

Draft Environmental Impact Statement
United States General Services Administration



Los Angeles FBI Federal Building
Los Angeles, California

U.S. General Services Administration
Region 9, Portfolio Management Division
450 Golden Gate Avenue
San Francisco, California 94102
(415) 522-3473

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with assistance from

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Draft Environmental Impact Statement

Los Angeles FBI Federal Building

Responsible / Lead Agency:

United States General Services Administration, Region 9

Title of Action and Location:

Los Angeles FBI Federal Building
Los Angeles, California

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EXECUTIVE SUMMARY

ES.1 PURPOSE AND NEED FOR THE ACTION

The Los Angeles Field Office of the Federal Bureau of Investigation (FBI) has investigative jurisdiction over the Federal Central District of California, which is comprised of seven counties: Los Angeles, Orange, Riverside, San Bernardino, San Luis Obispo, Santa Barbara, and Ventura. This territory is the most populated and covers the greatest geographic area in the entire FBI, with 18 million people residing within 40,000 square miles of the seven counties.

The Los Angeles Field Office has the third greatest number of Special Agents assigned to a region in the FBI. Organizationally, the Los Angeles Field Office Headquarters is located at 11000 Wilshire Boulevard in Los Angeles. In support of the Los Angeles Field Office Headquarters, there are ten satellite offices known as Resident Agencies, which are located in Lancaster, Long Beach, Palm Springs, Riverside, Santa Ana, Santa Maria, Ventura, Victorville, West Covina, and at the Los Angeles International Airport.

The purpose of the proposed project is twofold: (1) consolidate the FBI Field Office Headquarters and 11 other separate leased locations that currently house other Field Office Headquarters personnel into one single location; and (2) provide for a permanent Field Office Headquarters which will accommodate the future projected growth of the FBI. The ten Resident Agencies will remain at their current locations throughout the greater Los Angeles area in order to support the FBI's mission.

The needs for the project are more fully described in Section 1.3. The U.S. General Services Administration (GSA) proposes to address these needs by constructing new Federal buildings which will have approximately 700,000 GSF of office space, 190,000 GSF of storage space, 47,000 GSF for an automotive/radio maintenance facility (A/RMF) and 420,000 GSF for 1,200 secure garage parking spaces. In addition there will be 750 secure parking spaces on surface lots.

ES.2 ALTERNATIVES CONSIDERED

In accordance with the National Environmental Policy Act (NEPA), the GSA considered a range of alternatives to the proposed action that could meet the basic objectives of the proposed project. The GSA issued a Notice of Intent (NOI) in April, 2004 that identified a Proposed Action and three alternatives:

- **Proposed Action.** In addition to the existing building, construct new facilities for the FBI on the 11000 Wilshire Boulevard site that would provide approximately 937,000 gross square feet (GSF) of building space and 420,000 gross square feet of garage building that would provide for a 1,200 secured parking spaces. The project would occur in two phases over a 10-year period. Since the issuance of the NOI, GSA conducted a search for alternative site locations based on GSA and FBI requirements.
- **Renovate and Expand Existing Facility Alternative.** Renovate the 11000 Wilshire Boulevard building for sole use by the FBI and relocate existing tenants to other locations.
- **Build-to-Suit Lease Alternative.** The Build-to-Suit Lease alternative is a process by which GSA would acquire a site by an assignable purchase option to be assigned to a developer who will purchase the site, construct and lease the buildings to the United States government.
- **No Action Alternative.** This alternative would keep part of the Los Angeles FBI Field Office Headquarters operations at 11000 Wilshire Boulevard and other parts of the operations at 11 leased facilities.

Based on the comments received during the extended scoping process, GSA and the FBI further analyzed the needs of the FBI in terms of geographic location, acreage required for the building site to meet the needs of the FBI and several other criteria related to FBI security and operations. The FBI provided a delineated area for the location of their facilities along with specific site and facility requirements to GSA in April, 2005. This area was identified as the boundary of I-405 on the west, I-110 on the south, I-5 on the east and Magnolia Boulevard (just north of I-101) on the north. This additional information was utilized by GSA to conduct an evaluation of potential alternative sites.

Based on these requirements and FBI mission requirements, GSA advertised a request for sites and also contacted local real estate brokers. Advertisements were placed in the Los Angeles Times and FedBizOpps. The LA Times advertisements were published three times during the first week of May, 2005. The FedBizOpps advertisement was published on April 29, 2005. Both advertisements requested that a response be provided to GSA by May 30, 2005. In addition to the advertisements, 93 individual direct contacts were sent to representatives of the following entities:

- City of Los Angeles (14)
- City of Beverly Hills (6)
- County of Los Angeles (4)
- State of California (8)
- Federal Officials (8)
- Private Land Owners/Developers (29)
- Chambers of Commerce/Business Organizations (6)
- Real Estate Brokerage/Property Management Firms (18)

While these advertising activities were proceeding, GSA initiated a separate process to locate potential sites that might meet the project criteria. In accordance with Executive Order 12072, several meetings were held with local officials from December, 2004 to May, 2005. No potential sites were identified that were suitable for consideration.

ES.2.1 ALTERNATIVES CONSIDERED BUT NOT CARRIED FORWARD FOR ANALYSIS

ES.2.1.1 Renovate and Expand the Existing Facility Alternative

Renovating the existing building and expanding the FBI spaces to become the only tenant in the building was considered as a potential alternative. The existing building is in need of extensive renovations and upgrades. The building was constructed in 1969 and does not have adequate ventilation capacity for special communications areas, lacks suitable power distribution for modern computers and electronic equipment, has unsuitable water service and does not meet current seismic design standards for the region. This building does not meet the requirements for FBI in terms of the square footage per floor, column spacing, suitable under-the-floor utility corridors, floor-load capacity for storage, blast resistant design and security. Due to these functional deficiencies, this alternative was not considered for further analysis.

ES.2.1.2 Build-to-Suit Lease Alternative

The Federal Management Regulations, Subchapter C-Real Property, Part 102-73, *Real Estate Acquisition*, provide policies that apply to GSA's Public Building Service. In accordance with this regulation, when Federal agencies seek to acquire space, they should first seek space in government-owned and government-leased buildings. If suitable government-controlled space is unavailable, Federal agencies must acquire real estate and related services in an efficient and cost effective manner.

Leasing is a desirable solution when the government needs only a small amount of space or only for a short time. However, as stated in Sections 1.2 and 1.3, Purpose and Need, FBI is seeking 937,000 gross

square feet of office, storage and maintenance areas plus secure parking spaces for its permanent headquarters in Southern California. Since a lease is for a finite term of years, a lease cannot meet the need for permanence by FBI. Further, FBI's specialized requirements, i.e., large floorplates, wide column spacing, automotive and radio maintenance facility, cannot be met in typical commercial office space. Other unique requirements, i.e., redundant air conditioning, blast resistant walls, electronic dampening sensors, secured parking, etc are not typically found in commercial office space. Such items are cost-prohibitive due to the requirement by lessors to amortize them over the term since any future tenants would have no need for them.

Further, due to its changing mission needs and security requirements, the FBI needs flexibility in the layout of its space, security setback requirements and parking. In a lease, the Government would be subject to a lessor's approval for these items as well as the potential flexibility of the building, site and surrounding neighborhood. The Wilshire campus, which consists of 28 acres, is sufficiently large to provide flexibility in meeting the requirements of FBI and is without equal in terms of its potential to be made into a secure development with controlled perimeter access and generous stand-off distances from public areas.

ES.2.1.3 Existing Building and One New Building and Parking Garage Alternative

This alternative would place the FBI in two buildings, the existing 11000 Wilshire Boulevard office tower and one new building, plus secured parking for 1,200 vehicles. This scenario was reviewed by the FBI and GSA and determined not to satisfy the requirements established in Section 1.2, Purpose and Need and noted in Section 2.3.1 as related to the 11000 Wilshire Boulevard building. In addition there would be technology coordination and compatibility issues between the existing building and new building. Additional site security would be required for both buildings to meet FBI requirements and still provide public access to the U.S. Post Office and the cafeteria. As a result of these findings, this alternative was not considered for further analysis.

ES.2.2 ALTERNATIVES CARRIED FORWARD FOR ANALYSIS

Federal construction on Federally-owned property at 11000 Wilshire Boulevard is the preferred site for satisfying the purpose and need of the FBI for a Field Office Headquarters. Two "build" alternatives on the preferred site have been identified that satisfy the conditions specified in the Purpose and Need. These alternatives will be carried forward for detailed analysis in this EIS. The No Action alternative does not satisfy the purpose and need; however, pursuant to NEPA, it is carried forward as the baseline against which potential impacts of the alternatives can be measured.

ES.2.2.1 No Action Alternative

NEPA Section 4102.14(d) requires that a No Action Alternative be examined in the EIS analysis. This alternative will maintain the existing conditions. Under this alternative, the FBI LA Field Office Headquarters will remain split between 11000 Wilshire Boulevard and 11 leased facilities. The FBI operations would continue to operate in spaces that do not accommodate their requirements. The geographically split operations would remain inefficient and a hindrance to effective day-to-day activities and emergency response operations.

Under this alternative, the existing non-FBI tenants would remain at 11000 Wilshire Boulevard. Based on the need for Federal office space in the region the mix of tenants may fluctuate over time. Current and planned renovations would occur as needed for a building that is 35 years old.

ES.2.2.2 Alternative 1: Mixed Use - Existing Facilities + Two New Buildings + New Parking Garage

This alternative includes retaining the current facilities located at 11000 Wilshire Boulevard, with the exception of the existing parking garage, which would be demolished, and a reduction in surface parking spaces. New facilities for the FBI LA Field Office Headquarters will include office space, evidence storage areas, automotive/radio maintenance facility (A/RMF), a parking garage providing 1,200 secured parking spaces and 750 surface parking spaces. The new facilities would provide the security and operational requirements for the FBI as identified in Section 1, Purpose and Need.

ES.2.2.3 Alternative 2: FBI Only - Two New Buildings + USPO + New Parking Garage

This alternative would result in buildings at the 11000 Wilshire Boulevard complex that would consist of new FBI office and storage buildings, new FBI parking garage and A/RMF. Once Phase 1 is completed, the FBI will relocate from their existing 11000 Wilshire facilities to the new office spaces. Phase 1 would also provide for 850 secured parking garage spaces, the A/RMF, and evidence storage area. The U.S. Postal Service facilities would remain on the site, but the 17-story existing office tower and the cafeteria building would be demolished.

**Table ES-1
SUMMARY OF ALTERNATIVES**

Category	Alternative 1	Alternative 2	No Action
Buildings (GSF) – Office/Post Office/Cafe	1,317,000	732,000	617,000
Buildings (GSF) - Storage	190,000	190,000	
Buildings (GSF) – ARMF/Maintenance + Garage	467,000	467,000	192,000
Total Buildings	1,974,000	1,389,000	809,000
Leased Spaces - #/SF	0	0	11/132,000
Employees	4,092	1,782	2,067

ES.3 THE AFFECTED ENVIRONMENT

For purposes of this proposed action, the area of concern is located in West Los Angeles near the intersection of Wilshire Boulevard and Interstate 405. This is an intensely urbanized, highly developed region that continuously suffers from traffic congestion. Open spaces in the immediate area are limited and primarily associated with the VA cemetery, VA medical facilities, golf courses, parks and schools. There is little of the natural environment left in the immediate area.

West Los Angeles is an area that includes a mixture of single family residences, multi-family housing, commercial activities, industrial uses, parks, golf courses and educational institutions. The Wilshire, Sepulveda, and Olympic corridors are thriving business districts. In the last few decades, law offices and entertainment companies have increased their presence in the community. UCLA to the north and Century City to the east enhance the local employment base. Nearby commercial centers include the Westside Pavilion, Century City Shopping Center, and Santa Monica Place.

When viewed from the intersection of Interstate 405 and Wilshire Boulevard the Federal lands associated with the VA Medical Center, the Los Angeles National Cemetery and the Wilshire campus are surrounded by high density regional commercial areas on the east that transitions to high density housing,

medium density housing and light industry to the south, neighborhood commercial and medium density residential to the west and low density housing to the north.

ES.4 ENVIRONMENTAL CONSEQUENCES

The construction of the new FBI Field Office Headquarters is proposed for the 11000 Wilshire Boulevard site. The area under consideration is already intensely urbanized. The primary impact to the adjacent area will be adverse traffic impacts for Alternative 1. Traffic conditions and intersection configuration in the vicinity of the proposed project are such that there is no mitigation feasible that would reduce the significant impacts identified at several intersections. Alternative 2 would decrease traffic impacts in the area.

As shown in Table ES-2, other than traffic, most of the impacts associated with the proposed action and alternatives would be of short-term duration and associated with project demolition and construction. These impacts would be primarily related to air quality, noise and construction traffic. Mitigation actions will minimize these impacts.

ES.5 PREFERRED ALTERNATIVE

Following a review of the comments received during scoping coordination, the identification of impacts presented in the Draft EIS, and comments received on the Draft EIS, the GSA will identify a preferred alternative.

ES.6 DISTRIBUTION LIST FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

The distribution list for the Draft EIS is included in Section 7.0

ES.7 DATE DRAFT EIS MADE AVAILABLE TO ENVIRONMENTAL PROTECTION AGENCY AND THE PUBLIC

Draft Statement:

February 27, 2006

**Table ES-2
ENVIRONMENTAL CONSEQUENCES SUMMARY MATRIX**

Resources	Alternative 1		Alternative 2		No Action	
	Short Term	Long Term	Short Term	Long Term	Short Term	Long Term
Land Use	II	II	II	II	II	II
Visual and Aesthetics	III	II	III	I	II	II
Socioeconomics						
Demographics	II	II	II	II	II	II
Employment and Commercial Activity	I	I	I	II	I	I
Real Estate & Socioeconomics	I	II	II	II	II	II
Traffic & Parking						
Traffic	III	VI	III	I	II	II
Parking	II	II	II	II	II	II
Physical Environmental						
Geology & Landform	III	II	III	II	II	II
Hydrology & Water Quality	III	II	III	II	II	II
Vegetation & Wildlife	II	II	II	II	II	II
Air Quality	III	II	III	II	II	II
Noise	III	II	III	II	II	II
Cultural Conditions						
Archaeological Resources	II	II	II	II	II	II
Historic Resources	II	II	II	II	II	II
Public Services						
Police Protection	II	II	II	II	II	II
Fire Protection	II	II	II	II	II	II
Public Utilities						
Electricity	II	II	II	II	II	II
Natural Gas	II	II	II	II	II	II
Solid Waste	II	II	II	II	II	II
Water Supply	II	II	II	II	II	II
Wastewater	II	II	II	II	II	II
Hazardous Materials	III	II	III	II	III	II

KEY

- I The impact is beneficial
- II There are no adverse impacts
- III There is an impact, but it is not significant
- IV The impact has the potential to be significant, but mitigable
- V The impact is significant, but mitigable
- VI The impact is significant

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ACRONYM LIST

ANSI	American National Standards Institute	FS	Fire Station
APC	Area Planning Commission	FWCA	Fish and Wildlife Coordination Act
APE	Area of potential effects	gpd	gallons per day
AQMP	Air Quality Management Plan	GMC	Growth Management Chapter
A/RMF	Automotive/radio maintenance facility	GSA	U.S. General Services Administration
BMPs	Best Management Practices	GSF	gross square feet
CAA	Clean Air Act	HTP	Hyperion Treatment Plant
Cal EPA	California Environmental Protection Agency	Hz	Hertz
CALTRANS	California Department of Transportation	JTTF	Joint Terrorism Task Force
CASQA	California Stormwater Quality Association	JWPCP	Joint Water Pollution Control Plant
CBC	California Building Code	kWh	kilowatt hours per year
CDMG	California Division of Mines & Geology	LADOT	Los Angeles Department of Transportation
CEQ	Council on Environmental Quality	LADWP	Los Angeles Department of Water and Power
CFR	Code of Federal Regulations	LAEDC	Los Angeles Economic Development Corporation
CGS	California Geological Survey	LAFD	Los Angeles Fire department
CPA	Community Plan Areas	LAGWRP	Los Angeles Glendale Water Reclamation Plant
CNEL	Community Noise Equivalent Level	LAPD	Los Angeles Police Department
CNDDDB	California Department of Fish and Game Natural Diversity Data Base	Leq	equivalent sound level
CO	carbon monoxide	LUSTs	leaking underground storage tanks
dba	decibels	MWD	Metropolitan Water District
DEIS	Draft Environmental Impact Statement	NAAQS	National Ambient Air Quality Standards
DHS	Department of Health Services	NAHC	Native American Heritage Commission
DMG	Division of Mines and Geology	NAICS	North American Industry Classification System
DTSC	Department of Toxic Substances Control	NEPA	National Environmental Policy Act
EDR	Environmental Data Resources, Inc.	NHPA	National Historic Preservation Act
EIS	Environmental Impact Statement	NPDES	National Pollution Discharge Elimination System
EMS	Emergency Medical Services	NO ₂	nitrogen dioxide
EPA	Environmental Protection Agency	NOI	Notice of Intent to Prepare
EO	Executive Order	NRHP	National Register of Historic Places
ESA	Endangered Species Act	pCi/L	picoCuries radon per liter of air
°F	Fahrenheit	PM ₁₀	particulate matter, 10 micron and less
FBI	Federal Bureau of Investigation	ppm	parts per million
FEMA	Federal Emergency Management Agency	ppd	pounds per day
FIRM	Federal Insurance Rate Map		

RCPG	Regional Comprehensive Plan and Guide	SRAs	source receptor areas
RD	Reporting District	SWPPP	Storm Water Pollution Prevention Plan
RTP	Regional Transportation Plan	SWRCB	State Water Resources Control Board
RWQCBs	Regional Water Quality Control Boards	TITP	Terminal Island Treatment Plant
SCAG	Southern California Association of Governments	TWRP	Tillman Water Reclamation Plant
SCAQMD	South Coast Air Quality Management District	TSP	Total Suspended Particulate
SCE	Southern California Edison	USFWS	U.S. Fish and Wildlife Service
sf	square feet	UST	Underground Storage Tanks
SHPO	State Historic Preservation Officer	UBC	Uniform Building Code
SIC	Standard Industrial Classification	UCLA	University of California, Los Angeles
SIP	State Implementation Plan	U.S.C.	United States Code
SMMBL	Santa Monica Municipal Bus Lines	VAGLAHS	VA Greater Los Angeles Healthcare System
SoCalGas	Southern California Gas Company	VOC	volatile organic compounds
SONGS	San Onofre Nuclear Generating Station	WLATIMP	West Los Angeles Transportation Improvement and Mitigation Specific Plan

1.0 PURPOSE AND NEED FOR THE PROPOSED ACTION

1.1 INTRODUCTION

The Los Angeles Field Office of the Federal Bureau of Investigation (FBI) has investigative jurisdiction over the Federal Central District of California, which is comprised of seven counties: Los Angeles, Orange, Riverside, San Bernardino, San Luis Obispo, Santa Barbara, and Ventura. This territory is the most populated and covers the greatest geographic area in the entire FBI. Over 18 million people reside within the 40,000 square miles of the seven counties.

The Los Angeles Field Office has the third greatest number of Special Agents assigned to a region in the FBI. Organizationally, the Los Angeles Field Office Headquarters is located at 11000 Wilshire Boulevard in Los Angeles. In support of the Los Angeles Field Office Headquarters, there are ten satellite offices known as Resident Agencies, which are located in Lancaster, Long Beach, Palm Springs, Riverside, Santa Ana, Santa Maria, Ventura, Victorville, West Covina, and at the Los Angeles International Airport.

The population for the seven-county region for the Los Angeles FBI area of responsibility has increased from 15,000,000 to 18,000,000 from 1990 to 2004 according to the U.S. Census Bureau, for an average growth rate of over 210,000 people per year. Los Angeles County is the second largest population center in the United States, and in the last decade, grew by an average of 65,000 persons per year to approximately 9,937,000 people in 2003. This population growth has had an impact on the caseload of the Los Angeles FBI. In addition, since September 11, 2001 workload and operations for the FBI Los Angeles Field Office Headquarters have increased in response to coordinating regional task forces.

1.1.1 FBI Los Angeles Field Office Headquarters Facilities

The FBI Los Angeles Field Office Headquarters is located in the Federal Building at 11000 Wilshire Boulevard (Figure 1-1). Personnel assigned to the Field Office Headquarters are located at 11000 Wilshire Boulevard and various off-site leased facilities. Currently, the FBI Los Angeles Field Office Headquarters occupies approximately 295,000 gross square feet (GSF) of office space out of a total of approximately 562,000 GSF space available at the 11000 Wilshire Boulevard office building. The FBI has been at this location for over 35 years. In addition, the FBI leases approximately 132,000 square feet of building space at 11 leased locations at distances of 5 to 30 miles away to house functions that would otherwise be located at the FBI Field Office Headquarters building at 11000 Wilshire Boulevard.

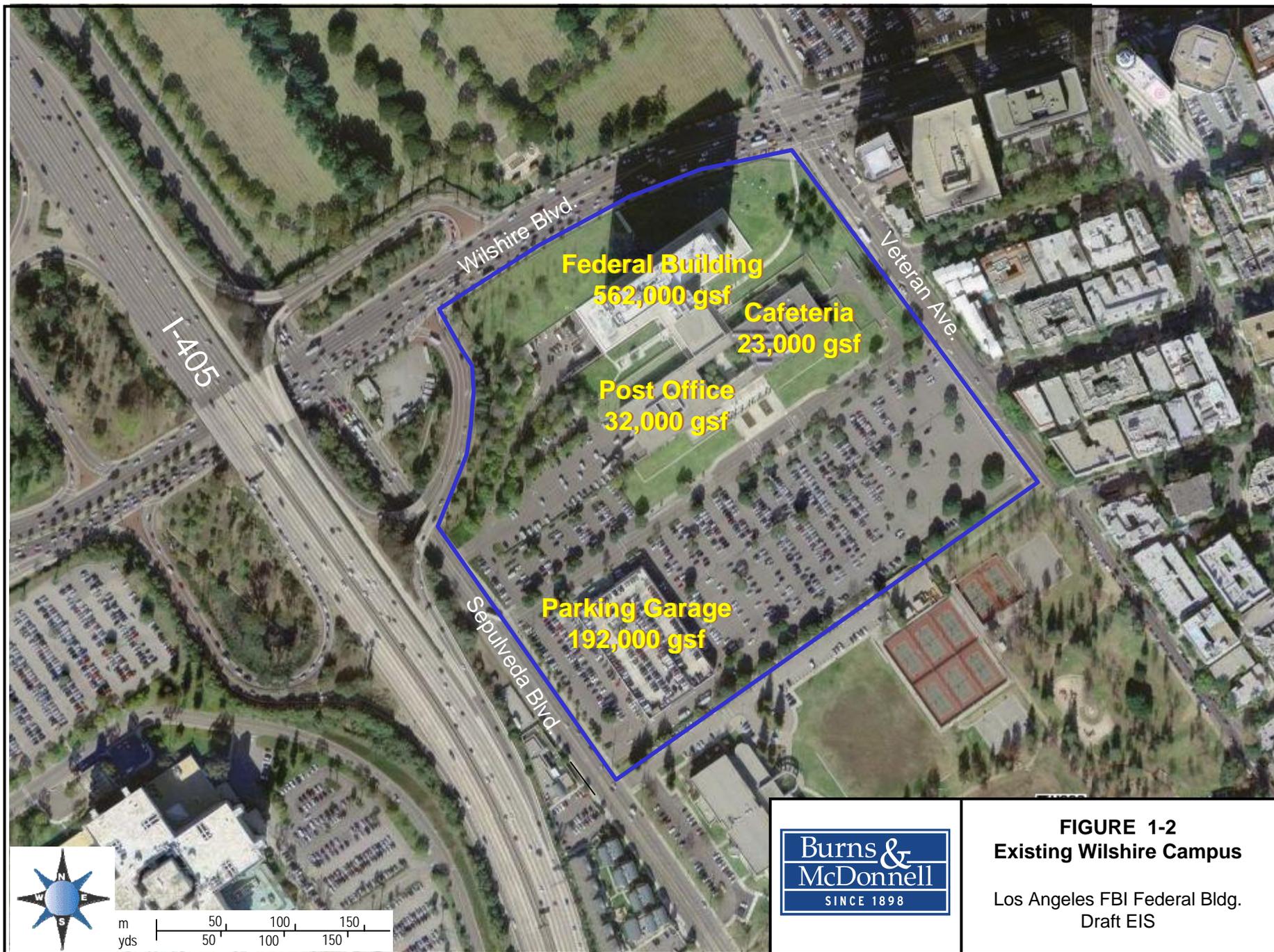
The existing 28-acre Federal office campus at 11000 Wilshire Boulevard (Figure 1-2) contains approximately 809,000 gross square feet (GSF) of building space, including the 17-floor office building (562,000 GSF) (Photograph 1-1), the FBI parking structure with 440 parking spaces and an automotive/radio maintenance facility(A/RMF) (192,000 GSF), the cafeteria (23,000 GSF), the post office (32,000 GSF), and surface parking spaces (Photograph 1-2) for approximately 1,451 visitor and government vehicles, including a loading dock area. Normally, there are approximately 1,252 employees on site consisting of FBI, other Federal agency employees, U.S. Post Office employees and cafeteria workers. The Los Angeles FBI Field Office Headquarters employee population is 1,291, of which approximately 700 are full-time FBI employees at the 11000 Wilshire Boulevard office tower and A/RMF, 82 contract employees, 293 task force members and 216 employees at the 11 leased facilities.



**11000 Wilshire
Federal Building**



FIGURE 1-1
Regional Map of Los Angeles
Los Angeles FBI Federal Bldg.
Draft EIS



Federal Building
562,000 gsf

Cafeteria
23,000 gsf

Post Office
32,000 gsf

Parking Garage
192,000 gsf

Wilshire Blvd.

Veteran Ave.

I-405

Sepulveda Blvd.

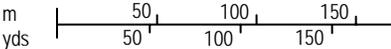


FIGURE 1-2
Existing Wilshire Campus

Los Angeles FBI Federal Bldg.
Draft EIS

1
2

**Photograph 1-1
11000 WILSHIRE OFFICE TOWER**



3

4
5

**Photograph 1-2
11000 WILSHIRE SITE PARKING**



6

1 The 11000 Wilshire Boulevard office building was constructed in the late 1960s and is in need of major
2 repairs. Estimates for all the necessary repairs and modifications to bring the building up to current
3 standards range from \$185-200 million dollars. The repairs and modifications include seismic retrofit,
4 asbestos removal, replacement of drinking water lines, improved ventilation systems, and more.

5 **1.2 PURPOSE OF THE PROPOSED ACTION**

6 The purpose of the proposed project is twofold: (1) consolidate the FBI Field Office Headquarters and 11
7 other separate leased locations that support the Field Office Headquarters into one single location; and (2)
8 provide for a permanent Field Office Headquarters which will accommodate the future projected growth
9 of the FBI.

10 The U.S. General Services Administration (GSA) proposes to consolidate the FBI Field Office
11 Headquarters operations by constructing new Federal buildings which will have approximately 700,000
12 GSF of office space, 190,000 GSF of storage space, 47,000 GSF for an automotive/radio maintenance
13 facility (A/RMF) and 420,000 GSF for 1,200 secured garage parking spaces. In addition there will be
14 750 secure parking spaces on surface lots. A helicopter landing pad will be included on the top of the
15 new office buildings for emergency use.

16 This project has received design funding for the first phase that will include 230,000 GSF for office
17 space, 190,000 GSF for storage space, 47,000 GSF for the A/RMF and 297,500 GSF for the secure
18 parking garage. The second phase will satisfy the long-term facilities requirements with 470,000 GSF for
19 office space and the 122,500 GSF second section for the secure parking garage. A site to accommodate
20 the phase one and phase two buildings plus the parking garage with the necessary clear areas for security
21 requirements will require a minimum of 10 acres.

22 **1.3 NEED FOR THE PROPOSED ACTION**

23 The FBI mission includes a wide variety of law enforcement activities. These include investigating
24 actions involving all of the following:

- 25 ▪ Counterterrorism
- 26 ▪ Counterintelligence
- 27 ▪ Cybercrimes
- 28 ▪ Public Corruption
- 29 ▪ Civil Rights
- 30 ▪ Organized Crime
- 31 ▪ White-Collar Crime
- 32 ▪ Violent Crime/Major Thefts

33 These FBI activities regularly require coordination with other agencies and interested parties. The
34 requirement for coordination activities has increased substantially since September 11, 2001.
35 Coordination and investigations require, in some cases, the participation of representatives from over 45
36 Federal, state, and local agencies. Oftentimes these participants are collocated at one facility in order to
37 maximize their interaction and effectiveness.

38 Personnel assigned to the Field Office Headquarters are divided between 11000 Wilshire Boulevard and
39 11 leased facilities ranging in size from just over 300 to over 32,000 square feet. There are 216 staff
40 assigned to these 11 leased facilities located from 5 to 30 miles away from 11000 Wilshire Boulevard
41 (Table 1-1). This separation of staff among several geographically isolated buildings adversely impacts
42 FBI daily operations and its ability to address its caseload in a timely and safe manner, since personnel
43 must routinely expend substantial work hours to travel between the leased spaces and the 11000 Wilshire

1 Boulevard location. The FBI needs to consolidate its Field Office Headquarters operations to increase its
2 efficiency and effectiveness.

3 **Table 1-1**
4 **FBI LEASED SPACES**

Location	Square Feet (Rentable)
1	23,850
2	9,600
3	329
4	5,569
5	13,511
6	13,308
7	2,997
8	2,835
9	13,800
10	13,800
11	32,326
Total	131,925

5

6 **1.3.1 Functional Building Needs**

7 **Security.** While the current location of the FBI Field Office Headquarters in the 11000 Wilshire
8 Boulevard building meets the required security setback distance from the edge of the property, not all the
9 current FBI leased facilities meet the setback requirements. Currently, the FBI Field Office Headquarters
10 and some of off-site leased spaces are located in multi-tenant buildings. Current FBI security
11 requirements dictate that the FBI facilities be located in buildings that are only occupied by the FBI.

12 **Spatial Needs.** In order to efficiently satisfy FBI mission requirements, the following elements are
13 minimum requirements for FBI occupied spaces.

14 One critical element is the requirement for usable floor space per floor of a minimum of 30,000 to 40,000
15 gross square feet to allow the various FBI teams and Joint Terrorism Task Force (JTTF) members to
16 operate efficiently and effectively for daily operations and in response to emergencies. The existing
17 11000 Wilshire building single floor plate maximum is only 21,000 square feet and therefore, inadequate
18 for these needs.

19 Another element requires that the columns on each floor need to be spaced at least 30 feet on center. This
20 clearance is required in order for the team members who are organized into working groups, to be
21 configured in modular office spaces that fit between columns that are 30 feet apart. The existing 11000
22 Wilshire building has column spacing at only 23 feet and therefore, inadequate for the FBI needs.

23 A third requirement is for approximately 190,000 square feet of storage space with a floor load capacity
24 of 200 pounds per square foot. This space will be for evidence storage that will use efficient, modern
25 storage systems that stack together, hence the higher than standard floor load requirements. At the
26 existing 11000 Wilshire building, there is only approximately 40,000 square feet of space with the 200

1 pounds per square foot capacity. Currently, evidence that cannot be stored at 11000 Wilshire is stored at
2 an off-site leased location. This creates problems and inefficiencies for the FBI in terms of the lack of
3 ready access to evidence stored at a remote location, the reduction in productive time for personnel that
4 have to travel between the 11000 Wilshire site and the leased site, and the storage of evidence in a leased
5 facility that does not meet current FBI security requirements.

6 The current FBI requirements noted above cannot be reasonably satisfied in the 11000 Wilshire
7 Boulevard Federal Building as it is currently configured and the building can not be effectively modified
8 to meet these requirements.

9 **Staff Forecasts.** The FBI forecasts a two percent per year increase in staff at its FBI Field Office
10 Headquarters between 2003 and 2017. That is, the number of FBI employees and task force members
11 assigned to the FBI Field Office Headquarters is expected to grow from approximately 1,291 to 1,640.
12 By 2017, the FBI Field Office Headquarters will need 700,000 GSF of office space, 190,000 GSF of
13 evidence storage and ancillary facilities, 47,000 GSF for an automotive/radio maintenance facility and a
14 secure parking garage of approximately 420,000 GSF with enough secured parking spaces for 1,200
15 government and employee vehicles in a parking structure, and 750 secure parking spaces on a surface lot.

16 **1.3.2 Location Needs**

17 The FBI has reviewed its current and projected operational needs for the region and the location of its
18 regional field offices. Based on the FBI's analysis, the delineated area for the location of the FBI Field
19 Office Headquarters needs to be within the boundaries of I-405 on the west, I-10 on the south, I-5 on the
20 east and Magnolia Boulevard on the north (Figure 1-3). The FBI Resident Agencies will remain
21 throughout the Los Angeles area at their current locations in order to support the FBI's mission.

22 In order to satisfy the security and mission needs of the FBI, a potential site must be within the delineated
23 area noted above and meet the following minimum requirements. First, the site must have a minimum of
24 10 acres of land. Second, any site needs to be at least one mile away from other major Federal, state, and
25 local law enforcement headquarter facilities to avoid damage to collocated facilities under catastrophic
26 conditions from a natural disaster or terrorist activity. Third, in order to maximize emergency response
27 times, the site must provide access to major freeways via main routes. Fourth, railroad tracks can not
28 border or cross the site, to prevent their use for terrorist incursions.

29 Other requirements include location in an area zoned or suitable for office development which allows
30 building heights up to 140 feet. In addition, sites should not be located in a floodplain or airport flight
31 paths. All potential sites must have clear titles and be immediately available for construction.

32 **1.4 LEAD AGENCY, AFFECTED AGENCIES, AND AUTHORIZING ACTIONS**

33 GSA, Region 9, is the lead agency with respect to implementing the requirements for the National
34 Environmental Policy Act (NEPA) for this action, and therefore, has the primary responsibility to prepare
35 this environmental impact statement (EIS).

36 The approval of discretionary permits by various Federal, state, regional and local agencies for the
37 proposed project will be based in large part on the information contained within this EIS. However,
38 additional information may be required by these agencies before permits are granted.



FIGURE 1-3
FBI Delineated Area

Los Angeles FBI Federal Bldg.
Draft EIS

1 **1.4.1 Environmental Protection Agency (EPA)**

2 The Environmental Protection Agency (EPA) is authorized by Section 309 of the Clean Air Act (CAA) to
3 review and comment on any matter subject to NEPA. The EPA has jurisdiction over environmental
4 impacts associated with Federal actions and, if any matter in this action is unsatisfactory with regards to
5 public health, welfare, or environmental quality issues, EPA may refer these matters to the Council on
6 Environmental Quality (CEQ).

7 The CAA recognizes that increases in air pollution result in danger to public health and welfare. To
8 protect and enhance the quality of the Nation's air resources, the CAA authorizes the EPA to set National
9 Ambient Air Quality Standards (NAAQSs), which regulate carbon monoxide, lead, nitrogen dioxide,
10 ozone, sulfur dioxide, and particulate matter pollution emissions, among others. The South Coast Air
11 Quality Management District (SCAQMD) is the regional government agency that regulates sources of air
12 pollution in Southern California, including Los Angeles. The SCAQMD has the responsibility for
13 improving the air quality within its jurisdiction in order to comply with Federal and state air quality
14 standards.

15 **1.4.2 Advisory Council on Historic Preservation**

16 As stated in the National Historic Preservation Act (NHPA), it is the policy of the Federal government to
17 foster conditions where modern society can coexist with prehistoric and historic resources. The NHPA
18 established the Advisory Council on Historic Preservation (Council) which advises the President,
19 Congress, and Federal agencies on historic preservation issues. The Council is responsible for
20 implementing Section 106 of the NHPA, which requires that agencies consider the effects of their
21 undertakings on "historic properties," defined as districts, sites, buildings, structures, and objects
22 included in or eligible for inclusion in the National Register of Historic Places (NRHP).

23 Federal laws and regulations, including the NHPA (42 U.S.C. § 4332), the Archeological Resource
24 Protection Act (16 U.S.C. § 470aa), the Native American Graves Protection and Repatriation Act (25
25 U.S.C. § 3001), and the American Indian Religious Freedom Act (42 U.S.C. § 1996) identify the
26 regulatory requirements and responsibilities concerning cultural resources. These include the need to
27 provide an inventory of resources that are potentially eligible for the NRHP and to consider impacts
28 Federal projects may have on those resources. In addressing impacts, an agency may elect to avoid
29 impacting a resource or mitigate adverse impacts through measures such as data recovery.

30 Under NHPA, impact assessment involves identifying activities that could directly or indirectly affect
31 significant resources, identifying known or expected significant resources in the area of potential effects,
32 and determining the potential level of impacts on the resources. Both the NHPA and NEPA processes
33 involve consideration of the project alternatives' likely impacts to cultural resources. Under NEPA,
34 impacts to historic or cultural resources are explicitly identified as attributes that must be addressed in
35 order to measure the significance of a project's potential environmental effect. Consideration of the
36 potential for effects and adverse effects to cultural resources is included in the current NEPA assessment.
37 However, an adverse effect on a historic property does not necessarily equate to a significant impact
38 under NEPA.

39 **1.4.3 Fish and Wildlife Service**

40 The Endangered Species Act (ESA) of 1973 established a Federal program to conserve, protect, and
41 restore threatened and endangered plants and animals and their critical habitats. The ESA specifically
42 charges Federal agencies with the responsibility of using their authority to conserve threatened and
43 endangered species.

1 The Fish and Wildlife Coordination Act (FWCA) provides the basic authority for the U.S. Fish and
2 Wildlife Service's involvement in water resource development projects. It requires that fish and wildlife
3 resources receive equal consideration to other project features.

4 **1.5 NEPA RELEVANCE TO FEDERAL REGULATIONS AND EXECUTIVE ORDERS**

5 Many Federal agencies are required to comply with procedures mandated by statutes other than NEPA.
6 The CEQ states that when an agency must comply with the environmental procedures of other statutes,
7 compliance with these regulations should be incorporated into the NEPA process (40 CFR, Part 1502.25).
8 Although the procedures may be integrated, the overall statutory requirements remain independent.

9 GSA has adopted Order PBS P 1095.4B, Preparation of Environmental Assessments and Environmental
10 Impact Statements, which requires the inclusion of applicable environmental statutes into the NEPA
11 planning process. These laws, regulations, and executive orders are identified and discussed within the
12 appropriate EIS issue areas.

13 **1.6 SCOPING PROCESS**

14 The public involvement and review process is mandated by NEPA and CEQ regulations. Inviting the
15 public to participate in this process is called "scoping". The CEQ regulations state repetitively that
16 scoping is a key tool to help eliminate unimportant issues and to learn from the public which issues may
17 be the most important for analysis. In addition, scoping is used to determine the kinds of expertise,
18 analyses, and consultations likely to be needed. The extent of public participation typically depends on
19 the magnitude of the environmental consequences associated with a proposed action and public interest in
20 its outcome.

21 The scoping process for this EIS began when letters were sent to Federal, state, local and private agencies
22 describing the proposed action and inviting comments and concerns. In addition, a public Notice of Intent
23 (NOI) to prepare an EIS was published in the Federal Register and in the Los Angeles Times on April 25,
24 2004 to solicit comments from public agencies and interested parties. The NOI invited interested parties
25 to a scoping meeting held in West Los Angeles in the Federal Cafeteria Building at 11000 Wilshire
26 Boulevard, from 4:30 PM to 7:30 PM on May 20, 2004. Approximately 60 individuals attended the
27 meeting, which was hosted by representatives from GSA, Burns & McDonnell, Katz Okitsu & Associates
28 and the FBI. A court reporter was present and a transcript of the meeting was prepared.

29 A list of individuals and agencies that provided scoping comments on this project is included in Appendix
30 A. The comments that were received are summarized below.

31 **Scoping Comments**

32 Twenty-two people offered comments on the proposed project at the meeting. As a result of this initial
33 meeting, GSA extended the scoping process to include an outreach program for surrounding
34 neighborhood groups which were primarily concerned about the potential of the proposed facilities to
35 increase local traffic congestion. A series of roundtable meetings were held in January 2005, resulting in
36 the formation of a Traffic Working Group. Three Traffic Working Group meetings were held between
37 May and September 2005. The key issues expressed during the extended scoping process include the
38 following:

39 **General**

- 40 ▪ The need for an extension of scoping comment period by 30 days to June 25, 2004

1 Traffic

- 2 ▪ The potential for increased traffic congestion
- 3 ▪ The need to include peak traffic characteristics in the analysis of the impacts of future occupancy
- 4 numbers
- 5 ▪ The need to study regional traffic impacts and potential “spill-over” traffic on to neighborhood
- 6 streets
- 7 ▪ The need for a comprehensive review of employee commuting patterns, including an origin-
- 8 destination study for employees on site, employee field trips and court appointments
- 9 ▪ The need to identify mitigation measures for traffic impacts
- 10 ▪ Concerns regarding limited mass transit service in area
- 11 ▪ The need to consider notifying the cities of Beverly Hills and Santa Monica to solicit their
- 12 comments on the project, specifically regarding traffic concerns
- 13 ▪ The need to consider California Department of Transportation (CALTRANS) pending closure of
- 14 the I-405 interchanges at Montana Avenue and Moraga Drive, which will shift more traffic onto
- 15 Wilshire Boulevard
- 16 ▪ The need to evaluate the probable increase in personnel costs resulting from potential traffic
- 17 delays
- 18 ▪ The need to consider circulation and mobility impacts caused by political demonstrations and
- 19 their attendant added security requirements

20 Planning

- 21 ▪ The need to consider direct and cumulative impacts of “in review” or recently approved project
- 22 proposals in the area
- 23 ▪ The need to consider the impacts of the proposed project on the University of California, Los
- 24 Angeles (UCLA) Long Range Development Plan
- 25 ▪ The need to include the proposed development of Century City in the traffic study
- 26 ▪ The need to consider the impact from proposed Veterans Administration development
- 27 ▪ The need to consider the impacts of the proposed project on the Westwood Community Plan
- 28 ▪ The need to address the existing inadequate transition between commercial and industrial uses
- 29 and single- and multi-family residential areas
- 30 ▪ The need to address properties zoned for high density commercial and high medium density
- 31 residential located on the east side of property
- 32 ▪ The need for the design to achieve a high level of quality, distinctive character and compatibility
- 33 with adjacent development in terms of community character and scale
- 34 ▪ The need to consider the proposed project as an adjacent land use of Westwood and address
- 35 policies of the Westwood Community Plan
- 36 ▪ The need to evaluate mitigation measures for potential aesthetic impacts and submit the proposed
- 37 design to the Westwood Design Review Board
- 38 ▪ The need to consider utilizing a Mediterranean [building] style that would be appropriate to
- 39 southern California
- 40 ▪ The need to address and specifically cite the appropriate Southern California Association of
- 41 Governments (SCAG) policies in comparison of the proposed project to the applicable general
- 42 plans and regional plans
- 43 ▪ The need to address and use SCAG regional growth forecasts for population, household and
- 44 employment
- 45 ▪ The need to address the Growth Management Chapter (GMC) of the Regional Comprehensive
- 46 Plan and Guide (RCPG), which reflects the most current SCAG population, household, and
- 47 employment forecasts for the City of Los Angeles subregion and the City of Los Angeles
- 48 ▪ The need to address GMC policies related to the RCPG goal to improve the regional standard of
- 49 living and to improve the regional quality of life

- 1 ▪ The need to address GMC policies related to the RCPG goal to provide social, political, and
- 2 cultural equity
- 3 ▪ The need to address the goals of the Regional Transportation Plan (RTP), the Air Quality
- 4 Chapter, and the Water Quality Chapter
- 5 ▪ The need to implement and monitor all feasible measures needed to mitigate any potentially
- 6 negative regional impacts associated with the proposed project
- 7 ▪ The need to consider the potential of building partially or entirely underground

- 8 Land Use
- 9 ▪ The need to consider the potential impacts on the Westwood Community Park including visual,
- 10 noise, parking, and lighting impacts on the park (during construction and post construction)
- 11 ▪ The need to consider potential decreased open space and recreational facilities
- 12 ▪ The need to consider the potential decrease in quality of life and property values
- 13 ▪ The need to consider the limited space available on the proposed site for future expansion

- 14 Infrastructure and Services
- 15 ▪ The need to consider impacts on emergency response times in the West Los Angeles area
- 16 ▪ The need to consider potential impacts on future streetscape improvements
- 17 ▪ The need to consider impacts on veterans' ability to receive healthcare and various treatments
- 18 ▪ The need to consider the limited food service business (or retail space) available to accommodate
- 19 new employees in the area
- 20 ▪ The need to address the street excavations necessary for expansion of waste, water, power, and
- 21 communication lines
- 22 ▪ The need to address impacts on the potential development of community serving facilities and
- 23 infrastructure improvements

- 24 Parking
- 25 ▪ The need to address the adequacy of proposed parking designs and the improvement of the safety
- 26 and aesthetics of parking areas
- 27 ▪ The need to consider designing parking to meet the City of Los Angeles parking standards for
- 28 office buildings

- 29 Environmental
- 30 ▪ The need to consider air quality concerns
- 31 ▪ The need to consider the increased noise and disruption from construction and occupancy
- 32 ▪ The need to control dust accompanying the construction and excavation activities
- 33 ▪ The need to consider noise and safety concerns from helicopters, if there is a pad site planned
- 34 ▪ The need to encourage water reclamation, where cost-effective, feasible, and appropriate and any
- 35 increase in the use of wastewater

- 36 Security
- 37 ▪ The need to address special security concerns, including the potential increased threat of
- 38 becoming a centralized target for terrorism
- 39 ▪ The need to consider the potential impacts of future public demonstrations at the Federal campus

- 40 Alternative Analysis
- 41 ▪ The need to consider a downtown location instead
- 42 ▪ The need to address the adequacy of alternatives
- 43 ▪ The need to include a project alternative that remodels the existing space to better suit the FBI's
- 44 requirements
- 45 ▪ The need to evaluate the use of the Veterans Administration property for the development

2.0 ALTERNATIVES

2.1 BACKGROUND

The General Services Administration (GSA) issued a Notice of Intent (NOI) in April, 2004 to prepare a Draft Environmental Impact Statement (DEIS) associated with the construction of facilities for the Los Angeles Field Office Headquarters of the Federal Bureau of Investigation (FBI). The NOI identified a Proposed Action and three alternatives:

- **Proposed Action.** In addition to the existing building, construct new facilities for the FBI on the 11000 Wilshire Boulevard site that would provide approximately 937,000 gross square feet (GSF) of building space and 420,000 gross square feet of garage building that would provide for 1,200 secured parking spaces. The project would occur in two phases over a 10-year period. Since the issuance of the NOI, GSA conducted a search for alternative site locations based on GSA and FBI requirements.
- **Renovate and Expand Existing Facility Alternative.** Renovate the 11000 Wilshire Boulevard building for sole use by the FBI and relocate existing tenants to other locations.
- **Build-to-Suit Lease Alternative.** Find a developer to provide a site and construct suitable building(s) for the FBI and then lease to GSA.
- **No Action Alternative.** This alternative would keep part of the Los Angeles FBI Field Office Headquarters operations at 11000 Wilshire Boulevard and other parts of the operations at several leased facilities as noted in Section 1.

During the initial scoping process, several comments suggested that locations other than 11000 Wilshire Boulevard should be considered for this project. Thirteen locations were identified during the comment period. Also, as part of the scoping process, the Los Angeles Economic Development Corporation (LAEDC) was contacted and 12 sites were offered for review as potential sites. The general area for consideration of potential sites was identified during the Scoping Meeting as bounded by I-10, I-405, and I-5.

As a result of the extensive comments concerning potential issues at the 11000 Wilshire Boulevard Site during the scoping process, GSA initiated an extended scoping period to gather additional input from interested parties. GSA conducted several Round Table Meetings with interested parties in January, 2005 for the purpose of information exchange. Many of the issues identified during the Round Table Meetings were similar to those identified during the Scoping Meeting. The primary issues identified were: (1) traffic conditions at the Wilshire and I-405 vicinity, and (2) alternative sites should be evaluated for the location of the FBI Los Angeles Field Office Headquarters.

Based on the comments received during the extended scoping process, GSA and the FBI further analyzed the needs of the FBI in terms of geographic location, acreage required for the building site to meet the needs of the FBI, and several other criteria related to FBI security and operations. The FBI provided a delineated area for the location of their facilities along with specific site and facility requirements to GSA in April 2005. This area was identified as the boundary of I-405 on the west, I-10 on the south, I-5 on the east and Magnolia Boulevard (just north of I-101) on the north. This additional information was used by GSA to conduct an evaluation of potential alternative sites.

2.2 ALTERNATIVE SITE EVALUATION

2.2.1 GSA Siting Process

The GSA and the FBI developed criteria for a site location based on security requirements, Federal regulations, and constructability. These siting criteria were included in the advertisements for potential sites.

- To provide the FBI with rapid access to local and regional transportation networks, the site must lie within the interior boundaries of I-405 Freeway on the West, Magnolia Boulevard to the North, the I-5 Freeway to the East, and the I-10 Freeway on the South (See Figure 1-3).
- To meet setback requirements for security and foundation requirements for construction, the site must be relatively flat and consist of a minimum of 10 contiguous buildable acres.
- To minimize its strategic target value, the site can not be located within a one mile radius of any other major Federal, state, or local law enforcement headquarters, be within any normal airport flight pattern area, or lie adjacent to railroad rights of way.
- The site should be located within a prime commercial office district with professional surroundings commensurate with its status.
- By law, the site must be located outside of any designated floodplain.
- To meet the FBI's space requirements, the site must be zoned for office development that permits construction height limitations of not less than 140 feet.

Based on these requirements and FBI mission requirements, GSA advertised a request for sites and also contacted local real estate brokers. Advertisements were placed in the Los Angeles Times and FedBizOpps. The Los Angeles Times advertisements were published three times during the first week of May 2005. The FedBizOpps advertisement was published on April 29, 2005. Both advertisements requested that a response be provided to GSA by May 30, 2005. In addition to the advertisements, 93 individual direct contacts were sent to representatives of the following entities:

- City of Los Angeles (14)
- City of Beverly Hills (6)
- County of Los Angeles (4)
- State of California (8)
- Federal Officials (8)
- Private Land Owners/Developers (29)
- Chambers of Commerce/Business Organizations (6)
- Real Estate Brokerage/Property Management Firms (18)

In response to the advertisements, direct mail contacts and meeting with local officials, there were 35 potential sites identified. GSA staff reviewed each of the 35 sites to determine if they satisfied the siting criteria. The review of the sites did not find any that were acceptable for development of an FBI Los Angeles Field Office Headquarters. The principal reasons that no sites were found acceptable was that none of the sites offered could meet critical criteria of being within the specified delineated area, be located more than one mile away from other law enforcement agencies, and containing 10 acres of contiguous space. Appendix B provides further details on the alternative site evaluations.

While these advertising activities were proceeding, GSA initiated a separate process to locate potential sites that might meet the project criteria. In accordance with Executive Order 12072, several meetings were held with local officials from December, 2004 to May, 2005. Section 1-103 of Executive Order 12072 states that, "Except where such selection is otherwise prohibited, the process for meeting Federal space needs in urban areas shall give first consideration to a centralized community business area and adjacent areas of similar character, including other specific areas which may be recommended by local officials." No potential sites were identified that were suitable for consideration. GSA received a letter

1 from the City of Los Angeles confirming that consultation had been completed and no viable sites were
2 available (Appendix B).

3 **2.3 ALTERNATIVES EXAMINED BUT NOT CONSIDERED FUTHER**

4 Under NEPA, alternatives can be eliminated from further consideration when they are found to be neither
5 feasible nor prudent. In general, an alternative is not considered feasible if it is neither reasonable nor
6 practical to implement. An alternative is generally not considered prudent when it does not meet the
7 identified purpose and need, or the environmental consequences are excessive. Alternatives that are
8 eliminated are not considered further in Chapter 4 of this EIS.

9 **2.3.1 Renovate and Expand the Existing Facility Alternative**

10 Renovating the existing building and expanding the FBI spaces to become the only tenant in the building
11 was considered as a potential alternative. The existing building is in need of extensive major renovations
12 and updates. The building, constructed in 1969, does not have adequate ventilation capacity for special
13 communications areas, lacks suitable building power distribution for modern computers and electronic
14 equipment, has unsuitable water service, and does not meet current seismic design standards for the
15 region. In addition, as identified in Section 1.2, this building does not meet the requirements for FBI in
16 terms of the square foot area per floor, column spacing, suitable under the floor utility corridors, floor-
17 load capacity for storage, blast resistant design, and security. As a result, this alternative was not
18 considered for further analysis.

19 **2.3.2 Build-to-Suit Lease Alternative**

20 The Build-to-Suit Lease alternative is a process by which GSA would acquire a site by an assignable
21 purchase option to be assigned to a developer who would purchase the site and then construct and lease
22 the buildings to the United States.

23 The Federal Management Regulations (successor to the Federal Property Management Regulations),
24 Subchapter C-Real Property, Part 102-73-Real Estate Acquisition, provide policies that apply to GSA's
25 Public Building Service. In accordance with this regulation, when Federal agencies seek to acquire space,
26 they should first seek space in Government-owned and Government-leased buildings. If suitable
27 Government-controlled space is unavailable, Federal agencies must acquire real estate and related
28 services in an efficient and cost effective manner.

29 Leasing is a desirable solution when the government needs only a small amount of space or only for a
30 short time. However, as stated in Sections 1.2 and 1.3, Purpose and Need, FBI is seeking 937,000 gross
31 square feet of office, storage and maintenance areas plus secure parking spaces for its permanent
32 headquarters in Southern California. Since a lease is for a finite term of years, a lease cannot meet the
33 need for permanence by FBI. Further, FBI's specialized requirements, i.e., large floor plates, wide
34 column spacing, automotive and radio maintenance facility, cannot be met in typical commercial office
35 space. Other unique requirements, i.e., redundant air conditioning, blast resistant walls, electronic
36 dampening sensors, secured parking, etc are not typically found in commercial office space. Such items
37 are cost-prohibitive due to the requirement by lessors to amortize them over the term since any future
38 tenants would have no need for them.

39 Further, due to the changing mission needs and security requirements, FBI needs flexibility in the layout
40 of its space, security setback requirements and parking. In a lease, the Government would be subject to a
41 lessor's approval for these items as well as the potential flexibility of the building, site and surrounding
42 neighborhood. The Wilshire campus, which consists of 28 acres, is sufficiently large to provide
43 flexibility in meeting the requirements of FBI and is without equal in terms of its potential to be made

1 into a secure development with controlled perimeter access and generous stand-off distances from public
2 areas.

3 Further, GSA advertised for sites meeting the requirements set forth in the GSA Site Selection Guide
4 (GSA, 2003). This process was conducted during May-July 2005 and is described in Section 2.2 and
5 Appendix B. Of the 35 potential sites that were brought to the attention of GSA during that process, no
6 sites were identified that would satisfy the requirements of the GSA and FBI.

7 As a result of reviewing the build-to-suit lease alternative, the lack of potential alternative sites as noted in
8 Section 2.2.3, and adherence to the Federal Management Regulations, the build-to-suit lease alternative
9 was not considered for further analysis because it could not meet the Purpose and Need as identified in
10 Section 1.3.

11 **2.3.3 Existing Building and One New Building and Parking Garage Alternative**

12 This alternative would place the FBI in two buildings, the existing 11000 Wilshire Boulevard office tower
13 and one new building, plus secured parking for 1,200 vehicles. This scenario was reviewed by the FBI
14 and GSA and determined not to satisfy the requirements established in the Section 1.2, Purpose and Need,
15 and noted in Section 2.3.1 above as related to the 11000 Wilshire Boulevard building. In addition, there
16 would be technology coordination and compatibility issues between the existing building and new
17 building. Additional site security would be required for both buildings to meet FBI requirements and still
18 provide public access to the U.S. Post Office and the cafeteria. As a result of these findings, this
19 alternative was not considered for further analysis.

20 **2.4 ALTERNATIVES CARRIED FORWARD FOR DETAILED ANALYSIS**

21 Federal construction on Federally owned- property at 11000 Wilshire Boulevard is the preferred site to
22 satisfy the purpose and need of the FBI Field Office Headquarters. Two “build” alternatives on the
23 preferred site have been identified that satisfy the conditions specified in the Purpose and Need. These
24 alternatives will be carried forward for detailed analysis in this EIS. The No Action Alternative does not
25 satisfy the purpose and need; however, pursuant to NEPA, it is carried forward as the baseline against
26 which potential impacts of the alternatives can be measured.

27 **2.4.1 No Action Alternative**

28 This alternative will maintain the existing conditions. The FBI Los Angeles Field Office Headquarters
29 will remain split between 11000 Wilshire Boulevard and 11 leased facilities. The FBI operations would
30 continue to operate in spaces that do not accommodate their requirements for how they need to function
31 in the 21st Century. The geographically split operations are inefficient and hinder effective responses for
32 day-to-day activities and emergency operations.

33 Under this alternative, the existing non-FBI tenants will remain at 11000 Wilshire Boulevard. Based on
34 the need for Federal office space in the region, the mix of tenants may fluctuate over time. Current and
35 planned renovations will occur as needed for a building that is 35 years old.

36
37 The No Action Alternative would include the physical facilities listed below:

- 38 ▪ Retain Existing 11000 Wilshire Office Tower (561,559 GSF)
- 39 ▪ Retain Existing Post Office (32,000 GSF)
- 40 ▪ Retain Existing Cafeteria (23,000 GSF)
- 41 ▪ Retain Existing Auto Radio Maintenance Facility (A/RMF) and Garage (192,000 GSF)
- 42 ▪ Retain Existing Parking
- 43 ▪ Secured Garage for FBI (440 spaces)

- 1 ▪ Secured Surface Parking for FBI (196 spaces)
- 2 ▪ Unsecured Surface Parking (1,255 spaces, including loading dock)

3 Table 2-1 identifies the facilities and employees that would occur under the No Action Alternative. The
4 population projections are for a future maximum number of employees based on a mix of FBI and non-
5 FBI tenants.

6 **2.4.2 Alternative 1: Mixed Use - Existing Facilities + Two New Buildings + New** 7 **Parking Garage**

8 This alternative includes retaining the current facilities located at 11000 Wilshire Boulevard, with the
9 exception of the existing parking garage, which would be demolished, and a reduction in surface parking
10 spaces. New facilities for the FBI Los Angeles Field Office Headquarters will include office space,
11 evidence storage areas, automotive/radio maintenance facility (A/RMF), a parking garage providing 1,200
12 secured parking spaces and 750 surface parking spaces. The new facilities would provide the security and
13 operational requirements for the FBI as identified in Section 1.0, Purpose and Need.

14 The development of the FBI spaces would occur in two phases as detailed in Table 2-2. Once Phase 1 is
15 completed, the FBI will relocate from the existing 11000 Wilshire facilities to the new office spaces.
16 Phase 1 would also provide for 850 secured parking garage spaces, the A/RMF, and evidence storage
17 area. Phase 2 would provide the remainder of the office space, 350 secured parking garage spaces and
18 750 surface parking spaces. As the FBI off-site leases expire, employees will be relocated to the new
19 facilities. Total employees on-site for the FBI would increase from approximately 700 to 1,640 when the
20 buildings are filled. The total employees on the 11000 Wilshire Federal campus could reach a potential
21 maximum of 4,092.

22 The physical facilities that would ultimately be located on the Federal campus at 11000 Wilshire
23 Boulevard include:

- 24 ▪ Retain & Renovate Existing 11000 Wilshire Office Tower for non-FBI tenants (561,559 GSF)
- 25 ▪ Retain Existing Post Office (32,000 GSF)
- 26 ▪ Retain Existing Cafeteria (23,000 GSF)
- 27 ▪ Demolish Existing Parking Garage and A/RMF Building (192,000 GSF)
- 28 ▪ Build New Office Building and Evidence Storage Space for the FBI (937,000 GSF total) Plus a
29 Garage for 1,200 Secured Parking Spaces in Two Phases
 - 30 ▪ Phase 1 (FY 2012) = 764,500 GSF (467,000 GSF office + 297,500 GSF of garage):
 - 31 ▪ 230,000 GSF Office
 - 32 ▪ 190,000 GSF Storage
 - 33 ▪ 47,000 GSF A/RMF
 - 34 ▪ 297,500 GSF Secured Garage Parking (850 spaces)
 - 35 ▪ 375 Secured Surface Parking Spaces
 - 36 ▪ 1,255 Remaining Unsecured Surface Parking Spaces
 - 37 ▪ Phase 2 (FY 2017) = 592,500 GSF (470,000 GSF office + 122,500 GSF garage)
 - 38 ▪ 470,000 GSF Office
 - 39 ▪ 122,500 GSF Secured Garage Parking (350 spaces)
 - 40 ▪ 375 Secured Surface Parking Spaces

1
2

**Table 2-1
NO ACTION ALTERNATIVE**

Buildings / Facilities	Gross Sq. Ft.	Number Employees	Secured Garage Parking Spaces	Secured Surface Parking Spaces	Unsecured Surface Parking Spaces	Tenant Mix
Existing Buildings / Facilities						
Office Tower	561,559	1,880	0	0	1,049	Multiple
U.S. Postal Service	32,000	142	0	0	205	USPO
Cafeteria	23,000	10	0	0	1	Vendor
Secured Parking Garage and Auto/Radio Maintenance Facility (A/RMF)	192,000	35	440	196	0	FBI
Totals	808,559	2,067	440	196	1,255	

3

1
2

**Table 2-2
ALTERNATIVE 1**

Buildings / Facilities	Gross Sq. Ft.	Number Employees	Secured Garage Parking Spaces	Secured Surface Parking Spaces	Surface Parking Spaces	Tenant Mix
Existing Buildings / Facilities:						
	(To be renovated for non-FBI tenant use)					
Office Tower	561,559	2,300	0	0	1,049	Non-FBI
U.S. Postal Service	32,000	142	0	0	205	USPO
Cafeteria	23,000	10	0	0	1	Vendor
Secured Parking Garage and Auto/Radio Maintenance Facility (A/RMF)	0	0	0	0	0	
Totals	616,559	2,452	0	0	1,255	
Add: Phase 1 - New Construction For FBI (FY 2012):						
Phase 1 - New Office	230,000	540	0		0	FBI
Phase 1 - New Storage	190,000	65	0		0	FBI
Phase 1 - New ARMF Building	47,000	35	0		0	FBI
Phase 1 - 2/3 of New Secured Parking Garage	297,500	0	850	375	0	FBI
Total Phase 1	764,500	640	850	375	0	
Total On-Site After Completion Phase 1	1,381,059	3,092	850	375	1,255	
Add: Phase 2 - New Construction For FBI (FY 2017):						
Phase 2 - New Office	470,000	1,000	0		0	FBI
Phase 2 - 1/3 of New Secured Parking Garage	122,500	0	350	375	0	FBI
Total Phase 2	592,500	1,000	350	375	0	
Total On-Site After Completion Phase 2	1,973,559	4,092	1,200	750	1,255	

1 Table 2-2 also identifies the changes from the existing conditions to the completion of Phase 2. This table
2 identifies the number of employees that are currently on the site and the number of Federal employees
3 anticipated on the site at the end of Phase 1 and at the end of Phase 2.

4 **2.4.3 Alternative 2: FBI Only - Two New Buildings + USPO + New Parking** 5 **Garage**

6 This alternative would result in buildings at the 11000 Wilshire Boulevard campus that would consist of
7 new FBI office and storage buildings, new FBI parking garage, and A/RMF. Once Phase 1 is completed,
8 the FBI will relocate from their existing 11000 Wilshire facilities to the new office spaces. Phase 1 would
9 also provide for 850 secured parking garage spaces, the A/RMF, and evidence storage area. The U.S.
10 Postal Service facilities would remain on the site, but the 17-story existing office tower and the cafeteria
11 building would be demolished.

12 Phase 2 would provide the remainder of the office space, 350 secured parking garage spaces, and 750
13 surface parking spaces. As the FBI off-site leases expire employees will be relocated to the new facilities.
14 Total employees on-site for the FBI would increase from 700 to 1,640 when the buildings are filled. This
15 would provide a secure compound for the FBI. The total employees on the 11000 Wilshire Federal
16 campus would be 1,782.

17 The physical facilities that would ultimately be located on the Federal campus at 11000 Wilshire
18 Boulevard include

- 19 ▪ Demolish Existing 11000 Wilshire Office Tower (-561,559 GSF)
- 20 ▪ Retain Post Office (32,000 GSF)
- 21 ▪ Demolish Existing Cafeteria (-23,000 GSF)
- 22 ▪ Demolish Existing Parking Garage and A/RMF (-192,000 GSF)
- 23 ▪ Build New Space for FBI (937,000 GSF) in Two Phases
- 24 ▪ Phase 1 (FY 2012) = 764,500 (467,000 GSF office + 297,500 GSF of garage)
- 25 ▪ 230,000 GSF Office
- 26 ▪ 190,000 GSF Storage
- 27 ▪ 47,000 GSF ARMF
- 28 ▪ 297,500 GSF Secured Garage Parking (850 spaces)
- 29 ▪ 205 Remaining Unsecured Surface Parking Spaces
- 30 ▪ Phase 2 (FY 2017) = 592,500 GSF (470,000 GSF office + 122,500 GSF garage)
- 31 ▪ 470,000 GSF Office
- 32 ▪ 122,500 GSF Secured Garage Parking (350 spaces)

33 Table 2-3 identifies the changes from the existing conditions to the completion of Phase 2. This table
34 identifies the number of employees that are currently on the site and the number of employees anticipated
35 on the site at the end of Phase 1 and at the end of Phase 2.

1
2

**Table 2-3
ALTERNATIVE 2**

Buildings / Facilities	Gross Sq. Ft.	Number Employees	Secured Garage Parking Spaces	Secured Surface Parking Spaces	Unsecured Surface Parking Spaces	Tenant Mix
Existing Buildings / Facilities:						
(Existing Office Tower, ARMF & Cafeteria to be demolished)						
Office Tower (Demolition in Phase 1)	0	0	0	0	0	Demolished
U.S. Postal Service	32,000	142	0	0	205	USPO
Cafeteria (Demolition in Phase 1)	0	0	0	0	0	Demolished
Secured Parking Garage and Auto/Radio Maintenance Facility (A/RMF)	0	0	0	0	0	Demolished
Totals	32,000	142	0	0	205	
Add: Phase 1 - New Construction For FBI (FY 2012):						
Phase 1 - New Office	230,000	540	0	0	0	FBI
Phase 1 - New Storage	190,000	65	0	0	0	FBI
Phase 1 - New ARMF Building	47,000	35	0	0	0	FBI
Phase 1 - 1/2 of New Secured Parking Garage	297,500	0	850	375	0	FBI
Total Phase 1	764,500	640	850	375	0	
Total On-Site After Completion Phase 1	796,500	782	850	375	205	
Add: Phase 2 - New Construction For FBI (FY 2017):						
Phase 2 - New Office	470,000	1,000	0	0	0	FBI
Phase 2 - 1/2 of New Secured Parking Garage	122,500	0	350	375	0	FBI
Total Phase 2	592,500	1,000	350	375	0	
Total On-Site After Completion Phase 2	1,389,000	1,782	1,200	750	205	

1 **2.5 COMPARISON OF ALTERNATIVES**

2 Table 2-4 provides a summary comparison of the alternatives as they relate to the purpose and need
3 presented in Section 1.0.

4 **Table 2-4**
5 **COMPARISON OF ALTERNATIVES WITH REQUIREMENTS IDENTIFIED**
6 **IN THE PURPOSE AND NEED**

Purpose & Need	Alternative 1	Alternative 2	No Action
Consolidation of Operations	Yes	Yes	No
Meets Security Setback Requirements	Yes	Yes	Yes
Structural / Floor Column Spacing	Yes	Yes	No
Location Requirements	Yes	Yes	Yes

7

8 **2.6 SUMMARY**

9 Since the NOI was issued and as a result of an extended scoping process, additional site alternatives were
10 reviewed and new alternatives were developed. The scoping process was extended to include Round
11 Table meetings and other meetings from December 2004 to May 2005 that resulted in input from local
12 citizens, local officials, and Federal officials. While these meetings were occurring, contact was made
13 with representatives of local, state and Federal governments plus real estate brokers and developers to
14 determine if there were potential sites that could meet the needs of GSA and the FBI. An extensive
15 market survey was conducted from May to July, 2005 and no sites capable of meeting the requirements
16 were identified. Therefore, GSA identified that Federal construction on Federal property at 11000
17 Wilshire Boulevard is the preferred site to satisfy the needs of the FBI Field Office Headquarters.

18 Several alternatives for the 11000 Wilshire Boulevard site were developed. The screening of alternatives
19 resulted in the elimination of two potential alternatives based on the defined needs of the FBI mission and
20 operations. The alternatives eliminated were: (1) Renovate and Expand the Existing Facility alternative
21 and (2) use the Existing Building and One New Building and Parking Garage alternate. The three
22 alternatives carried forward for analysis are: (1) No Action Alternative, (2) Alternative 1 Mixed Use -
23 Existing Facilities + Two New Buildings + New Parking Garage, and (3) Alternative 2 FBI Only - Two
24 New Buildings + USPO + New Parking Garage.

25

3.0 AFFECTED ENVIRONMENT

This Chapter presents baseline information about the environmental conditions that currently exist at the 11000 Wilshire Boulevard Federal Building campus (Wilshire campus). The Wilshire campus is a Federally-owned, multi-tenant, high-rise office building and with adjacent buildings and parking located in the West Los Angeles area at the junction of Wilshire Boulevard and Interstate 405. The current Wilshire campus covers approximately 28 acres, and contains a 17-story office tower, one-story cafeteria building, one-story U.S. Post Office building, and a 4-story parking garage that also contains an automotive / radio maintenance facility (A/RMF).

3.1 LAND USE AND PLANNING

This section of the environmental impact statement (EIS) describes the existing land uses and planning for the Wilshire campus and the surrounding area.

3.1.1 Regional Setting

West Los Angeles is an active community that includes a mixture of single family residences, multi-family housing, commercial activities, industrial uses, parks, golf courses and educational institutions. The Wilshire, Sepulveda, and Olympic corridors are thriving business districts. In the last few decades, law offices and entertainment companies have increased their presence in the community. University of California, Los Angeles (UCLA) to the north and Century City to the east enhance the local employment base. Nearby commercial centers include the Westside Pavilion, Century City Shopping Center, and Santa Monica Place.

When viewed with the center being the Interstate 405 and Wilshire Boulevard, the Federal lands associated with the VA Medical Center, the Los Angeles National Cemetery and the Wilshire campus are surrounded by high density regional commercial properties on the east that transitions to high density housing, medium density housing and light industry to the south, neighborhood commercial and medium residential to the west and low density housing to the north.

3.1.2 Existing Wilshire Campus Land Use

As shown in Figure 3-1, the Wilshire campus is located in West Los Angeles, next to the community of Westwood, approximately 12 miles northwest of downtown Los Angeles and 4 miles east of the Pacific Ocean. The Wilshire campus is bounded by the Westwood Community Park to the south, Sepulveda Boulevard to the west, Wilshire Boulevard to the north and Veteran Avenue to the east. The Wilshire campus is primarily surrounded by a mix of residential, commercial, and public uses.

The 28-acre Wilshire campus was part of a 300-acre grant to the United States in 1888. From a rural site interspersed with orchards in 1928 (Photograph 3-1), the surrounding area has developed into mixture of high density commercial and residential uses interspersed with open spaces associated with the Veterans Administration, UCLA, parks and golf courses (Photograph 3-2).

The site was developed as a Federal campus in 1969 with the FBI as the anchor tenant in the 17-story office tower. In addition to the office tower building, the Wilshire campus consists of a one-story U.S. Post Office building, a one story cafeteria building, a parking garage with an automotive/radio maintenance facility (A/RMF), surface parking and open space along the east and north of the property (See Figure 3-1).

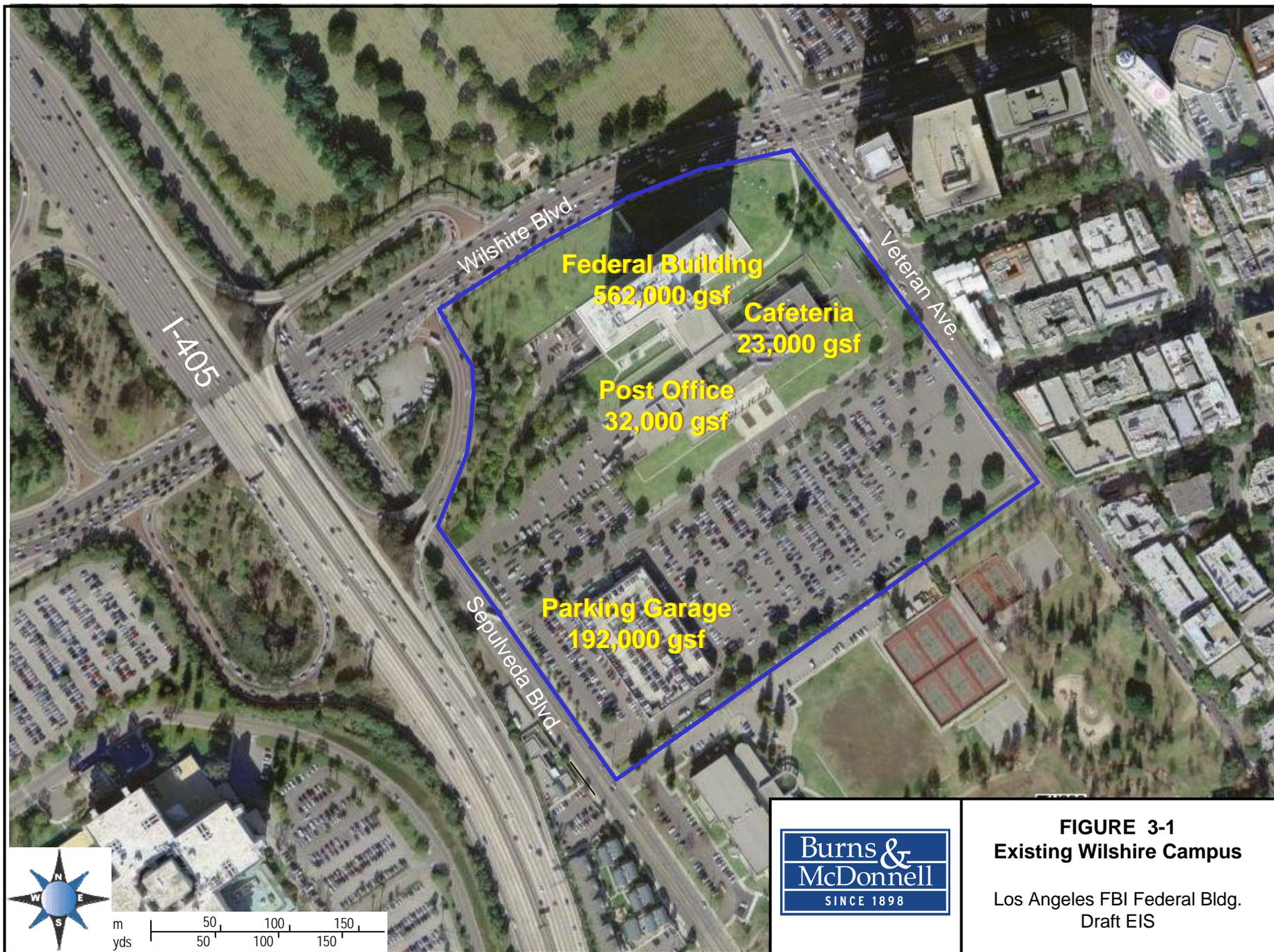
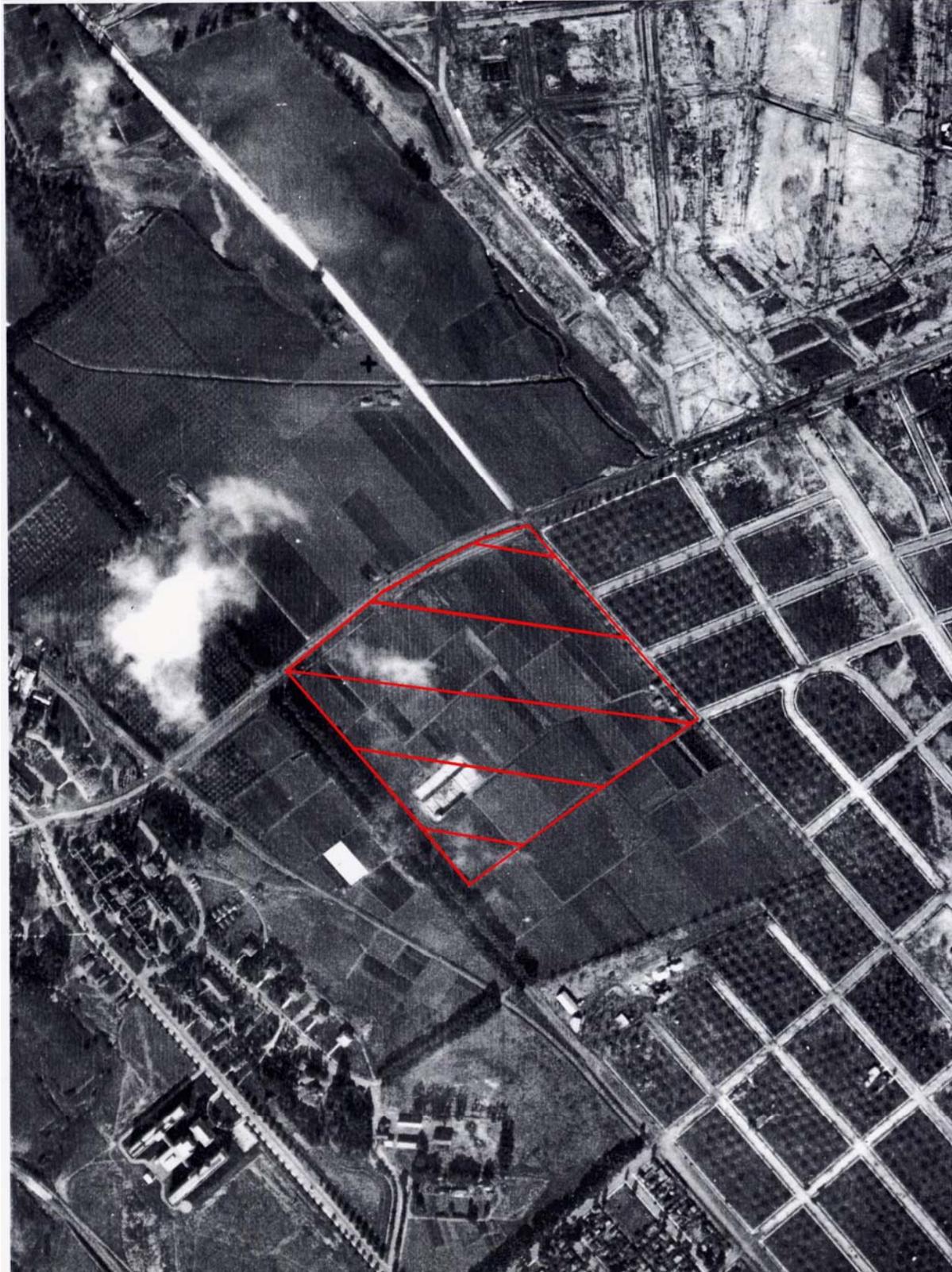


FIGURE 3-1
Existing Wilshire Campus

Los Angeles FBI Federal Bldg.
 Draft EIS

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**Photograph 3-1
1928 AERIAL OF THE WILSHIRE CAMPUS**



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**Photograph 3-2
2002 AERIAL OF THE WILSHIRE CAMPUS**



3

3.1.3 Surrounding Land Uses and Planning Areas

A variety of land uses surround the Wilshire campus, as illustrated by Figure 3-2. Immediately adjacent land uses surrounding the campus are as follows:

North – Directly north of Wilshire Boulevard is the Los Angeles National Cemetery. To the northeast is a mixture of multifamily residences and commercial areas.

