 and 1960. The term "previous urban definition" refers to the definition used prior to 1950.

A number of large and densely settled places are not included as urban because they are not incorporated places. To improve its measure of the urban population, the Bureau of the Census adopted, in 1950, the concept of the urbanized area and delineated, in advance of enumeration, boundaries for unincorporated places. All the population residing in urban-fringe areas and in unincorporated places of 2,500 or more is classified as urban according to the "current" definition.

**Farm and nonfarm residence.**—The rural population is divided into the rural-farm population, which comprises all residents living on farms, and the rural-nonfarm population, which comprises the remaining rural population. According to the definition used in the 1960 Census, the farm population consists of all persons living in rural territory on places of less than 10 acres yielding agricultural products which sold for $250 or more in the previous year, or on places of 10 acres or more yielding agricultural products which sold for $50 or more in the previous year. In the 1950 Census, farm population was determined by answers to the question, "Is this house on a farm (or ranch)?" However, persons on "farms" who paid cash rent for a house and yard only were classified as nonfarm. In both the 1950 and the 1960 Censuses rural persons in institutions, motels, and tourist camps were classified as nonfarm.

**Color and race.**—The concept of race as it has been used by the Bureau of the Census is derived from that which is commonly accepted by the general public. It does not, therefore, reflect clear-cut definitions of biological stocks, and several categories used obviously refer to nationality. "Color" divides the population into two groups, white and nonwhite. The nonwhite population consists of Negroes, American Indians, Japanese, Chinese, Filipinos, and all other groups not classified as white. Persons of Mexican birth or ancestry who are not definitely Indian or of other nonwhite stock are included in the white population. Persons of mixed parentage are placed in the race or color classification of the nonwhite parent.

Beginning with the 1960 Census, however, information regarding color and race was obtained by self-enumeration or self-reporting, whereas formerly race and color classification was obtained in most cases by the Census enumerator's observation.

**Mobility status.**—The population of the United States has been classified according to mobility status on the basis of a comparison between the place of residence of each individual at the survey or census date and the place of residence at a specified earlier date. *Mobile persons or movers* includes all persons living in a different house in the United States at the end of the period from the one they occupied at the beginning. They are subdivided into "same county movers" and "different county movers, or migrants," depending on whether they moved within the same county or into a different county. Migrants in turn are classified according to whether they moved within the same State or into a different State. *Nonmobile persons or nonmovers* includes all persons who were living in the same house in the United States at the beginning and

end of the period. *Persons abroad* includes all persons whose place of residence was outside the United States at the beginning of the period.

**Nativity.**—The category "Native" comprises persons born in the United States, the Commonwealth of Puerto Rico, or a possession of the United States. It also includes persons born in a foreign country or at sea who have at least one native United States parent. Persons whose place of birth was not reported are assumed to be native unless their census report contains contradictory information, such as an entry of a language spoken prior to coming to the United States. Persons not having any of the foregoing qualifications are classified as "foreign born."

**Household.**—A "household," according to present usage of the Census Bureau, comprises all persons who occupy a "housing unit," that is, a house, an apartment or other group of rooms, or a room that constitutes "separate living quarters." A household includes the "related persons" (the head of the household and others in the housing unit who are related to the head) and also the lodgers and employees, if any, who regularly live in the house. A person living alone or a group of unrelated persons sharing the same housing unit as partners is also counted as a household.

Prior to 1960 a household was defined as all the persons occupying a "dwelling unit." See section 28, Construction and Housing, for definitions of "housing unit" and "dwelling unit."

Group quarters are living arrangements for persons who do not live in housing units. Examples of group quarters are: A house with at least 5 lodgers, an institution, a college dormitory, or a military barracks.

**Family.**—The term "family," as used here, refers to a group of two or more persons related by blood, marriage, or adoption and residing together, and differs from the meaning of the term as used in the 1930 and 1940 Censuses. A primary family consists of the head of a household and all (one or more) other persons in the household related to the head. A secondary family comprises two or more persons such as guests, lodgers, or resident employees and their relatives, living in a household or group quarters (other than the negligible number of such groups among inmates of institutions) and related to each other.

**Subfamily.**—A subfamily is a married couple with or without children, or one parent with one or more children under 18 years old, living in a household and related to, but not including, the head of the household or his wife. Members of a subfamily are also members of the primary family with which they live. The number of subfamilies, therefore, is not included in the number of families.

**Married couple.**—A married couple is defined as a husband and his wife living together, with or without children and other relatives.

**Unrelated individuals.**—"Unrelated individuals" refer to persons (other than inmates of institutions) who are not living with any relatives. A primary individual is a household head living alone or with persons all of whom are unrelated to him. A secondary individual is a person in a household or group quarters such as a guest, lodger, or resident employee (excluding inmates of institutions) who is not related to the head or to any other person in the household or group quarters.

**Alaska and Hawaii.**—For a general statement concerning the treatment of data for Alaska and Hawaii, see preface. "Conterminous area" refers to the United States excluding Alaska, Hawaii, and outlying areas.

**Historical statistics.**—Tabular headnotes (as "See also *Historical Statistics, Colonial Times to 1957*, series A 17-21") provide cross-references, where applicable, to *Historical Statistics of the United States, Colonial Times to 1957*. See preface.

FIG. II. POPULATION, URBAN AND RURAL: 1890 TO 1960
[See table 13. For description of previous and current definitions, see pp. 1, 2]

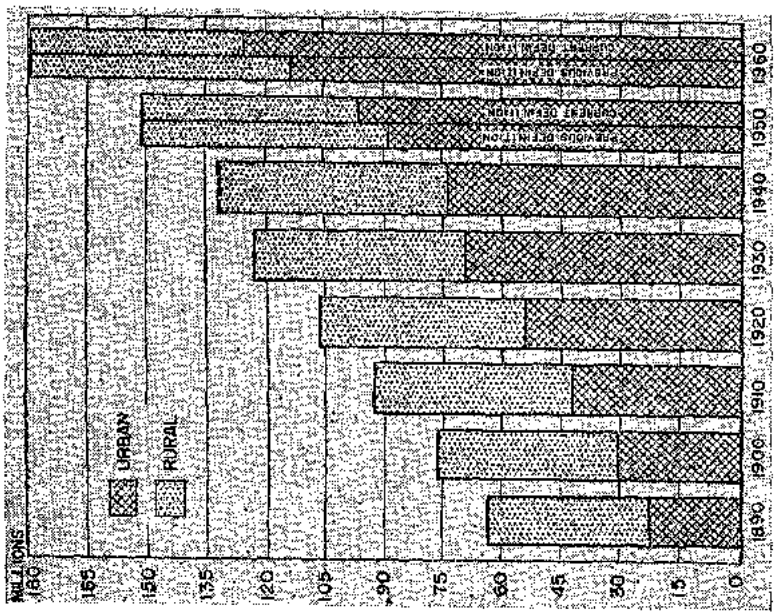
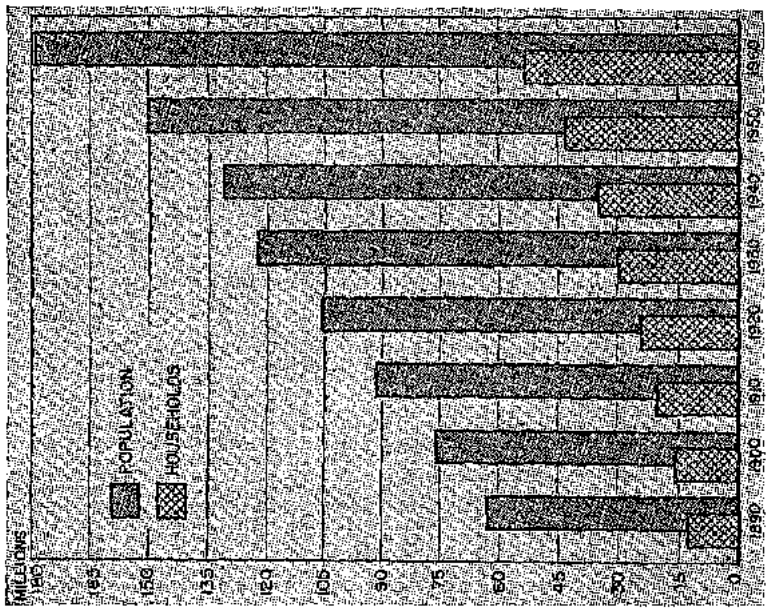



FIG. III. POPULATION AND HOUSEHOLDS: 1890 TO 1960
[See tables 1, 2, and 87]




*Source of figs. II and III:* Department of Commerce, Bureau of the Census.

## No. 1. Area and Population: 1790 to 1960

[For additional area data, see tables 4 and 218. See also *Historical Statistics, Colonial Times to 1957*, series A 17–21]

| Census date | Area (square miles) [1] | | | Population | | | |
|---|---|---|---|---|---|---|---|
| | Gross | Land | Water | Number | Per square mile of land area | Increase over preceding census | |
| | | | | | | Number | Percent |
| **Conterminous U.S.** [2] | | | | | | | |
| 1790 (Aug. 2) | 888,811 | 864,746 | 24,065 | 3,929,214 | 4.5 | ---------- | ---------- |
| 1800 (Aug. 4) | 888,811 | 864,746 | 24,065 | 5,308,483 | 6.1 | 1,379,269 | 35.1 |
| 1810 (Aug. 6) | 1,716,068 | 1,681,828 | 34,175 | 7,239,881 | 4.3 | 1,931,398 | 36.4 |
| 1820 (Aug. 7) | 1,788,006 | 1,749,462 | 38,544 | 9,638,453 | 5.5 | 2,398,572 | 33.1 |
| 1830 (June 1) | 1,788,006 | 1,749,462 | 38,544 | 12,866,020 | 7.4 | 3,227,567 | 33.5 |
| 1840 (June 1) | 1,788,006 | 1,749,462 | 38,544 | 17,069,453 | 9.8 | 4,203,433 | 32.7 |
| 1850 (June 1) | 2,992,747 | 2,940,042 | 52,705 | 23,191,876 | 7.9 | 6,122,423 | 35.9 |
| 1860 (June 1) | 3,022,387 | 2,969,640 | 52,747 | 31,443,321 | 10.6 | 8,251,445 | 35.6 |
| 1870 (June 1) | 3,022,387 | 2,969,640 | 52,747 | [3] 39,818,449 | [3] 13.4 | 8,376,128 | 26.6 |
| 1880 (June 1) | 3,022,387 | 2,969,640 | 52,747 | 50,155,783 | 16.9 | 10,337,334 | 26.9 |
| 1890 (June 1) | 3,022,387 | 2,969,640 | 52,747 | 62,947,714 | 21.2 | 12,791,931 | 25.5 |
| 1900 (June 1) | 3,022,387 | 2,969,834 | 52,553 | 75,994,575 | 25.6 | 13,046,861 | 20.7 |
| 1910 (Apr. 15) | 3,022,387 | 2,969,565 | 52,822 | 91,972,266 | 31.0 | 15,977,691 | 21.0 |
| 1920 (Jan. 1) | 3,022,387 | 2,969,451 | 52,936 | 105,710,620 | 35.6 | 13,738,354 | 14.9 |
| 1930 (Apr. 1) | 3,022,387 | 2,977,128 | 45,259 | 122,775,046 | 41.2 | 17,064,426 | 16.1 |
| 1940 (Apr. 1) | 3,022,387 | 2,977,128 | 45,259 | 131,669,275 | 44.2 | 8,894,229 | 7.2 |
| 1950 (Apr. 1) | 3,022,387 | 2,974,720 | 47,661 | 150,697,361 | 50.7 | 19,028,086 | 14.5 |
| 1960 (Apr. 1) | 3,022,387 | 2,971,494 | 50,893 | 178,464,236 | 60.1 | 27,766,875 | 18.4 |
| **United States** [4] | | | | | | | |
| 1950 (Apr. 1) | 3,615,211 | 3,552,206 | 63,005 | 151,325,798 | 42.6 | 19,161,229 | 14.5 |
| 1960 (Apr. 1) | 3,615,211 | 3,548,974 | 66,237 | 179,323,175 | 50.5 | 27,997,377 | 18.5 |

[1] Area figures for each census year represent conterminous United States (see text, p. 3) on indicated date, including in some cases considerable areas not then organized or settled, and not covered by the census. Area figures have been adjusted to bring them into agreement with remeasurements made in 1940.
[2] Excludes Alaska and Hawaii.
[3] Revised to include adjustments for underenumeration in Southern States; unrevised number is 38,558,371.
[4] Includes Alaska and Hawaii.

Source: Department of Commerce, Bureau of the Census; Reports of Fourteenth, Fifteenth, Sixteenth, Seventeenth, and Eighteenth Censuses, *Population*, Vol. I; and other reports and records. See also Sixteenth Census Reports, *Areas of the United States, 1940*.

## No. 2. Estimated Population: 1900 to 1962

[In thousands. As of July 1, except where noted. Beginning 1940, includes Alaska and Hawaii. Estimates for 1900 to 1909 are sums of State estimates based on local data indicative of population change. Estimates for 1910 to 1962 are based on decennial censuses and statistics of births, deaths, immigration, emigration, and Armed Forces. See also *Historical Statistics, Colonial Times to 1957*, series A 1–3]

| Year | Total population residing in United States [1] | Year | Total population residing in United States [1] | Year | Total population including Armed Forces abroad | Total population residing in United States [1] | Civilian population | Year and month | Total population including Armed Forces abroad | Total population residing in United States [1] | Civilian population |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1900 | 76,094 | 1915 | 100,549 | 1930 | 123,188 | 123,077 | 122,923 | 1948 | 147,208 | 146,730 | 146,746 |
| 1901 | 77,585 | 1916 | 101,966 | 1931 | 124,149 | 124,040 | 123,886 | 1949 | 149,767 | 149,304 | 148,157 |
| 1902 | 79,160 | 1917 [2] | 103,260 | 1932 | 124,949 | 124,840 | 124,694 | 1950 | 152,271 | 151,868 | 150,700 |
| 1903 | 80,632 | 1918 [2] | 103,203 | 1933 | 125,690 | 125,579 | 125,436 | 1951 | 154,878 | 153,982 | 151,599 |
| 1904 | 82,165 | 1919 [2] | 104,512 | 1934 | 126,485 | 126,374 | 126,228 | 1952 | 157,553 | 156,393 | 153,892 |
| 1905 | 83,820 | 1920 | 106,466 | 1935 | 127,362 | 127,250 | 127,090 | 1953 | 160,184 | 158,956 | 156,595 |
| 1906 | 85,437 | 1921 | 108,541 | 1936 | 128,181 | 128,053 | 127,879 | 1954 | 162,026 | 161,884 | 159,805 |
| 1907 | 87,000 | 1922 | 110,055 | 1937 | 128,961 | 128,825 | 128,639 | 1955 | 165,931 | 165,069 | 162,997 |
| 1908 | 88,709 | 1923 | 111,950 | 1938 | 129,969 | 129,825 | 129,635 | 1956 | 168,903 | 168,088 | 166,055 |
| 1909 | 90,492 | 1924 | 114,113 | 1939 | 131,028 | 130,880 | 130,683 | 1957 | 174,984 | 171,187 | 169,110 |
| 1910 | 92,407 | 1925 | 115,832 | 1940 | 132,594 | 132,457 | 132,129 | 1958 | 174,882 | 174,149 | 172,220 |
| 1911 | 93,868 | 1926 | 117,399 | 1941 | 133,894 | 133,669 | 132,986 | 1959 | 177,830 | 177,135 | 175,277 |
| 1912 | 95,331 | 1927 | 119,038 | 1942 | 136,361 | 134,617 | 131,444 | 1960 | 180,076 | 179,083 | 178,144 |
| 1913 | 97,227 | 1928 | 120,501 | 1943 | 137,250 | 135,107 | 128,010 | 1961 | 183,742 | 183,043 | 181,193 |
| 1914 | 99,118 | 1929 | 121,770 | 1944 | 138,916 | 133,915 | 127,227 | 1962: [3] | | | |
| | | | | 1945 | 140,468 | 133,434 | 128,112 | Jan. 1 | 185,290 | 184,656 | 182,430 |
| | | | | 1946 | 141,936 | 140,086 | 138,932 | Feb. 1 | 185,506 | 184,772 | 182,620 |
| | | | | 1947 | 144,098 | 144,083 | 143,138 | Mar. 1 | 185,708 | 184,970 | 182,823 |

[1] Excludes Armed Forces abroad.
[2] Total population including Armed Forces abroad (in thousands): 1917, 103,414; 1918, 104,550; 1919, 105,063. Civilian population (in thousands): 1917, 102,796; 1918, 101,488; 1919, 104,158.
[3] Provisional.

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P-25, and reports and records.

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## No. 3. Total Population, By Age And Sex: 1960 and Projections to 1970

[*In thousands.* As of July 1. Includes Alaska and Hawaii. Includes Armed Forces abroad. Projections take account of 1960 census results. Series II and III imply following assumptions as to fertility: II—1955–57 level of fertility (approximately same as 1958–60) continues to 1965–70; III—1955–57 level declines to 1949–51 level by 1965–70]

| Year and sex | Total, all ages | Under 5 years | 5 to 9 years | 10 to 14 years | 15 to 19 years | 20 to 24 years | 25 to 34 years | 35 to 44 years | 45 to 54 years | 55 to 64 years | 65 and over | 14 and over | 18 and over | 21 and over |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TOTAL** | | | | | | | | | | | | | | |
| 1960 [1] | 180,677 | 20,318 | 18,789 | 18,985 | 13,424 | 11,137 | 22,936 | 24,222 | 20,580 | 15,028 | 16,658 | 127,302 | 116,203 | 108,861 |
| 1965: | | | | | | | | | | | | | | |
| Series II | 196,217 | 22,170 | 20,346 | 18,865 | 17,019 | 13,543 | 22,327 | 24,526 | 22,125 | 17,054 | 18,243 | 138,362 | 124,345 | 115,043 |
| Series III | 194,454 | 20,408 | | | | | | | | | | | | |
| 1970: | | | | | | | | | | | | | | |
| Series II | 214,222 | 25,135 | 22,215 | 20,400 | 18,910 | 17,094 | 25,048 | 23,118 | 23,541 | 18,724 | 20,035 | 150,450 | 134,783 | 124,059 |
| Series III | 208,931 | 21,600 | 20,459 | | | | | | | | | | | |
| **MALE** | | | | | | | | | | | | | | |
| 1960 [1] | 89,823 | 10,330 | 9,554 | 8,632 | 6,793 | 5,567 | 11,335 | 11,872 | 10,142 | 7,561 | 7,538 | 62,188 | 56,559 | 52,859 |
| 1965: | | | | | | | | | | | | | | |
| Series II | 96,815 | 11,328 | 10,336 | 9,590 | 8,635 | 6,810 | 11,062 | 12,030 | 10,804 | 8,186 | 8,024 | 67,355 | 60,236 | 55,528 |
| Series III | 95,914 | 10,427 | | | | | | | | | | | | |
| 1970: | | | | | | | | | | | | | | |
| Series II | 105,592 | 12,846 | 11,345 | 10,359 | 9,595 | 8,023 | 12,464 | 11,389 | 11,419 | 8,908 | 8,543 | 73,061 | 65,115 | 59,679 |
| Series III | 102,888 | 11,040 | 10,448 | | | | | | | | | | | |
| **FEMALE** | | | | | | | | | | | | | | |
| 1960 [1] | 91,354 | 9,988 | 9,235 | 8,353 | 6,631 | 5,570 | 11,601 | 12,350 | 10,438 | 8,067 | 9,122 | 65,114 | 59,644 | 56,002 |
| 1965: | | | | | | | | | | | | | | |
| Series II | 99,402 | 10,842 | 10,009 | 9,275 | 8,384 | 6,732 | 11,266 | 12,495 | 11,321 | 8,859 | 10,218 | 71,007 | 64,109 | 59,516 |
| Series III | 98,540 | 9,981 | | | | | | | | | | | | |
| 1970: | | | | | | | | | | | | | | |
| Series II | 108,630 | 12,289 | 10,870 | 10,042 | 9,316 | 8,471 | 12,584 | 11,729 | 12,122 | 9,816 | 11,392 | 77,388 | 69,667 | 64,380 |
| Series III | 106,043 | 10,560 | 10,011 | | | | | | | | | | | |

[1] Estimated as of July 1.

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P-25, Nos. 241 and 246.

## No. 4. Population and Area of the United States and Outlying Areas: 1940 to 1960

[For area figures of individual States, see table 220. See also *Historical Statistics, Colonial Times to 1957*, series A 4–16 and J 2]

| Area | Population 1940 | Population 1950 | Population 1960 | Gross area (land and water), 1960 |
|---|---|---|---|---|
| | | | | *Sq. mi.* |
| Total | [1] 150,622,754 | 154,233,234 | 183,285,009 | 3,628,150 |
| United States | 132,164,569 | 151,325,798 | 179,323,175 | 3,615,211 |
| Conterminous United States | 131,669,275 | 150,697,361 | 178,464,236 | 3,022,387 |
| Alaska | [2] 72,524 | 128,643 | 226,167 | 586,400 |
| Hawaii | 423,770 | 499,794 | 632,772 | 6,424 |
| Commonwealth of Puerto Rico [3] | 1,869,255 | 2,210,703 | 2,349,544 | 3,435 |
| Possessions: | | | | |
| Guam | 22,290 | 59,498 | 67,044 | 212 |
| Virgin Islands of the U.S. | 24,889 | 26,665 | 32,099 | 133 |
| American Samoa | 12,908 | 18,937 | 20,051 | 76 |
| Midway Islands | 437 | 416 | 2,356 | 2 |
| Wake Island | ---------- | 349 | 1,097 | 3 |
| Canton Island and Enderbury Island | 44 | [4] 272 | [4] 320 | 27 |
| Johnston Island and Sand Island | [5] 69 | [5] 46 | [5] 156 | (6) |
| Swan Islands | (7) | [8] 36 | [8] 28 | 1 |
| Other [9] | [10] 10 | (11) | (11) | [12] 0 |
| Other outlying areas: | | | | |
| Canal Zone [13] | 51,827 | 52,822 | 42,122 | 553 |
| Corn Islands [14] | [15] 1,523 | [15] 1,394 | [15] 1,872 | 4 |
| Trust Territory of the Pacific Islands [16] | (17) | [18] 54,343 | [19] 76,724 | [20] 8,484 |
| Population abroad [21] | [21] 118,933 | [22] 481,545 | 1,374,421 | ---------- |
| Members of the Armed Forces | 118,933 | 391,695 | 609,720 | ---------- |
| Civilian citizens employed by the U.S. Government | | 26,910 | 38,010 | ---------- |
| Families of Armed Forces personnel or of civilian citizen employees | (24) | 107,350 | 506,393 | ---------- |
| Crews of merchant vessels | (24) | 45,690 | 32,464 | ---------- |
| Other citizens | (24) | (24) | [25] 187,834 | ---------- |

[1] Includes estimated population of the Philippine Islands (16,350,000), not shown separately.
[2] Census taken as of Oct. 1, 1939.
[3] Puerto Rico was ceded to the United States by Spain in 1898. On July 25, 1952, pursuant to acts of Congress, it achieved the political status of the Commonwealth of Puerto Rico.
[4] Enderbury Island uninhabited at time of enumeration.
[5] Sand Island uninhabited at time of enumeration.
[6] Less than 0.5 square mile.
[7] Not enumerated.
[8] Little Swan Island uninhabited at time of enumeration.
[9] Includes Caroline, Christmas, Danger (Pukapuka), Flint, Funafuti, Kingman Reef, Malden, Manahiki, Navassa, Nukufetau, Nukulailai, Nurakita, Palmyra, Penrhyn, Rakahanga, Starbuck, Vostok, Phoenix Group (except Canton and Enderbury), and Union (Tokelau) Group, not enumerated in decennial censuses; and Baker, Howland, and Jarvis Islands not inhabited in 1950 and 1960. Quita Sueño Bank, Roncador Cay, and Serrana Bank, claimed by both the United States and Colombia, not enumerated.
[10] Population of Baker, Howland, and Jarvis Islands. Other islands not enumerated or uninhabited at time of enumeration.
[11] Not enumerated or uninhabited at time of enumeration.
[12] Area is for Navassa (2 square miles), Baker, Howland, and Jarvis (combined area 3 square miles), and Palmyra (4 square miles). Excludes Kingman Reef, Quita Sueño Bank, Roncador Cay, and Serrana Bank (each less than 0.5 square miles); area of other islands listed in footnote 9 not available.
[13] Under jurisdiction of United States in accordance with treaty of Nov. 18, 1903, with Republic of Panama.
[14] Leased (1914) from the Republic of Nicaragua for 99 years.
[15] Figures from Government of Nicaragua. Little Corn Island uninhabited at time of enumeration.
[16] Under the United Nations Trusteeship System with the United States as administering authority since July 18, 1947.
[17] Population 1940, 131,258 (Census of Japan).
[18] Civilian population; Department of the Navy. *Report on the Administration of the Trust Territory of the Pacific Islands for the Period July 1, 1949, to June 30, 1950*, Government Printing Office, Washington, D.C., 1950.
[19] Census of 1958 conducted by the Office of the High Commissioner. Civilian population; see *Census Report, 1958: Trust Territory of the Pacific Islands*, Office of the High Commissioner, Agana, Guam, June 1959.
[20] See references in footnotes 18 and 19, above. Comprised of 687 square miles of land area and 7,797 square miles of water area.
[21] Excludes United States citizens temporarily abroad on private business, travel, etc. Such persons were enumerated at their usual place of residence in the United States as absent members of households.
[22] Excludes dependents of Federal employees and crews of merchant vessels.
[23] Based on 20-percent sample of reports received.
[24] Not available.
[25] Represents U.S. citizens abroad for extended periods of time. Since this population was enumerated on a voluntary basis, its coverage is probably less complete than that of other categories of Americans abroad.

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1960*, Vol. I.

## No. 5. Center of Population: 1790 to 1960

["Center of population" is that point which may be considered as center of population gravity of the U. S. or that point upon which the U. S. would balance if it were a rigid plane without weight and the population distributed thereon with each individual being assumed to have equal weight and to exert an influence on a central point proportional to his distance from that point]

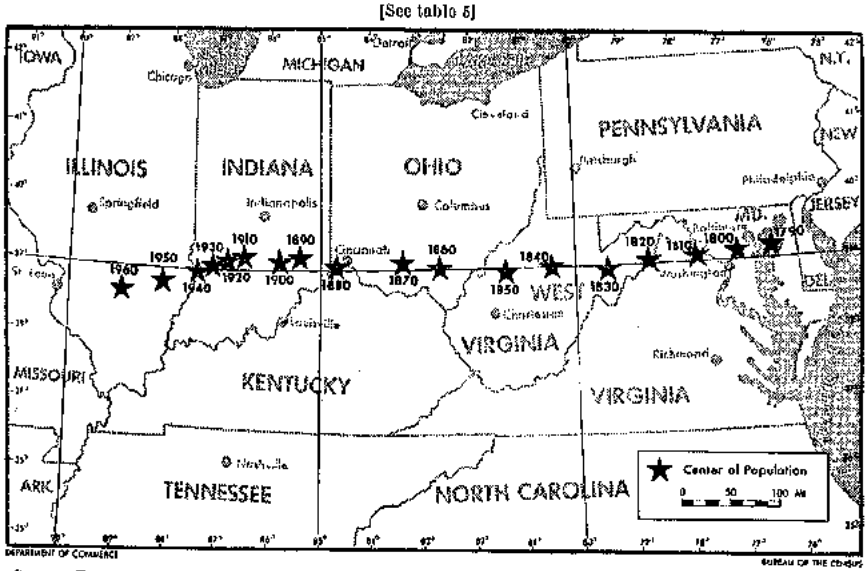
| Year | North latitude | | | West longitude | | | Approximate location |
|---|---|---|---|---|---|---|---|
| | ° | ′ | ″ | ° | ′ | ″ | |
| CONTERMINOUS U.S.[1] | | | | | | | |
| 1790 | 39 | 16 | 30 | 76 | 11 | 12 | 23 miles east of Baltimore, Md. |
| 1800 | 39 | 16 | 0 | 76 | 56 | 30 | 18 miles west of Baltimore, Md. |
| 1810 | 39 | 11 | 30 | 77 | 37 | 12 | 40 miles northwest by west of Washington, D. C. (in Virginia). |
| 1820 | 39 | 5 | 42 | 78 | 33 | 0 | 16 miles east of Moorefield, W. Va.[2] |
| 1830 | 38 | 57 | 54 | 79 | 16 | 54 | 19 miles west-southwest of Moorefield, W. Va.[2] |
| 1840 | 39 | 2 | 0 | 80 | 18 | 0 | 16 miles south of Clarksburg, W. Va.[2] |
| 1850 | 38 | 59 | 0 | 81 | 19 | 0 | 23 miles southeast of Parkersburg, W. Va.[2] |
| 1860 | 39 | 0 | 24 | 82 | 48 | 48 | 20 miles south by east of Chillicothe, Ohio. |
| 1870 | 39 | 12 | 0 | 83 | 35 | 42 | 48 miles east by north of Cincinnati, Ohio. |
| 1880 | 39 | 4 | 8 | 84 | 39 | 40 | 8 miles west by south of Cincinnati, Ohio (in Kentucky). |
| 1890 | 39 | 11 | 56 | 85 | 32 | 53 | 20 miles east of Columbus, Ind. |
| 1900 | 39 | 9 | 36 | 85 | 48 | 54 | 6 miles southeast of Columbus, Ind. |
| 1910 | 39 | 10 | 12 | 86 | 32 | 20 | In the city of Bloomington, Ind. |
| 1920 | 39 | 10 | 21 | 86 | 43 | 15 | 8 miles south-southeast of Spencer, Owen County, Ind. |
| 1930 | 39 | 3 | 45 | 87 | 8 | 0 | 3 miles northeast of Linton, Greene County, Ind. |
| 1940 | 38 | 56 | 54 | 87 | 22 | 35 | 2 miles southeast by east of Carlisle, Haddon township, Sullivan County, Ind. |
| 1950 | 38 | 50 | 21 | 88 | 9 | 33 | 8 miles north-northwest of Olney, Richland County, Ill. |
| 1960 | 38 | 37 | 57 | 88 | 52 | 23 | 4 miles east of Salem in Marion County, Ill. |
| UNITED STATES[3] | | | | | | | |
| 1950 | 38 | 48 | 15 | 88 | 22 | 8 | About 3 miles northeast of Louisville, in Clay County, Ill. |
| 1960 | 38 | 35 | 58 | 89 | 12 | 35 | 6½ miles northwest of Centralia, Ill., and approximately 50 miles east of East St. Louis, Ill. |

[1] Excludes Alaska and Hawaii.
[2] West Virginia was set off from Virginia Dec. 31, 1862, and admitted as a State June 19, 1863.
[3] Includes Alaska and Hawaii.

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1960*, Vol. I.

## Fig. IV. Center of Population for Conterminous U.S.: 1790 to 1960

[See table 5]




Source: Department of Commerce, Bureau of the Census.

## No. 6. Estimated Population, by States and for Puerto Rico: 1951 to 1961

[In thousands. As of July 1. Preliminary. Includes Armed Forces stationed in area. Based on data from the 1950 Census, the 1960 Census, special Federal censuses, State censuses, vital statistics, immigration statistics, school statistics, and data on Armed Forces. For enumerated population, 1910 to 1960, see table 7]

| State | 1951 | 1952 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| U.S. | 154,060 | 156,472 | 159,035 | 161,915 | 165,064 | 168,043 | 171,108 | 174,067 | 177,131 | 179,977 | 182,353 |
| N.E. | 9,220 | 9,289 | 9,549 | 9,727 | 9,720 | 9,777 | 9,920 | 10,139 | 10,378 | 10,546 | 10,723 |
| Maine | 913 | 909 | 907 | 917 | 922 | 932 | 943 | 946 | 958 | 974 | 992 |
| N.H. | 530 | 535 | 549 | 554 | 556 | 567 | 570 | 584 | 602 | 609 | 621 |
| Vt. | 378 | 374 | 378 | 375 | 371 | 376 | 377 | 380 | 386 | 391 | 395 |
| Mass. | 4,611 | 4,622 | 4,770 | 4,857 | 4,823 | 4,811 | 4,872 | 4,967 | 5,083 | 5,167 | 5,234 |
| R.I. | 777 | 797 | 814 | 817 | 825 | 843 | 854 | 866 | 864 | 857 | 867 |
| Conn. | 2,012 | 2,051 | 2,132 | 2,208 | 2,232 | 2,247 | 2,298 | 2,402 | 2,495 | 2,548 | 2,614 |
| M.A. | 30,487 | 30,846 | 31,237 | 31,864 | 32,256 | 32,491 | 32,753 | 33,234 | 33,815 | 34,269 | 34,745 |
| N.Y. | 15,067 | 15,237 | 15,495 | 15,818 | 16,081 | 16,128 | 16,203 | 16,403 | 16,619 | 16,827 | 17,033 |
| N.J. | 4,985 | 5,006 | 5,150 | 5,249 | 5,361 | 5,509 | 5,604 | 5,774 | 5,960 | 6,066 | 6,244 |
| Pa. | 10,404 | 10,542 | 10,592 | 10,798 | 10,814 | 10,854 | 10,946 | 11,058 | 11,235 | 11,343 | 11,468 |
| E.N.C. | 30,740 | 31,249 | 32,026 | 32,954 | 33,525 | 34,129 | 34,718 | 35,427 | 35,869 | 36,340 | 36,822 |
| Ohio | 7,977 | 8,141 | 8,580 | 8,962 | 9,021 | 9,118 | 9,281 | 9,491 | 9,612 | 9,730 | 9,876 |
| Ind. | 4,161 | 4,148 | 4,180 | 4,266 | 4,362 | 4,463 | 4,540 | 4,595 | 4,616 | 4,677 | 4,711 |
| Ill. | 8,736 | 8,868 | 8,952 | 9,087 | 9,228 | 9,368 | 9,559 | 9,832 | 9,974 | 10,113 | 10,258 |
| Mich. | 6,480 | 6,629 | 6,803 | 7,040 | 7,248 | 7,441 | 7,537 | 7,646 | 7,753 | 7,848 | 7,954 |
| Wis. | 3,437 | 3,463 | 3,502 | 3,599 | 3,666 | 3,740 | 3,802 | 3,863 | 3,915 | 3,964 | 4,022 |
| W.N.C. | 14,200 | 14,223 | 14,353 | 14,543 | 14,835 | 15,034 | 15,142 | 15,120 | 15,278 | 15,425 | 15,581 |
| Minn. | 3,016 | 3,038 | 3,064 | 3,127 | 3,188 | 3,260 | 3,314 | 3,334 | 3,378 | 3,420 | 3,470 |
| Iowa | 2,620 | 2,629 | 2,637 | 2,631 | 2,684 | 2,718 | 2,742 | 2,731 | 2,745 | 2,761 | 2,779 |
| Mo. | 4,038 | 4,010 | 4,081 | 4,139 | 4,222 | 4,244 | 4,259 | 4,240 | 4,286 | 4,331 | 4,378 |
| N.Dak. | 608 | 613 | 619 | 623 | 628 | 629 | 629 | 620 | 627 | 634 | 640 |
| S.Dak. | 658 | 656 | 655 | 662 | 673 | 683 | 682 | 671 | 679 | 682 | 690 |
| Nebr. | 1,314 | 1,305 | 1,312 | 1,329 | 1,360 | 1,390 | 1,394 | 1,384 | 1,402 | 1,414 | 1,421 |
| Kans. | 1,947 | 1,972 | 1,986 | 2,031 | 2,080 | 2,111 | 2,122 | 2,141 | 2,162 | 2,178 | 2,194 |
| S.A. | 21,818 | 22,173 | 22,482 | 22,777 | 23,394 | 23,997 | 24,625 | 25,181 | 25,621 | 26,066 | 26,545 |
| Del. | 330 | 339 | 349 | 366 | 385 | 404 | 420 | 428 | 430 | 449 | 458 |
| Md. | 2,447 | 2,503 | 2,556 | 2,642 | 2,704 | 2,852 | 2,874 | 2,974 | 3,051 | 3,116 | 3,188 |
| D.C. | 806 | 806 | 829 | 828 | 809 | 773 | 776 | 768 | 767 | 702 | 761 |
| Va. | 3,401 | 3,478 | 3,518 | 3,483 | 3,567 | 3,700 | 3,822 | 3,903 | 3,929 | 3,978 | 4,059 |
| W.Va. | 1,997 | 1,969 | 1,949 | 1,927 | 1,907 | 1,892 | 1,884 | 1,880 | 1,872 | 1,857 | 1,850 |
| N.C. | 4,139 | 4,139 | 4,168 | 4,165 | 4,307 | 4,379 | 4,442 | 4,448 | 4,502 | 4,563 | 4,614 |
| S.C. | 2,184 | 2,209 | 2,228 | 2,234 | 2,270 | 2,293 | 2,329 | 2,346 | 2,368 | 2,392 | 2,407 |
| Ga. | 3,540 | 3,611 | 3,601 | 3,651 | 3,693 | 3,703 | 3,832 | 3,863 | 3,902 | 3,949 | 3,987 |
| Fla. | 2,966 | 3,118 | 3,284 | 3,462 | 3,670 | 3,941 | 4,245 | 4,571 | 4,790 | 5,000 | 5,222 |
| E.S.C. | 11,590 | 11,546 | 11,459 | 11,406 | 11,508 | 11,596 | 11,721 | 11,833 | 11,964 | 12,073 | 12,208 |
| Ky. | 2,960 | 2,929 | 2,916 | 2,912 | 2,916 | 2,905 | 2,941 | 2,991 | 3,014 | 3,047 | 3,076 |
| Tenn. | 3,363 | 3,352 | 3,326 | 3,364 | 3,422 | 3,444 | 3,472 | 3,500 | 3,547 | 3,573 | 3,615 |
| Ala. | 3,073 | 3,088 | 3,086 | 3,051 | 3,093 | 3,126 | 3,175 | 3,221 | 3,240 | 3,273 | 3,302 |
| Miss. | 2,194 | 2,177 | 2,131 | 2,079 | 2,077 | 2,120 | 2,133 | 2,121 | 2,162 | 2,180 | 2,215 |
| W.S.C. | 15,014 | 15,241 | 15,232 | 15,274 | 15,645 | 15,940 | 16,311 | 16,518 | 16,739 | 17,008 | 17,266 |
| Ark. | 1,918 | 1,862 | 1,819 | 1,781 | 1,779 | 1,766 | 1,765 | 1,773 | 1,779 | 1,788 | 1,797 |
| La. | 2,770 | 2,849 | 2,873 | 2,887 | 2,987 | 3,029 | 3,121 | 3,160 | 3,206 | 3,270 | 3,321 |
| Okla. | 2,187 | 2,183 | 2,141 | 2,157 | 2,186 | 2,230 | 2,273 | 2,271 | 2,301 | 2,333 | 2,360 |
| Texas | 8,140 | 8,347 | 8,399 | 8,449 | 8,742 | 8,906 | 9,120 | 9,314 | 9,453 | 9,617 | 9,788 |
| Mt. | 5,190 | 5,355 | 5,561 | 5,716 | 5,933 | 6,158 | 6,395 | 6,525 | 6,715 | 6,897 | 7,073 |
| Mont. | 593 | 597 | 608 | 613 | 622 | 646 | 662 | 664 | 667 | 678 | 682 |
| Idaho | 587 | 582 | 589 | 589 | 594 | 610 | 639 | 645 | 658 | 671 | 684 |
| Wyo. | 293 | 297 | 295 | 300 | 315 | 321 | 323 | 322 | 325 | 332 | 338 |
| Colo. | 1,328 | 1,378 | 1,454 | 1,520 | 1,583 | 1,655 | 1,693 | 1,699 | 1,727 | 1,758 | 1,781 |
| N.Mex. | 725 | 747 | 775 | 784 | 808 | 823 | 870 | 904 | 928 | 958 | 983 |
| Ariz. | 786 | 843 | 895 | 932 | 963 | 1,021 | 1,113 | 1,180 | 1,254 | 1,318 | 1,391 |
| Utah | 710 | 730 | 749 | 762 | 798 | 823 | 838 | 855 | 877 | 896 | 916 |
| Nev. | 169 | 181 | 196 | 215 | 240 | 250 | 257 | 266 | 279 | 288 | 299 |
| Pac. | 15,831 | 16,550 | 17,136 | 17,653 | 18,238 | 18,921 | 19,523 | 20,080 | 20,753 | 21,352 | 21,989 |
| Wash. | 2,431 | 2,459 | 2,485 | 2,539 | 2,630 | 2,689 | 2,740 | 2,783 | 2,823 | 2,860 | 2,902 |
| Oreg. | 1,564 | 1,595 | 1,628 | 1,652 | 1,690 | 1,726 | 1,735 | 1,735 | 1,756 | 1,773 | 1,799 |
| Calif. | 11,159 | 11,785 | 12,305 | 12,738 | 13,156 | 13,724 | 14,295 | 14,744 | 15,334 | 15,850 | 16,397 |
| Alaska | 164 | 196 | 212 | 218 | 221 | 226 | 228 | 213 | 220 | 228 | 234 |
| Hawaii | 613 | 515 | 511 | 507 | 541 | 561 | 585 | 605 | 620 | 642 | 657 |
| Puerto Rico | 2,235 | 2,227 | 2,204 | 2,214 | 2,250 | 2,249 | 2,260 | 2,299 | 2,322 | 2,361 | 2,406 |

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P-25, Nos. 229, 238, and 239.

## No. 7. Population, Population Rank, Percent Increase, and Population Per Square Mile, by States and for Puerto Rico: 1910 to 1960

[Insofar as possible, population shown is that of present area of State. Minus sign (—) denotes decrease. See also *Historical Statistics, Colonial Times to 1957*, series A 123–180]

| State or other area | Population (1,000) | | | | | | Rank | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1910 | 1920 | 1930 | 1940 | 1950 | 1960 | 1910 | 1920 | 1930 | 1940 | 1950 | 1960 |
| **United States** | 92,228 | 106,022 | 123,202 | 132,165 | 151,326 | 179,323 | | | | | | |
| Regions: | | | | | | | | | | | | |
| Northeast | 25,869 | 29,062 | 34,427 | 35,977 | 39,478 | 44,678 | | | | | | |
| North Central | 29,880 | 34,020 | 38,594 | 40,143 | 44,461 | 51,619 | | | | | | |
| South | 29,389 | 33,126 | 37,858 | 41,666 | 47,197 | 54,973 | | | | | | |
| West | 7,082 | 9,214 | 12,324 | 14,370 | 20,191 | 28,053 | | | | | | |
| **New England** | 6,553 | 7,401 | 8,166 | 8,437 | 9,314 | 10,509 | | | | | | |
| Maine | 742 | 768 | 797 | 847 | 914 | 969 | 34 | 35 | 35 | 35 | 35 | 36 |
| New Hampshire | 431 | 443 | 465 | 492 | 533 | 607 | 39 | 41 | 42 | 45 | 45 | 46 |
| Vermont | 356 | 352 | 360 | 359 | 378 | 390 | 42 | 45 | 47 | 47 | 47 | 48 |
| Massachusetts | 3,366 | 3,852 | 4,250 | 4,317 | 4,691 | 5,149 | 6 | 6 | 8 | 8 | 9 | 9 |
| Rhode Island | 543 | 604 | 687 | 713 | 792 | 859 | 38 | 38 | 37 | 36 | 37 | 39 |
| Connecticut | 1,115 | 1,381 | 1,607 | 1,709 | 2,007 | 2,535 | 31 | 29 | 29 | 31 | 28 | 25 |
| **Middle Atlantic** | 19,316 | 22,261 | 26,261 | 27,539 | 30,164 | 34,168 | | | | | | |
| New York | 9,114 | 10,385 | 12,588 | 13,479 | 14,830 | 16,782 | 1 | 1 | 1 | 1 | 1 | 1 |
| New Jersey | 2,537 | 3,156 | 4,041 | 4,160 | 4,835 | 6,067 | 11 | 10 | 9 | 9 | 8 | 8 |
| Pennsylvania | 7,665 | 8,720 | 9,631 | 9,900 | 10,498 | 11,319 | 2 | 2 | 2 | 2 | 3 | 3 |
| **East North Central** | 18,261 | 21,476 | 25,297 | 26,636 | 30,399 | 36,225 | | | | | | |
| Ohio | 4,767 | 5,759 | 6,647 | 6,908 | 7,947 | 9,706 | 4 | 4 | 4 | 4 | 5 | 5 |
| Indiana | 2,701 | 2,930 | 3,239 | 3,428 | 3,934 | 4,662 | 9 | 11 | 11 | 12 | 12 | 11 |
| Illinois | 5,639 | 6,485 | 7,631 | 7,897 | 8,712 | 10,081 | 3 | 3 | 3 | 3 | 4 | 4 |
| Michigan | 2,810 | 3,668 | 4,842 | 5,256 | 6,372 | 7,823 | 8 | 7 | 7 | 7 | 7 | 7 |
| Wisconsin | 2,334 | 2,632 | 2,939 | 3,138 | 3,435 | 3,952 | 13 | 13 | 13 | 13 | 14 | 15 |
| **West North Central** | 11,638 | 12,544 | 13,297 | 13,517 | 14,061 | 15,394 | | | | | | |
| Minnesota | 2,075 | 2,387 | 2,564 | 2,792 | 2,982 | 3,414 | 19 | 17 | 18 | 18 | 18 | 18 |
| Iowa | 2,225 | 2,404 | 2,471 | 2,538 | 2,621 | 2,758 | 15 | 16 | 19 | 20 | 22 | 24 |
| Missouri | 3,293 | 3,404 | 3,629 | 3,785 | 3,955 | 4,320 | 7 | 9 | 10 | 10 | 11 | 13 |
| North Dakota | 577 | 647 | 681 | 642 | 620 | 632 | 37 | 36 | 38 | 39 | 42 | 45 |
| South Dakota | 584 | 637 | 693 | 643 | 653 | 681 | 36 | 37 | 35 | 38 | 41 | 41 |
| Nebraska | 1,192 | 1,296 | 1,378 | 1,316 | 1,326 | 1,411 | 29 | 31 | 32 | 32 | 33 | 34 |
| Kansas | 1,691 | 1,769 | 1,881 | 1,801 | 1,905 | 2,179 | 22 | 24 | 24 | 29 | 31 | 28 |
| **South Atlantic** | 12,195 | 13,990 | 15,794 | 17,823 | 21,182 | 25,972 | | | | | | |
| Delaware | 202 | 223 | 238 | 267 | 318 | 446 | 47 | 48 | 48 | 48 | 48 | 47 |
| Maryland | 1,295 | 1,450 | 1,632 | 1,821 | 2,343 | 3,101 | 27 | 28 | 28 | 28 | 24 | 21 |
| Dist. of Columbia | 331 | 438 | 487 | 663 | 802 | 764 | 43 | 42 | 41 | 37 | 36 | 40 |
| Virginia | 2,062 | 2,309 | 2,422 | 2,678 | 3,319 | 3,967 | 20 | 20 | 20 | 19 | 15 | 14 |
| West Virginia | 1,221 | 1,464 | 1,729 | 1,902 | 2,006 | 1,860 | 28 | 27 | 27 | 25 | 29 | 30 |
| North Carolina | 2,206 | 2,559 | 3,170 | 3,572 | 4,062 | 4,556 | 16 | 14 | 12 | 11 | 10 | 12 |
| South Carolina | 1,515 | 1,684 | 1,739 | 1,900 | 2,117 | 2,383 | 26 | 26 | 26 | 26 | 27 | 26 |
| Georgia | 2,009 | 2,896 | 2,909 | 3,124 | 3,445 | 3,943 | 10 | 12 | 14 | 14 | 13 | 16 |
| Florida | 753 | 968 | 1,468 | 1,897 | 2,771 | 4,952 | 33 | 32 | 31 | 27 | 20 | 10 |
| **East South Central** | 8,410 | 8,893 | 9,887 | 10,778 | 11,477 | 12,050 | | | | | | |
| Kentucky | 2,290 | 2,417 | 2,615 | 2,846 | 2,945 | 3,038 | 14 | 15 | 17 | 16 | 19 | 22 |
| Tennessee | 2,185 | 2,338 | 2,617 | 2,916 | 3,292 | 3,567 | 17 | 19 | 16 | 15 | 16 | 17 |
| Alabama | 2,138 | 2,348 | 2,646 | 2,833 | 3,062 | 3,267 | 18 | 18 | 15 | 17 | 17 | 19 |
| Mississippi | 1,797 | 1,701 | 2,010 | 2,184 | 2,178 | 2,178 | 21 | 23 | 23 | 23 | 26 | 29 |
| **West South Central** | 8,785 | 10,242 | 12,177 | 13,065 | 14,538 | 16,951 | | | | | | |
| Arkansas | 1,574 | 1,752 | 1,854 | 1,949 | 1,910 | 1,786 | 25 | 25 | 25 | 24 | 30 | 31 |
| Louisiana | 1,656 | 1,799 | 2,102 | 2,364 | 2,684 | 3,257 | 24 | 22 | 22 | 21 | 21 | 20 |
| Oklahoma | 1,657 | 2,028 | 2,396 | 2,336 | 2,233 | 2,328 | 23 | 21 | 21 | 22 | 25 | 27 |
| Texas | 3,897 | 4,663 | 5,825 | 6,415 | 7,711 | 9,580 | 5 | 5 | 5 | 6 | 6 | 6 |
| **Mountain** | 2,634 | 3,336 | 3,702 | 4,150 | 5,075 | 6,855 | | | | | | |
| Montana | 376 | 549 | 538 | 559 | 591 | 675 | 40 | 39 | 39 | 40 | 43 | 42 |
| Idaho | 326 | 432 | 445 | 525 | 589 | 667 | 45 | 43 | 43 | 43 | 44 | 43 |
| Wyoming | 146 | 194 | 226 | 251 | 291 | 330 | 49 | 49 | 49 | 49 | 49 | 49 |
| Colorado | 799 | 940 | 1,036 | 1,123 | 1,325 | 1,754 | 32 | 33 | 33 | 33 | 34 | 33 |
| New Mexico | 327 | 360 | 423 | 532 | 681 | 951 | 44 | 44 | 45 | 42 | 40 | 37 |
| Arizona | 204 | 334 | 436 | 499 | 750 | 1,302 | 46 | 46 | 44 | 44 | 38 | 35 |
| Utah | 373 | 449 | 508 | 550 | 689 | 891 | 41 | 40 | 40 | 41 | 39 | 38 |
| Nevada | 82 | 77 | 91 | 110 | 160 | 285 | 50 | 50 | 50 | 50 | 50 | 50 |
| **Pacific** | 4,449 | 5,878 | 8,622 | 10,229 | 15,115 | 21,198 | | | | | | |
| Washington | 1,142 | 1,357 | 1,563 | 1,736 | 2,379 | 2,853 | 30 | 30 | 30 | 30 | 23 | 23 |
| Oregon | 673 | 783 | 954 | 1,000 | 1,521 | 1,769 | 35 | 34 | 34 | 34 | 32 | 32 |
| California | 2,378 | 3,427 | 5,677 | 6,907 | 10,586 | 15,717 | 12 | 8 | 6 | 5 | 2 | 2 |
| Alaska | 64 | 55 | [1] 59 | [1] 73 | 129 | 226 | 51 | 51 | 51 | 51 | 51 | 51 |
| Hawaii | 192 | 256 | 368 | 423 | 500 | 633 | 48 | 47 | 46 | 46 | 46 | 44 |
| Puerto Rico | 1,118 | 1,300 | 1,544 | 1,869 | 2,211 | 2,350 | | | | | | |

[1] 1930 as of Oct. 1, 1929; 1940 as of Oct. 1, 1939.

No. 7. Population, Population Rank, Percent Increase, and Population Per Square Mile, by States and for Puerto Rico: 1910 to 1960—Continued

| State or other area | Percent increase | | | | | Population per square mile [1] | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1910 to 1920 | 1920 to 1930 | 1930 to 1940 | 1940 to 1950 | 1950 to 1960 | 1910 | 1920 | 1930 | 1940 | 1950 | 1960 |
| **United States** | 15.0 | 16.2 | 7.3 | 14.5 | 18.5 | 26.0 | 29.9 | 34.7 | 37.2 | 42.6 | 50.6 |
| Regions: | | | | | | | | | | | |
| Northeast | 14.7 | 16.1 | 4.5 | 9.7 | 13.2 | 159.7 | 183.1 | 210.3 | 219.8 | 241.2 | 273.1 |
| North Central | 13.8 | 13.4 | 4.0 | 10.8 | 16.1 | 39.5 | 46.0 | 51.1 | 53.1 | 58.8 | 68.4 |
| South | 12.7 | 14.3 | 10.1 | 13.3 | 16.5 | 33.5 | 37.7 | 43.0 | 47.4 | 52.7 | 62.7 |
| West | 30.1 | 33.7 | 16.7 | 40.4 | 38.0 | 4.0 | 5.3 | 7.0 | 8.2 | 11.5 | 16.0 |
| **New England** | 12.9 | 10.3 | 3.3 | 10.4 | 12.8 | 105.7 | 119.4 | 123.2 | 133.5 | 147.5 | 166.5 |
| Maine | 3.5 | 3.8 | 6.2 | 7.9 | 6.1 | 24.8 | 25.7 | 25.7 | 27.3 | 29.4 | 31.3 |
| New Hampshire | 2.9 | 5.0 | 5.0 | 8.5 | 13.8 | 47.7 | 49.1 | 51.6 | 54.5 | 60.1 | 67.3 |
| Vermont | −1.0 | 2.0 | −0.1 | 5.2 | 3.2 | 39.0 | 38.0 | 38.8 | 38.7 | 40.7 | 42.0 |
| Massachusetts | 14.4 | 10.3 | 1.0 | 8.7 | 9.8 | 418.8 | 479.2 | 537.4 | 545.9 | 596.2 | 654.5 |
| Rhode Island | 11.4 | 13.7 | 3.8 | 11.0 | 8.5 | 508.5 | 566.4 | 649.3 | 674.2 | 748.5 | 812.4 |
| Connecticut | 23.0 | 16.4 | 6.4 | 17.4 | 26.3 | 231.3 | 288.4 | 328.0 | 348.9 | 409.7 | 517.5 |
| **Middle Atlantic** | 15.2 | 18.0 | 4.9 | 9.5 | 13.3 | 193.2 | 222.6 | 261.3 | 274.0 | 300.1 | 340.1 |
| New York | 14.0 | 21.2 | 7.1 | 10.0 | 13.2 | 191.2 | 217.9 | 262.6 | 281.2 | 309.3 | 350.1 |
| New Jersey | 24.4 | 28.1 | 2.9 | 16.2 | 25.5 | 337.7 | 420.0 | 537.3 | 553.1 | 642.8 | 806.7 |
| Pennsylvania | 13.8 | 10.5 | 2.8 | 6.0 | 7.8 | 171.0 | 194.5 | 213.8 | 219.8 | 239.1 | 251.5 |
| **East North Central** | 17.7 | 17.8 | 6.3 | 14.2 | 19.2 | 74.3 | 87.5 | 103.2 | 108.7 | 124.1 | 148.0 |
| Ohio | 20.8 | 15.4 | 3.9 | 15.0 | 22.1 | 117.0 | 141.4 | 161.6 | 168.0 | 193.8 | 236.0 |
| Indiana | 8.5 | 10.5 | 5.8 | 14.3 | 18.5 | 74.0 | 81.3 | 89.4 | 94.7 | 108.7 | 128.9 |
| Illinois | 15.0 | 17.7 | 3.5 | 10.3 | 15.7 | 100.6 | 115.7 | 136.4 | 141.2 | 155.8 | 180.3 |
| Michigan | 30.6 | 32.0 | 8.5 | 21.2 | 22.8 | 48.9 | 63.8 | 84.9 | 92.2 | 111.7 | 137.2 |
| Wisconsin | 12.8 | 11.7 | 6.8 | 9.5 | 15.1 | 42.2 | 47.6 | 53.7 | 57.3 | 62.8 | 72.2 |
| **West North Central** | 7.8 | 6.0 | 1.7 | 4.0 | 9.8 | 22.8 | 24.6 | 26.0 | 26.5 | 27.5 | 30.2 |
| Minnesota | 16.0 | 7.4 | 8.9 | 6.8 | 14.5 | 25.7 | 29.5 | 32.0 | 34.9 | 37.3 | 42.7 |
| Iowa | 8.1 | 2.8 | 2.7 | 3.3 | 5.2 | 40.0 | 43.2 | 44.1 | 45.3 | 46.3 | 49.2 |
| Missouri | 3.4 | 6.6 | 4.3 | 4.5 | 9.2 | 47.9 | 49.5 | 52.4 | 54.6 | 57.1 | 62.5 |
| North Dakota | 12.1 | 5.3 | −5.7 | −3.5 | 2.1 | 8.2 | 9.2 | 9.7 | 9.2 | 8.8 | 9.1 |
| South Dakota | 9.0 | 8.8 | −7.2 | 1.5 | 4.3 | 7.6 | 8.3 | 9.1 | 8.4 | 8.5 | 8.9 |
| Nebraska | 8.7 | 6.3 | −4.5 | 0.7 | 6.5 | 15.5 | 16.9 | 18.0 | 17.2 | 17.3 | 18.4 |
| Kansas | 4.6 | 6.3 | −4.3 | 5.8 | 14.3 | 20.7 | 21.6 | 22.9 | 21.9 | 23.2 | 26.6 |
| **South Atlantic** | 14.7 | 12.9 | 12.9 | 18.8 | 22.6 | 45.3 | 52.0 | 58.8 | 66.4 | 79.0 | 97.0 |
| Delaware | 10.2 | 6.9 | 11.8 | 19.4 | 40.3 | 103.0 | 113.5 | 120.5 | 134.7 | 160.8 | 225.6 |
| Maryland | 11.0 | 12.5 | 11.0 | 28.6 | 32.3 | 130.3 | 145.8 | 165.0 | 184.2 | 237.1 | 314.0 |
| Dist. of Columbia | 32.2 | 11.3 | 36.2 | 21.0 | −4.8 | 5,527.8 | 7,292.9 | 7,981.5 | 10,870.3 | 13,150.6 | 12,523.9 |
| Virginia | 12.0 | 4.9 | 10.6 | 23.9 | 19.6 | 51.2 | 57.4 | 60.7 | 67.1 | 83.2 | 99.6 |
| West Virginia | 19.9 | 18.1 | 10.0 | 5.4 | −7.2 | 50.8 | 60.9 | 71.8 | 79.0 | 83.3 | 77.3 |
| North Carolina | 16.0 | 23.9 | 12.7 | 13.7 | 12.2 | 45.3 | 52.5 | 64.5 | 72.7 | 82.7 | 92.9 |
| South Carolina | 11.1 | 3.8 | 9.3 | 11.4 | 12.5 | 49.7 | 55.2 | 56.8 | 62.3 | 69.9 | 78.7 |
| Georgia | 11.0 | 0.4 | 7.4 | 10.3 | 14.5 | 44.4 | 49.3 | 49.7 | 53.4 | 58.9 | 67.7 |
| Florida | 28.7 | 51.6 | 29.2 | 46.1 | 78.7 | 13.7 | 17.7 | 27.1 | 35.0 | 51.1 | 91.3 |
| **East South Central** | 5.7 | 11.2 | 9.0 | 6.5 | 5.0 | 46.8 | 49.5 | 54.8 | 59.7 | 63.8 | 67.0 |
| Kentucky | 5.5 | 8.2 | 8.8 | 3.5 | 3.2 | 57.0 | 60.1 | 65.2 | 70.0 | 73.9 | 76.2 |
| Tennessee | 7.0 | 11.9 | 11.4 | 12.9 | 8.4 | 52.4 | 56.1 | 62.4 | 69.5 | 78.8 | 85.4 |
| Alabama | 9.8 | 12.7 | 7.1 | 8.1 | 6.7 | 41.7 | 45.8 | 51.8 | 55.5 | 59.0 | 64.0 |
| Mississippi | −0.4 | 12.2 | 8.7 | −0.2 | (2) | 38.8 | 38.6 | 42.4 | 46.1 | 46.1 | 46.1 |
| **West South Central** | 16.6 | 16.9 | 7.3 | 11.3 | 16.6 | 20.4 | 23.8 | 28.3 | 30.3 | 33.8 | 39.5 |
| Arkansas | 11.3 | 5.8 | 5.1 | −2.0 | −0.5 | 30.0 | 33.4 | 35.2 | 37.0 | 36.3 | 34.0 |
| Louisiana | 8.0 | 16.9 | 12.5 | 13.5 | 21.4 | 36.5 | 39.6 | 46.6 | 52.3 | 59.4 | 72.2 |
| Oklahoma | 22.4 | 18.1 | −2.5 | −4.4 | 4.3 | 23.9 | 29.2 | 34.6 | 33.7 | 32.4 | 33.8 |
| Texas | 19.7 | 24.9 | 10.1 | 20.2 | 24.2 | 14.8 | 17.8 | 22.1 | 24.3 | 29.3 | 36.5 |
| **Mountain** | 26.7 | 11.0 | 12.1 | 22.3 | 35.1 | 3.1 | 3.9 | 4.3 | 4.8 | 5.9 | 8.0 |
| Montana | 46.0 | −2.1 | 4.1 | 5.6 | 14.2 | 2.6 | 3.8 | 3.7 | 3.8 | 4.1 | 4.6 |
| Idaho | 32.8 | 3.0 | 17.9 | 12.1 | 13.3 | 3.9 | 5.2 | 5.4 | 6.3 | 7.1 | 8.1 |
| Wyoming | 33.2 | 10.0 | 11.2 | 15.9 | 13.6 | 1.6 | 2.0 | 2.3 | 2.6 | 3.0 | 3.4 |
| Colorado | 17.6 | 10.2 | 8.4 | 18.0 | 32.4 | 7.7 | 9.1 | 10.0 | 10.8 | 12.8 | 16.9 |
| New Mexico | 10.1 | 17.5 | 25.6 | 28.1 | 30.6 | 2.7 | 2.9 | 3.5 | 4.4 | 5.6 | 7.8 |
| Arizona | 63.5 | 30.3 | 14.6 | 50.1 | 73.7 | 1.8 | 2.9 | 3.8 | 4.4 | 6.6 | 11.5 |
| Utah | 20.4 | 13.0 | 8.4 | 25.2 | 29.3 | 4.6 | 5.5 | 6.2 | 6.7 | 8.4 | 10.8 |
| Nevada | −5.5 | 17.6 | 21.1 | 45.2 | 78.2 | 0.7 | 0.7 | 0.8 | 1.0 | 1.5 | 2.6 |
| **Pacific** | 32.1 | 46.7 | 18.7 | 47.8 | 40.2 | 5.0 | 6.6 | 9.6 | 11.4 | 16.8 | 23.6 |
| Washington | 18.8 | 15.2 | 11.1 | 37.0 | 19.9 | 17.1 | 20.3 | 23.3 | 25.9 | 35.6 | 42.8 |
| Oregon | 16.4 | 21.8 | 14.2 | 39.6 | 16.3 | 7.0 | 8.2 | 9.9 | 11.3 | 15.8 | 18.4 |
| California | 44.1 | 65.7 | 21.7 | 53.3 | 48.5 | 15.3 | 22.0 | 35.2 | 44.1 | 67.5 | 100.4 |
| Alaska | −14.5 | 7.7 | 22.3 | 77.4 | 76.8 | 0.1 | 0.1 | [3] 0.1 | [3] 0.1 | 0.2 | 0.4 |
| Hawaii | 33.4 | 43.9 | 14.9 | 18.1 | 26.5 | 30.0 | 39.9 | 57.5 | 66.0 | 78.0 | 98.6 |
| Puerto Rico | 16.3 | 18.8 | 21.1 | 18.3 | 6.3 | 326.6 | 379.7 | 451.0 | 546.1 | 645.8 | 686.4 |

[1] For United States, population of U.S. has been divided by total land area. For each State and Puerto Rico, population at given census has been divided by land area as then constituted. However, 1930 figures are based on revised land areas used for 1940.
[2] Less than 0.1 percent.

Source: Department of Commerce, Bureau of the Census; Reports of Fourteenth and Sixteenth Censuses, *Population, Vol. I*, and *U.S. Census of Population: 1960*, Vol. I.

## No. 8. Estimates of Components of Change in Population: 1940 to 1961

[In thousands. Includes Alaska and Hawaii. Includes Armed Forces abroad]

| Year | Net increase [1] | Natural increase: Total | Natural increase: Births [2] | Natural increase: Deaths [2] | Net civilian immigration |
|---|---|---|---|---|---|
| 1940 | 1,221 | 1,138 | 2,570 | 1,432 | 77 |
| 1941 | 1,382 | 1,301 | 2,716 | 1,415 | 60 |
| 1942 | 1,714 | 1,595 | 3,002 | 1,407 | 83 |
| 1943 | 1,799 | 1,615 | 3,118 | 1,503 | 148 |
| 1944 | 1,507 | 1,372 | 2,954 | 1,582 | 202 |
| 1945 | 1,462 | 1,324 | 2,873 | 1,549 | 162 |
| 1946 | 2,165 | 2,018 | 3,426 | 1,409 | 151 |
| 1947 | 2,653 | 2,379 | 3,834 | 1,455 | 238 |
| 1948 | 2,533 | 2,201 | 3,055 | 1,453 | 280 |
| 1949 | 2,556 | 2,215 | 3,607 | 1,452 | 323 |
| 1950 | 2,486 | 2,177 | 3,645 | 1,468 | 299 |
| 1951 | 2,683 | 2,344 | 3,845 | 1,501 | 335 |
| 1952 | 2,603 | 2,421 | 3,933 | 1,512 | 242 |
| 1953 | 2,717 | 2,457 | 3,989 | 1,531 | 261 |
| 1954 | 2,893 | 2,613 | 4,102 | 1,489 | 287 |
| 1955 | 2,925 | 2,591 | 4,128 | 1,537 | 337 |
| 1956 | 3,058 | 2,672 | 4,244 | 1,572 | 387 |
| 1957 | 2,961 | 2,691 | 4,332 | 1,641 | 272 |
| 1958 | 2,915 | 2,623 | 4,279 | 1,655 | 292 |
| 1959 | 2,939 | 2,650 | 4,313 | 1,663 | 292 |
| 1960 | 2,926 | 2,601 | 4,307 | 1,706 | 326 |
| 1961 [4] | 2,978 | 2,627 | 4,329 | 1,702 | 348 |
| Annual average change | | | | | |
| Apr. 1, 1940, to Apr. 1, 1950 | 1,943 | 1,743 | 3,206 | 1,464 | 179 |
| Apr. 1, 1950, to Apr. 1, 1960 | 2,829 | 2,531 | 4,090 | 1,565 | 298 |

[1] Includes changes due to admissions into and discharges from, Armed Forces abroad, and "error of closure," (that amount necessary to make the components of change add to the net change between censuses), for which figures are not shown separately.
[2] Adjusted for underregistration.
[3] Adjusted for underregistration of infant deaths; includes estimates of deaths in Armed Forces abroad.
[4] Provisional estimates.

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P-25.

## No. 9. Estimates of Components of Change in Population Between 1950 and 1960, by States

[In thousands. Covers period April 1, 1950, to April 1, 1960. Excludes Armed Forces abroad. Based on vital statistics and data on Armed Forces. For explanation of methodology, see source. Minus sign (—) denotes decrease. See also *Historical Statistics, Colonial Times to 1957*, series C 25-73]

| State | Net increase: Number | Net increase: Percent [1] | Births | Deaths | Net total migration [2] |
|---|---|---|---|---|---|
| U. S. | 27,997 | 18.5 | 46,947 | 15,610 | 2,660 |
| N. E. | 1,195 | 12.8 | 2,218 | 1,046 | 23 |
| Maine | 55 | 6.1 | 223 | 102 | —66 |
| N. H. | 74 | 13.8 | 125 | 64 | 13 |
| Vt. | 12 | 3.2 | 93 | 43 | —38 |
| Mass. | 458 | 9.8 | 1,089 | 538 | —93 |
| R. I. | 68 | 8.5 | 179 | 85 | —26 |
| Conn. | 528 | 20.3 | 509 | 215 | 234 |
| M. A. | 4,005 | 13.3 | 7,037 | 3,344 | 312 |
| N. Y. | 1,952 | 13.2 | 3,402 | 1,660 | 210 |
| N. J. | 1,231 | 26.5 | 1,194 | 540 | 577 |
| Pa. | 821 | 7.8 | 2,440 | 1,144 | —475 |
| E. N. C. | 5,826 | 19.2 | 8,376 | 3,249 | 699 |
| Ohio | 1,760 | 22.1 | 2,221 | 869 | 409 |
| Ind. | 728 | 18.5 | 1,090 | 425 | 63 |
| Ill. | 1,369 | 16.7 | 2,215 | 970 | 124 |
| Mich. | 1,451 | 22.8 | 1,926 | 631 | 156 |
| Wis. | 517 | 15.1 | 925 | 354 | —63 |
| W. N. C. | 1,333 | 9.5 | 3,614 | 1,461 | —820 |
| Minn. | 431 | 14.5 | 822 | 294 | —97 |
| Iowa | 136 | 5.2 | 640 | 271 | —233 |
| Mo. | 365 | 9.2 | 919 | 453 | —130 |
| N. Dak. | 13 | 2.1 | 170 | 52 | —105 |
| S. Dak. | 28 | 4.3 | 183 | 61 | —94 |
| Nebr. | 86 | 6.5 | 336 | 133 | —117 |
| Kans. | 273 | 14.3 | 515 | 197 | —44 |
| S. A. | 4,780 | 22.6 | 6,188 | 2,046 | 647 |
| Del. | 128 | 40.3 | 101 | 37 | 64 |
| Md. | 753 | 32.3 | 684 | 246 | 320 |
| D. C. | —38 | —4.8 | 206 | 86 | —158 |
| Va. | 643 | 19.5 | 946 | 312 | 15 |
| S. A.—Con. | | | | | |
| W. Va. | —145 | —7.2 | 474 | 172 | —447 |
| N. C. | 494 | 12.2 | 1,156 | 334 | —328 |
| S. C. | 266 | 12.5 | 675 | 188 | —222 |
| Ga. | 499 | 14.5 | 1,031 | 319 | —214 |
| Fla. | 2,180 | 78.7 | 916 | 351 | 1,617 |
| E. S. C. | 573 | 5.0 | 3,106 | 1,068 | —1,464 |
| Ky. | 93 | 3.2 | 766 | 283 | —390 |
| Tenn. | 275 | 8.4 | 850 | 302 | —273 |
| Ala. | 205 | 6.7 | 851 | 277 | —363 |
| Miss. | —1 | (3) | 639 | 206 | —434 |
| W. S. C. | 2,414 | 16.6 | 4,317 | 1,316 | —587 |
| Ark. | —123 | 6.5 | 470 | 161 | —433 |
| La. | 574 | 21.4 | 885 | 262 | —50 |
| Okla. | 95 | 4.3 | 520 | 206 | —219 |
| Tex. | 1,868 | 24.2 | 2,442 | 687 | 114 |
| Mt. | 1,780 | 35.1 | 1,708 | 485 | 557 |
| Mont. | 84 | 14.2 | 171 | 62 | —25 |
| Idaho | 79 | 13.3 | 169 | 51 | —40 |
| Wyo. | 40 | 13.6 | 84 | 25 | —20 |
| Colo. | 429 | 32.4 | 401 | 135 | 164 |
| N. Mex. | 270 | 33.6 | 275 | 58 | 52 |
| Ariz. | 558 | 73.7 | 303 | 80 | 330 |
| Utah | 202 | 29.3 | 246 | 54 | 10 |
| Nev. | 125 | 78.2 | 59 | 20 | 86 |
| Pac. | 6,083 | 40.2 | 4,384 | 1,504 | 3,293 |
| Wash. | 474 | 19.9 | 629 | 243 | 88 |
| Oreg. | 247 | 16.3 | 383 | 152 | 16 |
| Calif. | 5,131 | 48.5 | 3,142 | 1,156 | 3,145 |
| Alaska | 98 | 75.8 | 69 | 12 | 41 |
| Hawaii | 133 | 26.6 | 161 | 31 | 3 |

[1] Base is 1950 total population.
[2] Comprises both net immigration from abroad and net interdivisional or interstate migration according to the area shown. Includes movements of persons in the Armed Forces. [3] Less than 0.05 percent.

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P-25, No. 227.

## No. 10. Population of Standard Metropolitan Statistical Areas: 1960

[Minus sign (−) denotes decrease; percent increase based on areas as defined in 1960. A standard metropolitan statistical area is a county or group of contiguous counties (except in New England) which contains at least one city of 50,000 inhabitants or more or "twin cities" with a combined population of at least 50,000. In addition to the county, or counties, containing such a city or cities, contiguous counties are included in a standard metropolitan statistical area if, according to certain criteria, they are essentially metropolitan in character and are socially and economically integrated with the central city. In New England, towns and cities are the units used in defining standard metropolitan statistical areas. This list of areas is based on *Standard Metropolitan Statistical Areas, 1961*, issued by the Executive Office of the President, Bureau of the Budget]

| Standard metropolitan statistical area | 1960, Apr. 1 | Percent increase, 1950 to 1960 |
|---|---|---|
| United States (212 areas) | 112,885,178 | 26.4 |
| In central cities | 58,004,334 | 10.7 |
| Outside central cities | 54,880,844 | 48.6 |
| Abilene, Tex | 120,377 | 40.8 |
| Abilene | 90,368 | 98.3 |
| Outside central city | 30,009 | −24.9 |
| Akron, Ohio | 613,560 | 25.3 |
| Akron | 290,351 | 5.7 |
| Outside central city | 223,218 | 64.8 |
| Albany, Ga | 75,680 | 73.5 |
| Albany | 55,890 | 79.4 |
| Outside central city | 19,790 | 58.8 |
| Albany-Schenectady-Troy, N.Y | 657,503 | 11.6 |
| In central cities | 278,900 | −6.8 |
| Albany | 129,726 | −3.9 |
| Schenectady | 81,682 | −11.0 |
| Troy | 67,492 | −6.7 |
| Outside central cities | 378,603 | 30.4 |
| Albuquerque, N. Mex | 262,199 | 80.0 |
| Albuquerque | 201,189 | 107.8 |
| Outside central city | 61,010 | 24.9 |
| Allentown-Bethlehem-Easton, Pa.-N.J | 492,168 | 12.4 |
| In central cities | 215,710 | 3.3 |
| Allentown | 108,347 | 1.5 |
| Bethlehem | 75,408 | 13.7 |
| Easton | 31,955 | −10.3 |
| Outside central cities | 276,458 | 20.7 |
| Altoona, Pa | 137,270 | −1.8 |
| Altoona | 69,407 | −10.1 |
| Outside central city | 67,863 | 8.9 |
| Amarillo, Tex | 149,493 | 71.6 |
| Amarillo | 137,969 | 85.8 |
| Outside central city | 11,524 | −10.6 |
| Ann Arbor, Mich | 172,440 | 28.1 |
| Ann Arbor | 67,840 | 39.6 |
| Outside central city | 105,100 | 21.7 |
| Asheville, N.C | 130,074 | 4.6 |
| Asheville | 60,192 | 13.6 |
| Outside central city | 69,882 | −2.1 |
| Atlanta, Ga | 1,017,188 | 39.9 |
| Atlanta | 487,455 | 47.1 |
| Outside central city | 529,733 | 33.9 |
| Atlantic City, N.J | 160,380 | 21.5 |
| Atlantic City | 59,544 | −3.4 |
| Outside central city | 101,336 | 43.2 |
| Augusta, Ga.-S.C | 216,639 | 33.7 |
| Augusta | 76,626 | −1.2 |
| Outside central city | 140,013 | 61.3 |
| Austin, Tex | 212,136 | 31.8 |
| Austin | 186,545 | 40.8 |
| Outside central city | 25,591 | −10.9 |
| Bakersfield, Calif | 291,984 | 27.9 |
| Bakersfield | 56,848 | 63.4 |
| Outside central city | 235,136 | 21.5 |
| Baltimore, Md | 1,727,023 | 22.9 |
| Baltimore | 939,024 | −1.1 |
| Outside central city | 787,999 | 72.9 |
| Baton Rouge, La | 230,058 | 45.4 |
| Baton Rouge | 152,419 | 21.3 |
| Outside central city | 77,639 | 138.1 |
| Bay City, Mich | 107,042 | 21.0 |
| Bay City | 53,604 | 2.1 |
| Outside central city | 53,438 | 48.7 |
| Beaumont-Port Arthur, Tex | 306,016 | 29.9 |
| In central cities | 185,851 | 22.6 |
| Beaumont | 110,175 | 26.8 |
| Port Arthur | 66,676 | 15.9 |
| Outside central cities | 120,165 | 42.9 |
| Billings, Mont | 79,010 | 41.4 |
| Billings | 52,851 | 66.0 |
| Outside central city | 26,165 | 8.8 |
| Binghamton, N.Y | 212,661 | 15.1 |
| Binghamton | 75,941 | −5.9 |
| Outside central city | 136,720 | 31.4 |
| Birmingham, Ala | 634,864 | 13.6 |
| Birmingham | 340,887 | 4.6 |
| Outside central city | 293,977 | 26.2 |
| Boston, Mass | 2,589,301 | 7.4 |
| Boston | 697,197 | −13.0 |
| Outside central city | 1,892,104 | 17.6 |
| Bridgeport, Conn | 324,576 | 22.2 |
| Bridgeport | 156,748 | −1.2 |
| Outside central city | 177,828 | 54.6 |
| Brockton, Mass | 149,458 | 24.8 |
| Brockton | 72,813 | 15.8 |
| Outside central city | 76,645 | 34.8 |
| Brownsville-Harlingen-San Benito, Tex | 151,098 | 20.7 |
| In central cities | 105,660 | 45.6 |
| Brownsville | 48,040 | 33.2 |
| Harlingen | 41,207 | 77.4 |
| San Benito | 16,422 | 23.7 |
| Outside central cities | 45,429 | −13.6 |
| Buffalo, N.Y | 1,306,957 | 20.0 |
| Buffalo | 532,759 | −8.2 |
| Outside central city | 774,198 | 52.1 |
| Canton, Ohio | 340,345 | 20.2 |
| Canton | 113,631 | −2.8 |
| Outside central city | 226,714 | 36.3 |
| Cedar Rapids, Iowa | 130,899 | 31.3 |
| Cedar Rapids | 92,035 | 27.8 |
| Outside central city | 44,864 | 40.3 |
| Champaign-Urbana, Ill | 132,436 | 24.8 |
| In central cities | 76,877 | 23.2 |
| Champaign | 49,583 | 25.3 |
| Urbana | 27,294 | 19.5 |
| Outside central cities | 55,559 | 27.1 |
| Charleston, S.C | 216,382 | 31.3 |
| Charleston | 65,925 | −6.1 |
| Outside central city | 150,457 | 58.9 |
| Charleston, W. Va | 252,025 | 5.5 |
| Charleston | 85,796 | 10.7 |
| Outside central city | 167,129 | 0.6 |
| Charlotte, N.C | 272,711 | 38.1 |
| Charlotte | 201,564 | 50.4 |
| Outside central city | 70,547 | 12.0 |
| Chattanooga, Tenn.-Ga | 283,169 | 14.9 |
| Chattanooga | 130,009 | −0.8 |
| Outside central city | 153,160 | 32.7 |

## No. 10. Population of Standard Metropolitan Statistical Areas: 1960—Continued

| Standard metropolitan statistical area | 1960, Apr. 1 | Percent increase, 1950 to 1960 |
|---|---|---|
| Chicago, Ill. | 6,220,913 | 20.1 |
| Chicago | 3,550,404 | −1.9 |
| Outside central city | 2,670,509 | 71.5 |
| Cincinnati, Ohio-Ky. | 1,071,624 | 18.5 |
| Cincinnati | 502,550 | −0.3 |
| Outside central city | 569,074 | 42.1 |
| Cleveland, Ohio | 1,796,606 | 22.6 |
| Cleveland | 876,050 | −4.2 |
| Outside central city | 920,545 | 67.2 |
| Colorado Springs, Colo. | 143,742 | 92.9 |
| Colorado Springs | 70,194 | 54.4 |
| Outside central city | 73,548 | 158.2 |
| Columbia, S.C. | 260,828 | 39.6 |
| Columbia | 97,433 | 12.1 |
| Outside central city | 163,395 | 63.5 |
| Columbus, Ga.-Ala. | 217,085 | 27.8 |
| Columbus | 116,779 | 40.7 |
| Outside central city | 101,206 | 11.3 |
| Columbus, Ohio | 683,962 | 35.7 |
| Columbus | 471,316 | 25.4 |
| Outside central city | 211,646 | 66.0 |
| Corpus Christi, Tex. | 221,573 | 33.9 |
| Corpus Christi | 167,690 | 54.9 |
| Outside central city | 53,883 | −5.8 |
| Dallas, Tex. | 1,083,601 | 45.7 |
| Dallas | 679,684 | 56.4 |
| Outside central city | 403,917 | 30.7 |
| Davenport - Rock Island - Moline, Iowa-Ill. | 270,058 | 15.3 |
| In central cities | 183,540 | 14.2 |
| Davenport | 88,981 | 19.4 |
| Moline | 42,705 | 14.2 |
| Rock Island | 51,863 | 6.5 |
| Outside central cities | 86,509 | 17.5 |
| Dayton, Ohio | 604,623 | 33.9 |
| Dayton | 262,332 | 7.0 |
| Outside central city | 432,291 | 57.3 |
| Decatur, Ill. | 118,257 | 10.6 |
| Decatur | 78,004 | 17.7 |
| Outside central city | 40,253 | 23.5 |
| Denver, Colo. | 929,383 | 51.8 |
| Denver | 493,887 | 18.8 |
| Outside central city | 435,496 | 121.8 |
| Des Moines, Iowa | 268,315 | 17.8 |
| Des Moines | 208,982 | 17.4 |
| Outside central city | 57,333 | 19.3 |
| Detroit, Mich. | 3,762,360 | 24.7 |
| Detroit | 1,670,144 | −9.7 |
| Outside central city | 2,092,216 | 70.3 |
| Dubuque, Iowa | 80,048 | 12.2 |
| Dubuque | 56,606 | 14.0 |
| Outside central city | 23,442 | 8.2 |
| Duluth-Superior, Minn.-Wis. | 276,506 | 0.4 |
| In central cities | 140,447 | 0.4 |
| Duluth | 100,884 | 2.3 |
| Superior | 33,563 | −5.0 |
| Outside central cities | 136,149 | 20.5 |
| Durham, N.C. | 111,996 | 10.2 |
| Durham | 78,302 | 9.8 |
| Outside central city | 33,693 | 11.1 |
| El Paso, Tex. | 314,070 | 61.1 |
| El Paso | 276,687 | 112.0 |
| Outside central city | 37,383 | −42.0 |
| Erie, Pa. | 250,682 | 14.3 |
| Erie | 138,440 | 5.8 |
| Outside central city | 112,242 | 26.7 |
| Eugene, Oreg. | 162,890 | 29.5 |
| Eugene | 50,977 | 42.1 |
| Outside central city | 111,913 | 24.5 |
| Evansville, Ind.-Ky. | 199,313 | 4.3 |
| Evansville | 141,543 | 10.0 |
| Outside central city | 57,770 | −7.6 |
| Fall River, Mass.-R.I. | 138,156 | 0.6 |
| Fall River | 99,942 | −10.7 |
| Outside central city | 38,214 | 50.8 |
| Fargo-Moorhead, N. Dak.-Minn. | 100,027 | 18.8 |
| In central cities | 69,596 | 31.0 |
| Fargo | 46,662 | 22.0 |
| Moorhead | 22,934 | 54.2 |
| Outside central cities | 30,431 | 0.9 |
| Fitchburg-Leominster, Mass. | 82,485 | 10.1 |
| In central cities | 70,950 | 6.3 |
| Fitchburg | 43,021 | 0.8 |
| Leominster | 27,929 | 16.0 |
| Outside central cities | 11,536 | 41.1 |
| Flint, Mich. | 374,313 | 38.1 |
| Flint | 196,940 | 20.7 |
| Outside central city | 177,373 | 64.5 |
| Fort Lauderdale-Hollywood, Fla. | 333,946 | 207.9 |
| In central cities | 118,885 | 134.6 |
| Fort Lauderdale | 83,648 | 130.3 |
| Hollywood | 35,237 | 145.5 |
| Outside central cities | 215,061 | 546.7 |
| Fort Smith, Ark. | 66,685 | 3.9 |
| Fort Smith | 52,991 | 10.5 |
| Outside central city | 13,694 | −15.8 |
| Fort Wayne, Ind. | 232,196 | 26.4 |
| Fort Wayne | 161,776 | 21.1 |
| Outside central city | 70,420 | 40.5 |
| Fort Worth, Tex. | 573,215 | 46.0 |
| Fort Worth | 356,268 | 27.8 |
| Outside central city | 216,947 | 90.5 |
| Fresno, Calif. | 365,945 | 32.3 |
| Fresno | 133,929 | 46.1 |
| Outside central city | 232,016 | 25.5 |
| Gadsden, Ala. | 96,980 | 3.3 |
| Gadsden | 58,088 | 4.2 |
| Outside central city | 38,892 | 1.9 |
| Galveston-Texas City, Tex. | 140,364 | 24.1 |
| In central cities | 99,240 | 19.3 |
| Galveston | 67,175 | 0.9 |
| Texas City | 32,065 | 92.9 |
| Outside central cities | 41,124 | 37.6 |
| Gary-Hammond-East Chicago, Ind. | 573,549 | 40.5 |
| In central cities | 347,687 | 26.1 |
| East Chicago | 57,669 | 6.3 |
| Gary | 178,320 | 33.2 |
| Hammond | 111,698 | 27.5 |
| Outside central cities | 225,861 | 70.5 |
| Grand Rapids, Mich. | 363,187 | 26.0 |
| Grand Rapids | 177,313 | 0.5 |
| Outside central city | 185,874 | 66.3 |
| Great Falls, Mont. | 73,418 | 38.6 |
| Great Falls | [1] 55,357 | 41.2 |
| Outside central city | 18,061 | 30.8 |
| Green Bay, Wis. | 125,082 | 27.2 |
| Green Bay | 62,888 | 19.3 |
| Outside central city | 62,194 | 36.5 |

[1] This figure officially revised to 55,244; area total and total for "outside central city" remain as shown.

## No. 10. Population of Standard Metropolitan Statistical Areas: 1960—Continued

| Standard Metropolitan Statistical Area | 1960, Apr. 1 | Percent increase, 1950 to 1960 |
|---|---|---|
| Greensboro-High Point, N.C. | 246, 520 | 29.0 |
| In central cities | 181, 637 | 58.8 |
| Greensboro | 119, 574 | 60.7 |
| High Point | 62, 063 | 55.3 |
| Outside central cities | 64, 883 | −15.4 |
| Greenville, S.C. | 209, 776 | 24.8 |
| Greenville | 66, 188 | 13.8 |
| Outside central city | 143, 588 | 30.5 |
| Hamilton-Middletown, Ohio | 190, 076 | 35.2 |
| In central cities | 114, 469 | 24.9 |
| Hamilton | 72, 354 | 24.9 |
| Middletown | 42, 115 | 25.0 |
| Outside central cities | 84, 607 | 52.3 |
| Harrisburg, Pa. | 345, 071 | 18.1 |
| Harrisburg | 79, 697 | −11.0 |
| Outside central city | 265, 374 | 30.9 |
| Hartford, Conn. | 625, 207 | 29.2 |
| Hartford | 162, 178 | −8.5 |
| Outside central city | 363, 029 | 58.4 |
| Honolulu, Hawaii | 500, 409 | 41.8 |
| Honolulu | 294, 194 | 18.6 |
| Outside central city | 206, 215 | 96.4 |
| Houston, Tex. | 1, 243, 158 | 54.1 |
| Houston | 938, 219 | 57.4 |
| Outside central city | 304, 939 | 44.8 |
| Huntington-Ashland, W.Va.-Ky.-Ohio | 254, 780 | 3.7 |
| In central cities | 114, 910 | −2.2 |
| Ashland | 31, 283 | 0.5 |
| Huntington | 83, 627 | −3.2 |
| Outside central cities | 139, 870 | 9.6 |
| Huntsville, Ala. | 117, 348 | 61.0 |
| Huntsville | 72, 365 | 340.3 |
| Outside central city | 44, 983 | −20.3 |
| Indianapolis, Ind. | 607, 567 | 26.4 |
| Indianapolis | 476, 258 | 11.5 |
| Outside central city | 221, 309 | 77.6 |
| Jackson, Mich. | 131, 994 | 22.3 |
| Jackson | 50, 720 | −0.7 |
| Outside central city | 81, 274 | 43.0 |
| Jackson, Miss. | 187, 045 | 31.6 |
| Jackson | 144, 422 | 47.0 |
| Outside central city | 42, 623 | −2.9 |
| Jacksonville, Fla. | 455, 411 | 49.8 |
| Jacksonville | 201, 030 | −1.7 |
| Outside central city | 254, 381 | 165.6 |
| Jersey City, N.J. | 610, 734 | −5.7 |
| Jersey City | 276, 101 | −7.7 |
| Outside central city | 334, 633 | −4.0 |
| Johnstown, Pa. | 280, 733 | −3.6 |
| Johnstown | 53, 949 | −14.7 |
| Outside central city | 226, 784 | −0.6 |
| Kalamazoo, Mich. | 169, 712 | 33.9 |
| Kalamazoo | 82, 089 | 42.8 |
| Outside central city | 87, 623 | 27.0 |
| Kansas City, Mo.-Kans. | 1, 039, 493 | 27.6 |
| Kansas City | 475, 539 | 4.1 |
| Outside central city | 563, 954 | 57.6 |
| Kenosha, Wis. | 100, 615 | 33.7 |
| Kenosha | 67, 899 | 24.0 |
| Outside central city | 32, 716 | 56.8 |
| Knoxville, Tenn. | 368, 080 | 9.2 |
| Knoxville | 111, 827 | −10.4 |
| Outside central city | 256, 253 | 20.7 |
| Lake Charles, La. | 145, 475 | 62.8 |
| Lake Charles | 63, 392 | 53.6 |
| Outside central city | 82, 083 | 69.7 |
| Lancaster, Pa. | 278, 369 | 18.6 |
| Lancaster | 61, 055 | −4.3 |
| Outside central city | 217, 304 | 27.1 |
| Lansing, Mich. | 298, 949 | 22.4 |
| Lansing | 107, 807 | 17.0 |
| Outside central city | 191, 142 | 28.7 |
| Laredo, Tex. | 64, 791 | 15.4 |
| Laredo | 60, 678 | 16.9 |
| Outside central city | 4, 113 | −2.8 |
| Las Vegas, Nev. | 127, 016 | 163.0 |
| Las Vegas | 64, 405 | 161.6 |
| Outside central city | 62, 611 | 164.6 |
| Lawrence-Haverhill, Mass.-N.H. | 187, 601 | 2.8 |
| In central cities | 117, 279 | −8.2 |
| Haverhill | 46, 346 | −2.0 |
| Lawrence | 70, 933 | −11.0 |
| Outside central cities | 70, 322 | 28.7 |
| Lawton, Okla. | 90, 803 | 64.6 |
| Lawton | 61, 697 | 77.5 |
| Outside central city | 29, 106 | 42.6 |
| Lewiston-Auburn, Me. | 70, 295 | 2.7 |
| In central cities | 65, 253 | 1.8 |
| Auburn | 24, 449 | 5.7 |
| Lewiston | 40, 804 | −0.4 |
| Outside central cities | 5, 042 | 16.8 |
| Lexington, Ky. | 131, 906 | 30.9 |
| Lexington | 62, 810 | 13.1 |
| Outside central city | 69, 096 | 52.8 |
| Lima, Ohio | 103, 691 | 17.6 |
| Lima | 51, 037 | 1.6 |
| Outside central city | 52, 654 | 38.8 |
| Lincoln, Nebr. | 165, 272 | 29.7 |
| Lincoln | 128, 521 | 30.0 |
| Outside central city | 36, 751 | 28.3 |
| Little Rock-North Little Rock, Ark. | 242, 980 | 23.5 |
| In central cities | 165, 805 | 13.4 |
| Little Rock | 107, 813 | 5.5 |
| North Little Rock | 68, 092 | 31.6 |
| Outside central cities | 77, 135 | 53.1 |
| Lorain-Elyria, Ohio | 217, 500 | 46.8 |
| In central cities | 112, 714 | 38.3 |
| Elyria | 43, 782 | 44.5 |
| Lorain | 68, 932 | 34.6 |
| Outside central cities | 104, 786 | 57.2 |
| Los Angeles-Long Beach, Calif. | 6, 742, 696 | 54.4 |
| In central cities | 2, 823, 183 | 27.1 |
| Long Beach | 344, 168 | 37.2 |
| Los Angeles | 2, 479, 015 | 25.8 |
| Outside central cities | 3, 919, 513 | 82.6 |
| Louisville, Ky.-Ind. | 725, 139 | 25.7 |
| Louisville | 390, 639 | 5.8 |
| Outside central city | 334, 500 | 61.0 |
| Lowell, Mass. | 167, 983 | 16.2 |
| Lowell | 92, 107 | −5.3 |
| Outside central city | 65, 875 | 70.1 |
| Lubbock, Tex. | 156, 271 | 54.7 |
| Lubbock | 128, 691 | 79.4 |
| Outside central city | 27, 580 | −5.9 |
| Lynchburg, Va. | 110, 701 | 14.2 |
| Lynchburg | 54, 790 | 14.8 |
| Outside central city | 55, 911 | 13.6 |
| Macon, Ga. | 180, 403 | 33.6 |
| Macon | 69, 764 | −0.7 |
| Outside central city | 110, 639 | 70.8 |
| Madison, Wis. | 222, 095 | 31.1 |
| Madison | 126, 706 | 31.9 |
| Outside central city | 95, 389 | 30.1 |

No. 10. Population of Standard Metropolitan Statistical Areas: 1960—Continued

| Standard Metropolitan Statistical Area | 1960, Apr. 1 | Percent increase, 1950 to 1960 |
|---|---|---|
| Manchester, N.H. | 95,512 | 8.1 |
| Manchester | 88,282 | 6.7 |
| Outside central city | 7,230 | 28.2 |
| Memphis, Tenn. | 627,019 | 30.0 |
| Memphis | 497,524 | 25.0 |
| Outside central city | 129,495 | 49.9 |
| Meriden, Conn. | 51,850 | 17.6 |
| Meriden | 51,850 | 17.6 |
| Miami, Fla. | 935,047 | 88.9 |
| Miami | 291,688 | 17.0 |
| Outside central city | 643,359 | 161.7 |
| Midland, Tex. | 67,717 | 162.6 |
| Midland | 62,625 | 188.4 |
| Outside central city | 5,092 | 25.0 |
| Milwaukee, Wis. | 1,194,290 | 24.8 |
| Milwaukee | 741,324 | 10.3 |
| Outside central city | 452,966 | 41.7 |
| Minneapolis-St. Paul, Minn. | 1,482,030 | 29.8 |
| In central cities | 766,283 | −4.4 |
| Minneapolis | 482,872 | −7.4 |
| St. Paul | 313,411 | 0.7 |
| Outside central cities | 685,747 | 115.7 |
| Mobile, Ala. | 314,301 | 36.0 |
| Mobile | 202,779 | 57.2 |
| Outside central city | 111,522 | 9.2 |
| Monroe, La. | 101,603 | 36.1 |
| Monroe | 52,219 | 35.4 |
| Outside central city | 49,444 | 36.8 |
| Montgomery, Ala. | 169,210 | 21.8 |
| Montgomery | 134,393 | 26.2 |
| Outside central city | 34,817 | 7.3 |
| Muncie, Ind. | 110,038 | 22.9 |
| Muncie | 68,603 | 17.3 |
| Outside central city | 42,335 | 33.2 |
| Muskegon-Muskegon Heights, Mich. | 149,943 | 23.4 |
| In central cities | 66,037 | −1.8 |
| Muskegon | 46,485 | −4.0 |
| Muskegon Heights | 19,552 | 3.8 |
| Outside central cities | 83,906 | 64.6 |
| Nashville, Tenn. | 390,743 | 24.2 |
| Nashville | 170,874 | −2.0 |
| Outside central city | 228,869 | 55.2 |
| New Bedford, Mass. | 143,176 | 0.8 |
| New Bedford | 102,477 | −6.1 |
| Outside central city | 40,699 | 24.1 |
| New Britain, Conn. | 129,397 | 24.1 |
| New Britain | 82,201 | 11.5 |
| Outside central city | 47,196 | 54.6 |
| New Haven, Conn. | 311,681 | 15.6 |
| New Haven | 152,048 | −7.5 |
| Outside central city | 159,633 | 51.6 |
| New London-Groton-Norwich, Conn. | 156,913 | 27.4 |
| In central cities | 72,688 | 6.6 |
| New London | 34,182 | 11.9 |
| Norwich | 38,506 | 2.3 |
| Outside central cities | 84,225 | 53.3 |
| New Orleans, La. | 868,480 | 26.7 |
| New Orleans | 627,526 | 10.0 |
| Outside central city | 240,955 | 109.6 |
| New York, N.Y. | 10,694,633 | 11.9 |
| New York | 7,781,984 | −1.4 |
| Outside central city | 2,912,640 | 75.0 |
| Newark, N.J. | 1,689,420 | 15.0 |
| Newark | 405,220 | −7.6 |
| Outside central city | 1,284,200 | 24.7 |
| Newport News-Hampton, Va. | 224,503 | 44.0 |
| In central cities | 202,920 | 319.0 |
| Hampton | 89,258 | 1,303.1 |
| Newport News | 113,662 | 103.3 |
| Outside central cities | 21,583 | −79.8 |
| Norfolk-Portsmouth, Va. | 578,507 | 29.7 |
| In central cities | 420,645 | 43.3 |
| Norfolk | [1]305,872 | 43.3 |
| Portsmouth | 114,773 | 43.4 |
| Outside central cities | 157,862 | 3.4 |
| Norwalk, Conn. | 96,756 | 47.3 |
| Norwalk | 67,775 | 37.0 |
| Outside central city | 28,981 | 78.6 |
| Odessa, Tex. | 90,995 | 116.1 |
| Odessa | 80,338 | 172.4 |
| Outside central city | 10,657 | −15.5 |
| Ogden, Utah | 110,744 | 32.9 |
| Ogden | 70,197 | 22.9 |
| Outside central city | 40,547 | 54.7 |
| Oklahoma City, Okla. | 511,833 | 30.4 |
| Oklahoma City | 324,253 | 33.2 |
| Outside central city | 187,580 | 25.9 |
| Omaha, Nebraska-Iowa | 457,873 | 25.0 |
| Omaha | 301,598 | 20.1 |
| Outside central city | 156,275 | 35.6 |
| Orlando, Fla. | 318,487 | 124.6 |
| Orlando | 88,135 | 68.3 |
| Outside central city | 230,352 | 157.5 |
| Paterson-Clifton-Passaic, N.J. | 1,186,873 | 35.5 |
| In central cities | 279,710 | 6.9 |
| Clifton | 82,084 | 27.2 |
| Passaic | 53,963 | −0.5 |
| Paterson | 143,663 | 3.1 |
| Outside central cities | 907,163 | 47.6 |
| Pensacola, Fla. | 203,376 | 54.9 |
| Pensacola | 56,752 | 30.5 |
| Outside central city | 146,624 | 67.9 |
| Peoria, Ill. | 288,833 | 15.3 |
| Peoria | 103,162 | −7.8 |
| Outside central city | 185,671 | 33.9 |
| Philadelphia, Pa.-N.J. | 4,342,897 | 18.3 |
| Philadelphia | 2,002,512 | −3.3 |
| Outside central city | 2,340,385 | 46.3 |
| Phoenix, Ariz. | 663,510 | 100.0 |
| Phoenix | 439,170 | 311.1 |
| Outside central city | 224,340 | −0.3 |
| Pittsburgh, Pa. | 2,405,435 | 8.7 |
| Pittsburgh | 604,332 | −10.7 |
| Outside central city | 1,801,103 | 17.2 |
| Pittsfield, Mass. | 73,830 | 10.9 |
| Pittsfield | 57,879 | 8.5 |
| Outside central city | 15,960 | 20.7 |
| Portland, Me. | 120,655 | 0.6 |
| Portland | 72,566 | −6.5 |
| Outside central city | 48,089 | 13.7 |
| Portland, Oreg.-Wash. | 821,897 | 16.6 |
| Portland | 372,676 | −0.3 |
| Outside central city | 449,221 | 35.6 |
| Providence-Pawtucket, R.I.-Mass. | 816,148 | 7.4 |
| In central cities | 288,499 | −12.6 |
| Pawtucket | 81,001 | −0.5 |
| Providence | 207,498 | −16.6 |
| Outside central cities | 527,649 | 22.7 |

[1] This figure officially revised to 304,869; area total and total for "outside central cities" remain as shown.

## No. 10. Population of Standard Metropolitan Statistical Areas: 1960—Continued

| Standard metropolitan statistical area | 1960, Apr. 1 | Percent increase, 1950 to 1960 |
|---|---|---|
| Provo-Orem, Utah | 106,991 | 30.6 |
| In central cities | 54,441 | 46.0 |
| Orem | 18,394 | 120.3 |
| Provo | 36,047 | 24.8 |
| Outside central cities | 52,550 | 17.8 |
| Pueblo, Colo | 118,707 | 31.6 |
| Pueblo | 91,181 | 43.2 |
| Outside central city | 27,526 | 3.9 |
| Racine, Wis | 141,781 | 29.4 |
| Racine | 89,144 | 25.2 |
| Outside central city | 52,637 | 37.1 |
| Raleigh, N.C | 169,082 | 23.9 |
| Raleigh | 93,931 | 43.0 |
| Outside central city | 75,151 | 6.2 |
| Reading, Pa | 275,414 | 7.7 |
| Reading | 98,177 | −10.2 |
| Outside central city | 177,237 | 21.0 |
| Reno, Nev | 84,743 | 68.8 |
| Reno | 51,470 | 58.4 |
| Outside central city | 33,273 | 87.9 |
| Richmond, Va | 468,494 | 24.5 |
| Richmond | 219,958 | −4.5 |
| Outside central city | 248,536 | 92.9 |
| Roanoke, Va | 158,893 | 19.0 |
| Roanoke | 97,110 | 5.6 |
| Outside central city | 61,693 | 48.7 |
| Rochester, N.Y | 586,387 | 20.3 |
| Rochester | 318,611 | −4.2 |
| Outside central city | 267,776 | 72.6 |
| Rockford, Ill | 209,765 | 37.7 |
| Rockford | 126,706 | 36.4 |
| Outside central city | 83,059 | 39.7 |
| Sacramento, Calif | 502,778 | 81.4 |
| Sacramento | 191,667 | 39.3 |
| Outside central city | 311,111 | 122.9 |
| Saginaw, Mich | 190,752 | 24.3 |
| Saginaw | 98,265 | 5.8 |
| Outside central city | 92,487 | 52.6 |
| St. Joseph, Mo | 90,581 | −6.4 |
| St. Joseph | 79,673 | 1.4 |
| Outside central city | 10,908 | −40.2 |
| St. Louis, Mo.-Ill | 2,060,103 | 19.8 |
| St. Louis | 750,026 | −12.5 |
| Outside central city | 1,310,077 | 51.9 |
| Salt Lake City, Utah | 383,035 | 39.3 |
| Salt Lake City | 189,454 | 4.0 |
| Outside central city | 193,581 | 108.7 |
| San Angelo, Tex | 64,630 | 9.7 |
| San Angelo | 58,815 | 12.9 |
| Outside central city | 5,815 | −14.9 |
| San Antonio, Tex | 687,151 | 37.3 |
| San Antonio | 587,718 | 43.9 |
| Outside central city | 99,433 | 8.1 |
| San Bernardino-Riverside-Ontario, Calif | 809,782 | 79.3 |
| In central cities | 222,871 | 68.0 |
| Ontario | 46,617 | 103.8 |
| Riverside | 84,332 | 80.3 |
| San Bernardino | 91,922 | 45.3 |
| Outside central cities | 586,911 | 84.0 |
| San Diego, Calif | 1,033,011 | 85.5 |
| San Diego | 573,224 | 71.4 |
| Outside central city | 459,787 | 106.7 |
| San Francisco-Oakland, Calif | 2,783,359 | 24.2 |
| In central cities | 1,107,864 | −4.5 |
| Oakland | 367,548 | −4.4 |
| San Francisco | 740,316 | −4.5 |
| Outside central cities | 1,675,495 | 55.0 |
| San Jose, Calif | 642,315 | 121.1 |
| San Jose | 204,196 | 114.3 |
| Outside central city | 438,119 | 124.4 |
| Santa Barbara, Calif | 168,962 | 72.0 |
| Santa Barbara | 58,768 | 30.8 |
| Outside central city | 110,194 | 106.7 |
| Savannah, Ga | 188,299 | 24.3 |
| Savannah | 149,245 | 24.7 |
| Outside central city | 39,054 | 22.6 |
| Scranton, Pa | 234,531 | −8.9 |
| Scranton | 111,443 | −11.2 |
| Outside central city | 123,088 | −6.7 |
| Seattle, Wash | 1,107,213 | 31.1 |
| Seattle | 557,087 | 19.1 |
| Outside central city | 550,126 | 45.9 |
| Shreveport, La | 281,481 | 29.9 |
| Shreveport | 164,372 | 29.2 |
| Outside central city | 117,109 | 30.9 |
| Sioux City, Iowa | 107,849 | 3.8 |
| Sioux City | 89,159 | 6.2 |
| Outside central city | 18,690 | −6.2 |
| Sioux Falls, S. Dak | 86,575 | 22.1 |
| Sioux Falls | 65,466 | 24.2 |
| Outside central city | 21,109 | 15.9 |
| South Bend, Ind | 238,614 | 16.4 |
| South Bend | 132,445 | 14.3 |
| Outside central city | 106,169 | 19.1 |
| Spokane, Wash | 278,333 | 25.6 |
| Spokane | 181,608 | 12.3 |
| Outside central city | 96,725 | 61.6 |
| Springfield, Ill | 146,539 | 11.5 |
| Springfield | 83,271 | 2.0 |
| Outside central city | 63,268 | 26.9 |
| Springfield, Mo | 126,276 | 20.5 |
| Springfield | 95,865 | 43.7 |
| Outside central city | 30,411 | −20.2 |
| Springfield, Ohio | 131,440 | 17.7 |
| Springfield | 82,723 | 5.4 |
| Outside central city | 48,717 | 46.9 |
| Springfield-Chicopee-Holyoke, Mass | 478,592 | 15.7 |
| In central cities | 238,705 | 8.4 |
| Chicopee | 61,553 | 25.1 |
| Holyoke | 52,689 | −3.6 |
| Springfield | 174,463 | 7.4 |
| Outside central cities | 189,887 | 29.0 |
| Stamford, Conn | 178,409 | 32.3 |
| Stamford | 92,713 | 24.8 |
| Outside central city | 85,696 | 41.4 |
| Steubenville-Weirton, Ohio-W. Va | 107,756 | 6.3 |
| In central cities | 60,696 | 1.4 |
| Steubenville | 32,495 | −9.4 |
| Weirton | 28,201 | 17.5 |
| Outside central cities | 107,060 | 9.3 |
| Stockton, Calif | 249,989 | 24.5 |
| Stockton | 86,321 | 21.8 |
| Outside central city | 163,668 | 26.0 |
| Syracuse, N.Y | 563,781 | 21.2 |
| Syracuse | 216,038 | −2.1 |
| Outside central city | 347,743 | 42.3 |

## No. 10. Population of Standard Metropolitan Statistical Areas: 1960—Continued

| Standard metropolitan statistical area | 1960, Apr. 1 | Percent increase, 1950 to 1960 |
|---|---|---|
| Tacoma, Wash | 321,590 | 16.6 |
| Tacoma | 147,979 | 3.0 |
| Outside central city | 173,611 | 31.3 |
| Tampa-St. Petersburg, Fla | 772,453 | 88.8 |
| In central cities | 456,268 | 106.1 |
| St. Petersburg | 181,298 | 87.4 |
| Tampa | 274,970 | 120.5 |
| Outside central cities | 316,185 | 68.4 |
| Terre Haute, Ind | 108,458 | 3.1 |
| Terre Haute | 72,500 | 12.9 |
| Outside central city | 35,958 | −12.2 |
| Texarkana, Tex.-Ark | 91,057 | −3.1 |
| In central cities | 50,006 | 23.1 |
| Texarkana, Ark | 19,788 | 24.6 |
| Texarkana, Tex | 30,218 | 22.1 |
| Outside central cities | 41,051 | −22.8 |
| Toledo, Ohio | 456,931 | 15.5 |
| Toledo | 318,003 | 4.7 |
| Outside central city | 138,928 | 51.1 |
| Topeka, Kans | 141,286 | 34.0 |
| Topeka | 119,484 | 51.6 |
| Outside central city | 21,802 | −18.1 |
| Trenton, N.J | 266,392 | 15.0 |
| Trenton | 114,167 | −10.8 |
| Outside central city | 152,225 | 49.6 |
| Tucson, Ariz | 265,060 | 88.1 |
| Tucson | 212,892 | 368.4 |
| Outside central city | 52,768 | −44.9 |
| Tulsa, Okla | 418,974 | 27.8 |
| Tulsa | 261,685 | 43.2 |
| Outside central city | 157,289 | 8.4 |
| Tuscaloosa, Ala | 109,047 | 15.9 |
| Tuscaloosa | 63,370 | 36.6 |
| Outside central city | 45,677 | −4.2 |
| Tyler, Tex | 86,350 | 15.6 |
| Tyler | 51,230 | 31.5 |
| Outside central city | 35,120 | −1.7 |
| Utica-Rome, N.Y | 330,771 | 16.4 |
| In central cities | 152,056 | 6.2 |
| Rome | 51,646 | 23.9 |
| Utica | 100,410 | −1.1 |
| Outside central cities | 178,715 | 26.7 |
| Waco, Tex | 150,091 | 15.3 |
| Waco | 97,808 | 15.5 |
| Outside central city | 52,283 | 14.9 |
| Washington, D.C.-Md.-Va | 2,091,897 | 30.7 |
| Washington | 763,956 | −4.8 |
| Outside central city | 1,237,941 | 87.0 |
| Waterbury, Conn | 181,638 | 17.4 |
| Waterbury | 107,130 | 2.5 |
| Outside central city | 74,508 | 48.5 |
| Waterloo, Iowa | 122,482 | 21.0 |
| Waterloo | 71,755 | 10.1 |
| Outside central city | 50,727 | 43.9 |
| West Palm Beach, Fla | 228,106 | 98.9 |
| West Palm Beach | 56,208 | 30.2 |
| Outside central city | 171,898 | 140.3 |
| Wheeling, W. Va.-Ohio | 190,342 | −3.0 |
| Wheeling | 53,400 | −9.3 |
| Outside central city | 136,942 | −0.3 |
| Wichita, Kans | 343,231 | 54.4 |
| Wichita | 254,698 | 51.4 |
| Outside central city | 88,533 | 63.9 |
| Wichita Falls, Tex | 129,638 | 23.1 |
| Wichita Falls | 101,724 | 49.5 |
| Outside central city | 27,914 | −25.1 |
| Wilkes-Barre-Hazleton, Pa | 340,372 | −11.5 |
| In central cities | 95,507 | −14.0 |
| Hazleton | 32,056 | −9.7 |
| Wilkes-Barre | 63,551 | −17.3 |
| Outside central cities | 251,365 | −10.2 |
| Wilmington, Del.-N.J | 366,157 | 36.4 |
| Wilmington | 95,827 | −13.2 |
| Outside central city | 270,330 | 71.1 |
| Winston-Salem, N.C | 189,428 | 29.6 |
| Winston-Salem | 111,135 | 26.6 |
| Outside central city | 78,293 | 34.2 |
| Worcester, Mass | 323,306 | 6.7 |
| Worcester | 186,587 | −8.3 |
| Outside central city | 136,719 | 37.3 |
| York, Pa | 238,336 | 17.6 |
| York | 54,504 | −9.1 |
| Outside central city | 183,832 | 28.7 |
| Youngstown-Warren, Ohio | 509,006 | 22.2 |
| In central cities | 226,337 | 3.7 |
| Warren | 59,648 | 19.6 |
| Youngstown | 166,689 | −1.0 |
| Outside central cities | 282,669 | 42.5 |
| **STANDARD CONSOLIDATED AREAS** | | |
| New York-Northeastern New Jersey | 14,759,420 | 14.3 |
| New York, N.Y., SMSA | 10,694,638 | 11.0 |
| Newark, N.J., SMSA | 1,689,420 | 15.0 |
| Jersey City, N.J., SMSA | 610,734 | −5.7 |
| Paterson-Clifton-Passaic, N.J., SMSA | 1,186,873 | 35.5 |
| Middlesex County, N.J | 433,856 | 63.8 |
| Somerset County, N.J | 143,913 | 45.3 |
| Chicago, Ill.-Northwestern Indiana | 6,794,461 | 21.0 |
| Chicago, Ill., SMSA | 6,220,913 | 20.1 |
| Gary-Hammond-East Chicago, Ind., SMSA | 573,548 | 40.5 |
| **PUERTO RICO** | | |
| Mayagüez | 83,850 | −4.0 |
| Mayagüez | 50,147 | −14.9 |
| Outside central city | 33,703 | 18.8 |
| Ponce | 145,586 | 14.8 |
| Ponce | 114,286 | 14.9 |
| Outside central city | 31,300 | 14.6 |
| San Juan | 588,905 | 26.4 |
| San Juan | 432,377 | 21.0 |
| Outside central city | 156,428 | 44.1 |

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1960*, Vol. I.

## No. 11. Population of the United States, by Area of Residence, by Regions, Divisions, and States: 1960

[In thousands. Covers 212 areas listed in *Standard Metropolitan Statistical Areas, 1961*, issued by the Bureau of the Budget. For definitions, see headnote, table 10, and text, pp. 1, 2. Central cities are those cities named in the title of each standard metropolitan statistical area, as listed in table 10]

| Region, division, and state | Total population | Within standard metropolitan statistical areas | | | | | Outside standard metropolitan statistical areas | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Total | Urban | | Rural | | Total | Urban | Rural | |
| | | | Central cities | Other | Places of 1,000 to 2,500 | Other | | | Places of 1,000 to 2,500 | Other |
| **United States** | 179,323 | 112,885 | 58,004 | 41,558 | 1,283 | 12,040 | 66,438 | 25,706 | 5,214 | 35,518 |
| **Regions:** | | | | | | | | | | |
| Northeast | 44,678 | 35,347 | 17,322 | 14,216 | 435 | 3,374 | 9,331 | 4,303 | 755 | 4,274 |
| North Central | 51,619 | 30,960 | 16,511 | 10,060 | 371 | 3,119 | 20,659 | 8,611 | 1,826 | 10,822 |
| South | 54,973 | 26,447 | 15,062 | 7,362 | 306 | 3,718 | 28,526 | 9,737 | 1,957 | 16,833 |
| West | 28,053 | 20,131 | 9,110 | 9,021 | 171 | 1,828 | 7,922 | 3,056 | 677 | 3,589 |
| **New England** | 10,509 | 7,393 | 3,246 | 3,345 | 68 | 735 | 3,116 | 1,441 | 252 | 1,423 |
| Maine | 969 | 191 | 138 | 42 | 8 | 0 | 778 | 318 | 71 | 390 |
| New Hampshire | 607 | 108 | 88 | 0 | 1 | 12 | 499 | 259 | 45 | 195 |
| Vermont | 390 | | | | | | 390 | 150 | 40 | 200 |
| Massachusetts | 5,149 | 4,387 | 1,786 | 2,157 | 41 | 404 | 761 | 300 | 68 | 334 |
| Rhode Island | 859 | 741 | 268 | 386 | 5 | 62 | 119 | 68 | 2 | 48 |
| Connecticut | 2,535 | 1,966 | 945 | 754 | 19 | 248 | 569 | 286 | 26 | 257 |
| **Middle Atlantic** | 34,168 | 27,954 | 14,076 | 10,871 | 367 | 2,640 | 6,215 | 2,862 | 503 | 2,850 |
| New York | 16,782 | 14,353 | 9,356 | 3,966 | 111 | 919 | 2,430 | 1,009 | 198 | 1,223 |
| New Jersey | 6,067 | 4,788 | 1,135 | 3,329 | 33 | 291 | 1,279 | 911 | 59 | 310 |
| Pennsylvania | 11,319 | 8,813 | 3,585 | 3,575 | 223 | 1,430 | 2,506 | 942 | 246 | 1,318 |
| **East North Central** | 36,225 | 24,294 | 12,660 | 8,856 | 306 | 2,473 | 11,931 | 4,919 | 948 | 6,064 |
| Ohio | 9,706 | 6,748 | 3,454 | 2,445 | 78 | 772 | 2,958 | 1,224 | 205 | 1,533 |
| Indiana | 4,662 | 2,241 | 1,401 | 509 | 26 | 306 | 2,421 | 1,000 | 172 | 1,249 |
| Illinois | 10,081 | 7,755 | 4,113 | 3,006 | 102 | 533 | 2,326 | 1,021 | 233 | 1,072 |
| Michigan | 7,823 | 5,721 | 2,570 | 2,403 | 66 | 681 | 2,103 | 765 | 175 | 1,162 |
| Wisconsin | 3,952 | 1,829 | 1,122 | 492 | 35 | 181 | 2,123 | 909 | 164 | 1,050 |
| **West North Central** | 15,394 | 6,666 | 3,851 | 2,103 | 64 | 647 | 8,728 | 3,992 | 878 | 4,759 |
| Minnesota | 3,414 | 1,753 | 926 | 669 | 23 | 135 | 1,661 | 528 | 177 | 956 |
| Iowa | 2,758 | 916 | 608 | 159 | 10 | 133 | 1,842 | 696 | 181 | 955 |
| Missouri | 4,320 | 2,500 | 1,401 | 883 | 13 | 203 | 1,820 | 592 | 157 | 1,070 |
| North Dakota | 632 | 57 | 47 | 4 | 1 | 15 | 565 | 172 | 74 | 320 |
| South Dakota | 681 | 87 | 65 | 1 | 2 | 18 | 594 | 201 | 52 | 342 |
| Nebraska | 1,411 | 530 | 430 | 44 | 5 | 51 | 881 | 292 | 97 | 492 |
| Kansas | 2,179 | 814 | 374 | 343 | 5 | 92 | 1,365 | 612 | 140 | 614 |
| **South Atlantic** | 25,972 | 13,041 | 6,220 | 4,554 | 157 | 2,109 | 12,931 | 4,677 | 895 | 7,958 |
| Delaware | 446 | 307 | 96 | 171 | 4 | 37 | 139 | 26 | 13 | 99 |
| Maryland | 3,101 | 2,425 | 939 | 1,120 | 17 | 349 | 675 | 195 | 46 | 435 |
| Dist. of Columbia | 764 | 764 | 764 | | | | | | | |
| Virginia | 3,967 | 2,021 | 995 | 738 | 14 | 273 | 1,946 | 472 | 95 | 1,380 |
| West Virginia | 1,860 | 575 | 251 | 135 | 15 | 174 | 1,285 | 326 | 131 | 829 |
| North Carolina | 4,556 | 1,119 | 727 | 64 | 18 | 310 | 3,437 | 1,011 | 220 | 2,206 |
| South Carolina | 2,383 | 768 | 230 | 259 | 30 | 249 | 1,615 | 493 | 122 | 1,000 |
| Georgia | 3,943 | 1,814 | 950 | 520 | 27 | 317 | 2,129 | 711 | 168 | 1,206 |
| Florida | 4,952 | 3,247 | 1,260 | 1,548 | 31 | 399 | 1,705 | 845 | 116 | 744 |
| **East South Central** | 12,050 | 4,344 | 2,411 | 1,138 | 38 | 757 | 7,706 | 2,282 | 438 | 4,987 |
| Kentucky | 3,038 | 1,036 | 485 | 398 | 4 | 150 | 2,002 | 470 | 128 | 1,404 |
| Tennessee | 3,567 | 1,033 | 910 | 406 | 17 | 299 | 1,934 | 549 | 106 | 1,279 |
| Alabama | 3,267 | 1,488 | 872 | 327 | 15 | 274 | 1,779 | 692 | 95 | 1,091 |
| Mississippi | 2,178 | 187 | 144 | 6 | 3 | 34 | 1,991 | 670 | 108 | 1,213 |
| **West South Central** | 16,951 | 9,063 | 6,430 | 1,670 | 110 | 852 | 7,888 | 3,377 | 624 | 3,887 |
| Arkansas | 1,786 | 341 | 239 | 34 | 3 | 66 | 1,445 | 492 | 88 | 864 |
| Louisiana | 3,257 | 1,627 | 1,060 | 388 | 16 | 164 | 1,630 | 613 | 115 | 903 |
| Oklahoma | 2,328 | 1,022 | 648 | 235 | 14 | 125 | 1,307 | 582 | 112 | 613 |
| Texas | 9,580 | 6,073 | 4,484 | 1,013 | 78 | 497 | 3,507 | 1,690 | 809 | 1,508 |
| **Mountain** | 6,855 | 3,348 | 2,047 | 915 | 27 | 360 | 3,507 | 1,640 | 339 | 1,526 |
| Montana | 675 | 152 | 108 | 15 | | 29 | 522 | 216 | 60 | 247 |
| Idaho | 667 | | | | | | 667 | 317 | 56 | 294 |
| Wyoming | 330 | | | | | | 330 | 188 | 26 | 116 |
| Colorado | 1,754 | 1,192 | 655 | 424 | 4 | 109 | 562 | 213 | 59 | 290 |
| New Mexico | 951 | 262 | 201 | 40 | | 21 | 689 | 355 | 34 | 269 |
| Arizona | 1,302 | 929 | 652 | 157 | 13 | 108 | 373 | 162 | 39 | 173 |
| Utah | 891 | 601 | 314 | 218 | 11 | 58 | 290 | 155 | 50 | 105 |
| Nevada | 285 | 212 | 116 | 60 | | 30 | 74 | 25 | 15 | 34 |
| **Pacific** | 21,198 | 16,783 | 7,063 | 8,107 | 144 | 1,468 | 4,415 | 2,016 | 338 | 2,061 |
| Washington | 2,853 | 1,891 | 887 | 571 | 35 | 399 | 1,062 | 486 | 75 | 491 |
| Oregon | 1,769 | 891 | 424 | 295 | 11 | 162 | 878 | 382 | 69 | 432 |
| California | 15,717 | 13,591 | 5,459 | 7,103 | 89 | 940 | 2,126 | 1,012 | 152 | 962 |
| Alaska | 226 | | | | | | 226 | 86 | 24 | 116 |
| Hawaii | 633 | 500 | 294 | 139 | 10 | 58 | 132 | 51 | 23 | 58 |

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1960*, Vol. I.

## No. 12. Population, Urban and Rural, by States and for Puerto Rico: 1950 and 1960

[In thousands. For explanation of previous and current urban definitions, see pp. 1, 2]

| State or other area | Previous urban definition | | | | | Current urban definition | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1950 | | 1960 | | | 1950 | | 1960 | | |
| | Urban | Rural | Urban: Number | Urban: Percent urban | Rural | Urban | Rural | Urban: Number | Urban: Percent urban | Rural |
| **United States** | 90,128 | 61,198 | 113,056 | 63.0 | 66,267 | 96,847 | 54,479 | 125,269 | 69.9 | 54,054 |
| **New England** | 6,970 | 2,345 | 7,888 | 75.1 | 2,622 | 7,162 | 2,213 | 8,032 | 76.4 | 2,478 |
| Maine | 375 | 539 | 387 | 39.9 | 582 | 472 | 442 | 497 | 51.3 | 472 |
| New Hampshire | 312 | 221 | 368 | 59.8 | 244 | 397 | 226 | 354 | 58.3 | 253 |
| Vermont | 138 | 240 | 144 | 37.0 | 246 | 138 | 240 | 150 | 38.5 | 240 |
| Massachusetts | 4,066 | 625 | 4,471 | 86.8 | 677 | 3,959 | 731 | 4,303 | 83.6 | 846 |
| Rhode Island | 689 | 103 | 773 | 89.9 | 87 | 667 | 125 | 743 | 86.4 | 117 |
| Connecticut | 1,391 | 617 | 1,750 | 69.0 | 786 | 1,559 | 449 | 1,986 | 78.3 | 550 |
| **Middle Atlantic** | 22,811 | 7,353 | 24,664 | 71.8 | 9,514 | 24,272 | 5,892 | 27,308 | 81.4 | 6,360 |
| New York | 11,907 | 2,923 | 12,221 | 72.8 | 4,502 | 12,682 | 2,143 | 14,332 | 85.4 | 2,450 |
| New Jersey | 3,918 | 917 | 5,013 | 82.6 | 1,063 | 4,186 | 649 | 5,374 | 88.6 | 692 |
| Pennsylvania | 6,985 | 3,513 | 7,420 | 65.6 | 3,809 | 7,403 | 3,095 | 8,102 | 71.6 | 3,217 |
| **East North Central** | 20,166 | 10,233 | 24,377 | 67.3 | 11,848 | 21,186 | 9,214 | 26,435 | 73.0 | 9,790 |
| Ohio | 5,346 | 2,600 | 6,538 | 67.4 | 3,169 | 5,578 | 2,368 | 7,123 | 73.4 | 2,583 |
| Indiana | 2,217 | 1,717 | 2,650 | 58.8 | 2,012 | 2,357 | 1,577 | 2,910 | 62.4 | 1,752 |
| Illinois | 6,487 | 2,220 | 7,051 | 73.9 | 2,431 | 6,759 | 1,953 | 8,140 | 80.7 | 1,941 |
| Michigan | 4,106 | 2,206 | 5,086 | 65.6 | 2,737 | 4,503 | 1,809 | 5,739 | 73.4 | 2,084 |
| Wisconsin | 1,919 | 1,485 | 2,452 | 62.1 | 1,499 | 1,988 | 1,447 | 2,522 | 63.8 | 1,430 |
| **West North Central** | 7,018 | 7,643 | 8,617 | 56.6 | 6,777 | 7,305 | 6,756 | 9,046 | 58.8 | 6,348 |
| Minnesota | 1,697 | 1,375 | 2,081 | 61.0 | 1,333 | 1,625 | 1,358 | 2,123 | 62.2 | 1,291 |
| Iowa | 1,229 | 1,392 | 1,440 | 52.2 | 1,318 | 1,251 | 1,370 | 1,463 | 53.0 | 1,295 |
| Missouri | 2,200 | 1,665 | 2,647 | 61.3 | 1,673 | 2,433 | 1,522 | 2,877 | 66.6 | 1,443 |
| N. Dakota | 165 | 455 | 222 | 35.1 | 411 | 165 | 455 | 223 | 35.2 | 410 |
| S. Dakota | 216 | 437 | 265 | 39.0 | 415 | 217 | 436 | 267 | 39.3 | 413 |
| Nebraska | 607 | 719 | 734 | 52.0 | 678 | 622 | 704 | 766 | 54.3 | 645 |
| Kansas | 903 | 1,002 | 1,229 | 50.4 | 950 | 993 | 912 | 1,329 | 61.0 | 860 |
| **South Atlantic** | 9,276 | 11,967 | 12,755 | 49.1 | 13,216 | 10,391 | 10,791 | 14,852 | 57.2 | 11,120 |
| Delaware | 148 | 170 | 145 | 32.6 | 301 | 199 | 110 | 293 | 65.6 | 154 |
| Maryland | 1,426 | 917 | 1,742 | 56.2 | 1,359 | 1,616 | 727 | 2,254 | 72.7 | 847 |
| Dist. of Col. | 802 | -------- | 764 | 100.0 | -------- | 802 | -------- | 764 | 100.0 | -------- |
| Virginia | 1,376 | 1,944 | 1,932 | 49.7 | 2,034 | 1,560 | 1,750 | 2,205 | 55.6 | 1,762 |
| W. Virginia | 641 | 1,365 | 660 | 35.8 | 1,195 | 694 | 1,311 | 711 | 38.2 | 1,149 |
| N. Carolina | 1,288 | 2,824 | 1,647 | 36.2 | 2,909 | 1,368 | 2,694 | 1,802 | 39.5 | 2,754 |
| S. Carolina | 653 | 1,464 | 818 | 34.3 | 1,565 | 778 | 1,339 | 981 | 41.2 | 1,401 |
| Georgia | 1,426 | 2,018 | 1,963 | 49.8 | 1,980 | 1,559 | 1,885 | 2,180 | 55.3 | 1,763 |
| Florida | 1,567 | 1,205 | 3,078 | 62.2 | 1,874 | 1,814 | 957 | 3,661 | 73.9 | 1,290 |
| **East South Central** | 4,080 | 7,397 | 5,253 | 43.6 | 6,797 | 4,485 | 6,992 | 5,831 | 48.4 | 6,220 |
| Kentucky | 986 | 1,950 | 1,145 | 37.7 | 1,894 | 1,084 | 1,861 | 1,353 | 44.5 | 1,685 |
| Tennessee | 1,251 | 2,028 | 1,632 | 45.7 | 1,935 | 1,453 | 1,830 | 1,865 | 52.3 | 1,702 |
| Alabama | 1,228 | 1,834 | 1,689 | 51.7 | 1,577 | 1,341 | 1,721 | 1,792 | 54.8 | 1,475 |
| Mississippi | 612 | 1,577 | 788 | 30.2 | 1,390 | 607 | 1,572 | 821 | 37.7 | 1,357 |
| **West South Central** | 7,717 | 6,821 | 10,958 | 64.6 | 5,994 | 8,080 | 6,458 | 11,478 | 67.7 | 5,473 |
| Arkansas | 617 | 1,202 | 743 | 41.6 | 1,043 | 631 | 1,279 | 765 | 42.8 | 1,021 |
| Louisiana | 1,380 | 1,304 | 1,832 | 56.2 | 1,425 | 1,472 | 1,212 | 2,061 | 63.3 | 1,196 |
| Oklahoma | 1,107 | 1,126 | 1,420 | 61.0 | 908 | 1,139 | 1,094 | 1,465 | 62.9 | 863 |
| Texas | 4,613 | 3,099 | 6,963 | 72.7 | 2,617 | 4,838 | 2,373 | 7,187 | 75.0 | 2,392 |
| **Mountain** | 2,497 | 2,578 | 4,145 | 60.5 | 2,710 | 2,786 | 2,289 | 4,601 | 67.1 | 2,254 |
| Montana | 253 | 338 | 312 | 46.3 | 363 | 258 | 333 | 338 | 50.2 | 336 |
| Idaho | 234 | 354 | 276 | 41.4 | 391 | 253 | 336 | 317 | 47.5 | 350 |
| Wyoming | 145 | 146 | 188 | 56.8 | 143 | 145 | 146 | 188 | 56.8 | 143 |
| Colorado | 700 | 565 | 1,090 | 62.1 | 664 | 831 | 404 | 1,293 | 73.7 | 461 |
| New Mexico | 315 | 367 | 588 | 61.8 | 363 | 342 | 339 | 626 | 65.9 | 325 |
| Arizona | 274 | 476 | 910 | 69.9 | 392 | 416 | 334 | 971 | 74.5 | 332 |
| Utah | 433 | 256 | 592 | 66.5 | 299 | 450 | 239 | 667 | 74.9 | 223 |
| Nevada | 84 | 76 | 189 | 66.3 | 96 | 92 | 68 | 201 | 70.4 | 85 |
| **Pacific** | 9,594 | 5,521 | 14,409 | 68.0 | 6,780 | 11,241 | 3,874 | 17,186 | 81.1 | 4,012 |
| Washington | 1,274 | 1,105 | 1,607 | 58.4 | 1,187 | 1,503 | 876 | 1,943 | 68.1 | 910 |
| Oregon | 732 | 789 | 944 | 53.4 | 825 | 819 | 702 | 1,100 | 62.2 | 669 |
| California | 7,209 | 3,377 | 11,274 | 71.7 | 4,443 | 8,539 | 2,047 | 13,573 | 86.4 | 2,144 |
| Alaska | 34 | 94 | 86 | 37.9 | 140 | 34 | 94 | 86 | 37.9 | 140 |
| Hawaii | 345 | 155 | 430 | 69.3 | 194 | 345 | 155 | 484 | 76.5 | 149 |
| **Puerto Rico** | 895 | 1,316 | 951 | 40.5 | 1,399 | 995 | 1,316 | 1,039 | 44.2 | 1,310 |

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1960, Vol. I.*

## No. 13. Urban and Rural Places and Population, by Size of Place: 1910 to 1960

[Beginning 1960, includes Alaska and Hawaii. For description of previous and current definitions, see pp. 1, 2. See also *Historical Statistics, Colonial Times to 1957*, series A 181-200]

| Class and size | 1910 | 1920 | 1930 | 1940 | 1950 | | 1960 | |
|---|---|---|---|---|---|---|---|---|
| | | | | | Previous urban definition | Current urban definition | Previous urban definition | Current urban definition |
| **PLACES** | | | | | | | | |
| Urban | 2,202 | 2,722 | 3,165 | 3,464 | 4,054 | 4,741 | 5,022 | 6,041 |
| Places of 1,000,000 or more | 3 | 3 | 5 | 5 | 5 | 5 | 5 | 5 |
| Places of 500,000 to 1,000,000 | 5 | 9 | 8 | 9 | 13 | 13 | 16 | 16 |
| Places of 250,000 to 500,000 | 11 | 13 | 24 | 23 | 23 | 23 | 30 | 30 |
| Places of 100,000 to 250,000 | 31 | 43 | 56 | 55 | 67 | 65 | 80 | 81 |
| Places of 50,000 to 100,000 | 59 | 76 | 98 | 107 | 129 | 126 | 203 | 201 |
| Places of 25,000 to 50,000 | 119 | 143 | 185 | 213 | 283 | 252 | 427 | 432 |
| Places of 10,000 to 25,000 | 369 | 465 | 606 | 565 | 831 | 778 | 1,146 | 1,134 |
| Places of 5,000 to 10,000 | 605 | 715 | 851 | 905 | 1,129 | 1,176 | 1,326 | 1,394 |
| Places of 2,500 to 5,000 | 1,000 | 1,255 | 1,332 | 1,422 | 1,574 | 1,846 | 1,789 | 2,152 |
| Places under 2,500 | | | | | | 457 | | 596 |
| Rural | 11,830 | 12,855 | 13,433 | 13,288 | 13,235 | 13,807 | 12,418 | 13,749 |
| Places of 1,000 to 2,500 | 2,717 | 3,030 | 3,087 | 3,205 | 3,404 | 4,158 | 3,545 | 4,151 |
| Places under 1,000 | 9,113 | 9,825 | 10,346 | 10,083 | 9,831 | 9,649 | 8,873 | 9,598 |
| **POPULATION (1,000)** | | | | | | | | |
| **United States** | 91,972 | 105,711 | 122,775 | 131,669 | 150,697 | 150,697 | 179,323 | 179,323 |
| Urban | 41,999 | 54,158 | 68,955 | 74,424 | 89,749 | 96,468 | 113,056 | 125,269 |
| Places of 1,000,000 or more | 8,501 | 10,146 | 15,066 | 15,011 | 17,404 | 17,404 | 17,484 | 17,484 |
| Places of 500,000 to 1,000,000 | 3,011 | 6,224 | 5,764 | 6,457 | 9,187 | 9,187 | 11,111 | 11,111 |
| Places of 250,000 to 500,000 | 3,959 | 4,541 | 7,956 | 7,826 | 8,242 | 8,242 | 10,706 | 10,766 |
| Places of 100,000 to 250,000 | 4,840 | 6,519 | 7,541 | 7,793 | 9,724 | 9,479 | 11,648 | 11,652 |
| Places of 50,000 to 100,000 | 4,179 | 5,265 | 6,491 | 7,544 | 9,138 | 8,931 | 13,959 | 18,836 |
| Places of 25,000 to 50,000 | 4,023 | 5,075 | 6,426 | 7,417 | 9,870 | 8,808 | 14,776 | 14,951 |
| Places of 10,000 to 25,000 | 5,549 | 7,035 | 9,097 | 9,967 | 12,768 | 11,867 | 17,731 | 17,568 |
| Places of 5,000 to 10,000 | 4,217 | 4,968 | 5,897 | 6,682 | 7,832 | 8,130 | 9,350 | 9,780 |
| Places of 2,500 to 5,000 | 3,728 | 4,386 | 4,718 | 5,026 | 5,579 | 6,490 | 6,332 | 7,580 |
| Places under 2,500 | | | | | | 578 | | 590 |
| Unincorporated parts of urbanized areas | | | | | | 7,344 | | 9,851 |
| Rural | 49,973 | 51,553 | 53,820 | 57,246 | 60,948 | 54,230 | 66,267 | 54,054 |
| Places of 1,000 to 2,500 | 4,234 | 4,712 | 4,821 | 5,027 | 5,383 | 6,473 | 5,616 | 6,497 |
| Places under 1,000 | 3,930 | 4,255 | 4,303 | 4,316 | 4,120 | 4,031 | 4,002 | 3,894 |
| Other rural | 41,800 | 42,586 | 44,697 | 47,903 | 51,437 | 43,725 | 56,619 | 43,664 |
| **PERCENT OF TOTAL POPULATION** | | | | | | | | |
| **United States** | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Urban | 45.7 | 51.2 | 56.2 | 56.5 | 59.6 | 64.0 | 63.0 | 69.8 |
| Places of 1,000,000 or more | 9.2 | 9.6 | 12.3 | 12.1 | 11.5 | 11.5 | 9.8 | 9.8 |
| Places of 500,000 to 1,000,000 | 3.3 | 5.9 | 4.7 | 4.9 | 6.1 | 6.1 | 6.2 | 6.2 |
| Places of 250,000 to 500,000 | 4.3 | 4.3 | 6.5 | 5.9 | 5.5 | 5.5 | 6.0 | 6.0 |
| Places of 100,000 to 250,000 | 5.3 | 6.2 | 6.1 | 5.9 | 6.5 | 6.3 | 6.4 | 6.5 |
| Places of 50,000 to 100,000 | 4.5 | 5.0 | 5.3 | 5.6 | 6.1 | 5.9 | 7.8 | 7.7 |
| Places of 25,000 to 50,000 | 4.4 | 4.8 | 5.2 | 5.6 | 6.6 | 5.8 | 8.2 | 8.3 |
| Places of 10,000 to 25,000 | 6.0 | 6.7 | 7.4 | 7.6 | 8.5 | 7.9 | 9.9 | 9.8 |
| Places of 5,000 to 10,000 | 4.6 | 4.7 | 4.8 | 5.1 | 5.2 | 5.4 | 5.2 | 5.5 |
| Places of 2,500 to 5,000 | 4.1 | 4.1 | 3.8 | 3.8 | 3.7 | 4.3 | 3.5 | 4.2 |
| Places under 2,500 | | | | | | 0.4 | | 0.4 |
| Unincorporated parts of urbanized areas | | | | | | 4.9 | | 5.5 |
| Rural | 54.3 | 48.8 | 43.8 | 43.5 | 40.4 | 36.0 | 37.0 | 30.1 |
| Places of 1,000 to 2,500 | 4.6 | 4.5 | 3.9 | 3.8 | 3.6 | 4.3 | 3.1 | 3.6 |
| Places under 1,000 | 4.3 | 4.0 | 3.6 | 3.3 | 2.7 | 2.7 | 2.2 | 2.2 |
| Other rural | 45.5 | 40.3 | 36.4 | 36.4 | 34.1 | 29.0 | 31.6 | 24.3 |

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1960*, Vol. I.

## No. 14. Population of Cities Having 100,000 Inhabitants or More in 1960, 1910 to 1960, and Area, 1960

[Increase from census to census includes that due to annexation of territory as well as to direct growth. "Cities" refers to political subdivisions which are incorporated as cities, boroughs, towns, or villages with the exception that towns are not recognized as incorporated places in New England States, New York, and Wisconsin. Land area figures generally supplied by city engineers and reviewed for reasonableness by Bureau of the Census]

| City | 1910 | 1920 | 1930 | 1940 | 1950 | 1960 | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | Population | Rank order[1] | Land area (sq. mi.) |
| Akron, Ohio | 69,067 | 208,435 | 255,040 | 244,791 | 274,605 | 290,351 | 45 | 53.9 |
| Albany, N.Y. | 100,253 | 113,344 | 127,412 | 130,577 | 134,995 | 129,726 | 93 | 19.0 |
| Albuquerque, N. Mex. | 11,020 | 15,157 | 26,570 | 35,449 | 96,815 | 201,189 | 60 | 50.2 |
| Allentown, Pa. | 51,918 | 73,502 | 92,563 | 96,904 | 106,756 | 108,347 | 116 | 17.6 |
| Amarillo, Tex. | 9,957 | 15,494 | 43,132 | 51,686 | 74,246 | 137,969 | 88 | 64.8 |
| Anaheim, Calif. | 2,628 | 5,526 | 10,995 | 11,031 | 14,556 | 104,184 | 123 | 24.8 |
| Atlanta, Ga. | 154,839 | 200,616 | 270,366 | 302,288 | 331,314 | 487,455 | 24 | 128.2 |
| Austin, Tex. | 29,860 | 34,876 | 53,120 | 87,930 | 132,459 | 186,545 | 67 | 49.4 |
| Baltimore, Md. | 558,485 | 733,826 | 804,874 | 859,100 | 949,708 | 939,024 | 6 | 79.0 |
| Baton Rouge, La. | 14,897 | 21,782 | 30,729 | 34,719 | 125,629 | 152,419 | 80 | 31.0 |
| Beaumont, Tex. | 20,640 | 40,422 | 57,732 | 59,061 | 94,014 | 119,175 | 102 | 70.8 |
| Berkeley, Calif. | 40,434 | 56,036 | 82,169 | 85,547 | 113,805 | 111,268 | 114 | 9.7 |
| Birmingham, Ala. | 132,685 | 178,806 | 259,678 | 267,583 | 326,037 | 340,887 | 36 | 74.5 |
| Boston, Mass. | 670,585 | 748,060 | 781,188 | 770,816 | 801,444 | 697,197 | 13 | 47.8 |
| Bridgeport, Conn. | 102,054 | 143,555 | 146,716 | 147,121 | 158,709 | 156,748 | 79 | 16.1 |
| Buffalo, N.Y. | 423,715 | 506,775 | 573,076 | 575,901 | 580,132 | 532,759 | 20 | 39.4 |
| Cambridge, Mass. | 104,839 | 109,694 | 113,643 | 110,879 | 120,740 | 107,716 | 119 | 6.3 |
| Camden, N.J. | 94,538 | 116,309 | 118,700 | 117,536 | 124,555 | 117,159 | 103 | 8.7 |
| Canton, Ohio | 50,217 | 87,091 | 104,906 | 108,401 | 116,912 | 113,631 | 109 | 14.3 |
| Charlotte, N. C. | 34,014 | 46,338 | 82,675 | 100,899 | 134,042 | 201,564 | 59 | 64.8 |
| Chattanooga, Tenn. | 44,604 | 57,895 | 119,798 | 128,163 | 131,041 | 130,009 | 92 | 36.7 |
| Chicago, Ill. | 2,185,283 | 2,701,705 | 3,376,438 | 3,396,808 | 3,620,962 | 3,550,404 | 2 | 224.2 |
| Cincinnati, Ohio | 363,591 | 401,247 | 451,160 | 455,610 | 503,998 | 502,550 | 21 | 77.3 |
| Cleveland, Ohio | 560,663 | 796,841 | 900,429 | 878,336 | 914,808 | 876,050 | 8 | 81.2 |
| Columbus, Ga. | 20,554 | 31,125 | 43,131 | 53,280 | 79,611 | 116,779 | 104 | 26.4 |
| Columbus, Ohio | 181,511 | 237,031 | 290,564 | 306,087 | 375,901 | 471,316 | 28 | 80.0 |
| Corpus Christi, Tex. | 8,222 | 10,522 | 27,741 | 57,301 | 108,287 | 167,690 | 74 | 37.8 |
| Dallas, Tex. | 92,104 | 158,976 | 260,475 | 294,734 | 434,462 | 679,684 | 14 | 279.9 |
| Dayton, Ohio | 116,577 | 152,559 | 200,982 | 210,718 | 243,872 | 262,332 | 49 | 33.6 |
| Dearborn, Mich. | 911 | 2,470 | 50,358 | 63,584 | 94,994 | 112,007 | 110 | 25.3 |
| Denver, Colo. | 213,381 | 256,491 | 287,861 | 322,412 | 415,786 | 493,887 | 23 | 71.0 |
| Des Moines, Iowa | 86,368 | 126,468 | 142,559 | 159,819 | 177,965 | 208,982 | 55 | 64.5 |
| Detroit, Mich. | 465,766 | 993,678 | 1,568,662 | 1,623,452 | 1,849,568 | 1,670,144 | 5 | 139.6 |
| Duluth, Minn. | 78,466 | 98,917 | 101,463 | 101,065 | 104,511 | 106,884 | 122 | 62.6 |
| Elizabeth, N.J. | 73,409 | 95,783 | 114,589 | 109,912 | 112,817 | 107,698 | 120 | 11.7 |
| El Paso, Tex. | 39,279 | 77,560 | 102,421 | 95,810 | 130,485 | 276,687 | 46 | 114.6 |
| Erie, Pa. | 66,525 | 93,372 | 115,967 | 116,955 | 130,803 | 138,440 | 87 | 18.8 |
| Evansville, Ind. | 69,647 | 85,264 | 102,249 | 97,062 | 128,636 | 141,543 | 80 | 32.0 |
| Flint, Mich. | 38,550 | 91,599 | 156,492 | 151,543 | 163,143 | 196,940 | 62 | 29.9 |
| Fort Wayne, Ind. | 63,933 | 86,549 | 114,946 | 118,410 | 133,607 | 161,776 | 78 | 36.8 |
| Fort Worth, Tex. | 73,312 | 106,482 | 163,447 | 177,662 | 278,778 | 356,268 | 34 | 140.6 |
| Fresno, Calif. | 24,892 | 45,086 | 52,513 | 60,685 | 91,669 | 133,929 | 90 | 28.5 |
| Gary, Ind. | 16,802 | 55,378 | 100,426 | 111,719 | 133,911 | 178,320 | 70 | 41.6 |
| Glendale, Calif. | 2,746 | 13,536 | 62,736 | 82,582 | 95,702 | 119,442 | 101 | 29.3 |
| Grand Rapids, Mich. | 112,571 | 137,634 | 168,592 | 164,292 | 176,515 | 177,313 | 71 | 24.4 |
| Greensboro, N.C. | 15,895 | 19,861 | 53,569 | 59,319 | 74,389 | 119,574 | 99 | 48.6 |
| Hammond, Ind. | 20,925 | 36,004 | 64,560 | 70,184 | 87,694 | 111,698 | 112 | 23.5 |
| Hartford, Conn. | 98,915 | 138,036 | 164,072 | 166,267 | 177,397 | 162,178 | 77 | 17.4 |
| Honolulu, Hawaii | 52,183 | 83,327 | 137,582 | 179,358 | 248,034 | 294,194 | 43 | 83.9 |
| Houston, Tex. | 78,800 | 138,276 | 292,352 | 384,514 | 596,163 | 938,219 | 7 | 328.1 |
| Indianapolis, Ind. | 233,650 | 314,194 | 364,161 | 386,972 | 427,173 | 476,258 | 26 | 71.2 |
| Jackson, Miss. | 21,262 | 22,817 | 48,282 | 62,107 | 98,271 | 144,422 | 84 | 46.6 |
| Jacksonville, Fla. | 57,699 | 91,558 | 129,549 | 173,065 | 204,517 | 201,030 | 61 | 30.2 |
| Jersey City, N.J. | 267,779 | 298,103 | 316,715 | 301,173 | 299,017 | 276,101 | 47 | 13.0 |
| Kansas City, Kans. | 82,331 | 101,177 | 121,857 | 121,458 | 129,553 | 121,901 | 98 | 40.6 |
| Kansas City, Mo. | 248,381 | 324,410 | 399,746 | 399,178 | 456,622 | 475,539 | 27 | 120.8 |
| Knoxville, Tenn. | 36,346 | 77,818 | 105,802 | 111,580 | 124,769 | 111,827 | 111 | 25.4 |
| Lansing, Mich. | 31,229 | 57,327 | 78,397 | 78,753 | 92,129 | 107,807 | 118 | 21.2 |
| Lincoln, Nebr. | 43,973 | 54,948 | 75,933 | 81,984 | 98,884 | 128,521 | 95 | 25.4 |
| Little Rock, Ark. | 45,941 | 65,142 | 81,679 | 88,039 | 102,213 | 107,813 | 117 | 28.3 |
| Long Beach, Calif. | 17,809 | 55,593 | 142,032 | 164,271 | 250,767 | 344,168 | 35 | 45.9 |
| Los Angeles, Calif. | 319,198 | 576,673 | 1,238,048 | 1,504,277 | 1,970,358 | 2,479,015 | 3 | 464.8 |
| Louisville, Ky. | 223,928 | 234,891 | 307,745 | 319,077 | 369,129 | 390,639 | 31 | 57.1 |
| Lubbock, Tex. | 1,938 | 4,051 | 20,520 | 31,853 | 71,747 | 128,691 | 94 | 75.0 |
| Madison, Wis. | 25,531 | 38,378 | 67,899 | 67,447 | 96,056 | 126,706 | 96 | 35.7 |
| Memphis, Tenn. | 131,105 | 162,351 | 253,143 | 292,942 | 396,000 | 497,524 | 22 | 128.2 |
| Miami, Fla. | 5,471 | 29,571 | 110,637 | 172,172 | 249,276 | 291,688 | 44 | 34.2 |
| Milwaukee, Wis. | 373,857 | 457,147 | 578,249 | 587,472 | 637,392 | 741,324 | 11 | 91.1 |

See footnotes at end of table.

**No. 14. Population of Cities Having 100,000 Inhabitants or More in 1960, 1910 to 1960, and Area, 1960—Continued**

| City | 1910 | 1920 | 1930 | 1940 | 1950 | 1960 | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | Population | Rank order[1] | Land area (sq. mi.) |
| Minneapolis, Minn. | 301,408 | 380,582 | 464,356 | 492,370 | 521,718 | 482,872 | 25 | 56.5 |
| Mobile, Ala. | 51,521 | 60,777 | 68,202 | 78,720 | 120,009 | 202,779 | 58 | 152.9 |
| Montgomery, Ala. | 38,136 | 43,464 | 66,070 | 78,084 | 106,525 | 134,393 | 89 | 31.8 |
| Nashville, Tenn. | 110,364 | 118,342 | 153,866 | 167,402 | 174,307 | 170,874 | 73 | 29.0 |
| New Bedford, Mass. | 96,652 | 121,217 | 112,597 | 110,341 | 109,189 | 102,477 | 125 | 10.1 |
| New Haven, Conn. | 133,605 | 162,537 | 162,655 | 160,606 | 164,443 | 152,048 | 81 | 17.9 |
| New Orleans, La. | 339,075 | 387,219 | 458,762 | 494,537 | 570,445 | 627,525 | 15 | 198.8 |
| New York, N.Y.[2] | 4,766,883 | 5,620,048 | 6,930,446 | 7,454,995 | 7,891,957 | 7,781,984 | 1 | 315.1 |
| Bronx Borough | 430,980 | 732,016 | 1,265,258 | 1,394,711 | 1,451,277 | 1,424,815 | ------- | 43.4 |
| Brooklyn Borough | 1,634,351 | 2,018,356 | 2,560,401 | 2,698,285 | 2,738,175 | 2,627,319 | ------- | 76.1 |
| Manhattan Borough | 2,331,542 | 2,284,103 | 1,867,312 | 1,889,924 | 1,960,101 | 1,698,281 | ------- | 22.3 |
| Queens Borough | 284,041 | 469,042 | 1,079,129 | 1,297,634 | 1,550,849 | 1,809,578 | ------- | 113.0 |
| Richmond Borough | 85,969 | 116,531 | 158,346 | 174,441 | 191,555 | 221,991 | ------- | 60.3 |
| Newark, N.J. | 347,469 | 414,524 | 442,337 | 429,760 | 438,776 | 405,220 | 30 | 23.6 |
| Newport News, Va. | 20,205 | 35,596 | 34,417 | 37,067 | 42,358 | 113,662 | 108 | 75.0 |
| Niagara Falls, N.Y. | 30,445 | 50,760 | 75,460 | 78,020 | 90,872 | 102,394 | 126 | 13.6 |
| Norfolk, Va. | 67,452 | 115,777 | 129,710 | 144,332 | 213,513 | [3]305,872 | 41 | 50.0 |
| Oakland, Calif. | 150,174 | 216,261 | 284,063 | 302,163 | 384,576 | 367,548 | 33 | 53.0 |
| Oklahoma City, Okla. | 64,205 | 91,295 | 185,389 | 204,424 | 243,504 | 324,253 | 37 | 321.6 |
| Omaha, Nebr.[4] | 124,096 | 191,601 | 214,006 | 223,844 | 251,117 | 301,598 | 42 | 51.2 |
| Pasadena, Calif. | 30,291 | 45,354 | 76,086 | 81,864 | 104,577 | 116,407 | 105 | 22.5 |
| Paterson, N.J. | 125,600 | 135,875 | 138,513 | 139,656 | 139,336 | 143,663 | 85 | 8.4 |
| Peoria, Ill. | 66,950 | 76,121 | 104,969 | 105,087 | 111,856 | 103,162 | 124 | 15.2 |
| Philadelphia, Pa. | 1,549,008 | 1,823,779 | 1,950,961 | 1,931,334 | 2,071,605 | 2,002,512 | 4 | 127.2 |
| Phoenix, Ariz. | 11,134 | 29,053 | 48,118 | 65,414 | 106,818 | 439,170 | 29 | 187.4 |
| Pittsburgh, Pa. | 533,905 | 588,343 | 669,817 | 671,659 | 676,806 | 604,332 | 16 | 54.1 |
| Portland, Oreg. | 207,214 | 258,288 | 301,815 | 305,394 | 373,628 | 372,676 | 32 | 67.2 |
| Portsmouth, Va. | 33,190 | 54,387 | 45,704 | 50,745 | 80,039 | 114,773 | 106 | 18.0 |
| Providence, R.I. | 224,326 | 237,595 | 252,981 | 253,504 | 248,674 | 207,498 | 56 | 17.9 |
| Richmond, Va. | 127,628 | 171,667 | 182,929 | 193,042 | 230,310 | 219,958 | 52 | 37.0 |
| Rochester, N.Y. | 218,149 | 295,750 | 328,132 | 324,975 | 332,488 | 318,611 | 38 | 36.4 |
| Rockford, Ill. | 45,401 | 65,651 | 85,864 | 84,637 | 92,927 | 126,706 | 96 | 26.0 |
| Sacramento, Calif. | 44,696 | 65,908 | 93,750 | 105,958 | 137,572 | 191,667 | 63 | 45.1 |
| St. Louis, Mo. | 687,029 | 772,897 | 821,960 | 816,048 | 856,796 | 750,026 | 10 | 61.0 |
| St. Paul, Minn. | 214,744 | 234,698 | 271,606 | 287,736 | 311,349 | 313,411 | 40 | 52.2 |
| St. Petersburg, Fla. | 4,127 | 14,237 | 40,425 | 60,812 | 96,738 | 181,298 | 69 | 54.0 |
| Salt Lake City, Utah | 92,777 | 118,110 | 140,267 | 149,934 | 182,121 | 189,454 | 65 | 56.1 |
| San Antonio, Tex. | 96,614 | 161,379 | 231,542 | 253,854 | 408,442 | 587,718 | 17 | 160.5 |
| San Diego, Calif. | 39,578 | 74,361 | 147,995 | 203,341 | 334,387 | 573,224 | 18 | 192.4 |
| San Francisco, Calif. | 416,912 | 506,676 | 634,394 | 634,536 | 775,357 | 740,316 | 12 | 44.6 |
| San Jose, Calif. | 28,946 | 39,642 | 57,651 | 68,457 | 95,280 | 204,196 | 57 | 54.5 |
| Santa Ana, Calif. | 8,429 | 15,485 | 30,322 | 31,921 | 45,533 | 100,350 | 130 | 21.3 |
| Savannah, Ga. | 65,064 | 83,252 | 85,024 | 95,996 | 119,638 | 149,245 | 82 | 41.5 |
| Scranton, Pa. | 120,867 | 137,783 | 143,433 | 140,404 | 125,536 | 111,443 | 113 | 25.3 |
| Seattle, Wash. | 237,194 | 315,312 | 365,583 | 368,302 | 467,591 | 557,087 | 19 | 88.5 |
| Shreveport, La. | 28,015 | 43,874 | 76,655 | 98,167 | 127,206 | 164,372 | 76 | 36.9 |
| South Bend, Ind. | 53,684 | 70,983 | 104,193 | 101,268 | 115,911 | 132,445 | 91 | 23.8 |
| Spokane, Wash. | 104,402 | 104,437 | 115,514 | 122,001 | 161,721 | 181,608 | 68 | 43.0 |
| Springfield, Mass. | 88,926 | 129,614 | 149,900 | 149,554 | 162,399 | 174,463 | 72 | 33.1 |
| Syracuse, N.Y. | 137,249 | 171,717 | 209,326 | 205,967 | 220,583 | 216,038 | 53 | 25.0 |
| Tacoma, Wash. | 83,743 | 96,965 | 106,817 | 109,408 | 143,673 | 147,979 | 83 | 47.5 |
| Tampa, Fla. | 37,782 | 51,608 | 101,161 | 108,391 | 124,681 | 274,970 | 48 | 85.0 |
| Toledo, Ohio | 168,497 | 243,164 | 290,718 | 282,349 | 303,616 | 318,003 | 39 | 48.2 |
| Topeka, Kans. | 43,684 | 50,022 | 64,120 | 67,833 | 78,791 | 119,484 | 100 | 36.1 |
| Torrance, Calif. | ------- | ------- | 7,271 | 9,950 | 22,241 | 100,991 | 128 | 20.0 |
| Trenton, N.J. | 96,815 | 119,289 | 123,356 | 124,697 | 128,009 | 114,167 | 107 | 7.4 |
| Tucson, Ariz. | 13,193 | 20,292 | 32,506 | 35,752 | 45,454 | 212,892 | 54 | 70.9 |
| Tulsa, Okla. | 18,182 | 72,075 | 141,258 | 142,157 | 182,740 | 261,685 | 50 | 47.3 |
| Utica, N.Y. | 74,419 | 94,156 | 101,740 | 100,518 | 101,531 | 100,410 | 129 | 17.0 |
| Washington, D.C. | 331,069 | 437,571 | 486,869 | 663,091 | 802,178 | 763,956 | 9 | 61.4 |
| Waterbury, Conn. | 73,141 | 91,715 | 99,902 | 99,314 | 104,477 | 107,130 | 121 | 27.6 |
| Wichita, Kans. | 52,450 | 72,217 | 111,110 | 114,966 | 168,279 | 254,698 | 51 | 51.9 |
| Wichita Falls, Tex. | 8,200 | 40,079 | 43,690 | 45,112 | 68,042 | 101,724 | 127 | 37.3 |
| Winston-Salem, N.C. | 22,700 | 48,395 | 75,274 | 79,815 | 87,811 | 111,135 | 116 | 31.1 |
| Worcester, Mass. | 145,986 | 179,754 | 195,311 | 193,694 | 203,486 | 186,587 | 66 | 37.0 |
| Yonkers, N.Y. | 79,803 | 100,176 | 134,646 | 142,598 | 152,798 | 190,634 | 64 | 18.3 |
| Youngstown, Ohio | 79,066 | 132,358 | 170,002 | 167,720 | 168,330 | 166,689 | 75 | 33.2 |

[1] The cities of Madison, Wis., and Rockford, Ill., share the same rank of 96. In order to have the lowest rank equal to the number of cities presented, the number 97 is omitted.
[2] Population shown is for New York City as now constituted.
[3] Revised population figure for Norfolk is 304,869.
[4] Omaha and South Omaha cities consolidated between 1910 and 1920. Combined population, 1910: 150,355.

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1960*, Vol. I.

## No. 15. Population, by Sex, Race, Residence, and Median Age: 1790 to 1960

[See also *Historical Statistics, Colonial Times to 1957*, series A 34-50 and A 80-94]

| Year | Sex | | Race | | | Residence [1] | | Median age | |
|---|---|---|---|---|---|---|---|---|---|
| | Male | Female | White | Negro | Other | Urban | Rural | All classes | White |
| **Conterminous U.S.** [2] | | | | | | | | | |
| 1790 | ..... | ..... | 3,172,006 | 757,208 | ..... | 201,655 | 3,727,559 | ..... | ..... |
| 1800 | ..... | ..... | 4,306,446 | 1,002,037 | ..... | 322,371 | 4,986,112 | ..... | 16.0 |
| 1810 | ..... | ..... | 5,862,073 | 1,377,808 | ..... | 525,459 | 6,714,422 | ..... | 16.0 |
| 1820 | 4,896,605 | 4,741,848 | 7,866,797 | 1,771,656 | ..... | 693,255 | 8,945,198 | 16.7 | 16.5 |
| 1830 | 6,529,684 | 6,336,336 | 10,537,378 | 2,328,642 | ..... | 1,127,247 | 11,738,773 | 17.2 | 17.2 |
| 1840 | 8,688,532 | 8,380,921 | 14,195,805 | 2,873,648 | ..... | 1,845,055 | 15,224,398 | 17.8 | 17.9 |
| 1850 | 11,837,660 | 11,354,216 | 19,553,068 | 3,638,808 | ..... | 3,543,716 | 19,648,160 | 18.9 | 19.2 |
| 1860 | 16,085,204 | 15,358,117 | 26,922,537 | 4,441,830 | 78,954 | 6,216,518 | 25,226,803 | 19.4 | 19.7 |
| 1870 | 19,493,505 | 19,064,806 | 33,589,377 | 4,880,009 | 88,985 | 9,902,361 | 28,655,010 | 20.2 | 20.4 |
| 1880 | 25,518,820 | 24,636,903 | 43,402,970 | 6,580,793 | 172,020 | 14,129,735 | 36,026,048 | 20.0 | 21.4 |
| 1890 | 32,237,101 | 30,710,613 | 55,101,258 | 7,488,676 | 357,780 | 22,106,265 | 40,841,449 | 22.0 | 22.5 |
| 1900 | 38,816,448 | 37,178,127 | 66,809,196 | 8,833,994 | 351,385 | 30,159,921 | 45,834,664 | 22.9 | 23.4 |
| 1910 | 47,332,277 | 44,630,989 | 81,731,957 | 9,827,763 | 412,546 | 41,998,932 | 49,973,334 | 24.1 | 24.6 |
| 1920 | 53,900,431 | 51,810,189 | 94,820,915 | 10,463,131 | 426,574 | 54,157,973 | 51,562,647 | 25.3 | 25.6 |
| 1930 | 62,137,080 | 60,537,066 | 110,286,740 | 11,891,143 | 597,163 | 68,954,823 | 53,820,223 | 26.4 | 26.9 |
| 1940 | 66,061,592 | 65,607,083 | 118,214,870 | 12,865,518 | 588,887 | 74,423,702 | 57,245,673 | 29.0 | 29.4 |
| 1950 | 74,833,239 | 75,864,122 | 134,942,028 | 15,042,286 | 713,047 | 96,467,086 | 54,229,675 | 30.2 | 30.8 |
| 1960 | 87,864,510 | 90,599,723 | 158,454,956 | 18,860,117 | 1,149,168 | 124,699,022 | 53,765,214 | 29.6 | 30.3 |
| **U.S.** [3] | | | | | | | | | |
| 1950 | 75,186,600 | 76,139,192 | 135,149,629 | 15,044,937 | 1,131,232 | 96,846,817 | 54,478,981 | 30.2 | 30.7 |
| 1960 | 88,331,494 | 90,991,681 | 158,831,732 | 18,871,831 | 1,619,612 | 125,268,750 | 54,054,425 | 29.5 | 30.3 |

[1] Beginning 1950, current definition. For explanation of change, see pp. 1, 2.
[2] Excludes Alaska and Hawaii.
[3] Includes Alaska and Hawaii.

Source: Department of Commerce, Bureau of the Census; Fifteenth Census Reports, *Population*, Vol. II; Sixteenth Census Reports, *Population*, Vol. II, Part 1, and Vol. IV, Part 1; *U.S. Census of Population: 1950*, Vol. II, Part 1; and *U.S. Census of Population, 1960*, Vol. I.

## No. 16. Sex Ratio of the Population, by Age Groups, 1910 to 1961, and by Color, 1961

[Ratio represents number of males per 100 females. Beginning 1950, includes Alaska and Hawaii. Includes Armed Forces abroad]

| Age | 1910 | 1920 | 1930 | 1940 | 1950 | 1960 | 1961 [1] | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Total | White | Nonwhite |
| **All ages** | [2] 106.0 | [2] 104.0 | [2] 102.5 | 100.7 | 99.3 | 97.8 | 97.7 | 98.0 | 95.0 |
| Under 15 years | 102.2 | 102.1 | 102.6 | 103.0 | 103.7 | 103.4 | 103.5 | 104.0 | 100.1 |
| 15 to 24 years | 101.0 | 98.8 | 97.9 | 98.5 | 99.8 | 101.3 | 101.5 | 102.2 | 96.2 |
| 25 to 44 years | 110.2 | 105.1 | 101.8 | 98.5 | 97.2 | 96.9 | 96.0 | 98.0 | 88.5 |
| 45 to 64 years | 114.4 | 115.2 | 109.1 | 105.2 | 100.2 | 95.8 | 95.3 | 95.3 | 95.1 |
| 65 and over | 101.1 | 101.3 | 100.5 | 95.5 | 89.7 | 82.8 | 81.6 | 81.1 | 88.6 |

[1] Estimated as of July 1. [2] Includes figures for "age not reported."

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1960*, Vol. I, and *Current Population Reports*, Series P-25, No. 246.

## No. 17. Population, by Sex, by States and for Puerto Rico: 1940 to 1960

| State or other area | 1940 | | | 1950 | | | 1960 | | |
|---|---|---|---|---|---|---|---|---|---|
| | Male | Female | Males per 100 females | Male | Female | Males per 100 females | Male | Female | Males per 100 females |
| **United States** | 66,349,730 | 65,815,399 | 100.8 | 75,186,606 | 76,130,192 | 98.7 | 88,331,494 | 90,991,681 | 97.1 |
| **New England** | 4,154,760 | 4,282,530 | 97.0 | 4,553,770 | 4,760,683 | 95.7 | 5,121,213 | 5,388,154 | 95.0 |
| Maine | 425,821 | 421,405 | 101.0 | 454,145 | 450,629 | 98.8 | 479,054 | 490,211 | 97.7 |
| New Hampshire | 244,909 | 246,615 | 99.3 | 262,424 | 270,818 | 96.9 | 298,107 | 308,814 | 96.5 |
| Vermont | 182,224 | 177,007 | 102.9 | 187,754 | 189,993 | 98.8 | 191,743 | 196,138 | 98.8 |
| Massachusetts | 2,102,479 | 2,214,242 | 95.0 | 2,270,367 | 2,420,147 | 93.8 | 2,486,235 | 2,662,843 | 93.4 |
| Rhode Island | 346,404 | 363,942 | 96.0 | 390,583 | 401,313 | 97.3 | 421,845 | 437,643 | 96.4 |
| Connecticut | 849,023 | 859,319 | 98.9 | 988,497 | 1,018,783 | 97.0 | 1,244,229 | 1,291,005 | 96.4 |
| **Middle Atlantic** | 13,710,692 | 13,828,795 | 99.1 | 14,793,909 | 15,370,434 | 96.2 | 16,605,081 | 17,563,371 | 94.5 |
| New York | 6,690,326 | 6,788,816 | 98.5 | 7,239,044 | 7,590,248 | 95.4 | 8,123,239 | 8,659,065 | 93.8 |
| New Jersey | 2,069,159 | 2,091,006 | 99.0 | 2,382,744 | 2,452,586 | 97.2 | 2,971,991 | 3,094,791 | 96.0 |
| Pennsylvania | 4,951,207 | 4,948,973 | 100.0 | 5,170,411 | 5,327,601 | 97.0 | 5,509,851 | 5,809,515 | 94.8 |
| **E. North Central** | 13,438,325 | 13,188,017 | 101.9 | 15,145,262 | 15,254,106 | 99.3 | 17,863,212 | 18,361,812 | 97.3 |
| Ohio | 3,461,072 | 3,446,540 | 100.4 | 3,928,534 | 4,018,093 | 97.8 | 4,764,228 | 4,942,160 | 96.4 |
| Indiana | 1,725,201 | 1,702,595 | 101.3 | 1,958,516 | 1,975,708 | 99.1 | 2,298,738 | 2,363,760 | 97.2 |
| Illinois | 3,957,149 | 3,940,092 | 100.4 | 4,319,251 | 4,392,025 | 98.3 | 4,952,806 | 5,128,202 | 96.6 |
| Michigan | 2,694,727 | 2,561,379 | 105.2 | 3,212,119 | 3,159,647 | 101.7 | 3,882,868 | 3,940,326 | 98.5 |
| Wisconsin | 1,609,176 | 1,537,411 | 104.7 | 1,726,842 | 1,707,733 | 101.1 | 1,964,512 | 1,987,265 | 98.9 |
| **W. North Central** | 6,829,335 | 6,687,655 | 102.1 | 7,035,415 | 7,027,979 | 100.1 | 7,609,170 | 7,784,945 | 97.7 |
| Minnesota | 1,427,545 | 1,364,765 | 104.6 | 1,501,202 | 1,481,275 | 101.3 | 1,602,962 | 1,720,902 | 93.4 |
| Iowa | 1,280,404 | 1,257,774 | 101.8 | 1,310,283 | 1,310,790 | 100.0 | 1,359,047 | 1,398,490 | 97.2 |
| Missouri | 1,881,252 | 1,903,412 | 98.8 | 1,940,863 | 2,013,790 | 96.4 | 2,168,279 | 2,211,534 | 98.3 |
| North Dakota | 335,402 | 306,533 | 109.4 | 322,944 | 296,692 | 108.8 | 323,208 | 309,238 | 104.5 |
| South Dakota | 332,514 | 310,447 | 107.1 | 337,251 | 315,489 | 106.9 | 344,271 | 336,243 | 102.4 |
| Nebraska | 665,758 | 650,046 | 102.4 | 667,332 | 653,173 | 101.4 | 706,026 | 711,304 | 98.4 |
| Kansas | 906,340 | 894,688 | 101.3 | 953,534 | 951,765 | 100.3 | 1,081,377 | 1,097,234 | 98.6 |
| **South Atlantic** | 8,870,539 | 8,952,562 | 99.1 | 10,496,597 | 10,695,738 | 98.2 | 12,792,497 | 13,179,235 | 97.1 |
| Delaware | 134,333 | 132,172 | 101.6 | 157,344 | 160,741 | 97.9 | 221,136 | 225,150 | 98.2 |
| Maryland | 915,038 | 906,206 | 101.0 | 1,166,603 | 1,176,306 | 99.2 | 1,533,200 | 1,567,489 | 97.8 |
| Dist. of Col. | 317,522 | 345,569 | 91.9 | 377,918 | 424,200 | 89.1 | 358,171 | 405,785 | 88.3 |
| Virginia | 1,349,004 | 1,328,769 | 101.5 | 1,676,216 | 1,643,464 | 101.9 | 1,979,372 | 1,987,577 | 99.6 |
| West Virginia | 968,582 | 933,302 | 103.8 | 1,006,287 | 999,295 | 100.7 | 915,035 | 945,386 | 96.8 |
| North Carolina | 1,772,090 | 1,798,633 | 98.5 | 2,017,105 | 2,044,824 | 98.6 | 2,247,069 | 2,300,089 | 97.3 |
| South Carolina | 935,239 | 964,565 | 97.0 | 1,040,540 | 1,076,487 | 96.7 | 1,175,818 | 1,206,776 | 97.4 |
| Georgia | 1,534,758 | 1,588,965 | 96.6 | 1,688,667 | 1,755,911 | 96.2 | 1,925,913 | 2,017,203 | 95.5 |
| Florida | 943,123 | 954,201 | 98.8 | 1,366,917 | 1,404,338 | 97.3 | 2,436,783 | 2,514,777 | 96.9 |
| **E. South Central** | 5,366,024 | 5,412,201 | 99.1 | 5,677,525 | 5,739,656 | 97.9 | 5,908,780 | 6,141,346 | 96.2 |
| Kentucky | 1,435,812 | 1,409,815 | 101.8 | 1,474,987 | 1,409,210 | 100.4 | 1,598,448 | 1,520,708 | 98.6 |
| Tennessee | 1,445,820 | 1,470,012 | 98.4 | 1,623,107 | 1,608,611 | 97.3 | 1,740,690 | 1,826,309 | 95.3 |
| Alabama | 1,390,901 | 1,433,060 | 97.7 | 1,502,640 | 1,559,103 | 96.4 | 1,591,709 | 1,675,031 | 95.0 |
| Mississippi | 1,094,482 | 1,099,314 | 99.7 | 1,076,791 | 1,102,123 | 97.7 | 1,067,933 | 1,116,208 | 96.2 |
| **W. South Central** | 6,558,293 | 6,566,232 | 100.8 | 7,249,397 | 7,288,175 | 99.5 | 8,364,073 | 8,587,182 | 97.4 |
| Arkansas | 932,916 | 966,471 | 101.7 | 951,334 | 957,977 | 99.3 | 873,987 | 907,235 | 96.9 |
| Louisiana | 1,172,382 | 1,191,408 | 98.4 | 1,319,166 | 1,304,350 | 99.7 | 1,592,254 | 1,664,768 | 95.6 |
| Oklahoma | 1,181,692 | 1,154,542 | 102.4 | 1,115,655 | 1,117,796 | 99.8 | 1,147,851 | 1,180,433 | 97.2 |
| Texas | 3,221,103 | 3,193,721 | 100.9 | 3,863,142 | 3,848,052 | 100.4 | 4,744,981 | 4,834,696 | 98.1 |
| **Mountain** | 2,149,398 | 2,060,605 | 107.4 | 2,591,918 | 2,483,080 | 104.4 | 3,448,789 | 3,406,271 | 101.2 |
| Montana | 299,009 | 260,447 | 114.8 | 309,423 | 281,601 | 109.9 | 343,743 | 331,024 | 103.8 |
| Idaho | 276,879 | 248,294 | 111.4 | 303,237 | 285,400 | 106.2 | 338,421 | 323,770 | 102.9 |
| Wyoming | 135,055 | 115,687 | 116.7 | 154,853 | 135,676 | 114.1 | 160,015 | 161,051 | 104.9 |
| Colorado | 568,773 | 554,518 | 102.6 | 665,140 | 650,040 | 100.8 | 870,467 | 883,430 | 98.5 |
| New Mexico | 271,846 | 269,972 | 104.6 | 347,544 | 333,643 | 104.2 | 479,770 | 471,253 | 101.8 |
| Arizona | 258,170 | 241,001 | 107.1 | 379,059 | 370,528 | 102.3 | 654,928 | 647,233 | 101.2 |
| Utah | 278,020 | 271,690 | 102.6 | 347,636 | 341,226 | 101.9 | 444,924 | 445,703 | 99.8 |
| Nevada | 61,341 | 48,905 | 125.4 | 85,017 | 75,066 | 113.3 | 147,521 | 137,757 | 107.1 |
| **Pacific** | 5,272,314 | 4,956,802 | 106.4 | 7,645,623 | 7,469,341 | 102.4 | 10,618,679 | 10,579,365 | 100.4 |
| Washington | 905,757 | 830,434 | 109.1 | 1,223,851 | 1,155,112 | 106.0 | 1,435,037 | 1,418,177 | 101.2 |
| Oregon | 562,689 | 526,995 | 106.8 | 772,770 | 748,865 | 103.2 | 870,951 | 888,736 | 99.0 |
| California | 3,515,730 | 3,391,657 | 103.7 | 5,295,629 | 5,290,594 | 100.1 | 7,856,707 | 7,880,497 | 99.4 |
| Alaska [1] | 43,008 | 29,521 | 145.7 | 79,472 | 49,171 | 161.6 | 128,811 | 97,356 | 132.3 |
| Hawaii | 245,135 | 178,195 | 137.6 | 273,895 | 225,899 | 121.2 | 338,173 | 294,599 | 114.8 |
| **Puerto Rico** | 938,280 | 930,975 | 100.8 | 1,110,046 | 1,099,757 | 101.0 | 1,162,764 | 1,186,780 | 98.0 |

[1] 1940 as of Oct. 1, 1939.

Source: Department of Commerce, Bureau of the Census; Sixteenth Census Report, *Population*, Vol. II, *U. S. Census of Population: 1950*, Vol. II, Parts 1 and 51–53, and *U. S. Census of Population: 1960*, Vol. I.

## No. 18. Population, by Age and Sex, 1930 to 1960, and by Color, 1950 and 1960

[In thousands. Beginning 1960, includes Alaska and Hawaii. The median is the value which divides the distribution into two equal parts—one-half of the cases falling below this value and one-half exceeding this value. See also *Historical Statistics, Colonial Times to 1957*, series A 71-94]

| Age and sex | 1930 | 1940 | 1950 | | | 1960 | | |
|---|---|---|---|---|---|---|---|---|
| | | | Total | White | Non-white | Total | White | Non-white |
| **Total** | 122,775 | 131,669 | 150,697 | 134,942 | 15,755 | 179,323 | 158,832 | 20,491 |
| Under 5 years | 11,444 | 10,542 | 15,164 | 14,185 | 1,979 | 20,321 | 17,369 | 2,962 |
| 5 to 9 years | 12,608 | 10,685 | 13,200 | 11,597 | 1,603 | 18,692 | 16,088 | 2,604 |
| 10 to 14 years | 12,005 | 11,746 | 11,119 | 9,695 | 1,425 | 16,773 | 14,639 | 2,135 |
| 15 to 19 years | 11,552 | 12,334 | 10,617 | 9,331 | 1,286 | 13,210 | 11,598 | 1,611 |
| 20 to 24 years | 10,870 | 11,588 | 11,482 | 10,179 | 1,303 | 10,801 | 9,471 | 1,330 |
| 25 to 29 years | 9,834 | 11,007 | 12,242 | 10,925 | 1,317 | 10,869 | 9,556 | 1,314 |
| 30 to 34 years | 9,120 | 10,242 | 11,517 | 10,356 | 1,161 | 11,049 | 10,689 | 1,360 |
| 35 to 39 years | 9,200 | 9,545 | 11,246 | 10,058 | 1,188 | 12,481 | 11,141 | 1,340 |
| 40 to 44 years | 7,990 | 8,788 | 10,204 | 9,190 | 1,014 | 11,600 | 10,423 | 1,177 |
| 45 to 49 years | 7,042 | 8,255 | 9,070 | 8,169 | 901 | 10,879 | 9,785 | 1,094 |
| 50 to 54 years | 5,976 | 7,257 | 8,272 | 7,535 | 737 | 9,606 | 8,694 | 912 |
| 55 to 59 years | 4,646 | 5,844 | 7,235 | 6,696 | 539 | 8,430 | 7,626 | 804 |
| 60 to 64 years | 3,751 | 4,728 | 6,050 | 5,643 | 407 | 7,142 | 6,551 | 592 |
| 65 to 69 years | 2,771 | 3,807 | 5,003 | 4,586 | 417 | 6,258 | 5,739 | 519 |
| 70 to 74 years | 1,950 | 2,570 | 3,412 | 3,182 | 230 | 4,790 | 4,391 | 398 |
| 75 years and over | 1,913 | 2,643 | 3,855 | 3,607 | 248 | 5,563 | 5,174 | 390 |
| Not reported | 94 | | | | | | | |
| Median age | 26.5 | 29.0 | 30.2 | 30.8 | 26.1 | 29.5 | 30.3 | 23.5 |
| **Male** | 62,137 | 66,062 | 74,833 | 67,129 | 7,704 | 88,331 | 78,367 | 9,964 |
| Under 5 years | 5,806 | 5,355 | 8,236 | 7,244 | 992 | 10,330 | 8,849 | 1,481 |
| 5 to 9 years | 6,381 | 5,419 | 6,715 | 5,916 | 799 | 9,594 | 8,292 | 1,302 |
| 10 to 14 years | 6,069 | 5,952 | 5,660 | 4,945 | 716 | 8,524 | 7,458 | 1,068 |
| 15 to 19 years | 5,758 | 6,186 | 5,311 | 4,686 | 626 | 6,634 | 5,837 | 797 |
| 20 to 24 years | 5,337 | 5,692 | 5,606 | 5,003 | 604 | 5,272 | 4,646 | 627 |
| 25 to 29 years | 4,869 | 5,451 | 5,972 | 5,350 | 622 | 5,333 | 4,722 | 611 |
| 30 to 34 years | 4,562 | 5,070 | 5,625 | 5,081 | 544 | 5,846 | 5,218 | 628 |
| 35 to 39 years | 4,680 | 4,746 | 5,518 | 4,956 | 562 | 6,080 | 5,447 | 633 |
| 40 to 44 years | 4,136 | 4,419 | 5,070 | 4,574 | 497 | 5,676 | 5,117 | 559 |
| 45 to 49 years | 3,672 | 4,209 | 4,526 | 4,080 | 446 | 5,358 | 4,828 | 530 |
| 50 to 54 years | 3,132 | 3,753 | 4,129 | 3,756 | 373 | 4,735 | 4,296 | 440 |
| 55 to 59 years | 2,426 | 3,011 | 3,630 | 3,351 | 279 | 4,127 | 3,729 | 399 |
| 60 to 64 years | 1,942 | 2,398 | 3,038 | 2,829 | 208 | 3,409 | 3,122 | 288 |
| 65 to 69 years | 1,418 | 1,896 | 2,425 | 2,223 | 202 | 2,931 | 2,684 | 247 |
| 70 to 74 years | 902 | 1,271 | 1,629 | 1,513 | 116 | 2,185 | 2,018 | 167 |
| 75 years and over | 916 | 1,239 | 1,744 | 1,624 | 120 | 2,387 | 2,206 | 181 |
| Not reported | 52 | | | | | | | |
| Median age | 26.7 | 29.1 | 29.9 | 30.4 | 25.9 | 28.7 | 29.4 | 22.7 |
| **Female** | 60,638 | 65,608 | 75,864 | 67,813 | 8,051 | 90,992 | 80,465 | 10,527 |
| Under 5 years | 5,638 | 5,187 | 7,027 | 6,940 | 087 | 9,991 | 8,500 | 1,482 |
| 5 to 9 years | 6,227 | 5,266 | 6,485 | 5,681 | 804 | 9,187 | 7,885 | 1,302 |
| 10 to 14 years | 5,936 | 5,794 | 5,459 | 4,750 | 709 | 8,249 | 7,182 | 1,067 |
| 15 to 19 years | 5,794 | 6,153 | 5,305 | 4,646 | 661 | 6,586 | 5,771 | 814 |
| 20 to 24 years | 5,534 | 5,895 | 5,876 | 5,176 | 699 | 5,528 | 4,825 | 703 |
| 25 to 29 years | 4,973 | 5,646 | 6,270 | 5,575 | 695 | 5,536 | 4,834 | 702 |
| 30 to 34 years | 4,559 | 5,172 | 5,892 | 5,276 | 617 | 6,103 | 5,371 | 732 |
| 35 to 39 years | 4,520 | 4,800 | 5,729 | 5,103 | 620 | 6,402 | 5,694 | 708 |
| 40 to 44 years | 3,854 | 4,369 | 5,134 | 4,617 | 517 | 5,924 | 5,306 | 618 |
| 45 to 49 years | 3,370 | 4,046 | 4,544 | 4,089 | 455 | 5,522 | 4,957 | 565 |
| 50 to 54 years | 2,844 | 3,504 | 4,144 | 3,779 | 364 | 4,871 | 4,468 | 404 |
| 55 to 59 years | 2,220 | 2,833 | 3,605 | 3,345 | 260 | 4,303 | 3,898 | 405 |
| 60 to 64 years | 1,810 | 2,331 | 3,022 | 2,823 | 198 | 3,733 | 3,429 | 304 |
| 65 to 69 years | 1,353 | 1,911 | 2,578 | 2,363 | 216 | 3,327 | 3,055 | 272 |
| 70 to 74 years | 958 | 1,299 | 1,783 | 1,668 | 115 | 2,564 | 2,373 | 181 |
| 75 years and over | 997 | 1,404 | 2,111 | 1,983 | 120 | 3,176 | 2,968 | 208 |
| Not reported | 42 | | | | | | | |
| Median age | 26.3 | 29.0 | 30.5 | 31.1 | 26.2 | 30.3 | 31.1 | 24.3 |

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1960*, Vol. I.

## No. 19. Population, by Age, by States and for Puerto Rico: 1960

[In thousands]

| State or other area | Under 5 years | 5 to 9 years | 10 to 14 years | 15 to 19 years | 20 to 24 years | 25 to 34 years | 35 to 44 years | 45 to 54 years | 55 to 64 years | 65 and over | 21 and over | Median age |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **United States** | 20,321 | 18,592 | 16,773 | 13,219 | 10,801 | 22,818 | 24,081 | 20,485 | 15,572 | 16,560 | 108,124 | 29.5 |
| **New England** | 1,135 | 1,016 | 927 | 747 | 599 | 1,295 | 1,442 | 1,238 | 989 | 1,122 | 6,561 | 31.6 |
| Maine | 109 | 99 | 93 | 75 | 58 | 116 | 110 | 106 | 88 | 107 | 581 | 29.5 |
| New Hampshire | 66 | 60 | 56 | 44 | 35 | 72 | 70 | 60 | 57 | 68 | 373 | 31.0 |
| Vermont | 44 | 41 | 38 | 32 | 22 | 44 | 47 | 43 | 35 | 44 | 231 | 29.3 |
| Massachusetts | 548 | 493 | 444 | 362 | 294 | 632 | 698 | 599 | 501 | 572 | 3,245 | 32.1 |
| Rhode Island | 90 | 80 | 74 | 63 | 54 | 105 | 120 | 102 | 82 | 90 | 540 | 31.9 |
| Connecticut | 278 | 248 | 221 | 170 | 135 | 326 | 379 | 309 | 226 | 243 | 1,591 | 31.8 |
| **Middle Atlantic** | 3,521 | 3,215 | 2,935 | 2,289 | 1,871 | 4,393 | 4,894 | 4,298 | 3,370 | 3,377 | 21,842 | 32.6 |
| New York | 1,691 | 1,531 | 1,405 | 1,094 | 934 | 2,188 | 2,360 | 2,161 | 1,741 | 1,688 | 10,881 | 33.1 |
| New Jersey | 642 | 582 | 524 | 396 | 321 | 797 | 919 | 757 | 567 | 560 | 3,861 | 32.4 |
| Pennsylvania | 1,188 | 1,102 | 1,005 | 800 | 615 | 1,413 | 1,615 | 1,390 | 1,062 | 1,129 | 7,100 | 32.0 |
| **E. North Central** | 4,251 | 3,844 | 3,327 | 2,556 | 2,106 | 4,628 | 4,882 | 4,107 | 3,164 | 3,358 | 21,233 | 29.6 |
| Ohio | 1,130 | 1,034 | 905 | 676 | 571 | 1,260 | 1,328 | 1,079 | 817 | 897 | 5,839 | 29.5 |
| Indiana | 543 | 499 | 439 | 346 | 283 | 604 | 610 | 509 | 394 | 446 | 2,778 | 28.9 |
| Illinois | 1,130 | 1,003 | 868 | 687 | 582 | 1,288 | 1,385 | 1,216 | 947 | 975 | 6,281 | 31.2 |
| Michigan | 960 | 879 | 744 | 564 | 447 | 1,013 | 1,064 | 859 | 645 | 638 | 4,580 | 28.3 |
| Wisconsin | 470 | 428 | 371 | 284 | 223 | 473 | 494 | 445 | 361 | 403 | 2,354 | 29.4 |
| **W. North Central** | 1,788 | 1,622 | 1,419 | 1,124 | 895 | 1,822 | 1,890 | 1,715 | 1,429 | 1,720 | 9,238 | 30.0 |
| Minnesota | 416 | 381 | 325 | 251 | 195 | 400 | 416 | 370 | 306 | 354 | 2,001 | 28.6 |
| Iowa | 307 | 292 | 250 | 203 | 155 | 317 | 335 | 308 | 259 | 328 | 1,054 | 30.3 |
| Missouri | 466 | 422 | 377 | 308 | 252 | 514 | 541 | 511 | 425 | 503 | 2,696 | 31.6 |
| North Dakota | 80 | 74 | 65 | 52 | 38 | 73 | 73 | 68 | 52 | 59 | 355 | 26.2 |
| South Dakota | 83 | 78 | 67 | 52 | 39 | 78 | 80 | 71 | 60 | 72 | 392 | 27.7 |
| Nebraska | 160 | 147 | 128 | 100 | 83 | 160 | 171 | 155 | 133 | 164 | 858 | 30.2 |
| Kansas | 246 | 228 | 198 | 157 | 133 | 270 | 274 | 237 | 195 | 240 | 1,322 | 29.9 |
| **South Atlantic** | 2,980 | 2,795 | 2,579 | 2,092 | 1,717 | 3,371 | 3,471 | 2,810 | 2,031 | 2,099 | 15,160 | 27.5 |
| Delaware | 55 | 48 | 40 | 30 | 27 | 62 | 64 | 49 | 34 | 36 | 267 | 28.7 |
| Maryland | 367 | 332 | 294 | 226 | 189 | 421 | 459 | 347 | 240 | 227 | 1,845 | 28.7 |
| Dist. of Columbia | 78 | 62 | 52 | 49 | 60 | 109 | 107 | 100 | 75 | 69 | 509 | 32.2 |
| Virginia | 468 | 424 | 388 | 324 | 285 | 532 | 552 | 426 | 291 | 289 | 2,813 | 27.1 |
| West Virginia | 196 | 200 | 202 | 156 | 105 | 217 | 239 | 212 | 161 | 173 | 1,083 | 28.5 |
| North Carolina | 526 | 508 | 487 | 408 | 318 | 599 | 593 | 479 | 326 | 312 | 2,557 | 25.5 |
| South Carolina | 295 | 286 | 269 | 229 | 167 | 297 | 300 | 235 | 154 | 151 | 1,266 | 23.4 |
| Georgia | 472 | 440 | 412 | 332 | 271 | 508 | 505 | 426 | 287 | 291 | 2,231 | 25.9 |
| Florida | 541 | 491 | 435 | 337 | 296 | 626 | 653 | 557 | 463 | 553 | 3,088 | 31.2 |
| **E. South Central** | 1,405 | 1,329 | 1,262 | 1,027 | 765 | 1,448 | 1,476 | 1,315 | 971 | 1,052 | 6,861 | 26.7 |
| Kentucky | 342 | 326 | 312 | 254 | 193 | 363 | 374 | 325 | 257 | 292 | 1,764 | 27.6 |
| Tennessee | 394 | 376 | 350 | 297 | 229 | 449 | 460 | 403 | 293 | 309 | 2,093 | 28.0 |
| Alabama | 390 | 368 | 350 | 279 | 208 | 400 | 404 | 353 | 249 | 261 | 1,834 | 26.0 |
| Mississippi | 278 | 260 | 242 | 197 | 135 | 236 | 239 | 220 | 172 | 190 | 1,171 | 24.2 |
| **W. South Central** | 2,022 | 1,885 | 1,681 | 1,343 | 1,076 | 2,153 | 2,119 | 1,859 | 1,382 | 1,430 | 9,797 | 27.2 |
| Arkansas | 194 | 188 | 187 | 151 | 100 | 190 | 209 | 207 | 166 | 194 | 1,043 | 29.0 |
| Louisiana | 423 | 388 | 337 | 262 | 205 | 408 | 400 | 344 | 249 | 212 | 1,904 | 25.3 |
| Oklahoma | 243 | 234 | 220 | 181 | 145 | 279 | 288 | 260 | 216 | 249 | 1,416 | 30.0 |
| Texas | 1,162 | 1,075 | 936 | 746 | 626 | 1,276 | 1,223 | 1,039 | 752 | 745 | 5,534 | 27.0 |
| **Mountain** | 877 | 802 | 694 | 534 | 414 | 888 | 885 | 716 | 493 | 527 | 3,858 | 25.9 |
| Montana | 83 | 77 | 67 | 51 | 40 | 81 | 86 | 73 | 52 | 65 | 389 | 27.0 |
| Idaho | 82 | 79 | 71 | 55 | 39 | 77 | 84 | 72 | 50 | 58 | 372 | 26.0 |
| Wyoming | 41 | 38 | 33 | 25 | 20 | 44 | 44 | 36 | 25 | 26 | 190 | 27.3 |
| Colorado | 209 | 193 | 167 | 131 | 112 | 232 | 232 | 185 | 135 | 158 | 1,031 | 27.0 |
| New Mexico | 136 | 121 | 103 | 76 | 68 | 132 | 119 | 88 | 56 | 51 | 501 | 22.8 |
| Arizona | 167 | 152 | 134 | 101 | 86 | 170 | 173 | 137 | 93 | 90 | 732 | 25.7 |
| Utah | 126 | 113 | 95 | 76 | 61 | 113 | 105 | 83 | 59 | 60 | 468 | 22.9 |
| Nevada | 33 | 29 | 25 | 19 | 19 | 40 | 43 | 36 | 23 | 18 | 175 | 20.5 |
| **Pacific** | 2,362 | 2,189 | 1,948 | 1,507 | 1,328 | 2,813 | 3,023 | 2,412 | 1,742 | 1,873 | 12,923 | 29.7 |
| Washington | 316 | 301 | 276 | 209 | 174 | 346 | 388 | 327 | 239 | 270 | 1,718 | 29.6 |
| Oregon | 185 | 188 | 172 | 130 | 96 | 204 | 235 | 214 | 160 | 184 | 1,073 | 30.8 |
| California | 1,746 | 1,600 | 1,418 | 1,096 | 984 | 2,130 | 2,278 | 1,793 | 1,296 | 1,376 | 9,660 | 30.0 |
| Alaska | 34 | 27 | 20 | 17 | 24 | 40 | 32 | 19 | 9 | 5 | 124 | 21.3 |
| Hawaii | 81 | 73 | 64 | 55 | 51 | 93 | 90 | 60 | 38 | 28 | 348 | 24.3 |
| Puerto Rico | 354 | 328 | 321 | 247 | 172 | 263 | 238 | 181 | 124 | 122 | 1,062 | 18.5 |

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1960*, Vol. I.

## No. 20. Estimated Population, by Age, Sex, and Color: 1961

[In thousands. As of July 1. Includes Alaska, Hawaii, and Armed Forces abroad. Based on 1960 Census age data]

| Age | All classes | | | White | | | Nonwhite | | |
|---|---|---|---|---|---|---|---|---|---|
| | Total | Male | Female | Total | Male | Female | Total | Male | Female |
| **All ages** | 183,642 | 90,736 | 92,907 | 162,488 | 80,428 | 82,060 | 21,154 | 10,308 | 10,846 |
| Under 5 years | 20,609 | 10,487 | 10,122 | 17,560 | 8,960 | 8,600 | 3,049 | 1,527 | 1,522 |
| 5 to 9 years | 19,172 | 9,748 | 9,424 | 16,472 | 8,398 | 8,074 | 2,700 | 1,350 | 1,350 |
| 10 to 14 years | 17,859 | 9,075 | 8,784 | 15,535 | 7,912 | 7,623 | 2,324 | 1,163 | 1,161 |
| 15 to 19 years | 13,739 | 6,958 | 6,781 | 12,073 | 6,120 | 5,943 | 1,666 | 828 | 837 |
| 20 to 24 years | 11,459 | 5,734 | 5,725 | 10,050 | 5,058 | 4,998 | 1,403 | 676 | 727 |
| 25 to 29 years | 10,898 | 5,409 | 5,489 | 9,583 | 4,790 | 4,793 | 1,315 | 619 | 696 |
| 30 to 34 years | 11,770 | 5,805 | 5,965 | 10,414 | 5,178 | 5,237 | 1,355 | 628 | 728 |
| 35 to 44 years | 24,383 | 11,944 | 12,439 | 21,817 | 10,730 | 11,085 | 2,566 | 1,213 | 1,354 |
| 45 to 54 years | 20,490 | 10,273 | 10,217 | 18,843 | 9,281 | 9,563 | 2,046 | 992 | 1,055 |
| 55 to 64 years | 15,853 | 7,659 | 8,194 | 14,423 | 6,956 | 7,467 | 1,430 | 703 | 727 |
| 65 to 69 years | 6,281 | 2,918 | 3,363 | 5,707 | 2,675 | 3,032 | 514 | 243 | 271 |
| 70 years and over | 10,729 | 4,727 | 6,002 | 9,944 | 4,359 | 5,585 | 785 | 368 | 418 |
| Under 1 year | 4,261 | 2,176 | 2,086 | 3,605 | 1,845 | 1,760 | 656 | 331 | 326 |
| 1 to 4 years | 16,347 | 8,311 | 8,036 | 13,955 | 7,115 | 6,840 | 2,393 | 1,196 | 1,196 |
| 5 to 13 years | 33,271 | 16,911 | 16,360 | 28,672 | 14,611 | 14,062 | 4,598 | 2,300 | 2,298 |
| 14 to 17 years | 12,035 | 6,109 | 5,926 | 10,591 | 5,390 | 5,202 | 1,444 | 719 | 724 |
| 18 to 21 years | 10,213 | 5,147 | 5,066 | 8,975 | 4,537 | 4,439 | 1,238 | 610 | 628 |
| 14 years and over | 129,763 | 63,338 | 66,425 | 116,255 | 56,857 | 59,398 | 13,508 | 6,481 | 7,026 |
| 18 years and over | 117,728 | 57,229 | 60,499 | 105,664 | 51,467 | 54,197 | 12,064 | 5,762 | 6,302 |
| 21 years and over | 109,826 | 53,241 | 56,585 | 98,714 | 47,651 | 50,763 | 11,112 | 5,290 | 5,822 |
| 65 years and over | 17,011 | 7,645 | 9,366 | 15,711 | 7,034 | 8,677 | 1,300 | 611 | 689 |
| Median age ... years | 29.1 | 28.1 | 30.1 | 30.0 | 28.9 | 31.0 | 23.0 | 22.1 | 23.8 |

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P-25, No. 246.

## No. 21. Metropolitan and Nonmetropolitan Population, Urban and Rural, by Age: 1960

[In thousands. Based on 25-percent sample; see source for sampling variability. For definition of standard metropolitan statistical areas, see headnote, table 10; for definition of urban and rural, see text, pp. 1, 2]

| Age and sex | United States | Inside standard metropolitan statistical areas | | | | | | Outside standard metropolitan statistical areas | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Total | Urban | | | Rural nonfarm | Rural farm | Total | Urban | Rural nonfarm | Rural farm |
| | | | Total | Central cities | Other urban | | | | | | |
| **All ages** | 179,326 | 112,884 | 99,571 | 58,208 | 41,363 | 11,675 | 1,637 | 66,442 | 25,712 | 28,922 | 11,808 |
| Under 5 | 20,322 | 12,818 | 11,195 | 6,205 | 4,990 | 1,460 | 154 | 7,503 | 2,867 | 3,457 | 1,179 |
| 5 to 9 | 18,659 | 11,502 | 9,976 | 5,382 | 4,593 | 1,352 | 173 | 7,157 | 2,606 | 3,241 | 1,311 |
| 10 to 14 | 16,816 | 10,082 | 8,720 | 4,795 | 3,924 | 1,182 | 181 | 6,734 | 2,362 | 2,992 | 1,380 |
| 15 to 19 | 13,287 | 7,818 | 6,774 | 3,989 | 2,785 | 897 | 148 | 5,469 | 2,003 | 2,349 | 1,117 |
| 20 to 24 | 10,803 | 6,376 | 6,060 | 3,830 | 2,230 | 745 | 71 | 3,927 | 1,660 | 1,750 | 508 |
| 25 to 29 | 10,870 | 7,143 | 6,320 | 3,719 | 2,601 | 758 | 66 | 3,727 | 1,536 | 1,711 | 481 |
| 30 to 34 | 11,952 | 7,938 | 7,006 | 3,903 | 3,102 | 851 | 81 | 4,014 | 1,631 | 1,807 | 575 |
| 35 to 39 | 12,808 | 8,334 | 7,374 | 4,068 | 3,306 | 861 | 99 | 4,174 | 1,689 | 1,803 | 683 |
| 40 to 44 | 11,507 | 7,592 | 6,737 | 3,816 | 2,921 | 747 | 107 | 3,975 | 1,575 | 1,654 | 746 |
| 45 to 49 | 10,929 | 7,022 | 6,251 | 3,705 | 2,546 | 657 | 114 | 3,907 | 1,509 | 1,598 | 801 |
| 50 to 54 | 9,696 | 6,175 | 5,525 | 3,392 | 2,133 | 547 | 103 | 3,521 | 1,363 | 1,425 | 733 |
| 55 to 59 | 8,596 | 5,456 | 4,908 | 3,119 | 1,790 | 453 | 95 | 3,140 | 1,217 | 1,262 | 661 |
| 60 to 64 | 7,112 | 4,483 | 4,045 | 2,616 | 1,429 | 356 | 82 | 2,629 | 1,028 | 1,060 | 541 |
| 65 to 69 | 6,187 | 3,780 | 3,416 | 2,236 | 1,180 | 305 | 67 | 2,398 | 948 | 1,003 | 446 |
| 70 to 74 | 4,661 | 2,790 | 2,517 | 1,651 | 867 | 226 | 46 | 1,871 | 757 | 804 | 311 |
| 75 and over | 5,359 | 3,060 | 2,747 | 1,791 | 956 | 269 | 50 | 2,203 | 953 | 1,005 | 336 |
| Median age years | 29.5 | 30.0 | 30.5 | 31.5 | 29.1 | 26.3 | 31.5 | 28.3 | 29.4 | 27.0 | 29.3 |
| **Male** | 88,303 | 55,178 | 48,309 | 28,031 | 20,277 | 6,022 | 847 | 33,125 | 12,410 | 14,605 | 6,110 |
| Median age years | 28.5 | 29.2 | 29.6 | 30.4 | 28.4 | 25.7 | 31.3 | 27.3 | 28.1 | 26.2 | 28.8 |
| **Female** | 91,023 | 57,706 | 51,263 | 30,177 | 21,086 | 5,653 | 790 | 33,316 | 13,302 | 14,316 | 5,698 |
| Median age years | 30.4 | 30.9 | 31.4 | 32.6 | 29.8 | 26.9 | 31.8 | 29.2 | 30.6 | 27.7 | 29.7 |

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1960*, Vol. I.

## No. 22. Population, by Race, Nativity, and Sex, 1930 to 1960, and Urban and Rural, 1950 and 1960

[In thousands. Beginning 1960, includes Alaska and Hawaii. Parentage data for 1940 and 1950, and nativity and parentage data for 1960, based on sample and do not necessarily add to totals, which are derived from a different source. *For explanation of current urban definition, see pp. 1, 2.* See also *Historical Statistics, Colonial Times to 1957*, series A 34-70]

| Race and sex | 1930 | 1940 | 1950, current urban definition | | | 1960, current urban definition | | |
|---|---|---|---|---|---|---|---|---|
| | | | Total | Urban | Rural | Total | Urban | Rural |
| **Total** | 122,775 | 131,669 | 150,697 | 96,468 | 54,230 | 179,323 | 125,269 | 54,054 |
| White | 110,287 | 118,216 | 134,942 | 86,756 | 48,186 | 158,832 | 110,428 | 48,403 |
| Native | 90,303 | 106,796 | 124,781 | 78,268 | 46,513 | 140,544 | 102,312 | 47,232 |
| Native parentage | 70,401 | 84,125 | 100,805 | 59,216 | 41,589 | 125,759 | 82,798 | 43,961 |
| Foreign or mixed parentage | 25,902 | 23,158 | 23,576 | 18,891 | 4,777 | 23,784 | 19,514 | 4,270 |
| Foreign | 17,408 | 15,184 | 14,816 | 12,174 | 2,642 | (1) | (1) | (1) |
| Mixed | 8,495 | 7,974 | 8,763 | 6,628 | 2,135 | (1) | (1) | (1) |
| Foreign born | 13,983 | 11,419 | 10,161 | 8,489 | 1,672 | 9,294 | 8,131 | 1,163 |
| Negro | 11,891 | 12,866 | 15,042 | 9,803 | 5,659 | 18,872 | 13,808 | 5,064 |
| Other races | 597 | 589 | 713 | 319 | 394 | 1,620 | 1,033 | 587 |
| Indian | 332 | 334 | 343 | 56 | 287 | 524 | 146 | 378 |
| Japanese | 139 | 127 | 142 | 101 | 41 | 464 | 381 | 83 |
| Chinese | 75 | 78 | 118 | 109 | 8 | 237 | 227 | 11 |
| Filipino | 45 | 40 | 62 | 41 | 21 | 176 | 130 | 47 |
| All other [2] | 6 | 5 | 49 | 11 | 37 | 218 | 150 | 68 |
| **Male** | 62,137 | 66,062 | 74,833 | 46,892 | 27,941 | 88,331 | 60,733 | 27,598 |
| White | 55,923 | 59,449 | 67,129 | 42,250 | 24,879 | 78,367 | 53,631 | 24,736 |
| Native | 48,420 | 53,438 | 61,953 | 37,994 | 23,958 | (1) | (1) | (1) |
| Foreign born | 7,502 | 6,011 | 5,176 | 4,256 | 921 | (1) | (1) | (1) |
| Negro | 5,856 | 6,269 | 7,299 | 4,450 | 2,849 | 9,113 | 6,557 | 2,556 |
| Other races | 359 | 344 | 405 | 192 | 213 | 851 | 545 | 306 |
| Indian | 170 | 171 | 170 | 30 | 140 | 263 | 72 | 191 |
| Japanese | 82 | 72 | 77 | 53 | 23 | 225 | 184 | 41 |
| Chinese | 60 | 57 | 77 | 72 | 5 | 136 | 129 | 6 |
| Filipino | 42 | 40 | 46 | 30 | 17 | 112 | 80 | 32 |
| All other [2] | 5 | 4 | 27 | 7 | 20 | 115 | 79 | 36 |
| **Female** | 60,638 | 65,608 | 75,864 | 49,576 | 26,288 | 90,992 | 64,536 | 26,456 |
| White | 54,364 | 58,760 | 67,813 | 44,507 | 23,306 | 80,465 | 56,797 | 23,667 |
| Native | 47,883 | 53,358 | 62,828 | 40,273 | 22,555 | (1) | (1) | (1) |
| Foreign born | 6,481 | 5,408 | 4,985 | 4,233 | 751 | (1) | (1) | (1) |
| Negro | 6,035 | 6,596 | 7,744 | 4,943 | 2,801 | 9,759 | 7,251 | 2,508 |
| Other races | 238 | 245 | 308 | 127 | 181 | 769 | 488 | 281 |
| Indian | 162 | 163 | 165 | 26 | 139 | 260 | 74 | 187 |
| Japanese | 57 | 55 | 65 | 47 | 18 | 240 | 197 | 43 |
| Chinese | 15 | 20 | 41 | 38 | 3 | 102 | 97 | 4 |
| Filipino | 3 | 6 | 16 | 11 | 4 | 64 | 50 | 14 |
| All other [2] | 1 | 1 | 22 | 4 | 18 | 103 | 71 | 33 |

[1] Not available. [2] Comprises Asian Indians, Koreans, Polynesians, Indonesians, Hawaiians, Aleuts, Eskimos, and other nonwhite races.

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1950*, Vol. II, Part 1, and Vol. IV, Part 3; and *U.S. Census of Population:* 1960, Vol. I.

## No. 23. Population of Nonwhite Races (Excluding Negro), by States: 1960

| State | Indian | Japanese | Chinese | Filipino | All other [1] | State | Indian | Japanese | Chinese | Filipino | All other [1] |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **U.S.** | 523,591 | 464,332 | 237,292 | 176,310 | 218,087 | Mo. | 1,723 | 1,473 | 954 | 710 | 1,124 |
| Ala. | 1,276 | 590 | 288 | 127 | 669 | Mont. | 21,181 | 589 | 240 | 263 | 296 |
| Alaska | 14,444 | 818 | 137 | 814 | 28,637 | Nebr. | 5,545 | 905 | 290 | 123 | 441 |
| Ariz. | 83,387 | 1,601 | 2,936 | 943 | 474 | Nev. | 6,681 | 514 | 572 | 286 | 268 |
| Ark. | 580 | 237 | 676 | 83 | 206 | N.H. | 135 | 207 | 152 | 41 | 149 |
| Calif. | 39,014 | 157,317 | 95,600 | 65,459 | 26,723 | N.J. | 1,609 | 3,514 | 3,813 | 1,481 | 2,427 |
| Colo. | 4,288 | 6,846 | 724 | 665 | 792 | N. Mex. | 56,255 | 930 | 362 | 192 | 458 |
| Conn. | 923 | 653 | 865 | 726 | 802 | N.Y. | 16,491 | 8,702 | 37,573 | 5,403 | 0,553 |
| Del. | 597 | 152 | 191 | 67 | 270 | N.C. | 38,129 | 1,265 | 404 | 343 | 708 |
| D.C. | 587 | 900 | 2,632 | 1,158 | 1,679 | N. Dak. | 11,736 | 127 | 100 | 47 | 121 |
| Fla. | 2,501 | 1,315 | 1,023 | 1,361 | 1,290 | Ohio | 1,910 | 3,135 | 2,507 | 943 | 2,107 |
| Ga. | 740 | 885 | 686 | 433 | 544 | Okla. | 64,689 | 749 | 398 | 267 | 1,197 |
| Hawaii | 472 | 203,455 | 38,197 | 60,070 | 114,405 | Oreg. | 8,026 | 5,010 | 2,995 | 1,109 | 1,371 |
| Idaho | 5,281 | 2,254 | 311 | 193 | 317 | Pa. | 2,122 | 2,349 | 3,741 | 1,640 | 2,761 |
| Ill. | 4,704 | 14,074 | 7,047 | 3,587 | 4,024 | R.I. | 932 | 192 | 574 | 424 | 322 |
| Ind. | 948 | 1,093 | 952 | 402 | 1,274 | S.C. | 1,098 | 460 | 158 | 328 | 237 |
| Iowa | 1,708 | 599 | 423 | 167 | 577 | S. Dak. | 25,794 | 188 | 89 | 59 | 172 |
| Kans. | 5,009 | 1,302 | 537 | 372 | 1,160 | Tenn. | 638 | 507 | 487 | 249 | 579 |
| Ky. | 391 | 774 | 288 | 236 | 435 | Texas | 5,750 | 4,043 | 4,172 | 1,623 | 2,123 |
| La. | 3,587 | 519 | 731 | 754 | 509 | Utah | 6,961 | 4,371 | 620 | 207 | 483 |
| Maine | 1,879 | 343 | 123 | 131 | 180 | Vt. | 57 | 79 | 68 | 25 | 41 |
| Md. | 1,538 | 1,842 | 2,188 | 1,070 | 1,122 | Va. | 2,155 | 1,733 | 1,135 | 1,857 | 1,368 |
| Mass. | 2,118 | 1,924 | 6,745 | 809 | 1,996 | Wash. | 21,076 | 16,652 | 5,491 | 7,110 | 2,472 |
| Mich. | 9,701 | 3,211 | 3,234 | 1,134 | 2,468 | W. Va. | 181 | 176 | 138 | 105 | 310 |
| Minn. | 15,496 | 1,726 | 1,270 | 646 | 860 | Wis. | 14,297 | 1,425 | 1,010 | 401 | 1,195 |
| Miss. | 3,119 | 178 | 1,244 | 69 | 252 | Wyo. | 4,020 | 514 | 192 | 99 | 136 |

[1] See footnote 2, table 22.

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1960*, Vol. I.