South – South of the Wilshire campus is the Westwood Community Park (Photograph 3-3) that leads into a mixture of single family and multifamily housing units. In the 1970s, the Federal Lands to Parks Program transferred 27 acres in two separate parcels of land from the Veterans Administration (VA) to the City of Los Angeles. The Westwood Community Park, located directly south of the Wilshire campus, is a well-equipped community recreation facility, with an indoor swimming pool, tennis courts, jogging trail, soccer field, picnic facilities, classrooms, gymnasium, etc. (NPS, 2004).

East – Directly east along Wilshire there is a band of high density commercial uses, with 25- to 30-story high-rise office towers (Photograph 3-4). East of Veteran Avenue and south of Wilshire Boulevard are multi-family residential units.

West – West of Sepulveda Boulevard is Interstate 405 and the Veterans Administration West Los Angeles Healthcare Center.

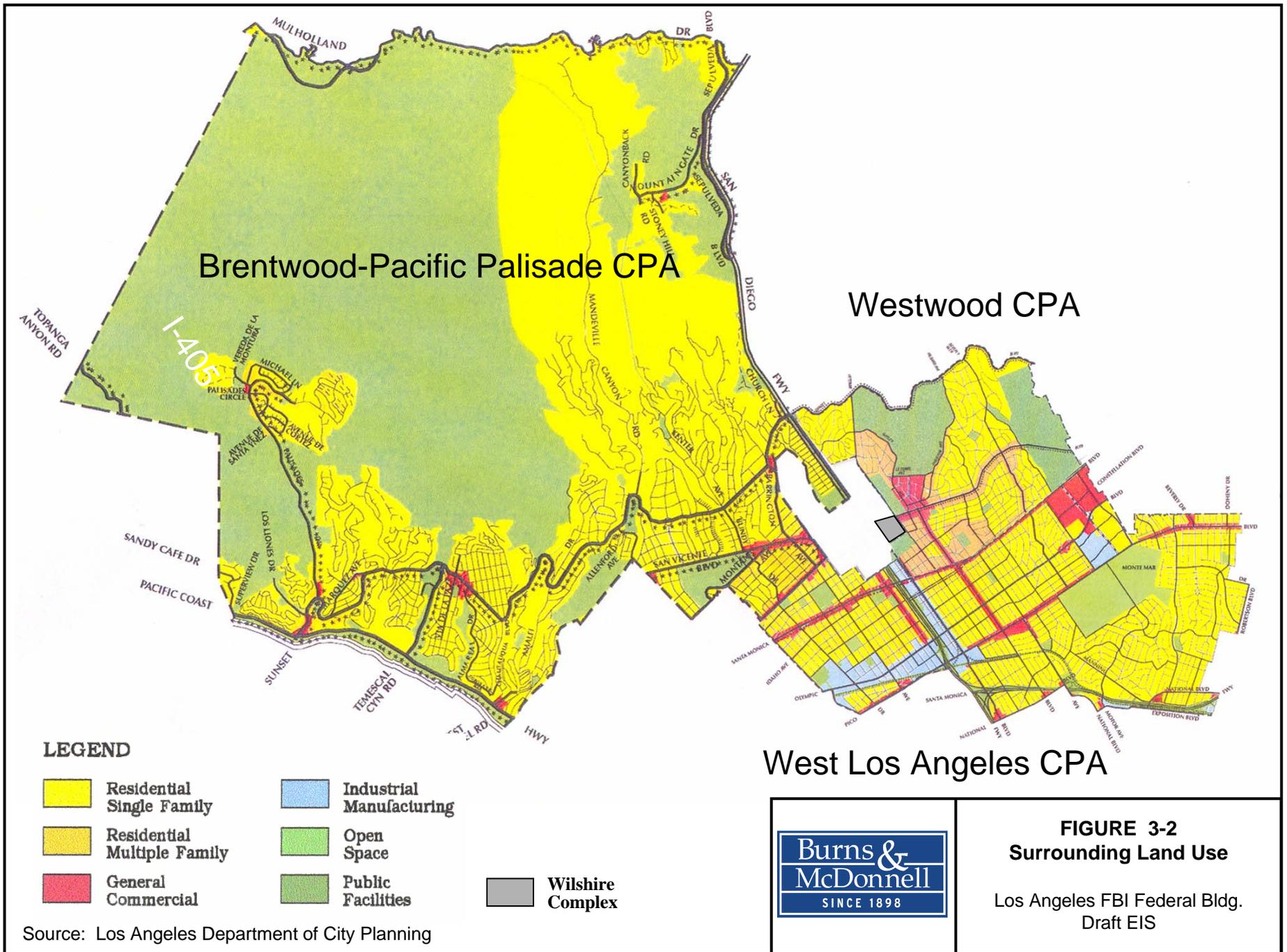
3.1.4 Planning Areas and Applicability

The Federal government is generally exempt from local land use controls as provided by the U.S. Constitution Supremacy Clause. However, the Public Buildings Amendments of 1988 requires all buildings to be built in accordance with nationally recognized codes, unless national security dictates otherwise.

The Wilshire campus is located within a composite of several geographically isolated unincorporated tracts of land, designated as Westside Islands, in Los Angeles County. The Wilshire campus is zoned as Institutional and has a conditional use permit (22.40.670). This permit sets the minimum required area (21.24.240 of L.A. County –Subdivisions), maximum height limit, minimum required parking (Part 11, Chapter 22.52, and Conditional Use Permit), building setback and the maximum lot coverage. To the north and east of the site is the VA property also part of the Los Angeles County Westside Islands unincorporated area. The VA is currently in the midst of a master planning process, primarily for properties on the west of I-405. A layout of VA property and facilities is illustrated in Figure 3-3.

In the case of the Wilshire campus, it is not part of any City of Los Angeles Area Planning Commission or any of its Community Planning Areas (CPA) (Figure 3-4). The planning area that is adjacent to the Wilshire campus on the east and south is the Westwood Community Planning Area.

In the Westwood CPA (Figure 3-5), the generalized land uses are composed of Residential Single Family, Residential Multiple Family, General Commercial, Industrial Manufacturing, Open Space, and Public Facilities. The Westwood CPA is approximately 3.90 square miles, or less than one percent of the City of Los Angeles land area. It is bordered by Sunset Boulevard and the Bel Air Community on the north; the City of Beverly Hills on the east; Santa Monica Boulevard and the West Los Angeles Community on the south; and the unincorporated area of Los Angeles County (Veterans Administration), the Brentwood-



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**Photograph 3-3
WESTWOOD COMMUNITY PARK**

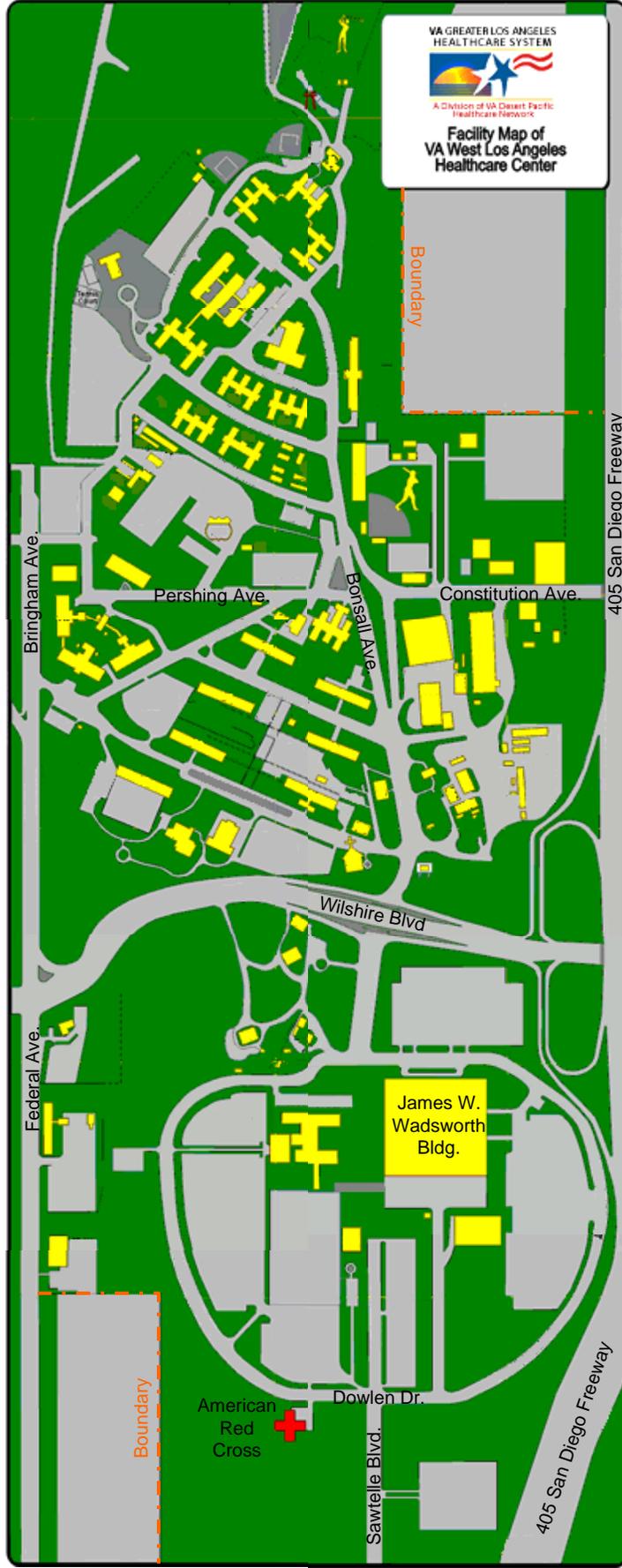


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**Photograph 3-4
WILSHIRE BOULEVARD TO THE EAST**



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Source: WLA Campus Map, <http://www.gla.med.va.gov/maps/WLACampusMap.htm>
 Map Developed by Medical Media, Datsuichi Doi (1999)



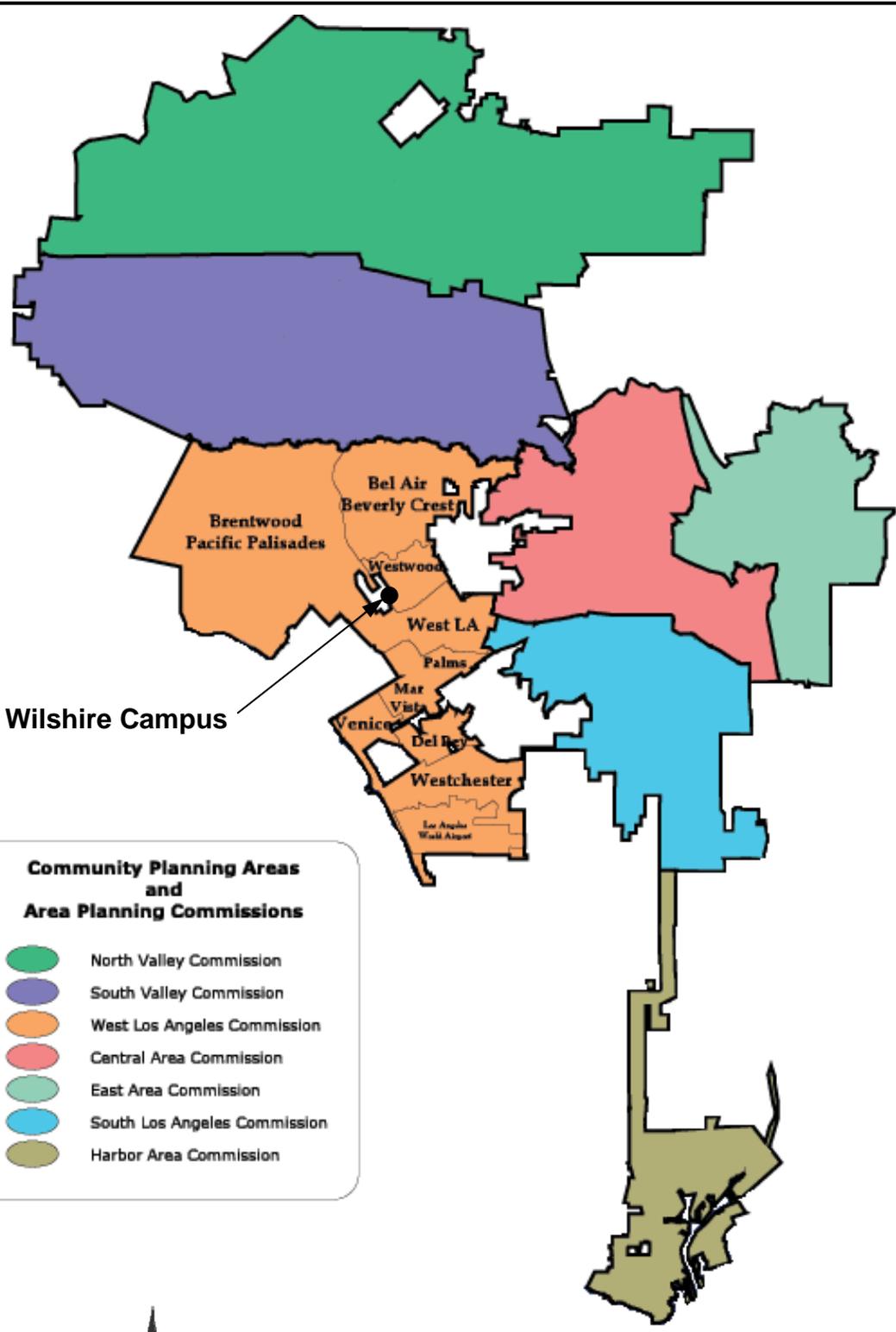
Not to Scale

FIGURE 3-3

**Veterans Administration
 Property**

Los Angeles FBI Federal Bldg.
 Draft EIS





Wilshire Campus

Community Planning Areas and Area Planning Commissions

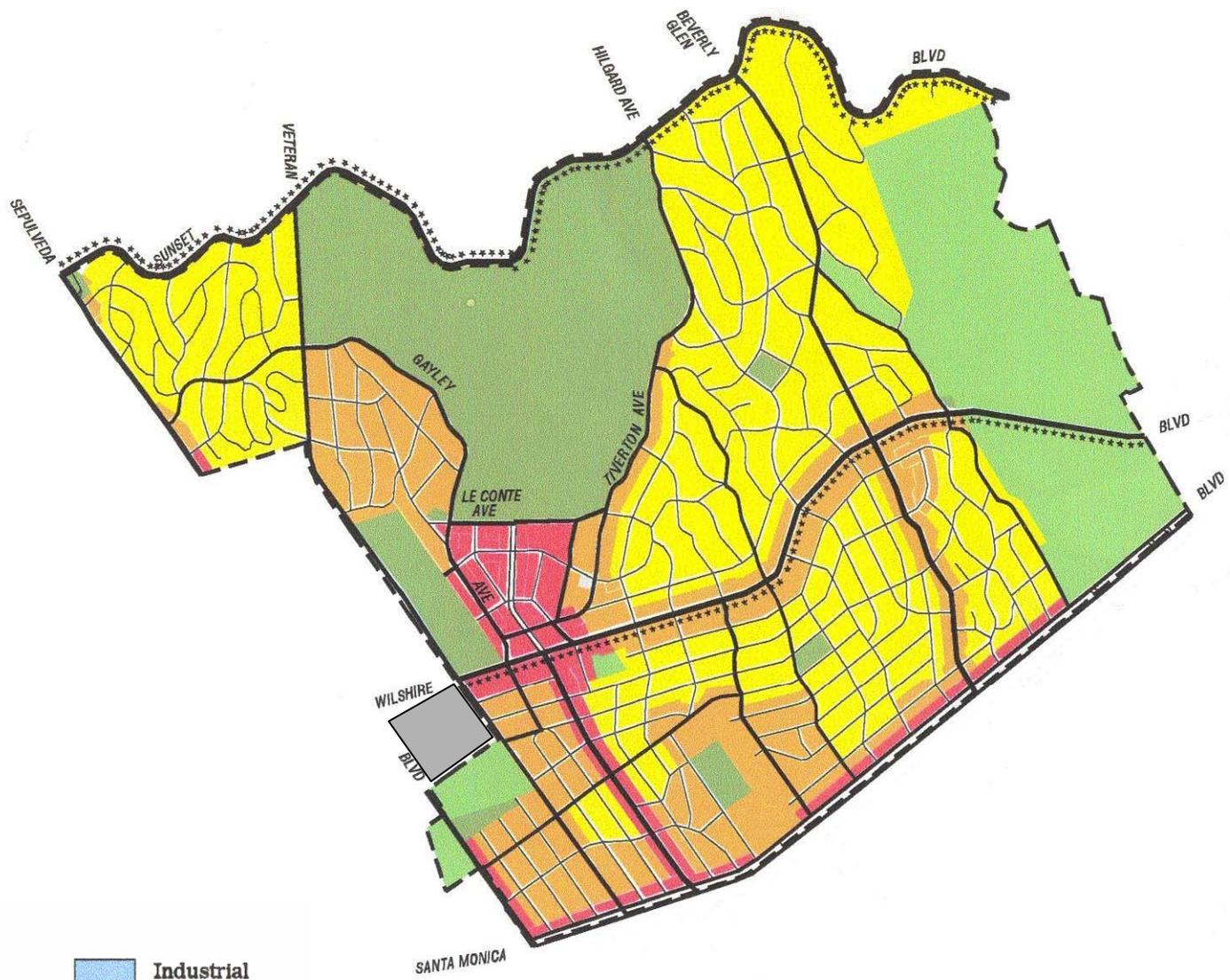
- North Valley Commission
- South Valley Commission
- West Los Angeles Commission
- Central Area Commission
- East Area Commission
- South Los Angeles Commission
- Harbor Area Commission



Burns & McDonnell
SINCE 1898

Figure 3-4
West Los Angeles APC
Community Planning Areas
Los Angeles FBI Federal Bldg.
Draft EIS

Source: Los Angeles Department of City Planning



LEGEND

- | | |
|---|--|
|  Residential Single Family |  Industrial Manufacturing |
|  Residential Multiple Family |  Open Space |
|  General Commercial |  Public Facilities |
| |  Wilshire Campus |

Source: Los Angeles Department of City Planning



**FIGURE 3-5
Westwood CPA**

Los Angeles FBI Federal Bldg.
Draft EIS

1 Pacific Palisades Community and Sepulveda Boulevard on the west. Significant uses of the area include
2 the UCLA, Westwood Village, the Los Angeles Country Club, and the Mormon Temple.

3 The area is primarily residential, with the average net density for all housing types at 19 units per acre.
4 Single-family uses occupy 70 percent of the residential acreage and constitute 16 percent of all housing
5 units at an average net density of five units per acre. Currently, approximately 3 percent of the land is
6 designated for commercial uses, primarily along Wilshire Boulevard (LA, 1999b) east of the Wilshire
7 campus. The current use of the Wilshire campus, as office buildings, is consistent with the commercial
8 buildings on the south side of Wilshire Boulevard east of Veteran Avenue.

9 **3.1.5 Future Projects**

10 In the area surrounding the Wilshire campus there is a multitude of projects being proposed or under
11 various phases of development. As part of defining development of ambient growth, coordination
12 occurred with LADOT staff which resulted in identifying potential projects within a three-mile area of
13 influence from the Wilshire campus. Based on recent traffic studies within the area and review of the
14 most recent update to the LADOT related project data base, a list of area/related projects was compiled.
15 Table 3-1 lists the 72 projects identified as a result of that process. These 72 projects have over 6.6
16 million square feet of retail, commercial, office and miscellaneous facilities, and in addition over 9,800
17 dwelling units (Appendix C). The proposed project locations are noted in Figure 3-6.

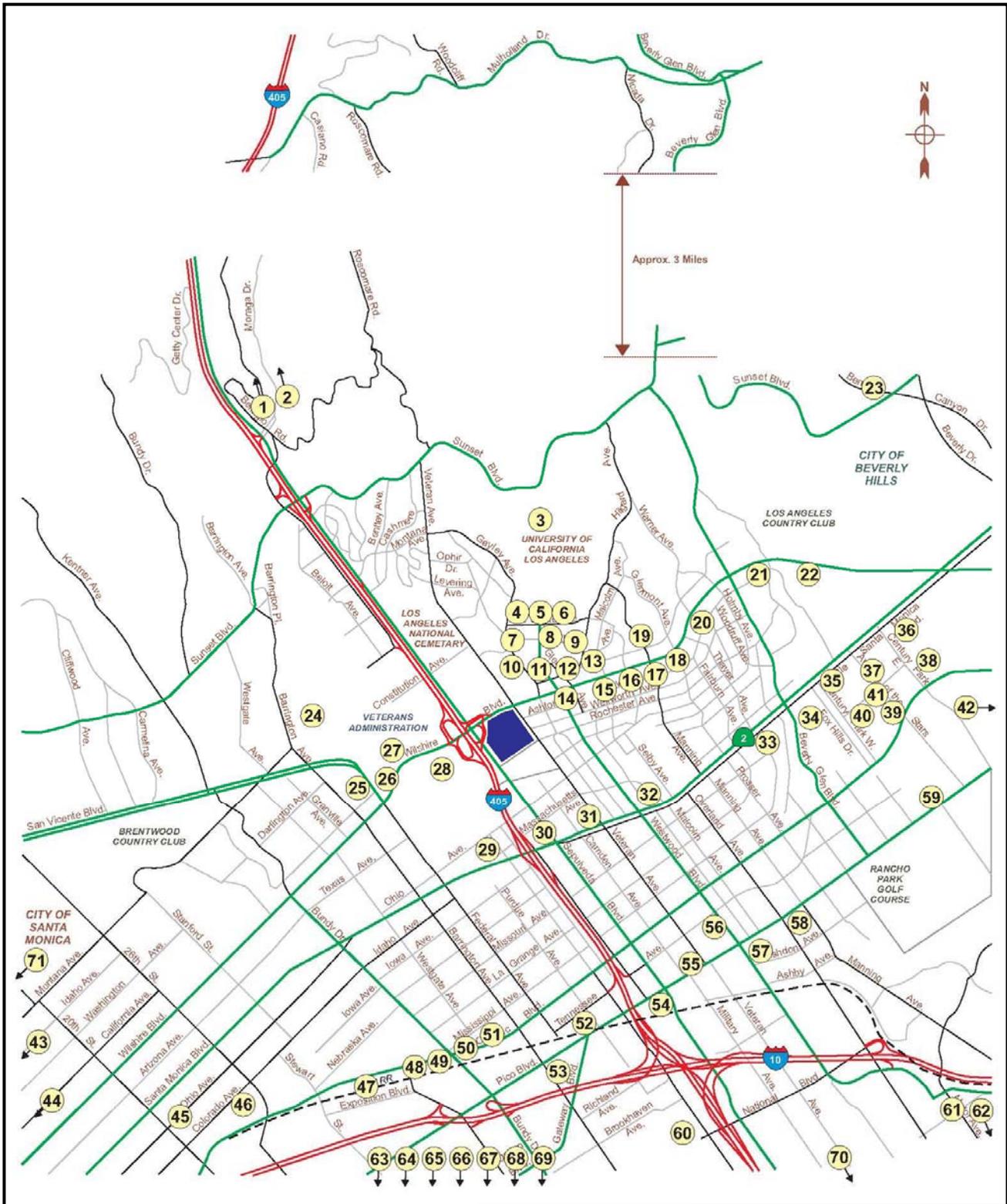
18 **Table 3-1**
19 **FUTURE PROJECTS LIST**

Map #	Planned Project	Location
1	Leo Baeck Temple	1300 Sepulveda
2	Nursery School	15500 Stephen Wise Dr.
3	University Expansion	UCLA Westwood Campus
3.1	Southwest Campus Housing Northwest Campus Phase II	UCLA Westwood Campus
3.2	Developments	UCLA Westwood Campus
3.3	Intramural Field Parking Structure	UCLA Westwood Campus
3.4	Physics and Astronomy Building Luck Research Ctr., Thermal Energy	UCLA Westwood Campus
3.5	Storage	UCLA Westwood Campus
3.6	California NanoSystems Institute Academic Health Center Seismic	UCLA Westwood Campus
3.7	Replacement	UCLA Westwood Campus
3.8	Remaining 2002 LRDP Growth	UCLA Westwood Campus
4	Retail	900 South Broxton
5	Retail	SEC Broxton Ave./Le Conte Ave.
5.1	High Turnover Restaurant	SEC Broxton Ave./Le Conte Ave.
5.2	Medical Office	SEC Broxton Ave./Le Conte Ave.
5.3	Theater (34.000 KSF)	SEC Broxton Ave./Le Conte Ave.
6	Theater Expansion (12.900 KSF)	10886 Le Conte Ave.
7	Regent Westwood Mixed use	1015 Broxton Ave.
8	Mixed-use development	1000 Glendon Ave.
9	Palazzo Shopping Center	1001 Tiverton Ave.
9.1	Apartments	1001 Tiverton Ave.
10	Whole Foods Supermarket	1050 Gayley Ave.

Map #	Planned Project	Location
11	Office	1100 Westwood Blvd.
12	Apartments	10852 Lindbrook Ave.
12.1	Specialty Retail	10852 Lindbrook Ave.
12.2	Less - Existing Specialty Retail	10852 Lindbrook Ave.
13	Retail	10844 Lindbrook Dr.
13.1	Hotel	10844 Lindbrook Dr.
14	Bank	10900 Wilshire Blvd.
15	Condominiums	10804 Wilshire Blvd.
16	Condominium (Replace Existing Hotel - 66 Rooms)	10776 Wilshire Blvd.
17	Century Wilshire Hotel	10767 Wilshire Blvd.
18	Condominium	10733 Wilshire Blvd.
19	Condominium	10807 Wilshire Blvd.
20	Del Capri Hotel Site	Westholme & Wilshire Blvd.
21	Apartments	NEC Wilshire Blvd./Devon Ave.
22	Condominium	10250 Wilshire Blvd.
23	Mixed-use development	1000 Sunset Blvd.
24		11611 Montana Ave.
25	Office building	11677 Wilshire Blvd.
26	Condominiums	11663 Wilshire Blvd.
26.1	Office	11663 Wilshire Blvd.
26.2	Quality restaurant	11663 Wilshire Blvd. Northeast Corner of Wilshire Blvd. & San Vicente Blvd
27	Park	Bonsall Ave.
28	Veterans Affairs	11305 Santa Monica Blvd.
29	Retail	11175 Santa Monica Blvd.
30	Office	10991 Santa Monica Blvd.
31	Gas Station w/ Convenience Market	10811 Santa Monica Blvd.
32	Motel	10461 Santa Monica Blvd.
33	Auto Service	Santa Monica Blvd. & Beverly Glen (SW)
34	Office	10250 Santa Monica Blvd.
35	Century City Shopping Center	10000 Santa Monica Blvd.
36	Apartment Building	1950 Avenue of the Stars
37	Office	10270 Constellation Blvd.
38	Office	2000 Avenue of the Stars
39	Related Cos Century City Project	2000 Avenue of the Stars
40	Office/Retail/Cultural Use	Avenue of the Stars
41	JMB Century City Project	9051 Pico Blvd
42	Chabad School	245 Main St.
43	Baja Fresh	2834 Colorado
44	Apartments	1630 Stewart St.
45	Production Office	1630 Stewart St.
46.1	Condominium	3025 Olympic Blvd.
47	Retail	3025 Olympic Blvd.
47.1	Condominium	12232 Olympic Blvd.
48	Office	12232 Olympic Blvd.
48.1	Health Club	12232 Olympic Blvd.
48.2	Studio Office	12232 Olympic Blvd.

Map #	Planned Project	Location
49	Office	12233 Olympic Blvd
50	Warehouse	11840 Olympic Blvd.
50.1	Retail	11840 Olympic Blvd.
51	Bed Bath & Beyond	11854 Olympic Blvd.
52	Condominium	11500 Tennessee Ave.
53	New West Mid School	11625 Pico Blvd.
54	Office	11110 Pico Blvd.
55	Fast-Food w/ Drive-thru	11021 Pico Blvd.
56	Bank	1762 Westwood
57	Fast food restaurant and snack shop	10867 Santa Monica Blvd.
58	Office	2422 Overland Ave.
59	Fox Studios	10201 Pico Blvd.
60	Condominium	3101 Sawtelle Blvd.
61	Le Lycee Francais High School	10309 National Blvd.
62	Apartment Building	10001 Venice Blvd.
63	Century Pacific Hotel	6225 West Century
64	LMU Daycare	7900 Loyola
65	Wells Fargo Bank	13400 Washington
66	Westchester Lutheran School	7831 Sepulveda Blvd.
67	Marina Honda	5850 Centinela
68	Westchester Neighborhood School	5401 Beethoven
69	Villa Marina	Lincoln & Maxella
70	Condominium	5227 Knowlton Ave.
71	Animo High Charter School	841 California
72	Decron Development	8601 Lincoln Blvd.

1



- ① Project Number and Location
- Wilshire Campus



Figure 3-6
Existing Projects in Area
 Los Angeles FBI Federal Bldg.
 Draft EIS

Source: Katz, Okitsu & Associates, Appendix C

1 **3.2 VISUAL AND AESTHETICS**

2 **3.2.1 Visual Character of the Area**

3 The visual impression of the general area surrounding the Wilshire campus is intense urban development.
4 In looking away from the site at ground level, the vista to the north is a wide expanse of roadway that
5 transitions to open space and parkland-like areas associated with the Los Angeles National Cemetery. To
6 the west is the VA housing on the west side of Sepulveda Boulevard and then I-405 which is elevated and
7 creates a barrier between the campus and the landscape to the west. To the south there is an expanse of
8 open space that is Westwood Community Park and further south high density residential development in
9 2-3 story buildings. Proceeding east from the campus there is an expanse of concentrated commercial
10 development along both sides of Wilshire Boulevard that transitions to a mix of high density residential
11 and commercial development (Photograph 3-5).

12 Traveling east along Wilshire Boulevard there is a sense of intense urban development reinforced by the
13 expanse of pavement associated with the 8-10 lanes of roadway for Wilshire Boulevard along with the
14 high-rise office towers along the south side where the only setbacks from the streets are the sidewalks.

15 **Photograph 3-5**
16 **WILSHIRE BOULEVARD LOOKING EAST FROM THE**
17 **INTERSECTION OF WILSHIRE AND VETERAN**



18

1 When traveling from either direction on Wilshire Boulevard there is a sense of open space east and west
2 of I-405 that is associated with the VA facilities to the west of I-405 and the Los Angeles National
3 Cemetery and 11000 Wilshire Boulevard east of I-405. These locations provide a pocket of open space
4 between areas of intense development. In Figure 3-7, the combination of the Los Angeles National
5 Cemetery on the north and the green space setback between Wilshire Boulevard and the Federal Building
6 on the south provide a distinct openness that is lacking along the remainder of Wilshire Boulevard.

7 Because of the barrier of I-405 to the west, the remainder of this discussion focuses on the relationships of
8 11000 Wilshire Boulevard to the areas from I-405 to the east.

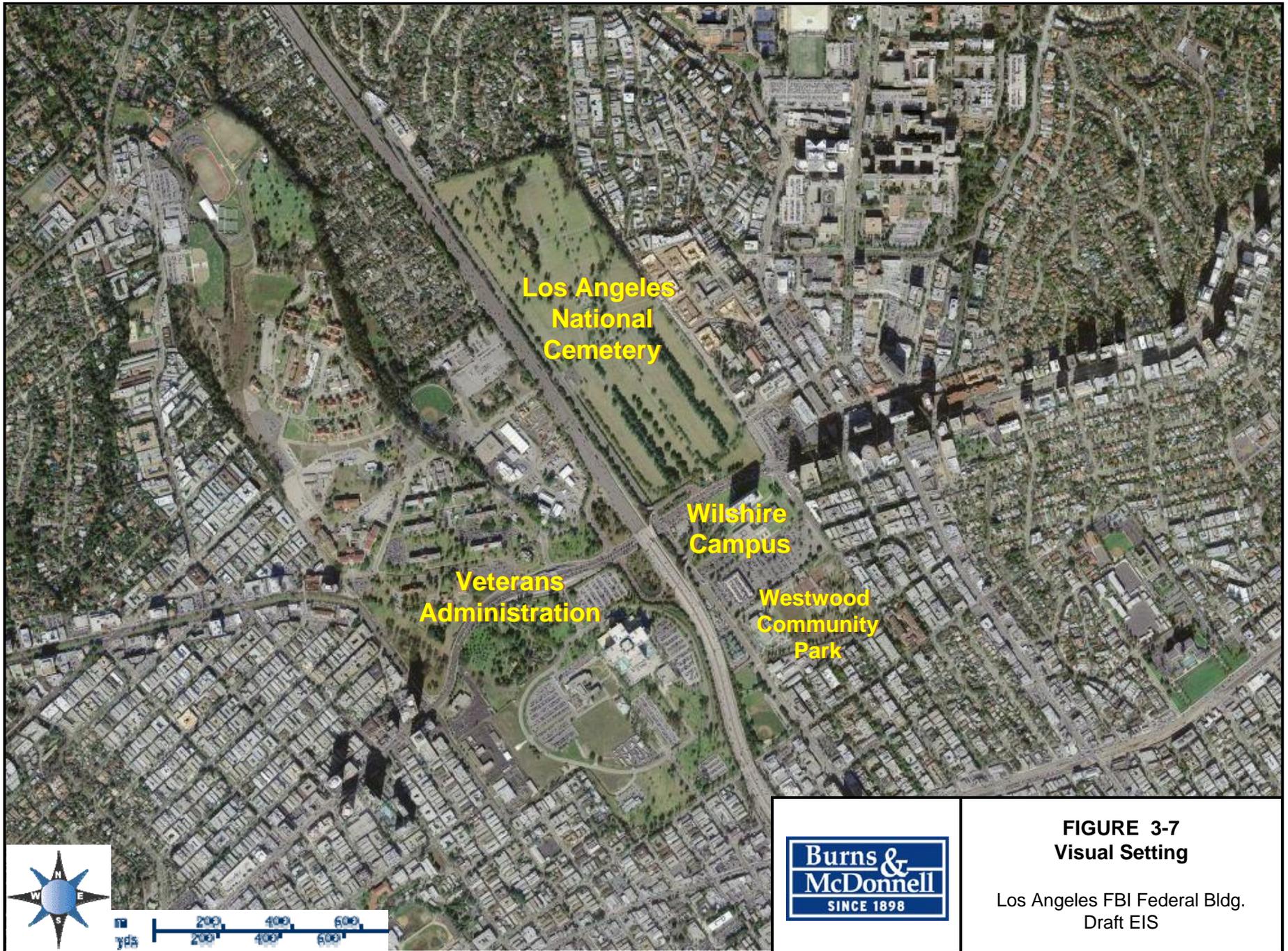
9 **3.2.2 Scale**

10 In terms of scale of the 11000 Wilshire Boulevard Federal Building, compared to the commercial
11 buildings along the south side of Wilshire Boulevard to the east, the existing Federal building is not as tall
12 as some of the buildings to the east. The height and bulk of the 11000 Wilshire office tower is similar to
13 the commercial buildings along Wilshire to the east. The 11000 Wilshire office tower does appear more
14 prominent because it is surrounded by green space. Photographs 3-6 and 3-7 illustrate the building style
15 proceeding along the south side of Wilshire Boulevard to the east. Photograph 3-6 illustrates the
16 relationship of the Federal Building on the left edge of the photograph to other high rise buildings along
17 the south side of Wilshire Boulevard, many of which are taller than the Federal Building. Photograph 3-7
18 illustrates the continuation to the east of the many high rise structures, all along Wilshire Boulevard, that
19 have been constructed or were in the process of being constructed in this 2005 photograph.

20 **Photograph 3-6**
21 **VIEW FROM WESTWOOD COMMUNITY PARK LOOKING NORTHEAST AT**
22 **FEDERAL BUILDING PLUS COMMERCIAL BUILDINGS ALONG WILSHIRE**
23 **BOULEVARD**



24



Los Angeles
National
Cemetery

Wilshire
Campus

Veterans
Administration

Westwood
Community
Park



FIGURE 3-7
Visual Setting

Los Angeles FBI Federal Bldg.
Draft EIS

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**Photograph 3-7
VIEW FROM WESTWOOD COMMUNITY PARK LOOKING AT
BUILDINGS ALONG WILSHIRE**



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5 **3.2.3 Views from Westwood Community Park**

6 As illustrated in Photograph 3-7 above, the overall views from the park to the north and east consists of
7 multiple high-rise buildings. Because of its proximity to the park, the 11000 Wilshire Federal Building is
8 also present in the viewshed. When viewed from the open space in the southwestern portion of the park,
9 the 11000 Wilshire office tower is clearly evident (Photograph 3-8). From closer to the northern
10 boundary of the park and the southern boundary of the Wilshire campus, the row of trees along the
11 campus provide a screen that softens the view of the office tower (Photograph 3-9). In a similar manner,
12 from the southeastern portion of the park, the trees in the park partially screen out the office tower and
13 most of the lower buildings on the 11000 Wilshire site (Photograph 3-10).

14 **3.3 SOCIOECONOMICS**

15 **3.3.1 Demographics**

16 Both the City of Los Angeles and the surrounding metropolitan region have continued to experience
17 growth in population and in economic diversity. As of 2004, the five-county greater Los Angeles area,
18 which includes Los Angeles, Orange, San Bernardino, Riverside, and Ventura counties, had an estimated
19 population of 17.8 million (LAEDC, 2005). The City of Los Angeles's share of this population was 22
20 percent or 3.8 million people and is the second most populous city in the United States (LACDP, 2003).
21 Table 3-2 provides the population trends from 1990 to 2004 for West Los Angeles, Los Angeles County,
22 and the State of California. By the year 2010, less than 5 years from now, the number of Los Angeles
23 residents could reach 4.3 million, in the middle of a regional population of over 20 million. By the year
24 2020, the Southern California Association of Governments (SCAG) predicts that the City's population

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**Photograph 3-8
VIEW FROM SOUTHWESTERN WESTWOOD COMMUNITY PARK
TO THE WILSHIRE CAMPUS**



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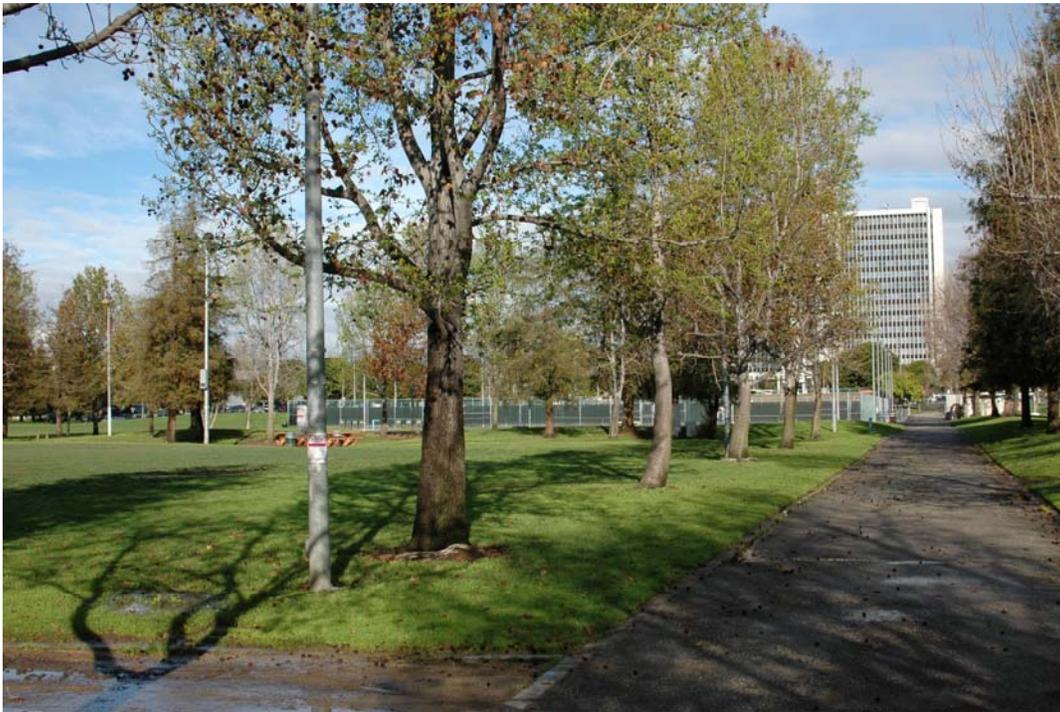
**Photograph 3-9
VIEW FROM NORTHWESTERN WESTWOOD COMMUNITY PARK
TO WESTERN PORTION OF THE WILSHIRE CAMPUS**



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**Photograph 3-10
VIEW FROM SOUTHEASTERN PORTION OF WESTWOOD COMMUNITY PARK
TO THE WILSHIRE CAMPUS**



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will increase to a total of 4.9 million and the population of California is expected to increase by more than 15 million people.

7
8

**Table 3-2
POPULATION TRENDS: 1990-2003**

Year	West Los Angeles	Los Angeles County	State of California
1990	376,000	8,863,000	29,760,000
2000	395,000	9,519,000	33,872,000
2004	419,000	10,180,000	36,591,000

9 Source: LAEDC, 2005; LACPD, 2005.

10 **3.3.1.1 Minority and Low-income Populations**

11 Los Angeles includes, in one setting, the most diverse mix of peoples, languages, and cultures virtually
12 anywhere. In accordance with Executive Order (EO) 12898, Federal Action to Address Environmental
13 Justice in Minority Populations and Low Income Populations (1994), information was obtained regarding
14 the presence of minorities and/or low-income persons in the vicinity of the proposed project. This
15 information is presented in Table 3-3.

16 The EO requires that minority and low-income populations not receive disproportionately high and
17 adverse human health or environmental impacts, and specifically requires the impact assessment process
18 to include representatives of any low-income or minority populations that could be affected by the project
19 in the community participation and public involvement process.

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**Table 3-3
RACE AND INCOME STATISTICS**

	California	Los Angeles County	West Los Angeles APC
Race			
White	20,170,059	4,637,062	241,625
Black	2,263,882	930,957	21,078
American Indian	333,346	76,988	766
Asian	3,697,513	1,137,500	48,921
Hawaiian/Pacific Islander	116,961	27,053	622
Other	5,692,241	2,239,997	1,361
Hispanic	10,966,556	4,242,213	66,404
Per Capita Income	\$22,711	\$20,683	\$51,163
Poverty Status	14.2%	17.9%	13.8%

3 Source: LADRP, 2003; 2000 US Census.

4 **3.3.1.2 Median Household Income**

5 The median household income in Los Angeles County and West Los Angeles APC in 1999 was \$42,189
6 and \$96,143, respectively (Table 3-4). For the communities in the West Los Angeles APC that surround
7 the Wilshire campus, the median household income was greatest in Brentwood (\$103,268) and lowest in
8 Sawtelle (\$40,973).

9 **Table 3-4**
10 **HOUSEHOLD INCOMES FOR CALIFORNIA, LOS ANGELES COUNTY,**
11 **AND SELECT COMMUNITIES IN THE WEST LOS ANGELES APC**

	Median Household Income(1999)	Median Family Income(1999)
California	47,493	53,025
Los Angeles Co.	42,189	46,452
West Los Angeles APC	77,055	96,143
Brentwood	103,268	129,711
Sawtelle	40,973	52,640
West Los Angeles	55,581	71,517
Westwood	60,752	89,946

12 Source: LA Almanac, no date; and 2000 US Census.

13 **3.3.2 Employment and Commercial Activity**

14 The greater Los Angeles area is the second largest manufacturing center in the United States. The largest
15 components are apparel, instruments, aircraft and parts, printing/publishing and fabricated metal products,
16 food and kindred products, industrial machinery and electronic products. The Los Angeles Customs
17 District (including the ports of Los Angeles, Long Beach, Port Hueneme, and Los Angeles International
18 Airport) is the nation's largest, based on value of two-way trade.

19 The diverse economic base in Los Angeles County (based on the concept of export of goods or services)
20 includes the leading industries of business and professional management services, tourism, health

1 services/bio-med, direct international trade, and motion picture/TV production (LAEDC, 2005). Table 3-
2 5 outlines the employment estimates by industry in Los Angeles County for years 2000-2004 and
3 summarizes the State Department of Employment Development’s estimated average annual employment
4 of non-agricultural wage and salary workers in Los Angeles County. Trade, transportation and utilities
5 sector was the major employment sector in the County in 2004, employing 19.5 percent of the
6 nonagricultural wage and salary workers in the County. Government, at 15 percent is the second highest
7 employment sector, followed by professional and business services, which employ 14 percent of the
8 nonagricultural wage and salary workers in the County. (LA, 2005a)

9 **Table 3-5**
10 **ESTIMATED AVERAGE ANNUAL EMPLOYMENT (NON-AGRICULTURAL),**
11 **LOS ANGELES COUNTY, 2000-2004**

Economic Sector	Annual Average 2000	2000 Percent of Total	Annual Average 2002	2002 Percent of Total	Annual Average 2004	2004 Percent of Total
Agricultural	7,700	.2	8,000	.02	7,600	0.1
Natural Resources and Mining	3,400	.01	3,600	.01	3,900	0.9
Construction	131,700	3.2	134,900	3.3	139,400	3.4
Manufacturing	611,300	15.0	536,400	13.3	484,200	12.1
Trade, Transportation & Information	784,800	19.2	786,700	19.5	780,200	19.5
Financial Activities	242,600	5.9	208,800	5.2	208,100	5.2
Professional & Business	218,700	5.4	231,200	5.7	243,200	6.0
Educational & Health Services	589,200	14.7	578,300	14.3	561,000	14.0
Leisure and Hospitality	416,200	10.2	449,300	11.1	467,700	11.6
Other Services	344,300	8.4	353,300	8.7	373,100	9.3
Government	139,700	3.4	145,200	3.6	144,800	3.6
	581,300	14.2	605,900	15.0	599,300	14.9

- 12 (1) Since 2000, The Employment Development Department (EDD) has converted employer records for the
13 Standard Industrial Classification (SIC) coding system to the North American Industry Classification System
14 (NAICS). Items may not add to totals due to independent rounding.
15 (2) March 2004 Benchmark. The benchmark is the annual revision process in which monthly labor force and
16 payroll employment data, which are based on estimates, are updated based on detailed tax records.
17 Source: LA, 2005a

18 Los Angeles is the largest employment center in Southern California. Both the City and its surrounding
19 metropolitan region have continued to experience growth in population and in economic diversity. The
20 City’s 480 square miles contain 11.5 percent of the area and 38.7 percent of the population of the County
21 of Los Angeles. Table 3-6 provides the 2005 annual average labor market statistics. As of August 2005,
22 a Los Angeles City labor force numbering about 1,909,400 competed for about 1,801,600 jobs, thus
23 resulting in an unemployment rate of 5.6 percent. (EDD, 2005)

24 The economic base of Los Angeles is diverse. Some of the leading activities include government
25 (including education), business/professional management services (including engineering), health services
26 (including training and cutting-edge research), tourism, distribution, and entertainment. The ten major
27 non-governmental employers in Los Angeles County in 2004 are listed in Table 3-7. In addition,
28 government employment represents about 15 percent of the labor force.

Table 3-6
2005 LOS ANGELES CITY LABOR MARKET STATISTICS

2005	
Labor Force	1,909,400
Employment	1,801,600
Unemployment	107,800
Unemployment Rate (%)	5.6

Source: EDD, 2005

Table 3-7
TEN MAJOR NON-GOVERNMENTAL EMPLOYERS
IN LOS ANGELES COUNTY, 2004

Company/Organization	Product	Number of Employees
Kaiser Permanente	Health Services	29,225
Boeing Co.	Aerospace	22,058
Northrop Grummann Corp.	Aerospace	20,000
Ralph's Grocery Co.	Retail	16,855
Target	Retail	12,137
University of Southern California	Education – private	11,703
Tenet Healthcare Corp.	Hospitals	11,673
Bank of America	Banking	11,110
CPE	Employee Benefit Consultants	10,945
SBC Pacific Bell	Communications	9,977

Source: LA, 2005a

3.3.3 Real Estate Market and Socioeconomics

3.3.3.1 Commercial/Office Market

The Los Angeles Basin Office Market accommodates approximately 930,000 workers, 23.4 percent are in finance, insurance, and the real estate sector, 18 percent in general services, 11.2 percent in legal service, 10.8 percent in business services, and 36.6 percent in miscellaneous other sectors. The Basin is comprised of 245.7 million square feet (SF) of multi-tenant office space in buildings 30,000 SF or larger and ranks as the fourth largest office market in the nation, following New York City, Greater Washington DC and Greater Chicago. Most of the Basin's space, 67 percent, was built in or after 1980. The Basin is relatively decentralized, with only 13 percent of the space located within Downtown Los Angeles and 87 percent dispersed throughout the region. Forty percent of the space is in low-rise buildings, followed by 31 percent in mid-rise buildings and 29 percent in high-rise structures. (Colliers Seeley, 2005a)

The West Los Angeles office market is comprised of approximately 46 million SF of multi-tenant office space. Vacancy rates for West Los Angeles were 10.2 percent at the end of the third quarter of 2005, dropping 7.7 percentage points from its peak of 17.9 percent in the fourth quarter of 2003. West Los Angeles is one of the highest-rent markets in the Basin. (Colliers Seeley, 2005a)

The West Los Angeles area had been reeling as recently as 2003 from the dot.com implosion of 2001 and from the construction boom of 1999-2003. However, starting in 2004, demand picked up to a pace almost equal to that witnessed in the late 1990s and construction completions finally came to a halt. The market tightened substantially in 2004, and rents finally firmed. (NAI, 2004)

1 Leasing activity for the Basin was moderate in the second quarter of 2005, which was slightly below
2 historic averages. Vacancy rates were 12.3 percent at the end of the second quarter of 2005, dropping six
3 percentage points from its peak of 18.3 percent in the second quarter of 2003, and are expected to drop
4 below 10 percent over the next two years. Currently, vacancy rates are down 3 percent points to 11
5 percent (NAI, 2005). Meanwhile rental rates have since climbed 4.2 percent; but are still 5.9 percent
6 below their peak of 2001. Weighted average rental rates for Class A space climbed to \$2.48 per SF per
7 month in the Basin with the West Los Angeles rates the highest at \$2.89 per SF per month (Colliers
8 Seeley, 2005a).

9 In 2004, no new space came on-line due to construction. Construction activity was minimal although an
10 additional 790,000 SF will come online in 2007 from completion of 2000 Avenue of the Stars in Century
11 City. Demand is likely to remain strong, although perhaps not at the exceptional level witnessed in 2004.
12 The area has a large concentration of high-profile firms, and these firms appear to be entering an
13 expansion cycle. West Los Angeles is in the midst of some of the most exclusive residential
14 neighborhoods in the nation, and it commands the highest rents in the Basin. These are positive
15 characteristics during expansion years. Vacancy rates are projected to reach single-digit levels by year-
16 end 2006. As it does, the area will likely witness a rent spike, much as it did in the late 1990s (NAI,
17 2004).

18 Construction activity has picked up; however, the amount of space projected to come on-line in the next
19 two-year period is minimal (Colliers Seeley, 2004 Market Report). In 2005, the Basin's construction
20 activity was relatively restrained. At the end of the third quarter of 2005, 3.2 million SF was under
21 construction or renovation, but much of this space is not scheduled to come on-line until 2006 or 2007.
22 When complete, the expansion will add just 1 percent to the existing base (NAI, 2005). Most of the
23 construction activity currently underway is in West Los Angeles (873,200 SF) (Colliers Seeley, 2005a).

24 Net absorption (the amount of space that became unavailable) for the third quarter of 2005 totaled 3.3
25 million SF for the Basin and 573,300 SF for West Los Angeles. Most of the positive net absorption took
26 place in the Class B space, indicating a strengthening economy. (Colliers Seeley, 2005a) There was
27 strong growth in demand from the entertainment industry (reversing a 3-year downturn), as well as from
28 professional services. Net demand from high-tech firms was no longer negative, and was slightly to the
29 positive (NAI, 2004).

30 **3.3.3.2 Industrial Market**

31 The Los Angeles Basin boast the largest industrial base in the nation, comprised of 1.2 billion SF in
32 buildings 10,000 SF and greater. The Basin is a relatively decentralized market, with only 20 percent of
33 the space located in Central Los Angeles, and 80 percent dispersed throughout the region. There is a
34 good mix of product types, with 49 percent in big-box space (100,000+ SF), and 51 percent in medium-
35 to-small sized buildings. (Colliers Seeley, 2005b)

36 The total vacancy rate, one of the lowest of any major industrial market in the U.S., continued to drop to 3
37 percent, down from 4.7 percent in 2003. (Colliers Seeley, 2005b)

38 **3.4 TRAFFIC AND PARKING**

39 This section describes the traffic and parking existing conditions.

40 **3.4.1 Regional Setting**

41 Access to and from the area is provided by a well developed surface street network and by the adjacent
42 San Diego Freeway (I-405), which is a north/south freeway that provides regional access throughout and

1 beyond the western portion of Los Angeles County. A substantial portion of the surface street traffic in
 2 the area is through traffic, with origins or destinations in the UCLA, Century City, and/or Beverly Hills
 3 areas. The major surface streets in the vicinity of the project include Wilshire Boulevard, Veteran
 4 Avenue, and Sepulveda Boulevard.

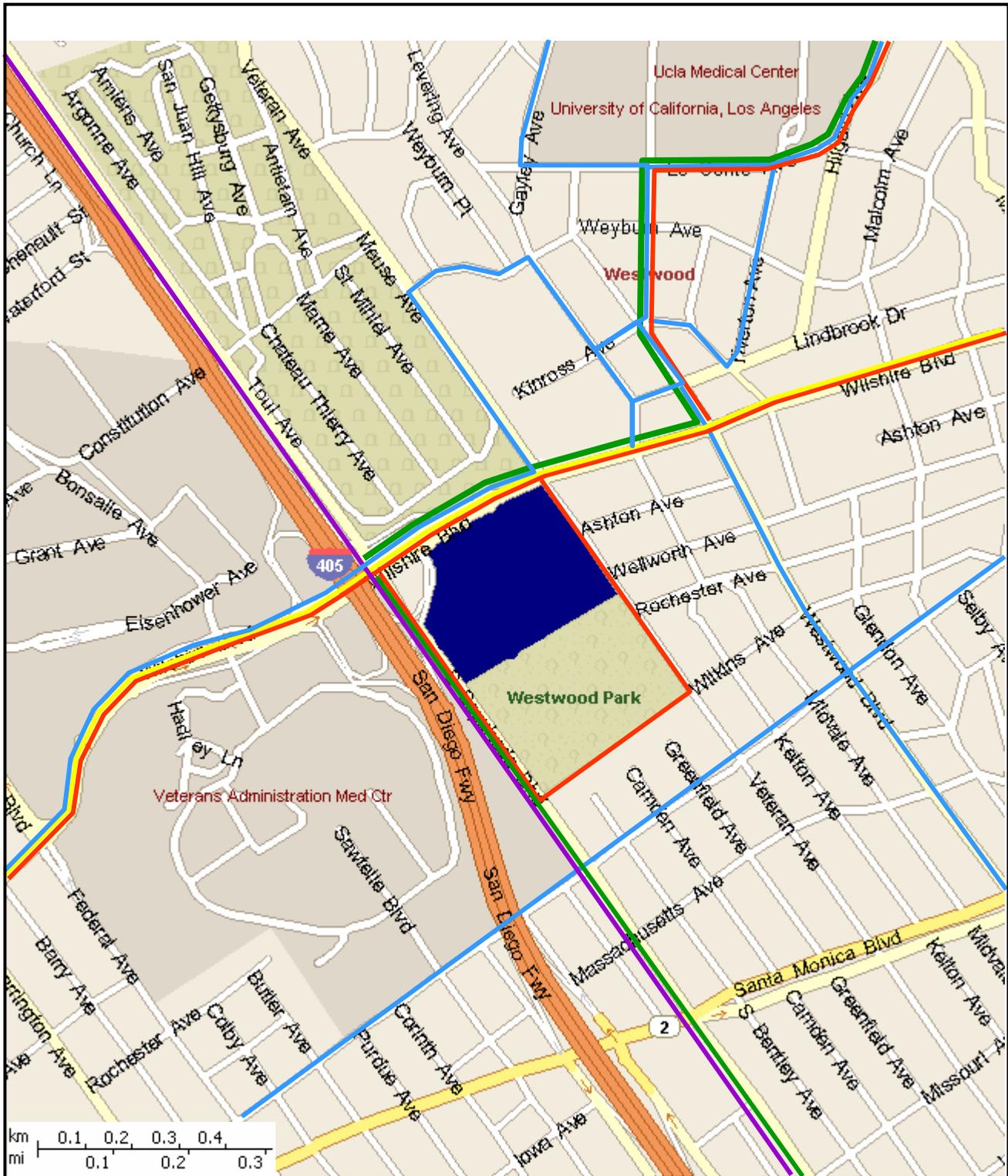
5 Wilshire Boulevard begins near Downtown Los Angeles and traverses westerly through the cities of Los
 6 Angeles, Beverly Hills and Santa Monica, terminating near the Pacific Ocean. This arterial provides
 7 direct access to commercial establishments and serves as a major thoroughfare between the Westside and
 8 Downtown. Wilshire Boulevard is one of the highest capacity surface street routes and is designated a
 9 Major Class I Highway throughout its length.

10 Veteran Avenue is a north-south oriented secondary highway and is located to the east of the Wilshire
 11 campus. Veteran Avenue provides a primary connection between Sunset and Wilshire Boulevard, as well
 12 as access to the UCLA campus.

13 The West Los Angeles area is served by a number of bus lines operated by the Santa Monica Municipal
 14 Bus Lines (SMMBL) and Commuter Express. Several of these lines operate along Wilshire Boulevard
 15 and provide stops within walking distance of the Wilshire campus. These lines provide convenient
 16 service into the City of Santa Monica and easterly into Downtown Los Angeles. A listing of the
 17 individual bus lines that serve the Wilshire campus area is provided in Table 3-8 and Figure 3-8
 18 represents a map of the bus lines.

19 **Table 3-8**
 20 **BUS LINES SERVING WILSHIRE CAMPUS AREA**

Bus Lines	Nearest Stop	
Commuter Express		
Line 430	VA Park & Ride, Constitution Ave.	
Line 431	Wilshire & Westwood	
Line 534	Wilshire & Veteran	
Line 573	Wilshire & Glendon	
Santa Monica Municipal Bus Lines		
Route 1	Wilshire & Westwood	
Route 2	Wilshire & Veteran	
Route 3	Wilshire & Veteran	
Route 8	Wilshire & Westwood	
Route 12	Wilshire & Westwood	
Culver City Bus Lines		
Line 6	Wilshire & Veteran	
Big Blue Bus Lines		
Metro Bus 20	Wilshire & Veteran	
Metro Rapid 720	Veteran & Ashton	
Antelope VT Commuter Service		
Route 786	Wilshire & Westwood	
Sources: Big Blue Bus, nd.	Culver CityBus, 2006	LACMTA, nd.
Commuter Express, nd.	AVTA, 2006	LADOT, nd.
Metro, 2006		



- Metro Rapid Line & Stop
- Metro Bus Line
- Santa Monica Bus Line
- Culver City Bus Line
- Antelope Valley Transit
- Wilshire Campus



FIGURE 3-8
Bus Lines Serving
Wilshire Campus
 Los Angeles FBI Federal Bldg.
 Draft EIS

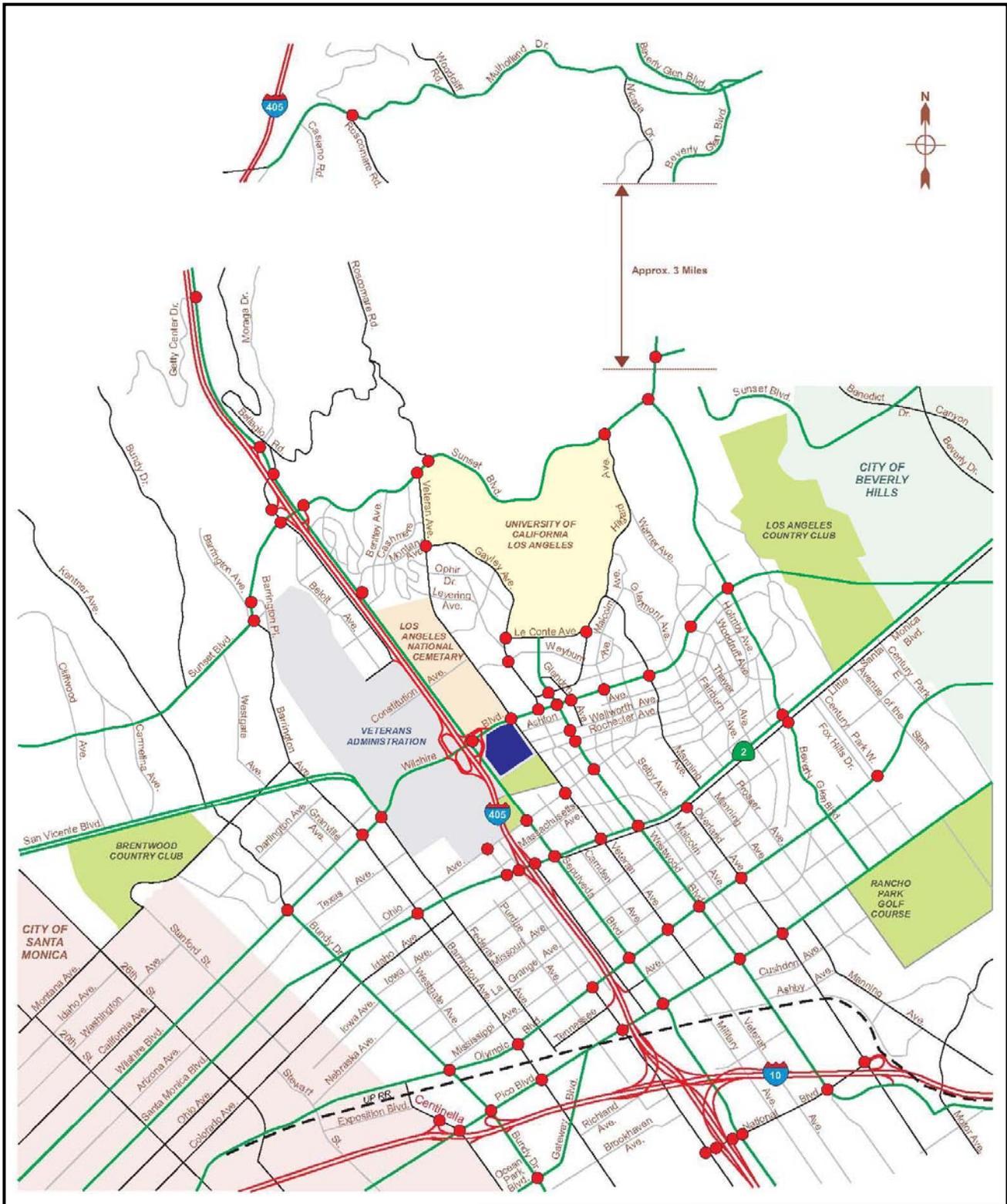
3.4.2 Wilshire Campus

The traffic impact analysis performed by Katz, Okitsu & Associates examined 70 study intersections that would most likely be affected by the vehicle trips generated by the proposed action. Figure 3-9 shows the location of the 70 study intersections in the context of the surrounding street network. Table 3-9, Study Intersections and Existing Traffic Conditions, shows the volume-to-capacity (V/C) ratio and corresponding level-of-service (LOS) that was determined for all of the study area intersections for the AM and PM Peak hour. As noted in Table 3-9, 45 of the 70 intersections operate at a poor level of service (LOS E or F) at one or both AM and PM peak hour periods. See Appendix C for further details.

**Table 3-9
STUDY INTERSECTIONS AND EXISTING TRAFFIC CONDITIONS**

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
1. Roscomare Rd & Mulholland Dr	0.669	B	0.551	A
2. Sepulveda Bl & Getty Ctr Dr	0.941	E	0.965	E
3. Sepulveda Bl & Moraga Dr/I-405	0.986	E	0.725	C
4. Sepulveda Bl & Church Ln	0.927	E	0.975	E
5. Barrington Av & Sunset Bl	1.009	F	0.810	D
6. Barrington Pl & Sunset Bl	1.036	F	0.891	D
7. Church Ln & I-405 SB Ramps	0.790	C	0.755	C
8. Church Ln & Sunset Bl	0.888	D	0.851	D
9. I-405 NB Ramps & Sunset Bl	0.901	E	0.600	A
10. Veteran Av & Sunset Bl	1.141	F	1.069	F
11. Bellagio & Sunset Bl	0.910	E	1.143	F
12. Hilgard Av & Sunset Bl	0.921	E	0.983	E
13. Beverly Glen Bl (West) & Sunset Bl	1.336	F	1.446	F
14. Beverly Glen (East) & Sunset Bl	0.993	E	1.141	F
15. Sepulveda Bl & Montana Av	1.011	F	0.961	E
16. Veteran & Gayley	0.921	E	1.053	F
17. Gayley Av & Le Conte Av	0.663	B	0.645	B
18. Gayley Av & Weyburn Av	0.574	A	0.962	E
19. Hilgard Av & Le Conte Av	0.584	A	0.683	B
20. Bundy Dr & Wilshire Bl	0.907	E	0.931	E
21. Barrington Av & Wilshire Bl	0.846	D	0.870	D
22. San Vicente/Federal & Wilshire	1.082	F	1.104	F
23. Sepulveda Bl & Wilshire Bl	1.307	F	1.310	F
24. Veteran Av & Wilshire Bl	0.996	E	1.178	F
25. Gayley Av & Wilshire Bl	0.854	D	0.938	E
26. Westwood Bl & Lindbrook Dr	0.468	A	0.423	A
27. Westwood Bl & Wilshire Bl	0.918	E	0.746	C
28. Glendon Av & Wilshire Bl	0.864	D	0.910	E
29. Selby Av & Wilshire Bl	0.860	D	0.784	C

	Intersection	Weekday AM Peak		Weekday PM Peak	
		V/C	LOS	V/C	LOS
30.	Warner Av & Wilshire BI	0.790	C	0.660	B
31.	Beverly Glen BI & Wilshire BI	0.906	E	0.870	D
32.	Westwood BI & Wellworth Av	0.547	A	0.902	E
33.	Westwood BI & Rochester Av	0.418	A	0.587	A
34.	Barrington Av & Santa Monica BI	0.746	C	0.877	D
35.	Sawtelle BI & Ohio Av	0.919	E	0.826	D
36.	Sepulveda BI & Ohio Av	0.863	D	0.961	E
37.	Veteran Av & Ohio Av	0.821	D	0.871	D
38.	Westwood BI & Ohio Av	0.772	C	0.866	D
39.	Sawtelle BI & Santa Monica BI	0.683	B	0.709	C
40.	I-405 SB Ramps & Santa Monica	0.901	E	0.620	B
42.	Sepulveda BI & Santa Monica BI	0.851	D	0.835	D
43.	Veteran Av & Santa Monica BI	0.559	A	0.655	B
44.	Westwood BI & Santa Monica BI	0.808	D	0.847	D
45.	Overland Av & Santa Monica BI	0.418	A	0.462	A
46.	Beverly Glen BI & Santa Monica	0.563	A	0.639	B
47.	Beverly Glen & Santa Monica South	0.825	D	0.976	E
48.	Bundy Dr & Olympic BI	1.243	F	1.262	F
49.	Barrington Av & Olympic BI	0.919	E	1.013	F
50.	Sawtelle BI & Olympic BI	1.167	F	1.250	F
51.	Sepulveda BI & Olympic BI	0.910	E	0.931	E
52.	Veteran Av & Olympic BI	0.562	A	0.802	D
53.	Westwood BI & Olympic BI	1.099	F	1.167	F
54.	Overland Av & Olympic BI	1.021	F	1.019	F
55.	Century Park West & Olympic BI	0.775	C	1.241	F
56.	Centinela Av & I-10 WB Ramps	0.890	D	1.037	F
57.	Centinela Av & Pico BI	0.876	D	0.954	E
58.	Bundy Dr & Pico BI	0.828	D	0.905	E
59.	Barrington Av & Pico BI	0.828	D	0.998	E
60.	Sawtelle BI & Pico BI	0.797	C	1.043	F
61.	Sepulveda BI & Pico BI	0.912	E	0.811	D
62.	Westwood BI & Pico BI	0.808	D	0.786	C
63.	Overland Av & Pico BI	0.962	E	0.980	E
64.	Bundy Dr & Ocean Park BI/Gateway BI	0.771	C	1.003	F
65.	Sawtelle BI & National BI	0.937	E	0.994	E
66.	I-405 SB On Ramp & National BI	0.560	A	0.576	A
67.	I-405 NB Off Ramp & National BI	0.573	A	0.722	C
68.	Sepulveda BI & National BI	1.098	F	1.065	F
69.	Westwood BI & National BI	0.608	B	0.878	D
70.	Overland Av & I-10 WB Ramps/National BI	1.084	F	1.098	F



- Intersection Location
- Wilshire Campus



Figure 3-9
Location of Traffic
Study Intersections
 Los Angeles FBI Federal Bldg.
 Draft EIS

Source: Katz, Okitsu & Associates, Appendix C

1 Vehicular parking on the Wilshire campus is provided on surface parking lots and a parking structure.
2 The current onsite parking inventory has approximately 1,255 employee and public spaces other than the
3 secured parking spaces in the garage and on the surface lot that are reserved for the FBI.

4 **3.5 PHYSICAL AND BIOLOGICAL ENVIRONMENT**

5 The following subsections describe the geology and landform, hydrology, vegetation and wildlife, air
6 quality, and noise.

7 **3.5.1 Geology and Landform**

8 This section describes the existing geology, soils, and seismic conditions at the Wilshire campus. Data
9 used in preparation of this section was obtained from various sources, including the General Soil Map of
10 Los Angeles County, geologic maps, previous environmental documentation and geotechnical reports.
11 This section also incorporates information gained from the California Department of Conservation,
12 California Geological Survey (CGS); and the City of Los Angeles Department of Water and Power
13 (LADWP).

14 **3.5.1.1 Regional Setting**

15 Geologically, the Wilshire campus is located in the Los Angeles Basin which is part of two geomorphic
16 provinces: the Peninsular and Transverse Ranges. The Peninsular Range includes the coastal mountains
17 from Los Angeles south to Baja California and is dominated by occasional peaks and rolling mountain
18 terrain. The Transverse Ranges travel west to east or transverse from the other coast ranges. The
19 Transverse Ranges, located north of the site, include the Santa Monica Mountains that extend offshore to
20 form the Northern Channel Islands of Santa Cruz, Santa Rosa, and San Miguel off the coast of Santa
21 Barbara County (California, 2000). The Santa Monica Mountains are a part of the only east-west belt of
22 mountains in California and one of only two mountain ranges in North America so oriented. The 46-mile
23 long chain of peaks and ridges of the Santa Monica Mountains extend from Griffith Park to Point Mugu.
24 The range is 10 miles wide at its broadest part and reaches an elevation of 3,111 feet at Sandstone Peak at
25 the eastern end of Boney Ridge; which is located near the western end of the range. (Geology, 1997)

26 **3.5.1.1.1 Seismic Conditions**

27 The Wilshire campus is found in an area of considerable seismic activity. The entirety of southern
28 California sits upon large plates moving relative to each other. The boundaries between these plates are
29 known as faults. The most predominant in the area is the San Andreas Fault, located approximately 41
30 miles northeast of the site.

31 The Seismic Hazards Mapping Act of 1990 directed the California Department of Conservation, Division
32 of Mines and Geology (DMG) to delineate Seismic Hazard Zones. The purpose of the Act is to reduce
33 the threat to public health and safety and to minimize the loss of life and property by identifying and
34 mitigating seismic hazards.

35 A number of active and inactive faults have been identified in Los Angeles. Although, no activity has
36 been recorded for over a thousand years, the Santa Monica Fault, which runs just to the south of the
37 project site, is considered active (Pratt et al., 1998). Also nearby are the Whittier, Verdugo, Sierra Madre,
38 Raymond, Palos Verdes, Newport-Inglewood, Malibu Coast, Los Alamitos, Hollywood, and Eagle Rock
39 Faults (SCEC, no date). According to the International Building Code (IBC, 2003), the predicted seismic
40 activity for this area is high.

41 The State Geologist is required under the Alquist-Priolo Special Studies Zones Act, Code of California
42 Regulations, signed into law on December 22, 1972, to delineate special study zones along known active

1 faults in California. The Wilshire campus falls within a special study zone. The purpose of this act is to
2 prohibit the location of most structures for human occupancy across the traces of active faults and to
3 mitigate, thereby, the hazard of fault rupture.

4 Active faults are considered to have undergone movement during historic time (approximately 200 years).
5 Inactive faults are those considered to have undergone movement during the Quaternary period
6 (approximately 2 million years), but have no documented historic movement. The Southern California
7 area is crossed by several active faults that are capable of producing moderate to large magnitude
8 earthquakes (CDMG, 1996).

9 The Wilshire campus has experienced seismic activity from various regional faults. The historic seismic
10 record indicates that 26 earthquakes of magnitude 5.0 and greater have occurred within a 60-mile radius
11 of the project site between the years 1800 and 2000, according to the California Geological Survey (CGS)
12 website (CGS, 2004). Since construction, the Wilshire campus has experienced ground shaking from
13 numerous small-magnitude earthquakes, but only two moderate-magnitude events, the M6.6 San
14 Fernando earthquake of February 9, 1971 and the M6.0 Whittier Narrows earthquake of October 1, 1987.
15 These earthquakes occurred on faults located approximately 15 and 20 miles, respectively, from the site.
16 No earthquake-related ground failure or significant geotechnical effects were reported for the site or
17 vicinity associated with either of these events. (Geomatrix, 1992).

18 **3.5.1.1.2 Soil Properties**

19 Soils at the project site are composed of old alluvial deposits which formed as a result of erosion from the
20 Santa Monica Mountains. Alluvial material is any soil that has been deposited by moving water. In this
21 case, streams which flowed southward out of the Santa Monica Mountains deposited sediment in the Los
22 Angeles Basin.

23 The Wilshire campus contains the Hanford association soils, which are classified by the U.S. Department
24 of Agriculture Natural Resources Conservation Service (NRCS) as being over 60 inches deep, are well
25 drained, and have moderately rapid subsoil permeability. The soils have pale-brown coarse sandy loam
26 surface layers approximately 8 inches thick, underlain by light yellowish-brown sandy loam and gravelly
27 loamy coarse sand substratum. Available water-holding capacity is from 5 to 7.5 inches for 60 inches of
28 soil depth (USDA, 1969). Runoff is very slow and erosion is minimal. This soil occupies gently sloping
29 alluvial plains between elevations from near sea level to 3,500 feet and is used for mostly residential and
30 industrial purposes. (UCLA, 2003)

31 Based on a review of an Environmental Protection Agency (EPA) Map of Radon Zones for California,
32 Los Angeles is located in an area of moderate radon potential, having average indoor radon
33 concentrations between 2 and 4 picoCuries radon per liter of air (pCi/L) (EPA, 2004).

34 **3.5.1.1.3 Liquefaction**

35 Liquefaction-induced ground failure has historically been a major cause of earthquake damage in
36 Southern California. Liquefaction is the sudden loss of bearing strength that can occur when saturated,
37 cohesionless soils, such as sands and silts, are strongly and repetitively vibrated. The degree of
38 liquefaction that may occur at a location is a function of the geologic setting and the intensity of seismic
39 shaking. Because sand/water mixtures in a liquefied condition have virtually no strength and provide
40 little or no resistance to compaction, lateral spreading, or down slope movement; liquefaction produces
41 both horizontal and vertical displacement of the ground. This displacement due to liquefaction is the
42 primary source of damage to buildings and buried utilities, such as gas mains, water lines and sewers,
43 particularly at their connection to the building. A structure that did not sustain damage caused by ground
44 shaking may sustain substantial damage as a result of liquefaction.

1 **3.5.1.1.4 Topography**

2 The site contains four major existing buildings, one medium-rise structure and three one-story structures.
3 Most of the area not covered by buildings is relatively flat and covered with asphalt pavement driveways
4 and parking lots, concrete sidewalks and pathways, grass lawn, or raised planter beds. The loading dock
5 area for the medium-rise building is located one basement level below grade. According to the USGS
6 Beverly Hills Quadrangle, 7.5 Minute Series Topographic Map, the Wilshire campus is located at an
7 approximate elevation of 305 ±2 feet above mean sea level (at the Wilshire Boulevard) to approximately
8 290 ±2 feet (at Westwood Park). There are local variations in the topography because of landscaping and
9 roadway curbing.

10 **3.5.1.2 Wilshire Campus**

11 Site-specific geological conditions at the Wilshire campus are typical of those described within the
12 regional setting. The Wilshire campus is underlain by Santa Monica Plain soils, which consist of 300 to
13 400 feet of interbedded alluvial soils of Quaternary age. The upper 90 feet consists of interbedded silts,
14 sands, clays, and gravels of Holocene and late Pleistocene age. This is underlain by an early Pleistocene
15 alluvium consisting of marine silt, sand, and gravel that is weakly consolidated. Underlying the
16 Quaternary alluvium is approximately 4,000 feet of Tertiary bedrock.

17 According to the California Department of Conservation California Geological Survey Seismic Hazard
18 Zones Map (March 25, 1999), the Wilshire campus is located in an area where historic occurrence of
19 liquefaction, or local geological, geotechnical and groundwater conditions indicates a potential for
20 permanent ground displacements.

21 **3.5.2 Hydrology**

22 This section describes existing hydrological characteristics at and in the vicinity of the current Federal
23 facility. Data used to prepare this section were taken from various sources, including the Los Angeles
24 Department of Public Works (LADPW), EPA, and other environmental reports.

25 **3.5.2.1 Regional Setting**

26 **3.5.2.1.1 Surface Water**

27 There are no waterways located within or surrounding the Wilshire campus.

28 **3.5.2.1.2 Groundwater**

29 The Wilshire campus lies within the Santa Monica Subbasin, which lies beneath the northwestern part of
30 the Coastal Plain of the Los Angeles Groundwater Basin. The Subbasin is bounded on the north by
31 impermeable rocks of the Santa Monica Mountains and on the south by the Ballona escarpment. The
32 Subbasin extends from the Pacific Ocean on the west to the Inglewood fault on the east. Groundwater is
33 contained within the Quaternary age alluvial sediments that fill the basin.

34 The general direction of groundwater movement is from the Santa Monica Mountains south to the
35 Ballona escarpment and then west to the Pacific Ocean. Recharge of the groundwater in the Subbasin is
36 mainly by percolation of precipitation and surface runoff from the Santa Monica Mountains. Across the
37 Subbasin, the depth to groundwater varies from near ground surface at areas near the coast to greater than
38 50 feet below ground surface at many locations inland (USGS, 2004; California, 2004; USGS, 1985).

39 Prior to the 1870s, the depth to groundwater in the Santa Monica Subbasin was higher than it is today.
40 Studies indicate that in the area of the Wilshire campus, the historical high groundwater levels may have
41 been as shallow as 20 to 30 feet below ground surface. In the 1870s, the local inhabitants developed
42 groundwater as a source of irrigation water for agriculture, and as a result, the groundwater levels
43 dropped. As the area became more urbanized, farmland was replaced by residential and commercial

1 zones, but the inhabitants continued to pump groundwater for drinking water supply. Therefore, the
2 groundwater elevation continued to remain low relative to pre-1870 levels (Mendenhall, 1905; USGS,
3 1985).

4 In the future, groundwater management practices may change, which may lead to lower pumping rates
5 and a rise in the local groundwater elevation (USGS, 1985). Therefore, it is possible that groundwater
6 elevation could rise to the pre-1870 levels.

7 **3.5.2.1.3 Floodplains**

8 Flood Insurance Rate Maps (FEMA, 1980) indicate that the Wilshire campus is located in an area
9 designated as Zone C, defined as an area of minimal flooding.