## No. 24. Population, by Race, by States: 1940 to 1960

| State | 1940 | | | 1950 | | | 1960 | | |
|---|---|---|---|---|---|---|---|---|---|
| | White | Negro | Other races | White | Negro | Other races | White | Negro | Other races |
| **United States** | 118,357,831 | 12,865,914 | 941,384 | 135,149,629 | 15,044,937 | 1,131,232 | 158,831,732 | 18,871,831 | 1,619,612 |
| **New England** | 8,329,146 | 101,509 | 5,635 | 9,161,155 | 142,941 | 10,356 | 10,242,389 | 243,363 | 23,615 |
| Maine | 844,543 | 1,304 | 1,379 | 910,846 | 1,221 | 1,707 | 963,291 | 3,318 | 2,656 |
| New Hampshire | 490,980 | 414 | 121 | 532,275 | 731 | 236 | 604,334 | 1,903 | 694 |
| Vermont | 358,808 | 384 | 41 | 377,188 | 443 | 110 | 389,092 | 519 | 270 |
| Massachusetts | 4,257,506 | 55,391 | 3,734 | 4,611,503 | 73,171 | 5,846 | 5,023,144 | 111,842 | 13,592 |
| Rhode Island | 701,805 | 11,024 | 517 | 777,015 | 13,903 | 978 | 838,712 | 18,332 | 2,444 |
| Connecticut | 1,675,407 | 32,992 | 843 | 1,962,329 | 53,472 | 1,479 | 2,423,816 | 107,449 | 3,960 |
| **Middle Atlantic** | 26,237,622 | 1,268,366 | 33,499 | 28,297,528 | 1,875,241 | 50,764 | 31,280,078 | 2,785,136 | 103,238 |
| New York | 12,879,546 | 571,221 | 28,375 | 13,872,095 | 918,191 | 39,906 | 15,287,071 | 1,417,511 | 77,722 |
| New Jersey | 3,931,087 | 226,973 | 2,105 | 4,511,585 | 318,565 | 5,170 | 5,530,003 | 514,875 | 12,904 |
| Pennsylvania | 9,426,989 | 470,172 | 3,019 | 9,853,848 | 638,485 | 5,679 | 10,454,004 | 852,750 | 12,612 |
| **E. N. Central** | 25,528,451 | 1,069,326 | 28,565 | 28,543,307 | 1,803,698 | 52,363 | 33,259,272 | 2,884,969 | 86,783 |
| Ohio | 6,566,531 | 339,461 | 1,620 | 7,428,222 | 513,072 | 5,333 | 8,909,608 | 786,097 | 10,602 |
| Indiana | 3,305,323 | 121,916 | 557 | 3,758,512 | 174,168 | 1,544 | 4,388,554 | 269,275 | 4,009 |
| Illinois | 7,504,202 | 387,446 | 5,593 | 8,046,058 | 645,980 | 20,138 | 9,010,252 | 1,037,470 | 33,436 |
| Michigan | 5,039,643 | 208,345 | 8,118 | 6,917,825 | 442,296 | 11,645 | 7,085,865 | 717,581 | 19,748 |
| Wisconsin | 3,112,752 | 12,158 | 12,077 | 3,392,690 | 28,182 | 13,703 | 3,858,903 | 74,546 | 18,328 |
| **W. N. Central** | 13,111,519 | 350,992 | 54,479 | 13,576,077 | 424,178 | 61,130 | 14,749,345 | 561,068 | 83,702 |
| Minnesota | 2,768,982 | 9,928 | 13,360 | 2,953,697 | 14,022 | 14,764 | 3,371,603 | 22,263 | 19,998 |
| Iowa | 2,620,691 | 16,694 | 893 | 2,599,546 | 10,692 | 1,835 | 2,728,709 | 25,354 | 3,474 |
| Missouri | 3,539,187 | 244,386 | 1,091 | 3,655,568 | 297,088 | 1,972 | 3,922,067 | 390,853 | 6,993 |
| North Dakota | 631,464 | 201 | 10,270 | 668,448 | 267 | 10,931 | 619,538 | 777 | 12,131 |
| South Dakota | 619,075 | 474 | 23,412 | 628,504 | 727 | 23,809 | 653,098 | 1,114 | 20,302 |
| Nebraska | 1,297,624 | 14,171 | 4,039 | 1,301,328 | 19,234 | 4,948 | 1,374,764 | 29,262 | 7,304 |
| Kansas | 1,734,496 | 65,138 | 1,394 | 1,828,961 | 73,158 | 3,180 | 2,078,666 | 91,445 | 8,500 |
| **S. Atlantic** | 13,095,227 | 4,693,863 | 29,061 | 16,041,709 | 5,094,744 | 45,382 | 20,047,496 | 5,844,565 | 79,671 |
| Delaware | 230,528 | 35,376 | 101 | 273,878 | 43,598 | 600 | 384,327 | 60,088 | 1,277 |
| Maryland | 1,518,481 | 301,931 | 832 | 1,954,975 | 385,972 | 2,054 | 2,573,910 | 518,410 | 8,360 |
| Dist. of Col. | 474,326 | 187,266 | 1,409 | 517,865 | 280,303 | 3,510 | 345,263 | 411,737 | 8,956 |
| Virginia | 2,015,683 | 661,449 | 741 | 2,581,566 | 734,211 | 2,914 | 3,142,443 | 816,258 | 8,248 |
| West Virginia | 1,784,192 | 117,754 | 118 | 1,890,282 | 114,867 | 403 | 1,770,133 | 89,378 | 910 |
| North Carolina | 2,567,635 | 981,298 | 22,600 | 2,983,121 | 1,047,359 | 31,455 | 3,399,285 | 1,116,021 | 40,849 |
| South Carolina | 1,084,308 | 814,164 | 1,332 | 1,293,405 | 822,077 | 1,545 | 1,551,022 | 829,291 | 2,281 |
| Georgia | 2,038,278 | 1,084,927 | 518 | 2,380,577 | 1,062,762 | 1,229 | 2,817,223 | 1,122,596 | 3,297 |
| Florida | 1,381,986 | 514,198 | 1,230 | 2,166,051 | 603,101 | 2,153 | 4,063,881 | 880,180 | 7,493 |
| **E. S. Central** | 7,993,755 | 2,780,635 | 3,885 | 8,770,570 | 2,698,635 | 7,976 | 9,338,991 | 2,698,839 | 12,296 |
| Kentucky | 2,631,426 | 214,031 | 171 | 2,742,090 | 201,921 | 795 | 2,820,083 | 215,949 | 2,124 |
| Tennessee | 2,406,006 | 508,736 | 199 | 2,760,257 | 536,603 | 858 | 2,977,753 | 586,876 | 2,460 |
| Alabama | 1,849,067 | 983,290 | 574 | 2,079,591 | 979,617 | 2,595 | 2,233,609 | 980,271 | 2,800 |
| Mississippi | 1,106,327 | 1,074,578 | 2,891 | 1,188,632 | 980,494 | 3,788 | 1,257,546 | 915,743 | 4,852 |
| **W. S. Central** | 10,569,596 | 2,425,121 | 69,808 | 12,037,250 | 2,432,028 | 68,294 | 14,090,149 | 2,768,203 | 92,903 |
| Arkansas | 1,466,084 | 482,578 | 726 | 1,481,507 | 426,639 | 1,365 | 1,395,703 | 388,787 | 1,782 |
| Louisiana | 1,511,739 | 849,303 | 2,838 | 1,790,693 | 882,428 | 4,405 | 2,211,715 | 1,039,207 | 6,100 |
| Oklahoma | 2,104,228 | 168,849 | 63,357 | 2,032,326 | 145,503 | 55,322 | 2,107,900 | 153,084 | 67,300 |
| Texas | 5,487,545 | 924,391 | 2,888 | 6,726,534 | 977,458 | 7,202 | 8,374,831 | 1,187,125 | 17,721 |
| **Mountain** | 3,978,913 | 36,411 | 134,679 | 4,845,634 | 66,429 | 162,935 | 6,514,294 | 123,242 | 217,524 |
| Montana | 540,468 | 1,120 | 17,868 | 572,038 | 1,232 | 17,754 | 650,738 | 1,467 | 22,562 |
| Idaho | 519,292 | 595 | 4,986 | 581,395 | 1,050 | 6,192 | 657,383 | 1,602 | 8,306 |
| Wyoming | 246,597 | 956 | 3,139 | 284,009 | 2,557 | 3,063 | 322,922 | 2,183 | 4,001 |
| Colorado | 1,166,302 | 12,176 | 4,618 | 1,296,653 | 20,177 | 8,269 | 1,760,700 | 39,992 | 13,265 |
| New Mexico | 492,372 | 4,672 | 34,834 | 630,211 | 8,408 | 42,568 | 875,763 | 17,063 | 58,197 |
| Arizona | 426,792 | 14,993 | 57,476 | 654,511 | 26,974 | 60,102 | 1,169,517 | 43,493 | 89,241 |
| Utah | 542,920 | 1,236 | 6,155 | 676,909 | 2,720 | 9,224 | 873,828 | 4,148 | 12,651 |
| Nevada | 104,630 | 664 | 5,553 | 149,908 | 4,302 | 5,873 | 263,443 | 13,484 | 3,351 |
| **Pacific** | 9,513,602 | 134,601 | 580,823 | 13,936,398 | 507,043 | 671,523 | 19,315,718 | 962,446 | 919,880 |
| Washington | 1,698,147 | 7,424 | 30,620 | 2,316,496 | 30,691 | 31,776 | 2,751,075 | 48,738 | 52,901 |
| Oregon | 1,078,731 | 2,505 | 11,388 | 1,497,128 | 11,529 | 12,684 | 1,732,037 | 18,133 | 18,517 |
| California | 6,596,763 | 124,306 | 186,318 | 9,915,173 | 402,172 | 208,878 | 14,455,230 | 883,861 | 378,113 |
| Alaska | 39,170 | 141 | 33,213 | 92,808 | (1) | 35,835 | 174,546 | 6,771 | 44,850 |
| Hawaii | 103,791 | 255 | 319,284 | 114,793 | 2,651 | 382,350 | 202,230 | 4,943 | 425,599 |

[1] Not available.

Source: Department of Commerce, Bureau of the Census; Sixteenth Census Reports, *Population*, Vol. II, *U.S. Census of Population: 1960*, Vol. II, Part 1, and *U.S. Census of Population: 1960*, Vol. I.

## No. 25. Population, by Race and Sex, by States: 1960

| State | White | | | Nonwhite | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Negro | | | Other races | | |
| | Male | Female | Males per 100 females | Male | Female | Males per 100 females | Male | Female | Males per 100 females |
| **United States** | 78,367,149 | 80,464,583 | 97.4 | 9,113,408 | 9,758,423 | 93.4 | 850,937 | 768,675 | 110.7 |
| **New England** | 4,988,530 | 5,253,859 | 94.9 | 119,862 | 123,561 | 97.0 | 12,881 | 10,734 | 120.0 |
| Maine | 475,682 | 487,600 | 97.6 | 2,045 | 1,273 | 160.6 | 1,827 | 1,329 | 99.8 |
| New Hampshire | 296,662 | 307,672 | 96.4 | 1,098 | 805 | 136.4 | 347 | 337 | 103.0 |
| Vermont | 191,321 | 197,771 | 96.7 | 289 | 230 | 125.7 | 133 | 137 | 97.1 |
| Massachusetts | 2,423,947 | 2,599,197 | 93.3 | 54,748 | 57,094 | 95.9 | 7,540 | 6,052 | 124.6 |
| Rhode Island | 411,265 | 427,447 | 96.2 | 9,228 | 9,104 | 101.4 | 1,352 | 1,092 | 123.8 |
| Connecticut | 1,189,653 | 1,234,163 | 96.4 | 52,394 | 55,055 | 95.2 | 2,182 | 1,787 | 122.1 |
| **Middle Atlantic** | 15,232,755 | 16,047,323 | 94.9 | 1,314,789 | 1,470,347 | 89.4 | 57,537 | 45,701 | 125.9 |
| New York | 7,421,364 | 7,865,707 | 94.4 | 657,534 | 759,977 | 86.5 | 44,341 | 33,381 | 132.8 |
| New Jersey | 2,717,512 | 2,821,491 | 96.3 | 247,033 | 266,942 | 92.9 | 6,546 | 6,368 | 103.0 |
| Pennsylvania | 5,093,879 | 5,360,125 | 95.0 | 409,322 | 443,428 | 92.3 | 6,650 | 5,952 | 111.5 |
| **East North Central** | 16,415,943 | 16,837,329 | 97.5 | 1,401,295 | 1,483,674 | 94.4 | 45,974 | 40,809 | 112.7 |
| Ohio | 4,376,126 | 4,533,572 | 96.5 | 382,627 | 403,470 | 94.8 | 5,475 | 6,127 | 106.8 |
| Indiana | 2,165,509 | 2,223,045 | 97.4 | 130,725 | 138,550 | 94.4 | 2,504 | 2,165 | 115.7 |
| Illinois | 4,435,687 | 4,574,665 | 97.0 | 498,854 | 538,586 | 92.6 | 18,295 | 15,141 | 120.8 |
| Michigan | 3,520,422 | 3,565,443 | 98.7 | 352,142 | 365,439 | 96.4 | 10,304 | 9,444 | 109.1 |
| Wisconsin | 1,918,199 | 1,940,704 | 98.8 | 36,917 | 37,629 | 98.1 | 9,396 | 8,932 | 105.2 |
| **West North Central** | 7,294,887 | 7,454,458 | 97.9 | 271,885 | 289,183 | 94.0 | 42,398 | 41,304 | 102.6 |
| Minnesota | 1,671,493 | 1,700,110 | 98.3 | 11,217 | 11,046 | 101.5 | 10,252 | 9,746 | 105.2 |
| Iowa | 1,344,933 | 1,383,776 | 97.2 | 12,373 | 12,991 | 95.3 | 1,741 | 1,733 | 100.5 |
| Missouri | 1,918,378 | 2,004,589 | 95.7 | 186,742 | 204,111 | 91.5 | 3,159 | 2,834 | 111.5 |
| North Dakota | 316,637 | 302,901 | 104.5 | 492 | 285 | 172.6 | 6,079 | 6,052 | 100.4 |
| South Dakota | 330,434 | 322,664 | 102.4 | 607 | 447 | 149.2 | 13,170 | 13,132 | 100.3 |
| Nebraska | 681,603 | 693,161 | 98.3 | 14,651 | 14,611 | 100.3 | 3,772 | 3,532 | 106.8 |
| Kansas | 1,031,409 | 1,047,257 | 98.5 | 45,743 | 45,702 | 100.1 | 4,225 | 4,275 | 98.8 |
| **South Atlantic** | 9,916,950 | 10,130,546 | 97.9 | 2,834,653 | 3,009,912 | 94.2 | 40,894 | 38,777 | 105.5 |
| Delaware | 190,186 | 194,141 | 98.0 | 30,311 | 30,377 | 99.8 | 639 | 638 | 100.2 |
| Maryland | 1,273,444 | 1,300,475 | 97.9 | 255,316 | 263,094 | 97.0 | 4,440 | 3,920 | 113.3 |
| District of Columbia | 158,124 | 187,139 | 84.5 | 196,257 | 215,480 | 91.1 | 3,790 | 3,166 | 119.7 |
| Virginia | 1,571,130 | 1,571,304 | 100.0 | 403,858 | 412,400 | 97.9 | 4,375 | 3,873 | 113.0 |
| West Virginia | 871,178 | 898,955 | 96.9 | 43,360 | 46,009 | 94.3 | 488 | 422 | 115.6 |
| North Carolina | 1,084,797 | 1,114,488 | 98.3 | 541,995 | 574,026 | 94.4 | 20,277 | 20,572 | 98.6 |
| South Carolina | 775,754 | 776,268 | 100.1 | 398,931 | 430,360 | 92.7 | 1,133 | 1,148 | 98.7 |
| Georgia | 1,391,735 | 1,425,488 | 97.6 | 532,509 | 590,087 | 90.2 | 1,809 | 1,626 | 102.5 |
| Florida | 2,000,593 | 2,063,288 | 97.0 | 432,107 | 448,079 | 96.4 | 4,083 | 3,410 | 119.7 |
| **East South Central** | 4,610,484 | 4,728,507 | 97.5 | 1,292,182 | 1,406,657 | 91.9 | 6,114 | 6,182 | 98.9 |
| Kentucky | 1,401,904 | 1,418,179 | 98.9 | 105,547 | 110,402 | 95.6 | 997 | 1,127 | 88.5 |
| Tennessee | 1,459,508 | 1,518,245 | 96.1 | 279,035 | 306,941 | 91.2 | 1,247 | 1,213 | 102.8 |
| Alabama | 1,124,061 | 1,159,548 | 96.9 | 406,206 | 514,065 | 90.7 | 1,442 | 1,418 | 101.7 |
| Mississippi | 625,011 | 632,535 | 98.8 | 440,494 | 475,249 | 92.7 | 2,428 | 2,424 | 100.2 |
| **West South Central** | 6,981,780 | 7,108,369 | 98.2 | 1,335,945 | 1,432,253 | 93.3 | 46,348 | 46,555 | 99.6 |
| Arkansas | 690,762 | 704,941 | 98.0 | 187,536 | 201,451 | 93.0 | 389 | 393 | 99.0 |
| Louisiana | 1,090,306 | 1,121,409 | 97.2 | 498,758 | 540,449 | 92.3 | 3,190 | 2,910 | 109.6 |
| Oklahoma | 1,041,202 | 1,066,698 | 97.6 | 73,388 | 79,606 | 92.1 | 33,261 | 34,639 | 97.7 |
| Texas | 4,159,510 | 4,215,321 | 98.7 | 576,463 | 610,662 | 94.4 | 9,008 | 8,713 | 103.4 |
| **Mountain** | 3,276,316 | 3,217,978 | 101.2 | 63,129 | 60,113 | 105.0 | 109,344 | 108,180 | 101.1 |
| Montana | 331,374 | 319,364 | 103.8 | 864 | 603 | 143.3 | 11,505 | 11,057 | 104.1 |
| Idaho | 333,298 | 324,085 | 102.8 | 808 | 694 | 116.4 | 4,315 | 3,991 | 108.1 |
| Wyoming | 165,340 | 157,573 | 104.9 | 1,142 | 1,041 | 109.7 | 2,524 | 2,437 | 103.6 |
| Colorado | 848,575 | 857,125 | 98.4 | 20,069 | 19,932 | 100.6 | 6,832 | 6,423 | 106.4 |
| New Mexico | 442,352 | 433,411 | 102.1 | 8,921 | 8,142 | 109.6 | 28,497 | 29,700 | 95.9 |
| Arizona | 587,872 | 581,645 | 101.1 | 22,252 | 21,151 | 105.2 | 44,804 | 44,437 | 100.8 |
| Utah | 436,198 | 437,630 | 99.7 | 2,182 | 1,996 | 111.0 | 6,544 | 6,107 | 107.2 |
| Nevada | 136,298 | 127,145 | 107.2 | 6,900 | 6,534 | 104.8 | 4,323 | 4,028 | 107.3 |
| **Pacific** | 9,649,504 | 9,666,214 | 99.8 | 479,728 | 482,718 | 99.4 | 489,447 | 430,433 | 113.7 |
| Washington | 1,381,261 | 1,370,414 | 100.8 | 26,090 | 22,738 | 114.3 | 27,770 | 25,025 | 111.0 |
| Oregon | 861,040 | 870,997 | 98.9 | 9,141 | 8,992 | 101.7 | 9,770 | 8,747 | 111.7 |
| California | 7,193,094 | 7,202,136 | 99.9 | 436,881 | 446,980 | 97.7 | 206,732 | 171,381 | 120.6 |
| Alaska | 101,194 | 73,352 | 138.0 | 4,301 | 2,470 | 174.1 | 23,316 | 21,534 | 108.3 |
| Hawaii | 112,915 | 89,315 | 126.4 | 3,405 | 1,538 | 221.4 | 221,853 | 203,746 | 108.9 |

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1960*, Vol. I.

## No. 26. Population 21 years Old and Over, by Sex, by States: 1950 and 1960

| State | 1950 | | | 1960 | | |
|---|---|---|---|---|---|---|
| | Total, 21 years old and over | Sex | | Total, 21 years old and over | Sex | |
| | | Male | Female | | Male | Female |
| **United States** | 97,770,866 | 48,067,896 | 49,702,970 | 108,123,552 | 52,272,594 | 55,850,958 |
| **New England:** | | | | | | |
| Maine | 576,840 | 283,509 | 293,331 | 580,855 | 281,630 | 299,225 |
| New Hampshire | 352,780 | 171,020 | 181,760 | 372,725 | 178,753 | 193,972 |
| Vermont | 237,552 | 116,509 | 120,953 | 230,645 | 110,731 | 119,914 |
| Massachusetts | 3,206,194 | 1,520,510 | 1,685,594 | 3,245,066 | 1,523,958 | 1,721,108 |
| Rhode Island | 538,124 | 259,666 | 278,458 | 530,804 | 257,954 | 282,750 |
| Connecticut | 1,382,373 | 670,521 | 711,852 | 1,501,461 | 705,150 | 826,311 |
| **Middle Atlantic:** | | | | | | |
| New York | 10,374,446 | 4,994,060 | 5,380,386 | 10,880,592 | 5,155,837 | 5,724,755 |
| New Jersey | 3,354,160 | 1,628,358 | 1,725,802 | 3,861,074 | 1,853,862 | 2,007,212 |
| Pennsylvania | 6,697,219 | 3,498,977 | 3,598,242 | 7,100,482 | 3,385,080 | 3,715,402 |
| **East North Central:** | | | | | | |
| Ohio | 5,279,761 | 2,596,095 | 2,683,666 | 5,839,311 | 2,816,884 | 3,022,427 |
| Indiana | 2,556,467 | 1,261,119 | 1,295,348 | 2,777,024 | 1,344,943 | 1,432,081 |
| Illinois | 5,958,601 | 2,925,046 | 3,033,555 | 6,280,637 | 3,034,992 | 3,245,645 |
| Michigan | 4,106,606 | 2,066,908 | 2,039,698 | 4,580,295 | 2,246,835 | 2,333,460 |
| Wisconsin | 2,222,423 | 1,112,577 | 1,109,746 | 2,354,489 | 1,156,004 | 1,198,485 |
| **West North Central:** | | | | | | |
| Minnesota | 1,910,153 | 958,369 | 951,784 | 2,001,455 | 981,274 | 1,020,181 |
| Iowa | 1,694,610 | 840,331 | 854,288 | 1,664,371 | 804,826 | 859,545 |
| Missouri | 2,643,120 | 1,281,230 | 1,361,890 | 2,695,614 | 1,286,092 | 1,409,522 |
| North Dakota | 366,590 | 194,439 | 172,151 | 354,866 | 182,183 | 172,683 |
| South Dakota | 401,146 | 209,349 | 191,797 | 391,597 | 197,660 | 193,937 |
| Nebraska | 860,391 | 431,142 | 429,249 | 858,318 | 419,864 | 438,454 |
| Kansas | 1,242,541 | 616,047 | 626,494 | 1,321,835 | 645,724 | 676,111 |
| **South Atlantic:** | | | | | | |
| Delaware | 210,918 | 103,140 | 107,769 | 267,249 | 136,626 | 136,623 |
| Maryland | 1,527,080 | 752,882 | 774,207 | 1,845,067 | 898,505 | 946,562 |
| District of Columbia | 583,338 | 268,844 | 314,494 | 509,110 | 233,443 | 275,667 |
| Virginia | 2,025,339 | 1,011,519 | 1,013,820 | 2,312,887 | 1,135,065 | 1,177,822 |
| West Virginia | 1,171,878 | 587,373 | 584,505 | 1,083,347 | 522,215 | 561,132 |
| North Carolina | 2,311,071 | 1,130,024 | 1,181,047 | 2,556,884 | 1,228,283 | 1,328,601 |
| South Carolina | 1,150,867 | 554,995 | 596,782 | 1,296,251 | 633,929 | 662,322 |
| Georgia | 2,008,828 | 964,109 | 1,044,719 | 2,231,375 | 1,059,866 | 1,171,509 |
| Florida | 1,823,513 | 887,957 | 935,556 | 3,087,699 | 1,493,604 | 1,594,095 |
| **East South Central:** | | | | | | |
| Kentucky | 1,742,978 | 864,430 | 878,548 | 1,763,644 | 857,870 | 905,774 |
| Tennessee | 1,978,548 | 961,147 | 1,017,401 | 2,002,891 | 994,486 | 1,008,405 |
| Alabama | 1,747,759 | 843,927 | 903,832 | 1,834,378 | 869,029 | 965,349 |
| Mississippi | 1,208,023 | 587,284 | 620,739 | 1,170,522 | 555,549 | 614,973 |
| **West South Central:** | | | | | | |
| Arkansas | 1,112,366 | 550,158 | 562,708 | 1,043,269 | 502,450 | 540,819 |
| Louisiana | 1,587,145 | 770,580 | 816,565 | 1,808,805 | 866,951 | 942,854 |
| Oklahoma | 1,382,108 | 682,993 | 699,115 | 1,416,050 | 683,955 | 732,095 |
| Texas | 4,737,225 | 2,351,820 | 2,385,405 | 5,534,277 | 2,690,014 | 2,844,263 |
| **Mountain:** | | | | | | |
| Montana | 372,345 | 198,368 | 173,977 | 388,673 | 199,142 | 189,531 |
| Idaho | 349,016 | 181,675 | 167,341 | 372,484 | 188,470 | 184,014 |
| Wyoming | 178,881 | 96,131 | 82,750 | 190,305 | 97,850 | 92,446 |
| Colorado | 844,748 | 420,846 | 423,902 | 1,031,263 | 503,602 | 527,661 |
| New Mexico | 375,387 | 192,582 | 182,805 | 500,675 | 252,073 | 248,602 |
| Arizona | 441,889 | 223,303 | 218,586 | 731,082 | 366,554 | 365,128 |
| Utah | 389,843 | 196,181 | 193,662 | 467,817 | 231,242 | 236,575 |
| Nevada | 107,173 | 57,810 | 49,363 | 175,365 | 91,707 | 83,658 |
| **Pacific:** | | | | | | |
| Washington | 1,559,266 | 799,604 | 759,662 | 1,717,597 | 858,452 | 859,145 |
| Oregon | 1,001,716 | 509,726 | 491,990 | 1,073,431 | 529,349 | 544,082 |
| California | 7,211,825 | 3,569,206 | 3,642,619 | 9,650,178 | 4,743,305 | 4,916,873 |
| Alaska | 78,022 | 50,423 | 28,499 | 123,631 | 73,099 | 50,532 |
| Hawaii | 288,637 | 163,779 | 124,858 | 348,330 | 188,564 | 159,766 |

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1960*, Vol. I.

## No. 27. Nativity and Parentage of the Foreign White Stock, by States: 1950 and 1960

[1950 data for foreign-born white based on complete count; data for native white of foreign or mixed parentage based on 20-percent sample. 1960 data based on 25-percent sample. See source for sampling variability]

| State | 1950 | | | | 1960 | | | |
|---|---|---|---|---|---|---|---|---|
| | Total foreign white stock | | Foreign-born white | Native white of foreign or mixed parentage | Total foreign white stock | | Foreign-born white | Native white of foreign or mixed parentage |
| | Number | Percent | | | Number | Percent | | |
| **United States** | 33,750,653 | 100.0 | 10,161,168 | 23,589,485 | 33,078,380 | 100.0 | 9,294,033 | 23,784,347 |
| **New England:** | | | | | | | | |
| Maine | 245,477 | 0.7 | 74,342 | 171,135 | 224,740 | 0.7 | 59,523 | 165,217 |
| New Hampshire | 191,064 | 0.6 | 58,134 | 133,530 | 176,541 | 0.5 | 44,418 | 132,123 |
| Vermont | 96,423 | 0.3 | 28,753 | 67,670 | 85,630 | 0.3 | 23,218 | 62,421 |
| Massachusetts | 2,272,910 | 6.7 | 713,690 | 1,559,220 | 2,032,924 | 6.1 | 564,556 | 1,468,368 |
| Rhode Island | 387,429 | 1.1 | 113,264 | 274,165 | 336,452 | 1.0 | 84,667 | 251,785 |
| Connecticut | 964,354 | 2.9 | 297,859 | 666,495 | 973,620 | 2.9 | 271,253 | 702,367 |
| **Middle Atlantic:** | | | | | | | | |
| New York | 6,803,774 | 20.2 | 2,500,429 | 4,303,345 | 6,300,605 | 19.0 | 2,181,808 | 4,118,797 |
| New Jersey | 2,013,656 | 6.0 | 630,761 | 1,382,895 | 2,089,945 | 6.3 | 606,384 | 1,483,561 |
| Pennsylvania | 2,830,289 | 8.4 | 776,809 | 2,053,680 | 2,485,753 | 7.5 | 596,118 | 1,889,636 |
| **East North Central:** | | | | | | | | |
| Ohio | 1,578,548 | 4.7 | 443,158 | 1,135,390 | 1,479,253 | 4.5 | 390,950 | 1,088,303 |
| Indiana | 400,980 | 1.2 | 100,630 | 300,350 | 373,428 | 1.1 | 90,972 | 282,456 |
| Illinois | 2,684,567 | 8.0 | 783,277 | 1,901,290 | 2,420,917 | 7.3 | 673,029 | 1,747,888 |
| Michigan | 1,967,465 | 5.8 | 603,735 | 1,363,730 | 1,881,474 | 5.7 | 521,546 | 1,359,928 |
| Wisconsin | 1,059,349 | 3.1 | 218,234 | 841,115 | 910,398 | 2.8 | 169,481 | 740,917 |
| **West North Central:** | | | | | | | | |
| Minnesota | 1,022,641 | 3.0 | 210,231 | 812,410 | 870,161 | 2.6 | 141,655 | 728,506 |
| Iowa | 482,637 | 1.4 | 84,582 | 398,055 | 386,593 | 1.2 | 55,422 | 331,171 |
| Missouri | 403,865 | 1.2 | 92,050 | 311,815 | 362,880 | 1.1 | 75,492 | 287,397 |
| North Dakota | 241,442 | 0.7 | 49,232 | 192,210 | 188,793 | 0.6 | 29,652 | 159,141 |
| South Dakota | 173,752 | 0.5 | 30,707 | 142,935 | 141,275 | 0.4 | 18,333 | 122,942 |
| Nebraska | 299,108 | 0.9 | 57,273 | 241,895 | 256,872 | 0.8 | 39,082 | 217,190 |
| Kansas | 217,997 | 0.6 | 38,577 | 179,420 | 202,129 | 0.6 | 31,098 | 171,031 |
| **South Atlantic:** | | | | | | | | |
| Delaware | 48,304 | 0.1 | 13,844 | 34,460 | 58,146 | 0.2 | 14,307 | 43,839 |
| Maryland | 313,005 | 0.9 | 84,440 | 228,565 | 363,744 | 1.1 | 89,975 | 273,769 |
| Dist. of Columbia | 120,332 | 0.4 | 39,497 | 80,835 | 87,503 | 0.3 | 33,450 | 54,053 |
| Virginia | 128,020 | 0.4 | 35,070 | 93,850 | 171,604 | 0.5 | 44,605 | 127,000 |
| West Virginia | 110,821 | 0.3 | 34,586 | 76,235 | 90,614 | 0.3 | 23,483 | 67,131 |
| North Carolina | 46,334 | 0.1 | 16,734 | 30,200 | 64,900 | 0.2 | 20,041 | 44,808 |
| South Carolina | 24,148 | 0.1 | 7,503 | 16,645 | 36,277 | 0.1 | 10,343 | 25,934 |
| Georgia | 51,405 | 0.2 | 16,730 | 34,675 | 75,795 | 0.2 | 23,888 | 51,908 |
| Florida | 336,991 | 1.0 | 122,731 | 214,260 | 702,941 | 2.1 | 255,071 | 447,870 |
| **East South Central:** | | | | | | | | |
| Kentucky | 75,973 | 0.2 | 16,068 | 59,905 | 73,550 | 0.2 | 15,726 | 57,833 |
| Tennessee | 51,210 | 0.2 | 15,005 | 36,145 | 56,940 | 0.2 | 14,702 | 42,238 |
| Alabama | 46,378 | 0.1 | 13,813 | 32,565 | 53,007 | 0.2 | 14,002 | 39,005 |
| Mississippi | 25,260 | 0.1 | 8,314 | 16,955 | 26,773 | 0.1 | 7,125 | 19,648 |
| **West South Central:** | | | | | | | | |
| Arkansas | 33,479 | 0.1 | 9,289 | 24,190 | 32,883 | 0.1 | 7,017 | 25,866 |
| Louisiana | 116,124 | 0.3 | 28,884 | 87,240 | 119,387 | 0.4 | 28,608 | 90,710 |
| Oklahoma | 84,461 | 0.3 | 18,906 | 65,555 | 86,572 | 0.3 | 18,623 | 67,949 |
| Texas | 932,280 | 2.8 | 276,646 | 655,635 | 1,070,270 | 3.2 | 292,241 | 778,029 |
| **Mountain:** | | | | | | | | |
| Montana | 168,181 | 0.5 | 43,119 | 125,065 | 147,499 | 0.4 | 29,905 | 117,585 |
| Idaho | 88,427 | 0.3 | 19,407 | 69,020 | 80,652 | 0.2 | 14,779 | 65,873 |
| Wyoming | 53,490 | 0.2 | 13,290 | 40,200 | 47,705 | 0.1 | 9,376 | 38,329 |
| Colorado | 244,897 | 0.7 | 58,987 | 185,910 | 254,124 | 0.8 | 56,789 | 197,335 |
| New Mexico | 60,021 | 0.2 | 17,336 | 43,285 | 77,235 | 0.2 | 20,584 | 56,651 |
| Arizona | 156,309 | 0.5 | 45,504 | 110,805 | 229,322 | 0.7 | 67,829 | 161,493 |
| Utah | 135,159 | 0.4 | 26,844 | 105,315 | 135,620 | 0.4 | 30,524 | 105,096 |
| Nevada | 34,795 | 0.1 | 10,530 | 24,265 | 48,255 | 0.1 | 12,343 | 35,912 |
| **Pacific:** | | | | | | | | |
| Washington | 633,421 | 1.9 | 191,001 | 442,420 | 625,344 | 1.9 | 164,782 | 460,562 |
| Oregon | 309,042 | 0.9 | 83,012 | 225,430 | 293,581 | 0.9 | 68,009 | 225,572 |
| California | 2,982,388 | 8.8 | 985,333 | 1,997,055 | 3,725,187 | 11.3 | 1,221,713 | 2,503,474 |
| Alaska | (1) | (1) | (1) | (1) | 27,426 | 0.1 | 7,118 | 20,308 |
| Hawaii | (1) | (1) | (1) | (1) | 34,903 | 0.1 | 7,608 | 27,295 |

[1] Not available.

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1950*, Vol. IV, and *1960*, Vol. I.

## No. 28. Nativity and Parentage of the Foreign White Stock, by Country of Origin: 1940 to 1960

[In thousands, except percent. Beginning 1960, includes Alaska and Hawaii. Data for foreign-born white, 1940 and 1950, based on complete count; for native white of foreign or mixed parentage, 1940 based on 5-percent sample, and 1950 on 20-percent sample. Data for 1960 based on 25-percent sample. See source for sampling variability. See also *Historical Statistics, Colonial Times to 1957*, series C 185-293]

| Country of birth | 1940 | | | | 1950 | | | | 1960, total foreign stock | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Total foreign white stock | | Foreign-born white | Native white of foreign or mixed parentage | Total foreign white stock | | Foreign-born white | Native white of foreign or mixed parentage | | |
| | Number | Percent | | | Number | Percent | | | Number | Percent |
| All countries | 34,577 | 100.0 | 11,419 | 23,158 | 33,751 | 100.0 | 10,161 | 23,589 | 34,050 | 100.0 |
| England and Wales | 2,124 | 6.1 | 657 | 1,467 | 2,028 | 6.0 | 585 | 1,443 | 2,885 | 8.5 |
| Scotland | 726 | 2.1 | 279 | 447 | 708 | 2.1 | 244 | 463 | | |
| Northern Ireland | 377 | 1.1 | 106 | 271 | 45 | 0.1 | 15 | 30 | | |
| Ireland (Eire) | 2,411 | 7.0 | 572 | 1,839 | 2,396 | 7.1 | 505 | 1,891 | 1,773 | 5.2 |
| Norway | 925 | 2.7 | 262 | 663 | 855 | 2.5 | 202 | 652 | 775 | 2.3 |
| Sweden | 1,301 | 3.8 | 445 | 856 | 1,190 | 3.5 | 325 | 865 | 1,047 | 3.1 |
| Denmark | 444 | 1.3 | 138 | 306 | 427 | 1.3 | 108 | 319 | 399 | 1.2 |
| Netherlands | 372 | 1.1 | 111 | 261 | 375 | 1.1 | 102 | 273 | 399 | 1.2 |
| Belgium | 130 | 0.4 | 54 | 76 | 138 | 0.4 | 53 | 86 | (1) | (1) |
| Switzerland | 291 | 0.9 | 88 | 206 | 287 | 0.9 | 72 | 216 | 263 | 0.8 |
| France | 349 | 1.0 | 103 | 246 | 362 | 1.1 | 108 | 254 | 352 | 1.0 |
| Germany | 5,237 | 15.1 | 1,238 | 3,999 | 4,727 | 14.0 | 984 | 3,743 | 4,321 | 12.7 |
| Poland | 2,906 | 8.4 | 993 | 1,912 | 2,786 | 8.3 | 861 | 1,925 | 2,780 | 8.2 |
| Czechoslovakia | 985 | 2.8 | 320 | 665 | 984 | 2.9 | 278 | 706 | 918 | 2.7 |
| Austria | 1,261 | 3.6 | 480 | 781 | 1,225 | 3.6 | 409 | 816 | 1,099 | 3.2 |
| Hungary | 662 | 1.9 | 290 | 372 | 705 | 2.1 | 268 | 437 | 702 | 2.1 |
| Yugoslavia | 383 | 1.1 | 161 | 222 | 384 | 1.1 | 144 | 240 | 449 | 1.3 |
| U.S.S.R. | 2,610 | 7.5 | 1,041 | 1,569 | 2,542 | 7.5 | 895 | 1,647 | 2,290 | 6.7 |
| Lithuania | 395 | 1.1 | 166 | 229 | 398 | 1.2 | 148 | 250 | 408 | 1.2 |
| Finland | 284 | 0.8 | 117 | 167 | 268 | 0.8 | 96 | 172 | 241 | 0.7 |
| Romania | 248 | 0.7 | 116 | 132 | 215 | 0.6 | 85 | 130 | 234 | 0.7 |
| Greece | 327 | 0.9 | 163 | 163 | 364 | 1.1 | 169 | 195 | 379 | 1.1 |
| Italy | 4,595 | 13.3 | 1,624 | 2,971 | 4,571 | 13.5 | 1,427 | 3,143 | 4,544 | 13.3 |
| Spain | 109 | 0.3 | 48 | 62 | 115 | 0.3 | 46 | 68 | (1) | (1) |
| Portugal | 176 | 0.5 | 62 | 114 | 172 | 0.5 | 54 | 118 | 277 | 0.8 |
| Other Europe | 132 | 0.4 | 61 | 72 | 214 | 0.6 | 86 | 128 | 492 | 1.4 |
| Asia | 342 | 1.0 | 154 | 187 | 420 | 1.2 | 180 | 240 | 1,142 | 3.4 |
| Canada-French | 908 | 2.6 | 273 | 635 | 758 | 2.2 | 238 | 519 | 3,181 | 9.3 |
| Canada-other | 2,049 | 5.9 | 792 | 1,257 | 2,224 | 6.6 | 756 | 1,468 | | |
| Mexico | 1,077 | 3.1 | 377 | 699 | 1,343 | 4.0 | 451 | 892 | 1,736 | 5.1 |
| Other America | 133 | 0.6 | 67 | 66 | 222 | 0.7 | 120 | 101 | 581 | 1.7 |
| All other and not reported | 304 | 0.9 | 59 | 245 | 304 | 0.9 | 147 | 157 | 391 | 1.1 |

[1] Included in "Other Europe."

Source: Department of Commerce, Bureau of the Census, *Sixteenth Census of the U.S.: 1940, Nativity and Parentage of the White Population*, *U.S. Census of Population: 1950*, Vol. IV, Special Reports, Part 3A, and *1960* Vol. I.

## No. 29. Native Population, Born in State of Residence and Born Elsewhere: 1900 to 1960

[1950 based on 20-percent sample; 1960 based on 25-percent sample. See source for discussion of sampling variability. See also *Historical Statistics, Colonial Times to 1957*, series C 1-14]

| Year | Total | Born in State of residence | Born in other states | | State of birth not reported | Born in outlying areas [1] | American citizens born abroad or at sea |
|---|---|---|---|---|---|---|---|
| | | | Number | Percent | | | |
| 1900 | 65,653,299 | 51,901,722 | 13,501,045 | 20.6 | 180,458 | 2,023 | 67,151 |
| 1910 | 78,456,380 | 61,185,305 | 16,910,114 | 21.6 | 285,685 | 7,365 | 67,911 |
| 1920 | 91,789,928 | 71,071,013 | 20,274,450 | 22.1 | 313,582 | 38,020 | 92,863 |
| 1930 | 108,570,897 | 82,677,619 | 25,388,100 | 23.4 | 238,469 | 136,032 | 130,677 |
| 1940 | 120,074,379 | 92,609,754 | 26,905,985 | 22.4 | 279,514 | 156,956 | 122,169 |
| 1950 | 139,368,715 | 102,788,385 | 35,284,220 | 25.2 | 1,369,785 | 329,070 | 96,355 |
| 1960 | 169,587,528 | 119,293,444 | 44,691,064 | 20.4 | 4,541,130 | 1,061,890 | |

[1] For 1900 to 1950, includes Alaska and Hawaii.

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1950*, Vol. IV, Part 4A, *1960*, Vol. I, and records.

## No. 30. Selected Characteristics of the Nonwhite Population, Urban and Rural: 1950 and 1960

[In millions, except medians. 1960 includes Alaska and Hawaii]

| Item | 1950 | | | 1960 | | | |
|---|---|---|---|---|---|---|---|
| | Total nonwhite | Urban | Rural | Total nonwhite | Urban | Rural nonfarm | Rural farm |
| **AGE** | | | | | | | |
| **Total, all ages** | 15,755 | 9,711 | 6,044 | 20,488 | 14,841 | 4,054 | 1,593 |
| Under 5 years | 1,979 | 1,106 | 874 | 2,956 | 2,122 | 599 | 235 |
| 5 to 14 years | 3,028 | 1,552 | 1,476 | 4,730 | 3,221 | 1,039 | 471 |
| 15 to 24 years | 2,589 | 1,518 | 1,071 | 2,944 | 2,020 | 652 | 273 |
| 25 to 34 years | 2,478 | 1,754 | 724 | 2,661 | 2,004 | 445 | 122 |
| 35 to 44 years | 2,202 | 1,641 | 660 | 2,512 | 1,970 | 401 | 141 |
| 45 to 54 years | 1,638 | 1,126 | 512 | 2,009 | 1,510 | 354 | 145 |
| 55 to 64 years | 946 | 608 | 338 | 1,427 | 1,064 | 265 | 108 |
| 65 years and over | 896 | 507 | 389 | 1,248 | 850 | 300 | 99 |
| 21 years and over | 9,208 | 6,224 | 2,984 | 10,908 | 8,259 | 1,971 | 678 |
| Median age | 26.1 | 28.7 | 21.3 | 23.5 | 25.3 | 20.0 | 17.4 |
| **SCHOOL ENROLLMENT** [1] | | | | | | | |
| **Total, 5 to 34 years old** | [2] 3,419 | [2] 1,883 | [2] 1,536 | 5,446 | 3,771 | 1,147 | 528 |
| Kindergarten | 64 | 58 | 6 | 223 | 207 | 15 | 2 |
| Elementary school (1 to 8 years) | 2,575 | 1,293 | 1,282 | 3,972 | 2,658 | 892 | 422 |
| High school (1 to 4 years) | 550 | 374 | 176 | 1,058 | 736 | 220 | 102 |
| College | 114 | 94 | 19 | 192 | 170 | 20 | 3 |
| **YEARS OF SCHOOL COMPLETED** | | | | | | | |
| **Total, 25 years old and over** | [2] 8,174 | [2] 5,524 | [2] 2,650 | 9,857 | 7,478 | 1,764 | 614 |
| No school years completed | 535 | 252 | 283 | 555 | 315 | 179 | 62 |
| Elementary: | | | | | | | |
| 1 to 4 years | 2,033 | 1,073 | 960 | 1,750 | 1,070 | 481 | 199 |
| 5 to 7 years | 2,228 | 1,456 | 772 | 2,303 | 1,623 | 488 | 192 |
| 8 years | 937 | 726 | 211 | 1,264 | 1,018 | 185 | 61 |
| High school: | | | | | | | |
| 1 to 3 years | 1,066 | 877 | 188 | 1,842 | 1,559 | 226 | 57 |
| 4 years | 660 | 585 | 75 | 1,356 | 1,194 | 133 | 29 |
| College: | | | | | | | |
| 1 to 3 years | 238 | 204 | 34 | 431 | 388 | 36 | 8 |
| 4 years or more | 176 | 151 | 26 | 347 | 304 | 37 | 7 |
| Median school years completed | 6.9 | 7.8 | 5.1 | 8.2 | 8.7 | 6.4 | 5.7 |
| **EMPLOYMENT STATUS** | | | | | | | |
| **Total, 14 years old and over** | 11,021 | 7,191 | 3,830 | 13,154 | 9,721 | 2,501 | 931 |
| Labor force | 6,145 | 4,205 | 1,940 | 7,309 | 5,775 | 1,182 | 442 |
| Civilian labor force | 6,078 | 4,175 | 1,903 | 7,259 | 5,701 | 1,116 | 442 |
| Employed | 5,602 | 3,775 | 1,827 | 6,629 | 5,188 | 1,019 | 422 |
| Unemployed | 476 | 400 | 76 | 630 | 513 | 97 | 20 |
| Not in labor force | 4,876 | 2,986 | 1,890 | 5,754 | 3,946 | 1,319 | 489 |
| **MAJOR OCCUPATION GROUP** | | | | | | | |
| **Total employed, 14 years old and over** | 5,607 | 3,782 | 1,826 | 6,629 | 5,188 | 1,019 | 422 |
| Professional, technical, and kindred workers | 191 | 151 | 39 | 352 | 305 | 40 | 8 |
| Farmers and farm managers | 529 | 10 | 519 | 193 | 16 | 43 | 133 |
| Managers, officials, and proprietors, except farm | 111 | 93 | 18 | 121 | 107 | 13 | 2 |
| Clerical, sales, and kindred workers | 273 | 256 | 17 | 530 | 501 | 25 | 4 |
| Craftsmen, foremen, and kindred workers | 295 | 248 | 48 | 425 | 359 | 57 | 9 |
| Operatives and kindred workers | 1,042 | 848 | 194 | 1,276 | 1,065 | 187 | 34 |
| Private household workers | 830 | 668 | 163 | 930 | 721 | 172 | 37 |
| Service workers, exc. private household | 854 | 772 | 82 | 1,092 | 976 | 103 | 13 |
| Farm laborers, unpaid family workers, and farm foremen | 537 | 44 | 493 | 362 | 50 | 165 | 146 |
| Laborers, except farm and mine | 803 | 639 | 224 | 801 | 606 | 169 | 27 |
| Occupation not reported | 82 | 53 | 29 | 547 | 491 | 45 | 10 |
| **INCOME** | | | | | | | |
| **All persons, 14 years old and over** | [2] 10,998 | [2] 7,161 | [2] 3,834 | 13,154 | 9,721 | 2,501 | 931 |
| Persons with income | 9,738 | 4,550 | 2,182 | 9,434 | 7,134 | 1,717 | 583 |
| Less than $500 | 2,048 | 977 | 1,071 | 1,944 | 1,002 | 578 | 275 |
| $500 to $999 | 1,431 | 919 | 512 | 1,709 | 1,166 | 402 | 142 |
| $1,000 to $1,499 | 1,000 | 721 | 279 | 1,061 | 795 | 201 | 64 |
| $1,500 to $1,999 | 781 | 628 | 153 | 784 | 615 | 136 | 33 |
| $2,000 to $2,999 | 1,046 | 918 | 128 | 1,395 | 1,167 | 193 | 35 |
| $3,000 to $4,999 | 383 | 351 | 32 | 1,776 | 1,564 | 158 | 24 |
| $5,000 and over | 43 | 36 | 7 | 766 | 707 | 50 | 9 |
| Median income ..... dollars | 964 | 1,263 | 520 | 1,502 | 1,919 | 849 | 557 |
| Persons without income | 3,417 | 2,060 | 1,351 | 3,719 | 2,587 | 784 | 349 |

[1] For 1950, represents population 5 to 29 years old.
[2] Includes not reported, not shown separately.

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1960*, Vol. I.

## No. 31. Marital Status of the Population, by Sex, by States: 1960

[In thousands of persons 14 years old and over]

| STATE | MALE | | | | FEMALE | | | |
|---|---|---|---|---|---|---|---|---|
| | Total | Single | Married | Widowed or divorced | Total | Single | Married | Widowed or divorced |
| **United States** | 61,362 | 15,413 | 42,417 | 3,532 | 64,914 | 12,380 | 42,749 | 9,785 |
| **New England** | 3,629 | 969 | 2,450 | 211 | 3,952 | 893 | 2,467 | 592 |
| Maine | 324 | 86 | 225 | 23 | 349 | 68 | 225 | 56 |
| New Hampshire | 210 | 53 | 143 | 14 | 224 | 45 | 144 | 34 |
| Vermont | 132 | 37 | 88 | 8 | 141 | 31 | 88 | 22 |
| Massachusetts | 1,768 | 488 | 1,178 | 102 | 1,972 | 479 | 1,190 | 302 |
| Rhode Island | 304 | 84 | 202 | 18 | 324 | 73 | 203 | 48 |
| Connecticut | 881 | 221 | 614 | 46 | 943 | 197 | 617 | 129 |
| **Middle Atlantic** | 11,930 | 3,044 | 8,235 | 651 | 13,047 | 2,755 | 8,362 | 1,931 |
| New York | 6,889 | 1,537 | 4,036 | 316 | 6,499 | 1,407 | 4,110 | 982 |
| New Jersey | 2,125 | 519 | 1,493 | 109 | 2,278 | 443 | 1,511 | 325 |
| Pennsylvania | 3,915 | 988 | 2,701 | 226 | 4,270 | 905 | 2,741 | 625 |
| **East North Central** | 12,317 | 2,942 | 8,635 | 739 | 13,011 | 2,423 | 8,684 | 1,904 |
| Ohio | 3,267 | 743 | 2,322 | 202 | 3,499 | 643 | 2,333 | 523 |
| Indiana | 1,580 | 368 | 1,127 | 85 | 1,671 | 289 | 1,132 | 250 |
| Illinois | 3,499 | 862 | 2,421 | 215 | 3,720 | 705 | 2,440 | 575 |
| Michigan | 2,623 | 627 | 1,845 | 151 | 2,726 | 501 | 1,856 | 369 |
| Wisconsin | 1,348 | 353 | 919 | 76 | 1,395 | 286 | 922 | 188 |
| **West North Central** | 5,292 | 1,316 | 3,665 | 301 | 5,545 | 1,042 | 3,678 | 825 |
| Minnesota | 1,148 | 314 | 776 | 59 | 1,196 | 267 | 778 | 161 |
| Iowa | 942 | 225 | 664 | 53 | 999 | 187 | 666 | 147 |
| Missouri | 1,496 | 346 | 1,053 | 97 | 1,621 | 286 | 1,060 | 274 |
| North Dakota | 218 | 69 | 130 | 10 | 208 | 45 | 139 | 24 |
| South Dakota | 234 | 66 | 155 | 12 | 230 | 44 | 155 | 30 |
| Nebraska | 489 | 120 | 341 | 27 | 508 | 92 | 342 | 74 |
| Kansas | 755 | 175 | 537 | 43 | 783 | 130 | 537 | 116 |
| **South Atlantic** | 8,775 | 2,294 | 6,031 | 450 | 9,270 | 1,775 | 6,106 | 1,388 |
| Delaware | 151 | 36 | 107 | 8 | 158 | 30 | 107 | 21 |
| Maryland | 1,054 | 267 | 733 | 54 | 1,101 | 210 | 740 | 150 |
| Dist. of Columbia | 266 | 52 | 164 | 19 | 313 | 84 | 169 | 60 |
| Virginia | 1,369 | 379 | 924 | 65 | 1,394 | 273 | 926 | 195 |
| West Virginia | 627 | 163 | 428 | 37 | 668 | 134 | 435 | 99 |
| North Carolina | 1,518 | 422 | 1,036 | 60 | 1,600 | 333 | 1,054 | 214 |
| South Carolina | 769 | 234 | 505 | 30 | 811 | 178 | 517 | 116 |
| Georgia | 1,200 | 335 | 802 | 63 | 1,398 | 262 | 910 | 226 |
| Florida | 1,730 | 375 | 1,242 | 114 | 1,827 | 273 | 1,249 | 305 |
| **East South Central** | 3,989 | 1,032 | 2,741 | 215 | 4,278 | 819 | 2,789 | 670 |
| Kentucky | 1,037 | 273 | 703 | 60 | 1,074 | 203 | 708 | 163 |
| Tennessee | 1,199 | 290 | 837 | 64 | 1,300 | 246 | 850 | 204 |
| Alabama | 1,060 | 271 | 736 | 53 | 1,158 | 222 | 752 | 183 |
| Mississippi | 693 | 190 | 466 | 37 | 746 | 148 | 479 | 119 |
| **West South Central** | 5,569 | 1,367 | 3,975 | 327 | 5,975 | 1,022 | 4,009 | 944 |
| Arkansas | 606 | 145 | 423 | 38 | 643 | 109 | 429 | 106 |
| Louisiana | 1,036 | 268 | 716 | 54 | 1,127 | 221 | 734 | 172 |
| Oklahoma | 812 | 185 | 574 | 53 | 856 | 131 | 576 | 149 |
| Texas | 3,213 | 769 | 2,262 | 182 | 3,349 | 562 | 2,270 | 517 |
| **Mountain** | 2,299 | 574 | 1,589 | 136 | 2,294 | 403 | 1,584 | 306 |
| Montana | 234 | 63 | 155 | 16 | 224 | 38 | 156 | 31 |
| Idaho | 226 | 55 | 158 | 13 | 221 | 30 | 163 | 27 |
| Wyoming | 115 | 28 | 80 | 7 | 109 | 17 | 79 | 14 |
| Colorado | 595 | 145 | 414 | 36 | 617 | 109 | 416 | 91 |
| New Mexico | 305 | 79 | 211 | 16 | 301 | 56 | 210 | 35 |
| Arizona | 436 | 108 | 301 | 26 | 435 | 77 | 299 | 60 |
| Utah | 282 | 71 | 198 | 13 | 290 | 57 | 199 | 34 |
| Nevada | 105 | 25 | 71 | 9 | 97 | 13 | 70 | 14 |
| **Pacific** | 7,473 | 1,874 | 5,096 | 503 | 7,542 | 1,249 | 5,069 | 1,225 |
| Washington | 1,004 | 248 | 687 | 69 | 1,002 | 163 | 687 | 152 |
| Oregon | 617 | 139 | 435 | 42 | 635 | 103 | 436 | 96 |
| California | 5,531 | 1,372 | 3,786 | 373 | 5,652 | 920 | 3,772 | 952 |
| Alaska | 89 | 31 | 53 | 5 | 60 | 9 | 46 | 5 |
| Hawaii | 233 | 85 | 134 | 13 | 194 | 44 | 129 | 21 |

Source: Department of Commerce, Bureau of the Census; *1960 Census of Population*, Series PC (1)-1B.

## No. 32. Marital Status of the Population, by Sex: 1890 to 1961

[In thousands of persons 14 years old and over. Beginning 1960, includes Alaska and Hawaii. Total population, 1890 to 1940, and civilian population, 1950 to 1961. 1950–1961 based on Current Population Survey; see Technical Note, p. 213. Civilian population includes members of the Armed Forces living off post or with their families on post, but excludes all other members of the Armed Forces. Armed Forces included are as follows: 1950, 647,000; 1955, 800,000; 1960, 1,117,000; 1961, 1,055,000. See also *Historical Statistics, Colonial Times to 1957*, series A 210–227]

| Date and sex | Total | Single | Married | Widowed | Divorced | Percent of total: Crude percent: Single | Married | Widowed | Divorced | Standardized for age[1]: Single | Married | Widowed | Divorced |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Male** | | | | | | | | | | | | | |
| June 1890 | [2] 21,501 | 9,379 | 11,205 | 815 | 49 | 43.6 | 52.1 | 3.8 | 0.2 | 32.8 | 61.2 | 5.6 | 0.3 |
| June 1900 | [2] 26,414 | 11,090 | 13,956 | 1,178 | 84 | 42.0 | 52.8 | 4.5 | 0.3 | 33.1 | 59.9 | 6.4 | 0.4 |
| April 1910 | [2] 33,302 | 13,485 | 18,093 | 1,471 | 156 | 40.4 | 54.2 | 4.4 | 0.5 | 32.5 | 60.4 | 6.2 | 0.5 |
| January 1920 | [2] 37,954 | 13,908 | 21,852 | 1,758 | 235 | 36.9 | 57.6 | 4.6 | 0.6 | 31.8 | 61.3 | 6.1 | 0.7 |
| April 1930 | [2] 45,088 | 16,169 | 26,328 | 2,025 | 480 | 35.8 | 58.4 | 4.5 | 1.1 | 30.9 | 62.1 | 5.6 | 1.2 |
| April 1940 | 50,554 | 17,593 | 30,192 | 2,144 | 624 | 34.8 | 59.7 | 4.2 | 1.2 | 31.1 | 62.8 | 4.8 | 1.3 |
| March 1950 | 54,762 | 14,322 | 37,227 | 2,296 | 917 | 26.2 | 68.0 | 4.2 | 1.7 | 26.2 | 68.0 | 4.2 | 1.7 |
| April 1955 | 55,994 | 13,522 | 39,125 | 2,357 | 990 | 24.1 | 69.9 | 4.2 | 1.8 | 25.1 | 69.3 | 3.9 | 1.7 |
| March 1960 | 60,273 | 15,274 | 41,781 | 2,112 | 1,106 | 25.3 | 69.3 | 3.5 | 1.8 | 24.8 | 70.0 | 3.3 | 1.8 |
| March 1961 | 61,238 | 15,886 | 42,143 | 2,056 | 1,153 | 25.9 | 68.8 | 3.4 | 1.9 | 24.8 | 70.1 | 3.1 | 1.9 |
| **Female** | | | | | | | | | | | | | |
| June 1890 | [2] 20,298 | 6,928 | 11,120 | 2,155 | 72 | 34.1 | 54.8 | 10.6 | 0.4 | 24.3 | 59.4 | 15.9 | 0.4 |
| June 1900 | [2] 25,024 | 8,337 | 13,814 | 2,718 | 115 | 33.3 | 55.2 | 10.9 | 0.5 | 25.0 | 58.7 | 15.7 | 0.5 |
| April 1910 | [2] 30,959 | 9,842 | 17,088 | 3,176 | 185 | 31.8 | 57.1 | 10.3 | 0.6 | 24.5 | 60.1 | 14.7 | 0.6 |
| January 1920 | [2] 36,190 | 10,624 | 21,324 | 3,918 | 273 | 29.4 | 58.9 | 10.8 | 0.8 | 24.1 | 60.4 | 14.6 | 0.8 |
| April 1930 | [2] 44,013 | 12,478 | 26,175 | 4,734 | 573 | 28.4 | 59.5 | 10.8 | 1.3 | 23.7 | 61.2 | 13.7 | 1.3 |
| April 1940 | 50,549 | 13,936 | 30,090 | 5,700 | 823 | 27.6 | 59.5 | 11.3 | 1.6 | 24.3 | 61.0 | 12.9 | 1.7 |
| March 1950 | 56,970 | 11,139 | 37,632 | 6,967 | 1,231 | 19.6 | 66.1 | 12.2 | 2.2 | 19.6 | 66.1 | 12.2 | 2.2 |
| April 1955 | 60,250 | 10,962 | 40,327 | 7,595 | 1,366 | 18.2 | 66.9 | 12.6 | 2.3 | 18.6 | 67.4 | 11.8 | 2.3 |
| March 1960 | 64,607 | 12,252 | 42,583 | 8,064 | 1,708 | 19.0 | 65.9 | 12.5 | 2.6 | 18.4 | 67.8 | 11.1 | 2.7 |
| March 1961 | 65,847 | 12,764 | 43,010 | 8,217 | 1,856 | 19.4 | 65.3 | 12.5 | 2.8 | 18.3 | 67.7 | 11.1 | 2.9 |

[1] 1950 age distribution used as standard. Figures show percent distribution with effects of changes in age distribution removed.

[2] Includes marital status not reported.

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1950*, Vol. II, Part 1, and *Current Population Reports*, Series P-20.

## No. 33. Marital Status of the Civilian Population, by Age and Sex: 1961

[In thousands of persons 14 years old and over. As of March. Includes Alaska and Hawaii. Figures based on Current Population Survey; see Technical Note, p. 213]

| Age and sex | Total | Single | Married | Widowed | Divorced | Percent distribution: Total | Single | Married | Widowed | Divorced |
|---|---|---|---|---|---|---|---|---|---|---|
| **Male** | 61,238 | 15,886 | 42,143 | 2,056 | 1,153 | 100.0 | 25.9 | 68.8 | 3.4 | 1.9 |
| 14 to 19 years | 8,371 | 8,170 | 196 | ------- | 5 | 100.0 | 97.6 | 2.3 | ------- | 0.1 |
| 20 to 24 years | 5,084 | 2,801 | 2,243 | 8 | 32 | 100.0 | 55.1 | 44.1 | 0.2 | 0.6 |
| 25 to 29 years | 5,304 | 1,182 | 4,032 | 6 | 84 | 100.0 | 22.3 | 76.0 | 0.1 | 1.6 |
| 30 to 34 years | 5,769 | 790 | 4,857 | 11 | 111 | 100.0 | 13.7 | 84.2 | 0.2 | 1.9 |
| 35 to 44 years | 11,707 | 1,164 | 10,174 | 62 | 307 | 100.0 | 9.9 | 86.9 | 0.5 | 2.6 |
| 45 to 54 years | 10,276 | 846 | 8,953 | 174 | 303 | 100.0 | 8.2 | 87.1 | 1.7 | 2.9 |
| 55 to 64 years | 7,582 | 507 | 6,520 | 340 | 215 | 100.0 | 6.7 | 86.0 | 4.5 | 2.8 |
| 65 to 74 years | 4,755 | 292 | 3,788 | 613 | 62 | 100.0 | 6.1 | 79.7 | 12.9 | 1.3 |
| 75 and over | 2,390 | 134 | 1,380 | 842 | 34 | 100.0 | 5.6 | 57.7 | 35.2 | 1.4 |
| **Female** | 65,847 | 12,764 | 43,010 | 8,217 | 1,856 | 100.0 | 19.4 | 65.3 | 12.5 | 2.8 |
| 14 to 19 years | 8,453 | 7,476 | 939 | 5 | 33 | 100.0 | 88.4 | 11.1 | 0.1 | 0.4 |
| 20 to 24 years | 5,720 | 1,662 | 3,925 | 20 | 113 | 100.0 | 29.1 | 68.6 | 0.3 | 2.0 |
| 25 to 29 years | 5,498 | 588 | 4,743 | 17 | 150 | 100.0 | 10.7 | 86.3 | 0.3 | 2.7 |
| 30 to 34 years | 5,988 | 411 | 5,202 | 75 | 205 | 100.0 | 6.9 | 86.8 | 1.3 | 3.4 |
| 35 to 44 years | 12,349 | 688 | 10,778 | 367 | 516 | 100.0 | 5.6 | 87.3 | 3.0 | 4.2 |
| 45 to 54 years | 10,809 | 718 | 8,583 | 1,057 | 451 | 100.0 | 6.6 | 79.4 | 9.8 | 4.2 |
| 55 to 64 years | 8,224 | 563 | 5,454 | 1,965 | 242 | 100.0 | 6.8 | 66.3 | 23.9 | 2.9 |
| 65 to 74 years | 5,580 | 409 | 2,601 | 2,471 | 99 | 100.0 | 7.3 | 46.6 | 44.3 | 1.8 |
| 75 and over | 3,231 | 249 | 695 | 2,240 | 47 | 100.0 | 7.7 | 21.5 | 69.3 | 1.5 |

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P-20, No. 114.

## No. 34. Mobility Status of the Civilian Population, by Sex, 1960 and 1961, and by Selected Social and Economic Characteristics, 1961

[In thousands. Includes Alaska and Hawaii. Figures based on Current Population Survey; see Technical Note, p. 213. See also *Historical Statistics, Colonial Times to 1957*, series C 80–87]

| Mobility period and characteristic | Total civilian population | Same house (nonmovers) | Different house in the United States (movers) | | | | | Abroad at beginning of period |
|---|---|---|---|---|---|---|---|---|
| | | | Total | Same county | Different county (migrants) | | | |
| | | | | | Total | Within a State | Between States | |
| **MARCH 1959 TO MARCH 1960** | | | | | | | | |
| **Total, 1 year old and over, March 1960** | 174,451 | 139,766 | 33,811 | 22,564 | 11,247 | 5,724 | 5,523 | 874 |
| Male | 85,586 | 68,207 | 16,825 | 11,130 | 5,695 | 2,911 | 2,784 | 554 |
| Female | 88,865 | 71,559 | 16,986 | 11,434 | 5,552 | 2,813 | 2,739 | 320 |
| **Percent** | 100.0 | 80.1 | 19.4 | 12.9 | 6.4 | 3.3 | 3.2 | 0.5 |
| Male | 100.0 | 79.7 | 19.7 | 13.0 | 6.7 | 3.4 | 3.3 | 0.6 |
| Female | 100.0 | 80.5 | 19.1 | 12.9 | 6.2 | 3.2 | 3.1 | 0.4 |
| **MARCH 1960 TO MARCH 1961** | | | | | | | | |
| **Total, 1 year old and over, March 1961** | 177,354 | 140,821 | 35,535 | 24,289 | 11,246 | 5,493 | 5,753 | 998 |
| **Sex** | | | | | | | | |
| Male | 86,881 | 68,725 | 17,569 | 11,855 | 5,714 | 2,754 | 2,960 | 587 |
| Female | 90,473 | 72,096 | 17,966 | 12,434 | 5,532 | 2,739 | 2,793 | 411 |
| **Percent** | 100.0 | 79.4 | 20.0 | 13.7 | 6.3 | 3.1 | 3.2 | 0.6 |
| Male | 100.0 | 79.1 | 20.2 | 13.5 | 6.6 | 3.2 | 3.4 | 0.7 |
| Female | 100.0 | 79.7 | 19.9 | 13.7 | 6.1 | 3.0 | 3.1 | 0.5 |
| **Age** | | | | | | | | |
| **Male** | 86,881 | 68,725 | 17,569 | 11,855 | 5,714 | 2,754 | 2,960 | 587 |
| 1 to 4 years | 8,314 | 5,847 | 2,413 | 1,033 | 780 | 375 | 405 | 54 |
| 5 to 13 years | 17,339 | 14,120 | 3,149 | 2,204 | 946 | 441 | 504 | 70 |
| 14 to 17 years | 5,080 | 5,024 | 952 | 705 | 247 | 125 | 122 | 13 |
| 18 and 19 years | 2,382 | 1,910 | 466 | 299 | 167 | 78 | 89 | 6 |
| 20 to 24 years | 5,086 | 2,811 | 2,131 | 1,262 | 869 | 379 | 490 | 144 |
| 25 to 29 years | 5,304 | 3,157 | 2,030 | 1,299 | 731 | 358 | 373 | 117 |
| 30 to 34 years | 5,760 | 4,234 | 1,499 | 1,018 | 481 | 221 | 260 | 36 |
| 35 to 44 years | 11,700 | 9,527 | 2,089 | 1,405 | 684 | 331 | 353 | 93 |
| 45 to 64 years | 17,844 | 15,038 | 2,158 | 1,539 | 619 | 342 | 277 | 48 |
| 65 years and over | 7,145 | 6,467 | 682 | 491 | 191 | 104 | 87 | 6 |
| Median age ..... years | 29.1 | 31.8 | 24.3 | 24.4 | 24.2 | 24.7 | 23.7 | 25.3 |
| **Female** | 90,473 | 72,096 | 17,966 | 12,434 | 5,532 | 2,739 | 2,793 | 411 |
| 1 to 4 years | 8,012 | 5,580 | 2,366 | 1,608 | 758 | 363 | 395 | 60 |
| 5 to 13 years | 16,614 | 13,512 | 3,033 | 2,186 | 847 | 435 | 412 | 69 |
| 14 to 17 years | 5,820 | 4,786 | 1,016 | 712 | 304 | 141 | 163 | 18 |
| 18 and 19 years | 2,634 | 1,698 | 919 | 576 | 343 | 195 | 148 | 17 |
| 20 to 24 years | 5,719 | 3,060 | 2,578 | 1,715 | 863 | 390 | 473 | 81 |
| 25 to 29 years | 5,499 | 3,757 | 1,699 | 1,129 | 561 | 277 | 284 | 52 |
| 30 to 34 years | 5,985 | 4,675 | 1,279 | 864 | 415 | 228 | 187 | 31 |
| 35 to 44 years | 12,350 | 10,314 | 1,984 | 1,439 | 545 | 235 | 310 | 52 |
| 45 to 64 years | 19,030 | 16,741 | 2,288 | 1,637 | 651 | 342 | 309 | 31 |
| 65 years and over | 8,810 | 7,907 | 813 | 598 | 245 | 133 | 112 | ..... |
| Median age ..... years | 30.8 | 33.0 | 23.2 | 23.3 | 22.9 | 23.0 | 22.8 | 22.3 |
| **Color (percent)** | | | | | | | | |
| White | 100.0 | 79.7 | 19.7 | 13.1 | 6.6 | 3.2 | 3.4 | 0.6 |
| Nonwhite | 100.0 | 76.9 | 22.7 | 18.4 | 4.3 | 2.0 | 2.3 | 0.5 |
| **Employment Status** | | | | | | | | |
| **Male, 14 years old and over** | 61,228 | 49,758 | 12,007 | 8,018 | 3,989 | 1,938 | 2,051 | 463 |
| In labor force | 47,859 | 37,566 | 9,876 | 6,621 | 3,255 | 1,550 | 1,705 | 417 |
| Armed Forces [1] | 1,058 | 449 | 486 | 230 | 256 | 51 | 205 | 123 |
| Employed | 43,094 | 34,518 | 8,328 | 5,712 | 2,616 | 1,344 | 1,272 | 248 |
| Unemployed | 3,707 | 2,599 | 1,062 | 679 | 383 | 155 | 228 | 46 |
| Not in labor force | 13,369 | 11,192 | 2,131 | 1,397 | 734 | 388 | 346 | 46 |

[1] Members of Armed Forces living off post or with their families on post.

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P-20.

## No. 35. Mobility Status of the Population, by States: 1950 and 1960

[1949–1950 based on 20-percent sample; 1955–1960, *on 25-percent sample.* See source for sampling variability]

| State | Residence in 1949 [1] | | | | | Residence in 1955 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Total population, 1 year old and over | Same house as in 1950 | Different house, same county | Different county or abroad | Residence not reported | Total population, 1 year old and over | Same house as in 1960 | Different house, same county | Different county or abroad | Residence not reported [2] |
| U.S. | 147,162,995 | 119,196,100 | 16,476,275 | 9,074,960 | 2,421,660 | 159,003,807 | 79,331,022 | 47,461,137 | 29,727,478 | 2,484,170 |
| N.E.: | | | | | | | | | | |
| Maine | 389,455 | 763,680 | 81,565 | 35,000 | 8,210 | 880,560 | 483,563 | 238,829 | 128,685 | 9,483 |
| N.H. | 510,155 | 444,465 | 44,300 | 25,720 | 4,670 | 540,798 | 205,238 | 142,291 | 94,004 | 9,263 |
| Vt. | 367,385 | 307,165 | 36,815 | 20,130 | 3,275 | 346,011 | 190,841 | 95,989 | 56,535 | 2,646 |
| Mass. | 4,589,565 | 4,029,310 | 329,220 | 165,100 | 65,935 | 4,600,814 | 2,603,136 | 1,202,992 | 623,293 | 81,303 |
| R.I. | 773,650 | 659,960 | 56,610 | 32,320 | 24,760 | 769,730 | 430,585 | 215,215 | 107,326 | 16,604 |
| Conn. | 1,960,580 | 1,711,410 | 153,200 | 67,100 | 28,870 | 2,267,004 | 1,213,363 | 683,398 | 321,797 | 38,446 |
| M.A.: | | | | | | | | | | |
| N.Y. | 14,531,260 | 12,701,260 | 899,655 | 579,415 | 350,930 | 15,092,360 | 8,552,551 | 3,853,736 | 2,394,391 | 291,631 |
| N.J. | 4,732,425 | 4,117,780 | 325,215 | 225,340 | 64,090 | 5,425,151 | 2,978,385 | 1,345,892 | 1,012,033 | 88,841 |
| Pa. | 10,272,005 | 9,008,420 | 795,005 | 312,460 | 156,120 | 10,132,314 | 6,106,556 | 2,831,216 | 1,055,327 | 129,215 |
| E.N.C.: | | | | | | | | | | |
| Ohio | 7,741,200 | 6,441,860 | 848,825 | 342,830 | 107,685 | 8,567,066 | 4,271,412 | 2,922,368 | 1,263,504 | 110,292 |
| Ind. | 3,833,780 | 3,142,520 | 431,585 | 220,560 | 30,115 | 4,149,502 | 2,134,203 | 1,260,967 | 661,427 | 62,905 |
| Ill. | 8,513,800 | 7,130,945 | 868,710 | 384,055 | 140,080 | 8,951,484 | 4,418,655 | 3,068,662 | 1,245,091 | 218,176 |
| Mich. | 6,204,125 | 5,139,080 | 671,500 | 302,525 | 90,420 | 6,855,379 | 3,683,409 | 2,078,127 | 1,004,022 | 88,921 |
| Wis. | 3,946,430 | 2,833,525 | 327,885 | 156,120 | 28,900 | 3,482,844 | 1,929,044 | 1,002,764 | 512,503 | 38,533 |
| W.N.C.: | | | | | | | | | | |
| Minn. | 2,904,505 | 2,432,510 | 271,345 | 105,425 | 35,225 | 2,997,845 | 1,650,516 | 780,300 | 528,726 | 29,303 |
| Iowa | 2,572,965 | 2,111,610 | 257,750 | 156,760 | 46,845 | 2,450,313 | 1,353,557 | 672,926 | 399,640 | 24,190 |
| Mo. | 3,867,885 | 3,123,310 | 420,395 | 262,635 | 71,545 | 3,854,806 | 1,853,078 | 1,158,609 | 768,222 | 74,897 |
| N.Dak. | 602,920 | 509,040 | 49,605 | 38,850 | 5,305 | 562,877 | 318,561 | 131,284 | 90,676 | 8,356 |
| S.Dak. | 633,975 | 521,280 | 58,260 | 48,305 | 6,190 | 597,383 | 328,817 | 144,405 | 120,617 | 3,544 |
| Nebr. | 1,291,020 | 1,048,090 | 132,285 | 91,760 | 19,785 | 1,261,113 | 662,202 | 333,233 | 243,415 | 12,263 |
| Kans. | 1,860,005 | 1,467,460 | 204,020 | 157,255 | 30,670 | 1,932,501 | 953,244 | 517,120 | 436,845 | 25,292 |
| S.A.: | | | | | | | | | | |
| Del. | 309,560 | 261,865 | 29,750 | 12,845 | 5,100 | 390,881 | 194,018 | 118,841 | 69,638 | 8,384 |
| Md. | 2,284,780 | 1,861,375 | 210,020 | 162,415 | 50,970 | 2,734,170 | 1,365,333 | 711,154 | 602,796 | 54,887 |
| D.C. | 786,145 | 603,055 | 101,670 | 56,900 | 24,520 | 685,936 | 269,209 | 255,515 | 120,145 | 31,076 |
| Va. | 3,261,850 | 2,588,050 | 313,960 | 259,355 | 100,485 | 3,407,544 | 1,680,855 | 852,545 | 914,392 | 49,752 |
| W.Va. | 1,955,185 | 1,621,015 | 213,980 | 98,200 | 21,000 | 1,664,130 | 937,571 | 500,791 | 208,173 | 17,595 |
| N.C. | 3,958,510 | 3,151,175 | 527,525 | 232,810 | 47,000 | 4,029,640 | 2,047,398 | 1,304,209 | 620,020 | 48,423 |
| S.C. | 2,061,565 | 1,646,200 | 281,145 | 108,160 | 26,060 | 2,087,704 | 1,060,843 | 682,335 | 321,011 | 22,615 |
| Ga. | 3,354,110 | 2,519,630 | 513,160 | 272,195 | 49,125 | 3,471,082 | 1,614,749 | 1,126,360 | 693,217 | 36,747 |
| Fla. | 2,706,570 | 1,927,355 | 425,275 | 299,605 | 54,245 | 4,411,452 | 1,605,926 | 1,165,970 | 1,538,226 | 101,330 |
| E.S.C.: | | | | | | | | | | |
| Ky. | 2,871,705 | 2,311,045 | 363,015 | 162,505 | 34,330 | 2,695,874 | 1,350,129 | 906,826 | 306,577 | 31,142 |
| Tenn. | 3,212,420 | 2,478,885 | 481,230 | 207,120 | 45,185 | 3,173,418 | 1,572,516 | 1,006,965 | 463,762 | 40,175 |
| Ala. | 3,002,430 | 2,317,565 | 460,750 | 160,570 | 64,595 | 2,876,347 | 1,437,708 | 681,057 | 436,719 | 20,773 |
| Miss. | 2,122,435 | 1,660,580 | 296,015 | 148,280 | 27,560 | 1,809,730 | 984,736 | 587,049 | 314,865 | 12,130 |
| W.S.C.: | | | | | | | | | | |
| Ark. | 1,863,360 | 1,398,175 | 292,105 | 154,720 | 18,270 | 1,691,854 | 779,773 | 506,222 | 296,541 | 9,318 |
| La. | 2,625,085 | 2,114,080 | 308,100 | 148,865 | 54,040 | 2,634,292 | 1,463,140 | 871,094 | 466,073 | 33,985 |
| Okla. | 2,183,055 | 1,603,660 | 332,490 | 219,815 | 27,060 | 2,085,604 | 965,682 | 620,689 | 492,484 | 36,749 |
| Tex. | 7,512,820 | 5,531,660 | 1,117,105 | 763,065 | 100,990 | 8,419,304 | 3,761,151 | 2,652,218 | 1,860,053 | 135,882 |
| Mt.: | | | | | | | | | | |
| Mont. | 574,280 | 441,300 | 68,025 | 56,130 | 8,825 | 591,730 | 281,722 | 163,726 | 142,348 | 3,934 |
| Idaho | 573,045 | 425,975 | 77,270 | 63,410 | 6,300 | 585,073 | 269,734 | 159,635 | 152,112 | 3,692 |
| Wyo. | 282,315 | 203,100 | 39,690 | 37,645 | 3,880 | 280,450 | 120,835 | 81,916 | 84,824 | 2,375 |
| Colo. | 1,290,475 | 951,325 | 170,280 | 149,720 | 19,150 | 1,544,850 | 623,600 | 306,070 | 501,385 | 23,835 |
| N.Mex. | 660,340 | 479,130 | 87,385 | 82,865 | 10,960 | 814,851 | 338,651 | 210,746 | 256,724 | 8,730 |
| Ariz. | 728,525 | 507,435 | 125,500 | 85,075 | 10,515 | 1,185,215 | 380,650 | 321,997 | 398,022 | 25,587 |
| Utah | 668,005 | 532,410 | 80,150 | 50,415 | 5,030 | 764,434 | 372,488 | 223,638 | 161,526 | 6,783 |
| Nev. | 156,055 | 107,736 | 22,610 | 22,885 | 2,825 | 252,218 | 80,493 | 70,579 | 95,266 | 4,880 |
| Pac.: | | | | | | | | | | |
| Wash. | 2,320,935 | 1,713,855 | 348,965 | 211,890 | 46,225 | 2,537,606 | 1,140,614 | 758,004 | 612,746 | 26,342 |
| Oreg. | 1,484,225 | 1,076,775 | 221,795 | 164,135 | 21,520 | 1,583,272 | 702,248 | 458,558 | 406,662 | 15,804 |
| Calif. | 10,844,020 | 7,520,580 | 1,712,810 | 893,510 | 217,120 | 13,974,308 | 5,215,841 | 4,667,813 | 3,790,639 | 309,015 |
| Alaska | (3) | (3) | (3) | (3) | (3) | 191,055 | 43,543 | 40,412 | 102,713 | 5,287 |
| Hawaii | (3) | (3) | (3) | (3) | (3) | 551,781 | 240,805 | 175,971 | 129,451 | 5,464 |

[1] Excludes Alaska and Hawaii.
[2] In 1960, comprises persons who moved but for whom place of residence in 1955 was not reported.
[3] Not available.

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1950*, Vol. II, Part 1, and *1960*, Vol. I.

## No. 36. Net Migration, by Color, for States: 1940 to 1950 and 1950 to 1960

[In thousands. Net migration comprises both net immigration from abroad and net interregional, interdivisional, and interstate migration according to the area shown. Includes movements of persons in the Armed Forces]

| Region, division, and state | White | | | | Nonwhite | | | |
|---|---|---|---|---|---|---|---|---|
| | 1940 to 1950 | | 1950 to 1960 | | 1940 to 1950 | | 1950 to 1960 | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **United States** | [1] +1,522 | [1] +1.3 | +2,685 | +2.0 | [1] −160 | [1] −1.2 | −25 | −0.2 |
| **Regions:** | | | | | | | | |
| Northeast | −173 | −0.5 | −206 | −0.6 | +483 | +34.3 | +541 | +26.9 |
| North Central | −948 | −2.5 | −679 | −1.6 | +632 | +42.0 | +558 | +23.8 |
| South | −538 | −1.7 | +52 | +0.1 | −1,597 | −16.0 | −1,457 | −14.1 |
| West | [1] +3,181 | [1] +23.8 | +3,518 | +18.7 | [1] +323 | [1] +66.5 | +332 | +23.0 |
| **New England** | +68 | +0.8 | −47 | −0.5 | +32 | +29.9 | +70 | +45.6 |
| Maine | −27 | −3.2 | −68 | −7.5 | (2) | +1.8 | +2 | +67.7 |
| New Hampshire | −1 | −0.1 | +11 | +2.1 | (2) | +67.9 | +1 | +137.0 |
| Vermont | −20 | −5.4 | −38 | −10.1 | (2) | +30.8 | (2) | +20.0 |
| Massachusetts | +8 | +0.2 | −119 | −2.6 | +14 | +24.0 | +25 | +32.1 |
| Rhode Island | +9 | +1.3 | −26 | −3.6 | +2 | +16.0 | +2 | +13.7 |
| Connecticut | +98 | +5.8 | +195 | +10.0 | +16 | +46.5 | +39 | +71.1 |
| **Middle Atlantic** | −242 | −0.9 | −159 | −0.6 | +451 | +34.6 | +472 | +24.5 |
| New York | −6 | ..... | −72 | −0.5 | +276 | +46.0 | +282 | +29.5 |
| New Jersey | +231 | +5.9 | +465 | +10.3 | +64 | +27.8 | +112 | +34.6 |
| Pennsylvania | −467 | −4.9 | −553 | −5.0 | +111 | +23.5 | +77 | +12.0 |
| **East North Central** | +75 | +0.3 | +178 | +0.6 | +594 | +54.1 | +521 | +28.1 |
| Ohio | +110 | +1.7 | +276 | +3.7 | +135 | +39.7 | +133 | +25.6 |
| Indiana | +57 | +1.7 | +19 | +0.5 | +40 | +32.9 | +45 | +25.4 |
| Illinois | −142 | −1.9 | −64 | −0.8 | +217 | +55.2 | +180 | +28.3 |
| Michigan | +146 | +2.9 | +30 | +0.5 | +189 | +87.4 | +127 | +27.9 |
| Wisconsin | −96 | −3.1 | −82 | −2.4 | +12 | +47.5 | +29 | +68.4 |
| **West North Central** | −1,023 | −7.8 | −857 | −6.3 | +38 | +9.4 | +37 | +7.6 |
| Minnesota | −175 | −6.3 | −101 | −3.4 | +2 | +8.5 | +4 | +13.8 |
| Iowa | −198 | −7.9 | −230 | −9.1 | +3 | +14.3 | +3 | +12.3 |
| Missouri | −222 | −6.3 | −158 | −4.3 | +32 | +18.1 | +28 | +9.3 |
| North Dakota | −119 | −18.8 | −106 | −16.9 | −2 | −16.5 | −2 | −18.3 |
| South Dakota | −74 | −11.9 | −90 | −14.3 | −5 | −21.2 | −5 | −19.4 |
| Nebraska | −130 | −10.7 | −121 | −9.3 | +4 | +19.9 | +4 | +17.5 |
| Kansas | −96 | −5.5 | −49 | −2.7 | +5 | +7.1 | +5 | +6.5 |
| **South Atlantic** | +604 | +4.6 | +1,189 | +7.4 | −531 | −11.2 | −542 | −10.5 |
| Delaware | +17 | +7.2 | +58 | +21.0 | +4 | +12.1 | +6 | +14.6 |
| Maryland | +230 | +15.2 | +284 | +14.5 | +39 | +12.8 | +36 | +9.8 |
| District of Columbia | −14 | −3.0 | −213 | −41.1 | +63 | +33.6 | +54 | +19.2 |
| Virginia | +194 | +9.6 | +84 | +3.3 | −26 | −3.9 | −70 | −9.5 |
| West Virginia | −219 | −12.3 | −406 | −21.5 | −16 | −13.6 | −40 | −35.0 |
| North Carolina | −95 | −3.7 | −121 | −4.0 | −162 | −16.2 | −207 | −19.2 |
| South Carolina | −24 | −2.2 | −4 | −0.3 | −207 | −25.3 | −218 | −20.5 |
| Georgia | −49 | −2.4 | −9 | −0.4 | −240 | −22.2 | −204 | −19.2 |
| Florida | +564 | +40.8 | +1,516 | +70.0 | +14 | +2.7 | +101 | +16.6 |
| **East South Central** | −594 | −8.7 | −845 | −9.6 | −591 | −21.2 | −620 | −22.0 |
| Kentucky | −349 | −13.3 | −374 | −13.7 | −17 | −7.0 | −15 | −7.6 |
| Tennessee | −97 | −4.0 | −210 | −7.8 | −47 | −9.2 | −57 | −10.7 |
| Alabama | −140 | −7.6 | −144 | −6.9 | −202 | −29.5 | −224 | −22.8 |
| Mississippi | −108 | −0.7 | −110 | −0.8 | −326 | −30.2 | −323 | −32.7 |
| **West South Central** | −448 | −4.2 | −292 | −2.4 | −475 | −19.1 | −295 | −11.8 |
| Arkansas | −259 | −17.6 | −283 | −19.1 | −167 | −32.4 | −150 | −35.0 |
| Louisiana | −2 | −0.2 | +42 | +2.4 | −145 | −17.0 | −93 | −10.4 |
| Oklahoma | −361 | −17.1 | −192 | −9.5 | −73 | −31.5 | −26 | −13.0 |
| Texas | +173 | +3.2 | +141 | +2.1 | −101 | −10.0 | −27 | −2.7 |
| **Mountain** | +155 | +3.9 | +549 | +11.3 | +13 | +7.7 | +8 | +3.6 |
| Montana | −36 | −6.7 | −23 | −4.0 | −4 | −22.4 | −2 | −11.4 |
| Idaho | −28 | −5.3 | −41 | −7.0 | +1 | +11.5 | +1 | +7.1 |
| Wyoming | −2 | −0.9 | −19 | −6.5 | +1 | +26.6 | −1 | −18.4 |
| Colorado | +82 | +2.9 | +140 | +11.5 | +0 | +52.2 | +15 | +52.9 |
| New Mexico | +17 | +3.4 | +54 | +8.5 | −1 | −1.5 | −1 | −2.9 |
| Arizona | +136 | +31.6 | +340 | +51.9 | +3 | +2.6 | −10 | −10.3 |
| Utah | +6 | +1.0 | +9 | +1.4 | +3 | +38.6 | +1 | +8.0 |
| Nevada | +31 | +29.8 | +80 | +53.2 | +3 | +45.6 | +6 | +63.0 |
| **Pacific** | [1] +3,026 | [1] +32.3 | +2,370 | +21.3 | [1] +310 | [1] +85.4 | +324 | +27.4 |
| Washington | +375 | +22.1 | +70 | +3.0 | +17 | +44.5 | +18 | +23.0 |
| Oregon | +278 | +25.8 | +10 | +0.7 | +8 | +55.3 | +0 | +22.7 |
| California | +2,373 | +36.0 | +2,701 | +28.2 | +285 | +91.7 | +354 | +32.7 |
| Alaska | (2) | (2) | +42 | +45.5 | (3) | (3) | −1 | −3.0 |
| Hawaii | (2) | (3) | +55 | +48.0 | (3) | (3) | −62 | −13.6 |

[1] Excludes Alaska and Hawaii. [2] Less than 500. [3] Not available.

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P-25, No. 247.

## No. 37. Households, by Race of Head, and Population Per Household: 1890 to 1960

[In thousands. Beginning 1960, includes Alaska and Hawaii. For definition of household, see p. 2. See also *Historical Statistics, Colonial Times to 1957*, series A 243 and A 255-263]

| Date | Households | | | | Race of head | | | |
|---|---|---|---|---|---|---|---|---|
| | Number | Annual increase over preceding date | | Population per household [2] | White | Negro | Other | Percent white |
| | | Number | Percent [1] | | | | | |
| 1890 (June 1) [3] | 12,690 | | | 4.93 | 11,255 | 1,411 | 24 | 88.7 |
| 1900 (June 1) | 15,964 | 327 | 2.32 | 4.76 | 14,964 | 1,834 | 66 | 88.1 |
| 1910 (Apr. 15) [3] | 20,250 | 434 | 2.44 | 4.54 | [4] 18,002 | 2,173 | [4] 81 | 88.9 |
| 1920 (Jan. 1) [3] | 24,352 | 418 | 1.90 | 4.34 | 21,826 | 2,431 | 95 | 89.6 |
| 1930 (Apr. 1) | 29,905 | 542 | 2.02 | 4.11 | 26,083 | 2,801 | 118 | 90.2 |
| 1940 (Apr. 1) | 34,040 | 504 | 1.56 | 3.77 | 31,080 | 3,142 | 127 | 90.6 |
| 1950 (Apr. 1) | 42,857 | 791 | 2.06 | 3.53 | 39,044 | 3,633 | 149 | 91.2 |
| 1960 (Apr. 1) | 53,021 | 1,016 | 1.92 | 3.33 | 47,868 | 5,153 | | 90.3 |

[1] Computed by compound interest formula.
[2] Obtained by dividing total population by number of households; hence, not strictly average size of household because total population includes members of quasi-households.
[3] Includes small number of hotels, institutions, and other quasi-households. [4] Estimated.

Source: Department of Commerce, Bureau of the Census; Reports of the Thirteenth, Fifteenth, Sixteenth, Seventeenth, and Eighteenth Censuses, and records.

## No. 38. Households, Families, Subfamilies, Married Couples, and Unrelated Individuals: 1947 to 1961

[In thousands. As of April, except as noted. Beginning 1960, includes Alaska and Hawaii. Percent not shown where base is less than 200,000. Minus sign (−) denotes decrease. For definitions of type of unit, see pp. 2, 3. See also *Historical Statistics, Colonial Times to 1957*, series A 242-247]

| Type of unit | 1950 definition | | | | | | | | 1960 definition | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1947 | 1950 [1] | 1955 | 1956 | 1957 [1] | 1958 [1] | 1959 [1] | 1960 [1] | 1961 [1] | Percent increase, 1950 to 1961 |
| **Households** | 39,107 | 43,554 | 47,788 | 48,785 | 49,543 | 50,402 | 51,302 | 52,619 | 53,291 | 22.4 |
| Nonfarm | 32,673 | 37,279 | 42,243 | 43,136 | 44,325 | 45,224 | 46,090 | 48,534 | 49,554 | 32.9 |
| Farm | 6,434 | 6,275 | 5,545 | 5,649 | 5,218 | 5,178 | 5,393 | 4,076 | 3,737 | −40.4 |
| Primary families | 34,964 | 38,838 | 41,713 | 42,548 | 43,210 | 43,445 | 43,941 | 44,856 | 45,278 | 16.6 |
| Primary individuals | 4,143 | 4,716 | 6,075 | 6,237 | 6,333 | 6,957 | 7,361 | 7,754 | 8,013 | 69.9 |
| **Families** | 35,794 | 39,303 | 41,934 | 42,843 | 43,445 | 43,714 | 44,202 | 45,062 | 45,435 | 15.6 |
| Husband-wife | 31,211 | 34,440 | 36,395 | 37,200 | 37,849 | 38,112 | 38,585 | 39,335 | 39,624 | 15.1 |
| Other male head | 1,186 | 1,134 | 1,314 | 1,404 | 1,230 | 1,292 | 1,285 | 1,233 | 1,202 | 1.5 |
| Female head | 3,397 | 3,679 | 4,225 | 4,239 | 4,366 | 4,310 | 4,332 | 4,494 | 4,609 | 25.3 |
| Primary families | 34,964 | 38,838 | 41,713 | 42,548 | 43,210 | 43,445 | 43,941 | 44,856 | 45,278 | 16.6 |
| Husband-wife | 30,612 | 34,075 | 36,266 | 37,043 | 37,711 | 37,967 | 38,420 | 39,260 | 39,565 | 16.1 |
| Other male head | 1,129 | 1,169 | 1,303 | 1,373 | 1,208 | 1,246 | 1,252 | 1,187 | 1,179 | 0.9 |
| Female head | 3,223 | 3,594 | 4,144 | 4,132 | 4,291 | 4,232 | 4,269 | 4,409 | 4,534 | 26.2 |
| Secondary families | 830 | 465 | 221 | 295 | 235 | 269 | 261 | 206 | 157 | −66.2 |
| Husband-wife | 599 | 365 | 129 | 157 | 138 | 145 | 165 | 75 | 59 | −83.8 |
| Other male head | 57 | 15 | 11 | 31 | 22 | 46 | 33 | 46 | 23 | ------- |
| Female head | 174 | 85 | 81 | 107 | 75 | 78 | 63 | 85 | 75 | ------- |
| **Subfamilies** | 3,123 | 2,402 | 1,969 | 1,823 | 1,802 | 1,733 | 1,631 | 1,511 | 1,531 | −36.3 |
| Husband-wife | 2,332 | 1,661 | 1,175 | 1,105 | 1,091 | 1,070 | 944 | 870 | 900 | −45.5 |
| Other male head | 83 | 113 | 68 | 116 | 95 | 74 | 102 | 113 | 78 | ------- |
| Female head | 708 | 638 | 726 | 601 | 616 | 589 | 585 | 528 | 553 | −13.3 |
| **Married couples** | 33,543 | 36,091 | 37,570 | 38,306 | 38,940 | 39,182 | 39,529 | 40,205 | 40,524 | 12.3 |
| With own household | 30,612 | 34,075 | 36,266 | 37,043 | 37,711 | 37,967 | 38,420 | 39,260 | 39,565 | 16.1 |
| Without own household | 2,931 | 2,016 | 1,304 | 1,263 | 1,229 | 1,215 | 1,109 | 945 | 959 | −52.4 |
| **Unrelated individuals** | 8,491 | 9,136 | 9,790 | 9,897 | 9,780 | 10,447 | 10,930 | 10,917 | 11,066 | 21.1 |
| Primary individuals | 4,143 | 4,716 | 6,075 | 6,237 | 6,333 | 6,957 | 7,361 | 7,754 | 8,013 | 69.9 |
| Male | 1,388 | 1,668 | 2,019 | 2,004 | 1,984 | 2,274 | 2,386 | 2,624 | 2,725 | 63.4 |
| Female | 2,755 | 3,048 | 4,056 | 4,233 | 4,349 | 4,683 | 4,975 | 5,130 | 5,288 | 73.5 |
| Secondary individuals | 4,348 | 4,420 | 3,715 | 3,660 | 3,447 | 3,490 | 3,569 | 3,163 | 3,053 | −30.9 |
| Male | 2,464 | 2,541 | 2,098 | 2,138 | 2,018 | 1,957 | 2,050 | 1,716 | 1,547 | −39.1 |
| Female | 1,884 | 1,879 | 1,617 | 1,522 | 1,429 | 1,533 | 1,519 | 1,448 | 1,506 | −19.9 |

[1] As of March.

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P-20, No. 109.

## No. 39. Percent Distribution of Families by Number of Own Children Under 18 Years Old, by Residence: 1950 to 1961

[Beginning 1960, includes Alaska and Hawaii. See headnote, table 41]

| Residence and number of children under 18 years old | March 1950 | April 1952 | April 1953 | April 1954 | April 1955 | March 1956 | March 1957 | March 1958 | March 1959 | March 1960 | March 1961 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Families ..... 1,000 | 39,303 | 40,578 | 40,832 | 41,202 | 41,934 | 42,843 | 43,445 | 43,714 | 44,202 | 45,002 | 45,435 |
| Percent distribution | | | | | | | | | | | |
| Total | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No children | 48.3 | 47.4 | 46.9 | 45.4 | 44.7 | 44.6 | 44.2 | 43.8 | 43.3 | 43.0 | 43.1 |
| 1 child | 21.1 | 20.2 | 20.2 | 19.9 | 19.1 | 18.8 | 18.6 | 18.6 | 18.4 | 18.5 | 18.4 |
| 2 children | 16.5 | 17.0 | 17.0 | 17.9 | 18.7 | 18.5 | 18.2 | 18.0 | 18.3 | 18.0 | 17.7 |
| 3 children | 7.8 | 8.5 | 9.1 | 9.4 | 9.9 | 9.8 | 10.4 | 10.4 | 10.5 | 11.1 | 11.0 |
| 4 or more | 6.3 | 6.9 | 6.8 | 7.4 | 7.6 | 8.3 | 8.7 | 9.1 | 9.5 | 9.4 | 9.8 |
| **Nonfarm families** | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No children | 49.0 | 48.2 | 47.2 | 45.8 | 44.8 | 44.5 | 44.2 | 43.8 | 43.1 | 42.9 | 43.0 |
| 1 child | 21.7 | 20.9 | 21.0 | 20.2 | 19.6 | 19.3 | 18.8 | 18.9 | 18.8 | 18.7 | 18.6 |
| 2 children | 16.8 | 17.3 | 17.1 | 18.2 | 19.0 | 19.0 | 18.7 | 18.4 | 18.8 | 18.4 | 18.0 |
| 3 children | 7.3 | 8.2 | 8.9 | 9.3 | 9.8 | 9.7 | 10.4 | 10.4 | 10.5 | 11.0 | 11.0 |
| 4 or more | 5.2 | 5.6 | 5.7 | 6.5 | 6.8 | 7.5 | 8.0 | 8.4 | 8.8 | 9.0 | 9.4 |
| **Farm families** | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No children | 44.4 | 43.3 | 44.6 | 42.6 | 44.2 | 45.4 | 44.3 | 44.2 | 44.7 | 45.2 | 45.0 |
| 1 child | 17.7 | 16.1 | 14.8 | 17.6 | 15.1 | 15.0 | 16.2 | 15.8 | 15.6 | 15.0 | 15.1 |
| 2 children | 14.9 | 15.4 | 16.6 | 15.9 | 16.9 | 16.3 | 14.2 | 14.9 | 14.3 | 13.0 | 14.5 |
| 3 children | 10.2 | 10.4 | 10.5 | 10.5 | 10.8 | 10.3 | 10.9 | 10.7 | 10.5 | 11.4 | 10.7 |
| 4 or more | 12.8 | 14.8 | 13.7 | 13.4 | 13.3 | 14.0 | 14.4 | 14.4 | 14.9 | 14.4 | 14.6 |

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P-20.

## No. 40. Households, Families, and Married Couples: 1959 and Projections to 1980

[In thousands. Excludes Alaska and Hawaii. Based on 1950 Definition of Household; see text, p. 3. Population base from *Current Population Reports*, Series P-25, No. 187. (See also table 3.) Series A and B based on population projection Series II, and Series C and D on population projection Series III. Series A, B, and C assume, in varying degree, increases in the proportion married in each age group; Series D assumes no change. The general method of projection in each series, given the initial projection of marital status for that series, was as follows: A—average annual change from 1950 to 1956–58 in the proportion of persons in each age group who were household heads of a given type was assumed to continue to 1965; one-half assumed for 1965 to 1975; one-quarter assumed for 1975 to 1980. B—one-half the average annual change from 1950 to 1956–58 was assumed for the period 1957 to 1965; one-quarter assumed for 1965 to 1975; it was assumed that no change would occur thereafter. C—one-quarter the average annual change from 1950 to 1956–58 was assumed for the period 1957 to 1965; it was assumed that no change would occur thereafter. D—1956–58 proportion of persons in each age group who were heads of households of a given type was assumed to continue to 1980]

| Date and series | Households | | | | | | | Families | Married couples |
|---|---|---|---|---|---|---|---|---|---|
| | Total | Primary families | | | Primary individuals | | Average size | | |
| | | Husband-wife | Other male head | Female head | Male | Female | | | |
| March 1959 | 51,302 | 38,420 | 1,252 | 4,209 | 2,336 | 4,075 | 3.35 | 44,202 | 39,529 |
| July 1965: | | | | | | | | | |
| Series A | 57,517 | 42,531 | 1,248 | 4,860 | 2,465 | 6,404 | 3.32 | 48,746 | 42,980 |
| Series B | 56,076 | 41,793 | 1,278 | 4,874 | 2,319 | 5,812 | 3.40 | 48,133 | 42,096 |
| Series C | 55,311 | 41,477 | 1,275 | 4,831 | 2,235 | 5,493 | 3.41 | 47,820 | 42,030 |
| Series D | 54,565 | 40,888 | 1,345 | 4,893 | 2,227 | 5,241 | 3.45 | 47,379 | 42,260 |
| July 1970: | | | | | | | | | |
| Series A | 62,933 | 46,268 | 1,270 | 5,210 | 2,693 | 7,492 | 3.32 | 52,839 | 46,729 |
| Series B | 61,004 | 45,422 | 1,314 | 5,235 | 2,491 | 6,632 | 3.41 | 52,149 | 46,295 |
| Series C | 59,589 | 44,801 | 1,317 | 5,174 | 2,340 | 6,057 | 3.40 | 51,559 | 46,132 |
| Series D | 58,814 | 43,940 | 1,413 | 5,289 | 2,302 | 5,801 | 3.45 | 50,573 | 45,559 |
| July 1975: | | | | | | | | | |
| Series A | 69,318 | 50,732 | 1,337 | 5,600 | 3,011 | 8,638 | 3.32 | 57,774 | 51,239 |
| Series B | 67,003 | 49,748 | 1,392 | 5,642 | 2,742 | 7,479 | 3.43 | 56,903 | 50,610 |
| Series C | 64,906 | 48,853 | 1,400 | 5,543 | 2,500 | 6,601 | 3.39 | 56,092 | 50,350 |
| Series D | 63,900 | 47,748 | 1,510 | 5,713 | 2,504 | 6,356 | 3.44 | 55,337 | 49,563 |
| July 1980: | | | | | | | | | |
| Series A | 76,906 | 55,661 | 1,445 | 5,900 | 3,338 | 9,572 | 3.35 | 63,209 | 56,216 |
| Series B | 73,085 | 54,460 | 1,512 | 6,043 | 2,981 | 8,089 | 3.48 | 62,212 | 55,410 |
| Series C | 70,544 | 53,182 | 1,536 | 5,938 | 2,749 | 7,139 | 3.39 | 60,980 | 54,835 |
| Series D | 69,382 | 51,815 | 1,678 | 5,151 | 2,694 | 6,994 | 3.46 | 60,032 | 53,800 |

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P-20, Nos. 90 and 94, and records.