10 **3.5.2.2 Wilshire Campus**

11 The Wilshire campus overlies the Santa Monica Groundwater Basin; located within the Santa Monica
12 Plain (an alluvial apron formed at the southern edge of the Santa Monica Mountains). Generally, the
13 Santa Monica Plain is underlain by water-bearing sediments of considerable thickness, and depth to
14 groundwater ranges from approximately 28 to 53 feet below grade, with flow in a generally southerly
15 direction. Primary sources of groundwater recharge into the Santa Monica Basin are (1) direct infiltration
16 from precipitation, (2) subsurface flow from the Santa Monica Mountains, and (3) direct infiltration into
17 the basin from irrigation (UCLA, 2003).

18 Field investigation of the groundwater at the Wilshire campus in March 2004 indicated a groundwater
19 depth of 47 to 69 feet below ground surface. Accumulated historical groundwater data indicate that
20 ground water levels in the Santa Monica Subbasin have dropped since groundwater pumping began in the
21 1870s. However, if current groundwater management practices change, and the rate of pumping
22 decreases, it is possible that groundwater levels will revert back toward the pre-1870s levels. Given this
23 condition, the estimated high groundwater level would reach approximately 25 feet below ground surface
24 at the project site (SOM, 2004).

25 **3.5.3 Vegetation and Wildlife**

26 The Endangered Species Act was passed in 1973 and has since been amended and reauthorized. The
27 primary purposes of the Act are:

- 28 ■ to provide a means to conserve the ecosystems upon which endangered species and threatened
29 species depend
- 30 ■ to provide a program for the conservation of such endangered species and threatened species

31 Section 9 of the Endangered Species Act prohibits the "take" of any Federally listed species. Take is
32 defined by the Act as "... to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or
33 attempt to engage in any such conduct." Habitat of endangered species is also protected from destruction.
34 Any type of development including construction and grading could result in a "take" of a protected
35 species. Any person who violates this portion of the Act is subject to criminal penalties including steep
36 fines and imprisonment.

37 **3.5.3.1 Regional Setting**

38 The California Department of Fish and Game Natural Diversity Data Base (CNDDDB) is a compilation of
39 information on the location and status of rare, threatened, endangered, and sensitive plants, animals, and
40 natural communities in the state of California. A query of the CNDDDB was performed to determine the
41 potential presence of sensitive elements within the USGS Beverly Hills Topographic Map Quadrangle, in
42 which the project area is located.

1 According to the CNDDDB, there are 15 Federally listed "Endangered" animal species and 8 Federally
2 listed "Threatened" Species in Los Angeles County. In addition, there are 15 Federally listed
3 "Endangered" plant species and 6 Federally listed "Threatened" plant species in Los Angeles County.

4 **Federally Endangered Animal Species**

- 5 ■ Arroyo toad (*Bufo californicus*)
- 6 ■ Mountain yellow-legged frog (*Rana muscosa*)
- 7 ■ California condor (*Gymnogyps californianus*)
- 8 ■ California least tern (*Sterna antillarum browni*)
- 9 ■ Southwestern willow flycatcher (*Empidonax traillii extimus*)
- 10 ■ San Clemente loggerhead shrike (*Lanius ludovicianus mearnsi*)
- 11 ■ Least Bell's vireo (*Vireo bellii pusillus*)
- 12 ■ Southern steelhead (*Oncorhynchus mykiss irideus*)
- 13 ■ Mohave Tui chub (*Gila bicolor mohavensis*)
- 14 ■ Unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*)
- 15 ■ Tidewater goby (*Eucyclogobius newberryi*)
- 16 ■ Pacific pocket mouse (*Perognathus longimembris pacificus*)
- 17 ■ Island fox (*Urocyon littoralis*)
- 18 ■ El Segundo blue butterfly (*Euphilotes battoides allyni*)
- 19 ■ Palos Verdes blue butterfly (*Glaucopsyche lygdamus palosverdesensis*)

20 **Federally Threatened Animal Species**

- 21 ■ California red-legged frog (*Rana aurora draytonii*)
- 22 ■ Bald eagle (*Haliaeetus leucocephalus*)
- 23 ■ Western snowy plover (*Charadrius alexandrinus nivosus*)
- 24 ■ Coastal California gnatcatcher (*Polioptila californica californica*)
- 25 ■ San Clemente sage sparrow (*Amphispiza belli clementeae*)
- 26 ■ Santa Ana sucker (*Catostomus santaanae*)
- 27 ■ Desert tortoise (*Xerobates agassizii*)
- 28 ■ Island night lizard (*Xantusia riversiana*)

29 **Federally Endangered Plant Species**

- 30 ■ Lyon's pentachaeta (*Pentachaeta lyonii*)
- 31 ■ Nevin's barberry (*Berberis nevinii*)
- 32 ■ Santa Cruz Island rock cress (*Sibara filifolia*)
- 33 ■ Braunton's milk-vetch (*Astragalus brauntonii*)
- 34 ■ Ventura Marsh milk-vetch (*Astragalus pycnostachyus var. lanosissimus*)
- 35 ■ Coastal Dunes milk-vetch (*Astragalus tener var. titi*)
- 36 ■ San Clemente Island lotus (*Lotus dendroideus var. traskiae*)
- 37 ■ San Clemente Island bush mallow (*Malacothamnus clementinus*)
- 38 ■ Slender-horned spineflower (*Dodecahema leptoceras*)
- 39 ■ San Clemente Island larkspur (*Delphinium variegatum ssp. kinkiense*)
- 40 ■ Catalina Island mountain-mahogany (*Cercocarpus traskiae*)
- 41 ■ San Clemente Island woodland star (*Lithophragma maximum*)
- 42 ■ San Clemente Island Indian paintbrush (*Castilleja grisea*)
- 43 ■ Salt Marsh Bird's beak (*Cordylanthus maritimus ssp. maritimus*)
- 44 ■ California orcutt grass (*Orcuttia californica*)

45 **Federally Threatened Plant Species**

- 46 ■ Island rose bush (*Helianthemum greenii*)
- 47 ■ Marcescent dudleya (*Dudleya cymosa ssp. marcescens*)

- 1 ■ Santa Monica Mountains dudleya (*Dudleya cymosa ssp ovatifolia*)
- 2 ■ Agoura Hills dudleya (*Dudleya cymosa ssp agourensis*)
- 3 ■ Spreading navarretia (*Navarretia fossalis*)
- 4 ■ Thread-leaved brodiaea (*Brodiaea filifolia*)

5 **3.5.3.2 Wilshire Campus**

6 No recorded occurrences either Federal and/or state of threatened, endangered, or sensitive plants,
7 animals or natural communities were found within a one mile radius of the Wilshire campus. Five
8 “Special Species” within the one mile radius however, are currently being monitored by the CNDDDB.

- 9 ■ Southern tarplant (*Centromadia parryi ssp. australis*) is considered very threatened in the State of
10 California with 6-20 viable elemental occurrences. Range outside of state is also limited;
11 population estimated at 1,000-3000 individuals.
- 12 ■ Monarch butterfly (*Danaus plexippus*), commonly found throughout its historic range is rare and
13 restricted in the State of California. Roosts in tree groves (Eucalyptus, Monterey Pine, and
14 Cypress) with nearby nectar and water sources. Main threat is periodic pruning and trimming of
15 trees by the City.
- 16 ■ Mesa horkelia (*Horkelia curreata ssp. puberula*) is considered very threatened in the State of
17 California with 6-20 viable elemental occurrences. Range outside of state is also limited;
18 population estimated at 1,000-3000 individuals.
- 19 ■ Mud nama (*Nama stenocarpum*) is apparently secure throughout its range but, some cause(s) for
20 concern. Rare or endangered in California; more common elsewhere. (Presumed extant in the
21 State of California with less than 6 viable element occurrences.) Last seen October 1889.
- 22 ■ *Socalchemmis gertschi* is extremely endangered with less than 6 viable occurrences or less than
23 1,000 individuals throughout its range. Presumed extant in the State of California. Last seen 14
24 November 1952.

25 Impervious material covers approximately 70 percent of the ground surface area of the campus; the
26 remaining 30 percent consists of landscaped courtyards, and lawns. The majority of the vegetation on the
27 Wilshire campus consists of nonnative rather than native species, and all of the vegetation has been
28 introduced along with the development of the existing buildings. Numerous varieties of imported trees
29 and shrubs that have adapted to the southern California climate have been used in the landscaping. Some
30 native plant species are present at the campus, interspersed among the non-native ornamental species, and
31 the presence of scattered native plant species does not indicate a sensitive natural community. The
32 campus better reflects the urban nature of the region. Also, no wetlands have been observed on the
33 Wilshire campus.

34 Wildlife on the Wilshire campus may consist primarily of native and non-native amphibians, reptiles,
35 birds, and mammals common to highly urbanized areas. Examples of wildlife and avian species that are
36 common in the region for an urbanized landscape include opossum (*Didephius virginiana*), California
37 ground squirrel (*Spermophilus beecheyi*), fox squirrel (*Sciurus niger*), northern mockingbird (*Mimus*
38 *polyglottos*), American crow (*Corvus brachyrhynchos*), mourning dove (*Zenaida macroura*), and various
39 other migrant songbirds (Longcore *et al.* 1997).

40 **3.5.4 Air Quality**

41 Air pollutant emissions sources are typical grouped into two categories: stationary and mobile sources.
42 Stationary sources are divided into two major subcategories: point and area sources.

43 Point sources consist of a single emission source with an identified location point at a facility. Facilities
44 could have multiple point sources located onsite. Stationary point sources are usually associated with
45 manufacturing and industrial processes. Examples of point sources include boilers or other types of
46 combustion equipment at oil refineries, electric power plants, etc.

1 Area sources are small emission sources that are widely distributed, but may be substantial because there
2 may be a large number of sources. Examples include residential water heaters; painting operations; lawn
3 mowers; agricultural fields; landfills; and consumer products, such as barbecue lighter fluid and hair
4 spray.

5 Mobile sources are motorized vehicles, which are classified as either on-road or off-road. On-road
6 mobile sources typically include automobiles and trucks that operate on public roadways. Off-road
7 mobile sources include aircraft, ships, trains, and self-propelled construction equipment that operate off
8 public roadways. Mobile source emissions are accounted for as both direct source emissions (those
9 directly emitted by the individual source) and indirect source emissions, which are sources that by
10 themselves do not emit air contaminants but indirectly cause the generation of air pollutants by attracting
11 vehicles. Examples of indirect sources include office complexes, commercial and government centers,
12 sports and recreational complexes, and residential developments.

13 Pollutants regulated by the Federal and state Clean Air Acts or other laws fall under three categories:

- 14 ▪ criteria air pollutants,
- 15 ▪ toxic air contaminants, and
- 16 ▪ global warming and ozone-depleting gases.

17 Pollutants in each of these categories are monitored and regulated differently. Criteria air pollutants are
18 measured by sampling concentrations in the air; toxic air contaminants are measured at the source and in
19 the general atmosphere, and global warming and ozone-depleting gases are not monitored but are subject
20 to Federal and regional policies that call for their reduction and eventual phase out.

21 Criteria air pollutants are defined as those pollutants for which the Federal and state governments have
22 established air quality standards, for outdoor or ambient concentrations to protect public health. The
23 national and state ambient air quality standards have been set at levels to protect human health with an
24 adequate margin of safety.

25 The EPA has established ambient air quality standards for the following air pollutants:

- 26 ▪ Ozone (O₃),
- 27 ▪ Respirable Particulate Matter (PM₁₀),
- 28 ▪ Fine particulate matter (PM_{2.5}),
- 29 ▪ Carbon Monoxide (CO),
- 30 ▪ Nitrogen Dioxide (NO₂)
- 31 ▪ Sulfur Dioxide (SO₂), and
- 32 ▪ Lead (Pb).

33 The California Air Resources Board (ARB) has also established ambient air quality standards for the six
34 pollutants regulated by the USEPA. Some of the California ambient air quality standards are more
35 stringent than the national ambient air quality standards. In addition, California has established ambient
36 air quality standards for the following pollutants or air quality conditions:

- 37 ▪ Visibility Reducing Particulates
- 38 ▪ Sulfates,
- 39 ▪ Hydrogen Sulfide, and
- 40 ▪ Vinyl Chloride.

41 Criteria air pollutant concentrations are typically higher in the south coast air basin than in any other area
42 of the country because of the region's climate, geographical setting, and high concentrations of industry
43 and motor vehicles. Although still high, pollutant concentrations have declined sharply throughout the
44 1990s. Air quality in 1996 was the best recorded since air pollution agencies began monitoring air
45 pollution in this region in the 1940s. Table 3-10 lists the current national and California ambient air

1 quality standards for each criteria pollutant, excluding standards specific to areas not addressed in this
2 analysis (i.e. Lake Tahoe).

3 **Table 3-10**
4 **NATIONAL AND CALIFORNIA AMBIENT AIR QUALITY STANDARDS**

Pollutants	National Standards	State Standards
Ozone (O ₃)	0.08 ppm (8-hour)	0.09 ppm (1-hour) 0.07 ppm (8-hour)
Respirable Particulate Matter (PM ₁₀)	150 µg/m ³ (24-hour) 50 µg/m ³ (Annual)	50 µg/m ³ (24-hour) 20 µg/m ³ (Annual)
Fine Particulate Matter (PM _{2.5})	65 µg/m ³ (24-hour) 15 µg/m ³ (Annual)	12 µg/m ³ (Annual)
Carbon Monoxide (CO)	35 ppm (1-hour) 9.0 ppm (8-hour)	20 ppm (1-hour) 9.0 ppm (8-hour)
Nitrogen Dioxide (NO ₂)	0.053 ppm (Annual) 0.5 ppm (3-hour)	0.25 ppm (1-hour)
Sulfur Dioxide (SO ₂)	0.14 ppm (24-hour) 0.03 ppm (Annual)	0.25 ppm (1-hour) 0.04 ppm (24-hour)
Lead (Pb)	1.5 µg/m ³ (calendar quarter)	1.5 µg/m ³ (30-day average) Extinction coefficient of 0.23 per kilometer - 10 miles w/humidity < 70% (8-hour)
Visibility Reducing Particles	None	25 µg/m ³ (24-hour)
Sulfates	None	0.03 ppm (1-hour)
Hydrogen Sulfide	None	0.01 ppm (24-hour)
Vinyl Chloride	None	

5 Source: ARB, 2005. (<http://www.arb.ca.gov/aqs/aaqs2.pdf>)

6 Toxic air contaminants are often referred to as “non-criteria” air contaminants because ambient air quality
7 standards have not been established for them. There are hundreds of air toxics, and exposure to these
8 pollutants can cause or contribute to cancer or non-cancer health effects such as birth defects, genetic
9 damage, and other adverse health effects. Effects may be both chronic (i.e., of long duration) or acute
10 (i.e., severe but of short duration) on human health. Acute health effects are attributable to sudden
11 exposure to high quantities of air toxics. These effects include nausea, skin irritation, respiratory illness,
12 and, in some cases, death. Chronic health effects result from low-dose long-term exposure from routine
13 releases of air toxics. The effect of major concern for this type of exposure is cancer, which requires a
14 period of 10-30 years after exposure to develop. (SCAQMD, 2004b).

15 California regulates toxic air contaminants through its air toxics program, mandated in Chapter 3.5 (Toxic
16 Air Contaminants) of the Health and Safety Code (H&SC §§ 39660 et seq.), and Part 6 (Air Toxics “Hot
17 Spots” Information and Assessment) (H&SC § 44300 et seq.) (SCAQMD, 2004b).

18 **3.5.4.1 Regional Setting**

19 The South Coast Air Quality Management District (SCAQMD) has jurisdiction over an area of 10,743
20 square miles. This area includes all of Los Angeles County except for Antelope Valley. The City of Los
21 Angeles, located in Los Angeles County, is in the SCAQMD. The SCAQMD is responsible for ensuring
22 that the air quality in the south coastal area meets the state and national ambient air quality standards.
23 The South Coast Air Basin (Basin), which includes Los Angeles, is a sub-region of the SCAQMD and
24 covers an area of 6,745 square miles.

1 The Basin is designated as a non-attainment area for O₃, CO, PM₁₀, and PM₂₅ by the USEPA. Nitrogen
2 dioxide in the Basin has met the Federal standards and is qualified for re-designation to attainment. A
3 maintenance plan for NO₂ was included in the 1997 AQMP. Attainment of all Federal PM₁₀ health
4 standards is to be achieved by December 31, 2006, and ozone standards are to be achieved by November
5 15, 2010. For CO, the deadline was December 31, 2000, and was granted a two-year extension. In the
6 Basin, three factors contribute to the region's ozone problem: emissions, geography, and meteorology
7 (SCAQMD, 2004b).

8 In 1997, the baseline year for the 2003 Air Quality Management Plan (AQMP), total emissions of criteria
9 pollutants into the Basin's atmosphere added up to a daily average of 1,172 tons of VOC, 6,653 tons of
10 CO, 1,204 tons of NO_x, 279 tons of PM₁₀, and 58 tons of sulfur oxides (SO_x) (SCAQMD, 2004b).
11 Vehicular sources accounted for nearly 98 percent of the CO emissions, approximately 57 percent of the
12 SO_x emissions, 89 percent of the NO_x emissions, and 65 percent of VOC emissions. (SCAQMD, 2004b)

13 In 1997, stationary sources contributed approximately 33 percent of total PM₁₀ emissions, mobile sources
14 (both on-road and off-road) contributed approximately 14 percent of total PM₁₀ emissions, and entrained
15 road dust contributed approximately 53 percent of total PM₁₀ emissions. (SCAQMD, 2004b)

16 The Basin is surrounded by mountains on three sides and the Pacific Ocean on the remaining side. The
17 mountains serve as a barrier, preventing ready dispersion of pollutant concentrations. Prevailing wind
18 patterns off the ocean carry pollutants eastward across the Basin, enabling continual photochemical
19 reactions to occur as new emissions are added to existing pollutant concentrations. Intense sunlight,
20 present at the latitude of the Basin, provides the ultraviolet light necessary to fuel the photochemical
21 reactions that produce ozone. (SCAQMD, 2004b)

22 Compared with other urban areas in the United States, metropolitan Los Angeles has a low average wind
23 speed. Mild sea breezes slowly carry pollutants inland. An inversion layer, which is a layer of warm air
24 that lies over cooler, ocean-modified air, often acts as a lid, preventing air pollutants from escaping
25 upward. In the summer, these temperature inversions are stronger than in winter and prevent ozone and
26 other pollutants from escaping upward and dispersing. In the winter, a ground-level or surface inversion
27 commonly forms during the night and traps CO emitted by vehicles during the morning rush hours
28 (SCAQMD, 2004b).

29 **3.5.4.2 Wilshire Campus**

30 Air quality at the Wilshire campus is dependent on the regional air quality and local pollutant sources. To
31 monitor the various concentrations of air pollutants throughout the Basin, the SCAQMD is divided into
32 32 source receptor areas (SRAs). The Wilshire campus is located within the Northwest Coastal Los
33 Angeles County SRA 2. The air quality in SRA 2 is monitored by air monitoring station No. 091, located
34 in West Los Angeles. Only ambient concentrations of ozone, CO, and NO₂ are monitored in SRA 2.
35 Table 3-11 identifies the national and state ambient air quality standards for relevant air pollutants along
36 with the ambient pollutant concentrations that have been measured within SRA 2 through the period of
37 2000 to 2004. As shown, the national 1-hour ozone standard was exceeded within SRA 2 one day during
38 2000 -2004. The state 1-hour standard was exceeded 20 times during this same time period. The national
39 8-hour ozone standard was exceeded one time in both 2003 and 2004. No other national or state
40 standards for ozone, CO, or NO₂ have been exceeded within SRA 2 during this time.

41 **3.5.5 Noise**

42 Sound is caused by vibration of air molecules and is measured on a logarithmic scale with units of
43 decibels (dB). Sound is composed of various frequencies. The human ear responds to a frequency of

1 about 20 hertz to 20,000 hertz. It has been found that the A-scale weighting best approximates the
2 frequency response of the human ear.

3 **Table 3-11**
4 **SUMMARY OF AMBIENT AIR QUALITY IN THE PROJECT VICINITY**

Air Pollutants Monitored Within SRA 2 – Northwest Coastal Los Angeles County	2000	2001	2002	2003	2004
Ozone					
Maximum 1-hour concentration measured	0.10	0.099	0.118	0.134	0.107
Number of days exceeding national 0.12 ppm 1-hour standard	0	0	0	1	0
Number of days exceeding state 0.09 ppm 1-hour standard	2	1	1	11	5
Maximum 8-hour concentration measured	0.079	0.080	0.078	0.105	0.089
Number of days exceeding national 0.08 ppm 8-hour standard	0	0	0	1	1
Carbon Monoxide (CO)					
Maximum 1-hour concentration measured	6	4	4	5	4
Number of days exceeding national 35.0 ppm 1-hour standard	0	0	0	0	0
Number of days exceeding state 20.09 ppm 1-hour standard	0	0	0	0	0
Maximum 8-hour concentration measured	4.3	3.0	2.7	2.7	2.3
Number of days exceeding national 9.5 ppm 8-hour standard	0	0	0	0	0
Number of days exceeding state 9.0 ppm 8-hour standard	0	0	0	0	0
Nitrogen Dioxide (NO2)					
Maximum 1-hour concentration measured	0.16	0.11	0.11	0.12	0.09
Number of days exceeding state 0.25 ppm 1-hour standard	0	0	0	0	0

- 5 1. Ambient concentrations of PM10, SO2, and lead are not monitored in SRA 2.
6 2. ppm – parts by volume per million of air.
7 Source: SCAQMD, 2000, 2001, 2002, 2003a, 2004a.

8 Frequency is measured in Hertz (Hz), which is the number of cycles per second. The typical human ear
9 can hear frequencies ranging from approximately 20 Hz to 20,000 Hz. Typically, the human ear is most
10 sensitive to sounds in the middle frequencies (1,000 to 8,000 Hz) and is less sensitive to sounds in the low
11 and high frequencies. As such, the A-weighting scale was developed to simulate the frequency response
12 of the human ear to sounds at typical environmental levels. The A-weighting scale emphasizes sounds in
13 the middle frequencies and de-emphasizes sounds in the low and high frequencies. Any sound level to
14 which the A-weighting scale has been applied is expressed in A-weighted decibels, dBA. For reference,
15 the A-weighted sound pressure level and subjective loudness associated with some common noise sources
16 are listed in Table 3-12.

17 **3.5.5.1 Regional Setting**

18 The Wilshire campus is in an urban environment. The majority of consistent existing noise levels at the
19 campus are dominated by traffic related sources. The noise levels vary by time of day. Daytime noise
20 levels are predominantly louder than nighttime noise levels, especially during peak morning and evening
21 traffic periods.

3.5.5.2 Wilshire Campus

Existing ambient daytime noise levels were measured at eight selected locations in order to identify representative noise levels in various areas during the day. These locations are identified in Figure 3-10.

**Table 3-12
TYPICAL SOUND PRESSURE LEVELS ASSOCIATED WITH COMMON NOISE SOURCES**

Sound Pressure Level (dBA)	Subjective Evaluation	Environment	
		Outdoor	Indoor
140	Deafening	Jet aircraft at 75 ft	
130	Threshold of pain	Jet aircraft during takeoff at a distance of 300 ft	
120	Threshold of feeling	Elevated train	Hard rock band
110		Jet flyover at 1000 ft	Inside propeller plane
100	Very loud	Power mower, motorcycle at 25 ft, auto horn at 10 ft, crowd noise at football game	
90		Propeller plane flyover at 1000 ft, noisy urban street	Full symphony or band, food blender, noisy factory
80	Moderately loud	Diesel truck (40 mph) at 50 ft	Inside auto at high speed, garbage disposal, dishwasher
70		B-757 cabin during flight	Close conversation, vacuum cleaner, electric typewriter
60	Moderate	Air-conditioner condenser at 15 ft, near highway traffic	General office
50	Quiet		Private office
40		Farm field with light breeze, birdcalls	Soft stereo music in residence
30	Very quiet	Quiet residential neighborhood	Bedroom, average residence (without t.v. and stereo)
20		Rustling leaves	Quiet theater, whisper
10	Just audible		Human breathing
0	Threshold of hearing		

Source: Adapted from Architectural Acoustics, M. David Egan, 1988 and Architectural Graphic Standards, Ramsey and Sleeper, 1994.

Three sets of readings were taken: morning, afternoon, and evening. Measurements were made in dBA at one third (1/3) octave bands (Hz) using a Larson-Davis model 824, American National Standards Institute (ANSI) Type 1 sound level meter. There were eight measurement points chosen for their proximity to possible noise sources or areas that could be considered noise sensitive. These eight points are shown in Figure 3-10. At each monitoring location, the L_{eq} sound level was measured and logged by the analyzer. Measurements were taken and accumulated until a stable sound level was reached, which usually required about five minutes.

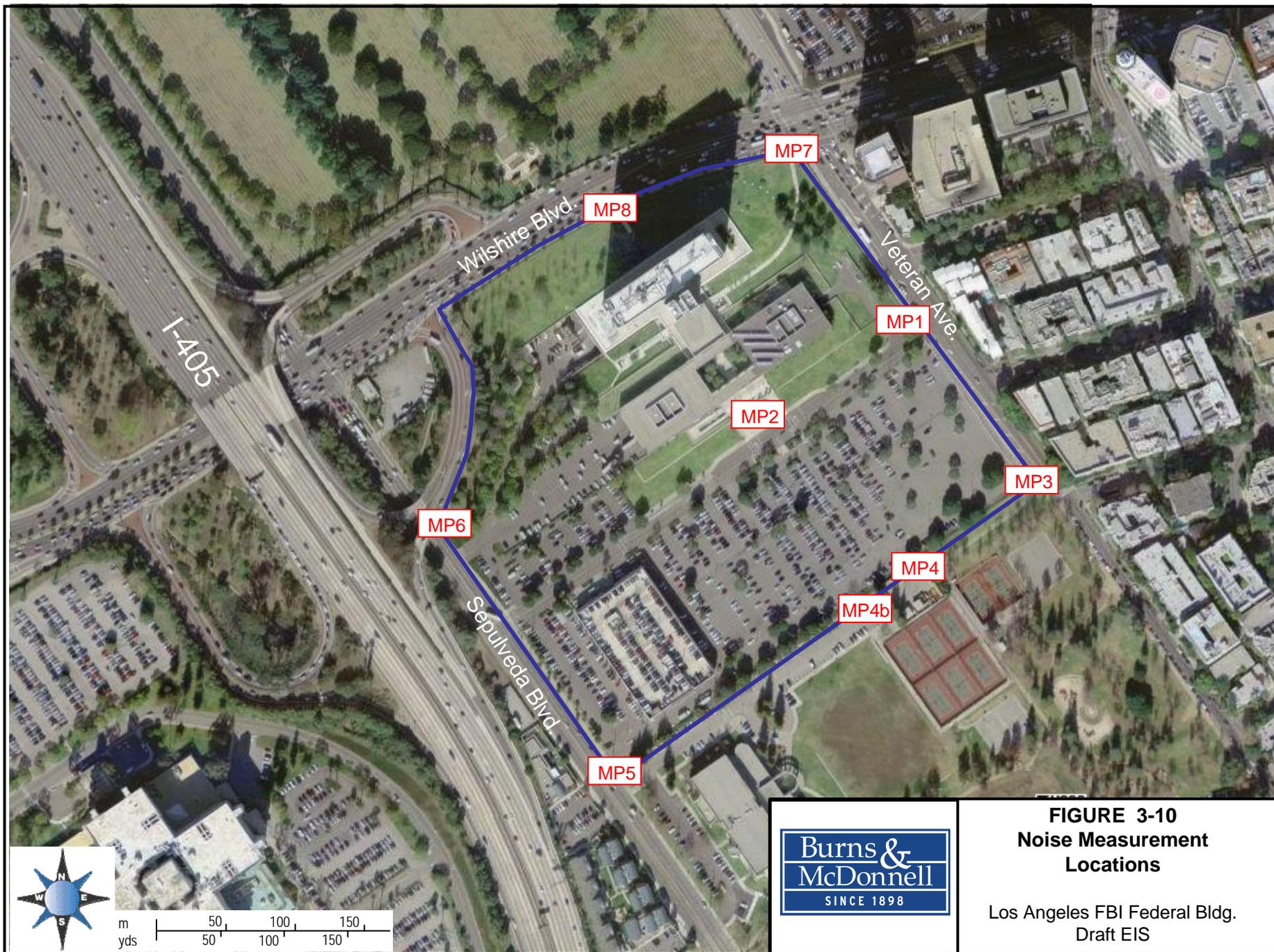


FIGURE 3-10
Noise Measurement
Locations

Los Angeles FBI Federal Bldg.
 Draft EIS

1 Table 3-13 summarizes the measured sound pressure levels at each measurement point. The values are
2 presented in A-weighted L_{eq} . The existing sound pressure levels are consistent with urban areas near high
3 traffic highways or roads.

4 As shown in Table 3-13, the highest measured levels occurred at measurement points MP7 and MP8 (see
5 Figure 3-10). These two points are located adjacent to a high-traffic thoroughfare (Wilshire Boulevard),
6 and as such, higher noise levels are expected.

7 **Table 3-13**
8 **MEASURED SOUND PRESSURE LEVELS, L_{eq} (dBA)**

Measurement Point	Time of Day	L_{eq} (dBA)
MP1	Morning	58.7
	Afternoon	62.5
	Evening	65.3
MP2	Morning	55.9
	Afternoon	61.3
	Evening	59.4
MP3	Morning	58.9
	Afternoon	61.6
	Evening	61.3
MP4*	Afternoon	54.6
MP4b	Morning	54.5
	Evening	53.4
MP5	Morning	68.3
	Afternoon	65.9
	Evening	62.5
MP6	Morning	63.9
	Afternoon	68.9
	Evening	65.0
MP7	Morning	69.8
	Afternoon	71.7
	Evening	71.4
MP8	Morning	69.3
	Afternoon	68.8
	Evening	68.5

9 *MP4 was relocated to quantify sound levels at a more sensitive area.

10 3.6 CULTURAL CONDITIONS

11 Cultural resources are sites, buildings, structures, districts, landscapes, or objects that are important to a
12 culture or community for scientific, traditional, religious, or other reasons. Cultural resources can be
13 divided into three major categories; archaeological resources, architectural/historic resources, and
14 Traditional Cultural Properties (TCPs). Cultural resources found to meet the criteria for listing in the
15 National Register of Historic Places (36 CFR 60.4) are called “historic properties.”

16 3.6.1 Regulatory Setting

17 The proposed project is regulated by the National Environmental Policy Act (NEPA) and Section 106 of
18 the National Historic Preservation Act. Section 106 of the National Historic Preservation Act as amended
19 (Section 106, 16 United States Code [USC] 470f) requires that impacts on significant cultural resources
20 be taken into consideration in any Federal undertaking. NEPA requires that Federal agencies integrate the

1 NEPA process with other environmental laws, including Section 106. Although compliance with Section
2 106 is the responsibility of the lead Federal agency, the work necessary to comply can be undertaken by
3 others.

4 **3.6.1.1 Section 106 of the National Historic Preservation Act**

5 The Section 106 process entails the six primary steps listed below.

- 6 ▪ Initiate consultation and public involvement.
- 7 ▪ Identify and evaluate historic properties with the project Area of Potential Effects (APE).
- 8 ▪ Assess effects of the project on historic properties, archaeological sites, and TCPs.
- 9 ▪ Consult with the State Historic Preservation Officer (SHPO) regarding adverse effects on historic
10 properties, sites and/or TCPs, and if any are identified, enter into a memorandum of agreement
11 (MOA).
- 12 ▪ Submit the MOA to the Advisory Council on Historic Preservation (ACHP).
- 13 ▪ Proceed in accordance with the MOA.

14 This section describes archaeological, historical, and paleontological resources present or potentially
15 present on the Wilshire campus. Evaluation of paleontological sites is not required by Section 106, but is
16 required by NEPA. Each subsection describes the regional and site specific setting.

17 **3.6.1.2 Area of Potential Effects**

18 As defined in the Section 106 regulations, the area of potential effects (APE) means “the geographic area
19 or areas within which an undertaking may directly or indirectly cause changes in the character or use of
20 historic properties, if any such properties exist. The APE is influenced by the scale and nature of an
21 undertaking and may be different for different kinds of effects caused by the undertaking” [36 CFR
22 800.16(d)].

23 Two APEs were identified for this proposed project (See Figure 3-11). The archaeological APE is limited
24 to the area of the parking lot which would be disturbed by construction activities. The historic resources
25 APE includes the parcel where construction activities would take place and extends one parcel beyond the
26 immediate area of the proposed project.

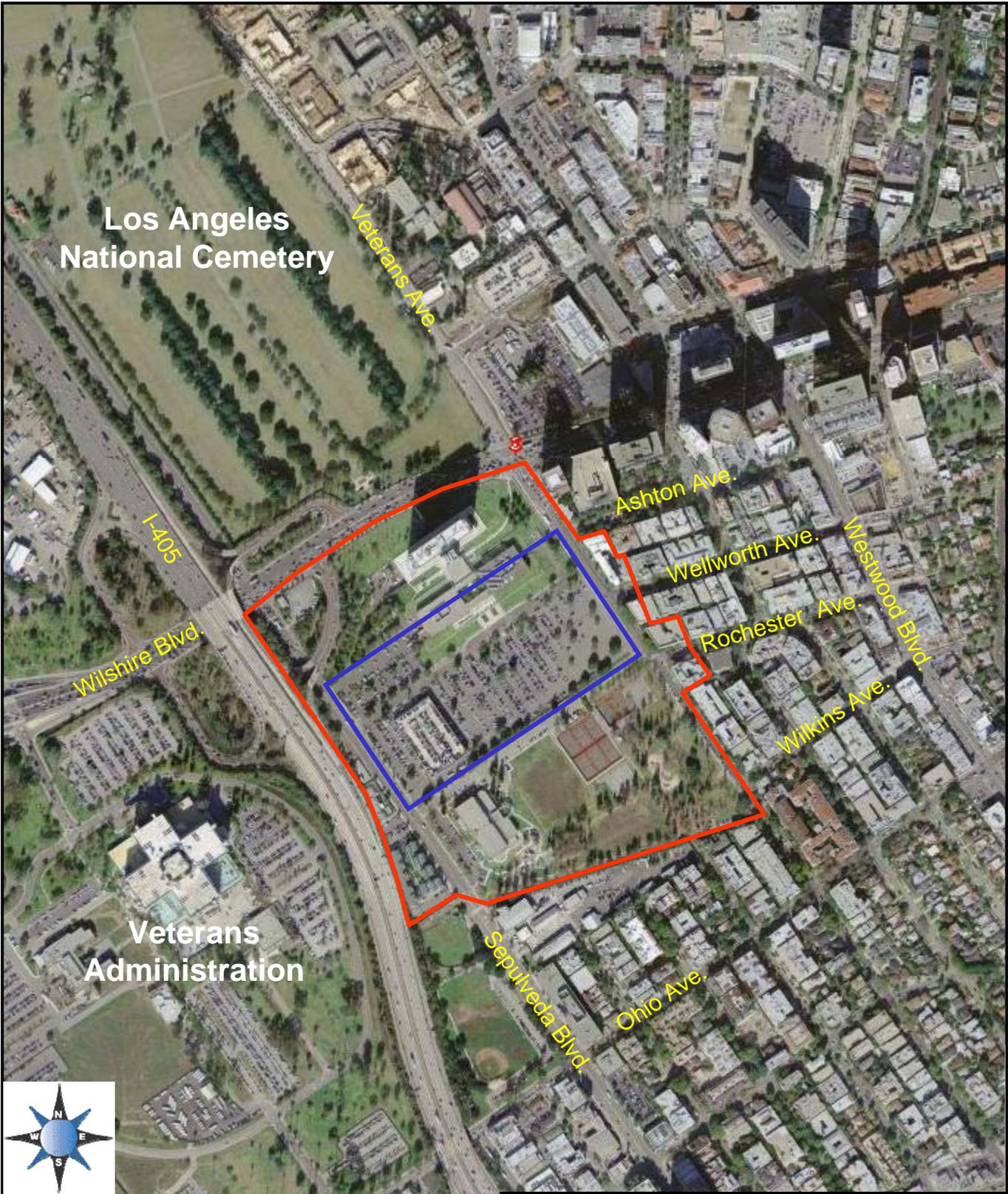
27 **3.6.2 Archaeological Resources**

28 Archaeological resources are locations where human activity has measurably altered the earth or left
29 deposits of physical remains. The term “prehistoric” refers to archaeological resources associated with
30 Native Americans before contact with Euro Americans. The term is also generally understood to mean
31 cultural resources that predate the use of written records. Prehistoric archaeological resources can range
32 from isolated stone tools to stone circles, rock cairns, village sites, and petroglyphs. The term “historic”
33 is generally meant to include any cultural resource that post-dates Euro American contact with Native
34 Americans, although the term “contact period” is used to refer to Native American sites early in the
35 historic era. Historic archaeological resources include campsites, road, fences, trash dumps, abandoned
36 mines, and a variety of other features.

37 **3.6.2.1 Regional Setting**

38 The prehistoric occupation of southern California is divided chronologically into several temporal phases
39 of horizons (Moratto, 1984). Horizon I, or the Early Man Horizon, began at the first appearance of people
40 in the region and continued until about 5000 BC. Although little is known about these people, it is
41 assumed they were semi-nomadic and subsisted primarily on game.

42 Horizon II, also known as the Millingstone Horizon or Encinitas Tradition, began around 5000 BC and
43 continued until about 1500 BC. The Millingstone Horizon is characterized by widespread use of milling



Area of Potential Effect-Historic



Area of Potential Effect - Archeological



FIGURE 3-11
Cultural Resources
Area of Potential Effect

Los Angeles FBI Federal Bldg.
 Draft EIS

1 stones (manos and metates), core tools, and few projectile points or bone and shell artifacts. This horizon
2 appears to represent a diversification of subsistence activities and a more sedentary settlement pattern.
3 Archaeological evidence suggests that hunting became less important and that reliance on collecting
4 shellfish and vegetal resources increased (Moratto, 1984).

5 Horizon III, the Intermediate Horizon or Campbell Tradition began around 1500 BC and continued until
6 about AD 600-300. Horizon III is defined by a shift from the use of milling stones to increased use of
7 mortar and pestle, possibly indicating a greater reliance on acorns as a food source. Projectile points
8 became more abundant and, together with faunal remains, indicate increased use of both land and sea
9 mammals (Moratto, 1984).

10 Horizon IV, the Late Horizon, which began around AD 600-800 and terminated with the arrival of
11 Europeans, is characterized by dense populations; diversified hunting and gathering subsistence
12 strategies, including intensive fishing and sea mammal hunting; extensive trade networks; use of the bow
13 and arrow; and a general cultural elaboration (Moratto, 1984).

14 Prehistoric settlement in the Los Angeles Basin appears to have been shaped by a favorable environment
15 for hunting/gathering subsistence practices and consisted of either villages or temporary/seasonal camps
16 of special functions. Native American sites used in the harvest of marine foods formed a band along the
17 Los Angeles basin coast north from the Ballona wetlands. Inland sites often appeared near springs or
18 seeps or in proximity to oak groves. Other sites, many undocumented, were located to take advantage of
19 desirable faunal, lithic, wild plant, and seed resources.

20 When Spanish explorers and missionaries first occupied the southern coastal areas of California, the
21 indigenous inhabitants of the Los Angeles area were given the Spanish name "Gabrieliño." Gabrieliño
22 territory included the watersheds of the San Gabriel, Santa Ana, and Los Angeles rivers; portions of the
23 Santa Monica and Santa Ana mountains; the Los Angeles basin; the coast from Aliso Creek to Topanga
24 Creek; and San Clemente, San Nicolas, and Santa Catalina Islands. The proposed project area is in the
25 region where the Fernandean dialect of the Gabrieliño language was spoken.

26 The Gabrieliño inhabited some 50-100 permanent villages in fertile lowlands along streams and rivers and
27 in sheltered areas along the coast at the time of European contact. The larger permanent villages most
28 likely had a population averaging 50-200 persons. Sedentary villages also had smaller satellite villages
29 located at varying distances that remained connected through economic, religious and social ties (Bean
30 and Smith, 1978). Gabrieliño villages contained four basic types of structures. Houses were circular and
31 domed, made of tule mats, fern or Carrizo (Kroeber, 1925; Bean and Smith, 1978). The Gabrieliño
32 sweathouses were small, circular earth-covered buildings. Villages may have included menstrual huts
33 and open-air ceremonial structures made with willows inserted wicker fashion among will stakes (Bean
34 and Smith, 1978).

35 Europeans first contacted the Gabrieliño in 1542 when Jan Rodriguez Cabrillo entered the area. Following
36 subsequent Spanish visits to the region, colonization began in 1769 leading to the establishment of
37 Missions San Gabriel (1771) and San Fernando (1797). Following the secularization of the missions,
38 most Gabrieliños became wage laborers on the ranchos of Mexican California. In the early 1860s, a small
39 pox epidemic nearly wiped out the remaining Gabrieliño. The combination of disease, forceful reduction,
40 and poor diet contributed to the disappearance of the Gabrieliño as a culturally identifiable group
41 according to the 1900 Federal census (Bean and Smith, 1978:540).

42 **3.6.2.2 Wilshire Campus**

43 The archaeological APE is limited to the area of the parking lot which would be disturbed by construction
44 activities. A records search, conducted at the South Central Coastal Information Center, California State

1 University, Fullerton, indicated that three cultural resources studies have been conducted within the
2 project area. Only one of these studies, *Historical Property Survey Report for the West Los Angeles*
3 *Veloway Project*, includes the entire project area. The remaining two studies included only small
4 segments of the project area. No archaeological resources or portions of the historic built environment
5 were recorded in those portions of the project area. One archaeological site has been identified within one
6 mile of the project area, CA-LAN-382: Unihi Village Site, which is California Historical Landmark
7 (CHL) No. 522, Serra Springs.

8 **3.6.3 Paleontological Resources**

9 Paleontological resources include fossil remains, fossil localities, and formations that have produced
10 fossil material in other nearby areas. These resources are limited, nonrenewable, sensitive scientific and
11 educational resources protected by Federal environmental laws and regulations.

12 **3.6.3.1 Regional Setting**

13 The Los Angeles Natural History Museum conducted a search of their paleontology records for the APE
14 and surroundings on October 25, 2004. The search revealed that no vertebrate fossil localities are directly
15 within the proposed project boundaries. However, fossil localities are nearby, situated in the same
16 sedimentary deposits occurring in the proposed project area.

17 The closest fossil locality to the Wilshire campus, LACM 5833, is located approximately one-mile
18 northeast of the project location. This locality yielded fossils of horse, kangaroo rat, wood rat, meadow
19 vole, and pocket gopher. At a greater remove from the project area, numerous localities have been found
20 that have produced fossils typical of the La Brea tar pits, located about 4.5 miles east.

21 **3.6.3.2 Wilshire Campus**

22 Surface deposits in the project area consist of Younger Quaternary Alluvium. These sediments typically
23 do not contain significant vertebrate fossils. However, underlying the project area are older Quaternary
24 alluvium deposits that are known to contain fossils. These sediments occur at an unknown depth,
25 probably at least 5 feet below the modern ground surface, in the proposed project area.

26 **3.6.4 Architectural / Historic Resources**

27 Architectural/historic resources are standing buildings, dams, bridges, canals, defensive earthworks,
28 docks and piers, headstones and other mortuary furniture, and other structures. While some
29 architectural/historic resources of exceptional quality or historic value that are less than 50 years old are
30 sometimes evaluated, the normal procedure for determining National Register eligibility is to evaluate
31 resources that are at least 50 years old or older. For this project, properties constructed prior to 1961 were
32 reviewed for National Register eligibility.

33 **3.6.4.1 Regional Setting**

34 Early Spanish explorers arrived in what is now known as California beginning in the 1500s. Spanish
35 explorers and settlers came in search of gold, glory and to act as missionaries to spread Catholicism
36 throughout the New World. A mission system was developed along El Camino Real highway, which
37 tranversed from southern to northern California, during the mid-1700s. The Spanish missionaries
38 fostered growth in California. The City of Los Angeles was founded in 1781. Several land grants which
39 lead to the creation the ranchos surrounding the original City were granted by the Mexican government
40 during this time period. The project property is located on two of the ranchos, Rancho San Juan de
41 Buenos Ayres and Rancho San Vicente y Santa Monica.

42 Subsequent to the development of the City of Los Angeles, the need arose for a Veterans' home. Several
43 land donations were offered to the Federal government for the National Soldier's Home (now known as

1 the Veteran's Home) to provide aid to war veterans and their families. Approximately 300 acres of the
2 Rancho San Vicente y Santa Monica, 300 acres of the Ranch San Juan de Buenos Ayres, and \$100,000
3 was donated for the home. An additional 300 acres of land from the Rancho San Vicente y Santa Monica
4 was donated shortly thereafter (McClure, 1980). Construction included four barracks, a temporary dining
5 room, kitchen, bakery, carpenter shop, paint shop, and work rooms for tailor, saddler, shoemaker,
6 tinsmith, plumber, blacksmith, engineer, and machinist was completed by 1890 (LATimes, 1890).
7 Development of the site continued over the course of time as other amenities to serve veterans were
8 needed, such as hospitals, a chapel, and theatres. A cemetery was also established in what is now the
9 northeast corner of the Veterans' Home property. Most of the wood-frame buildings, except the chapel,
10 the governor's mansion, the hospital and a civil war-era home, were demolished in the 1960s because of
11 seismic and fire hazards.

12 Portions of the land were sold off over time to raise revenues for funding the services provided to the
13 veterans. Land for the Westwood Community Park was acquired by the City of Los Angeles, and ground
14 was broken for the park in 1974. Land located west of Sepulveda Boulevard and east of I-405 was sold to
15 the Salvation Army for the construction of transitional housing for homeless veterans and veterans with
16 mental illness and substance addictions. The Salvation Army buildings were constructed in 1999.

17 **3.6.4.2 Wilshire Campus**

18 The architectural/historic resources APE includes the parcel where construction activities would take
19 place and extends one parcel beyond the immediate area of the proposed project. A review of historic
20 registers indicated no architectural/historic resources have been previously identified within the project
21 area. However, a number of architectural/historic resources were identified within one mile of the project
22 area, including:

- 23 1. California Historical Landmarks lists one property within one mile of the project area (No. 522:
24 Serra Springs).
- 25 2. The California Register of Historical Resources lists 13 properties within one mile of the project
26 area.
- 27 3. The National Register of Historic Places lists two properties within one mile of the project area
28 (19-174110: Ralphs Grocery Store: 19-167175: La Catholic-Protestant Chapels, VA Center).
- 29 4. The City of Los Angeles Historical/Cultural Monuments lists 13 properties within one mile of the
30 project area.
- 31 5. The California Historic Resources Inventory lists 64 properties that have been evaluated for
32 Historical significance within one mile of the project area.

33 A field survey of all the properties within the APE, conducted on September 15, 2004, assessed all the
34 extant buildings and structures within the APE to determine if their age and integrity warranted
35 application of National Register criteria. The results of the survey concluded that the Federal Building,
36 located at 11000 Wilshire Boulevard and completed in 1970, may warrant further study to determine if it
37 is of exceptional importance to override the 50 year age criterion of the National Register. It was
38 designed by Charles Luckman Associates. Luckman was an industrialist and architect of some
39 significance during the mid 20th century, who also designed the Forum in Englewood, CA, the Cape
40 Canaveral Space Center, FL, and the Johnson Space needle in Houston, TX. Charles Luckman received
41 the Alumni Achievement Award from his alma mater, the University of Illinois, Champagne-Urbana.

42 The National Register Criteria for Evaluation excludes properties that achieved significance within the
43 last fifty years unless they are of exceptional importance. Given that the Federal Building is only 36
44 years of age and does not appear to have exceptional significance based on existing published survey
45 information, no historic properties were identified in the APE. One structure, Sepulveda Blvd. UC, met
46 the 45 year age criterion, but does not appear eligible for listing. This finding is pending concurrence by
47 the California State Historic Preservation Officer (SHPO).

1 **3.6.5 Traditional Cultural Properties**

2 Traditional Cultural Properties are resources associated with cultural practices and beliefs of a living
3 community that are rooted in its history and are important in maintaining the continuing cultural identity
4 of the community. These are usually associated with modern Native Americans but other ethnic groups
5 can also have Traditional Cultural Properties. Native American traditional cultural properties may
6 include certain archaeological resources, such as cairns and petroglyphs; locations of important events;
7 battlefields; sacred sties; and traditional hunting and gathering areas.

8 The Native American Heritage Commission (NAHC) was contacted October 14, 2004 and consulted
9 regarding Native American representatives and sacred lands file. The NAHC's response on October 29,
10 2004 indicated no sensitive locations are located within the project area and included a list of 11
11 representatives. Letters describing the project area and location were sent to each of the 11 Native
12 American representatives on December 9, 2004.

13 **3.7 PUBLIC SERVICES**

14 This section describes the public services including police and fire protection.

15 **3.7.1 Police Protection**

16 **3.7.1.1 Regional Setting**

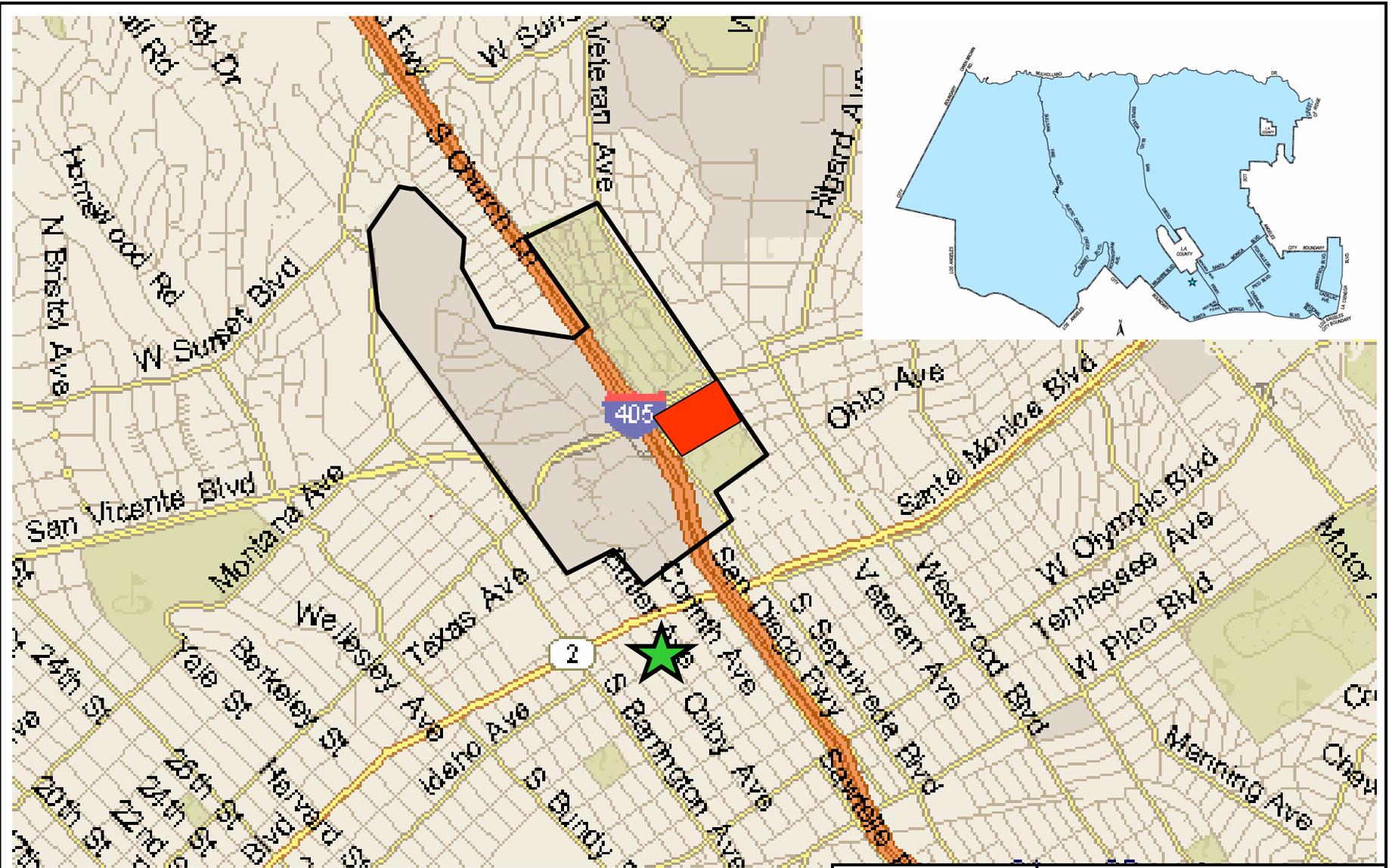
17 Primary police and law enforcement services are provided by the City of Los Angeles Police Department
18 (LAPD) and the Los Angeles Sheriff's Department (LASD) with supplement services are provided by the
19 California Highway Patrol.

20 Because the Wilshire campus is located in unincorporated Los Angeles County, the primary law
21 enforcement responder for on-site issues is the Los Angeles County Sheriff's Department. The Los
22 Angeles Sheriff's Department has 23 patrol stations in Los Angeles County that cover a geographic area
23 of approximately 3,156 square miles and approximately 2.8 million people (LASD, 2006). The West
24 Hollywood and the Marina del Rey stations are closest to the 11000 Wilshire campus.

25 For police issues immediately offsite of the Wilshire campus, the LAPD has primary coverage. The
26 LAPD operates 18 stations within four bureaus with two new stations proposed. The LAPD has divided
27 the City into smaller, "operational" units or bureaus: Central Bureau, South Bureau, Valley Bureau and
28 West Bureau. The West Bureau is comprised of a 124 square-mile territory with a population of
29 approximately 840,400 residents. The West Bureau has five divisions or community police stations
30 including: Hollywood, Wilshire, Pacific, West Los Angeles, and West Traffic Division. (LAPD, 2004a)

31 The Wilshire campus is located in the West Los Angeles Area in Reporting District (RD) 833. The West
32 Los Angeles Community Police Station, located approximately 1.3 miles to the southwest at 1663 Butler
33 Avenue, provides service to a diverse residential population that exceeds 226,000 people (See Figure 3-
34 12). Throughout the day, the business, residential and student population swells to approximately a half
35 million people. West Los Angeles officers serve people within the station's boundaries of 65.59 square
36 miles and 748 street miles, bordering the cities of Beverly Hills, Culver City, and Santa Monica, Los
37 Angeles County and the Pacific Ocean. In comparison to the other 17 community police stations, West
38 Los Angeles is responsible for the largest number of square miles.

39 The service boundaries of West Los Angeles area are as follows: Wilshire Boulevard to the north,
40 Sepulveda Boulevard to the West, Santa Monica Boulevard to the south, and Malcolm Avenue, Ohio
41 Avenue and Selby Avenue to the east (Booker, 2005).



-  Police Station
-  Wilshire Campus

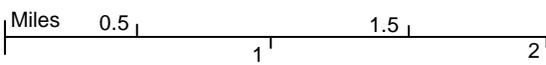


FIGURE 3-12
Police Station Location
 Los Angeles FBI Federal Bldg.
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1 In 2004, the LAPD was staffed by a total of 9,278 sworn and 3,062 non-sworn support personnel officers
2 for the City wide. The West Los Angeles Community Police Station employs approximately 248 sworn
3 officers and 17 civilian support personnel deployed over three watches for the West Los Angeles area
4 (LAPD, 2004b).

5 There were 34 crimes per 1,000 persons in the West Los Angeles area in 2003. Citywide the ratio of
6 crimes per persons was 49 / 1000 (See Tables 3-14 and 3-15) (Booker, 2005).

7 **Table 3-14**
8 **CRIMES BY REPORTING DISTRICT OF OCCURRENCE,**
9 **LOS ANGELES POLICE DEPARTMENT**

Type of Crime	RD 833*	West Los Angeles Area*	Citywide*
Burglary from Business	18	276	5,321
Burglary from Residence	51	1,081	15,417
Burglary Other	10	185	4,317
Street Robbery	11	259	11,081
Other Robbery	11	200	5,543
Murder	0	2	498
Rape	4	49	1,345
Aggravated Assault	14	596	30,660
Burglary from Vehicle	69	1,461	28,245
Theft from Vehicle	23	510	13,384
Grand Theft	40	1,048	12,118
Theft from Person	0	40	944
Purse Snatch	0	6	358
Other Theft	47	972	22,114
Bicycle Theft	0	3	24
Vehicle Theft	35	949	33,777
Bunco	0	6	103
Total	333	7,643	185,249

Source: Booker, 2005.

10
11 **Table 3-15**
12 **CRIMES PER 1,000 PERSONS**

Reporting Districts	Crimes	÷	Population x 1000	= Crimes per 1,000 persons
West Los Angeles	7,643	÷	226,002	34/1,000
Citywide	185,249	÷	3,830,560	49/1,000

13 Source: (Booker, 2005)

14 **All statistical information is based on 2003 Los Angeles Police Department Selected Crimes and Attempts by*
15 *Reporting District from the Police Arrest and Crime Management Information System 2 report.*

16 **3.7.1.2 Wilshire Campus**

17 The proposed site is serviced by the West Los Angeles Community Police Station. The average response
18 time to emergency calls for service in the West Los Angeles area during 2003 was 13.3 minutes. The
19 Citywide average during 2003 was 10.3 minutes. (Booker, 2005)

1 **3.7.2 Fire Protection**

2 **3.7.2.1 Regional Setting**

3 Fire prevention, fire protection and Emergency Medical Services (EMS) for the City of Los Angeles are
4 provided by the Los Angeles Fire department (LAFD). The LAFD is a full-spectrum life safety agency
5 protecting approximately 4 million people in America's second largest city.

6 The LAFD's 3,382 uniformed personnel protect life, property and the environment through their direct
7 involvement in fire prevention, firefighting, emergency medical care, technical rescue, hazardous
8 materials mitigation, disaster response, public education and community service (LAFD, no date).

9 A professional cadre of 333 non-sworn support personnel provide a broad variety of technical and
10 administrative expertise. A total of 1,038 uniformed Firefighters per Platoon Duty Shift (including 207
11 serving as Firefighter/Paramedics) remain on duty at 103 Neighborhood Fire Stations strategically located
12 across the Department's 471 square-mile jurisdiction. (LAFD, no date)

13 The LAFD's ratio of fire fighters to residents is approximately 1 to 1,380.

14 Emergency medical services are provided through the Bureau of Emergency Medical Services. The City
15 standard for EMS is one and one-half miles, similar to that of the desirable response distance for engine
16 companies for neighborhood land uses. Trained paramedics that provide additional services other than
17 transport, accompany most ambulances. LAFD considers EMS to be providing adequate service.

18 The LAFD has an automatic mutual aid or mutual assistance agreement with local fire departments to
19 ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with
20 substandard fire protection, or other fire emergencies.

21 **3.7.2.2 Wilshire Campus**

22 The Wilshire campus is located within 2 miles of Fire Station (FS) 19 located at 12229 Sunset Blvd (2
23 miles west); FS 37 located at 1090 Veteran Ave (0.15 miles north); and FS 59 located at 11505 Olympic
24 Blvd (2 miles south). Figure 3-13 indicates the proximity of FS 19, 37, and 59 to the proposed site and
25 Table 3-16 indicates the available equipment at each station.

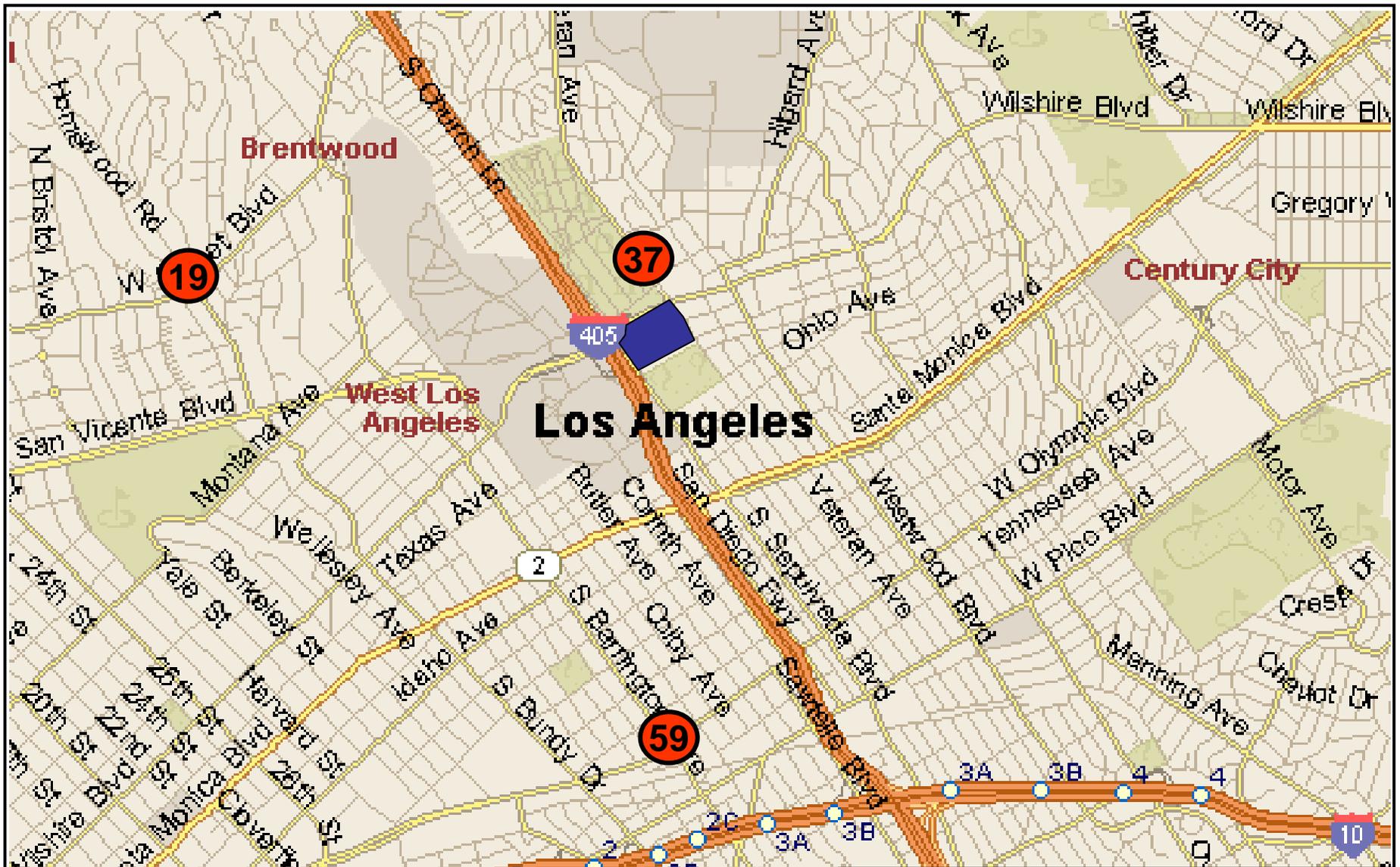
26 FS 19 is equipped with one engine company, one rescue ambulance, and one brush company. FS
27 employs 6 people and responded to 4,444 incidents in 2004 (LAFD, 2003).

28 FS 37 is equipped with one task force truck, two engine companies, one rescue ambulance, and one
29 battalion. FS employs 42 people and responded to 9,384 incidents in 2004 (LAFD, 2003).

30 FS 59 is equipped with one engine company, employs 21 people, and responded to 6,452 incidents in
31 2004 (LAFD, 2003).

32

33



19 Fire Station No.

■ Wilshire Campus

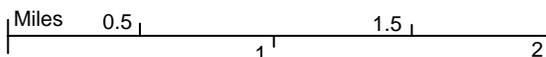


FIGURE 3-13
Fire Station Proximity

Los Angeles FBI Federal Bldg.
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1
2

**Table 3-16
FIRE STATION EQUIPMENT AVAILABILITY**

Fire Station	FS 19	FS37	FS59
Task Force Truck		✓	
Engine Company	✓	✓	✓
Hazardous Materials Unit			
Paramedic Rescue Ambulance	✓	✓	✓
EMT Rescue Ambulance			
Battalion		✓	
Brush	✓		
Staffing			
Miles from site	2	0.2	2
Insurance Service Office Rating	Class 1	Class 1	Class 1

Source: LAFD, 2003.

3

4 **3.8 PUBLIC UTILITIES**

5 This section describes the public utilities including: electricity, natural gas, telephone, solid waste, water
6 supply, and wastewater. Each subsection describes the regional and site specific setting.

7 **3.8.1 Electricity**

8 **3.8.1.1 Regional Setting**

9 California's second largest investor-owned electric utility company, Southern California Edison (SCE),
10 provides electric service to 13 million customers in Central and Southern California via 4.3 million
11 business and residential customer accounts, including 285,000 commercial, industrial, and non-profit
12 customers. SCE is one of the largest electric utilities in the United States, and the largest subsidiary of
13 Edison International. There are a total of 430 communities and cities served by SCE. (SCE, no date).

14 SCE obtains its required power from one entirely-owned facility and two partially-owned facilities, all
15 located outside of the West Los Angeles area. SCE maintains entire ownership and operation of a
16 hydropower generating facility. In addition, SCE maintains partial ownership and operation of a nuclear
17 power generating facility and a coal-fired generating facility. These include the SCE-owned Big Creek
18 hydroelectric system, the San Onofre Nuclear Generating Station (SONGS) (75 percent ownership), and
19 the Mohave Generating Station (56 percent ownership). The Big Creek hydroelectric system is located
20 over 200 miles northeast of Los Angeles in Fresno County and consists of six major reservoirs. SONGS
21 provides nearly 20 percent of the power to more than 15 million people in Southern California or 2.75
22 million households and is located next to San Onofre State Beach, which adjoins the Camp Pendleton
23 U.S. Marine Corps Base in northern San Diego County. The Mohave Generating Station, located in
24 Laughlin, Nevada, which is about 90 miles southeast of Las Vegas, Nevada, consists of two 790-MW
25 generating units that can power up to about 1.5 million homes. (SCE, no date).

26 Electricity is distributed through an extensive network of receiving stations, distributing stations,
27 overhead lines, and underground lines. Delivering that power takes 16 utility interconnections, 4,900
28 transmission and distribution circuits, 34,000 underground circuit miles, and more than 72,000 miles of
29 overhead circuitry. (SCE, no date).

3.8.1.2 Wilshire Campus

Currently, the Wilshire campus is partially developed with a mix of land uses including a 17-story office building, U.S. Post Office, cafeteria, garage, and automotive/radio maintenance facility, and surface parking lots. Using annual consumption rates for commercial buildings and assuming all uses are in operation, the existing land uses would consume approximately 11 million kilowatt hours per year (kWh). The calculation of usage is shown in Table 3-17.

**Table 3-17
POTENTIAL ENERGY CONSUMPTION FROM EXISTING STRUCTURES**

Existing Land Use	Size	Consumption Rate* (kWh/sq ft/yr)	Total Energy Consumed (kWh/yr)
Office building	562,000	16.3	9,160,600
Cafeteria	23,000	19.3	443,900
Parking	153,000	2.7	413,100
Auto Maintenance Space	39,000	10.7	417,300
Post office	32,000	16.3	521,600
Total	809,000		10,956,500

*Consumption rates are based on Table C10. Electricity Consumption and Expenditure Intensities, 1999 EIA Commercial Buildings Energy Consumption Survey for building floor space, building activity and Pacific Division. Source: EIA, 2005

3.8.2 Natural Gas

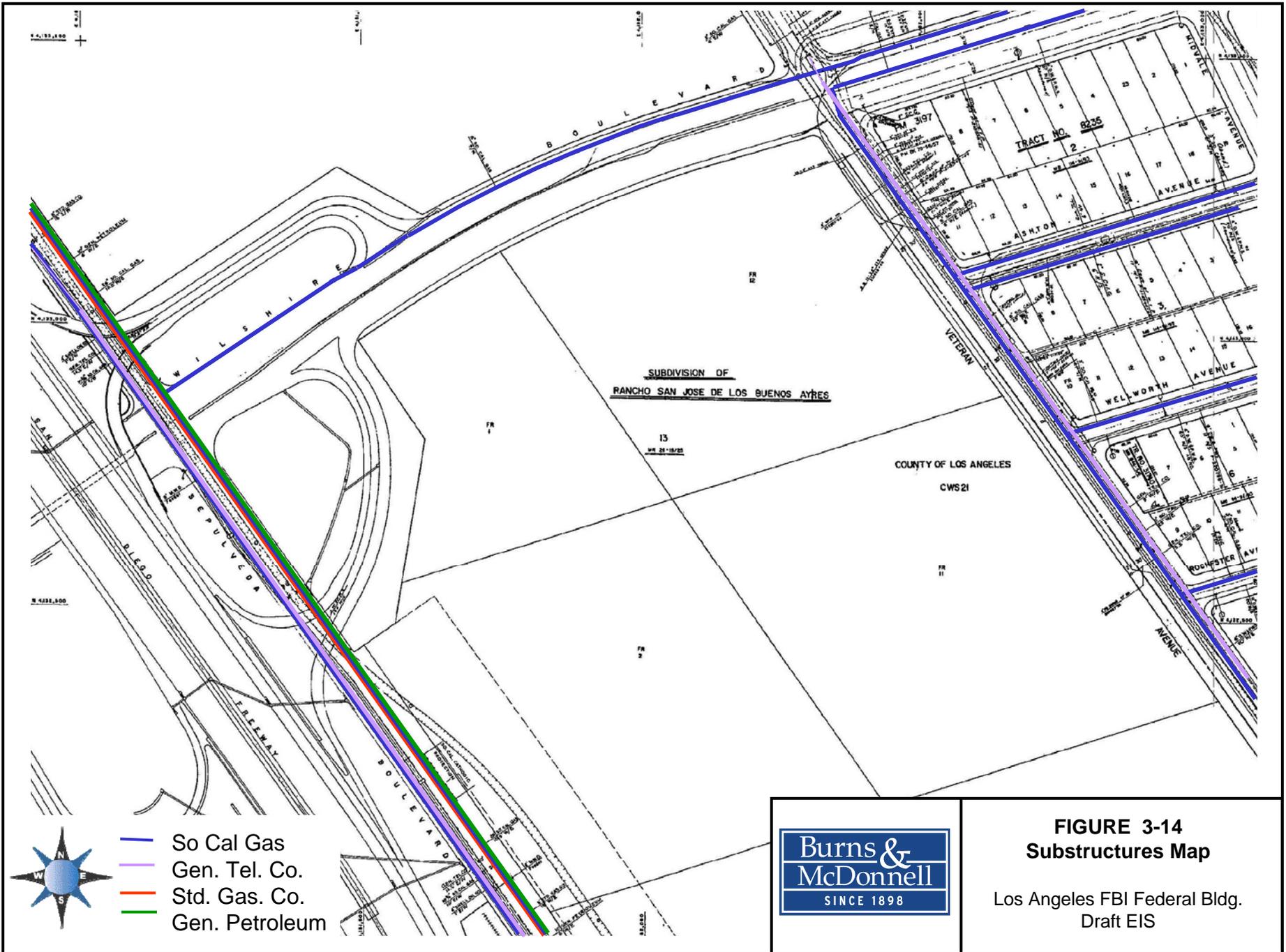
3.8.2.1 Regional Setting

Southern California Gas Company (SoCalGas), a subsidiary of Sempra Energy, serves 5.4 million customers in more than 530 communities in central and southern California. SoCalGas fuels approximately half of all the energy use in their service area (non-transportation-related), and delivers nearly 1 trillion cubic feet of gas annually, or about 5 percent of all the natural gas delivered in the United States. The natural gas supply originates in one of several major gas producing areas in North America, including New Mexico, Texas, and Wyoming. SoCalGas buys natural gas on the open market, and this gas supply is transported throughout the service area via their 48,000-mile underground natural gas pipeline system. (SoCalGas, no date).

3.8.2.2 Wilshire Campus

Southern California Gas has several gas lines in the vicinity of the Wilshire campus; a 26-inch line located on the west side of the campus along Sepulveda Boulevard, an 8-inch line on the north side along Wilshire Boulevard, and an 8-inch line on the east side along Veteran Avenue. Figure 3-14 indicates the existing subsurface natural gas utilities at the site location.

Currently, the Wilshire campus is partially developed with a mix of land uses including a 17-story office building, post office building, cafeteria, 39,000 square feet of garage and maintenance facility, and surface parking lots with a total of 1,486 spaces. Using annual consumption rates for commercial buildings and assuming all uses are in operation, the existing land uses would consume approximately 21 million cubic feet per year. The calculation of usage is shown in Table 3-18. A percentage of the existing capacity serving the area around the Wilshire campus is allocated to existing land uses.



- So Cal Gas
- Gen. Tel. Co.
- Std. Gas. Co.
- Gen. Petroleum



FIGURE 3-14
Substructures Map

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Table 3-18
POTENTIAL NATURAL GAS CONSUMPTION FROM EXISTING STRUCTURES

Existing Land Use	Size	Consumption Rate* (cubic ft/sq ft/yr)	Total Energy Consumed (cubic ft/yr)
Office building	562,000	30.2	16,972,400
Cafeteria	23,000	72.2	1,660,600
Parking	153,000	0	0
Auto Maintenance Space	39,000	35.0	1,365,000
Post office	32,000	30.2	966,400
Total	809,000		20,964,400

*Consumption rates are based on Table C16. Electricity Consumption and Expenditure Intensities, 1999 EIA Commercial Buildings Energy Consumption Survey for building floor space, building activity and Pacific Division. Source: EIA, 2005

3.8.3 Solid Waste

3.8.3.1 Regional Setting

A significant amount of solid waste is generated within the City of Los Angeles and outside its borders. This waste is collected by both City staff, which service residential customers in all single and some multi-family housing, and private waste management companies, which service the remaining residential and all commercial and industrial firms.

In 1990, approximately 12,000 tons of waste per day was produced in the City. In 1989, the California legislature passed the Integrated Waste Management Act (AB939) requiring all cities to divert 25 percent of their waste by 1995 and 50 percent by the year 2000. The total refuse disposed in landfills and at waste-to-energy facilities from the City in 2000 was 3.75 million tons. The total quantity of materials diverted in the City in 2000 was 5.4 million tons. Based on the quantity of materials disposed and diverted, the City's 2000 diversion rate was 58.8 percent. The next City goal to meet is a diversion rate of 70 percent by 2020. Although the actions that help the City achieve the AB939 targets will significantly reduce landfill disposal, the City will still require landfill capacity to dispose of the remaining waste. (LA, 2000b)

The City has implemented many programs to divert waste from disposal facilities. These include source reduction programs such as home composting, recycling programs such as Curbside Recycling Program, and composting programs that produce the City's TopGro soil amendment. For these programs to succeed, the City should site businesses at appropriate locations within its borders that handle, process, and/or manufacture recyclable commodities to allow a full circle recycling system to develop. Recycling Market Development Zones and other Development zone areas should be utilized to bring these beneficial businesses into Los Angeles. Development and support of recyclable materials markets is one of the City's challenges in the years ahead.

For the solid waste remaining after diversion, the City will have a continuing need for solid waste transfer and disposal facilities. Currently, 26 facilities within the City have Solid Waste Facilities permits. Two are landfill disposal facilities and ten are privately operated transfer stations. The remaining are City facilities such as maintenance yards. As the capacity of the landfills located in Los Angeles is very limited, more transfer facilities will be needed to transfer waste from the collection vehicles and transport it to other, more remote landfill facilities. Capacity must be provided for the waste collected by both City agencies and private collection companies. The City, through a Request for Proposals (RFP) issued in

1 August, 1994, has identified several landfill disposal facilities that may be accessed by truck and others
2 that would require the City to ship its solid waste by train. After 2001, when both of the local facilities
3 are projected to close, transportation costs are projected to increase the cost of waste disposal for the
4 residents and businesses in the City. (LA, 2000b).

5 **3.8.3.2 Wilshire Campus**

6 Waste-generating uses on this site consist of the Federal Building, a Post Office, an on-site cafeteria, and
7 an on-site parking and maintenance facility.

8 The existing land uses located on the Wilshire campus currently generate approximately 7,902 pounds of
9 solid waste per day. A breakdown of the land uses that contribute to existing solid waste generation is
10 shown in Table 3-19.

11 **Table 3-19**
12 **POTENTIAL SOLID WASTE GENERATION FROM EXISTING STRUCTURES**

Land Use	Size (Sq. Ft.)	Employees	Generation Rate (Lbs./Unit/Day)	Total Solid Waste Produced (Lbs./Day)
Office Building	562,000	1,065	5.27 Lbs./Employee/Day	5,613
Cafeteria	23,000	10	0.059 Lbs./Sq.Ft./Day.	1,357
Parking	153,000	0	NA	0
Auto Maintenance Space	39,000	35	5.27 Lbs./Employee/Day	184
Post Office	32,000	142	5.27 Lbs./Employee/Day	748
Total	809,000	1,252		7,902

13 Source: CIWMB, no date.

14 **3.8.4 Water Supply**

15 **3.8.4.1 Regional Setting**

16 The Los Angeles Department of Water and Power (LADWP) manages the water supply for the City. The
17 LADWP is the largest municipal utility in the nation and provides water for 3.9 million residents in an
18 area of over 465 square miles. Types of water service provided by LADWP include domestic water
19 service, fire services for private fire sprinkler systems and private hydrants, fire lines for multi-use
20 industrial applications, and additional temporary services. (LADWP, 2002)

21 The Los Angeles system for collecting and distributing water to its citizens is complex. The water is
22 transported over long distances, and it's distributed over a larger, more varying geographical area than
23 any other major city in the United States. To meet the needs of its consumers, the LADWP provides
24 water from three sources of supply. In 2003 to 2004, snowmelt from the eastern Sierra Nevada
25 transported from the Owens valley via the Los Angeles Aqueduct provided 33 percent of the City's water.
26 An additional 14 percent of the water supply comes from wells in the San Fernando Valley and other
27 local groundwater basins, and the remaining 53 percent comes from water purchases from the
28 Metropolitan Water District (MWD) of Southern California from the State Water Project and the
29 Colorado River. During drought years, MWD purchases are increased substantially. Supplementing

1 these sources, Los Angeles uses recycled water for industrial and irrigation purposes—representing about
2 1 percent of the total supply. (LADWP, 2005a)

3 The local water supply cannot provide all of the City of Los Angeles water needs. Therefore, LADWP
4 obtains water from different sources. The western Los Angeles area receives surface water from the Los
5 Angeles Aqueduct Filtration Plant via the Upper and Lower Stone Canyon Reservoirs.

6 In 2002, the following compounds, having associated health risk, were detected at low levels in the
7 treated water of the Western Los Angeles area: aluminum, arsenic, bromate, chlorine residual, coliform,
8 fluoride, haloacetic acids, nitrate, radionuclides (alpha, beta, and uranium), trihalomethanes, and turbidity.
9 Test results showed that the levels of these compounds were far below the established maximum
10 contaminant levels (MCLs), which are the health protective standards set by the EPA and State of
11 California Department of Health Services (DHS). (LADWP, 2002)

12 The LADWP water supply is stored in 8 storage reservoirs along the Los Angeles Aqueduct, and 10
13 reservoirs and tanks within the City. Combined storage capacity of all reservoirs and tanks is about
14 365,000 acre-feet, or approximately 120 billion gallons. (LADWP, 2004)

15 The LADWP installs and maintains water mains and fire hydrants year round to meet the City's demands
16 for water. The LADWP delivers water to nearly 707,000 customer service connections through more
17 than 7,226 miles of water pipelines, ranging from 4 inches to 10 feet in diameter. Because of the unusual
18 range of elevation (sea level to 2,400 feet), the City's area has been divided into 102 pressure zones.
19 Most of the 70 pumping stations are designed to provide water service at elevations higher than the
20 gravity system can supply. (LADWP, 2004)

21 Los Angeles customers purchased about 201 billion gallons during 2003-2004. Each resident uses an
22 average of 103 gallons per day at home. In addition, the LADWP supplies water to 58,882 fire hydrants
23 in the City and provides water for irrigation and recreational purposes. (LADWP, 2004) The water
24 consumption rate is increasing only 1.3 percent per year as a result of the LADWP's commitment to
25 conservation efforts.

26 **3.8.4.2 Wilshire Campus**

27 The Western Los Angeles area receives surface water from the Los Angeles Aqueduct Filtration Plant via
28 the Upper and Lower Stone Canyon Reservoirs. The surface water is a blend of two sources: Los
29 Angeles Aqueduct water and MWD water.

30 In the area around the Wilshire campus there are several domestic water infrastructure lines providing
31 water to the many urban uses. In the immediate vicinity of the Wilshire campus, Water Distribution
32 maintains an 8-inch asbestos cement main/8-inch steel main on Veteran Avenue. There are no water
33 facilities along Wilshire Boulevard or Sepulveda Boulevard. Presently, there are two 8-inch fire services,
34 one 8-inch domestic service, one 6-inch fire service, one 4-inch domestic service, and one 4-inch
35 irrigation service serving the property. All of these services are located on Veteran Avenue.

36 Using City of Los Angeles generation rates, the existing land uses consume approximately 18,720 gpd of
37 water as shown in Table 3-20.

38 **3.8.5 Wastewater**

39 **3.8.5.1 Regional Setting**

40 The City of Los Angeles' wastewater system serves over 4 million people, including the City and the 27
41 contract agencies, 100,000 businesses and industrial users located within a 600 square mile service area.

1 Los Angeles utilizes the Hyperion Treatment Plant (HTP), the Tillman Water Reclamation Plant (TWRP),
2 the Los Angeles Glendale Water Reclamation Plant (LAGWRP), and the Terminal Island Treatment Plant
3 (TITP). Two contract agency plants, the Burbank Water Reclamation Plant and the Los Angeles County

4 **Table 3-20**
5 **WATER CONSUMPTION POTENTIAL FROM EXISTING STRUCTURES**

Land Use	Size (Gr.sq.ft.)	No. of Employees	Consumption Rate (Gallons per Unit) ¹	Total Water Consumed (Gallons per Day)
Office building	562,000	1,065	15/person	15,975
Cafeteria	23,000	10	9/person	90
Parking	153,000	0	NA	0
Auto Maintenance Space	39,000	35	15/person	525
Post office	32,000	142	15/person	2,130
Totals	809,000	1,252		18,720

6 ¹For projects in the City of Los Angeles, it is assumed that generation rates for water are equal to wastewater
7 consumption rates.
8 Source: Metcalf & Eddy, 1991.

9 Joint Water Pollution Control Plant (JWPCP), also treat some City flows. (LACPD, 2001a)

10 Together, the wastewater system can process over 550 million gallons of flow each day citywide. Serving
11 more than two-thirds of Los Angeles, the HTP handles the bulk of generated wastewater and has the
12 capacity to process 450 million gallons per day (mgd) during dry weather and 850 mgd during wet
13 weather. Current flow is 340 mgd (Los Angeles, 2005). The City's wastewater collection and
14 conveyance system consists of over 6,500 miles of sewer pipelines, ranging from 8 to 12 feet in diameter,
15 145,000 maintenance holes, and 46 pumping plants that lift wastewater from low-lying communities into
16 larger sewers. (Berggren, 2005)

17 Wastewater generated from businesses and residences in Los Angeles, as well as from outside contract
18 agencies, are treated at these facilities. The City has planned increases in plant capacities by the year
19 2010 for LAGWRP, from 20 million gallons per day (mgd) to 50 mgd, and HTP, from 420 mgd to 905
20 mgd. Though the former has received regulatory approval, it has not been funded by the 10-year Capital
21 Improvements Program, and expansion at this location may or may not prove necessary by 2010.
22 Although it is planned that the treatment plant capacities should be sufficient to sustain wastewater
23 treatment needs in the year 2010, the unused capacities of the wastewater treatment facilities will be less
24 than current unused capacities. To sustain growth, Los Angeles must continue to plan for increases in
25 total treatment capacities beyond 2010. (LACPD, 2001a)

26 **3.8.5.2 Wilshire Campus**

27 Using City of Los Angeles wastewater generation rates for the existing land uses, these existing uses
28 generate approximately 18,720 gallons per day of wastewater as shown in Table 3-21. Infrastructure and
29 treatment facilities serving the proposed site allocate a percentage of the capacity to the existing land
30 uses.

31

1
2

**Table 3-21
WASTEWATER GENERATION FROM EXISTING STRUCTURES**

Land Use	Size (Gr.sq.ft.)	No. of Employees	Generation Rate (Gallons per Unit)¹	Total Generation (Gallons per Day)
Office building	562,000	1065	15/person	15,975
Cafeteria	23,000	10	9/person	90
Parking	153,000	0	NA	0
Auto Maintenance Space	39,000	35	15/person	525
Post office	32,000	142	15/person	2,130
Totals	809,000	1,252		18,720

3 ¹ For projects in the City of Los Angeles, it is assumed that generation rates for water are equal to wastewater
4 consumption rates.
5 Source: Wastewater Engineering Treatment-Disposal-Reuse, Metcalf & Eddy, Inc. Third Edition.

6 **3.8.6 Storm Water**

7 **3.8.6.1 Regional Setting**

8 Urban storm water run-off is diverted to appropriate storm water drainage ways and the nearest catch
9 basins within the West Los Angeles area. The collected storm water flows through a network of pipes
10 and open channels and is discharged directly into the Pacific Ocean at Santa Monica Bay. These
11 discharges are regulated by permits issued by the State Water Quality Board. Sites that are greater than
12 five acres are required to have a National Pollution Discharge Elimination System (NPDES) permit. As
13 part of the permitting process, a site-specific Storm Water Pollution Prevention Plan (SWPPP) is prepared
14 prior to construction. This plan identifies potential pollution sources and receptors associated with site
15 development and controls to be used during preconstruction, construction and post-construction stages.

16 **3.8.6.2 Wilshire Campus**

17 Approximately 70 percent of the 28-acre site consists of impervious surfaces (e.g., buildings, parking lots,
18 roadways, and other paved areas). Currently, storm water runoff is drained from the Wilshire campus via
19 five storm water inlets. The runoff collected from the inlets is diverted to storm water pipes located
20 adjacent to the site on the east and west sides. These pipes drain to the Westwood Branch Drainage
21 Channel which drains to the Sawtelle Westwood Channel. These flows are ultimately released into
22 Ballona Creek in the vicinity of Culver Boulevard (UCLA, 2003). Ballona creek is a 9-mile long flood
23 protection channel that drains the Ballona Watershed portion of the Los Angeles Basin. The watershed is
24 bounded by the Santa Monica Mountains on the north, the Harbor Freeway (SR-110) on the east, and the
25 Baldwin Hills to the south, and discharges into the Santa Monica Bay. The watershed encompasses about
26 130 square miles and consists of 64 percent residential uses, 8 percent commercial uses, 4 percent
27 industrial uses, 17 percent open space, and 7 percent other uses. In addition to numerous storm drains,
28 Centinela Creek, Sepulveda Canyon Channel, and Benedict Canyon Channel discharge into Ballona
29 Creek (LADPW, no date)

30 **3.9 HAZARDOUS MATERIALS**

31 Hazardous materials and hazardous waste activities are regulated by agencies at all levels of the
32 government. These agencies report information regarding hazardous materials and hazardous waste
33 activities to third party institutions. Regulatory agency databases obtained from VISTA Information
34 Solutions, Inc. were used to determine the regulatory status of the site. The regulatory databases include
35 information reported by the U.S. EPA, State of California Environmental Protection Agency (Cal EPA),

1 California Department of Toxic Substances Control (DTSC), the U.S. Geological Survey, Los Angeles
2 County Public Health Department, City of Los Angeles Environmental Affairs Department, and Los
3 Angeles Regional Water Quality Control Board.

4 **3.9.1 Regional Setting**

5 A review of the Environmental Data Resources, Inc. (EDR) database report indicated that there were 12
6 leaking underground storage tanks (LUSTs) within a ½ mile search radius of the Wilshire campus. Of the
7 12 LUST sites located within ½ mile of the campus, one is at a lower elevation than the campus and 11
8 are at an equal or higher elevation. Ten of the 11 LUST sites at equal or higher elevations are reported as
9 active with releases that have impacted groundwater. Although none of the sites are on adjoining
10 property, the potential still remains for contamination to have impacted the campus. (BMCD, 2004).

11 **3.9.2 Wilshire Campus**

12 In November and December of 1993, a hazardous material survey was performed that revealed locations
13 of asbestos, lead based paint, and PCB in the existing office tower building. Asbestos was present in the
14 fireproofing on structural members and the underside of floors. The asbestos-containing fireproofing was
15 removed from the 17th floor, basement, electrical and telephone rooms on all floors, the Post Office air
16 handling room, and small areas throughout the building to allow for the fire sprinkler installation.
17 According to the 1993 survey all ceiling tile in the building was considered contaminated because there
18 was significant fireproofing debris present on the back surfaces of the suspended tiles. The survey also
19 indicated most floor areas were originally covered with 9-inch asbestos tile and asbestos-containing
20 mastic. The building has been renovated over the years but much of the tile remains either as a finish
21 surface or under newer carpeting or vinyl tiles. The report concluded that unless the floor was bare
22 concrete, it was assumed that asbestos-containing floor tile and mastic existed in all areas of the building.
23 Other components that contained asbestos included the Post Office mail room floor, transite panels and
24 some gypsum board in the mechanical rooms, and insulation on pipes and boilers. (Interactive Resources,
25 1994).

26 Abatement records indicated that asbestos-containing fireproofing, in areas for which removal of the
27 fireproofing was too difficult, has been encased in hard white urethane foam material. This included
28 portions of mechanical rooms on all even numbered floors, the computer room on the 3rd floor and the
29 Cafeteria Building, east side of Voice of America area. (Interactive Resources, 1994).

30 The 1993 survey also identified lead based paint in specific areas of the Federal campus. The lead based
31 paint was found in the metal stair components and handrails in stairwells; concrete floors in the
32 Boiler/Chiller area, Shop area, and basement hallway; painted steam piping in the Boiler/Chiller area; the
33 double doors to the air handler rooms on all even floors and the 17th floor; and metal fire doors. A 1993
34 survey indicated the paint was generally in excellent condition and the hazard of lead exposure very low.
35 The handrails have been repainted with a lead free paint without stripping the leaded paint. (Interactive
36 Resources, 1994).

37 Burns & McDonnell Engineering Company (BMCD) performed a Phase I Environmental Site
38 Assessment of the Wilshire campus in July 2004. The reconnaissance included site walks to observe
39 evidence of onsite hazardous substances use, storage, treatment, and/or disposal. The Phase I
40 Environmental Site Assessment identified two active and one inactive gasoline Underground Storage
41 Tanks (USTs), one used oil UST, one diesel fuel UST, and one oil/water separator associated with the
42 FBI Parking and Maintenance Facility on the Wilshire campus. At the time of the site visit, fuel
43 distribution pumps associated with the two active gasoline USTs were in the process of being upgraded to
44 meet Los Angeles county Air Quality Management District (AWMD) operational standards and/or
45 specifications for fuel tanks. An open pit was observed on the northwest corner of the facility to provide

1 access to the pumps and there was one 55-gallon drum labeled as “Hazardous Waste-Soil and Gasoline”
2 adjacent to the pit. Therefore, petroleum-impacted soil potentially exists in the pit as a result of pump
3 malfunction or upgrade.

4 **3.10 NATURAL AND DEPLETABLE RESOURCES**

5 The Wilshire campus is located in an intensely urbanized area that is not suitable for mining or other
6 forms of resource extraction. No natural or depletable resources which would be economically viable for
7 harvest are known to exist at the site.

8 *****

4.0 ENVIRONMENTAL CONSEQUENCES

This section analyzes the environmental consequences that would result from implementation of each of the alternatives identified in Chapter 2 for the proposed Federal Bureau of Investigation (FBI) building. Environmental consequences can be categorized and presented in many ways, including the following:

- Direct impacts of implementing an action
- Indirect impacts, occurring in combination with other influences, that may occur at a later time or at some distance from the activity
- Short-term or temporary impacts
- Long-term or permanent impacts
- Adverse impacts
- Beneficial impacts
- Cumulative impacts

To determine whether an impact is significant, the Council on Environmental Quality (CEQ) regulations also requires the consideration of context and intensity of the potential impacts (40 Code of Federal Regulations (CFR) 1508.27). Context normally refers to the setting, whether local or regional, and intensity refers to the severity of the impact.

Pursuant to the CEQ regulations, criteria considered for determining significance of impacts have been established for each resource and are presented for each resource section. If any project activity would exceed one of these criteria, the impact is considered significant. Impacts are defined in the following categories:

- Significant and Unavoidable Impact – Impact that exceed the defined significance criteria and cannot be reduced or eliminated to a less-than-significant level through the implementation of mitigation measures
- Significant Impact – Impact that exceeds the defined significance criteria. Pre-mitigation impacts that exceed the defined significance criteria are referred to as significant; however, when the impact cannot be reduced or eliminated through mitigation, these impacts are considered as significant and unavoidable
- Potentially Significant Impact – Impact that exceeds the defined significance criteria and can be reduced or eliminated through implementation of mitigation measures
- Less-Than-Significant Impact – Impact that does not exceed the defined significance criteria

This chapter presents the issues in the same order as the Affected Environment Chapter. Table 4-1 summarizes the environmental consequences by the significance of the impact.

4.1 LAND USE

The analysis in this section focuses on the compatibility of land uses with existing and planned land uses within and adjacent to the Wilshire campus, as well as consistency with any applicable land use plans, policies, or regulations. This section is divided into two subsections, Land Use Compatibility and Consistency with Land Use Plans and Policy.

4.1.1 Land Use Compatibility

This subsection assesses the alternatives' compatibility with adjacent uses (i.e., whether or not the alternative's physical characteristics or activities will prevent or substantially impair the function of those uses) and their consistency with land use patterns in the surrounding area.

1
2

**Table 4-1
ENVIRONMENTAL CONSEQUENCES SUMMARY MATRIX**

Resources	Alternative 1		Alternative 2		No Action	
	Short Term	Long Term	Short Term	Long Term	Short Term	Long Term
Land Use	II	II	II	II	II	II
Visual and Aesthetics	III	II	III	I	II	II
Socioeconomics						
Demographics	II	II	II	II	II	II
Employment and Commercial Activity	I	I	I	II	I	I
Real Estate & Socioeconomics	I	II	II	II	II	II
Traffic & Parking						
Traffic	III	VI	III	I	II	II
Parking	II	II	II	II	II	II
Physical Environmental						
Geology & Landform	III	II	III	II	II	II
Hydrology & Water Quality	III	II	III	II	II	II
Vegetation & Wildlife	II	II	II	II	II	II
Air Quality	III	II	III	II	II	II
Noise	III	II	III	II	II	II
Cultural Conditions						
Archaeological Resources	II	II	II	II	II	II
Historic Resources	II	II	II	II	II	II
Public Services						
Police Protection	II	II	II	II	II	II
Fire Protection	II	II	II	II	II	II
Public Utilities						
Electricity	II	II	II	II	II	II
Natural Gas	II	II	II	II	II	II
Solid Waste	II	II	II	II	II	II
Water Supply	II	II	II	II	II	II
Wastewater	II	II	II	II	II	II
Hazardous Materials	III	II	III	II	III	II

3 KEY

- I The impact is beneficial
- II There are no adverse impacts
- III There is an impact, but it is not significant
- IV The impact has the potential to be significant, but mitigable
- V The impact is significant, but mitigable
- VI The impact is significant

4

5 **4.1.1.1 Significance Criteria**

6 For purposes of this environmental impact statement (EIS), significant adverse impacts to land use
7 compatibility would result in any of the following:

- 8 ■ Result in disruption, division, or isolation to existing neighborhoods, communities, or land uses
- 9 ■ Result in land use incompatibilities between project development and adjacent community land
10 uses
- 11 ■ Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction
12 over the project (including, but not limited to, the general plan, specific plan, local coastal

1 program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an
2 environmental effect

3 **4.1.1.2 Alternative 1: Mixed Use - Existing Facilities + Two New Buildings + New**
4 **Parking Garage**

5 The proposed development is only within the existing boundaries of the Federal property; therefore, no
6 impacts related to the division of an established community would occur.

7 The proposed development represents an approximately 144 percent increase over the existing built
8 environment of approximately 809,000 gross square feet (GSF) currently on site. This alternative is
9 located within the context of a highly developed urban area that has grown in a manner consistent with
10 the general urbanization of the region.

11 Because the Wilshire campus interfaces with adjacent land uses to varying degrees, development of
12 additional buildings could result in a land use compatibility impact depending on the type of land use, as
13 well as the location, mass, and/or height of any new structures. Other design features, such as building
14 massing, could result in an appearance of greater density in a given location, which could affect
15 immediately adjacent low-density land uses.

16 The location of the new facilities would likely be in the southwest quadrant of the property and within the
17 boundaries of the Wilshire campus on the site of the existing parking garage and adjacent surface parking
18 lots. The proposed new parking garage would be located along the southern boundary adjacent to the
19 Westwood Community Park in the general vicinity of the existing parking garage. Consistent with
20 current conditions, continued provision of a landscaped buffer along the southern edge of the campus will
21 visually and spatially separate the proposed parking garage from the adjacent park. No changes to the
22 facilities located along the eastern and northern boundaries are expected; therefore, no impacts to the
23 adjacent residential areas to the east are expected. No changes to the facilities located along the eastern
24 and northern boundaries are expected; therefore, no land use impacts to the adjacent residential areas to
25 the east will occur. The west side of the property is separated by Sepulveda which buffers the site from
26 the VA Soldier's housing, which is an institutional use.

27 The current facility is on Federal property and is not subject to municipal regulations, such as County and
28 City general plans as noted in Section 3.1.3.1. The Wilshire campus is in the unincorporated section of
29 Los Angeles County and zoned Institutional. Implementation of Alternative 1 would be consistent with
30 the adjacent Westwood Community Planning Area master plan that has existing and planned commercial
31 development along Wilshire Boulevard.

32 **Summary of Impacts.** There are no short-term or long-term adverse impacts to land use associated
33 with the development of Alternative 1. The direct impact would be additional commercial development
34 with ancillary parking which would be a continuation of the existing and proposed commercial land use
35 along the south side of Wilshire Boulevard east of the project site. This is consistent with the Westwood
36 Community Planning Area land use plans. There are no indirect impacts to land use. No mitigation
37 would be required for land use as the proposed development is compatible with unincorporated Los
38 Angeles County plan for this area.

39 **4.1.1.3 Alternative 2: FBI Only - Two New Buildings + USPO + New Parking**
40 **Garage**

41 As with Alternative 1, Alternative 2 is within the existing boundaries of the Federal property; therefore,
42 no effects related to the division of an established community would occur.

1 Alternative 2 represents an approximately 72 percent increase over the existing built environment of
2 approximately 809,000 GSF. This alternative is also located within the context of a highly developed
3 urban area that has grown in a manner consistent with the general urbanization of the region. Under this
4 alternative, the 17-story office tower and cafeteria buildings would be demolished after Phase 1 of the
5 proposed development is constructed.

6 Land use impacts for Alternative 2 would be the same as for Alternative 1 with the exception that there
7 ultimately would be more open space along the northern portion of the property where the existing 17-
8 story office tower is located.

9 **Summary of Impacts.** The impacts resulting from implementation of Alternative 2 are the same as for
10 Alternative 1; see Section 4.1.1.2 for further details.

11 **4.1.1.4 No Action Alternative**

12 Under the No Action Alternative, the FBI and non-FBI Federal tenants would continue to be housed in
13 the existing Wilshire campus. Implementation of the No Action Alternative would remain consistent with
14 local land use for this site designated by Los Angeles County as unincorporated area, institutional uses.

15 **4.1.1.5 Mitigation Measures**

16 Alternatives 1 and 2 would not result in a significant adverse impact to land use; therefore, no mitigation
17 measures are required.

18 **4.1.2 Consistency with Southern California Association of Governments (SCAG)** 19 **Regional Comprehensive Plan**

20 This section describes consistency between the proposed alternatives and the applicable sections of
21 regional plans. The regional plans include the Regional Comprehensive Plan (RCP), the Regional
22 Transportation Plan (RTP), the Los Angeles Water Quality Control Plan for the Los Angeles Region
23 (California Regional Water Quality Control Board, Los Angeles Region, 1995), and the Air Quality
24 Management Plan (AQMP) (South Coast Air Quality Management District 1997 and 1999). The
25 following sections provide a consistency analysis between the regional plans and the proposed
26 alternatives.

27 **4.1.2.1 Regional Comprehensive Plan**

28 SCAG, a Federally-designated Metropolitan Planning Organization for six southern California counties,
29 develops plans for transportation, growth management, and air quality. SCAG develops demographic
30 projections and integrated land use, housing, employment, and transportation programs, measure and
31 strategies portions of the South Coast Air Quality Management Plan.

32 SCAG also prepares the RCP which is currently being updated and serves as a framework to guide
33 decision-making with respect to growth and changes anticipated through 2030. This RCP is built around
34 the “Compass Growth Vision and 2% Strategy” adopted by the Regional Council in April 2004. The
35 recommendations made within each chapter are comprised of infrastructure and resource activities
36 consistent with the envisioned growth pattern. The RCP will feature nine chapters; each based on a
37 specific area of planning or resource management (SCAG, 2006).

38 Applicable policies of the current RCP are discussed next.

1 **Growth Management Chapter (GMC)**

- 2 • *Policy 3.01: The population, housing, and jobs forecasts, which are adopted by SCAG's Regional*
3 *Council and that reflect local plans and policies shall be used by SCAG in all phases of*
4 *implementation and review.*

5 Consistency Analysis. The project is not expected to substantially increase population, housing, or
6 employment growth within the City of Los Angeles Subregion. The SCAG projected population,
7 housing, and employment growth within the Subregion by 2025 is 6.3 million, 2.1 million, and 2.7
8 million, respectively (SCAG, 2004). The proposed project only involves the relocation of the job site
9 within the Subregion. Therefore, implementation of the project would not interfere with SCAG's ability
10 to utilize its regional population, housing, and jobs forecast by proposing development that SCAG has not
11 considered.

- 12 • *Policy 3.05: Encourage patterns of urban development and land use, which reduce costs on*
13 *infrastructure construction and make better use of existing facilities.*

14 Consistency Analysis. Infrastructure systems are in place at the Wilshire campus, and beyond, to serve
15 current and planned development. Construction of the proposed facilities would require only basic
16 service connections to the existing electricity delivery infrastructure and would, therefore, minimize costs
17 associated with infrastructure construction. Section 4.7 of this document more fully describes the specific
18 infrastructure systems requirements.

- 19 • *Policy 3.12: Encourage existing or proposed local jurisdictions' programs aimed at designing land*
20 *uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the*
21 *number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and*
22 *bike.*

23 Consistency Analysis. The Wilshire campus is located adjacent to Interstate 405 and Wilshire Boulevard,
24 both major transportation corridors. The campus is within a few miles of both Interstate 10 and the 101
25 Freeway, major east/west freeways. All of the highways serve to connect the campus with the broader
26 geographic region outside of the Los Angeles area.

27 Wilshire Boulevard is well served by public transportation services. The Metropolitan Transit Authority
28 (MTA) and several other municipal transit providers operate a number of routes to and around West Los
29 Angeles. The transit operators serving the Wilshire campus include:

- 30 ■ Los Angeles County Metropolitan Transportation Authority – MTA (2 bus routes; Red Line
31 Subway)
32 ■ Santa Monica Municipal Bus Line (1 express route operates all day)
33 ■ Culver City Bus Line (1 express route operates all day)
34 ■ Los Angeles Department of Transportation – LADOT, which operates Commuter Express service
35 (1 route)

36 Public transit is located within one block of the Wilshire campus. Regional connectivity is also provided
37 via connections with the Metro Red Line. Additional public transportation services are provided by
38 taxicabs available at Taxi stands. See additional information in Section 4.3 and Appendix C.

- 39 • *Policy 3.18: Encourage planned development in locations least likely to cause environmental impact.*

40 Consistency Analysis. The Wilshire campus is located in the midst of a highly developed urban
41 environment. Development of 937,000 GSF occupied building space would occur entirely within the

1 campus boundaries. All of the mitigation measures identified in this EIS are designed to reduce
2 environmental impacts to the maximum extent feasible. The proposed project is consistent with this
3 policy.

- 4 • *Policy 3.22: Discourage development, or encourage the use of special design requirements, in areas*
5 *with steep slopes, high fire, flood, and seismic hazards.*

6 Consistency Analysis. Implementation of the proposed project would result in the construction of new
7 facilities on the Wilshire campus, an area where seismic hazards could occur. However, preparation of a
8 site-specific geotechnical study (including engineering recommendations to mitigate potential seismic-
9 related impacts) would further reduce this impact. Compliance with the International Building Code
10 (IBC, 2003) would also minimize the effects of strong ground shaking by designing the new buildings to
11 specified design requirements. There are no areas of high fire hazard, steep slopes, or flooding on the
12 Wilshire campus. Therefore, implementation of the proposed project would be consistent with this policy
13 as further described in Section 4.4.1 (Geology and Soils) of this document.

- 14 • *Policy 5.11. Through the environmental document review process, ensure that plans at all levels of*
15 *government (regional, air basin, county, subregional and local) consider air quality, land use,*
16 *transportation and economic relationships to ensure consistency and minimize conflicts.*

17 Consistency Analysis. This EIS addresses air quality, land use, and traffic and economic impacts
18 resulting from construction and operation of the proposed project and considers all relevant planning
19 documents, such as the Air Quality Management Plan and the Congestion Management Program.

20 **4.1.2.2 Regional Water Quality Control Board, Water Quality Control Plan (Los** 21 **Angeles Basin Plan)**

22 Consistency with the Clean Water Act (CWA) is demonstrated through compliance with the National
23 Pollutant Discharge Elimination System (NPDES) permit process, as well as all regulations promulgated
24 by the State Water Resources Control Board (SWRCB) and Regional Water Quality Control Boards
25 (RWQCBs). Responsibility for the protection of water quality in California rests with the SWRCB and
26 nine RWQCBs.

27 The Los Angeles Basin Plan, implemented by the Los Angeles RWQCB, specifically: 1) designates
28 beneficial uses for surface and ground waters; 2) sets narrative and numerical objectives that must be
29 attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation
30 policy; and, 3) describes implementation programs to protect all waters in the Region (RWQCB, 1994).
31 Stormwater runoff from the Wilshire campus originates upstream from the Stone Canyon watershed and
32 eventually flows to Ballona Creek and into Santa Monica Bay. The Basin Plan has specific designated
33 water quality objectives for the Santa Monica Groundwater Basin where the project is located. As noted
34 in Section 3.5.2, the campus is not a significant source of groundwater recharge, but is required to comply
35 with all applicable water quality requirements established by the Los Angeles RWQCB and SWRCB.

36 Major pollutants found in runoff from urban areas include sediment, nutrients, oxygen-demanding
37 substances, road salts, heavy metals, petroleum hydrocarbons, pathogenic bacteria, and viruses.
38 Suspended sediments constitute the largest mass of pollutant loadings to receiving waters from urban
39 areas. Construction is a major source of sediment erosion. Petroleum hydrocarbons result mostly from
40 automobile sources. Nutrient and bacterial sources include garden fertilizers, leaves, grass clippings, pet
41 wastes, and faulty septic tanks. As population densities increase, a corresponding increase occurs in
42 pollutant loadings generated from human activities. Many of these pollutants enter surface waters via
43 runoff without undergoing treatment (SWRCB, 2004a).

1 The NPDES permit system regulates both point source discharges and non-point source discharges to the
2 surface waters of the United States. One of the primary objectives of the NPDES program is reducing
3 pollutants in urban stormwater discharge to the maximum extent practicable through the use of structural
4 and non-structural Best Management Practices (BMPs). Construction activities such as grading and
5 excavation of an area larger than one acre require a General Permit for Discharges of Storm Water
6 Associated with Construction Activity (SWRCB, 2004b).

7 As noted in Section 4.4.2, the project would develop and implement a Storm Water Pollution Prevention
8 Plan (SWPPP) which lists the BMPs that would be used to protect storm water runoff and the placement
9 of those BMPs. Erosion control plans in compliance with NPDES requirements will be prepared prior to
10 construction. These measures ensure consistency with the NPDES permit process. Therefore the
11 proposed project would be in compliance with the NPDES requirements.

12 **4.1.2.3 South Coast Air Quality Management District (SCAQMD), Air Quality** 13 **Management Plan (AQMP)**

14 The SCAQMD is directly responsible for reducing emissions to the air from stationary, mobile, and
15 indirect sources within the South Coast Air Basin. Every three years, SCAQMD prepares an overall plan
16 for the air quality improvement. Each iteration of the plan is an update of the previous plan and has a 20-
17 year horizon. The Final 2003 AQMP was adopted by the AQMD Governing Board on August 1, 2003.
18 (SCAQMD, 2003b)

19 The 2003 AQMP updated the attainment demonstration for the Federal standards for ozone and
20 particulate matter (PM₁₀), replaced the 1997 attainment demonstration for the Federal carbon monoxide
21 (CO) standard and provided a basis for a maintenance plan for CO for the future, and updated the
22 maintenance plan for the Federal nitrogen dioxide (NO₂) standard that the South Coast Air Basin (Basin)
23 has met since 1992 (SCAQMD, 2003b).

24 Determining consistency with the AQMP is to ascertain how a project accommodates the expected
25 increase in population or employment. Generally, if a project is planned in a way that results in the
26 minimization of vehicle miles traveled, both within the project and the community in which it is located,
27 and consequently the minimization of air pollutant emissions, that aspect of the project is consistent with
28 the AQMP.

29 As noted previously in discussion the proposed project represents infill development on an existing
30 property, utilizing existing infrastructure and public service systems. The Wilshire campus is centrally
31 located to activity centers throughout the region, connected by an extensive transportation network.
32 Additional information on Air Quality is located in Section 4.4.4.

33 **4.2 VISUAL AND AESTHETICS**

34 As noted in Section 3.2, the Wilshire campus is located in an area of intense urbanization. Because of the
35 building's setbacks from Wilshire Boulevard and Veteran Avenue, the campus provides relief from the
36 adjacent development east along Wilshire where buildings are directly adjacent to the streets. The
37 Westwood Community Park to the south provides an additional buffer between the Wilshire campus
38 buildings and the residential areas to the south.

39 **4.2.1 Significance Criteria**

40 For purposes of this environmental impact statement (EIS), implementation of the proposed action may
41 have a significant adverse impact on the visual setting if it would result in any of the following:

- 42 ■ Create shadows onto public spaces or residences

- 1 ▪ Block views to natural or scenic vistas

2 **4.2.2 Alternative 1: Mixed Use - Existing Facilities + Two New Buildings + New** 3 **Parking Garage**

4 This alternative would locate the building near the southwest corner of the 28-acre site, covering an
5 approximate 10-acre area where the existing parking lot and parking garage now exist. The new office
6 buildings will not be as tall as the existing office tower and the new parking garage may be constructed
7 above and below ground.

8 Because the new facilities are located north of the Westwood Community Park there will not be any
9 shadows caused by the buildings to fall onto the park. Similarly, because the buildings will be on the
10 west side of the 28-acre site, there will not be any shadows onto residential properties across Veteran
11 Avenue to the east.

12 Views from the Westwood Community Park looking to the Wilshire campus are buffered by a row of
13 trees along the property line and this will be continued as part of this alternative. While the trees will be
14 in place, the proposed structures would likely be visible above the tree line when viewed from the
15 southern area of the park, similar to the view of the existing office tower. This would not be inconsistent
16 with the views to the northeast from the park and all the office towers along Wilshire Boulevard as noted
17 in Section 3.2, Photo 3-6. No significant adverse impacts from shadows or the blocking of views to
18 scenic or natural vistas have been identified.

19 During construction, the visual setting would undergo temporary changes. Large cranes, earth moving
20 equipment, and construction materials would be observed on the Wilshire campus. Fencing would be
21 placed around the construction areas for safety. These changes can be distracting to people driving in the
22 area, visiting the National Cemetery or Westwood Community Park, and residents along Veteran Avenue.
23 The visual impacts due to construction are considered temporary, but not significant.

24 **4.2.3 Alternative 2: FBI Only - Two New Buildings+ USPO+ New Parking Garage**

25 The impacts for Alternative 2 would be similar for Alternative 1 with regards to the new construction.
26 There would be a change to the views from the Westwood Community Park and residential properties
27 along Veteran Avenue as a result of the demolition of the 17-story office tower and cafeteria. The
28 demolition would have a twofold effect: (1) removal of building that has been part of the visual landscape
29 for over 35 years and (2) creating more open space along Wilshire Boulevard and Veteran Avenue
30 because the new buildings will be further away from both streets than the existing office tower.
31 Construction impacts would also be similar to Alternative 2.

32 **4.2.4 No Action Alternative**

33 There would be no change to the visual setting of the area under the No Action Alternative.

34 **4.2.5 Mitigation Measures**

35 Even though no significant impacts have been identified, there are steps that GSA will initiate during the
36 design of the project that apply to Alternative 1 and Alternative 2. GSA will employ its Design
37 Excellence Program in the development of this project. This program provides for the selection of quality
38 architects, outside peer review to improve architectural designs, and encourage active participation from
39 the local communities near the project.

1 **4.3 SOCIOECONOMICS**

2 The focus of this section is on demographics (population and housing) and real estate.

3 **4.3.1 Demographics**

4 This analysis considers population and household growth that would occur with implementation of the
5 alternatives and whether this growth is within regional forecasts and / or whether it would result in the
6 displacement of housing or people.

7 **4.3.1.1 Significance Criteria**

8 For purposes of this EIS, implementation of the project may have a significant adverse impact on
9 population and housing if it would result in any of the following:

- 10 ▪ Induce substantial population growth in an area, either directly or indirectly
- 11 ▪ Displace substantial numbers of existing housing, necessitating the construction of replacement
12 housing elsewhere
- 13 ▪ Displace substantial numbers of people, necessitating the construction of replacement housing
14 elsewhere

15 **4.3.1.2 Alternative 1: Mixed Use - Existing Facilities + Two New Buildings + New
16 Parking Garage**

17 Implementation of Alternative 1 would not directly affect or displace any existing residents or housing.
18 Also, few if any, employees currently employed at the existing remote facilities would need to relocate
19 their residences in order to work at the proposed site.

20 Implementation of both phases of Alternative 1 will increase the number of employees working at the
21 Wilshire campus by 98 percent when compared to the No Action Alternative.

22 **4.3.1.3 Alternative 2: FBI Only - Two New Buildings + USPO + New Parking
23 Garage**

24 Implementation of Alternative 2 would not directly affect or displace any existing residents or housing.
25 Also, few if any, employees currently employed at the existing remote facilities would need to relocate
26 their residences in order to work at the proposed site.

27 The relocation of employees from the 11 leased spaces to a new Federal facility would, however, make
28 the vacated facilities available to the market.

29 Implementation of both phases Alternative 2 will decrease the number of employees working at the
30 Wilshire campus by 14 percent when compared to the No Action Alternative.

31 **4.3.1.4 No Action Alternative**

32 Implementation of the No Action Alternative would not displace current residents, displace existing
33 housing or create demand for housing that could not be accommodated by current and projected housing
34 levels. Therefore, no adverse impacts would occur.

35 **4.3.1.5 Mitigation Measures**

36 Alternatives 1 and 2 would not result in a significant adverse impact with respect to population growth or
37 housing supply and therefore mitigation measures are not required.

4.3.2 Employment and Commercial Activity

4.3.2.1 Significance Criteria

For purposes of this EIS, implementation of the project may have a significant adverse impact if it would result in a decline in commercial activity or employment in the West Los Angeles area.

4.3.2.2 Alternative 1: Mixed Use - Existing Facilities + Two New Buildings + New Parking Garage

Economic development and job opportunities in the West Los Angeles area are a key component to the City's General Plan. Construction of Alternative 1 would create new short-term and long-term employment in the area, thus increasing the aggregate level of disposable income. As a result, implementation of Alternative 1 would result in overall beneficial impacts on the local economy.

4.3.2.3 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking Garage

Economic development and job opportunities in the West Los Angeles area are a key component to the City's General Plan. During the construction activities of Alternative 2, there would be short-term employment in the area. Construction of Alternative 2 would result in short-term beneficial impacts on the local economy. Long-term employment would be slightly less than the No Action Alternative.

4.3.2.4 No Action Alternative

There would be short-term beneficial impacts for employment and commercial activity associated with the renovation activities at the Wilshire campus. The No Action Alternative would result in the increase of workforce on the site in the future as the office tower reaches full occupancy. This would have a beneficial long-term impact to the surrounding community.

4.3.2.5 Mitigation Measures

Alternatives 1 and 2 would not result in significant adverse impacts with respect to employment or commercial activity; therefore, no mitigation measures are required.

4.3.3 Real Estate Market and Socioeconomics

4.3.3.1 Significance Criteria

For purposes of this EIS, implementation of one of the alternatives may have a significant adverse impact on real estate market and socioeconomics if it would result in the following:

- Cause the reduction of available lease space in the West Los Angeles area
- Displace existing housing or retail/commercial tenants without providing financially comparable alternatives in the West Los Angeles area

4.3.3.2 Alternative 1: Mixed Use - Existing Facilities + Two New Buildings + New Parking Garage

Construction of the new buildings and parking garage would result in short-term beneficial impacts to the local economy through the expenditure of construction dollars. The addition of the new buildings to allow the consolidation of the FBI at the Wilshire campus will increase the space that this agency currently occupies.

The implementation of the Alternative 1 would not displace existing housing or retail/commercial tenants. The addition of employees and visitors to the Federal facilities may provide additional opportunities to businesses in the area.

1 **4.3.3.3 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking**
2 **Garage**

3 Upon completion of the new facilities, consolidation of the FBI currently located in leased facilities
4 would occur. The 132,000 square feet of existing leased office space that would become available is less
5 than 0.2 percent of the office space in the West Los Angeles office market (Colliers Seeley, 2005 Market
6 Report). Demolition of the office tower would require the relocation of several Federal agencies
7 (approximately 400 employees) currently in the tower to other locations throughout the Los Angeles area
8 into other Federal facilities or leased spaces.

9 The implementation of the Alternative 2 would not displace existing housing or retail/commercial tenants.
10 The addition of employees and visitors to the area may provide additional opportunities to businesses in
11 the area.

12 **4.3.3.4 No Action Alternative**

13 No short-term or long-term real estate market impacts would result due to the implementation of the No
14 Action Alternative.

15 **4.3.3.5 Mitigation Measures**

16 Alternatives 1 and 2 would not result in a significant adverse impact with respect to employment or
17 commercial activity; therefore, no mitigation measures are required.

18 **4.4 TRAFFIC AND PARKING**

19 Coordination with Los Angeles Department of Transportation (LADOT) and input from the Traffic
20 Working Groups meetings conducted during 2005 resulted in 72 intersections that were identified as
21 appropriate for the traffic impact analysis. Based on field reviews of the intersections, it was noted that
22 only 70 intersections are signalized. Signalized intersections are required for the traffic analysis
23 methodology approved by LADOT and therefore, 70 intersections were analyzed in the traffic study for
24 this project (Appendix C).

25 When analyzing the traffic impacts, the existing conditions are referred to as the baseline or base
26 conditions. As noted in Section 3.4, under the existing (2006) conditions 25 of the 70 study intersections
27 operate at acceptable Levels of Service (LOS) D or better, during the weekday morning and afternoon
28 peak hours.

29 For the analysis of Year 2012 traffic, a background annual traffic growth rate of one percent was utilized.
30 This annual rate was discussed and verified with LADOT staff. Similarly to the Phase 1, an annual traffic
31 growth rate factor of one percent was also utilized to provide for increases in traffic from the existing
32 traffic counts to reflect Year 2017 conditions. This annual rate was also discussed and verified with
33 LADOT staff.

34 The same area of influence and number of related projects are included in this scenario as in Phase 1
35 (Year 2012). The same 72 projects were considered to potentially contribute measurable traffic volumes
36 to the study area during the Phase 2 (Year 2017) analysis period.

37 The traffic impact analysis focused on Alternative 1 because, of the two alternatives, it had an increase in
38 trip generations over baseline conditions and as a result, created significant adverse impacts. From a
39 traffic impact analysis for proposed projects, if the trip generations are projected to be less than baseline,
40 as was determined for Alternative 2, then LADOT does not require further analysis. For this EIS,
41 calculations were performed to quantify the beneficial impacts to regional traffic conditions for
42 Alternative 2.

4.4.1 Significance Criteria

The City of Los Angeles Traffic/Access Guidelines for determining significant transportation impact at an intersection is based on an increase in the volume of traffic traveling through an intersection in relation to the traffic capacity of that intersection, known as the volume/capacity (V/C) ratio. The significance criteria has a lower threshold for when an impact is significant as the LOS worsens from C to D to E and F, as noted in the chart below.

<u>Level of Service</u>	<u>Final V/C Ratio</u>	<u>Project-Related Increase in V/C</u>
C	< 0.700 – 0.800	equal to or greater than 0.040
D	< 0.800 – 0.900	equal to or greater than 0.020
E, F	< 0.900	equal to or greater than 0.010

The identification of traffic impacts is based on a planning level analysis of project alternatives. Traffic impacts at the intersections immediately adjacent to the project site will vary depending upon final layout of parking facilities and project driveways.

4.4.2 Alternative 1: Mixed Use – Existing Facilities + Two New Buildings + New Parking Garage

4.4.2.1 Traffic Analysis

The following are the conclusions based on the analysis within Traffic Impact Study (Appendix C). Unacceptable level of service (LOS) is defined as a value of “E” or “F.” Project significant impacts were calculated by thresholds established by the City of Los Angeles Department of Transportation.

- Phase 1 (Year 2012) would generate 3,884 daily trips, of which 846 and 304 trips would be during the morning and afternoon peak hours, respectively.
- Phase 2 (Year 2017) of the Project is estimated to generate 6,094 daily trips of which 1,002 and 450 trips would be during the morning and afternoon peak hours, respectively.
- Phase 1 (Year 2012) project traffic conditions, including Alternative 1 and related projects, resulted in 60 intersections that are projected to continue to operate at poor level of service (LOS E or worse). The remaining 10 study intersections would continue to operate at an acceptable level of service (LOS D or better). See Figure 4-1.
- Phase 2 traffic conditions including and related projects, resulted in 62 study intersections that are projected to continue to operate at poor level of service (LOS E or worse). The remaining eight study intersections would continue to operate at an acceptable level of service (LOS D or better). See Figure 4-2.
- Alternative 1 would create significant traffic impacts at 30 of the 70 study intersections based on the criteria established by LADOT.

4.4.2.2 Congestion Management Plan (CMP) Conformance

The Congestion Management Program (CMP) was created statewide because of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either AM or PM weekday peak hours.
- At CMP mainline freeway-monitoring locations, where the project will add 150 or more trips, in either direction, during the either the AM or PM weekday peak hours.

LEGEND

- Project Site
- Study Location with Significant Traffic Impacts
- Study Location without Significant Traffic Impacts

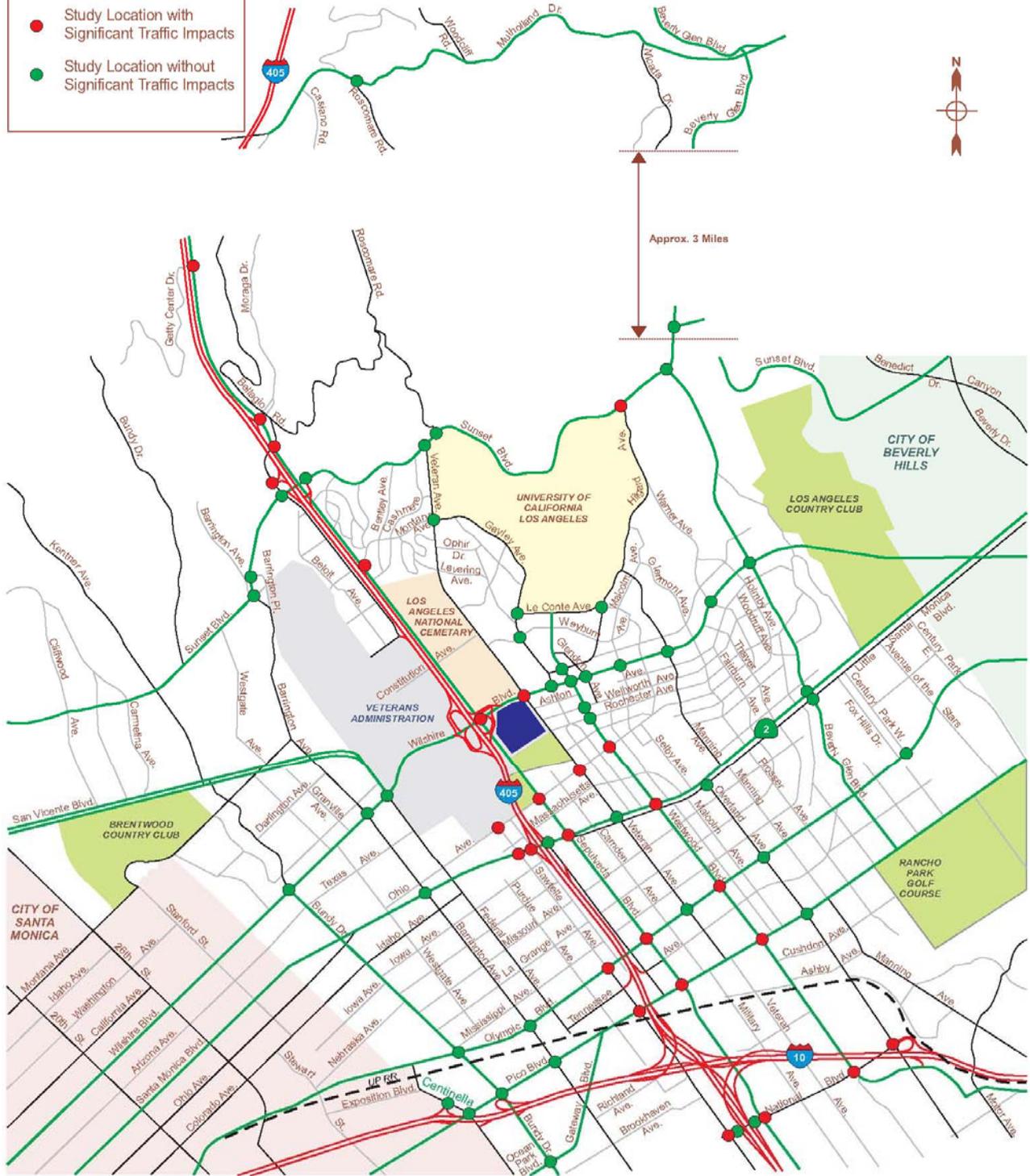


Figure 4-1
Location of Study
Intersections with Significant
Traffic Impacts - Phase 1
 Los Angeles FBI Federal Bldg.
 Draft EIS

Source: Katz, Okitsu & Associates, Appendix C

LEGEND

- Project Site
- Study Location with Significant Traffic Impacts
- Study Location without Significant Traffic Impacts

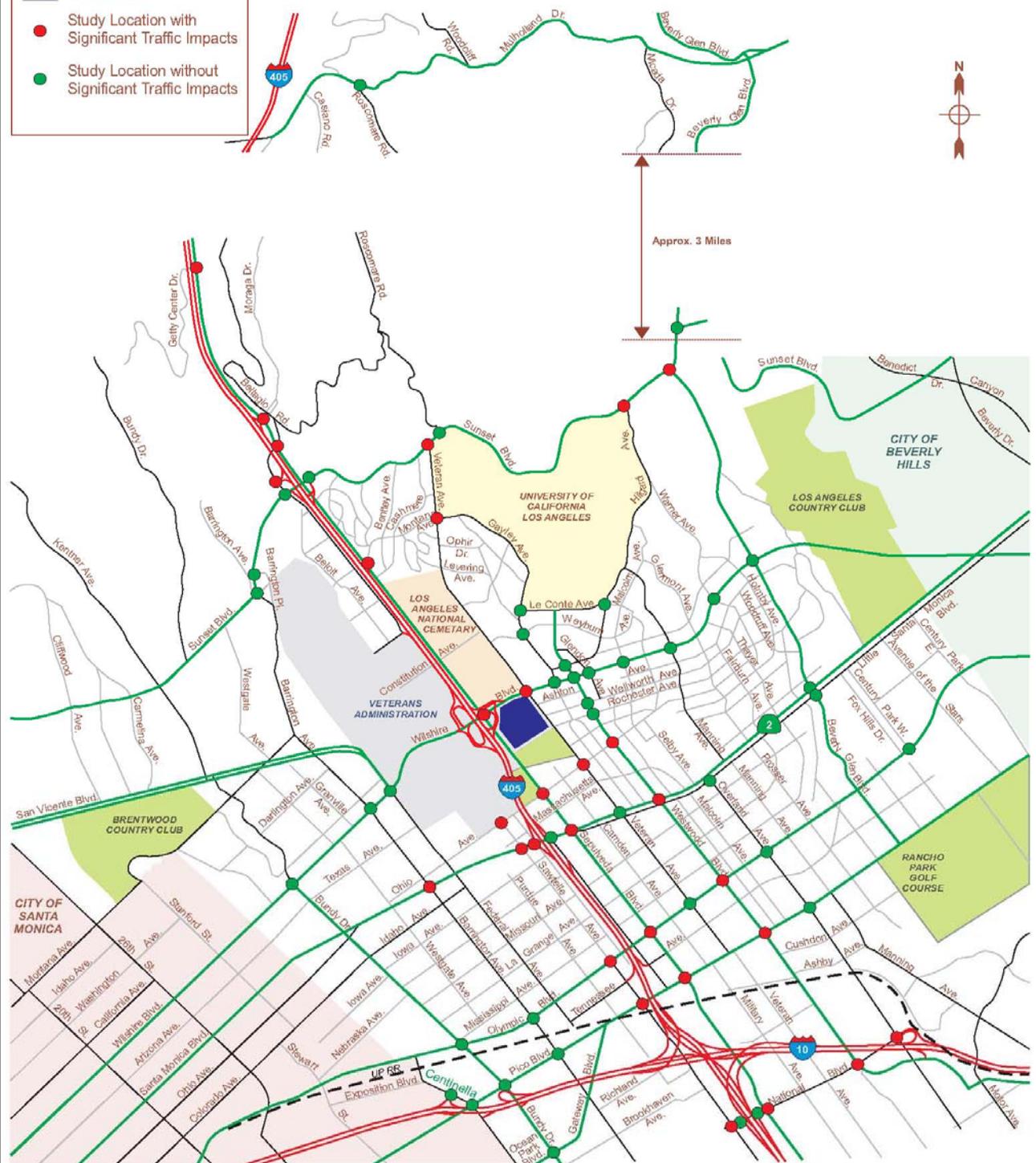


Figure 4-2
Location of Study
Intersections with Significant
Traffic Impacts - Phase 1 & 2
 Los Angeles FBI Federal Bldg.
 Draft EIS

Source: Katz, Okitsu & Associates, Appendix C

1 There are several CMP arterial monitoring intersections within the study area. All CMP intersections
2 were included as part of the study intersections such as the following:

- 3 ▪ Santa Monica Boulevard and Bundy Drive
- 4 ▪ Wilshire Boulevard and Sepulveda Boulevard
- 5 ▪ Wilshire Boulevard and Beverly Glen Boulevard

6 These CMP arterial monitoring intersections were evaluated as three of the study intersections. The
7 traffic to be generated as a result of implementing Alternative 1 is anticipated to create significant traffic
8 impact at this location per CMP guidelines if project-related traffic will cause service levels to deteriorate
9 to LOS E or F and increase in demand to capacity ratio caused by the project is 2 percent or more. In
10 comparison to the LADOT guidelines discussed in Section 6, CMP guidelines are less stringent in
11 determining project traffic impacts. Proposed mitigation measures were considered; however, there are
12 no feasible improvements available to mitigate the impacts.

13 The nearest CMP mainline freeway-monitoring location is at I-405 north of Venice Boulevard and south
14 of Mulholland Drive, and at I-10 at Lincoln Boulevard and east of Overland Avenue. Based on the trip
15 distribution and traffic assignment, the proposed project may add substantial trips to the freeway system.
16 Therefore, additional analysis of CMP freeway monitoring stations was performed.

17 This analysis was conducted using a procedure similar to that used for the local street system. The
18 following traffic scenarios were analyzed:

- 19 ▪ Existing Conditions – Analysis of existing freeway traffic volumes. Peak hour volumes were
20 obtained from the 2004 CMP for Los Angeles County (LACMTA, 2004)
- 21 ▪ Future (Year 2012 and 2017) with Ambient Growth and Related Projects Conditions – Analysis
22 of future year 2012 and 2017 freeway traffic volumes without the proposed project. The
23 methodology used to develop forecasts of future freeway volumes with and without the proposed
24 project is similar to that used for the study intersections. It includes the ambient growth of 2
25 percent per year and the development of future without project volumes
- 26 ▪ Future (Year 2012 & 2017) with Ambient Growth and Related Projects with Proposed Project
27 Conditions – Analysis of future year 2012 and 2017 freeway traffic volumes with the addition of
28 traffic expected to be generated by the proposed project.

29 Demand/capacity (D/C) ratios were calculated for each freeway segment, using a capacity value of 2,000
30 vehicles per hour per freeway mainline lane (in accordance with CMP guidelines). Based on the
31 significant impact criteria established in the CMP document, the proposed project would not generate
32 significant regional freeway impacts. Although several locations are projected LOS E or worse, the
33 increase in D/C ratio caused by the project traffic is less than the 0.02 criteria

34 **4.4.2.3 Construction Traffic**

35 Construction traffic impacts will be short-term adverse impacts in 2011-2012 and 2016-2017. GSA will
36 develop a project construction traffic control plan in consultation with LADOT. The plan will include a
37 designated haul route, designated staging area, traffic control procedures, emergency access provisions,
38 and designated construction crew parking area.

39 **4.4.2.4 Parking**

40 There will be 1, 950 parking spaces in the secure parking garage and secure surface parking area for the
41 FBI. Parking for the Federal employees in the office tower and visitors to the U.S. Post Office will be
42 accommodated on the property at 11000 Wilshire Boulevard, either on the existing lot or by creating
43 additional surface parking on the site as part of the overall development of Alternative 1.

1 **4.4.3 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking**
2 **Garage**

3 Traffic impacts for Alternative 2 will be beneficial to the study area when compared to the No Action
4 Alternative future conditions in 2012 and 2017. With a slight decrease in employees when compared to
5 the No Action Alternative with related future projects in 2012 and 2017, the V/C ratios show an
6 improvement at all 70 intersections, as noted in Appendix C.

7 Construction impacts and associated construction traffic mitigation would be the same as described for
8 Alternative 1.

9 Implementation of Alternative 2 will result in all the FBI parking being located in the secure 1,950
10 parking spaces in the parking garage and surface lot. Approximately 205 parking spaces will remain for
11 on the existing surface parking lot for use by visitors to the U.S. Post Office.

12 **4.4.4 No Action Alternative**

13 The following are the conclusions made from the analysis within this report. Unacceptable level of
14 service (LOS) is defined as a value of "E" or "F". Project significant impacts were calculated by
15 thresholds established by the City of Los Angeles Department of Transportation.

- 16 ■ During the future period (Year 2012), with ambient growth and traffic generated from related
17 projects, the number of study intersections projected to operate at an acceptable level of service
18 (LOS D or better) would be reduced to ten, down from the 25 under existing conditions. The
19 remaining 60 study intersections are projected to operate at poor level of service (LOS E or
20 worse).
- 21 ■ During the future period (Year 2017), with ambient growth and traffic generated from related
22 projects, all but 62 study intersections are projected to operate at poor level of service (LOS E or
23 worse).

24 **4.4.5 Mitigation Measures**

25 Measures to mitigate the significant traffic impacts associated with Alternative 1 were identified for seven
26 locations. The feasibility of these improvements has been evaluated at the conceptual level only. The
27 analysis of each mitigation measure does not include detailed analysis of intersection geometry or traffic
28 signal design. If the recommended mitigations are approved, final feasibility studies, engineering, and
29 design of each improvement would need to be undertaken.

30 Because Alternative 2 improved conditions when compared to the future conditions when compared to
31 the No Action Alternative, no mitigation measures were developed.

32 The Los Angeles FBI Field Office Headquarters is currently implementing a more extensive use of the
33 Alternate Work Schedules for non-FBI Agent support staff, with employees working flexible schedules
34 outside of normal working hours. This not only benefits the employees in an effort to reduce commute
35 time, but will also benefit the community by not traveling during peak congestion hours.

36 The level of service (LOS) at the significantly impacted intersections according to LADOT criteria,
37 before and after the proposed mitigation is implemented, is summarized in Appendix C. The
38 recommended mitigation measure would reduce the V/C ratios to levels less than significant at 4 of the 30
39 impacted intersections.

4.5 PHYSICAL AND BIOLOGICAL ENVIRONMENT

4.5.1 Geology and Landform

Information regarding regional geology and seismically induced hazards was taken from various sources of the California Department of Conservation and the U.S. Department of the Interior. In addition, information related to other seismic hazards, such as landslide and liquefaction zoning, was taken from California Department of Conservation, Division of Mines and Geology (CDMG) maps.

4.5.1.1 Significance Criteria

Geologic impacts were considered significant if the proposed alternatives would be subject to geologic hazards associated with fault rupture, liquefaction, soil type, or erosion. For purposes of this EIS, implementation of the proposed alternatives may have a significant adverse impact if any of the following occur:

- Expose people or structures to potential significant adverse effects, including the risk of loss, injury, or death involving as a result of:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.
 - Strong seismic ground shaking
 - Seismic-related ground failure, including liquefaction
 - Landslides
- Result in substantial soil erosion or the loss of topsoil
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse
- Be located on expansive soil creating substantial risks to life or property

4.5.1.2 Alternative 1: Mixed Use – Existing Facilities + Two New Buildings + New Parking Garage

Seismic. As described in Section 3.5.1, the site is not located within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1994. However, faults considered active (e.g. Santa Monica) or potentially active that transverse the area have shown no signs of activity based on soil data (Pratt et al., 1998). In fact, the most recent well-documented Santa Monica Fault surface rupture occurred approximately 10,000 to 17,000 years ago; however, one may have occurred as recent as 1000 to 3000 years ago (Dolan et al., 1992). Because ground rupture generally only occurs at the location of a fault and no active or potentially active fault are known on the Wilshire campus, the proposed alternatives would not be subject to a substantial risk of fault (ground surface) ruptures. However, if evidence of an active or potentially active fault is discovered during preparation of a site-specific geotechnical report, the report shall address the potential hazard and provide design recommendations that shall be incorporated into the project.

The site is within a seismically active area that is bounded on the north and south by two faults of a fault zone that is expected to produce maximum credible earthquakes of magnitude 6.0 or greater. Therefore, although not located in an Alquist-Priolo zone and not subject to ground rupture, any development could be subject to substantial seismically induced ground shaking, liquefaction, or land sliding.

Erosion. Erosion can occur as a result of, and can be accelerated by, site preparation activities associated with the construction of Alternative 1. Vegetation removal in landscaped (pervious) areas could reduce soil cohesion, as well as in the buffer provided by vegetation from wind, water, and surface disturbance, which could render the exposed soils more susceptible to erosive forces. Additionally,

1 excavation or grading for any proposed subterranean building or parking structures may also result in
2 erosion during construction activities. This would be true irrespective of whether hardscape previously
3 existed at the construction site, since bare soils would be exposed and could be eroded by wind or water.

4 Earth-disturbing activities associated with construction would generally be considered temporary.
5 Erosion effects would depend largely on the areas excavated, the quantity of excavation, and the length of
6 time soils are subject to conditions that would be affected by erosion processes.

7 Full implementation of the alternative is anticipated to result in the conversion of permeable to
8 impermeable surfaces, which would increase impermeable surface area on the Wilshire campus and
9 would increase runoff. Determination of the net increase in impermeable surface area would occur once
10 final design is completed. The anticipated increase is not expected to result in a substantial increase in
11 operational erosion, particularly because major flow patterns on the Wilshire campus would not change
12 and velocity of flows would, consequently, not increase. Therefore, erosion impacts would be considered
13 to be less than significant. No mitigation is required.

14 **Liquefaction.** The CDMG indicates that the Wilshire campus lies within a potential liquefaction hazard
15 area. A site-specific evaluation of seismic, geological, and soils characteristics to determine appropriate
16 project design measures to address any identified constraints or hazards, including compliance with all
17 applicable provisions of the International Building Code (IBC) (IBC, 2003) will be completed.

18 **Summary of Impacts.** The Wilshire campus is located in an area of seismic liquefaction potential,
19 which is an adverse long-term, significant impact. However, development of the alternatives would be
20 subject to all applicable provisions of the IBC (IBC, 2003). This impact would, therefore, be considered
21 less than significant.

22 During construction of the proposed Federal facilities, storm water runoff may cause erosion in areas of
23 exposed or stockpiled soils. This adverse impact is considered less than significant because of the
24 existing 2 to 5 percent slope.

25 **4.5.1.3 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking** 26 **Garage**

27 The impacts for Alternative 2 are the same as for Alternative 1 with the exception of additional potential
28 for soil erosion during the demolition and excavation for removal of the office tower and cafeteria. This
29 alternative would require fill material (soil) to be brought in from an offsite source to level the ground
30 where the demolished buildings once stood. Some additional soils may be brought to the site for
31 landscaping.

32 **4.5.1.4 No Action Alternative**

33 Implementation of the No Action Alternative would not involve the demolition of facilities or
34 construction of any new facilities. Therefore, there would be no change to the existing geologic
35 conditions or landforms. No geologic or landform impacts are associated with the No Action Alternative.
36 Future projects for the existing 11000 Wilshire office tower would include modifications to bring the
37 building in line with current codes for the seismic conditions at the site.

38 **4.5.1.5 Mitigation Measures**

39 The following mitigation measures apply to both Alternatives 1 and 2.

40 The site is in an area of active seismic activity. Implementation of Alternative 1 and Alternative 2 would
41 be subject to all applicable provisions of the IBC (IBC, 2003). This impact would, therefore, be
42 considered less than significant.

1 Mitigation for liquefaction potential is required in the building designs, as defined in Public Resources
2 Code Section 2693(c). All new structures proposed will include appropriate measures, according to
3 current geotechnical engineering standards, to withstand or eliminate soil characteristics or constraints on
4 the project site. Following these recommendations will ensure that this impact is less than significant. It
5 will ensure that geological or soils hazards on particular construction sites are identified and that
6 foundations and structures are designed according to current seismic and geotechnical engineering
7 practice to provide adequate safety levels. A comprehensive geotechnical survey of the site will be
8 performed prior to commencing the building design. Construction and building design measures
9 recommended by the geotechnical engineer that performs the study will be incorporated into the overall
10 design of the building. This impact would, therefore, be considered less than significant.

11 The project would implement dust control measures consistent with SCAQMD Rule 403, which would
12 stabilize soils and prevent erosion through the reduction of dust generation by up to 85 percent. The
13 project would comply with the NPDES general permit for construction activities, pursuant to which, as
14 part of an erosion control plan, construction site erosion and sedimentation control best management
15 practices (BMPs) would be implemented. These BMPs would include such measures as silt fences,
16 watering for dust control, straw bale check dams, hydro seeding, and other measures.

17 **4.5.2 Hydrology and Water Quality**

18 Analyses of potential impacts to surface flows by identifying existing drainage patterns then evaluate the
19 potential for future development to modify drainage patterns and to increase runoff. Potential impacts
20 from implementation of the project were determined by evaluating the potential of additional
21 development to exceed the thresholds of significance outlined below.

22 **4.5.2.1 Significance Criteria**

23 For purposes of this EIS, the project may have a significant adverse impact on hydrology and water
24 quality if it would result in any of the following bulleted items.

- 25 ■ Violate any water quality standards or waste discharge requirements
- 26 ■ Substantially deplete groundwater supplies or interfere substantially with groundwater recharge
27 such that there would be a net deficit in aquifer volume or a lowering of the local groundwater
28 table level (e.g., the production rate of pre-existing nearby wells would drop to a level which
29 would not support existing land uses or planned uses for which permits have been granted)
- 30 ■ Substantially alter the existing drainage pattern of the site or area, including through the alteration
31 of the course of a stream or river, in a manner that would result in substantial erosion or siltation
32 on or off site
- 33 ■ Substantially alter the existing drainage pattern of the site or area, including through the alteration
34 of the course of a stream or river, or substantially increase the rate or amount of surface runoff in
35 a manner that would result in flooding on or off site
- 36 ■ Create or contribute runoff water which would exceed the capacity of existing or planned storm
37 water drainage systems or provide substantial additional sources of polluted runoff
- 38 ■ Otherwise substantially degrade water quality
- 39 ■ Expose people or structures to a significant risk of loss, injury, or death involving inundation
40 mudflow

41 **4.5.2.2 Alternative 1: Mixed Use – Existing Facilities + Two New Buildings + New 42 Parking Garage**

43 Development of Alternative 1 could result in a minor increase of impermeable surface area on site. It is
44 anticipated that the proposed facilities would be constructed in the southwestern corner of the site, at the
45 location of the existing parking garage and surface parking lots. The anticipated increase in storm water
46 flows is considered insignificant for the City or County storm drainage system and would not

1 substantially contribute to operational erosion or sedimentation impacts. Any additional runoff generated
2 by any increases in impermeable surface area will be directed to storm drains and would not discharge
3 onto exposed soils.

4 The constituent pollutants entering the City and County storm drain systems as a result of the project
5 would not change in character. The proposed new use of the site is identical to existing uses and would
6 not contribute different types of pollutants than those now generated on site.

7 Currently, the existing facilities utilize water from the Los Angeles Department of Water and Power
8 (LADWP), which relies on some local groundwater supplies. Consequently, the project would result in
9 additional development that could indirectly require an increased use of groundwater through the
10 provision of potable water by LADWP to the new facilities. However, this increase is within the
11 established demand projections of the LADWP. Further, the existing facilities do not extract groundwater
12 on an operational basis.

13 Implementation of the project would result in new buildings, landscaping, and/or other features that could
14 result in minor alterations to existing drainage patterns on site but not substantial alterations. The project
15 could be constructed on areas that are now impervious areas and result in no change to the existing
16 drainage. Current patterns of drainage do not cause erosion or siltation as flows generated are directed
17 immediately to the storm drain system.

18 According to the current Flood Insurance Rate Map (FIRM) published by the Federal Emergency
19 Management Agency (FEMA), the project site lies within an area designated as Zone C, defined as an
20 area of minimal flooding, and does not have any design requirements. Therefore, implementation of the
21 project would have no impact on flooding.

22 **Summary of Impacts.** There will be short-term, direct adverse impacts to hydrology and water quality
23 associated with construction activities such as site preparation, ground clearing, and excavation. No long-
24 term or indirect impacts have been identified.

25 **4.5.2.3 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking** 26 **Garage**

27 The impacts associated with Alternative 1 would apply for Alternative 2, with the addition of short-term
28 adverse impacts to drainage patterns on site during the demolition of the existing building.

29 **4.5.2.4 No Action Alternative**

30 Implementation of the No Action Alternative would not involve any construction activities. Therefore
31 there would be no impacts for hydrology and water quality.

32 **4.5.2.5 Mitigation Measures**

33 Short-term minor adverse impacts to hydrology and water quality would occur during the construction of
34 Alternative 1 and Alternative 2. Construction plans will be developed that implement erosion and
35 sediment control measures. Grading and other activities involving soil displacement should, to the extent
36 feasible, be conducted during the May-October dry season. The preparation of, and compliance with, a
37 spill control and countermeasure plan is will be required to properly address spills of hazardous
38 construction materials.

39 The project will comply with NPDES Phase I (general construction permit) requirements and implement
40 Best Management Practices (BMPs). Compliance with these statutes and regulations would ensure that
41 storm water quality standards would not be violated during construction by requiring discharges to meet

1 the requirements of the State Water Resources Control Board (SWRCB) and the California Regional
2 Water Quality Control Board (RWQCB).

3 **4.5.3 Vegetation and Wildlife**

4 This section of the EIS evaluates the potential for vegetation and wildlife impacts associated with
5 implementation of the alternatives. Data used to prepare this section came from various sources,
6 including California Natural Diversity Database and U.S. Fish and Wildlife Service (USFWS) list of
7 species that might occur in the area and specified locations of critical habitat.

8 **4.5.3.1 Significance Criteria**

9 For purposes of the EIS, implementation of the project would have a significant adverse impact on
10 vegetation and wildlife if it would result in any of the following:

- 11 ▪ Have substantial adverse effect, either directly or through habitat modifications, on any species
12 identified as a candidate, sensitive, or special status species by the USFWS
- 13 ▪ Have a substantial adverse effect on any riparian habitat or other sensitive species identified by
14 the USFWS

15 The Endangered Species Act of 1973 (as amended) directs Federal agencies to ensure that their actions
16 will not jeopardize the existence of any Federally listed threatened or endangered species, and/or critical
17 habitat. An impact is considered to be significant to wildlife or vegetation if it is expected to cause any
18 reduction in population sizes of species that are considered rare, threatened, endangered, and/or sensitive
19 by the USFWS.

20 **4.5.3.2 Alternative 1: Mixed Use – Existing Facilities + Two New Buildings + New 21 Parking Garage**

22 The proposed project would require demolition of the existing parking garage and site clearance for
23 construction of the new facilities that could cause a temporary loss of ornamental vegetation. Trees along
24 the south boundary may be impacted by construction of the new facilities. The species of trees located on
25 the Wilshire campus are widespread in the region. No threatened, endangered, or otherwise sensitive
26 biological resources are known to occur at the Wilshire campus (CDFG, 2000).

27 All of the 22 species listed by the USFWS (Appendix A) that may potentially be impacted by the
28 proposed project are species that are currently known from remote areas that occur on state or Federal
29 lands or areas that are at the edge of current suburban developments along the San Gabriel Mountains of
30 Los Angeles County. Designated critical habitats for the protected species listed by the USFWS are
31 greater than one mile from the site of the proposed project, which occurs in an urban area that is
32 surrounded by existing urban development in the Los Angeles metropolitan area. No natural habitat
33 exists in the vicinity of the proposed project, nor is the proposed project expected to impact any of the 22
34 species or their critical habitats.

35 **Summary of Impacts.** There would be no significant adverse impacts to wildlife and vegetation as a
36 result of implementing Alternative 1. Minor vegetation impacts may occur with the possibility of
37 removing some trees for the construction of the new facilities. The trees along the south boundary create
38 a buffer between the 11000 Wilshire Campus and Westwood Community Park.

39 **4.5.3.3 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking 40 Garage**

41 The impacts associated with Alternative 1 would apply for Alternative 2.

1 **4.5.3.4 No Action Alternative**

2 No new construction would occur under the No Action Alternative. Therefore, continued use of the
3 existing structure will not result in any impacts to vegetation and wildlife.

4 **4.5.3.5 Mitigation Measures**

5 No impacts would occur to vegetation and wildlife. Therefore, no mitigation measures are required.
6 However, any construction plans will be prepared to direct the least possible disturbance to the site's
7 vegetation, especially along the south boundary.

8 **4.5.4 Air Quality**

9 The analysis in this section focuses on the nature and magnitude of the change in the air quality
10 environment due to implementation of the proposed alternatives.

11 **4.5.4.1 Significance Criteria**

12 For purposes of this EIS, implementation of the project may have a significant adverse impact on air
13 quality if it would result in any of the following:

- 14 ■ Conflict with or obstruct implementation of the applicable air quality plan
- 15 ■ Violate any air quality standard or contribute substantially to an existing or projected air quality
16 violation
- 17 ■ Result in a cumulatively considerable net increase of any criteria pollutant for which the project
18 region is nonattainment under an applicable Federal or state ambient air quality standard
19 (including releasing emissions which exceed quantitative thresholds for ozone precursors)
- 20 ■ Expose sensitive receptors to substantial pollutant concentrations
- 21 ■ Create objectionable odors affecting a substantial number of people

22 The South Coast Air Quality Management District (SCAQMD), the agency responsible for
23 comprehensive air pollution control in the Los Angeles Basin, recommends that projects be evaluated in
24 terms of air pollution control thresholds established by the SCAQMD. Table 4-2 provides the
25 quantifiable thresholds that are currently recommended by the SCAQMD and are used to determine the
26 significance of air quality impacts associated with proposed projects.

27 **4.5.4.2 Construction and Operational Emissions Thresholds**

28 The SCAQMD currently recommends that projects with construction-related and/or operational emissions
29 that exceed any of the following emissions thresholds should be considered significant (See Table 4-2):

30 **4.5.4.3 Alternative 1: Mixed Use – Existing Facilities + Two New Buildings + New
31 Parking Garage**

32 In order to determine the effects that Alternative 1 would have on traffic-related air quality near the
33 Wilshire campus, dispersion modeling of carbon monoxide (CO) was completed. Carbon monoxide is a
34 key indicator that is used to evaluate if there will be traffic-related air quality issues. The SCAQMD was
35 contacted to determine the preferred method for modeling CO concentrations from mobile sources. Per
36 SCAQMD, CALINE4 is the preferred method of modeling CO hotspots, and EMFAC2002 is the
37 preferred model to determine the emission factors that are entered into the CALINE4 model (Koizumi
38 2006). Emission factors based on 3 mph were used in the EMFAC2002 modeling to give worst-case
39 scenarios (Benson, 1989). Model inputs and assumptions were coordinated with SCAQMD.

40 SCAQMD recommends modeling the three worst traffic intersections, and if those intersections are below
41 the threshold, it is assumed the others will be also. To determine the intersections to be modeled, a Level
42 of Service (LOS) analysis was performed at the 70 intersections. The three intersections with the worst
43 LOS are Veteran and Wilshire, Sepulveda and Wilshire, and Westwood and Wilshire. AM and PM traffic

1
2

**Table 4-2
SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS**

Mass Daily Thresholds

Pollutant	Construction	Operational
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Ambient Air Quality for Criteria Pollutants ^(a)

NO ₂	In attainment; significant if project causes or contributes to an exceedance of any standard:
1-hour average	0.25 ppm (state)
annual average	0.053 ppm (Federal)
PM ₁₀	
24-hour average	10.4 µg/m ³ (recommended for construction) ^(b)
	2.5 µg/m ³ (operation)
annual geometric average	1.0 µg/m ³
annual arithmetic mean	20 µg/m ³
Sulfate	
24-hour average	1 µg/m ³
CO	In attainment; significant if project causes or contributes to an exceedance of any standard:
1-hour average	20 ppm (state)
8-hour average	9.0 ppm (state/Federal)

^(a) Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.

^(b) Ambient air quality threshold based on SCAQMD Rule 403.

ppm = parts per million; µg/m³ = microgram per cubic meter; mg/m³ = milligram per cubic meter; lbs/day = pounds per day; ≥ greater than or equal to

3

4 counts were conducted at each of the intersections to represent rush-hour peak traffic volume. The future
5 traffic projections included two scenarios: future traffic without Alternative 1 traffic as a baseline and
6 future projected traffic with the implementation of Alternative 1 (Koizumi 2006).

7 **4.5.4.4 CO Modeling Results**

8 Maximum CO concentrations that were modeled at each of the intersections represent the highest 1-hour
9 concentrations at individual receptors. The results of the modeling calculations are shown in Table 4-3
10 and Table 4-4 for the highest 1-hour and the highest 8-hour concentrations, respectively, of the three
11 worst intersections by time of day for each phase. The worst-case scenario includes current emission
12 factors, the highest future traffic counts, and receptors positioned to give the highest possible
13 concentration.

14 As noted in Tables 4-3 and 4-4 all modeled emissions of the worst-case scenarios are well under both the
15 national and state standards. In addition, the baseline (Base) and projected (Project) concentrations do not
16 differ, the increase in traffic is not sufficient enough to cause a significant increase in CO concentrations.

1 Overall the results show that there is not a significant increase in CO emissions due to the implementation
2 of Alternative 1.

3 **Table 4-3**
4 **THREE WORST INTERSECTIONS: MODELED 1-HOUR CO EMISSIONS**

Intersection	Maximum 1-hour CO Concentrations in part per million (ppm)*									
	AM					PM				
	2006	Phase 1 - 2012		Phase 2 - 2017		2006	Phase 1 - 2012		Phase 2 - 2017	
	Base	Project	Base	Project		Base	Project	Base	Project	
Veteran Ave & Wilshire Blvd	8.4	7.6	7.6	6.5	6.5	8.9	8	8	6.8	6.8
Sepulveda Blvd & Wilshire Blvd	8.4	7.5	7.6	6.4	6.7	8.8	7.8	7.9	6.6	6.7
Westwood Blvd & Wilshire Blvd	7.9	7.3	7.3	6.3	6.3	7.3	7.2	7.2	6.2	6.2

5 * The National 1-hour standard is 35 parts per million (ppm), and the California State 1-hour standard is 20 ppm.

6 **Table 4-4**
7 **THREE WORST INTERSECTIONS: MODELED 8-HOUR CO EMISSIONS**

Intersection	Maximum 8-hour CO Concentrations in part per million (ppm)*									
	AM					PM				
	2006	Phase 1 - 2012		Phase 2 - 2017		2006	Phase 1 - 2012		Phase 2 - 2017	
	Base	Project	Base	Project		Base	Project	Base	Project	
Veteran Ave & Wilshire Blvd	6.7	5.4	5.4	4.5	4.5	7.1	5.7	5.7	4.7	4.7
Sepulveda Blvd & Wilshire Blvd	6.7	5.3	5.4	4.4	4.5	7.1	5.5	5.6	4.6	4.6
Westwood Blvd & Wilshire Blvd	6.3	5.1	5.1	4.3	4.3	5.8	5.0	5.0	4.24	4.24

8 * The National 8-hour standard is 9.5 parts per million (ppm.), and the California State 1-hour standard is 9.1 ppm.

9 **4.5.4.5 Construction Impacts**

10 Construction emissions can be distinguished as either on or off site. Onsite emissions generated during
11 construction principally consist of exhaust emissions (e.g., nitrogen oxide (NO_x), Sulfur oxide (SO_x), CO,
12 volatile organic compounds (VOC), and particulate matter less than 10 microns in size (PM₁₀)) from
13 mobile diesel and gasoline powered construction equipment and portable auxiliary equipment, fugitive
14 dust (e.g., PM₁₀) from disturbed soil, and evaporative emissions (e.g., VOC) from equipment refueling.
15 Offsite emissions during the construction phase consist of exhaust emissions from worker commute trips
16 and material transport trips to and from the construction site.

17 Onsite construction activities are typically divided into three distinct phases: (1) demolition and land
18 clearing; (2) site preparation; and (3) general construction. Based on the analysis for a similar project in
19 the SCAQMD, the total daily construction emissions are expected to exceed the daily thresholds for NO_x
20 and PM₁₀. The other project was less in square footage of building space but similar in the amount of
21 ground disturbance. The prime contributors were the dust during site preparation (PM₁₀) with the
22 bulldozers and the equipment exhaust on site and transporting materials off site.

23 Particulate matter, in the form of TSP and PM₁₀, will be generated in the construction process. Ozone
24 may be generated from the photochemical reaction of exhaust gases (CO and VOC's) in the atmosphere
25 from mobile sources used during construction and vehicular traffic. Fugitive particulate matter emissions
26 will be generated by various construction activities such as earthmoving, excavation, and grading

1 operations. CO and VOC emissions will also be generated from the exhaust of the construction vehicles.
2 Other organic gaseous emissions may be emitted from solvents, adhesives, non-waterbased paints, some
3 insulation materials, and asphaltic material. These emissions contribute to the formation of ozone in the
4 lower atmosphere.

5 Since Los Angeles County is in non-attainment for both PM₁₀ and ozone, and since ambient air monitors
6 near the study area have recorded elevated levels of these pollutants, control measures would be required
7 to minimize air pollution generated from construction activities.

8 This project is expected to have a significant short-term impact on the regional air quality due to
9 construction activities. These activities are expected to last approximately two years, and could elevate
10 levels of ozone and PM₁₀ during periods of peak activity.