## No. 41. Families, by Characteristics: 1961

[In thousands. As of March. Includes Alaska and Hawaii. Statistics based on Current Population Survey; see Technical Note, p. 213. For definition of families, see p. 3]

| Characteristic | All families | | Male head | | | | Female head | |
|---|---|---|---|---|---|---|---|---|
| | | | Married, wife present | | Other marital status | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| All families | 45,436 | 100.0 | 39,624 | 100.0 | 1,202 | 100.0 | 4,609 | 100.0 |
| **Color** | | | | | | | | |
| White | 41,104 | 90.5 | 36,400 | 91.9 | 1,031 | 85.8 | 3,673 | 79.7 |
| Nonwhite | 4,331 | 9.5 | 3,224 | 8.1 | 171 | 14.2 | 936 | 20.3 |
| **Residence** | | | | | | | | |
| Urban / Rural nonfarm | 41,945 | 92.3 | 36,505 | 92.1 | 1,056 | 87.9 | 4,384 | 95.1 |
| Rural farm | 3,490 | 7.7 | 3,119 | 7.9 | 146 | 12.1 | 225 | 4.9 |
| **Size of family** | | | | | | | | |
| 2 persons | 14,860 | 32.7 | 11,979 | 30.2 | 719 | 59.8 | 2,162 | 46.9 |
| 3 persons | 9,505 | 20.9 | 8,171 | 20.6 | 229 | 19.1 | 1,105 | 24.0 |
| 4 persons | 9,288 | 20.4 | 8,551 | 21.6 | 127 | 10.6 | 610 | 13.2 |
| 5 persons | 5,922 | 13.0 | 5,514 | 13.9 | 71 | 5.9 | 337 | 7.3 |
| 6 persons | 3,005 | 6.6 | 2,805 | 7.1 | 81 | 2.6 | 169 | 3.7 |
| 7 or more | 2,855 | 6.3 | 2,604 | 6.6 | 25 | 2.1 | 226 | 4.9 |
| **Related children under 18 years old** | | | | | | | | |
| No related children under 18 | 18,333 | 40.3 | 15,460 | 39.0 | 883 | 73.5 | 1,990 | 43.2 |
| 1 related child under 18 | 8,809 | 19.4 | 7,544 | 19.0 | 128 | 10.6 | 1,137 | 24.7 |
| 2 related children under 18 | 8,405 | 18.5 | 7,643 | 19.3 | 102 | 8.5 | 660 | 14.3 |
| 3 related children under 18 | 5,150 | 11.4 | 4,731 | 11.9 | 56 | 4.7 | 372 | 8.1 |
| 4 or more | 4,729 | 10.4 | 4,246 | 10.7 | 33 | 2.7 | 450 | 9.8 |
| **Own children under 18 years old** | | | | | | | | |
| No own children under 18 | 19,605 | 43.1 | 16,164 | 40.8 | 1,012 | 84.2 | 2,429 | 52.7 |
| 1 own child under 18 | 8,340 | 18.4 | 7,324 | 18.6 | 79 | 6.6 | 937 | 20.3 |
| 2 own children under 18 | 8,049 | 17.7 | 7,460 | 18.8 | 53 | 4.4 | 536 | 11.6 |
| 3 own children under 18 | 4,985 | 11.0 | 4,620 | 11.7 | 33 | 2.7 | 332 | 7.2 |
| 4 or more | 4,460 | 9.8 | 4,056 | 10.2 | 25 | 2.1 | 375 | 8.1 |
| **Own children under 6 years old** | | | | | | | | |
| No children under 6 | 31,678 | 69.7 | 26,048 | 67.3 | 1,171 | 97.4 | 3,859 | 83.7 |
| 1 child under 6 | 7,385 | 16.3 | 6,951 | 17.5 | 19 | 1.6 | 415 | 9.0 |
| 2 or more | 6,372 | 14.0 | 6,025 | 15.2 | 12 | 1.0 | 335 | 7.3 |
| **Marital status of head** | | | | | | | | |
| Married, spouse present | 39,624 | 87.2 | 39,624 | 100.0 | ---- | ---- | ---- | ---- |
| Separated | 785 | 1.7 | ---- | ---- | 106 | 8.8 | 679 | 14.7 |
| Other married, spouse absent | 494 | 1.1 | ---- | ---- | 60 | 5.0 | 434 | 9.4 |
| Widowed | 2,792 | 6.1 | ---- | ---- | 443 | 36.9 | 2,349 | 51.0 |
| Divorced | 848 | 1.9 | ---- | ---- | 96 | 8.0 | 752 | 16.3 |
| Single | 892 | 2.0 | ---- | ---- | 497 | 41.3 | 395 | 8.6 |
| **Age of head** | | | | | | | | |
| Under 25 | 2,323 | 5.1 | 2,068 | 5.2 | 48 | 4.0 | 206 | 4.5 |
| 25 to 29 | 4,023 | 8.9 | 3,759 | 9.4 | 54 | 4.5 | 230 | 5.0 |
| 30 to 34 | 5,034 | 11.1 | 4,593 | 11.6 | 71 | 5.9 | 370 | 8.0 |
| 35 to 44 | 10,852 | 23.9 | 9,703 | 24.5 | 180 | 15.0 | 969 | 21.0 |
| 45 to 54 | 9,806 | 21.6 | 8,497 | 21.4 | 285 | 23.7 | 1,024 | 22.2 |
| 55 to 64 | 7,198 | 15.8 | 6,174 | 15.6 | 236 | 19.6 | 789 | 17.1 |
| 65 to 74 | 4,398 | 9.7 | 3,590 | 9.1 | 196 | 16.3 | 612 | 13.3 |
| 75 and over | 1,802 | 4.0 | 1,260 | 3.2 | 133 | 11.1 | 409 | 8.9 |
| Median age (years) | 45.5 | ---- | 44.7 | ---- | 53.7 | ---- | 50.2 | ---- |

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P-20, No. 116.

## No. 42. Households, 1930 to 1960, and Families, 1950 and 1960, by States and for Puerto Rico

[In thousands, except population per household and per family. Data for households based on complete count; for families, based on 20-percent sample. For definition of households and families, see pp. 2, 3]

| State or other area | Households | | | | | | Families | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Number, 1930 | Number, 1940 | Number, 1950 | 1960 | | | Number, 1950 | 1960 [1] | | |
| | | | | Number | Population— In households | Population— Per household | | Number | Population— In families | Population— Per family |
| **United States** | 30,002 | 35,058 | 43,000 | 53,021 | 174,373 | 3.29 | [2] 38,407 | 44,670 | 163,054 | 3.65 |
| **New England** | 1,981 | 2,208 | 2,617 | 3,116 | 10,123 | 3.26 | 2,330 | 2,628 | 9,472 | 3.60 |
| Maine | 198 | 220 | 255 | 280 | 936 | 3.34 | 223 | 237 | 874 | 3.68 |
| New Hampshire | 119 | 134 | 156 | 180 | 583 | 3.24 | 134 | 152 | 544 | 3.59 |
| Vermont | 89 | 93 | 104 | 111 | 375 | 3.39 | 90 | 98 | 348 | 3.74 |
| Massachusetts | 1,021 | 1,123 | 1,307 | 1,535 | 4,955 | 3.23 | 1,172 | 1,280 | 4,621 | 3.61 |
| Rhode Island | 165 | 188 | 226 | 257 | 819 | 3.18 | 199 | 218 | 771 | 3.54 |
| Connecticut | 389 | 450 | 570 | 753 | 2,461 | 3.27 | 512 | 648 | 2,315 | 3.57 |
| **Middle Atlantic** | 6,374 | 7,294 | 8,623 | 10,465 | 33,276 | 3.20 | 7,766 | 8,729 | 30,968 | 3.55 |
| New York | 3,153 | 3,671 | 4,330 | 5,248 | 16,317 | 3.11 | 3,862 | 4,288 | 15,003 | 3.50 |
| New Jersey | 986 | 1,104 | 1,374 | 1,806 | 5,912 | 3.27 | 1,204 | 1,567 | 5,576 | 3.56 |
| Pennsylvania | 2,236 | 2,520 | 2,919 | 3,351 | 11,047 | 3.30 | 2,640 | 2,874 | 10,389 | 3.61 |
| **East North Central** | 6,363 | 7,291 | 8,830 | 10,710 | 35,380 | 3.30 | 7,896 | 9,104 | 33,182 | 3.64 |
| Ohio | 1,608 | 1,902 | 2,315 | 2,852 | 9,494 | 3.33 | 2,078 | 2,444 | 8,928 | 3.65 |
| Indiana | 843 | 963 | 1,169 | 1,388 | 4,553 | 3.28 | 1,039 | 1,186 | 4,237 | 3.62 |
| Illinois | 1,929 | 2,197 | 2,586 | 2,985 | 9,819 | 3.18 | 2,288 | 2,567 | 9,129 | 3.56 |
| Michigan | 1,181 | 1,409 | 1,792 | 2,239 | 7,660 | 3.42 | 1,625 | 1,929 | 7,219 | 3.74 |
| Wisconsin | 712 | 829 | 968 | 1,146 | 3,854 | 3.36 | 868 | 977 | 3,619 | 3.70 |
| **West North Central** | 3,318 | 3,698 | 4,153 | 4,668 | 14,977 | 3.21 | 3,650 | 3,887 | 13,959 | 3.59 |
| Minnesota | 606 | 730 | 846 | 992 | 3,325 | 3.35 | 748 | 829 | 3,101 | 3.74 |
| Iowa | 636 | 703 | 781 | 841 | 2,687 | 3.19 | 687 | 703 | 2,500 | 3.57 |
| Missouri | 939 | 1,071 | 1,199 | 1,360 | 4,203 | 3.09 | 1,057 | 1,119 | 3,898 | 3.48 |
| North Dakota | 145 | 153 | 162 | 173 | 615 | 3.55 | 145 | 148 | 578 | 3.91 |
| South Dakota | 161 | 160 | 183 | 196 | 660 | 3.39 | 161 | 164 | 610 | 3.77 |
| Nebraska | 343 | 362 | 395 | 433 | 1,372 | 3.16 | 345 | 361 | 1,278 | 3.55 |
| Kansas | 487 | 513 | 588 | 673 | 2,114 | 3.14 | 508 | 563 | 1,975 | 3.51 |
| **South Atlantic** | 3,512 | 4,291 | 5,540 | 7,268 | 25,144 | 3.46 | 5,087 | 6,270 | 23,678 | 3.77 |
| Delaware | 59 | 71 | 90 | 120 | 433 | 3.37 | 80 | 110 | 406 | 3.68 |
| Maryland | 385 | 407 | 641 | 863 | 3,005 | 3.48 | 582 | 756 | 2,835 | 3.75 |
| Dist. of Columbia | 126 | 174 | 224 | 252 | 722 | 2.87 | 198 | 170 | 601 | 3.53 |
| Virginia | 529 | 630 | 846 | 1,074 | 3,793 | 3.53 | 785 | 946 | 3,586 | 3.79 |
| West Virginia | 374 | 446 | 519 | 521 | 1,828 | 3.51 | 470 | 456 | 1,735 | 3.81 |
| North Carolina | 644 | 791 | 994 | 1,206 | 4,413 | 3.66 | 939 | 1,092 | 4,227 | 3.91 |
| South Carolina | 366 | 435 | 515 | 604 | 2,300 | 3.81 | 478 | 537 | 2,206 | 4.11 |
| Georgia | 653 | 754 | 890 | 1,070 | 3,832 | 3.58 | 824 | 941 | 3,646 | 3.87 |
| Florida | 376 | 523 | 822 | 1,550 | 4,817 | 3.11 | 721 | 1,281 | 4,436 | 3.46 |
| **East South Central** | 2,273 | 2,627 | 2,992 | 3,307 | 11,772 | 3.56 | 2,704 | 2,908 | 11,210 | 3.85 |
| Kentucky | 609 | 700 | 789 | 852 | 2,957 | 3.47 | 718 | 745 | 2,812 | 3.78 |
| Tennessee | 601 | 717 | 871 | 1,003 | 3,488 | 3.48 | 808 | 880 | 3,321 | 3.75 |
| Alabama | 592 | 675 | 786 | 881 | 3,202 | 3.62 | 730 | 782 | 3,065 | 3.91 |
| Mississippi | 472 | 536 | 555 | 568 | 2,125 | 3.74 | 500 | 495 | 2,021 | 4.08 |
| **West South Central** | 2,868 | 3,387 | 4,103 | 4,928 | 16,539 | 3.36 | 3,695 | 4,185 | 15,571 | 3.72 |
| Arkansas | 439 | 496 | 525 | 524 | 1,752 | 3.35 | 477 | 446 | 1,651 | 3.70 |
| Louisiana | 485 | 594 | 725 | 892 | 3,188 | 3.57 | 618 | 763 | 3,010 | 3.95 |
| Oklahoma | 564 | 612 | 663 | 735 | 2,262 | 3.08 | 591 | 607 | 2,109 | 3.47 |
| Texas | 1,380 | 1,684 | 2,191 | 2,778 | 9,336 | 3.36 | 1,979 | 2,368 | 8,801 | 3.72 |
| **Mountain** | 914 | 1,126 | 1,447 | 1,976 | 6,673 | 3.38 | 1,258 | 1,651 | 6,251 | 3.79 |
| Montana | 136 | 161 | 175 | 202 | 657 | 3.25 | 146 | 162 | 607 | 3.74 |
| Idaho | 108 | 143 | 169 | 194 | 654 | 3.37 | 140 | 164 | 617 | 3.76 |
| Wyoming | 57 | 70 | 84 | 99 | 323 | 3.26 | 72 | 82 | 300 | 3.68 |
| Colorado | 267 | 317 | 392 | 520 | 1,697 | 3.26 | 338 | 434 | 1,574 | 3.62 |
| New Mexico | 99 | 130 | 177 | 251 | 927 | 3.69 | 160 | 219 | 884 | 4.03 |
| Arizona | 106 | 132 | 210 | 307 | 1,065 | 3.45 | 182 | 310 | 1,189 | 3.84 |
| Utah | 116 | 140 | 188 | 242 | 874 | 3.62 | 170 | 208 | 831 | 4.00 |
| Nevada | 25 | 34 | 50 | 92 | 276 | 3.02 | 41 | 72 | 250 | 3.48 |
| **Pacific** | 2,397 | 3,135 | 4,695 | 6,644 | 20,483 | 3.08 | [2] 3,960 | 5,301 | 18,763 | 3.54 |
| Washington | 424 | 540 | 737 | 894 | 2,702 | 3.09 | 625 | 716 | 2,544 | 3.56 |
| Oregon | 266 | 339 | 479 | 558 | 1,723 | 3.09 | 412 | 454 | 1,592 | 3.51 |
| California | 1,610 | 2,147 | 3,336 | 4,681 | 15,207 | 3.05 | 2,827 | 3,953 | 13,887 | 3.51 |
| Alaska | [3] 20 | [4] 22 | 31 | 57 | 200 | 3.49 | (5) | 46 | 184 | 3.99 |
| Hawaii | 77 | 87 | 112 | 153 | 593 | 3.87 | 96 | 129 | 556 | 4.29 |
| **Puerto Rico** | 292 | 356 | 420 | 484 | 2,320 | 4.79 | (5) | 438 | 2,223 | 5.07 |

[1] Primary families only, which comprise about 99½ percent of all families.
[2] Excludes Alaska. [3] 1929. [4] 1939. [5] Not available.

Source: Department of Commerce, Bureau of the Census; Fifteenth Census Reports, *Population*, Vol. VI, Sixteenth Census Reports, *Population*, Vol. IV, Part I, *U.S. Census of Population: 1950*, Vol. II, Parts 1 and 51-53, and *1960 Census of Population*, Series PC (D)-1B.

## No. 43. Husband–Wife Families—Characteristics by Age of Head and Presence and Age of Own Children Under 18 Years Old: 1961

[In thousands. As of March. Includes Alaska and Hawaii. For total number of husband–wife families, families, male head, married, wife present, see table 41. See also headnote, table 41]

| Subject | Head under 45 years old | | | | | Head 45 to 64 years old | | | Head 65 years old and over |
|---|---|---|---|---|---|---|---|---|---|
| | Total | No own children under 18 | One or more under 18 | | | Total | No own children under 18 | Some under 18 | |
| | | | All under 6 | Some under 6; some 6 to 17 | All 6 to 17 | | | | |
| **All families** | 20,103 | 3,115 | 5,579 | 6,290 | 5,119 | 14,671 | 8,406 | 6,265 | 4,850 |
| COLOR | | | | | | | | | |
| White | 18,331 | 2,737 | 5,102 | 5,674 | 4,818 | 13,499 | 7,721 | 5,778 | 4,570 |
| Nonwhite | 1,772 | 378 | 477 | 616 | 301 | 1,172 | 685 | 487 | 280 |
| RESIDENCE | | | | | | | | | |
| Urban / Rural nonfarm | 18,895 | 3,014 | 5,298 | 5,809 | 4,774 | 13,259 | 7,682 | 5,577 | 4,351 |
| Rural farm | 1,208 | 101 | 281 | 481 | 345 | 1,412 | 724 | 688 | 499 |
| SIZE OF FAMILY | | | | | | | | | |
| 2 persons | 2,688 | 2,688 | | | | 5,633 | 5,633 | | 3,658 |
| 3 persons | 3,891 | 329 | 2,314 | | 1,218 | 3,570 | 1,869 | 1,701 | 740 |
| 4 persons | 5,658 | 68 | 2,211 | 1,274 | 2,105 | 2,676 | 546 | 2,130 | 217 |
| 5 persons | 4,020 | 15 | 799 | 2,606 | 1,200 | 1,387 | 219 | 1,168 | 107 |
| 6 persons | 2,082 | 10 | 185 | 1,480 | 407 | 655 | 73 | 582 | 68 |
| 7 persons or more | 1,794 | 5 | 70 | 1,530 | 189 | 750 | 66 | 684 | 60 |
| Average (mean) size | 4.30 | 2.19 | 3.86 | 5.09 | 4.34 | 3.43 | 2.52 | 4.64 | 2.45 |

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P-20, No. 116.

## No. 44. Institutional Population, by States: 1950 and 1960

| State | 1950 | 1960 |
|---|---|---|
| *United States* | 1,673,623 | 1,897,106 |
| **New England** | 125,322 | 132,825 |
| Maine | 9,801 | 9,642 |
| New Hampshire | 7,416 | 7,932 |
| Vermont | 4,298 | 4,717 |
| Massachusetts | 69,422 | 72,219 |
| Rhode Island | 8,051 | 8,541 |
| Connecticut | 26,774 | 29,774 |
| **Middle Atlantic** | 375,811 | 425,063 |
| New York | 209,786 | 237,407 |
| New Jersey | 50,470 | 58,414 |
| Pennsylvania | 115,546 | 129,242 |
| **East North Central** | 331,061 | 378,513 |
| Ohio | 87,724 | 99,398 |
| Indiana | 38,416 | 45,030 |
| Illinois | 99,790 | 108,399 |
| Michigan | 67,596 | 80,093 |
| Wisconsin | 37,535 | 45,047 |
| **West North Central** | 142,261 | 162,167 |
| Minnesota | 30,887 | 38,973 |
| Iowa | 27,493 | 29,626 |
| Missouri | 38,009 | 42,967 |
| North Dakota | 5,887 | 6,409 |
| South Dakota | 6,654 | 7,198 |
| Nebraska | 14,361 | 15,917 |
| Kansas | 18,970 | 21,077 |
| **South Atlantic** | 199,042 | 265,033 |
| Delaware | 4,040 | 5,245 |
| Maryland | 27,748 | 34,487 |
| District of Columbia | 13,088 | 15,159 |
| Virginia | 36,482 | 43,510 |
| *South Atlantic—Con.* | | |
| West Virginia | 15,265 | 15,082 |
| North Carolina | 32,602 | 45,862 |
| South Carolina | 16,154 | 25,176 |
| Georgia | 31,703 | 40,667 |
| Florida | 22,870 | 39,895 |
| **East South Central** | 85,241 | 99,208 |
| Kentucky | 24,548 | 26,725 |
| Tennessee | 26,612 | 30,385 |
| Alabama | 21,430 | 26,636 |
| Mississippi | 12,651 | 15,462 |
| **West South Central** | 104,632 | 147,050 |
| Arkansas | 13,050 | 15,252 |
| Louisiana | 18,972 | 28,524 |
| Oklahoma | 19,152 | 27,195 |
| Texas | 53,448 | 76,079 |
| **Mountain** | 42,447 | 58,409 |
| Montana | 5,283 | 6,058 |
| Idaho | 4,081 | 4,806 |
| Wyoming | 2,754 | 3,225 |
| Colorado | 15,246 | 20,428 |
| New Mexico | 3,809 | 5,479 |
| Arizona | 5,993 | 10,419 |
| Utah | 3,905 | 5,842 |
| Nevada | 1,315 | 2,062 |
| **Pacific** | 167,305 | 228,788 |
| Washington | 27,638 | 33,980 |
| Oregon | 14,760 | 20,437 |
| California | 118,003 | 167,906 |
| Alaska | 1,864 | 1,844 |
| Hawaii | 5,041 | 4,621 |

Source: Department of Commerce, Bureau of the Census; *U.S. Census of Population: 1960*, Vol. IV, Part 20, and *1960 Census of Population*, Series PC (1)-1B.

## No. 45. Religion Reported by the Civilian Population, by Color, Sex, and Residence: 1957

[In thousands of persons 14 years old and over. As of March. Excludes Alaska and Hawaii. Based on Current Population Survey; see Technical Note, p. 213]

| Religion | Total | Color and sex | | | | Residence | | | Median age (years) |
|---|---|---|---|---|---|---|---|---|---|
| | | White | | Nonwhite | | Urban | | Rural | |
| | | Male | Female | Male | Female | Total | Urbanized areas of 250,000 or more | | |
| Total | 119,333 | 51,791 | 55,570 | 5,679 | 6,293 | 76,298 | 43,671 | 43,035 | 40.4 |
| Protestant | 78,952 | 32,320 | 36,155 | 4,851 | 5,626 | 44,726 | 21,458 | 34,226 | 40.8 |
| Baptist | 23,525 | 7,822 | 8,450 | 3,354 | 3,809 | (1) | (1) | (1) | (1) |
| Lutheran | 8,417 | 4,084 | 4,301 | 17 | 15 | (1) | (1) | (1) | (1) |
| Methodist | 16,676 | 6,788 | 7,821 | 968 | 1,099 | (1) | (1) | (1) | (1) |
| Presbyterian | 6,656 | 3,000 | 3,549 | 57 | 50 | (1) | (1) | (1) | (1) |
| Other Protestant | 23,678 | 10,626 | 12,034 | 455 | 563 | (1) | (1) | (1) | (1) |
| Roman Catholic | 30,069 | 14,396 | 15,499 | 361 | 413 | 24,173 | 10,528 | 6,496 | 38.7 |
| Jewish | 3,868 | 1,860 | 1,990 | 1 | 8 | 3,718 | 3,380 | 150 | 44.5 |
| Other religion | 1,545 | 688 | 676 | 38 | 03 | 1,196 | 847 | 349 | 43.5 |
| No religion | 3,105 | 2,051 | 730 | 306 | 108 | 1,732 | 942 | 1,403 | 42.0 |
| Religion not reported | 1,104 | 476 | 511 | 72 | 45 | 753 | 546 | 351 | (1) |

[1] Not available. [2] Included with "Other religion."

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P-20, No. 79.

## No. 46. Religious Bodies—Church Membership, Number of Pastors, and Sunday School Enrollment

[Beginning 1950, includes Alaska and Hawaii. Represents latest information available from religious bodies; excludes a few groups giving no data, such as Church of Christ, Scientist. Totals include, substantially, those religious bodies reporting to Bureau of Census for Census of Religious Bodies in 1936. Not all groups follow same calendar year nor count membership in same way; some groups give only approximate figures. Roman Catholics count all baptized persons, including infants; Jews regard as members all Jews in communities having congregations; Eastern Orthodox Churches include all persons in their nationality or cultural groups; most Protestant bodies count only persons who have attained full membership, and previous estimates have indicated that all but a small minority of these are over 13 years of age; however, many Lutheran bodies and Protestant Episcopal Church now report all baptized persons, and not only those confirmed]

| Religious body | Year | Number of churches reported | Church membership (1,000) | Number of pastors with charges | Sunday or Sabbath School enrollment [1] (1,000) |
|---|---|---|---|---|---|
| Total | ------ | 318,697 | 114,449 | 241,268 | 43,231 |
| Bodies with membership of 50,000 or over | ------ | 300,384 | 112,757 | 225,895 | 41,793 |
| Adventist Bodies: Seventh-day Adventists | 1960 | 3,032 | 318 | 2,490 | 322 |
| Apostolic Overcoming Holy Church of God | 1956 | 300 | 75 | 300 | 4 |
| Armenian Church, Diocese of A.; Diocese of Calif. | 1960 | 51 | 125 | 43 | 6 |
| Assemblies of God | 1960 | 8,253 | 509 | 7,502 | 975 |
| Baptist Bodies: | | | | | |
| American Baptist Association | 1960 | 3,001 | 648 | 2,240 | 221 |
| American Baptist Convention | 1959 | 6,262 | 1,543 | 5,271 | 1,003 |
| Baptist General Conference | 1960 | 536 | 72 | 500 | 93 |
| Conservative Baptist Association of America | 1960 | 1,350 | 300 | 1,300 | 300 |
| Free Will Baptists | 1960 | 2,232 | 101 | 2,232 | 118 |
| General Association of Regular Baptist Churches | 1960 | 934 | 136 | [2] 825 | ------ |
| General Baptists | 1960 | 792 | 59 | 540 | 110 |
| National Baptist Convention of America | 1956 | 11,398 | 2,609 | 7,598 | [3] 2,500 |
| National Baptist Convention, U.S.A., Inc. | 1958 | 26,000 | 5,000 | 26,000 | [4] 2,407 |
| National Baptist Evangelical Life and Soul Saving Assembly of U.S.A. | 1951 | 264 | 58 | 128 | [5] 46 |
| National Primitive Baptist Convention of the U.S.A. | 1957 | 1,100 | 81 | 500 | 45 |
| North American Baptist Association | 1959 | 1,980 | 330 | 1,720 | 382 |
| North American Baptist General Conference | 1960 | 300 | 51 | 324 | 46 |
| Primitive Baptists | 1950 | 1,000 | 72 | ------ | 40 |
| Southern Baptist Convention | 1960 | 32,251 | 9,732 | 20,200 | 7,383 |
| United Baptist | 1955 | 586 | 64 | 415 | 15 |
| United Free Will Baptist Church | 1958 | [6] 836 | 100 | 915 | [6] 32 |
| Brethren (German Baptist): Church of the Brethren | 1960 | 1,074 | 200 | 885 | 167 |
| Christian and Missionary Alliance | 1960 | 1,016 | 60 | 910 | 137 |
| Christian Churches (Disciples of Christ), International Convention | 1960 | 8,001 | 1,802 | 4,244 | 1,103 |
| Churches of God: | | | | | |
| Church of God (Cleveland, Tenn.) | 1960 | 3,280 | 170 | 3,191 | 283 |
| Church of God (Anderson, Ind.) | 1960 | 2,278 | 143 | 1,803 | 247 |
| The Church of God | 1959 | 1,901 | 74 | 1,611 | 108 |
| Church of God in Christ | 1960 | 3,800 | 393 | 3,000 | 99 |
| Church of the Nazarene | 1960 | 4,458 | 308 | 3,997 | 671 |
| Churches of Christ | 1960 | 13,689 | 2,163 | [2] 5,000 | [7] 210 |
| Congregational Christian Churches | 1960 | 5,401 | 1,423 | 3,571 | 738 |

See footnotes at end of table.

## No. 46. Religious Bodies—Church Membership, Number of Pastors, and Sunday School Enrollment—Continued

| Religious body | Year | Number of churches reported | Church membership (1,000) | Number of pastors with charges | Sunday or Sabbath School enrollment [1] (1,000) |
|---|---|---|---|---|---|
| **Bodies with membership of 50,000 or over—Con.** | | | | | |
| Eastern Churches: | | | | | |
| American Carpatho-Russian Orthodox Greek Catholic Church | 1960 | 61 | 100 | 49 | 4 |
| Bulgarian Eastern Orthodox Church | 1960 | 22 | 36 | [2] 10 | 1 |
| Greek Archdiocese of North and South America | 1960 | 382 | 1,200 | 417 | 57 |
| Romanian Orthodox Episcopate of America | 1960 | 52 | 50 | 34 | 1 |
| The Russian Orthodox Church Outside Russia | 1955 | 81 | [3] 55 | 92 | ---------- |
| The Russian Orthodox Greek Catholic Church of America | 1957 | 352 | 755 | 349 | 11 |
| Serbian Eastern Orthodox Church | 1960 | 71 | 125 | 65 | 4 |
| Syrian Antiochian Orthodox Church | 1960 | 81 | 110 | 110 | 20 |
| Syrian Orthodox Church of Antioch | 1960 | 29 | 50 | 6 | ---------- |
| Ukrainian Orthodox Church of U.S.A. | 1960 | 90 | 85 | 94 | [2] 4 |
| Evangelical and Reformed Church | 1960 | 2,726 | 813 | 1,919 | 548 |
| Evangelical Covenant Church of America | 1960 | 510 | 60 | 440 | 79 |
| Evangelical United Brethren Church | 1960 | 4,298 | 748 | 3,046 | 738 |
| Federated Churches | 1936 | 508 | 88 | ---------- | 70 |
| Friends: Five Years Meeting of Friends | 1960 | 528 | 72 | 375 | 54 |
| Independent Fundamental Churches of America | 1960 | 754 | 90 | [2] 700 | [2] 148 |
| International Church of the Foursquare Gospel | 1960 | 721 | 83 | 721 | 68 |
| Jehovah's Witnesses | 1960 | 4,170 | 250 | ---------- | ---------- |
| Jewish Congregations | 1960 | [6] 4,079 | 5,367 | [7] 2,992 | [2] 203 |
| Latter-day Saints: | | | | | |
| Church of Jesus Christ of Latter-day Saints | 1960 | 3,401 | 1,487 | [10] 2,869 | 1,413 |
| Reorganized Church of Jesus Christ of Latter-day Saints | 1960 | 848 | 155 | 848 | 84 |
| Lutherans: | | | | | |
| Evangelical Lutheran Synodical Conference of N.A.: | | | | | |
| Lutheran Church, Missouri Synod | 1960 | 5,215 | 2,391 | 4,198 | 870 |
| Wisconsin Evangelical Lutheran Synod | 1960 | 820 | 235 | 637 | 55 |
| National Lutheran Council Constituents: | | | | | |
| American Lutheran Church | 1960 | 4,625 | 2,242 | 3,461 | 813 |
| Augustana Evangelical Lutheran Church | 1960 | 1,207 | 608 | 964 | 249 |
| Lutheran Free Church | 1960 | 340 | 87 | 109 | 36 |
| *The United Lutheran Church in America* | 1960 | 4,308 | 2,385 | 3,437 | 1,045 |
| Mennonite Bodies: Mennonite Church | 1960 | 869 | 73 | 1,129 | 119 |
| Methodist Bodies: | | | | | |
| African Methodist Episcopal Church | 1951 | 5,878 | 1,166 | 5,878 | 363 |
| African Methodist Episcopal Zion Church | 1959 | 4,083 | 770 | 2,400 | 190 |
| Christian Methodist Episcopal Church | 1951 | 2,460 | 392 | 1,820 | [9] 115 |
| Free Methodist Church of North America | 1960 | 1,103 | 55 | 1,200 | 136 |
| The Methodist Church | 1960 | 38,882 | 9,893 | 24,543 | 7,132 |
| Moravian Bodies: Moravian Church in America (Unitas Fratrum) | 1960 | 157 | 61 | 132 | 31 |
| North American Old Roman Catholic Church | 1960 | 64 | 85 | 64 | ---------- |
| Pentecostal Assemblies: | | | | | |
| Pentecostal Church of God of America, Inc. | 1958 | 900 | 104 | 900 | 100 |
| Pentecostal Holiness Church, Inc. | 1960 | 1,230 | 53 | 1,130 | 113 |
| United Pentecostal Church, Inc. | 1960 | 1,900 | 175 | 1,900 | [8] 130 |
| Polish National Catholic Church of America | 1960 | 162 | 282 | 151 | [8] 24 |
| Presbyterian Bodies: | | | | | |
| Cumberland Presbyterian Church | 1960 | 975 | 88 | 600 | 76 |
| Presbyterian Church in the U.S. | 1960 | 3,995 | 993 | 2,625 | 751 |
| The United Presbyterian Church in the U.S.A. | 1960 | 9,383 | 3,240 | 7,407 | 2,046 |
| Protestant Episcopal Church | 1960 | [2] 7,657 | [3] 3,444 | [8] 4,963 | 980 |
| Reformed Bodies: | | | | | |
| Christian Reformed Church | 1960 | 549 | 243 | 451 | ---------- |
| Reformed Church in America | 1960 | 867 | 226 | 781 | 168 |
| Roman Catholic Church | 1960 | 23,303 | 42,105 | 17,020 | 2,558 |
| Salvation Army | 1960 | 1,255 | 254 | 2,336 | 163 |
| Spiritualists: International General Assembly of Spiritualists | 1956 | 209 | 164 | 221 | [6] 8 |
| Triumph the Church and Kingdom of God in Christ | 1960 | 670 | 67 | 600 | 27 |
| Unitarian Churches | 1960 | 392 | 101 | 350 | 67 |
| Universalist Church of America | 1959 | 337 | 71 | 350 | 16 |
| **Bodies with membership of less than 50,000** | ------ | 18,313 | 1,692 | 15,373 | 1,438 |

[1] Includes pupils, officers, and teachers enrolled. [2] 1959 data. [3] 1955 data. [4] 1957 data. [5] 1949 data. [6] 1952 data. [7] 1936 data. [8] 1951 data. [9] 1954 data. [10] 1956 data.

Source: National Council of the Churches of Christ in the United States of America; *Yearbook of American Churches*, November 1961.

## No. 47. Religious Bodies—Church Membership and Sunday Schools: 1940 to 1960

[See headnote, table 46. See also *Historical Statistics, Colonial Times to 1957*, Series H 531–537]

| ITEM | 1940 | 1950 | 1957 | 1958 | 1959 | 1960 |
|---|---|---|---|---|---|---|
| All religious bodies: | | | | | | |
| Number of members ..... 1,000 | 64,592 | 86,830 | 104,190 | 109,568 | 112,227 | 114,449 |
| Percent of total population | 49 | 57 | 61 | 63 | 63 | 64 |
| Average number per local church | 265 | 304 | 330 | 354 | 367 | 359 |
| All Protestant bodies ..... 1,000 | 37,815 | 51,080 | 59,824 | 61,505 | 62,544 | 63,609 |
| The Roman Catholic Church ..... do | 21,284 | 28,635 | 35,846 | 39,510 | 40,871 | 42,105 |
| Other ..... do | 5,493 | 7,116 | 8,510 | 8,544 | 8,812 | 8,675 |
| Sunday and Sabbath Schools: | | | | | | |
| Number of schools ..... do | [1] 213 | 246 | 269 | 275 | 287 | 284 |
| Enrollment ..... do | [1] 24,101 | 29,775 | 40,360 | 41,647 | 44,066 | 43,231 |

[1] 1941–1942.

Source: National Council of the Churches of Christ in the United States of America; *Yearbook of American Churches*.

## No. 48. Religious Bodies—Church Contributions

[Includes Alaska and Hawaii. Represents data for 47 religious bodies reporting annual contributions except as noted]

| RELIGIOUS BODY | Reports for year ending— | TOTAL CONTRIBUTIONS | | Benevolences [1] ($1,000) | Congregational expenses [2] ($1,000) |
|---|---|---|---|---|---|
| | | Amount ($1,000) | Per member | | |
| **Total, 47 bodies** | | [3] 2,533,121 | [4] 66.76 | 458,441 | 2,074,480 |
| **Bodies with membership of 50,000 or over** | | [5] 2,476,893 | | 445,981 | 2,030,712 |
| Baptist: American Convention | Dec. 31, 1960 | 73,106 | 48.06 | 13,570 | 59,536 |
| Southern Convention | Sept. 30, 1960 | 480,609 | 55.68 | 81,925 | 398,684 |
| Church of the Brethren | do | 12,644 | 68.33 | 3,565 | 9,079 |
| Church of God (Anderson, Ind.) | June 30, 1961 | 17,498 | 132.00 | 2,121 | 15,377 |
| Church of the Nazarene | Dec. 31, 1960 | 45,347 | 142.33 | 8,655 | 36,692 |
| Congregational Christian | do | 104,862 | 73.20 | 12,948 | 91,914 |
| Christian Churches (Disciples of Christ) | June 30, 1960 | 86,836 | 63.26 | 15,679 | 71,150 |
| Evangelical and Reformed | Dec. 31, 1960 | 62,340 | 76.58 | 9,681 | 52,665 |
| Evangelical Covenant Church of America | do | 10,885 | 181.14 | 1,993 | 8,892 |
| Evangelical United Brethren | June 30, 1960 | 48,772 | [6] 65.28 | 9,351 | 39,421 |
| Lutheran: American | Dec. 31, 1960 | 51,899 | 74.49 | 8,476 | 43,423 |
| Augustana | do | 35,479 | 80.88 | 7,379 | 28,105 |
| Evangelical | Jan. 31, 1961 | 51,297 | 66.85 | 10,657 | 40,641 |
| Free | do | 3,618 | 83.98 | 868 | 2,751 |
| Missouri Synod | Dec. 31, 1960 | 151,153 | 96.18 | 31,580 | 119,572 |
| United | do | [3] 119,448 | 70.86 | 25,401 | 93,787 |
| Wisconsin Synod | June 30, 1961 | 16,042 | 69.24 | 3,808 | 12,235 |
| Methodist: Free | Aug. 31, 1961 | 14,027 | 271.86 | 8,502 | 6,335 |
| Methodist Church | May 31, 1961 | 553,051 | 55.14 | 83,722 | 470,229 |
| Pentecostal Holiness Church | Aug. 31, 1960 | 6,788 | 127.47 | 517 | 6,270 |
| Presbyterian: Cumberland | Dec. 31, 1960 | 5,329 | 60.20 | 771 | 4,558 |
| United Presbyterian Church U.S.A. | do | 91,582 | 101.44 | 21,457 | 70,126 |
| U.S. | do | 270,234 | 84.31 | 48,067 | 221,267 |
| Protestant Episcopal | do | 140,625 | 64.51 | 28,367 | 112,258 |
| Reformed Church in America | do | 23,616 | 101.53 | 5,875 | 17,741 |
| **Bodies with membership of less than 50,000** | | 56,227 | | 12,460 | 43,768 |

[1] Includes contributions for home and foreign missions.
[2] Represents contributions to local parish or church for building funds, repairs, fuel, salaries of ministers and other employees, and other expenses.
[3] Includes $199,963 contributed to Lutheran Laymen's Movement for Stewardship.
[4] 39 bodies. [5] Excluded from total.

Source: National Council of the Churches of Christ in the United States of America; published in *Statistics of Church Finances*, November 1961.

## Section 2

# Vital Statistics, Health, and Nutrition

This section presents vital statistics—data on births, deaths, fetal deaths (stillbirths), marriages, divorces—and data on communicable diseases, mental health, medical care, hospitals, and nutrition. Vital statistics are compiled and published by the Public Health Service in its annual report, *Vital Statistics of the United States*, and its *Monthly Vital Statistics Report*. Reports in this field are also issued by the individual State bureaus of vital statistics.

**Births and deaths.**—The collection of death statistics on an annual basis began in 1900. Then the death-registration States consisted of 10 States and the District of Columbia. In 1915, the collection of birth statistics began with 10 States and the District of Columbia. The changing composition of the two registration areas[1] makes it impossible to obtain geographically comparable birth and death data for the entire United States before 1933. However, the rates for the expanding groups of registration States are approximations of national rates, and general comparisons over a long period of years can be made. Beginning with 1933, the birth and death registration areas have comprised the entire United States, including Alaska beginning 1959 and Hawaii beginning 1960. National statistics on fetal deaths were compiled for 1918 and annually since 1922.

Prior to 1951, and in 1955, birth statistics were based on a complete count of the records received in the Public Health Service. From 1951 to 1954, and for 1956 and subsequent years, the figures were based on a 50-percent sample of all registered births. Adjustments shown for underregistration of births are based, for the most part, on the results of nationwide tests of registration completeness in 1940 and 1950.

Current death statistics are based on a 10-percent sample of death certificates filed in State vital statistics offices; deaths among Armed Forces abroad are excluded. Fetal deaths (stillbirths) are also excluded from death statistics. Fetal death figures represent only fetal deaths for which the period of gestation was 20 weeks or more, or was not stated, since many States do not require the registration of earlier fetal deaths. Neonatal deaths represent deaths of infants under 28 days old, exclusive of fetal deaths.

Since 1900 the causes of death have been classified according to 7 different revisions of the *International Lists of Diseases and Causes of Death*, issued by the Public Health Service. It has been the practice to revise the *International Lists* every 10 years to keep abreast of medical knowledge. Each revision has produced some break in the comparability of cause-of-death statistics. The extent of the changes is discussed in "The Effect of the Sixth Revision of the International Lists of Diseases and Causes of Death Upon Comparability of Mortality Trends," *Vital Statistics-Special Reports*, Vol. 36, No. 10, and *Vital Statistics of the United States, 1958*, Vol. 1. The latest (7th) revision was made in 1958.

Births, deaths, and fetal deaths are classified by place of occurrence and by place of residence of the mother or of the decedent.

**Marriages and divorces.**—National collections of statistics on marriages and divorces in the United States were made for the years 1867 to 1906, 1916, 1922 to 1932, 1937 to 1940, and 1944 to 1961. Estimates have been made for the intervening years as well as for years in which collections were not complete. A marriage-registration area was

[1] For coverage of these areas, see *Historical Statistics of the United States, Colonial Times to 1957*, series B 1–5.

established by the Public Health Service on January 1, 1957; it covers 35 States and 3 independent registration areas. A divorce-registration area was inaugurated on January 1, 1958; it comprises 21 States and 1 independent registration area. These registration areas were established in order to improve national statistics of marriages and divorces. Criteria for the participation of a State in these registration areas are listed in *Vital Statistics of the United States, 1958*, Vol. 1, pp. 1–10.

**Vital statistics rates.**—Vital statistics rates computed by the Public Health Service are based upon the enumerated population figures as of April 1 for 1940, 1950, and 1960 and upon the estimated midyear population figures for other years, provided by the Bureau of the Census unless otherwise noted. The special situation created by the changes in size and disposition of the Armed Forces necessitated the use of different types of population bases during the war and postwar period. Birth and divorce rates for 1941 to 1946 for the United States are based on the total population including members of the Armed Forces abroad. Birth and divorce rates for 1940 and 1947 to 1960, and death and marriage rates for 1940 to 1960, for the United States and the individual States are based on total population present in the area, excluding Armed Forces abroad.

**Morbidity.**—Annual data on morbidity are compiled by the Public Health Service and published as a supplement to its *Morbidity and Mortality Weekly Report*. The list of diseases reported by individual States depends upon laws or regulations within the various States. However, most of the common communicable diseases are reportable in all States. Data on morbidity in the general population are also obtained occasionally by special surveys conducted in various communities or States. A clearinghouse of such surveys is maintained by the Public Health Service.

Another source of health statistics is the National Health Survey's continuing program which collects statistics on disease, injury, impairment, disability, and related topics on a uniform basis for the nation as a whole. The various reports are published under the general title, *Health Statistics From the U.S. National Health Survey*.

Morbidity statistics for members of the Armed Forces are prepared and published by the Departments of the Army, Navy, and Air Force. The Department of Labor compiles statistics of industrial injuries (see pp. 240 and 241).

**Medical care.**—Statistics of hospitals are obtained from the annual survey of hospitals conducted by the American Hospital Association. These statistics are published annually by that organization in *Hospitals*, Guide Issue, and include only hospitals that meet American Hospital Association requirements for listing. A relatively large number of institutions that provide health care, such as nursing and convalescent homes, are not included in the survey. Included are nearly all hospitals in the country that meet the following definition: A hospital is any establishment providing medical and registered nurse supervision; and offering services, facilities, and beds for use beyond 24 hours by 6 or more nonrelated individuals requiring diagnosis, treatment or care for illness, injury, deformity, infirmity, abnormality, or pregnancy; and regularly making available at least (1) clinical laboratory services, (2) diagnostic X-ray services, and (3) treatment facilities for (a) surgery, (b) obstetrical care, or (c) other definitive medical treatment of similar extent. Statistics supporting comprehensive, long-range plans for construction of hospital facilities authorized under Title VI of the Public Health Service Act, as amended, are revised annually, and are available from the Public Health Service. Summary data from the same source on existing hospital beds from 1948 to 1959 appear in *Public Health Reports* (December 1959 issue). Detailed data on existing hospital beds as of July 1, 1956, appear in *The Nation's Health Facilities—Ten Years of the Hill-Burton Hospital and Medical Facilities Program, 1946–1956*, Public Health Service Publication No. 616.

Statistics on institutional population based on the 1950 Census of Population include information on number and characteristics of persons in long-term hospitals, in homes and schools for the mentally and physically handicapped, and in homes for the aged and dependent (*U. S. Census of Population, 1950*, Vol. IV, Part 2C).

Sample surveys are conducted occasionally to provide information on the medical care received by the population of various communities or States, and certain insurance organizations publish statistics on the medical care received by their beneficiaries.

Another aspect of medical care is provided by statistics on patients in hospitals for mental disease, and in institutions for mental defectives and epileptics. From 1926 to 1946, such data were collected annually by the Bureau of the Census. Beginning with the 1947 report, the data appear in the annual report, *Patients in Mental Institutions*, issued by the Public Health Service.

**Nutrition.**—Statistics on the apparent per capita consumption of food and its nutrient value are estimated by the Department of Agriculture and published quarterly (nutrient value, annually) in the *National Food Situation*. A discussion of methods used to compute these figures and more detailed information appear in Agriculture Handbook No. 62, *Consumption of Food in the United States, 1909–52*, and the 1956 and later supplements to that publication present revised and current figures.

Statistics on Federal food distribution programs, data on the quantity and costs of the food commodities distributed, and the number of persons participating in the programs are published annually in *Agricultural Statistics*.

**Alaska and Hawaii.**—For a general statement concerning the treatment of data for Alaska and Hawaii, see preface. "Conterminous area" refers to the United States excluding Alaska, Hawaii, and outlying areas.

**Historical statistics.** Tabular headnotes (as "See also *Historical Statistics, Colonial Times to 1957*, series B 7–9") provide cross-references, where applicable, to *Historical Statistics of the United States, Colonial Times to 1957*. See preface.

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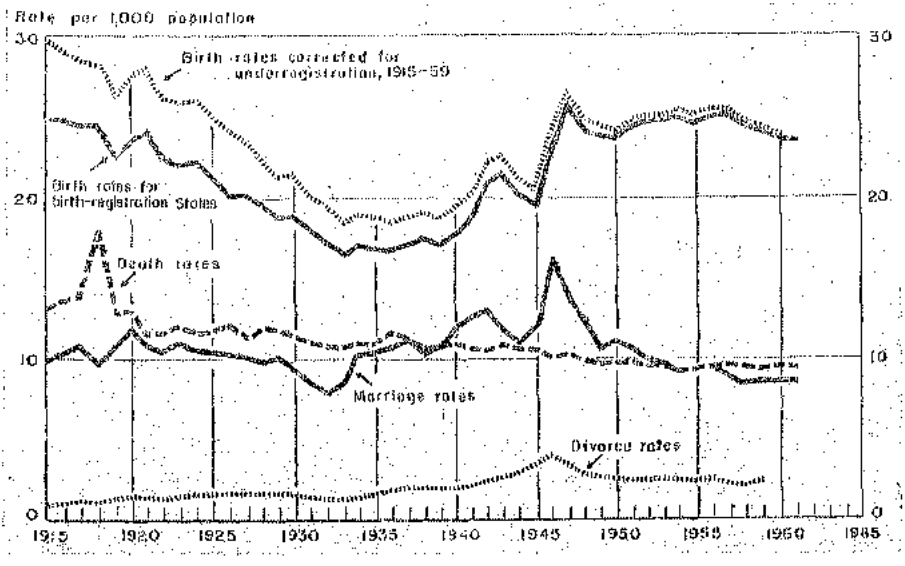
Fig. V. Vital Statistics Rates: 1915 to 1961

[See tables 49 and 50]




Source: Department of Health, Education, and Welfare, Public Health Service.

## No. 49. Births, Deaths, Marriages, and Divorces, and Rate Per 1,000 Population: 1910 to 1961

[In thousands. Beginning 1959, includes Alaska, and 1960, Hawaii. Births and deaths are registered births and deaths only; for years prior to 1933 not all States were represented (see text, p. 49). See also *Historical Statistics, Colonial Times to 1957*, series B 7-9, B 129, B 170, and B 178]

| Year | Births | Deaths | Marriages [1] | Divorces [2] | Rate per 1,000 population [3] | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | Births | Deaths | Marriages [1] | Divorces [1] |
| 1910 | ------ | 897 | 948 | 83 | ------ | 14.7 | 10.3 | 0.9 |
| 1915 | 776 | 816 | 1,008 | 104 | 25.0 | 13.2 | 10.0 | 1.0 |
| 1920 | 1,500 | 1,118 | 1,274 | 171 | 23.7 | 13.0 | 12.0 | 1.6 |
| 1925 | 1,870 | 1,192 | 1,188 | 175 | 21.3 | 11.7 | 10.3 | 1.5 |
| 1930 | 2,204 | 1,327 | 1,127 | 190 | 18.0 | 11.3 | 9.2 | 1.6 |
| 1935 | 2,156 | 1,393 | 1,327 | 218 | 16.9 | 10.9 | 10.4 | 1.7 |
| 1940 | 2,360 | 1,417 | 1,596 | 264 | 17.9 | 10.8 | 12.1 | 2.0 |
| 1945 | 2,735 | 1,402 | 1,613 | 485 | 19.5 | 10.0 | 12.2 | 3.6 |
| 1950 | 3,554 | 1,452 | 1,667 | 385 | 23.6 | 9.6 | 11.1 | 2.6 |
| 1955 | 4,047 | 1,529 | 1,531 | 377 | 24.6 | 9.3 | 9.3 | 2.3 |
| 1956 | [4] 4,163 | 1,564 | 1,585 | 392 | [4] 24.9 | 9.4 | 9.5 | 2.3 |
| 1957 | [4] 4,255 | 1,633 | 1,518 | 381 | [4] 25.0 | 9.6 | 8.9 | 2.2 |
| 1958 | [4] 4,204 | 1,648 | 1,451 | 368 | [4] 24.3 | 9.5 | 8.4 | 2.1 |
| 1959 | [4] 4,245 | 1,657 | 1,494 | 395 | [4] 24.1 | 9.4 | 8.5 | 2.2 |
| 1960 | [4] 4,258 | [5] 1,702 | [5] 1,527 | (6) | [4] 23.7 | [5] 9.5 | [5] 8.5 | (6) |
| 1961 [5] | 4,282 | 1,702 | 1,547 | (6) | 23.4 | 9.3 | 8.5 | (6) |

[1] Estimated for 1920, 1935, and 1955-61. Includes estimates and marriage licenses for some States for all years.
[2] Estimated, except for 1925 and 1930. Includes reported annulments.
[3] For 1940, 1950, and 1960, based on population enumerated as of April 1; for all other years, estimated as of July 1. All rates are based on population excluding Armed Forces abroad, except 1945 birth and divorce rates based on population including Armed Forces abroad.
[4] Based on 50-percent sample. [5] Provisional. [6] Not available.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*, and *Monthly Vital Statistics Report*.

## No. 50. Live Births and Birth Rate Per 1,000 Population, by Color: 1910 to 1961

[In thousands. Beginning 1959, includes Alaska, and 1960, Hawaii. Data for 1910 to 1958 are adjusted for underregistration; 1959 data are shown for both registered and adjusted births; beginning 1960, registered births only. For total registered births, see table 49. See also *Historical Statistics, Colonial Times to 1957*, series B 6 and B 19-21]

| Year | Number [1] | | | Rate [2] | | |
|---|---|---|---|---|---|---|
| | Total | White | Nonwhite | Total | White | Nonwhite |
| 1910 | 2,777 | 2,401 | (3) | 30.1 | 29.2 | (3) |
| 1915 | 2,905 | 2,504 | (3) | 29.5 | 28.9 | (3) |
| 1920 | 2,950 | 2,560 | 383 | 27.7 | 26.9 | 35.0 |
| 1925 | 2,909 | 2,506 | 403 | 25.1 | 24.1 | 34.2 |
| 1930 | 2,618 | 2,274 | 344 | 21.3 | 20.6 | 27.5 |
| 1935 | 2,377 | 2,042 | 334 | 18.7 | 17.9 | 25.8 |
| 1940 | 2,559 | 2,199 | 360 | 19.4 | 18.6 | 26.7 |
| 1945 | 2,858 | 2,471 | 388 | 20.4 | 19.7 | 26.5 |
| 1950 | 3,632 | 3,108 | 524 | 24.1 | 23.0 | 33.3 |
| 1955 | 4,104 | 3,488 | 617 | 25.0 | 23.8 | 34.7 |
| 1956 [4] | 4,218 | 3,573 | 645 | 25.2 | 24.0 | 36.4 |
| 1957 [4] | 4,308 | 3,648 | 660 | 25.3 | 24.1 | 35.2 |
| 1958 [4] | 4,255 | 3,598 | 657 | 24.6 | 23.4 | 34.2 |
| 1959 [4] (adj.) | 4,206 | 3,622 | 673 | 24.3 | 23.1 | 34.0 |
| 1959 [4] (reg.) | 4,245 | 3,597 | 647 | 24.1 | 23.0 | 32.7 |
| 1960 [4] | 4,258 | 3,601 | 657 | 23.7 | 22.7 | 32.1 |
| 1961 [4] | 4,282 | 3,616 | 666 | 23.4 | 22.3 | 31.6 |

[1] Includes adjustments for States not in the birth-registration area before 1933: see text, p. 49.
[2] For 1940, 1950, and 1960, based on population enumerated as of April 1; for all other years, estimated as of July 1. For 1945, based on population including Armed Forces abroad; for all other years based on total population residing in area in specified group.
[3] Not estimated. Differences between estimated numbers of all births and white births do not give reliable estimates for nonwhite births. [4] Based on a 50-percent sample.
[5] Provisional.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*.

## No. 51. Gross and Net Reproduction Rate, by Color: 1905 to 1960

[Beginning 1959, includes Alaska, and 1960, Hawaii. Prior to 1960, based on births adjusted for underregistration; beginning 1960, on registered births. Rates computed using annual vital statistics life tables and population estimates by age, except as noted for earlier years. A net reproduction rate of 1,000 means that each generation would just replace itself, if birth and death rates of a specified period were to continue indefinitely, in the absence of net immigration. A rate above 1,000 implies a potentially gaining population, and a rate below 1,000, a potentially declining population. A gross reproduction rate of 1,000 means that if all women born at the beginning of a generation were to live through their reproductive period and continue birth rates existing at the time of their birth, they would barely reproduce themselves, assuming no migration from outside the area. Where gross reproduction rate is less than 1,000, an improvement in mortality alone would not prevent a potential decline in population. See also *Historical Statistics, Colonial Times to 1957*, series B 31–36]

| Period or year | Net rate | | | Gross rate | | |
|---|---|---|---|---|---|---|
| | Total | White | Nonwhite | Total | White | Nonwhite |
| 1906 to 1910 [1] | 1,336 | 1,336 | 1,329 | 1,793 | 1,740 | 2,240 |
| 1930 to 1935 [1] | 984 | 972 | 1,074 | 1,108 | 1,080 | 1,336 |
| 1935 to 1940 [1] | 978 | 957 | 1,137 | 1,101 | 1,063 | 1,413 |
| 1940 | 1,027 | 1,002 | 1,209 | 1,121 | 1,082 | 1,422 |
| 1945 | 1,132 | 1,100 | 1,323 | 1,212 | 1,175 | 1,493 |
| 1949 | 1,439 | 1,306 | 1,741 | 1,516 | 1,461 | 1,906 |
| 1950 | 1,435 | 1,387 | 1,789 | 1,505 | 1,446 | 1,940 |
| 1951 [2] | 1,510 | 1,471 | 1,864 | 1,591 | 1,532 | 2,025 |
| 1952 [2] | 1,561 | 1,514 | 1,894 | 1,635 | 1,577 | 2,059 |
| 1953 [2] | 1,594 | 1,548 | 1,955 | 1,665 | 1,603 | 2,114 |
| 1954 [2] | 1,554 | 1,598 | 2,058 | 1,723 | 1,657 | 2,212 |
| 1955 | 1,673 | 1,613 | 2,097 | 1,741 | 1,671 | 2,251 |
| 1956 [2] | 1,724 | 1,660 | 2,178 | 1,793 | 1,719 | 2,333 |
| 1957 [2] | 1,769 | 1,697 | 2,260 | 1,831 | 1,758 | 2,366 |
| 1958 [2] | 1,730 | 1,668 | 2,173 | 1,801 | 1,727 | 2,334 |
| 1959 [2] (adj.) | 1,738 | 1,672 | 2,196 | 1,806 | 1,730 | 2,354 |
| 1959 [2] (reg.) | 1,716 | 1,661 | 2,113 | 1,784 | 1,719 | 2,236 |
| 1960 [2] | [3] 1,717 | [3] 1,664 | [3] 2,093 | 1,783 | 1,720 | 2,241 |

[1] Data based on census samples. See source: Department of Commerce, Bureau of the Census; special report of Sixteenth Census, *Differential Fertility, 1940 and 1910—Standardized Fertility Rates and Reproduction Rates.*
[2] Based on a 50-percent sample of births. [3] Provisional.

Source: Department of Health, Education, and Welfare, Public Health Service (except as noted); annual report, *Vital Statistics of the United States.*

## No. 52. Live Births, by Sex: 1935 to 1960

[In thousands. Beginning 1959, includes Alaska, and 1960, Hawaii. Data for 1935 to 1958 are births adjusted for underregistration; 1959 data are shown for both registered and adjusted births; beginning 1960, registered births only. For total registered births, see table 49; for total estimated births, see table 50]

| Year | Male | Female | Males per 1,000 females |
|---|---|---|---|
| 1935 | 1,219 | 1,158 | 1,053 |
| 1940 | 1,313 | 1,246 | 1,054 |
| 1941 | 1,387 | 1,316 | 1,053 |
| 1942 | 1,537 | 1,452 | 1,058 |
| 1943 | 1,593 | 1,510 | 1,055 |
| 1944 | 1,569 | 1,430 | 1,055 |
| 1945 | 1,407 | 1,301 | 1,055 |
| 1946 | 1,754 | 1,657 | 1,058 |
| 1947 | 1,969 | 1,857 | 1,055 |
| 1948 | 1,866 | 1,771 | 1,054 |
| 1949 | 1,872 | 1,777 | 1,054 |
| 1950 | 1,863 | 1,768 | 1,054 |
| 1951 [1] | 1,960 | 1,863 | 1,052 |
| 1952 [1] | 2,065 | 1,968 | 1,051 |
| 1953 [1] | 2,034 | 1,931 | 1,053 |
| 1954 [1] | 2,090 | 1,983 | 1,051 |
| 1955 | 2,103 | 2,001 | 1,051 |
| 1956 [1] | 2,162 | 2,056 | 1,052 |
| 1957 [1] | 2,207 | 2,101 | 1,050 |
| 1958 [1] | 2,170 | 2,076 | 1,050 |
| 1959 [1] (adj.) | 2,199 | 2,096 | 1,049 |
| 1959 [1] (reg.) | 2,174 | 2,071 | 1,050 |
| 1960 [1] | 2,180 | 2,078 | 1,049 |

[1] Based on a 50-percent sample of births.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States.*

## No. 53. Live Births and Crude Birth Rate, by States: 1940 to 1961

[By place of residence. Data for 1940, 1950, and 1955 are adjusted for underregistration; beginning 1960, registered births only. Adjusted figures are shown to the last digit as computed, for convenience in summation; they are not assumed to be correct to the last digit]

| State | Number | | | | | Rate [3] | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1940 | 1950 | 1955 | 1960 [1] | 1961 [2] | 1940 | 1950 | 1955 | 1960 [1] | 1961 [2] |
| United States [4] | 2,558,647 | 3,631,512 | 4,104,112 | 4,257,850 | [5] 4,282,000 | 19.4 | 24.1 | 25.0 | 23.7 | [5] 23.4 |
| New England | 134,269 | 195,200 | 225,343 | 236,758 | (6) | 15.9 | 21.0 | 23.2 | 22.5 | (6) |
| Maine | 15,797 | 21,267 | 22,551 | 23,218 | 23,400 | 18.6 | 23.3 | 24.5 | 24.0 | 23.6 |
| New Hampshire | 8,447 | 11,545 | 12,509 | 13,844 | 13,323 | 17.2 | 21.7 | 22.6 | 22.8 | 21.5 |
| Vermont | 7,143 | 9,042 | 9,375 | 9,408 | 9,144 | 19.9 | 23.9 | 25.6 | 24.1 | 23.1 |
| Massachusetts | 66,281 | 96,486 | 110,486 | 115,124 | (6) | 15.3 | 20.6 | 22.9 | 22.4 | (6) |
| Rhode Island | 10,966 | 16,228 | 17,909 | 18,396 | 19,330 | 15.4 | 20.5 | 21.7 | 21.4 | 22.3 |
| Connecticut | 25,695 | 40,643 | 52,503 | 56,768 | 56,113 | 15.0 | 20.2 | 23.8 | 22.4 | 21.5 |
| Middle Atlantic | 429,577 | 623,467 | 709,506 | 733,294 | 734,057 | 15.6 | 20.7 | 22.1 | 21.5 | 21.1 |
| New York | 198,637 | 302,344 | 343,924 | 359,452 | 364,134 | 14.7 | 20.4 | 21.7 | 21.4 | 21.4 |
| New Jersey | 60,406 | 98,187 | 121,807 | 132,374 | 128,435 | 14.5 | 20.8 | 22.7 | 21.8 | 20.6 |
| Pennsylvania | 170,490 | 222,936 | 243,775 | 241,468 | 241,488 | 17.2 | 21.2 | 22.4 | 21.3 | 21.1 |
| East North Central | 489,997 | 719,549 | 847,357 | 877,300 | 863,699 | 17.7 | 23.7 | 25.1 | 24.2 | 23.5 |
| Ohio | 120,193 | 187,049 | 224,746 | 230,718 | 227,590 | 17.4 | 23.6 | 25.0 | 22.8 | 23.0 |
| Indiana | 63,779 | 94,448 | 109,472 | 112,722 | 111,370 | 18.6 | 24.0 | 25.3 | 24.2 | 23.6 |
| Illinois | 128,310 | 191,738 | 222,230 | 238,928 | 234,513 | 16.2 | 22.0 | 23.9 | 23.7 | 22.9 |
| Michigan | 101,206 | 162,715 | 198,205 | 195,336 | 192,134 | 19.8 | 25.5 | 26.0 | 25.0 | 24.2 |
| Wisconsin | 56,500 | 82,979 | 92,654 | 99,596 | 98,092 | 18.0 | 24.2 | 25.0 | 25.2 | 24.4 |
| West North Central | 248,261 | 337,615 | 364,460 | 368,388 | 368,418 | 18.4 | 24.0 | 24.5 | 24.0 | 23.6 |
| Minnesota | 53,263 | 75,427 | 81,778 | 87,594 | 85,938 | 19.1 | 25.3 | 25.7 | 25.7 | 24.8 |
| Iowa | 47,337 | 63,074 | 64,073 | 64,162 | 64,287 | 18.6 | 24.1 | 23.6 | 23.8 | 23.1 |
| Missouri | 68,220 | 87,694 | 95,113 | 97,026 | 102,044 | 18.0 | 22.2 | 22.7 | 22.7 | 23.3 |
| North Dakota | 13,883 | 17,133 | 17,299 | 16,026 | 16,345 | 21.6 | 27.7 | 27.0 | 26.3 | 25.5 |
| South Dakota | 12,629 | 18,074 | 18,795 | 17,020 | 17,578 | 19.6 | 27.7 | 27.6 | 25.9 | 25.5 |
| Nebraska | 22,711 | 31,953 | 34,949 | 34,262 | 33,999 | 17.3 | 24.1 | 24.7 | 24.8 | 23.8 |
| Kansas | 30,212 | 44,255 | 53,053 | 50,698 | 48,227 | 16.8 | 23.2 | 25.8 | 23.3 | 22.0 |
| South Atlantic | 430,303 | 557,786 | 624,300 | 628,716 | 637,304 | 24.1 | 25.3 | 26.6 | 24.2 | 24.0 |
| Delaware | 4,062 | 7,636 | 10,624 | 11,530 | 11,853 | 17.5 | 24.2 | 26.3 | 25.9 | 25.0 |
| Maryland | 33,347 | 54,733 | 68,284 | 77,350 | 69,607 | 18.3 | 23.4 | 24.6 | 24.9 | 21.8 |
| Dist. of Columbia | 11,506 | 20,072 | 21,290 | 16,872 | 33,866 | 17.4 | 25.0 | 25.3 | 26.0 | 44.5 |
| Virginia | 62,044 | 84,317 | 90,033 | 95,534 | 92,582 | 23.2 | 26.4 | 26.9 | 24.1 | 22.8 |
| West Virginia | 48,788 | 58,405 | 45,304 | 39,474 | 39,708 | 25.7 | 26.6 | 23.1 | 21.2 | 21.5 |
| North Carolina | 93,086 | 110,701 | 118,604 | 109,774 | 112,135 | 26.3 | 27.3 | 27.4 | 24.1 | 24.3 |
| South Carolina | 58,139 | 64,005 | 68,793 | 69,812 | 59,608 | 30.6 | 30.2 | 29.9 | 25.1 | 24.8 |
| Georgia | 80,126 | 96,533 | 104,414 | 99,750 | 101,922 | 25.7 | 28.0 | 28.6 | 25.3 | 25.6 |
| Florida | 37,755 | 66,334 | 90,954 | 115,570 | 116,023 | 19.9 | 23.9 | 24.0 | 23.3 | 22.2 |
| East South Central | 274,071 | 315,637 | 310,579 | 294,240 | 300,303 | 25.4 | 27.5 | 26.8 | 24.4 | 24.6 |
| Kentucky | 71,347 | 79,130 | 75,968 | 72,208 | 73,679 | 25.1 | 26.9 | 25.4 | 23.8 | 24.0 |
| Tennessee | 69,341 | 84,116 | 86,328 | 82,036 | 80,402 | 23.8 | 25.6 | 25.4 | 23.0 | 23.9 |
| Alabama | 74,261 | 86,100 | 83,907 | 80,846 | 80,252 | 26.2 | 28.1 | 27.2 | 24.7 | 24.3 |
| Mississippi | 59,182 | 66,342 | 64,386 | 59,150 | 59,970 | 27.1 | 30.4 | 30.6 | 27.2 | 27.1 |
| West South Central | 310,947 | 396,207 | 432,394 | 430,922 | 431,934 | 23.8 | 27.3 | 27.6 | 25.4 | 25.0 |
| Arkansas | 51,278 | 51,830 | 45,949 | 40,532 | 41,512 | 20.3 | 27.1 | 25.9 | 22.7 | 23.1 |
| Louisiana | 58,925 | 79,757 | 83,553 | 90,212 | 88,927 | 24.9 | 29.7 | 30.3 | 27.7 | 26.8 |
| Oklahoma | 52,835 | 52,089 | 51,174 | 50,086 | 50,054 | 22.6 | 23.3 | 23.4 | 21.9 | 21.2 |
| Texas | 147,909 | 212,531 | 246,727 | 249,142 | 251,431 | 23.1 | 27.6 | 28.1 | 26.0 | 25.7 |
| Mountain | 99,778 | 146,248 | 172,409 | 187,062 | 191,326 | 24.6 | 28.8 | 28.9 | 27.3 | 27.1 |
| Montana | 11,840 | 15,694 | 17,537 | 17,444 | 17,152 | 21.2 | 26.6 | 27.9 | 25.9 | 25.1 |
| Idaho | 12,396 | 16,222 | 17,156 | 17,176 | 16,711 | 23.6 | 27.6 | 28.2 | 25.7 | 24.4 |
| Wyoming | 5,441 | 7,600 | 8,678 | 8,512 | 8,476 | 21.7 | 26.5 | 27.9 | 25.8 | 25.1 |
| Colorado | 23,412 | 34,960 | 40,740 | 42,912 | 46,163 | 20.8 | 26.4 | 26.1 | 24.5 | 25.9 |
| New Mexico | 16,818 | 23,468 | 27,022 | 30,680 | 29,006 | 31.6 | 34.5 | 34.1 | 32.3 | 30.4 |
| Arizona | 13,804 | 23,012 | 29,700 | 36,760 | 37,550 | 27.6 | 30.7 | 28.8 | 28.2 | 27.0 |
| Utah | 13,851 | 21,426 | 25,144 | 26,308 | 27,300 | 25.2 | 31.1 | 31.5 | 29.5 | 29.8 |
| Nevada | 2,216 | 3,742 | 6,422 | 7,270 | 8,059 | 20.1 | 28.4 | 26.2 | 25.5 | 27.0 |
| Pacific [4] | 161,384 | 339,748 | 417,764 | 500,670 | 510,129 | 16.6 | 23.5 | 24.2 | 23.6 | 23.2 |
| Washington | 28,793 | 56,179 | 62,768 | 65,278 | 64,004 | 16.6 | 23.6 | 24.0 | 22.9 | 22.1 |
| Oregon | 18,108 | 36,423 | 39,095 | 38,414 | 37,002 | 16.6 | 23.9 | 23.1 | 21.7 | 20.9 |
| California | 114,483 | 247,146 | 315,901 | 372,210 | 388,448 | 16.6 | 23.8 | 24.4 | 23.7 | 23.4 |
| Alaska | (6) | (6) | (6) | 7,562 | 7,414 | (6) | (6) | (6) | 33.4 | 31.7 |
| Hawaii | (6) | (6) | (6) | 17,206 | 17,592 | (6) | (6) | (6) | 27.2 | 26.8 |

[1] Based on 50-percent sample of live births.
[2] Provisional. By place of occurrence.
[3] Rate per 1,000 population (excluding Armed Forces abroad) enumerated as of April 1 for 1940, 1950, and 1960, and estimated as of July 1 for other years.
[4] Beginning 1960, includes Alaska and Hawaii.
[5] Includes estimate for Massachusetts.
[6] Not available.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*, *Vital Statistics—Special Reports*, and *Monthly Vital Statistics Report*.

## No. 54. Registered Live Births, by Color, for Urban and Rural Areas, by States: 1959 and 1960

[By place of residence. Based on a 50-percent sample. Prior to 1960, definitions of urban and rural based on Census of Population definition used prior to 1950; beginning 1960, see "Introduction" in 1960 annual report, *Vital Statistics of the United States*. Tests made in 1950 indicate that, for the country as a whole, errors in residence reporting result in a significant overstatement of births to residents of urban places, and a corresponding understatement in the number to residents of areas classified as rural]

| State | 1959 | | | | 1960 | | | |
|---|---|---|---|---|---|---|---|---|
| | Urban | | Rural | | Urban | | Rural | |
| | White | Nonwhite | White | Nonwhite | White | Nonwhite | White | Nonwhite |
| **United States** [1] | [2] 2,081,358 | [2] 442,442 | [2] 1,516,072 | [2] 204,924 | 2,197,028 | 455,592 | 1,403,716 | 201,514 |
| **New England** | (3) | (3) | (3) | (3) | 144,216 | 8,288 | 83,459 | 804 |
| Maine | 9,276 | 108 | 13,500 | 144 | 8,378 | 188 | 14,530 | 172 |
| New Hampshire | 7,302 | 64 | 6,084 | 14 | 7,126 | 80 | 6,624 | 14 |
| Vermont | 4,026 | 26 | 5,406 | 0 | 3,546 | 6 | 5,852 | 4 |
| Massachusetts | (3) | (3) | (3) | (3) | 77,044 | 3,912 | 33,202 | 366 |
| Rhode Island | 13,950 | 696 | 3,978 | 92 | 13,130 | 656 | 4,522 | 88 |
| Connecticut | 31,504 | 2,548 | 22,048 | 130 | 34,302 | 3,496 | 18,720 | 160 |
| **Middle Atlantic** | 421,126 | 82,076 | 228,562 | 6,314 | 438,050 | 83,890 | 205,646 | 5,708 |
| New York | 214,858 | 43,628 | 99,772 | 2,662 | 212,784 | 43,992 | 100,132 | 2,604 |
| New Jersey | 79,314 | 14,984 | 34,358 | 2,250 | 92,348 | 15,372 | 22,414 | 1,740 |
| Pennsylvania | 126,956 | 24,114 | 94,432 | 1,502 | 132,918 | 24,086 | 83,100 | 1,364 |
| **East North Central** | 477,918 | 93,586 | 306,800 | 4,744 | 500,436 | 92,300 | 273,456 | 4,558 |
| Ohio | 121,310 | 23,482 | 86,800 | 1,486 | 125,314 | 22,700 | 80,192 | 1,452 |
| Indiana | 58,534 | 9,112 | 44,976 | 232 | 60,844 | 9,100 | 42,438 | 290 |
| Illinois | 142,400 | 37,126 | 50,390 | 1,292 | 150,848 | 37,252 | 49,842 | 986 |
| Michigan | 100,932 | 20,654 | 75,742 | 1,248 | 108,816 | 20,222 | 64,972 | 1,326 |
| Wisconsin | 54,742 | 3,212 | 40,192 | 486 | 59,664 | 3,406 | 35,962 | 504 |
| **West North Central** | 187,748 | 19,204 | 162,366 | 3,944 | 201,582 | 19,138 | 144,344 | 3,824 |
| Minnesota | 46,680 | 1,018 | 40,120 | 596 | 53,038 | 1,090 | 32,920 | 546 |
| Iowa | 33,168 | 930 | 30,464 | 48 | 34,222 | 944 | 28,946 | 50 |
| Missouri | 47,860 | 12,352 | 37,108 | 1,320 | 52,086 | 12,208 | 32,404 | 1,228 |
| North Dakota | 6,410 | 78 | 9,902 | 536 | 6,526 | 106 | 9,476 | 518 |
| South Dakota | 7,506 | 230 | 9,256 | 1,008 | 7,724 | 300 | 8,554 | 1,042 |
| Nebraska | 18,398 | 1,278 | 14,250 | 170 | 19,202 | 1,346 | 13,486 | 168 |
| Kansas | 27,720 | 3,312 | 21,200 | 266 | 28,724 | 3,144 | 18,558 | 272 |
| **South Atlantic** | 184,526 | 99,606 | 258,768 | 88,594 | 190,006 | 100,054 | 253,422 | 85,234 |
| Delaware | 2,278 | 1,086 | 7,204 | 1,100 | 2,250 | 1,072 | 7,196 | 1,062 |
| Maryland | 24,020 | 12,658 | 35,372 | 5,010 | 22,018 | 12,428 | 38,012 | 4,892 |
| Dist. of Columbia | 6,582 | 13,512 | (4) | (4) | 6,196 | 13,676 | (4) | (4) |
| Virginia | 32,158 | 12,236 | 36,800 | 12,488 | 33,172 | 11,874 | 38,542 | 11,946 |
| West Virginia | 14,970 | 1,030 | 25,096 | 1,196 | 14,684 | 850 | 22,880 | 1,060 |
| North Carolina | 26,244 | 13,140 | 48,946 | 22,554 | 26,464 | 13,250 | 45,794 | 21,266 |
| South Carolina | 11,620 | 7,282 | 22,926 | 18,448 | 11,870 | 7,298 | 22,714 | 17,930 |
| Georgia | 30,174 | 18,482 | 34,018 | 16,946 | 31,078 | 19,150 | 33,214 | 16,308 |
| Florida | 36,480 | 20,180 | 45,826 | 10,812 | 39,274 | 20,456 | 45,070 | 10,770 |
| **East South Central** | 85,114 | 41,560 | 126,030 | 47,346 | 88,294 | 42,262 | 119,462 | 44,222 |
| Kentucky | 23,730 | 4,422 | 42,024 | 2,074 | 24,290 | 4,364 | 41,670 | 1,884 |
| Tennessee | 24,318 | 12,310 | 40,254 | 6,270 | 25,412 | 12,416 | 38,452 | 5,756 |
| Alabama | 25,734 | 14,960 | 26,470 | 16,174 | 26,618 | 15,302 | 24,210 | 14,716 |
| Mississippi | 11,332 | 9,878 | 16,682 | 22,828 | 11,974 | 10,180 | 15,130 | 21,866 |
| **West South Central** | 231,062 | 58,506 | 109,506 | 33,206 | 235,798 | 58,488 | 104,060 | 32,606 |
| Arkansas | 12,644 | 5,248 | 15,834 | 6,992 | 13,342 | 5,466 | 15,024 | 6,750 |
| Louisiana | 29,608 | 20,502 | 25,688 | 15,170 | 30,576 | 20,686 | 24,716 | 14,234 |
| Oklahoma | 26,056 | 4,642 | 15,200 | 2,456 | 30,054 | 4,674 | 13,356 | 2,402 |
| Texas | 160,754 | 28,114 | 52,784 | 8,588 | 161,796 | 27,602 | 50,464 | 9,220 |
| **Mountain** | 96,136 | 4,772 | 72,856 | 8,940 | 100,818 | 5,596 | 63,208 | 8,440 |
| Montana | 8,158 | 254 | 8,326 | 928 | 8,500 | 272 | 7,668 | 1,004 |
| Idaho | 8,822 | 98 | 8,074 | 194 | 9,184 | 140 | 7,602 | 190 |
| Wyoming | 4,358 | 98 | 3,104 | 152 | 4,944 | 134 | 3,280 | 154 |
| Colorado | 28,980 | 1,426 | 16,868 | 250 | 26,206 | 1,404 | 15,114 | 188 |
| New Mexico | 17,474 | 784 | 9,578 | 2,384 | 18,416 | 1,002 | 8,988 | 2,274 |
| Arizona | 14,456 | 1,200 | 14,552 | 4,432 | 21,996 | 1,692 | 8,990 | 4,082 |
| Utah | 14,462 | 284 | 10,014 | 348 | 16,044 | 260 | 9,708 | 296 |
| Nevada | 3,926 | 628 | 2,240 | 252 | 4,628 | 602 | 1,798 | 252 |
| **Pacific** [1] | 249,532 | 35,034 | 172,086 | 11,124 | 282,808 | 45,076 | 156,568 | 16,118 |
| Washington | 31,738 | 2,470 | 30,386 | 1,156 | 33,286 | 2,440 | 28,424 | 1,128 |
| Oregon | 22,072 | 912 | 19,386 | 276 | 16,716 | 920 | 20,368 | 416 |
| California | 194,840 | 31,260 | 125,600 | 7,888 | 228,754 | 34,670 | 101,418 | 7,368 |
| Alaska | 1,382 | 302 | 2,714 | 1,364 | 1,048 | 588 | 3,254 | 1,822 |
| Hawaii | (3) | (3) | (3) | (3) | 2,110 | 6,508 | 3,204 | 5,384 |

[1] Includes Alaska, and beginning 1960, Hawaii.
[2] Includes estimates for Massachusetts. [3] Not available. [4] No rural area.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*.

## No. 55. Live Births by Attendant: 1935 to 1960

[In thousands. Beginning 1959, includes Alaska, and 1960, Hawaii. For total estimated births, see table 50]

| Year | Total | Attended by— Physician, in hospital [1] | Physician, not in hospital | Midwife, other, and not specified |
|---|---|---|---|---|
| 1935 | 2,155 | 796 | 1,090 | 270 |
| 1940 | 2,360 | 1,317 | 825 | 218 |
| 1941 | 2,513 | 1,538 | 760 | 216 |
| 1942 | 2,300 | 1,907 | 694 | 208 |
| 1943 | 2,935 | 2,136 | 610 | 204 |
| 1944 | 2,795 | 2,113 | 493 | 188 |
| 1945 | 2,735 | 2,156 | 403 | 177 |
| 1946 | 3,289 | 2,708 | 403 | 178 |
| 1947 | 3,700 | 3,137 | 375 | 188 |
| 1948 | 3,635 | 3,025 | 323 | 186 |
| 1949 | 3,590 | 3,087 | 290 | 182 |
| 1950 | 3,554 | 3,126 | 252 | 177 |
| 1951 [2] | 3,751 | 3,377 | 205 | 169 |
| 1952 [2] | 3,847 | 3,529 | 152 | 166 |
| 1953 [2] | 3,902 | 3,621 | 136 | 145 |
| 1954 [2] | 4,017 | 3,700 | 118 | 139 |
| 1955 | 4,047 | 3,819 | 101 | 128 |
| 1956 [2] | 4,103 | 3,959 | 85 | 118 |
| 1957 [2] | 4,255 | 4,070 | 75 | 109 |
| 1958 [2] | 4,204 | 4,037 | 65 | 103 |
| 1959 [2] | 4,245 | 4,091 | 56 | 98 |
| 1960 [3] | 4,258 | 4,114 | 49 | 94 |

[1] It is assumed that all births in hospitals or institutions are attended by physicians.
[2] Based on a 10-percent sample.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*.

## No. 56. Live Birth Rate, by Color and Age of Mother: 1940 to 1960

[Beginning 1959, includes Alaska, and 1960, Hawaii. Data for 1940 to 1958 are adjusted for underregistration; 1959 data are shown for both registered and adjusted births; beginning 1960, registered births only. Births per 1,000 female population in each specified group, enumerated as of April 1 for 1940, 1950, and 1960, and estimated as of July 1 for other years. See *also Historical Statistics, Colonial Times to 1957*, series B 22-23]

| Year | 15 to 44 years [1] Total | White | Nonwhite | Age of mother 10 to 14 years | 15 to 19 years | 20 to 24 years | 25 to 29 years | 30 to 34 years | 35 to 39 years | 40 to 44 years | 45 to 49 years [2] |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1940 | 79.9 | 77.1 | 102.4 | 0.7 | 54.1 | 135.6 | 122.8 | 83.4 | 46.3 | 15.6 | 1.0 |
| 1945 | 85.9 | 83.4 | 106.0 | 0.8 | 51.1 | 138.9 | 132.2 | 100.2 | 56.9 | 16.6 | 1.0 |
| 1950 | 106.2 | 102.3 | 137.3 | 1.0 | 81.6 | 166.6 | 166.1 | 103.7 | 52.9 | 16.1 | 1.2 |
| 1951 [3] | 111.3 | 107.4 | 141.9 | 1.0 | 86.9 | 212.0 | 174.2 | 108.3 | 54.1 | 15.3 | 1.2 |
| 1952 [3] | 113.5 | 109.3 | 143.1 | 0.9 | 85.4 | 218.1 | 180.4 | 113.1 | 56.1 | 15.3 | 1.2 |
| 1953 [3] | 114.7 | 110.6 | 147.0 | 0.9 | 87.5 | 224.5 | 183.3 | 113.0 | 57.3 | 15.5 | 1.1 |
| 1954 [3] | 117.6 | 113.1 | 152.9 | 1.0 | 89.8 | 235.0 | 188.5 | 115.4 | 58.8 | 15.8 | 1.1 |
| 1955 | 118.0 | 113.2 | 155.1 | 0.9 | 89.7 | 240.4 | 190.8 | 115.8 | 59.5 | 15.7 | 1.1 |
| 1956 [3] | 120.8 | 115.6 | 161.0 | 1.0 | 94.2 | 251.3 | 195.5 | 119.4 | 60.3 | 15.9 | 1.0 |
| 1957 [3] | 122.7 | 117.4 | 163.4 | 1.0 | 96.1 | 257.6 | 200.5 | 118.0 | 60.8 | 16.0 | 1.0 |
| 1958 [3] | 120.1 | 114.8 | 161.2 | 0.9 | 91.6 | 256.1 | 198.9 | 115.3 | 58.6 | 15.6 | 1.0 |
| 1959 [3] (adj.) | 120.2 | 114.6 | 163.0 | 0.9 | 90.9 | 256.4 | 200.6 | 115.1 | 58.5 | 15.7 | 1.0 |
| 1959 [3] (reg.) | 118.8 | 113.8 | 156.9 | 0.8 | 89.5 | 253.8 | 198.7 | 114.8 | 57.5 | 15.4 | 0.9 |
| 1960 [3] | 118.0 | 113.2 | 153.6 | 0.8 | 89.1 | 258.1 | 197.4 | 112.7 | 56.2 | 15.5 | 0.9 |

[1] Rates computed by relating total births, regardless of age of mother, to female population aged 15 to 44 years.
[2] Rates computed by relating births to mothers aged 45 years and over to female population aged 45 to 49 years.
[3] Based on a 50-percent sample.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*.

## No. 57. Live Birth Rate, by Order of Birth, for Native White Women: 1930 to 1959

[Beginning 1959, includes Alaska. Births per 1,000 women 15 to 44 years old. Data for 1940 to 1958 are adjusted for underregistration; 1959 data are shown for both registered and adjusted births. Includes adjustments for States not in the birth-registration area prior to 1930. Figures for births of order not stated are distributed. Estimates and population bases for 1930 (as of July 1) prepared by P. K. Whelpton. For 1940 and 1950 based on enumerated population as of April 1; for 1945, estimated as of April 1; and for 1955 to 1959, estimated as of July 1. See also *Historical Statistics, Colonial Times to 1957*, series B 10-18]

| Order of birth | 1930 | 1940 | 1945 | 1950 | 1955 | 1956 [1] | 1957 [1] | 1958 [1] | 1959 [1] (adj) | 1959 [1] (reg) |
|---|---|---|---|---|---|---|---|---|---|---|
| Total | 86 | 78 | 85 | 103 | 114 | 116 | 118 | 115 | 115 | 114 |
| First birth | 20 | 30 | 30 | 34 | 33 | 33 | 33 | 32 | 31 | 31 |
| Second birth | 20 | 20 | 24 | 32 | 32 | 32 | 32 | 31 | 30 | 30 |
| Third birth | 12 | 11 | 13 | 18 | 23 | 23 | 24 | 23 | 23 | 23 |
| Fourth birth | 8 | 6 | 7 | 8 | 13 | 13 | 14 | 14 | 14 | 14 |
| Fifth birth | 6 | 4 | 4 | 4 | 6 | 7 | 7 | 7 | 7 | 7 |
| Sixth birth | 4 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 4 |
| Seventh birth | 3 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 2 |
| Eighth birth and over | 5 | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 3 |

[1] Based on a 50-percent sample.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*.

## No. 58. Illegitimate Live Births, by Age and Color of Mother: 1940 to 1960

[Beginning 1959, includes Alaska. Includes estimates for States in which legitimacy data were not reported. No estimates included for misstatements on birth records or failures to register births. Figures for 1958 to 1960 based on 50-percent sample of live births in the reporting States]

| Age and color | 1940 | 1945 | 1950 | 1955 | 1958 | 1959 | 1960 |
|---|---|---|---|---|---|---|---|
| Total | 89,500 | 117,400 | 141,600 | 183,300 | 208,700 | 220,600 | 224,300 |
| Rate [1] | 7.1 | 10.1 | 14.1 | 19.3 | 21.0 | 22.1 | (2) |
| By age of mother: | | | | | | | |
| Under 15 years | 2,100 | 2,500 | 3,200 | 3,900 | 4,400 | 4,600 | 4,600 |
| 15 to 19 years | 40,500 | 49,200 | 56,000 | 68,900 | 79,400 | 84,500 | 87,100 |
| 20 to 24 years | 27,200 | 39,300 | 43,100 | 55,700 | 62,800 | 67,300 | 68,000 |
| 25 to 29 years | 10,500 | 14,100 | 20,000 | 28,000 | 30,800 | 32,000 | 32,400 |
| 30 to 34 years | 5,200 | 7,100 | 10,800 | 16,100 | 18,700 | 19,000 | 18,900 |
| 35 to 39 years | 3,000 | 4,000 | 6,000 | 8,900 | 9,900 | 10,500 | 10,600 |
| 40 and over | 1,000 | 1,200 | 1,700 | 2,400 | 2,700 | 2,800 | 3,000 |
| By color of mother: | | | | | | | |
| White | 40,300 | 56,400 | 53,500 | 64,200 | 74,600 | 79,600 | 82,500 |
| Nonwhite | 49,200 | 60,900 | 88,100 | 119,200 | 134,100 | 141,100 | 141,800 |

[1] Rate per 1,000 unmarried (never married, widowed, and divorced) female population aged 15 to 44 years enumerated as of April 1 for 1940 and 1950 and estimated as of July 1 for all other years.
[2] Not available.

Source: Department of Health, Education, and Welfare, Public Health Service.

## No. 59. Number of Children Ever Born Per 1,000 Women, by Marital Status, by Selected Characteristics: 1957 and 1959

[As of March 1957 and August 1959. Excludes Alaska and Hawaii. Total population, 1957, and noninstitutional population, 1959. Statistics based on Current Population Survey; see Technical Note, p. 213]

| Characteristic | Women 15 to 44 years old: Number of women (1,000) | Children ever born: Number (1,000) | Children ever born: Per 1,000 women | Children ever born: Per 1,000 women, standardized for age[1] | Women 45 years old and over: Number of women (1,000) | Children ever born: Number (1,000) | Children ever born: Per 1,000 women |
|---|---|---|---|---|---|---|---|
| **WOMEN EVER MARRIED, 1957** | | | | | | | |
| **Years of school completed** | 26,756 | 59,349 | 2,218 | 2,188 | 23,620 | 66,082 | 2,798 |
| Elementary: Less than 8 years | 2,850 | 9,189 | 3,224 | 3,118 | 7,005 | 26,313 | 3,756 |
| 8 years | 2,837 | 7,243 | 2,553 | 2,465 | 5,588 | 15,711 | 2,812 |
| High school: 1 to 3 years | 6,234 | 14,284 | 2,291 | 2,347 | 3,716 | 9,209 | 2,592 |
| 4 years | 11,132 | 21,874 | 1,965 | 1,940 | 4,349 | 9,048 | 2,080 |
| College: 1 to 3 years | 2,170 | 4,052 | 1,867 | 1,812 | 1,491 | 2,882 | 1,933 |
| 4 years or more | 1,362 | 2,425 | 1,780 | 1,592 | 955 | 1,482 | 1,552 |
| School years not reported | 171 | 282 | 1,649 | (2) | 516 | 1,347 | 2,610 |
| **Religion** | 26,756 | 59,349 | 2,218 | 2,188 | 23,620 | 66,082 | 2,798 |
| Protestant | 18,159 | 40,308 | 2,220 | 2,206 | 16,550 | 45,558 | 2,753 |
| Baptist | 6,020 | 14,202 | 2,359 | 2,381 | 4,224 | 13,835 | 3,275 |
| Lutheran | 1,762 | 3,547 | 2,013 | 1,957 | 1,870 | 4,455 | 2,382 |
| Methodist | 3,668 | 7,903 | 2,155 | 2,115 | 3,796 | 10,013 | 2,638 |
| Presbyterian | 1,495 | 2,002 | 2,001 | 1,922 | 1,445 | 3,161 | 2,188 |
| Other Protestant | 5,214 | 11,664 | 2,237 | 2,234 | 5,216 | 14,094 | 2,702 |
| Roman Catholic | 6,999 | 15,978 | 2,282 | 2,210 | 5,319 | 16,255 | 3,056 |
| Jewish | 746 | 1,305 | 1,749 | (2) | 905 | 2,007 | 2,218 |
| Other, none, and not reported | 852 | 1,768 | 2,069 | 2,075 | 846 | 2,262 | 2,674 |
| **WOMEN MARRIED AND HUSBAND PRESENT, 1957** | | | | | | | |
| **Income of husband in 1956 (percent)** | 100.0 | 100.0 | 2,350 | 2,320 | 100.0 | 100.0 | 2,856 |
| Under $1,000 | 4.8 | 5.9 | 2,857 | 2,834 | 16.8 | 22.5 | 3,829 |
| $1,000 to $1,999 | 6.9 | 7.8 | 2,671 | 2,868 | 14.0 | 16.7 | 3,414 |
| $2,000 to $2,999 | 11.1 | 11.0 | 2,330 | 2,457 | 12.9 | 13.7 | 3,044 |
| $3,000 to $3,999 | 17.0 | 16.4 | 2,267 | 2,343 | 13.2 | 12.8 | 2,794 |
| $4,000 to $4,999 | 20.4 | 19.4 | 2,232 | 2,199 | 13.7 | 11.5 | 2,403 |
| $5,000 to $6,999 | 25.6 | 25.2 | 2,308 | 2,205 | 16.0 | 12.9 | 2,500 |
| $7,000 and over | 14.2 | 14.4 | 2,348 | 2,141 | 13.3 | 9.9 | 2,134 |
| **Major occupation group of employed civilian husband** | 22,133 | 51,840 | 2,343 | 2,298 | 11,326 | 30,674 | 2,708 |
| Professional, technical, and kindred workers | 2,372 | 4,734 | 1,990 | 1,921 | 926 | 1,767 | 1,908 |
| Farmers and farm managers | 1,224 | 3,864 | 3,149 | 3,003 | 1,367 | 5,508 | 4,029 |
| Managers, officials, and proprietors, exc. farm | 2,918 | 6,446 | 2,209 | 2,070 | 2,145 | 4,375 | 2,273 |
| Clerical and kindred workers | 1,486 | 2,706 | 1,884 | 1,903 | 671 | 1,523 | 2,270 |
| Sales workers | 1,311 | 2,696 | 2,056 | 2,015 | 547 | 1,143 | 2,090 |
| Craftsmen, foremen, and kindred workers | 4,883 | 11,393 | 2,333 | 2,267 | 2,304 | 5,907 | 2,564 |
| Operatives and kindred workers | 5,076 | 12,294 | 2,422 | 2,440 | 1,729 | 4,825 | 2,791 |
| Service workers, incl. private household | 989 | 2,238 | 2,277 | 2,217 | 346 | 2,285 | 2,701 |
| Farm laborers and foremen | 347 | 1,294 | 3,720 | (2) | 142 | 575 | (3) |
| Laborers, exc. farm and mine | 1,588 | 4,194 | 2,649 | 2,680 | 649 | 2,166 | 3,337 |
| **WOMEN EVER MARRIED, 1959** | | | | | | | |
| **Color** | 27,122 | 62,489 | 2,304 | 2,286 | 24,515 | 67,627 | 2,759 |
| White | 24,165 | 54,398 | 2,251 | 2,229 | 22,371 | 61,257 | 2,738 |
| Nonwhite | 2,957 | 8,091 | 2,730 | 2,741 | 2,144 | 6,370 | 2,971 |
| **Residence** | 27,122 | 62,489 | 2,304 | 2,286 | 24,515 | 67,627 | 2,759 |
| Urban | 16,000 | 34,722 | 2,170 | 2,147 | 15,958 | 39,554 | 2,447 |
| In urbanized areas | (4) | (4) | 2,098 | 2,090 | (4) | (4) | 2,306 |
| Areas of 3,000,000 or more | (4) | (4) | 2,002 | 1,952 | (4) | (4) | 2,154 |
| Areas of 1,000,000 to 3,000,000 | (4) | (4) | 2,176 | 2,114 | (4) | (4) | 2,324 |
| Areas of 250,000 to 1,000,000 | (4) | (4) | 2,124 | 2,140 | (4) | (4) | 2,303 |
| Areas of less than 250,000 | (4) | (4) | 2,120 | 2,120 | (4) | (4) | 2,551 |
| Other urban areas | (4) | (4) | 2,309 | 2,309 | (4) | (4) | 2,800 |
| Places of 25,000 or more | (4) | (4) | 2,307 | 2,281 | (4) | (4) | 2,509 |
| Places of 2,500 to 25,000 | (4) | (4) | 2,391 | 2,402 | (4) | (4) | 2,912 |
| Rural nonfarm | 8,527 | 20,079 | 2,355 | 2,346 | 5,724 | 17,907 | 3,111 |
| Rural farm | 2,595 | 7,687 | 2,962 | 2,939 | 2,833 | 10,766 | 3,800 |
| **Labor force status** | 27,122 | 62,489 | 2,304 | 2,286 | 24,515 | 67,627 | 2,759 |
| Labor force | 9,424 | 17,555 | 1,863 | 1,836 | 7,570 | 16,885 | 2,231 |
| Not in labor force | 17,698 | 44,934 | 2,539 | 2,534 | 16,945 | 50,742 | 2,995 |

[1] Standard is the distribution by age of all women of corresponding marital status in the United States in 1950.
[2] Standardized rate not computed where there are fewer than 150,000 women in several component 5-year age groups.
[3] Rate not shown where base is less than 150,000. [4] Not available.

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P-20, No. 84, and records.

## No. 60. Number of Children Ever Born Per 1,000 Women 35 to 44 Years Old, By Marital Status, By States: 1960

[Based on 25-percent sample. Rates based on unrounded numbers]

| STATE | WHITE | | | | | NONWHITE | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Total women (1,000) | Women ever married (1,000) | Children ever born | | | Total women (1,000) | Women ever married (1,000) | Children ever born | | |
| | | | Number (1,000) | Per 1,000 total women | Per 1,000 women ever married | | | Number (1,000) | Per 1,000 total women | Per 1,000 women ever married |
| **United States** | 11,007 | 10,352 | 26,654 | 2,422 | 2,575 | 1,329 | 1,236 | 3,791 | 2,852 | 3,067 |
| **New England** | 721 | 655 | 1,665 | 2,309 | 2,542 | 18 | 16 | 40 | 2,250 | 2,488 |
| Maine | 59 | 55 | 162 | 2,749 | 2,938 | ------ | ------ | 1 | 2,422 | 2,659 |
| New Hampshire | 39 | 36 | 96 | 2,449 | 2,645 | ------ | ------ | ------ | (1) | (1) |
| Vermont | 24 | 22 | 66 | 2,760 | 2,958 | ------ | ------ | ------ | (1) | (1) |
| Massachusetts | 352 | 314 | 802 | 2,281 | 2,553 | 0 | 8 | 10 | 2,184 | 2,458 |
| Rhode Island | 61 | 55 | 134 | 2,205 | 2,482 | 1 | 1 | 4 | 3,045 | 3,285 |
| Connecticut | 186 | 172 | 404 | 2,169 | 2,353 | 8 | 7 | 17 | 2,193 | 2,382 |
| **Middle Atlantic** | 2,321 | 2,121 | 5,005 | 2,156 | 2,359 | 229 | 204 | 462 | 2,022 | 2,265 |
| New York | 1,168 | 1,068 | 2,331 | 2,104 | 2,323 | 126 | 111 | 235 | 1,859 | 2,117 |
| New Jersey | 437 | 405 | 913 | 2,090 | 2,256 | 38 | 35 | 83 | 2,213 | 2,412 |
| Pennsylvania | 777 | 713 | 1,760 | 2,267 | 2,469 | 64 | 58 | 144 | 2,229 | 2,462 |
| **East North Central** | 2,278 | 2,148 | 5,644 | 2,478 | 2,628 | 209 | 198 | 497 | 2,379 | 2,514 |
| Ohio | 620 | 585 | 1,619 | 2,449 | 2,596 | 56 | 53 | 130 | 2,323 | 2,459 |
| Indiana | 293 | 280 | 742 | 2,536 | 2,653 | 18 | 17 | 46 | 2,529 | 2,690 |
| Illinois | 634 | 591 | 1,448 | 2,276 | 2,443 | 75 | 71 | 176 | 2,331 | 2,432 |
| Michigan | 486 | 462 | 1,271 | 2,613 | 2,748 | 55 | 52 | 131 | 2,407 | 2,521 |
| Wisconsin | 245 | 230 | 669 | 2,734 | 2,914 | 5 | 5 | 14 | 2,874 | 3,005 |
| **West North Central** | 917 | 868 | 2,444 | 2,665 | 2,815 | 40 | 37 | 111 | 2,780 | 2,964 |
| Minnesota | 208 | 193 | 588 | 2,861 | 3,049 | 2 | 2 | 7 | 3,147 | 3,397 |
| Iowa | 169 | 160 | 458 | 2,716 | 2,854 | 2 | 2 | 5 | 2,685 | 2,972 |
| Missouri | 255 | 240 | 613 | 2,406 | 2,552 | 26 | 24 | 66 | 2,565 | 2,733 |
| North Dakota | 35 | 33 | 113 | 3,248 | 3,423 | 1 | 1 | 3 | 5,591 | 5,934 |
| South Dakota | 38 | 36 | 114 | 3,030 | 3,183 | 1 | 1 | 6 | 4,772 | 4,977 |
| Nebraska | 83 | 79 | 222 | 2,667 | 2,812 | 2 | 2 | 6 | 2,914 | 3,050 |
| Kansas | 132 | 127 | 336 | 2,537 | 2,645 | 6 | 5 | 16 | 2,825 | 3,005 |
| **South Atlantic** | 1,415 | 1,343 | 3,404 | 2,406 | 2,535 | 369 | 340 | 1,162 | 3,151 | 3,414 |
| Delaware | 28 | 27 | 65 | 2,289 | 2,426 | 4 | 4 | 10 | 2,407 | 2,629 |
| Maryland | 199 | 189 | 453 | 2,282 | 2,404 | 36 | 32 | 90 | 2,521 | 2,784 |
| Dist. of Columbia | 24 | 18 | 31 | 1,273 | 1,730 | 38 | 30 | 69 | 2,048 | 2,268 |
| Virginia | 227 | 215 | 534 | 2,357 | 2,485 | 52 | 48 | 150 | 2,870 | 3,130 |
| West Virginia | 119 | 113 | 333 | 2,792 | 2,962 | 6 | 5 | 18 | 3,275 | 3,545 |
| North Carolina | 236 | 224 | 585 | 2,482 | 2,615 | 60 | 53 | 230 | 3,468 | 3,793 |
| South Carolina | 108 | 102 | 274 | 2,542 | 2,671 | 47 | 43 | 184 | 3,952 | 4,300 |
| Georgia | 195 | 186 | 498 | 2,560 | 2,674 | 67 | 63 | 240 | 3,570 | 3,817 |
| Florida | 280 | 270 | 632 | 2,264 | 2,337 | 55 | 52 | 163 | 2,947 | 3,103 |
| **East South Central** | 649 | 589 | 1,661 | 2,685 | 2,819 | 150 | 141 | 553 | 3,682 | 3,932 |
| Kentucky | 178 | 169 | 516 | 2,900 | 3,050 | 13 | 12 | 34 | 2,557 | 2,826 |
| Tennessee | 205 | 194 | 517 | 2,527 | 2,662 | 35 | 33 | 104 | 2,932 | 3,134 |
| Alabama | 156 | 149 | 410 | 2,635 | 2,751 | 50 | 52 | 207 | 3,724 | 3,996 |
| Mississippi | 81 | 77 | 218 | 2,706 | 2,822 | 46 | 44 | 208 | 4,544 | 4,773 |
| **West South Central** | 924 | 887 | 2,410 | 2,608 | 2,716 | 164 | 156 | 562 | 3,424 | 3,605 |
| Arkansas | 89 | 86 | 248 | 2,789 | 2,888 | 20 | 19 | 88 | 4,340 | 4,524 |
| Louisiana | 148 | 141 | 398 | 2,692 | 2,824 | 58 | 54 | 221 | 3,793 | 4,055 |
| Oklahoma | 135 | 131 | 339 | 2,503 | 2,594 | 12 | 11 | 42 | 3,476 | 3,664 |
| Texas | 552 | 530 | 1,425 | 2,582 | 2,689 | 74 | 71 | 211 | 2,871 | 2,996 |
| **Mountain** | 425 | 411 | 1,203 | 2,828 | 2,924 | 18 | 17 | 66 | 3,722 | 3,893 |
| Montana | 41 | 40 | 118 | 2,855 | 2,959 | 1 | 1 | 5 | 4,577 | 4,728 |
| Idaho | 41 | 40 | 129 | 3,118 | 3,179 | 1 | 1 | 2 | 3,425 | 3,602 |
| Wyoming | 21 | 20 | 58 | 2,794 | 2,858 | ------ | ------ | 1 | 3,943 | 4,083 |
| Colorado | 113 | 108 | 295 | 2,599 | 2,717 | 4 | 3 | 8 | 2,321 | 2,439 |
| New Mexico | 55 | 53 | 169 | 3,061 | 3,174 | 3 | 3 | 15 | 4,216 | 4,479 |
| Arizona | 81 | 79 | 218 | 2,671 | 2,766 | 7 | 6 | 28 | 4,319 | 4,493 |
| Utah | 52 | 50 | 172 | 3,334 | 3,431 | 1 | 1 | 3 | 3,560 | 3,673 |
| Nevada | 20 | 20 | 44 | 2,186 | 2,240 | 1 | 1 | 3 | 2,533 | 2,632 |
| **Pacific** | 1,386 | 1,328 | 3,218 | 2,321 | 2,422 | 133 | 126 | 337 | 2,537 | 2,663 |
| Washington | 187 | 181 | 474 | 2,535 | 2,624 | 7 | 6 | 17 | 2,656 | 2,745 |
| Oregon | 117 | 113 | 300 | 2,574 | 2,656 | 2 | 2 | 7 | 2,724 | 2,870 |
| California | 1,058 | 1,011 | 2,384 | 2,254 | 2,359 | 92 | 88 | 213 | 2,314 | 2,424 |
| Alaska | 12 | 11 | 27 | 2,330 | 2,397 | 2 | 2 | 11 | 4,337 | 4,940 |
| Hawaii | 13 | 13 | 32 | 2,449 | 2,570 | 29 | 28 | 89 | 3,012 | 3,203 |

[1] Rate not shown where base is less than 200.

Source: Department of Commerce, Bureau of the Census; *1960 Census of Population*, Series PC (1)-C.

## No. 61. Number of Children Ever Born Per 1,000 Women Ever Married, by Age of Woman: 1910 to 1959

[As of April, 1910 to 1954; March 1957; and August 1959. Excludes Alaska and Hawaii. Total population, 1910 to 1957, and noninstitutional population, 1959. Statistics for 1910 to 1950 based on sample, see source; statistics for 1954 to 1959 based on Current Population Survey; see Technical Note, p. 218]

| Age of woman (in years) | Percent childless among women ever married | | | | | | Children ever born per 1,000 women ever married | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1910 | 1940 | 1950 | 1954 | 1957 | 1959 | 1910 | 1940 | 1950 | 1954 | 1957 | 1959 |
| 15 to 44 | 16.2 | 26.5 | 22.8 | 18.1 | 15.9 | 14.6 | 2,866 | 1,904 | 1,859 | 2,037 | 2,218 | 2,304 |
| 15 to 19 | 42.7 | 54.6 | 52.8 | 47.0 | 47.9 | 47.4 | 725 | 572 | 604 | 667 | 672 | 716 |
| 20 to 24 | 24.2 | 36.9 | 33.3 | 24.3 | 26.9 | 23.7 | 1,407 | 987 | 1,082 | 1,337 | 1,368 | 1,443 |
| 25 to 29 | 17.2 | 30.1 | 21.1 | 16.9 | 13.1 | 13.0 | 2,180 | 1,463 | 1,654 | 1,930 | 2,130 | 2,255 |
| 30 to 34 | 13.7 | 23.3 | 17.3 | 13.4 | 11.3 | 9.8 | 2,956 | 1,964 | 2,059 | 2,247 | 2,425 | 2,601 |
| 35 to 39 | 11.6 | 19.9 | 19.1 | 15.0 | 12.3 | 10.6 | 3,781 | 2,414 | 2,247 | 2,334 | 2,612 | 2,677 |
| 40 to 44 | 10.4 | 17.4 | 20.0 | 17.8 | 14.1 | 13.5 | 4,383 | 2,764 | 2,364 | 2,335 | 2,514 | 2,509 |
| 45 to 49 | 9.5 | 16.8 | 20.4 | 19.0 | 17.7 | 18.1 | 4,744 | 2,998 | 2,492 | 2,436 | 2,401 | 2,366 |
| 50 and over | [1] 8.7 | [1] 16.6 | [1] 18.1 | 15.0 | 17.8 | 18.6 | [1] 5,076 | [1] 3,215 | [1] 2,822 | 3,135 | 2,993 | 2,864 |

[1] For women 50 to 59 years old.

Source: Department of Commerce, Bureau of the Census; *U. S. Census of Population: 1940, Fertility for States and Large Cities*, and *Current Population Reports*, Series P-20.

## No. 62. Plural Births, by Age and Color of Mother: 1950–58

[Excludes Alaska and Hawaii. Covers confinements in which at least one infant was born alive. For 1951–54 and 1956–58, cases of single birth confinements and cases of twin birth confinements in which only 1 child was born alive are based on a 50-percent sample; for 1950 and 1955, based on a complete count. All other plural birth confinements based on a total count]

| Age and color | Confinements | Cases of plural births per million confinements | | | |
|---|---|---|---|---|---|
| | | Total | Twins | Triplets | Quadruplets |
| **Total mothers** | 35,377,025 | 10,639 | 10,545 | 94 | 1.2 |
| AGE | | | | | |
| Under 20 years | 4,370,265 | 6,305 | 6,271 | 35 | 0.2 |
| 20 to 24 years | 11,254,904 | 8,598 | 8,536 | 62 | 0.4 |
| 25 to 29 years | 9,824,845 | 11,183 | 11,084 | 98 | 1.1 |
| 30 to 34 years | 6,134,681 | 13,831 | 13,691 | 138 | 2.3 |
| 35 to 39 years | 2,958,639 | 15,920 | 15,731 | 186 | 3.4 |
| 40 to 44 years | 751,298 | 12,695 | 12,564 | 130 | 1.3 |
| 45 years and over | 45,376 | 7,273 | 7,251 | 22 | 0 |
| Not stated | 37,017 | 10,185 | 9,834 | 351 | 0 |
| COLOR | | | | | |
| White | 30,323,133 | 10,148 | 10,062 | 85 | 1.0 |
| Nonwhite | 5,053,892 | 13,588 | 13,442 | 146 | 2.2 |

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*.

## No. 63. Expectation of Life at Birth: 1920 to 1959

[In years. Beginning 1950, includes Alaska. Data prior to 1933 for death-registration States only; see text, p. 49. See also *Historical Statistics, Colonial Times to 1957*, series B 92-100]

| Year | Total | | | White | | | Nonwhite | | |
|---|---|---|---|---|---|---|---|---|---|
| | Both sexes | Male | Female | Both sexes | Male | Female | Both sexes | Male | Female |
| 1920 | 54.1 | 53.6 | 54.6 | 54.9 | 54.4 | 55.6 | 45.3 | 45.5 | 45.2 |
| 1930 | 59.7 | 58.1 | 61.6 | 61.4 | 59.7 | 63.5 | 48.1 | 47.3 | 49.2 |
| 1940 | 62.9 | 60.8 | 65.2 | 64.2 | 62.1 | 66.6 | 53.1 | 51.5 | 54.9 |
| 1950 | 68.2 | 65.6 | 71.1 | 69.1 | 66.5 | 72.2 | 60.8 | 59.1 | 62.9 |
| 1955 | 69.5 | 66.6 | 72.7 | 70.2 | 67.3 | 73.5 | 63.2 | 61.2 | 65.9 |
| 1957 | 69.3 | 66.3 | 72.5 | 70.0 | 67.1 | 73.5 | 62.7 | 60.3 | 65.2 |
| 1958 | 69.4 | 66.4 | 72.7 | 70.3 | 67.2 | 73.7 | 63.0 | 60.6 | 65.5 |
| 1959 | 69.7 | 66.5 | 73.0 | 70.5 | 67.3 | 73.9 | 63.5 | 60.9 | 66.2 |

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*.

## No. 64. Expectation of Life and Mortality Rate at Single Years of Age, by Color and Sex: 1959

[Includes Alaska]

| Age (years) | Expectation of life in years | | | | | Mortality rate per 1,000 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Total | White | | Nonwhite | | Total | White | | Nonwhite | |
| | | Male | Female | Male | Female | | Male | Female | Male | Female |
| 0 | 69.7 | 67.3 | 73.9 | 60.9 | 66.2 | 26.4 | 20.3 | 20.0 | 48.4 | 40.1 |
| 1 | 70.5 | 68.2 | 74.4 | 63.0 | 68.0 | 1.7 | 1.5 | 1.3 | 3.6 | 3.0 |
| 2 | 69.7 | 67.3 | 73.5 | 62.3 | 67.2 | 1.0 | 1.0 | 0.8 | 2.0 | 1.6 |
| 3 | 68.7 | 66.3 | 72.6 | 61.4 | 66.3 | 0.8 | 0.8 | 0.6 | 1.8 | 1.1 |
| 4 | 67.8 | 65.4 | 71.6 | 60.5 | 65.4 | 0.7 | 0.7 | 0.6 | 1.0 | 0.9 |
| 5 | 66.8 | 64.4 | 70.7 | 59.5 | 64.4 | 0.6 | 0.6 | 0.5 | 0.9 | 0.8 |
| 6 | 65.9 | 63.5 | 69.7 | 58.6 | 63.5 | 0.5 | 0.6 | 0.4 | 0.8 | 0.7 |
| 7 | 64.9 | 62.6 | 68.7 | 57.6 | 62.5 | 0.5 | 0.5 | 0.4 | 0.7 | 0.6 |
| 8 | 63.9 | 61.5 | 67.8 | 56.7 | 61.5 | 0.4 | 0.5 | 0.3 | 0.6 | 0.5 |
| 9 | 63.0 | 60.6 | 66.8 | 55.7 | 60.6 | 0.4 | 0.5 | 0.3 | 0.6 | 0.4 |
| 10 | 62.0 | 59.6 | 65.8 | 54.7 | 59.6 | 0.4 | 0.4 | 0.3 | 0.6 | 0.4 |
| 11 | 61.0 | 58.6 | 64.8 | 53.8 | 58.6 | 0.4 | 0.4 | 0.3 | 0.6 | 0.4 |
| 12 | 60.0 | 57.6 | 63.8 | 52.8 | 57.6 | 0.4 | 0.5 | 0.3 | 0.7 | 0.4 |
| 13 | 59.1 | 56.7 | 62.9 | 51.8 | 56.7 | 0.5 | 0.6 | 0.3 | 0.9 | 0.5 |
| 14 | 58.1 | 55.7 | 61.9 | 50.9 | 55.7 | 0.6 | 0.8 | 0.4 | 1.1 | 0.6 |
| 15 | 57.1 | 54.7 | 60.9 | 49.9 | 54.7 | 0.7 | 1.0 | 0.4 | 1.3 | 0.7 |
| 16 | 56.2 | 53.8 | 59.9 | 49.0 | 53.8 | 0.8 | 1.1 | 0.5 | 1.5 | 0.8 |
| 17 | 55.2 | 52.9 | 59.0 | 48.1 | 52.8 | 0.9 | 1.3 | 0.5 | 1.7 | 0.9 |
| 18 | 54.3 | 51.9 | 58.0 | 47.1 | 51.9 | 1.0 | 1.4 | 0.5 | 1.9 | 1.0 |
| 19 | 53.3 | 51.0 | 57.0 | 46.2 | 50.9 | 1.1 | 1.5 | 0.6 | 2.0 | 1.1 |
| 20 | 52.4 | 50.1 | 56.0 | 45.3 | 50.0 | 1.1 | 1.6 | 0.6 | 2.2 | 1.2 |
| 21 | 51.4 | 49.1 | 55.1 | 44.4 | 49.0 | 1.2 | 1.7 | 0.6 | 2.3 | 1.3 |
| 22 | 50.6 | 48.2 | 54.1 | 43.5 | 48.1 | 1.2 | 1.7 | 0.6 | 2.5 | 1.4 |
| 23 | 49.6 | 47.3 | 53.1 | 42.5 | 47.2 | 1.3 | 1.7 | 0.6 | 2.7 | 1.5 |
| 24 | 48.6 | 46.4 | 52.2 | 41.7 | 46.2 | 1.3 | 1.6 | 0.6 | 2.9 | 1.4 |
| 25 | 47.7 | 45.5 | 51.2 | 40.9 | 45.3 | 1.2 | 1.5 | 0.7 | 3.1 | 1.7 |
| 26 | 46.7 | 44.5 | 50.2 | 40.0 | 44.4 | 1.2 | 1.5 | 0.7 | 3.3 | 1.8 |
| 27 | 45.8 | 43.6 | 49.3 | 39.1 | 43.5 | 1.3 | 1.4 | 0.7 | 3.5 | 2.0 |
| 28 | 44.9 | 42.7 | 48.3 | 38.2 | 42.5 | 1.3 | 1.5 | 0.8 | 3.7 | 2.2 |
| 29 | 43.9 | 41.7 | 47.3 | 37.4 | 41.6 | 1.4 | 1.5 | 0.8 | 3.9 | 2.4 |
| 30 | 43.0 | 40.8 | 46.4 | 36.5 | 40.7 | 1.5 | 1.6 | 0.9 | 4.1 | 2.6 |
| 31 | 42.0 | 39.8 | 45.4 | 35.7 | 39.8 | 1.6 | 1.7 | 0.9 | 4.3 | 2.9 |
| 32 | 41.1 | 38.9 | 44.5 | 34.8 | 39.0 | 1.7 | 1.8 | 1.0 | 4.5 | 3.1 |
| 33 | 40.2 | 38.0 | 43.5 | 34.0 | 38.1 | 1.8 | 1.9 | 1.1 | 4.6 | 3.4 |
| 34 | 39.2 | 37.0 | 42.6 | 33.1 | 37.2 | 1.9 | 2.0 | 1.2 | 5.1 | 3.7 |
| 35 | 38.3 | 36.1 | 41.6 | 32.3 | 36.3 | 2.0 | 2.1 | 1.2 | 5.4 | 4.0 |
| 36 | 37.4 | 35.2 | 40.7 | 31.5 | 35.5 | 2.1 | 2.3 | 1.3 | 5.8 | 4.3 |
| 37 | 36.5 | 34.3 | 39.7 | 30.7 | 34.5 | 2.3 | 2.5 | 1.4 | 6.2 | 4.6 |
| 38 | 35.5 | 33.4 | 38.8 | 29.9 | 33.6 | 2.5 | 2.7 | 1.6 | 6.7 | 5.0 |
| 39 | 34.6 | 32.4 | 37.8 | 29.1 | 33.0 | 2.7 | 3.0 | 1.7 | 7.2 | 5.3 |
| 40 | 33.7 | 31.5 | 36.9 | 28.3 | 32.1 | 3.0 | 3.3 | 1.9 | 7.8 | 5.7 |
| 41 | 32.8 | 30.7 | 36.0 | 27.5 | 31.3 | 3.3 | 3.7 | 2.1 | 8.4 | 6.2 |
| 42 | 31.9 | 29.8 | 35.0 | 26.7 | 30.5 | 3.6 | 4.1 | 2.3 | 9.1 | 6.6 |
| 43 | 31.1 | 28.9 | 34.1 | 25.9 | 29.7 | 4.0 | 4.6 | 2.5 | 9.7 | 6.9 |
| 44 | 30.2 | 28.0 | 33.2 | 25.2 | 28.9 | 4.2 | 5.0 | 2.7 | 10.3 | 7.3 |
| 45 | 29.3 | 27.2 | 32.3 | 24.5 | 28.1 | 4.7 | 5.6 | 3.0 | 10.9 | 7.7 |
| 46 | 28.4 | 26.3 | 31.4 | 23.7 | 27.3 | 5.2 | 6.2 | 3.2 | 11.7 | 8.2 |
| 47 | 27.6 | 25.5 | 30.5 | 23.0 | 26.6 | 5.7 | 6.8 | 3.5 | 12.6 | 8.7 |
| 48 | 26.7 | 24.6 | 29.6 | 22.3 | 25.8 | 6.3 | 7.6 | 3.8 | 13.4 | 9.5 |
| 49 | 25.9 | 23.8 | 28.7 | 21.6 | 25.0 | 6.9 | 8.5 | 4.2 | 14.4 | 10.4 |
| 50 | 25.1 | 23.0 | 27.8 | 20.9 | 24.3 | 7.6 | 9.4 | 4.6 | 15.4 | 11.4 |
| 51 | 24.3 | 22.2 | 26.9 | 20.2 | 23.6 | 8.3 | 10.4 | 5.0 | 16.6 | 12.4 |
| 52 | 23.5 | 21.5 | 26.1 | 19.5 | 22.9 | 9.1 | 11.5 | 5.4 | 17.9 | 13.5 |
| 53 | 22.7 | 20.7 | 25.2 | 18.9 | 22.2 | 9.9 | 12.5 | 5.9 | 19.5 | 14.8 |
| 54 | 21.9 | 20.0 | 24.4 | 18.2 | 21.6 | 10.8 | 13.7 | 6.4 | 21.4 | 16.3 |
| 55 | 21.1 | 19.2 | 23.5 | 17.6 | 20.8 | 11.8 | 15.0 | 7.0 | 23.5 | 17.8 |
| 56 | 20.4 | 18.6 | 22.7 | 17.1 | 20.2 | 12.8 | 16.5 | 7.6 | 25.7 | 19.4 |
| 57 | 19.6 | 17.8 | 21.8 | 16.5 | 19.6 | 13.9 | 17.7 | 8.3 | 27.7 | 20.9 |
| 58 | 18.9 | 17.1 | 21.0 | 15.9 | 19.0 | 15.0 | 19.2 | 9.0 | 29.8 | 22.2 |
| 59 | 18.2 | 16.5 | 20.2 | 15.4 | 18.4 | 16.1 | 20.7 | 9.8 | 30.8 | 23.2 |
| 60 | 17.5 | 15.8 | 19.4 | 14.9 | 17.8 | 17.3 | 23.4 | 10.7 | 32.1 | 24.2 |
| 61 | 16.8 | 15.2 | 18.6 | 14.4 | 17.2 | 18.6 | 24.1 | 11.6 | 33.6 | 25.3 |
| 62 | 16.1 | 14.6 | 17.8 | 13.9 | 16.7 | 20.2 | 25.2 | 12.0 | 36.0 | 27.1 |
| 63 | 15.4 | 13.9 | 17.0 | 13.4 | 16.2 | 22.6 | 28.8 | 14.4 | 39.9 | 29.7 |
| 64 | 14.7 | 13.3 | 16.3 | 12.9 | 15.7 | 24.7 | 31.7 | 16.3 | 45.0 | 33.1 |
| 65 | 14.1 | 12.7 | 15.6 | 12.5 | 15.2 | 27.4 | 34.8 | 18.3 | 50.9 | 36.8 |
| 66 | 13.5 | 12.2 | 14.8 | 12.1 | 14.7 | 30.1 | 38.1 | 20.4 | 56.9 | 40.5 |
| 67 | 12.9 | 11.6 | 14.1 | (1) | (1) | 33.0 | 41.6 | 22.7 | (1) | (1) |
| 68 | 12.3 | 11.1 | 13.4 | (1) | (1) | 36.0 | 45.1 | 25.3 | (1) | (1) |
| 69 | 11.7 | 10.5 | 12.8 | (1) | (1) | 39.1 | 48.6 | 28.0 | (1) | (1) |

[1] Not shown because of deficiencies in basic data.

Source: Metropolitan Life Insurance Company, New York, N.Y., *Statistical Bulletin*, August 1961; based on Department of Health, Education, and Welfare, Public Health Service; *Vital Statistics of the United States, 1959* Section 5.

## No. 65. Selected Life Table Values: 1900 to 1959

[Beginning 1950, includes Alaska. Data prior to 1933 for death-registration States only; see text p. 49. See also *Historical Statistics, Colonial Times to 1957*, series B 76–83 and B 92–100]

| Color and period | At birth | | Age 20 | | Age 40 | | Age 65 | |
|---|---|---|---|---|---|---|---|---|
| | Male | Female | Male | Female | Male | Female | Male | Female |
| **Annual rate of mortality per 1,000 living at specified age** | | | | | | | | |
| White: 1900–1902 | 133.45 | 110.61 | 5.94 | 5.54 | 10.60 | 9.31 | 41.66 | 36.41 |
| 1909–1911 | 123.26 | 102.26 | 4.89 | 4.20 | 10.22 | 8.03 | 43.79 | 37.86 |
| 1919–1921 | 80.25 | 63.92 | 4.27 | 4.33 | 7.50 | 6.76 | 34.90 | 31.68 |
| 1929–1931 | 62.32 | 49.63 | 3.18 | 2.77 | 6.79 | 5.32 | 38.65 | 31.25 |
| 1939–1941 | 43.12 | 37.89 | 2.12 | 1.45 | 5.13 | 3.68 | 36.85 | 26.43 |
| 1949–1951 | 30.60 | 23.55 | 1.52 | 0.73 | 3.91 | 2.42 | 34.45 | 20.63 |
| 1956 | 26.75 | 20.37 | 1.68 | 0.61 | 3.39 | 2.02 | 34.64 | 19.70 |
| 1957 | 26.45 | 20.13 | 1.68 | 0.60 | 3.40 | 1.99 | 36.22 | 19.63 |
| 1958 | 26.71 | 20.62 | 1.59 | 0.56 | 3.45 | 1.93 | 35.55 | 18.93 |
| 1959 | 25.31 | 19.99 | 1.58 | 0.56 | 3.35 | 1.90 | 34.34 | 18.25 |
| Nonwhite: 1900–1902 [1] | 253.26 | 214.75 | 11.89 | 11.39 | 16.58 | 15.56 | 54.18 | 54.07 |
| 1909–1911 [1] | 219.35 | 185.07 | 11.96 | 10.74 | 21.03 | 17.50 | 64.33 | 60.37 |
| 1919–1921 [1] | 105.61 | 87.49 | 10.85 | 11.50 | 14.69 | 15.37 | 38.93 | 43.36 |
| 1929–1931 [1] | 87.32 | 72.04 | 8.58 | 8.82 | 18.13 | 16.25 | 50.72 | 49.35 |
| 1939–1941 | 83.04 | 66.82 | (2) | (2) | 13.62 | 11.81 | (2) | (2) |
| 1949–1951 | 50.89 | 40.87 | 3.14 | 2.27 | 8.79 | 7.70 | 45.76 | 37.04 |
| 1956 | 47.22 | 38.86 | 2.49 | 1.37 | 7.61 | 5.74 | 48.54 | 38.05 |
| 1957 | 48.03 | 39.79 | 2.39 | 1.35 | 7.83 | 5.93 | 53.87 | 40.52 |
| 1958 | 50.32 | 41.05 | 2.26 | 1.16 | 7.59 | 5.76 | 53.38 | 39.21 |
| 1959 | 48.41 | 40.06 | 2.15 | 1.20 | 7.82 | 5.75 | 50.89 | 36.78 |
| **Average expectation of life in years** | | | | | | | | |
| White: 1900–1902 | 48.23 | 51.08 | 42.19 | 43.77 | 27.74 | 29.17 | 11.61 | 12.23 |
| 1909–1911 | 53.23 | 53.62 | 42.71 | 44.88 | 27.43 | 29.28 | 11.25 | 11.97 |
| 1919–1921 | 56.34 | 58.53 | 45.60 | 46.46 | 29.56 | 30.94 | 12.21 | 12.75 |
| 1929–1931 | 59.12 | 62.67 | 46.02 | 48.52 | 29.22 | 31.52 | 11.77 | 12.81 |
| 1939–1941 | 62.81 | 67.20 | 47.76 | 51.38 | 30.03 | 33.25 | 12.07 | 13.50 |
| 1949–1951 | 66.31 | 72.08 | 49.52 | 54.50 | 31.17 | 35.04 | 12.75 | 15.00 |
| 1955 | 67.3 | 73.5 | 50.1 | 55.8 | 31.7 | 36.7 | 12.0 | 15.5 |
| 1957 | 67.1 | 73.5 | 49.9 | 55.7 | 31.4 | 36.6 | 12.7 | 15.4 |
| 1958 | 67.2 | 73.7 | 50.0 | 55.9 | 31.5 | 36.7 | 12.7 | 15.4 |
| 1959 | 67.8 | 73.9 | 50.1 | 56.0 | 31.5 | 36.9 | 12.7 | 15.5 |
| Nonwhite: 1900–1902 [1] | 32.54 | 35.04 | 35.11 | 36.89 | 23.12 | 24.37 | 10.38 | 11.38 |
| 1909–1911 [1] | 34.05 | 37.67 | 33.46 | 36.14 | 21.57 | 23.34 | 9.74 | 10.82 |
| 1919–1921 [1] | 47.14 | 46.92 | 38.36 | 37.15 | 26.53 | 25.50 | 12.07 | 12.41 |
| 1929–1931 [1] | 47.55 | 49.51 | 35.95 | 37.22 | 23.36 | 24.30 | 10.87 | 12.24 |
| 1939–1941 | 52.33 | 55.51 | 39.74 | 42.14 | 25.23 | 27.31 | 12.18 | 13.95 |
| 1949–1951 | 58.91 | 62.70 | 43.73 | 46.77 | 27.29 | 29.82 | 12.75 | 14.54 |
| 1955 | 61.2 | 65.9 | 45.5 | 49.6 | 28.6 | 32.0 | 13.2 | 15.5 |
| 1957 | 60.3 | 65.2 | 44.7 | 48.9 | 27.8 | 31.8 | 12.4 | 14.8 |
| 1958 | 60.6 | 65.5 | 45.0 | 49.3 | 28.0 | 31.5 | 12.1 | 14.8 |
| 1959 | 60.9 | 66.2 | 45.3 | 50.0 | 28.3 | 32.1 | 12.5 | 15.2 |
| **Number surviving to specified age per 100,000 born live** | | | | | | | | |
| White: 1900–1902 | 100,000 | 100,000 | 76,376 | 78,978 | 64,954 | 67,935 | 39,245 | 43,806 |
| 1909–1911 | 100,000 | 100,000 | 79,115 | 81,750 | 68,848 | 72,425 | 40,862 | 47,086 |
| 1919–1921 | 100,000 | 100,000 | 84,097 | 87,281 | 75,733 | 77,024 | 50,563 | 54,299 |
| 1929–1931 | 100,000 | 100,000 | 88,904 | 90,939 | 81,457 | 84,256 | 52,964 | 60,499 |
| 1939–1941 | 100,000 | 100,000 | 92,263 | 93,984 | 86,880 | 89,805 | 58,305 | 68,701 |
| 1949–1951 | 100,000 | 100,000 | 95,104 | 96,454 | 91,173 | 94,080 | 63,541 | 76,773 |
| 1955 | 100,000 | 100,000 | 95,743 | 97,013 | 92,092 | 95,113 | 65,704 | 79,982 |
| 1957 | 100,000 | 100,000 | 95,783 | 97,023 | 92,163 | 95,101 | 65,156 | 79,978 |
| 1958 | 100,000 | 100,000 | 95,823 | 97,012 | 92,296 | 95,187 | 65,619 | 80,419 |
| 1959 | 100,000 | 100,000 | 95,857 | 97,099 | 92,355 | 95,274 | 65,858 | 80,801 |
| Nonwhite: 1900–1902 [1] | 100,000 | 100,000 | 56,733 | 50,063 | 42,080 | 46,146 | 19,015 | 21,995 |
| 1909–1911 [1] | 100,000 | 100,000 | 61,426 | 64,764 | 46,414 | 50,568 | 17,806 | 22,302 |
| 1919–1921 [1] | 100,000 | 100,000 | 79,057 | 80,154 | 61,353 | 61,130 | 34,942 | 31,044 |
| 1929–1931 [1] | 100,000 | 100,000 | 83,621 | 85,078 | 64,710 | 67,271 | 29,314 | 30,852 |
| 1939–1941 | 100,000 | 100,000 | 86,770 | 88,505 | 72,330 | 75,908 | 35,912 | 40,713 |
| 1949–1951 | 100,000 | 100,000 | 91,941 | 93,544 | 82,832 | 86,052 | 45,198 | 52,353 |
| 1955 | 100,000 | 100,000 | 93,046 | 94,485 | 85,237 | 88,805 | 50,005 | 58,944 |
| 1957 | 100,000 | 100,000 | 92,809 | 94,354 | 84,927 | 88,629 | 48,285 | 57,377 |
| 1958 | 100,000 | 100,000 | 92,851 | 94,342 | 85,353 | 88,937 | 49,700 | 58,803 |
| 1959 | 100,000 | 100,000 | 92,937 | 94,450 | 85,422 | 89,272 | 50,300 | 60,298 |

[1] Figures cover Negroes only. In every case, however, Negro population comprised 95 percent or more of corresponding nonwhite population.
[2] Not available.

Source: Department of Health, Education, and Welfare, Public Health Service; *United States Life Tables and Actuarial Tables, 1939–41*, *Vital Statistics—Special Reports*, Vol. 41 and Vol. 52, and annual report, *Vital Statistics of the United States*.

## No. 66. Fetal Death Ratio, and Neonatal, Infant (Under 1 Year of Age), and Maternal Mortality Rates, by Color: 1940 to 1961

[Beginning 1959, includes Alaska, and 1960, Hawaii. See also *Historical Statistics, Colonial Times to 1957*, series B 101–112]

| Year | Fetal death ratio per 1,000 live births [1] | | | Neonatal mortality rate per 1,000 live births [2] | | | Infant mortality rate per 1,000 live births | | | Maternal mortality rate per 10,000 live births [3] | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Total | White | Nonwhite | Total | White | Nonwhite | Total | White | Nonwhite | Total | White | Nonwhite |
| 1940 | (4) | (4) | (4) | 28.8 | 27.2 | 39.7 | 47.0 | 43.2 | 73.3 | 37.6 | 32.0 | 77.3 |
| 1945 | 23.9 | 21.4 | 42.0 | 24.3 | 23.3 | 32.0 | 38.3 | 35.0 | 57.0 | 20.7 | 17.2 | 45.5 |
| 1950 | 19.2 | 17.1 | 32.6 | 20.5 | 19.4 | 27.5 | 29.2 | 26.8 | 44.5 | 8.3 | 6.1 | 22.2 |
| 1955 | 17.1 | 15.2 | 28.4 | 19.1 | 17.7 | 27.2 | 26.4 | 23.6 | 42.3 | 4.7 | 3.3 | 13.0 |
| 1956 | 16.5 | 14.6 | 27.2 | 18.9 | 17.5 | 27.0 | 26.0 | 23.2 | 42.1 | 4.1 | 2.9 | 11.1 |
| 1957 | 16.3 | 14.5 | 26.8 | 19.1 | 17.5 | 27.8 | 26.3 | 23.3 | 43.7 | 4.1 | 2.8 | 11.8 |
| 1958 | 16.5 | 14.5 | 27.5 | 19.5 | 17.8 | 29.0 | 27.1 | 23.8 | 45.7 | 3.8 | 2.6 | 10.2 |
| 1959 | 16.2 | 14.2 | 27.3 | 19.0 | 17.5 | 27.7 | 26.4 | 23.2 | 44.0 | 3.7 | 2.6 | 10.2 |
| 1960 | (4) | (4) | (4) | [5] 18.6 | (4) | (4) | [6] 25.7 | [5] 22.4 | [5] 42.0 | [5] 3.2 | [5] 2.2 | [5] 8.8 |
| 1961 | (4) | (4) | (4) | [5] 18.5 | (4) | (4) | [6] 25.2 | (4) | (4) | [5] 3.2 | (4) | (4) |

[1] Includes only fetal deaths (stillbirths) for which period of gestation was 20 weeks (or 5 months) or more, or was not stated.
[2] Represents deaths of infants under 28 days old, exclusive of fetal deaths.
[3] Deaths from deliveries and complications of pregnancy, childbirth, and the puerperium. Beginning with 1958, deaths are classified according to seventh revision of *International Lists of Diseases and Causes of Death*; see text, p. 49.
[4] Not available.
[5] Estimated; based on 10-percent sample of death certificates.
[6] Provisional.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*, and *Monthly Vital Statistics Report*.

## No. 67. Death Rate Per 1,000 Population, By Color and Sex, and by Age: 1900 to 1960

[Beginning 1959, includes Alaska, and 1960, Hawaii. 1940 to 1960 based on population residing in area. Rates for 1940 and 1950, based on population enumerated as of April 1; for all other years estimated as of July 1. Data prior to 1933 for death-registration States only; see text, p. 49. See also *Historical Statistics, Colonial Times to 1957*, series B 129–136]

| Color, sex, and age | 1900 | 1910 | 1920 | 1930 | 1940 | 1950 | 1957 | 1958 | 1959 | 1960 [1] |
|---|---|---|---|---|---|---|---|---|---|---|
| **Color and sex** | | | | | | | | | | |
| **Total** | 17.2 | 14.7 | 13.0 | 11.3 | 10.8 | 9.6 | 9.6 | 9.5 | 9.4 | 9.5 |
| Male | 17.9 | 15.6 | 13.4 | 12.3 | 12.0 | 11.1 | 11.1 | 11.0 | 10.8 | 10.0 |
| Female | 16.5 | 13.7 | 12.6 | 10.4 | 9.5 | 8.2 | 8.1 | 8.1 | 8.0 | 8.0 |
| White | 17.0 | 14.5 | 12.6 | 10.8 | 10.4 | 9.5 | 9.5 | 9.4 | 9.3 | 9.4 |
| Male | 17.7 | 15.4 | 13.0 | 11.7 | 11.6 | 10.9 | 11.0 | 10.9 | 10.8 | 10.9 |
| Female | 16.3 | 13.6 | 12.1 | 9.8 | 9.2 | 8.0 | 8.0 | 8.0 | 7.9 | 8.0 |
| Nonwhite | 25.0 | 21.7 | 17.7 | 16.3 | 13.8 | 11.2 | 10.4 | 10.2 | 9.9 | 10.0 |
| Male | 26.7 | 22.3 | 17.8 | 17.4 | 15.1 | 12.5 | 11.8 | 11.6 | 11.3 | 11.4 |
| Female | 24.4 | 21.0 | 17.5 | 15.3 | 12.6 | 9.9 | 9.1 | 9.0 | 8.6 | 8.6 |
| **Age** | | | | | | | | | | |
| **Total** [2] | 17.2 | 14.7 | 13.0 | 11.3 | 10.8 | 9.6 | 9.6 | 9.5 | 9.4 | 9.5 |
| **Adjusted for age** [3] | 17.8 | 15.8 | 14.2 | 12.5 | 10.8 | 8.4 | 7.9 | 7.8 | 7.7 | 7.7 |
| Under 1 year | 162.4 | 131.8 | 92.3 | 69.0 | 54.0 | 33.0 | 29.5 | 29.0 | 29.4 | 28.8 |
| 1 to 4 years | 19.8 | 14.0 | 9.9 | 5.6 | 2.9 | 1.4 | 1.1 | 1.1 | 1.1 | 1.1 |
| 5 to 14 years | 3.9 | 2.9 | 2.6 | 1.7 | 1.0 | 0.6 | 0.5 | 0.5 | 0.5 | 0.5 |
| 15 to 24 years | 5.9 | 4.5 | 4.9 | 3.3 | 2.0 | 1.3 | 1.1 | 1.1 | 1.1 | 1.0 |
| 25 to 34 years | 8.2 | 6.5 | 5.8 | 4.7 | 3.1 | 1.8 | 1.5 | 1.5 | 1.5 | 1.4 |
| 35 to 44 years | 10.2 | 9.0 | 8.1 | 6.8 | 5.2 | 3.0 | 2.1 | 3.0 | 3.0 | 3.0 |
| 45 to 54 years | 15.0 | 13.7 | 12.2 | 12.2 | 10.6 | 8.5 | 7.6 | 7.4 | 7.3 | 7.3 |
| 55 to 64 years | 27.2 | 26.2 | 23.6 | 24.0 | [4] 22.2 | [4] 19.0 | 17.8 | 17.4 | 17.1 | 17.0 |
| 65 to 74 years | 56.4 | 55.6 | 52.5 | 51.4 | [4] 48.4 | [4] 41.0 | 41.3 | 41.0 | 40.4 | 41.2 |
| 75 to 84 years | 123.3 | 122.2 | 118.9 | 112.7 | 112.0 | 98.3 | 88.9 | 88.4 | 86.4 | 87.0 |
| 85 years and over | 260.9 | 250.8 | 248.3 | 223.0 | 235.7 | 202.0 | 197.7 | 201.0 | 202.8 | 209.6 |

[1] Estimated; based on a 10-percent sample of death certificates.
[2] Includes deaths for which age was not stated.
[3] Adjusted for age with the age distribution of the population as enumerated in 1940 used as the standard.
[4] Based on enumerated population adjusted for age bias in nonwhite population at ages 55 to 69 years.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*, and *Monthly Vital Statistics Report*.

## No. 68. Deaths and Death Rate Per 1,000 Population, by States: 1940 to 1961

[By place of residence, except as noted]

| State | Deaths | | | | | Rate per 1,000 population [2] | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1940 | 1950 | 1955 | 1960 [1] | 1961 [1] | 1940 | 1950 | 1955 | 1960 [1] | 1961 [1] |
| **United States** [3] | 1,417,269 | 1,452,454 | 1,528,717 | 1,702,000 | 1,702,000 | 10.8 | 9.6 | 9.3 | [4] 9.5 | [4] 9.3 |
| **New England** | 98,692 | 96,946 | 104,743 | (5) | (5) | 11.7 | 10.4 | 10.8 | (5) | (5) |
| Maine | 10,581 | 9,886 | 10,213 | 10,687 | 10,900 | 12.5 | 10.8 | 11.1 | 11.0 | 10.9 |
| New Hampshire | 6,236 | 5,076 | 5,464 | 6,524 | 6,812 | 12.7 | 11.4 | 11.7 | 10.7 | 11.0 |
| Vermont | 4,064 | 4,167 | 4,241 | 4,442 | 4,191 | 13.0 | 11.0 | 11.6 | 11.4 | 10.6 |
| Massachusetts | 51,122 | 49,386 | 53,345 | (4) | (5) | 11.8 | 10.5 | 11.1 | (5) | (5) |
| Rhode Island | 8,019 | 8,398 | 8,607 | 8,021 | 8,846 | 11.2 | 10.5 | 10.5 | 10.4 | 10.2 |
| Connecticut | 18,070 | 19,123 | 21,783 | 23,505 | 23,568 | 10.6 | 9.5 | 9.9 | 9.2 | 9.0 |
| **Middle Atlantic** | 307,565 | 315,386 | 333,624 | 356,256 | 358,465 | 11.2 | 10.5 | 10.4 | 10.4 | 10.3 |
| New York | 149,810 | 156,074 | 165,770 | 177,932 | 179,004 | 11.3 | 10.5 | 10.5 | 10.6 | 10.6 |
| New Jersey | 45,772 | 49,103 | 54,290 | 57,017 | 58,091 | 11.0 | 10.2 | 10.1 | 9.4 | 9.4 |
| Pennsylvania | 111,977 | 110,212 | 113,564 | 120,706 | 120,410 | 11.3 | 10.5 | 10.4 | 10.6 | 10.5 |
| **East North Central** | 292,349 | 305,274 | 321,495 | 345,030 | 339,697 | 11.0 | 10.0 | 9.5 | 9.5 | 9.2 |
| Ohio | 78,949 | 80,653 | 85,478 | 93,073 | 91,310 | 11.4 | 10.1 | 9.5 | 9.6 | 9.2 |
| Indiana | 40,555 | 40,030 | 42,003 | 44,601 | 44,088 | 11.8 | 10.3 | 9.7 | 9.5 | 9.4 |
| Illinois | 89,099 | 92,490 | 95,528 | 101,061 | 99,900 | 11.3 | 10.6 | 10.3 | 10.1 | 9.7 |
| Michigan | 52,183 | 57,743 | 63,362 | 67,450 | 67,202 | 9.9 | 9.1 | 8.6 | 8.6 | 8.4 |
| Wisconsin | 31,593 | 33,778 | 35,034 | 38,245 | 37,186 | 10.1 | 9.3 | 9.5 | 9.6 | 9.2 |
| **West North Central** | 138,644 | 141,455 | 141,872 | 157,211 | 154,322 | 10.3 | 10.1 | 9.5 | 10.2 | 9.9 |
| Minnesota | 26,354 | 28,020 | 28,541 | 32,467 | 31,813 | 9.4 | 9.4 | 9.0 | 9.5 | 9.2 |
| Iowa | 26,297 | 26,970 | 26,772 | 28,744 | 28,131 | 10.4 | 10.3 | 9.9 | 10.4 | 10.1 |
| Missouri | 43,777 | 43,710 | 43,102 | 48,967 | 48,071 | 11.6 | 11.1 | 10.3 | 11.3 | 11.0 |
| North Dakota | 5,257 | 5,191 | 5,270 | 5,419 | 5,217 | 8.2 | 8.4 | 8.2 | 8.5 | 8.2 |
| South Dakota | 5,760 | 6,830 | 5,930 | 6,730 | 6,417 | 8.9 | 9.0 | 8.7 | 9.0 | 9.3 |
| Nebraska | 12,670 | 12,617 | 13,115 | 13,993 | 13,820 | 9.6 | 9.5 | 9.4 | 9.9 | 9.7 |
| Kansas | 18,589 | 19,958 | 19,042 | 20,882 | 20,851 | 10.3 | 10.0 | 9.2 | 9.6 | 9.5 |
| **South Atlantic** | 187,085 | 187,011 | 198,141 | 236,243 | 237,259 | 10.5 | 8.9 | 8.4 | 9.1 | 8.9 |
| Delaware | 3,285 | 3,501 | 3,730 | 4,352 | 4,290 | 12.3 | 11.0 | 9.4 | 9.7 | 9.4 |
| Maryland | 22,026 | 22,417 | 24,221 | 27,832 | 27,493 | 12.1 | 9.6 | 8.7 | 8.9 | 8.6 |
| Dist. of Columbia | 8,081 | 8,560 | 8,340 | 10,127 | 10,337 | 12.2 | 10.7 | 10.0 | 13.3 | 13.6 |
| Virginia | 20,741 | 20,708 | 30,215 | 33,792 | 33,555 | 11.1 | 9.0 | 8.5 | 8.5 | 8.3 |
| West Virginia | 17,609 | 17,428 | 16,787 | 18,276 | 18,153 | 9.3 | 8.7 | 8.5 | 9.8 | 9.8 |
| North Carolina | 31,904 | 31,130 | 32,274 | 38,688 | 37,983 | 8.9 | 7.7 | 7.5 | 8.5 | 8.2 |
| South Carolina | 20,280 | 17,973 | 18,152 | 20,371 | 19,551 | 10.7 | 8.5 | 7.9 | 8.5 | 8.3 |
| Georgia | 32,485 | 30,325 | 30,919 | 33,257 | 33,464 | 10.4 | 8.8 | 8.5 | 8.4 | 8.9 |
| Florida | 21,014 | 26,539 | 33,404 | 49,548 | 50,033 | 11.4 | 9.6 | 9.2 | 9.9 | 9.6 |
| **East South Central** | 112,199 | 104,900 | 102,437 | 115,028 | 114,420 | 10.4 | 9.1 | 8.8 | 9.5 | 9.4 |
| Kentucky | 29,067 | 27,855 | 27,591 | 29,386 | 29,084 | 10.5 | 9.6 | 9.2 | 9.6 | 9.7 |
| Tennessee | 29,383 | 29,425 | 29,013 | 34,354 | 34,058 | 10.1 | 8.9 | 8.5 | 9.6 | 9.4 |
| Alabama | 29,551 | 26,836 | 26,380 | 29,927 | 29,662 | 10.4 | 8.8 | 8.6 | 9.1 | 9.0 |
| Mississippi | 23,295 | 20,734 | 19,453 | 21,321 | 21,016 | 10.7 | 9.5 | 9.2 | 9.8 | 9.5 |
| **West South Central** | 126,309 | 121,971 | 124,671 | 147,384 | 145,268 | 9.7 | 8.4 | 8.0 | 8.7 | 8.4 |
| Arkansas | 17,247 | 15,411 | 15,218 | 18,057 | 17,685 | 8.8 | 8.1 | 8.6 | 10.1 | 9.8 |
| Louisiana | 25,542 | 23,738 | 24,312 | 29,883 | 28,835 | 10.8 | 8.8 | 8.3 | 9.1 | 8.7 |
| Oklahoma | 20,886 | 19,473 | 19,724 | 22,480 | 22,400 | 8.9 | 8.7 | 9.0 | 9.6 | 9.5 |
| Texas | 62,635 | 63,349 | 65,417 | 76,968 | 76,330 | 9.8 | 8.2 | 7.5 | 8.0 | 7.8 |
| **Mountain** | 42,424 | 43,730 | 47,324 | 56,303 | 56,676 | 10.2 | 8.8 | 7.9 | 8.2 | 8.0 |
| Montana | 5,785 | 5,822 | 6,161 | 6,460 | 6,202 | 10.3 | 9.9 | 9.8 | 9.5 | 9.2 |
| Idaho | 4,024 | 4,837 | 4,035 | 5,253 | 5,358 | 9.4 | 8.2 | 8.1 | 7.8 | 7.8 |
| Wyoming | 2,157 | 2,336 | 2,453 | 2,806 | 2,641 | 8.6 | 8.0 | 7.9 | 8.5 | 7.8 |
| Colorado | 12,231 | 12,280 | 13,343 | 15,767 | 15,582 | 10.9 | 9.3 | 8.6 | 9.0 | 8.7 |
| New Mexico | 5,484 | 5,471 | 5,544 | 6,569 | 6,465 | 10.3 | 8.0 | 7.0 | 6.9 | 6.6 |
| Arizona | 5,550 | 6,422 | 7,600 | 10,498 | 11,132 | 11.1 | 8.6 | 7.4 | 8.0 | 8.0 |
| Utah | 4,846 | 4,974 | 5,311 | 6,197 | 6,340 | 8.8 | 7.2 | 6.6 | 6.9 | 6.9 |
| Nevada | 1,402 | 1,588 | 1,957 | 2,754 | 2,863 | 12.7 | 9.9 | 8.1 | 9.6 | 9.5 |
| **Pacific** [3] | 112,002 | 135,181 | 154,410 | 178,952 | 185,229 | 11.5 | 9.3 | 8.9 | 8.4 | 8.4 |
| Washington | 20,630 | 22,486 | 24,517 | 26,648 | 26,302 | 11.6 | 9.5 | 9.4 | 9.3 | 9.1 |
| Oregon | 12,180 | 13,935 | 15,378 | 16,798 | 16,812 | 11.2 | 9.2 | 9.1 | 9.5 | 9.3 |
| California | 70,742 | 98,760 | 114,515 | 130,672 | 137,352 | 11.5 | 9.3 | 8.8 | 8.2 | 8.4 |
| Alaska | (3) | [6] 1,253 | [6] 1,204 | [6] 1,236 | 1,261 | (5) | [6] 9.7 | [6] 5.8 | [6] 5.4 | 5.4 |
| Hawaii [5] | 3,089 | 2,910 | 3,213 | 3,598 | 3,442 | 7.3 | 5.8 | 5.7 | 5.6 | 5.2 |

[1] Provisional, by place of occurrence.
[2] Based on total population residing in area, enumerated as of April 1 for 1940 and 1950 and estimated as of July 1 for all other years.
[3] Beginning 1960, includes Alaska and Hawaii.
[4] Includes estimate for Massachusetts.
[5] Not available.
[6] By place of occurrence.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*, and *Monthly Vital Statistics Report*.

## No. 69. Deaths, by Color, for Urban and Rural Areas, by States: 1957 to 1959

[By place of residence. Definition of urban and rural based on 1940 Census of Population; see text, p. 2. For total deaths by States, see table 68]

| State | 1957 | | | | 1958 | | | | 1959 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Urban | | Rural | | Urban | | Rural | | | |
| | White | Nonwhite | White | Nonwhite | White | Nonwhite | White | Nonwhite | White | Nonwhite |
| **United States** [1] | [2]924,389 | [2]132,917 | [2]513,263 | [2]62,559 | [2]928,671 | [2]133,840 | [2]522,406 | [2]62,969 | 1,460,840 | 195,974 |
| **New England** | [2]77,938 | [2]1,957 | [2]27,097 | [2]196 | [2]79,131 | [2]2,027 | [2]28,707 | [2]223 | 106,454 | 2,262 |
| Maine | 4,134 | 14 | 6,001 | 16 | 4,172 | 20 | 6,275 | 22 | 10,803 | 40 |
| New Hampshire | 3,716 | 8 | 2,948 | 2 | 3,581 | 10 | 2,969 | 3 | 6,711 | 16 |
| Vermont | 1,776 | 5 | 2,623 | 3 | 1,744 | 7 | 2,530 | 5 | 4,360 | 8 |
| Massachusetts | (3) | (3) | (3) | (3) | (3) | (3) | (3) | (3) | 53,423 | 1,133 |
| Rhode Island | 7,400 | 159 | 1,034 | 13 | 7,631 | 194 | 1,039 | 14 | 8,588 | 216 |
| Connecticut | 14,101 | 738 | 7,771 | 61 | 14,296 | 745 | 8,121 | 72 | 22,560 | 849 |
| **Middle Atlantic** | 242,580 | 24,225 | 80,651 | 1,791 | 241,581 | 24,505 | 82,348 | 1,880 | 326,802 | 27,054 |
| New York | 125,061 | 12,007 | 34,350 | 599 | 125,389 | 12,349 | 35,401 | 675 | 162,640 | 13,500 |
| New Jersey | 41,487 | 4,118 | 11,286 | 629 | 41,301 | 4,045 | 11,916 | 667 | 53,439 | 4,524 |
| Pennsylvania | 75,432 | 8,040 | 34,915 | 563 | 74,891 | 8,111 | 35,031 | 538 | 110,723 | 8,664 |
| **East North Central** | 208,964 | 24,894 | 105,610 | 1,632 | 208,646 | 24,258 | 106,257 | 1,625 | 314,637 | 26,348 |
| Ohio | 55,090 | 6,767 | 28,726 | 512 | 55,236 | 6,748 | 29,061 | 631 | 83,980 | 7,374 |
| Indiana | 24,155 | 2,591 | 17,337 | 112 | 24,277 | 2,411 | 17,425 | 114 | 41,531 | 2,615 |
| Illinois | 69,875 | 9,900 | 22,120 | 411 | 69,684 | 9,719 | 21,883 | 381 | 91,205 | 10,151 |
| Michigan | 37,872 | 5,150 | 28,090 | 344 | 37,390 | 4,901 | 23,264 | 382 | 61,243 | 5,576 |
| Wisconsin | 21,972 | 496 | 14,337 | 153 | 22,060 | 479 | 14,624 | 117 | 36,678 | 632 |
| **West North Central** | 78,789 | 6,939 | 66,476 | 1,239 | 78,179 | 6,062 | 65,302 | 1,190 | 144,497 | 7,478 |
| Minnesota | 17,986 | 230 | 12,889 | 128 | 17,656 | 237 | 12,658 | 125 | 30,514 | 389 |
| Iowa | 14,597 | 314 | 13,048 | 25 | 14,720 | 340 | 12,694 | 22 | 28,029 | 309 |
| Missouri | 24,956 | 4,164 | 17,761 | 525 | 24,693 | 4,196 | 17,382 | 498 | 41,855 | 4,776 |
| North Dakota | 1,704 | 7 | 3,669 | 115 | 1,690 | 8 | 3,427 | 120 | 5,214 | 120 |
| South Dakota | 2,389 | 48 | 3,561 | 271 | 2,383 | 52 | 3,553 | 255 | 5,935 | 302 |
| Nebraska | 7,034 | 304 | 6,416 | 53 | 6,834 | 340 | 6,501 | 54 | 13,496 | 400 |
| Kansas | 10,154 | 978 | 9,142 | 122 | 10,229 | 889 | 9,087 | 116 | 19,454 | 1,122 |
| **South Atlantic** | 78,629 | 33,699 | 78,601 | 27,007 | 80,657 | 33,980 | 81,539 | 27,018 | 153,486 | 60,779 |
| Delaware | 1,540 | 884 | 1,711 | 294 | 1,563 | 391 | 1,805 | 338 | 3,248 | 709 |
| Maryland | 12,074 | 3,555 | 9,151 | 1,499 | 12,003 | 3,905 | 9,607 | 1,481 | 21,848 | 5,209 |
| District of Columbia | 5,155 | 3,870 | (4) | (4) | 4,940 | 4,012 | (4) | (4) | 4,797 | 4,022 |
| Virginia | 10,730 | 4,697 | 13,141 | 4,451 | 10,708 | 4,635 | 13,431 | 4,357 | 24,210 | 9,095 |
| West Virginia | 6,659 | 593 | 9,939 | 665 | 6,016 | 575 | 9,899 | 624 | 15,573 | 1,124 |
| North Carolina | 8,239 | 4,925 | 15,601 | 6,250 | 8,675 | 4,849 | 15,859 | 6,291 | 24,767 | 11,066 |
| South Carolina | 3,966 | 2,938 | 6,628 | 5,626 | 4,141 | 2,807 | 7,043 | 3,718 | 11,202 | 8,615 |
| Georgia | 10,393 | 7,131 | 16,666 | 5,317 | 10,444 | 7,085 | 10,645 | 5,112 | 21,064 | 12,299 |
| Florida | 19,873 | 5,506 | 11,824 | 2,905 | 21,507 | 5,721 | 13,289 | 2,097 | 35,747 | 8,640 |
| **East South Central** | 31,759 | 15,938 | 46,026 | 15,163 | 32,712 | 16,491 | 47,872 | 15,825 | 79,468 | 30,681 |
| Kentucky | 10,538 | 2,310 | 15,484 | 867 | 10,577 | 2,191 | 15,711 | 942 | 25,736 | 3,007 |
| Tennessee | 9,480 | 4,979 | 14,905 | 2,048 | 10,149 | 4,093 | 15,171 | 2,072 | 25,062 | 6,744 |
| Alabama | 8,023 | 5,401 | 9,555 | 5,374 | 8,093 | 5,794 | 10,030 | 5,604 | 17,894 | 10,794 |
| Mississippi | 3,718 | 3,248 | 6,682 | 6,874 | 3,893 | 3,513 | 6,960 | 7,207 | 10,777 | 10,136 |
| **West South Central** | 67,549 | 17,948 | 41,731 | 11,858 | 69,073 | 18,379 | 42,088 | 11,521 | 111,598 | 29,037 |
| Arkansas | 5,283 | 1,972 | 7,002 | 2,374 | 5,529 | 2,034 | 7,149 | 2,330 | 12,578 | 4,222 |
| Louisiana | 10,045 | 6,270 | 7,025 | 4,811 | 10,301 | 6,579 | 7,322 | 4,687 | 17,294 | 10,991 |
| Oklahoma | 11,173 | 1,346 | 8,031 | 1,010 | 11,547 | 1,411 | 7,897 | 916 | 19,686 | 2,331 |
| Texas | 41,048 | 8,360 | 19,673 | 3,663 | 41,696 | 8,355 | 19,720 | 3,530 | 62,040 | 11,523 |
| **Mountain** | 29,569 | 1,148 | 18,997 | 1,828 | 29,823 | 1,049 | 19,098 | 1,837 | 50,679 | 2,908 |
| Montana | 3,394 | 49 | 2,802 | 230 | 3,244 | 42 | 2,789 | 180 | 6,311 | 278 |
| Idaho | 2,843 | 31 | 2,341 | 57 | 2,800 | 16 | 2,356 | 68 | 5,346 | 93 |
| Wyoming | 1,481 | 36 | 1,047 | 45 | 1,470 | 35 | 988 | 42 | 2,552 | 76 |
| Colorado | 9,604 | 373 | 4,430 | 45 | 9,482 | 321 | 4,598 | 43 | 14,443 | 399 |
| New Mexico | 3,253 | 157 | 2,267 | 447 | 3,394 | 146 | 2,117 | 448 | 5,639 | 551 |
| Arizona | 4,152 | 317 | 3,856 | 870 | 4,362 | 319 | 3,487 | 900 | 8,415 | 1,187 |
| Utah | 3,607 | 78 | 2,015 | 64 | 3,703 | 69 | 2,004 | 66 | 5,773 | 129 |
| Nevada | 1,235 | 107 | 719 | 70 | 1,368 | 100 | 759 | 84 | 2,201 | 105 |
| **Pacific** | 103,612 | 7,069 | 47,574 | 1,845 | 103,869 | 7,089 | 49,095 | 1,850 | 163,219 | 9,427 |
| Washington | 10,000 | 568 | 8,430 | 265 | 15,028 | 540 | 9,098 | 294 | 25,521 | 817 |
| Oregon | 8,751 | 196 | 6,635 | 93 | 8,441 | 183 | 6,751 | 104 | 15,367 | 332 |
| California | 83,861 | 6,305 | 32,509 | 1,487 | 84,300 | 6,366 | 33,306 | 1,452 | 120,032 | 7,832 |
| Alaska | (3) | (3) | (3) | (3) | [5]328 | [5]93 | [5]419 | [5]315 | 609 | 446 |
| Hawaii | (3) | (3) | (3) | (3) | (3) | (3) | (3) | (3) | (3) | (3) |

[1] Beginning 1959, includes Alaska. [2] Includes estimates for Massachusetts.
[3] Not available. [4] No rural area. [5] By place of occurrence.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*.

## No. 70. Death Rate, 1950 to 1960, and Deaths, 1959 and 1960, From Selected Causes

[Beginning 1959, includes Alaska, and 1960, Hawaii. Seventh revision of *International Lists of Diseases and Causes of Death* used beginning 1950. See text, p. 49. See also *Historical Statistics, Colonial Times to 1957*, series B 114-123]

| Cause of death (seventh revision) | Death rate per 100,000 population [1] | | | | | | Deaths | |
|---|---|---|---|---|---|---|---|---|
| | 1950 | 1956 | 1957 | 1958 | 1959 | 1960 [2] | 1959 | 1960 [2] |
| All causes | 963.8 | 935.4 | 959.0 | 951.3 | 939.1 | 945.7 | 1,656,814 | 1,702,000 |
| Tuberculosis, all forms | 22.5 | 8.4 | 7.8 | 7.1 | 6.5 | 5.9 | 11,466 | 10,670 |
| Syphilis and its sequelae | 5.0 | 2.3 | 2.2 | 2.0 | 1.7 | 1.7 | 3,069 | 3,070 |
| Meningococcal infections | 0.9 | 0.5 | 0.5 | 0.4 | 0.4 | 0.3 | 699 | 610 |
| Acute poliomyelitis | 1.3 | 0.3 | 0.1 | 0.1 | 0.3 | 0.1 | 484 | 200 |
| Infectious hepatitis | 0.4 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 897 | 880 |
| Other infective and parasitic diseases | 4.4 | 3.2 | 3.1 | 3.3 | 3.3 | 3.2 | 5,846 | 5,750 |
| Malignant neoplasms, including neoplasms of lymphatic and hematopoietic tissues | 139.8 | 147.9 | 148.7 | 146.9 | 147.4 | 147.4 | 260,047 | 265,260 |
| Asthma | 2.9 | 3.6 | 3.9 | 2.9 | 2.8 | 2.8 | 4,984 | 4,900 |
| Diabetes mellitus | 16.2 | 15.7 | 16.0 | 15.9 | 15.9 | 17.1 | 28,080 | 30,790 |
| Meningitis, except meningococcal and tuberculous | 1.2 | 1.2 | 1.2 | 1.3 | 1.3 | 1.2 | 2,208 | 2,230 |
| Major cardiovascular-renal diseases | 510.8 | 510.7 | 523.7 | 523.8 | 516.2 | 518.9 | 910,635 | 933,900 |
| Diseases of cardiovascular system | 494.4 | 501.5 | 514.9 | 515.8 | 509.2 | 512.0 | 898,336 | 921,540 |
| Vascular lesions affecting central nervous system | 104.0 | 106.3 | 110.2 | 110.1 | 108.5 | 107.1 | 191,876 | 192,720 |
| Diseases of heart | 356.8 | 361.1 | 360.6 | 367.9 | 363.4 | 366.4 | 641,044 | 659,410 |
| Rheumatic fever and chronic rheumatic heart disease | 14.8 | 12.0 | 11.8 | 10.9 | 10.4 | 10.2 | 18,290 | 18,350 |
| Arteriosclerotic heart disease, incl. coronary disease | 213.0 | 255.0 | 265.7 | 266.3 | 268.8 | 273.4 | 474,143 | 492,140 |
| Nonrheumatic chronic endocarditis and other myocardial degeneration | 56.5 | 37.7 | 36.8 | 33.8 | 31.8 | 32.1 | 56,090 | 57,810 |
| Other diseases of heart | 15.9 | 12.6 | 12.8 | 14.2 | 13.8 | 14.2 | 24,353 | 25,590 |
| Hypertensive heart disease | 36.5 | 43.3 | 42.5 | 42.7 | 38.6 | 36.5 | 68,169 | 65,610 |
| Other hypertensive diseases | 8.3 | 6.5 | 6.5 | 8.0 | 7.4 | 7.1 | 13,119 | 12,750 |
| General arteriosclerosis | 20.4 | 19.1 | 19.5 | 19.9 | 19.6 | 20.3 | 34,622 | 36,500 |
| Other diseases of circulatory system | 4.9 | 8.4 | 9.0 | 9.9 | 10.3 | 11.2 | 18,175 | 20,160 |
| Chronic and unspec. nephritis and other renal sclerosis | 16.4 | 9.1 | 8.8 | 8.0 | 7.0 | 6.9 | 12,299 | 12,360 |
| Influenza and pneumonia, except pneumonia of newborn | 31.3 | 28.2 | 35.8 | 33.2 | 31.2 | 36.6 | 55,039 | 65,820 |
| Influenza | 4.4 | 1.4 | 4.4 | 2.6 | 1.6 | 4.5 | 2,846 | 8,170 |
| Pneumonia, except pneumonia of newborn | 26.9 | 26.8 | 31.4 | 30.6 | 29.6 | 32.0 | 52,194 | 57,650 |
| Bronchitis | 2.0 | 1.9 | 2.1 | 2.3 | 2.2 | 2.5 | 3,840 | 4,500 |
| Ulcer of stomach and duodenum | 5.5 | 6.0 | 6.1 | 6.2 | 6.1 | 6.0 | 10,674 | 10,880 |
| Hernia and intestinal obstruction | 5.9 | 5.1 | 5.0 | 5.1 | 5.2 | 4.8 | 9,106 | 8,600 |
| Gastritis, duodenitis, enteritis, and colitis, except diarrhea of newborn | 5.1 | 4.5 | 4.7 | 4.5 | 4.4 | 4.2 | 7,788 | 7,490 |
| Cirrhosis of liver | 9.2 | 10.7 | 11.3 | 10.8 | 10.9 | 11.2 | 19,242 | 20,200 |
| Cholelithiasis, cholecystitis, and cholangitis | 3.9 | 3.1 | 2.9 | 2.7 | 2.5 | 2.3 | 4,497 | 4,080 |
| Acute nephritis, and nephritis with edema incl. nephrosis | 2.3 | 1.4 | 1.3 | 1.3 | 1.0 | 0.9 | 1,821 | 1,580 |
| Infections of kidney | 2.1 | 3.4 | 3.7 | 4.0 | 3.9 | 3.9 | 6,822 | 6,980 |
| Hyperplasia of prostate | 4.2 | 3.2 | 3.0 | 2.7 | 2.6 | 2.6 | 4,583 | 4,720 |
| Deliveries and complications of pregnancy, childbirth, and the puerperium | 2.0 | 1.0 | 1.0 | 0.9 | 0.9 | 0.8 | 1,588 | 1,360 |
| Congenital malformations | 12.2 | 12.6 | 12.8 | 12.4 | 12.3 | 12.0 | 21,780 | 21,510 |
| Certain diseases of early infancy | 46.5 | 38.6 | 39.1 | 39.8 | 38.5 | 37.0 | 67,934 | 66,510 |
| Symptoms, senility, and ill-defined conditions | 14.9 | 11.3 | 11.3 | 11.4 | 10.8 | 12.0 | 19,066 | 21,530 |
| Accidents | 60.6 | 56.7 | 56.0 | 52.3 | 52.2 | 51.9 | 92,080 | 93,330 |
| Motor-vehicle accidents | 23.1 | 23.7 | 22.7 | 21.3 | 21.5 | 20.6 | 37,910 | 37,160 |
| Non motor-vehicle accidents | 37.5 | 33.0 | 33.2 | 31.0 | 30.7 | 31.2 | 54,170 | 56,170 |
| Accidents in the home | 16.0 | 13.5 | 13.4 | 13.1 | 13.0 | 13.6 | 23,020 | 24,420 |
| Other non motor-vehicle accidents | 21.5 | 19.4 | 19.0 | 17.8 | 17.7 | 17.6 | 31,150 | 31,750 |
| Suicide | 11.4 | 10.0 | 9.8 | 10.7 | 10.6 | 10.8 | 18,633 | 19,450 |
| Homicide | 5.3 | 4.6 | 4.5 | 4.5 | 4.6 | 4.5 | 8,150 | 8,010 |
| All other causes | 40.3 | 38.8 | 40.9 | 42.3 | 43.0 | 42.8 | 75,817 | 77,060 |

[1] Based on population enumerated as of April 1 for 1950, and estimated as of July 1 for other years. Rates per 100,000 population residing in area.

[2] Estimated; based on a 10-percent sample of death certificates.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*, and *Monthly Vital Statistics Report*.

## No. 71. Death Rate Per 100,000 Population, for the 10 Leading Causes of Death, by States: 1959

[By place of residence. Refers only to deaths occurring within the U.S. including Alaska. Rates per 100,000 estimated midyear population in each area. Causes of death classified according to seventh revision of *International Lists of Diseases and Causes of Death*; see text, p. 49. For method of selecting the leading causes of death, see *Vital Statistics—Special Reports*, Vol. 54]

| STATE | Diseases of heart | Malignant neoplasms[1] | Vascular lesions affecting central nervous system | Accidents | Certain diseases of early infancy | Influenza and pneumonia, exc. pneumonia of newborn | General arteriosclerosis | Diabetes mellitus | Congenital malformations | Cirrhosis of liver |
|---|---|---|---|---|---|---|---|---|---|---|
| **United States[2]** | 363.4 | 147.4 | 108.5 | 52.2 | 38.5 | 31.2 | 19.6 | 15.9 | 12.3 | 10.9 |
| **New England** | 444.7 | 181.4 | 120.4 | 45.2 | 32.8 | 36.4 | 23.9 | 19.8 | 12.3 | 13.7 |
| Maine | 479.9 | 178.6 | 146.3 | 51.0 | 37.6 | 35.1 | 23.3 | 19.0 | 12.4 | 8.4 |
| New Hampshire | 459.3 | 187.0 | 137.0 | 48.8 | 29.7 | 36.1 | 37.3 | 24.8 | 12.3 | 9.0 |
| Vermont | 451.3 | 175.8 | 143.8 | 51.0 | 34.0 | 49.2 | 32.8 | 17.2 | 12.4 | 9.4 |
| Massachusetts | 461.2 | 185.7 | 119.0 | 48.2 | 31.9 | 42.6 | 23.4 | 19.7 | 11.7 | 15.5 |
| Rhode Island | 446.9 | 178.4 | 101.4 | 33.5 | 30.9 | 21.6 | 18.1 | 28.9 | 13.7 | 12.6 |
| Connecticut | 391.8 | 174.1 | 110.3 | 37.7 | 33.8 | 27.0 | 22.6 | 18.3 | 13.2 | 14.4 |
| **Middle Atlantic** | 454.8 | 178.8 | 101.6 | 42.1 | 35.1 | 54.5 | 20.7 | 20.3 | 11.3 | 14.8 |
| New York | 469.9 | 185.6 | 97.4 | 41.4 | 35.3 | 41.1 | 19.1 | 18.5 | 11.5 | 17.4 |
| New Jersey | 430.2 | 178.6 | 90.8 | 38.4 | 34.8 | 27.5 | 16.9 | 19.8 | 11.2 | 14.4 |
| Pennsylvania | 445.7 | 169.0 | 113.3 | 45.0 | 35.1 | 28.6 | 24.9 | 23.2 | 11.1 | 11.3 |
| **East North Central** | 373.1 | 150.2 | 110.3 | 47.4 | 37.3 | 28.2 | 22.7 | 18.9 | 12.2 | 10.8 |
| Ohio | 366.2 | 151.6 | 113.9 | 49.0 | 39.2 | 22.8 | 27.7 | 21.0 | 12.7 | 11.5 |
| Indiana | 370.0 | 143.9 | 120.4 | 55.2 | 34.0 | 25.4 | 25.2 | 18.2 | 12.2 | 8.5 |
| Illinois | 430.5 | 160.9 | 106.2 | 43.7 | 36.2 | 37.7 | 20.4 | 15.4 | 10.8 | 12.4 |
| Michigan | 317.7 | 139.2 | 96.8 | 45.8 | 39.2 | 23.9 | 17.4 | 21.5 | 13.1 | 10.1 |
| Wisconsin | 370.3 | 148.4 | 117.0 | 50.0 | 35.3 | 28.6 | 23.9 | 18.2 | 13.1 | 9.0 |
| **West North Central** | 380.9 | 155.0 | 130.3 | 57.3 | 34.0 | 31.1 | 24.9 | 16.6 | 12.7 | 7.9 |
| Minnesota | 346.9 | 146.2 | 122.0 | 52.8 | 34.1 | 30.2 | 21.6 | 17.1 | 13.7 | 8.1 |
| Iowa | 391.9 | 160.3 | 143.5 | 55.4 | 31.0 | 31.4 | 20.9 | 16.1 | 11.2 | 5.9 |
| Missouri | 430.1 | 173.5 | 136.8 | 60.8 | 34.7 | 32.1 | 26.9 | 17.2 | 12.5 | 10.2 |
| North Dakota | 318.4 | 120.6 | 107.9 | 59.8 | 39.1 | 32.2 | 19.2 | 13.7 | 12.5 | 5.3 |
| South Dakota | 331.0 | 144.7 | 122.9 | 64.2 | 31.7 | 29.4 | 18.3 | 13.7 | 14.8 | 4.8 |
| Nebraska | 367.0 | 150.8 | 128.0 | 55.5 | 34.8 | 36.2 | 21.4 | 17.8 | 13.0 | 8.0 |
| Kansas | 368.2 | 141.6 | 124.2 | 58.4 | 34.6 | 27.1 | 25.7 | 16.1 | 13.0 | 7.3 |
| **South Atlantic** | 310.3 | 122.2 | 107.6 | 55.3 | 44.7 | 30.7 | 14.8 | 12.7 | 12.8 | 8.1 |
| Delaware | 360.1 | 132.4 | 79.1 | 48.2 | 43.8 | 30.2 | 15.4 | 17.2 | 16.6 | 8.8 |
| Maryland | 371.6 | 142.9 | 74.1 | 45.8 | 44.3 | 27.2 | 14.4 | 17.7 | 13.4 | 11.0 |
| District of Columbia | 377.7 | 177.0 | 104.4 | 49.8 | 62.9 | 43.5 | 19.4 | 16.8 | 12.7 | 22.5 |
| Virginia | 297.6 | 116.8 | 103.3 | 52.1 | 45.6 | 32.0 | 15.2 | 10.8 | 12.9 | 6.5 |
| West Virginia | 342.0 | 128.7 | 111.4 | 58.5 | 33.2 | 33.7 | 17.8 | 14.3 | 12.5 | 6.6 |
| North Carolina | 278.3 | 95.0 | 107.0 | 55.0 | 43.6 | 29.4 | 12.0 | 11.4 | 13.3 | 5.4 |
| South Carolina | 260.3 | 93.1 | 114.4 | 62.8 | 41.7 | 33.7 | 14.6 | 12.5 | 11.5 | 4.7 |
| Georgia | 282.0 | 108.0 | 138.3 | 59.5 | 48.4 | 33.7 | 14.5 | 11.3 | 13.2 | 6.1 |
| Florida | 325.7 | 152.2 | 106.6 | 57.9 | 45.3 | 25.8 | 15.8 | 12.7 | 12.6 | 10.8 |
| **East South Central** | 311.7 | 123.0 | 124.4 | 60.3 | 43.2 | 31.8 | 16.9 | 12.7 | 12.2 | 6.0 |
| Kentucky | 341.9 | 129.3 | 117.3 | 58.8 | 36.9 | 33.2 | 22.2 | 14.1 | 13.1 | 8.4 |
| Tennessee | 308.4 | 125.9 | 130.8 | 54.8 | 41.3 | 34.2 | 17.0 | 11.2 | 12.2 | 5.3 |
| Alabama | 302.9 | 117.0 | 124.5 | 62.0 | 46.1 | 26.1 | 14.2 | 12.7 | 12.2 | 5.6 |
| Mississippi | 286.5 | 117.9 | 123.7 | 70.0 | 52.2 | 34.2 | 13.1 | 12.9 | 11.0 | 4.4 |
| **West South Central** | 288.4 | 126.3 | 100.9 | 60.9 | 43.4 | 28.3 | 13.7 | 13.4 | 12.6 | 7.1 |
| Arkansas | 316.7 | 137.4 | 133.1 | 67.7 | 38.2 | 33.4 | 16.9 | 11.9 | 9.2 | 5.7 |
| Louisiana | 317.0 | 134.1 | 91.0 | 61.6 | 57.4 | 31.4 | 14.0 | 13.2 | 14.6 | 7.7 |
| Oklahoma | 329.6 | 150.8 | 128.7 | 67.8 | 32.9 | 26.9 | 13.0 | 14.0 | 11.4 | 6.0 |
| Texas | 258.3 | 115.7 | 91.7 | 57.8 | 43.1 | 26.7 | 12.1 | 11.7 | 12.8 | 7.5 |
| **Mountain** | 263.3 | 109.7 | 77.9 | 70.8 | 46.6 | 33.6 | 16.2 | 10.8 | 14.5 | 9.7 |
| Montana | 348.2 | 132.0 | 97.4 | 89.7 | 38.6 | 34.8 | 24.0 | 16.2 | 11.5 | 7.6 |
| Idaho | 305.3 | 113.0 | 91.7 | 70.6 | 35.8 | 24.2 | 16.6 | 13.6 | 13.1 | 4.5 |
| Wyoming | 282.1 | 111.0 | 89.7 | 84.3 | 43.9 | 22.6 | 16.8 | 12.5 | 16.9 | 10.3 |
| Colorado | 300.8 | 125.7 | 93.6 | 58.6 | 47.4 | 51.4 | 16.4 | 9.7 | 12.8 | 11.3 |
| New Mexico | 157.9 | 87.9 | 57.0 | 86.0 | 62.7 | 28.3 | 10.9 | 8.5 | 17.4 | 9.3 |
| Arizona | 227.7 | 104.1 | 63.3 | 73.8 | 52.1 | 32.8 | 13.2 | 7.8 | 14.7 | 11.6 |
| Utah | 233.4 | 88.8 | 60.7 | 54.2 | 30.5 | 19.0 | 10.9 | 11.4 | 16.8 | 7.0 |
| Nevada | 293.2 | 108.9 | 72.9 | 80.6 | 47.5 | 22.1 | 10.4 | 13.9 | 15.4 | 18.2 |
| **Pacific[3]** | 302.0 | 143.9 | 102.0 | 55.2 | 35.3 | 30.5 | 20.3 | 16.5 | 12.7 | 15.7 |
| Washington | 356.1 | 145.1 | 121.0 | 56.7 | 33.6 | 35.8 | 21.6 | 16.4 | 12.8 | 9.4 |
| Oregon | 301.3 | 141.8 | 121.6 | 62.3 | 30.1 | 33.7 | 23.8 | 13.1 | 12.1 | 9.7 |
| California | 326.6 | 145.1 | 96.9 | 53.2 | 35.8 | 29.0 | 19.8 | 9.3 | 12.7 | 17.8 |
| Alaska | 111.5 | 57.1 | 35.1 | 115.2 | 73.3 | 39.8 | 11.0 | 2.6 | 16.2 | 5.8 |
| Hawaii[3] | 166.0 | 89.3 | 43.0 | 31.6 | 42.7 | 18.1 | 7.0 | 12.2 | 11.6 | 6.4 |

[1] Includes neoplasms of lymphatic and hematopoietic tissues. [2] Excludes Hawaii.
[3] By place of occurrence.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*.

## No. 72. Infant Deaths (Under 1 Year of Age) and Rate Per 1,000 Live Births, by States: 1940 to 1959

[By place of residence]

| State | 1940 | 1950 | 1955 | | 1959 | | Rate per 1,000 live births | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1940 | 1950 | 1955 | | 1959 | |
| | | | White | Nonwhite | White | Nonwhite | | | White | Nonwhite | White | Nonwhite |
| **United States** [1] | 110,984 | 103,325 | 81,082 | 25,221 | 83,493 | 28,515 | 47.0 | 29.2 | 23.6 | 42.8 | 23.2 | 44.0 |
| **New England** | 5,196 | 4,729 | 4,838 | 252 | 5,026 | 360 | 39.2 | 24.3 | 22.1 | 39.3 | 22.1 | 43.4 |
| Maine | 810 | 650 | 540 | 13 | 698 | 5 | 53.2 | 30.9 | 24.2 | 80.1 | 26.2 | 10.3 |
| New Hampshire | 341 | 282 | 321 | ------ | 204 | 3 | 40.9 | 24.5 | 25.8 | ------ | 22.0 | 33.5 |
| Vermont | 309 | 221 | 248 | 1 | 224 | ------ | 44.6 | 24.6 | 28.1 | 35.7 | 23.7 | ------ |
| Massachusetts | 2,458 | 2,240 | 2,298 | 115 | 2,398 | 148 | 37.5 | 23.3 | 21.4 | 37.2 | 21.8 | 35.5 |
| Rhode Island | 410 | 450 | 403 | 16 | 424 | 25 | 37.9 | 27.8 | 23.2 | 31.7 | 23.7 | 31.7 |
| Connecticut | 868 | 886 | 1,083 | 107 | 1,088 | 170 | 34.0 | 21.8 | 20.7 | 41.3 | 20.3 | 60.0 |
| **Middle Atlantic** | 16,822 | 16,022 | 14,199 | 3,055 | 14,434 | 3,852 | 39.9 | 25.8 | 22.4 | 42.3 | 22.2 | 43.3 |
| New York | 7,297 | 7,420 | 6,805 | 1,475 | 6,951 | 1,070 | 37.2 | 24.7 | 22.4 | 40.6 | 22.1 | 42.0 |
| New Jersey | 2,121 | 2,467 | 2,382 | 622 | 2,464 | 754 | 36.5 | 25.2 | 21.6 | 46.1 | 21.7 | 43.9 |
| Pennsylvania | 7,404 | 6,126 | 5,002 | 958 | 5,019 | 3,128 | 44.7 | 27.6 | 22.7 | 42.6 | 22.7 | 44.0 |
| **East North Central** | 17,815 | 18,729 | 17,370 | 3,444 | 17,789 | 3,831 | 39.2 | 26.3 | 22.9 | 40.6 | 22.7 | 39.0 |
| Ohio | 4,744 | 4,990 | 4,660 | 883 | 4,784 | 1,031 | 41.4 | 26.8 | 23.1 | 40.7 | 23.0 | 41.3 |
| Indiana | 2,595 | 2,520 | 2,402 | 313 | 2,280 | 361 | 42.1 | 27.0 | 23.9 | 39.5 | 22.0 | 38.6 |
| Illinois | 4,398 | 4,858 | 4,165 | 1,301 | 4,525 | 1,483 | 35.3 | 25.6 | 21.9 | 42.2 | 22.4 | 38.0 |
| Michigan | 4,032 | 4,230 | 4,067 | 827 | 4,058 | 787 | 40.7 | 26.2 | 23.2 | 38.5 | 23.0 | 35.9 |
| Wisconsin | 2,046 | 2,121 | 2,070 | 120 | 2,142 | 160 | 37.3 | 26.7 | 23.1 | 42.5 | 22.0 | 45.7 |
| **West North Central** | 8,236 | 8,806 | 7,571 | 867 | 7,490 | 981 | 39.2 | 26.3 | 22.3 | 45.5 | 21.4 | 42.4 |
| Minnesota | 1,753 | 1,889 | 1,724 | 58 | 1,806 | 65 | 33.2 | 25.1 | 21.4 | 43.6 | 20.8 | 34.7 |
| Iowa | 1,636 | 1,555 | 1,370 | 37 | 1,361 | 38 | 36.5 | 24.8 | 21.8 | 47.1 | 21.2 | 38.6 |
| Missouri | 2,885 | 2,570 | 1,910 | 471 | 1,833 | 583 | 46.0 | 29.2 | 23.2 | 40.9 | 21.6 | 42.6 |
| North Dakota | 503 | 453 | 402 | 31 | 377 | 26 | 45.1 | 26.6 | 24.0 | 66.8 | 23.0 | 42.3 |
| South Dakota | 456 | 473 | 409 | 78 | 337 | 76 | 38.7 | 26.6 | 23.1 | 85.8 | 20.1 | 61.4 |
| Nebraska | 792 | 700 | 738 | 76 | 738 | 62 | 36.0 | 25.0 | 22.3 | 63.3 | 22.6 | 42.8 |
| Kansas | 1,106 | 1,130 | 1,118 | 117 | 1,048 | 141 | 38.3 | 25.7 | 22.3 | 41.0 | 21.4 | 39.1 |
| **South Atlantic** | 21,200 | 17,997 | 10,084 | 8,043 | 10,918 | 9,008 | 57.1 | 33.7 | 23.8 | 44.1 | 24.6 | 47.9 |
| Delaware | 217 | 235 | 193 | 72 | 199 | 93 | 47.7 | 30.7 | 21.9 | 40.7 | 20.8 | 42.5 |
| Maryland | 1,690 | 1,466 | 1,191 | 682 | 1,374 | 828 | 49.1 | 27.0 | 22.4 | 46.7 | 23.1 | 46.0 |
| Dist. of Columbia | 554 | 503 | 224 | 449 | 207 | 532 | 40.3 | 30.4 | 23.7 | 39.2 | 31.4 | 30.4 |
| Virginia | 3,335 | 2,836 | 1,745 | 1,041 | 1,787 | 1,269 | 58.6 | 34.6 | 24.9 | 42.8 | 24.8 | 49.0 |
| West Virginia | 2,269 | 1,822 | 1,142 | 63 | 1,077 | 73 | 53.7 | 36.1 | 27.5 | 24.5 | 26.0 | 32.8 |
| North Carolina | 4,631 | 3,674 | 1,742 | 1,753 | 1,832 | 1,702 | 57.6 | 34.5 | 22.6 | 45.8 | 24.4 | 50.2 |
| South Carolina | 3,042 | 2,220 | 895 | 1,275 | 817 | 1,200 | 68.2 | 38.6 | 28.3 | 45.4 | 23.6 | 50.1 |
| Georgia | 3,744 | 3,064 | 1,475 | 1,527 | 1,550 | 1,653 | 57.8 | 33.5 | 22.9 | 42.3 | 24.3 | 47.5 |
| Florida | 1,818 | 2,078 | 1,476 | 1,176 | 2,066 | 1,608 | 53.8 | 32.1 | 23.0 | 46.8 | 25.3 | 48.7 |
| **East South Central** | 13,080 | 11,006 | 5,625 | 4,071 | 5,371 | 4,145 | 55.7 | 36.2 | 26.5 | 44.3 | 25.4 | 46.6 |
| Kentucky | 3,387 | 2,616 | 1,957 | 292 | 1,772 | 246 | 53.1 | 34.0 | 28.9 | 47.4 | 26.3 | 37.9 |
| Tennessee | 2,954 | 2,061 | 1,737 | 748 | 1,706 | 810 | 53.5 | 36.4 | 25.0 | 41.5 | 26.4 | 43.6 |
| Alabama | 3,870 | 3,044 | 1,241 | 1,375 | 1,205 | 1,411 | 61.5 | 36.8 | 24.9 | 43.1 | 23.5 | 45.3 |
| Mississippi | 2,860 | 2,385 | 690 | 1,656 | 688 | 1,678 | 54.4 | 36.7 | 24.9 | 46.4 | 24.6 | 51.3 |
| **West South Central** | 15,991 | 12,992 | 8,795 | 3,762 | 8,293 | 4,126 | 61.2 | 34.6 | 26.4 | 43.2 | 24.4 | 45.0 |
| Arkansas | 1,810 | 1,209 | 605 | 492 | 638 | 443 | 47.0 | 26.5 | 23.0 | 38.2 | 22.4 | 36.2 |
| Louisiana | 3,268 | 2,639 | 1,179 | 1,544 | 1,210 | 1,786 | 64.3 | 34.6 | 22.7 | 45.1 | 21.9 | 50.1 |
| Oklahoma | 2,238 | 1,514 | 1,068 | 281 | 950 | 287 | 49.9 | 30.2 | 24.1 | 45.8 | 21.5 | 40.4 |
| Texas | 8,675 | 7,630 | 5,833 | 1,445 | 5,495 | 1,610 | 68.3 | 37.4 | 28.3 | 42.8 | 25.9 | 43.9 |
| **Mountain** | 5,664 | 5,096 | 4,355 | 670 | 4,456 | 674 | 62.0 | 36.2 | 27.7 | 62.0 | 26.4 | 49.2 |
| Montana | 537 | 441 | 392 | 45 | 372 | 60 | 46.5 | 28.2 | 23.8 | 44.3 | 22.6 | 50.8 |
| Idaho | 526 | 434 | 346 | 3 | 369 | 13 | 42.9 | 27.1 | 20.7 | 25.8 | 21.8 | 44.5 |
| Wyoming | 292 | 247 | 221 | 24 | 208 | 13 | 44.7 | 32.5 | 26.5 | 87.6 | 26.1 | 52.0 |
| Colorado | 1,270 | 1,107 | 1,161 | 51 | 1,142 | 70 | 60.4 | 34.4 | 30.1 | 35.0 | 28.3 | 41.8 |
| New Mexico | 1,488 | 1,211 | 900 | 208 | 843 | 150 | 100.6 | 54.8 | 38.5 | 87.3 | 31.2 | 47.3 |
| Arizona | 988 | 953 | 689 | 283 | 851 | 296 | 85.5 | 45.8 | 29.0 | 67.2 | 29.3 | 52.6 |
| Utah | 589 | 503 | 489 | 20 | 493 | 22 | 40.4 | 23.7 | 20.0 | 41.2 | 19.7 | 34.8 |
| Nevada | 109 | 199 | 157 | 31 | 178 | 50 | 51.7 | 37.9 | 28.2 | 43.8 | 28.9 | 56.8 |
| **Pacific** [1] | 5,980 | 8,449 | 8,305 | 1,057 | 9,716 | 1,538 | 37.8 | 25.1 | 23.2 | 30.8 | 23.0 | 39.3 |
| Washington | 993 | 1,522 | 1,391 | 140 | 1,484 | 142 | 35.2 | 27.3 | 23.4 | 49.1 | 23.1 | 39.2 |
| Oregon | 585 | 812 | 887 | 49 | 879 | 42 | 33.2 | 22.5 | 23.5 | 44.4 | 24.8 | 36.4 |
| California | 4,403 | 6,115 | 6,527 | 868 | 7,293 | 1,104 | 39.2 | 25.0 | 23.1 | 28.8 | 22.8 | 39.5 |
| Alaska | (2) | [3] 193 | [3] 140 | [3] 135 | 110 | 160 | (2) | [3] 51.8 | [3] 25.9 | [3] 69.5 | 26.9 | 72.9 |
| Hawaii [1] | 421 | 337 | 86 | 250 | 115 | 295 | 44.7 | 24.0 | 21.5 | 20.3 | 23.3 | 24.3 |

[1] Beginning 1959, includes Alaska. [2] Not available. [3] By place of occurrence.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States.*

## No. 73. Deaths and Death Rate From Accidents, by Type of Accident: 1950 to 1959

[Beginning 1959, includes Alaska]

| Type of accident | 1950 | 1955 | 1958 | 1959 | Rate[1] 1950 | 1955 | 1958 | 1959 |
|---|---|---|---|---|---|---|---|---|
| All accidents | 91,249 | 93,443 | 90,604 | 92,030 | 60.6 | 56.9 | 52.3 | 52.2 |
| Railway accidents | 2,126 | 1,344 | 1,164 | 1,080 | 1.4 | 0.8 | 0.7 | 0.6 |
| Motor-vehicle accidents | 34,763 | 38,426 | 36,981 | 37,910 | 23.1 | 23.4 | 21.3 | 21.5 |
| Traffic | 33,863 | 37,437 | 36,052 | 36,902 | 22.5 | 22.8 | 20.8 | 21.0 |
| Nontraffic | 900 | 989 | 929 | 948 | 0.6 | 0.6 | 0.5 | 0.5 |
| Other road-vehicle accidents | 538 | 330 | 304 | 240 | 0.4 | 0.2 | 0.2 | 0.1 |
| Water-transport accidents | 1,502 | 1,452 | 1,663 | 1,595 | 1.0 | 0.9 | 1.0 | 0.9 |
| Aircraft accidents | 1,436 | 1,446 | 1,511 | 1,411 | 1.0 | 0.9 | 0.9 | 0.8 |
| Accidental poisoning by— | | | | | | | | |
| Solid and liquid substances | 1,584 | 1,431 | 1,429 | 1,661 | 1.1 | 0.9 | 0.8 | 0.9 |
| Gases and vapors | 1,769 | 1,163 | 1,187 | 1,141 | 1.2 | 0.7 | 0.7 | 0.6 |
| Accidental falls | 20,783 | 20,192 | 18,248 | 18,774 | 13.8 | 12.3 | 10.5 | 10.6 |
| Fall from one level to another | 7,117 | 6,811 | 6,010 | 5,921 | 4.7 | 4.1 | 3.5 | 3.4 |
| Fall on the same level | 4,569 | 4,275 | 3,535 | 3,738 | 3.0 | 2.6 | 2.0 | 2.1 |
| Unspecified falls | 9,097 | 9,106 | 8,703 | 9,120 | 6.0 | 5.5 | 5.0 | 5.2 |
| Blow from falling object | 1,613 | 1,332 | 1,380 | 1,461 | 1.1 | 0.8 | 0.8 | 0.8 |
| Accidents caused by— | | | | | | | | |
| Machinery | 1,771 | 2,019 | 1,812 | 1,970 | 1.2 | 1.2 | 1.0 | 1.1 |
| Electric current | 955 | 1,075 | 961 | 1,001 | 0.6 | 0.7 | 0.6 | 0.6 |
| Fire and explosion of combustible material | 6,405 | 6,352 | 7,291 | 6,898 | 4.3 | 3.9 | 4.2 | 3.9 |
| Hot substance, corrosive liquid, steam, and radiation | 842 | 742 | 382 | 395 | 0.6 | 0.5 | 0.2 | 0.2 |
| Firearms | 2,174 | 2,120 | 2,172 | 2,258 | 1.4 | 1.3 | 1.3 | 1.3 |
| Inhalation and ingestion of food or other object causing obstruction or suffocation | 1,360 | 1,608 | 2,191 | 2,180 | 0.9 | 1.0 | 1.8 | 1.2 |
| Accidental drowning | 4,785 | 5,046 | 5,066 | 5,046 | 3.2 | 3.1 | 2.9 | 2.9 |
| Excessive heat and insulation | 137 | 615 | 137 | 267 | 0.1 | 0.4 | 0.1 | 0.2 |
| Complications due to nontherapeutic medical and surgical procedures, therapeutic misadventure, and late complications of therapeutic procedures | 589 | 776 | 1,023 | 1,097 | 0.4 | 0.5 | 0.6 | 0.6 |
| All other accidents | 6,132 | 5,974 | 5,723 | 5,668 | 4.1 | 3.6 | 3.3 | 3.2 |

[1] Per 100,000 population residing in area. For 1950, based on population enumerated as of April 1; for other years based on population estimated as of July 1.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States.*

## No. 74. Persons Injured Per Year and Rate Per 100 Persons, by Class of Accident and Sex: 1961

[For year ending June 30. Includes Alaska and Hawaii. Data refer to civilian noninstitutional population. Includes only persons with injuries involving 1 or more days of restricted activity or medical attendance. Based on a sample and subject to sampling variability; see source for detailed explanation]

| Class of accident | Persons injured (1,000,000) Both sexes | Male | Female | Rate per 100 persons Both sexes | Male | Female |
|---|---|---|---|---|---|---|
| All classes | 47.2 | 28.0 | 19.2 | 26.5 | 32.3 | 21.0 |
| Motor vehicle: | | | | | | |
| While at work | 0.8 | 0.8 | 0.1 | 0.5 | 0.9 | 0.1 |
| Not while at work | 3.9 | 2.1 | 1.8 | 2.2 | 2.4 | 2.0 |
| While at work | 8.3 | 7.1 | 1.2 | 4.7 | 8.3 | 1.3 |
| Home | 20.3 | 9.9 | 10.4 | 11.4 | 11.4 | 11.4 |
| Other | 13.8 | 8.1 | 5.8 | 7.8 | 9.4 | 6.3 |

Source: Department of Health, Education, and Welfare, Public Health Service, U.S. National Health Survey; records.

## No. 75. Marriages, 1950, 1960, and 1961, and Divorces, 1950 and 1959—Number and Rate Per 1,000 Population, by States

[Marriages by place of occurrence, divorces by place of legal residence]

| State | Marriages | | | | | | Divorces [3] | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Number | | | Rate [2] | | | Number | | Rate [2] | |
| | 1950 | 1960 | 1961 [1] | 1950 | 1960 | 1961 [1] | 1950 | 1959 | 1950 | 1959 |
| U.S. [4] | 1,667,231 | 1,527,000 | 1,547,000 | 11.1 | 8.5 | 8.5 | 385,144 | 395,000 | 2.6 | [5] 2.2 |
| New England | 88,503 | 87,510 | 88,299 | 9.5 | 8.3 | 8.2 | 14,027 | 12,917 | 1.5 | 1.3 |
| Maine | 8,617 | 7,142 | 7,731 | 9.4 | 7.3 | 7.8 | 2,175 | 1,977 | 2.4 | 2.1 |
| New Hampshire | 7,031 | 7,265 | 7,407 | 14.3 | 11.9 | 11.9 | 1,040 | 1,049 | 2.0 | 1.8 |
| Vermont | 3,569 | 3,044 | 3,123 | 9.4 | 7.8 | 7.9 | 678 | 487 | 1.8 | 1.3 |
| Massachusetts | 41,711 | 40,538 | 40,643 | 8.9 | 9.0 | 8.9 | 6,515 | 5,468 | 1.4 | 1.1 |
| Rhode Island | 7,501 | 5,786 | 5,931 | 9.5 | 6.8 | 6.5 | 907 | 1,049 | 1.1 | 1.2 |
| Connecticut | 19,474 | 17,735 | 17,764 | 9.7 | 7.0 | 6.8 | 2,712 | 2,867 | 1.4 | 1.2 |
| Middle Atlantic | 277,035 | 239,924 | 242,057 | 9.2 | 7.0 | 7.0 | [5] 29,274 | 26,028 | [5] 1.0 | 0.8 |
| New York | 141,075 | 125,431 | 123,021 | 9.5 | 7.5 | 7.3 | [5] 11,700 | 7,601 | [5] 0.8 | 0.5 |
| New Jersey | 46,291 | 39,861 | 42,058 | 9.6 | 6.5 | 6.7 | 5,434 | 4,446 | 1.1 | 0.7 |
| Pennsylvania | 89,669 | 74,582 | 76,978 | 8.5 | 6.6 | 6.6 | 12,140 | 13,891 | 1.2 | 1.2 |
| E. N. Central | 317,344 | 283,269 | 282,044 | 10.4 | 7.8 | 7.7 | [5] 77,279 | [5] 74,408 | [5] 2.5 | (7) |
| Ohio | 75,136 | 67,707 | 66,085 | 9.5 | 7.0 | 6.7 | 21,853 | 22,655 | 2.7 | 2.3 |
| Indiana | [8] 61,659 | 43,036 | 41,428 | [8] 15.7 | 9.2 | 8.8 | [8] 11,600 | [6] 8,228 | [5] 2.9 | (7) |
| Illinois | [8] 93,288 | 88,200 | 88,063 | [8] 10.7 | 8.7 | 8.6 | 23,002 | [6] 22,700 | 2.6 | [5] 2.2 |
| Michigan | 58,180 | 59,607 | 61,600 | 9.1 | 7.6 | 7.8 | 15,979 | 16,168 | 2.5 | 2.0 |
| Wisconsin | 20,081 | 24,620 | 24,160 | 8.5 | 6.2 | 6.0 | 4,845 | 4,657 | 1.4 | 1.2 |
| W. N. Central | 137,285 | 121,016 | 119,528 | 9.8 | 7.3 | 7.7 | 30,702 | 28,755 | 2.2 | 1.9 |
| Minnesota | [8] 30,991 | 23,532 | 24,008 | [8] 10.4 | 6.9 | 6.9 | 4,049 | 3,820 | 1.4 | 1.1 |
| Iowa | 27,603 | 24,760 | 21,967 | 10.5 | 9.0 | 7.9 | 5,404 | 4,594 | 2.1 | 1.6 |
| Missouri | 34,300 | 36,412 | 35,817 | 8.7 | 8.4 | 8.2 | 12,177 | 11,824 | 3.1 | 2.8 |
| North Dakota | 5,108 | 3,996 | 4,254 | 8.2 | 6.3 | 6.6 | 589 | 590 | 1.0 | 0.9 |
| South Dakota | 6,969 | 5,804 | 6,218 | 10.7 | 8.5 | 9.0 | 920 | 763 | 1.4 | 1.1 |
| Nebraska | 13,828 | 10,652 | 11,049 | 10.4 | 7.5 | 7.7 | 2,554 | 2,201 | 1.9 | 1.5 |
| Kansas | 18,486 | 15,830 | 16,215 | 9.7 | 7.3 | 7.4 | [5] 5,000 | 4,962 | [5] 2.6 | 2.3 |
| South Atlantic | 285,061 | 250,636 | 270,236 | 12.5 | 10.0 | 10.2 | [6] 53,722 | [6] 56,237 | [6] 2.5 | [6] 2.1 |
| Delaware | 2,635 | 2,392 | 2,551 | 8.3 | 5.3 | 5.6 | 637 | 617 | 2.0 | 1.4 |
| Maryland | [8] 50,661 | 41,728 | 40,767 | [8] 21.6 | 13.4 | 12.8 | 5,030 | 5,319 | 2.2 | 1.8 |
| Dist. of Col. | [8] 10,198 | 8,524 | 9,101 | [8] 12.7 | 11.2 | 12.0 | 1,697 | 1,250 | 2.1 | 1.5 |
| Virginia | 36,732 | 37,470 | 38,287 | 11.1 | 9.4 | 9.4 | 5,041 | 7,111 | 1.8 | 1.8 |
| West Virginia | [8] 17,199 | 13,877 | 13,360 | [8] 8.6 | 7.5 | 7.2 | [5] 4,200 | [6] 3,398 | [5] 2.1 | [6] 1.7 |
| North Carolina | [8] 29,751 | 31,691 | 33,196 | [8] 7.3 | 6.9 | 7.2 | 6,361 | 6,869 | 1.6 | 1.4 |
| South Carolina | [8] 46,175 | 40,007 | 40,340 | [8] 21.8 | 16.7 | 16.8 | [6] 2,300 | 3,034 | [5] 1.1 | 1.3 |
| Georgia | [8] 44,122 | 44,341 | 51,719 | [8] 12.8 | 11.2 | 13.0 | 9,514 | 8,600 | 2.8 | 2.2 |
| Florida | 27,588 | 39,606 | 40,915 | 10.0 | 7.9 | 7.8 | 18,033 | 19,560 | 6.5 | 4.1 |
| E. S. Central | 134,272 | 110,618 | 112,338 | 11.7 | 9.2 | 9.2 | [8] 30,736 | [6] 36,176 | [5] 2.7 | (7) |
| Kentucky | [8] 33,019 | 26,733 | 26,194 | [8] 11.2 | 8.8 | 8.5 | [5] 8,100 | [6] 6,888 | [5] 2.8 | (7) |
| Tennessee | 21,002 | 30,703 | 31,656 | 6.6 | 8.6 | 8.8 | 7,828 | 9,205 | 2.4 | 2.6 |
| Alabama | 22,823 | 31,884 | 32,077 | 7.5 | 9.7 | 9.9 | 8,743 | 14,975 | 2.9 | 4.7 |
| Mississippi | 56,738 | 21,238 | 21,811 | 26.0 | 9.7 | 9.8 | 6,065 | 5,108 | 2.8 | 2.3 |
| W. S. Central | [8] 190,039 | 163,716 | 170,525 | [8] 13.1 | 9.6 | 9.9 | [5] 55,500 | [5] 58,039 | [5] 4.5 | (7) |
| Arkansas | [8] 51,584 | 18,703 | 19,241 | [8] 27.0 | 10.5 | 10.7 | [5] 8,800 | [6] 5,617 | [5] 4.6 | [6] 3.2 |
| Louisiana | [8] 26,900 | 24,210 | 24,690 | [5] 10.0 | 7.4 | 7.4 | [5] 5,400 | [6] 3,666 | [5] 2.0 | (7) |
| Oklahoma | [8] 22,400 | 28,488 | 30,300 | [5] 10.0 | 12.2 | 12.8 | [5] 13,900 | [5] 13,133 | [5] 6.2 | [5] 5.8 |
| Texas | [8] 89,155 | 92,315 | 96,294 | [8] 11.6 | 9.6 | 9.8 | [5] 37,400 | 35,623 | [5] 4.9 | 3.7 |
| Mountain | 132,594 | 121,959 | 125,213 | 26.1 | 17.7 | 17.7 | [5] 27,931 | [5] 31,275 | [5] 6.5 | (7) |
| Montana | 7,235 | 5,821 | 5,646 | 12.2 | 8.6 | 8.3 | 1,951 | 2,062 | 3.3 | 3.0 |
| Idaho | 8,345 | 10,327 | 11,152 | 14.2 | 15.4 | 16.3 | 2,696 | 2,652 | 4.6 | 4.0 |
| Wyoming | 3,549 | 3,287 | 3,232 | 12.2 | 9.0 | 9.6 | 1,151 | 1,220 | 4.0 | 3.8 |
| Colorado | [8] 13,735 | 15,901 | 16,831 | [8] 10.4 | 9.0 | 9.5 | [5] 4,400 | [5] 5,900 | [5] 3.3 | [5] 3.5 |
| New Mexico | 22,717 | 7,352 | 6,547 | 33.3 | 7.7 | 6.7 | 2,655 | [6] 2,093 | 3.9 | (7) |
| Arizona | 20,031 | 10,293 | 10,434 | 26.7 | 7.8 | 7.5 | 4,092 | [5] 6,593 | 5.4 | [5] 5.3 |
| Utah | [8] 7,110 | 7,105 | 7,292 | [8] 10.3 | 8.0 | 8.0 | 2,107 | 1,330 | 3.1 | 1.5 |
| Nevada | [8] 49,872 | 61,733 | 64,079 | [8] 311.5 | 214.5 | 214.3 | 8,009 | 9,500 | 55.7 | 34.0 |
| Pacific [4] | 125,098 | 153,189 | 156,068 | 8.6 | 7.2 | 7.1 | 55,973 | [6] 63,601 | 3.9 | [5] 3.3 |
| Washington | [8] 34,438 | 28,303 | 28,500 | [8] 14.5 | 9.9 | 9.8 | 11,197 | 9,341 | 4.7 | 3.3 |
| Oregon | 11,300 | 10,726 | 11,116 | 7.4 | 6.0 | 6.2 | 5,943 | 6,009 | 3.9 | 3.4 |
| California | 79,360 | 107,015 | 109,079 | 7.5 | 6.8 | 6.7 | 38,833 | [6] 47,572 | 3.7 | [6] 3.2 |
| Alaska | 1,722 | 1,893 | 2,081 | 13.4 | 8.3 | 8.9 | 451 | 679 | 3.5 | 3.6 |
| Hawaii | 5,575 | 5,252 | 5,292 | 11.2 | 8.2 | 8.1 | 1,173 | 1,373 | 2.3 | 2.1 |

[1] Provisional. Represents either marriages performed, licenses issued, or intentions filed.
[2] Per 1,000 population. Based on total population residing in area; population enumerated as of April 1 for 1950, estimated as of July 1 for other years.
[3] Includes reported annulments. [4] Beginning 1959, includes Alaska, and 1960, Hawaii. [5] Estimated.
[6] Incomplete. [7] Not available. [8] Marriage licenses.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*, and *Monthly Vital Statistics Report*.

## No. 76. Estimates of Marriages for the United States and Marriage Licenses Issued in Major City Areas, by Month: 1950 to 1961

[Beginning 1959, includes Alaska, and 1960, Hawaii. Provisional data. Figures for major-city areas represent licenses issued in 35 cities with population of 100,000 or more according to the 1950 Census, and in 69 counties containing the remaining 72 cities in that population-size group. These areas contain nearly two-fifths of the total population of the United States]

| Month | United States [1] | | | | | Major city areas | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1950 | 1955 | 1959 | 1960 | 1961 | 1950 | 1955 | 1959 | 1960 | 1961 |
| **Total** | 1,651,000 | 1,524,000 | 1,494,000 | 1,527,000 | 1,547,000 | 575,414 | 503,479 | 511,708 | 522,470 | 523,236 |
| January | 95,000 | 101,000 | 96,000 | 98,000 | 96,000 | 35,910 | 34,321 | 36,533 | 34,037 | 35,803 |
| February | 101,000 | 98,000 | 91,000 | 105,000 | 97,000 | 33,591 | 31,306 | 29,501 | 35,025 | 29,858 |
| March | 92,000 | 94,000 | 95,000 | 91,000 | 99,000 | 33,356 | 30,600 | 35,309 | 31,150 | 35,492 |
| April | 132,000 | 119,000 | 110,000 | 118,000 | 113,000 | 45,121 | 42,007 | 39,534 | 42,329 | 38,408 |
| May | 125,000 | 126,000 | 116,000 | 120,000 | 119,000 | 52,109 | 46,338 | 44,082 | 47,367 | 47,295 |
| June | 191,000 | 182,000 | 205,000 | 201,000 | 198,000 | 65,849 | 61,462 | 63,722 | 63,345 | 67,821 |
| July | 151,000 | 127,000 | 129,000 | 135,000 | 134,000 | 48,192 | 39,928 | 45,278 | 43,206 | 42,884 |
| August | 167,000 | 152,000 | 146,000 | 150,000 | 155,000 | 66,453 | 52,995 | 52,968 | 56,858 | 58,080 |
| September | 178,000 | 141,000 | 143,000 | 145,000 | 153,000 | 57,081 | 45,609 | 46,460 | 46,926 | 46,499 |
| October | 142,000 | 129,000 | 121,000 | 122,000 | 128,000 | 49,395 | 41,146 | 41,167 | 41,264 | 43,236 |
| November | 130,000 | 125,000 | 116,000 | 127,000 | 122,000 | 44,231 | 38,714 | 38,609 | 39,887 | 42,329 |
| December | 145,000 | 131,000 | 127,000 | 127,000 | 132,000 | 45,057 | 39,262 | 38,695 | 40,176 | 41,492 |

[1] For method of estimating marriages by month for United States, see *Monthly Vital Statistics Report*, Vol. 4, No. 1, and Vol. 8, No. 10. Comparable final figures available on marriages for years shown are 1,667,231 in 1950; 1,531,000 in 1955; 1,494,000 in 1959.

Source: Department of Health, Education, and Welfare, Public Health Service; *Monthly Vital Statistics Report*.

## No. 77. Median Age of Bride and Groom at First Marriage and Remarriage, by Reporting States: 1957 to 1959

[By place of occurrence. Medians for total and each State were computed from distribution of marriages by single year of age. See headnote, table 18, for definition of median]

| State | 1957 | | | | 1958 | | | | 1959 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | First marriage | | Remarriage | | First marriage | | Remarriage | | First marriage | | Remarriage | |
| | Bride | Groom | Bride | Groom | Bride | Groom | Bride | Groom | Bride | Groom | Bride | Groom |
| **Total, 25 States** [1] | 20.0 | 22.8 | 35.1 | 39.6 | 20.2 | 22.7 | 35.3 | 39.8 | 20.2 | 22.7 | 35.4 | 39.7 |
| Alabama | 19.6 | 22.4 | 35.3 | 39.9 | 19.3 | 22.2 | 34.6 | 39.7 | 19.2 | 22.0 | 33.8 | 38.0 |
| Alaska | 19.7 | 23.1 | 33.6 | 37.8 | 19.8 | 23.6 | 33.3 | 37.9 | 19.8 | 23.4 | 32.4 | 37.1 |
| California | (2) | (2) | (2) | (2) | 19.0 | 22.6 | 35.8 | 39.2 | 19.0 | 22.6 | 35.3 | 39.2 |
| Connecticut | 21.8 | 24.5 | 36.8 | 41.3 | 21.6 | 24.2 | 36.9 | 41.7 | 21.5 | 24.0 | 36.9 | 41.3 |
| Delaware | 20.7 | 23.3 | 37.5 | 40.6 | 20.5 | 23.1 | 35.9 | 39.0 | 20.5 | 22.8 | 37.9 | 41.0 |
| Florida | 20.3 | 23.3 | 37.1 | 42.0 | (2) | (2) | (2) | (2) | 20.0 | 22.9 | 36.6 | 41.5 |
| Georgia | 19.2 | 22.2 | 33.2 | 37.7 | 19.3 | 22.0 | 33.3 | 38.3 | 19.5 | 22.0 | 33.1 | 37.9 |
| Hawaii | 21.8 | 24.5 | 32.8 | 37.3 | 21.7 | 24.3 | 32.8 | 37.6 | 21.4 | 24.1 | 34.1 | 37.2 |
| Idaho | 19.0 | 21.8 | 32.0 | 37.6 | 18.9 | 21.6 | 32.3 | 36.6 | 18.9 | 21.5 | 32.6 | 36.5 |
| Iowa | 19.9 | 22.5 | 35.4 | 38.8 | 19.8 | 22.3 | 35.9 | 39.4 | 19.7 | 22.1 | 35.8 | 39.1 |
| Kansas | 19.6 | 22.3 | 34.2 | 38.9 | [3] 19.5 | [3] 22.1 | 34.5 | 38.2 | 19.5 | 22.0 | 34.4 | 38.4 |
| Louisiana | 19.9 | 22.6 | 35.9 | 41.5 | 19.5 | 22.3 | 35.7 | 41.2 | 19.5 | 22.2 | 35.6 | 41.0 |
| Maine | 19.8 | 22.5 | 34.1 | 37.8 | 19.7 | 22.3 | 33.4 | 37.3 | 19.7 | 22.5 | 33.9 | 37.9 |
| Maryland | 20.0 | 23.2 | 35.9 | 40.0 | 19.9 | 22.8 | 36.0 | 40.2 | 19.9 | 22.8 | 35.9 | 39.9 |
| Michigan | 20.1 | 22.7 | 36.1 | 39.7 | 20.1 | 22.6 | 36.0 | 40.2 | 20.0 | 22.6 | 36.1 | 39.9 |
| Mississippi | 19.0 | 22.0 | 33.0 | 38.1 | 19.0 | 21.9 | 33.6 | 38.6 | 19.2 | 22.0 | 34.2 | 39.0 |
| Montana | 19.6 | 23.0 | 33.5 | 37.3 | 19.4 | 22.7 | 33.8 | 37.3 | 19.6 | 22.7 | 33.7 | 38.1 |
| Nebraska | 20.3 | 23.0 | 35.2 | 39.5 | 20.2 | 22.8 | 34.1 | 38.8 | 20.1 | 22.6 | 34.3 | 39.1 |
| New Hampshire | 20.5 | 23.3 | 34.8 | 39.0 | 20.4 | 23.0 | 34.4 | 38.6 | 20.1 | 22.7 | 34.0 | 38.2 |
| New York [4] | 20.9 | 23.7 | 38.9 | 44.8 | 20.8 | 23.4 | 39.5 | 44.6 | 20.7 | 23.4 | 39.3 | 44.7 |
| Ohio | 20.6 | 23.0 | 35.4 | 39.7 | 20.4 | 22.8 | 35.3 | 39.5 | 20.4 | 22.7 | 35.5 | 39.3 |
| Oregon | 19.6 | 22.3 | 36.9 | 41.0 | 19.0 | 22.1 | 36.5 | 40.5 | 19.5 | 22.0 | 36.5 | 39.3 |
| Pennsylvania | 21.6 | 24.2 | 37.3 | 42.3 | 21.5 | 23.8 | 37.7 | 42.2 | 21.5 | 23.8 | 37.8 | 42.4 |
| Rhode Island | (2) | (2) | (2) | (2) | 21.2 | 23.6 | 37.0 | 42.1 | 21.2 | 23.4 | 36.0 | 40.5 |
| South Dakota | 20.0 | 23.0 | 34.9 | 39.9 | 19.9 | 22.9 | 34.9 | 37.8 | 19.9 | 22.8 | 35.5 | 39.3 |
| Tennessee | 19.9 | 22.4 | 34.0 | 39.3 | 19.7 | 22.2 | 33.4 | 38.7 | 19.6 | 22.1 | 33.4 | 38.3 |
| Utah | 19.4 | 22.1 | 34.2 | 37.6 | 19.5 | 22.1 | 33.9 | 37.5 | 19.5 | 22.2 | 34.1 | 38.3 |
| Vermont | 20.3 | 23.1 | 38.9 | 43.0 | 20.0 | 22.7 | 38.2 | 42.2 | 19.9 | 22.6 | 38.7 | 43.2 |
| Virginia | 21.1 | 23.0 | 34.8 | 39.9 | 20.9 | 22.9 | 35.3 | 39.9 | 20.7 | 22.8 | 35.4 | 40.2 |
| Wisconsin | (2) | (2) | (2) | (2) | [3] 20.5 | [3] 23.0 | 39.6 | 44.3 | 20.5 | 23.0 | 38.3 | 43.0 |
| Wyoming | 19.7 | 22.9 | 35.4 | 37.1 | 19.6 | 22.7 | 35.2 | 37.2 | 19.6 | 22.6 | 34.2 | 37.6 |

[1] Excludes Alaska, California, Florida, Hawaii, Rhode Island, and Wisconsin.
[2] Not available. [3] Includes previous marriages annulled. [4] Excludes New York City.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*.