11 **4.5.4.6 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking** 12 **Garage**

13 The air quality impacts associated with Alternative 2 were not modeled for traffic-related CO because of
14 the decrease in traffic volumes associated with this Alternative would be less than for the No Action
15 Alternative and Alternative 1. As noted for Alternative 1, there would be short-term significant impacts
16 associated with construction activities.

17 **4.5.4.7 No Action Alternative**

18 Implementation of the No Action Alternative would not involve any new construction activities and no
19 impacts from traffic.

20 **4.5.4.8 Mitigation Measures**

21 SCAQMD Rule 2202 is designed to reduce mobile source emissions from employee commuting. This
22 rule provides employers with options to meet an emission reduction target for their worksite. The Federal
23 Government promotes the Employee Commute Reduction Program and will provide a mass transit
24 subsidy to its employees to reduce worker trips and vehicle emissions. This program reduces vehicle trips
25 and miles traveled by implementing carpooling, rideshare programs, public transportation vouchers, and
26 alternative transportation.

27 The SCAQMD identified no feasible mitigation measures that could be implemented to reduce emissions
28 associated with construction worker trips to and from construction sites. Health and Safety Code §40929
29 specifically prohibits air districts and other public agencies from requiring an employee trip reduction
30 program making such mitigation infeasible. Furthermore, the fact that most construction workers would
31 be coming from different parts of the district makes carpooling impractical. No other feasible measures
32 have been identified to reduce emissions from this source.

33 The mitigation measures listed below are intended to minimize the emissions associated with construction
34 activities. Construction activities to build the new facilities would be subject to SCAQMD Rule 403,
35 which requires application of best available control measures to reduce fugitive dust emissions. The
36 following mitigation measures have been identified for the construction phase of the project and will be
37 implemented to the extent practicable.

- 38 ▪ Obtain electrical power from power poles instead of electrical generators
- 39 ▪ Use “clean” fuels for mobile construction equipment instead of diesel
- 40 ▪ Water active portions of construction site daily
- 41 ▪ Apply non-toxic soil stabilizers to graded areas that are will be inactive for 10 days or more
- 42 ▪ Apply chemical soil stabilizers to all inactive construction areas
- 43 ▪ Spread soil binders on site, unpaved roads and parking areas per SCAQMD Rule 403

- 1 ▪ Suspend excavation and grading when wind speeds (as instantaneous gusts) exceeds 25 miles per
- 2 hour
- 3 ▪ Earth material transported off-site will be covered or trucks will maintain at least two feet of
- 4 freeboard
- 5 ▪ Paved streets adjacent to the construction site shall be swept as needed to remove dust and silt
- 6 that may have accumulated as a result of construction activities
- 7 ▪ Sweep streets if silt is carried over to adjacent public thorough fairs. Suspend grading operations
- 8 during first and second stage smog alerts
- 9 ▪ Use low emission mobile construction equipment, where feasible
- 10 ▪ Comply with AQMP Fugitive Dust Measures
- 11 ▪ Use low sulfur fuel for stationary construction equipment

12 **4.5.5 Noise**

13 This section evaluates the potential noise impacts resulting from implementation of the proposed project.
14 This includes the potential for the project to cause a substantial temporary and/or permanent increase in
15 ambient noise levels within or around the Wilshire campus, or to expose people to excessive noise levels.
16 The purpose of this analysis is to evaluate the project in order to ensure that new uses are located and
17 designed appropriately from a noise perspective and to evaluate the noise impact on the surrounding
18 community.

19 The analysis in this section focuses on the nature and magnitude of the change in the noise environment
20 associated with implementation of the proposed project. The primary sources of noise associated with the
21 project would be construction activities for the new facilities and increased employee-related traffic
22 volumes. Secondary sources of noise would include new stationary sources (such as heating, ventilation,
23 and air conditioning units) and increased human activity throughout the campus.

24 **4.5.5.1 Construction Noise Levels**

25 The actual noise levels generated by construction, varies by site and on a daily and hourly basis,
26 depending on the activity that is occurring, and the types and number of pieces of equipment that are
27 operating. The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise
28 generating characteristics of specific types of construction equipment and typical construction activities.
29 These data are presented in Tables 4-5 and 4-6. Given that noise is defined on a logarithmic scale, these
30 noise levels diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per
31 doubling of distance. For example, a noise level of 80 decibels (dBA) measured at 50 feet from the noise
32 source to the receptor would reduce to 74 dBA at 100 feet from the source to the receptor, and reduce by
33 another 6 dBA to 68 dBA at 200 feet from the source to the receptor.

34 **4.5.5.2 Significance Criteria**

35 For purposes of this EIS, implementation of the alternative may have a significant adverse impact on
36 noise if it would result in any of the following:

- 37 ▪ Exposure of persons to or generation of noise levels in excess of standards established in the local
38 general plan or noise ordinance, or applicable standards of other agencies

39 **4.5.5.3 Alternative 1: Mixed Use – Existing Facilities + Two New Buildings + New 40 Parking Garage**

41 Future noise levels at the Wilshire Campus would continue to be dominated by vehicular traffic on
42 adjacent roadways. There will be short-term noise impacts associated with construction activities. When
43 feasible, the GSA will typically limit the hours of exterior construction activities from 7:00 a.m. to 9:00
44 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday, which is consistent with the City of
45 Los Angeles Construction Noise Ordinance (City of Los Angeles, 1973). Transportation routes may be

1 prescribed for all construction traffic in order to minimize the impact of this traffic (including noise
2 impacts) on the surrounding community.

3 **Table 4-5**
4 **NOISE RANGES OF TYPICAL CONSTRUCTION EQUIPMENT**

5

Equipment	Noise Levels in dBA L_{eq} at 50 feet ¹
Back Hoe	73-95
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Front Loader	73-86
Generators	71-83
Jackhammers	81-98
Paver	85-88
Pile Driving (peaks)	95-107
Pneumatic Impact Equipment	83-88
Pumps	68-72
Saws	72-82
Scraper/Grader	80-93
Tractor	77-98
Trucks	82-95
Vibrator	68-82

6 ¹Machinery equipped with noise control devices or other noise-reducing design features do not
7 generate the same level of noise emissions as shown in this table.

8 Source: EPA, 1971

9 **Table 4-6**
10 **TYPICAL OUTDOOR CONSTRUCTION NOISE LEVELS**

Construction Phase	Noise Level at 50 feet (L_{eq} , dBA)	Noise Level at 50 feet with Mufflers (L_{eq} , dBA)
Ground Clearing	84	82
Excavation, Grading	89	86
Foundations	78	77
Structural	85	83
External Finishing	89	86

11 Source: EPA, 1971

12 **4.5.5.4 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking**
13 **Garage**

14 Vehicular traffic on adjacent roadway would continue to be the dominant noise heard at the Wilshire
15 campus and surrounding area. There will be short-term noise impacts associated with construction and
16 demolition. As with Alternative 1, exterior construction activities typically would be limited to hours that
17 are consistent with the City’s noise ordinances when feasible and construction traffic would be routed to
18 minimize noise impact on the surrounding community.

4.5.5.5 No Action Alternative

The No Action Alternative would not result in any noise increase from major construction activities; therefore, no mitigation would be required. There is a potential for temporary construction noise during renovation of existing facilities.

4.5.5.6 Mitigation Measures

Both alternatives would result in short-term construction noise impacts. No long-term operational noise impacts are expected. The following mitigation measures would reduce the impacts to some degree, but noise generated by construction and demolition activities would continue to result in a short-term significant noise impact:

- Comply with the construction hours as specified by local City ordinances when feasible
- Prepare a construction related traffic plan detailing proposed haul routes and staging areas for the transportation of materials and equipment with consideration for sensitive used in nearby neighborhoods
- Ensure all construction equipment operating on site has properly operating mufflers
- Use electrically powered equipment versus internal combustion engine driven equipment, where feasible

4.6 CULTURAL CONDITIONS

Under the National Historic Preservation Act (NHPA), impact assessment involves identifying activities that could directly or indirectly affect significant resources, identifying known or expected significant resources in the area of potential effects, and determining the potential level of impacts on the resources. Interface of the NHPA and the National Environmental Policy Act (NEPA) processes involves consideration of the project alternatives' likely impacts to cultural resources. Under NEPA, impacts to historic or cultural resources are explicitly identified as attributes that must be addressed in order to measure the significance of a project's potential environmental effect. Consideration of the potential for effects and adverse effects to cultural resources is included in the current NEPA assessment. However, an adverse effect on a historic property does not necessarily equate to a significant impact under NEPA. In assessing cultural resources under NEPA, 40 CFR 1508.27 of the regulation defines "significantly" (as in an action significantly affecting the quality of the human environment) in terms of context and intensity. These elements include consideration of the impacts to the community, the importance of a site, unique characteristics, and severity of impact.

4.6.1 Significance Criteria

For purposes of the EIS, implementation of the alternative may have a significant adverse impact on cultural resources if it would result in any of the following:

- Cause a adverse change in the significance of a historical resources
- Cause a adverse change in the significance of an archaeological resource
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature
- Disturb any human remains, including those interred outside of formal cemeteries

If a resource is considered significant, the potential adverse affect to that resource must be mitigated. While avoidance is always the preferred mitigation measure for an important resource, this is not always feasible.

1 **4.6.2 Archaeological Resources**

2 **4.6.2.1 Alternative 1: Mixed Use – Existing Facilities + Two New Buildings + New**
3 **Parking Garage**

4 As described in Section 3.6, no archaeological materials have been recovered or recorded on the Wilshire
5 campus to date. Also, the majority of the project would occur on a previously developed site that has
6 already been subject to disturbance for existing structures or infrastructure. However, the potential
7 remains for excavation activities associated with the project to damage archaeological resources. The
8 likelihood of encountering archaeological resources on the campus is considered extremely low, and this
9 impact would be considered less than significant. Prior to site preparation, grading, or excavation,
10 construction personnel will be informed of the potential for encountering archaeological and/or
11 paleontological resources and provided guidance in the event of a discovery. Should a discovery be
12 uncovered, all construction work will be halted until qualified personnel can assess the discovery,
13 determine significance, consult with the SHPO and mitigate for impacts.

14 **4.6.2.2 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking**
15 **Garage**

16 The impacts associated with Alternative 2 would be the same as for Alternative 1.

17 **4.6.2.3 No Action Alternative**

18 There will be no ground disturbance from the continued use of the existing Wilshire campus. Therefore,
19 continued use of the existing structures would not result in any impacts to archaeological resources.

20 **4.6.2.4 Mitigation Measures**

21 Alternatives 1 and 2 would not result in a significant adverse impact with respect to archaeological
22 resources and therefore no mitigation would be required.

23 **4.6.3 Historic Resources**

24 Significant effects upon historic structures or features are evaluated by determining the presence or
25 absence of historic status with respect to the feature in question, then determining the potential for
26 development to affect the structure of feature if it possesses historic status.

27 **4.6.3.1 Alternative 1: Mixed Use – Existing Facilities + Two New Buildings + New**
28 **Parking Garage**

29 As described in Section 3.6, no historic resources located within the Area of Potential Effect (APE) are
30 listed, eligible for listing, or appear eligible for listing on the National Register of Historic Places
31 (NRHP). Therefore, no adverse impacts are expected to historic resources.

32 **4.6.3.2 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking**
33 **Garage**

34 The impacts for Alternative 2 would be the same as for Alternative 1.

35 **4.6.3.3 No Action Alternative**

36 Since the No Action Alternative will not affect historic resources, no mitigation will be necessary.

37 **4.6.3.4 Mitigation Measures**

38 Alternatives 1 and 2 would not result in significant adverse impact with respect to historic resources and
39 cultural resources, therefore mitigation measures are not required. Additional coordination will occur
40 with the State Historic Preservation Officer (SHPO). If Alternative 2 is selected, further coordination will

1 occur with the SHPO concerning the 11000 Wilshire office tower as noted in Section 3-6 to gain
2 concurrence whether or not it has exceptional significance.

3 **4.7 PUBLIC SERVICES**

4 **4.7.1 Police Protection**

5 The Los Angeles Sheriff Department (LASD) and Los Angeles Police Department (LAPD) provide
6 police protection to the 11000 Wilshire campus. As noted in Section 3.7, LASD has responsibility for the
7 28-acre site, as it is located in unincorporated Los Angeles County. On site enforcement is enhanced by
8 the presence of the Federal Protective Service on site. The LAPD has responsibility for the areas adjacent
9 to the 11000 Wilshire campus and not part of the VA properties, which are also in unincorporated Los
10 Angeles County and under the jurisdiction of LASD.

11 **4.7.1.1 Significance Criteria**

12 For purposes of this EIS, implementation of the project may have significant impacts on police services if
13 it would cause an increase in population that resulted in inadequate staffing levels and/or the need for new
14 or altered facilities in order to maintain acceptable service ratios, response times, or other performance
15 objectives for police protection.

16 **4.7.1.2 Alternative 1: Mixed Use – Existing Facilities + Two New Buildings + New 17 Parking Garage**

18 The proposed Federal facilities would substantially increase the workforce population on the site but in
19 relation to the West Los Angeles projected growth, this is not significant. The 11000 Wilshire Federal
20 building will be backfilled by employees who are currently housed in other facilities throughout the
21 region; therefore, the workforce population will increase by approximately 98 percent when compared to
22 the No Action Alternative. This increase should not result in a significant service impact to the LASD or
23 LAPD when compared to ambient growth in the area.

24 **Summary of Impacts.** Impacts associated with Alternative 1 implementation are considered to be less
25 than significant.

26 **4.7.1.3 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking 27 Garage**

28 The impacts for Alternative 2 would be the less than for as for Alternative 1, as the overall population on
29 site would actually be less when compared to Alternative 1 and the No Action Alternative.

30 **4.7.1.4 No Action Alternative**

31 Implementation of the No Action Alternative would continue the use of the existing Wilshire campus to
32 house the various agencies, including the FBI, and the 11 leased locations for FBI. Therefore,
33 implementation of the No Action Alternative would not result in any adverse impacts to police services.

34 **4.7.1.5 Mitigation Measures**

35 Although the alternatives impacts would be less than significant, the following is included as a mitigation
36 measure. There will be a temporary need for security to protect against theft of equipment, trespassing
37 and vandalism during construction. Standard security measures during construction activities include the
38 installation of chain-link fencing around the perimeter of the project site, and securing of all construction
39 equipment during periods of non-use.

1 **4.7.2 Fire Protection**

2 Los Angeles Fire Department (LAFD) services are based on the community's needs, as determined by
3 ongoing evaluations. When an evaluation indicates increased response time, the acquisition of
4 equipment, personnel, and/or new stations is considered. As development occurs, the LAFD reviews
5 environmental impact reports and subdivision applications for needed facilities. Where appropriate,
6 construction of new facilities is required as a condition of development.

7 The LAFD determines adequacy of fire protection services based on, among other criteria density (i.e.
8 population, roads, and accessibility), dollar value of property, and potential loss of life (Fukuda, 2006).
9 The LAFD has an average response time of approximately seven minutes (Fukuda, 2006). The standard
10 for an urban level of service requires that an engine company arrive on the scene within five minutes, 90
11 percent of the time, with four fire fighters per Engine Company.

12 **4.7.2.1 Significance Criteria**

13 Implementation of the project may have a significant adverse impact on fire protection service if it would
14 result in impact services based on the existing ratio of firefighters to population with relation to maintaining
15 an acceptable service.

16 **4.7.2.2 Alternative 1: Mixed Use – Existing Facilities + Two New Buildings + New
17 Parking Garage**

18 The Wilshire campus is served by Fire Station 37; located approximately 0.15 miles to the north. The
19 LAFD has an average response time of approximately five minutes to the Wilshire campus (Fukuda,
20 2006). Furthermore, as required by the Los Angeles Municipal Code (Section 57.09.06, as amended,
21 June 1997), the farthest point on site is not located more than 1.5 miles from the nearest engine company,
22 which is within the maximum response distance allowed by Code for commercial, industrial, and/or high-
23 density residential uses. The Code allows response distances to exceed 1.5 miles if new structures are
24 constructed with automatic fire sprinkler systems, which is standard practice for all government buildings.

25 The quantity of water required for fire protection (i.e., fire flows) varies and is dependent upon many
26 factors that are specific to each particular building, such as the floor area, type of construction, expected
27 occupancy, type of activities conducted within the building, and the distance to adjacent buildings. The
28 Fire Marshal reviews and approves all individual development plans prior to construction to ensure
29 adequate fire flows are maintained (including localized pipe upgrades or connections required to the
30 system), an adequate number of fire hydrants will be provided in the appropriate locations, and circulation
31 and design features will allow adequate emergency vehicle access in compliance with the Los Angeles
32 Municipal Code. Impacts associated with the provision of fire protection services are not considered
33 significant.

34 With three fire stations possessing adequate manpower and equipment resources within close proximity to
35 the Wilshire campus, the consideration of increased personnel and/or equipment would be unnecessary
36 for implementation of this project. However, the potential for construction related accidents could
37 temporarily increase the utilization of these resources.

38 Fire flow to the area is considered to be adequate to serve high-rise structures located in the area.
39 However, fire flow calculations and flow tests based upon final site design would be required in order to
40 assure adequate fire flow is provided to the new facilities.

41 Project design and implementation should comply with all Federal, state, and local fire codes and
42 ordinances, including the guidelines found in the Fire Protection and Prevention Plan and the Safety Plan,
43 both of which are elements of the General Plan of the City of Los Angeles C.P.C. 19708.

1 **4.7.2.3 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking**
2 **Garage**

3 Impacts relative to Alternative 2 would be similar to those impacts identified for Alternative 1. The
4 quantity of water required for fire protection would be less than Alternative 1 because there are fewer
5 proposed facilities for Alternative 2. As with Alternative 1, Alternative 2 is considered to have sufficient
6 fire flow to the area and further flow calculations and flow tests would be required. Design and
7 implementation of Alternative 2 would comply with all Federal, state and local fire codes and ordinances.

8 **4.7.2.4 No Action Alternative**

9 Implementation of the No Action Alternative would continue the use of the existing Wilshire campus and
10 the leased space to house the related agencies. Therefore, project implementation of the No Action
11 Alternative would not result in any adverse impacts to fire protection services.

12 **4.7.2.5 Mitigation Measures**

13 Although the alternatives impacts would be less than significant, the following are potential mitigation
14 measures that will be finalized during design of the proposed facilities.

- 15 ■ Comply with the Fire Department’s plot plan approval requirements regarding fire safe design
16 features prior to building permit approval. These features may include fire lanes, fire hydrants
17 within 300 feet of all structures, and no more than 150 feet distance from the edge of the roadway
18 or fire lane to entrances of buildings.
- 19 ■ Submittal of final construction plans to the LAFD for determination of the location and number
20 of off-site public and on-site private hydrants required.
- 21 ■ Site layout should include two different ingress/egress roads to accommodate major fire apparatus
22 and provide for major evacuation during emergency situations.
- 23 ■ Comply with all applicable Federal, state, and local fire protection and fire prevention ordinances.
- 24 ■ Provide adequate address signage to LAFD to facilitate with response times.

25 **4.8 PUBLIC UTILITIES**

26 This section evaluates the effects on utilities and service systems related to implementation of the
27 alternatives by identifying anticipated demand and existing and planned utility availability. For purposes
28 of this EIS, utilities include domestic water supply, solid waste collection and disposal, wastewater
29 conveyance and treatment, and energy (electricity and natural gas). Storm water drainage facilities are
30 discussed in Section 4.4.2.

31 **4.8.1 Electricity**

32 The electrical impacts were assessed based on the ability of Southern California Edison (SCE) to support
33 the energy needs of the new facility. Impacts are considered to be significant if the alternative’s
34 implementation would affect the ability of SCE to provide service to the Wilshire campus for each
35 proposed alternative. Determination of significance for energy impacts were made considering the
36 following factors.

37 **4.8.1.1 Significance Criteria**

38 For purposes of this EIS, implementation of the project may have a significant adverse impact on
39 electrical service if it would:

- 40 ■ Require or result in the construction of new electrical facilities or expansion of existing facilities,
41 the construction of which could cause significant environmental effects
- 42 ■ Result in a determination by the electrical provider which serves or may serve the project that it
43 has adequate capacity to serve the project’s projected demand in addition to the provider’s
44 existing commitments

1 **4.8.1.2 Alternative 1: Mixed Use – Existing Facilities + Two New Buildings + New**
2 **Parking Garage**

3 Alternative 1 implementation would result in construction of approximately 937,000 gross square feet
4 (GSF) of occupied space, which in turn will increase the electrical demand on site. The specific design is
5 not available for the proposed facility; therefore, exact electrical demands could not be determined.

6 SCE has the ability to serve the proposed facility project energy needs of the alternatives. However, the
7 extent of infrastructure required cannot be determined until an accurate electric demand is provided to
8 SCE. The consumption rate as well as daily and annual demands will need to be provided by the
9 Architect before precise infrastructure needs can be calculated for the proposed project. Additionally,
10 California has experienced shortages of power that may have some impact in supply to new customers.
11 This shortage was temporary, although it is not known at this time whether the state electricity supplies
12 will meet future customer demand.

13 Based on energy consumption rates used to calculate average annual electrical load for Alternative 1, as
14 set forth in Table C.10, Electricity Consumption and Expenditure Intensities, in the 1999 Commercial
15 Buildings Energy Consumption Survey, implementation of Alternative 1 would require a total annual
16 energy consumption of approximately 25,586,000 kWh (Table 4-7). With current levels of impact
17 approximately 10,956,500 kWh, development of Alternative 1 would result in a net increase of
18 14,629,500 kWh on an annual basis. It should be noted that the estimated rates that would be utilized for
19 existing older structures and the estimated rates for new structures are the same. However, given less
20 stringent codes at the time of their construction, the existing buildings are less energy efficient.
21 Therefore, the analysis is conservative in that existing structures likely require more energy usage than
22 indicated and the impact from Alternative 1 is likely to be less than described here.

23 The design should also be in accordance with applicable electrical codes, including the National Fire
24 Protection Association Code and the National Electric Code.

25 GSA proposes to use the Leadership in Energy and Environmental Design (LEED) in the design and
26 development of the new facilities on the Wilshire campus. LEED incorporates efficiencies in energy and
27 water usage and reduces air emissions and solid wastes associated with the construction and operation of
28 the buildings (USGBC, 2003).

29 Alternative 1 would result in an incremental increase to the local and regional demand for electrical
30 service. The increased demand is anticipated to result in a less than significant impact on electrical
31 resources.

32 **4.8.1.3 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking**
33 **Garage**

34 Implementation of Alternative 2 would result in construction of approximately 937,000 GSF of occupied
35 space, and the demolition of 585,000 GSF of occupied space, resulting in a gain of 352,000 GSF of
36 occupied space, which in turn will increase the electrical demand on site. The specific design is not
37 available for the proposed facility; therefore, exact electrical demands could not be determined.

38 Based on energy consumption rates used to calculate average annual electrical load for Alternative 2, as
39 set forth in Table C.10, Electricity Consumption and Expenditure Intensities, in the 1999 Commercial
40 Buildings Energy Consumption Survey, implementation of Alternative 2 would require a total annual
41 energy consumption of approximately 15,981,500kWh/yr (Table 4-8). With current levels of impact
42 approximately 10,956,500 kWh, development of Alternative 2 would result in a net increase of 5,025,000
43 kWh on an annual basis.

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**Table 4-7
PROPOSED PROJECT ENERGY CONSUMPTION – ALTERNATIVE 1**

Existing Land Use	Size	Consumption Rate* (kWh/sq ft/yr)	Total Energy Consumed (kWh/yr)
Existing Buildings/Facilities			
Office tower	562,000	16.3	9,160,600
Cafeteria	23,000	19.3	443,900
Parking	0	0	0
Post office	32,000	16.3	521,600
Total	617,000		10,126,100
Phase I New Construction			
New Office	230,000	16.3	3,749,000
New Storage	190,000	12.7	2,413,000
New ARMF Building	47,000	10.7	502,900
New Secured Parking Garage	297,500	2.7	803,250
Total	764,500		7,468,150
Phase 2 New Construction			
New Office	470,000	16.3	7,661,000
New Secured Parking Garage	122,500	2.7	330,750
Total	592,500		7,991,750
Grand Total	1,974,000		25,586,000

3 *Consumption rates are based on Table C10 of the 1999 Energy Information Administration, Commercial Buildings
4 Energy Consumption Survey: Electricity Consumption and Expenditure Tables, for building floor space, building
5 activity and Pacific Division.
6 Source: EIA, 2005

7 It should be noted that the estimated rates that would be utilized for existing older structures and the
8 estimated rates for new structures are the same. However, given less stringent codes at the time of their
9 construction, the existing buildings are less energy efficient. Therefore, the analysis is conservative in
10 that existing structures likely require more energy usage than indicated and the impact from Alternative 2
11 is likely to be less than described here.

12 The design will be in accordance with applicable electrical codes, including the National Fire Protection
13 Association Code, the National Electric Code, as well as City and County electrical codes where
14 appropriate.

15 GSA proposes to use the Leadership in Energy and Environmental Design (LEED) in the design and
16 development of the new facilities on the Wilshire campus. LEED incorporates efficiencies in energy and
17 water usage and reduces air emissions and solid wastes associated with the construction and operation of
18 the buildings (USGBC, 2003).

19 Alternative 2 would result in an incremental increase to the local and regional demand for electrical
20 service. The increased demand is anticipated to result in a less than significant impact on electrical
21 resources.

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**Table 4-8
PROPOSED PROJECT ENERGY CONSUMPTION – ALTERNATIVE 2**

Existing Land Use	Size	Consumption Rate* (kWh/sq ft/yr)	Total Energy Consumed (kWh/yr)
Existing Buildings/Facilities Post office	32,000	16.3	521,600
Total	32,000		521,600
Phase I New Construction			
New Office	230,000	16.3	3,749,000
New Storage	190,000	12.7	2,413,000
New ARMF Building	47,000	10.7	502,900
New Secured Parking Garage	297,500	2.7	803,250
Total	764,500		7,468,150
Phase 2 New Construction			
New Office	470,000	16.3	7,661,000
New Secured Parking Garage	122,500	2.7	330,750
Total	592,500		7,991,750
Grand Total	1,389,000		15,981,500

3 *Consumption rates are based on Table C10 of the 1999 Energy Information Administration, Commercial Buildings
4 Energy Consumption Survey: Electricity Consumption and Expenditure Tables, for building floor space, building
5 activity and Pacific Division.
6 Source: EIA, 2005

7 **4.8.1.4 No Action Alternative**

8 Implementation of the No Action Alternative would not require expansion or extension of the electrical
9 distribution facilities or increase electricity use rates at the Wilshire campus.

10 Existing electrical supplies and infrastructure adequately serve the facilities. Therefore, no impacts or
11 mitigation measures would be associated with the implementation of the No Action Alternative.

12 **4.8.1.5 Mitigation Measures**

13 Although Alternatives 1 and 2 impacts are less than significant, the following mitigation measures are
14 included to further reduce impacts:

- 15 ■ Use the LEED in the design and development of the new facilities on the Wilshire campus to
16 incorporate efficiencies in energy and water usage and reduce air emissions and solid wastes
17 associated with the construction and operation of the buildings (USGBC, 2003).

18 **4.8.2 Natural Gas**

19 SoCalGas has the ability to serve the proposed facilities energy needs at all the alternative locations.
20 However, the extent of infrastructure required cannot be determined until an accurate demand for natural
21 gas is provided to SoCalGas. The consumption rate as well as daily and annual demands will need to be
22 provided by the Architect before precise infrastructure needs can be calculated for the proposed project.

1 **4.8.2.1 Significance Criteria**

2 For purposes of this EIS, implementation of the alternative may have a significant adverse impact on
3 natural gas service if it would:

- 4 ▪ Require or result in the construction of new natural gas facilities or expansion of existing
5 facilities, the construction of which could cause significant environmental effects
- 6 ▪ Result in a determination by the natural gas provider which serves or may serve the campus that it
7 has adequate capacity to serve the campus's projected demand in addition to the provider's
8 existing commitments

9 **4.8.2.2 Alternative 1: Mixed Use – Existing Facilities + Two New Buildings + New**
10 **Parking Garage**

11 Implementation of Alternative 1 would result in construction of approximately 937,000 GSF of occupied
12 space, which in turn will increase the natural gas demand on site. The specific design is not available for
13 the proposed facility; therefore, exact natural gas demands could not be determined.

14 Based on natural gas consumption rates used to calculate average annual natural gas usage as set forth in
15 Table C.16, Natural Gas Consumption and Expenditure Intensities, in the 1999 Commercial Buildings
16 Energy Consumption Survey, operation of Alternative 1 would require a total annual energy consumption
17 of approximately 49,167,400 cubic feet (Table 4-9). With current levels of impact approximately
18 20,964,400 cubic feet, development of Alternative 1 would result in a net increase of 28,203,000 cubic
19 feet on an annual basis. It should be noted that the estimated rates that would be utilized for existing
20 older structures and the estimated rates for new structures are the same. However, given less stringent
21 codes at the time of their construction, the existing buildings are less energy efficient. Therefore, the
22 analysis is conservative in that existing structures likely require more energy usage than indicated and the
23 impact from Alternative 1 is likely even less than cited here.

24 Alternative 1 would result in an incremental increase to the local and regional demand for natural gas.
25 The increased demand is anticipated to result in a less than significant impact on natural gas resources.

26 It is not anticipated that the additional natural gas demands for the proposed project would adversely
27 affect natural gas service in the project area. Therefore, impacts to natural gas associated with project
28 implementation would be less than significant.

29 **4.8.2.3 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking**
30 **Garage**

31 Implementation of Alternative 2 would result in construction of approximately 937,000 GSF of occupied
32 space, which in turn will increase the natural gas demand on site. The specific design is not available for
33 the proposed facility; therefore, exact natural gas demands could not be determined.

34 Based on natural gas consumption rates used to calculate average annual natural gas usage, as set forth in
35 Table C.16, Natural Gas Consumption and Expenditure Intensities, in the 1999 Commercial Buildings
36 Energy Consumption Survey, operation of Alternative 2 would require a total annual energy consumption
37 of approximately 30,534,400 cubic feet (Table 4-10). With current levels of impact approximately
38 20,964,400 cubic feet, development of Alternative 2 would result in a net increase of 9,570,000 cubic feet
39 on an annual basis.

**Table 4-9
PROPOSED PROJECT NATURAL GAS CONSUMPTION – ALTERNATIVE 1**

Existing Land Use	Size	Consumption Rate* (cubic ft/sq ft/yr)	Total Energy Consumed (cubic ft/yr)
Existing Buildings/Facilities			
Office tower	562,000	30.2	16,972,400
Cafeteria	23,000	72.2	1,660,600
Parking	0	0	
Post office	32,000	30.2	966,400
Total	617,000		19,599,400
Phase I New Construction			
New Office	230,000	30.2	6,946,000
New Storage	190,000	35.7	6,783,000
New ARMF Building	47,000	35	1,645,000
New Secured Parking Garage	297,500	0	0
Total	764,500		15,374,000
Phase 2 New Construction			
New Office	470,000	30.2	14,194,000
New Secured Parking Garage	122,500	0	0
Total	592,500		14,194,000
Grand Total	1,974,000		49,167,400

*Consumption rates are based on Table C10 of the 1999 Energy Information Administration, Commercial Buildings Energy Consumption Survey: Electricity Consumption and Expenditure Tables, for building floor space, building activity and Pacific Division.
Source: EIA, 2005

It should be noted that the estimated rates that would be utilized for existing older structures and the estimated rates for new structures are the same. However, given less stringent codes at the time of their construction, the existing buildings are less energy efficient. Therefore, the analysis is conservative in that existing structures likely require more energy usage than indicated and the impact from Alternative 2 is likely to be less than described here.

Alternative 2 would result in an incremental increase to the local and regional demand for natural gas. The increased demand is anticipated to result in a less than significant impact on natural gas resources. Implementation of Alternative 2 would result in facilities with an increase of approximately 352,000 GSF of occupied space, based on demolishing the office tower and cafeteria and constructing 937,000 GSF of occupied space, thereby increasing natural gas demand onsite. Although natural gas consumption required by the proposed Facility has not been determined, demand would primarily be associated with heating of the facility.

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**Table 4-10
PROPOSED PROJECT NATURAL GAS CONSUMPTION – ALTERNATIVE 2**

Existing Land Use	Size	Consumption Rate* (cubic ft/sq ft/yr)	Total Energy Consumed (cubic ft/yr)
Existing Buildings/Facilities Post office	32,000	30.2	966,400
Total	32,000		966,400
Phase I New Construction			
New Office	230,000	30.2	6,946,000
New Storage	190,000	35.7	6,783,000
New ARMF Building	47,000	35	1,645,000
New Secured Parking Garage	297,500	0	0
Total	764,500		15,374,000
Phase 2 New Construction			
New Office	470,000	30.2	14,194,000
New Secured Parking Garage	122,500	0	0
Total	592,500		14,194,000
Grand Total	1,389,000		30,534,400

3 *Consumption rates are based on Table C16 of the 1999 Energy Information Administration, Commercial Buildings
4 Energy Consumption Survey: Consumption and Expenditure Tables, for building floor space, building activity and
5 Pacific Division.
6 Source: EIA, 2005

7 **4.8.2.4 No Action Alternative**

8 Implementation of the No Action Alternative would not require expansion or extension of the natural gas
9 distribution facilities or increase natural gas use rates at the Wilshire campus.

10 Existing natural gas supplies and infrastructure adequately serve the facilities. Therefore, no impacts or
11 mitigation measures would be associated with the implementation of the No Action Alternative.

12 **4.8.2.5 Mitigation Measures**

13 Although Alternatives 1 and 2 impacts are less than significant, the following mitigation measure is
14 included to further reduce impacts:

- 15 ■ Use the LEED in the design and development of the new facilities on the Wilshire campus to
16 incorporate efficiencies in energy and water usage and reduce air emissions and solid wastes
17 associated with the construction and operation of the buildings (USGBC, 2003).

18 **4.8.3 Solid Waste**

19 In 1989, the California legislature passed the Integrated Waste Management Act (AB939), which requires
20 all cities to divert 25 percent of their waste by 1995 and 50 percent by the year 2000. Although the
21 actions which help the City achieve the AB939 targets significantly reduce landfill disposal, the City still

1 requires landfill capacity to dispose of the remaining waste (LA, 2000a). In 2000, the City's total solid
2 waste generation was 9,110,224 tons (LA, 2000b).

3 Development and support of recyclable materials markets is one of the City's challenges. For the solid
4 waste remaining after diversion, the City has a continuing need for solid waste transfer and disposal
5 facilities. Transportation costs of waste disposal are projected to increase due to the increased distance
6 and method of shipping waste by truck and train to remote disposal facilities (LA, 2000a).

7 **4.8.3.1 Significance Criteria**

8 For purposes of this EIS, implementation of the project may have a significant adverse impact on solid
9 waste if it would:

- 10 ▪ Be served by a landfill with sufficient permitted capacity to accommodate the project's solid
11 waste disposal needs
- 12 ▪ Comply with Federal, state, and local statutes and regulations related to solid waste

13 **4.8.3.2 Alternative 1: Mixed Use – Existing Facilities + Two New Buildings + New** 14 **Parking Garage**

15 Alternative 1 would generate solid waste during the demolition, construction and the operational phase.
16 During the demolition phase, the existing parking garage would be demolished to make room for the new
17 facilities, resulting in the need to dispose of 7,088 tons of demolition debris (Degenkolb, 1997). For the
18 construction phase, earth material would be excavated for the foundation of the new facilities. These
19 materials removed from the site would be used as fill for other projects in the area, or disposed of at a
20 landfill. A licensed hazardous waste disposal expert would dispose of all hazardous materials in
21 accordance with applicable regulation. Recycling practices will be used during the construction phase to
22 decrease the amount of solid waste sent area landfills. Further, the impact during construction is
23 temporary, and will not extend for the life of the project.

24 Alternative 1 is estimated to generate approximately 22,624 pounds of solid waste per day (ppd). Table
25 4-11 shows a breakdown of waste generated. With current levels of impact approximately 7,902 ppd,
26 implementation of Alternative 1 would result in a net increase of 14,722 ppd on an annual basis. The net
27 contribution of solid waste from this alternative is 0.029 percent of all solid waste generated in the City of
28 Los Angeles. It is anticipated that adequate landfill capacity exists to serve the project; therefore, no
29 impacts to solid waste are expected.

30 GSA will contract out for solid waste disposal as it currently does. The selection of the contractor will
31 vary depending on which one is the successful bidder.

32 **4.8.3.3 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking** 33 **Garage**

34 Alternative 2 would also generate solid waste during the demolition, construction and the operational
35 phase. During the demolition phase, the existing officers, cafeteria, and parking garage would be
36 demolished to make room for the new facilities, resulting in the need to dispose of approximately 41,830
37 tons of demolition debris (Forell, 1992) that would go to a construction/debris landfill. For the
38 construction phase, earth material would be excavated for the foundation of the new facilities. These
39 materials removed from the site would be used as fill for other projects in the area, or disposed of at a
40 landfill. Further, the impact during construction is temporary, and will not extend for the life of the
41 project.

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**Table 4-11
ALTERNATIVE 1 ESTIMATED SOLID WASTE GENERATION**

Land Use	Size	Employees	Generation Rate (lbs./unit/day)	Total Solid Waste Produced (Lbs./Day)*
Existing Buildings/Facilities				
Office tower	562,000	2,300	5.27 lbs./emp/day	12,121
Cafeteria	23,000	10	0.059 lbs./sqft/day	1,357
Parking	0	0	0	
Post office	32,000	142	5.27 lbs./emp/day	748
Total	617,000	2,452		14,226
Phase I New Construction				
New Office	230,000	540	5.27 lbs./emp/day	2,846
New Storage	190,000	65	1.5 lb/emp/day	98
New ARMF Building	47,000	35	5.27 lb/emp/day	184
New Secured Parking Garage	297,500	0	0	0
Total	764,500	640		3,128
Phase 2 New Construction				
New Office	470,000	1,000	5.27 lbs./emp/day	5,270
New Secured Parking Garage	122,500	0		0
Total	592,500	1,000		5,270
Grand Total	1,974,00	4,092		22,624

3 Source: CIWMB, no date.

4 Alternative 2 is estimated to create approximately 9,146 pounds of solid waste per day. Table 4-12 shows
5 a breakdown of waste generated per land use. The current calculated level of solid waste generated is
6 approximately 7,902 pounds. The implementation of Alternative 2 would result in a net increase of 1,244
7 pounds on an annual basis. The net contribution of solid waste from this alternative is 0.002 percent of all
8 solid waste generated in the City of Los Angeles. It is anticipated that adequate landfill capacity exists to
9 serve the project; therefore, no impacts to solid waste are expected.

10 It is not known who the collector will be or what landfill would receive the waste. As such performing an
11 analysis of specific landfill capacity would be premature and highly speculative. The City's Bureau of
12 Engineering continually plans for solid waste disposal, to assure that the disposal needs and recycling
13 requirement of the City development can be met.

14 **4.8.3.4 No Action Alternative**

15 Under the No Action Alternative, the amount of solid waste generated at the Wilshire campus would not
16 be impacted.

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**Table 4-12
ALTERNATIVE 2 ESTIMATED SOLID WASTE GENERATION**

Land Use	Size	Employees	Generation Rate (lbs./unit/day)	Total Solid Waste Produced (Lbs./Day)*
Existing Buildings/Facilities				
Post office	32,000	142	5.27 lbs./emp/day	748
Total	32,000	142		748
Phase I New Construction				
New Office	230,000	540	5.27lbs./emp/day	2,846
New Storage	190,000	65	1.5 lb/emp/day	98
New ARMF Building	47,000	35	5.27 lb/emp/day	184
New Secured Parking Garage	297,500	0	0	0
Total	764,500	640		3,128
Phase 2 New Construction				
New Office	470,000	1,000	5.27 lbs./emp/day	5,270
New Secured Parking Garage	122,500	0	0	0
Total	592,500	1,000		5,270
Grand Total	1,389,000	1,782		9,146

3 Source: CIWMB, no date.

4 **4.8.3.5 Mitigation Measures**

5 The following mitigation measures may be implemented to further reduce impacts associated with the
6 short-term demolition and construction operations:

- 7 ▪ Salvage and recycle construction and demolition materials to the extent feasible
- 8 ▪ Institute an on-site recycling/conservation program by distributing containers to separate
9 recyclable materials and deposit them into larger containers to be removed by a recycling
10 company
- 11 ▪ Promote recycling activities through education of source reduction methods

12 **4.8.4 Water Supply**

13 Although steadily increasing, the rate at which water use has grown over the last ten years has been
14 significantly reduced due to aggressive implementation of demand reduction measures throughout the
15 City. While the annual water demand growth in the 1980's averaged 2.1 percent, the forecast provided in
16 the current Water Plan projects only a 1.3 percent average annual growth rate over the next 20 years.
17 (LADWP, 2005b)

18 To determine impacts on water supply resulting from implementation of the proposed project, the
19 projected increase in water use was compared to LADWP water supplies in 2010 to evaluate whether

1 there will be an adequate and reliable source of water for the project and whether any infrastructure
2 improvements would be necessary.

3 **4.8.4.1 Significance Criteria**

4 For purposes of this EIS, implementation of the proposed project may have a significant adverse impact
5 on water supply if it would result in any of the following:

- 6 ▪ Require or result in the construction of new water supply facilities or expansion of existing
7 facilities, the construction of which could cause significant environmental effects
- 8 ▪ Result in a determination by the water supply provider which serves or may serve the project that
9 it has adequate capacity to serve the project's projected demand in addition to the provider's
10 existing commitment

11 **4.8.4.2 Alternative 1: Mixed Use – Existing Facilities + Two New Buildings + New** 12 **Parking Garage**

13 Implementation of Alternative 1 would result in construction of approximately 937,000 GSF of occupied
14 space, which in turn will increase water consumption on site. The specific design is not available for the
15 proposed facility; therefore, exact water consumption could not be determined.

16 Implementation of Alternative 1 would require a total annual consumption of approximately 60,345 gpd
17 of water as shown in Table 4-13. The current levels of water consumption are calculated at
18 approximately 18,720 gpd. The development of Alternative 1 would result in a net increase of 41,625
19 gpd on an annual basis. This increase represents 0.007 percent of the 589 MGD currently consumed by
20 the City. The increased consumption is anticipated to result in a less than significant impact on water
21 treatment facilities.

22 **4.8.4.3 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking** 23 **Garage**

24 Implementation of Alternative 2 would result in construction of approximately 937,000 gross square feet
25 (GSF) of occupied space and the demolition of 585,000 GSF of occupied space, resulting in a gain of
26 352,000 GSF of occupied space, which in turn will increase water consumption on site. The specific
27 design is not available for the proposed facility; therefore, exact water consumption could not be
28 determined.

29 The operation of Alternative 2 would require a total annual consumption of approximately 25,755 gpd of
30 water as shown in Table 4-14. The current level of water consumption is approximately 18,720 gpd.
31 Implementation of Alternative 2 would result in a net increase of 7,035 gpd on an annual basis. This
32 increase represents 0.001 percent of the 589 MGD currently consumed by the City. The increased water
33 consumption is anticipated to result in no impact on water treatment facilities.

34 **4.8.4.4 No Action Alternative**

35 Implementation of the No Action Alternative would not require extension or expansion of water
36 distribution facilities and would not increase rate of water use at the existing Wilshire campus. Therefore,
37 implementation of the No Action Alternative would not contribute to any impacts to water services and
38 no mitigation measures are required.

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Table 4-13
ESTIMATED WATER CONSUMPTION FROM ALTERNATIVE 1

Land Use	Size	No. of Employees	Generation Rate (Gallons per Unit)	Total Generation (Gallons per Day)
Existing Buildings/ Facilities				
Office building	562,000	2,300	15/person	34,500
Cafeteria	23,000	10	9/person	90
Parking	0	0	NA	0
Post office	32,000	142	15/person	2,130
Total	617,000	2,452		36,720
Phase I New Construction				
New Office	230,000	540	15/person	8,100
New Storage	190,000	65	NA	
New ARMF Building	47,000	35	15/person	525
New Secured Parking Garage	297,500	0	NA	
Total	764,500	640		8,625
Phase 2 New Construction				
New Office	470,000	1,000	15/person	15,000
New Secured Parking Garage	122,500	0	NA	
Total	592,500	1,000		15,000
Grand Total	1,974,000	4,092		60,345

3 ¹ For projects in the City of Los Angeles, it is assumed that generation rates for water are equal to wastewater
4 consumption rates.
5 Source: Metcalf & Eddy, 1991.

6 **4.8.4.5 Mitigation Measures**

7 Although Alternatives 1 and 2 impacts are less than significant, the following mitigation measures are
8 included to further reduce impacts:

- 9 ▪ Use of automatic sprinkler systems with rain sensors for landscape irrigation to avoid watering
10 during rains.
- 11 ▪ Use of reclaimed water to irrigate landscaped areas, where possible.
- 12 ▪ Comply with all local and state water conservation ordinances and xeriscape ordinances, as
13 applicable.
- 14 ▪ Use of low-volume water fixtures in all construction.
- 15 ▪ Use of plumbing fixtures that reduce potential water loss from leakage due to excessive wear of
16 washers.
- 17 ▪ Comply with any mandatory water use restrictions required by local or state entities.

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**Table 4-14
ESTIMATED WATER CONSUMPTION FROM ALTERNATIVE 2**

Land Use	Size	No. of Employees	Generation Rate (Gallons per Unit)	Total Generation (Gallons per Day)
Existing Buildings/ Facilities Post office	32,000	142	15/person	2,130
Total	32,000	142		2,130
Phase I New Construction				
New Office	230,000	540	15/person	8,100
New Storage	190,000	65	NA	
New ARMF Building	47,000	35	15/person	525
New Secured Parking Garage	297,500	0	NA	
Total	764,500	640		8,625
Phase 2 New Construction				
New Office	470,000	1,000	15/person	15,000
New Secured Parking Garage	122,500	0	NA	
Total	592,500	1,000		15,000
Grand Total	1,389,000	1,782		25,755

3 ¹ For projects in the City of Los Angeles, it is assumed that generation rates for water are equal to wastewater
4 consumption rates.
5 Source: Metcalf & Eddy, 1991.

6 **4.8.5 Wastewater**

7 The Hyperion Treatment Plant (Plant) is the City of Los Angeles’s oldest and largest wastewater
8 treatment facility, providing service to nearly all of the entire City of Los Angeles, as well as several
9 contract cities. The Plant was initially built as a raw sewage discharge point into the Santa Monica Bay
10 but, upgraded over the years to partial secondary treatment (1950), and most recently to full secondary
11 treatment (1998). The Plant has a dry weather capacity of 450 MGD for full secondary treatment and an
12 850 MGD wet weather capacity. Current flow is 340 MGD. (LA, 2005b)

13 **4.8.5.1 Significance Criteria**

14 The project impacts were assessed based on the Plant’s ability to support the wastewater needs required
15 by the development of a new facility. The impacts were considered to be significant if the project
16 implementation would affect the overall ability for the Plant to service each of the alternative sites.

17 Determination of significance for wastewater impacts were made considering the following factors.

- 18 ▪ Require or result in the construction of new wastewater facilities or expansion of existing
- 19 facilities, the construction of which could cause significant environmental effects
- 20 ▪ Exceed wastewater treatment requirements of the applicable Regional Water Quality Control
- 21 Board

4.8.5.3 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking Garage

Implementation of Alternative 2 would result in construction of approximately 937,000 GSF of occupied space, and the demolition of 585,000 GSF of occupied space, resulting in a gain of 352,000 GSF of occupied space, which in turn will increase the wastewater flows on site. The specific design is not available for the proposed facility; therefore, exact wastewater flows could not be determined.

The implementation of Alternative 2 would require a total annual flow of approximately 25,755 gpd of wastewater as shown in Table 4-16. The current level of wastewater generation is calculated to be approximately 18,720 gpd. Implementation of Alternative 1 would result in a net increase of 7,035 gpd on an annual basis. This increase represents 0.002 percent of the 340 MGD currently treated by the Hyperion Sewage Treatment Plant. The increased flow is anticipated to result in no impact on wastewater treatment facilities.

**Table 4-16
WASTEWATER GENERATION FROM ALTERNATIVE 2**

Land Use	Size	No. of Employees	Generation Rate (Gallons per Unit)	Total Generation (Gallons per Day)
Existing Buildings/ Facilities				
Post office	32,000	142	15/person	2,130
Total	32,000	142		2,130
Phase I New Construction				
New Office	230,000	540	15/person	8,100
New Storage	190,000	65	NA	
New ARMF Building	47,000	35	15/person	525
New Secured Parking Garage	297,500	0	NA	
Total	764,500	640		8,625
Phase 2 New Construction				
New Office	470,000	1,000	15/person	15,000
New Secured Parking Garage	122,500	0	NA	
Total	592,500	1,000		15,000
Grand Total	1,389,000	1,782		25,755

¹ For projects in the City of Los Angeles, it is assumed that generation rates for water are equal to wastewater consumption rates.

Source: Metcalf & Eddy, 1991.

4.8.5.4 No Action Alternative

Implementation of the No Action Alternative would not require extension or expansion of sewer infrastructure and would not increase wastewater generation at the existing Wilshire campus. Therefore,

1 implementation of the No Action Alternative would not contribute to any potential impacts to wastewater
2 services and no mitigation measures are required.

3 **4.8.5.5 Mitigation Measures**

4 Impacts related to the Alternatives are anticipated to be less than significant. However, incorporation of
5 the following mitigation measures would further reduce any potential impacts:

- 6 ▪ Implement all water-conserving measures outlined in Section 4.7.4.5
- 7 ▪ Conduct flow test of downstream sewer lines to determine whether existing sewer lines have
8 adequate capacity

9 **4.8.6 Storm Water**

10 The majority of the Wilshire campus is currently paved and developed with parking lots and existing
11 structures. Most of the surfaces are impermeable, except for a landscaped area that surrounds the office
12 tower, post office, and cafeteria. Storm water runoff from the campus generally drains from north to
13 south. The Wilshire campus is served by a series of storm drains located along Veteran Avenue and
14 Sepulveda Boulevard.

15 **4.8.6.1 Significance Criteria**

16 For purposes of this EIS, implementation of the proposed project may have a significant adverse impact
17 on storm water if it would result in any of the following:

- 18 ▪ Generates a demand for storm drain facilities that cannot be adequately accommodated by
19 existing or planned facilities
- 20 ▪ Discharges associated with the project would create pollution, contamination, or would cause
21 regulatory standards to be violated as defined in the applicable NPDES storm water permit or
22 Water Quality Control Plan for the receiving water body

23 **4.8.6.2 Alternative 1: Mixed Use – Existing Facilities + Two New Buildings + New 24 Parking Garage**

25 During the construction phase of Alternative 1, construction materials such as adhesives, cleaning agents,
26 plumbing materials, demolition debris, heating/cooling machinery, masonry material, floor and wall
27 coverings, etc., may contain pollutants that can be transported through runoff. Proper handling and
28 storage of such materials would mitigate any potential impacts to a less than significant level. In addition,
29 storm water pollution may occur during construction through sedimentation. Grading activities can
30 expose soils that are more susceptible to erosion. BMPs from the SWPPP should be designed to limit the
31 amount of sediment entering the storm drain system, controlling runoff so that sediment is captured
32 before the storm water leaves the site and enters the storm drain system.

33 The majority of the existing site is currently covered with impermeable surfaces, including parking lots
34 and structures. All of the storm water on site is conveyed to the storm drain system through the gutters of
35 the buildings and sheet flow over the parking lot surfaces. Implementation of Alternative 1 would not
36 result in a substantial increase in flows. The new buildings would be located in areas that are currently
37 impermeable surfaces. Implementing BMPs that address drainage design considerations by diverting
38 runoff into landscaped area, and away from paved surfaces will help minimize the amount of runoff.

39 **4.8.6.3 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking 40 Garage**

41 Impacts to storm water during the construction phase would be similar to Alternative 1. Construction
42 materials would need to be handled accordingly and the proper BMPs designed and used.

1 Operational impacts would be similar to the existing conditions. Alternative 2 would not generate storm
2 water run-off in excess of the existing conditions of the site because it is likely to be constructed on areas
3 that currently have impermeable surfaces. It is likely to be less than the No Action Alternative because
4 the site of the existing 11000 Wilshire Federal Building will be turned into greenspace. The majority of
5 the run-off from the project would be from roof top drainage, sidewalks, driveways and other
6 impermeable surface drainage, which would flow through existing municipal storm drain facilities.

7 **4.8.6.4 No Action Alternative**

8 Implementation of the No Action Alternative would not require extension or expansion of the storm water
9 drainage system the existing Wilshire campus. Therefore, implementation of the No Action Alternative
10 would not contribute to any potential impacts to storm water and no mitigation measures are required.

11 **4.8.6.5 Mitigation Measures**

12 NPDES requirements will be incorporated into the design of the Alternative. These design features may
13 include:

- 14 ▪ Comply with NPDES requirements for a storm water drain permit along with a SWPPP
- 15 ▪ Implement storm water BMPs to retain the runoff from storm events (a signed certificate from a
16 licensed civil engineer or architect is required for the proposed BMPs)
- 17 ▪ Collect and transfer all site drainage to the street in non-erosive drainage devices
- 18 ▪ Stencil all storm drain inlets and catch basins with the project area with prohibitive language and
19 /or graphical icons to discourage illegal dumping
- 20 ▪ Store trash dumpster either under cover and with drains routed to the sanitary sewer or use non-
21 leaking and water tight dumpsters with lids
- 22 ▪ Avoid ponding of water anywhere on the site, especially against any foundation or retaining wall

23 **4.9 HAZARDOUS MATERIALS**

24 The analysis in this section focuses on the use, generation, disposal, transport, or management of
25 hazardous or potentially hazardous materials on the Wilshire campus. Disposal options, the probability
26 for risk of upset, and severity of consequences to people or property associated with the increased use,
27 handling, transport, and/or disposal of hazardous materials associated with implementation of the
28 proposed project are also analyzed.

29 **4.9.1 Significance Criteria**

30 For purposes of this EIS, implementation of the proposed project may have a significant adverse impact
31 on hazards and hazardous materials if it would result in any of the following:

- 32 ▪ Create a significant hazard to the public or the environment through the routine transport, use, or
33 disposal of hazardous materials
- 34 ▪ Create a significant hazard to the public or the environment through reasonably foreseeable upset
35 and accident conditions involving the release of hazardous materials into the environment
- 36 ▪ Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or
37 waste within one-quarter mile of an existing or proposed school
- 38 ▪ Be located on a site which is included on a list of hazardous materials sites complies pursuant to
39 Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the
40 environment
- 41 ▪ Impair implementation of or physically interfere with an adopted emergency response plan or
42 emergency evacuation plan

43 If hazardous substances occur in site soils or structures, excavation and construction would have the
44 potential to impact onsite workers and/or the public. Short-term project impacts are, therefore, considered

1 significant if any existing hazardous substances are identified during excavation activities and not
2 properly remediated.

3 Long-term impacts are considered potentially significant if remediation is required and not conducted
4 prior to project occupancy. Once the proposed facility becomes occupied, remediation would potentially
5 expose site employees and visitors to hazardous materials.

6 **4.9.2 Alternative 1: Mixed Use – Existing Facilities + Two New Buildings + New** 7 **Parking Garage**

8 Asbestos and lead based paint have been identified in specific areas of the Wilshire campus. A pre-
9 demolition inspection would be completed on those buildings designated for demolition and filed with the
10 South Coast Air Quality Management District. Removal and disposal would be performed by a licensed
11 abatement contractor in accordance with applicable environmental asbestos abatement measures. These
12 measures are required to ensure the health and safety of construction workers and those in the surrounding
13 community. Following procedures outlined in Federal and state laws will assure no significant impact
14 will result from asbestos or lead based paint due to the demolition.

15 **4.9.3 Alternative 2: FBI Only – Two New Buildings + USPO + New Parking** 16 **Garage**

17 Demolition of the office tower, cafeteria, and parking garage would generate the most amount of
18 hazardous waste. Asbestos tile, mastic, and fireproofing within the office tower and cafeteria must be
19 removed before demolition. A pre-demolition inspection would be completed on those buildings
20 designated for demolition and filed with the South Coast Air Quality Management District. Removal and
21 disposal would be performed by licensed abatement contractors in accordance with applicable
22 environmental abatement measures. Additionally, any solvents, chemicals, or hazardous materials used in
23 the auto shop must be disposed of properly. This alternative may also require the removal of some soil
24 that has been contaminated in order to demolish buildings.

25 **4.9.4 No Action Alternative**

26 The hazardous materials and hazardous waste conditions at the Wilshire campus would not be affected by
27 continued operations at these buildings.

28 **4.9.5 Mitigation Measures**

29 Impacts related to the Alternatives are anticipated to be less than significant. However, incorporation of
30 the following mitigation measures would further reduce any potential impacts:

- 31 ▪ Comply with all applicable state and Federal asbestos containing materials abatement policies and
32 procedures for removal of asbestos present on site
- 33 ▪ Comply with all applicable state and Federal lead-based paint containing material policies and
34 procedures for removal of lead-based paint present on site

35 **4.10 NATURAL DEPLETABLE RESOURCES**

36 Use of natural depletable resources (nonrenewable resources) during initial and continued phases of a
37 project may be irreversible, since a large commitment of these resources makes removal or nonuse
38 thereafter unlikely. Primary impacts and secondary impacts generally commit future generations to
39 similar uses.

40 A project, would result in significant irreversible environmental changes if

- 41 ▪ Both primary and secondary impacts commit future generations to similar uses

- 1 ▪ The project involves a large commitment of nonrenewable resources
- 2 ▪ Irreversible damage could result from any potential environmental accidents associated with the
- 3 project
- 4 ▪ The estimated consumption of resources is not justified and involves the wasteful use of energy.

5 Implementation of Alternative 1 or Alternative 2 on the Wilshire campus would result in the continued
6 commitment of the campus to government-related uses, thereby precluding any other uses for the
7 foreseeable future of the campus. The Federal government's ownership of the Wilshire campus
8 represents a long-term commitment of the campus to government use. Restoration of the campus to pre-
9 developed conditions would not be feasible given the degree of disturbance, the urbanization of the area,
10 and the level of capital investment.

11 Resources permanently and continually consumed include water, electricity, natural gas, and fossil fuels.
12 The amount and rate of consumption would not result in significant environmental impacts or the
13 unnecessary, inefficient, or wasteful use of resources.

14 Construction of new Federal facilities will result in the irreversible and irretrievable commitment of
15 resources. The new facilities will require the consumption of cement, steel and other metals, and wood
16 products used for the building foundation and structure. The equipment that will be used during
17 construction requires petroleum products for fuel. When the buildings are occupied and in operation, on-
18 going resources used in daily operations will include natural gas and/or coal to generate electricity,
19 natural gas for heating systems, and water for the restrooms and cafeteria.

20 The transportation, storage and disposal of hazardous wastes will be handled according to all applicable
21 state and Federal laws, practices, and procedures. This reduces the likelihood and severity of accidents
22 resulting in irreversible environmental damage.

23 **4.11 UNAVOIDABLE ADVERSE IMPACTS**

24 Construction of the proposed facility would result in significant environmental impacts to traffic under
25 Alternative 1. Some of the significant adverse impacts related to traffic can be partially reduced through
26 proposed mitigation measures identified in Appendix C. However, some of the impacts to traffic are
27 either unmitigable or remain significant even with mitigation.

28 Under the No Action Alternative, if FBI operations remain at the Wilshire campus, there will be no
29 unavoidable adverse impacts when compared to the existing conditions.

30 **4.12 RELATIONSHIP BETWEEN LOCAL SHORT-TERM USE OF HUMAN** 31 **ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG-TERM** 32 **PRODUCTIVITY**

33 Implementation of either Alternative 1 or Alternative 2 will result in short-term and long-term impacts.
34 Over the short-term, the human environment will experience an increase in noise and degradation of air
35 quality due to construction activities under Alternative 1 and Alternative 2. Over the long-term, traffic
36 would be significantly adversely impacted by the Alternative 1 but there would be beneficial impacts
37 under Alternative 2. Under the No Action Alternative, the FBI Field Office Headquarters would continue
38 to operate inefficiently at separate facilities.

4.13 CUMULATIVE IMPACTS

This cumulative impact analysis evaluates the effects of implementing the proposed alternatives in association with past, present and reasonably foreseeable future actions at the Wilshire campus. As noted in Section 2 and Appendix B, efforts to locate a suitable alternative site did not result in any viable site for the proposed FBI Field Office Headquarters within the delineated area. GSA has determined that the Wilshire campus is the preferred site for the FBI Field Office Headquarters.

As noted in the Environmental Consequences Summary Matrix (Table 4-1), for Alternatives 1 and 2 most of the impacts fall in the category of no adverse impacts, except for traffic, or for those related to construction activities as short-term impacts.

The study area for this cumulative impacts analysis is the three-mile area identified for the future projects as listed in Table 3-1.

- Past actions are defined as actions within the cumulative analysis area and include past actions at the Wilshire campus and past demographic, land use and development trends.
- Present Actions include current activities at the 11000 Wilshire campus and within a three-mile radius. The characteristics and results of these past and present actions are described in Section 3, Affected Environment.
- Reasonably foreseeable future actions are limited to those that can be identified and defined with respect to timeframe and location. For this EIS, this includes projects planned within a three-mile radius from the Wilshire campus for the next five years that have been coordinated with LADOT. There may be smaller projects that are proposed but are below the threshold for LADOT that require a traffic impact analysis. This is reasonable because traffic is a key concern for all who reside, work or drive through in this area. Reasonably foreseeable actions considered in the cumulative impact analysis include the continuation of present management actions at 11000 Wilshire Boulevard, including building repairs/renovations and the continuation of development trends in the surrounding area. Table 3-1 presents a list of the 72 planned projects that are scheduled to occur over the next five years. Figure 3-6 illustrates the location of these projects relative to the Wilshire campus.

The urban development in the study area has been steadily increasing for many years and there is very little open space left for new development. It is a dynamic area and development of new projects is constantly occurring. Some of the new development occurs through the demolition of existing buildings and the construction of new buildings in the same space. As an example, UCLA, located to the northeast of the 11000 Wilshire campus continues to build new facilities and expand facilities on currently owned property as well as recently purchased property. This extensive development, in terms of quantity and varied locations, is programmed to continue.

The cumulative impacts analysis for each major category analyzed in Section 4 is presented below.

4.13.1 Land Use and Planning

In the surrounding three-mile area 72 projects have been identified, with at least 6.6 million square feet of building space plus the addition of 6,800 dwelling unit. These projects will continue the development and redevelopment occurring within this area. The FBI Field Office Headquarters will be a part of that trend.

If Alternative 1 is selected it will contribute to the overall development patterns already established and ongoing in the area. More intense development of the 11000 Wilshire Boulevard site would be a continuation of the commercial development along the south side of Wilshire Boulevard and east of the

1 site. Even so, this 28-acre site would still be substantially underdeveloped in relation to the commercial
2 properties located east on Wilshire Boulevard.

3 With Alternative 2, there would be a smaller net gain in office space as a result of the demolition of the
4 existing 11000 Wilshire office tower and therefore less of an incremental increase in commercial
5 development than Alternative 1.

6 **4.13.2 Visual and Aesthetics**

7 The visual qualities of the intensely urbanized corridor along Wilshire Boulevard would not be noticeably
8 impacted by the proposed new facilities associated with Alternatives 1 or 2. The new office building and
9 parking garage would contribute a small amount to the present built environment within the three-mile
10 area. None of the other 72 projects are close enough to the Wilshire campus to cause additional impacts
11 to views from the properties adjacent to the campus.

12 **4.13.3 Socioeconomics**

13 In conjunction with the other 72 projects identified for the three-mile radius from the project, this project
14 will contribute to short-term economic beneficial expenditures to the economy, through the direct and
15 indirect flow of money for labor, materials and supplies during construction.

16 If Alternative 1 is selected it will also add to the cumulative workforce population within the area.
17 Alternative 1 would have an increase of 2,025 employees on the Wilshire campus when compared to the
18 No Action Alternative. If Alternative 2 is selected it will decrease the labor population in the area by 285
19 when compared to the No Action Alternative projections.

20 Implementation of either alternative will release approximately 132,000 square feet of office space onto
21 the market place, which is less than 0.2 percent of the total office space in West Los Angeles market, as
22 the FBI moves out of 11 leased spaces and into the their new facilities at the Wilshire campus.

23 **4.13.4 Traffic and Parking**

24 As noted in Section 4.4, traffic is going to become worse within the three mile project area based on the
25 other 72 projects proposed. Continued development is going to occur as it has in the past, with or without
26 the proposed project at 11000 Wilshire Boulevard. The results of the Traffic Study (Appendix C) indicate
27 that, in 2017, under the No Action Alternative there will be an increase of 15 intersections going to LOS
28 E or F as result of ambient growth and impacts associated with the 72 planned projects. There would be
29 an incremental increase of two additional intersections going to LOS E or F if Alternative 1 is selected.
30 Implementation of Alternative 2 would show improvements at all 70 study intersections.

31 Construction traffic associated with this project will be only one of 72 projects that will have construction
32 traffic in a three-mile area in the next five years and are of sufficient magnitude to warrant consideration
33 by LADOT. Each project will be required to have a construction traffic management plan approved by
34 LADOT.

35 **4.13.5 Physical Environment**

36 Within the physical environment category there would be several areas that demonstrate short-term
37 impacts that will occur during construction. But these impacts are generally the same for Alternative 1 or
38 Alternative 2 and similar to the other 72 projects.

39 All of the planned projects would require governmental approvals of grading plans, design, and
40 enforcement of mitigation measures where needed to prevent erosion and surface runoff. A review of the

1 effects on soils and geology from past, present, and reasonably foreseeable future actions and the
2 proposed alternatives indicated that there may be minor cumulative impacts, primarily to soil as a result
3 of erosion. Through the use of best management practices such as silt fences or protective covering
4 minimizes the potential effects of erosion during demolition/construction activities. Therefore, no long-
5 term adverse cumulative impacts are expected

6 The Wilshire campus is located on the Federal property within a highly urbanized area. No threatened or
7 endangered species or their habitat is known to occur in nearer than approximately one mile from the
8 Wilshire campus. Therefore, there will be no incremental increase in impacts to sensitive species as a
9 result of implementing either Alternative 1 or Alternative 2. No adverse impacts cumulative impacts to
10 threatened, endangered, or otherwise sensitive biological resources are expected.

11 From a cumulative analysis, the AQMP anticipates growth and associated construction in the region,
12 consistent with SCAG projections. Each of the 72 planned future projects will also be evaluated as part
13 of their building approval process and mitigation measures applied to reduce air quality impacts, where
14 appropriate, such as dust control.

15 Construction worker transportation vehicles and the operation of construction equipment at the Wilshire
16 campus from the proposed alternatives would cause short-term increases in emissions. Once the
17 demolition, renovation, and construction activities are completed, emissions would subside and ambient
18 air quality would return to pre-construction levels.

19 As indicated by the analysis of vehicle emissions impacts associated with Alternatives 1 and 2, predicted
20 carbon monoxide levels did not cross the threshold that would create an impact or require additional
21 analysis for either alternative. The incremental increase in traffic from Alternative 1 will be minor when
22 compared to the total amount of traffic generated by the other 72 projects.

23 Implementation of Alternatives 1 or 2 will create noise impacts during construction. None other 72
24 planned projects are near the Wilshire campus and as such, construction noise from concurrent projects
25 will not result in combined increase in temporary construction noise levels at any one location.

26 It is possible that trucks hauling debris or materials from the Wilshire campus could combine with other
27 projects and result in traffic noise level increases during concurrent construction.

28 **4.13.6 Cultural Resources**

29 No impacts to cultural resources have been identified for this project and as such there will be no
30 incremental impacts to cultural resources resulting from the implementation of Alternatives 1 or 2.
31 Coordination with the SHPO is occurring. The evaluation of cultural resource impacts for the other 72
32 projects is unknown but each project will be reviewed by the SHPO during the project approval process if
33 a property listed on the NRHP is involved.

34 **4.13.7 Public Services**

35 General growth and development within the area surrounding the Wilshire campus are expected to
36 contribute to a cumulative increase in the demand for facilities and services. If all the planned projects
37 are constructed, development will increase the resident and workforce population. Each of the 72 planned
38 projects will be reviewed for public service impacts as part of their approval process.

39 The adequacy of fire protection services is based on required fire flow, response distance from existing
40 fire stations, equipment access and the LAFD's judgment regarding needs and service in the area. Each
41 of the planned projects would be reviewed by the LAFD for impacts to water pressure, distance projects

1 are from fire stations and the need for sprinkler systems, fire equipment access to the sites, and potential
2 additional needs such as staffing, equipment, and training.

3 **4.13.8 Public Utilities**

4 There are planned improvements relating to the utility system distribution and collection systems are
5 underway and considering the fact that the existing water treatment plant facilities have adequate capacity
6 to serve all current and foreseeable future needs, no adverse impacts are expected to occur.

7 Energy, communication systems, and solid waste disposal services are provided by resources independent
8 of the City of Los Angeles and will be adjusted by the suppliers to meet the increased demand.

9 **4.13.9 Hazardous Materials**

10 Development and redevelopment is occurring at many locations in the study area, as indicated by the 72
11 planned projects. These planned projects must be individually evaluated for hazardous materials as part
12 of their approval process. Mitigation measures would be required on an individual planned project basis.
13 Use and disposal of hazardous materials for the 72 planned projects will be in accordance with
14 appropriate Federal, state and local regulations. The same regulation will apply to Alternatives 1 and 2.
15 Alternative 2 will add more hazardous waste to the overall waste stream because of the demolition of the
16 11000 Wilshire office tower.

17 **4.13.10 Natural and Depletable Resources**

18 As noted in Section 4.10, Alternative 1 or 2 will use raw foundation and building materials during
19 construction. When analyzed in conjunction with the other 72 planned projects in the study area, the
20 incremental amounts for Alternatives 1 or 2 are minor. The area is highly urbanized and no extraction of
21 mineral or depletable resources is present at Wilshire campus or in the three-mile surrounding area.
22 There will be consumptive use of materials from the region and outside the region for certain building
23 materials.

24 *****

25

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6.0 REFERENCES, AGENCIES, ORGANIZATIONS, AND INDIVIDUALS CONSULTED

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Representative Herb Wesson 47 th State Assembly 5100 West Goldleaf Circle, #230 Los Angeles, California 90056	Mark A. Pisano Executive Director Southern California Association of Governments 818 West Seventh Street, 12th Floor Los Angeles, California 90017-3435
Steve Martarano, Supervising PIO Conservation Education Branch Office of Natural Resource Education CA Dept of Fish and Game 1416 Ninth Street, Room 117 Sacramento, California 95814	Barry R. Wallerstein Executive Officer South Coast Air Quality Management District 21865 Copley Drive Diamond Bar, California 91765
Douglas R. Failing District Director California Department of Transportation, District 7 120 S. Spring St. Los Angeles, California 90012	Terry Tamminen Agency Secretary for Environmental Protection Cal EPA 1001 I Street Sacramento, California 95812-2815
Stephen Mikesell Deputy Office of Historic Preservation PO Box 942896 Sacramento, California 94296-0001	California Department of Consumer Affairs 400 R. Street Sacramento, California 95814

6.2.3 Local

Mayor James K. Hahn City of Los Angeles City Hall, 200 North Main Street, Suite 303 Los Angeles, California 90012	Zev Yaroslavsky Chair Supervisor, Third District County of Los Angeles 821 Kenneth Hahn Hall of Administration 500 West Temple Street Los Angeles, California 90012
Cindy Miscikowski Councilmember, Eleventh District Los Angeles City Council 200 N. Spring St., Rm 415 Los Angeles, California 90012	Lee Harrington President and CEO Los Angeles County Economic Development Corp. 444 South Flower Street, 34th Floor Los Angeles, California 90071

Violet Varona-Lukens, Executive Officer Los Angeles County Supervisors Kenneth Hahn Hall of Administration 500 West Temple Street Los Angeles, California 90012	William R. Bamattre Fire Chief and General Manager Los Angeles Fire Department 200 North Main Street, Room 1800 Los Angeles, California 90012
Lieutenant Fred L. Booker Community Relations Section Los Angeles Police Department 150 North Los Angeles Street, Rm. 806 Los Angeles, California 90012	Director Mary Grady Public Affairs Unit Los Angeles Police Department 150 North Los Angeles Street, Room 731 Los Angeles, California 90012
Hydrant Unit Los Angeles City Fire Department 200 North Main Street, Room 920 Los Angeles, California 90012	Andrew A. Adelman, P. E. General Manager Department of Building and Safety City of Los Angeles 201 North Figueroa Street, Suite 1000 Los Angeles, California 90012
Con Howe Director of Planning City Planning Department 200 N. Spring St. Los Angeles, California 90012	Robert Janovici Chief Zoning Administrator Office of Zoning Administration City Planning Department 200 N. Spring St., 7 th Floor Los Angeles, California 90012-2601
Kevin J. Keller, Chief Planning Deputy Community Planning Bureau City Planning Department 200 N. Spring St., 10 th Floor Hearing Room Los Angeles, California 90012	David Gay, Division Manager Community Planning Bureau City Planning Department 200 N. Spring St., 6 th Floor Los Angeles, California 90012
Mary Luevano, President Environmental Affairs Department City of Los Angeles 200 N. Spring St., Suite 2005 (MS 177) Los Angeles, California 90012	Mary E. Alvarez Commission Executive Assistant Los Angeles Recreation and Parks 200 North Main Street, Room 1330 Los Angeles, California 90012
Daniel M. Scott City Planner Community Planning Bureau 200 N. Spring St., MS 366 Los Angeles, California 90012-2601	Public Counter City Planning Services City Planning Department 201 North Figueroa St., 4th Floor Los Angeles, California 90012
Environmental Information Center City of Los Angeles 200 N. Spring St., Suite 2005 (MS 177) Los Angeles, California 90012	Cultural Affairs Department City of Los Angeles 433 South Spring Street, 10th Floor Los Angeles, California 90013
Public Affairs Office Los Angeles Department of Water & Power P.O. Box 51111 Los Angeles, California 90051-0100	Los Angeles Public Library- Central Library 630 West Fifth Street Los Angeles, California 90071

Donald Bruce Kaufman / Brentwood Branch 11820 San Vicente Boulevard Los Angeles, California 90049	West Los Angeles Regional Branch 11360 Santa Monica Boulevard Los Angeles, California 90025
Colin Kumabe Building & Safety City of Los Angeles, 201 N. Figueroa St., R# 880 Los Angeles, CA 90012	Robert Ringler Chair CPAB Traffic Committee wltraffic@adelphia.net
Betsy Weisman Division Manager West/Coastal Section LA City Planning Department 200 North Springs St, 6 th Floor Los Angeles, CA 90012 Bweisman@Planning.Lacity.Org	Sue Young Executive Director Veterans Park Conservancy 11718 Barrington Court, Suite 245 Los Angeles, CA 90049-2930 Vetprk@aol.com
Jack Weiss City Council member- Dist 5 822 S. Robertson Blvd. # 102 Los Angeles, CA 90035 weiss@concil.lacity.org	

6.2.4 Other

Joel Falter, Vice President Katz, Okitsu & Associates 1055 Corporate Center Drive, Suite 300 Monterey Park, California 91754-7642	Customer Service SBC California Van Nuys, California 91388
Judy Johnson, CPSM Principal, Director of Business Development LEO A DALY 550 South Hope Street, 27th Floor Los Angeles, CA 90071-2627 jejohnson@leoadaly.com	David A. Sudeck, Esq. General Counsel Probity International Corporation 421 North Beverly Drive, Suite 350 Beverly Hills, CA 90210 dsudeck@probityinternational.com

6.2.5 Native American

Rob Wood Native American Heritage Commission 915 Capitol Mall, Room #364 Sacramento, CA 95814	Samuel H. Dunlap P.O. Box 1391 Temecula, CA 92593
Gabrielino-Tongva Council/ Gabrielino Tongva Nation Office of Tribal Chairperson 501 Santa Monica Boulevard, Suite 500 Santa Monica, CA 90401-2415	Ron Andrade Director LA City/County Native American Indian Community 3175 West 6 th Street, Rm 403 Los Angeles, CA 90020

Cindi Alvitre Ti'At Society Office of Tribal Chairperson 6602 Zelzah Avenue Reseda, CA 91335	John Tomy Rosas Vice Chair/Environmental Gabrielino Tongva Indians of California Tribal Council 4712 Admiralty Way, Suite 172 Marina Del Rey, CA 90202
Anthony Morales Chairperson Gabrieleno/Tongva Tribal Council P.O. Box 693 San Gabriel, CA 91778	Craig Torres 713 E. Bishop Santa Ana, CA 92701
Jim Velasques Coastal Gabrieleno Diegueno 5776 42 nd Street Riverside, CA 92509	Susan Frank Gabrielino Band of Mission Indians of CA P.O. Box 3021 Beaumont, CA 92223
Robert Dorame Tribal Chair/Cultural Resources Gabrielino Tongva Indians of California Tribal Council 5450 Slauson Ave, Suite 151 PMB Culver City, CA 90230-6	Mercedes Dorame Tribal Administrator Gabrielino Tongva Indians of California Tribal Council 20990 Las Flores Mesa Drive Malibu, CA 90202

6.2.6 Homeowners Associations and Surrounding Businesses

Jay Handal President West Los Angeles Chamber of Commerce 10850 W Pico Blvd #405 Los Angeles, CA 90064	Diana Brueggermann Executive Director UCLA – Government Relations UCLA Wilshire Center 10920 Wilshire Blvd #1500 Los Angeles, CA 90024-6517
Tim Byk Brentwood Village Chamber of Commerce 140 S Barrington Ave Los Angeles, CA 90049	Clyde Augustson Brentwood Village Association, Inc 2043 Kenwood Ave Los Angeles, CA 90025-6006
Tom Safran President San Vicente Business Improvement Association 11812 San Vicente Blvd #5 Los Angeles, CA 90049	Tim Byk Brentwood Village Business Improvement Association 140 S Barrington Ave Los Angeles, CA 90049
Ericka Lozano UCLA Government & Community Relations 10920 Wilshire Blvd, Ste 1500 Los Angeles, CA 90024	Elaine Gerdau President Bel Air Association 100 Bel Air Rd Los Angeles, CA 90077

<p>Elizabeth Brainard Boardmember Brentwood Glen HOA 11420 Bolas St Los Angeles, CA 90049</p>	<p>Shelley Taylor Founder North Village Improvement Committee P.O. Box 49700 Los Angeles, CA 90049</p>
<p>Flora Gil Krisiloff Chairperson Brentwood Community Council 508 Avondale Ave Los Angeles, CA 90049</p>	<p>Terri Tippit Chair Westside Neighborhood Council 10967 Ayers Ave Los Angeles, CA 90064-3242</p>
<p>Bob Cimiluca Westwood South of Santa Monica 2210 Overland Ave Los Angeles, CA 90064</p>	<p>Terri Tippit President West of Westwood HOA 10967 Ayers Ave Los Angeles, CA 90064-3242</p>
<p>George Wolfberg Chairman Pacific Palisades Community Council P.O. Box 113 Pacific Palisades, CA 90272</p>	<p>Carole Magnuson President Westwood Hills Property Owners Association 11147 Ophir Dr Los Angeles, CA 90024</p>
<p>Robert Rene President Brentwood HOA P.O. Box 49427 Los Angeles, CA 90049-0427</p>	<p>Roy Marshall Vice President Brentwood HOA 146 Acari Drive Los Angeles, CA 90049</p>
<p>Russ Alben Board Member Bel Air Association 10565 Fontenelle Way Bel Air, CA 90077</p>	<p>Sandy Brown President Holmby Westwood Property Owners Association 10778 Wayburn Ave Westwood CA 90024</p>
<p>Bette Harris South Brentwood Homeowners 856 Wellesley Ave Los Angeles, CA 90049</p>	<p>Lila Rioth Vice President Westwood Homeowners 10870 Wellworth Ave Westwood, CA 90024</p>
<p>Jean Shigematsu West LA Neighborhood Council jshige@earthlink.net</p>	<p>Wendy-Sue Rosen President Upper Mandeville Canyon Homeowners Association P.O. Box 49845 Los Angeles, CA 90049 RosenFree@aol.com</p>

Jason Squire
West LA Resident
jsquire@usc.edu

Kim Bell
Board Member
Bel Air Association
100 Bel Air Rd
Los Angeles, CA 90077-3809
rmbell@cyberverse.com

Steve Twinning
President
Bel Air/Beverly Crest Neighborhood Council
Setcpa90077@yahoo.com

7.0 AGENCIES, ORGANIZATIONS, AND INDIVIDUALS TO WHOM THE DEIS WILL BE SENT

SCOPING MAILING LIST & SCOPING COMMENTORS

Salutation	First Name	Last Name	Title	Organization	Address1	Address2	City	State	Zip Code
			Hydrant Unit	Los Angeles City Fire Department	200 North Main Street, Room 920		Los Angeles	CA	90012
			Public Counter	City Planning Service	City Planning Department	201 North Figueroa Street, 4th Floor	Los Angeles	CA	90012
			Environmental Information Center	City of Los Angeles	200 N. Spring St. Suite 2005 (MS 177)		Los Angeles	CA	90012
			Public Affairs Office	Los Angeles Department of Water & Power	111 North Hope Street, Room 1510		Los Angeles	CA	90012
			Cultural Affairs Department	City of Los Angeles	433 South Spring Street, 10th Floor		Los Angeles	CA	90013
				California Department of Consumer Affairs	400 R. Street		Sacramento	CA	95814
Mr.	Andrew A.	Adelman, P.E.	General Manager	Department of Building and Safety	City of Los Angeles	201 North Figueroa Street, Suite 100C	Los Angeles	CA	90012
Ms.	Mary E.	Alvarez	Commission Executive Assistant	Los Angeles Recreation and Parks	200 N. Main Street, Rm. 1330		Los Angeles	CA	90012
Chief	William	Bamattre	Fire Chief and General Manager	Los Angeles Fire Department	200 North Main Street, Room 180C		Los Angeles	CA	90012
Lt.	Fred	Booker	Community Relations Sector	Los Angeles Police Department	150 North Los Angeles Street, Rm. 806		Los Angeles	CA	90012
Ms.	Elizabeth	Brainard	Boardmember	Brentwood Glen HOA	11420 Bolas St		Los Angeles	CA	90049
Ms.	Theresa	Camiling	Los Angeles Field Office Director	US Dept. of Housing and Urban Development	611 West Sixth Street, Suite 800		Los Angeles	CA	90017
Mr.	Bob	Cimiluca		Westwood South of Santa Monica	2210 Overland Ave		Los Angeles	CA	90064
Mr.	Christopher	Combs	President	Westwood Homeowners Association	P.O. Box 241986		Los Angeles	CA	90024
Mr.	Matthew	Diamond			476 Comstock Ave		Los Angeles	CA	90024
Colonel	Alex	Dornstaeder		Army Corps of Engineers	Los Angeles District	915 Wilshire Blvd., Suite 98C	Los Angeles	CA	90017
Ms.	Shanna	Draheim	Federal Activities Office, CMD-1	US Environmental Protection Agency, Region 10	75 Hawthorne Street		San Francisco	CA	94105
Mr.	Douglas	Failing	District Director	CA Department of Transportation, District 7	100 S. Main St.		Los Angeles	CA	90012
Ms.	Lisa	Falk	Senior Librarian	West Los Angeles Regional Branch	11360 Santa Monica Boulevard		Los Angeles	CA	90025
The Honorable	Diane	Feinstein	Senator	United States Senate	331 Hart Senate Office Building		Washington	DC	20510
Ms.	Jackie	Freedman	Boardmember	Holmby-Westwood Property Owners Association	10782 Wayburn Ave		Los Angeles	CA	90024
Mr.	David	Gay	Division Manager	Community Planning Bureau	City Planning Department	200 N. Spring St., 6th Floor	Los Angeles	CA	90012
Ms.	Carol	Gilbert	Boardmember	Brentwood Glen Association	11338 Berwick Street		Los Angeles	CA	90049
Ms.	Mary	Grady	Director	Public Affairs Unit - LAPD	150 North Los Angeles Street, Room 731		Los Angeles	CA	90012
Mr.	Lee	Harrington	President and CEO	Los Angeles County Economic Development Corp	444 South Flower Street, 34th Floor		Los Angeles	CA	90017
Ms.	Bette	Harris	President	South Brentwood Homeowners Association/Brentwood Community Council	856 Wellesley Ave		Los Angeles	CA	90049
Ms.	Marilyn	Hartley	Region 5, Public Affairs & Communicator	US Forest Service	1323 Club Drive		Vallejo	CA	93003
Mr.	Con	Howe	Director of Planning	City Planning Department	200 N. Spring St.		Los Angeles	CA	90012
Mr.	Robert	Janovici	Chief Zoning Administrator	Office of Zoning Administrator	City Planning Department	200 N. Spring St., 7th Floor	Los Angeles	CA	90012-2601
Ms.	Judy	Johnson	Principal, Director of Business Development	LEO A DALY	550 South Hope Street, 27th Street		Los Angeles	CA	90071
Ms.	Phyllis S.	Jones	Justice Management Division	US Department of Justice	950 Pennsylvania Avenue, NW, Room 1111, RFK		Washington	DC	20530-0001
Mr.	David	Jordan-Hines			3000 Olympic Blvd., Suite 131C		Santa Monica	CA	90404
Mr.	Kevin J.	Keller	Chief Planning Deputy	Community Planning Bureau	City Planning Department	200 N. Spring St., 10th Floor Hearing Room	Los Angeles	CA	90012
Ms.	Grace	Kim			6330 San Vicente Blvd., Suite 200		Los Angeles	CA	90048
Ms.	Rae	Kraus			476 Comstock Ave		Los Angeles	CA	90024
The Honorable	Sheila	Kuehl	Senator, District 23	California State Senate	10951 W. Pico Blvd. #202		Los Angeles	CA	90064
Mr.	Colin	Kumabe	Building & Safety	City of Los Angeles	201 N. Figueroa St., R# 880		Los Angeles	CA	90012
Ms.	Laura	Lake	Co-President	Save Westwood Village	1557 Westwood Blvd. #235		Los Angeles	CA	90024
Dr.	Alan	Lloyd	Agency Secretary for Environmental Protection	Cal EPA	1001 I Street		Sacramento	CA	95812
Mr.	Erick	Lopez		City of Los Angeles	Department of City Planning	200 N. Spring St., Room 621	Los Angeles	CA	90012
Ms.	Mary	Luevano	President	Environmental Affairs Department	City of Los Angeles	200 N. Spring St. Suite 2005 (MS 177)	Los Angeles	CA	90012
Mr.	Stephen	Lukasik	President	Bel Air Association	1714 Stone Canyon Road		Los Angeles	CA	90077
Ms.	Carol	MacDonald	NEPA Program Contact	US Bureau of Land Management	1849 C Street, Mail Stop 1075LS		Washington	DC	20240
Ms.	Carole	Magnuson	President	Westwood Hills Property Owners Association	11147 Ophir Drive		Los Angeles	CA	90024
Mr.	Steve	Martarano	Supervising PIO Conservation Education Branch	CA Dept of Fish & Game - Natural Resource Ed.	1416 Ninth Street, Room 117		Sacramento	CA	95814
Ms.	Annette	Mercer			2647 Glendon Avenue		Los Angeles	CA	90064
Mr.	Stephen	Mikesell	Deputy State Historic Preservation Office	Office of Historic Preservation	1416 9th Street, Room 1442		Sacramento	CA	95814
Ms.	Kelly	Olson			515 S Flower St.		Los Angeles	CA	90071
Ms.	J.	Owen			11350 Mundam Ave		Los Angeles	CA	90044
Mr.	Mark A.	Pisano	Executive Director	Southern California Association of Governments	818 West Seventh Street, 12th Floor		Los Angeles	CA	90017-3435
			Regional Director - Pacific West Region	National Park Service	One Jackson Center		Oakland	CA	94607
Ms.	Ellen	Riddleberger	Chief of Staff	Office of US Congressman Lucille Roybal-Allard	255 East Temple Street, #1860		Los Angeles	CA	90012-3334
Mr.	Robert	Ringler		Bel-Air Beverly Crest NC/ CPAB Traffic Committee	1604 Crater Lane		Los Angeles	CA	90077
The Honorable	Arnold	Schwarzenegger	Governor	State of California	300 South Spring Street, Ste 16701		Los Angeles	CA	90013
Mr.	Daniel M.	Scott	City Planner	Community Planning Bureau	City Planning Department	200 N. Spring St., MS 366	Los Angeles	CA	90012-2601
Ms.	Stephanie	Sheldon	Acting Senior Librarian	Donald Bruce Kaufman - Brentwood Branch	11820 San Vicente Boulevard		Los Angeles	CA	90049
Mr.	Jeffrey M.	Smith	Senior Regional Planner	Southern California Association of Governments	818 West Seventh Street, 12th Floor		Los Angeles	CA	90017-3435
Mr.	Kurt	Steigerwald		FBI	935 Pennsylvania Avenue, NW		Washington	DC	90590
Ms.	Katie	Stull	Business Development	ARQUITECTONICA	444 South Flower Street, Ste 472C		Los Angeles	CA	90071
Mr.	Terry	Tamminen	Agency Secretary for Environmental Protection	CAL EPA	1001 I Street, PO Box 2815		Sacramento	CA	95812-2815
Colonel	Richard G.	Thompson		Army Corps of Engineers, Los Angeles District	915 Wilshire Blvd., Suite 98C		Los Angeles	CA	90017
Mr.	Virgil	Townsend	Superintendent	Bureau of Indian Affairs - Southern CA Region	2038 Iowa Avenue, Suite 101		Riverside	CA	92507
Ms.	Violet	Varona-Lukens	Executive Officer	Los Angeles County Board of Supervisors	821 Kenneth Hahn Hall of Administration	500 West Temple Street	Los Angeles	CA	90012
The Honorable	Antonio	Villaraigosa	Mayor	City of Los Angeles	200 N. Spring Street, Rm 303		Los Angeles	CA	90012
Ms.	Barbara	Wainmain	Chief, Office of Communications	US Geological Survey, Headquarters	12201 Sunrise Valley Drive, MS111		Reston	VA	20192
Mr.	Barry R.	Wallerstein	Executive Officer	South Coast Air Quality Management District	21865 Copley Drive		Diamond Bar	CA	91765
The Honorable	Henry	Waxman	Congressman	United States House of Representatives	2204 Rayburn House Office Building		Washington	DC	20515
Ms.	Betsy	Weisman	Division Manager	West/Costal Section	LA City Planning Department	200 N. Spring St., 6th Floor	Los Angeles	CA	90012
The Honorable	Jack	Weiss	Councilman	Los Angeles City Council, District 1	200 N. Spring Street, Room 440		Los Angeles	CA	90012
The Honorable	Herb	Wesson, Jr.	Councilmember	City of Los Angeles, Council District 11	200 N. Spring Street, Room 430		Los Angeles	CA	90012
Mr.	Larry	Woods	Federal Activities Office, CMD-1	US EPA - Region 9	75 Hawthorne Street		San Francisco	CA	94105
The Honorable	Zev	Yaroslavsky	Supervisor, Third District	Los Angeles County Board of Supervisors	821 Kenneth Hahn Hall of Administration	500 W Temple St.	Los Angeles	CA	90012
Ms.	Susan C.	Young	Executive Director	Veterans Park Conservancy	11718 Barrington Court, Suite 24f		Los Angeles	CA	90049

U.S. SENATORS & REPRESENTATIVES (Washington DC Addresses)

Salutation	First Name	Last Name	Title	Organization	Address1	Address2	City	State	Zip Code
The Honorable	Joe	Baca	Congressman	United States House of Representatives	328 Cannon House Office Building		Washington	DC	20515
The Honorable	Xavier	Becerra	Congressman	United States House of Representatives	1119 Longworth House Office Building		Washington	DC	20515
The Honorable	Howard	Berman	Congressman	United States House of Representatives	2221 Rayburn House Office Building		Washington	DC	20515
The Honorable	Mary	Bono	Congresswoman	United States House of Representatives	405 Cannon House Office Bldg		Washington	DC	20515
The Honorable	Barbara	Boxer	Senator	United States Senate	112 Hart Senate Building		Washington	DC	20510
The Honorable	Ken	Calvert	Congressman	United States House of Representatives	2201 Rayburn House Office Building		Washington	DC	20515
The Honorable	Louis	Capps	Representative	United States House of Representatives	1707 Longworth House Office Building		Washington	DC	20515
The Honorable	Christopher	Cox	Congressman	United States House of Representatives	2402 Rayburn House Office Bldg		Washington	DC	20515
The Honorable	David	Dreier	Congressman	United States House of Representatives	233 Cannon House Office Bldg		Washington	DC	20515
The Honorable	Diane	Feinstein	Senator	United States Senate	331 Hart Senate Office Building		Washington	DC	20510
The Honorable	Elton	Gallego	Congressman	United States House of Representatives	2427 Rayburn House Office Bldg		Washington	DC	20515
The Honorable	Jane	Harman	Congresswoman	United States House of Representatives	2400 Rayburn House Office Bldg		Washington	DC	20515
The Honorable	Darrell	Issa	Congressman	United States House of Representatives	211 Cannon House Office Bldg		Washington	DC	20515
The Honorable	Jerry	Lewis	Congressman	United States House of Representatives	2112 Rayburn House Office Building		Washington	DC	20515
The Honorable	Buck	McKeon	Congressman	United States House of Representatives	2351 Rayburn House Office Bldg		Washington	DC	20515
The Honorable	Juanita	Millender-McDonal	Congresswoman	United States House of Representatives, District 31	2445 Rayburn HOB		Washington	DC	20515
The Honorable	Gary	Miller	Congressman	United States House of Representatives	1037 Longworth House Office Bldg		Washington	DC	20515
The Honorable	Grace	Napolitano	Congresswoman	United States House of Representatives, District 31	1609 Longworth Building		Washington	DC	20515
The Honorable	Dana	Rohrabacher	Congressman	United States House of Representatives	2338 Rayburn House Office Bldg		Washington	DC	20515
The Honorable	Lucille	Roybal-Allard	Congresswoman	United States House of Representatives	2330 Rayburn House Office Building		Washington	DC	20515
The Honorable	Ed	Royce	Congressman	United States House of Representatives	2202 Rayburn House Office Building		Washington	DC	20515
The Honorable	Linda	Sanchez	Representative	United States House of Representatives	1007 Longworth House Office Building		Washington	DC	20515
The Honorable	Loretta	Sanchez	Representative	United States House of Representatives	1230 Longworth House Office Building		Washington	DC	20515
The Honorable	Adam	Schiff	Congressman	United States House of Representatives	326 Cannon House Office Bldg		Washington	DC	20515
The Honorable	Brad	Sherman	Congressman	United States House of Representatives	1030 Longworth House Office Building		Washington	DC	20515
The Honorable	Hilda	Solis	Representative	United States House of Representatives	1725 Longworth House Office Building		Washington	DC	20515
The Honorable	Maxine	Waters	Congresswoman	United States House of Representatives	2344 Rayburn House Office Bldg		Washington	DC	20515
The Honorable	Diane	Watson	Congresswoman	United States House of Representatives	125 Cannon House Office Building		Washington	DC	20515
The Honorable	Henry	Waxman	Congressman	United States House of Representatives	2204 Rayburn House Office Building		Washington	DC	20515

U.S. SENATORS & REPRESENTATIVES (Local Addresses)

Salutation	First Name	Last Name	Title	Organization	Address1	Address2	City	State	Zip Code
The Honorable	Joe	Baca	Congressman	United States House of Representatives	201 North "E" Street, Suite 102		San Bernardino	CA	92401
The Honorable	Xavier	Becerra	Congressman, 31st District	United States House of Representatives, District 31	1910 Sunset Blvd., Ste 56C		Los Angeles	CA	90026
The Honorable	Howard	Berman	Congressman	United States House of Representatives	14546 Hamlin Street, Suite 202		Van Nuys	CA	91411
The Honorable	Mary	Bono	Congresswoman	United States House of Representatives	707 E. Tahquitz Canyon Way	Suite #9	Palm Springs	CA	92262
The Honorable	Barbara	Boxer	Senator	United States Senate	312 N. Spring Street, Suite 174E		Los Angeles	CA	20510
The Honorable	Ken	Calvert	Congressman	United States House of Representatives	3400 Central Ave., Suite 320C		Riverside	CA	92506
The Honorable	Lois	Capps	Congresswoman	United States House of Representatives	141 South A Street, Suite #204		Oxnard	CA	93030
The Honorable	Christopher	Cox	Congressman	United States House of Representatives	1 Newport Place, Suite 101C		Newport Beach	CA	92660
The Honorable	Trevor	Daley	Deputy	Office of Senator Dianne Feinstein	11111 Santa Monica Blvd, Ste 91F		Los Angeles	CA	90025
The Honorable	David	Dreier	Congressman	United States House of Representatives	2220 E. Route 66, Suite #225		Glendora	CA	91740
The Honorable	Dianne	Feinstein	Senator	United States Senate	11111 Santa Monica Blvd, Ste 91F		Los Angeles	CA	90025
The Honorable	Elton	Gallego	Congressman	United States House of Representatives	2829 Townsgate Rd., Suite 315		Thousand Oaks	CA	91361
The Honorable	Jane	Harman	Congresswoman	United States House of Representatives	544 N. Avalon Blvd., Suite 307		Wilmington	CA	90744
The Honorable	Darrell	Issa	Congressman	United States House of Representatives	1800 Thibodo Rd., Suite #310		Vista	CA	92081
The Honorable	Jerry	Lewis	Congressman	United States House of Representatives	1150 Brookside Avenue, Suite J-4		Redlands	CA	20515
The Honorable	Buck	McKeon	Congressman	United States House of Representatives	26650 The Old Road, Suite #20C		Santa Clarita	CA	91381
The Honorable	Juanita	Millender-McDonal	Congresswoman	United States House of Representatives, District 31	970 W. 190th St.	East Tower, Ste. 900	Torrance	CA	90502
The Honorable	Gary	Miller	Congressman	United States House of Representatives	1800 E. Lambert Road, Ste. #150		Brea	CA	92821
The Honorable	Grace	Napolitano	Congresswoman	United States House of Representatives, District 38	11627 E. Telegraph Rd., #100		Santa Fe Springs	CA	90670
The Honorable	Dana	Rohrabacher	Congressman	United States House of Representatives	101 Main Street, Suite #380		Huntington Beach	CA	92648
The Honorable	Lucille	Roybal-Allard	Congresswoman	United States House of Representatives	255 E. Temple Street, Suite 186C		Los Angeles	CA	90012
The Honorable	Ed	Royce	Congressman	United States House of Representatives	307 N. Harbor Blvd, Suite 300		Fullerton	CA	92832
The Honorable	Linda	Sanchez	Representative	United States House of Representatives	4007 Paramount Blvd, Ste. 106		Lakewood	CA	90712
The Honorable	Loretta	Sanchez	Representative	United States House of Representatives	12397 Lewis St., Suite 101		Garden Grove	CA	92820
The Honorable	Adam	Schiff	Congressman, 29th District	United States House of Representatives, District 21	35 S Raymond Ave #205		Pasadena	CA	91105
The Honorable	Brad	Sherman	Congressman, 28th District	United States House of Representatives, District 21	5000 Van Nuys Blvd, Ste 42C		Sherman Oaks	CA	914032
The Honorable	Hilda	Solis	Representative	United States House of Representatives	4716 Cesar Chavez Avenue	Building A	Los Angeles	CA	90022
The Honorable	Maxine	Waters	Representative	United States House of Representatives	10124 S. Broadway, Suite #1		Los Angeles	CA	90003
The Honorable	Dianne E.	Watson	Congresswoman, 33rd District	United States House of Representatives, District 31	4322 Wilshire Blvd, Ste 302		Los Angeles	CA	90010
The Honorable	Henry	Waxman	Congressman	United States House of Representatives	8436 West Third Street, Ste 600		Los Angeles	CA	90048
The Honorable	Lisa	Pinto	District Director	Office of Congressman Henry A. Waxman	8436 W 3rd St., #600		Los Angeles	CA	90048

OTHER PARTIES

Salutation	First Name	Last Name	Title	Organization	Address1	Address2	City	State	Zip Code
Mr.	Reza	Akef		BCC	13101 Pontoon Place		Los Angeles	CA	90049
Mr.	Russ	Alben	Boardmember	Bel Air Association	10665 Fontenelle Way		Los Angeles	CA	90077
Ms.	Josi	Alexander		Westwood Hills Homeowner	11129 Ophir Drive		Los Angeles	CA	90024
Mr.	Diego	Alvarez	Associate Director, Federal Issues	Office of the Mayor, City of Los Angeles	200 N. Spring St.		Los Angeles	CA	90012
Ms.	Stacy	Antler		Westside Neighborhood Council/Cheviot Hills HO	10324 Rossbury Place		Los Angeles	CA	90064
Mr.	Clyde	Augustson		Brentwood Village Association, Inc	2043 Kenwood Ave		Los Angeles	CA	90025
Capt.	David	Baca	Captain	LAPD West Traffic Division	4847 W. Venice Blvd.		Los Angeles	CA	90019
Ms.	Juliana	Bancroft			523 Dalehurst Ave		Los Angeles	CA	90024
Mr. and Mrs.	Ted and Martha	Barber		Brentwood Glen Associator	11369 Berwick Street		Los Angeles	CA	90049
Ms.	Felicia	Brannon	Executive Director	UCLA Campus and Community Relations	UCLA Wilshire Center		Los Angeles	CA	90024
Ms.	Sandy	Brown	President	Holmby Westwood Property Owners Associator	10350 Wilshire Blvd., Apt. 1002		Los Angeles	CA	90024
Ms.	Patrick	Burke	Security Manager	Simon Wiesenthal Center Museum of Tolerance	9786 W. Pico Blvd.		Los Angeles	CA	90035
Mr.	Paul	Butler	Chief of Security	UCLA Museums	10899 Wilshire Blvd.		Los Angeles	CA	90024
Mr.	Rich	Cahalan	Director	Westside Neighborhood Council/Westwood of Santa Monica Blvd HO	2336 Greenfield Ave		Los Angeles	CA	90064
Mr.	Francisco	Campaka			1436 2nd Street		Santa Monica	CA	90401
Mr.	Ben	Campisi		WHA	10722 Rochester Ave		Los Angeles	CA	90024
Mr.	Tomas	Carranza		LADOT	7166 W. Manchester Blvd.		Los Angeles	CA	90045
	I.V.	Cohen		Brentwood Homeowners Associator	408 N. Kenter		Los Angeles	CA	90049
	Cheyenne	Cook	Public Policy Manager	Los Angeles Area Chamber of Commerce	350 South Bixel Street		Los Angeles	CA	90017
Mr.	Lorenzo	Davis		GSA	300 N. LA, Suite 2300		Los Angeles	CA	90012
Mr.	Mike	Davis		LAPD	4849 Venice Blvd.		Los Angeles	CA	90019
Ms.	Pauline	DiPego			10555 Strathmore Dr.		Los Angeles	CA	90024
Ms.	Prudence	Faxon		Friends of Westwood/Holmby-WW Prop Owners Assoc	10731 Le Conte Avenue		Los Angeles	CA	90024
Ms.	Kristina M.	Feller, Assoc. AIA	Principal	Cannon Desigr	1901 Avenue of the Stars		Los Angeles	CA	90067
Ms.	Ann	Gautier		Westwood Homeowners Assoc.	10467 Wellworth Ave.		Los Angeles	CA	90024
Ms.	Catherine	Gershman			10823 Rochester Ave		Los Angeles	CA	90024
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Mr.	Sonny	Gordon			10756 Rochester Ave		Los Angeles	CA	90024
Ms.	Lesley	Grant		Cannon Desigr	1901 Ave of Stars, Suite 175		Los Angeles	CA	90067
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Mr.	Les	Havnal			10780 Santa Monica Blvd		Los Angeles	CA	90025
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Mr.	Scott	Kaufman		Gensler	2500 Broadway Ave		Santa Monica	CA	90404
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Mr.	Jay	Kim	Senior Transportation Engineer	LADOT	7166 W. Manchester Blvd.		Los Angeles	CA	90045
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Mr.	Dennis	McCarthy		Westwood Hills Homeowners Associator	135 S. Thurston Ave		Los Angeles	CA	90049
Mr.	Michael	Metcalfe		Westwood Homeowners Association/Save Westwood Village	1421 Pandora Ave		Los Angeles	CA	90024
Mr.	Bob	Newsom		Cannon Desigr	1901 Avenue of the Stars		Los Angeles	CA	90067
Ms.	Debbie	Nussbaum		Westwood Hills Property Owners Association Traffic Committee	516 Cashmere Terrace		Westwood	CA	90024
Ms.	Donna	Obdyke			217 S Bentley Ave		Los Angeles	CA	90049
Mr.	Steve	Rand		UCLA Transportation Services, Citation Review & Adjudication	555 Westwood Plaza, Suite 106		Westwood	CA	90024
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	Jessie	Robertson		HOK Architects	9530 Jefferson Blvd		Culver City	CA	90232
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Mr.	Bernard	Socher			10663 Rochester Ave		Los Angeles	CA	90024
Ms.	Terry	Tegnazian		Westwood Hills HOA	10850 Wilshire Blvd, Ste 30C		Los Angeles	CA	90024
Ms.	Betty	Vincent		Longford Condo	10790 Wilshire Blvd.		Los Angeles	CA	90024
Ms.	Andrea	Wagner	Director of Operations	Anti-Defamation League - Los Angeles	10495 Santa Monica Blvd		Los Angeles	CA	90025
Mr.	William	Wan		LA Times	202 W. 1st St.		Los Angeles	CA	90012
Mr.	Dwight	Ward		UCLA Police Department	601 Westwood Plaza		Los Angeles	CA	90095
Mr.	Scott H.	Whittle			10850 Wilshire Blvd, Ste 30C		Los Angeles	CA	90024
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APPENDIX A SCOPING

SCOPING

The public involvement and review process is mandated by NEPA and CEQ regulations. Inviting the public to participate in this process is called “scoping”. The CEQ regulations state repetitively that scoping is a key tool to help eliminate unimportant issues and to learn from the public which issues may be the most important for analysis. In addition, scoping is used to determine the kinds of expertise, analyses, and consultations likely to be needed. The extent of public participation typically depends on the magnitude of the environmental consequences associated with a proposed action and public interest in its outcome.

SUMMARY AND ISSUES

The scoping process for this EIS began when letters were sent to federal, state, local and private agencies describing the proposed action and inviting comments and concerns. In addition, a public Notice of Intent (NOI) to prepare an EIS was published in the Federal Register and in the Los Angeles Times on April 25, 2004 to solicit comments from public agencies and interested parties. The NOI invited interested parties to a scoping meeting held in West Los Angeles in the Federal Cafeteria Building at 11000 Wilshire Boulevard, from 4:30 PM to 7:30 PM on May 20, 2004. Approximately 60 individuals attended the meeting, which was hosted by representatives from GSA, Burns & McDonnell, Katz Okitsu & Associates and the FBI. A court reporter was present and a transcript of the meeting was prepared.

A list of individuals and agencies that provided scoping comments on this project is included in Section 1.5. The comments that were received are summarized below.

Twenty-two people offered comments on the proposed project at the scoping meeting. As a result of this initial meeting, GSA extended the scoping process to include an outreach program for surrounding neighborhood groups which were primarily concerned about the potential of the proposed facilities to increase local traffic congestion. A series of roundtable meetings were held in January 2005, resulting in the formation of a Traffic Working Group. Three Traffic Working Group meetings were held between May and September 2005. The key issues expressed during the extended scoping process include the following:

General

- The need for an extension of scoping comment period by 30 days to June 25, 2004

Traffic

- The potential for increased traffic congestion
- The need to include peak traffic characteristics in the analysis of the impacts of future occupancy numbers
- The need to study regional traffic impacts and potential “spill-over” traffic on to neighborhood streets
- The need for a comprehensive review of employee commuting patterns, including an origin-destination study for employees on site, employee field trips and court appointments
- The need to identify mitigation measures for traffic impacts
- Concerns regarding limited mass transit service in area
- The need to consider notifying the cities of Beverly Hills and Santa Monica to solicit their comments on the project, specifically regarding traffic concerns
- The need to consider California Department of Transportation (CALTRANS) pending closure of the I-405 interchanges at Montana Avenue and Moraga Drive, which will shift more traffic onto Wilshire Boulevard

- The need to evaluate the probable increase in personnel costs resulting from potential traffic delays
- The need to consider circulation and mobility impacts caused by political demonstrations and their attendant added security requirements

Planning

- The need to consider direct and cumulative impacts of “in review” or recently approved project proposals in the area
- The need to consider the impacts of the proposed project on the University of California, Los Angeles (UCLA) Long Range Development Plan
- The need to include the proposed development of Century City in the traffic study
- The need to consider the impact from proposed Veterans Administration development
- The need to consider the impacts of the proposed project on the Westwood Community Plan
- The need to address the existing inadequate transition between commercial and industrial uses and single- and multi-family residential areas
- The need to address properties zoned for high density commercial and high medium density residential located on the east side of property
- The need for the design to achieve a high level of quality, distinctive character and compatibility with adjacent development in terms of community character and scale
- The need to consider the proposed project as an adjacent land use of Westwood and address policies of the Westwood Community Plan
- The need to evaluate mitigation measures for potential aesthetic impacts and submit the proposed design to the Westwood Design Review Board
- The need to consider utilizing a Mediterranean [building] style that would be appropriate to southern California
- The need to address and specifically cite the appropriate Southern California Association of Governments (SCAG) policies in comparison of the proposed project to the applicable general plans and regional plans
- The need to address and use SCAG regional growth forecasts for population, household and employment
- The need to address the Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG), which reflects the most current SCAG population, household, and employment forecasts for the City of Los Angeles subregion and the City of Los Angeles
- The need to address GMC policies related to the RCPG goal to improve the regional standard of living and to improve the regional quality of life
- The need to address GMC policies related to the RCPG goal to provide social, political, and cultural equity
- The need to address the goals of the Regional Transportation Plan (RTP), the Air Quality Chapter, and the Water Quality Chapter
- The need to implement and monitor all feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project
- The need to consider the potential of building partially or entirely underground

Land Use

- The need to consider the potential impacts on the Westwood Community Park including visual, noise, parking, and lighting impacts on the park (during construction and post construction)
- The need to consider potential decreased open space and recreational facilities
- The need to consider the potential decrease in quality of life and property values
- The need to consider the limited space available on the proposed site for future expansion

Infrastructure and Services

- The need to consider impacts on emergency response times in the West Los Angeles area
- The need to consider potential impacts on future streetscape improvements
- The need to consider impacts on veterans' ability to receive healthcare and various treatments
- The need to consider the limited food service business (or retail space) available to accommodate new employees in the area
- The need to address the street excavations necessary for expansion of waste, water, power, and communication lines
- The need to address impacts on the potential development of community serving facilities and infrastructure improvements

Parking

- The need to address the adequacy of proposed parking designs and the improvement of the safety and aesthetics of parking areas
- The need to consider designing parking to meet the City of Los Angeles parking standards for office buildings

Environmental

- The need to consider air quality concerns
- The need to consider the increased noise and disruption from construction and occupancy
- The need to control dust accompanying the construction and excavation activities
- The need to consider noise and safety concerns from helicopters, if there is a pad site planned
- The need to encourage water reclamation, where cost-effective, feasible, and appropriate and any increase in the use of wastewater

Security

- The need to address special security concerns, including the potential increased threat of becoming a centralized target for terrorism
- The need to consider the potential impacts of future public demonstrations at the federal campus

Alternative Analysis

- The need to consider a downtown location instead
- The need to address the adequacy of alternatives
- The need to include a project alternative that remodels the existing space to better suit the FBI's requirements
- The need to evaluate the use of the Veterans Administration property for the development
- The need to address the concern that the location would be inefficient by placing the FBI on the western-most edge rather than in the center of the region served
- The need to include both Phase I and II of the development in the EIS analysis

NOTICE OF INTENT AND EXTENSION

Notice of Intent to Prepare an Environmental Impact Statement

The United States General Services Administration intends to prepare an Environmental Impact Statement (EIS) on the following project:

New Federal Building at 11000 Wilshire Boulevard

Los Angeles, California

Proposed Action: The Federal Bureau of Investigation (FBI) requires new facilities in the Los Angeles area to consolidate current facilities from various locations, provide facilities with a higher level of security than currently provided in existing spaces, and provide for growth associated with the increase in demand for staff and infrastructure on a twenty-year planning horizon. To meet these needs, the United States General Services Administration is planning the construction of a new federal building on the existing 28-acre site of the current federal office complex at 11000 Wilshire Blvd., Los Angeles, California. The building and adjoining facilities will house the Federal Bureau of Investigation offices and related facilities that are currently located in the 17-floor federal office building and garage located on the site. The existing 17-floor federal building will remain on site for the foreseeable future and receive federal agencies that require additional space or will be relocated from other locations in the region that are currently leased. The proposed new federal facilities will provide approximately 937,000 gross square feet of space plus 1,200 secured parking stalls. It is anticipated that the proposed development will occur in two phases over a ten-year period and ultimately include office space, an automobile/radio maintenance facility, and a parking garage.

Alternatives to the proposed action include:

- A. **Renovate and Expand Existing Facility Alternative:** This alternative would leave the Federal Bureau of Investigation in the current 17-floor building on the 11000 Wilshire Blvd. site and modify the building to the extent possible to meet security requirements and short-term space needs of the Federal Bureau of Investigation. Other current tenants in the building would be required to relocate to other facilities.

- B. **Lease Build-to-Suit Alternative:** This would provide a building for lease to the General Services Administration that is constructed to meet the needs and requirements of the Federal Bureau of Investigation. The building would be located in the northwest area of Los Angeles.

- C. **No Action Alternative:** This would require the operation of the Federal Bureau of Investigation facilities at separate locations in the area and the associated inherent operational inefficiencies. The existing government facilities will not be sufficient to accommodate future growth and security requirements.

The public is cordially invited to participate in the scoping process. A scoping meeting will be held in the Cafeteria Building on the federal office complex located at 11000 Wilshire Boulevard, Los Angeles, California, on May 20, 2004 from 4:30 p.m. to 7:30 p.m. At the scoping meeting, the public will be requested to identify issues that they believe should be analyzed in the Environmental Impact Statement. The public is invited to submit any written comments to the address below by May 25, 2004.

For further information:

Javad Soltani

General Services Administration, Portfolio Management Division (9PT)

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BURNS & MCDONNELL ENGINEERING INC
9400 WARD PARKWAY

KANSAS CITY, MO 64114

State of California, } ss.

County of Los Angeles

Michael Alvarez

of said

County and State being duly sworn, says:

That he is and at all times herein mentioned was a citizen of the United States, over 21 years of age, and not a party to nor interested in the above entitled matter; that he is a principal clerk of the printers and publishers of the LOS ANGELES TIMES a newspaper printed and published daily in the said Los Angeles County; that the

Legal Notice

in the above entitled matter of which the annexed is a printed copy, was published in said newspaper LOS ANGELES TIMES

202 West First St. Los Angeles, CA. 90012

on the following days, to-wit:

APRIL 25, 2004

Subscribed and sworn to before

me, this 3rd day of May 2004

[Signature]

Notary Public in and for the County of Los Angeles, State of California

Affidavit of Publication

-of-

Classified Advertising

Notice of Intent to Prepare an Environmental Impact Statement

The United States General Services Administration intends to prepare an Environmental Impact Statement (EIS) on the following project:

New Federal Building at 11000 Wilshire Boulevard
Los Angeles, California

Proposed Action: The Federal Bureau of Investigation (FBI) requires new facilities in the Los Angeles area to consolidate current facilities from various locations, provide facilities with a higher level of security than currently provided in existing spaces, and provide for growth associated with the increase in demand for staff and infrastructure on a twenty-year planning horizon. To meet these needs, the United States General Services Administration is planning the construction of a new federal building on the existing 28-acre site of the current federal office complex at 11000 Wilshire Blvd., Los Angeles, California. The building and adjoining facilities will house the Federal Bureau of Investigation offices and related facilities that are currently located in the 17-floor federal office building and garage located on the site. The existing 17-floor federal building will remain on site for the foreseeable future and receive federal agencies that require additional space or will be relocated from other locations in the region that are currently leased. The proposed new federal facilities will provide approximately 987,000 gross square feet of space plus 1,200 secured parking stalls. It is anticipated that the proposed development will occur in two phases over a ten-year period and ultimately include office space, an automobile/radio maintenance facility, and a parking garage.

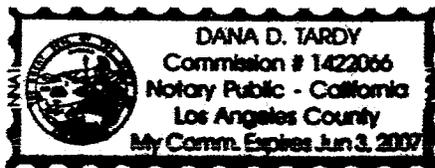
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- C. **No Action Alternative:** This would require the operation of the Federal Bureau of Investigation facilities at separate locations in the area and the associated inherent operational inefficiencies. The existing government facilities will not be sufficient to accommodate future growth and security requirements.

The public is cordially invited to participate in the scoping process. A scoping meeting will be held in the Cafeteria Building on the federal office complex located at 11000 Wilshire Boulevard, Los Angeles, California, on May 20, 2004 from 4:30 p.m. to 7:30 p.m. At the scoping meeting, the public will be requested to identify issues that they believe should be analyzed in the Environmental Impact Statement. The public is invited to submit any written comments to the address below by May 25, 2004.

For further information:

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**Scoping Comment Period Extended for Environmental Impact Statement for New
Federal Building at 11000 Wilshire Boulevard, Los Angeles**

The United States General Services Administration previously announced and conducted a Scoping Meeting for this project on May 20, 2004. As a result of the Scoping Meeting, several requests for extension of the scoping comment period were received. The original scoping comment period ending May 25, 2004 announced in the Notice of Intent to Prepare an Environmental Impact Statement for new facilities in the Los Angeles area for the Federal Bureau of Investigation has been extended by the General Services Administration to June 25, 2004.

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SCOPING MAILING LIST

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Kurt Steigerwald FBI 935 Pennsylvania Avenue, NW Washington, D.C. 20535	Phyllis S. Jones Justice Management Division US Department of Justice Room 1111, RFK, 950 Pennsylvania Avenue, N.W. Washington D.C. 20530-0001
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<p>Anthony Morales Chairperson Gabrieleno/Tongva Tribal Council P.O. Box 693 San Gabriel, CA 91778</p>	<p>Craig Torres 713 E. Bishop Santa Ana, CA 92701</p>
<p>Jim Velasques Coastal Gabrieleno Diegueno 5776 42nd Street Riverside, CA 92509</p>	<p>Susan Frank Gabrielino Band of Mission Indians of CA P.O. Box 3021 Beaumont, CA 92223</p>
<p>Robert Dorame Tribal Chair/Cultural Resources Gabrielino Tongva Indians of California Tribal Council 5450 Slauson Ave, Suite 151 PMB Culver City, CA 90230-6</p>	<p>Mercedes Dorame Tribal Administrator Gabrielino Tongva Indians of California Tribal Council 20990 Las Flores Mesa Drive Malibu, CA 90202</p>

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Bob Cimiluca Westwood South of Santa Monica 2210 Overland Ave Los Angeles, CA 90064	Terri Tippit President West of Westwood HOA 10967 Ayers Ave Los Angeles, CA 90064-3242
George Wolfberg Chairman Pacific Palisades Community Council P.O. Box 113 Pacific Palisades, CA 90272	Carole Magnuson President Westwood Hills Property Owners Association 11147 Ophir Dr Los Angeles, CA 90024
Robert Rene President Brentwood HOA P.O. Box 49427 Los Angeles, CA 90049-0427	Roy Marshall Vice President Brentwood HOA 146 Acari Drive Los Angeles, CA 90049
Russ Alben Board Member Bel Air Association 10565 Fontenelle Way Bel Air, CA 90077	Sandy Brown President Holmby Westwood Property Owners Association 10778 Wayburn Ave Westwood CA 90024
Bette Harris South Brentwood Homeowners 856 Wellesley Ave Los Angeles, CA 90049	Lila Rieth Vice President Westwood Homeowners 10870 Wellworth Ave Westwood, CA 90024
Jean Shigematsu West LA Neighborhood Council jshige@earthlink.net	Wendy-Sue Rosen President Upper Mandeville Canyon Homeowners Association P.O. Box 49845 Los Angeles, CA 90049 RosenFree@aol.com

<p>Jason Squire West LA Resident jsquire@usc.edu</p>	<p>Kim Bell Board Member Bel Air Association 100 Bel Air Rd Los Angeles, CA 90077-3809 rmbell@cyberverse.com</p>
<p>Steve Twinning President Bel Air/Beverly Crest Neighborhood Council Sctcpa90077@yahoo.com</p>	

SCOPING MEETING ATTENDEES

Josi Alexander 11129 Ophir Drive Los Angeles, CA 90024	Diego Alvarez Office of the Mayor 200 N. Spring St. Los Angeles, CA 90012
Stacy Antler Westside Neighborhood Council/ Cheviot Hills HOA 10324 Rossbury PL Los Angeles, CA 90064	Juliana Bancroft 523 Dalehurst Ave. Los Angeles, CA 90024
H.T. & M.K. Barber Brentwood Glen Association 11369 Berwick Los Angeles, CA 90049	Elizabeth Brainard Brentwood Glen Association 11420 Bolas St Los Angeles, CA 90049
Rich Cahalan Westside Neighborhood Council Land Use Committee/ Westwood South of Santa Monica Blvd HOA 2336 Greenfield Ave Los Angeles, CA 90064-1908	Francisco Campaka 1436 2 nd St Santa Monica, CA 90401
Ben Campisi WHA 10772 Rochester Ave Los Angeles, CA 90024	Ernest Cirangle HOK Architects 9530 Jefferson Blvd Culver City, CA 90232
Lorenzo Davis GSA 300 N. LA, Suite 2300 Los Angeles, CA 90012	Pauline DiPego 10555 Strathmore Dr. Los Angeles, CA 90024
Prudence Faxon Friends of Westwood/ Holmby-WW Property Owners Assoc. 10731 Le Conte Ave Los Angeles, CA 90024	Jackie Freedman Holmby Westwood Homowners Assoc 10782 Wayburn Los Angeles, CA 90024
Catherine Gershman 10823 Rochester Ave Los Angeles, CA 90024	Carol Gilbert Brentwood Glen Association Board 11338 Berwick Los Angeles, CA 90049
Rebecca Gilscork c/o Equity Office 3200 Ocean Park Blvd Santa Monica, CA 90405	Craig Gold Brentwood Glen Association 11327 Montane Avenue Los Angeles, CA 90049
Sonny Gordon 10756 Rochester Ave Los Angeles, CA 90024	Lesley Grant c/o Cannon Design 1701 Ave Stars, Ste 175 Los Angeles, CA 90067

Les Havnal 10780 Santa Monica Blvd Los Angeles, CA 90025	Douglas Hanson DeStefamoan Partners 3236 S. Purdue Ave Los Angeles, CA 90066
Pamela K. Herbert Brentwood Glen Association 11439 Waterford St Los Angeles, CA 90049	Leona Heritage 451 Denslow Ave Los Angeles, CA 90049
David Jordan-Hines 3000 Olympic Blvd, Suite 1310 Santa Monica, CA 90404	Gensler c/o Scott Kaufman 2500 Broadway Ave Santa Monica, CA 90404
Grace Kim 6330 San Vicente Blvd, Suite 200 Los Angeles, CA 90048	Cristel Konde Cannon Design 1901 Ave. of Stars, Suite 175 Los Angeles, CA 90067
Flora Gil Krisiloff Community Leader Chair, Brentwood Community Council 508 Avondale Ave Los Angeles, CA 90049	Dr. Laura Lake Save Westwood Village/ Friends of Westwood 1557 Westwood Blvd, #235 Los Angeles, CA 90024
Erick Lopez City of Los Angeles, Department of City Planning 200 N. Spring St., Room 621 Los Angeles, CA 90012	Ericka Lozano UCLA 10920 Wilshire Blvd, Suite 1500 Los Angeles, CA 90024
Stephen J. Lukasik Bel Air Association 1714 Stone Canyon Rd. Los Angeles, CA 90077	Charles Magnusom WHHOA 10540 Wilshire Blvd, #1400 Los Angeles, CA 90024
Carole Magnuson WHHOA 11147 Ophir Dr Los Angeles, CA 90024	Michael S. Metcalfe Westwood Homeowners Assoc 1421 Pandora Ave Los Angeles, CA 90024
Alvin Milder 134 Greenfield Ave Los Angeles, CA 90049	Sharon Milder 134 Greenfield Ave Los Angeles, CA 90049
Harriet Miller President Emeritus Westwood Hills P.O. Assoc 11011 Cashmere St Los Angeles, CA 90049	Bob Newsom Cannon Design 1901 Avenue of the Stars Los Angeles, CA 90067
Donna Obdyke 217 S. Bentley Ave Los Angeles, CA 90049	Kelly Olson 515 S. Flower St. Los Angeles, CA 90071
J. Olwen 11350 Mundamt Ave Los Angeles, CA 90044	Kerry A. Perlow Westwood Homeowner Association 1323 Holmby Ave Los Angeles, CA 90024

Meredith Rasche STUDIOS Architecture 370 S. Doheny, Suite 201 Beverly Hills, CA 90211	Marene Poeblatt Holmby Westwood Homowners Assoc 739 Holmby Ave Los Angeles, CA 90024
Jessie Robertson HOK Architects 9530 Jefferson Blvd Culver City, CA 90232	Bill Rosendahl LA City Council 3715 Wasatch Ave Los Angeles, CA 90066
William T. Savage, Sr 11054 Cashmere St Los Angeles, CA 90049-3202	Steven Savn 1052 Tiverton Avenue, Suite 100 Los Angeles, CA 90024
Laura Shell Supervisor, Lew Yaroslavsky's Office 500 W. Tempete, #821 Los Angeles, CA 90012	Esther & Marvin Smith WHA 1614 Veteran Ave, #301 Los Angeles, CA 90024
Karen Smits Brentwood Glen Association 11337 Farlin St Los Angeles, CA 90049	Bernard Socher 10663 Rochester Ave Los Angeles, CA 90024
Dana Taylor DMVM Design 515 S. Flower St. Los Angeles, CA 90071	Terry Tegnazian 10850 Wilshire Blvd #300 Los Angeles, CA 90024
William Wan LA Times 202 W. 1st St. Los Angeles, CA 90012	Scott H. Whittle 10850 Wilshire Blvd #300 Los Angeles, CA 90024
Susan C. Young Veterans Park Conservancy 11661 San Vincente Blvd, #204 Los Angeles, CA 90049	Debbie Zehm c/o Equity Office 10960 Wilshire, Ste 920 Los Angeles, CA 90024

WRITTEN COMMENTS RECEIVED DURING THE SCOPING PROCESS

- A-1 Hon. Henry A. Waxman (Congress of the United States, House of Representatives)
- A-2 Hon. Henry A. Waxman (Congress of the United States, House of Representatives)
- A-2a Peter G. Stamison (Regional Administrator)
- A-3 Shanna Draheim (U.S. Environmental Protection Agency, Region IX)
- A-4 Karen A. Goebel (Fish and Wildlife Service)
- A-5 Jeferey M. Smith (Southern California Association of Governments)
- A-6 Steve Furness (State of California, Department of Fish and Game)
- A-7 Zev Yaroslavsky (Board of Supervisors, County of Los Angeles)
- A-8 Con Howe (City of Los Angeles, Department of City Planning)
- A-9 Barry Berggren (City of Los Angeles, Wastewater Collection Systems Division)
- A-10 Jack Weiss (Councilmember, Fifth District)
- A-11 Lieutenant Fred Booker (Los Angeles Police Department)
- A-12 Charles C. Holloway (City of Los Angeles, Department of Water and Power)
- A-13 Joseph Beckles (Southern California Gas Company)
- A-14 Christopher Combs (Westwood Homeowners Association)
- A-15 S. J. Lukasik (Bel-Air Association)
- A-16 Laura Lake, Ph.D. (Save Westwood Village)
- A-17 Carol Gilbert (Brentwood Glen Association)
- A-18 Carole Magnuson (Westwood Hills Property Owners Association)
- A-19 Bob Cimiluca (Westwood South of Santa Monica Blvd Homeowners Association)
- A-20 Jackie Freedman (Holmby-Westwood Property Owners Association)
- A-21 Bette Harris (South Brentwood Homeowners Association)
- A-22 Susan C. Young (Veterans Park Conservancy)
- A-23 Elizabeth J. Brainard
- A-24 Terry A. Tegnazian
- A-25 Scott H. Whittle
- A-26 Prudence Faxon
- A-27 William T. Savage
- A-28 Judy Johnson
- A-29 Matthew Diamond and Rae Kraus
- A-30 Bernard Socher
- A-31 Katie Stull
- A-32 Annette Mercer

Federal

2204 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0530
(202) 225-3976

SENIOR DEMOCRATIC MEME
COMMITTEE ON
GOVERNMENT REFORM

MEMBER
COMMITTEE ON
ENERGY AND COMMERCE

DISTRICT OFFICE:
8438 WEST THIRD STREET
SUITE 800
LOS ANGELES, CA 90048-1763
(323) 851-1040
(818) 878-7400
(310) 652-3095

Congress of the United States
House of Representatives

Washington, DC 20515-0530

HENRY A. WAXMAN
30TH DISTRICT, CALIFORNIA

June 23, 2004

Mr. Javad Soltani
General Services Administration
Portfolio Management Division
450 Golden Gate Avenue
San Francisco, California 94102-3661

Dear Mr. Soltani:

I am writing in regard to the General Services Administration's (GSA) *Notice of Intent to Prepare an Environmental Impact Statement* for the New Federal Building at 11000 Wilshire Boulevard in Los Angeles, California, which is in the congressional district I represent. GSA is proposing to build a new facility for the Federal Bureau of Investigations (FBI), including 937,000 gross square feet of space plus 1,200 secured parking stalls. I want to reiterate a number of issues members of the community have raised with me about the proposal and to discuss a concern I have about the scoping process.

The community's primary concern is that the infrastructure is wholly inadequate to absorb this additional office complex and parking structure. As you know, the federal building in Westwood is adjacent to two of the busiest street intersections in the nation — Wilshire and Westwood Boulevards and Wilshire Boulevard and Veteran Avenue. It also borders the 388-acre Veterans Affairs (VA) Greater Los Angeles Health Care System and Westwood Village, and it is in close proximity to the University of California Los Angeles (UCLA). In addition, the heavily-traveled 405 freeway has an on-ramp and off-ramp within one block of the building.

Construction of a large new facility could severely impact this heavily congested area and its already strained transportation infrastructure. The community believes that transportation congestion, air quality, emergency response times, and overall quality of life would worsen should this project proceed. In addition, it fears that a concentration of the FBI's operations in this location could make it a special security concern.

I also want to inform you of my concern that the scoping process has failed to identify alternatives in sufficient specificity to be adequately evaluated in the Environmental Impact Statement (EIS). As you know, GSA is required to collect a comprehensive list of all issues as part of the scoping process to ensure that the EIS thoroughly analyzes each major issue identified. To provide for the wisest use of taxpayer dollars and coherent community development, it is important that a number of specific alternative locations for this facility be

A-1

Mr. Javad Soltani
June 23, 2004
Page 2

investigated. A full examination may determine that Westwood is not the most suitable site to meet needs of the FBI, and that the facility would better fit into the development plan of another location that does not face the congestion problems of Westwood.

To fully understand the ramifications of this project and to determine whether this would be the best location to centralize and expand the FBI's operations, GSA should conduct a comprehensive review of employee commute patterns for the area. Considering and optimizing the location with employees in mind would address important quality of life issues for them. GSA should also begin a discussion with local government, communities, and businesses to identify those areas which would be most interested in hosting this facility.

I request that GSA identify the efforts it has undertaken or will undertake to examine all of the above issues. Additionally, I request your assurance that GSA will consider a number of specific locations so that the best location is selected for the facility.

I appreciate your attention to my concern, and look forward to your response.

With kind regards, I am

Sincerely,



HENRY A. WAXMAN
Member of Congress

HAW:lp

2204 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0530
(202) 225-3976

DISTRICT OFFICE:
8436 WEST THIRD STREET
SUITE 600
LOS ANGELES, CA 90048-4183
(323) 651-1040
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SENIOR DEMOCRATIC MEMO
COMMITTEE ON
GOVERNMENT REFORM

MEMBER
COMMITTEE ON
ENERGY AND COMMERCE

Congress of the United States
House of Representatives
Washington, DC 20515-0530

HENRY A. WAXMAN
30TH DISTRICT, CALIFORNIA

May 24, 2004

Mr. Javad Soltani
General Services Administration
Portfolio Management Division
450 Golden Gate Avenue
San Francisco, California 94102-3661

Dear Mr. Soltani:

I am writing to request a 30-day extension of the public comment period for the Notice of Intent to Prepare an Environmental Impact Statement for the New Federal Building at 11000 Wilshire Boulevard in Los Angeles, California.

As you know, the Notice of Intent was published in the Federal Register on April 23, 2004. Last Thursday, May 20, 2004, a public scoping meeting was held at the cafeteria in the Federal Building. Many of my constituents attended the meeting and are interested in submitting written comments.

Unfortunately, the written comment period is to expire tomorrow, on May 25, 2004. This does not allow ample time for the community to submit their written comments and suggestions. Therefore, I am requesting that the public comment period be extended 30 days.

I appreciate your assistance with this matter and look forward to hearing from you.

With kind regards, I am

Sincerely,



HENRY A. WAXMAN
Member of Congress

HAW:lp

The Honorable Henry Waxman
Member, United States
House of Representatives
8436 West 3rd Street, Suite #600
Los Angeles, CA 90048

Dear Representative Waxman:

This is in response to your letter of May 24, 2004 to Mr. Javad Soltani, requesting a 30-day extension of the public comment period for scoping preparation of an Environmental Impact Statement (EIS) for the proposed new Federal facility at 11000 Wilshire Boulevard in Los Angeles, California.

We have approved your request to extend the comment period an additional 30 days and have revised our EIS schedule to reflect the comment period ending, Friday June 25, 2004.

Thank you for your interest in this project.

Sincerely,

Peter G. Stamison
Regional Administrator

9PTC:JSoltani:3493
9PTC Official
9P, 9PT, 9PTC, 9A

9P: *msg 6/1/04*

A-2a



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

May 10, 2004

Mr. Javad Soltani
General Services Administration
Portfolio Management Division
450 Golden Gate Avenue
San Francisco, CA 94102-3611

Dear Mr. Soltani:

The Environmental Protection Agency (EPA) has reviewed the Notice of Intent to prepare an environmental impact statement (EIS) for the **New Federal Building at 11000 Wilshire Boulevard, Los Angeles, California**. Our review is pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

EPA has no formal comments on the Notice of Intent at this time. Please send three copies of the Draft EIS (DEIS) to this office at the same time it is officially filed with our Washington D.C. Office. If you have any questions, please call me at (415) 972-3851.

Sincerely,

A handwritten signature in cursive script, appearing to read "Shanna Draheim".

Shanna Draheim
Federal Activities Office
Cross Media Division



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, California 92011



In Reply Refer To:
FWS-LA-4633.1

NOV 30 2005

Gregory W Knauer, AICP
Project Manager
Burns & McDonnell
9400 Ward Parkway
Kansas City, Missouri 64114-3319

Subj: Request for Information on Endangered, Threatened, Proposed, and Candidate Species in the Vicinity of the Area Bound by I-405, I-101, and I-10, Los Angeles County, California

Dear Mr Knauer:

This letter responds to your written request, dated November 24, 2004, for information on federally endangered, threatened, and proposed species that occur in the vicinity of the proposed new federal facility to house the Federal Bureau of Investigation Los Angeles Field Office headquarters in Los Angeles County, California. Although we do not have site-specific information, we are providing the enclosed list of species likely to occur in the general region to assist you in evaluating the potential occurrence of federally listed species within the area bound by the I-405, I-101 and I-10. The information provided with this letter partially fulfills the requirements of the Fish and Wildlife Service (Service) under section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*).

We recommend that you seek assistance from a biologist familiar with the habitat conditions and associated species in and around the study area to assess the actual potential for direct, indirect and cumulative impacts likely to result from the proposed study. You should also contact the California Department of Fish and Game (CDFG) for State-listed and other sensitive species that may occur in the area of the project. State-listed species are protected under the provisions of the California Endangered Species Act and require full consideration under the California Environmental Quality Act.

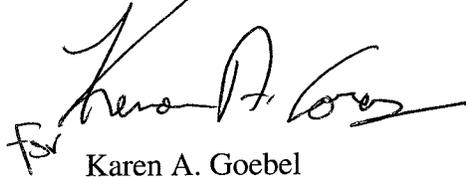
If it is determined that the proposed project may affect listed or proposed species and/or critical habitat(s), you should initiate consultation (or conference) with the Service pursuant to section 7 of the Endangered Species Act (Act) of 1973, as amended. Informal consultation may be used to exchange information and resolve issues with respect to listed species prior to a written request for formal consultation.

Mr. Gregory W. Knauer (FWS-LA-4633.1)

2

Should you have any questions regarding the species listed or your responsibilities under the Act, please contact Christine Medak of my staff at (760) 431-9440, extension 298.

Sincerely,

A handwritten signature in black ink, appearing to read "Karen A. Goebel". The signature is written in a cursive style with a large initial "K". To the left of the signature, there is a small handwritten mark that looks like "FV".

Karen A. Goebel
Assistant Field Supervisor

Enclosure

**Federally Endangered, Threatened, Proposed, and Candidate Species that May Occur
Inside the Area Bound by the I-405, I-101 and I-10, Los Angeles County, California**

October 20, 2005

Common Name	Scientific Name	Federal Statusⁱ
<u>Birds</u>		
bald eagle	<i>Haliaeetus leucocephalus</i>	threatened
California condor	<i>Gymnogyps californianus</i>	endangered, CH
southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	endangered, CH
coastal California gnatcatcher	<i>Polioptila californica californica</i>	threatened, CH
yellow-billed cuckoo	<i>Coccyzus americanus</i>	candidate
least Bell's vireo	<i>Vireo bellii pusillus</i>	endangered, CH
brown pelican	<i>Pelecanus occidentalis</i>	endangered
California least tern	<i>Sterna antillarum browni</i>	endangered
<u>Mammals</u>		
Pacific pocket mouse	<i>Perognathus longimembris pacificus</i>	endangered
<u>Amphibians</u>		
arroyo toad	<i>Bufo californicus</i>	endangered, CH
<u>Invertebrates</u>		
Riverside fairy shrimp	<i>Streptocephalus wootoni</i>	endangered, CH
<u>Plants</u>		
Braunton's milk-vetch	<i>Astragalus brauntonii</i>	endangered
thread-leaved brodiaea	<i>Brodiaea filifolia</i>	threatened
Nevin's barberry	<i>Berberis nevinii</i>	endangered
San Fernando Valley spineflower	<i>Chorizanthe parryi</i> var. <i>fernandina</i>	candidate
Slender-horned spineflower	<i>Dodecahema leptoceras</i>	endangered
Santa Monica Mountains dudleya	<i>Dudleya symosa</i> ssp. <i>ovatifolia</i>	threatened

**Federally Endangered, Threatened, Proposed, and Candidate Species that May Occur
Inside the Area Bound by the I-405, I-101 and I-10, Los Angeles County, California**

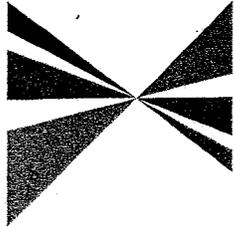
October 20, 2005

Common Name	Scientific Name	Federal Statusⁱ
California orcutt grass	<i>Orcuttia californica</i>	endangered
Spreading navarretia	<i>Navarretia fossalis</i>	threatened
Lyon's pentachaeta	<i>Pentachaeta lyonii</i>	endangered
Brand's phacelia	<i>Phacelia stellaris</i>	candidate
Gambel's watercress	<i>Rorippa gambellii</i>	endangered

ⁱ CH – designated Critical Habitat

State and Local Agencies

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

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Officers: President: Councilmember Ron Roberts, Temecula • First Vice President: Supervisor Hank Kuiper, Imperial County • Second Vice President: Mayor Toni Young, Port Hueneme • Immediate Past President: Councilmember Bev Perry, Brea

Imperial County: Hank Kuiper, Imperial County • Jo Shields, Brawley

Los Angeles County: Yvonne Brathwaite Burke, Los Angeles County • Zev Yaroslavsky, Los Angeles County • Harry Baldwin, San Gabriel • Paul Bowlen, Cerritos • Tony Cardenas, Los Angeles • Margaret Clark, Rosemead • Gene Daniels, Paramount • Mike Dispenza, Palmdale • Judy Dunlap, Inglewood • Eric Garcelli, Los Angeles • Wendy Greuel, Los Angeles • Frank Gurulé, Cudahy • James Hahn, Los Angeles • Janice Hahn, Los Angeles • Isadore Hall, Compton • Tom LaBonge, Los Angeles • Bonnie Lowenthal, Long Beach • Martin Ludlow, Los Angeles • Keith McCarthy, Downey • Llewellyn Miller, Claremont • Cindy Miscikowski, Los Angeles • Paul Nowalka, Torrance • Pam O'Connor, Santa Monica • Alex Padilla, Los Angeles • Bernard Parks, Los Angeles Jan Perry, Los Angeles • Beatrice Proo, Pico Rivera Ed Reyes, Los Angeles • Greig Smith, Los Angeles Dick Stanford, Azusa • Tom Sykes, Walnut • Paul Talbot, Alhambra • Sidney Tyler, Pasadena • Tonia Reyes Uranga, Long Beach • Antonio Villaraigosa, Los Angeles • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Bob Yousefian, Glendale • Dennis Zine, Los Angeles

Orange County: Chris Norby, Orange County • Ronald Bates, Los Alamitos • Lou Bone, Tustin • Art Brown, Buena Park • Richard Chavez, Anaheim Debbie Cook, Huntington Beach • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alta Duke, La Palma • Bev Perry, Brea • Tod Ridgeway, Newport Beach

Riverside County: Marion Ashley, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

May 17, 2004

Mr. Javad Soltani
General Services Administration
Portfolio management Division (9PT)
450 Golden Gate Avenue
San Francisco, CA 94102

RE: **Comments on the Notice of Intent for a Draft Environmental Impact Statement for the New Federal Building at 11000 Wilshire Boulevard – SCAG No. I 20040261**

Dear Mr. Soltani:

Thank you for submitting the **Notice of Intent for a Draft Environmental Impact Statement for the New Federal Building at 11000 Wilshire Boulevard** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the aforementioned **Notice of Preparation**, and have determined that the **proposed Project is regionally significant per California Environmental Quality Act (CEQA) Guidelines (Section 15206)**. The proposed Project considers the development of more than 250,000 square feet of office floor area.. CEQA requires that EIRs discuss any inconsistencies between the proposed project and the applicable general plans and **regional plans (Section 15125 [d])**. If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan, which may be applicable to your project, are outlined in the attachment. **We expect the Draft EIS to specifically cite the appropriate SCAG policies and address the manner in which the Project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them in your Draft EIS. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the Proposed Project.**

Please provide a minimum of 45 days for SCAG to review the Draft EIS when this document is available. If you have any questions regarding the attached comments, please contact me at (213) 236-1867. Thank you.

Sincerely,


JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

A-5

**COMMENTS ON THE PROPOSAL TO DEVELOP A
 DRAFT ENVIRONMENTAL IMPACT STATEMENT
 FOR THE
 NEW FEDERAL BUILDING AT 11000 WILSHIRE BOULEVARD
 SCAG NO. I 20040261**

PROJECT DESCRIPTION

The proposed Project considers the development of new federal facilities, which will provide approximately 937,000 gross square feet of office floor area plus 1,200 secured parking stalls. The new Facility will be developed at the current Federal Building site, which sits on 28-acres. The proposed Project will be located at 11000 Wilshire Boulevard in the City of Los Angeles.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIS for the New Federal Building at 11000 Wilshire Boulevard.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

Regional Growth Forecasts

The Draft EIR should reflect the most current SCAG forecasts which are the 2001 RTP (April 2001) Population, Household and Employment forecasts for the City of Los Angeles subregion and the City of Los Angeles. These forecasts follow:

CITY OF LA SUBREGION	2000	2005	2010	2015	2020	2025
POPULATION	3,823,062	4,030,730	4,210,853	4,387,980	4,628,980	4,876,535
HOUSEHOLD	1,276,318	1,323,238	1,417,670	1,513,052	1,632,598	1,769,462
EMPLOYMENT	1,782,153	1,855,350	1,931,000	1,975,730	2,016,625	2,060,084

CITY OF LOS ANGELES	2000	2005	2010	2015	2020	2025
POPULATION	3,786,249	3,990,078	4,162,602	4,336,220	4,569,103	4,809,584
HOUSEHOLD	1,266,767	1,312,808	1,405,494	1,499,115	1,616,450	1,750,786
EMPLOYMENT	1,760,085	1,831,669	1,905,648	1,949,391	1,989,360	2,031,881

3.03 The timing, financing, and location of public facilities, utility systems; and transportation systems shall be used by SCAG to implement the region's growth policies.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.

3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.

3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.

- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdictions strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- 3.18 *Encourage planned development in locations least likely to cause environmental impact.*
- 3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*
- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible*

and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.

REGIONAL TRANSPORTATION PLAN

The **Regional Transportation Plan (RTP)** also has goals, objectives, policies and actions pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant goals, objectives, policies and actions of the RTP are the following:

Core Regional Transportation Plan Policies

4.01 *Transportation investments shall be based on SCAG's adopted Regional Performance Indicators:*

Mobility - *Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient, faster and economical movements of people and goods.*

- *Average Work Trip Travel Time in Minutes – 25 minutes (Auto)*
- *PM Peak Freeway Travel Speed – 45 minutes (Transit)*
- *PM Peak Non-Freeway Travel Speed*
- *Percent of PM Peak Travel in Delay (Fwy)*
- *Percent of PM Peak Travel in Delay (Non-Fwy)*

Accessibility - *Transportation system should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.*

- *Work Opportunities within 45 Minutes door to door travel time (Mode Neutral)*
- *Average transit access time*

Environment - *Transportation system should sustain development and preservation of the existing system and the environment. (All Trips)*

- *CO, ROG, NOx, PM10, PM2.5 – Meet the applicable SIP Emission Budget and the Transportation Conformity requirements*

Reliability – *Transportation system should have reasonable and dependable levels of service by mode. (All Trips)*

- *Transit – 63%*

- *Highway – 76%*

Safety - Transportation systems should provide minimal accident, death and injury. (All Trips)

- *Fatalities Per Million Passenger Miles – 0*
- *Injury Accidents – 0*

Equity/Environmental Justice - The benefits of transportation investments should be equitably distributed among all ethnic, age and income groups. (All trips)

- *By Income Groups Share of Net Benefits – Equitable Distribution of Benefits among all Income Quintiles*

Cost-Effectiveness - Maximize return on transportation investment (All Trips). Air Quality, Mobility, Accessibility and Safety

- *Return on Total Investment – Optimize return on Transportation Investments*

- 4.02 *Transportation investments shall mitigate environmental impacts to an acceptable level.*
- 4.04 *Transportation Control Measures shall be a priority.*
- 4.16 *Maintaining and operating the existing transportation system will be a priority over expanding capacity.*
- 4.18 *Each county should provide environmentally acceptable airport capacity within its own market area to meet local and domestic air passenger demand.*

AIR QUALITY CHAPTER CORE ACTIONS

The **Air Quality Chapter** core actions related to the proposed project includes:

- 5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*
- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

ENDNOTE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

SCAG is a **Joint Powers Agency** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's **Metropolitan Planning Organization** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134(g)-(h), 49 U.S.C. '1607(f)-(g) et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated **Regional Transportation Planning Agency**, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the **South Coast Air Quality Management Plan**, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a **Co-Lead Agency** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining **Conformity** of Projects, Plans and Programs to the Air Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for **reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for **Inter-Governmental Review** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, **Environmental Impact Reports** of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].



DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>



(916) 324-3812

November 28, 2005

Michael Todd McCabe
Burns & McDonnell
9400 Ward Parkway
Kansas City, Missouri 64114

Dear Michael Todd McCabe:

In response to your request on November 22, 2005, a search for occurrences of rare, threatened, endangered, and sensitive animals, plants, and natural communities has been completed by the California Natural Diversity Database (CNDDDB) for the following quadrangle(s): **Beverly Hills (text & overlay)**.

Please refer to the enclosed documents for an explanation of the terms and information contained in this computerized report. You will be billed shortly for your order. All of our current CNDDDB lists are now available online at <http://www.dfg.ca.gov/whdab>.

NOTICE TO ALL USERS OF NATURAL DIVERSITY DATABASE INFORMATION

This report does not constitute official Department of Fish and Game environmental impact review of a project under the California Environmental Quality Act, National Environmental Policy Act, or other statutory or regulatory authority. Environmental impact review is carried out by other units in the Department. Even if the CNDDDB does not report an occurrence of special animals, plants, or natural communities in your project area, the Department may recommend that you conduct studies to determine or confirm their presence or absence, or to determine the impact of your proposed activity on these and other organisms and their habitats.

Although the CNDDDB inventory does not include other more common animals and plants, such as those that may be important for game, commercial, or aesthetic reasons, such species are of concern, and the law requires that they also be considered in an environmental assessment of any nonexempt project.

The CNDDDB also inventories both terrestrial and aquatic natural communities that are of extremely high quality, very limited distribution or threatened. These natural communities contain a rich heritage of native animals and plants that contribute significantly to the State's natural biotic diversity.

The absence of a special animal, plant, or natural community from the report does not necessarily mean that they are absent from the area in question, only that no occurrence data are currently entered in the CNDDDB inventory. The occurrence of

Michael Todd McCabe
November 28, 2005
Page Two

special species or natural communities in the vicinity of your project area may be an indication that they would also occur in your project area. It is the responsibility of the lead agency or project sponsor to provide adequate information as to whether a proposed project will affect fish and wildlife (including plants) and their habitats. We strongly recommend that field studies be conducted to complement the report(s).

The CNDDDB is the most complete single source of information on California's sensitive species and natural communities. Data on these and other elements of natural diversity are provided to the data base from a number of sources and entered into the inventory as expeditiously as possible. You can help this process by providing us with whatever new or more accurate data you may obtain from the studies you conduct.

We are pleased to provide you with this excellent source of endangered, threatened, rare and sensitive species information. If you have any questions or need assistance, call our Information Services unit at (916) 324-3812. For your convenience, this number is available 24 hours a day for voice mail messages. Thank you for your support of the CNDDDB.

Sincerely,



Steve Furness, Information Services Coordinator
California Natural Diversity Database
Wildlife & Habitat Data Analysis Branch
Habitat Conservation Division
www.whdab@dfg.ca.gov

:snf

Enclosures



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

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zev@bos.co.la.ca.us / <http://zev.co.la.ca.us>

ZEV YAROSLAVSKY

SUPERVISOR, THIRD DISTRICT

June 14, 2004

Mr. Javad Soltani
General Services Administration, Portfolio Management Division
450 Golden Gate Avenue
San Francisco, CA 94102

Dear Mr. Soltani:

As the Los Angeles County Supervisor representing the West Los Angeles community, I am writing to provide you with comments on the scope of the Environmental Impact Statement (EIS) for the proposed construction of the FBI regional headquarters at 11000 Wilshire Boulevard, Los Angeles.

By adding 937,000 square feet of new office space, the proposed project would triple the amount of available office space at the site – from 560,000 square feet at the existing Federal Building, to a total of 1,497,000 square feet. I am deeply concerned about the increase in traffic resulting from this proposal. The site is located near the intersection of the 405 and 10 freeways, as well as UCLA and the highly-congested Wilshire Boulevard corridor in Westwood. The large increase in employees at the site (the increase in FBI employees, as well as other new federal employees which will utilize the FBI's vacated space in the Federal Building), will result in traffic impacts that must be thoroughly analyzed and mitigated in the EIS. It is imperative that the federal government not exacerbate the already intolerable traffic congestion in the project area.

Secondly, there is an existing shortage of parking in the area. I strongly urge GSA to design the project to meet the City of Los Angeles parking standards for office buildings, which is 2 parking spaces per thousand feet of office space. Adequate parking meeting this standard should be provided to serve both the existing Federal Building and the new office space proposed by the project. Given that there will be 1,497,000 square feet of available office space, approximately 3,000 parking spaces should therefore be provided on-site.

I am also concerned about the project's potential impacts to the adjacent Westwood Recreation Center. The park is heavily utilized by area residents seven days a week. Analysis of all visual, noise, parking, and lighting impacts upon the park, including during the construction period, should be included in the EIS, and any negative impacts require thorough mitigation.

A-7

Mr. Javad Soltani

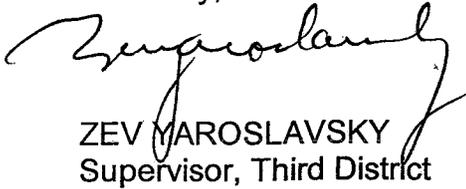
June 14, 2004

Page 2

The EIS should also include a project alternative proposing a remodel of the space within the existing Federal Building to better suit the FBI's requirements. Providing space for the FBI within the existing building might reduce the size of the new construction by one-third, ensure that the existing building is fully-utilized, and reduce the project's potential traffic and parking requirements by reducing the amount of available office space at the site.

Thank you for taking my comments into consideration.

Sincerely,



ZEV MAROSLAVSKY
Supervisor, Third District

ZY:ls

CITY OF LOS ANGELES
CALIFORNIA



JAMES K. HAHN
MAYOR

DEPARTMENT OF
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LOS ANGELES, CA 90012-4801
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www.lacity.org/PLN

June 24, 2004

Javad Soltani
General Services Administration
Portfolio Management Division (9PT)
450 Golden Gate Avenue
San Francisco, California 94102

SUBJECT: Notice of Intent to Prepare an Environmental Impact Statement for a Proposed New Federal Facility at 11000 West Wilshire Boulevard

Dear Mr. Soltani:

This letter is in response to the Notice of Intent to prepare an Environmental Impact Statement (EIS) for the proposed new Federal facility in West Los Angeles. The Department of City Planning has several comments regarding issues which should be analyzed in the EIS.

Although the proposed site is located outside of the City of Los Angeles, within Los Angeles County, it is adjacent to the City's Westwood Community. The site is immediately adjacent to a 29-acre park, Westwood Community Park, owned and operated by the City of Los Angeles on the south side of the project site, and is across the street (Veteran Avenue) from properties within the City zoned for high density commercial and high medium density residential on the east side of the property.

The West Los Angeles area is a major node of activities, where several regional employment and destination sites are located. The University of California at Los Angeles (UCLA), the existing Federal facility, the Veterans Affairs (VA) facility, Westwood Village, and a high-rise office corridor along Wilshire Boulevard already serve this regional center. These factors coupled with the high density of the residential development in the immediate West Los Angeles area already create severe traffic congestion along major transportation corridors and intersections (in the case of this proposal Wilshire Boulevard, Sepulveda Boulevard, Westwood Boulevard, Santa Monica Boulevard, Sunset Boulevard, and other local streets), with most streets functioning at full capacity.

The intersection at Wilshire and Sepulveda is the most heavily trafficked intersection in the City. It is imperative that the EIS fully address the traffic impacts, including peaking characteristics, of the proposed office use. The impact analysis should include the current significant traffic impacts

caused by demonstrations and security, and the additional impacts that would occur from concentrating the FBI at this location.

The proposed new Federal facility is described as approximately 937,000 gross square feet of new development and parking structures containing 1,200 secured parking stalls. This is more than triple the size of the existing Federal building. Currently the West Los Angeles Transportation Improvement and Mitigation Specific Plan (adopted March 8, 1997) is in effect over a majority of the Westside Communities, and provides mitigation for the impact of projects within the City on the circulation system. The specific plan requires transportation impact fees and project phasing. Please refer all questions regarding this specific plan to the Department of Transportation at (310) 524-8253.

As part of the EIS, the direct and cumulative impacts of a number of proposals either in the review stages or recently approved projects should be considered. The following are some of the major projects that we are currently aware of; others may be added during the EIS preparation period:

Project	Description	Status
Palazzo Westwood 1020 Glendon Ave.	New 5-story mixed use project: 115,000 sf retail, 350 apartment units, 1,550 subterranean parking spaces.	City Planning Commission approved; Council pending; Design Review Board not yet approved
900 S. Broxton Ave.	125,000-sf mixed use project: cinema, retail, restaurants, offices, subterranean parking	Currently under review
The Californian 10800 W. Wilshire Blvd.	105-unit, 290-ft-high condominiums building	Under Construction
10844 W. Lindbrook Dr.	Mixed-use residential hotel (44 guest rooms) above retail	Currently under review
11663-77 W. Wilshire Blvd.	Mixed use, 15,000 sf commercial, 95 condominium units	Currently under review

In addition to the traffic and circulation concerns, some of the other important local issues identified in the Westwood Community Plan are:

- the inadequate transition between commercial and industrial uses and single- and multi-family residential areas (the uses proposed for this project can be considered commercial).
- the lack of usable open space and recreational facilities, streetscape improvements (street furniture, trees, etc.).

The Westwood Community Plan contains policies and objectives for the surrounding area, some of the most important being the following:

- Policy 2-1.4 of the Community Plan requires that commercial projects provide adequate parking, and improve safety and aesthetics of parking areas.
- Policy 2-3.2 of the Community Plan states that new development be designed and developed to achieve a high level of quality, distinctive character and compatibility with adjacent development in terms of community character and scale.
- Policy 4-1.2 of the Community Plan encourages continuous efforts to cooperate with Federal, State, and County agencies for the development of their sites, and more specifically with the possible development of the VA property.

Javad Soltani
June 24, 2004

Page 3

As an adjacent land use, this environmental review should address these policies of the Westwood Community Plan.

Copies of the Westwood Community Plan or the West Los Angeles Transportation Improvement and Mitigation Specific Plan, are available online at www.lacity.org/pln in the General Plan section.

We look forward to continuing to work with you in the future. If you have any questions, please contact Erick Lopez at (213) 978-1243 or Jeff Pool at (213) 978-1165.

Sincerely,

CON HOWE
Director of Planning



Robert H. Sutton
Deputy Director of Planning
Community Planning Bureau

cc: Councilwoman Cindy Miscikowski, Eleventh District
Councilman Jack Weiss, Fifth District

File 36280
Ag Coord.

CITY OF LOS ANGELES

CALIFORNIA



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MAYOR

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TEL: (213) 473-7999
FAX: (213) 473-8100

February 1, 2005

Burns & McDonnell
9400 Ward Parkway
Kansas City, Missouri, 64114-3319

Attention: Carla D. Ballard

REQUEST FOR UTILITY INFORMATION – 11000 WILSHIRE BOULEVARD

Dear Ms Ballard;

In respond to your letter dated January 27, 2005 regarding the mapping information in the vicinity of the subject address, the City of Los Angeles, Bureau of Sanitation does have a sewer along the Wilshire Boulevard. You can view the information from the Bureau of Engineering website at <http://navigatela.lacity.org>. The Navigatela site could link you to the detailed plans of the sewer system and other infrastructures. The information can also be obtained in person from the vault record at the Bureau of Engineering Central Records Section Public Counter. The address for the Central Records section Public Counter is 600 South Spring Street, Room 800, Los Angeles, California 90012.

The City's wastewater collection system receives sewage from a population of over 4 million people, 27 contract agencies, 100,000 businesses and industrial users located in 600 square mile service area. The City owned collection system includes approximately 6,500 miles of sewers, 46 pumping plants and various other support facilities. The Wastewater Collection Systems Division (WCSD) is responsible for the operation and maintenance of the City of Los Angeles's wastewater and storm water conveyance systems. However, to initiate a sewer capacity request, you need to work with the permitting office, the Bureau of the Engineering West Los Angeles District who in consultation with the Wastewater Engineering Service Division (WESD) will conduct a sewer capacity determination. The contact person in the West LA district office is Mr. Jim Berman at (310) 575-8367, the address is 1828 Sawtelle Blvd, Los Angeles, CA 90025.