## No. 78. Marriage and Divorce Rates: 1920 to 1959

[Beginning 1959, includes Alaska. Marriage rate per 1,000 unmarried females, divorce rate per 1,000 married females, 15 years old and over. See also *Historical Statistics, Colonial Times to 1957*, series B 177 and B 179]

| YEAR | Marriage rate | Divorce rate | YEAR | Marriage rate | Divorce rate | YEAR | Marriage rate | Divorce rate |
|---|---|---|---|---|---|---|---|---|
| 1920 | 92.0 | 8.0 | 1950 | 90.2 | 10.3 | 1956 | 82.4 | 9.4 |
| 1930 | 97.6 | 7.5 | 1951 | 86.0 | 9.9 | 1957 | 78.0 | 9.2 |
| 1940 | 82.8 | 8.8 | 1952 | 83.2 | 10.1 | 1958 | 72.0 | 8.9 |
| 1945 | 83.0 | 14.4 | 1953 | 83.7 | 9.0 | 1959 | 73.6 | 9.3 |
| 1948 | 98.5 | 11.2 | 1954 | 79.8 | 9.5 | | | |
| 1949 | 86.7 | 10.6 | 1955 | 80.9 | 9.3 | | | |

Source: Department of Health, Education, and Welfare, Public Health Service; *Vital Statistics of the United States 1959*, Vol. 1.

## No. 79. Median Age at First Marriage, by Sex: 1920 to 1961

[Beginning 1960, includes Alaska and Hawaii. 1947 to 1961 based on sample. See headnote, table 18, for definition of median. See also *Historical Statistics, Colonial Times to 1957*, series A 228–229]

| YEAR | Male | Female | YEAR | Male | Female |
|---|---|---|---|---|---|
| 1920 | 24.0 | 21.2 | 1953 | 22.8 | 20.2 |
| 1930 | 24.3 | 21.3 | 1954 | 23.0 | 20.3 |
| 1940 | 24.3 | 21.5 | 1955 | 22.6 | 20.2 |
| 1947 | 23.7 | 20.5 | 1956 | 22.5 | 20.1 |
| 1948 | 23.3 | 20.4 | 1957 | 22.6 | 20.3 |
| 1949 | 22.7 | 20.3 | 1958 | 22.6 | 20.2 |
| 1950 | 22.8 | 20.3 | 1959 | 22.5 | 20.2 |
| 1951 | 22.9 | 20.4 | 1960 | 22.8 | 20.3 |
| 1952 | 23.0 | 20.2 | 1961 | 22.8 | 20.3 |

Source: Department of Commerce, Bureau of the Census; *Current Population Reports*, Series P–20, No. 114.

## No. 80. Marriages, by Previous Marital Status of Bride and of Groom, by Reporting States: 1959

[By place of occurrence. Includes only marriages occurring within the reporting area]

| STATE | Total marriages | Previous marital status of— Brides | | | | Grooms | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Single | Widowed | Divorced | Not stated | Single | Widowed | Divorced | Not stated |
| **Total, 29 States** [1] | 697,683 | 533,202 | 43,416 | 114,392 | 6,673 | 539,887 | 38,112 | 113,315 | 6,369 |
| Alabama | 30,722 | 23,495 | 2,014 | 5,213 | ------- | 23,490 | 1,836 | 6,396 | ------- |
| Alaska | 1,763 | 1,109 | 83 | 512 | 59 | 1,197 | 44 | 477 | 45 |
| California | 104,314 | 72,962 | 6,063 | 21,937 | 362 | 74,897 | 4,928 | 21,135 | 354 |
| Connecticut | 17,509 | 13,600 | 1,066 | 2,840 | 3 | 13,521 | 967 | 2,920 | 1 |
| Delaware | 2,383 | 1,948 | 148 | 275 | 12 | 1,971 | 124 | 281 | 7 |
| Florida | 38,528 | 24,221 | 3,743 | 10,519 | 105 | 25,145 | 3,155 | 10,232 | 56 |
| Georgia | 48,928 | 34,083 | 3,321 | 9,009 | 715 | 35,774 | 2,632 | 9,956 | 566 |
| Hawaii | 4,958 | 3,857 | 160 | 941 | ------- | 3,994 | 141 | 823 | ------- |
| Idaho | 9,343 | 6,304 | 600 | 2,372 | 7 | 6,683 | 382 | 2,276 | 2 |
| Iowa | 25,116 | 20,244 | 1,431 | 3,382 | 59 | 20,392 | 1,150 | 3,526 | 48 |
| Kansas | 16,040 | 12,297 | 943 | 2,653 | 147 | 12,601 | 832 | 2,480 | 127 |
| Louisiana | 21,453 | 13,452 | 1,112 | 2,922 | 3,967 | 13,611 | 976 | 2,921 | 3,945 |
| Maine | 7,509 | 5,038 | 417 | 1,194 | ------- | 6,068 | 401 | 1,130 | ------- |
| Maryland | 39,770 | 30,306 | 2,563 | 6,890 | 11 | 30,726 | 2,264 | 6,756 | 24 |
| Mississippi | 20,447 | 14,398 | 1,497 | 4,258 | 294 | 14,433 | 1,414 | 4,276 | 324 |
| Montana | 6,228 | 4,282 | 428 | 1,533 | 5 | 4,521 | 302 | 1,403 | 2 |
| Nebraska | 10,724 | 8,313 | 648 | 1,763 | ------- | 8,537 | 532 | 1,655 | ------- |
| New Hampshire | 7,287 | 5,275 | 415 | 1,567 | ------- | 5,335 | 367 | 1,585 | ------- |
| New Jersey | 38,650 | 32,026 | 2,289 | 4,176 | 168 | 31,675 | 2,182 | 4,518 | 284 |
| New York [2] | 53,630 | 45,386 | 3,336 | 4,686 | 232 | 45,760 | 3,237 | 4,461 | 172 |
| Oregon | 10,196 | 7,646 | 701 | 1,785 | 34 | 7,770 | 500 | 1,854 | 42 |
| Pennsylvania | 71,719 | 60,390 | 3,057 | 7,427 | 245 | 60,208 | 3,772 | 7,567 | 172 |
| Rhode Island | 5,770 | 4,875 | 236 | 651 | 8 | 4,894 | 254 | 617 | 5 |
| South Dakota | 5,801 | 4,705 | 341 | 815 | ------- | 4,838 | 255 | 708 | ------- |
| Tennessee | 30,213 | 22,621 | 1,957 | 5,546 | 80 | 22,730 | 1,743 | 5,662 | 78 |
| Utah | 6,734 | 5,678 | 285 | 751 | 20 | 5,642 | 303 | 771 | 18 |
| Vermont | 3,235 | 2,726 | 172 | 333 | 4 | 2,728 | 107 | 336 | 4 |
| Virginia | 37,768 | 29,794 | 2,378 | 5,596 | ------- | 30,253 | 2,082 | 5,433 | ------- |
| Wisconsin | 25,637 | 22,153 | 1,288 | 2,064 | 132 | 22,380 | 1,145 | 2,022 | 90 |
| Wyoming | 3,077 | 1,905 | 254 | 914 | 4 | 2,007 | 166 | 901 | 3 |

[1] Excludes Hawaii. [2] Excludes New York City.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*.

## No. 81. Divorces and Annulments—Median Duration of Marriage in Years, by Reporting States: 1950 to 1959

[By place of legal residence. See headnote, table 18, for definition of median]

| STATE | 1950 | 1951 | 1952 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Total, reporting States** [1] | 5.8 | 6.0 | 6.1 | 6.1 | 6.4 | 6.4 | 6.5 | 6.7 | 6.4 | 7.0 |
| Alabama | (2) | (2) | 5.9 | 6.3 | 6.3 | 6.5 | 6.7 | [3] 7.1 | 7.4 | 7.6 |
| Alaska | 5.0 | 5.7 | 5.4 | 5.1 | 6.3 | 5.7 | 5.9 | 6.0 | 6.5 | 6.0 |
| Connecticut | 9.5 | 9.3 | 9.3 | 9.1 | 8.9 | 9.2 | 9.4 | 9.7 | (2) | (2) |
| Delaware | (2) | 8.5 | (2) | 9.7 | 9.0 | 9.6 | 9.8 | 9.9 | (2) | (2) |
| Florida | 6.6 | 6.3 | 6.3 | 6.4 | 6.6 | 6.7 | 6.6 | 6.7 | (2) | (2) |
| Georgia | (2) | (2) | [4] 4.0 | [3] 5.7 | [3] 6.7 | [3] 5.6 | [3] 6.0 | [5] 6.1 | 5.9 | 6.1 |
| Hawaii | (2) | [6] 6.2 | 6.0 | 6.5 | 6.5 | 6.9 | 6.0 | 6.5 | 7.0 | 6.9 |
| Idaho | 4.2 | 4.5 | 4.5 | 4.4 | 4.7 | 4.2 | 4.2 | 4.7 | 4.6 | 4.2 |
| Iowa | 4.5 | 4.9 | 4.9 | 5.0 | 5.0 | 5.0 | 5.1 | 5.3 | 5.6 | 5.4 |
| Kansas | (2) | (2) | 6.0 | 6.1 | 5.7 | 5.7 | 6.1 | 6.2 | (2) | 6.3 |
| Maine | 6.0 | 6.8 | 6.5 | 6.4 | 6.6 | 6.5 | 7.3 | 6.7 | (2) | (2) |
| Michigan | 6.6 | [3] 6.6 | [3] 6.7 | [3] 6.7 | [3] 7.1 | [3] 7.2 | 7.4 | 7.5 | (2) | (2) |
| Mississippi | 6.0 | 5.3 | 5.0 | 5.4 | 6.5 | 5.5 | 5.8 | 6.3 | (2) | (2) |
| Missouri | 5.2 | [3] [4] 5.6 | 5.8 | 5.7 | [3] 5.9 | [3] 5.9 | [3] 5.9 | [3] 6.1 | (2) | (2) |
| Montana | (2) | 5.7 | 5.9 | 5.4 | 5.1 | 4.8 | 5.1 | 5.2 | 5.4 | 5.1 |
| Nebraska | [7] 5.7 | 5.9 | 6.1 | 6.0 | 5.5 | 5.6 | [3] 6.0 | 6.1 | 5.9 | 6.0 |
| New Hampshire | 7.2 | 7.5 | 6.7 | 7.1 | 7.2 | 7.0 | 7.6 | 7.0 | (2) | (2) |
| North Dakota | 5.7 | 5.8 | 6.5 | 6.7 | 7.2 | 7.3 | 6.8 | 6.4 | (2) | (2) |
| Ohio | (2) | (2) | 6.0 | 6.2 | 6.4 | 6.4 | 6.5 | 6.7 | (2) | (2) |
| Oregon | 4.7 | 5.1 | 5.2 | 5.2 | 6.1 | 5.1 | 5.6 | 5.7 | 5.9 | 6.0 |
| Pennsylvania | (2) | (2) | (2) | (2) | (2) | (2) | (2) | (2) | (2) | 9.1 |
| South Dakota | 4.8 | 5.5 | 5.3 | 5.3 | 5.7 | 5.7 | 5.1 | 5.9 | 5.9 | 6.2 |
| Tennessee | 4.6 | 5.0 | 5.4 | 5.6 | 5.5 | 5.6 | 5.6 | 5.5 | [3] 5.7 | 6.1 |
| Utah | (2) | (2) | (2) | (2) | (2) | (2) | (2) | 5.0 | 5.4 | 5.4 |
| Vermont | (2) | 9.1 | 9.6 | 8.8 | 9.5 | 9.0 | 9.6 | 9.8 | (2) | (2) |
| Virginia | 8.2 | 8.5 | 7.7 | 7.7 | 7.7 | 7.9 | 8.1 | 8.5 | 8.5 | 8.7 |
| Wisconsin | (2) | (2) | (2) | (2) | (2) | (2) | (2) | (2) | (2) | 7.4 |
| Wyoming | 4.2 | [3] 4.5 | [3] 5.0 | [3] 4.9 | [3] 5.1 | 4.7 | [3] 5.4 | 5.0 | 5.4 | 5.1 |

[1] Beginning 1959, includes Alaska; excludes Hawaii. [2] Not available. [3] Based on incomplete data.
[4] Estimated. [5] July–December. [6] Includes 7 decrees of separate maintenance.
[7] Excludes annulments. [8] Includes 10 decrees of separate maintenance.

Source: Department of Health, Education, and Welfare, Public Health Service; annual report, *Vital Statistics of the United States*.

## No. 82. Divorces and Annulments—Percent Distribution by Number of Children, by Reporting States: 1959

[By place of legal residence. Data relate to children under 18 years of age except as noted. Excludes cases for which the number of children was not stated]

| STATE | Total | Number of children reported | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | None | 1 | 2 | 3 | 4 | 5 | 6 | 7 or more |
| **Total, 16 States** [1] | 100.0 | 40.9 | 25.5 | 18.4 | 8.8 | 3.8 | 1.5 | 0.5 | 0.4 |
| Alabama | 100.0 | 37.6 | 28.8 | 20.4 | 8.1 | 3.1 | 1.3 | 0.4 | 0.2 |
| Alaska [2] | 100.0 | 42.9 | 21.2 | 17.6 | 9.1 | 5.6 | 1.5 | 0.9 | 1.2 |
| Georgia | 100.0 | 46.7 | 25.1 | 16.2 | 7.8 | 3.1 | 1.4 | 0.5 | 0.3 |
| Hawaii | 100.0 | 28.1 | 30.2 | 20.3 | 12.8 | 8.3 | 4.9 | 2.6 | 2.0 |
| Idaho | 100.0 | 43.7 | 28.1 | 17.4 | 8.0 | 5.1 | 1.6 | 0.8 | 0.3 |
| Iowa | 100.0 | 38.3 | 25.3 | 18.9 | 9.0 | 4.5 | 1.7 | 0.8 | 0.6 |
| Kansas [3] | 100.0 | 42.1 | 22.6 | 18.5 | 9.3 | 4.7 | 1.7 | 0.8 | 0.9 |
| Montana | 100.0 | 40.0 | 24.7 | 17.7 | 10.6 | 4.3 | 1.6 | 0.6 | 0.4 |
| Nebraska [4] | 100.0 | 43.6 | 21.4 | 18.5 | 9.3 | 4.2 | 1.7 | 1.0 | 0.4 |
| Oregon [4] | 100.0 | 44.5 | 21.7 | 17.8 | 9.4 | 4.2 | 1.5 | 0.4 | 0.4 |
| Pennsylvania | 100.0 | 32.5 | 31.4 | 22.1 | 9.2 | 3.3 | 0.9 | 0.3 | 0.3 |
| South Dakota | 100.0 | 37.9 | 23.5 | 18.5 | 11.3 | 5.4 | 2.4 | 0.4 | 0.8 |
| Tennessee | 100.0 | 46.0 | 23.8 | 15.2 | 7.7 | 3.5 | 1.6 | 0.7 | 0.6 |
| Utah | 100.0 | 35.1 | 23.7 | 20.8 | 10.7 | 5.4 | 2.9 | 0.9 | 0.6 |
| Virginia [2] | 100.0 | 45.3 | 24.9 | 16.5 | 8.0 | 3.2 | 1.4 | 0.4 | 0.4 |
| Wisconsin | 100.0 | 36.9 | 24.2 | 18.3 | 11.3 | 5.2 | 2.2 | 0.9 | 0.9 |
| Wyoming | 100.0 | 44.5 | 23.9 | 17.0 | 8.4 | 4.0 | 1.8 | 0.2 | 0.2 |

[1] Excludes Hawaii. [2] Children under 21 years of age.
[3] Age of child not specified. [4] All dependent children.

Source: Department of Health, Education, and Welfare, Public Health Service; *Vital Statistics of the United States, 1959*, Vol. 1.

## No. 83. Physicians, Dentists, and Graduate Nurses, and Rate Per 100,000 Persons, by Regions: 1920 to 1960

[Data for physicians as of midyear; beginning 1960, includes osteopaths. Data for dentists and nurses, 1920 to 1950, as of census date; beginning 1955, as of midyear for dentists and December 31 for nurses. Beginning 1959, includes Alaska and Hawaii. For States comprising regions, see map, p. XII. See also *Historical Statistics, Colonial Times to 1957*, series B 180–185]

| Profession and year | Number | Rate per 100,000 persons [1] | | | | |
|---|---|---|---|---|---|---|
| | | United States | Northeast | North Central | South | West |
| **Physicians:** [2] | | | | | | |
| 1921 | 145,404 | 134 | 138 | 136 | 121 | 152 |
| 1923 | 145,966 | 130 | 135 | 134 | 116 | 150 |
| 1925 | 147,010 | 127 | 134 | 130 | 111 | 147 |
| 1927 | 149,521 | 126 | 137 | 128 | 107 | 144 |
| 1929 | 152,503 | 125 | 138 | 127 | 106 | 144 |
| 1931 | 155,406 | 126 | 141 | 128 | 104 | 147 |
| 1934 | 161,359 | 128 | 149 | 128 | 102 | 147 |
| 1936 | 165,103 | 129 | 154 | 129 | 101 | 147 |
| 1938 | 169,028 | 131 | 160 | 130 | 101 | 146 |
| 1940 | 175,163 | 133 | 167 | 130 | 101 | 147 |
| 1942 | 180,496 | 134 | 172 | 132 | 105 | 138 |
| 1949 | 201,277 | 135 | 168 | 124 | 99 | 141 |
| 1955 | 218,001 | 132 | 160 | 117 | 103 | 142 |
| 1957 [3] | 226,625 | 132 | 161 | 112 | 100 | 141 |
| 1959 [3] | 230,818 | 133 | 160 | 111 | 102 | 143 |
| 1960 [3] | 255,972 | 142 | 166 | 124 | 107 | 155 |
| **Dentists:** [2] | | | | | | |
| 1920 | 50,152 | 53 | 63 | 59 | 31 | 79 |
| 1930 | 71,055 | 58 | 69 | 65 | 33 | 82 |
| 1940 | 69,921 | 53 | 67 | 62 | 29 | 68 |
| 1950 [3] | 86,876 | 57 | 76 | 61 | 32 | 64 |
| 1955 [3] | 94,510 | 57 | 72 | 56 | 34 | 60 |
| 1956 [3] | 96,227 | 57 | 72 | 55 | 34 | 61 |
| 1957 [3] | 97,010 | 57 | 72 | 55 | 34 | 60 |
| 1958 [3] | 98,540 | 57 | 72 | 54 | 34 | 61 |
| 1959 [3] | 100,515 | 57 | 71 | 55 | 35 | 61 |
| 1960 [3] | 101,947 | 56 | 70 | 55 | 36 | 60 |
| **Nurses:** [4] | | | | | | |
| 1920 | 103,900 | 98 | 133 | 87 | 60 | 106 |
| 1930 | 214,300 | 175 | 230 | 159 | 104 | 262 |
| 1940 | 284,200 | 216 | 304 | 193 | 124 | 299 |
| 1950 | 375,000 | 240 | 321 | 233 | 174 | 318 |
| 1956 | 430,000 | 259 | (5) | (5) | (5) | (5) |
| 1958 | 460,000 | 268 | (5) | (5) | (5) | (5) |
| 1960 | 504,000 | 282 | (5) | (5) | (5) | (5) |

[1] Based on total population including Armed Forces abroad. [2] Excludes graduates of that year.
[3] U.S. number and rate include Federal physicians and dentists not allocated by region. Regional rates based on civilian population. 1960 total for physicians comprises 241,617 M.D.'s and 14,355 D.O.'s; U.S. rate per 100,000 persons is 134 M.D.'s and 8 D.O.'s.
[4] Active professional graduates. [5] Not available for regions. U.S. totals estimated.

## No. 84. Physicians and Dentists, and Rate Per 100,000 Persons, by States: 1960

[As of midyear. See headnote, table 83]

| State | Physicians [1] | | Dentists | |
|---|---|---|---|---|
| | Number | Rate [2] | Number | Rate [2] |
| **United States** [3] | 255,972 | 142 | 101,947 | 56 |
| Alabama | 2,484 | 76 | 955 | 29 |
| Alaska | 115 | 50 | 56 | 25 |
| Arizona | 1,450 | 112 | 470 | 36 |
| Arkansas | 1,027 | 92 | 548 | 31 |
| California | 27,427 | 175 | 9,550 | 61 |
| Colorado | 2,033 | 108 | 1,018 | 58 |
| Connecticut | 4,290 | 170 | 1,738 | 68 |
| Delaware | 507 | 128 | 170 | 38 |
| Dist. of Columbia | 2,511 | 329 | 721 | 94 |
| Florida | 6,520 | 131 | 2,296 | 46 |
| Georgia | 3,000 | 93 | 1,002 | 28 |
| Hawaii | 385 | 108 | 385 | 61 |
| Idaho | 617 | 92 | 311 | 47 |
| Illinois | 13,221 | 131 | 6,240 | 62 |
| Indiana | 4,733 | 101 | 2,143 | 46 |
| Iowa | 3,237 | 117 | 1,610 | 58 |
| Kansas | 2,416 | 111 | 1,015 | 47 |
| Kentucky | 2,709 | 89 | 1,100 | 36 |
| Louisiana | 3,642 | 111 | 1,164 | 36 |
| Maine | 1,179 | 122 | 440 | 45 |
| Maryland | 4,256 | 138 | 1,259 | 41 |
| Massachusetts | 9,424 | 183 | 3,520 | 68 |
| Michigan | 10,285 | 131 | 3,900 | 51 |
| Minnesota | 4,655 | 136 | 2,346 | 69 |
| Mississippi | 1,679 | 77 | 599 | 28 |
| Missouri | 6,120 | 141 | 2,359 | 55 |
| Montana | 694 | 103 | 354 | 52 |
| Nebraska | 1,591 | 112 | 894 | 63 |
| Nevada | 318 | 112 | 129 | 45 |
| New Hampshire | 815 | 135 | 287 | 47 |
| New Jersey | 7,894 | 130 | 3,819 | 63 |
| New Mexico | 854 | 90 | 258 | 27 |
| New York | 32,421 | 193 | 13,811 | 82 |
| North Carolina | 4,239 | 93 | 1,345 | 30 |
| North Dakota | 511 | 81 | 273 | 43 |
| Ohio | 12,337 | 127 | 4,660 | 48 |
| Oklahoma | 2,637 | 113 | 904 | 39 |
| Oregon | 2,452 | 130 | 1,323 | 75 |
| Pennsylvania | 16,240 | 143 | 6,834 | 60 |
| Rhode Island | 1,173 | 138 | 482 | 56 |
| South Carolina | 1,808 | 78 | 503 | 21 |
| South Dakota | 526 | 78 | 305 | 45 |
| Tennessee | 3,812 | 107 | 1,428 | 40 |
| Texas | 10,242 | 107 | 3,276 | 34 |
| Utah | 1,155 | 129 | 535 | 60 |
| Vermont | 620 | 150 | 184 | 47 |
| Virginia | 4,048 | 102 | 1,402 | 35 |
| Washington | 3,813 | 133 | 1,930 | 68 |
| West Virginia | 1,770 | 95 | 703 | 38 |
| Wisconsin | 4,298 | 109 | 2,483 | 63 |
| Wyoming | 209 | 90 | 161 | 49 |

[1] Includes osteopaths; see footnote 3, table 83.
[2] U.S. rate based on total population including Armed Forces abroad; State rates based on civilian population.
[3] Includes 16,889 physicians and 6,585 dentists in the Federal service, not allocated by States.

Source of tables 83 and 84: Department of Health, Education, and Welfare, Public Health Service. Compiled from data provided by the American Medical Association, American Osteopathic Association, American Dental Association, and American Nurses' Association.

## No. 85. Physician Visits Per Year, by Sex, Age, Residence, and Family Income: 1957–59

[Excludes Alaska and Hawaii. Data are annual averages based on household interviews from July 1957 through June 1959 and refer to the civilian noninstitutional population]

| Sex and age of patients | Total | Residence | | | Family income | | | |
|---|---|---|---|---|---|---|---|---|
| | | Urban | Rural nonfarm | Rural farm | Under $2,000 | $2,000 to $3,999 | $4,000 to $6,999 | $7,000 and over |
| Total ... 1,000,000 | 851.6 | 546.2 | 229.3 | 76.1 | 114.9 | 168.5 | 312.8 | 204.1 |
| By sex: | | | | | | | | |
| Male ... do | 360.9 | 224.4 | 101.5 | 35.0 | 45.5 | 70.1 | 134.5 | 89.9 |
| Female ... do | 490.7 | 321.8 | 127.8 | 41.1 | 69.5 | 98.5 | 178.2 | 114.2 |
| Visits per person | | | | | | | | |
| Total | 5.0 | 5.3 | 4.9 | 3.8 | 4.5 | 4.6 | 5.1 | 5.7 |
| By age: | | | | | | | | |
| 0 to 4 years | 6.2 | 6.7 | 6.0 | 4.1 | 4.2 | 5.4 | 6.6 | 7.6 |
| 5 to 14 years | 3.7 | 4.0 | 3.6 | 2.5 | 2.3 | 2.5 | 3.9 | 4.9 |
| 15 to 24 years | 4.5 | 4.8 | 4.4 | 3.3 | 4.0 | 4.4 | 4.8 | 4.8 |
| 25 to 44 years | 4.9 | 5.1 | 4.8 | 3.9 | 3.9 | 4.6 | 4.9 | 5.7 |
| 45 to 64 years | 5.4 | 5.6 | 5.5 | 4.2 | 5.1 | 5.4 | 5.4 | 5.6 |
| 65 years and over | 6.8 | 6.9 | 6.7 | 6.0 | 6.5 | 6.6 | 6.9 | 8.7 |
| By sex: | | | | | | | | |
| Male | 4.4 | 4.6 | 4.4 | 3.4 | 4.0 | 4.0 | 4.4 | 5.0 |
| Female | 5.6 | 6.0 | 5.4 | 4.2 | 5.1 | 5.2 | 5.8 | 6.4 |

Source: Department of Health, Education, and Welfare, Public Health Service; *Health Statistics From the U.S. National Health Survey.*

## No. 86. Dental Visits Per Year, by Sex, Age, Residence, and Family Income: 1957–59

[Excludes Alaska and Hawaii. Data are annual averages based on household interviews from July 1957 through June 1959 and refer to the civilian noninstitutional population]

| Sex and age of patients | Total | Residence | | | Family income | | | |
|---|---|---|---|---|---|---|---|---|
| | | Urban | Rural nonfarm | Rural farm | Under $2,000 | $2,000 to $3,999 | $4,000 to $6,999 | $7,000 and over |
| Total ... 1,000,000 | 253.5 | 180.5 | 60.8 | 17.1 | 17.9 | 37.7 | 100.2 | 87.8 |
| By sex: | | | | | | | | |
| Male ... do | 108.1 | 74.8 | 25.7 | 7.6 | (1) | (1) | (1) | (1) |
| Female ... do | 150.4 | 105.7 | 35.2 | 9.5 | (1) | (1) | (1) | (1) |
| Visits per person | | | | | | | | |
| Total | 1.5 | 1.8 | 1.3 | 0.8 | 0.7 | 1.0 | 1.6 | 2.5 |
| By age: | | | | | | | | |
| 0 to 4 years | 0.3 | 0.3 | 0.3 | 0.1 | 0.0 | 0.2 | 0.3 | 0.5 |
| 5 to 14 years | 1.8 | 2.2 | 1.6 | 1.0 | 0.7 | 0.9 | 1.9 | 3.1 |
| 15 to 24 years | 2.2 | 2.5 | 1.9 | 1.3 | 1.2 | 1.7 | 2.3 | 3.3 |
| 25 to 44 years | 1.8 | 2.0 | 1.5 | 0.9 | 0.8 | 1.2 | 1.8 | 2.5 |
| 45 to 64 years | 1.5 | 1.7 | 1.2 | 0.8 | 0.8 | 1.1 | 1.6 | 2.4 |
| 65 years and over | 0.8 | 0.9 | 0.5 | 0.5 | 0.5 | 0.9 | 1.0 | 1.1 |
| By sex: | | | | | | | | |
| Male | 1.3 | 1.6 | 1.1 | 0.7 | (1) | (1) | (1) | (1) |
| Female | 1.7 | 2.0 | 1.5 | 1.0 | (1) | (1) | (1) | (1) |

[1] Not available.

Source: Department of Health, Education, and Welfare, Public Health Service; *Health Statistics From the U.S. National Health Survey.*

## No. 87. Personal Health Services—Gross Family Medical Charges, Health Insurance Benefits Covering Charges, and Charges Per Family by Residence, by Type of Service or Goods: 1953 and 1958

[For years ending June 30. Excludes Alaska and Hawaii. Data are based on a national survey conducted by the National Opinion Research Center, University of Chicago. This survey consisted of a sample ("area probability" type) of 2,809 families comprising 8,846 persons in 1953 and 2,941 families comprising 9,546 persons in 1958. Excludes health insurance premiums]

| Service or goods | Gross charges incurred, amount (billion dollars) | Insurance benefits covering charges incurred | | Charges per family | | | |
|---|---|---|---|---|---|---|---|
| | | | | Urban | | Rural nonfarm | Rural farm |
| | | Amount (billion dollars) | Percent charges covered by benefits | Areas of 1,000,000 inhabitants or more | Other | | |
| **1953** | | | | | | | |
| **Total** | **10.2** | **1.5** | **15** | **$237** | **$204** | **$197** | **$178** |
| Physicians' charges | 3.8 | .5 | 13 | 91 | 74 | 79 | 69 |
| Surgery | .8 | .3 | 38 | (1) | (1) | (1) | (1) |
| Obstetrics | .4 | .1 | 25 | (1) | (1) | (1) | (1) |
| Other physicians | 2.6 | .1 | 4 | (1) | (1) | (1) | (1) |
| Hospitals | 2.0 | 1.0 | 50 | 39 | 44 | 42 | 35 |
| Prescriptions and other medicines | 1.5 | (2) | ---------- | 32 | 29 | 30 | 33 |
| Other medical goods and services | 1.3 | (2) | 1 | 27 | 27 | 25 | 25 |
| Dentists [3] | 1.6 | (2) | ---------- | 51 | 31 | 24 | 10 |
| **1958** | | | | | | | |
| **Total** | **16.2** | **3.1** | **19** | **345** | **284** | **297** | **211** |
| Physicians' charges | 5.4 | 1.0 | 18 | 108 | 94 | 105 | 71 |
| Surgery | 1.1 | .5 | 43 | (1) | (1) | (1) | (1) |
| Obstetrics | .5 | .2 | 30 | (1) | (1) | (1) | (1) |
| Other physicians | 3.8 | .8 | 7 | (1) | (1) | (1) | (1) |
| Hospitals | 3.7 | 2.2 | 58 | 74 | 67 | 70 | 51 |
| Prescriptions and other medicines | 3.3 | (2) | 1 | 64 | 58 | 63 | 47 |
| Other medical goods and services | 1.3 | (2) | 1 | 28 | 24 | 24 | 19 |
| Dentists [3] | 2.4 | (2) | ---------- | 66 | 41 | 36 | 23 |

[1] Not available.
[2] Less than $50,000,000.
[3] Includes expenditures made directly to dental laboratories for X-rays, denture repair, and manufacture of dentures on basis of impressions taken by dentists.

## No. 88. Personal Health Services—Charges Incurred and Family Outlay, by Family Income Group and Health Insurance Status: 1953 and 1958

[For years ending June 30. Excludes Alaska and Hawaii. See headnote, table 87]

| Family income group | Mean gross charges per family | | | Median gross charges per family | | | Aggregate family outlay, percent [1] | | |
|---|---|---|---|---|---|---|---|---|---|
| | All families | Insured | Uninsured | All families | Insured | Uninsured | All families | Insured | Uninsured |
| **1953** | | | | | | | | | |
| **Total, all income groups** | **$207** | **$237** | **$154** | **$110** | **$145** | **$63** | **4.8** | **4.8** | **4.8** |
| Under $2,000 | 130 | 164 | 115 | 54 | 82 | 43 | 11.8 | 13.4 | 11.0 |
| $2,000 to $3,499 | 152 | 168 | 132 | 82 | 103 | 54 | 6.1 | 6.6 | 5.3 |
| $3,500 to $4,999 | 207 | 220 | 167 | 119 | 134 | 83 | 5.4 | 5.8 | 4.2 |
| $5,000 to $7,499 | 269 | 262 | 247 | 170 | 187 | 105 | 4.7 | 4.9 | 4.2 |
| $7,500 and over | 353 | 362 | 312 | 238 | 255 | 185 | 3.0 | 3.1 | 2.8 |
| **1958** | | | | | | | | | |
| **Total, all income groups** | **294** | **339** | **194** | **153** | **196** | **94** | **5.5** | **5.5** | **5.3** |
| Under $2,000 | 165 | 238 | 136 | 59 | 106 | 51 | 13.0 | 17.8 | 10.0 |
| $2,000 to $3,499 | 226 | 256 | 191 | 118 | 141 | 93 | 8.4 | 9.7 | 6.7 |
| $3,500 to $4,999 | 287 | 304 | 236 | 161 | 178 | 134 | 6.4 | 6.8 | 5.5 |
| $5,000 to $7,499 | 336 | 352 | 240 | 203 | 213 | 129 | 5.4 | 5.6 | 4.2 |
| $7,500 and over | 411 | 426 | 317 | 250 | 259 | 208 | 3.9 | 4.1 | 2.9 |

[1] Percent of aggregate family income.

Source of tables 87 and 88: Odin W. Anderson, Patricia Collette, and Jacob J. Feldman, *Family Expenditure Patterns for Personal Health Services, 1953 and 1958: Nationwide Surveys*, Research Series 14, Health Information Foundation, New York, N.Y., 1960, and records.

## No. 89. Private and Public Expenditures for Health and Medical Care: 1940 to 1960

[In millions of dollars. For years ending June 30. For all years, public expenditures include Alaska and Hawaii; beginning 1960, private expenditures include them. Includes employer contributions to health insurance premiums]

| Type of expenditure | 1940 | 1945 | 1950 | 1955 | 1957 | 1958 | 1959 | 1960 |
|---|---|---|---|---|---|---|---|---|
| Total | 3,915 | 7,533 | 12,365 | 17,738 | 21,008 | 22,826 | 24,942 | 26,503 |
| Private expenditures | 3,023 | 5,335 | 9,042 | 13,455 | 16,082 | 17,402 | 18,735 | 20,275 |
| Health and medical services | 2,992 | 5,305 | 8,827 | 13,130 | 15,693 | 16,953 | 18,238 | 19,750 |
| Direct payments | [1] 2,900 | [1] 4,875 | 7,125 | 9,389 | 10,937 | 11,722 | 12,490 | 13,303 |
| Insurance benefits | ---- | ---- | 878 | 2,357 | 3,245 | 3,676 | 4,138 | 4,698 |
| Expenses for prepayment | ---- | ---- | 274 | 595 | 630 | 645 | 680 | 793 |
| Industrial in-plant services | 40 | 90 | 150 | 210 | 232 | 245 | 255 | 265 |
| Philanthropy | 52 | 340 | 400 | 580 | 640 | 665 | 675 | 700 |
| Medical-facilities construction | 31 | 30 | 215 | 325 | 380 | 509 | 497 | 516 |
| Public expenditures | 892 | 2,198 | 3,323 | 4,283 | 4,926 | 5,364 | 6,207 | 6,228 |
| Health and medical services | 857 | 2,131 | 2,788 | 3,897 | 4,448 | 4,856 | 5,601 | 5,672 |
| General medical and hospital care | 415 | 486 | 1,174 | 1,450 | 1,707 | 1,882 | 2,237 | 2,174 |
| Defense Department facilities | 45 | 1,100 | 352 | 603 | 520 | 585 | 665 | 580 |
| Medicare | ---- | ---- | ---- | ---- | 25 | 37 | 89 | 58 |
| Veterans' hospital and medical care | 72 | 96 | 586 | 722 | 733 | 794 | 836 | 867 |
| Public assistance (vendor medical payments) | ---- | ---- | ---- | 212 | 288 | 320 | 410 | 492 |
| Workmen's compensation (medical benefits) | 90 | 122 | 193 | 315 | 355 | 370 | 395 | 430 |
| Temporary disability insurance (medical benefits) | ---- | ---- | 1 | 6 | 8 | 9 | 15 | 16 |
| Medical vocational rehabilitation | (2) | 1 | 7 | 9 | 13 | 15 | 17 | 18 |
| Maternal and child health services | 14 | 62 | 30 | 93 | 113 | 122 | 133 | 139 |
| School health (educational agencies) | 18 | 23 | 31 | 66 | 81 | 86 | 94 | 99 |
| Medical research | 3 | 17 | 55 | 106 | 183 | 238 | 300 | 392 |
| Other public health activities | 180 | 223 | 328 | 316 | 414 | 349 | 419 | 406 |
| Medical-facilities construction | 55 | 68 | 535 | 386 | 478 | 507 | 606 | 557 |
| Veterans Administration | 14 | 16 | 156 | 33 | 37 | 33 | 46 | 58 |
| Defense Department | (3) | (3) | (3) | 9 | 83 | 60 | 34 | 31 |
| Other | 41 | 52 | 420 | 344 | 358 | 408 | 526 | 468 |
| Total expenditures as percent of gross national product | 4.1 | 3.5 | 4.7 | 4.7 | 4.9 | 5.2 | 5.2 | 5.4 |
| Public expenditures as percent of total | 22.8 | 29.2 | 26.9 | 24.1 | 23.4 | 23.5 | 24.9 | 23.5 |

[1] Includes any insurance benefits and expenses for prepayment (insurance premiums less insurance benefits).
[2] Less than $500,000.
[3] Included with "other" medical-facilities construction below.

Source: Department of Health, Education, and Welfare, Social Security Administration; *Social Security Bulletin*, November 1961.

## No. 90. Indexes of Medical Care Prices: 1940 to 1961

[1947–49=100, except as noted. Excludes Alaska and Hawaii]

| Year | Total medical care | Physicians' fees | | | Dentists' fees | Optometric examination and eyeglasses | Hospital room rates | Hospital insurance [1] | Prescriptions and drugs |
|---|---|---|---|---|---|---|---|---|---|
| | | Total | Obstetrical | Surgeons' fees | | | | | |
| 1940 | 72.7 | 74.6 | 67.1 | 74.0 | 70.1 | 82.6 | 50.4 | ---- | 83.2 |
| 1945 | 83.1 | 86.7 | 83.6 | 86.9 | 83.0 | 90.8 | 64.4 | ---- | 87.9 |
| 1950 | 106.0 | 104.1 | 104.2 | 104.5 | 106.9 | 104.5 | 114.6 | ---- | 103.9 |
| 1951 | 111.1 | 108.6 | 110.9 | 107.3 | 110.9 | 109.2 | 126.9 | 85.6 | 106.9 |
| 1952 | 117.2 | 112.8 | 122.7 | 111.5 | 113.3 | 110.5 | 139.5 | 97.0 | 107.9 |
| 1953 | 121.3 | 116.8 | 125.4 | 113.9 | 117.0 | 109.4 | 148.2 | 104.8 | 108.9 |
| 1954 | 125.2 | 119.2 | 131.2 | 115.2 | 120.9 | 108.0 | 155.8 | 112.5 | 110.1 |
| 1955 | 128.0 | 123.3 | 139.8 | 116.4 | 122.0 | 109.5 | 164.4 | 115.5 | 111.2 |
| 1956 | 132.6 | 127.0 | 144.6 | 118.2 | 124.4 | 111.2 | 173.3 | 122.7 | 113.7 |
| 1957 | 138.0 | 132.5 | 149.8 | 120.9 | 127.4 | 115.5 | 187.3 | 129.9 | 116.7 |
| 1958 | 144.5 | 137.0 | 153.8 | 122.7 | 131.4 | 116.7 | 198.0 | 143.3 | 120.7 |
| 1959 | 150.8 | 141.6 | 158.3 | 125.8 | 134.6 | 118.0 | 208.0 | 150.4 | 122.6 |
| 1960 | 156.2 | 146.2 | 161.7 | 129.2 | 137.3 | 121.0 | 223.3 | 174.4 | 122.8 |
| 1961 | 160.0 | 148.9 | 165.3 | 131.6 | 137.9 | 124.0 | 240.3 | 187.4 | 121.3 |

[1] December 1962=100.

Source: Department of Labor, Bureau of Labor Statistics; *Price Indexes for Selected Items and Groups, Annual Averages*.

## No. 91. Private Expenditures for Medical Care, By Type of Service: 1950 to 1960

[Beginning 1960, includes Alaska and Hawaii. Consumer expenditures include employer contributions to health insurance or health plans for employees. Excludes expenditures made by government agencies and by business enterprises (except as contributions to health insurance) and philanthropic contributions to hospitals]

| Type of expenditure | Amount ($1,000,000) | | | | | Percent | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1950 | 1955 | 1958 | 1959 | 1960 | 1950 | 1955 | 1958 | 1959 | 1960 |
| Total | 8,645 | 12,849 | 15,596 | 18,029 | 19,566 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Hospital care [1] | 2,125 | 3,512 | 4,522 | 4,805 | 5,324 | 24.6 | 27.3 | 27.2 | 26.7 | 27.2 |
| Physicians' services [2] | 2,462 | 3,254 | 4,310 | 4,730 | 5,092 | 28.5 | 25.3 | 26.0 | 26.2 | 26.0 |
| Dentists' services [3] | 951 | 1,508 | 1,850 | 1,891 | 1,992 | 11.1 | 11.7 | 11.1 | 10.5 | 10.2 |
| Drugs and drug sundries [3] | 1,719 | 2,473 | 3,310 | 3,604 | 3,936 | 19.9 | 19.2 | 19.9 | 20.0 | 20.1 |
| Eyeglasses and appliances [3] | 480 | 685 | 991 | 1,185 | 1,219 | 5.6 | 5.3 | 6.0 | 6.6 | 6.2 |
| Other professional services [3] | 482 | 653 | 787 | 842 | 880 | 5.6 | 5.1 | 4.7 | 4.7 | 4.5 |
| Nursing-home care [4] | 110 | 150 | 200 | 220 | 280 | 1.3 | 1.2 | 1.2 | 1.2 | 1.4 |
| Health insurance, net cost [5] | 290 | 614 | 620 | 740 | 845 | 3.5 | 4.8 | 3.7 | 4.1 | 4.3 |

[1] Estimated from data in the annual report *Hospitals*, Guide Issue, on patient revenues or operating expense, adjusted for estimated patient revenues in government hospitals, less government payments for hospital care under public programs.

[2] Department of Commerce estimate plus estimated salaries to physicians in group-practice prepayment plans and student health services. Department of Commerce estimate is income of physicians in private practice less income from nonconsumer sources—business, workmen's compensation, and government programs.

[3] Department of Commerce estimate of personal consumption expenditures for these items.

[4] Estimated on basis of estimated patient days of care in skilled nursing homes multiplied by estimated average per diem cost.

[5] Difference between income and benefit expenditures of all health insurance plans.

Source: Department of Health, Education, and Welfare, Social Security Administration; *Social Security Bulletin*, December 1961.

## No. 92. Hospital Use: 1935 to 1960

[Beginning 1959, includes Alaska and Hawaii]

| Year | General and special hospitals [1] | | | Mental hospitals, annual rate [2] | | Special tuberculosis hospitals | | |
|---|---|---|---|---|---|---|---|---|
| | Annual rate [2] | | Average length of stay (days) | Admissions | Total days in hospital | Annual rate [2] | | Average length of stay (days) |
| | Admissions | Total days in hospital | | | | Admissions | Total days in hospital | |
| 1935 | 58.6 | 882.0 | 15.0 | 1.4 | 1,455.0 | 0.7 | 174.2 | 257.4 |
| 1940 | 74.3 | 1,019.2 | 13.7 | 1.4 | 1,634.0 | 0.7 | 185.3 | 269.0 |
| 1945 | 120.2 | 1,080.8 | 10.5 | 1.9 | 1,720.2 | 0.7 | 164.7 | 253.1 |
| 1950 | 109.8 | 1,165.3 | 10.6 | 2.0 | 1,859.4 | 0.7 | 174.7 | 233.2 |
| 1951 | 116.2 | 1,243.5 | 10.7 | 2.0 | 1,859.9 | 0.7 | 175.1 | 250.6 |
| 1952 | 118.7 | 1,242.1 | 10.5 | 2.0 | 1,849.8 | 0.7 | 176.3 | 249.9 |
| 1953 | 122.7 | 1,241.2 | 10.1 | 2.1 | 1,858.5 | 0.7 | 172.6 | 251.8 |
| 1954 | 123.5 | 1,232.3 | 10.0 | 2.1 | 1,850.3 | 0.7 | 157.4 | 231.0 |
| 1955 | 125.4 | 1,237.5 | 9.9 | 2.2 | 1,844.6 | 0.7 | 145.9 | 218.9 |
| 1956 | 129.1 | 1,248.4 | 9.7 | 2.3 | 1,875.6 | 0.6 | 134.7 | 231.4 |
| 1957 | 132.4 | 1,264.6 | 9.6 | 2.1 | 1,442.7 | 0.6 | 122.5 | 222.7 |
| 1958 | 133.9 | 1,273.5 | 9.5 | 2.3 | 1,490.0 | 0.5 | 108.0 | 210.5 |
| 1959 | 136.5 | 1,252.2 | 9.6 | 2.3 | 1,453.2 | 0.6 | 104.1 | 188.1 |
| 1960 | 136.3 | 1,264.8 | 9.3 | 2.3 | 1,490.9 | 0.4 | 80.0 | 200.3 |

[1] Includes all types of hospitals other than mental and tuberculosis.

[2] Rate per 1,000 estimated population as of July 1, excluding Armed Forces abroad.

Source: Department of Health, Education, and Welfare, Public Health Service; *Health, Education, and Welfare Trends*, annual supplement to *Health, Education, and Welfare Indicators*. (Computed from data prepared by American Medical Association and American Hospital Association.)

## No. 93. Hospitals—Type of Service and Control: 1946 to 1960

[Beginning 1958, includes Alaska and Hawaii. Covers hospitals accepted for listing by the American Hospital Association. Listing is a basic recognition extended to hospitals and related institutions in accordance with requirements outlined in *Requirements for Accepting Hospitals for Listing*, officially adopted by the House of Delegates of the American Hospital Association; see text, p. 50. Short-term hospitals have an average patient stay of 30 days or less; long-term, an average stay of longer duration. See also *Historical Statistics, Colonial Times to 1957*, series B 195-248]

| Year | Total | | | Type of service and ownership | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Non-Federal | | | | | | | | Federal, all types | |
| | Hospitals | Beds | | Short-term, general and special | | Long-term, general and special | | Psychiatric | | Tuberculosis | | | |
| | | Number | Rate[1] | Hospitals | Beds | Hospitals | Beds | Hospitals | Beds | Hospitals | Beds | Hospitals | Beds |
| | | *1,000* | | | *1,000* | | *1,000* | | *1,000* | | *1,000* | | *1,000* |
| 1946 | 6,125 | 1,430 | 10.3 | 4,444 | 473 | 389 | 88 | 476 | 668 | 412 | 75 | 404 | 236 |
| 1947 | 6,173 | 1,400 | 9.7 | 4,475 | 465 | 385 | 86 | 493 | 580 | 411 | 70 | 403 | 200 |
| 1948 | 6,160 | 1,412 | 9.7 | 4,499 | 472 | 362 | 77 | 504 | 601 | 409 | 76 | 386 | 180 |
| 1949 | 6,277 | 1,435 | 9.7 | 4,585 | 477 | 395 | 79 | 507 | 614 | 414 | 78 | 376 | 187 |
| 1950 | 6,788 | 1,456 | 9.6 | 5,031 | 505 | 412 | 70 | 533 | 620 | 398 | 72 | 414 | 189 |
| 1951 | 6,832 | 1,522 | 9.9 | 5,066 | 516 | 394 | 63 | 561 | 650 | 399 | 73 | 422 | 215 |
| 1952 | 6,903 | 1,562 | 10.0 | 5,122 | 531 | 405 | 70 | 546 | 670 | 391 | 73 | 439 | 213 |
| 1953 | 6,978 | 1,581 | 10.0 | 5,212 | 546 | 406 | 68 | 541 | 692 | 324 | 72 | 435 | 203 |
| 1954 | 6,970 | 1,578 | 9.8 | 5,212 | 553 | 406 | 71 | 554 | 691 | 368 | 74 | 430 | 189 |
| 1955 | 6,956 | 1,604 | 9.8 | 5,237 | 568 | 402 | 76 | 642 | 707 | 347 | 70 | 428 | 183 |
| 1956 | 6,966 | 1,608 | 9.6 | 5,290 | 586 | 395 | 79 | 525 | 685 | 316 | 60 | 432 | 184 |
| 1957 | 6,818 | 1,609 | 9.2 | 5,309 | 595 | 340 | 78 | 452 | 641 | 280 | 62 | 437 | 183 |
| 1958 | 6,818 | 1,578 | 9.1 | 5,312 | 612 | 323 | 79 | 476 | 647 | 264 | 58 | 440 | 182 |
| 1959 | 6,845 | 1,613 | 9.1 | 5,304 | 620 | 330 | 68 | 469 | 688 | 254 | 57 | 438 | 179 |
| 1960 | 6,876 | 1,658 | 9.2 | 5,407 | 639 | 308 | 67 | 488 | 722 | 238 | 52 | 435 | 177 |

| Year | Ownership or control | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Governmental | | | | | | Nonprofit | | | | Proprietary | |
| | Federal | | State | | Local | | Church | | Other | | | |
| | Hospitals | Beds | Hospitals | Beds | Hospitals | Beds | Hospitals | Beds | Hospitals | Beds | Hospitals | Beds |
| | | *1,000* | | *1,000* | | *1,000* | | *1,000* | | *1,000* | | *1,000* |
| 1946 | 404 | 236 | (2) | (2) | [2] 1,504 | [2] 812 | (3) | (3) | [3] 2,921 | [3] 385 | 1,206 | 53 |
| 1947 | 403 | 200 | (2) | (2) | [2] 1,490 | [2] 808 | (3) | (3) | [3] 2,981 | [3] 342 | 1,209 | 51 |
| 1948 | 386 | 180 | (2) | (2) | [2] 1,474 | [2] 826 | (3) | (3) | [3] 3,022 | [3] 349 | 1,278 | 50 |
| 1949 | 376 | 187 | (2) | (2) | [2] 1,511 | [2] 842 | (3) | (3) | [3] 3,044 | [3] 355 | 1,346 | 5[illegible] |
| 1950 | 414 | 189 | (2) | (2) | [2] 1,564 | [2] 844 | (3) | (3) | [3] 3,250 | [3] 368 | 1,470 | 55 |
| 1951 | 422 | 215 | (2) | (2) | [2] 1,701 | [2] 871 | (3) | (3) | [3] 3,297 | [3] 383 | 1,412 | 54 |
| 1952 | 439 | 213 | (2) | (2) | [2] 1,747 | [2] 897 | (3) | (3) | [3] 3,348 | [3] 396 | 1,369 | 54 |
| 1953 | 435 | 203 | 556 | 711 | 1,239 | 204 | 1,110 | 168 | 2,259 | 252 | 1,379 | 54 |
| 1954 | 430 | 189 | 552 | 718 | 1,248 | 202 | 1,190 | 170 | 2,225 | 248 | 1,319 | 52 |
| 1955 | 428 | 183 | 562 | 739 | 1,253 | 203 | 1,101 | 162 | 2,339 | 265 | 1,283 | 52 |
| 1956 | 432 | 184 | 553 | 728 | 1,253 | 202 | 1,206 | 177 | 2,304 | 296 | 1,208 | 50 |
| 1957 | 437 | 183 | 543 | 686 | 1,238 | 195 | 1,220 | 180 | 2,291 | 268 | 1,089 | 47 |
| 1958 | 440 | 182 | 552 | 693 | 1,267 | 197 | 1,221 | 184 | 2,303 | 277 | 1,035 | 46 |
| 1959 | 438 | 179 | 555 | 725 | 1,250 | 195 | 1,232 | 187 | 2,328 | 281 | 1,012 | 45 |
| 1960 | 435 | 177 | 556 | 762 | 1,324 | 201 | 1,241 | 193 | 2,338 | 289 | 982 | 46 |

[1] Beds per 1,000 population (excluding Armed Forces abroad). See table 2.
[2] State hospitals included with "Local."
[3] Church-operated and affiliated hospitals included with "Other."

Source: American Hospital Association, Chicago, Ill., *Hospitals*, Guide Issue.

## No. 94. Hospital Facilities, 1950 to 1960, and by States and for Puerto Rico, 1960

[Beginning 1958, includes Alaska and Hawaii. For coverage and definition of short-term, see headnote, table 93. See also *Historical Statistics, Colonial Times to 1957*, series B 195–198 and B 249–252]

| Year and state or other area | Hospitals | | Beds | | Bassinets | | Patients admitted (1,000) | | Average census [2] | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Total | Short-term, general and special [1] | Total | Short-term, general and special [1] | Total | Short-term, general and special [1] | Total | Short-term, general and special [1] | Total | Short-term, general and special [1] |
| 1950 | 6,788 | 5,031 | 1,455,825 | 504,504 | 90,101 | 86,019 | 18,483 | 16,663 | 1,252,831 | 371,837 |
| 1951 | 6,832 | 5,066 | 1,521,969 | 510,020 | 92,502 | 88,304 | 18,783 | 16,677 | 1,297,841 | 377,900 |
| 1952 | 6,903 | 5,122 | 1,561,809 | 530,069 | 95,631 | 90,980 | 19,624 | 17,413 | 1,336,673 | 384,093 |
| 1953 | 6,978 | 5,212 | 1,580,654 | 545,903 | 97,001 | 92,175 | 20,184 | 18,098 | 1,341,623 | 393,776 |
| 1954 | 6,970 | 5,212 | 1,577,061 | 553,068 | 97,773 | 92,908 | 20,345 | 18,392 | 1,342,508 | 392,969 |
| 1955 | 6,950 | 5,237 | 1,604,408 | 567,612 | 98,823 | 93,808 | 21,073 | 19,100 | 1,363,024 | 406,910 |
| 1956 | 6,966 | 5,290 | 1,607,092 | 585,498 | 100,358 | 95,704 | 22,090 | 20,107 | 1,355,792 | 424,050 |
| 1957 | 6,818 | 5,309 | 1,593,601 | 594,529 | 100,703 | 95,950 | 22,903 | 21,002 | 1,320,309 | 438,048 |
| 1958 | 6,818 | 5,312 | 1,578,148 | 611,393 | 101,934 | 97,213 | 23,792 | 21,757 | 1,327,500 | 452,492 |
| 1959 | 6,845 | 5,364 | 1,612,822 | 619,877 | 101,582 | 96,360 | 23,605 | 21,605 | 1,363,217 | 462,010 |
| 1960 | | | | | | | | | | |
| U.S. | 6,876 | 5,407 | 1,657,970 | 639,057 | 102,704 | 98,127 | 25,027 | 22,970 | 1,401,873 | 477,437 |
| Alabama | 130 | 110 | 24,035 | 9,219 | 1,743 | 1,656 | 405 | 372 | 20,715 | 6,528 |
| Alaska | 23 | 13 | 1,674 | 474 | 178 | 89 | 36 | 18 | 1,174 | 255 |
| Arizona | 70 | 43 | 8,191 | 3,898 | 748 | 575 | 190 | 152 | 6,507 | 2,892 |
| Arkansas | 80 | 72 | 14,603 | 5,229 | 996 | 987 | 234 | 218 | 12,562 | 3,659 |
| California | 466 | 354 | 124,380 | 46,863 | 6,610 | 6,123 | 1,068 | 1,759 | 106,451 | 34,652 |
| Colorado | 93 | 72 | 17,708 | 6,684 | 1,088 | 1,013 | 307 | 270 | 15,234 | 5,380 |
| Connecticut | 71 | 43 | 25,972 | 8,508 | 1,371 | 1,351 | 339 | 317 | 21,971 | 6,654 |
| Delaware | 16 | 9 | 5,508 | 2,094 | 265 | 238 | 66 | 53 | 4,439 | 1,455 |
| Dist. of Col. | 23 | 14 | 15,623 | 4,461 | 705 | 609 | 202 | 159 | 13,503 | 3,605 |
| Florida | 162 | 137 | 36,979 | 15,445 | 2,447 | 2,220 | 670 | 606 | 24,985 | 11,413 |
| Georgia | 142 | 119 | 29,987 | 10,844 | 2,198 | 2,021 | 533 | 476 | 25,622 | 7,771 |
| Hawaii | 32 | 22 | 5,724 | 2,148 | 434 | 371 | 98 | 79 | 4,853 | 1,320 |
| Idaho | 49 | 42 | 3,544 | 2,147 | 500 | 477 | 92 | 86 | 2,446 | 1,201 |
| Illinois | 327 | 254 | 108,071 | 39,731 | 5,934 | 5,852 | 1,444 | 1,369 | 91,981 | 30,205 |
| Indiana | 185 | 105 | 33,932 | 14,343 | 2,524 | 2,505 | 574 | 550 | 29,538 | 11,414 |
| Iowa | 127 | 109 | 22,626 | 10,700 | 1,750 | 1,712 | 395 | 378 | 18,009 | 7,835 |
| Kansas | 161 | 134 | 16,580 | 9,112 | 1,628 | 1,529 | 827 | 206 | 14,523 | 6,300 |
| Kentucky | 132 | 105 | 23,010 | 9,060 | 1,816 | 1,716 | 422 | 377 | 19,326 | 6,648 |
| Louisiana | 139 | 122 | 24,645 | 12,575 | 2,003 | 1,899 | 522 | 488 | 19,543 | 8,539 |
| Maine | 57 | 44 | 9,015 | 3,220 | 664 | 621 | 130 | 120 | 7,755 | 2,350 |
| Maryland | 79 | 41 | 31,978 | 9,989 | 1,325 | 1,219 | 341 | 292 | 26,929 | 7,381 |
| Massachusetts | 211 | 141 | 69,035 | 21,405 | 3,392 | 3,255 | 776 | 709 | 57,764 | 16,217 |
| Michigan | 252 | 192 | 72,760 | 26,113 | 4,079 | 3,974 | 1,083 | 1,017 | 64,454 | 21,014 |
| Minnesota | 203 | 170 | 37,095 | 16,516 | 2,497 | 2,476 | 571 | 547 | 31,374 | 11,936 |
| Mississippi | 106 | 93 | 14,772 | 6,254 | 1,100 | 1,124 | 275 | 249 | 11,528 | 3,930 |
| Missouri | 144 | 114 | 36,120 | 16,948 | 2,347 | 2,299 | 598 | 558 | 32,770 | 12,848 |
| Montana | 60 | 51 | 5,851 | 3,307 | 620 | 580 | 124 | 113 | 4,236 | 2,047 |
| Nebraska | 113 | 90 | 14,899 | 6,227 | 1,177 | 1,131 | 224 | 205 | 11,093 | 4,086 |
| Nevada | 10 | 14 | 1,968 | 1,114 | 173 | 153 | 45 | 40 | 1,556 | 788 |
| New Hampshire | 38 | 32 | 7,852 | 2,649 | 509 | 487 | 94 | 88 | 6,691 | 1,762 |
| New Jersey | 147 | 100 | 56,255 | 18,726 | 3,157 | 3,101 | 717 | 661 | 48,545 | 14,077 |
| New Mexico | 54 | 35 | 5,763 | 2,680 | 752 | 682 | 135 | 109 | 4,184 | 1,746 |
| New York | 474 | 343 | 228,628 | 71,400 | 8,948 | 8,731 | 2,290 | 2,140 | 201,807 | 56,723 |
| North Carolina | 174 | 148 | 34,372 | 15,154 | 2,795 | 2,668 | 630 | 626 | 27,893 | 11,190 |
| North Dakota | 64 | 55 | 7,422 | 3,242 | 654 | 623 | 123 | 115 | 6,003 | 2,311 |
| Ohio | 203 | 193 | 81,743 | 33,229 | 5,251 | 5,199 | 1,298 | 1,245 | 71,243 | 27,011 |
| Oklahoma | 132 | 104 | 19,352 | 7,426 | 1,421 | 1,290 | 319 | 280 | 15,343 | 5,274 |
| Oregon | 79 | 67 | 13,480 | 6,220 | 999 | 964 | 249 | 236 | 10,922 | 4,094 |
| Pennsylvania | 329 | 248 | 116,530 | 46,834 | 6,821 | 6,742 | 1,512 | 1,449 | 93,579 | 35,592 |
| Rhode Island | 24 | 16 | 9,831 | 3,111 | 522 | 462 | 112 | 97 | 8,218 | 2,355 |
| South Carolina | 80 | 65 | 18,661 | 6,763 | 1,379 | 1,264 | 314 | 270 | 16,177 | 5,201 |
| South Dakota | 65 | 50 | 7,743 | 3,065 | 618 | 590 | 120 | 105 | 6,215 | 2,022 |
| Tennessee | 154 | 124 | 29,217 | 11,915 | 1,807 | 1,860 | 519 | 479 | 24,672 | 9,040 |
| Texas | 560 | 478 | 55,903 | 30,768 | 5,735 | 5,270 | 1,425 | 1,268 | 52,509 | 20,901 |
| Utah | 36 | 30 | 4,679 | 2,503 | 599 | 576 | 111 | 105 | 3,629 | 1,751 |
| Vermont | 31 | 25 | 4,080 | 1,744 | 326 | 325 | 63 | 50 | 3,606 | 1,195 |
| Virginia | 119 | 93 | 33,972 | 11,787 | 2,180 | 1,948 | 504 | 434 | 29,528 | 9,153 |
| Washington | 127 | 105 | 22,519 | 9,220 | 1,754 | 1,613 | 429 | 384 | 17,472 | 5,844 |
| West Virginia | 93 | 76 | 16,040 | 7,676 | 1,100 | 1,093 | 308 | 295 | 13,684 | 5,717 |
| Wisconsin | 198 | 155 | 38,653 | 16,832 | 2,640 | 2,640 | 641 | 614 | 27,846 | 12,482 |
| Wyoming | 33 | 27 | 3,632 | 1,506 | 306 | 290 | 61 | 57 | 2,926 | 920 |
| Puerto Rico | 63 | 40 | 9,864 | 4,916 | 618 | 582 | 170 | 154 | 7,815 | 3,526 |

[1] Non-Federal hospitals. [2] Average number of patients receiving hospital treatment each day.

Source: American Hospital Association, Chicago, Ill.; *Hospitals*, Guide Issue.

## No. 95. Hospitals—Assets, Expenses, and Personnel, by Type of Control and Service: 1950 to 1960

[Beginning 1958, includes Alaska and Hawaii. For definition of short-term and long-term, see headnote, table 93]

| Subject and year | Total | Federal | Non-Federal | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total | Psychiatric | Tuberculosis | Long-term [1] | Short-term [1] | | | |
| | | | | | | | Total | Voluntary | Proprietary | State and local govt. |
| **Assets:** | | | | | | | | | | |
| 1950 ... mil. dol. | 7,701 | 1,131 | 6,660 | 1,440 | 420 | 449 | 4,348 | 3,340 | 137 | 800 |
| 1955 ... do. | 11,996 | 1,663 | 10,323 | 2,252 | 520 | 575 | 6,984 | 5,222 | 148 | 1,613 |
| 1957 ... do. | 14,520 | 2,022 | 12,498 | 2,422 | 553 | 818 | 8,705 | 6,506 | 200 | 1,999 |
| 1958 ... do. | 15,522 | 2,023 | 13,500 | 2,779 | 525 | 740 | 9,447 | 7,242 | 219 | 1,996 |
| 1959 ... do. | 16,632 | 2,115 | 14,516 | 3,107 | 523 | 777 | 10,154 | 7,807 | 220 | 2,121 |
| 1960 ... do. | 17,714 | 2,123 | 15,591 | 3,457 | 508 | 787 | 10,858 | 8,422 | 243 | 2,193 |
| **Expenses:** [2] | | | | | | | | | | |
| 1950 ... do. | 3,850 | 711 | 2,939 | 538 | 162 | 117 | 2,120 | 1,523 | 143 | 454 |
| 1955 ... do. | 5,594 | 836 | 4,758 | 923 | 208 | 192 | 3,433 | 2,507 | 173 | 752 |
| 1957 ... do. | 6,444 | 961 | 5,483 | 870 | 200 | 282 | 4,161 | 3,050 | 200 | 911 |
| 1958 ... do. | 7,163 | 1,059 | 6,104 | 974 | 198 | 264 | 4,669 | 3,437 | 225 | 1,007 |
| 1959 ... do. | 7,789 | 1,119 | 6,670 | 1,102 | 208 | 269 | 5,001 | 3,760 | 242 | 1,039 |
| 1960 ... do. | 8,421 | 1,134 | 7,287 | 1,205 | 192 | 273 | 5,617 | 4,139 | 275 | 1,203 |
| **Personnel:** [3] | | | | | | | | | | |
| 1950 ... 1,000 | 1,057 | 168 | 889 | 146 | 45 | 34 | 662 | 473 | 41 | 147 |
| 1955 ... do. | 1,300 | 192 | 1,108 | 188 | 48 | 46 | 825 | 596 | 40 | 188 |
| 1957 ... do. | 1,401 | 186 | 1,215 | 191 | 48 | 55 | 920 | 650 | 43 | 208 |
| 1958 ... do. | 1,470 | 182 | 1,288 | 204 | 41 | 57 | 986 | 722 | 45 | 220 |
| 1959 ... do. | 1,520 | 179 | 1,341 | 215 | 41 | 54 | 1,031 | 758 | 46 | 227 |
| 1960 ... do. | 1,598 | 186 | 1,412 | 238 | 39 | 55 | 1,080 | 792 | 48 | 241 |
| **Rate per 100 patients:** | | | | | | | | | | |
| 1950 | 84 | 111 | 81 | 24 | 74 | 57 | 178 | 191 | 161 | 149 |
| 1955 | 95 | 122 | 92 | 28 | 35 | 71 | 203 | 210 | 182 | 188 |
| 1957 | 107 | 118 | 104 | 32 | 88 | 82 | 211 | 218 | 185 | 197 |
| 1958 | 111 | 116 | 110 | 34 | 93 | 84 | 218 | 224 | 189 | 206 |
| 1959 | 112 | 114 | 111 | 34 | 93 | 91 | 223 | 220 | 195 | 210 |
| 1960 | 114 | 120 | 113 | 35 | 99 | 95 | 226 | 232 | 196 | 215 |

[1] Composed of both general and other special. [2] Excludes cost of new construction.
[3] Includes full-time equivalents of part-time personnel; beginning 1955, excludes interns, residents, and students.

Source: American Hospital Association, Chicago, Ill.; *Hospitals*, Guide Issue.

## No. 96. Hospital Expense Per Patient Day—Total and Payroll Expense: 1946 to 1960

[In dollars. Beginning 1958, includes Alaska and Hawaii. For definitions of short-term and long-term, see headnote, table 93]

| Year | Total expense | | | | | | Payroll expense [2] | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Total | Non-Federal | | | | Federal | Total | Non-Federal | | | | Federal |
| | | General and special | | Mental [1] | Tuberculosis | | | General and special | | Mental [1] | Tuberculosis | |
| | | Short-term | Long-term | | | | | Short-term | Long-term | | | |
| 1946 | 5.21 | 9.30 | 2.07 | 1.39 | 4.57 | 6.14 | 2.93 | 4.68 | 1.64 | 0.80 | 2.38 | 4.06 |
| 1947 | 5.42 | 11.09 | 3.03 | 1.60 | 5.44 | 7.39 | 3.07 | 5.90 | 1.64 | .84 | 2.82 | 5.23 |
| 1948 | 6.35 | 13.60 | 3.81 | 1.95 | 6.25 | 8.81 | 3.60 | 7.17 | 1.99 | 1.03 | 3.17 | 6.19 |
| 1949 | 7.70 | 14.33 | 4.07 | 2.84 | 6.48 | 13.30 | 4.53 | 7.96 | 2.35 | 1.53 | 3.70 | 9.53 |
| 1950 | 7.98 | 15.62 | 5.39 | 2.43 | 7.22 | 12.77 | 4.79 | 8.86 | 3.32 | 1.38 | 4.06 | 9.35 |
| 1951 | 8.26 | 16.77 | 6.30 | 2.46 | 7.37 | 11.91 | 5.01 | 9.65 | 3.89 | 1.43 | 4.25 | 8.68 |
| 1952 | 9.14 | 18.35 | 6.63 | 2.68 | 7.85 | 14.19 | 5.63 | 10.66 | 4.05 | 1.58 | 4.67 | 10.35 |
| 1953 | 9.73 | 19.95 | 8.26 | 2.83 | 8.54 | 13.03 | 6.10 | 11.36 | 5.28 | 1.74 | 5.11 | 10.44 |
| 1954 | 10.67 | 21.76 | 8.53 | 3.22 | 9.32 | 15.02 | 6.83 | 13.21 | 5.63 | 2.03 | 5.77 | 12.00 |
| 1955 | 11.24 | 23.12 | 8.06 | 3.73 | 10.13 | 14.50 | 7.20 | 14.25 | 5.36 | 2.17 | 6.48 | 11.63 |
| 1956 | 12.16 | 24.15 | 10.20 | 3.68 | 10.10 | 16.97 | 7.98 | 14.85 | 6.84 | 2.41 | 6.51 | 13.74 |
| 1957 | 13.48 | 26.02 | 10.33 | 3.91 | 11.16 | 17.38 | 8.76 | 15.74 | 6.79 | 2.68 | 7.14 | 14.27 |
| 1958 | 14.74 | 28.27 | 10.32 | 4.40 | 12.08 | 18.38 | 9.63 | 17.19 | 6.91 | 3.08 | 7.91 | 14.80 |
| 1959 | 15.65 | 30.19 | 12.50 | 4.71 | 12.80 | 19.02 | 10.37 | 18.70 | 8.30 | 3.26 | 8.54 | 15.93 |
| 1960 | 16.46 | 32.23 | 12.88 | 4.91 | 13.37 | 20.11 | 10.92 | 20.08 | 9.01 | 3.45 | 8.92 | 16.34 |

[1] Includes short-term psychiatric hospitals.
[2] Beginning 1951, excludes residents, interns, and students.

Source: American Hospital Association, Chicago, Ill.; *Hospitals*, Guide Issue.

No. 97. Patients in Mental Hospitals and in Institutions for Mental Defectives and Epileptics, by States: 1959

| State | Patients in public and private mental hospitals [1] | | | | Patients in public and private institutions for mental defectives and epileptics | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Resident patients at end of year | First admissions during year | | | Resident patients at end of year | First admissions during year | | | | |
| | | All hospitals | Public hospitals | | | All institutions | | | Public institutions | |
| | | | Number | Rate [2] | | Total [3] | Defectives | Epileptics | Number | Rate [2] |
| United States [4] | 555,579 | 180,226 | 137,862 | 79.0 | 165,889 | 14,544 | 13,479 | 918 | 12,916 | 7.6 |
| Alabama | 7,442 | 2,313 | 1,917 | 59.6 | 1,759 | 186 | 167 | 10 | 144 | 4.5 |
| Arizona | 1,799 | 1,431 | 789 | 64.0 | 546 | 82 | 81 | ------- | 81 | 6.7 |
| Arkansas | 4,948 | 1,726 | 1,726 | 97.6 | (5) | (5) | (5) | (5) | (5) | (5) |
| California | 40,039 | 15,615 | 9,749 | 64.9 | 10,806 | 1,283 | 1,278 | 2 | 1,142 | 8.0 |
| Colorado | 6,162 | 3,040 | 1,561 | 91.8 | 1,610 | 253 | 241 | 11 | 227 | 13.7 |
| Connecticut | 9,258 | 3,444 | 2,645 | 100.5 | 3,722 | 255 | 225 | 21 | 215 | 8.0 |
| Delaware | 1,751 | 677 | 677 | 157.1 | 556 | 43 | 37 | 6 | 43 | 9.5 |
| District of Columbia | 3,020 | 1,029 | 1,029 | 137.0 | 881 | 47 | 47 | ------- | 47 | 5.7 |
| Florida | 9,334 | 4,366 | 2,020 | 43.0 | 1,735 | 383 | 355 | 28 | 320 | 7.0 |
| Georgia | 12,010 | 3,059 | 2,767 | 71.9 | 1,251 | 242 | 242 | ------- | 242 | 6.4 |
| Idaho | 970 | 559 | 559 | 85.6 | 835 | 44 | 41 | ------- | 44 | 6.7 |
| Illinois | 30,605 | 10,845 | 7,955 | 80.1 | 11,142 | 432 | 428 | 3 | 328 | 3.2 |
| Indiana | 10,976 | 3,213 | 2,802 | 62.8 | 4,520 | 203 | 124 | 139 | 203 | 5.7 |
| Iowa | 4,743 | 2,134 | 1,593 | 58.1 | 3,384 | 229 | 208 | 21 | 221 | 7.9 |
| Kansas | 3,946 | 1,469 | 1,357 | 63.8 | 1,824 | 153 | 150 | 2 | 153 | 7.3 |
| Kentucky | 7,210 | 3,808 | 2,017 | 67.9 | 1,044 | 84 | 84 | ------- | 84 | 2.7 |
| Louisiana | 8,693 | 2,551 | 2,087 | 65.6 | 1,631 | 185 | 174 | 5 | 155 | 4.9 |
| Maine | 2,920 | 684 | 684 | 72.7 | 1,418 | 99 | 99 | ------- | 99 | 10.6 |
| Maryland | 9,750 | 4,331 | 2,893 | 96.7 | 2,166 | 162 | 157 | ------- | 162 | 5.5 |
| Massachusetts | 22,020 | 8,831 | 7,082 | 140.5 | 9,308 | 603 | 504 | 99 | 549 | 11.2 |
| Michigan | 22,712 | 7,183 | 3,423 | 44.2 | 11,481 | 1,221 | 1,009 | 212 | 1,136 | 14.3 |
| Minnesota | 10,074 | 2,755 | 2,518 | 74.7 | 5,444 | 314 | 258 | 56 | 715 | 21.1 |
| Mississippi | 5,210 | 2,040 | 2,040 | 95.7 | 1,118 | 63 | 62 | ------- | 63 | 2.9 |
| Missouri | 11,800 | 3,210 | 1,822 | 42.8 | 2,728 | 142 | 127 | 14 | 112 | 2.7 |
| Montana | 1,073 | 788 | 788 | 110.2 | 769 | 41 | 41 | ------- | 41 | 6.0 |
| Nebraska | 4,228 | 1,004 | 1,004 | 78.9 | 2,415 | 161 | 155 | 4 | 128 | 8.9 |
| Nevada | 553 | 322 | 322 | 118.8 | (6) | (6) | (6) | (6) | (6) | (6) |
| New Hampshire | 2,578 | 770 | 770 | 131.6 | 801 | 60 | 57 | 3 | 52 | 8.9 |
| New Jersey | 21,779 | 7,360 | 5,966 | 100.9 | 6,135 | 399 | 399 | ------- | 362 | 6.2 |
| New Mexico | 931 | 902 | 646 | 71.5 | 190 | 37 | 31 | 6 | 37 | 4.3 |
| New York | 93,955 | 20,932 | 18,231 | 110.0 | 24,377 | 1,923 | 1,762 | 125 | 1,638 | 10.3 |
| North Carolina | 9,976 | 4,605 | 4,144 | 93.7 | 1,952 | 121 | 116 | ------- | 98 | 2.2 |
| North Dakota | 1,695 | 1,010 | 1,010 | 161.9 | 1,172 | 88 | 68 | 20 | 88 | 13.8 |
| Ohio | 28,956 | 9,826 | 8,720 | 90.9 | 7,717 | 853 | 853 | ------- | 827 | 8.5 |
| Oklahoma | 7,344 | 2,124 | 1,436 | 63.3 | 7 71 | (6) | (6) | (6) | (6) | (6) |
| Oregon | 5,053 | 2,357 | 2,288 | 130.7 | 2,024 | 243 | 240 | 2 | 178 | 10.1 |
| Pennsylvania | 40,053 | 10,040 | 6,234 | 55.6 | 11,705 | 978 | 900 | 35 | 713 | 6.3 |
| Rhode Island | 3,513 | 1,209 | 1,074 | 120.4 | 921 | 53 | 51 | ------- | 44 | 5.2 |
| South Carolina | 6,637 | 1,964 | 1,905 | 82.3 | 2,377 | 191 | 184 | 7 | 191 | 8.1 |
| South Dakota | 1,694 | 517 | 517 | 76.9 | 1,034 | 107 | 83 | 24 | 107 | 15.7 |
| Tennessee | 8,419 | 3,590 | 2,731 | 77.4 | 1,326 | 139 | 132 | ------- | 124 | 3.6 |
| Texas | 16,024 | 6,592 | 5,429 | 58.4 | 6,708 | 832 | 826 | 6 | 791 | 8.5 |
| Utah | 1,128 | 410 | 410 | 46.9 | 869 | 60 | 60 | ------- | 60 | 6.8 |
| Vermont | 1,707 | 611 | 371 | 96.4 | 601 | 46 | 46 | ------- | 43 | 11.6 |
| Virginia | 11,520 | 3,928 | 2,613 | 68.9 | 2,891 | 245 | 215 | 22 | 191 | 4.9 |
| Washington | 6,770 | 2,052 | 1,406 | 50.8 | 3,511 | 237 | 233 | ------- | 237 | 8.6 |
| West Virginia | 5,470 | 1,665 | 1,660 | 88.7 | 364 | 46 | 36 | 9 | 46 | 2.3 |
| Wisconsin | 15,279 | 4,000 | 4,107 | 105.0 | 4,432 | 362 | 345 | 17 | 265 | 6.0 |
| Wyoming | 648 | 180 | 180 | 55.7 | 619 | 54 | 49 | 2 | 54 | 17.0 |

[1] Excludes Veterans Administration hospitals.
[2] Rate per 100,000 civilian population estimated as of July 1, 1959.
[3] Includes 147 persons neither mentally defective nor epileptic.
[4] Excludes Alaska and Hawaii.
[5] No institutions for the care of mental defectives and epileptics.
[6] Not available.
[7] Patients reported in private institutions only.

Source: Department of Health, Education, and Welfare, Public Health Service: *Patients in Mental Institutions* and *Current Reports*.

## No. 98. Patients in Mental Hospitals and in Institutions for Mental Defectives and Epileptics: 1935 to 1960

[As of end of year. Beginning 1960, includes Alaska. Completeness of reporting from hospitals and institutions varies from year to year. Data include estimates for underreporting for 1957 to 1960]

| Year | Patients in hospitals for mental disease | | | | | Patients in institutions for mental defectives and epileptics | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Total | | VA hospitals | Public hospitals [2] | Private hospitals | Total | | Public institutions [3] | Private institutions |
| | Number of patients | Rate [1] | | | | Number of patients | Rate [1] | | |
| 1935 | 421,446 | 331.2 | 22,269 | 388,535 | 10,642 | 97,430 | 76.6 | 93,150 | 4,280 |
| 1940 | 483,448 | 367.2 | 32,227 | 440,549 | 10,672 | 104,784 | 79.6 | 101,164 | 3,620 |
| 1945 | 519,593 | 407.3 | 43,239 | 463,254 | 13,100 | 119,232 | 93.5 | 113,376 | 5,856 |
| 1950 | 576,130 | 384.9 | 51,558 | 512,501 | 14,076 | 135,082 | 89.9 | 128,145 | 6,937 |
| 1955 | 631,503 | 389.1 | 57,991 | 558,022 | 14,500 | 151,087 | 93.1 | 143,548 | 7,539 |
| 1956 | 625,566 | 378.4 | 60,080 | 551,390 | 14,096 | 154,170 | 93.3 | 146,241 | 7,933 |
| 1957 | 621,412 | 369.1 | 59,240 | 548,020 | 13,546 | 158,365 | 94.1 | 150,509 | 7,856 |
| 1958 | 619,508 | 361.4 | 59,355 | 545,182 | 14,471 | 161,815 | 94.4 | 153,699 | 8,116 |
| 1959 | 610,384 | 353.1 | 60,805 | 531,883 | 13,696 | 165,880 | 95.0 | 157,730 | 8,153 |
| 1960 (prel.) | 609,705 | 342.3 | 60,264 | 535,796 | 13,705 | 168,486 | 94.6 | 160,705 | 7,781 |

[1] Rate per 100,000 population estimated as of July 1. Total population used for 1935; civilian population thereafter.
[2] Includes State, psychopathic, county, and city hospitals through 1950.
[3] Includes city institutions up to 1948 when last city institution was transferred to State auspices.

Source: Department of Health, Education, and Welfare, Public Health Service; *Patients in Mental Institutions* and *Mental Health Statistics* and *Current Reports;* and Veterans Administration.

## No. 99. Personnel and Maintenance Expenditures of Public Mental Hospitals and of Public Institutions for Mental Defectives and Epileptics: 1940 to 1959

[Excludes Alaska and Hawaii]

| Item | 1940 | 1945 | 1950 | 1955 | 1957 | 1958 | 1959 |
|---|---|---|---|---|---|---|---|
| **Public mental hospitals [1]** | | | | | | | |
| Total personnel, full-time | 70,195 | 63,303 | 110,847 | 146,392 | 162,753 | 169,707 | 174,035 |
| Average daily resident patient population | 401,679 | 435,644 | 604,639 | 555,033 | 549,330 | 546,679 | 542,135 |
| Ratios of patients to personnel: [2] | | | | | | | |
| Total employed | 5.7 | 6.8 | 4.5 | 3.8 | 3.4 | 3.2 | 3.1 |
| Physicians [3] | 274.8 | 384.3 | 247.7 | 199.6 | 167.4 | 145.6 | 135.3 |
| Graduate nurses | 94.0 | 166.8 | 101.1 | 80.8 | 71.7 | 64.1 | 62.8 |
| Other nurses and attendants | 10.3 | 13.0 | 8.1 | 6.9 | 6.2 | 5.9 | 5.7 |
| Social workers | 1,144.9 | 1,050.6 | 812.4 | 400.0 | 375.9 | 340.9 | 297.6 |
| Maintenance expenditures, total [4] ... $1,000 | 110,778 | 165,743 | 390,673 | 618,087 | 731,875 | 806,711 | 849,493 |
| Per capita ... dollars | 301 | 386 | 790 | 1,117 | 1,332 | 1,476 | 1,567 |
| **Public institutions for mental defectives and epileptics** | | | | | | | |
| Total personnel, full-time | 15,744 | 15,926 | 25,744 | 36,333 | 41,235 | 46,218 | 49,892 |
| Average daily resident patient population | 96,075 | 111,268 | 125,704 | 141,558 | 143,363 | 153,453 | 158,119 |
| Ratios of patients to personnel: | | | | | | | |
| Total employed | 6.2 | 7.0 | 4.9 | 3.9 | 3.5 | 3.3 | 3.2 |
| Physicians | 518.6 | 732.0 | 519.4 | 398.7 | 380.3 | 352.0 | 337.1 |
| Graduate nurses | 210.4 | 320.4 | 210.9 | 158.2 | 130.8 | 113.7 | 103.8 |
| Other nurses and attendants | 11.7 | 14.1 | 9.1 | 6.8 | 6.1 | 5.8 | 5.5 |
| Teachers | 140.5 | 187.5 | 166.5 | 155.0 | 125.9 | 130.7 | 126.2 |
| Maintenance expenditures, total [4] ... $1,000 | 27,961 | 42,727 | 91,822 | 153,458 | 190,816 | 214,813 | 224,715 |
| Per capita [5] ... dollars | 291 | 386 | 746 | 1,093 | 1,280 | 1,409 | 1,503 |

[1] Prior to 1950, includes State hospitals only.
[2] Based only on average daily resident patient population of hospitals reporting personnel by occupation.
[3] Excludes superintendents, assistant superintendents, and medical interns.
[4] Includes salaries and wages, purchased provisions, fuel, light, water, etc.
[5] Total maintenance expenditures divided by average daily resident patient population of institutions reporting expenditures.

Source: Department of Health, Education, and Welfare, Public Health Service; *Patients in Mental Institutions* and *Current Reports.*

## No. 100. First Admissions to Public Mental Hospitals by Mental Disorder, Age, and Sex: 1958 and 1959

[Excludes Alaska and Hawaii. Based on hospital reports of first admissions of patients by diagnosis, age, and sex. Excludes Veterans Administration Hospitals]

| Diagnosis and age | 1958 | | | 1959 | | |
|---|---|---|---|---|---|---|
| | Total [1] | Male | Female | Total [1] | Male | Female |
| **All patients** | 127,139 | 72,159 | 54,980 | 124,417 | 69,672 | 54,745 |
| Acute brain syndromes | 4,520 | 3,492 | 1,028 | 4,497 | 3,471 | 1,026 |
| Chronic brain syndromes | 42,296 | 23,331 | 18,965 | 38,528 | 21,008 | 17,460 |
| Cerebral arteriosclerosis | 19,461 | 10,528 | 8,933 | 18,904 | 10,033 | 8,871 |
| Senile brain disease | 11,236 | 5,212 | 6,024 | 9,722 | 4,482 | 5,240 |
| Other chronic brain syndromes | 11,599 | 7,591 | 4,008 | 9,902 | 6,553 | 3,349 |
| Psychotic disorders | 40,827 | 18,520 | 22,307 | 39,459 | 17,367 | 22,092 |
| Schizophrenic reactions | 29,816 | 14,259 | 15,557 | 28,678 | 13,440 | 15,238 |
| Other psychotic reactions | 11,011 | 4,261 | 6,750 | 10,781 | 3,927 | 6,854 |
| Psychoneurotic reactions | 7,523 | 3,104 | 4,419 | 8,333 | 3,048 | 5,285 |
| Personality disorders | 19,570 | 15,734 | 3,836 | 20,471 | 16,509 | 3,962 |
| Mental deficiency | 4,208 | 2,073 | 1,535 | 3,655 | 2,206 | 1,449 |
| All other mental disorders | 5,894 | 3,621 | 2,273 | 6,969 | 4,205 | 2,764 |
| Without mental disorder | 2,301 | 1,084 | 617 | 2,505 | 1,798 | 707 |
| **Age** | | | | | | |
| **Total** | 127,139 | 72,159 | 54,980 | 124,417 | 69,672 | 54,745 |
| Under 15 years | 2,756 | 1,845 | 911 | 3,056 | 2,089 | 967 |
| 15 to 24 years | 14,527 | 9,028 | 5,499 | 15,250 | 9,178 | 6,072 |
| 25 to 34 years | 21,071 | 11,755 | 9,316 | 21,010 | 11,463 | 9,547 |
| 35 to 44 years | 21,751 | 12,579 | 9,172 | 21,880 | 12,468 | 9,412 |
| 45 to 54 years | 19,084 | 11,442 | 7,642 | 18,607 | 10,910 | 7,697 |
| 55 to 64 years | 14,405 | 8,136 | 6,269 | 13,555 | 7,581 | 5,974 |
| 65 to 74 years | 14,870 | 8,031 | 6,839 | 13,599 | 7,229 | 6,370 |
| 75 to 84 years | 13,646 | 6,973 | 6,673 | 12,806 | 6,505 | 6,301 |
| 85 and over | 4,515 | 2,050 | 2,465 | 4,196 | 1,966 | 2,230 |
| Unknown | 514 | 320 | 194 | 468 | 293 | 175 |

[1] For 1958, excludes 10,162 first admissions for whom age and mental diagnosis were not available; for 1959, 13,445.

Source: Department of Health, Education, and Welfare, Public Health Service; *Patients in Mental Institutions* and *Current Reports*.

## No. 101. Specified Reportable Diseases—Cases Reported: 1945 to 1960

[Beginning 1950, includes Alaska, and 1960, Hawaii. For qualifications of data, see headnote, table 102. See also *Historical Statistics, Colonial Times to 1957*, series B 275–281, for rates for selected diseases]

| Disease | 1945 | 1950 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 |
|---|---|---|---|---|---|---|---|---|
| Amebiasis | 3,412 | 4,508 | 3,348 | 3,689 | 5,031 | 4,380 | 3,508 | 3,424 |
| Brucellosis (undulant fever) | 5,049 | 3,510 | 1,444 | 1,300 | 983 | 924 | 892 | 761 |
| Diphtheria | 12,675 | 5,796 | 1,984 | 1,568 | 1,211 | 918 | 934 | 918 |
| Dysentery, bacillary (shigellosis) | 34,943 | 23,367 | 13,912 | 10,306 | 9,822 | 11,801 | 12,888 | 12,487 |
| Encephalitis, acute infectious | 785 | 1,135 | 2,166 | 2,624 | 2,135 | 2,587 | 2,437 | 2,341 |
| Hepatitis, infectious, and serum | (1) | 2,820 | 31,951 | 19,234 | 14,922 | 16,204 | 22,574 | 41,566 |
| Leprosy | 40 | 41 | 75 | 52 | 36 | 39 | 44 | 54 |
| Malaria | 62,763 | 2,184 | 522 | 234 | 132 | 85 | 71 | 72 |
| Measles | 146,013 | 310,124 | 555,156 | 611,936 | 486,799 | 763,004 | 406,162 | 441,703 |
| Meningococcal infections | 8,208 | 3,783 | 3,455 | 2,735 | 2,691 | 2,581 | 2,180 | 2,250 |
| Poliomyelitis, acute | 13,624 | 33,300 | 28,985 | 15,140 | 5,485 | 5,787 | 8,425 | 3,190 |
| Psittacosis | 27 | 26 | 334 | 568 | 278 | 158 | 147 | 113 |
| Rabies in animals [2] | 9,928 | 7,901 | 5,799 | 5,681 | 4,542 | 4,787 | 4,177 | 3,567 |
| Rocky Mountain spotted fever | 472 | 464 | 295 | 293 | 240 | 243 | 199 | 204 |
| Salmonellosis, paratyphoid fever | 649 | 1,233 | 5,447 | 6,704 | 6,693 | 6,363 | 6,606 | 6,920 |
| Scarlet fever and streptococcal sore throat | 185,570 | 64,404 | 147,502 | 176,392 | 226,973 | 264,007 | 334,715 | 315,173 |
| Smallpox | 346 | 39 | [3] 2 | ------- | [3] 1 | ------- | ------- | ------- |
| Tetanus | (1) | 486 | 462 | 468 | 447 | 445 | 445 | 368 |
| Trichinosis | (1) | 327 | 264 | 202 | 178 | 176 | 227 | 100 |
| Tuberculosis, all forms | 114,031 | 121,742 | 98,860 | 90,465 | 86,861 | 82,296 | 75,484 | 70,843 |
| Tularemia | 900 | 927 | 684 | 522 | 601 | 587 | 459 | 300 |
| Typhoid fever | 4,211 | 2,484 | 1,704 | 1,700 | 1,231 | 1,043 | 859 | 816 |
| Typhus fever, endemic (murine) | 5,103 | 685 | 185 | 98 | 113 | 71 | 51 | 68 |
| Venereal diseases (civilian cases): | | | | | | | | |
| Gonorrhea | 318,863 | 286,746 | 236,197 | 224,342 | 214,496 | 232,513 | 240,158 | 258,933 |
| Syphilis | 351,767 | 217,558 | 122,302 | 130,168 | 123,753 | 113,834 | 120,766 | 122,003 |
| Other | 10,201 | 8,187 | 3,913 | 2,981 | 2,433 | 2,343 | 2,459 | 2,811 |
| Whooping cough (pertussis) | 135,792 | 120,718 | 62,786 | 31,732 | 28,295 | 32,148 | 40,005 | 14,800 |

[1] Not available.
[2] For 1945 and 1950, figures from Economic Research Service, Department of Agriculture.
[3] None of these cases fulfills the generally accepted criteria for a diagnosis of smallpox.

Source: Department of Health, Education, and Welfare, Public Health Service; *Morbidity and Mortality Weekly Report* (annual supplement), Vol. 3, No. 53, and Vol. 9, No. 53; and records.

## No. 102. Specified Reportable Diseases—Cases Reported, by Month: 1960

[Includes Alaska and Hawaii. Figures in this table and table 101 should be interpreted with caution. Reporting of most of these diseases is known to be seriously incomplete. However, these figures have proved valuable to health authorities by indicating significant changes in disease incidence. They should not be interpreted as measures of total amount of illness caused by the diseases concerned]

| Disease | Total[1] | Jan. | Feb. | Mar. | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Dec. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Amebiasis | 3,424 | 256 | 221 | 297 | 314 | 339 | 304 | 233 | 373 | 261 | 269 | 319 | 238 |
| Aseptic meningitis | 1,593 | 52 | 48 | 38 | 52 | 48 | 85 | 158 | 270 | 261 | 111 | 68 | 51 |
| Brucellosis (undulant fever) | 751 | 62 | 65 | 51 | 102 | 82 | 58 | 70 | 61 | 54 | 53 | 40 | 40 |
| Diphtheria | 918 | 86 | 76 | 41 | 55 | 36 | 14 | 29 | 51 | 81 | 114 | 153 | 181 |
| Dysentery, bacillary (shigellosis) | 12,487 | 1,865 | 604 | 694 | 671 | 664 | 989 | 1,158 | 1,321 | 1,337 | 1,174 | 1,095 | 913 |
| Encephalitis, acute infectious | 2,341 | 147 | 138 | 200 | 210 | 195 | 234 | 201 | 244 | 245 | 168 | 151 | 149 |
| Hepatitis, infectious and serum | 41,066 | 3,033 | 3,109 | 3,322 | 3,683 | 3,375 | 2,812 | 2,586 | 3,211 | 3,276 | 3,818 | 4,170 | 5,069 |
| Leprosy | 54 | 4 | 5 | 8 | 1 | 5 | 4 | 3 | 9 | 3 | 1 | 6 | 4 |
| Malaria | 72 | 5 | 4 | 6 | 1 | 5 | 6 | 11 | 7 | 9 | 7 | 6 | 5 |
| Measles | 441,703 | 34,813 | 42,552 | 60,358 | 83,667 | 82,211 | 60,709 | 21,385 | 7,352 | 3,510 | 5,167 | 10,543 | 20,218 |
| Meningococcal infections | 2,259 | 232 | 253 | 249 | 192 | 178 | 175 | 142 | 132 | 131 | 189 | 186 | 199 |
| Meningitis, other | 3,724 | 251 | 217 | 296 | 240 | 248 | 251 | 251 | 394 | 422 | 424 | 347 | 377 |
| Poliomyelitis, acute | 3,190 | 75 | 56 | 44 | 50 | 68 | 167 | 420 | 719 | 709 | 475 | 225 | 181 |
| Psittacosis | 113 | 6 | 12 | 9 | 9 | 6 | 14 | 12 | 8 | 9 | 7 | 6 | 12 |
| Rabies in animals | 3,567 | 338 | 374 | 453 | 360 | 325 | 317 | 299 | 273 | 191 | 183 | 197 | 229 |
| Rheumatic fever, acute | 9,022 | 816 | 751 | 907 | 912 | 846 | 867 | 756 | 680 | 616 | 609 | 664 | 582 |
| Rocky Mountain spotted fever | 204 | 7 | ---------- | 1 | 4 | 28 | 42 | 49 | 41 | 25 | 6 | 5 | 2 |
| Salmonellosis, except typhoid fever | 6,929 | 403 | 410 | 442 | 416 | 479 | 510 | 546 | 757 | 914 | 614 | 784 | 645 |
| Scarlet fever and streptococcal sore throat | 315,173 | 36,420 | 37,306 | 41,387 | 35,796 | 27,597 | 20,469 | 15,104 | 14,093 | 13,994 | 19,712 | 23,667 | 29,607 |
| Tetanus | 268 | 19 | 22 | 12 | 28 | 30 | 37 | 30 | 40 | 36 | 47 | 26 | 35 |
| Trichiniasis | 160 | 14 | 9 | 7 | 21 | 8 | 13 | 8 | 16 | 13 | 15 | 10 | 25 |
| Tularemia | 390 | 50 | 26 | 18 | 23 | 20 | 34 | 54 | 56 | 27 | 18 | 19 | 45 |
| Typhoid fever | 816 | 37 | 46 | 28 | 58 | 86 | 72 | 95 | 86 | 96 | 81 | 63 | 62 |
| Typhus fever, endemic (murine) | 68 | 4 | 1 | ---------- | 6 | 7 | 16 | 16 | 2 | 5 | 5 | 4 | 2 |
| Whooping cough (pertussis) | 14,809 | 2,023 | 1,533 | 1,350 | 1,610 | 1,223 | 1,242 | 1,203 | 1,184 | 1,096 | 795 | 782 | 745 |

[1] Includes cases not tabulated by month.

Source: Department of Health, Education, and Welfare, Public Health Service; *Morbidity and Mortality Weekly Report* (annual supplement), Vol. 9, No. 53.

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## No. 103. Acute Conditions, by Condition Group and Age, and Rate Per 100 Persons: 1960

[For year ending June 30. Includes Alaska and Hawaii. Data refer to civilian noninstitutional population. Based on a sample and subject to sampling variability; see source for detailed explanation. An acute condition is generally defined as a medically attended condition which has lasted less than 3 months]

| Condition group | All ages | Under 5 years | 5 to 14 years | 15 to 24 years | 25 to 44 years | 45 to 64 years | 65 and over |
|---|---|---|---|---|---|---|---|
| **Number of conditions (1,000)** | | | | | | | |
| **Both sexes** | 228,163 | 54,336 | 50,642 | 23,557 | 49,508 | 32,009 | 13,111 |
| Male | 104,554 | 28,482 | 23,301 | 12,108 | 19,989 | 14,975 | 5,199 |
| Female | 123,609 | 25,855 | 26,341 | 10,449 | 29,520 | 17,033 | 7,912 |
| Infectious and parasitic diseases | 27,880 | 8,639 | 9,606 | 2,182 | 4,201 | 2,436 | (1) |
| Upper respiratory conditions | 70,100 | 23,522 | 15,740 | 7,044 | 11,173 | 8,998 | 3,624 |
| Other respiratory conditions | 45,057 | 8,137 | 8,966 | 5,021 | 11,353 | 7,825 | 3,755 |
| Digestive system conditions | 12,217 | 2,313 | 1,781 | 1,948 | 3,372 | 2,178 | (1) |
| Fractures, dislocations, sprains, and strains | 9,859 | (1) | 1,902 | 1,367 | 2,718 | 2,184 | (1) |
| Open wounds and lacerations | 11,989 | 2,321 | 3,385 | 1,779 | 2,620 | 1,467 | (1) |
| Contusions and superficial injuries | 7,472 | (1) | 1,557 | 1,437 | 1,746 | 1,446 | (1) |
| Other current injuries | 8,932 | 1,607 | 2,221 | 1,180 | 2,094 | 1,159 | (1) |
| All other acute conditions | 34,657 | 6,545 | 5,490 | 6,109 | 10,252 | 4,316 | 1,975 |
| **Rate per 100 persons** | | | | | | | |
| **Both sexes** | 130.7 | 272.7 | 142.1 | 125.2 | 109.0 | 89.7 | 86.5 |
| Male | 123.0 | 290.7 | 130.8 | 112.0 | 91.9 | 86.9 | 76.0 |
| Female | 137.9 | 254.4 | 153.8 | 137.2 | 124.8 | 92.3 | 95.1 |
| Infectious and parasitic diseases | 16.0 | 43.4 | 26.9 | 9.6 | 9.3 | 6.8 | (1) |
| Upper respiratory conditions | 40.1 | 118.0 | 44.2 | 30.9 | 24.6 | 25.2 | 23.9 |
| Other respiratory conditions | 25.8 | 40.8 | 25.2 | 22.0 | 25.0 | 21.9 | 24.8 |
| Digestive system conditions | 7.0 | 11.6 | 5.0 | 8.5 | 7.4 | 6.1 | (1) |
| Fractures, dislocations, sprains, and strains | 5.6 | (1) | 5.3 | 8.2 | 6.0 | 6.1 | (1) |
| Open wounds and lacerations | 6.9 | 11.6 | 9.5 | 7.8 | 5.8 | 4.1 | (1) |
| Contusions and superficial injuries | 4.3 | (1) | 4.4 | 6.3 | 3.8 | 4.1 | (1) |
| Other current injuries | 5.1 | 8.1 | 6.2 | 5.2 | 4.6 | 3.2 | (1) |
| All other acute conditions | 19.8 | 32.8 | 15.4 | 26.8 | 22.5 | 12.1 | 13.9 |

[1] Withheld because estimate did not meet publication standards.

Source: Department of Health, Education, and Welfare, Public Health Service; *Health Statistics From the U.S. National Health Survey*.

## No. 104. Average Prevalence of Selected Chronic Conditions by Age, Sex, and Residence: 1957–59

[Excludes Alaska and Hawaii. Data are annual averages based on household interviews from July 1957 through June 1959 and refer to the civilian noninstitutional population. Based on a sample and subject to sampling variability; see source for detailed explanation]

| Selected conditions | Total | Age | | | Sex | | Residence | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 0 to 44 years | 45 to 64 years | 65 and over | Male | Female | Urban | Rural nonfarm | Rural farm |
| **Chronic conditions (1,000)** | | | | | | | | | |
| Heart conditions | 5,013 | 967 | 1,863 | 2,183 | 2,529 | 2,484 | 3,037 | 1,308 | 668 |
| High blood pressure | 5,234 | 1,023 | 2,317 | 1,894 | 1,498 | 3,736 | 3,250 | 1,267 | 717 |
| Diabetes | 1,530 | 266 | 671 | 593 | 660 | 871 | 954 | 380 | 197 |
| Peptic ulcer | 2,440 | 1,155 | 959 | 327 | 1,771 | 669 | 1,444 | 658 | 337 |
| Arthritis and rheumatism | 10,845 | 1,924 | 6,022 | 3,898 | 3,806 | 7,038 | 6,442 | 2,664 | 1,739 |
| Hernia | 2,539 | 831 | 857 | 801 | 1,916 | 623 | 1,437 | 692 | 410 |
| Asthma-hay fever | 9,225 | 6,345 | 2,094 | 786 | 4,556 | 4,669 | 5,684 | 2,620 | 921 |
| Chronic bronchitis | 1,980 | 1,200 | 503 | 277 | 957 | 1,023 | 1,229 | 569 | 182 |
| Visual impairments | 3,048 | 695 | 839 | 1,514 | 1,476 | 1,571 | 1,810 | 802 | 436 |
| Deafness and other hearing impairments | 5,798 | 1,528 | 1,760 | 2,520 | 3,277 | 2,521 | 3,486 | 1,550 | 762 |
| Paralysis of major extremities and/or trunk | 936 | 323 | 285 | 328 | 510 | 426 | 577 | 240 | 119 |
| **Rate per 1,000 persons** | | | | | | | | | |
| Heart conditions | 29.6 | 8.0 | 53.6 | 148.8 | 30.6 | 28.5 | 29.5 | 28.0 | 33.1 |
| High blood pressure | 30.8 | 8.5 | 66.7 | 129.1 | 18.1 | 42.8 | 31.6 | 27.1 | 35.6 |
| Diabetes | 9.0 | 2.2 | 19.3 | 40.4 | 8.0 | 10.0 | 9.3 | 8.1 | 9.8 |
| Peptic ulcer | 14.4 | 9.6 | 27.6 | 22.3 | 21.4 | 7.7 | 14.0 | 14.1 | 16.7 |
| Arthritis and rheumatism | 63.9 | 16.0 | 144.5 | 265.8 | 46.1 | 80.7 | 62.6 | 56.9 | 86.3 |
| Hernia | 14.9 | 7.3 | 24.7 | 54.6 | 23.2 | 7.1 | 14.0 | 14.8 | 20.3 |
| Asthma-hay fever | 54.3 | 52.7 | 60.2 | 53.6 | 55.1 | 53.5 | 55.2 | 56.0 | 45.7 |
| Chronic bronchitis | 11.7 | 10.0 | 14.5 | 18.9 | 11.6 | 11.7 | 11.9 | 12.2 | 9.0 |
| Visual impairments | 17.9 | 5.8 | 24.1 | 103.2 | 17.9 | 18.0 | 17.6 | 17.1 | 21.6 |
| Deafness and other hearing impairments | 34.1 | 12.7 | 50.3 | 171.8 | 39.7 | 28.9 | 33.9 | 33.1 | 37.8 |
| Paralysis of major extremities and/or trunk | 5.5 | 2.7 | 8.2 | 22.4 | 6.2 | 4.9 | 5.6 | 5.1 | 5.9 |

Source: Department of Health, Education, and Welfare, Public Health Service; *Health Statistics From the U.S. National Health Survey*, and records.