Should you have any questions, please call Mr. Ti Mai Wang or Mr. Carmelo Martinez at (323) 342-6039 or (323) 342-6040 respectively.

Sincerely,

Barry Berggren, Division Manager
Wastewater Collection Systems Division
Bureau of Sanitation

A-9



CITY HALL
200 N. Spring Street
Rm. 440
Los Angeles, CA 90012
(213) 475-7105
Fax: (213) 878-2250
weiss@council.lacity.org
www.lacity.org/council/cd5



VALLEY OFFICE
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WEST L. A. OFFICE
821 S. Robertson Blvd.,
Ste. 102
Los Angeles, CA 90025
(310) 288-0353
Fax: (310) 288-0365

JACK WEISS
Councilmember, Fifth District

June 29, 2004

Mr. Javad Soltani
General Services Administration
Portfolio Management Division
450 Golden Gate Avenue
San Francisco, CA 94102-3661

Dear Mr. Soltani:

The preservation of the quality of life in my district is my number one priority as a City Councilmember. In order to fulfill my obligation to represent my district, I would like to request your assistance in analyzing certain issues related to the proposed General Service Administration's (GSA) Notice of Intent to Prepare an Environmental Impact Statement for the proposed FBI headquarters to be located on the site of the current Westwood Federal Building (11000 Wilshire Boulevard). The site is located in the City of Los Angeles' Fifth Council District, which I represent.

The proposed project would be a significant development in West Los Angeles. Like many people in my district, I have several concerns that should be fully considered before decisionmakers reach any conclusions about this proposed project. Particularly, I have questions about traffic, alternative site locations, and public safety/security, which could have quality of life impacts on the surrounding community.

I have reviewed the materials from the public scoping meeting. In response to concerns raised in these meetings, I request that the following issues be fully analyzed.

TRAFFIC

As a result of the proposed addition of nearly one million square feet of office space planned for this site, I am concerned about the effect additional traffic will have on this important transportation corridor and the surrounding neighborhoods.

Chair: Information Technology & General Services ♦ Vice Chair: Audits & Governmental Efficiency
Member: Public Safety ♦ Planning & Land Use Management



A-10

This project site is located between two of the busiest intersections in Los Angeles. Increasing the traffic volume at this location would exacerbate traffic conditions.

ALTERNATIVE SITES

Before finalizing plans for a new building, all possible alternative sites throughout the Los Angeles area should be identified and evaluated. West Los Angeles may not be the best location for the FBI given the distance from other federal law enforcement facilities in the region (for example, I formerly served in the U.S. Attorney's Office, which is located in downtown Los Angeles). It is imperative that GSA ultimately selects a site that best meets the needs of both the FBI and local residents. Through this public process of identifying alternative sites, decisionmakers and community members can ensure that GSA's final decision reflects their input and represents the best public policy and land use planning decision.

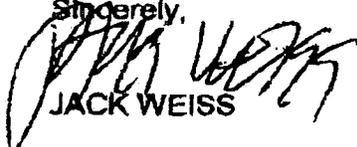
PUBLIC SAFETY/SECURITY

Given heightened security concerns, it is essential to evaluate the possible security effects of centralizing FBI activities adjacent to residential communities, the University of California Los Angeles (UCLA), and the 405 freeway. Currently the Westwood Federal Building is the site of frequent demonstrations and protests. Centralizing FBI operations at this location could attract further protests and other disruptive activities.

I request that GSA examine all the above issues and appropriately address each of them in the Environmental Impact Statement (EIS).

I look forward to your thorough analysis of these issues in the coming months. Please feel free to contact my Deputy Chief of Staff for Community and Planning, Renee Schillaci, at (310) 289-0353 if you have questions or would like to discuss this matter further.

Sincerely,


JACK WEISS

File 36280
AC

LOS ANGELES POLICE DEPARTMENT

WILLIAM J. BRATTON
Chief of Police



P.O. Box 30158
Los Angeles, Calif. 90030
Telephone: (213) 485-4101
TDD: (877) 275-5273
Ref #: 1.1.2

JAMES K. HAHN
Mayor

February 11, 2005

Ms. Carla Ballard
Burns & McDonnell
9400 Ward Parkway
Kansas City, Missouri 64114-3319

Dear Ms. Ballard:

PROJECT TITLE: FEDERAL BUILDING

The proposed project is in the Los Angeles Police Department's (LAPD) West Los Angeles Area. However, the Federal Police maintains the proposed project site. Enclosed are Area and individual Reporting District population, average crime rate per thousand persons, predominant crimes, response time to emergency calls for service and Area personnel statistics and information. The Department's response is based on information received from the Area in which the project is located, LAPD's Information Technology Division, and input from Community Relations Section, Crime Prevention Unit (CPU) personnel.

The West Los Angeles Area would provide mutual aid in the event of an unusual occurrence at the site. The attached information was completed and distributed by CPU personnel, located at the Parker Administration Building, 150 North Los Angeles Street, Room 818, Los Angeles, California 90012.

Upon completion of the involved project, you are encouraged to provide West Los Angeles Area commanding officer with a diagram of each portion of the property. The diagram should include access routes and any additional information that might facilitate police response.

Questions regarding this response should be referred to Sergeant Ralph Morales, Community Relations Section, at (213) 485-4101.

Very truly yours,

WILLIAM J. BRATTON
Chief of Police

FRED BOOKER, Lieutenant
Officer in Charge
Community Relations Section
Office of the Chief of Police

Enclosure

WEST LOS ANGELES AREA

The New Federal Building project is located in West Los Angeles Area surrounded by Reporting District (RD) 833. The West Los Angeles Area covers 64.59 square miles and the station is located at 1663 Butler Avenue, West Los Angeles, California 90025, (310) 575-8404.

The service boundaries of West Los Angeles Area are as follows: Mulholland Drive and Owen Brown Road to the north, Pacific Coast Highway, Los Angeles City boundary, and Santa Monica Freeway (10) to the south, the Los Angeles City boundary to the west, and the Los Angeles City boundary to the east.

The boundaries for RD 833 are as follows: Wilshire Boulevard to the north, Sepulveda Boulevard to the west, Santa Monica Boulevard to the south, and Malcolm Avenue, Ohio Avenue and Selby Avenue to the east.

The average response time to emergency calls for service in West Los Angeles Area during 2003 was 13.3 minutes. The Citywide average during 2003 was 10.3 minutes. There are approximately 248 sworn officers and 17 civilian support staff deployed over three watches at West Los Angeles Area.

There were 34 crimes per 1000 persons in West Los Angeles in 2003. The population per square mile in West Los Angeles was 3499. Individual RD crime statistics and crimes per 1000 persons are listed on the attached RD information sheets. The predominant crimes in West Los Angeles Area are burglary from vehicle, other theft and vehicle theft.

Prepared by:
Community Relations Section
Crime Prevention Unit

**LOS ANGELES POLICE DEPARTMENT
CRIMES BY REPORTING DISTRICT OF OCCURRENCE**

PROJECT NAME: FEDERAL BUILDING OFFICES

TYPE OF CRIME	RD * 833	WEST LOS ANGELES AREA	CITYWIDE
Burglary from Business	18	276	5,321
Burglary from Residence	51	1,081	15,417
Burglary Other	10	185	4,317
Street Robbery	11	259	11,081
Other Robbery	11	200	5,543
Murder	0	2	498
Rape	4	49	1,345
Aggravated Assault	14	596	30,660
Burglary from Vehicle	69	1,461	28,245
Theft from Vehicle	23	510	13,384
Grand Theft	40	1,048	12,118
Theft from Person	0	40	944
Purse Snatch	0	6	358
Other Theft	47	972	22,114
Bicycle Theft	0	3	24
Vehicle Theft	35	949	33,777
Bunco	0	6	103
TOTAL	333	7,643	185,249

CRIMES PER 1000 PERSONS

REPORTING DISTRICT	CRIMES	/	POPULATION X 1000	CRIMES PER 1000 PERSONS
WEST LOS ANGELES	7,643	/	226,002	34/1000
CITYWIDE	185,249	/	3,830,560	49/1000

* All statistical information is based on 2003 Los Angeles Police Department Selected Crimes and Attempts by Reporting District from the Police Arrest and Crime Management Information System 2 report.

Department of Water and Power



the City of Los Angeles

JAMES K. HAHN
Mayor

Commission
DOMINICK W. RUBALCAVA, *President*
SID C. STOLPER, *Vice president*
ANNIE E. CHO
GERARD McCALLUM II
SILVIA SAUCEDO
BARBARA E. MOSCHOS, *Secretary*

RONALD E. DEATON, *General Manager*

March 2, 2005

Ms. Carla D. Ballard
Environmental Engineer
Burns & McDonnell
9400 Ward Parkway
Kansas City, MO 64114-3319

Dear Ms. Ballard

Subject: New Federal Building at 11000 Wilshire Blvd., Los Angeles, California
Request LADWP Infrastructure Information

The Los Angeles Department of Water and Power (LADWP) has received your letter requesting information for the preparation of an Environmental Impact Statement for the proposed new federal building in Los Angeles, California. The proposed location for the new building is the existing 28-acre site of the current federal office complex at 11000 Wilshire Blvd. The project will occur in two phases over a 10-year period and ultimately include office space, an automobile/radio maintenance facility, and a parking garage. (See Thomas Bros. Maps, page 632, A4).

The building and adjoining facilities will house the Federal Bureau of Investigation (FBI) offices and related facilities currently located in the federal office building. The existing building will remain for the foreseeable future. The proposed new federal facilities will provide approximately 937,000 gross square feet of space plus 1,300 secured parking stalls.

We are providing information for consideration and incorporation into the planning, design, and development efforts for the proposed project. Regarding water needs for the proposed project, this letter does not constitute a response to a water supply assessment due to recent state legislative activity (i.e., SB 901, SB 610, and SB 221) for development projects to determine the availability of long-term water supply. Our understanding is that a water supply assessment by the water supply agency needs to be requested and completed prior to issuing a draft Negative Declaration or draft EIR.

Water and Power Conservation ... a way of life

111 North Hope Street, Los Angeles, California 90012-2607 Mailing address: Box 51111, Los Angeles 90051-5700
Telephone: (213) 367-4211 Cable address: DEWAPOLA

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Ms. Carla D. Ballard
Page 2
March 2, 2005

Before investing resources in preparation of a water supply assessment, we recommend that you contact LADWP (Mr. Alvin Bautista, [213] 367-0800 or by e-mail at Alvin.Bautista@ladwp.com) and provide specific project details as requested to help staff make a determination on whether or not the proposed project meets the criteria for compliance with this legislation.

If proposed project parameters (e.g., development details such as type, square footage, anticipated water demand by 2020, population increase, etc.) are such that they are subject to state law requiring a water availability assessment, a separate request must be made in writing to:

Mr. James B. McDaniel
Chief Operating Officer – Water System
Los Angeles Department of Water and Power
111 North Hope Street, Room 1455
Los Angeles, CA 90012

Below you will find some information about water needs, as well as some answers to your specific questions. Enclosed is a list of water conservation measures that can be incorporated into the project design. General information on the LADWP service area, customer base, and regional infrastructure for both water and power, can be found by visiting the LADWP website at www.ladwp.com.

Water Needs

LADWP receives water from the Los Angeles Aqueducts, local groundwater, recycled water, and the Metropolitan Water District of Southern California. Detailed description of each supply, including future supply projections, can be obtained from LADWP's Urban Water Management Plan. A copy of the Water Plan can be downloaded from LADWP's website at http://www.ladwp.com/ladwp/areaHomeIndex.jsp?contentId=LADWP_WATER_SCID.

In the proposed project area, Water Distribution maintains an eight-inch asbestos cement main/eight-inch steel main on Veteran Avenue. There are no water facilities along Wilshire Boulevard or Sepulveda Boulevard. Presently, there are two 8-inch fire services, one 8-inch domestic service, one 6-inch fire service, one 4-inch domestic service, and one 4-inch irrigation service serving the property. All of these services are located on Veteran Avenue. Enclosed is a copy of Water Service Map 132-150 indicating the water facilities in the area.

The customer will need to provide the proposed water consumption rates before it can be determined if the existing infrastructure has the capacity for the project.

Ms. Carla D. Ballard
Page 3
March 2, 2005

Once a determination of the proposed project fire demands has been made, LADWP will assess the need for additional facilities, if any.

As the project proceeds further in the design phase, we recommend the project applicant or designated Project Management Engineer contact Mr. Hugo Torres at (213) 367-1178 or by e-mail at Hugo.Torres@ladwp.com to make arrangements for water supply service needs.

Conservation Programs

LADWP has a number of water conservation programs. Since the proposed project is in the planning and design phase, it may be an opportunity to incorporate some of these measures in the design and operations of the proposed facilities.

Water Conservation. LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed. Mr. Thomas Gackstetter is the Water Conservation Program Manager and can be reached at (213) 367-0936 or by e-mail at Thomas.Gackstetter@ladwp.com.

Energy Efficiency. LADWP suggests consideration and incorporation of energy-efficient design measures (enclosed) for building new commercial and/or remodeling existing facilities. Implementation of applicable measures would exceed Title 24 energy efficiency requirements. LADWP continues to offer a number of energy efficiency programs to reduce peak electrical demand and energy costs. Mr. Steve Matsuda is the Program Manager and can be reached at (213) 367-4947 or by e-mail at Steve.Matusda@ladwp.com.

Renewable Solutions and Advanced Technologies. LADWP is committed to promoting the development of clean, efficient and renewable energy solutions. We have several programs, including Green Power for a Green LA, Customer Generation Rebate Program and advanced energy generation and transportation expertise that may be useful. Mr. William Glauz is the Program Manager and can be reached at (213) 367-0410 or by e-mail at William.Glauz@ladwp.com.

Trees for a Green LA. As part of its ongoing commitment to environmental initiatives that reduce energy use, improve air quality, and beautify local communities, LADWP is sponsoring the *Trees for a Green LA* program. One of the main goals of the program is to add an estimated 200,000 shade trees to the Los Angeles urban environment starting in March 2002. The program is intended to provide shade trees to LADWP residential customers to provide natural cooling and thus reduce air conditioning electricity use.

Ms. Carla D. Ballard
Page 4
March 2, 2005

Mr. Steve Matsuda is the Program Manager and can be reached at (213) 367-4947 or by e-mail at Steve.Matusda@ladwp.com.

Solar Energy. Solar power is a renewable, nonpolluting energy source that can help reduce our dependence on fossil fuels. Ms. Josephine Gonzalez is the Solar Energy Program Manager and can be reached at (213) 367-0414 or by e-mail at Josephine.Gonzalez@ladwp.com.

Please include LADWP in your mailing list and address it to the undersigned in Room 1044. We look forward to reviewing your environmental document for the proposed project. If there are any additional questions, please contact Ms. Nadia Dale of my staff at (213) 367-1745.

Sincerely,



Charles C. Holloway
Supervisor of Environmental Assessment

ND:gc

Enclosures

c: Mr. Alvin Bautista
Mr. Hugo Torres
Mr. Kris Jolley
Mr. Thomas Gackstetter
Mr. Steve Matsuda
Mr. William Glauz
Ms. Josephine Gonzalez
Ms. Nadia Dale

LADWP WATER AND ENERGY CONSERVATION MEASURES

IMPACT OF THE PROPOSED PROJECT ON THE WATER SYSTEM AND METHODS OF CONSERVING WATER LOS ANGELES DEPARTMENT OF WATER AND POWER

IMPACT ON THE WATER SYSTEM

If the estimated water requirements for the proposed project can be served by existing water mains in the adjacent street(s), water service will be provided routinely in accordance with the Los Angeles Department of Water and Power's (LADWP) Rules and Regulations. If the estimated water requirements are greater than the available capacity of the existing distribution facilities, special arrangements must be made with the LADWP to enlarge the supply line(s). Supply main enlargement will cause short-term impacts on the environment due to construction activities.

In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth in water demand. Together with local groundwater sources, the City operates the Los Angeles-Owens River Aqueduct and purchases water from the Metropolitan Water District of Southern California. These three sources, along with recycled water, will supply the City's water needs for many years to come.

Statewide drought conditions in the mid-1970s and late 1980s dramatically illustrated the need for water conservation in periods of water shortage. However, water should be conserved in Southern California even in years of normal climate because efficient use of water allows increased water storage for use in dry years as well as making water available for beneficial environmental uses. In addition, electrical energy is required to treat and deliver all water supplies to the City and the rest of Southern California. Conserving water contributes to statewide energy conservation efforts. Practicing water conservation also results in decreased customer operating costs.

WATER CONSERVATION

LADWP assists residential, commercial, and industrial customers in their efforts to conserve water. Recommendations listed below are examples of measures that conserve water in both new and existing construction:

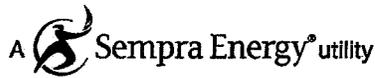
1. The landscape irrigation system should be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns should be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) should water plants having similar watering needs (do not mix shrubs, flowers and turf in the same watering zone).

Automatic irrigation timers should be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Adjust irrigation run times for all zones seasonally, reducing watering times and frequency in the cooler months (fall, winter, spring). Adjust sprinkler timer run times to avoid water runoff, especially when irrigating sloped property.

2. Selection of drought-tolerant, low water consuming plant varieties should be used to reduce irrigation water consumption. For a list of these plant varieties, refer to Sunset Magazine, October 1988, "The Unthirsty 100," pp. 74-83, or consult a landscape architect.
3. The availability of recycled water should be investigated as a source to irrigate large landscaped areas.
4. Ultra-low-flush water closets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new construction and when remodeling. Low flow faucet aerators should be installed on all sink faucets.
5. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e. employ cooling towers). LADWP should be contacted for specific information on appropriate measures.
6. Recirculating or point-of-use hot water systems can reduce water waste in long piping systems where water must be run for considerable periods before heated water reaches the outlet.
7. Water conserving clothes washers and dishwashers are now available from many manufacturers. Water savings also represent energy savings, in that the water saved by these appliances is typically heated.

More detailed information regarding these and other water conservation measures can be obtained from LADWP's Water Conservation Office by calling (800) 544-4498.

General Public, Interested Parties, and Organizations



The Southern California Gas Company
Pacific Coast Region / Compton Districts
Technical Services
701 N. Bullis Road, Compton, CA 90221-2253
P.O. Box 9099, SC9521, Compton, CA 90224-9099

March 9, 2005

Burnes & McDonnell
9400 Ward Parkway
Kansas City, Missouri
64114-3319

Attention : Carla D. Ballard

Subject : **Title: 11000 WILSHIRE BLVD. (NEW FEDERAL BUILDING)**
Location: VETERAN AVE., AND SEPULVEDA BLVD.
Job No.: N/A

The Gas Company, Pacific Coast Region, Compton District's Plan file No. 05-069
Please refer to the above Plan File number in all future correspondence.

Enclosed is a copy of our Atlas Sheet with the approximate locations of our gas mains for you to post to your proposed project plans. There also may be service laterals coming from these mains that are not identified on this plan. The dimensions and locations of these mains are believed to be reasonably correct but are not guaranteed. The depths of our facilities vary and can only be confirmed by pot holing, or some other acceptable method of taking elevations.

It is extremely important that you furnish us with "**signed**" final plans, before construction, including profiles and subsequent plan revisions as soon as they are available. A minimum of twelve (12) weeks is needed to analyze the plans and design alterations for any conflicting facilities. Depending on the magnitude of the work involved, additional time may be required to clear the conflict.

Underground Service Alert (USA), (800) 442-4133 or (800) 227-2600, must be notified 48 hours prior to commencing work. Please keep us informed of construction schedules, pre-construction meetings, etc., so that we can schedule our work accordingly.

If no action is taken on this project within 24 months, plans will be discarded.

Please call Jim Navaretté at (310) 687-2021, for further assistance.

Sincerely,

Joseph Beckles

cc: file: PF # 05-069
enclosure: PAL15, PAL5
03atlas.doc

Franchise
Planning Associate
Joseph Beckles
Office - 310-687-2031
Jbeckles@Semprautilities.com

FAX - 310-605-7988

Franchise Desk
Gale Etherly
Pipeline Planning Assistant
Office - 310-687-2020
Getherly@Semprautilities.com

A-13

Westwood Homeowners Association

P. O. BOX 241986 Los Angeles, CA 90024

Phone: (310) 470-4099 Fax: (310) 470-4099

www.whaweb.org

June 25, 2004

Via Facsimile (415) 522-3215

Javad Soltani

General Services Administration

Public Buildings Service, Portfolio Mgmt Division (9PT)

450 Golden Gate Avenue

San Francisco, CA 94102

RE: Objection/Comment re Proposed New Federal Buildings in Westwood

Dear Mr. Soltani:

Thank you for extending the comment period for this project. I am writing as the President of the association that represents homeowners living in the neighborhood bounded by Wilshire Boulevard on the north, Santa Monica Boulevard on the south, Sepulveda Boulevard on the west, and Club View Drive on the east.

Our association is adamantly opposed to the proposed Westwood location of a new FBI facility. The deleterious effects of this project will include traffic congestion, degraded air quality, loss of open space, diminished service from emergency response agencies, increased noise and disruption, loss of potential for development of community-serving facilities, and loss of infrastructure improvements on the land in question. Unfortunately, we remain convinced that the GSA has not undertaken a rigorous search for alternative sites.

Our objections to the proposed project include the following.

Traffic. The residential and commercial infrastructure within this western area of Los Angeles is extremely fragile owing to the traffic demands placed on it by existing development. The adjacent residential neighborhoods of Westwood, Brentwood, Bel Air, Century City, West Los Angeles, and Santa Monica are already experiencing intolerable cut-through traffic from commuters accessing the 405 and 10 freeways. Two of the busiest freeway intersections and three of the busiest surface-street intersections in the western United States are adjacent to the proposed site. This location also suffers from the lack of a transit hub. Thus, the FBI daily vehicular ingress/egress would be blocked by the existing and projected traffic congestion, creating gridlock on Sepulveda Boulevard, Wilshire Boulevard, the San Diego I-405 Freeway, Veteran Avenue, and the contiguous local roadways. Air quality would of course suffer as a result.

Safety. A centralized FBI building in the middle of an urban environment as densely-populated as ours could pose a real safety threat from potential terrorist action. Has any analysis been made of the potential damage that Westwood would suffer in a terrorist attack to the proposed FBI site, and has any effort been made to balance this potential damage with the cost of choosing an alternative location?

Parking and Transportation. The proposed 1,200 vehicle parking structure is inadequate for an approximately 1,000,000 square foot project. There is no mass transit service that would allow employees access to the site without using their own vehicles. Under city requirements, a project this size would require at least 5,000 spaces. This number is based on national planning institute standards.

Accordingly, we request that an environmental impact study be completed that includes consideration of the following.

- Study the traffic impacts on a regional basis. Do not analyze the impacts upon the 405 freeway in anything less than a 14-mile radius, since the traffic extends to this length both north and south of the Wilshire Boulevard and Santa Monica Boulevard off-ramps. Your study should consider the 405 freeway traffic conditions south to Rosecrans Boulevard and north to Sherman Way Boulevard. Your traffic study should also consider the proposed development of Century City and how traffic to this area would be affected. What will the effect on local traffic be as drivers on the 405 freeway or on the larger side-streets desperately seek to avoid the congestion exacerbated by the proposed project?
- Address the impacts of the proposed project on the UCLA Long Range Development Program and the Westwood Community Plan.
- Notify the cities of Beverly Hills and Santa Monica of your intentions and allow them the opportunity to comment. Additionally, consider the traffic impacts upon these jurisdictions, since much of the traffic destination is to these jurisdictions along Wilshire Boulevard and Santa Monica Boulevard.
- Identify appropriate and cost-effective mitigation measures to the 405 freeway and local streets to accommodate the increased traffic attendant to the proposed project.
- Indicate how the proposed 1,200 parking spaces are adequate for a project this size. Further, consider using parking ratios established by the standards developed by the Institute for Traffic Engineers, the San Diego Traffic Study, or Urban Land Institute.
- Consider the potential damage that Westwood would suffer in a terrorist attack to the proposed FBI site, and balance this potential damage with the cost of choosing an alternative location.
- Consider alternative sites that are not in the middle of such a highly-developed urban area as ours. What other sites are available, and why should they not be chosen?

Sincerely,



Christopher Combs, President
Westwood Homeowners Association

100 BEL-AIR ROAD • LOS ANGELES



CALIFORNIA 90077 • (310) 474-3527

June 25, 2004

Mr. Javad Soltani
General Service Administration, Portfolio Management Division
450 Golden Gate Avenue
San Francisco, CA 94102

Re: Proposed FBI Addition at 11000 Wilshire, Los Angeles

Dear Mr. Soltani

The Bel-Air Association represents the residents of Bel-Air, a residential community that will be severely impacted by the proposed construction. We are strongly opposed to the further development of the Federal site on the southeast corner of Wilshire and Sepulveda Boulevards. Traffic on the Westside is already reducing access to residential properties to the detriment of the people living in the area. It will impact our quality of life and will unfavorably impact property values. To add 1 million sq. ft of additional space will add an intolerable burden. We are already seeing development in Westwood Village and UCLA continues to add to its daily population of staff and students. CALTRANS is planning to close the 405 interchanges at Montana Avenue and Moraga Drive and this will shift traffic to Wilshire. The VA is planning to develop a large part of its properties on the west side of the 405 with further impact.

The GSA plan to develop this area further and thus to add significant additional vehicles and congestion is unreasonable.

Furthermore, the planning for this proposed building takes into account setbacks to protect a very visible security agency from terrorist attacks. GSA thus recognizes the additional threat of terrorist attack, yet it pays no attention to the residences and business that will suffer collateral damage from such an attacks. Setbacks do not stop terrorists. Terrorists simply build bigger bombs to compensate for the setback and that will cause even more collateral damage to the surrounding area. Just look at the photographs of Oklahoma City and the U.S. embassies Nairobi and Dar-es-Salaam. It is inconceivable that an agency of the United States government, a government supposedly intended to act in its citizens' best interests, would think that placing a sensitive agency and terrorist target in the middle of one of the busiest part of Los Angeles is defensible.

We urge the GSA to look for site alternatives that do not pose either physical danger or unacceptable quality of life impacts on its surroundings.

Thank you for considering our objections and position.

A handwritten signature in black ink, appearing to read "S. J. Lukasik".

S. J. Lukasik
President
Bel-Air Association

SAVE WESTWOOD VILLAGE

A COMMUNITY-BUSINESS ALLIANCE DEDICATED TO QUALITY REVITALIZATION

PLEASE RESPOND TO:

LAURA LAKE, PH.D.

CO-PRESIDENT

DIRECT TEL: (310) 470-4522

DIRECT FAX: (310) 470-9944

EMAIL: SAVEWESTWOODVILLAGE@HOTMAIL.COM

1557 WESTWOOD BLVD., #235, LOS ANGELES, CA 90024

VIA FAX 415-522-3215

May 20, 2004

Javad Soltani
General Services Administration
450 Golden Gate Avenue
San Francisco, CA 94102

Dear Mr. Soltani:

RE: Proposed Westwood Federal Buildings Scoping Meeting

This testimony does not challenge the need to expand, but the manner and location GSA chooses to accomplish this vital task. As I explained in my testimony today, there is no evidence of a siting methodology nor a rigorous search for alternative sites. It appears that because the federal government already owns the parking area adjacent to the existing building, GSA decided that this is the best place to expand facilities. It is not.

GSA is not presenting a 21st Century proposal, but a mid-20th Century project that is totally insensitive to its environment, a fortress that becomes a target. Centralized facilities are an obsolete concept.

GSA must go back to the drawing board and consider multiple sites near transit lines and address the benefits of communication technology to reduce traffic impacts. If the goal for this project is to create "an efficient work environment," struggling to arrive at a meeting in Westwood, given the present and projected congestion, would not meet that goal.

Centralization only creates a larger target, one that a highly urbanized community such as Westwood, with UCLA across the street from the FBI, cannot afford. As I stated today, you wouldn't build one fire station to serve Los Angeles. You certainly should not build one FBI facility to serve the region.

1. A lower profile, decentralized approach is a requested alternative for the EIS. In the interest of national security, federal facilities should be decentralized so that the FBI is everywhere, protecting all communities, and a smaller target for terrorists.

SAVE WESTWOOD VILLAGE

A COMMUNITY-BUSINESS ALLIANCE DEDICATED TO QUALITY REVITALIZATION

2. GSA could perform an origin-destination study to determine where FBI staff live and where they travel to for field work and court appointments. Site smaller stations in those areas, preferably adjacent to public transit lines. Thus decentralization is also a traffic mitigation
3. **TRAFFIC!** The intersection of Wilshire and Veteran is ranked the busiest intersection in the United States. It is insane to add more traffic to this area. We have no additional capacity on the 405 or Wilshire Blvd. or any of the freeways in the region. Mitigation for the impacts for the GSA project would require the construction of a mass transit system for the westside.
4. **PARKING!** Right now, there are 1700-1500 spaces and this is not enough parking. This proposal would provide only 1200 spaces for all three buildings! This is a parking shortfall of thousands of spaces (under City law, 5,948 spaces would be required for offices of this size).
5. Other cities that must be included would be all members of SCAG, the Southern California Association of Governments (e.g., Beverly Hills, Culver City, Santa Monica, West Hollywood).
6. The EIS must address the impacts of the proposed project on the UCLA Long Range Development Program and the Westwood Community Plan.
7. The EIS must provide parking ratios that are comparable with established standards by the Institute for Traffic Engineers, the San Diego Traffic Study, or Urban Land Institute. Otherwise the parking provided by GSA is arbitrary and capricious, and clearly inadequate based on national standards.
8. Include both Phase I and Phase II in the EIS analysis.
9. If GSA still pursues building in Westwood, an aesthetic impact mitigation measure that should be adopted is to submit the design to the Westwood Design Review Board and utilize a Mediterranean style appropriate to southern California.

Sincerely,


Laura Lake, Ph.D.
Co-President



Environmental Impact Statement Proposed New Federal Building Los Angeles, California



Public Scoping Meeting

General Services Administration

May 20, 2004

General Services Administration
Portfolio Management Division (9PT)
450 Golden Gate Avenue
San Francisco, California 94102

COMMENT SHEET

Javad Soltani
Phone: 415.522.3493
Fax: 415.522.3215
Email: javad.soltani@gsa.gov

NAME: Carol Gilbert
ADDRESS: 11338 Berwick St.
Los Angeles, CA 90049
PHONE: 310-338-1796

Brentwood
Glen Assoc.
Board
member

The deadline for comments is May 25, 2004 close of business. Your comments are appreciated and will assist us in evaluating the needs of this organization. Please write your comments below and either drop into the comment box provided, mail to the address preprinted on the back of this page, or fax to number listed above. To mail, please tear off this page, fold sheet into thirds, staple and include postage before mailing. Thank you.

Speaking for the Board of the Brentwood
Glen Association, we are terribly distressed
with the impact the proposed new federal
building could have on traffic. With the
~~pending~~ closure of the Brentwood on-ramp to
the 405 freeway by Caltrans, we will be forced
to utilize the Wilshire and Sunset on-ramps
which are already closed. The intersection of
Wilshire & Westwood Blvd had already earned
the distinction as the busiest intersection in
the U.S. Were there to be a terrorist attack
on the proposed building, our nearest
hospital, UCLA, would be impacted.
Moreover, if your agents needed to reach
the families of a time of emergency, the
congested federal traffic prohibitions. Please
reconsider another site.

A-17

May 20, 2004

To Whom It May Concern:

From: Carole Magnuson, President
Westwood Hills Property Owners Association

RE: ENVIRONMENTAL REVIEW OF PROPOSED WESTWOOD FEDERAL BUILDING EXPANSION

I speak to you as a 40-year resident of Westwood and as President of the Westwood Hills Property Owners Association which represents homeowners living in the Westwood Hills neighborhood to the north. Westwood Hills is bounded on the south by the Veterans Cemetery, on the north by Sunset Blvd., by Veteran Avenue on the east and by Sepulveda Blvd and the 405 freeway on the West. As a resident and property owner, I expect to suffer loss of security and mobility, as well as loss of the full enjoyment of my home if this ill conceived project moves forward.

Your impact review should study and mitigate impacts on the immediate area as well as regional impacts. Suffering associated with this project increases with proximity to it. Immediate impacts will include, but not be limited to, traffic congestion, degraded air quality, diminished service from emergency response agencies, increased noise and disruption due to a possible increase in helicopter traffic, as well as loss of open space, and potential for development of community serving facilities and infrastructure improvements on the land in question.

TRAFFIC: Most of the major and many minor intersections within a one-mile radius of the proposed project are currently operating beyond capacity at levels E and F during part of the day. As traffic volumes increase, the periods of congestion extend beyond the typical morning and evening peak hours. This project will add to congestion at all of these intersections and will result in an increase of already troublesome and dangerous "cut through" traffic on residential streets as drivers seek to avoid congestion exacerbated by your project. In Westwood Hills, Montana Avenue already carries daily traffic far in excess of its capacity, most of it bound to and from UCLA and Westwood destinations. Your project will increase those destinations and increase trips through the neighborhood, creating problems of noise, safety and mobility.

Local traffic: Please analyze impacts at all intersections on Sunset Blvd., Wilshire Blvd. and Santa Monica Blvd., between the 405 Freeway and Beverly Glen Blvd. Also analyze impacts at Veteran Avenue and the intersections of Montana, Levering, Kinross and Ohio Avenues. And on Sepulveda Blvd. at the intersections of Montana Avenue, Cashmere Avenue, and Ohio Avenue. What will be the impact on other streets in the Westwood Hills neighborhood of "spill-over" traffic? What mitigations for these impacts are proposed? Please discuss the potential for mitigating any of the negative impacts.

Regional traffic: The 405 Freeway, which will serve as the principal Freeway access to your project is the most congested in the State. Only fractional improvements in traffic flow are possible, and these have been deferred because of lack of funding at the State and Federal

Magnuson page 2

level. Your report should analyze how this project will impact the 405 Freeway, particularly at the Wilshire Blvd., Santa Monica Blvd. and Sunset Blvd. interchanges.

Parking and transportation: As proposed, the project provides only a fraction of the parking spaces that would be required of a non-governmental developer. Your environmental review should indicate how many of the employees in the building can realistically be expected to arrive at the site in other than a private automobile or carpool. How many employees of the existing Federal Building park there daily and where will they park under your plan? Please indicate how many unused parking spaces are available within one-half mile of the project site that would be available for use by new employees. Does the GSA contemplate acquiring additional land for parking to serve this project? If so, where. What provisions will be made for visitor parking?

Are bus lines serving the site adequate to compensate for the lack of parking in the project? Will the project incorporate a transit hub or funding to encourage development of new transit lines? Has the GSA contacted any local agencies or UCLA regarding developing transit alternatives and improved access from the 405 to the site and to Westwood Village?

NOISE AND HELICOPTER TRAFFIC: Residents of the Westwood area experience daily noise, at any and all hours, from emergency helicopters carrying patients and organ transplant teams to the UCLA hospital, which is a major trauma center for the coastal regional. These helicopters often fly low enough to cause vibration in our homes and to prevent conversation during the pass over. The low elevations and urgent nature of the flights raise safety as well as noise concerns. Our proximity to the freeway, and to the frequent demonstrations at the existing Federal Building, also result in noise intrusion from police and media helicopters. The report on this project should analyze the extent to which the operation of this project will add to these experiences of noise, and the extent to which helicopter flyovers will increase noise and pose a safety threat. It should also indicate the location and planned operation of any helicopter facilities on the site.

APPROPRIATENESS OF USE: As presented in the NOI, the alternatives are grossly inadequate and self-serving of the interest of the GSA. The community wishes to know why the GSA thinks that it is appropriate to add 987,000 square feet of development in a community that already is struggling to accommodate a rapidly growing University. This project is too large and as presented, inadequately designed, to allow this community to continue functioning, even at the level of reduced mobility that we now experience. It is simply not sufficient to explain that the FBI wants to continue to be in Westwood because that is where it is now. Your report should carefully analyze and explain why relocating the FBI to new facilities in a less intensely-used part of the County would not be better for the FBI, for Westwood, and for the new community, which presumably would be pleased to have new development and new jobs.

Carole Magnuson
11147 Ophir Drive
Los Angeles, CA 90024

**Westwood South of Santa Monica Blvd
Homeowner's Association
P. O. Box 64213
Los Angeles, CA 90064-0213**

June 12, 2004

General Services Administration
Attn: Mr. Javad Soltani
Portfolio Management Division (9PT)
450 Golden Gate Avenue
San Francisco, California 94102

Re: Comments on Scoping Meeting for Proposed FBI Regional
Headquarters at 11000 Wilshire Boulevard, Los Angeles, CA

Dear Mr. Soltani:

Our Association's boundaries are from Pico Boulevard on the south to Santa Monica Boulevard on the north, and Sepulveda Boulevard on the west to Beverly Glen on the east; this area contains approximately 3600 single-family homes and condominiums, plus a large number of apartment houses.

The purpose of this letter is to give you our comments on the scoping of the Environmental Impact Statement (EIS) for the proposed construction of an FBI regional headquarters on the 11000 Wilshire Boulevard site.

A member of our board attended the scoping meeting. After reviewing his report, concerns were raised that the infrastructure of the surrounding community cannot support building nearly one million square feet of space alongside the existing Federal Building, which has over 500,000 square feet of office space. We understand that you would like to accelerate the approval of the proposed project while meeting the requirements of the National Environmental Policy Act, but it is our belief that the GSA has not fully considered the existing circumstances in the community surrounding the site.

At the scoping meeting, representatives of the GSA and FBI stated that the proposed Wilshire site is attractive to the GSA and FBI for three reasons:

1. The site configuration would enable the FBI building to be set back from the lot line by at least 100 feet. This enables them to save money on construction because they don't need to "harden" the building as much as one which is closer to the lot line and, therefore, more susceptible to a car bomb.

On the other hand, placing the entire FBI regional headquarters operation in a single facility would make it easier for terrorists to cause major havoc by attacking this one building. It makes increasing sense to have a decentralized operation to the extent feasible in order to make it more difficult for terrorists to disrupt vital operations.

2. The U.S. Government already owns the land, so the U.S. doesn't need to pay money to acquire the land and building at the site and is not subject to local government land use planning processes.

On the other hand, you have said that the GSA has a "good neighbor policy" and wants to work with the community to design a project that fits the community well. While you may not be subject to the local government land use planning processes, they are in place for very good reasons: they ensure that significant issues are not overlooked in any rush to expedite the process, and they give the community an opportunity to voice their concerns. For example, current code calls for three parking spaces for every 1000 square feet of office space. The proposed project will have one parking space per 1,000 square feet of office space. Where will 2/3 of the people park who work and go to the FBI building, on our streets? There is a dense population of multi-family housing adjacent to the proposed project. Street parking is at a premium. There must be adequate on-site parking for employees and the public coming to the site.

3. The GSA believes that this facility will give FBI employees good freeway access and improve their abilities to access the facility and to get to other points in Los Angeles, such as the U.S. Courthouse and the U.S. Attorney's Office in Downtown Los Angeles, more easily.

On the other hand, significant traffic problems already exist on our freeways and local streets:

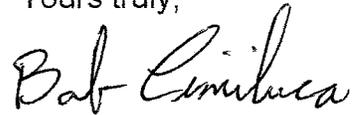
- The intersections of Wilshire & Westwood and Wilshire & Veteran are two of the busiest intersections in the nation.
- The UCLA campus and Westwood Village are virtually adjacent to the site.
- The vast U.S. Veterans Administration property is directly across Wilshire Boulevard from the site.
- The stretch of the 405 Freeway between the San Fernando Valley and the Los Angeles Airport and the parallel stretch of Sepulveda Boulevard are jammed with traffic most of the day, and barely moves during peak commuting hours.

The proposed project would heavily impact the quality of life of the Westside area. There needs to be additional public hearings regarding the proposed project, not merely a single hearing shortly after the EIS draft is issued.

Furthermore, the GSA should genuinely spend more time and effort considering various alternative sites before drafting an EIS for the Wilshire site.

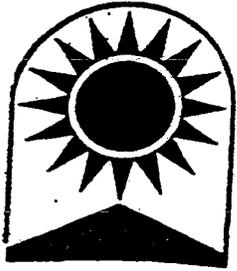
We will be requesting our representatives in Congress to suspend your EIS process and to initiate a complete site re-evaluation before you proceed to prepare an EIS for the proposed Wilshire site.

Yours truly,



Bob Cimiluca
President

cc: Hon. Henry A. Waxman, U.S. Representative
Hon. Dianne Feinstein, U.S. Senator
Hon. Barbara Boxer, U.S. Senator
Hon. Zev Yaroslavsky, Los Angeles County Supervisor
Hon. James K. Hahn, Los Angeles Mayor
Hon. Jack Weiss, Los Angeles City Council Member



HOLMBY-WESTWOOD

PROPERTY OWNERS ASSOCIATION

914 WESTWOOD BOULEVARD P.M.B. 573

LOS ANGELES, CA 90024

PHONE: 310-470-1785

FAX: 310-470-0576

EMAIL hwpoa@aol.com

VIA FAX 415-522-3215
June 20, 2004

Javad Soltani
General Services Administration
450 Golden Gate Avenue
San Francisco, California 94102

Re: Proposed Westwood Federal Buildings Scoping Meeting

Dear Mr. Soltani,

Thank you for extending the comment period for an additional 30 days. This letter is sent to you to reiterate my remarks to you during the scoping meeting that was held at the Federal Building on May 20, 2004.

I represent the above homeowner association comprised of approximately 1000 households immediately east of UCLA.

As previously stated I do not doubt the need to build an FBI facility but I do doubt the proposed location for the following:

- **Traffic:** The intersection of Wilshire and Veteran is ranked as the busiest intersection in the Western United States. There is no further capacity on the adjacent 405 freeway. Peak business hour traffic has expanded from 7 a.m. to 11 a.m. and 3 p.m. to 8 p.m. How will your employees get to work on time and how will your investigators get to their destinations in a timely manner? Not only have the peak hours increased in time length but the bumper to bumper traffic has extended at least 12 miles in each direction.

Since Wilshire Blvd. is so congested there is an tremendous amount of cut-through traffic on the residential streets. This project would further exacerbate this already untenable driving/living situation.

- **Safety.** A centralized FBI building in the middle of an urban environment could pose a real safety threat for potential terrorist action. Consider the immediate adjacency of the 405 freeway to this proposed project. The proximity could make this an easy target.

- Parking. The proposed 1200 vehicle parking structure is inadequate for an approximate one million square foot project. There is no mass transit service that would allow employees access to the site without using their own vehicles. Under city requirements a project this size would require at least 5,000 spaces. This number is based on national planning institute standards.

If you intend to complete an EIS study you should consider the following in your document:

- Notify the cities of Beverly Hills and Santa Monica of your intentions and allow them the opportunity to comment. Additionally, consider the traffic impacts upon these jurisdictions since much of the traffic destination is to these jurisdictions along Wilshire Blvd. and Santa Monica Blvd. .
- Address the impacts of the proposed project on the UCLA Long Range Development Program and the Westwood Community Plan.
- Study the traffic impacts on a regional basis. Do not analyze the impacts upon the 405 freeway in anything less than a 14 mile radius since the traffic extends to this length both north and south of the Wilshire Blvd. and Santa Monica Blvd. offramps. Your study should consider the 405 freeway traffic conditions south to Rosecrans Blvd. and north to Sherman Way Blvd. Your traffic study should also consider the proposed development of Century City and how traffic to this area would be affected.
- If this proposed project is to serve both L.A. and Orange Counties, consider alternative sites in Orange County that are not in the middle of a urban area. What other sites could be available?
- Identify mitigation measures that are appropriate and cost effective to the 405 freeway in order to accommodate the increased traffic attendant to this proposed project.
- Indicate how the proposed 1200 parking spaces is adequate for a project this size. Further, consider utilizing parking ratios established by standards developed by the Institute for Traffic Engineers, the Sand Diego Traffic Study or Urban Land Institute. Anything less than these standards is erroneous.

Sincerely,



Jackie Freedman
Boardmember

**SOUTH BRENTWOOD HOMEOWNERS' ASSOCIATION
C/O 856 WELLESLEY AVENUE, LOS ANGELES, CA 90049
(310) 447-5788**

June 23, 2004

Mr. Javad Soltani
General Services Administration
Portfolio Management Division (9PT)
450 Golden Gate Ave.
San Francisco, CA 94102

RE: PROPOSED FBI BUILDING IN WESTWOOD

Dear Mr. Soltani:

I am writing on behalf of the South Brentwood Homeowners' Association ("SBHA"), which represents residents in the area of Brentwood bordered by Wilshire Boulevard to the south; Federal to the east; San Vicente Boulevard and Montana Avenues to the north; and the Santa Monica city line to the west.

Traffic is one of the biggest concerns of our community. As it is, motorists frequently experience gridlock when driving east on Wilshire Boulevard to access the freeway. If the proposed 937,000 square-ft. FBI building becomes a reality, traffic will worsen to an extent that will be hard to mitigate. Air quality will deteriorate and open space will be lost. It seems that a downtown location would be more appropriate for such facilities.

Please know that the board and members of SBHA oppose this project as proposed for Westwood.

Thank you.

Sincerely,

Bette Harris
President



Vetprk@aol.com
06/24/2004 04:30 PM

To javad.soltani@gsa.gov
cc
bcc
Subject Notice of Intent to Prepare Environmental Impact Statement
for new FBI building

Dear Mr. Soltani:

Attached you will find a letter from Veterans Park Conservancy regarding the Notice of Intent to Prepare Environmental Impact Statement for new FBI building in West Los Angeles and an image which we refer to in the letter. You will also receive this by fax and U.S. Mail.

Thank you.
Valerie Krasny



Susan Young's Assistant Fed.Bldg._ltJune 24.2004_letterhead.doc

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Thomas R. Saltarelli, US Navy
Mrs. Charles Z. Wick

Founder and Executive Director
Susan C. Young

June 24, 2004

Via U.S. mail, facsimile and electronic submission

Javad Soltani
Portfolio Management Division (9PT)
General Services Administration
450 Golden Gate Avenue
San Francisco, California 94102
Facsimile: (415) 522-3215
email: javad.soltani@gsa.gov

RE: Notice of Intent to Prepare Environmental Impact Statement for new FBI building in West Los Angeles

Dear Mr. Soltani:

I am writing to you on behalf of Veterans Park Conservancy – a non-profit organization dedicated to the preservation of the 700 acres of federal land that includes the Federal Building, the VA hospital, the Army Reserve Center, the Wadsworth and Brentwood theaters, among other landmarks. Across the street from GSA's building is the Los Angeles National Cemetery and Spanish-American War Memorial plaza, both of which we enhanced through new fencing and pilasters, entranceways, lighting and irrigation. In 1994, we dedicated the half-mile stretch of Wilshire Boulevard bounded by federal land as "Veterans Parkway" and planted over 800 trees.

In 1996, we worked with GSA and the J. Paul Getty Trust to develop a *Veterans Parkway Conceptual Design* plan. The strategy of the parkway plan was to create two "gateways" as entrances to Veterans Parkway. The eastern gateway houses the Federal Building where our planning scope considers the development of a democracy plaza on the corner of Veteran and Wilshire Boulevards (see attached schematic.) This designated area would help to manage protesters as they are currently overflowing onto Wilshire Boulevard causing traffic and safety problems in addition to defacing the plaza across the street (the arms of lady liberty were broken off during Vietnam War protests.)

Mr. Javad Soltani
June 24, 2004
Page 2

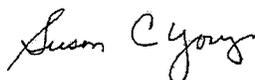
Also, through media coverage, this reconfiguration would enhance the visibility of GSA's FBI building as a landmark, similar to Hyde Park in London. Democracy Plaza would be a literal and figurative platform for Americans to demonstrate: a right for which the soldiers buried across the street sacrificed their lives.

Given the new challenges facing this country in the wake of the September 11th terrorist attacks, it is comprehensible for the FBI to expand their offices. However, we call into question the amount of space planned, and consequently vacated in the current Federal Building, the increase in traffic problems and the definite environmental ramifications. Also, are alternative sites being considered?

This land was given for veterans in the 1800's and it continues to serve their healthcare and housing needs and ultimately a final resting place. It is important to respect their needs in the planning of this proposed construction. The traffic congestion in this area is particularly horrendous around the radius of the Federal Building and this project would make it much more difficult for veterans to receive their healthcare and various treatments. The environmental consequences of the decreased open space and increased air pollution will affect all.

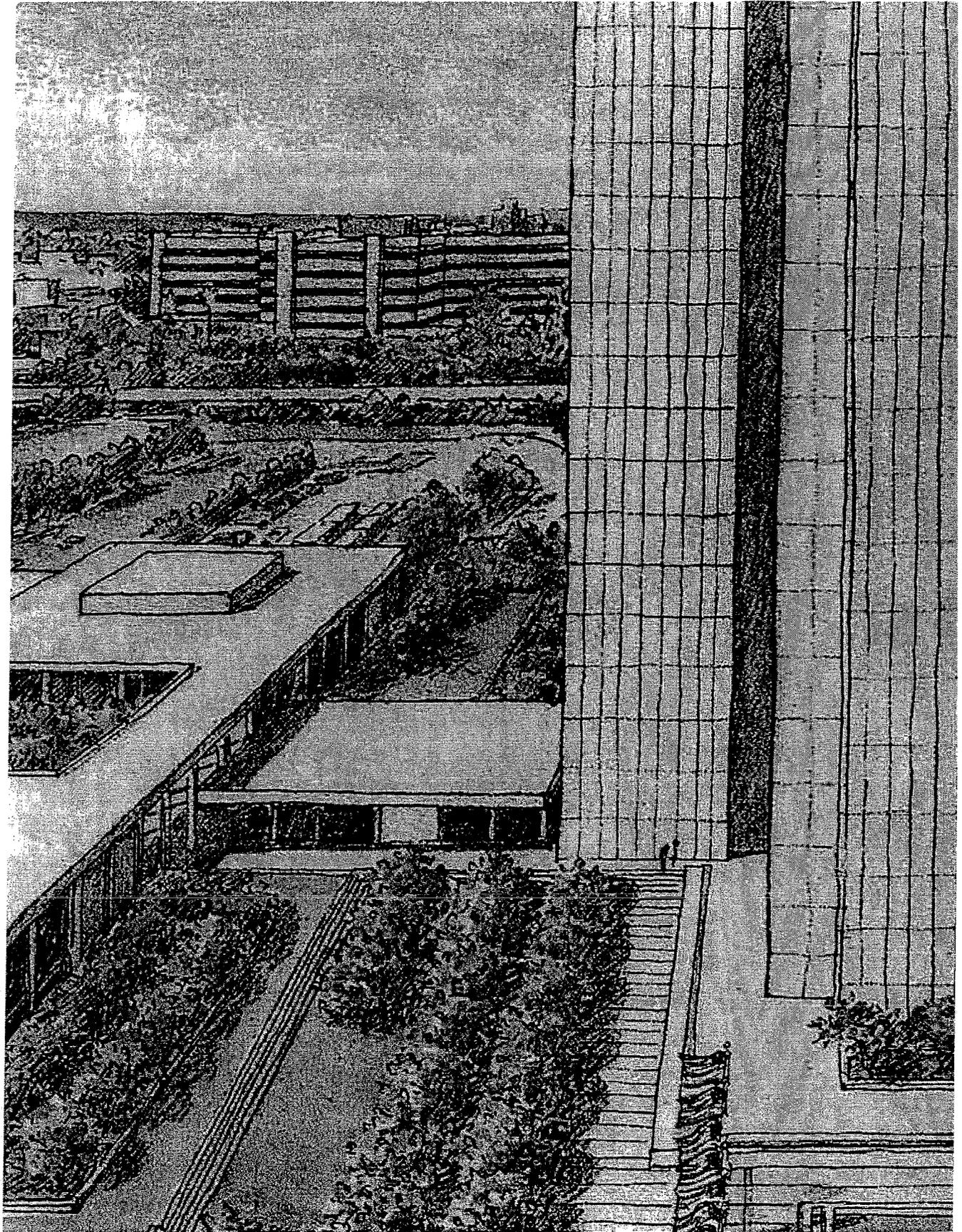
I appreciate your taking the time to consider our enhancement suggestions and opinions concerning the proposed construction.

Sincerely,



Susan C. Young
Founder and Executive Director

cc: Congressman Henry Waxman
Supervisor Zev Yaroslavsky





Proposed New Federal Building • Environmental Impact Statement



**Environmental Impact Statement
Proposed New Federal Building
Los Angeles, California**



Public Scoping Meeting

General Services Administration

May 20, 2004

General Services Administration
Portfolio Management Division (9PT)
450 Golden Gate Avenue
San Francisco, California 94102

COMMENT SHEET

Javad Soltani
Phone: 415.522.3493
Fax: 415.522.3215
Email: javad.soltani@gsa.gov

NAME: Elizabeth J. Brainard
ADDRESS: 11420 Bolas St.
Los Angeles, CA. 90049
PHONE: 310-472-2808

The deadline for comments is May 25, 2004 close of business. Your comments are appreciated and will assist us in evaluating the needs of this organization. Please write your comments below and either drop into the comment box provided, mail to the address preprinted on the back of this page, or fax to number listed above. To mail, please tear off this page, fold sheet into thirds, staple and include postage before mailing. Thank you.

To Javad Soltani,
I was present at the scoping meeting Thurs. May 20th at the Federal Bldg on Wilshire Blvd in West L.A. I fully agree with the objections cited re a new FBI facility on the Federal site. This area is already facing tremendous vehicular overcrowding. Caltrans had very little space to expand the Sepulveda-Wilshire Blvd interchange to accommodate current traffic. Please consider sight near rapid transit systems such as downtown L.A. It is my understanding that there is vacant land at the Alameda Corridor sight which is near the metro-rail system. Please consider this sight.

Please listen & incorporate the comments of local citizens in your planning. I live in Brentwood Glen, tucked between the 405 Freeway & the VA Hospital. Sepulveda Blvd is jammed with traffic at peak traffic hours. We cannot absorb a new influx of workers.



TERRY A. TEGNAZIAN

10850 WILSHIRE BOULEVARD, SUITE 300
LOS ANGELES, CALIFORNIA 90024

May 20, 2004

TEL: (310) 470-0770
FAX: (310) 470-0782

General Services Administration
Portfolio Management Division (9PT)
450 Golden Gate Avenue
San Francisco, CA 94102
Attn: Mr. Javad Soltani

Re: Notice of Intent to Prepare an Environmental Impact Statement
for a New Federal Building at 11000 Wilshire Blvd., Los Angeles

Dear Sirs:

I am strongly *opposed* to the proposed plan to build nearly 1 million additional square feet of buildings on the above-referenced site, for a number of reasons.

Each of these issues should be thoroughly and objectively researched and discussed in any Environmental Impact Statement that is to be prepared:

1. Terrorist Target. By consolidating all regional FBI facilities in one compact location, and advertising that fact publicly, you are making the FBI a very big and very easy target for terrorists, no matter how much security you think you will be able to put into place.

In exposing the FBI in this way, you are also placing at risk the region's premier academic institution UCLA and its critical emergency and medical facilities, not to mention hundreds of thousands of innocent people who are living in one of the most densely populated corridors in the entire region and the many surrounding businesses in Westwood Village and along Westwood Blvd.

2. Region Served. How big is the region served by the new proposed FBI facility? E.g., does it cover some or all of Los Angeles, Ventura, Orange, San Bernardino, Riverside and/or San Diego Counties? What other FBI facilities, if any, will be deployed throughout this region? How well will other parts of this region be served if all the FBI functions are centralized in Westwood – which as you know is on the western-most edge of the region rather than centrally located.

3. Employee Commuting. The Westside of Los Angeles is one of the most expensive housing areas in the entire Southern California area, with homes routinely costing over \$1 million. There is a dire shortage of affordable housing throughout Los Angeles.

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General Services Administration

Re: Proposal for new Federal Building at 11000 Wilshire Blvd.

May 20, 2004

Page 2 of 3

How many persons (clerical and other support staff, as well as agents and other professional and management staff) will be working in this nearly 1 million additional square feet of buildings? What is their expected salary ranges? In what parts of the region are these employees expected to live? In an emergency situation, such as a terrorist attack or natural disaster, how will they be able to get to work?

4. Decentralization Preferable Strategy. The FBI is one of a handful of vital government functions that should be *most* protected in the event of terrorist attacks or natural disasters such as an earthquake. This can best be accomplished by decentralizing these functions throughout the region, in anonymous facilities, thereby building a safety net of redundancy into the system – if one facility is taken out, others can still function.

Such redundancy is prudently engineered into systems as an essential fail-safe mechanism. The need for such a fail-safe mechanism was the fundamental reason for the entire internet, and is the model on which the internet was built. The type of centralization being proposed is based on an obsolete model, especially with today's high-powered technological networking capabilities which make it unnecessary for everyone to be in one physical place.

5. Traffic, Traffic, Traffic! The proposed site is located *along the most congested intersections in the entire United States.* Further, the 405 Freeway is routinely gridlocked between Wilshire Blvd. and the 10 Freeway, and is frequently gridlocked from Sunset Blvd. through LAX to the 105 Freeway.

How will this project impact the traffic on these freeways, and on the nearby surface streets such as Wilshire Blvd., Sepulveda Blvd., Veteran Ave., and smaller surrounding streets? Keep in mind that UCLA, as a state institution, is not limited by any development restrictions, has been growing by leaps and bounds in recent years, and will continue to do so.

How will this horrible congestion impact the functioning of the FBI – e.g., average length of commute for employees, how will employees get to the centralized facility in the event of a terrorist attack or natural disaster, how will the employees be able to move around the region to conduct investigations, etc.?

Are FBI employees paid overtime, and if so, how much will the difficulty in reaching outlying areas throughout the region add to personnel costs?

6. Parking. The proposed parking appears ridiculously inadequate. There is already a parking shortage, at least for visitors to the government building, yet this plan proposes to add nearly 1 million square feet more of buildings but reduce the total number of parking spaces! How many parking spaces are currently available on site? How many of these are assigned to employees? How many are available for visitors? How many parking spaces will be provided in the proposed project, and how many of these will be assigned to employees and to visitors?

General Services Administration

Re: Proposal for new Federal Building at 11000 Wilshire Blvd.

May 20, 2004

Page 3 of 3

7. Demonstrations. The Federal Building is now the site of numerous public demonstrations throughout the year. How will this be impacted by the proposed plan? What alternative site will be made available for demonstrations?

8. Cost of Alternatives. Give a detailed analysis of the costs of each of the proposed alternatives, in particular to creating a network of smaller, secure, anonymous FBI facilities dispersed throughout the region. There are undoubtedly existing buildings which could more economically be converted to a secure use in downtown Los Angeles or other more centrally located areas within the region. In analyzing the costs, take into account the savings in personnel time, efficiency and costs by reducing commutes. Also, what are the benefits of having FBI agents who become familiar with local areas of a region, e.g., building a network of local informants, a knowledge database of local conditions, etc.

9. Open Space. Los Angeles has one of the lowest ratios of open space of any major metropolitan area in the country – as reported in the New York Times Magazine this past Sunday, May 16, 2004, New York City has over 25% of its area in open space, while Los Angeles has only 9.9%! Open space is not "under-utilization" of land – to the contrary, it is a valid and indeed, in today's stress-filled and increasingly congested environment, vitally important utilization of land. What is the value of the open space provided by the current site of the Federal Building? In order to preserve open space, add an alternative for building partially or entirely underground.

Thank you for this opportunity to comment on the issues to be considered in connection with this proposed plan. In closing, I urge you in the strongest possible terms to develop decentralized alternatives rather than cramming this monster building program into Westwood.

Very truly yours,


Terry A. Tegnazian

cc: Senator Dianne Feinstein
Senator Barbara Boxer
Representative Henry Waxman
L.A. County Supervisor Zev Yaroslavsky



Environmental Impact Statement

Proposed New Federal Building

Los Angeles, California



Public Scoping Meeting

General Services Administration

May 20, 2004

General Services Administration
Portfolio Management Division (9PT)
450 Golden Gate Avenue
San Francisco, California 94102

COMMENT SHEET

Javad Soltani
Phone: 415.522.3493
Fax: 415.522.3215
Email: javad.soltani@gsa.gov

NAME: SCOTT A. Whittle
ADDRESS: 10850 Wilshire Blvd Suite 300
Los Angeles CA 90024
PHONE: 310-470-0770

The deadline for comments is May 25, 2004 close of business. Your comments are appreciated and will assist us in evaluating the needs of this organization. Please write your comments below and either drop into the comment box provided, mail to the address preprinted on the back of this page, or fax to number listed above. To mail, please tear off this page, fold sheet into thirds, staple and include postage before mailing. Thank you.

The addition of this amount of square footage is NOT good. The area is totally saturated with traffic because of office buildings and UCLA. We wait to get on off the freeway - don't say that CAETRAWS will improve the traffic flow - is already gridlock. No traffic mitigation can be done to resolve the issue further the flow down Wilshire to & from Beverly Hills compounds the problem. Question: where will the employees come from? Housing is at a premium so more driving to & from the area. There are other areas in Los Angeles & Valley, South Bay and East Los Angeles which would be much better areas for a facility of this size.

A-25





Environmental Impact Statement Proposed New Federal Building Los Angeles, California



Public Scoping Meeting

General Services Administration

May 20, 2004

General Services Administration
Portfolio Management Division (9PT)
450 Golden Gate Avenue
San Francisco, California 94102

Javad Soltani
Phone: 415.522.3493
Fax: 415.522.3215
Email: javad.soltani@gsa.gov

COMMENT SHEET

NAME: Prudence Faxa
ADDRESS: 10737 Le Conte Avenue
Los Angeles, CA 90024
PHONE: 310/474-1072

The deadline for comments is May 25, 2004 close of business. Your comments are appreciated and will assist us in evaluating the needs of this organization. Please write your comments below and either drop into the comment box provided, mail to the address preprinted on the back of this page, or fax to number listed above. To mail, please tear off this page, fold sheet into thirds, staple and include postage before mailing. Thank you.

Simply put, you haven't done your homework. First, you have not fully explained the alternatives, nor have you named them at this meeting. Given our new situation with the relation to international terrorism you cannot provide "secure access" to the FBI. Your choice of this site ignores completely all the impacts you would have on the surrounding communities. This new structure for the FBI would endanger not only the residents, but an internationally renowned university. You pay no attention to the extreme traffic congestion we have surrounding this site including the 405 freeway.

It makes no sense that you come to the community before you have fully examined all of the ramifications of what you propose.

All your space problems can be solved by building elsewhere such in Valencia, the high desert as well as downtown where so many vacant building sit waiting for revitalization. You have no idea of how impacted this area is already. It would make far more sense to build your FBI mini-campus with library in an area removed

from the dense population of Los Angeles and especially the westside. In dense areas, we cannot



A-26

26May2004

General Services Administration
Attn: Mr. Javad Soltani
Portfolio Management Division (9PT)
450 Golden Gate Avenue
San Francisco, CA 94102

Re: Environmental Impact Statement
Proposed New Federal Building
Los Angeles, CA

COMMENT SHEET

MR. SOLTANI -

What is the point of
including an E Mail address if
it cannot be accessed by someone
wishing to address a message to you.
W. Savage Jr.

From: William T. Savage, Jr
11054 Cashmere Street
Los Angeles, CA 90049-3202
310 472 1710
Email: wtsavagejr@cs.com

There are a number of environmental factors which are of concern with respect to the proposed site at the intersection of Wilshire Boulevard and Veteran Avenue. Sepulveda Boulevard bounds the site on the west:

-Traffic congestion, during construction and occupant generated. The intersection at Veteran has been identified by the LA Department of Transportation as being the busiest intersection in the City. The California Department of Highways has published plans which are expected to increase traffic along Sepulveda.

-Noise of construction activities over a prolonged period, probably lasting two or more years for the first phase.

-Street excavation for expansion of waste, water, power, and communication lines

-Dust accompanying the construction and excavation activities

-Noise from helicopters, if a pad is specified.

-ETC.

My comment is a question:

Is this really the best site in Los Angeles for the project?

What other factors, other than ownership of the site, motivate this selection?

The USAF base in El Segundo near Aviation Boulevard and El Segundo Boulevard is on the list of bases to be closed. It is about a mile west of the 405, maybe 2 miles from LAX and has a Los Angeles METRO station in the area.

There is another site in ZIP area 91352 which may offer similar space close to a major airport. I suspect that other suitable sites might be identified with a little more time.

A-27



Javad
Soltani/9PTC/R09/GSA/GOV
06/02/2004 11:38 AM

To Jejohnson@leoadaly.com
cc
bcc
Subject Re: FBI Building in Westwood

Dear Ms. Johnson,
Thank you for your interest in our proposed project. I will add you to our mailing list for future formal meeting notices and receiving a copy of the Draft Environmental Study.
If I can be of any further assistance, please let me know.

Javad Soltani
"Johnson Judy, E" <Jejohnson@leoadaly.com>



"Johnson Judy, E "
<Jejohnson@leoadaly.com>

06/02/2004 10:51 AM

Please respond to
Jejohnson@leoadaly.com

To javad.soltani@gsa.gov
cc
Subject FBI Building in Westwood

Mr. Soltani:

I am writing to inquire about the community meetings being held on the above-mentioned project. How can I receive notices of the meetings?

Thank you.

Judy Johnson, CPSM
Principal, Director of Business Development
LEO A DALY
550 South Hope Street, 27th Floor
Los Angeles, CA 90071-2627
213.629.0100 office
213.316.4561 direct
213.629.0070 fax
213.500.3004 mobile
jejohnson@leoadaly.com

LAD



Judy Johnson CPSM [E-mail].vcf

MATTHEW DIAMOND AND RAE KRAUS

RECEIVED

JUN 15 2004

Henry A. Waxman, M.C.
District Office

June 13, 2003

Honorable Henry A. Waxman
United States Congress CD 29
8436 West Third Street
LA, CA 90048

Dear Congressman Waxman,

We are penning this letter to let you know of our opposition to the new FBI Building in Westwood. The addition of one million gross square feet and a parking structure for upwards of a thousand cars at the Westwood GSA facility would be terrible.

The area on the Wilshire corridor is already so horrendously crowded that it takes inordinate amounts of time to cross from the Santa Monica side of the 405 to the LA side of the 405 (or to go the other direction). We cannot imagine that there would be any feasibility for the agents and employees of the FBI to use the entry and exits in that area in any rapid fashion. There is constant gridlock at Sepulveda and Veteran along Wilshire. How could the addition of over a thousand cars and thousands of employees do anything but make the area resemble a gigantic parking lot.

From a neighborhood standpoint the demands on the adjoining services would be disastrous. There is already terrible strain on the neighborhoods of Westwood, Brentwood, Bel Air, Century City, and Santa Monica. It is one of the busiest intersections in the city, there is no transit hub, no mass transit and not even enough food services businesses (or retail space) to support the addition of so many new employees.

Lastly there is a critical service in the area for all of Los Angeles. That is the critical care trauma center of UCLA. It's only entry point (other than by helicopter) is through the aforementioned intersection followed by a route that goes through the small street of Westwood. Response time for critical patients would suffer horrendously.

Please fight the approval of this new FBI building at the Westwood location.

Thank you,



Matthew Diamond and Rae Kraus

A-29



Socnmi@aol.com
06/19/2004 02:24 PM

To javad.soltani@gsa.gov;
cc
bcc Javad Soltani/9PTC/R09/GSA/GOV
Subject \ Subj: Proposed FBI facility at 11000 Wilshire Blvd Date: 6

Forwarded Message:

Subj: **Proposed FBI facility at 11000 Wilshire Blvd**
Date: 6/19/2004 10:56:41 AM Pacific Standard Time
From: Socnmi
To: javad.soltani@gsa.gov
CC: lisa.pinto@mail.house.gov

On page 2 of your report you listed four possible alternates for the proposed FBI facility. However you have excluded an alternate that would benefit the government, the FBI and the adjacent community.

I am referring to the Veterans Administration property less than 1/4 mile westerly. This site as we know is available because as we all know the VA had proposed an intensive commercial, lease build to suit development.

This site vs. the 11000 Wiltshire Blvd. location has these advantages:

1. Parking could be surface parking vs. a parking structure saving many dollars. In addition community groups believe that insufficient parking is being provided. This objection would be met on the VA property.
2. The project could be completed more quickly if it were relocated to this less populated site saving additional costs.
3. It would reduce traffic congestion in an area that is already having traffic problems
4. It would give the FBI the ability to expand at some future date instead of being constrained to an inadequate site

Although the VA site should be used for veterans the FBI facility would benefit all citizens and veterans and it would not be a commercial venture.

Bernard Socher
10663 Rochester Ave
Los Angeles, Calif. 90024



"Katie Stull"
<kstull@arqja.com>
06/23/2004 10:37 AM

To javad.soltani@gsa.gov
cc
bcc
Subject New FBI Office Building in Westwood

Mr. Soltani,

I got your name from an article that was written about the new FBI Office Building in Westwood in the LA Business Journal last month. I am trying to find out some more information regarding this project and if there are going to be any other public meetings held regarding this building. Also, there is a rumor floating around that the RFQ for design services will be released sometime in July. Is this true? And if so, could you please give me some more information as to when and how this will be released.

Thank you in advance for your time in this matter.

Katie Stull

Katie Stull
Business Development
ARQUITECTONICA
444 South Flower Street, Suite 4720
Los Angeles, CA 90071
T 213.895.7800
F 213.895.7808



winmail.dat



"Annette Mercer Alexis
Wieland"
<merc-wieland@mindspring
.com>

06/23/2004 07:44 PM

To javad.soltani@gsa.gov, mercer-wieland@mindspring.com

cc

bcc

Subject FBI Building - mailing list

Dear Mr. Soltani:

Please add me to your mailing list for notices and distribution of any environmental documents/hearings regarding the proposed FBI building in Los Angeles. I am especially interested in your Purpose and Need statement and your discussion of alternative sites but wish to be notified of any distributions.

Thank you

Annette Mercer
2647 Glendon Avenue
Los Angeles, CA 90064

A-32

ROUND TABLE ATTENDEES

January 19, 2005

Roundtable Session	Code	Salutation	First Name	Last Name	Title	Organization	Address	City	State	Zip Code	Phone Number	Phone Number 2	Fax Number	E-mail
RES	HOA		Reza	Akef		BCC	13101 Pontoon Place	Los Angeles	CA	90049	(310) 430-8765			rezaakef@gmail.com
RES	HOA	Mr.	Russ	Alben	Boardmember	Bel Air Association	10565 Fortenelle Way	Los Angeles	CA	90077	(310) 471-8992		(310) 471-8992	russvites@aol.com
RES	RES	Ms.	Josi	Alexander		Westwood Hills Homeowner	11129 Ophir Drive	Los Angeles	CA	90024	(310) 312-1105			
RES	HOA	Mr.	Clyde	Augustson		Brentwood Village Association, Inc	2043 Kenwood Ave	Los Angeles	CA	90025	(310) 277-4882		(310) 277-4882	clyaugustson@msn.com
RES	HOA	Mr. and Mrs.	Ted and Martha	Gather		Brentwood Glen Association	11369 Berwick Street	Los Angeles	CA	90049	(310) 472-5568			
RES	HOA	Ms.	Elizabeth	Brannard		Brentwood Glen	11420 Bolas Street	Los Angeles	CA	90049				
INST	EDU	Ms.	Felicia	Brannon	Executive Director	UCLA Campus and Community Relations	10920 Wilshire Blvd #1500	Los Angeles	CA	90024	(310) 794-6824			
RES	REL	Ms.	Jane	Brooks		Westwood Hills Property Owners Association	11023 Thurston Place	Los Angeles	CA	90049	(310) 472-6056			
INST	COM	Ms.	Patrick	Burke	Security Manager	Simon Wiesenthal Center Museum of Tolerance	9786 W. Pico Blvd.	Los Angeles	CA	90035	(310) 772-2400			
INST	COM	Mr.	Paul	Butler	Chief of Security	UCLA Museums	10899 Wilshire Blvd.	Los Angeles	CA	90024	(310) 443-7022		(310) 443-7099	butler@arts.ucla.edu
RES	NC	Mr.	Rich	Cahalan	Director	Monica Blvd HOA	2336 Greenfield Ave	Los Angeles	CA	90064	(310) 473-9146		(310) 473-9156	nch.cahalan@verizon.net
RES	HOA		I.V.	Cohen		Brentwood Homeowners Association	408 N. Kenter	Los Angeles	CA	90049	(310) 476-4832			
BUS	BUS		Cheyenne	Cook	Public Policy Manager	350 South Bixel Street	Los Angeles	CA	90017	(213) 580-7520	(310) 580-7511			ccook@lachamber.org
RES	RES	Ms.	Grace	Cowan		Gruen and Associates	6330 San Vicente Blvd, Ste 200	Los Angeles	CA	90048	(323) 937-4270	(323) 937-6001		cowan@gruenassociates.com
RES	RES		Fred	Cowan		Bel-Air Association	960 Moraga Drive	Los Angeles	CA	90049	(310) 472-3675			
LAW	LAW	Captain	Bob	Curtis		Beverly Hills Police	464 N. Rexford Drive	Beverly Hills	CA	90210	(310) 285-2106		(310) 246-9654	rcurtis@beverlyhills.org
RES	RES	Ms.	Beth	Devermont			11105 Montana	Los Angeles	CA	90049	(310) 472-6449			devtrzn@earthlink.net
LAW	LAW	Lieutenant	Charles	Duke		Los Angeles Police Department-WLA	1663 Butler Ave.	Los Angeles	CA	90025	(310) 575-8441		(310) 575-8710	kduke@lapd.lacity.org
BUS	BUS	Ms.	Kristina M.	Assoc. AIA	Principal	Canon Design	1901 Avenue of the Stars	Los Angeles	CA	90067	(415) 260-4000			kfaller@canondesign.com
RES	HOA	Ms.	Jackie	Freedman	Boardmember	Holmby-Westwood Property Owners Association	10782 Wayburn Ave	Los Angeles	CA	90024	(310) 474-2946	(310) 474-2946		jdfree@aol.com
INST	REL	Ms.	Kari	Frigulti		St. Paul the Apostle Catholic Church	10750 Ohio Ave	Los Angeles	CA	90024	(310) 474-1527			kfrigulti@st-apostle.org
RES	HOA	Ms.	Ann	Gautier		Westwood Homeowners Assoc.	10467 Wellworth Ave.	Los Angeles	CA	90024	(310) 474-8188			
RES	HOA	Ms.	Carol	Gilbert	Boardmember	Brentwood Glen Association	11338 Berwick Street	Los Angeles	CA	90049	310-338-1796			
RES	EDU	Ms.	Jane	Gould		UCLA	555 Westwood Plaza, Suite 102	Los Angeles	CA	90095	(310) 825-7835			kgould@ts.ucla.edu
RES	RES		Kenneth	Grabell		Brentwood Glen Association	10430 Wilshire Blvd.	Los Angeles	CA	90024				
INST	RES	Ms.	Lesley	Grant		Canon Design	1901 Ave of Stars, Suite 175	Los Angeles	CA	90067	(310) 229-2700			lgrant@canondesign.com
BUS	BUS	Mr.	Douglas	Hanson		DeStefano & Partners	633 W 5th Street, Suite 5700	Los Angeles	CA	90071	(213) 622-2800	(310) 915-0648		
RES	HOA	Ms.	Bette	Harris	President	Association/Brentwood Community Council	856 Wellesley Ave	Los Angeles	CA	90049	(310) 447-5788			bnapharris@aol.com
RES	HOA	Mr.	David	Heldman		Brentwood Glen Association	720 Beloit Ave.	Los Angeles	CA	90049	(310) 476-6001			dsheldman@aol.com
RES	HOA	Ms.	Pamela	Herbert		Brentwood Glen Association	11439 Waterford Street	Los Angeles	CA	90049	(310) 476-8320		(310) 476-8320	pamsajam@msn.com
RES	RES	Ms.	Wendy	Herzog			11221 Montana	Los Angeles	CA	90049	(310) 889-1007			
RES	RES	Dr.	Joe and Diana	Hilberman		Westwood Hills Property Owners Association	301 S. Bentley Ave.	Los Angeles	CA	90049	(310) 206-6322			hilberman@mindspring.com
INST	BUS	RES	Mr.	David	Hitzel	Equity Office Properties	3200 Ocean Park Blvd., Suite 100	Santa Monica	CA	90405	(310) 664-3869	(310) 664-3860		david_hitzel@equityoffice.com
BUS	BUS	Ms.	Judy	Johnson	Principal, Director of Business Development	LEO A DALY	550 South Hope Street, 27th Street	Los Angeles	CA	90071	(213) 629-0100		213-629-0070	johnson@leodalay.com
INST	COM	Ms.	Mary E.	Jones	Cemetery Representative	Los Angeles National Cemetery	960 S. Sigüelveda Blvd.	Los Angeles	CA	90049	(310) 268-4575	(310) 268-3257		mjohnson@leodalay.com
INST	REL	Father	Tom	Jones		St. Paul the Apostle Catholic Church	10750 Ohio Ave	Los Angeles	CA	90024	(310) 474-1527			tomjones@st-apostle.org
RES	HOA	Mr.	Steven	Kaufman		Westwood Homeowners Association	1506 Comstock Ave.	Los Angeles	CA	90024	(310) 277-5050			SKaufman@mindspring.com
BUS	BUS	Mr.	Richard	LaDez	Security Coordinator	Metro-Goldwyn-Mayer Inc		Los Angeles	CA	90067	(310) 449-3792			RLaDez@mgm.com
RES	HOA	Ms.	Laura	Lake	Co-President	Save Westwood Village	1557 Westwood Blvd, #235	Los Angeles	CA	90024	310-470-4522		310-470-9944	lmlake@mgm.com
RES	RES	Ms.	Belle	Landa			732 Warner Ave	Los Angeles	CA	90024	(310) 279-1615			
RES	RES	Mr. and Mrs.	Bill & Wendy	LeRoy		Westwood Hills Homeowners	400 South Bentley Ave	Los Angeles	CA	90049	(310) 471-0252			wendob@aol.com
RES	RES	Ms.	Rachelle	Lewenfus			121 S. Glenroy Ave	Los Angeles	CA	90049				
BUS	BUS	Ms.	Gretchen	Lewotsky		Westside Neighborhood Council	408 34th Street #3	Santa Monica	CA	90405	(310) 369-3056			gretchen.lewotsky@fox.com
INST	EDU	Ms.	Ericka	Lozano	Assistant Director	UCLA Local Government and Community Relations	10920 Wilshire Blvd, Ste 1500	Los Angeles	CA	90024	(310) 794-6825		(310) 794-6827	elozano@support.ucla.edu
RES	HOA	Mr.	Stephen	Lukaski	President	Bel Air Association	1714 Stone Canyon Road	Los Angeles	CA	90077	(310) 472-9872			
RES	HOA	Ms.	Carole	Magnuson	President	Westwood Hills Property Owners Association	11147 Ophir Drive	Los Angeles	CA	90024	(310) 472-9352			chmagnuson@msn.com
RES	HOA	Mr.	Charles	Magnuson		Westwood Hills Property Owners Association	11147 Ophir Drive	Los Angeles	CA	90024	(310) 209-8161		(310) 472-8914	charlesmagnuson@msn.com
REC3	HOA	Mr.	Dennis	McCarthy		Westwood Hills Homeowners Association	135 S. Thurston Ave.	Los Angeles	CA	90049	(310) 024-0000		(310) 024-1370	dmccarthy2000@aol.com
RES	HOA	Mr.	Michael	Metcalfe		Westwood Homeowners Assoc.	1421 Pandora Ave	Los Angeles	CA	90024	(310) 474-6418		(310) 474-6418	mmetc79820@aol.com
RES	RES	Mr. & Mrs.	Abm and Sharon	Mildar			134 Greenfield Ave	Los Angeles	CA	90049	(310) 472-6799			
RES	RES	Mr.	Andrew	Mildar			1911 Fairburn	Los Angeles	CA	90025	(310) 234-0303			
RES	RES	Mr. and Mrs.	Marina	Morris		Longford Condo	10790 Wilshire Blvd	Los Angeles	CA	90024	(310) 470-1758			
RES	RES	Ms.	Nancy	Myers		Westwood Homeowners Association	10727 Ashten Ave	Los Angeles	CA	90024	(310) 474-2818		(310) 474-2718	
BUS	BUS	Mr.	Bob	Newsom		Canon Design	1901 Avenue of the Stars	Los Angeles	CA	90067	(310) 229-2880	(310) 229-2800		newsom@canondesign.com
RES	RES	Ms.	Kelly	Olson			515 S Flower St.	Los Angeles	CA	90071	(213) 593-8256			kelly_olson@drjm.com
RES	EO	Ms.	Lisa	Pinto	District Director	Office of Congressman Henry A. Waxman	8436 W 3rd St., #600	Los Angeles	CA	90048	(310) 652-3095			
BUS	HOA	Mr.	Robert	Ringler		Bel-Air Beverly Crest N/C/CPAB Traffic Committee	1604 Crater Lane	Los Angeles	CA	90077	(310) 475-5975		(310) 475-5978	wlatraffic@adelphia.net
RES	BUS	Jessie	Robertson			HOK Architects	9530 Jefferson Blvd	Culver City	CA	90232	(310) 838-9565		(310) 838-9586	jessie.robertson@hok.com
RES	RES	Mr.	Steve	Rohde			11221 Montana	Los Angeles	CA	90049	(310) 889-1007			
INST	RES	Ms.	Mayra	Santos	Property Manager	Douglas, Emmett and Company	10990 Wilshire Bl., Suite 420	Los Angeles	CA	90024	(310) 478-3211	(310) 477-3923		msantos@douglasemmett.com
RES	RES	Mr.	William	Savage		Westwood Hills Property Owners Association	11054 Cashmere St.	Los Angeles	CA	90049	310-472-1710	(310) 472-1710		wmtsavage@att.net
INST	EDU	Ms.	Kim	Savage		UCLA Federal Relations	10920 Wilshire Blvd., Suite 1500	Los Angeles	CA	90024	(310) 794-6827			ksavage@support.ucla.edu
INST	RES		Bill	Shelly	Chief Engineer	Douglas, Emmett and Company	10990 Wilshire, #901	Los Angeles	CA	90024	(310) 478-3211	(310) 477-3923		bsHELLY@douglasemmett.com
RES	HOA	Mr. & Mrs.	Esther	Smith		WHA	1614 Veteran Ave, #901	Los Angeles	CA	90024	(310) 478-1171			
RES	RES	Mr.	Bernard	Socher			10663 Rochester Ave	Los Angeles	CA	90024	(310) 474-9843			Sochnm@aol.com
BUS	BUS	Ms.	Katie	Stull	Business Development	ARQUITECTONICA	444 South Flower Street, Ste 4720	Los Angeles	CA	90071	213-895-7800	213-895-7808		kestull@arqa.com
RES	RES	Ms.	Terry	Tegnazian		Westwood Hills HOA	10850 Wilshire Blvd, Ste 300	Los Angeles	CA	90024	310-470-0770		310-470-0782	
RES	HOA	Ms.	Betty	Vincent		Longford Condo	10790 Wilshire Blvd.	Los Angeles	CA	90024	(310) 470-1758			
INST	COM	Ms.	Andrea	Wagner	Director of Operations	Anti-Defamation League - Los Angeles	10495 Santa Monica Blvd.	Los Angeles	CA	90025	(310) 446-8000	(310) 470-8712		awagner@adl.org
RES	RES	Ms.	Sherry	Weinman		Holmby Westwood Homeowners	524 Loring Ave	Los Angeles	CA	90024	(310) 470-8005			
RES	RES	Mr. & Mrs.	Ted & Rita	Williams			435 N. Layton Way	Los Angeles	CA	90049	(310) 472-1257			
INST	EDU	Ms.	Francheszka	Zamora		Poseidon School	11811 W. Pico Blvd.	Los Angeles	CA	90064	(310) 477-1268			

TRAFFIC WORKING GROUP

May 24, 2005 Attendees

Code	Salutation	First Name	Last Name	Title	Organization	Address	City	State	Zip Code	Phone Number	Fax Number	E-mail
HOA	Ms.	Carole	Magnuson	President	Westwood Hills Property Owners Association	11147 Ophir Drive	Los Angeles	CA	90024	(310) 472-9352		chmagnuson@msn.com
HOA	Ms.	Bette	Harris	President	Council	856 Wellesley Ave	Los Angeles	CA	90049	(310) 447-5788		bnapharris@aol.com
HOA	Mr.	Robert	Ringler		Bel-Air Beverly Crest NC/ CPAB Traffic Committee	1604 Crater Lane	Los Angeles	CA	90077	(310) 475-5975	(310) 475-5978	wlatraffic@adelphia.net
NC	Mr.	Rich	Cahalan	Director	HOA	2336 Greenfield Ave	Los Angeles	CA	90064	(310) 473-9146	(310) 473-9156	rich.cahalan@verizon.net
EO	Ms.	Viviane	Rascalvo	Deputy	Office of LA County Supervisor Zev Yaroslavsky	500 W Temple, #821	Los Angeles	CA	90012	(213) 974-3333		
EO	Ms.	Beverly	Kenworthy	Deputy	City of Los Angeles, Council District 5	822 S. Robertson Blvd.	Los Angeles	CA	90035	(310) 289-0353		
GOV	Mr.	Jay	Kim	Senior Transportation Engineer	LADOT	7166 W. Manchester Blvd.	Los Angeles	CA	90045	(213) 485-1062	(213) 485-1288	ikim@dot.lacity.org
BUS	Mr.	Roderick	Diaz	West Coast Planning Manager	STV Inc.							
LAW	Capt.	David	Baca	Captain	LAPD West Traffic Division	4847 W. Venice Blvd.	Los Angeles	CA	90019			
EDU	Mr.	Steve	Rand		UCLA Transportation Services, Citation Review & Adjudication	555 Westwood Plaza, Suite 106	Westwood	CA	90024	(310) 825-0702		
HOA	Ms.	Debbie	Nussbaum		Westwood Hills Property Owners Association Traffic Committee	516 Cashmere Terrace	Westwood	CA	90024	(310) 476-4342		nussbaum3@earthlink.net
GOV	Mr.	Tomas	Carranza		LADOT	7166 W. Manchester Blvd.	Los Angeles	CA	90045	(213) 485-1062	(213) 485-1285	tcarranz@dot.lacity.org

June 14, 2005

Code	Salutation	First Name	Last Name	Title	Organization	Address	City	State	Zip Code	Phone Number	Fax Number	E-mail
HOA	Ms.	Carole	Magnuson	President	Westwood Hills Property Owners Association	11147 Ophir Drive	Los Angeles	CA	90024	(310) 472-9352		chmagnuson@msn.com
HOA	Ms.	Sandy	Brown	President	Holmby Westwood Property Owners Association	10350 Wilshire Blvd., Apt. 1003	Los Angeles	CA	90024	(310) 858-8558		sandy10778@yahoo.com
HOA	Ms.	Bette	Harris	President	Council	856 Wellesley Ave	Los Angeles	CA	90049	(310) 447-5788		bnapharris@aol.com
HOA	Mr.	Robert	Ringler		Bel-Air Beverly Crest NC/ CPAB Traffic Committee	1604 Crater Lane	Los Angeles	CA	90077	(310) 475-5975	(310) 475-5978	wlatraffic@adelphia.net
HOA	Ms.	Laura	Lake	Co-President	Save Westwood Village	1557 Westwood Blvd, #235	Los Angeles	CA	90024	310-470-4522	310-470-9944	om
NC	Mr.	Rich	Cahalan	Director	HOA	2336 Greenfield Ave	Los Angeles	CA	90064	(310) 473-9146	(310) 473-9156	rich.cahalan@verizon.net
HOA	Mr.	Michael	Metcalfe		Westwood Homeowners Assoc.	1421 Pandora Ave	Los Angeles	CA	90024	(310) 474-6418	(310) 474-6418	mmetc79820@aol.com
HOA	Mr.	Steven	Kaufman		Westwood Homeowners Association	1506 Comstock Ave	Los Angeles	CA	90024	(310) 277-5050		SGKaufman@mindspring.com
LAW	Capt.	David	Baca	Captain	LAPD West Traffic Division	4847 W. Venice Blvd.	Los Angeles	CA	90019			
HOA	Ms.	Debbie	Nussbaum		Westwood Hills Property Owners Association Traffic Committee	516 Cashmere Terrace	Westwood	CA	90024	(310) 476-4342		nussbaum3@earthlink.net
GOV	Mr.	Tomas	Carranza		LADOT	7166 W. Manchester Blvd.	Los Angeles	CA	90045	(213) 485-1062	(213) 485-1285	tcarranz@dot.lacity.org
LAW	Officer	R.E.	Harper	Officer	LAPD West Traffic Division	4849 Venice Blvd	Los Angeles	CA	90019	(213) 473-0214		lapdwtld@aol.com
EDU	Ms.	Tova	Lelah		UCLA Capital and Environmental Planning	1060 Veteran Ave	Los Angeles	CA	90095	(310) 206-5482	(310) 206-1510	tlelah@capnet.ucla
GOV	Mr.	Dwight	Ward		UCLA Police Department	601 Westwood Plaza	Los Angeles	CA	90095	(310) 825-1491	(310) 206-2550	wardd@ucpd.ucla.edu

APPENDIX B ALTERNATIVE SITES EVALUATION

APPENDIX B Alternative Sites Evaluation

Following the public scoping meeting and due to the intense public interest in the development of additional buildings for the Federal Bureau of Investigation (FBI) Field Office Headquarters at the 11000 Wilshire Boulevard site, GSA proceeded to conduct a review of possible sites that were identified through a variety of mechanisms. The first set of alternative sites was identified at the scoping meeting. The second set of alternative sites was identified through coordination with the Los Angeles Economic Development Council. The third set of alternative sites was identified as a result of GSA advertising in the Los Angeles Times, in the federal procurement vehicle - FedBizOppS, and contact with local officials and members of the local real estate community.