## No. 105. Days of Disability Per Year and Per 100 Persons, by Acute Condition Group: 1961

[For year ending June 30. Includes Alaska and Hawaii. Data refer to civilian noninstitutional population and contain some duplications, since time lost because of several concurrent conditions is counted under each contributing condition. Based on a sample and subject to sampling variability; see source for detailed explanation. For definitions of types of time lost, see footnotes, table 100]

| Item | Acute condition group | | | | |
|---|---|---|---|---|---|
| | Infectious and parasitic | Respiratory | Digestive | Injuries | All other |
| Number of cases ..... 1,000,000 | 49.1 | 196.3 | 22.0 | 49.7 | 41.7 |
| Rate per 100 persons | 27.0 | 110.3 | 12.7 | 27.9 | 23.4 |
| **TOTAL DISABILITY DAYS (1,000,000)** | | | | | |
| Restricted activity | 225.4 | 631.4 | 77.4 | 331.6 | 250.5 |
| Bed disability | 107.7 | 267.9 | 34.4 | 83.5 | 97.8 |
| Work loss [1] | 16.0 | 68.0 | 12.4 | 75.8 | 28.1 |
| School loss [2] | 45.8 | 84.9 | 6.0 | 10.5 | 11.1 |
| **DAYS PER 100 PERSONS** | | | | | |
| Restricted activity | 126.6 | 354.7 | 43.5 | 186.3 | 145.8 |
| Bed disability | 60.5 | 150.5 | 19.3 | 46.9 | 55.0 |
| Work loss [3] | 25.7 | 109.6 | 20.0 | 122.1 | 45.2 |
| School loss [2] | 121.7 | 220.6 | 17.8 | 27.3 | 23.8 |

[1] Computed for persons 17 years old and over.
[2] Computed for children 6 to 16 years old.
[3] Population upon which rate is computed is only persons 17 years old and over who reported "working" as their major activity during the 12-month period preceding the week of interview.

Source: Department of Health, Education, and Welfare, Public Health Service; *Health Statistics From the U.S. National Health Survey.*

## No. 106. Days of Disability Per Year and Per Person, by Type of Time Lost and Sex: 1961

[For year ending June 30. Includes Alaska and Hawaii. Data refer to civilian noninstitutional population. Based on a sample and subject to sampling variability; see source for detailed explanation]

| Type of time lost | Total disability days (1,000,000) | | | Days per person | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | Sex | | Residence | | |
| | Both sexes | Male | Female | Total | Male | Female | Urban | Rural nonfarm | Rural farm |
| Restricted-activity days [1] | 2,937.4 | 1,261.9 | 1,675.5 | 16.5 | 14.6 | 18.3 | 16.3 | 15.8 | 19.1 |
| Bed-disability days [2] | 1,040.0 | 436.1 | 603.9 | 5.8 | 5.0 | 6.6 | 5.8 | 5.6 | 6.4 |
| Work-loss days [3] | 364.6 | 237.1 | 127.5 | 5.4 | 5.3 | 5.6 | 5.3 | 5.3 | 6.6 |
| School-loss days [4] | 183.9 | 94.7 | 89.2 | 4.8 | 4.8 | 4.7 | 5.1 | 4.7 | 3.9 |

[1] A day when a person cuts down on his usual activities for the whole of the day because of an illness or an injury. Includes bed-disability, work-loss, and school-loss days.
[2] A day on which a person was kept in bed either all or most of the day because of an illness or injury. Includes those work-loss and school-loss days actually spent in bed.
[3] A day is counted as a work-loss day if a person loses the entire work day because of illness or injury. Computed for persons 17 years of age and over. Population upon which rate is computed includes only persons who were "currently employed," defined as those who were working or had a job or business during the 2-week period preceding the week of interview.
[4] A day is counted as lost from school if the child lost the entire school day because of illness or injury. Computed for children 6 to 16 years of age.

Source: Department of Health, Education, and Welfare, Public Health Service; records.

## No. 107. Frequency of Specified Health Conditions and Utilization of Services, by Age Groups: 1959 and 1960

[Rate per 100 persons per year. For years ending June 30. Excludes Alaska and Hawaii. Based on a sample and subject to sampling variability; see source for detailed explanation]

| Subject | 1959 | | | 1960 | | |
|---|---|---|---|---|---|---|
| | All ages | Persons under 65 | Persons 65 and over | All ages | Persons under 65 | Persons 65 and over |
| Restricted activity days [1] | 1,677 | 1,363 | 3,709 | 1,621 | 1,415 | 3,732 |
| Bed-disability days including hospital days [1] | 577 | 516 | 1,215 | 604 | 533 | 1,365 |
| Days in short-stay hospitals | 86 | 77 | 185 | (2) | (2) | (2) |
| Incidence of acute conditions | 215 | 222 | 134 | 203 | 210 | 130 |
| Persons with one or more chronic conditions | 40 | 37 | 77 | 41 | 38 | 79 |
| Persons with activity limited by chronic conditions | 10 | 7 | 41 | 11 | 7 | 43 |
| Persons injured | 27 | 27 | 21 | 25 | 25 | 20 |
| Physician visits | 475 | 450 | 670 | (2) | (2) | (2) |
| Dental visits | 145 | 150 | 83 | (2) | (2) | (2) |

[1] For definition of terms, see footnotes 1 and 2, table 100.
[2] Not available.

Source: Department of Health, Education, and Welfare, Public Health Service; *Health Statistics From the U.S. National Health Survey*; and records.

## No. 108. Percent Distribution of Aged Couples and Nonmarried Beneficiaries by Medical Cost Incurred: 1957

[Based on survey of old-age and survivors insurance beneficiaries. For coverage under social security, see text, p. 273. See headnote, table 18, for definition of median]

| Total medical costs | Beneficiary couples [1] | | Nonmarried beneficiaries [3] | | Total medical costs | Beneficiary couples [1] | | Nonmarried beneficiaries [3] | |
|---|---|---|---|---|---|---|---|---|---|
| | Total | With 1 or both hospitalized [2] | Total | Hospitalized [2] | | Total | With 1 or both hospitalized [2] | Total | Hospitalized [2] |
| Total | 100.0 | 100.0 | 100.0 | 100.0 | $400 to $499 | 5.0 | 9.1 | 2.5 | 6.0 |
| None incurred | 2.8 | | 8.3 | | $500 to $599 | 4.0 | 8.1 | 1.0 | 8.9 |
| $1 to $99 | 28.0 | 1.2 | 42.8 | 1.8 | $600 to $799 | 3.4 | 8.3 | 1.7 | 8.4 |
| $100 to $199 | 17.1 | 3.0 | 17.1 | 9.3 | $800 to $999 | 2.3 | 7.7 | 1.0 | 6.0 |
| $200 to $299 | 12.6 | 5.5 | 8.0 | 8.1 | $1,000 or more | 7.0 | 28.2 | 4.0 | 21.6 |
| $300 to $399 | 8.5 | 7.0 | 3.8 | 6.0 | Not reported | 8.7 | 20.3 | 0.2 | 28.1 |
| | | | | | Median [4] | $195 | $700 | $95 | $300 |

[1] A couple consists of a beneficiary drawing a retired worker's benefit and a spouse, whether or not entitled to benefits. Included are 47 couples that had a member hospitalized the entire survey year or that were broken by death, divorce, or legal separation during the survey year.
[2] In a general hospital or in an institution for long-term care such as a nursing home or mental or tuberculosis hospital; in case of beneficiary couples, one or both members were hospitalized.
[3] Includes beneficiaries never married and those widowed, divorced, or separated during the entire survey year.
[4] Medians are interpolated from intervals, excluding beneficiary groups with cost not reported.

Source: Department of Health, Education, and Welfare, Social Security Administration.

## No. 109. Percent Distribution of Aged Couples and Nonmarried Beneficiaries, by Means of Meeting Medical Cost: 1957

[Based on survey of old-age and survivors insurance beneficiaries. For coverage under social security, see text, p. 273]

| Means of meeting cost | Beneficiary couples [1] | | | Nonmarried beneficiaries [2] | | |
|---|---|---|---|---|---|---|
| | All couples | Not hospitalized | Hospitalized [3] | All beneficiaries | Not hospitalized | Hospitalized [3] |
| **Total** | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| No cost incurred | 2.8 | 3.5 | ---------- | 8.3 | 9.9 | ---------- |
| All costs met out of beneficiary's resources [4] | 78.4 | 84.5 | 56.9 | 70.3 | 75.3 | 42.2 |
| Some costs met out of beneficiary's resources; beneficiary incurred debts for balance | 5.5 | 2.6 | 15.8 | 2.2 | 1.6 | 6.0 |
| Some or all costs met by others, total [5] | 13.2 | 9.3 | 27.0 | 19.0 | 13.3 | 51.8 |
| By relatives [6] | 6.5 | 4.4 | 14.1 | 10.4 | 7.3 | 28.1 |
| By public assistance agency | 2.2 | 1.5 | 4.1 | 5.6 | 3.9 | 15.3 |
| By other public or private welfare agency, including hospital [7] | 5.6 | 3.4 | 13.2 | 4.7 | 2.6 | 10.5 |
| Percent with costs met by health insurance | 15.2 | 4.4 | 52.9 | 7.7 | 1.4 | 43.4 |
| Percent incurring medical debts | 6.8 | 3.0 | 20.3 | 8.1 | 2.0 | 9.6 |

[1] See footnote 1, table 108. [2] See footnote 2, table 108. [3] See footnote 3, table 108.
[4] Beneficiary resources include income, assets, and health insurance.
[5] Total is smaller than sum of sub-items because sub-items are not mutually exclusive.
[6] Includes only beneficiaries who had medical bills paid directly by relatives or who received money from relatives to pay their medical bills. Excludes beneficiaries whose housing and food costs were paid wholly or in part by relatives.
[7] Includes a few cases where a private physician made no charge.

Source: Department of Health, Education, and Welfare, Social Security Administration.

## No. 110. Number of Persons Requiring Home Care and Number of Persons With Specified Type of Special Aid: 1959

[For year ending June 30. Excludes Alaska and Hawaii. Data refer to civilian noninstitutional population. Based on a sample and subject to sampling variability; see source for detailed explanation]

| Subject | Number (1,000) | | | Rate per 1,000 persons | | |
|---|---|---|---|---|---|---|
| | All ages | Under 65 years | 65 and over | All ages | Under 65 years | 65 and over |
| **Persons requiring home care** | 1,128 | 470 | 658 | 6.6 | 3.0 | 44.4 |
| Constant | 650 | 282 | 368 | 3.8 | 1.8 | 24.8 |
| Part-time | 478 | 188 | 290 | 2.8 | 1.2 | 19.6 |
| **Persons with special aids:** | | | | | | |
| Hearing aid | 1,161 | 514 | 648 | 6.8 | 3.3 | 43.7 |
| Artificial arm or leg | 139 | 115 | 25 | 0.8 | 0.7 | 1.7 |
| Brace | 695 | 633 | 62 | 4.1 | 4.0 | 4.2 |
| Wheel chair | 253 | 99 | 154 | 1.5 | 0.6 | 10.4 |

Source: Department of Health, Education, and Welfare, Public Health Service, U.S. National Health Survey; records.

## No. 111. Nutrition—Nutrients Available for Civilian Consumption Per Capita Per Day: 1930 to 1961

[Excludes Alaska and Hawaii. Based on Bureau of the Census estimated population as of July 1. Computed on basis of estimates of apparent civilian consumption (retail basis) including consumption from home gardens. No deductions have been made in nutrient estimates for loss or waste in home or for destruction or loss of nutrients during preparation of food. Deductions have been made for inedible refuse. Data for iron, thiamine, riboflavin, and niacin include amounts of these nutrients added to prepared cereals, bread, and white flour under enrichment program. See also *Historical Statistics, Colonial Times to 1957*, series G 546–551]

| Nutrients | Units | 1930 | 1940 | 1950 | 1955 | 1957 | 1958 | 1959 | 1960 | 1961 (prel.) |
|---|---|---|---|---|---|---|---|---|---|---|
| Food energy | Cal. | 3,500 | 3,380 | 3,300 | 3,220 | 3,150 | 3,180 | 3,210 | 3,190 | 3,190 |
| Protein | Grams | 93 | 93 | 95 | 96 | 94 | 95 | 96 | 95 | 96 |
| Fat | do | 136 | 144 | 147 | 148 | 144 | 146 | 148 | 146 | 147 |
| Carbohydrate | do | 484 | 437 | 409 | 386 | 379 | 382 | 382 | 382 | 382 |
| Calcium | do | 0.91 | 0.96 | 1.02 | 1.03 | 1.00 | 1.02 | 1.00 | 0.99 | 0.99 |
| Iron | Mg. | 14.5 | 15.0 | 16.8 | 16.4 | 16.0 | 16.1 | 16.4 | 16.5 | 16.5 |
| Vitamin A value | I. U. | 7,900 | 8,100 | 8,000 | 7,400 | 7,200 | 7,200 | 7,200 | 7,000 | 7,000 |
| Thiamine | Mg. | 1.57 | 1.56 | 1.88 | 1.85 | 1.78 | 1.79 | 1.83 | 1.79 | 1.78 |
| Riboflavin | do | 1.92 | 1.97 | 2.32 | 2.34 | 2.28 | 2.28 | 2.27 | 2.26 | 2.24 |
| Niacin | do | 16.1 | 16.7 | 19.4 | 19.7 | 19.8 | 19.7 | 20.2 | 20.1 | 20.4 |
| Ascorbic acid | do | 110 | 119 | 108 | 108 | 106 | 101 | 104 | 105 | 103 |
| Folic acid | do | 0.136 | 0.135 | 0.132 | 0.128 | 0.128 | 0.127 | 0.127 | 0.127 | 0.128 |

Source: Department of Agriculture, Economic Research Service; published annually in *National Food Situation*.

## No. 112. Nutrition—Apparent Civilian Per Capita Consumption of Major Food Commodities: 1930 to 1961

[In pounds, except as noted. Data on calendar year basis except as follows: Dried fruit, pack year; fresh citrus fruits and rice, crop year beginning previous year; peanuts and dry field peas, crop year beginning September of year indicated; and prior to 1950, canned fruits on a pack year. Excludes Alaska and Hawaii. Based on Bureau of the Census estimated population as of July 1. See also *Historical Statistics, Colonial Times to 1957*, series G 552-584]

| COMMODITY | 1930 | 1940 | 1950 | 1955 | 1957 | 1958 | 1959 | 1960 | 1961 (prel.) |
|---|---|---|---|---|---|---|---|---|---|
| Meats (carcass weight), total | 129.0 | 142.4 | 144.6 | 162.8 | 158.7 | 151.6 | 159.5 | 161.5 | 160.0 |
| Beef | 48.0 | 54.9 | 63.4 | 82.0 | 84.6 | 80.5 | 81.4 | 85.2 | 86.7 |
| Veal | 6.4 | 7.4 | 3.0 | 9.4 | 8.8 | 6.7 | 5.7 | 6.2 | 5.9 |
| Lamb and mutton | 6.7 | 6.6 | 4.0 | 4.6 | 4.2 | 4.2 | 4.8 | 4.8 | 5.0 |
| Pork (excluding lard) | 67.0 | 73.5 | 69.2 | 66.8 | 61.1 | 60.2 | 67.6 | 65.3 | 63.0 |
| Fish (edible weight), total | 10.3 | 10.6 | 11.6 | 10.4 | 10.1 | 10.6 | 10.7 | 10.5 | 10.0 |
| Fresh and frozen | 5.9 | 5.8 | 6.4 | 6.0 | 5.6 | 5.8 | 6.0 | 5.9 | (1) |
| Canned [2] | 3.4 | 4.2 | 4.5 | 3.8 | 3.9 | 4.2 | 4.1 | 4.0 | (1) |
| Cured | 1.0 | 0.6 | 0.7 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | (1) |
| Poultry products: | | | | | | | | | |
| Eggs (number) | 331 | 319 | 389 | 371 | 362 | 354 | 353 | 334 | 323 |
| Chicken (ready-to-cook) | 15.7 | 14.1 | 20.6 | 21.3 | 25.5 | 28.2 | 23.0 | 28.3 | 30.1 |
| Turkey (ready-to-cook) | 1.5 | 2.9 | 4.1 | 5.0 | 5.0 | 5.9 | 6.3 | 6.3 | 7.4 |
| Dairy products: | | | | | | | | | |
| Total milk fat solids | 32.1 | 32.5 | 20.4 | 27.2 | 26.0 | 25.7 | 25.0 | 24.0 | 24.0 |
| Total nonfat milk solids | 35.7 | 38.1 | 42.7 | 44.3 | 44.3 | 44.0 | 44.1 | 44.1 | 43.7 |
| Cheese | 4.7 | 6.0 | 7.7 | 7.9 | 7.7 | 8.2 | 8.1 | 8.4 | 8.7 |
| Condensed and evaporated milk | 13.6 | 19.3 | 20.1 | 16.2 | 15.4 | 14.8 | 14.3 | 13.8 | 13.3 |
| Fluid milk and cream | 337 | 331 | 349 | 350 | 344 | 336 | 330 | 324 | 314 |
| Ice cream (product weight) | 9.8 | 11.4 | 17.2 | 18.0 | 18.0 | 17.8 | 18.7 | 18.4 | 17.9 |
| Fats and oils, total, fat content | (1) | 46.4 | 45.9 | 45.9 | 44.3 | 45.3 | 46.2 | 45.4 | 45.8 |
| Butter, farm and factory (actual weight) | 17.6 | 17.0 | 10.7 | 9.0 | 8.3 | 8.3 | 7.9 | 7.5 | 7.5 |
| Margarine (actual weight) | 2.0 | 2.4 | 6.1 | 8.2 | 8.6 | 9.0 | 9.2 | 9.4 | 9.6 |
| Lard | 12.7 | 14.4 | 12.6 | 10.1 | 9.4 | 9.0 | 8.8 | 7.7 | 7.9 |
| Shortening | 9.8 | 9.0 | 11.0 | 11.5 | 10.4 | 11.3 | 12.0 | 12.6 | 12.7 |
| Other edible fats and oils | (1) | 7.4 | 8.6 | 10.5 | 10.8 | 10.5 | 11.1 | 11.5 | 11.4 |
| Fruits: | | | | | | | | | |
| Fresh, total | 133.6 | 142.1 | 107.4 | 101.6 | 99.3 | 97.8 | 101.5 | 97.4 | 95.4 |
| Citrus | 31.2 | 56.7 | 41.2 | 41.7 | 37.0 | 30.9 | 34.0 | 33.3 | 30.7 |
| Apples (commercial) | [3] 42.1 | 29.7 | 28.2 | 20.0 | 19.3 | 22.5 | 23.0 | 20.1 | 20.1 |
| Other (excluding melons) | 60.3 | 55.7 | 43.6 | 39.9 | 43.0 | 44.4 | 44.5 | 44.0 | 44.6 |
| Processed: | | | | | | | | | |
| Canned fruit | 12.8 | 19.1 | 22.0 | 22.6 | 22.4 | 22.7 | 22.1 | 23.1 | 23.1 |
| Canned juices (excl. frozen) | 0.3 | 7.2 | 18.4 | 12.9 | 13.2 | 12.7 | 11.2 | 12.1 | 12.2 |
| Frozen (incl. juices) | 0.5 | 1.3 | 4.3 | 8.7 | 9.0 | 7.9 | 8.8 | 9.1 | 9.2 |
| Dried | 5.4 | 6.0 | 4.1 | 3.6 | 3.6 | 3.0 | 3.3 | 3.3 | 3.3 |
| Vegetables and melons: | | | | | | | | | |
| Fresh (total commercial) [4] | 144.9 | 143.4 | 139.5 | 133.8 | 130.3 | 129.0 | 125.6 | 127.2 | 123.2 |
| Vegetables | 111.9 | 115.0 | 114.6 | 104.6 | 104.0 | 102.1 | 100.4 | 100.6 | 99.0 |
| Melons | 33.0 | 28.6 | 24.9 | 29.2 | 25.7 | 26.9 | 25.2 | 26.6 | 24.2 |
| Canned | 28.4 | 34.4 | 42.1 | 43.5 | 43.0 | 44.7 | 44.8 | 44.5 | 44.8 |
| Frozen | (1) | 0.6 | 3.4 | 6.6 | 7.5 | 8.1 | 8.9 | 9.8 | 10.8 |
| Potatoes | 132 | 123 | 106 | 106 | 106 | 101 | 101 | 102 | 104 |
| Sweetpotatoes | 13.3 | 16.2 | 12.1 | 8.2 | 7.2 | 6.7 | 7.7 | 6.2 | 5.6 |
| Dry edible beans | 9.6 | 8.4 | 8.6 | 7.3 | 7.5 | 7.7 | 7.6 | 7.3 | 7.6 |
| Dry field peas | 0.5 | 0.7 | 0.8 | 0.5 | 0.6 | 0.5 | 0.7 | 0.4 | 0.4 |
| Sugar (refined) | 109.6 | 95.7 | 100.8 | 97.5 | 97.0 | 98.1 | 97.7 | 98.9 | 98 |
| Grains: | | | | | | | | | |
| Corn products: | | | | | | | | | |
| Cornmeal | 28.3 | 24.5 | 11.8 | 8.7 | 8.0 | 7.6 | 7.5 | 7.4 | 7.3 |
| Corn sirup | 7.4 | 7.9 | 9.2 | 9.0 | 8.9 | 9.5 | 9.9 | 10.2 | 10.4 |
| Cornstarch | 1.5 | 1.3 | 1.0 | 2.0 | 1.9 | 1.9 | 1.9 | 1.8 | 1.8 |
| Corn sugar | 5.8 | 2.9 | 4.5 | 3.7 | 3.2 | 3.7 | 3.9 | 3.7 | 3.7 |
| Breakfast cereals | 3.0 | 1.9 | 1.5 | 1.7 | 1.7 | 1.8 | 1.8 | 1.8 | 1.8 |
| Hominy | 1.7 | 1.7 | 2.6 | 2.5 | 2.8 | 3.0 | 3.0 | 3.0 | 3.0 |
| Oat food products | 6.0 | 4.0 | 3.3 | 3.3 | 3.4 | 3.5 | 3.5 | 3.5 | 3.5 |
| Barley food products [5] | 5.4 | 1.1 | 1.4 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Wheat: | | | | | | | | | |
| Flour [6] | 171 | 155 | 135 | 123 | 119 | 121 | 120 | 118 | 117 |
| Breakfast cereals | 3.2 | 3.3 | 3.1 | 2.9 | 2.8 | 2.8 | 2.7 | 2.7 | 2.7 |
| Rye flour | 2.7 | 2.4 | 1.5 | 1.4 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| Rice, milled | 5.3 | 5.0 | 5.1 | 5.5 | 5.8 | 5.7 | 5.2 | 5.9 | 5.8 |
| Beverages: | | | | | | | | | |
| Coffee [7] | 12.5 | 15.5 | 16.2 | 15.3 | 15.7 | 15.9 | 15.9 | 16.8 | 16.0 |
| Tea | 6.7 | 0.7 | 0.6 | 0.6 | 0.6 | 0.0 | 0.6 | 0.6 | 0.6 |
| Cocoa beans | 3.0 | 4.8 | 4.6 | 3.8 | 4.2 | 3.7 | 4.2 | 4.1 | 4.4 |
| Peanuts (shelled) | 3.2 | 5.0 | 4.5 | 4.1 | 4.5 | 4.5 | 4.7 | 4.9 | 4.8 |

[1] Not available.
[2] Excludes canned food products containing small quantities of fish, such as chowder, etc.
[3] Includes apples from noncommercial areas. [4] Excludes produce from home gardens.
[5] In terms of malt equivalent. [6] Comprises white, whole wheat, and semolina flour. [7] Green bean basis.

Source: Department of Agriculture, Economic Research Service; published quarterly in *National Food Situation*.

## No. 113. Federal Food Programs—Direct Distribution, Indemnity Plan, and Special Milk Program: 1940 to 1961

[For years ending June 30. Participation data for peak month. Includes Alaska, Hawaii, Puerto Rico, Guam, and Virgin Islands]

| Year | Direct distribution | | | | | | Indemnity plan [1] (school-lunch program) | | Special milk program [3] | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Institutions and welfare cases | | | School-lunch programs | | | | | | |
| | Persons participating | Quantity | Cost [1] | Children participating | Quantity | Cost [1] | Children participating | Cost | Quantity reimbursed | Cost [1] |
| | *1,000* | *Mil. lbs.* | *$1,000* | *1,000* | *Mil. lbs.* | *$1,000* | *1,000* | *$1,000* | *Mil. ½pts.* | *$1,000* |
| 1940 | 11,910 | 1,695 | 57,674 | 2,496 | 93 | 3,902 | 7 | 1 | ---------- | ---------- |
| 1945 | 946 | 106 | 7,043 | 3,938 | 94 | 5,706 | 4,030 | 41,613 | ---------- | ---------- |
| 1950 | 1,113 | 255 | 24,452 | 10,129 | 467 | 55,189 | 7,840 | 64,537 | ---------- | ---------- |
| 1955 | 4,623 | 297 | 97,350 | 10,213 | 298 | 83,136 | 10,072 | 69,142 | 450 | 17,150 |
| 1957 | 4,381 | 644 | 104,446 | 11,922 | 529 | 146,632 | 10,056 | 83,915 | 1,763 | 60,473 |
| 1958 | 6,054 | 620 | 109,472 | 13,641 | 341 | 90,764 | 11,402 | 83,830 | 1,918 | 66,321 |
| 1959 | 7,133 | 863 | 136,856 | 14,107 | 453 | 109,491 | 12,054 | 93,890 | 2,176 | 74,285 |
| 1960 | 5,764 | 654 | 75,158 | 15,635 | 523 | 132,026 | 12,839 | 93,814 | 2,385 | 80,480 |
| 1961 | 7,820 | 1,011 | 173,977 | 16,042 | 510 | 132,701 | 13,463 | 93,746 | 2,477 | 84,198 |

[1] Represents cost to the Federal Government of the commodity as delivered to the State distributing agency; includes cost of purchase, handling, warehousing, and transportation, but excludes administrative costs.
[2] For 1940, represents School Milk Program, which was merged with indemnity plan in July 1943. See also headnote, table 115. Cost refers to subsidy payments by the Federal Government; excludes administrative costs.
[3] Initiated in September 1954 to increase the consumption of fluid milk in schools and child-care institutions authorized under the Agricultural Act of 1954, as amended.

Source: Department of Agriculture, Statistical Reporting Service; annual report, *Agricultural Statistics*.

## No. 114. Federal Food Programs—Direct Distribution, by Food Groups: 1961

[**Quantity in thousands of pounds; cost in thousands of dollars.** For year ending June 30. Includes Alaska, Hawaii, Puerto Rico, Guam, and Virgin Islands]

| Commodity | Total | | Institutions and welfare cases | | School-lunch programs | |
|---|---|---|---|---|---|---|
| | Quantity | Cost | Quantity | Cost | Quantity | Cost |
| **Total** | **1,520,820** | **306,681** | **1,010,911** | **173,977** | **509,909** | **132,704** |
| Beans, dried | 63,112 | 5,264 | 54,232 | 4,523 | 8,880 | 741 |
| Dairy products | 292,946 | 107,659 | 182,448 | 52,134 | 110,498 | 55,525 |
| Canned fruits | 80,063 | 10,153 | ---------- | ---------- | 80,063 | 10,153 |
| Canned vegetables | 37,607 | 3,066 | ---------- | ---------- | 37,607 | 3,066 |
| Fats and oils | 77,656 | 11,883 | 70,823 | 10,808 | 6,833 | 1,045 |
| Grain products | 737,546 | 42,172 | 594,392 | 33,784 | 143,154 | 8,388 |
| Meat products | 151,712 | 74,544 | 70,976 | 38,600 | 80,736 | 36,944 |
| Poultry products | 55,452 | 40,110 | 25,568 | 31,793 | 29,884 | 14,317 |
| Miscellaneous | 24,636 | 4,960 | 12,472 | 2,335 | 12,164 | 2,625 |

Source: Department of Agriculture, Statistical Reporting Service; annual report, *Agricultural Statistics*.

## No. 115. School Lunch Program (Indemnity Plan)—Schools and Children Participating, by States and Other Areas: 1961

[Comprises elementary and secondary schools. The indemnity plan is a subsidy program to expand markets for agricultural products, maintain outlets for government-owned commodities, and support school-lunch programs. Sponsors of school-lunch programs are reimbursed by the Federal Government for local purchases of food on a basis of quality and quantity of meals served]

| State or other area | Number of schools participating [1] | Enrollment | | | State or other area | Number of schools participating [1] | Enrollment | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Total [2] (1,000) | Participating | | | | Total [2] (1,000) | Participating | |
| | | | Number [1] (1,000) | Percent | | | | Number [1] (1,000) | Percent |
| Total | 63,961 | 42,205 | 13,453 | 31.9 | U.S.—Continued | | | | |
| | | | | | Mont. | 488 | 164 | 49 | 29.6 |
| United States | 61,963 | 41,861 | 13,283 | 31.8 | Nebr. | 591 | 329 | 102 | 31.0 |
| Ala. | 1,421 | 818 | 353 | 43.1 | Nev. | 90 | 67 | 12 | 17.8 |
| Alaska | 49 | 45 | 8 | 17.1 | N.H. | 821 | 138 | 40 | 29.0 |
| Ariz. | 440 | 338 | 116 | 34.9 | N.J. | 940 | 1,323 | 179 | 13.5 |
| Ark. | 962 | 434 | 205 | 47.2 | N. Mex. | 472 | 247 | 83 | 33.7 |
| Calif. | 3,466 | 3,056 | 604 | 18.2 | N.Y. | 3,630 | 3,595 | 866 | 24.1 |
| Colo. | 872 | 428 | 144 | 33.7 | N.C. | 1,797 | 1,114 | 581 | 52.2 |
| Conn. | 696 | 574 | 126 | 21.9 | N. Dak. | 651 | 156 | 74 | 47.3 |
| Del. | 129 | 100 | 26 | 25.1 | Ohio | 2,422 | 2,287 | 589 | 25.8 |
| D.C. [3] | 45 | 144 | 13 | 9.2 | | | | | |
| Fla. | 1,360 | 1,030 | 479 | 46.5 | Okla. | 1,653 | 556 | 207 | 37.2 |
| | | | | | Oreg. | 808 | 415 | 148 | 35.8 |
| Ga. | 1,700 | 949 | 500 | 52.7 | Pa. | 2,716 | 2,495 | 636 | 25.5 |
| Hawaii | 200 | 171 | 111 | 64.7 | R.I. | 172 | 181 | 30 | 16.8 |
| Idaho | 480 | 168 | 66 | 39.7 | S.C. | 1,780 | 593 | 321 | 54.1 |
| Ill. | 2,474 | 2,221 | 468 | 21.1 | S. Dak. | 325 | 164 | 51 | 30.9 |
| Ind. | 1,690 | 1,103 | 382 | 34.6 | Tenn. | 1,862 | 824 | 376 | 45.7 |
| Iowa | 1,531 | 600 | 291 | 48.2 | Tex. | 3,212 | 2,278 | 674 | 29.6 |
| Kans. | 1,157 | 510 | 178 | 34.9 | Utah | 453 | 243 | 106 | 43.6 |
| Ky. | 1,418 | 693 | 353 | 50.9 | Vt. | 340 | 91 | 33 | 35.8 |
| La. | 1,611 | 836 | 574 | 68.7 | | | | | |
| Maine | 614 | 239 | 72 | 30.0 | Va. | 1,463 | 894 | 353 | 39.4 |
| | | | | | Wash. | 1,271 | 687 | 219 | 31.8 |
| Md. | 828 | 722 | 191 | 26.5 | W. Va. | 1,491 | 452 | 175 | 38.6 |
| Mass. | 1,201 | 1,067 | 305 | 28.6 | Wis. | 2,232 | 941 | 271 | 28.3 |
| Mich. | 1,641 | 1,063 | 375 | 19.1 | Wyo. | 222 | 83 | 30 | 36.3 |
| Minn. | 1,538 | 835 | 347 | 41.5 | | | | | |
| Miss. | 901 | 592 | 273 | 46.1 | P.R. | 1,053 | 619 | 241 | 38.9 |
| Mo. | 2,427 | 955 | 380 | 39.7 | Guam [3] | 14 | 16 | 3 | 21.2 |
| | | | | | V.I. | 31 | 9 | 6 | 65.8 |

[1] Data are for December 1960 and represent average number of children participating in program for that month. The number of schools and children may have been higher in some States during other months but December was the peak month in terms of children participating nationally.
[2] Source: Office of Education. Enrollment data for public schools are for fall 1960, for private schools, fall 1957.
[3] Excludes participation of the Type C, or milk only, lunch authorized under National School Lunch Program. Reimbursement for this type has been discontinued in other States.

Source: Department of Agriculture, Statistical Reporting Service.

## No. 116. Surplus Food Donated to Needy Families—Counties Participating, Recipients, Quantity, and Cost: 1950 to 1961

[For years ending June 30. Participation data for peak month. Excludes Alaska, Hawaii, Puerto Rico, Virgin Islands, and Trust Territory of the Pacific]

| Year | Counties participating | Persons eligible | Recipients | | | | Commodities donated | |
|---|---|---|---|---|---|---|---|---|
| | | | Total | Public assistance | Other [1] | Percent of persons eligible | Quantity | Cost [2] |
| | | 1,000 | 1,000 | 1,000 | 1,000 | | Mil. lb. | Mil. dol. |
| 1950 | (3) | (3) | 248 | (3) | (3) | (3) | 45.8 | 0.9 |
| 1951 | (3) | (3) | 1,225 | (3) | (3) | (3) | 45.5 | 0.8 |
| 1952 | (3) | (3) | 159 | (3) | (3) | (3) | 1.7 | .5 |
| 1953 | (3) | (3) | 114 | (3) | (3) | (3) | 0.8 | .4 |
| 1954 | 251 | (3) | 1,089 | 373 | 716 | (3) | 37.5 | 11.9 |
| 1955 | 587 | 3,562 | 3,201 | 733 | 2,558 | 92 | 201.2 | 61.9 |
| 1956 | 753 | 3,508 | 3,170 | 1,082 | 2,088 | 90 | 304.4 | 91.0 |
| 1957 | 967 | 4,018 | 3,485 | 1,132 | 2,353 | 87 | 489.8 | 77.9 |
| 1958 | 1,098 | 5,391 | 4,665 | 2,092 | 2,573 | 87 | 471.5 | 75.9 |
| 1959 | 1,214 | 6,553 | 5,741 | 2,415 | 3,326 | 88 | 706.8 | 107.0 |
| 1960 | 1,132 | 5,415 | 4,309 | 2,043 | 2,266 | 80 | 525.9 | 59.4 |
| 1961 | 1,401 | 7,086 | 6,384 | 2,631 | 3,753 | 90 | 855.5 | 140.0 |

[1] Unemployed and low-income persons other than those on regular public assistance rolls.
[2] Total cost to Federal Government including commodity cost, warehousing, processing, repackaging, miscellaneous handling charges, and transportation costs to designated carload receiving points within the various States. [3] Not available.

Source: Department of Agriculture, Statistical Reporting Service.

## Section 3

# Immigration and Naturalization

This section presents statistics related to immigration, naturalization, and alien registration. The principal source of these data is the *Annual Report* of the Immigration and Naturalization Service. Immigration statistics are prepared from passenger and crew lists or manifests, and land border station registrations. Statistics for naturalizations are compiled from periodic reports by courts conducting such proceedings, and those for alien registrations are compilations of data from alien address report cards.

Although the reporting of alien arrivals was required in certain of the colonies and original States, the continuous record begins in 1819. Under the Act of March 2, 1819, passenger lists for all vessels arriving from foreign places were to be delivered to the local collector of customs, copies transmitted to the Secretary of State, and the information reported to Congress. Immigration statistics were compiled by the Department of State from 1820 to 1874 and by the Bureau of Statistics of the Treasury Department from 1867 to 1895. Since 1892 there has been a separate office or bureau of immigration, now a part of the Immigration and Naturalization Service. Annual reports were issued by this bureau from 1892 to 1932. From 1933 to 1940, a summary of the work of the Immigration and Naturalization Service was given in the Annual Reports of the Secretary of Labor. For 1941, the *Annual Report of the Attorney General* contained a report on immigration and naturalization. For subsequent fiscal years, annual reports of the Immigration and Naturalization Service (submitted by the Commissioner to the Attorney General) were published independently.

**Immigration.**—Since 1820 the official immigration statistics (see table 118) have changed considerably in coverage. The early figures were for arrivals at Atlantic and Gulf coast seaports of the United States. Pacific coast arrivals were first reported in 1850. Aliens arriving at Canadian seaports en route to the United States were included after 1893. The reporting of arrivals over the land borders began in 1904 and was gradually extended up to 1908. For reporting purposes, Hawaii in 1901, Puerto Rico in 1902, and Alaska in 1904 were treated as integral parts of the United States. Travel between the Philippine Islands and the United States was not treated as immigration or emigration between July 1, 1898 and May 1, 1934. Prior to 1868 arriving alien passengers were recorded; thereafter aliens coming for temporary stay were omitted. The passage of the Act of 1891 increased the number of excludable classes. The basis of reporting was then changed from arrivals to admissions, omitting aliens not permitted to enter the United States, except for the period 1895 to 1897 when the reporting of arrivals was resumed. Two classes of alien admissions are now reported, immigrant under either quota or nonquota status, and nonimmigrant.

**Immigrant.**—An immigrant is defined as an alien, other than a returning resident, admitted for permanent residence.

**Quota immigrant.**—Quotas limit immigration from countries other than those of the Western Hemisphere. Until 1920 there was only a qualitative limitation on immigration into this country. The 1921 Act placed the first numerical ceiling upon immigration. Each country's quota was to be 3 percent of the number of people born in that country who were residing in the United States as reported by the 1910 Census of Population. In 1924, a new formula was enacted for computing a country's quota, based on 2 percent of the number of people born in that country who were residing in the United States as determined by the 1890 Census of Population. The 1924 Act also provided that beginning July 1, 1929, the quota of any country shall have the same ratio to 150,000 as the number of persons of that national origin living in the United States had to the total population living in the United States, as determined

from the 1920 Census of Population. This Act also established minimum quotas of 100 for all quota areas and thereby raised the total quota authorized to 153,714. By 1952, this figure had become 154,277 by virtue of minor changes. The most recent step in legislation was in the Immigration and Nationality Act of 1952, which simplified the national origins formula of the 1924 Act by basing the annual quota on a flat one-sixth of 1 percent of the population in the 1920 Census. By Presidential proclamation effective January 1, 1953, new quotas were established for each quota area, totaling 154,657. Quotas were further revised during 1957, 1958, 1959, 1960, and 1961 by Presidential proclamation, and the total now stands at 156,487.

**Nonquota immigrant.**—Nonquota immigrants comprise immigrants born in Canada, Mexico, Cuba, Haiti, the Dominican Republic, the Canal Zone, and countries of Central and South America, and their spouses and children under age 21 if accompanying or following to join such immigrants; spouses and children of citizens of the United States; ministers of religious denominations, their spouses and children, if accompanying or following to join such ministers; refugees; and others.

**Nonimmigrant.**—Nonimmigrants are aliens who enter the United States for temporary periods or resident aliens returning from a temporary stay abroad. Included in the nonimmigrant class are foreign government officials, their families, attendants, servants and employees; temporary visitors for business or pleasure; aliens in continuous transit through the United States; returning resident aliens; students; and others. Certain temporary admissions such as of persons in possession of border-crossing identification cards are not included in the nonimmigrant totals.

**Displaced persons and refugees.**—The Displaced Persons Act of 1948, as amended, authorized the entry of certain displaced persons and other refugees without regard to the current availability of quotas, but subject to charges made against future annual quotas. The major provisions of the Displaced Persons Program expired in December 1951, and the program was nearly completed by June 30, 1952.

The Refugee Relief Act of 1953 authorized the issuance of 214,000 special nonquota visas until the end of 1956 to German, Italian, Greek, Far-Eastern, and other refugees and expellees from the Soviet and other Communist-dominated countries. An act passed September 11, 1957, further provided for the reallocation of 18,000 of these visas which were unused. The act of July 29, 1953, authorized nonquota admission of eligible orphans adopted by citizen members of the Armed Forces or by government employees serving overseas. The act of July 25, 1958, authorized the adjustment of status to that of permanent residents for Hungarian parolees after they had acquired 2 years residence in the United States. The act of September 2, 1958, authorized admission as nonquota immigrants of Azores victims of earthquakes and of Netherlands nationals displaced from Indonesia. The act of September 22, 1959, allowed nonquota admission of certain relatives of refugees who had previously been admitted under the Refugee Relief Act.

**Alien registration.**—The Immigration and Nationality Act provides that each alien who is required to be registered under the Alien Registration Act of 1940, and who is in the United States on January 1, must report his current address to the Attorney General during the month of January. Alien address report cards are distributed through the Post Offices of the United States or the local offices of the Immigration and Naturalization Service.

**Naturalization.**—Naturalization statistics for the United States began with the fiscal year 1907. Prior to this time each court kept records of naturalizations but no national data were compiled. The Act of June 29, 1906, effective September 27, 1906, provided for periodic returns by all courts conducting naturalization proceedings, and for the filing with a central Federal agency of a duplicate copy of each declaration of intention and petition for naturalization filed, and of each certificate of naturalization issued. Naturalization statistics were originally compiled by the Bureau of Immigration and Naturalization of the Department of Commerce and Labor, now the Immigration and Naturalization Service of the Department of Justice.

**Alaska and Hawaii.**—For a general statement concerning the treatment of data for Alaska and Hawaii, see preface. "Conterminous area" refers to the United States excluding Alaska, Hawaii, and outlying areas.

**Historical statistics.**—Tabular headnotes (as "See also *Historical Statistics, Colonial Times to 1957*, series C 139") provide cross-references, where applicable, to *Historical Statistics of the United States, Colonial Times to 1957*. See preface.

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## No. 117. Annual Immigration Quotas, by Country, Under Successive Immigration Laws and Amendments: 1921 to 1961

[See table 119 for quota immigrants admitted. For explanation of the various acts, see text, p. 93. See also *Historical Statistics, Colonial Times to 1957*, series C 139]

| Country | 1921 Act (3 percent, 1910) | 1924 Act | | 1952 Immigration and Nationality Act, as amended (1961 quota) |
|---|---|---|---|---|
| | | Effective 1924 (2 percent, 1890) [1] | Effective 1929 (national origin ratio) [2] | |
| **All countries** | 356,995 | 164,667 | [3] 153,714 | [4] 156,487 |
| **Europe** | 355,406 | 161,646 | 150,591 | 149,597 |
| Austria | 7,451 | 785 | 1,413 | 1,405 |
| Belgium | 1,563 | 612 | 1,304 | 1,297 |
| Bulgaria | 302 | 100 | 100 | 100 |
| Czechoslovakia | 14,282 | 3,073 | 2,874 | 2,859 |
| Denmark | 5,694 | 2,789 | 1,181 | 1,175 |
| Finland | 3,921 | 471 | 569 | 566 |
| France | 5,729 | 3,954 | 3,086 | 3,069 |
| Germany | 68,059 | 51,227 | 25,957 | 25,814 |
| Great Britain [5] | 77,342 | 34,007 | 65,721 | 65,361 |
| Greece | 3,294 | 100 | 307 | 308 |
| Hungary | 5,638 | 473 | 869 | 865 |
| Iceland | ---------- | 100 | 100 | 100 |
| Ireland [5] | ---------- | 28,567 | 17,853 | 17,756 |
| Italy | 42,057 | 3,845 | 5,802 | 5,666 |
| Netherlands | 3,607 | 1,648 | 3,153 | 3,130 |
| Norway | 12,202 | 6,453 | 2,377 | 2,364 |
| Poland | 25,827 | 5,982 | 6,524 | 6,488 |
| Portugal | 2,520 | 503 | 440 | 438 |
| Romania | 7,419 | 603 | 295 | 289 |
| Spain | 912 | 131 | 252 | 250 |
| Sweden | 20,042 | 9,561 | 3,314 | 3,295 |
| Switzerland | 3,752 | 2,081 | 1,707 | 1,698 |
| Turkey | 656 | 100 | 226 | 225 |
| U. S. S. R. | 34,284 | 2,248 | 2,784 | 2,697 |
| Yugoslavia | 6,426 | 671 | 845 | 842 |
| Other Europe | 2,427 | 1,562 | 1,538 | 1,434 |
| Asia | 1,043 | 1,300 | 1,323 | 3,090 |
| Africa | 122 | 1,200 | 1,200 | 3,200 |
| Australia, New Zealand, and other Oceania | 359 | 221 | 200 | 600 |
| All others | 65 | 400 | 400 | ---------- |

[1] Presidential Proclamation 1703 of June 30, 1924.
[2] Presidential Proclamation 1872 of March 22, 1929.
[3] Quota was 153,714 in 1930–1931; 153,831 in 1932–1933; 153,774 in 1934–1944; 153,879 in 1945–1946; 153,029 in 1947–1949; 154,206 in 1950; and 154,277 in 1951–1952.
[4] Quota was 154,057 in 1953–1956 (Presidential Proclamation 2980 of June 30, 1952); 154,857 in 1957; 154,057 in 1958; 154,857 in 1959; 154,857 in 1960; and 156,487 in 1961.
[5] Prior to 1925, Great Britain includes all Ireland; thereafter, only Northern Ireland.

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*.

FIG. VI. IMMIGRANTS ADMITTED: 1950 TO 1961

[See table 128]

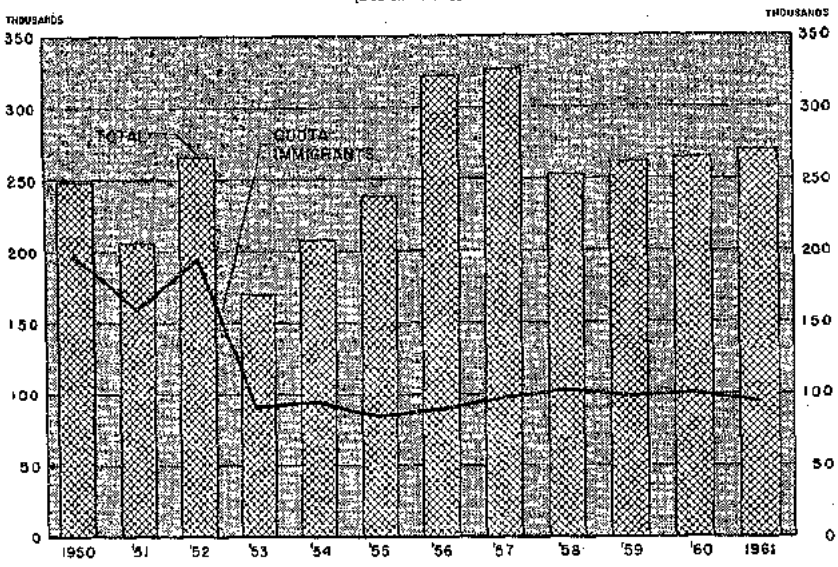
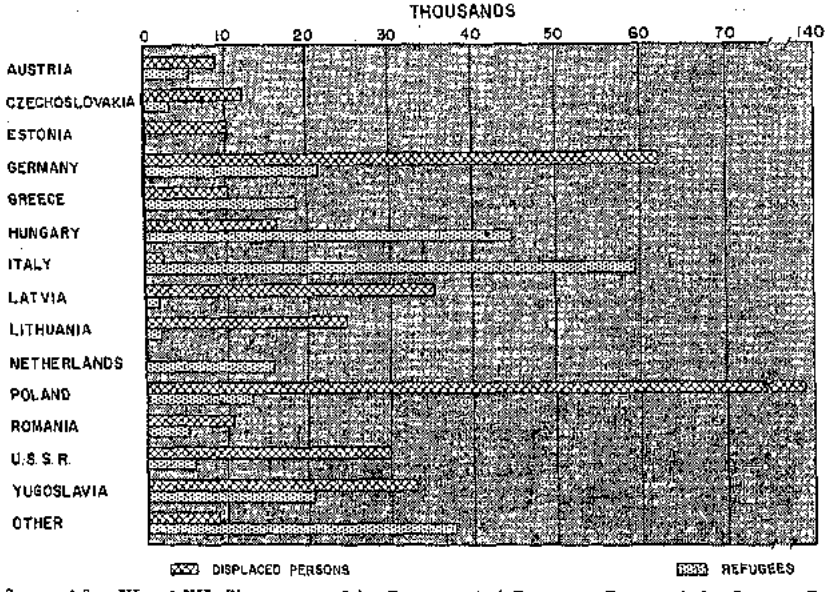



FIG. VII. DISPLACED PERSONS ADMITTED, 1948–1955, AND REFUGEES ADMITTED, 1954–1961, BY COUNTRY OF BIRTH

[See table 123]




Source of figs. VI and VII: Charts prepared by Department of Commerce, Bureau of the Census. Data are from Department of Justice, Immigration and Naturalization Service.

## No. 118. Immigration: 1820 to 1961

[For years ending June 30, except as noted. Includes Alaska and Hawaii. For 1819 to 1867, figures represent alien passengers arriving; for 1868 to 1891, and 1895 to 1897, immigrant arrivals; for 1892 to 1894 and for 1898 to the present time, immigrants admitted. See also *Historical Statistics, Colonial Times to 1957*, series C 88]

| Period | Number | Period | Number | Year | Number |
|---|---|---|---|---|---|
| **1820–1961, total** | **42,112,305** | 1906–1910 | 4,962,310 | 1950 | 249,187 |
| | | 1911–1915 | 4,450,831 | 1951 | 205,717 |
| 1820–1830 [1] | 151,824 | 1916–1920 | 1,275,980 | 1952 | 265,520 |
| 1831–1840 [2] | 599,125 | 1921–1925 | 2,633,913 | 1953 | 170,434 |
| 1841–1850 [3] | 1,713,251 | 1926–1930 | 1,468,206 | 1954 | 208,177 |
| 1851–1860 [3] | 2,598,214 | 1931–1935 | 220,209 | 1955 | 237,790 |
| 1861–1870 [4] | 2,314,824 | 1936–1940 | 308,222 | 1956 | 321,625 |
| 1871–1880 | 2,812,191 | 1941–1945 | 170,952 | 1957 | 326,867 |
| 1881–1890 | 5,246,613 | 1946–1950 | 864,087 | 1958 | 253,265 |
| 1891–1900 | 3,687,564 | 1951–1955 | 1,087,638 | 1959 | 260,686 |
| 1901–1905 | 3,833,076 | 1956–1960 | 1,427,841 | 1960 | 265,398 |
| | | | | 1961 | 271,344 |

[1] Oct. 1, 1819, to Sept. 30, 1830.
[2] Oct. 1, 1830, to Dec. 31, 1840.
[3] Calendar years.
[4] Jan. 1, 1861, to June 30, 1870.

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*, releases, and records.

## No. 119. Annual Quotas Allotted and Quota Immigrants, by Quota Area: 1936 to 1961

[For years ending June 30. See text, p. 94]

| Quota area | Annual quota, 1961 [1] | Quota immigrants | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1936–1940, total | 1941–1945, total | 1946–1950, total | 1951–1955, total | 1956–1960, total | 1960 | 1961 |
| **All quota areas** | **156,487** | **203,330** | **80,879** | **502,828** | **611,299** | **487,671** | **101,373** | **98,101** |
| **Europe** | **149,597** | **199,792** | **78,202** | **494,713** | **598,860** | **471,412** | **97,850** | **92,795** |
| Austria [2] | 1,405 | 978 | ---------- | 11,480 | 6,479 | 6,889 | 1,310 | 1,330 |
| Belgium | 1,297 | 1,435 | 2,001 | 5,252 | 5,700 | 5,861 | 1,069 | 1,162 |
| Bulgaria | 100 | 423 | 153 | 430 | 752 | 386 | 100 | 82 |
| Czechoslovakia | 2,859 | 9,833 | 3,316 | 13,771 | 15,026 | 10,148 | 2,511 | 2,230 |
| Denmark | 1,175 | 1,188 | 701 | 4,738 | 5,546 | 5,828 | 1,199 | 1,066 |
| Estonia | 115 | 309 | 151 | 7,441 | 4,031 | 512 | 100 | 110 |
| Finland | 566 | 1,526 | 628 | 2,248 | 2,628 | 2,808 | 554 | 564 |
| France | 3,069 | 3,438 | 3,860 | 13,037 | 14,706 | 14,687 | 2,908 | 2,802 |
| Germany [2] | 25,814 | 93,910 | 21,723 | 78,855 | 122,747 | 125,629 | 26,850 | 24,273 |
| Greece | 308 | 1,795 | 1,237 | 1,348 | 10,269 | 1,567 | 344 | 321 |
| Hungary | 865 | 4,735 | 1,360 | 7,818 | 14,314 | 3,005 | 805 | 844 |
| Iceland | 100 | 25 | 99 | 376 | 482 | 587 | 112 | 105 |
| Ireland (Eire) | 17,756 | 4,248 | 1,043 | 24,950 | 23,258 | 40,210 | 7,470 | 6,273 |
| Italy | 5,666 | 16,943 | 1,244 | 23,003 | 26,630 | 27,824 | 5,609 | 5,648 |
| Latvia | 235 | 735 | 443 | 21,714 | 10,885 | 975 | 217 | 234 |
| Lithuania | 384 | 1,428 | 646 | 19,326 | 8,066 | 1,501 | 330 | 389 |
| Luxembourg | 100 | 81 | 218 | 335 | 391 | 353 | 78 | 62 |
| Netherlands | 3,136 | 2,816 | 2,043 | 12,458 | 15,265 | 15,303 | 3,035 | 2,969 |
| Norway | 2,304 | 1,966 | 926 | 9,170 | 11,345 | 11,562 | 2,345 | 2,208 |
| Poland | 6,488 | 18,189 | 10,602 | 89,057 | 101,367 | 24,438 | 6,057 | 6,891 |
| Portugal | 438 | 1,656 | 1,623 | 2,080 | 2,067 | 2,218 | 427 | 425 |
| Romania | 289 | 2,028 | 1,233 | 3,844 | 7,067 | 1,303 | 314 | 297 |
| Spain | 250 | 1,236 | 1,118 | 881 | 1,655 | 1,145 | 230 | 204 |
| Sweden | 3,295 | 1,556 | 627 | 7,602 | 7,918 | 10,796 | 2,307 | 1,656 |
| Switzerland | 1,698 | 2,150 | 1,213 | 5,609 | 7,718 | 8,340 | 1,717 | 1,510 |
| Turkey | 225 | 1,090 | 723 | 1,370 | 1,212 | 963 | 211 | 220 |
| United Kingdom | 65,361 | 14,551 | 14,885 | 96,430 | 100,315 | 130,535 | 27,034 | 25,100 |
| U.S.S.R. | 2,607 | 5,362 | 3,531 | 19,545 | 34,384 | 9,809 | 2,422 | 2,536 |
| Yugoslavia | 942 | 3,171 | 779 | 8,486 | 25,706 | 3,886 | 901 | 932 |
| Other Europe | 600 | 1,001 | 127 | 1,177 | 2,265 | 1,514 | 236 | 252 |
| Asia [3] | 3,090 | 2,249 | 1,582 | 5,133 | 9,925 | 10,630 | 2,359 | 2,014 |
| Africa | 3,290 | 355 | 440 | 1,516 | 1,535 | 3,685 | 746 | 867 |
| Oceania [3] | 600 | 934 | 655 | 1,466 | 970 | 2,044 | 418 | 438 |

[1] See table 117 for quotas, by country, under successive immigration laws.
[2] For 1938 to 1945, Austrian quota included with Germany.
[3] Philippines included in Asia beginning 1952; previously included in Oceania.

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*, and releases.

## No. 120. Immigrants, by Country of Last Permanent Residence: 1820 to 1961

[For years ending June 30. Includes Alaska and Hawaii. Data prior to 1906 refer to country whence aliens came; thereafter, country of last permanent residence. Because of boundary changes and changes in list of countries separately reported, data for certain countries not comparable throughout. See also *Historical Statistics, Colonial Times to 1957*, series C 88-114]

| COUNTRY | Total 142 yrs., 1820-1961 | 1931-1940, total | 1941-1950, total | 1951-1960, total | 1957 | 1958 | 1959 | 1960 | 1961 |
|---|---|---|---|---|---|---|---|---|---|
| **All countries** | 42,112,305 | 528,431 | 1,035,039 | 1,409,263 | 326,867 | 253,265 | 260,686 | 265,398 | 271,344 |
| **Europe** | 34,688,164 | 348,289 | 621,704 | 785,101 | 169,625 | 115,198 | 138,191 | 120,178 | 108,532 |
| Belgium | 190,100 | 4,817 | 12,189 | 12,642 | 2,211 | 1,231 | 1,472 | 1,119 | 1,131 |
| Bulgaria [1] | 60,309 | 938 | 375 | 52 | 10 | 0 | 10 | 20 | 34 |
| Czechoslovakia | 129,490 | 14,393 | 3,847 | 340 | 86 | 98 | 148 | 240 | 212 |
| Denmark | 352,304 | 2,559 | 5,393 | 6,323 | 1,109 | 1,120 | 1,209 | 1,160 | 902 |
| Estonia [2] | 946 | 506 | 212 | 99 | 27 | 15 | 18 | 26 | 43 |
| Finland | 27,495 | 2,146 | 2,503 | 2,571 | 498 | 520 | 528 | 508 | 474 |
| France | 689,331 | 12,623 | 38,809 | 28,103 | 6,017 | 5,130 | 6,367 | 5,436 | 4,403 |
| Germany | 6,752,109 | 114,038 | 226,578 | 326,423 | 60,353 | 20,498 | 32,630 | 20,482 | 25,815 |
| Austria | 4,277,358 | 3,563 | 24,860 | 49,861 | 8,171 | 1,660 | 5,189 | 2,219 | 1,114 |
| Hungary | | 7,861 | 3,469 | 443 | 6,383 | 542 | 24,103 | 5,166 | 307 |
| Great Britain | 8,803,284 | 29,378 | 131,592 | 105,156 | 24,020 | 24,147 | 18,325 | 19,907 | 18,719 |
| England | 2,024,550 | 21,706 | 112,252 | 85,691 | 19,279 | 19,780 | 15,463 | 16,056 | 14,936 |
| Scotland | 783,346 | 6,837 | 16,131 | 18,046 | 4,425 | 4,090 | 2,831 | 3,662 | 3,857 |
| Wales | 92,388 | 735 | 3,209 | 1,418 | 316 | 277 | 231 | 247 | 196 |
| Greece | 490,313 | 9,119 | 8,973 | 31,303 | 5,326 | 2,733 | 4,612 | 3,634 | 3,124 |
| Iceland | 2,422 | 27 | 743 | 831 | 180 | 133 | 169 | 172 | 107 |
| Ireland [3] | 4,682,145 | 13,167 | 26,967 | 26,458 | 8,227 | 9,154 | 6,596 | 6,918 | 5,738 |
| Italy | 4,981,331 | 68,028 | 57,661 | 112,579 | 19,624 | 23,115 | 13,804 | 13,369 | 18,966 |
| Latvia [2] | 1,989 | 1,192 | 361 | 161 | 51 | 27 | 40 | 64 | 84 |
| Lithuania [2] | 3,251 | 2,201 | 683 | 84 | 23 | 14 | 44 | 77 | 125 |
| Luxembourg [1] | 2,121 | 565 | 820 | 395 | 76 | 75 | 67 | 71 | 42 |
| Netherlands | 326,258 | 7,150 | 14,860 | 21,285 | 14,958 | 3,102 | 1,278 | 8,654 | 7,362 |
| Norway | 840,001 | 4,740 | 10,109 | 13,607 | 2,337 | 2,268 | 2,332 | 2,301 | 2,204 |
| Poland [4] | 438,586 | 17,026 | 7,571 | 928 | 571 | 1,470 | 2,800 | 4,216 | 6,254 |
| Portugal | 296,887 | 3,329 | 7,423 | 7,178 | 1,457 | 1,560 | 2,631 | 6,760 | 3,882 |
| Romania | 159,236 | 3,871 | 1,076 | 276 | 162 | 114 | 317 | 230 | 176 |
| Spain | 182,062 | 3,208 | 2,898 | 3,657 | 748 | 599 | 1,193 | 1,397 | 1,737 |
| Sweden | 1,261,480 | 3,960 | 10,065 | 11,996 | 2,503 | 2,346 | 2,330 | 2,402 | 1,670 |
| Switzerland | 325,599 | 5,512 | 10,547 | 10,023 | 1,847 | 1,826 | 2,033 | 1,952 | 1,697 |
| Turkey in Europe | 150,516 | 737 | 586 | 750 | 390 | 558 | 499 | 461 | 410 |
| U. S. S. R. | 3,344,749 | 1,356 | 548 | 137 | 65 | 65 | 136 | 181 | 270 |
| Yugoslavia | 67,776 | 5,825 | 1,576 | 3,419 | 858 | 1,202 | 1,298 | 1,448 | 1,188 |
| Other Europe | 546,004 | 4,374 | 3,325 | 7,758 | 1,282 | 687 | 639 | 360 | 252 |
| **Asia** [5] | 1,117,267 | 15,344 | 31,780 | 59,712 | 26,008 | 26,870 | 25,259 | 21,604 | 19,495 |
| China | 403,439 | 4,028 | 16,709 | 3,334 | 2,068 | 1,143 | 1,702 | 1,380 | 903 |
| Japan | 329,886 | 2,948 | 1,555 | 20,627 | 6,820 | 6,847 | 5,248 | 5,699 | 4,490 |
| Turkey in Asia | 206,743 | 328 | 218 | 163 | 77 | 197 | 223 | 200 | 209 |
| Other Asia [5] | 171,199 | 8,140 | 13,298 | 35,588 | 11,054 | 12,683 | 17,080 | 14,325 | 13,809 |
| **America** | 5,882,794 | 160,037 | 354,804 | 537,066 | 134,196 | 113,132 | 93,961 | 119,525 | 139,680 |
| Canada and Newfoundland | 3,602,868 | 108,527 | 171,718 | 295,168 | 46,354 | 45,143 | 34,609 | 40,668 | 47,470 |
| Mexico | 1,180,131 | 22,319 | 60,589 | 168,052 | 49,321 | 26,701 | 22,009 | 32,708 | 43,476 |
| Central America | 122,842 | 5,861 | 21,635 | 19,547 | 5,731 | 5,718 | 6,030 | 6,719 | 7,272 |
| South America | 253,856 | 7,803 | 21,831 | 37,114 | 10,851 | 14,304 | 12,865 | 10,494 | 19,095 |
| West Indies | 640,307 | 15,502 | 49,725 | 62,0[illegible] | 18,342 | 10,983 | 12,109 | 18,636 | 20,520 |
| Other America | 92,790 | 25 | 20,276 | 45,134 | 3,541 | 9,193 | 4,543 | 3,300 | 3,747 |
| Africa | 40,370 | 1,750 | 7,307 | 6,507 | 1,600 | 2,008 | 1,992 | 1,925 | 1,851 |
| Australia and New Zealand | 81,399 | 2,231 | 13,805 | 4,725 | 1,228 | 1,783 | 1,878 | 1,802 | 1,550 |
| Other Oceania [4] | 21,605 | 780 | 5,437 | 3,674 | 230 | 202 | 284 | 248 | 325 |
| All other countries | 266,706 | ..... | 142 | 12,418 | 16 | 12 | 21 | 26 | 5 |

[1] Includes Serbia and Montenegro prior to 1920.
[2] Included with other countries prior to 1931.
[3] Includes Northern Ireland.
[4] From 1899 to 1919 Poland is included with Austria-Hungary, Germany, and Russia.
[5] Philippines included in "Other Asia" in 1952 (1,170), 1953 (1,074), 1954 (1,234), 1955 (1,508), 1956 (1,702), 1957 (1,874), 1958 (2,034), 1959 (2,503), 1960 (2,701), and 1961 (2,622); from 1934 to 1951 Philippines were included in other Oceania; prior to 1934 recorded separately as insular travel.

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*.

## No. 121. Immigrants, by Country of Birth: 1950 to 1961

[For years ending June 30. Includes Alaska and Hawaii]

| Country | 1950 | 1955 | 1960 | 1961 |
|---|---|---|---|---|
| All countries | 249,187 | 237,790 | 265,398 | 271,344 |
| Europe | 206,547 | 127,492 | 139,670 | 127,749 |
| Austria | 3,182 | 2,228 | 1,970 | 1,735 |
| Belgium | 1,108 | 1,117 | 1,060 | 1,123 |
| Bulgaria | 190 | 117 | 172 | 120 |
| Czechoslovakia | 5,528 | 1,933 | 2,391 | 1,978 |
| Denmark | 1,284 | 1,321 | 1,495 | 1,326 |
| Estonia | 5,422 | 229 | 107 | 130 |
| Finland | 645 | 619 | 754 | 680 |
| France | 3,519 | 3,411 | 4,253 | 3,987 |
| Germany | 31,225 | 29,603 | 31,768 | 29,048 |
| Greece | 1,242 | 6,311 | 3,797 | 3,392 |
| Hungary | 5,098 | 904 | 7,257 | 1,406 |
| Ireland | 6,501 | 5,976 | 7,687 | 6,541 |
| Italy | 9,839 | 31,925 | 14,993 | 20,652 |
| Latvia | 17,494 | 425 | 353 | 305 |
| Lithuania | 11,870 | 384 | 482 | 548 |
| Netherlands | 3,148 | 3,732 | 5,070 | 4,608 |
| Norway | 2,379 | 2,478 | 2,533 | 2,363 |
| Poland | 52,851 | 4,697 | 7,949 | 9,281 |
| Portugal | 1,075 | 1,366 | 6,908 | 3,960 |
| Romania | 3,509 | 988 | 993 | 813 |
| Spain | 463 | 1,134 | 1,737 | 1,812 |
| Sweden | 1,892 | 1,546 | 2,351 | 1,699 |
| Switzerland | 1,728 | 1,670 | 1,896 | 1,673 |
| Europe—Continued | | | | |
| United Kingdom: | | | | |
| England | 8,812 | 12,475 | 17,790 | 16,246 |
| Northern Ireland | 1,249 | 1,074 | 1,280 | 1,101 |
| Scotland | 2,983 | 3,824 | 5,067 | 4,935 |
| Wales | 393 | 476 | 506 | 435 |
| U.S.S.R. | 10,971 | 1,694 | 2,472 | 2,352 |
| Yugoslavia | 9,154 | 2,567 | 2,742 | 1,980 |
| Other Europe | 1,753 | 1,219 | 1,771 | 1,467 |
| Asia | 4,615 | 12,131 | 23,864 | 21,338 |
| China [1] | 1,494 | 2,705 | 3,081 | 3,213 |
| India | 153 | 332 | 391 | 421 |
| Japan | 76 | 3,984 | 5,471 | 4,313 |
| Jordan [2] | 226 | 411 | 536 | 658 |
| Philippines | 595 | 1,784 | 2,054 | 2,738 |
| Other Asia | 2,071 | 2,915 | 10,831 | 9,995 |
| North America | 34,004 | 90,732 | 85,075 | 103,388 |
| Canada | 18,043 | 23,091 | 30,990 | 32,638 |
| Mexico | 6,841 | 50,772 | 32,684 | 41,632 |
| West Indies | 6,093 | 12,499 | 14,047 | 22,258 |
| Central America | 2,151 | 3,063 | 6,661 | 6,817 |
| Other North America | 876 | 687 | 693 | 643 |
| South America | 2,777 | 5,599 | 13,048 | 16,470 |
| Africa | 689 | 1,186 | 2,526 | 2,171 |
| Australia and New Zealand | 443 | 474 | 912 | 865 |
| Other countries | 112 | 176 | 303 | 363 |

[1] Includes Taiwan.
[2] Includes Arab Palestine.
Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*.

## No. 122. Immigrants, by Sex, Age, and Major Occupation Group: 1941 to 1961

[For years ending June 30. Includes Alaska and Hawaii. See also *Historical Statistics, Colonial Times to 1957*, series C 115-125, and C 133-137]

| Sex, age, occupation | 1941-1950, total | 1951-1956, total | 1957 | 1958 | 1959 | 1960 | 1961 |
|---|---|---|---|---|---|---|---|
| Total | 1,035,039 | 1,409,263 | 326,867 | 253,265 | 260,686 | 265,398 | 271,344 |
| Male | 417,987 | 660,045 | 155,201 | 109,121 | 114,367 | 116,687 | 121,380 |
| Female | 617,052 | 749,218 | 171,666 | 144,144 | 146,319 | 148,711 | 149,964 |
| Males per 1,000 females | 677 | 881 | 904 | 757 | 782 | 785 | 809 |
| Under 16 years | 161,822 | 316,915 | 80,140 | 60,124 | 58,826 | 59,895 | 64,544 |
| 16 to 44 years [1] | 682,968 | 890,973 | 207,664 | 162,240 | 165,306 | 170,084 | 170,881 |
| 45 years and over [2] | 190,259 | 201,375 | 39,003 | 30,901 | 36,494 | 35,419 | 35,919 |
| Illiterates, number [3] | 9,617 | 9,101 | 676 | 420 | 594 | 671 | 576 |
| Percent | 0.9 | 0.6 | 0.2 | 0.2 | 0.2 | 0.3 | 0.2 |
| Occupation: | | | | | | | |
| Professional, technical, and kindred workers | 82,007 | 91,469 | 24,480 | 22,482 | 23,287 | 21,940 | 21,455 |
| Farmers and farm managers | 37,563 | 38,192 | 3,506 | 2,221 | 2,187 | 3,050 | 3,002 |
| Managers, officials, and proprietors, except farm | 39,403 | 32,710 | 6,127 | 4,646 | 4,688 | 5,309 | 5,353 |
| Clerical, sales, and kindred workers | 81,628 | 108,484 | 25,897 | 22,140 | 21,475 | 24,386 | 25,108 |
| Craftsmen, foremen, and kindred workers | [4] 75,632 | 109,840 | 26,976 | 19,113 | 20,521 | 19,156 | 17,679 |
| Operatives and kindred workers | 61,935 | 104,810 | 19,362 | 12,405 | 16,031 | 14,979 | 13,288 |
| Private household workers | 35,430 | 59,015 | 11,457 | 7,521 | 7,465 | 8,173 | 8,811 |
| Service workers, except private household | 23,426 | 35,737 | 8,761 | 7,362 | 9,041 | 8,812 | 8,309 |
| Farm laborers and foremen | 7,299 | 28,967 | 4,585 | 2,511 | 2,720 | 3,914 | 4,799 |
| Laborers, except farm and mine | 24,837 | 76,206 | 21,826 | 11,100 | 11,937 | 12,838 | 16,694 |
| No occupations [5] | 505,879 | 729,844 | 173,881 | 141,764 | 140,725 | 142,841 | 147,556 |

[1] 1941-1944, 16 to 45 years.
[2] 1941-1944, 46 years and over. Includes age unknown.
[3] Immigrants over 16 years old who are unable to read and understand some language or dialect.
[4] Includes operatives and kindred workers for 1941-1945.
[5] Includes dependent women and children, other aliens without occupation, and aliens whose occupations were not stated.
Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*, releases, and records.

## No. 123. Immigrants—Displaced Persons Admitted, 1948–1955, and Refugees Admitted, 1954–1961, by Country of Birth

[For years ending June 30. Includes Alaska and Hawaii. Comprises displaced persons admitted under Displaced Persons Act of 1948 as amended; refugees admitted under Refugee Relief Act of 1953, Act of July 29, 1953, Act of September 11, 1957, Act of September 2, 1958, and Act of September 22, 1959; and Hungarian parolees admitted under Act of July 25, 1958. See text, p. 94]

| Country of birth | Displaced persons, 1948–1955 [1] | Refugees, 1954–1961 |
|---|---|---|
| All countries | 409,692 | 265,080 |
| Europe | 405,230 | 227,275 |
| Austria | 8,056 | 5,353 |
| Belgium | 951 | 469 |
| Bulgaria | 539 | 676 |
| Czechoslovakia | 12,638 | 3,147 |
| Denmark | 62 | 38 |
| Estonia | 10,427 | 675 |
| Finland | 95 | 49 |
| France | 799 | 844 |
| Germany | 62,123 | 21,597 |
| Greece | 10,277 | 18,684 |
| Hungary | 16,627 | 44,682 |
| Ireland | 33 | 18 |
| Italy | 2,268 | 50,471 |
| Latvia | 35,014 | 1,655 |
| Lithuania | 24,003 | 1,775 |
| Netherlands | 64 | 15,681 |
| Norway | 30 | 23 |
| Poland | 135,290 | 12,093 |
| Portugal | 22 | 4,103 |
| Romania | 10,618 | 5,126 |
| Spain | 37 | 256 |
| Sweden | 347 | 36 |
| Switzerland | 136 | 94 |
| Europe—Continued | | |
| United Kingdom: | | |
| England | 1,513 | 573 |
| Northern Ireland | 28 | 3 |
| Scotland | 136 | 54 |
| Wales | 103 | 97 |
| U.S.S.R. | 35,747 | 6,020 |
| Yugoslavia | 33,237 | 29,665 |
| Other Europe | 1,177 | 2,593 |
| Asia | 4,016 | 35,026 |
| China | 2,640 | 9,684 |
| India | 9 | 70 |
| Israel | 24 | 720 |
| Japan | 13 | 4,091 |
| Palestine | 125 | 713 |
| Philippines | 22 | 296 |
| Other Asia | 1,185 | 19,385 |
| North America | 288 | 713 |
| Canada | 25 | 25 |
| Mexico | 4 | 6 |
| West Indies | 2 | 208 |
| Central America | 4 | 2 |
| Other North America | 253 | 466 |
| South America | 19 | 71 |
| Africa | 107 | 1,866 |
| Australia and New Zealand | 10 | 52 |
| Other countries | 22 | 77 |

[1] June 25, 1948, to June 30, 1955 (see text, p. 94). Includes German ethnics, their wives and children, and persons adjusting status under Sec. 4 of the Displaced Persons Act.

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*.

## No. 124. Aliens Admitted and Departed: 1921 to 1961

[For years ending June 30. Includes Alaska and Hawaii. See also *Historical Statistics, Colonial Times to 1957*, series C 88, C 115, C 140, and C 145]

| Period or year | Admitted | | | Departed | Excess of admissions over departures [1] |
|---|---|---|---|---|---|
| | Total | Immigrant | Nonimmigrant | | |
| 1921–1925 | 3,421,871 | 2,638,013 | 783,858 | 1,414,236 | 2,007,575 |
| 1926–1930 | 2,466,279 | 1,465,296 | 931,983 | 1,295,542 | 1,170,737 |
| 1931–1935 | 949,903 | 229,209 | 720,694 | 1,188,597 | −238,694 |
| 1936–1940 | 1,152,599 | 308,222 | 844,377 | 1,008,053 | 144,546 |
| 1941–1945 | 712,422 | 170,952 | 541,470 | 399,522 | 312,900 |
| 1946–1950 | 2,783,976 | 894,087 | 1,919,289 | 1,862,771 | 921,205 |
| 1951–1955 | 3,742,699 | 1,087,638 | 2,654,461 | 2,791,861 | 950,238 |
| 1956–1960 | 5,836,403 | 1,427,841 | 4,458,562 | 3,890,526 | 1,945,877 |
| 1950 | 570,024 | 249,187 | 420,837 | 456,689 | 219,336 |
| 1951 | 570,523 | 205,717 | 405,106 | 472,901 | 197,922 |
| 1952 | 781,502 | 265,520 | 516,082 | 509,497 | 272,105 |
| 1953 | 656,148 | 170,434 | 485,714 | 544,502 | 111,646 |
| 1954 | 774,790 | 208,177 | 566,613 | 599,161 | 175,629 |
| 1955 | 858,736 | 237,790 | 620,946 | 666,830 | 192,036 |
| 1956 | 1,007,834 | 321,625 | 686,259 | 715,200 | 292,634 |
| 1957 | 1,085,725 | 326,867 | 758,858 | [2] 574,608 | 511,117 |
| 1958 | 1,101,029 | 253,265 | 847,764 | [2] 710,428 | 390,001 |
| 1959 | 1,285,631 | 260,686 | 1,024,945 | [2] 886,913 | 398,718 |
| 1960 | 1,406,134 | 205,398 | 1,140,736 | [2] 1,004,377 | 401,757 |
| 1961 | 1,491,659 | 271,344 | 1,220,315 | [2] 1,093,937 | 397,722 |

[1] Excess of departures indicated by a minus (−) sign. [2] Excludes Canadian travel over land borders.

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*, releases, and records.

## No. 125. Alien Agricultural Laborers Admitted, by Country of Last Permanent Residence: 1950 to 1961

[For years ending June 30. Mexican workers are employed as agricultural laborers only when the Secretary of Labor has certified that sufficient domestic employees are not available, that employment of alien workers will not adversely affect the wages and working conditions of domestic agricultural workers, and that reasonable efforts have been made to attract domestic workers for such employment. Admission of alien agricultural workers from countries other than Mexico is determined by the Attorney General after consultation with appropriate agencies of the Government, upon petition of the importing employer]

| COUNTRY | 1950 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 |
|---|---|---|---|---|---|---|---|---|
| Total | 122,676 | 351,191 | 431,985 | 466,713 | 433,704 | 464,128 | 447,207 | 312,981 |
| Mexico | [1] 116,052 | 337,996 | 416,833 | 450,422 | 418,885 | 447,535 | 427,240 | 294,149 |
| Canada | 1,503 | 7,578 | 7,216 | 7,015 | 7,381 | 6,892 | 7,804 | 5,543 |
| British Guiana | | | | | | 90 | | 105 |
| British Honduras | | | | | | | 107 | |
| British West Indies | 5,121 | 5,617 | 7,911 | 8,244 | 7,095 | 8,712 | 10,812 | 9,515 |
| French West Indies | | | 31 | 32 | 95 | 56 | 62 | 31 |
| Japan | | | | 1,000 | 65 | 607 | 969 | 285 |
| Philippines | | | | | 27 | | | |
| Spain (Basque Sheepherders) | | | | | 166 | 227 | 213 | 303 |

[1] Includes 96,230 illegal entrants contracted.

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*.

## No. 126. Aliens Deported, Required to Depart, and Excluded: 1921 to 1961

[For years ending June 30. Includes Alaska and Hawaii. See also *Historical Statistics, Colonial Times to 1957*, series C 152-155]

| PERIOD | Deported | Excluded[1] | YEAR | ALIENS EXPELLED | | | Aliens excluded[1] | Indigent aliens returned at their request |
|---|---|---|---|---|---|---|---|---|
| | | | | Total | Deported | Required to depart | | |
| 1921-1925 | 28,427 | 103,803 | 1951 | 886,713 | 13,544 | 873,169 | 3,784 | 101 |
| 1926-1930 | 63,730 | 85,504 | 1952 | 723,059 | 20,181 | 703,778 | 2,944 | 61 |
| 1931-1935 | 74,631 | 33,277 | 1953 | 905,236 | 19,845 | 885,391 | 3,637 | 54 |
| 1936-1940 | 42,155 | 34,040 | 1954 | 1,101,226 | 26,951 | 1,074,277 | 3,313 | 30 |
| | | | 1955 | 247,707 | 15,028 | 232,766 | 2,667 | 72 |
| 1941-1945 | 30,772 | 10,240 | 1956 | 88,188 | 7,297 | 80,891 | 1,709 | 101 |
| 1946-1950 | 80,077 | 20,023 | 1957 | 69,461 | 5,082 | 63,379 | 907 | 60 |
| 1951-1955 | 95,549 | 10,345 | 1958 | 67,742 | 7,142 | 60,600 | 793 | 138 |
| 1956-1960 | 34,338 | 4,240 | 1959 | 64,508 | 7,988 | 56,610 | 480 | 133 |
| | | | 1960 | 59,625 | 6,829 | 52,796 | 411 | 95 |
| | | | 1961 | 59,821 | 7,438 | 52,383 | 743 | 143 |

[1] For 1941-1953, represents all exclusions at seaports and exclusions of aliens seeking entry for 30 days or longer at land ports. For definition of aliens excluded, see headnote, table 127.

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*, releases, and records.

## No. 127. Aliens Excluded, by Cause: 1921 to 1961

[For years ending June 30. Includes Alaska and Hawaii. Comprises aliens excluded as the result of formal hearings, except as noted. Principal classes of aliens excluded by law are attempted illegal entries, criminals (including violators of narcotics laws), immoral persons, subversive or anarchistic persons, and mental or physical defectives]

| PERIOD OR YEAR | Total | Subversive or anarchistic | Criminals | Immoral classes | Mental or physical defectives | Likely to become public charges | Stowaways | Attempted entry without inspection or without proper documents | Other |
|---|---|---|---|---|---|---|---|---|---|
| 1921-1930 | 189,307 | 9 | 2,082 | 1,281 | 11,044 | 37,175 | 8,447 | 94,084 | 35,186 |
| 1931-1940 | 68,217 | 5 | 1,261 | 253 | 1,530 | 12,519 | 2,126 | 47,858 | 2,665 |
| 1941-1950 [1] | 30,263 | 60 | 1,134 | 80 | 1,021 | 1,072 | 3,182 | 22,441 | 1,273 |
| 1951-1960 [1] | 20,585 | 1,098 | 1,735 | 301 | 955 | 149 | 376 | 14,657 | 1,253 |
| 1952 [1] | 2,944 | 9 | 235 | 10 | 67 | 11 | 74 | 2,378 | 110 |
| 1953 [1] | 3,637 | 48 | 260 | 27 | 130 | 15 | 47 | 2,937 | 107 |
| 1954 | 3,313 | 111 | 266 | 65 | 127 | 16 | 2 | 2,432 | 264 |
| 1955 | 2,667 | 89 | 206 | 124 | 113 | 9 | 15 | 1,832 | 279 |
| 1956 | 1,709 | 117 | 169 | 64 | 87 | 14 | 10 | 1,079 | 169 |
| 1957 | 907 | 302 | 91 | 30 | 40 | 2 | 14 | 348 | 80 |
| 1958 | 793 | 265 | 51 | 18 | 21 | 7 | 35 | 299 | 53 |
| 1959 | 480 | 102 | 10 | 7 | 18 | 1 | 34 | 276 | 23 |
| 1960 | 411 | 30 | 15 | 1 | 10 | 2 | 24 | 203 | 24 |
| 1961 | 743 | 21 | 21 | 3 | 7 | 1 | 29 | 634 | 27 |

[1] For 1941-1953 represents all exclusions at seaports and exclusions of aliens seeking entry for 30 days or longer at land ports.

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*.

## No. 128. Aliens Admitted, by Classes, Under the Immigration Laws: 1957 to 1961

[For years ending June 30. Includes Alaska and Hawaii. Excludes border crossers, crewmen, Mexican agricultural laborers, insular travelers, returning residents and students, and others entering without documents. See also *Historical Statistics, Colonial Times to 1957*, series C 140–151]

| CLASS | 1957 | 1958 | 1959 | 1960 | 1961 |
|---|---|---|---|---|---|
| **Aliens admitted** | **1,985,725** | **1,101,029** | **1,285,631** | **1,406,134** | **1,491,659** |
| **Immigrants** | 326,867 | 253,265 | 260,686 | 265,398 | 271,344 |
| Quota immigrants | 97,178 | 102,153 | 97,657 | 101,373 | 96,104 |
| First preference quota: | | | | | |
| Selected immigrants of special skill or ability | 2,902 | 3,941 | 3,518 | 3,385 | 3,400 |
| Their spouses and children | 2,739 | 3,179 | 3,199 | 3,081 | 3,758 |
| Second preference quota: | | | | | |
| Parents of U.S. citizens | 3,677 | 2,608 | 3,406 | 3,451 | 3,381 |
| Unmarried sons or daughters of U.S. citizens [1] | ---------- | ---------- | ---------- | 376 | 931 |
| Third preference quota: | | | | | |
| Spouses of resident aliens | 2,848 | 2,719 | 3,409 | 2,767 | 2,132 |
| Unmarried sons or daughters of resident aliens [2] | 3,783 | 2,668 | 4,134 | 3,226 | 3,265 |
| Fourth preference quota: | | | | | |
| Brothers or sisters of U.S. citizens | 1,715 | 2,903 | 2,102 | 1,956 | 2,346 |
| Married sons or daughters of U.S. citizens [1] | 1,443 | 2,029 | 1,275 | 426 | 244 |
| Spouses and children of brothers, sisters, sons, or daughters of U.S. citizens [3] | ---------- | ---------- | ---------- | 1,044 | 2,572 |
| Adopted sons or daughters of U.S. citizens [1] | ---------- | ---------- | ---------- | 55 | 62 |
| Nonpreference quota | 77,887 | 82,030 | 76,638 | 80,987 | 73,923 |
| Displaced persons, Displaced Persons Act of 1948 | 94 | 76 | 6 | ---------- | ---------- |
| Foreign government officials adjusting status under Act of Sept. 11, 1957 | ---------- | ---------- | ---------- | 21 | 30 |
| Nonquota immigrants | 229,689 | 151,112 | 163,029 | 164,025 | 175,240 |
| Wives of U.S. citizens | 21,794 | 23,517 | 22,620 | 21,621 | 20,012 |
| Husbands of U.S. citizens | 5,767 | 5,833 | 6,913 | 6,140 | 6,050 |
| Children of U.S. citizens | 4,708 | 5,970 | 6,860 | 6,454 | 6,480 |
| Natives of Western Hemisphere countries, their spouses and children | 113,488 | 88,575 | 68,196 | 91,701 | 112,836 |
| Persons who had been U.S. citizens [4] | 58 | 43 | 22 | 36 | 15 |
| Ministers of religious denominations, their spouses and children | 403 | 435 | 558 | 485 | 406 |
| Employees of U.S. Government abroad, their spouses and children [5] | 8 | 23 | 24 | 27 | 10 |
| Refugees, Refugee Relief Act of 1953 | 32,444 | 1,012 | 198 | 43 | 9 |
| Immigrants, Act of Sept. 11, 1957 | ---------- | 24,467 | 24,834 | 6,612 | 3,982 |
| Hungarian parolees, Act of July 25, 1958 | ---------- | ---------- | 25,424 | 5,067 | 122 |
| Azores and Netherlands refugees, Act of Sept. 2, 1958 | ---------- | ---------- | 1,187 | 3,870 | 5,472 |
| Immigrants, Secs. 4 and 6, Act of Sept. 22, 1959 | ---------- | ---------- | ---------- | 10,314 | 13,255 |
| Children born abroad to resident aliens or subsequent to issuance of visa | 701 | 926 | 1,228 | 1,458 | 1,411 |
| Aliens adjusting status under Sec. 249, Immigration and Nationality Act [6] | ---------- | ---------- | 4,321 | 4,773 | 5,037 |
| Other nonquota immigrants | 228 | 311 | 635 | 424 | 134 |
| **Nonimmigrants** | 758,858 | 847,764 | 1,024,945 | 1,140,736 | 1,220,316 |
| Foreign government officials | 28,498 | 29,265 | 30,701 | 32,509 | 30,704 |
| Temporary visitors for business | 84,246 | 81,405 | 91,434 | 108,130 | 116,165 |
| Temporary visitors for pleasure | 453,514 | 514,599 | 597,982 | 671,075 | 742,307 |
| Transit aliens | 107,399 | 99,190 | 116,814 | 113,201 | 106,838 |
| Treaty traders and investors | 1,740 | 2,500 | 3,036 | 3,803 | 4,549 |
| Students | 30,790 | 34,848 | 35,583 | 35,415 | 35,072 |
| Representatives to international organizations | 6,406 | 6,781 | 7,607 | 7,398 | 9,888 |
| Temporary workers and industrial trainees [6] | 16,856 | 24,402 | 29,339 | 38,479 | 44,262 |
| Representatives of foreign information media | 960 | 1,027 | 1,108 | 1,808 | 1,940 |
| Exchange visitors | 17,849 | 20,349 | 24,203 | 25,233 | 24,346 |
| Returning resident aliens [7] | 10,617 | 32,747 | 85,915 | 97,895 | 103,931 |
| NATO officials | ---------- | 638 | 1,043 | 533 | 755 |
| Other nonimmigrants | 13 | 13 | ---------- | 7 | 3 |

[1] Prior to Act of Sept. 22, 1959, all sons or daughters of U.S. citizens over 21 years of age were classified as fourth preference quota. Adopted sons or daughters with petitions approved prior to Sept. 22, 1959, remained fourth preference.

[2] Prior to Act of Sept. 22, 1959, included only children under 21 of resident aliens. Adult sons or daughters of resident aliens were classified as nonpreference quota.

[3] Prior to Act of Sept. 22, 1959, classified as nonpreference quota.

[4] Under the Act of 1924, this class covers only women who had been U.S. citizens.

[5] New classes under the provisions of the Immigration and Nationality Act of 1952.

[6] Not reported prior to 1959.

[7] Returning resident aliens who have once been counted as immigrants are included with nonimmigrants.

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*.

## No. 129. Resident Aliens Reporting Under Alien Address Program, by Selected Nationalities and by State of Residence: 1951, 1960, and 1961

[All aliens in the U.S. on January 1 are required to report their addresses to the Department of Justice in January except foreign government officials and their dependents, representatives to international organizations, and Mexican agricultural workers]

| Nationality | 1951 [1] | 1960 | 1961 | State of residence | 1951 [1] | 1960 | 1961 |
|---|---|---|---|---|---|---|---|
| All nationalities | 2,265,032 | 2,948,973 | 3,038,304 | Total | 2,265,032 | 2,948,973 | 3,038,304 |
| Canada | 217,397 | 295,280 | 338,242 | California | 326,158 | 567,484 | 617,733 |
| China | 33,003 | 47,895 | 45,893 | Connecticut | 71,223 | 75,208 | 76,869 |
| Germany | 118,003 | 253,462 | 267,562 | Florida | 26,011 | 83,577 | 117,619 |
| | | | | Hawaii | 66,131 | 51,310 | 50,101 |
| Greece | 35,069 | 49,228 | 47,232 | Illinois | 110,563 | 199,405 | 197,197 |
| Italy | 229,002 | 257,477 | 248,773 | Massachusetts | 146,028 | 127,710 | 128,458 |
| | | | | Michigan | 128,816 | 141,719 | 144,456 |
| Mexico | 324,104 | 509,517 | 520,884 | New Jersey | 118,380 | 151,437 | 154,061 |
| Poland | 213,319 | 166,998 | 138,216 | New York | 545,990 | 553,703 | 563,700 |
| United Kingdom | 192,723 | 226,718 | 267,571 | Ohio | 77,351 | 108,892 | 109,299 |
| U.S.S.R. | 126,010 | 89,061 | 65,874 | Pennsylvania | 98,481 | 126,073 | 123,382 |
| | | | | Texas | 165,027 | 237,514 | 253,579 |
| All other | 776,342 | 1,043,418 | 1,098,067 | All other [2] | 383,723 | 524,845 | 521,250 |

[1] Excludes approximately 100,000 alien address reports that were incomplete for 1951.
[2] Includes Alaska, and beginning 1960, Hawaii.

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*.

## No. 130. Passports Issued and Renewed, by Object of Travel, Destination, and Means of Travel: 1950 to 1961

[Passports are actual count; other data based on a sample and prorated to total passports. Data refer to number of passports issued, not travelers (except as noted). A single passport may cover more than one trip and more than one person]

| Item | 1950 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 |
|---|---|---|---|---|---|---|---|
| Now and renewed passports | 299,065 | 559,066 | 585,994 | 676,898 | 732,038 | 853,087 | 857,961 |
| **Object of travel:** [1] | | | | | | | |
| Government | | 84,647 | 97,239 | 100,313 | 121,765 | 115,910 | 100,251 |
| Nongovernment | | 474,419 | 488,755 | 576,585 | 610,273 | 737,177 | 757,710 |
| Personal reasons [2] | 141,567 | 37,411 | 18,043 | 87,619 | 252,175 | 321,590 | 376,480 |
| Pleasure [3] | 108,486 | 365,366 | 367,518 | 400,481 | 291,103 | 350,897 | 297,600 |
| Business [4] | 27,364 | 40,102 | 72,201 | 63,646 | 31,100 | 24,540 | 45,990 |
| Education | 18,837 | 26,101 | 23,122 | 26,317 | 28,576 | 31,240 | 28,280 |
| Religion | 4,676 | 3,884 | 4,707 | 6,040 | 4,976 | 6,780 | 7,190 |
| Health | 1,069 | 1,884 | 1,686 | 1,922 | 1,568 | 1,460 | 1,400 |
| Other | 2,666 | 81 | 578 | 590 | 587 | 670 | 770 |
| **First area destination:** | | | | | | | |
| Africa | 4,827 | 7,214 | 6,728 | 7,698 | 8,405 | 8,440 | 9,900 |
| Australia and Oceania | 2,059 | 4,853 | 4,727 | 16,518 | 32,150 | 35,220 | 47,577 |
| Europe | 243,771 | 421,075 | 461,330 | 537,061 | 561,558 | 669,692 | 645,754 |
| Far East | 5,558 | 44,859 | 45,555 | 38,827 | 47,170 | 55,960 | 71,150 |
| North, Central, and South America | 33,003 | 46,339 | 45,750 | 56,344 | 59,795 | 58,935 | 57,650 |
| Mid-East | 10,447 | 12,633 | 12,135 | 15,628 | 22,535 | 24,670 | 25,680 |
| Not stated | | 22,093 | 9,769 | 5,422 | [5] 360 | [5] 200 | [5] 230 |
| **Mode of travel—departure:** | | | | | | | |
| Ship | 200,800 | 335,446 | 298,854 | 269,344 | 240,825 | 226,245 | 175,932 |
| Air | 96,565 | 223,620 | 287,140 | 407,554 | 491,213 | 626,842 | 682,029 |
| Not stated | 2,300 | | | | | | |
| **Sex:** | | | | | | | |
| Male | 155,595 | [6] 320,108 | [6] 381,405 | [6] 408,718 | 352,340 | 419,015 | 430,808 |
| Female | 144,070 | [6] 412,846 | [6] 412,021 | [6] 470,556 | 379,198 | 435,472 | 427,153 |
| **Citizenship:** | | | | | | | |
| Native | 174,723 | 415,943 | 425,745 | 503,392 | 560,125 | 710,172 | 752,236 |
| Naturalized | 124,942 | 143,123 | 160,249 | 173,506 | 171,913 | 142,915 | 105,725 |

[1] Data not entirely comparable because of changes in classifications in 1956 and 1961 and revision of codes used to gather data in 1958.
[2] Includes "Personal business," "Join husband," "Accompany husband," "Business and pleasure," and "Visit family."
[3] Includes "Sightsee," "Vacation," "Visit," and "Tourist."
[4] Includes applicants formerly listed under "Employment" and "Commercial business."
[5] Includes applicants who listed "World tour."
[6] Figures cover all travelers included in passports issued or renewed.

Source: Department of State, Passport Office; annual report, *Summary of Passport Statistics*.

## No. 181. Passengers Arriving and Departing, and Arrivals at Selected Ports: 1936 to 1961

[For years ending June 30. Compiled from passenger manifests or lists; except as noted, excludes travelers between conterminous U.S. and its outlying areas, border crossers, crewmen, military personnel, and cruise travelers. Through 1955, citizen arrivals include citizens returning to the U.S. after residence in Canada or Mexico for a year or more and citizens returning from overseas and entering the U.S. via Canada]

| Port and class | 1936–1940, average | 1941–1945, average | 1946–1950, average | 1951–1955, average | 1956–1960, average | 1959 [1] | 1960 [1] | 1961 [1] |
|---|---|---|---|---|---|---|---|---|
| **Arrivals** | 537,523 | 232,304 | 936,044 | 1,539,955 | 2,562,907 | 2,865,567 | 3,111,530 | 3,360,606 |
| United States citizens | 345,100 | 136,826 | 507,821 | 938,305 | 1,568,093 | 1,804,435 | 1,920,582 | 2,043,416 |
| Aliens | 192,423 | 95,478 | 428,223 | 601,650 | 994,814 | 1,061,132 | 1,190,948 | 1,317,190 |
| **Departures** | 507,740 | 158,156 | 747,817 | 1,308,726 | 2,316,568 | 2,624,959 | 2,939,330 | 3,063,056 |
| United States citizens | 331,535 | 102,225 | 473,858 | 894,890 | 1,567,307 | 1,739,046 | 1,934,953 | 1,969,119 |
| Aliens | 176,211 | 55,931 | 273,959 | 413,836 | 743,261 | 885,913 | 1,004,377 | 1,093,937 |
| Excess of arrivals over departures | 29,782 | 74,148 | 188,227 | 231,229 | 252,339 | 240,608 | 172,200 | 297,550 |
| ARRIVALS AT SELECTED PORTS | | | | | | | | |
| Baltimore | 1,324 | 10,843 | 17,310 | 2,841 | 3,906 | 4,194 | 4,023 | 6,216 |
| United States citizens | 1,098 | 8,827 | 12,185 | 1,785 | 2,433 | 2,636 | 2,371 | 4,202 |
| Aliens | 265 | 2,016 | 5,125 | 1,056 | 1,473 | 1,558 | 1,652 | 2,014 |
| Boston | 11,704 | 3,129 | 30,778 | 40,394 | 47,190 | 44,830 | 50,008 | 50,754 |
| United States citizens | 6,942 | 1,075 | 16,465 | 33,097 | 32,045 | 32,344 | 33,548 | 41,105 |
| Aliens | 4,852 | 1,454 | 14,308 | 16,297 | 15,145 | 12,486 | 16,460 | 15,649 |
| Honolulu | 8,881 | 1,977 | 6,543 | 43,899 | 102,995 | 103,512 | 64,370 | 64,574 |
| United States citizens | 5,294 | 1,139 | 4,600 | 25,314 | 57,547 | 56,052 | 38,993 | 38,251 |
| Aliens | 3,587 | 838 | 1,943 | 18,585 | 45,148 | 47,460 | 25,686 | 26,323 |
| Key West | 3,057 | 2,225 | 14,192 | 32,869 | 60,277 | 56,402 | 48,008 | 15,730 |
| United States citizens | 2,923 | 1,969 | 10,727 | 26,904 | 37,858 | 31,252 | 21,703 | 4,920 |
| Aliens | 1,034 | 266 | 3,465 | 5,965 | 22,419 | 25,150 | 26,240 | 10,819 |
| Los Angeles and San Pedro | 10,934 | 5,872 | 3,349 | 15,534 | 58,014 | 98,833 | 115,905 | 143,011 |
| United States citizens | 6,670 | 2,644 | 1,982 | 8,813 | 32,542 | 62,019 | 68,114 | 83,781 |
| Aliens | 4,264 | 3,228 | 1,367 | 6,721 | 25,472 | 36,814 | 47,891 | 59,830 |
| Miami | 72,264 | 82,487 | 224,151 | 322,846 | 478,167 | 493,044 | 544,002 | 550,041 |
| United States citizens | 55,362 | 50,282 | 140,418 | 206,625 | 298,744 | 312,279 | 331,258 | 309,097 |
| Aliens | 16,802 | 32,205 | 83,733 | 116,221 | 179,423 | 180,765 | 212,804 | 240,944 |
| New Orleans | 8,668 | 10,586 | 34,085 | 38,349 | 53,560 | 62,245 | 57,402 | 50,391 |
| United States citizens | 6,997 | 6,279 | 22,147 | 21,600 | 36,058 | 43,339 | 39,030 | 32,185 |
| Aliens | 1,671 | 4,307 | 12,538 | 16,749 | 17,503 | 18,906 | 18,368 | 18,206 |
| New York | 375,603 | 76,050 | 485,050 | 802,496 | 1,276,539 | 1,367,088 | 1,488,030 | 1,067,365 |
| United States citizens | 228,369 | 39,340 | 221,108 | 463,854 | 765,817 | 867,020 | 917,712 | 1,020,787 |
| Aliens | 147,200 | 37,310 | 263,942 | 338,642 | 510,722 | 520,968 | 570,924 | 646,578 |
| Philadelphia | 1,330 | 1,373 | 3,808 | 3,171 | 17,575 | 6,953 | 5,050 | 10,342 |
| United States citizens | 994 | 601 | 1,642 | 1,987 | 14,408 | 5,286 | 3,471 | 8,217 |
| Aliens | 370 | 772 | 2,166 | 1,184 | 3,167 | 1,717 | 1,579 | 2,125 |
| Port Everglades | 17 | 2,000 | 902 | 3,039 | 45,411 | 57,032 | 87,410 | 90,895 |
| United States citizens | 16 | 28 | 188 | 2,805 | 33,407 | 42,456 | 64,302 | 66,997 |
| Aliens | 1 | 1,972 | 714 | 234 | 12,004 | 15,176 | 23,108 | 23,898 |
| San Francisco | 14,550 | 11,574 | 36,796 | 33,025 | 53,916 | 71,013 | 120,003 | 135,736 |
| United States citizens | 8,311 | 7,472 | 26,050 | 21,052 | 39,826 | 39,480 | 60,856 | 79,442 |
| Aliens | 6,239 | 4,102 | 10,740 | 11,973 | 23,090 | 31,533 | 59,147 | 56,294 |
| Seattle | 4,122 | 1,352 | 7,944 | 21,857 | 17,762 | 22,569 | 8,999 | 5,912 |
| United States citizens | 2,211 | 452 | 6,768 | 17,678 | 10,479 | 12,471 | 4,914 | 3,312 |
| Aliens | 1,911 | 900 | 1,176 | 4,179 | 7,283 | 10,098 | 4,085 | 2,600 |
| West Palm Beach | 383 | 487 | 4,593 | 16,740 | 34,132 | 35,158 | 37,006 | 40,516 |
| United States citizens | 346 | 280 | 1,642 | 8,328 | 25,573 | 26,870 | 20,152 | 30,633 |
| Aliens | 37 | 207 | 2,951 | 8,412 | 8,459 | 8,288 | 8,814 | 9,883 |

[1] Includes cruise travelers. Excludes travelers between U.S. and its outlying areas.

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*, and releases.

## No. 132. Passengers Arriving and Departing, by Country, Flag of Carrier, Mode of Travel, and Citizenship: 1950 to 1961

[For years ending June 30. See headnote, table 131]

| COUNTRY, FLAG, ETC. | 1950 | 1955 | 1957 | 1958 | 1959 [1] | 1960 [1] | 1961 [1] |
|---|---|---|---|---|---|---|---|
| **Passengers arriving** | 1,182,152 | 1,839,156 | 2,338,768 | 2,427,540 | 2,805,567 | 3,111,530 | 3,360,606 |
| **Country:** | | | | | | | |
| Europe | 688,204 | 811,447 | 1,048,574 | 1,064,801 | 1,172,480 | 1,255,570 | 1,442,893 |
| Asia [2] | 50,077 | 135,473 | 147,625 | 161,094 | 174,550 | 197,353 | 222,628 |
| Africa | 5,192 | 11,099 | 10,940 | 12,776 | 12,222 | 14,107 | 13,983 |
| Oceania [2] | 18,040 | 34,046 | 50,853 | 57,223 | 50,815 | 55,160 | 63,066 |
| Canada and Newfoundland | 34,585 | 70,191 | 36,942 | 22,301 | 28,377 | 15,760 | 22,650 |
| Greenland | 108 | 1,060 | 2,274 | 2,620 | 3,656 | 7,207 | 6,226 |
| Mexico | 4,325 | 28,963 | 31,566 | 75,585 | 225,573 | 256,933 | 267,709 |
| West Indies | 362,829 | 577,357 | 801,568 | 793,996 | 803,732 | 846,933 | 800,912 |
| Central America | 50,760 | 64,740 | 81,278 | 88,034 | 92,370 | 93,416 | 98,643 |
| South America | 67,426 | 103,880 | 127,039 | 148,300 | 156,304 | 193,653 | 206,615 |
| Cruise [3] | | | | | 142,419 | 175,288 | 214,221 |
| **Flag of carrier:** | | | | | | | |
| U. S. | 749,754 | 1,046,832 | 1,256,128 | 1,291,032 | 1,430,685 | 1,471,536 | 1,469,439 |
| Foreign | 432,398 | 792,324 | 1,082,640 | 1,136,508 | 1,434,882 | 1,639,994 | 1,891,167 |
| **Mode of travel:** | | | | | | | |
| By sea | 601,543 | 661,610 | 682,670 | 634,644 | 746,873 | 753,965 | 751,140 |
| By air | 580,609 | 1,177,546 | 1,656,098 | 1,792,896 | 2,118,694 | 2,357,565 | 2,609,466 |
| **Citizenship:** | | | | | | | |
| Aliens | 530,209 | 671,563 | 973,693 | 958,278 | 1,001,132 | 1,190,948 | 1,317,190 |
| Citizens | 651,943 | 1,167,593 | 1,305,075 | 1,469,262 | 1,804,435 | 1,920,582 | 2,043,416 |
| **Passengers departing** | 981,124 | 1,582,755 | 1,976,715 | 2,194,343 | 2,624,959 | 2,930,330 | 3,053,956 |
| **Country:** | | | | | | | |
| Europe | 432,890 | 702,594 | 812,015 | 959,435 | 1,058,511 | 1,230,088 | 1,360,331 |
| Asia [2] | 46,202 | 86,274 | 125,807 | 126,037 | 141,357 | 169,303 | 194,714 |
| Africa | 6,011 | 13,501 | 12,042 | 12,997 | 12,537 | 12,707 | 11,804 |
| Oceania [2] | 19,462 | 24,776 | 41,578 | 51,306 | 43,886 | 47,464 | 56,670 |
| Canada and Newfoundland | 12,807 | 16,341 | 18,606 | 18,373 | 26,038 | 15,560 | 17,517 |
| Greenland | 176 | 3,327 | 1,658 | 1,768 | 4,292 | 7,386 | 5,470 |
| Mexico | 4,530 | 33,685 | 40,644 | 77,964 | 204,459 | 245,996 | 253,184 |
| West Indies | 352,195 | 546,142 | 728,086 | 733,717 | 757,525 | 804,842 | 676,919 |
| Central America | 38,466 | 53,776 | 71,763 | 74,154 | 81,459 | 84,038 | 90,481 |
| South America | 68,476 | 102,339 | 124,456 | 138,112 | 151,334 | 174,883 | 191,610 |
| Cruise [3] | | | | | 143,561 | 146,464 | 204,296 |
| **Flag of carrier:** | | | | | | | |
| U. S. | 577,358 | 900,034 | 1,052,910 | 1,116,684 | 1,277,986 | 1,378,018 | 1,302,825 |
| Foreign | 403,766 | 682,721 | 923,805 | 1,077,659 | 1,346,973 | 1,561,312 | 1,700,231 |
| **Mode of travel:** | | | | | | | |
| By sea | 467,105 | 554,401 | 580,017 | 584,906 | 679,689 | 720,470 | 718,211 |
| By air | 514,019 | 1,028,264 | 1,396,698 | 1,609,437 | 1,945,270 | 2,218,860 | 2,344,845 |
| **Citizenship:** | | | | | | | |
| Aliens | 329,529 | 488,042 | 574,608 | 710,428 | 885,913 | 1,004,377 | 1,093,937 |
| Citizens | 651,595 | 1,094,713 | 1,402,107 | 1,483,915 | 1,739,046 | 1,934,953 | 1,959,119 |

[1] Excludes travelers between U.S. and its outlying areas.
[2] Philippines included with Oceania for 1950, with Asia thereafter.
[3] Cruise travel not reported prior to 1959.

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*, and releases.

## No. 133. Aliens Naturalized, by Type of Legal Qualification or Provision: 1945 to 1961

[For years ending June 30. Includes Alaska, Hawaii, and outlying areas of the U.S. See also *Historical Statistics, Colonial Times to 1957*, series C 159, for total naturalized]

| NATURALIZATION PROVISION | 1945 | 1950 | 1955 | 1957 | 1958 | 1959 | 1960 | 1961 |
|---|---|---|---|---|---|---|---|---|
| **Total naturalized** | 231,402 | 66,346 | 209,526 | 138,043 | 119,866 | 103,931 | 119,442 | 132,459 |
| Under general naturalization provisions | 137,729 | 10,403 | 173,954 | 114,827 | 94,380 | 77,230 | 91,648 | 104,341 |
| Married to U.S. citizens | 69,526 | 40,684 | 20,460 | 18,212 | 19,353 | 19,512 | 19,799 | 18,674 |
| Children of U.S. citizens | 182 | 409 | 2,600 | 3,779 | 4,966 | 5,632 | 6,149 | 7,416 |
| Filipinos [1] | | 1,843 | 22 | 6 | | 26 | 88 | 116 |
| Military | [2] 22,695 | 2,007 | [2] 11,958 | 845 | 916 | 1,308 | 1,594 | 1,719 |
| Other | 1,270 | 1,850 | 532 | 374 | 251 | 223 | 264 | 184 |

[1] With U.S. residence beginning prior to May 1, 1934.
[2] Includes aliens in U.S. Armed Forces who were naturalized abroad.

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*.

## No. 134. Aliens Naturalized, by Military or Civilian Status, and Petitions Filed and Denied: 1907 to 1961

[For years ending June 30. No national data compiled prior to fiscal year 1907. Includes Alaska, Hawaii, and outlying areas of the U.S. See also *Historical Statistics, Colonial Times to 1957*, series C 158-159 and C 170]

| Period or year | Declarations filed [1] | Petitions filed [2] | Petitions denied | Aliens naturalized [3] | | |
|---|---|---|---|---|---|---|
| | | | | Total | Civilian | Military |
| Total, 1907-1961 | 8,551,747 | 8,374,077 | 443,270 | 7,841,783 | 7,328,163 | 513,620 |
| 1921-1925 | 1,575,809 | 862,715 | 100,878 | 760,790 | 756,407 | 44,383 |
| 1926-1930 | 1,133,206 | 1,031,562 | 58,615 | 973,305 | 961,572 | 11,823 |
| 1931-1935 | 535,266 | 637,098 | 21,503 | 626,072 | 619,049 | 7,023 |
| 1936-1940 | 834,213 | 999,445 | 24,109 | 892,392 | 879,524 | 12,868 |
| 1941-1945 | 835,146 | [4] 1,520,053 | 46,852 | [4] 1,530,072 | 1,427,441 | [4] 112,531 |
| 1946-1950 | 285,133 | [4] 418,013 | 17,952 | [4] 447,050 | 409,788 | [4] 37,268 |
| 1951-1955 | 246,471 | [4] 598,078 | 13,513 | [4] 562,779 | 532,941 | [4] 29,838 |
| 1956-1960 | 77,347 | 632,405 | 14,656 | [4] 627,167 | 615,300 | [4] 11,867 |
| 1950 | 93,527 | 80,038 | 2,276 | 65,346 | 64,279 | 2,067 |
| 1953 | 23,568 | 98,128 | 2,300 | 92,051 | 90,476 | 1,575 |
| 1954 | 9,100 | [4] 130,722 | 2,084 | [4] 117,831 | 104,086 | [4] 13,745 |
| 1955 | 10,858 | [4] 213,598 | 4,871 | [4] 209,526 | 197,568 | [4] 11,958 |
| 1956 | 12,870 | [4] 137,701 | 3,935 | [4] 146,885 | 138,681 | [4] 7,204 |
| 1957 | 15,911 | 140,517 | 2,948 | 138,043 | 137,198 | 845 |
| 1958 | 16,196 | 117,344 | 2,688 | 119,866 | 118,950 | 916 |
| 1959 | 10,115 | 109,270 | 2,208 | 103,931 | 102,623 | 1,308 |
| 1960 | 16,255 | 127,549 | 2,277 | 119,442 | 117,848 | 1,594 |
| 1961 | 15,921 | 138,718 | 3,175 | 132,450 | 130,731 | 1,719 |

[1] Declaration of intention to become citizen. [2] Petition for naturalization.
[3] Certificates of naturalization issued.
[4] Includes aliens serving in U. S. Armed Forces who were naturalized abroad.

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*, and releases.

## No. 135. Aliens Naturalized, by Age and Sex: 1950 to 1961

[For years ending June 30. Includes Alaska, Hawaii, and outlying areas of the U.S. See also *Historical Statistics, Colonial Times to 1957*, series C 159-161]

| Age and sex | 1950 | 1955 | 1957 | 1958 | Age and sex | 1959 | 1960 | 1961 |
|---|---|---|---|---|---|---|---|---|
| **Total** | 66,346 | 209,526 | 138,043 | 119,866 | **Total** | 103,931 | 119,442 | 132,450 |
| Under 21 years | 1,693 | 7,839 | 9,210 | 10,448 | Under 20 years | 8,395 | 9,243 | 10,724 |
| 21 to 25 years | 7,742 | 17,633 | 10,640 | 10,747 | 20 to 29 years | 21,428 | 23,956 | 26,706 |
| 26 to 35 years | 13,925 | 65,607 | 41,564 | 35,842 | 30 to 39 years | 30,854 | 32,826 | 34,925 |
| 36 to 45 years | 14,679 | 40,375 | 29,518 | 25,142 | 40 to 49 years | 17,678 | 19,332 | 21,284 |
| 46 to 55 years | 15,176 | 49,062 | 23,254 | 18,835 | 50 to 59 years | 13,039 | 16,025 | 17,505 |
| 56 to 65 years | 10,071 | 31,846 | 16,379 | 13,013 | 60 to 69 years | 8,709 | 11,081 | 14,805 |
| 66 and over | 3,750 | 16,072 | 7,088 | 5,719 | 70 and over | 3,122 | 5,367 | 6,399 |
| Not reported | | | 91 | 70 | Not reported | 56 | 712 | 42 |
| **Male** | 25,745 | 95,856 | 60,289 | 51,350 | **Male** | 43,719 | 50,896 | 58,795 |
| Under 21 years | 371 | 4,252 | 4,679 | 5,226 | Under 20 years | 4,209 | 4,803 | 5,456 |
| 21 to 25 years | 1,732 | 9,546 | 8,513 | 8,431 | 20 to 29 years | 6,958 | 8,747 | 10,679 |
| 26 to 35 years | 4,401 | 23,288 | 16,004 | 13,317 | 30 to 39 years | 12,926 | 13,418 | 15,006 |
| 36 to 45 years | 6,399 | 19,958 | 14,807 | 12,306 | 40 to 49 years | 8,576 | 9,509 | 10,505 |
| 46 to 55 years | 6,485 | 17,512 | 10,820 | 8,717 | 50 to 59 years | 5,925 | 7,008 | 8,032 |
| 56 to 65 years | 4,523 | 13,070 | 6,867 | 5,445 | 60 to 69 years | 3,606 | 4,519 | 5,935 |
| 66 and over | 1,334 | 8,221 | 3,562 | 2,872 | 70 and over | 1,619 | 2,569 | 2,985 |
| Not reported | | | 46 | 36 | Not reported | 20 | 323 | 17 |
| **Female** | 40,601 | 113,676 | 77,754 | 68,516 | **Female** | 60,212 | 68,546 | 73,655 |
| Under 21 years | 632 | 3,587 | 4,540 | 5,223 | Under 20 years | 4,096 | 4,440 | 5,268 |
| 21 to 25 years | 6,010 | 8,095 | 7,139 | 7,316 | 20 to 29 years | 14,470 | 15,209 | 16,027 |
| 26 to 35 years | 9,524 | 32,409 | 25,560 | 22,525 | 30 to 39 years | 18,228 | 19,408 | 19,829 |
| 36 to 45 years | 8,280 | 20,417 | 14,709 | 12,836 | 40 to 49 years | 9,102 | 9,823 | 10,686 |
| 46 to 55 years | 8,691 | 22,550 | 12,434 | 10,118 | 50 to 59 years | 7,764 | 9,017 | 9,473 |
| 56 to 65 years | 5,548 | 18,767 | 9,512 | 7,568 | 60 to 69 years | 5,013 | 7,462 | 8,870 |
| 66 and over | 1,916 | 7,851 | 3,521 | 2,846 | 70 and over | 1,503 | 2,798 | 3,414 |
| Not reported | | | 45 | 34 | Not reported | 36 | 389 | 25 |

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*, and releases.

## No. 136. Aliens Naturalized, by States and Other Areas of Residence: 1950 to 1961

[For years ending June 30]

| STATE OF RESIDENCE | 1950 | 1955 | 1960 | 1961 | STATE OF RESIDENCE | 1950 | 1955 | 1960 | 1961 |
|---|---|---|---|---|---|---|---|---|---|
| Total | 66,346 | 209,526 | 119,442 | 132,450 | Montana | 166 | 348 | 489 | 241 |
| | | | | | Nebraska | 150 | 521 | 649 | 504 |
| Alabama | 140 | 674 | 317 | 397 | Nevada | 68 | 255 | 287 | 263 |
| Alaska | 95 | 370 | 179 | 317 | New Hampshire | 318 | 722 | 490 | 346 |
| Arizona | 341 | 621 | 790 | 919 | New Jersey | 3,742 | 14,164 | 7,415 | 8,761 |
| Arkansas | 44 | 176 | 118 | 123 | New Mexico | 125 | 353 | 392 | 525 |
| California | 9,488 | 36,358 | 17,006 | 20,884 | New York | 20,499 | 61,677 | 28,363 | 31,467 |
| Colorado | 358 | 1,086 | 1,027 | 1,361 | North Carolina | 188 | 661 | 326 | 404 |
| Connecticut | 1,753 | 6,294 | 4,398 | 2,743 | North Dakota | 93 | 286 | 118 | 154 |
| Delaware | 90 | 334 | 243 | 242 | Ohio | 2,254 | 7,156 | 4,335 | 5,514 |
| Dist. of Columbia | 466 | 1,152 | 581 | 753 | Oklahoma | 160 | 281 | 364 | 468 |
| Florida | 987 | 3,028 | 3,200 | 2,044 | Oregon | 451 | 1,527 | 951 | 911 |
| Georgia | 200 | 696 | 719 | 818 | Pennsylvania | 2,443 | 8,767 | 4,867 | 5,251 |
| Hawaii | 1,087 | 2,741 | 2,377 | 1,068 | Rhode Island | 521 | 1,467 | 590 | 877 |
| Idaho | 85 | 201 | 256 | 252 | South Carolina | 93 | 262 | 267 | 323 |
| Illinois | 3,367 | 10,394 | 8,223 | 10,478 | South Dakota | 89 | 191 | 84 | 160 |
| Indiana | 577 | 1,930 | 1,472 | 1,612 | Tennessee | 106 | 448 | 243 | 341 |
| Iowa | 329 | 527 | 605 | 426 | Texas | 1,363 | 5,076 | 4,305 | 5,326 |
| Kansas | 198 | 714 | 594 | 785 | Utah | 125 | 973 | 646 | 643 |
| Kentucky | 198 | 505 | 568 | 364 | Vermont | 232 | 542 | 349 | 204 |
| Louisiana | 246 | 713 | 422 | 563 | Virginia | 413 | 1,133 | 1,239 | 936 |
| Maine | 475 | 992 | 398 | 518 | Washington | 1,176 | 2,855 | 2,311 | 1,710 |
| Maryland | 480 | 2,260 | 1,688 | 1,481 | West Virginia | 175 | 493 | 282 | 209 |
| | | | | | Wisconsin | 623 | 2,182 | 2,041 | 2,014 |
| Massachusetts | 4,861 | 11,092 | 5,146 | 6,364 | Wyoming | 69 | 66 | 87 | 125 |
| Michigan | 3,475 | 9,146 | 5,854 | 5,371 | | | | | |
| Minnesota | 567 | 1,811 | 660 | 1,107 | Puerto Rico | 56 | 108 | 156 | 285 |
| Mississippi | 60 | 198 | 146 | 208 | Virgin Islands | 62 | 104 | 46 | 120 |
| Missouri | 502 | 1,831 | 861 | 1,183 | All other | 144 | 416 | 236 | 223 |

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*, and releases.

## No. 137. Aliens Naturalized, by Country of Former Allegiance: 1958 to 1961

[For years ending June 30. Includes Alaska, Hawaii, and outlying areas of the U.S. See also *Historical Statistics, Colonial Times to 1957*, series C 150 and C 152–169]

| COUNTRY | 1958 | 1959 | 1960 | 1961 | COUNTRY | 1958 | 1959 | 1960 | 1961 |
|---|---|---|---|---|---|---|---|---|---|
| All countries | 119,866 | 103,931 | 115,442 | 132,450 | Europe—Continued | | | | |
| | | | | | Romania | 1,354 | 682 | 624 | 752 |
| Europe | 91,595 | 74,613 | 85,116 | 93,122 | Spain | 634 | 533 | 805 | 862 |
| Albania | 120 | 87 | 147 | 230 | Sweden | 757 | 681 | 754 | 682 |
| Austria | 1,868 | 1,510 | 1,602 | 1,660 | Switzerland | 784 | 768 | 799 | 867 |
| Belgium | 594 | 528 | 545 | 541 | Turkey | 316 | 312 | 385 | 476 |
| British Empire [1] | 12,428 | 10,990 | 11,303 | 10,544 | U.S.S.R. | 4,582 | 3,205 | 3,372 | 3,850 |
| Bulgaria | 134 | 82 | 71 | 87 | Yugoslavia | 4,154 | 2,121 | 2,211 | 2,810 |
| Czechoslovakia | 2,271 | 1,474 | 1,522 | 1,499 | Other Europe [2] | 90 | 70 | 65 | 92 |
| Denmark | 768 | 620 | 683 | 664 | | | | | |
| | | | | | Asia | 7,496 | 8,313 | 11,071 | 12,368 |
| Estonia | 739 | 528 | 414 | 422 | China [3] | 1,542 | 1,395 | 1,968 | 2,683 |
| Finland | 397 | 405 | 502 | 555 | Israel | 616 | 945 | 1,145 | 1,143 |
| France | 2,130 | 1,920 | 1,979 | 1,854 | Japan | 2,736 | 3,094 | 4,189 | 3,790 |
| Germany | 20,486 | 18,442 | 19,003 | 18,738 | Lebanon | 253 | 283 | 200 | 323 |
| Greece | 3,370 | 2,457 | 3,413 | 6,140 | Philippines | 1,431 | 1,506 | 2,035 | 2,329 |
| Hungary | 2,541 | 1,444 | 1,437 | 1,546 | Syria | 129 | (4) | (4) | (4) |
| Iceland | 77 | 66 | 75 | 60 | Other Asia [5] | 779 | 1,080 | 1,415 | 2,040 |
| Ireland | 3,250 | 3,163 | 3,673 | 3,754 | | | | | |
| | | | | | North America | 17,757 | 18,035 | 19,503 | 22,820 |
| Italy | 8,462 | 8,079 | 14,500 | 18,365 | Canada | 10,211 | 10,324 | 10,215 | 10,033 |
| Latvia | 2,511 | 1,684 | 1,562 | 1,486 | Mexico | 5,042 | 5,147 | 5,913 | 8,405 |
| Lithuania | 1,487 | 1,132 | 1,164 | 1,287 | West Indies | 1,579 | 1,597 | 2,301 | 3,165 |
| Luxembourg | 78 | 78 | 62 | 63 | Central America [5] | 925 | 967 | 1,074 | 1,217 |
| Netherlands | 2,000 | 2,078 | 2,134 | 2,134 | | | | | |
| Norway | 1,117 | 941 | 971 | 1,005 | South America [5] | 917 | 1,093 | 1,318 | 1,391 |
| Poland | 11,038 | 7,603 | 8,021 | 8,605 | Africa [5] | 207 | [4] 415 | [4] 452 | [4] 461 |
| Portugal | 1,049 | 976 | 1,258 | 1,493 | Stateless and other | 1,894 | 1,462 | 1,082 | 2,348 |

[1] Represents United Kingdom and British colonies and dependencies.
[2] Includes Andorra, Danzig, Liechtenstein, Monaco, and San Marino.
[3] Includes Taiwan.
[4] Syria included in Africa as part of United Arab Republic.
[5] Independent countries.

Source: Department of Justice, Immigration and Naturalization Service; *Annual Report*, and releases.

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# Historical General Population

## City & County of Los Angeles, 1850 to 2020

A young family in East Los Angeles, 1952. Photo courtesy of the Moya Family.

Also see:
-- Historical Resident Population for Spanish & Mexican Period, 1781-1840
-- General Population by City in Los Angeles County 1850-1900
-- General Population by City in Los Angeles County 1910-1950
-- General Population by City in Los Angeles County 1960-2000
-- Population of L.A. County Cities & Unincorporated Communities, 1990-Present
-- Annual Population Estimates for Los Angeles County 1971-2021

Between the census counts of 1850 and 2020, the population of the city of Los Angeles grew to be 2,421 times larger than its 1850 number. Los Angeles County's overall population grew to be 2,837 times larger. By comparison, over the same period, the population for the entire state of California grew to be 427 times larger than where it was in 1850.

**COVID-19 in L.A. County**

| Year | Population of City of Los Angeles | City of Los Angeles Population as Percentage of Los Angeles County | Population of Los Angeles County | Los Angeles County Population as Percentage of California | California Population |
|---|---|---|---|---|---|
| 1850* | 1,610 | 45.6% | 3,530 | 3.8% | 92,597 |




| Year | Population of City of Los Angeles | City of Los Angeles Population as Percentage of Los Angeles County | Population of Los Angeles County | Los Angeles County Population as Percentage of California | California Population |
|---|---|---|---|---|---|
| 1860 | 4,385 | 38.7% | 11,333 | 3.0% | 379,994 |
| 1870 | 5,728 | 37.4% | 15,309 | 2.7% | 560,247 |
| 1880 | 11,183 | 33.5% | 33,381 | 3.9% | 864,694 |
| 1890 | 50,395 | 49.7% | 101,454 | 8.4% | 1,213,398 |
| Year | Population of City of Los Angeles | City of Los Angeles Population as Percentage of Los Angeles County | Population of Los Angeles County | Los Angeles County Population as Percentage of California | California Population |
| 1900 | 102,479 | 60.2% | 170,298 | 11.5% | 1,485,053 |
| 1910 | 319,198 | 63.3% | 504,131 | 21.2% | 2,377,549 |
| 1920 | 576,673 | 61.6% | 936,455 | 27.3% | 3,426,861 |
| 1930 | 1,238,048 | 56.1% | 2,208,492 | 38.9% | 5,677,251 |
| 1940 | 1,504,277 | 54.0% | 2,785,643 | 40.3% | 6,907,387 |
| Year | Population of City of Los Angeles | City of Los Angeles Population as Percentage of Los Angeles County | Population of Los Angeles County | Los Angeles County Population as Percentage of California | California Population |
| 1950 | 1,970,358 | 47.5% | 4,151,687 | 39.2% | 10,586,223 |
| 1960 | 2,479,015 | 41.0% | 6,039,771 | 38.4% | 15,717,204 |
| 1970 | 2,816,061 | 40.0% | 7,032,075 | 35.2% | 19,971,069 |
| 1980 | 2,966,850 | 39.7% | 7,477,239 | 31.6% | 23,667,902 |
| 1990 | 3,485,567 | 39.3% | 8,863,052 | 29.7% | 29,811,427 |
| Year | Population of City of Los Angeles | City of Los Angeles Population as Percentage of Los Angeles County | Population of Los Angeles County | Los Angeles County Population as Percentage of California | California Population |
| 2000 | 3,694,820 | 38.8% | 9,519,315 | 28.1% | 33,871,653 |
| 2010 | 3,792,621 | 38.6% | 9,818,605 | 26.4% | 37,253,956 |
| 2020 | 3,898,747 | 38.9% | 10,014,009 | 25.3% | 39,538,223 |

* See comment box below.
† Annual estimate from data collected by the U.S. Census American Community Survey over the 5-Year period of 2015-2019.

Source: U.S. Census Bureau

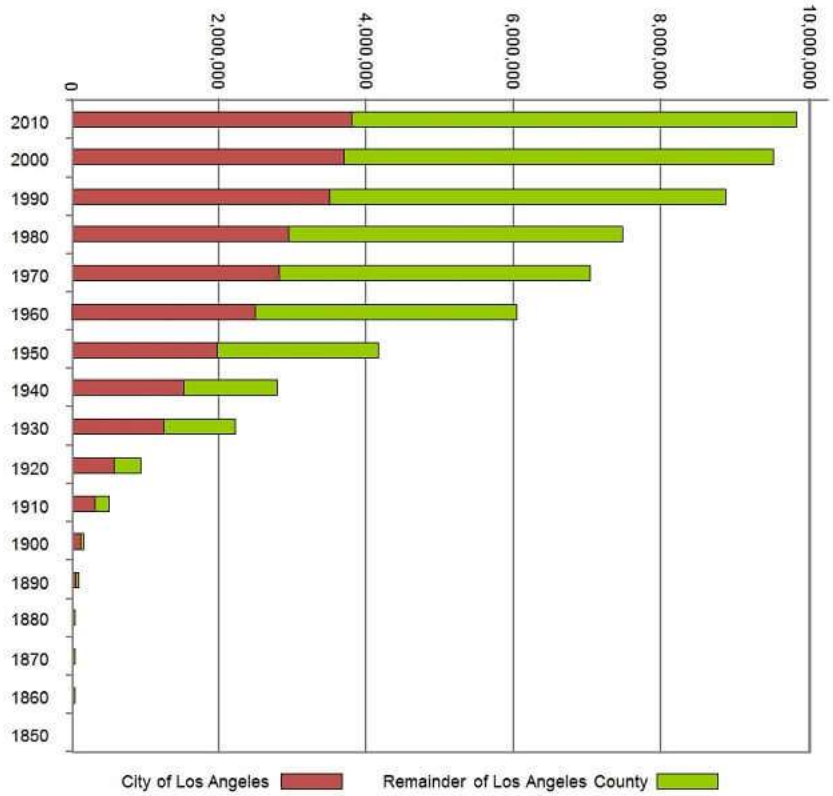


Chart illustrating data from chart above.

Also see: **Historical Populations by City in Los Angeles County**

The 1850 Census for Los Angeles County was actually conducted in the first two months of 1851, due to California becoming a state only late in 1850. The census-taker for Los Angeles County was a single individual, John R. Everston, a local who was tasked with covering a county that then encompassed, not only present-day Los Angeles County, but also the present-day counties of Orange, Ventura and San Bernardino;(approximately 30,000 square miles). Considering the size of territory that he had to cover in a short time, despite its sparse population, Everston's count was considered inaccurate and a gross undercount. Since congressional representation depended on census counts, California conducted its own census in 1852 and counted a bit less than 8,000 residents in Los Angeles County, half of whom were American Indian.

# EXHIBIT D – US CENSUS 2022 of the CITY OF LOS ANGELES

United States Census Bureau

# QuickFacts

## Los Angeles city, California

QuickFacts provides statistics for all states and counties, and for cities and towns with a ***population of 5,000 or more***.

## Table

| All Topics | Los Angeles city, California |
|---|---|
| **Population, Census, April 1, 2020** | **3,898,747** |
| **PEOPLE** | |
| **Population** | |
| Population Estimates, July 1 2021, (V2021) | NA |
| Population estimates base, April 1, 2020, (V2021) | NA |
| Population, percent change - April 1, 2020 (estimates base) to July 1, 2021, (V2021) | NA |
| **Population, Census, April 1, 2020** | **3,898,747** |
| Population, Census, April 1, 2010 | 3,792,621 |
| **Age and Sex** | |
| Persons under 5 years, percent | 5.7% |
| Persons under 18 years, percent | 20.4% |
| Persons 65 years and over, percent | 12.9% |
| Female persons, percent | 50.5% |
| **Race and Hispanic Origin** | |
| White alone, percent | 48.9% |
| Black or African American alone, percent (a) | 8.8% |
| American Indian and Alaska Native alone, percent (a) | 0.7% |
| Asian alone, percent (a) | 11.8% |
| Native Hawaiian and Other Pacific Islander alone, percent (a) | 0.2% |
| Two or More Races, percent | 7.0% |
| Hispanic or Latino, percent (b) | 48.1% |
| White alone, not Hispanic or Latino, percent | 28.5% |
| **Population Characteristics** | |
| Veterans, 2016-2020 | 82,183 |
| Foreign born persons, percent, 2016-2020 | 36.3% |
| **Housing** | |
| Housing units, July 1, 2019, (V2019) | X |
| Owner-occupied housing unit rate, 2016-2020 | 37.0% |
| Median value of owner-occupied housing units, 2016-2020 | $670,700 |
| Median selected monthly owner costs -with a mortgage, 2016-2020 | $2,819 |
| Median selected monthly owner costs -without a mortgage, 2016-2020 | $754 |
| Median gross rent, 2016-2020 | $1,523 |
| Building permits, 2021 | X |
| **Families & Living Arrangements** | |
| Households, 2016-2020 | 1,402,522 |
| Persons per household, 2016-2020 | 2.77 |
| Living in same house 1 year ago, percent of persons age 1 year+, 2016-2020 | 88.9% |
| Language other than English spoken at home, percent of persons age 5 years+, 2016-2020 | 58.3% |
| **Computer and Internet Use** | |
| Households with a computer, percent, 2016-2020 | 93.3% |
| Households with a broadband Internet subscription, percent, 2016-2020 | 86.2% |
| **Education** | |
| High school graduate or higher, percent of persons age 25 years+, 2016-2020 | 78.3% |
| Bachelor's degree or higher, percent of persons age 25 years+, 2016-2020 | 35.6% |
| **Health** | |
| With a disability, under age 65 years, percent, 2016-2020 | 6.4% |
| Persons without health insurance, under age 65 years, percent | 12.1% |
| **Economy** | |
| In civilian labor force, total, percent of population age 16 years+, 2016-2020 | 66.5% |

| | |
|---|---|
| In civilian labor force, female, percent of population age 16 years+, 2016-2020 | 60.5% |
| Total accommodation and food services sales, 2012 ($1,000) (c) | 9,295,589 |
| Total health care and social assistance receipts/revenue, 2012 ($1,000) (c) | 29,830,223 |
| Total manufacturers shipments, 2012 ($1,000) (c) | 43,502,545 |
| Total retail sales, 2012 ($1,000) (c) | 40,156,864 |
| Total retail sales per capita, 2012 (c) | $10,409 |
| **Transportation** | |
| Mean travel time to work (minutes), workers age 16 years+, 2016-2020 | 31.9 |
| **Income & Poverty** | |
| Median household income (in 2020 dollars), 2016-2020 | $65,290 |
| Per capita income in past 12 months (in 2020 dollars), 2016-2020 | $37,143 |
| Persons in poverty, percent | ⚠ 16.9% |

## BUSINESSES

| | |
|---|---|
| **Businesses** | |
| Total employer establishments, 2020 | X |
| Total employment, 2020 | X |
| Total annual payroll, 2020 ($1,000) | X |
| Total employment, percent change, 2019-2020 | X |
| Total nonemployer establishments, 2018 | X |
| All firms, 2012 | 497,999 |
| Men-owned firms, 2012 | 262,460 |
| Women-owned firms, 2012 | 192,358 |
| Minority-owned firms, 2012 | 247,710 |
| Nonminority-owned firms, 2012 | 235,220 |
| Veteran-owned firms, 2012 | 30,581 |
| Nonveteran-owned firms, 2012 | 452,817 |

## GEOGRAPHY

| | |
|---|---|
| **Geography** | |
| Population per square mile, 2010 | 8,092.3 |
| Land area in square miles, 2010 | 468.67 |
| FIPS Code | 0644000 |

About datasets used in this table

**Value Notes**

⚠ Estimates are not comparable to other geographic levels due to methodology differences that may exist between different data sources.

Some estimates presented here come from sample data, and thus have sampling errors that may render some apparent differences between geographies statistically indistinguishable. Click the Quick Info icon to th row in TABLE view to learn about sampling error.

The vintage year (e.g., V2021) refers to the final year of the series (2020 thru 2021). Different vintage years of estimates are not comparable.

Users should exercise caution when comparing 2016-2020 ACS 5-year estimates to other ACS estimates. For more information, please visit the 2020 5-year ACS Comparison Guidance page.

**Fact Notes**

**(a)** Includes persons reporting only one race
**(c)** Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data
**(b)** Hispanics may be of any race, so also are included in applicable race categories

**Value Flags**

**-** Either no or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest or upper in open ended distribution.
**F** Fewer than 25 firms
**D** Suppressed to avoid disclosure of confidential information
**N** Data for this geographic area cannot be displayed because the number of sample cases is too small.
**FN** Footnote on this item in place of data
**X** Not applicable
**S** Suppressed; does not meet publication standards
**NA** Not available
**Z** Value greater than zero but less than half unit of measure shown

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and P Estimates, State and County Housing Unit Estimates, County Business Patterns, Nonemployer Statistics, Economic Census, Survey of Business Owners, Building Permits.

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# Los Angeles Population



Los Angeles is the largest city in Southern California and second largest in the United States, and abbreviated as LA or L.A., The highest point in the city is Mount Lukens, Surrounding the city are much higher mountains. Los Angeles population in 2022 is estimated to be 3.91 million, and population density is 8,485 people per sq mile. The city of Los Angeles covers a total area of 502.7 square miles (1,302 sq km). Officially called City of Angels, Hollywood made the city world-famous which was merged in 1921, Los Angeles had a strong economic base in movies, farming, tourism, oil and real estate. It grew rapidly with many suburban areas inside and outside the city limits.

Greater Los Angeles was one of the fastest growing regions in the United States, estimated population in 2021 is 18.8 million, as per the 2019 US census estimates, the Greater Los Angeles population was about 18.7 million. The Greater Los Angeles Combined Statistical Area consists of 3 metropolitan areas, The Los Angeles-Long Beach-Anaheim, The Oxnard-Thousand Oaks-Ventura and The Riverside-San Bernardino-Ontario. The Los Angeles-Long Beach Metropolitan Statistical Area covers 4,752 square miles and has great geographic diversity. The Anaheim-Santa Ana covers 948 square miles and has 40 miles of Mediterranean like coastline. Riverside-San Bernardino Area is a two county area, Riverside County covers 7,304 square miles while San Bernardino County covers 20,106 square miles, Ventura County, the smallest of the 5 counties at 2,208 square miles.

| | Los Angeles City(2021) | Greater Los Angeles UA(2021) |
|---|---|---|
| Population | 4 million | 18.8 million |
| Area | 502.7 sq mi (1,302 sq km) | 33,954 sq mi (87,940 sq km) |
| USA Rank | 37 | 2 |

*Source : CSA Maps, CSA*

Below is the Los Angeles population by year:

| Year | Population | Change % |
|---|---|---|
| 2010 | 3,795,370 | |
| 2011 | 3,821,136 | 0.68 |
| 2012 | 3,852,532 | 0.82 |
| 2013 | 3,883,916 | 0.81 |
| 2014 | 3,913,260 | 0.76 |
| 2015 | 3,943,215 | 0.77 |
| 2016 | 3,969,262 | 0.66 |
| 2017 | 3,982,002 | 0.32 |
| 2018 | 3,990,456 | 0.21 |
| 2019 | 3,979,576 | -0.27 |
| 2020 | 3,898,747 | -2.03 |
| 2021 * | 3,909,274 | 0.27 |
| 2022 * | 3,917,851 | 0.22 |

*Source : Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2019 & 2020 US Census updated*

## Los Angeles Population Ranking & Density

According to US Population Census, April 1, 2020, Los Angeles population in 2020 is 3.89 million, According U.S census of 2018 population estimates, Persons under 5 years old are 6%, People under 18 years are 21%, Persons 65 years and over, 12.1 percent and 50.4% are Female, Veterans(2014-2018) are 85,949. Total households in Los Angeles are 1,382,293 and 2.82 persons per household, 817,619 are Family households, 530,576 are Married-couple family, 93,957 are Ma [World Cities | US Cities] present, family, 193,086 are Female householder, no husband present, family and 564,674 are Non-family households. Relationship wise 1,382,293 are Householder,

529,026 people are Spouse, 1,147,036 are Child, 480,089 are Other relatives, 359,373 are Non-relatives, 109,880 are Unmarried partner. Los Angeles population in 2021 is estimated to be 3.9 million.

Marital Status wise out of 1,645,331 Males(15 years and over) 813,695 are Never married, 656,572 are Now married, except separated, 36,152 are Separated, 27,702 are Widowed, 111,210 are Divorced. Out of 1,671,106 Females( 15 years and over) 708,305 are Never married, 633,206 are Now married, except separated, 51,159 are Separated, 117,509 are Widowed, 160,927 are Divorced.

The best neighbourhoods are Manhattan Beach, Glendale, Downtown LA, Silver Lake, and Monrovia. Most of the popular people live in West Los Angeles, Brentwood, Westwood, Beverly Hills, Studio City, North Hollywood.

Los Angeles Voting Age Population
Total Los Angeles Citizens of 18 and over population are 2,453,089, out of these 1,200,775 are Male, 1,252,314 are Female. Voting Percentage wise Male are of 48.9% and Female are 51.1%.



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## Los Angeles Language demographics

Language spoken at home in Los Angeles are 1,534,581 Speak only English, 1,601,011 speak Spanish, 19,806 French (incl. Cajun), 1,450 Haitian, 6,573 Italian, 8,365 Portuguese, 8,279 German, 2,931 Yiddish, Pennsylvania Dutch or other West Germanic languages, 1,641 Greek, 32,410 Russian, 4,264 Polish, 1,987 Serbo-Croatian, 4,983 Ukrainian or other Slavic languages, 71,684 Armenian.

People of Asian Indian languages spoken at home are 2,959 speak Gujarati, 10,773 Hindi, 2,988 Urdu, 6,417 Punjabi, 8,293 Bengali, 4,987 Nepali, Marathi, or other Indic languages, 1,585 Telugu, 2,906 Tamil, 2,165 Malayalam, Kannada, or other Dravidian languages, 7,710 Other Indo-European languages.

People of Mid and Eastern Asia speak at home are 93,750 speak Tagalog (incl. Filipino), 62,977 Chinese (incl. Mandarin, Cantonese), 15,259 Japanese, 93,576 Korean, 284 Hmong, 18,245 Vietnamese, 2,258 Khmer, 10,744 Thai, Lao, or other Tai-Kadai languages, 5,522 Other languages of Asia.

8,660 people speak Ilocano, Samoan, Hawaiian, or other Austronesian languages, 14,854 Arabic, 45,441 Persian (incl. Farsi, Dari), 16,599 Hebrew, 8,603 Amharic, Somali, or other Afro-Asiatic languages, 5,842 Yoruba, Twi, Igbo, or other languages of Western Africa, 1,522 Swahili or other languages of Central, Eastern, and Southern Africa,78 Navajo, 405 other Native languages of North America, 6,548 speak other and unspecified languages.

## Los Angeles Population by Age

According to 2019 US population estimates, LA population by age is 3,979,537, out of these 1,968,648 are male, 2,010,889 are female, The sex ratio of Los Angeles is 98. The median age of the Los Angeles population is 35.9, Los Angeles population by age are, under 18 years is 803,314, 16 years and over is 3,261,493, 18 years and over is 3,176,223, 21 years and over is 3,015,315, 65 years and over is 639559. 49.5% are male, 50.5% are female, 20.2% are under 18 years old, 82.0% are 16 years and over, 79.8% are 18 years and over, 75.8% are 21 years and over, 13.1% are 65 years and over. There are total 1,532,364 housing units, The voting population of Los Angeles are 2,470,684, out of these 1,196,768 are male voters, 1,273,916 are female voters, 48.4% are male,51.6% are female.

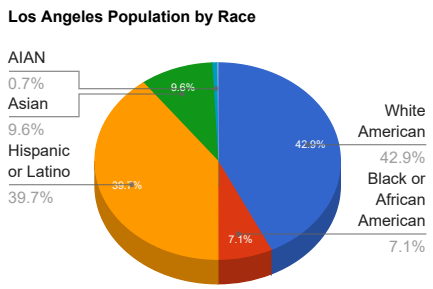
| Age Group | Population | Percent |
|---|---|---|
| 0 -5 | 227,867 | 5.7% |
| 5 - 9 | 213,915 | 5.4% |
| 10 - 14 | 230,913 | 5.8% |
| 15 - 19 | 239,774 | 6.0% |
| 20 - 24 | 289,106 | 7.3% |

World Cities | US Cities

| Age Group | Population | Percent |
|---|---|---|
| 25 - 34 | 728,072 | 18.3% |
| 35 - 44 | 572,082 | 14.4% |
| 45 - 54 | 523,159 | 13.1% |
| 55 - 59 | 226,042 | 5.7% |
| 60 - 64 | 208,326 | 5.2% |
| 65 - 74 | 291,898 | 7.3% |
| 75 - 84 | 155,204 | 3.9% |
| 85 and over | 73,179 | 1.8% |

*Source: 2019 US population by age estimates*

## Los Angeles Population by Race




According to 2019, Los Angeles population by race are:

### White Population

White population in Los Angeles, California are 2,073,794, percentage wise they are 52.1 percent.

### Black Population

Black population in Los Angeles, California are 344,360, Percentage wise they are 8.7 percent of people. African American refers to black population in Los Angeles, They are Black racial groups of Africa, includes Sub-Saharan African people, Kenyan, Nigerian, Carribbean such as Haitian and Jamaican.

### Asian Population

Asian population in Los Angeles are 463,908 11.7 percent in total population, out of these 43,056 are Asian Indians, 82,368 are Chinese, 123,971 are Filipinos, 26,079 are Japanese, 109,102 are Korean, 26,048 are Vietnamese and 53,284 are other Asian nationals.

### Hispanic Population

Hispanic population in Los Angeles, California are 1,919,328. Percentage wise they are 48.2, out of these 1,276,842 are Mexican people, 16,545 are Puerto Ricans, 11,255 are Cubans, and 614,686 are other Hispanic or Latinos.

| Population by Race | 3,979,537 | Percent |
|---|---|---|
| White | 2,073,794 | 52.1% |
| Black or African American | 344,360 | 8.7% |
| American Indian and Alaska Native | 31,761 | 0.8% |
| **Asian Population** | **463,908** | **11.7%** |
| Asian Indian | 43,056 | 1.1% |
| Chinese | 82,368 | 2.1% |
| Filipino | 123,971 | 3.1% |
| Japanese | 26,079 | 0.7% |
| Other Asian Population | 53,284 | |
| **Native Hawaiian and Other Pacific Islander** | **5,482** | 0.1% |
| Native Hawaiian | 1,002 | 0.0% |
| Guamanian or Chamorro | 530 | 0.0% |
| **Hispanic or Latino** | **1,919,328** | 48.2% |
| Mexican | 1,276,842 | 32.1% |
| Puerto Rican | 16,545 | 0.4% |
| Cuban | 11,255 | 0.3% |

World Cities | US Cities

| Population by Race | 3,979,537 | Percent |
|---|---|---|
| Other Hispanic or Latino | 614,686 | |

*Source: US Census population estimates(2019)*

## Nativity by Place of Birth

Total Los Angeles native population is 2,529,538, out of these 1,869,241 born in the California state and 609,642 born in other state in the United States. Foreign born or Population born outside the US are 1,449,999, out of these 705,244 are Naturalised US citizen, 55,595 are in Europe, 297,757 in Asia, 19,406 in Africa, 324,198 in Latin America and 6,444 in Northern America. Total Foreigners who are non US citizens living in LA are 744,755, out of these 32,431 are from Europe, 146,361 are from Asia, 10,422 from Africa, 542,856 are from Latin America and 8,699 are from Northern America.

| Nativity by Place of Birth | Population |
|---|---|
| Native | 2,529,538 |
| Born in state of residence | 1,869,241 |
| Born in other state in the United States | 609,642 |
| Northeast | 186,411 |
| Midwest | 0 |
| South | 176,137 |
| West | 82,490 |
| Born outside the United States | 50,655 |
| Puerto Rico | 4,487 |
| U.S. Island Areas | 1,630 |
| Born abroad of American parent(s) | 44,538 |
| Foreign born | |
| Born outside of United States | 1,449,999 |
| Naturalized U.S. citizen | 705,244 |
| Europe | 55,595 |
| Asia | 297,757 |
| Africa | 19,406 |
| Oceania | 1,844 |
| Latin America | 324,198 |
| Northern America | 6,444 |
| Foreigner | |
| Not a U.S. citizen | 744,755 |
| Europe | 32,431 |
| Asia | 146,361 |
| Africa | 10,422 |
| Oceania | 3,986 |
| Latin America | 542,856 |
| Northern America | 8,699 |

*Source: US Census 2019 estimates*

## Los Angeles Housing

According to 2019 census estimates, Total number of houses in Los Angeles, California are 1,532,364, Occupied housing units are 1,398,900, Rental vacancy rate is 5. Percentage of occupancy is 91, 33.35% of houses are owner occupied and 57.94% of houses are renter occupied in Los Angeles. There are 36.90 percent of one-unit detached, 5.31 percent of one-units attached, 3.06 percent of two-unit houses, 6.09 percent of three or four unit homes. 0.60 percent are residing in mobile homes. Average household size of owner occupied is 3 and average household size of renter occupied is 3. 33.92 percent are available with one vehicle, 30.31 percent are available with two vehicles, 16.01 percent are available with three or more vehicles and 11.06 percent are no vehicles available.

| Housing | Units |
|---|---|
| Total housing units | 1,532,364 |
| Occupied housing units | 1,398,900 |
| Occupied housing units percent | 91 |
| Rental vacancy rate | 5 |
| Structure Type | Units |
| 1-unit, detached | 565,452 |
| 1-unit attached | 81,399 |
| 2 units | 46,843 |
| 3 or 4 units | 93,287 |
| Mobile home | 9,258 |

World Cities | US Cities

| Housing | Units |
|---|---|
| Boat, RV, van, etc. | 1,140 |
| Owner-occupied | 511,115 |
| Renter-occupied | 887,785 |
| Average household size of owner-occupied unit | 3 |
| Average household size of renter-occupied unit | 3 |

*Source: US Census 2019 housing estimates*

### Los Angeles Housing Market

The median value of housing in Los Angeles, California is $697,200, According to 2019 estimated US census of housing market, 0.34 percent of houses are less than $50,000, 0.26 percent are between $50,000 to $100,000, 0.19 percent are between $100,000 to $150,000, 0.09 percent are between $150,000 to $200,000, 0.66 percent are between $200,000 to $300,000, 5.85 percent are between $300,000 to $500,000, 17.27 percent are between $500,000 to one million, 8.70 percent are over one million and above.

| Housing unit value | Units |
|---|---|
| Less than $50,000 | 5,257 |
| $50,000 to $99,999 | 3,917 |
| $100,000 to $149,999 | 2,903 |
| $150,000 to $199,999 | 1,341 |
| $200,000 to $299,999 | 10,071 |
| $300,000 to $499,999 | 89,692 |
| $500,000 to $999,999 | 264,618 |
| $1,000,000 or more | 133,316 |
| Median (dollars) | 697,200 |

*Source: US Census 2019 housing market estimates*

### Los Angeles Housing Mortgage

The LA median monthly owner costs with mortgage is $2,820, 0.02 percent of homes pays less than $500 per month, 0.43 percent pay between $500 to $999, 1.64 percent pay between $1,000 to $1,499, 3.08 percent pay between $1,500 to $1,999, 4.23 percent pay between $2,000 to $2,499, 3.88 percent pay between $2,500 to $2,999, 10.54 percent pay between $3,000 or more.

The median monthly owner costs with out mortgage is $746, 0.30 percent of homes pay less than $250, 1.08 percent pays between $250 to $399, 1.96 percent pay between $400 to $599, 1.85 percent pays between $600 to $799, 1.42 percent pays between $800 to $999, and 2.88 pays between $1000 or more.

| Monthly Owner costs with mortgage | Units |
|---|---|
| Less than $500 | 373 |
| $500 to $999 | 6,633 |
| $1,000 to $1,499 | 25,136 |
| $1,500 to $1,999 | 47,226 |
| $2,000 to $2,499 | 64,755 |
| $2,500 to $2,999 | 59,439 |
| $3,000 or more | 161,451 |
| Median (dollars) | 2,820 |
| Monthly Owner costs with out mortgage | Units |
| Less than $250 | 4,625 |
| $250 to $399 | 16,529 |
| $400 to $599 | 30,041 |
| $600 to $799 | 28,422 |
| $800 to $999 | 21,767 |

World Cities | US Cities

| Monthly Owner costs with mortgage | Units |
|---|---|
| $1,000 or more | 44,085 |
| Median (dollars) | 746 |

*Source: US Census 2019 housing mortgage estimates*

### Los Angeles Rental

Total number of Los Angeles rental homes or apartments are 887,785, occupied by Renter, The median value of LA average rental rate is $ 1,554. 5.36 percent of homes are under $500, 12.47 percent of rental rates between $500 to $1000, 52.28 percent housing units are from $1000 to $2000, 20.77 percent are between $2000 to $3000, and 7.19 percent are above $3000.

| Rental | Units |
|---|---|
| Less than $500 | 47,610 |
| $500 to $999 | 110,698 |
| $1,000 to $1,499 | 254,554 |
| $1,500 to $1,999 | 209,563 |
| $2,000 to $2,499 | 120,037 |
| $2,500 to $2,999 | 64,394 |
| $3,000 or more | 63,827 |
| Median (dollars) | 1,554 |

*Source: US Census 2019 housing rental estimates*

## Los Angeles History

In 1781 the settlers from Spain came and stayed in Los Angeles and started farming along with Mexican families, It has become a Spanish town and the population in early 1830 is 730 people, and was part of Mexico, In 1835 Los Angeles becomes capital of Mexican California and later in 1847 Los Angeles was taken by U.S. forces and becomes part of the new U.S. state of California and then the population is 1,610 in the city. In 1910, Hollywood become part of City of Los Angeles, with 10 movie companies operating in the city at the time and by 1921 80 percent of the world's film industry are in Hollywood. Los Angeles was a major center of manufacturing hub such as shipbuilding and aircraft during second world war. In 1932, the city hosted the Summer Olympics was hosted in LA in 1932 and city population crossed 1 million by this time. During this time Los Angeles area was the headquarters to some of the major aircraft manufacturers like Douglas, Hughes, Lockheed and North American Aviation.



World Cities | US Cities

**EXHIBIT F**
**Gibson Transportation Response Memo, March 22, 2022**
**VTT-74865-1A**

Gibson transportation consulting, inc.

**MEMORANDUM**

**TO:** Paul Caporaso, Los Angeles Department of City Planning – Major Projects

**FROM:** Sarah M. Drobis, P.E., and Casey Le, P.E.

**DATE:** March 22, 2022

**RE:** Responses to Comments for the
656 S. San Vicente Boulevard Medical Office Building Project
Los Angeles, California **Ref:** J1534

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Gibson Transportation Consulting, Inc. (GTC) was asked to respond to a letter by RK Engineering Group, Inc. (RK), dated February 4, 2022 regarding the transportation and parking analyses prepared by GTC for the 656 S. San Vicente Boulevard Medical Office Building Project (Project).

GTC prepared transportation and parking analyses for the Project pursuant to the California Environmental Quality Act (CEQA) and submitted the following documents to the City of Los Angeles (City): (i) *Transportation Assessment for the 656 South San Vicente Medical Office Project, Los Angeles, California* (GTC, November 2020) (GTC Transportation Assessment), which was included as Appendix J-1 of the Draft EIR, (ii) *Supplemental Parking Analysis for the 656 South San Vicente Medical Office Project, Los Angeles, California* (GTC, January 4, 2022) (GTC Parking Memo), and (iii) *Supplemental Parking Analysis for the 656 South San Vicente Medical Office Project, Los Angeles, California* (GTC, January 31, 2022) (GTC 2nd Parking Memo).

The following is a response to individual comments set forth in the RK letter.

## GTC TRANSPORTATION ASSESSMENT

### Comment 1

*Page 4, Figure 1, Project Site Plan. A majority of the project traffic will be entering the frontage road of San Vicente Boulevard at the visitor entrance to the project. Although the project trip distribution assumed a 50/50 split between the visitor entrance/exit and the employee entrance/exit, in reality as much as 65% or more of the traffic entering the site may occur at the visitor entrance based upon the ULI (Urban Land Institute) data on Medical Office Parking demand. The project proposes to use a valet system for both visitors and employees to maximize the parking capacity of the site. There needs to be a queuing analysis to determine what will happen at the visitor/valet plus bike valet entrance to the site. This has not been quantified in the study and traffic could likely backup onto the San Vicente Boulevard frontage road and onto the adjacent streets such as Orange Street. A technical analysis of this needs to be provided to fully evaluate the ability for the valet system to work for both drop-off and pick-up conditions given the physical constraints of the site plan. Furthermore, no Valet Plan*

*operational analysis has been provided to determine how the system will work and to ensure it has enough capacity to handle the expanded large numbers of visitors and employees*.

**Response to Comment 1**

As shown in the Site Plan, Figure II-3, page II-10 of Chapter II, Project Description, of the Draft EIR, the visitor entrance is located on the San Vicente Boulevard frontage road, with two entry queueing lanes, and the employee entrance is located on Orange Street with a queue lane to the second parking level. The Comment references the employee and visitor splits based on the peak parking demand ratios for the medical office use outlined in *Shared Parking, 3rd Edition* (International Council of Shopping Centers [ICSC], Urban Land Institute [ULI], and National Parking Association [NPA], February 2020) and not trip generation ratios during the commuter peak hours, which are based on the *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers [ITE], 2017). Figures 12 and 13 show the Project-related trips during the commuter morning and afternoon peak hours, which coincide with the times employees would travel to and from the Project site. Therefore, as shown, an equal distribution of employees and visitors entering and exiting the Project driveways was assumed. The number of trips generated by the Project was estimated using published rates from *Trip Generation Manual, 10th Edition* with application of allowable trip reductions per the City guidelines. The Project trip estimates, trip distribution, and trip assignment were established in coordination with and approved by the Los Angeles Department of Transportation (LADOT) through the Memorandum of Understanding (MOU) process. The Approved MOU is provided in Appendix A of the GTC Transportation Assessment.

LADOT's *Manual of Policies and Procedures* (Revised December 2020) identifies the standard reservoir length as 60 feet for 300 or more cars. The Project far surpasses this standard by having two entry lanes for visitors, each of which exceed this length, and a separate lane for employees at the second level that also far exceeds this requirement. *Manual of Policies and Procedures* also requires that a Parking Area and Driveway Plan be submitted to LADOT for approval prior to submittal of building permit plans for plan check by the City Department of Building & Safety (LADBS), to determine approval of the project's driveways and internal circulation or parking scheme. Therefore, the applicant will submit the Parking Area and Driveway Plan prior to issuance of the building permit.

**Comment 2**

*Page 13, Existing Traffic Volumes. Peak hour and daily traffic counts were obtained on February 12, 2020. During this time when the counts were collected, there was active construction of the Metro D (Purple Line) along Wilshire Boulevard east and west of the intersection of San Vicente Boulevard at Wilshire Boulevard. Additionally, the COVID – 19 pandemic was beginning and could have affected the traffic volumes at the study area intersections including the critical intersection of San Vicente Boulevard at Wilshire Boulevard. It appears that before the Metro Line construction and the effects of the pandemic occurred, traffic volumes on San Vicente Boulevard and Wilshire Boulevard were greater than what was collected for the traffic study in 2020. RK has reviewed traffic counts collected on November 16, 2011 by LADOT at the intersection of San Vicente Boulevard at Wilshire Boulevard prior to the Metro D construction and the Covid-19 pandemic. At*

*that time, the entering AM peak hour traffic at the intersection was 5,979 vehicles per hour, whereas the traffic counts utilized in the traffic study from February 12, 2020, were 4,998 vehicles per hour. This indicates that the traffic during AM peak hour was nearly 20% greater in earlier years prior to the construction for the Metro D Purple line and the traffic reducing effects of the COVID – 19 pandemic which was occurring when the counts were collected in 2020. RK further obtained even earlier traffic volumes from LADOT which were not affected by construction or the Covid-19 pandemic from October 20, 2008. These counts that are included in Appendix C indicate the total AM approach volumes at the intersection were 5,674 vehicles per hour, and the PM approach volumes were 6,162 vehicles per hour. Both of these are above the levels included in the 2020 traffic assessment. A summary of the peak hour entering traffic volumes for the 2020 (Traffic Assessment Counts), 2011 and 2008 years is included in Table 1. As shown by this data, it appears that the peak hour traffic volumes collected in 2020 were affected by various events and are not representative of conditions without the construction and the pandemic. Copies of the traffic counts can be found in Appendix C.*

**Response to Comment 2**

As set forth in the GTC Transportation Assessment, the intersection turning movement counts at the study intersections were collected in January and February 2020. The local schools were in session and the weather conditions were typical when the counts were conducted. The counts were taken prior to traffic reductions caused by COVID-19 and the Mayor's declaration of a state of emergency in March 2020. On April 17, 2020, LADOT issued *Pandemic-Related Updates to LADOT's Transportation Assessment Requirements*, which reiterated the use of traffic counts collected prior to March 1, 2020 in transportation assessments. The construction of Section 1 of the Los Angeles County Metropolitan Transportation Authority (Metro) D Line Extension on Wilshire Boulevard has a nine-year time table, with construction commenced in 2015 and substantial completion estimated in November 2023. During this time, traffic on Wilshire Boulevard was at times altered or reduced to accommodate construction. The traffic counts in 2020 were the most accurate data of the existing traffic volumes at the intersections near the Project site. The traffic counts were also compared to traffic counts collected in 2017 and it was determined that the traffic counts collected in 2020 were higher at each of the study intersections. Thus, for conservative purposes, the 2020 traffic counts were used as the basis of the non-CEQA operational evaluation of the GTC Transportation Assessment. Furthermore, the GTC Transportation Assessment provided a detailed analysis of the effects of Project-related traffic on the cumulative transportation system. The forecasted traffic volumes for cumulative conditions were developed by applying an ambient growth factor of 1% per year over three years (to anticipated buildout conditions) to the existing traffic volumes as well as applying traffic growth from the development of potential related projects in the area. The consideration of both the ambient growth factor and related project traffic overestimates the actual traffic volume growth in the area and thus provides a highly conservative cumulative condition. Therefore, the traffic volumes presented in the GTC Transportation Assessment are conservative.

Although the Metro D Line Extension is estimated to open at the same time as the Project, to provide a conservative analysis, no additional trip reductions in existing or future vehicular traffic were assumed to account for patrons that would utilize the Metro D Line. In addition, no changes to the lane configurations at the study intersections were made based on the Metro D Line. Therefore, the GTC Transportation Assessment took the most accurate assessment at the time and used a conservative analysis to estimate future trips.

**Comment 3**

*Page 30, Table 1 (Study Intersections). It did not appear that Intersection # 4 - La Cienega Boulevard at Wilshire Boulevard which is located in the City of Beverly Hills was evaluated based upon City of Beverly Hills standards. Was there a reason this was not done at this intersection? Typically, an intersection in another jurisdiction would be evaluated by both the City of Los Angeles and City of Beverly Hills standards.*

**Response to Comment 3**

The intersection of La Cienega Boulevard & Wilshire Boulevard is located in the City of Beverly Hills. As stated in Comment 14 below, the GTC Transportation Assessment provides a quantitative analysis of the Project's access and circulation operations, including the anticipated level of service (LOS) operations at the study intersections and anticipated traffic queues. LOS is no longer a CEQA consideration and, instead, vehicle miles traveled (VMT) analysis is required by State law under *State of California Senate Bill No. 743* (Steinberg, 2013) (SB 743). Therefore, the intersection operational analysis was provided solely for informational purposes and any identified deficiencies disclosed in the non-CEQA analysis are not intended for interpretation of a significant impact for the purposes of CEQA review. Although analysis under the City of Beverly Hills standards was not required, to provide further information, a quantitative analysis is provided herein.

On October 10, 2019, the City of Beverly Hills adopted Resolution No. 1901, which contained *Local Transportation Assessment Guidelines* as part of Exhibit B. *Local Transportation Assessment Guidelines* outlines the City of Beverly Hills methodology and thresholds for identifying transportation-related impacts pursuant to the requirements of SB 743, as well as Project-related operational effects on the local transportation system. Consistent with *Local Transportation Assessment Guidelines*, the operational analysis at the analyzed study intersections detailed in the GTC Transportation Assessment was conducted based on the Highway Capacity Manual (HCM) methodology. *Local Transportation Assessment Guidelines* also states, “when comparing existing or future baseline conditions to ‘plus project’ conditions, delay changes for signalized intersections that exceed the criteria below should be identified.” The Project-related increase in seconds of average total delay at the intersection of La Cienega Boulevard & Wilshire Boulevard would not exceed the 10-second threshold during either the morning or afternoon peak hour. Thus, the intersection would not experience any substantial Project-related delay increases per the City of Beverly Hills’ guidelines.

**Comment 4**

*Page 40, Collaboration, Communication, and Informed Choices. The TDM strategies mentioned in this section and section 3B were only conceptual in nature. It did not go into the specifics of what was actually being proposed for the project for these strategies. They are all general in nature and do not go into any specifics that will be provided by the developer. In order to properly evaluate the percent VMT reduction, a much more detailed analysis is needed on the specific strategies that will be utilized for the program. A detailed TDM plan is necessary to make this evaluation accurate and to assume all of the vehicle trip and parking reductions in the studies.*

**Response to Comment 4**

Traffic Demand Management Program (TDM) requirements are set forth in Los Angeles Municipal Code (LAMC) § 12.26.J. (Ord. No. 168,700, Eff. 3/31/93). For non-residential projects with greater than 25,000 square feet (sf), the LAMC provides that prior to the issuance of a building permit, the applicant shall agree to provide and maintain in a state of good repair certain applicable TDM and trip reduction measures. The applicant voluntarily provided a draft TDM Plan during the entitlement process that outlined measures, and as required, the applicant will provide a final TDM Plan prior to issuance of building permit. In addition, the City is in the process of updating the TDM Ordinance; however, the City Council has not yet adopted the revised ordinance.

(See https://planning.lacity.org/odocument/d7e3780b-3155-44a4-98cf-0fd673a6612b/TDM-FactSheet_English.pdf)

The VMT analysis for the Project was conducted using the City's VMT Calculator and adhered to the methodologies prescribed in the *City of Los Angeles VMT Calculator Documentation* (LADOT and Los Angeles Department of City Planning [LADCP], May 2020). The VMT Calculator quantifies the effectiveness of the TDM strategies based on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication *Quantifying Greenhouse Gas Mitigation Measures.* As detailed in the GTC Transportation Assessment, the TDM strategies applied in the VMT analysis, and ultimately incorporated in the Project's TDM Plan, could achieve a minimum VMT reduction of 17%. With application of these TDM strategies, the VMT analysis determined that the Project's VMT impacts would be less than significant and mitigation measures would not be required. The detailed VMT analysis was reviewed and approved by LADOT via an inter-departmental memorandum to LADCP dated December 9, 2020.

**Comment 5**

*Page 42, Los Angeles Municipal Code (LAMC) Section 12.26 J. It appears that the project is providing an excessive number of bicycle parking spaces (716 spaces) to support the reduction in VMT and automobile parking spaces. It is very questionable as to the utilization of these bicycle parking spaces for a medical office building of this type which would result in not having sufficient parking spaces for the 140,000 square feet of medical office uses. Again, credit is taken in the VMT analysis as a result of reducing the number of vehicle parking spaces by providing a huge number of bicycle parking spaces. Given the lack of substantial bicycle facilities in the area and the high volume of traffic including the impacted intersection of San Vicente Boulevard at Wilshire Boulevard it would make bicycle travel difficult. Therefore, the excessive credit for reducing vehicle traffic and parking is highly questionable.*

**Response to Comment 5**

The 716-space bicycle parking supply is based on the Project's LAMC bicycle parking requirement and the Project's allowable vehicle parking reduction and is not based on the Project's anticipated bicycle parking demand. As set forth in the GTC Parking Memo, per LAMC § 12.21.A.4, the Project is located within 1,500 feet of the future Metro D Line Wilshire/La Cienega

Station, a major transit stop, and, therefore, may replace up to 30% of the required vehicle parking with bicycle parking at a ratio of four bicycle parking spaces per one vehicle parking space.

The City Council adopted this ordinance (Ord. No. 185,480) in 2018 to support alternative modes of transportation near transit in the future. In addition to medical office patients, the bicycle spaces would also be available for use by doctors, nurses, technicians, office staff, building staff, medical lab visitors, and restaurant and retail employee and visitors.

The VMT analysis for the Project was conducted using the VMT Calculator tool and adhering to the methodologies prescribed in *City of Los Angeles VMT Calculator Documentation*. The effectiveness of the TDM strategies within each category has been empirically demonstrated to reduce vehicle trips and VMT and is based on research documented in *Quantifying Greenhouse Gas Mitigation Measures*. As part of the bicycle infrastructure category, the implementation of bicycle parking and amenities is considered one of several TDM strategies that promotes VMT reduction. As such, the Project bicycle parking supply would result in VMT reductions.

**Comment 6**

*Page 57, Safety Hazards, first paragraph. No traffic safety evaluation has been completed for the adjacent intersection of San Vicente Boulevard at Wilshire Boulevard in the study. This major intersection, which has skewed geometrics and a large intersection area without protected left turns on Wilshire Boulevard, needs a collision rate assessment to specifically evaluate the safety impact at this intersection since over 50 percent of the project traffic will travel through this major intersection. This assessment must review the collision history at this intersection over the past several years to develop a collision rate (collisions per million entering vehicles) in comparison to the expected state average rate for this type of intersection. Without this assessment, no conclusion can be made as to whether the project will cause a safety hazard can be made.*

**Response to Comment 6**

As detailed in Section 3D of the GTC Transportation Assessment, based on the site plan review and design assumptions, the Project does not present any geometric design hazards related to traffic movement, mobility, or pedestrian accessibility. Further review is required for projects that propose new access points or modifications along a public right-of way. The Project adds new curb cuts along the San Vicente Boulevard frontage road and Orange Street and will close existing curb cuts and access along the San Vicente Boulevard frontage road and alley to the existing buildings on site. The Project is neither altering the existing geometry of the Project site nor the intersection of Wilshire Boulevard & San Vicente Boulevard. The Project site does not have existing access directly from Wilshire Boulevard & San Vicente Boulevard. Access from San Vicente Boulevard to the San Vicente Boulevard frontage road will not be moved or altered with the Project. In addition, there is no change in the configuration from Wilshire Boulevard to Sweetzer Avenue adjacent to the Project site on the south. Therefore, no further safety analysis is required.

**Comment 7**

*Page 57, last paragraph. It is noted that several on-street parking meters adjacent to the project site would be removed along Orange Street and the San Vicente Boulevard frontage road to accommodate the new curb cuts for the project. How will these important metered parking spaces be made up without providing additional on-street parking being provided? Furthermore, the project proposes a substantial reduction in on- site parking has been requested which may result in more on-street parking as a result of the project. Excess parking demand from the project will overflow into the adjacent local streets and impact existing residents.*

**Response to Comment 7**

As part of the Project, some on-street metered parking adjacent to the Project site would be removed along Orange Street and the San Vicente Boulevard frontage road to accommodate the new curb cuts. Currently, there are three metered parking spaces along Orange Street and seven metered parking spaces along the San Vicente Boulevard frontage road. Up to 10 metered spaces may be affected, although the Project would replace most of the spaces. To the extent feasible, the Project would maintain existing on-street metered parking along the Project perimeter. These parking meters primarily served the commercial uses on the Project site, including the Big 5 Sporting Goods store and the vacant commercial building. These uses will be demolished and replaced by the Project, which would fully accommodate the anticipated peak parking demand on site, as well as the parking demand throughout the day, as detailed in the GTC Parking Memo and GTC 2$^{nd}$ Parking Memo.

**Comment 8**

*Page 60, first paragraph. It is generally accepted in the HCM (Highway Capacity Manual) Manual that the 95th percentile queue (design queue) should be utilized to determine storage length requirements at intersections that are analyzed using the HCM methodology. The study used the 85 percentile queue lengths for signalized intersections which underestimates the length of queues at signalized intersections. Additionally, queuing for the valet drop-off/pick-up areas need to be evaluated which has not been provided in the traffic study. Again the 95th percentile should be used for this assessment to ensure the valet drop-off/pick-up areas are properly designed and won't overflow into the adjacent streets. The valet operation and queuing need to be evaluated to determine whether the valet areas are sufficient. This needs to be determined for both the drop-off and pick-up of both visitors and employees to determine if the site plan can accommodate the arrival and departure of vehicles.*

**Response to Comment 8**

The anticipated queues were estimated using HCM methodology in the Synchro software. To provide a conservative analysis, rather than the 50$^{th}$ percentile queue, or average queue, the reported queues represent the 85$^{th}$ percentile queue length for signalized intersections at each approach lane and 95$^{th}$ percentile queue length for unsignalized intersections. The 85$^{th}$ and 95$^{th}$ percentile queues measure the probability that a queue length will reach a certain length and are the maximum vehicular queue that would not be exceeded 85% or 95% of the time, respectively.

Detailed queuing analysis worksheets were provided in Appendix E of the GTC Transportation Assessment. The visitor entrance is located on the San Vicente Boulevard frontage road, with two entry queueing lanes. The visitor-valet area would provide up to three lanes for valet-service and passenger drop-off/pick-up operations on the ground floor, which allows for a pick-up/drop-off lane, a bypass lane and a valet vehicle return lane. The pick-up/drop-off area will provide adequate queue storage, as well as managed valet staff to accommodate the anticipated passenger loading demand so as to minimize any queue spillover onto public right-of-way.

The employee entrance is located on Orange Street, with a queue lane to the second parking level. Vehicular parking will be managed with full valet operations to maximize the on-site parking supply and reduce wait times during the peak hours. The Project will be required to maintain sufficient valet workers to obtain and retrieve vehicles on every level of the parking structure. The Project would also implement a parking management plan that would include strategies such as TDM measures to reduce parking demand and traffic-related effects to the surrounding street system.

As previously detailed, the operational intersection analysis detailed in the GTC Transportation Assessment is no longer considered for CEQA impact purposes under SB743. Therefore, the intersection operational analysis was provided for informational purposes and any identified deficiencies disclosed in the non-CEQA analysis are not intended for interpretation of a significant impact for the purposes of CEQA review.

**Comment 9**

*Page 62, Project Trip Generation, third paragraph. According to the traffic study a reduction of 10% for the medical office building, 40% for the pharmacy/drugstore and 20% for the restaurants has been made to account for pass-by trips. Although the LADOT transportation analysis guidelines permit adjustments for pass-by trips, is this really appropriate for a high-rise medical office building project which is being proposed? This is not a corner shopping center that would likely attract pass-by trips which were not using the medical office building as its primary destination. The likelihood of existing traffic on the adjacent streets going to these uses is very unlikely. The result of this would increase the trip generation as shown on page 66, Table 7 (Project Trip Generation). This could also affect the assumptions for pass-by trips for the other uses of the building.*

**Response to Comment 9**

The GTC Transportation Assessment uses the *Trip Generation Manual, 10th Edition* methodology to estimate Project trip generation. As stated, the analysis takes an adjustment, as permitted by LADOT's *Transportation Assessment Guidelines* (July 2020) (TAG), for pass-by trips for each use, which are Project trips made by drivers passing on an adjacent roadway and stopping by on the way from an origin to another destination. These adjustments were approved in consultation with LADOT during the MOU process. Consistent with Attachment H: Pass-By Trip Rates of the TAG, which are based on rates published by ITE, these include a reduction of 10% for medical office use, 40% for pharmacy/retail use, and 20% for restaurant use. These estimates were based on likely scenarios and typical traffic patterns and are reasonable. The Project is located in a

highly urbanized and commercial area with other nearby office uses, commercial retail uses, and grocery stores, and it is likely that a visitor would make multiple stops in the area.

**Comment 10**

*Page 64, Figure 12, (Project Trip Distribution). This figure indicates the project trip distribution to the adjoining intersections and roadways. It is critical to note that over 50% of the project traffic will travel through the intersection of San Vicente Boulevard at Wilshire Boulevard (Intersection # 5). That is a significant amount of additional traffic traveling through this intersection which has been shown to be failing at a LOS (Level of Service) of F for existing/future conditions for both AM and PM conditions. The location and access restrictions of the site force a majority of the project's traffic to travel through this highly congested intersection. Additionally, the intersection of Sweetzer Avenue (intersection # 9) accommodates a substantial amount of inbound and outbound project traffic. This local street intersection will be substantially impacted as a result of the project traffic.*

**Response to Comment 10**

See Response to Comment 14 below regarding LOS analysis of study intersections.

**Comment 11**

*Page 66, Table 7 (Project Trip Generation). As noted in Comment # 10, the project's net new trips have been reduced substantially in comparison to the typical trip generation rates identified by the ITE (Institute of Transportation Engineers) for the project. For example, during the AM peak hour, the ITE trip rates indicate a total of 427 vehicles per hour (two- way) would be generated; however, through a series of substantial reductions, the trips analyzed in the traffic study were reduced to only 304 vehicles per hour (two-way). This is a total reduction of nearly 30%. During the PM peak hour, the ITE trip generation rates would indicate a total of 533 vehicles per hour (two-way) generated, whereas, the applied reductions reduce the number of trips to 382 vehicles per hour (two-way). This results in a reduction of nearly 30% which would normally be expected to occur. While it's appropriate to provide some reduction to account for the possible transit/walk-in adjustment, and the reduction from the operating sports goods superstore the other reductions seem to be excessive. The result of these reductions has lessened the impacts of the project on the study area intersections.*

**Response to Comment 11**

The GTC Transportation Assessment uses the published trip generation rates from *Trip Generation Manual, 10th Edition* to estimate Project peak hour trip generation. These rates are based on surveys of similar land uses at sites around the country and are provided as both daily rates and morning and afternoon peak hour rates. They relate the number of vehicle trips traveling to and from a project site to the size of development of each land use. Per ITE's *Trip Generation Handbook, 3rd Edition* (2017), the surveys were generally collected at "low-density, single-use,

homogeneous, general urban or suburban developments with little or no public transit service and little or no convenient pedestrian access." The trip generation rates that were applied to the Project are based on a general urban/suburban area type, and, thus, the trip reductions were applied to account for a number of various factors, including public transit usage, trips shared between different users in the Project, and pass-by trips for each use. Each of these is permitted by the TAG and justified by the location of the Project site, the proximity to a new Metro station, the types of uses, and the surrounding urban area with nearby pedestrian destinations. Each of these reductions was also approved in consultation with LADOT during the MOU process. Although the existing school was vacated around October 2018, in order to provide a conservative transportation analysis, existing use credits were not assumed related to the removal of the school.

**Comment 12**

*Page 73, Intersecting Queuing Analysis. The queue length for signalized intersections should be based upon the design queue which is the 95th percentile queue length. A summary of the queuing required for both the intersections and the valet area needs to be included in the traffic study.*

**Response to Comment 12**

See Response to Comment 8 regarding the reported queue and operational analysis at the study intersections.

As previously detailed, the operational analysis at the intersections detailed in the GTC Transportation Assessment is no longer a CEQA consideration and, instead, VMT analysis is required by State law under SB 743. Therefore, the intersection operational analysis was provided for informational purposes and any identified deficiencies disclosed in the non-CEQA analysis are not intended for interpretation of a significant impact for the purposes of CEQA review.

**Comment 13**

*Page 73, Recommended Actions, last paragraph. The TDM program is very general, and no project specific items have been identified in the TDM concept plan. A much more detailed TDM plan with the specific description and evaluation of the techniques to be provided by the project needs to be provided to justify any significant reductions in VMT traffic and parking impacts as a result of the project.*

**Response to Comment 13**

See Response to Comment 4 regarding the Project's TDM Plan.

As stated in the GTC Transportation Assessment, the TDM Plan would result in a reduction in peak hour trip generation by offering services, actions, specific facilities, aimed at encouraging use of alternative transportation modes. At places with comprehensive programs, including both

economic incentives and support services, the programs resulted in an average 24% reduction in commuter vehicles. As detailed in Appendix D of the GTC Transportation Assessment, the VMT Calculator estimates that the TDM measures selected as part of the Project VMT evaluation, including reduced vehicle parking, promotions and marketing, and bicycle parking, would result in VMT and trip reductions. Additional measures that would be implemented by the Project as part of the TDM Plan would further reduce the number of single-occupancy vehicle trips to the site. In addition to the TDM Plan, the Project will explore opportunities to manage site access and circulation operations as well as provide road safety enhancements for pedestrian, bicycle, and transit users.

**Comment 14**

*Pages 77 and 78, Tables 8 and 9. As shown in this evaluation, even with the reduced trip generation for the project, the intersection of San Vicente Boulevard at Wilshire Boulevard (Intersection # 5) will be operating at a poor LOS F during both the AM and PM peak hours for existing with project and future with project conditions. This critical intersection is directly adjacent to the project, and as previously noted, over 50% of the project traffic will travel through this intersection. The traffic study identifies no improvements to this intersection whatsoever, even though over 50% of the project traffic is projected to travel through the intersection in congested conditions. Additional improvements, whether they be physical or operational, need to be provided to accept the additional traffic from this project, or the project needs to be reduced to lessen the impacts of the project. Even with the greatly reduced trip generation assumed in the study for the project during the AM peak hour, the future delay at the intersection will increase from 41.7 to 53.6 seconds per vehicle and operate at an LOS F. That is an 11.9 second per vehicle increase, or at least 59,476 seconds (nearly 1,000 minutes) of delay during the peak hour. This is based upon the lower traffic counts that occurred in February 2020. Based upon the previous operating conditions at this intersection, the delays would be increased by an additional 20%. Although LOS is no longer a CEQA consideration, it is a quality-of-life consideration for the community. Some reduction in project traffic along with improvements to the intersection and including operational changes are necessary to improve this intersection that is substantially impacted by the project.*

**Response to Comment 14**

The GTC Transportation Assessment provides a quantitative analysis of the Project's access and circulation operations, including the anticipated LOS operations at the study intersections and anticipated traffic queues based on the HCM methodologies. Based on observations of existing intersection operations, it is recognized that the HCM methodology for individual intersections along major Arterial Streets does not in every case account for vehicular queues, pedestrian conflicts, etc. Thus, the calculated average operating conditions may appear better than is observed. As such, the LOS results for San Vicente Boulevard & Wilshire Boulevard (Intersection #5) presented in Tables 8 and 9 reflect the observed conditions and provide a worst-case analysis. This intersection currently operates at LOS F and is anticipated to continue to operate at LOS F during the morning and evening peak hours.

As stated, LOS is no longer a CEQA consideration and, instead, VMT analysis is required by State law under SB 743. A goal of the law was to help California combat climate change by reducing greenhouse gas emissions related to transportation. SB 743 fundamentally changed

how traffic impacts are measured under the State's updated CEQA Guidelines. SB 743 required that cities replace the prior traffic impact metric, LOS, with a new metric, VMT, by July 1, 2020. The degree of LOS impacts was based on how long a vehicle was delayed at an intersection and evaluated the inconvenience to the driver. It showed higher impacts in more dense urban areas and favored suburban sprawl with less density spread over a greater area.

The degree of VMT impacts is based on the distance traveled from home to work and evaluates the impact to the environment. Locating housing, shopping, recreation, and jobs near one another decreases vehicle trip lengths, and increases walkability, ride-share and trip-chain opportunities, all of which generate lower VMT and reduce greenhouse gases, air quality impacts, and traffic impacts. Similarly, infill development sited within a dense, walkable, multi-use, urban environment will typically result in lower VMT. Furthermore, CEQA Guidelines Section 15064.3(b)(1) states that "generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact." VMT can be mitigated or reduced through TDM strategies that reduce total miles driven, not by more traditional mitigation such as road widening, traffic lights, and turn lanes. As detailed in the GTC Transportation Assessment, which was reviewed and approved by LADOT via an inter-departmental memorandum to LADCP dated December 9, 2020, the Project VMT impacts were determined to be less than significant and mitigation measures would not be required.

The GTC Transportation Assessment provides an LOS operational analysis for informational purposes and any identified deficiencies disclosed are not intended for interpretation of a significant impact for the purposes of CEQA review.

**Comment 15**

*Page 81, Residential Street Segment Analysis, paragraph two. Based upon the assumptions in the traffic analysis, the project will add an additional 309 new project daily vehicle trips to Orange Street which exceed the 175 daily trip thresholds as identified by the City transportation assessment requirements. The study recommends that a TDM program to promote non-automobile travel and reduce the use of single occupant vehicle trips is necessary along with some form of neighborhood improvements and traffic calming measures. No specific commitments have been defined in the TDM concept plan or the neighborhood improvements and traffic calming measures to indicate that any reduction in traffic impacts which have been identified that exceed the city standards. As previously noted, traffic generated from the project has been reduced substantially already as a result of the assumed TDM program. However, the benefits of these programs have not been fully addressed. Further specific improvements including reduction of the size of the project, and specific design features are needed to reduce the identified deficiencies along Orange Street between Sweetzer Avenue and La Jolla Avenue.*

**Response to Comment 15**

The purpose of the residential street segment analysis is to determine the potential increases in average daily traffic volumes on Local Streets. The GTC Transportation Assessment estimates 309 new Project daily trips that may use Orange Street. This is a conservative number and does not account for credit for the existing on-site uses including the Big 5 Sporting Goods store or the

prior educational facility. Project traffic is not anticipated to add a substantial amount of traffic to any other adjacent residential streets as they do not provide direct access to the Project Site and use of those segments would require multiple turns to and from surrounding adjacent Arterial Streets. The Project would implement a TDM Plan to reduce single-occupant vehicle trips and Project traffic throughout the immediate area. Additionally, as discussed in the GTC Transportation Assessment, the Project would contribute toward neighborhood improvements and traffic calming measures as part of a Neighborhood Traffic Management Plan (NTMP). The goals of the NTMP would be to minimize neighborhood traffic intrusion and potential loss of on-street parking. The applicant voluntarily provided a draft TDM Plan during the entitlement process that outlined measures and, as required, the applicant will provide a final TDM Plan prior to issuance of building permit. The draft TDM Plan included TDM and parking management strategies to reduce vehicular traffic on the adjacent roadway system, particularly during the most congested periods of the day, by promoting non-automobile travel and ride-sharing. The TDM Plan may continue to develop over time as the Project matures, and the TDM measures identified may change based on future needs and technologies.

**Comment 16**

*Page 82, Construction Evaluation Criteria. There needs to be more detailed assessment of the construction impacts of the project, especially with respect to the temporary loss of access and parking in the local neighborhoods. Where will workers and delivery trucks park when there is construction within the entire site? No specifics have been identified to determine if this is even possible and if off-site parking facilities are used, where are they to be located and how will they function? Answers to these questions are necessary before the project can be fully evaluated and considered. There are no details on how this will be accomplished in the Traffic Assessment.*

**Response to Comment 16**

An evaluation of the potential temporary loss of access and parking during the Project construction period is detailed in Section 4F of the GTC Transportation Assessment. As detailed therein, portions of the adjacent roadways have been identified for potential utilization during the construction period. However, two-way travel would be maintained around the perimeter of the Project site to minimize any detour of traffic to adjacent developments. Furthermore, a detailed Construction Management Plan (CMP) will be prepared and submitted to the City for review and approval prior to issuance of building permit. The CMP will restrict workers from parking in the public right-of-way in the vicinity of (or adjacent to) the Project site and will provide an off-site location for worker parking. The location of the off-site parking will depend on when construction commences and what lots are available at the time. In addition, the hours of construction typically require workers to be on site before the weekday morning commuter peak hour period and to leave prior to the weekday afternoon peak hour period. The Project would be required to implement a construction management plan as well as a construction worker parking plan. (Refer to Project Design Feature TRAF-PDF-2 and TRAF-DF-3 of Section IV.1, Transportation, of the Draft EIR.) A full analysis will be included in the CMP.

**Comment 17**

*Page 83 Proposed Construction Schedule. In the City of Los Angeles, the normal truck haul activity times are typically limited to 9 AM to 3 PM. The applicant is requesting that these be extended to 7 AM to 3 PM on weekdays and 8 AM to 4 PM on Saturdays. It has already been demonstrated that the traffic counts for weekdays during the AM peak hour are at least 20% underestimated based upon previous counts at the intersection of San Vicente Boulevard at Wilshire Boulevard. Furthermore, the intersection is currently operating at a very congested LOS during the AM and PM peak hour conditions. As a result of this, no change in construction activity should be permitted at requested earlier times.*

**Response to Comment 17**

The haul route hours will be determined through a haul route application. LAMC requirements require that the hours of operation be Monday through Friday 9am to 3:30pm and Saturdays from 7am to 4pm with no hauling on Sundays or holidays. However, LAMC § 41.40 permits construction and demolition between 7am and 9pm on weekdays and 8am and 6pm on Saturdays, as set forth in the LADOT Good Neighbor Construction Practices. The recommended haul route is north on San Vicente Boulevard, east on 6th Street, south on Fairfax Avenue, and east on Washington Boulevard to the eastbound I-10. For empty truck routes, the recommended route is west on I-10 to the La Brea Avenue exit, north on La Brea Avenue, and north on San Vicente Boulevard to the Project site. This will minimally affect the nearby residential neighborhoods on the loaded truck route only.

**Comment 18**

*Pages 84 to 85, Excavation Phase Trip Generation and Building Construction Phase. As previously noted, there is major concern for parking during the construction. There will be anywhere from 20 to 100 workers per day during the construction, along with numerous materials delivery trucks and other construction activity. There is no room on the adjacent streets to accommodate an additional 100 parked cars as a result of the construction activities. The project must provide off-street parking for these construction activities. There has to be a detailed plan on how these vehicles will be parked so that they will not impact this surrounding existing residential community. As previously noted, several existing parking spaces on the adjacent streets will be removed and no specific plan has been developed to address where construction workers, deliveries and other activities will be accommodated. This needs to be determined because of the impacts which would impact the local neighborhoods. There needs to be a detailed parking plan provided for the construction process before any project can be considered for approval.*

**Response to Comment 18**

As detailed in Section 4F of the GTC Transportation Assessment, during construction, adequate parking for construction workers will be secured on site or leased from nearby off-site parking areas. Shuttle service would be provided for construction workers who park in off-site parking

areas. Restrictions against workers parking in the public right-of-way in the vicinity (or adjacent to) the Project site would be identified as part of the CMP). There would be a detailed parking plan provided for the construction process prior to issuance of building permits, as required in the CMP and per Project Design Feature TRAF-PDF-2 and TRAF-DF-3 of Section IV.1, Transportation, of the Draft EIR.

**Comment 19**

*Page 86, Access. It is mentioned that there will be closures and temporary traffic controls in the area. What specific street closures are planned, and how will the local/collector streets be affected by the construction of the site? The assessment of the construction impacts is being pushed off to some future Construction Management Plan, however, the impacts need to be determined and a specific plan developed now to accommodate the construction at this point in time. The Construction Management Plan mentioned on page 87 is generic and does not deal with the specific conditions at the site and the surrounding neighborhoods in a highly urbanized developed area. At least a preliminary construction management plan is necessary dealing with the specific street road closures and parking requirements that are needed during construction. Supplemental Parking Analysis for the 656 S. San Vicente Boulevard Medical Office Project.*

**Response to Comment 19**

As stated in the Section 4F of the GTC Transportation Assessment, a detailed Construction Management Plan (CMP) that includes street closure information, a detour plan, haul routes, and a staging plan will be prepared and submitted to the City for review and approval prior to issuance of a building permit. The CMP measures will be based on the approved project design and the nature and timing of specific construction activities, as well as other projects in the vicinity of the Project site. As part of the approval process, LADOT will review the CMP in relation to other construction projects in the area (e.g., the Metro D Line Extension) in order to coordinate any street closures and detours to the extent feasible.

**GTC PARKING MEMO AND GTC 2ND PARKING MEMO**

*Page 1, Valet Operations. It appears the project will provide full valet service for both visitors and employees. There has been no analysis to evaluate how this will be accomplished at both the San Vicente Boulevard frontage road and Orange Street driveways. The traffic analysis indicated that one-half the traffic will enter each of these entries during the peak hours. Since this will include both the new traffic generated by the project and "pass-by" traffic which will use the two driveways. This would result in a minimum of 276 vehicles per hour entering and 87 vehicles per hour leaving the two driveways during the AM peak hour and a minimum of 136 vehicles per hour entering the two driveways and 311 vehicles per hour leaving the two driveways during the PM peak hour. These large volumes of entering and exiting vehicles need to be processed by the valet service. No analysis has been provided to see if this can be done without totally overwhelming the valet operations, backing traffic up onto the San Vicente Boulevard frontage road/Orange Street, and creating traffic jams with the parking garage and the valet areas. It should be recognized that*

*these demand numbers are based upon the significantly reduced vehicular trip generation with the generous transit/walk-in adjustments to the normally anticipated traffic for this type of use. The entire valet system needs to be fully evaluated to ensure it can accommodate this large of a building with the expected inbound and outbound traffic demand. This would include both the valet parking for the visitors, employees and those persons who may come by bicycle.*

**Response to Comment 20**

The Project will include two queuing aisles on the ground level for visitors and one aisle that extends up the ramp to the second parking level for building employees. *Manual of Policies and Procedures* identifies the standard reservoir length as 60 feet for 300 or more cars. The Project far exceeds this by have two entry lanes for visitors, each of which exceed this length, and a separate lane for employees at the second level that also far exceeds this requirement. *Manual of Policies and Procedures* also requires that a parking area and driveway plan be submitted to LADOT for approval prior to submit of building permit plans for plan check by LADBS to determine approval of the Project's driveways and internal circulation or parking scheme. Vehicular parking will be managed with full valet operations to maximize the on-site parking supply and reduce wait times during the peak hours. The Project will be required to maintain sufficient valet workers to obtain and retrieve vehicles on every level of the parking structure. The full time valet parking also serves the long term bicycle parking. Short term bicycle parking is available on the ground level and accessible by the public. As set forth in the GTC Parking Memo and GTC 2nd Parking Memo, the highest peak parking demand would occur at 11am or 2pm on weekdays, outside of the typical commuter peak periods. During the times of high volume, the building will employ sufficient valet workers to obtain and retrieve vehicles and bicycles, as required by LADOT.

**Comment 21**

*Page 2, Bicycle Parking. The project is proposing to provide 716 total bicycle parking spaces in lieu of additional vehicle parking spaces. Realistically some employees may ride bicycles to work, but certainly not the number that they have anticipated. Most medical office visitors/patients will not be riding their bicycles for appointments to visit the site and most likely will be driving their own vehicles or using some form of Ride-Share Services. Again, these forms of transportation will add to the problems that are anticipated to occur at the valet stations discussed in Comment # 21 and to the traffic and parking problems that have been previously mentioned.*

**Response to Comment 21**

See Response to Comment 5 above regarding the allowable vehicle parking reductions for the Project related to the proximity of a major transit stop and LAMC bicycle parking requirements. As discussed in Response to Comment 5, the 716 bicycle parking spaces are required by the LAMC and are not based on a bicycle parking demand study.

The operational analysis was based on the anticipated vehicle trips to the Project site, which were calculated based on trip rates published in *Trip Generation Manual, 10th Edition.* These rates were determined by surveys of similar land uses at sites around the country. The surveys and trip rates account for all vehicle trip types to a site, including deliveries, maintenance, transportation

network companies or TNCs (i.e., rideshare, Uber, Lyft, etc.), etc. As previously discussed, reductions to the Project trip generation estimates were made to account for non-automobile trips (e.g., bike, walk, transit).

**Comment 22**

*Page 2, Requested Reduction in Code Parking. The Developer is requesting a reduction of between 39.5% to 44.0% from code parking based upon the striped parking spaces and the striped/unstriped spaces. This is an excessive reduction in required parking for a project of this size and use. This is a major concern, since the surrounding streets cannot accommodate overflow parking from the project since the majority of the local streets require Permit Parking for residents in the area. Where will the overflow parking be accommodated in this area which is in very short supply of any on-street parking spaces?*

**Response to Comment 22**

The applicant is requesting a 20% reduction in parking as permitted through the Zone Change application process (LAMC § 12.32). The Project includes a total of 418 vehicular parking spaces within the four above-grade parking levels. As set forth in the GTC Parking Memo and GTC 2nd Parking Memo, up to 33 additional parking spaces, for a total of 451 spaces, could be accommodated through unstriped aisle, tandem, and other parking spaces with full valet operations. For a Project that includes 140,305 sf of medical office use, 4,000 sf of restaurant use, and 1,000 sf of retail/pharmacy use, parking demand projections show peak parking demand would occur at 11am and 2pm on a weekday, with a peak demand of 422 spaces (217 visitor spaces and 205 employee spaces). The Project parking supply would be able to accommodate the peak demand with valet using 418 vehicular parking spaces and four aisle/non-striped spaces. If the Project replaces 20% of the medical office space (28,061 sf) with medical lab space, the peak parking demand reduces to 386 spaces (177 visitor spaces and 211 employee spaces) and the Project parking supply would be able to accommodate the peak demand with valet within the 418 parking spaces. Both Project scenarios can be fully parked on site with full valet without requiring overflow parking off site.

**Comment 23**

*Page 2, Shared Parking Methodology. The ULI (Urban Land Institute) Shared Parking Methodology is an appropriate tool to evaluate parking demand for a Mixed-Use project. However, several of the assumptions used in the evaluation are questionable and lead to unrealistic lower parking demand volumes. These items are further discussed in the next set of comments. Page 2, Empirical Parking Data. Parking demand surveys were taken at three (3) different medical office buildings during January to February of 2020. The highest rate of 3.43 spaces per 1,000 square feet was used in the shared parking analysis from a building located in Beverly Hills. The Covid-19 Pandemic was just starting to occur at that time which led many people to postpone normal visits to medical office buildings. Furthermore, the tenant occupancy levels have not been determined at the study sites. This will have an impact on the parking ratio calculation. While RK does agree that the City's parking rate of 5.0 spaces per 1,000 square feet may be high, a reduction in the rate by 31.4% is excessive. The ULI Shared Parking 3rd Edition use a parking*

*rate of 4.6 spaces per 1,000 square feet (3.0 spaces per 1,000 square feet for visitors and 1.6 spaces per 1,000 square feet for employees) for medical office buildings. Furthermore, the ITE recommends a rate of 4.59 spaces (total) per 1,000 square feet (85th% rate) which is substantially greater than the base parking demand rates used in the shared parking analysis. A more realistic base parking demand rates needs to be used in the study to determine the appropriate amount of parking that would be required, or the size of the building needs to be adjusted accordingly.*

**Response to Comment 23**

The Mayor of Los Angeles issued the first state of emergency for COVID-19 on March 4, 2020. Parking occupancy surveys were conducted at the sites during typical weekdays from January to February 2020, prior to the COVID-19 pandemic conditions. During the months of January and February 2020, there was no documented reduction in traffic or parking due to COVID-19 in the City.

(See http://clkrep.lacity.org/onlinedocs/2020/20-0291_reso_03-04-2020.pdf).

As stated in the GTC Parking Memo, ICSC, ULI, and NPA developed a database that identifies the peak parking demand for every land use typically found within a mixed-use development. This national research database forms the basis for the assumptions in the shared parking model in *Shared Parking, 3rd Edition*, which defines national averages to be used as parking demand rates for various land uses and suggests ranges of assumptions regarding transit and internal capture to be used. However, the methodology states that the best way to measure the demand at a particular site is to use local data to modify the national averages so that it reflects local conditions. The shared parking model may be modified to use local California conditions in place of national averages when local data is available. As set forth in the GTC Parking Memo, the shared parking model was prepared and calibrated to the anticipated operations of the Project. The GTC Parking Memo identified three medical office uses in the vicinity and selected the medical office located at 9090 Wilshire Boulevard because it was located approximately one mile west of the Project and serviced by various bus lines and the future Metro D Line, similar to the Project. This provided the most similar condition to evaluate the visitor parking rates. As stated in the GTC Parking Memo, the parking occupancy observed at the three sites was between 78-96%. In addition, the 9090 Wilshire Blvd building had the highest peak parking demand rate of 3.43 per 1,000 sf and, therefore, provided the most conservative analysis. Taking an average of the three medical office building would have resulted in a lower peak parking demand rate. It is not more appropriate to use the national ULI rate or the ITE rate referenced in the comment, because, as stated in *Shared Parking, 3rd Edition*, it is more accurate to rely on local conditions through survey.

**Comment 24**

*Page 3, Weekday vs. Weekend Parking Ratio and Table 2 (Parking Demand Summary). As noted in Comment # 25, a more realistic base parking rate needs to be utilized in the shared parking analysis for the medical office land uses. Furthermore, the split used for Visitors/Employees (1.76 / 1.67 spaces per 1,000 square feet) is not realistic and is inconsistent with the ULI data which shows a much larger proportion of visitors to employees. The shared parking analysis also assumed an additional 15% reduction for driving adjustment which further reduces the parking demand. A reduction should not be applied to the empirical parking rates since it already accounts*

*for the effects of non- driving visitors and employees in the project area. The parking rates used for the Retail/Pharmacy need to total 4.0 spaces per 1,000 square feet, and also follow the ULI split between Visitors/Employees. The result of these adjustments will increase the adjusted parking demand from 422 spaces to a much greater need for on-site parking spaces. Consideration to reducing the building size based upon the amount of parking should be given.*

*While not as critical in determining the peak parking demand for the project, the weekend parking demand needs to consider some use of the medical office facilities during that time period. Typically, a parking demand rate for the medical office of 10% of the weekday rate should be reasonable to be utilized. Again, parking in the local area is critical. There has to be sufficient on-site parking, since there is no excess street parking in the area because of the time restrictions and Parking Permit requirements on most of the nearby streets, and the construction of the project itself will eliminate several on-street metered spaces.*

**Response to Comment 24**

See Response to Comment 25 regarding peak parking demand rates. The split between medical office visitors and employees (1.76/1.67) is accurate based on the empirical data collected at 9090 Wilshire Boulevard, which identified employee and visitor counts during the peak hour. Additional reductions were applied to account for visitors and employees envisioned to walk in from adjacent neighborhoods and commercial uses or take transit based on the effectiveness of the TDM program availability of future transit and alternative transportation options. The driving adjustment also accounts for a growing number of visitors and employees who are anticipated to utilize rideshare. The parking rates for retail/pharmacy are based on parking demand rates for pharmacy uses from *Shared Parking, 3rd Edition* and not LAMC-required spaces. The weekend parking analysis assumes that the medical office spaces would not have weekend hours, which is consistent with assumptions in *Shared Parking, 3rd Edition*. Even if some medical offices did have employees on the weekend, the peak hour demand study shows that medical office use has more than 10 times the peak hour rates during weekdays, so the parking would be designed based on the peak hour rate during the weekday. The Project will utilize shared parking to serve multiple users at the Project site. Vehicular parking will be managed with full valet operations to maximize the on-site parking supply and reduce wait times during the peak hours.

**Comment 25**

*Attachment – Local Medical Office Sites Parking Demand Rate Comparison. As noted in Comment # 24, the empirical parking demand surveys were done in January – February 2020 at the beginning of the Covid-19 Pandemic which would lower the expected parking demand because many people were postponing typical medical service needs. Furthermore, there is no information on whether the surveyed sites were fully occupied at the time of the surveys. This would affect the empirical data plus an adjustment for building occupancy needs to be considered in coming up with any parking demand rates. As previously noted, the parking counts were most likely affected by the Covid-19 Pandemic.*

*A "Refined Plan" has been suggested in the Supplemental Parking Analysis dated January 31, 2022 that would propose that 28,061 square feet of the total 140,305 square foot medical offices would be for labs. The revised parking analysis used a parking rate of 2.0 spaces per 1,000 square*

*feet would be used for the lab uses. That is a parking rate for medical lab facilities in educational facilities, not where patients go for blood work or other laboratory testing. Those uses require much more parking similar to a true medical office. Therefore, the revised parking analysis would significantly underestimate the true parking demand for those use.*

**Response to Comment 25**

The Mayor of Los Angeles issued the first state of emergency for COVID-19 on March 4, 2020. During the months of January and February 2020, there was no documented reduction in traffic or parking due to COVID-19 in the City.

(See http://clkrep.lacity.org/onlinedocs/2020/20-0291_reso_03-04-2020.pdf)

The peak parking demand rate for medical laboratory/research and development space is based on 2.0 spaces per 1,000 sf, which is consistent with the LAMC § 12.21.A.4 parking requirement.

**Comment 26**

*In conclusion, the parking calculations for the project have significantly underestimated the true parking demand and the planned parking capacity will result in an overflow of parking into the neighboring areas. The proposed TDM includes a policy to require "Paid" Parking which will further result in both visitors and employees trying to park in other areas, including the local neighborhoods which do not have excess parking capacity. The project needs to be reduced in scope to accommodate the true expected parking demand for the project.*

**Response to Comment 26**

As set forth above, the GTC Parking Memo and GTC 2nd Parking Memo fully analyzed the required parking for the Project and determined the Project will not require off-site parking. The final TDM Plan will include specific provisions to discourage employees and visitors of the Project from parking off-site and in the surrounding residential neighborhood.

ESA

626 Wilshire Boulevard
Suite 1100
Los Angeles, CA 90017
213.599.4300 phone
213.599.4301 fax

esassoc.com

**EXHIBIT G**
**ESA Noise Barrier Memo**
**June 10, 2022**
**VTT-74865-1A**

# memorandum

| | |
|---|---|
| date | June 10, 2022 |
| to | Milena Zasadzien, Senior City Planner, City of Los Angeles |
| cc | Kimberly Comacho, Project Manager, ESA<br>Jacqueline De La Rocha, Deputy Project Manager, ESA |
| from | Alan Sako, Director, ESA<br>Tony Chung, Principal, ESA |
| subject | 656 South San Vicente Medical Office Project – Mitigation Measure NOI-MM-1 |

In 2021, an Environmental Impact Report (EIR) was prepared for the 656 South San Vicente Medical Office Project (Project), which would demolish a 5,738 square-foot, vacant educational building, and an 8,225 square-foot Big 5 Sporting Goods store and associated surface parking to develop a medical office and retail-commercial development on an approximately 0.76-acre (33,060 gross square feet, 32,290 net square feet) site located at 650–676 South San Vicente Boulevard (Project Site). The Project Site is located at 656 South San Vicente Boulevard (Project Site) at the northeast corner of Wilshire Boulevard and South San Vicente Boulevard, in an urbanized area adjacent to commercial, office, residential, and medical related uses.

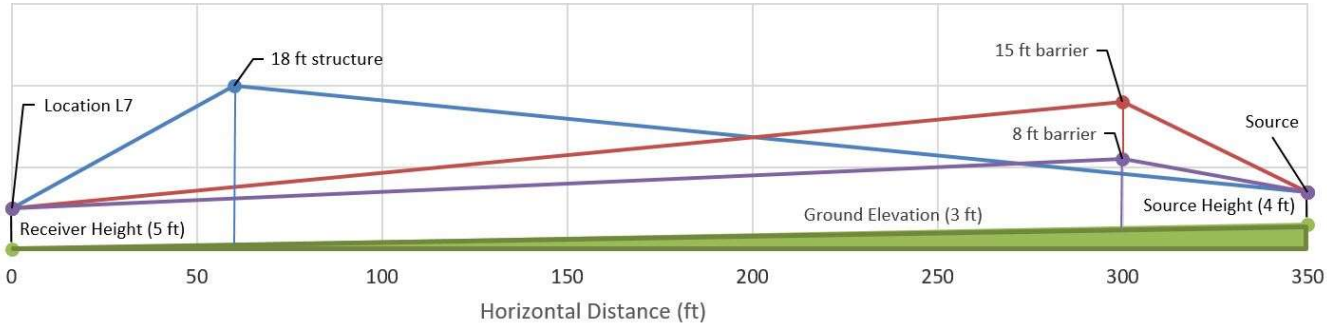
The noise analysis for the Project determined that construction of the Project would result in significant noise impacts to off-site noise-sensitive receptor locations L1 through L7 and that mitigation measures would be required. Noise-sensitive receptor locations L1, L2, L3, and L4 are located to the northeast of the Project Site, noise-sensitive receptor location L5 is located to the northwest of the Project Site, and noise-sensitive receptor locations L6 and L7 are located to the southwest of the Project Site. With implementation of Mitigation Measures NOI-MM-1 through NOI-MM-4, as included in Chapter 4, *Mitigation Monitoring Program*, of the Final EIR, construction noise impacts would be mitigated to less than significant at noise-sensitive receptor locations L5 and L6 but would remain significant and unavoidable at noise-sensitive receptor locations L1, L2, L3, L4, and L7 (refer to Figure IV.G-3 of the EIR for a map showing these receptor locations).

Mitigation Measure NOI-MM-1 specifies that the Project is required to utilize temporary ground-level construction noise barriers with a minimum of height of eight feet, but further specifies temporary ground-level construction noise barriers with a minimum of height of 15 feet along the alleyway along the northeast property line or the portion of the Project Site facing noise-sensitive receptor locations L1, L2, L3, and L4. Mitigation measure NOI-MM-1 as included in Chapter 4, *Mitigation Monitoring Program*, of the Final EIR, is provided below.

**NOI-MM-1:** The Project shall provide temporary ground-level construction noise barriers, with a minimum height of eight feet and up to a height of 15 feet along the alleyway along the northeast property line, equipped with noise blankets or equivalent noise reduction materials rated to achieve sound level reductions of at least 10 dBA between the Project Site and ground-level sensitive receptor locations. These temporary noise barriers shall be used to block the line-of-sight between the construction equipment and the noise-sensitive receptor(s) during the duration of construction activities. Prior to obtaining any permits, documentation prepared by a noise consultant verifying compliance with this measure shall be submitted to the Department of City Planning. [start text here]

A comment was received by the City recommending that the temporary ground-level construction noise barriers should be a minimum of 15 feet in height in all locations, rather than eight feet and only 15 feet along the alleyway along the northeast property line.

In response to this comment, ESA conducted a more detailed analysis of the potential additional mitigating effect that could be achieved from increasing the minimum height of the temporary ground-level construction noise barriers to 15 feet in height in all locations. This analysis focuses on the potential mitigating effects at noise-sensitive receptor location L7, which is located approximately 300 feet to the southwest of the Project Site and consists of one- and two-story residential buildings. Noise-sensitive receptor location L7 is situated along South Tower Drive and south of the commercial uses along Wilshire Boulevard. The line-of-sight from noise-sensitive receptor location L7 to the Project Site is blocked by the presence of existing buildings. A multi-level medical office building is located on the south side of Wilshire Boulevard where it intersects with South San Vicente Boulevard, and is directly to the north of noise-sensitive receptor location L7. A building housing several commercial businesses is also located on the south side of Wilshire Boulevard where it intersects with South San Vicente Boulevard, and is to the northeast of noise-sensitive receptor location L7. Both buildings are 18 feet in height or higher and are of sufficient height to block the line-of-site from the one- and two-story noise receivers at noise-sensitive receptor location L7. Increasing the height of the temporary ground-level construction noise barriers from a minimum of eight feet to 15 feet along the southwest portion of the Project Site would not result in a greater noise reduction at noise-sensitive receptor location L7 because the intervening buildings are taller than the temporary ground-level construction noise barriers, and, as such, act as an existing noise barrier. A line-of-sight diagram is provided below illustrating this effect. Therefore, increasing the height of the temporary noise barrier along the Project's western boundary from eight feet to 15 feet would not provide a measurable reduction in noise at noise-sensitive receptor location L7.



Further, there are additional practical and safety considerations that would render the use of 15-foot-tall barriers along the southwest portion of the Project Site (i.e., the portion of the Project Site along South San Vicente Boulevard) as infeasible. San Vicente Boulevard is a major thoroughfare in the City of Los Angeles, with pedestrian traffic on the sidewalks. The temporary construction noise barrier along South San Vicente Boulevard would require access gates for construction personnel and material deliveries. A 15-foot-tall temporary construction noise barrier along South San Vicente Boulevard would subject the barrier to increased wind load compared to an eight-foot-tall barrier, which would create greater safety hazards to pedestrians and on-site construction personnel. When coupled with the need for access gates along this portion of the Project Site, the safety hazards from a taller barrier are exacerbated due to the presence of moveable gates. It is noted that the 15-foot-tall recommendation for the barrier at the alleyway along the northeast property line of the Project Site is at a location that would not have pedestrian traffic and would not require access gates; thus, the safety risk is lower at this location.

Therefore, with no additional measurable noise reduction benefit anticipated at noise-sensitive receptor location L7, and the resulting exacerbated safety hazards, ESA does not recommend an increase in the minimum barrier height from eight feet to 15 feet for the construction noise barrier, except for the 15-foot-tall requirement for the barrier at the alleyway along the northeast property line of the Project Site.