B.1 SCOPING MEETING SITES

The site locations suggested by the attendees at the scoping meeting were primarily generalized locations based on potential excess federal property at military installations, locations geographically central to the overall Los Angeles region, or areas that might have potential vacant land. There were a few specific locations identified such as the Veterans Administration land on the west side of I-405, the World Trade Center Tower in Long Beach and a parcel located at the intersection of 1st and Alameda downtown. Of the 13 sites identified during the scoping process, 10 are outside of the delineated area as specified by the FBI. Of the three remaining sites, two were identified only as a "downtown general location" and one as "downtown available land".

B.2 LOS ANGELES ECONOMIC DEVELOPMENT CORPORATION (LAEDC) SITES.

A request was submitted by GSA to the LAEDC for potential sites in the Los Angeles area with the 10-acre site requirement needed for the FBI facility. The LAEDC identified 12 potential sites; however, none of the 12 sites was within the project delineated area boundaries.

B.3 ADVERTISEMENT AND DIRECT CONTACTS

In addition to FBI mission requirements, there are other minimum requirements for the acquisition of sites applicable to all federal agencies. Based on these requirements and FBI mission requirements, GSA advertised and solicited for site submittals and also contacted local real estate brokers.

Advertisements were placed in the Los Angeles Times and FedBizOpps. The LA Times advertisements were published three times during the first week of May, 2005. The FedBizOpps advertisement was published on April 29, 2005. Both advertisements requested that a response be provided to GSA by May 30, 2005. In addition to the advertisements, 93 individual direct contacts were sent to representatives of the following entities:

- City of Los Angeles (14)
- City of Beverly Hills (6)
- County of Los Angeles (4)
- State of California (8)
- Federal Officials (8)
- Private Land Owners/Developers (29)
- Chambers of Commerce/Business Organizations (6)
- Real Estate Brokerage/Property Management Firms (18)

While these advertising activities were proceeding, GSA initiated a separate process to locate potential sites that might meet the project criteria. In accordance with Executive Order 12072, several meetings were held with local officials from December, 2004 to May, 2005. Section

1-103 of Executive Order 12072 states that, "Except where such selection is otherwise prohibited, the process for meeting Federal space needs in urban areas shall give first consideration to a centralized community business area and adjacent areas of similar character, including other specific areas which may be recommended by local officials."

No potential sites were identified that were suitable for consideration. GSA received a letter from the City of Los Angeles confirming that consultation had been completed and that no viable sites were available.

B.4 SPECIFIC SITING CRITERIA

The GSA and the FBI developed criteria for site location based on security requirements, federal regulations, and constructability. These siting criteria were included in the advertisements for potential sites.

- To provide the FBI with rapid access to local and regional transportation networks, the site must lie within the interior boundaries of I-405 Freeway on the West, Magnolia Boulevard to the North, the I-5 Freeway to the East, and the I-10 Freeway on the South.
- To meet setback requirements for security and foundation requirements for construction, the site must be relatively flat and consist of a minimum of approximately 10 contiguous buildable acres.
- To minimize its strategic target value, the site can not be located within a one mile radius of any other major federal, state, or local law enforcement headquarters, be within any normal airport flight pattern area, or lie adjacent to railroad rights of way.
- The site should be located within a prime commercial office district with professional surroundings commensurate with the status of the government agency.
- By law, the site must be located outside of any designated floodplain.
- To meet the FBI's space requirements, the site must be zoned for office development and permit construction height of not less than 140 feet.

B.5 RESPONSES TO SITING ADVERTISEMENT, DIRECT CONTACTS, AND COORDINATION WITH LOCAL OFFICIALS.

In response to the advertisements, direct mail contacts, meeting with local officials and coordination with the Los Angeles Economic Development Council, 35 potential sites were identified. GSA staff reviewed each of the 35 sites to determine if they satisfied the siting criteria. The review of the sites did not find any that were viable for development of the FBI Los Angeles Field Office Headquarters. Since none of the sites offered could meet the critical criteria of being located within the specified delineated area and containing a minimum of 10 acres of contiguous buildable land.

B.6 SITE EVALUATION MATRIX

FBI Field Office Headquarters					
ALTERNATIVE SITE EVALUATION MATRIX					
Viable Screening Analysis					
Site No.	Site Address	City Location	At Least 10 Acres in Size	Within Delineated Area	VIABLE SITE
1*	E. Eighth Street	Los Angeles	No	Yes	NO
2*	Wholesale Street	Los Angeles	No	Yes	NO
3*	South Central	Los Angeles	No	Yes	NO
4*	South Alameda	Los Angeles	No	Yes	NO
5*	E. Washington Blvd.	Los Angeles	No	Yes	NO
6*	E. Washington Blvd.	Los Angeles	No	Yes	NO
7*	E. Washington Blvd.	Los Angeles	No	Yes	NO
8*	S. Clarence Street	Los Angeles	No	Yes	NO
9*	Alcazar Street	Los Angeles	No	Yes	NO
10*	Bauchet Street	Los Angeles	No	Yes	NO
11	200 N. Los Angeles Street	Los Angeles	UNK	Yes	NO***
12	E. First St. and N. Alameda	Los Angeles	UNK	Yes	NO***
13	E. Third St. and S. Santa Fe Ave.	Los Angeles	No	Yes	NO
14	Belmont HighSchool	Los Angeles	Yes	Yes	NO****
15	4671 Worth Street	Los Angeles	No	Yes	NO
16	VA Site	Los Angeles	Yes**	No	NO
17	2050 San Fernando Road	Glendale	Yes	No	NO
18	805 S. San Fernando Road	Burbank	Yes	No	NO
19	2800 W. Alameda	Burbank	No	Yes	NO
20	Sherman Way and Laurel Canyon Blvd	Van Nuys	Yes	No	NO
21	7600 Tyrone Ave.	Van Nuys	Yes	No	NO
22	West 190 St & Harborage Way	Torrance	No	No	NO
23	17801 Arenth Avenue	City of Industry	No	No	NO
24	1500 West Artesia	Gardena	No	No	NO
25	5253 Lewis Road	Agoura Hills	No	No	NO
26	2011 Rosecrans	El Segundo	No	No	NO
27	10100 Jefferson	Culver City	Yes	No	NO
28	Jefferson and Alla	Marina Del Ray	Yes	No	NO
29	Playa Vista -near Airport	Culver City	Yes	No	NO
30	21119 S. Wilmington Ave.	Carson	Yes	No	NO
31	10th Street - Palmdale & Ave. S	Palmdale	No	No	NO
32	20732 Centre Pointe Parkway	Santa Clarita	No	No	NO
33	32735 Santiago Road	Acton	No	No	NO
34	Sierra Highway & Sand Canyon	Canyon Country	No	No	NO
35	Dickason Plaza-27815a Smyth	Valencia	No	No	NO
* Sites 1-10 were not offers from owners; specific addresses were visited per real estate listing sheets received					
** Outside of area; same traffic impact to Wilshire at I-405; VA is conducting Master Plan for the Property					
*** Exact site dimensions not known; sites too close to other law enforcement facilities to be considered					
****Site no longer available; School district to tear down existing bldgs, clear environmental problems and rebuild on site.					

B.7 SITE VISIT ANALYSIS

Downtown Los Angeles

East Eighth St. - 9.0 acres

The proposed location lies within confines of the Los Angeles Produce Market and is therefore incompatible and unsuitable for use by the FBI.

Wholesale St. - 8.3 acres

The address of the proposed location is in the middle of a loading dock. It is unclear if the firm owns the entire site. Regardless, the size of the property is inadequate for the FBI's space requirements.

South Central Ave. - 9.4 acres

The proposed location contains a product storage and distribution facility for a large corporation. Office functions for the facility are housed in a structure which has a façade that may require preservation for its architectural or historical value, whereas the FBI needs a cleared site. While the property is extremely close to the Santa Monica freeway, street widths may be inadequate for the additional traffic flow which would result from location of the FBI on the premises. In addition to these considerations, the size of the site does not meet the minimum requirements of the government for this project.

South Alameda St. - 8.4 acres

The proposed location borders the Santa Monica Freeway. However, the proximity of the highway constitutes a detriment rather than an asset. Since the freeway structure is elevated and overlooks the site, the property presents FBI with an unacceptable condition for the safety and security of employees and operations. The proposed location also fails to meet the FBI's minimum size requirement.

East Washington Blvd. - 9.3 acres

The proposed location houses the operations for a trucking firm and is about 1/8 mile south of the boundary of the delineated area. However, the Santa Monica freeway can be accessed via a ramp directly across the street from the Northwest corner of the parcel. Nonetheless, the property is located in an area containing other shipping/warehouse and industrial entities which cannot be described as constituting a prime commercial office district nor as providing attractive and prestigious professional surroundings. In addition to these considerations, the size of the property does not meet the minimum requirements of the government for this project.

East Washington Blvd. - 9.4 acres

The proposed location contains an abandoned loading dock and is located about ¼ mile south of the boundary of the delineated area but not immediately adjacent to the Santa Monica Freeway. The property is located amongst other shipping/warehouse and industrial entities which cannot be described as constituting a prime commercial office district nor providing attractive and prestigious professional surroundings. In addition, the operation of the nearby LA Bureau of Sanitation generates extremely unpleasant odors which would make the relocation of FBI here unacceptable to (and perhaps, unhealthy for) the employees. The size of the property also does not meet the minimum requirements of the government for this project.

East Washington Blvd. - 9.1 acres

The proposed location contains a Recycling and Transfer Station for the City of Los Angeles Bureau of Sanitation and is located about just south of the boundary of the delineated area, but not immediately adjacent to the Santa Monica Freeway. The property is located amongst other shipping/warehouse and industrial entities which cannot be described as constituting a prime commercial office district nor providing attractive and prestigious professional surroundings. The present use of the property may also have created some issues relating to environmental contamination. The size of the property also does not meet the minimum requirements of the government for this project.

South Clarence St. - 7.9 acres

The address of this proposed site does not exist. Other building complexes in the area appear to constitute low-income housing developments

Alcazar St. - 7.9 acres

The Los Angeles County Department of Public Works is currently located on the proposed site. The property lies outside the delineated area, is not immediately adjacent to any freeways, and may only be accessed by driving through a residential neighborhood. While the proposed site would be located near several other corporations in an attractive environment, the surrounding area cannot be described as a prime commercial office district. The size of the property also does not meet the minimum requirements of the government for this project.

Bauchet St. - 9.6 acres

The proposed location houses the Twin Towers Correctional Facility with an adjacent parking lot. While the property is within the delineated area, it is not in close proximity to a major freeway nor can the surrounding area cannot be described as a prime commercial office district. The site is also a 1.16 mile drive from the Parker Center, which makes the site unattractive to the FBI from a security and operational perspective. Similarly, these drawbacks would make pointless any consideration of acquiring the jail's parking lot with the adjacent property used by the LA Department of Transportation as a bus depot annex. In addition, the LADOT lot has not been mentioned or offered by the city in our previous discussions.

200 North Los Angeles Street - Size Unknown

The site presently contains the old LA jail. However, its proximity to Parker Center (.04 miles away), makes it unworkable given the FBI's requirement to be located at least one mile away from any other major law enforcement facility. In addition, the site is reported to have environmental contaminants requiring remediation.

East First Street and North Alameda - Size Unknown

The proposed site is presently a parking lot. However, its proximity to Parker Center (.35 miles away), makes it unworkable given the FBI's requirement for any other major law enforcement facility to be located at least one mile away.

East Third Street and South Santa Fe Avenue - Eight Acres

The proposed site is presently a parking lot. However, its proximity to Parker Center (.85 miles away), makes it unworkable given the FBI's requirement for any other major law enforcement facility to be located at least one mile away. In addition, the age and architecture of the building on the site may classify the structure as historic in nature whereas the FBI needs a cleared site. Finally, several sets of Railroad tracks, while not on or adjacent to the site, are located just across the street and pose a potential security concern.

Belmont High School (Vista Hermosa)- Approximately 20 acres

The proposed site is located within the delineated area, with freeway access fairly close by, and in a prime commercial office district in an attractive setting. However, the reason that the property was available and had been offered was that the LA Unified School District had originally indicated that it could not use the site (and the building constructed over it) due to the well publicized presence of environmental contamination (methane). However, LAUSD has resolved this issue to the

satisfaction of the California Department of Toxic Substance Control and received clearance to use the site as originally intended. As a result, the District is currently soliciting for bids (due September 1, 2005) to renovate the existing structure and construct an additional building on the site. Thus, this property is no longer available to the government as a prospective FBI location.

4671 Worth Street - 6.7 acres

The proposed site is inadequate in size and lies east of the delineated area in an industrial zone near the 710 freeway.

Los Angeles Area - Surrounding Communities

West Los Angeles

Veterans Administration (VA) Site.

The proposed site lies outside the delineated area, west of the 405 Freeway. While GSA had discussed the possibility of obtaining a portion of the VA property north of Wilshire Blvd. as a potential location for a new facility for the FBI, the VA has subsequently decided to proceed with a master planning process to determine future best uses for the entire site. In addition, construction of a new facility at this location would not offer any substantial improvement to traffic conditions in the I-405/Wilshire corridor.

Glendale/Los Angeles

2050 San Fernando Road - 23.22 acres

The proposed site lies outside the delineated area and is at least ½ mile from the Glendale Freeway. The western side of the property is adjacent to a railroad line, which would pose a security issue for potential FBI operations at this location. While the proposed site would be part of an attractive office complex (portions of which have already been constructed and occupied), the surrounding area is still attempting to emerge as a commercial office district. Further investigation of the site disclosed that it is zoned for light industrial use and community development plans indicate no plans to change this designation in the future.

805 South San Fernando Road - 21 acres

The proposed site lies outside the delineated area and is several blocks away from the Glendale Freeway. While the site is zoned for mixed commercial use, the western side of the property is adjacent to a railroad line, which would pose a security issue for potential FBI operations at this location. In addition, the majority of the site is under lease to a movie set storage

company through June 30, 2007. Finally, the broker offering the property has indicated that the property is not presently for sale. The broker advised that ownership will only consider proposals for a land swap or future lease/build to suit project.

Burbank

2800 W. Alameda Avenue 9.35 acres

The proposed site is located in a commercial area within the delineated area. The size of the parcel is inadequate for the FBI's needs. The 9.35 acres is further reduced by a utility easement across one corner of the property to a useable 8.7 acres.

Van Nuys

Intersection of Sherman Way and Laurel Canyon Blvd. -

NW Corner - 60 acres

The proposed site lies outside the delineated area and is not immediately adjacent to any freeways. A railroad track also borders the property on the south side. The broker submitting the property has indicated that the site is a former landfill, which may pose environmental problems. The property is currently subdivided and presently occupied by RV lots and used car dealerships.

7600 Tyrone Avenue (Quest Diagnostics) - 17.29 acres

The proposed site lies outside the delineated area, is not immediately adjacent to any freeways, and may only be accessed by driving through a residential neighborhood. The north boundary of the property is a railroad track. The present use appears to include laboratory functions which might pose environmental hazards/clean-up requirements. The broker has indicated the asking price to be approximately one million dollars per acre.

Torrance

West 190 Street @ Harborgate Way - Approximately Seven Acres

The proposed site lies far to the south of the delineated area, is inadequate in size, and is presently not for sale.

City of Industry - 7.3 acres

17801 Arenth Avenue

The proposed site lies far to the east of the delineated area, is inadequate in size, with "nearby" railroad tracks.

Gardena

1500 West Artesia - 7.3 acres

The proposed site lies far to the south of the delineated area and is inadequate in size.

Agoura Hills

5253 Lewis Road - 6.8 acres

The proposed site lies to the west of the delineated area and is inadequate in size.

El Segundo

2011 Rosecrans - 8.9 acres

The proposed site lies to the west of the delineated area and is inadequate in size. If and when developed, the property can only be accessed via a street continuation under railroad tracks.

Culver City

10100 Jefferson

The proposed site lies to the south of the delineated area. However, as of June 30, 2005, we have been advised the property is already under contract for purchase.

Marina Del Rey - Approximately 20 acres

Northwest Corner of Jefferson and Alla Roads

The proposed site lies to the south of the delineated area and is approximately 1.75 miles from the Santa Monica Freeway (405). The property is located in a mixed used area, with residential neighborhoods on two sides, but with commercial/industrial development (Home Depot, etc.) on the others. The U. S. Postal Service owns this property and is seeking fair market value compensation (estimated at \$100 million) from any prospective developer interested in purchase. USPS personnel have also indicated that there may be soil contaminants present on undeveloped portions of the site which were not remediated when the existing structures were constructed.

Playa Vista/Airport - Size Unknown

The proposed site lies to the south of the delineated area near Marina Del Rey. Its proximity to LAX near the flight patterns of

the airport would make the parcel unsuitable for the FBI for security reasons.

Carson

21119 South Wilmington Avenue - 10 acres

The proposed site lies well to the south of the delineated area in an industrial area. In addition, the property formerly housed a tank cleaning business, which suggests that environmental remediation of contaminants may be necessary prior to use.

Greater Los Angeles Area

Palmdale

Tenth Street between Palmdale Boulevard and Avenue "S" -

8.5 acres

The proposed site lies far to the north of the delineated area, is inadequate in size, and is presently not for sale.

Santa Clarita

20732 Centre Pointe Parkway - Lot #5 - 6.3 acres

The proposed site is located in an industrial zone far to the north of the delineated area, is inadequate in size, and is presently not for sale.

Acton

32735 Santiago Road - 6.1 acres

The proposed site is located in an industrial zone far to the north of the delineated area in an office subdivision. The size of the parcel is inadequate for the FBI's needs.

Canyon Country

Sierra Highway and Sand Canyon - Approximately six acres

The proposed site is located in an industrial zone far to the north of the delineated area, is inadequate in size, and is presently not for sale (for Lease only).

Valencia

Dickason Plaza - 27851a Smyth Drive - 7.2 acres

The proposed site is located in an industrial zone far to the north of the delineated area. The size of the parcel is inadequate for the FBI's needs.

B.8 LETTER FROM THE CITY

CITY OF LOS ANGELES
CALIFORNIA

ALVIN Y BLAIN
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05 JUN 22 AM 11:14
GSA REGION 9
PROPERTY DEVELOPMENT DIV
9PC

June 13, 2005

Mr. Kevin F. Waldron
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U. S. General Services Administration
450 Golden Gate Avenue
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Subject: Law Enforcement Facility, Los Angeles, California

This is in reply to your letter dated May 2, 2005, requesting the City of Los Angeles to search its inventory for ten acres of City property for the above future Federal Project.

We have searched City properties and find no property of ten acres that would be available for your project. However, there appears to be property owned by the federal government northwest of the intersection of Wilshire Boulevard and the 405 Freeway, which appears to be under utilized.

We appreciate this opportunity of being of service to your search for the Law Enforcement Facility. Should you need further information, please call Mr. Frank Kobashi, at (213) 922-8549.

Sincerely,

R. Jones-Sawyer, Sr.
R. Jones-Sawyer, Sr.
Director

C. Mayor-elect Antonio Villaraigosa

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APPENDIX C TRAFFIC STUDY

DRAFT
Traffic Study for the
Los Angeles Field Office Headquarters of the
Federal Bureau of Investigation (FBI)
Los Angeles, CA

February 17, 2006

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JA4056

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Notes: Appendices B through I are available under separate cover.

1. Introduction

This report documents the traffic study prepared for proposed expansion of the Federal Bureau of Investigation (FBI) Field Office Headquarters. The proposed Federal buildings (Project) will be constructed at 11000 Wilshire Boulevard in West Los Angeles. The proposed project will consolidate the current FBI Field Office Headquarters and 11 other separate leased locations into one single location. In addition, the project will accommodate the future projected growth of the FBI. New federal buildings are proposed to be constructed in two phases. The first phase will include 230,000 square feet of office space, 190,000 square feet of storage, 47,000 square feet of auto/radio maintenance facility (A/RMF), and 297,500 square feet of secured parking garage. The second phase will accommodate the long term facilities requirements with 470,000 square feet of office and the second 122,500 square feet section of secured parking garage. A total of 700,000 square feet of office, 190,000 square feet of evidence storage, 47,000 square feet of A/RMF Building, and 420,000 square feet of secured parking garage will be constructed with the completion of the second phase.

Katz, Okitsu & Associates was retained to study the potential traffic impacts of the proposed Project alternatives. The alternatives evaluated in this report included Alternative 1, which increased the workforce population at 11000 Wilshire Boulevard and Alternative 2, which reduced the workforce on the site in relation to the No Action Alternative. Because Alternative 2 reduced traffic impacts when compared to the No Action Alternative, it was not analyzed to the extent that the No Action (baseline) and Alternative 1 were evaluated. For purposes of this report the term "Project" refers to Alternative 1.

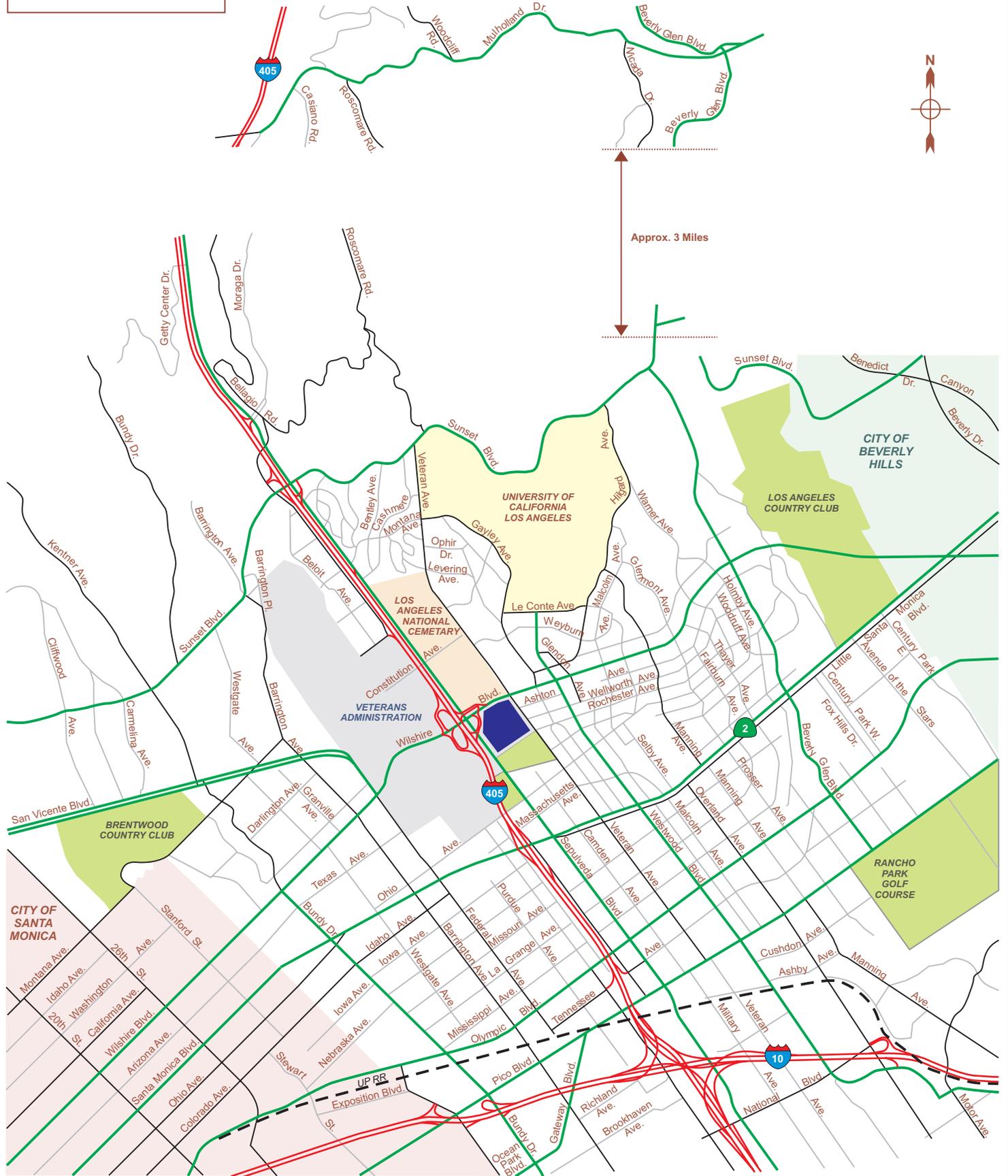
The following sections examine the impacts of the project on weekday AM and PM peak hour operations at key area intersections. The findings of this analysis will be used to prepare the project's environmental documentation. The scope and methodologies used for this traffic study were developed in consultation with the City of Los Angeles Department of Transportation (LADOT). The Project study area, as defined through consultation with LADOT staff and public meetings with the community, encompasses 70 roadway intersections. Key tasks undertaken for this traffic analysis include: 1) definition of study approach, 2) determination of existing traffic conditions, 3) trip generation forecasts of the planned project land use, 4) assignment of Project-generated trips to the study area roadway system and, 5) evaluation of the impact of project traffic at the study intersections. This report follows guidelines within the LADOT document entitled *Traffic Study Policies and Procedures*.

A. Project Location

The proposed Project site would be located at 11000 Wilshire Boulevard in the community of Los Angeles. Figure 1 illustrates the study area and the site location in relation to surrounding street system. As shown, regional access to the site is provided via San Diego (I-405) Freeway and Santa Monica (I-10) Freeway.

LEGEND

Project Site



B. Existing Site Development and Access

Currently, the facilities on site include a 17-story office tower that houses 562,000 square feet of office space, U.S. Post Office, cafeteria, and parking garage. In 2005, a total 1,252 employees occupy the building of which 700 are FBI employees, 400 are government employees (non-FBI), 142 are postal service employees, and 10 are cafeteria staff. According to the General Services Administration (GSA), at capacity, the office tower can accommodate a maximum of 1,915 FBI and non-FBI government employees. Thus, the existing building and facilities could accommodate up to 2,067 employees.

With completion of the project, access to the site will continue to be provided along Veteran Avenue and Sepulveda Boulevard. Access to the secured parking garage will be available at any of the driveways.

C. Project Description

Alternative 1.

The proposed Project is to construct new facilities for the FBI on the 11000 Wilshire Boulevard site in addition to the existing 17-story building. An additional 937,000 gross square feet of building space plus a garage with 1,200 secured parking stalls and 750 parking spaces on surface lots will be provided. The project would occur in two phases over a 10-year period.

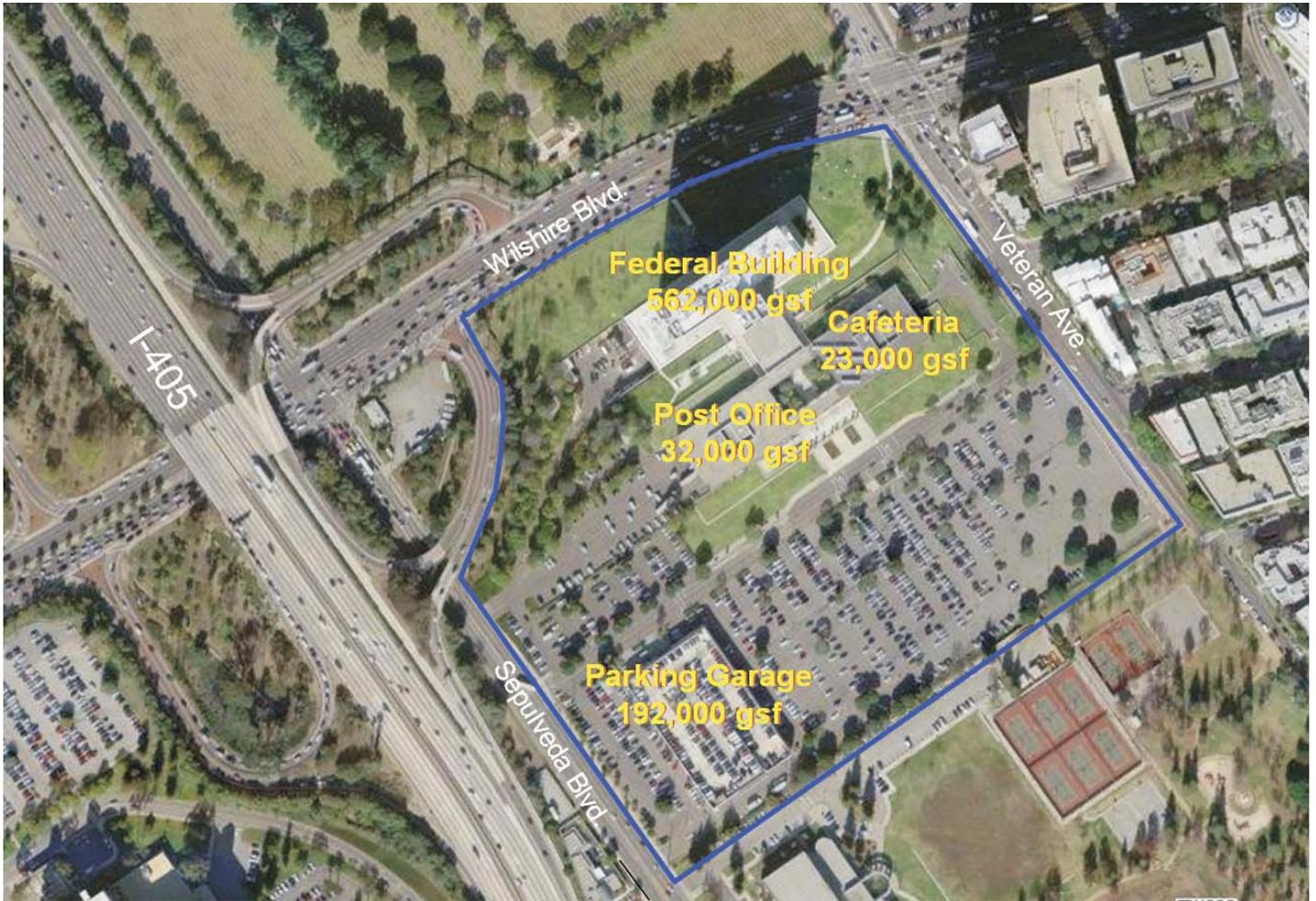
Under the first phase of the Project (Year 2012), 230,000 square feet of office space, 190,000 square feet of strictly storage, and 47,000 square feet of auto/radio maintenance facility with 850-space secured parking garage will be constructed. According to GSA, the existing office tower will be renovated for non-FBI tenant use that is projected to accommodate a maximum of 2,300 employees once renovation is completed. The existing post office and cafeteria will remain as-is without any growth expected.

According to GSA, the second phase (Year 2017) of the project is planned to construct additional 470,000 square feet of office for FBI use with 350-space secured parking garage. Phase 2 will strictly be for FBI use to accommodate its projected growth. An additional 1,000 FBI employees are estimated by Year 2017.

Alternative 2

Alternative 2 would be the same for new construction as Alternative 1, however the existing 17-story office tower and the cafeteria building would be demolished.

Figure 2 shows the existing .



D. Project Study Area

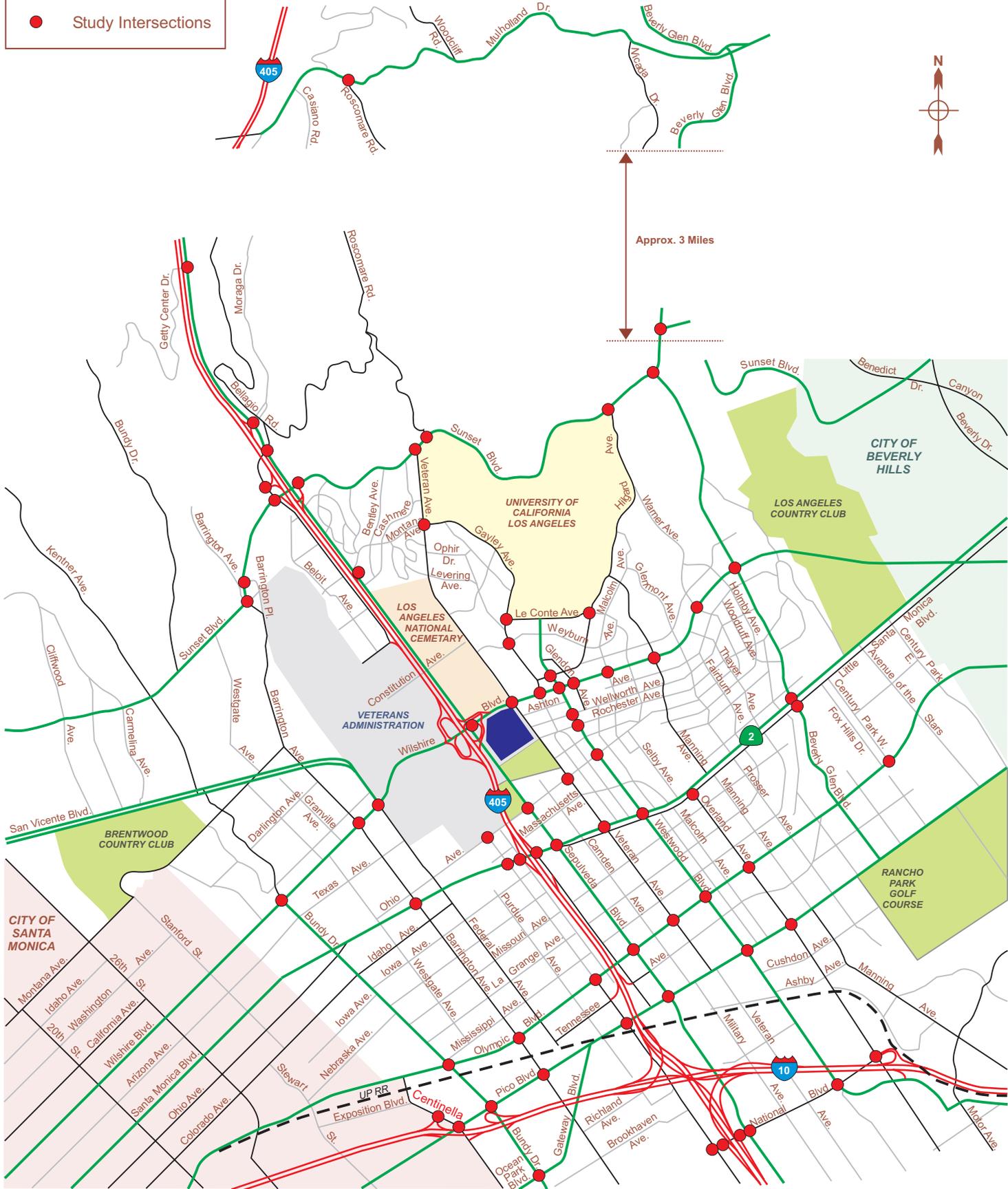
For this traffic analysis, seventy (70) locations were defined as study intersections in consultation with LADOT staff. All of the study intersections are controlled by traffic signals. The following is the list of the study locations:

1. Roscomare Road and Mulholland Drive
2. Sepulveda Boulevard and Getty Ctr Drive
3. Sepulveda Boulevard and Moraga Drive/I-405
4. Sepulveda Boulevard and Church Lane
5. Barrington Avenue and Sunset Boulevard
6. Barrington Place and Sunset Boulevard
7. Church Lane and I-405 SB Ramps
8. Church Lane and Sunset Boulevard
9. I-405 NB Ramps and Sunset Boulevard
10. Veteran Avenue and Sunset Boulevard
11. Bellagio and Sunset Boulevard
12. Hilgard Avenue and Sunset Boulevard
13. Beverly Glen Boulevard (West) and Sunset Boulevard
14. Beverly Glen (East) and Sunset Boulevard
15. Sepulveda Boulevard and Montana Avenue
16. Veteran and Gayley
17. Gayley Avenue and Le Conte Avenue
18. Gayley Avenue and Weyburn Avenue
19. Hilgard Avenue and Le Conte Avenue
20. Bundy Drive and Wilshire Boulevard
21. Barrington Avenue and Wilshire Boulevard
22. San Vicente/Federal and Wilshire Boulevard
23. Sepulveda Boulevard and Wilshire Boulevard
24. Veteran Avenue and Wilshire Boulevard
25. Gayley Avenue and Wilshire Boulevard
26. Westwood Boulevard and Lindbrook Drive
27. Westwood Boulevard and Wilshire Boulevard
28. Glendon Avenue and Wilshire Boulevard
29. Selby Avenue and Wilshire Boulevard
30. Warner Avenue and Wilshire Boulevard
31. Beverly Glen Boulevard and Wilshire Boulevard
32. Westwood Boulevard and Wellworth Avenue
33. Westwood Boulevard and Rochester Avenue
34. Barrington Avenue and Santa Monica Boulevard
35. Sawtelle Boulevard and Ohio Avenue
36. Sepulveda Boulevard and Ohio Avenue
37. Veteran Avenue and Ohio Avenue
38. Westwood Boulevard and Ohio Avenue
39. Sawtelle Boulevard and Santa Monica Boulevard
40. I-405 SB Ramps and Santa Monica
41. I-405 NB Ramps and Santa Monica
42. Sepulveda Boulevard and Santa Monica Boulevard
43. Veteran Avenue and Santa Monica Boulevard
44. Westwood Boulevard and Santa Monica Boulevard
45. Overland Avenue and Santa Monica Boulevard
46. Beverly Glen Boulevard and Santa Monica
47. Beverly Glen and Santa Monica South
48. Bundy Drive and Olympic Boulevard
49. Barrington Avenue and Olympic Boulevard
50. Sawtelle Boulevard and Olympic Boulevard
51. Sepulveda Boulevard and Olympic Boulevard
52. Veteran Avenue and Olympic Boulevard
53. Westwood Boulevard and Olympic Boulevard
54. Overland Avenue and Olympic Boulevard
55. Century Park West and Olympic Boulevard
56. Centinela Avenue and I-10 WB Ramps
57. Centinela Avenue and Pico Boulevard
58. Bundy Drive and Pico Boulevard
59. Barrington Avenue and Pico Boulevard
60. Sawtelle Boulevard and Pico Boulevard
61. Sepulveda Boulevard and Pico Boulevard
62. Westwood Boulevard and Pico Boulevard
63. Overland Avenue and Pico Boulevard
64. Bundy Drive and Ocean Park Boulevard/Gateway Boulevard
65. Sawtelle Boulevard and National Boulevard
66. I-405 SB On Ramp and National Boulevard
67. I-405 NB Off Ramp and National Boulevard
68. Sepulveda Boulevard and National Boulevard
69. Westwood Boulevard and National Boulevard
70. Overland Avenue and I-10 WB Ramps/National Boulevard

The locations of the study intersections are illustrated in Figure 3.

LEGEND

- Project Site
- Study Intersections



E. Analysis Methodology

In order to document these assumptions, Katz, Okitsu & Associates typically submits Memorandum of Understanding (MOU) for this type of report. The development of an MOU is a formal part of the traffic impact analysis process required by LADOT for all traffic studies. The list of study intersections is typically finalized through this process. The number of study intersections to be included in this analysis, however, was finalized through the series of meetings with both LADOT staff and community members. The related area projects were also determined through the same process. As for the trip generation assumptions, survey of the existing building was performed to develop empirical trip generation rates specific to the proposed land use rather than utilizing the typical rates from the Institute of Transportation Engineers (ITE) *Trip Generation 7th Edition*. The following text describes the methodology for this report.

Study Scenarios

Weekday AM and PM peak hour traffic operations were evaluated at the study intersections for each of the following traffic scenarios:

- Existing (Year 2006) Conditions
- Future (Year 2012) with Ambient Growth and Related Projects – Phase 1
- Future (Year 2012) with Ambient Growth and Related Projects and the Proposed Project – Phase 1
- Future (Year 2017) with Ambient Growth and Related Projects – Phase 2
- Future (Year 2017) with Ambient Growth and Related Projects and the Proposed Project – Phase 2

The TRAFFIX software was used to perform the level of service analysis of the street network. The intersection analysis was based upon the Transportation Research Board Critical Movement Analysis (CMA) Circular 212 Planning method for signalized intersections.

Existing Period Conditions

In order to define existing traffic conditions at the study intersections, peak hour turning movement counts were compiled at the study intersections on a weekday during the hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, per LADOT guidelines. New traffic counts near the project site were collected in October 2004 when the project was initially proposed. In addition to the key intersections determined at first, the study area was expanded to a three-mile radius from the site of which are critical intersections that can be impacted by the project and any intersections operating at a poor levels of service. The traffic counts for the additional intersections (45) were compiled from nearby traffic studies recently completed and in the LADOT database. Utilizing the historical annual growth of 1% within the study area, all intersection traffic counts were adjusted to reflect the existing (Year 2006) conditions. The morning and afternoon peak hour traffic counts are provided in Appendix B.

Fieldwork within the Project study area was undertaken to identify the condition of major roadways, to identify traffic control and approach lane configuration at each study intersection, and to identify the locations of on-street parking and transit stops

The existing level of service at each of the study intersections is discussed in Section 2 of this report.

Future Period Conditions

In order to define regional traffic growth that would affect operations at the study intersections during the Project years (2012 and 2017), an ambient/background traffic growth rate was defined. This annual growth rate is based on the discussion with LADOT staff and consistent with the historical growth of the study area. The chosen annual growth rate of 1% was utilized to increase existing (year 2006) traffic volumes to establish a future (year 2012 and 2017) base traffic volumes. The applied rate was approved and verified with LADOT staff.

Future Area Development Projects

In addition to future ambient growth, traffic from area related projects (approved and pending) was considered before examining traffic impacts from the proposed Project. Katz, Okitsu & Associates researched information from recently completed traffic studies discussed with LADOT staff. The list was compiled pertaining to approved projects and projects pending approval in the study area. Daily and peak hour trips that would be generated from each of the related projects were computed. The trip rates are generally based on the Institute of Transportation Engineers (ITE) *Trip Generation 7th Edition* published in 2003.

The level of service for future conditions at the study intersections with traffic from related projects is discussed in Section 3 of this report.

Project Trip Generation and Distribution

Typically, the estimated trip generation for typical office use would be derived from the Institute of Transportation Engineers *Trip Generation, 7th Edition*. Although the 11000 Wilshire Building is designated for government office use, the number of trips and the trip patterns generate by the building are rather atypical from the average office use (i.e., general or government office) based on assortment of working schedules of each employee. Thus, surveys were conducted to determine the trip generation characteristics of the existing building. The existing site primarily consists of FBI and government offices (i.e., non-FBI government agencies). In order to calculate trip generation totals from each type of office use, trip rates per employee derived from the surveys performed at the existing building.

Project trip distribution was also determined through the surveys performed. Sample of the zip code data of the employees were evaluated to estimate project trip distribution.

The methodology utilized for the Project trip generation and distribution calculations is discussed in Section 4 of this report.

Level-of-Service Analysis and Impacts

Katz, Okitsu & Associates quantitatively assessed weekday AM and PM peak hour traffic impacts at 70 study intersections. As a result of meeting with the Traffic Working Group formed for this project and LADOT, there were 72 intersections identified for study. A review of all 72 intersections identified two that were not signalized intersections and therefore would not qualify for this type of analysis. As defined by LADOT traffic study guidelines, significant impacts of a proposed project at study intersections must be mitigated to a level of insignificance. In cases where capacity increases are possible, Katz, Okitsu & Associates analyzed mitigation measures that would restore operations commensurate with the future pre-Project period or better.

The level of service for future conditions with related project traffic and Project traffic at the study intersections is discussed in Section 5 of this report. Recommended mitigation measures and the analysis of the impact of those measures are discussed in Section 6.

Level of Service Methodology

For analysis of Level of Service (LOS) at signalized intersections, LADOT has designated the Circular 212 Planning methodology as the desired tool. The concept of roadway level of service under the Circular 212 method is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. A facility is “at capacity” (v/c of 1.00) when extreme congestion occurs. This volume/capacity ratio value is based upon volumes by lane, signal phasing, and approach lane configuration.

Level of service (LOS) values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the “operating capacity” of a roadway. LADOT defines LOS D as the lowest acceptable operating condition. Appendix A of this report provides information regarding traffic analysis methodology and LOS definitions for signalized roadway intersections.

All of the signalized study intersections are controlled by the City of Los Angeles’ Automated Traffic Surveillance and Control (ATSAC) system. In accordance with LADOT procedures, a capacity increase value of 7% (0.07 v/c adjustment) was applied to the level of service calculations to reflect the benefits of ATSAC control at these intersections. In addition, intersection analyses also assume that LADOT’s Adaptive Traffic Control System (ATCS) are implemented at all study intersections. LADOT estimates that the ATCS system provides an additional capacity increase of about 3% beyond the 7% increase related to the precursor ATSAC system. Thus, a total adjustment of 10% to the capacity of each study intersection was included in the analyses.

2. Existing Conditions (Year 2006)

This section documents the existing conditions in the study area. The discussion presented here is limited to specific roadways in the project's vicinity. Figures 4a and 4b depict the lane configurations and traffic control at the study intersections.

A. Existing Roadway System

Significant freeways and roadways within the study area are described below.

I-405 (San Diego Freeway) is a north-south freeway adjacent to the project site. The freeway can be accessed through several ramps near the project site. Primarily, freeway access from the project site would be from Wilshire Boulevard and Santa Monica Boulevard. The freeway provides four lanes in each direction with additional carpool lane on the southbound direction within the study area.

I-10 (Santa Monica Freeway) is an east-west freeway located in the southern portion of the study area. The freeway provides a regional access to the east of the project site. The freeway can either be accessed through the San Diego Freeway or through local streets that will lead to the Overland Avenue interchange. The freeway provides four lanes in each direction.

Wilshire Boulevard is a major east-west highway that provides eight travel lanes adjacent to the site, four lanes per directions, with a striped two-way left-turn median. On-street parking is generally prohibited east of Federal Avenue within the study area. Parking is allowed during off-peak hours west of Federal Avenue. Bus lanes are also designated along Wilshire Boulevard west of Federal Avenue which reduces the travel lanes from six to four lanes during morning and afternoon peak period.

Santa Monica Boulevard is classified as an east-west major highway. The roadway provides six travel lanes with raised median east of the San Diego Freeway. Currently, on-going construction is occurring along this roadway. On-street parking is prohibited east of the San Diego Freeway within the study area. Parking is generally provided west of Sawtelle Boulevard during off-peak periods.

Sunset Boulevard is a major east-west highway that provides four travel lanes north of the study area. The roadway is primarily divided by double yellow line. Left-turn lanes are provided at major intersections. Parking is prohibited along Sunset Boulevard within the study area.

Olympic Boulevard is an east-west roadway classified as a major highway. The roadway generally provides eight lanes within the study area. On-street parking is generally allowed during off-peak periods.

Pico Boulevard is an east-west secondary highway located in the southern portion of the study area. Four travel lanes are provided along the roadway with two-way left-turn median. Metered parking is provided during off-peak periods.

National Boulevard is a secondary roadway that runs in an east-west direction. The roadway provides four travel lanes with striped two-way left-turn median. On-street parking is generally permitted on both sides of the street.

Sepulveda Boulevard is a major highway that runs in a north-south direction. The project site has a direct access at Sepulveda Boulevard. The roadway provides four travel lanes with striped two-way left-turn median lane south of Wilshire Boulevard and double yellow line north of the project site. On-street parking is generally prohibited on both sides of the street within the study area.

Sawtelle Boulevard is designated as secondary highway and is striped as a four-lane roadway. On-street parking is generally permitted within the study area.

Veteran Avenue is a north-south secondary highway with a direct access from the project site. The roadway generally provides two travel lanes. On-street parking on both sides of the street is permitted.

Westwood Boulevard is a major highway that runs in a north-south direction located east of the project site. The roadway provides four to six travel lanes within the study area. Westwood Boulevard provides direct access to the Santa Monica Freeway locally.

Overland Avenue is a north-south secondary roadway and is striped as a two lane roadway north of Pico Boulevard. Four travel lanes are provided south of Pico Boulevard. Parking is generally permitted on both sides of the street.

B. Existing Transit Service

The Project study area is served by bus transit lines operated by The Los Angeles County Metropolitan Transportation Authority (MTA), Los Angeles Department of Transportation (LADOT) Commuter Express, Antelope Valley Transit Authority, Culver City Bus Lines, Santa Clarita Municipal Bus Lines, and Santa Monica Municipal Bus Lines (Big Blue Bus). Table 1 briefly summarizes the transit service provided within the study area. As shown, there are nine MTA bus lines serving the study area. A total of four bus lines are served by LADOT while twelve bus lines are being served by the Big Blue Bus.

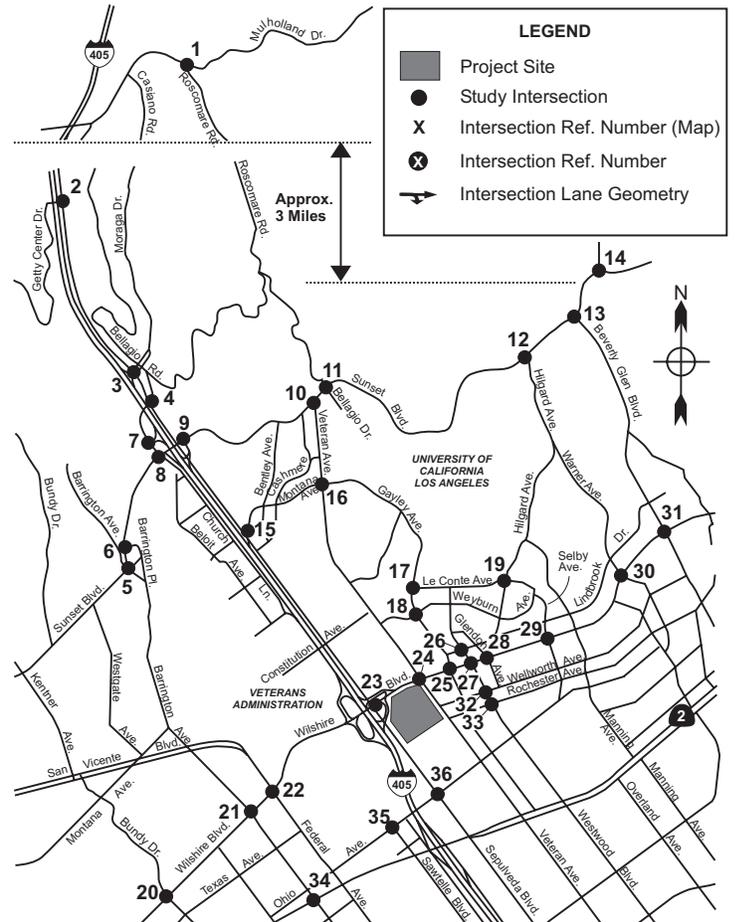
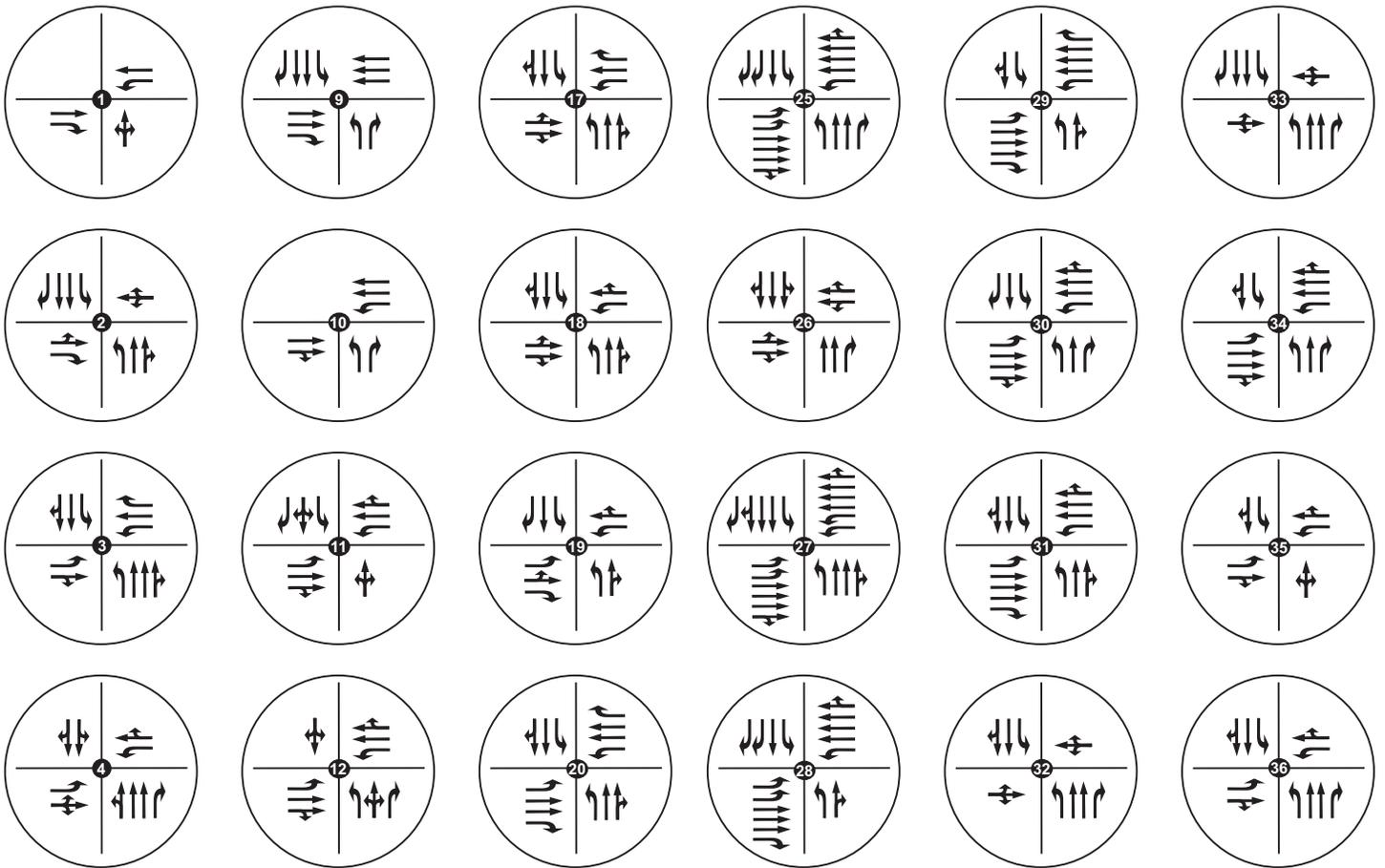
Table 1 – List of Transit Lines within the Study Area

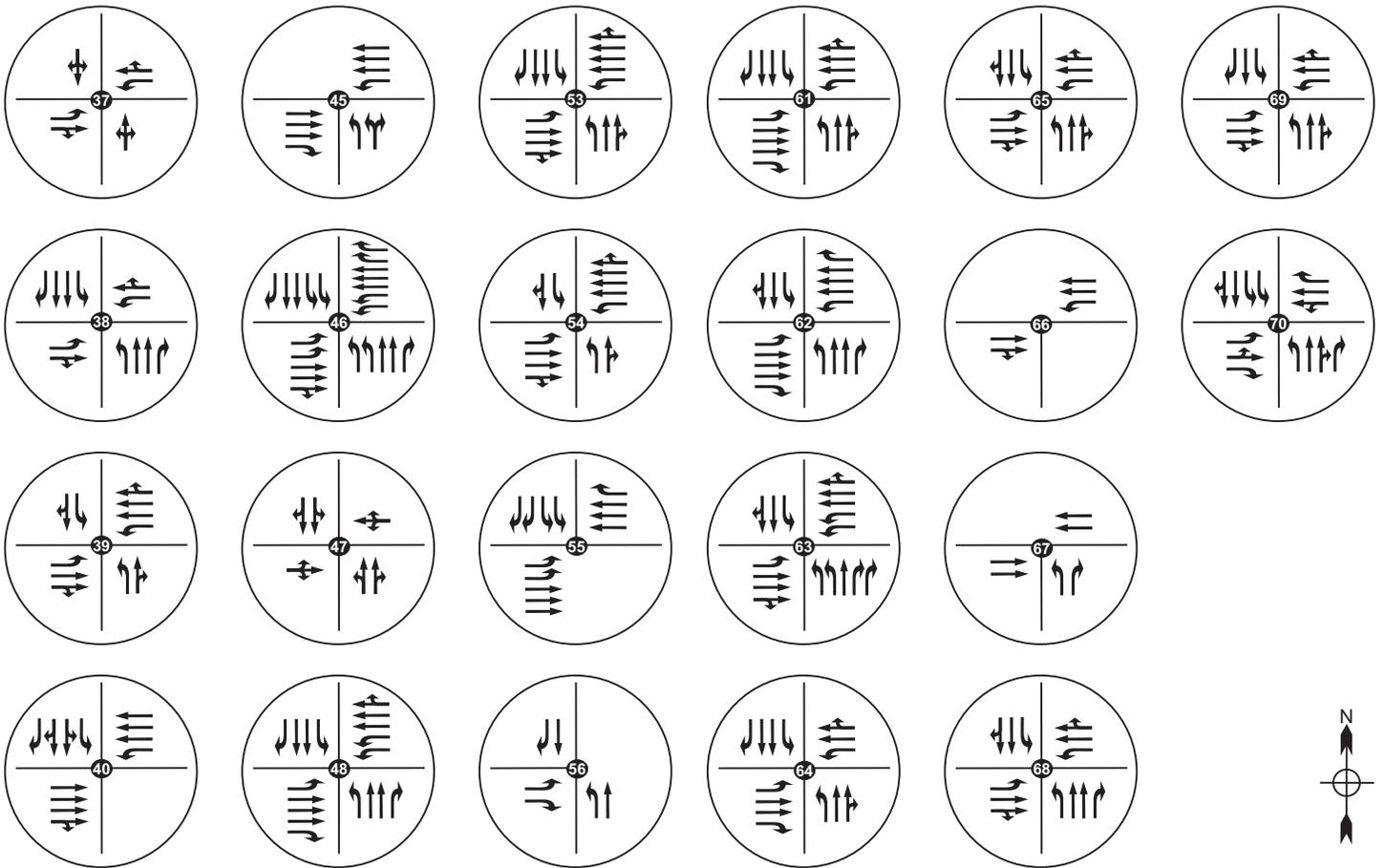
Agency	Line#	Description	Service Type
LACMTA	20/21 *	Downtown LA - Santa Monica via Wilshire Blvd.	Local to Downtown L.A.
LACMTA	720 *	Commerce – Santa Monica via Wilshire Blvd.	Rapid Bus – Limited Service
LACMTA	761 *	Pacoima - Van Nuys Blvd. - Wilshire Blvd. - UCLA	Rapid Bus – Limited Service
<i>* Line provides direct service to existing West Los Angeles Federal Building complex or Wilshire Blvd. stops</i>			
LACMTA	2/302	Pacific Palisades – UCLA –	Local & Limited Stop

		Downtown L.A.	
LACMTA	4/304	Santa Monica – UCLA – Downtown L.A.	Local & Limited Stop
LACMTA	16/316	Century City – Downtown L.A.	Local & Limited Stop
LACMTA	28/328	Century City – Downtown L.A. via Olympic Blvd.	Local & Limited Stop
LACMTA	305	Willowbrook/Green Line – UCLA	Limited Stop
LACMTA	534	Malibu – Culver City via I-10	Non-Downtown L.A. Freeway Express
Antelope Valley	786	Lancaster/Palmdale – Westwood/Beverly Hills via I-405	Non-Downtown L.A. Freeway Express
Culver City Bus Lines	3	Century City - Westwood Blvd. – Howard Hughes Center	Local
Culver City Bus Lines	6	Westwood – Sepulveda Blvd. – LAX/Green Line	Local
LADOT Comm. Exp.	430	Pacific Palisades - VA Park & Ride – Downtown L.A. via I-405, I-10	Freeway Express
LADOT Comm. Exp.	431	VA Park & Ride – Overland Ave. – Downtown L.A. via I-10	Freeway Express
LADOT Comm. Exp.	573	Mission Hills - UCLA – Century City via I-405	Non-Downtown L.A. Freeway Express
LADOT Comm. Exp.	574	Sylmar – Howard Hughes Ctr./LAX via I-405 (no stops within study area)	Non-Downtown L.A. Freeway Express
Santa Clarita Muni. Bus Lines	792	Santa Clarita – Westwood/UCLA - Century City	Non-Downtown L.A. Freeway Express
Santa Clarita Muni. Bus Lines	797	Santa Clarita – Westwood/UCLA - Century City	Non-Downtown L.A. Freeway Express

Santa Monica Muni. Bus Lines	1	Venice Beach to UCLA via Santa Monica Blvd.	Local
Santa Monica Muni. Bus Lines	2	Venice Beach to UCLA via Wilshire Blvd.	Local
Santa Monica Muni. Bus Lines	3	Green Line/LAX to UCLA via Montana Ave.	Local
Santa Monica Muni. Bus Lines	4	Downtown Santa Monica to Westside Pavilion via San Vicente	Local
Santa Monica Muni. Bus Lines	5	Pico/Rimpau Transit Center to Santa Monica via Olympic Blvd.	Local
Santa Monica Muni. Bus Lines	7	Pico/Rimpau Transit Center to Santa Monica via Pico Blvd.	Local
Santa Monica Muni. Bus Lines	8	Santa Monica - Westwood	Local

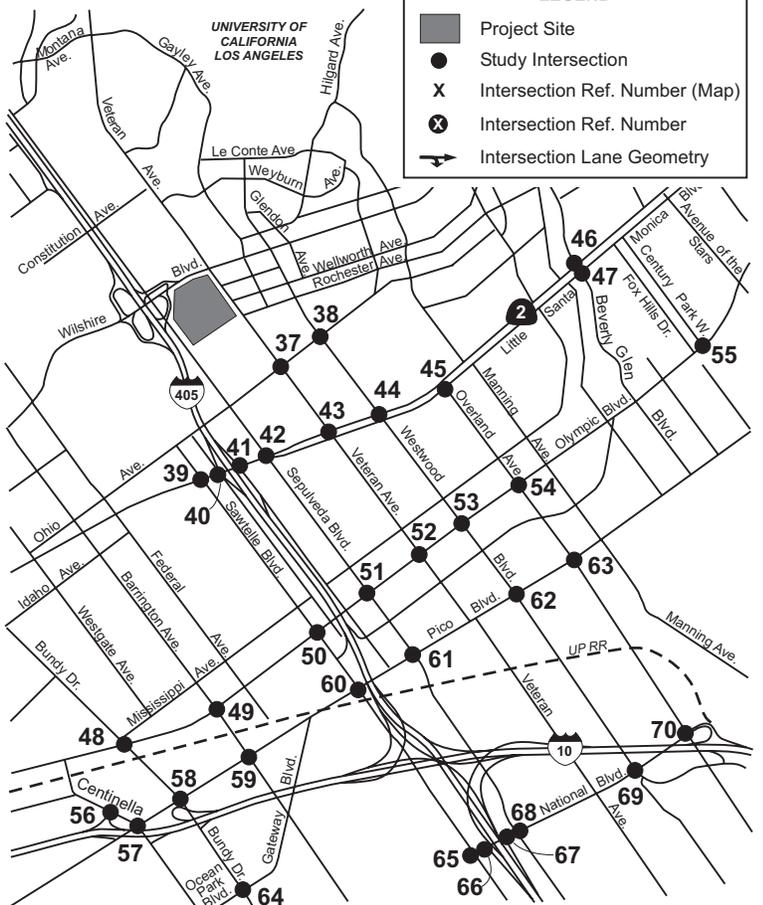
Bus Lines		Blvd./UCLA via Ocean Park Blvd.	
Santa Monica Muni. Bus Lines	10	Santa Monica - L.A. Union Station via Bundy/Santa Monica Blvd./I-10	Freeway Express
Santa Monica Muni. Bus Lines	12	Pico/Rimpau Transit Center to UCLA via Westwood Blvd.	Local
Santa Monica Muni. Bus Lines	13	Pico/Rimpau Transit Center to Westside Pavilion via Motor Ave.	Local
Santa Monica Muni. Bus Lines	14	Montana Ave. - Bundy Blvd./Centinel Ave. - Getty Ctr.	Local
Santa Monica Muni. Bus Lines	VA Commuter	VA Park & Ride to Pico/Rimpau Transit Center	Local
<p><i>LACMTA = Los Angeles County Metropolitan Transportation Authority</i> <i>CommExp = Commuter Express</i></p>			





LEGEND

- Project Site
- Study Intersection
- X** Intersection Ref. Number (Map)
- ⊗** Intersection Ref. Number
- Intersection Lane Geometry



D. Existing Intersection Levels of Service

Utilizing the traffic counts at the study area intersections and the adjustments made to reflect existing conditions, a volume-to-capacity ratio and corresponding level of service (LOS) was determined for all of the study area intersections for the AM and PM peak hour. Table 2 provides the volume/capacity ratios and LOS values for each study intersection, for existing (2006) conditions.

**Table 2 – Summary of Intersection Performance
Existing (2006) Conditions**

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
1. Roscomare Rd & Mulholland Dr	0.669	B	0.551	A
2. Sepulveda Bl & Getty Ctr Dr	0.941	E	0.965	E
3. Sepulveda Bl & Moraga Dr/I-405	0.986	E	0.725	C
4. Sepulveda Bl & Church Ln	0.927	E	0.975	E
5. Barrington Av & Sunset Bl	1.009	F	0.810	D
6. Barrington Pl & Sunset Bl	1.036	F	0.891	D
7. Church Ln & I-405 SB Ramps	0.790	C	0.755	C
8. Church Ln & Sunset Bl	0.888	D	0.851	D
9. I-405 NB Ramps & Sunset Bl	0.901	E	0.600	A
10. Veteran Av & Sunset Bl	1.141	F	1.069	F
11. Bellagio & Sunset Bl	0.910	E	1.143	F
12. Hilgard Av & Sunset Bl	0.921	E	0.983	E
13. Beverly Glen Bl (West) & Sunset Bl	1.336	F	1.446	F
14. Beverly Glen (East) & Sunset Bl	0.993	E	1.141	F
15. Sepulveda Bl & Montana Av	1.011	F	0.961	E
16. Veteran & Gayley	0.921	E	1.053	F
17. Gayley Av & Le Conte Av	0.663	B	0.645	B
18. Gayley Av & Weyburn Av	0.574	A	0.962	E
19. Hilgard Av & Le Conte Av	0.584	A	0.683	B
20. Bundy Dr & Wilshire Bl	0.907	E	0.931	E
21. Barrington Av & Wilshire Bl	0.846	D	0.870	D
22. San Vicente/Federal & Wilshire	1.082	F	1.104	F
23. Sepulveda Bl & Wilshire Bl	1.307	F	1.310	F
24. Veteran Av & Wilshire Bl	0.996	E	1.178	F
25. Gayley Av & Wilshire Bl	0.854	D	0.938	E
26. Westwood Bl & Lindbrook Dr	0.468	A	0.423	A
27. Westwood Bl & Wilshire Bl	0.918	E	0.746	C
28. Glendon Av & Wilshire Bl	0.864	D	0.910	E
29. Selby Av & Wilshire Bl	0.860	D	0.784	C
30. Warner Av & Wilshire Bl	0.790	C	0.660	B
31. Beverly Glen Bl & Wilshire Bl	0.906	E	0.870	D
32. Westwood Bl & Wellworth Av	0.547	A	0.902	E

**Table 2 – Summary of Intersection Performance
 Existing (2006) Conditions (continued)**

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
33. Westwood Bl & Rochester Av	0.418	A	0.587	A
34. Barrington Av & Santa Monica Bl	0.746	C	0.877	D
35. Sawtelle Bl & Ohio Av	0.919	E	0.826	D
36. Sepulveda Bl & Ohio Av	0.863	D	0.961	E
37. Veteran Av & Ohio Av	0.821	D	0.871	D
38. Westwood Bl & Ohio Av	0.772	C	0.866	D
39. Sawtelle Bl & Santa Monica Bl	0.683	B	0.709	C
40. I-405 SB Ramps & Santa Monica	0.901	E	0.620	B
41. I-405 NB Ramps & Santa Monica	0.854	D	0.813	D
42. Sepulveda Bl & Santa Monica Bl	0.851	D	0.835	D
43. Veteran Av & Santa Monica Bl	0.559	A	0.655	B
44. Westwood Bl & Santa Monica Bl	0.808	D	0.847	D
45. Overland Av & Santa Monica Bl	0.418	A	0.462	A
46. Beverly Glen Bl & Santa Monica	0.563	A	0.639	B
47. Beverly Glen & Santa Monica South	0.825	D	0.976	E
48. Bundy Dr & Olympic Bl	1.243	F	1.262	F
49. Barrington Av & Olympic Bl	0.919	E	1.013	F
50. Sawtelle Bl & Olympic Bl	1.167	F	1.250	F
51. Sepulveda Bl & Olympic Bl	0.910	E	0.931	E
52. Veteran Av & Olympic Bl	0.562	A	0.802	D
53. Westwood Bl & Olympic Bl	1.099	F	1.167	F
54. Overland Av & Olympic Bl	1.021	F	1.019	F
55. Century Park West & Olympic Bl	0.775	C	1.241	F
56. Centinela Av & I-10 WB Ramps	0.890	D	1.037	F
57. Centinela Av & Pico Bl	0.876	D	0.954	E
58. Bundy Dr & Pico Bl	0.828	D	0.905	E
59. Barrington Av & Pico Bl	0.828	D	0.998	E
60. Sawtelle Bl & Pico Bl	0.797	C	1.043	F
61. Sepulveda Bl & Pico Bl	0.912	E	0.811	D
62. Westwood Bl & Pico Bl	0.808	D	0.786	C
63. Overland Av & Pico Bl	0.962	E	0.980	E
64. Bundy Dr & Ocean Park Bl/Gateway Bl	0.771	C	1.003	F
65. Sawtelle Bl & National Bl	0.937	E	0.994	E
66. I-405 SB On Ramp & National Bl	0.560	A	0.576	A
67. I-405 NB Off Ramp & National Bl	0.573	A	0.722	C
68. Sepulveda Bl & National Bl	1.098	F	1.065	F
69. Westwood Bl & National Bl	0.608	B	0.878	D
70. Overland Av & I-10 WB Ramps/National Bl	1.084	F	1.098	F

Table 2 indicates that 25 of the 70 study intersections operate at acceptable level of service (LOS D or better) under existing (2006) conditions during both peak hours. The following are the study intersections operating at acceptable level of service:

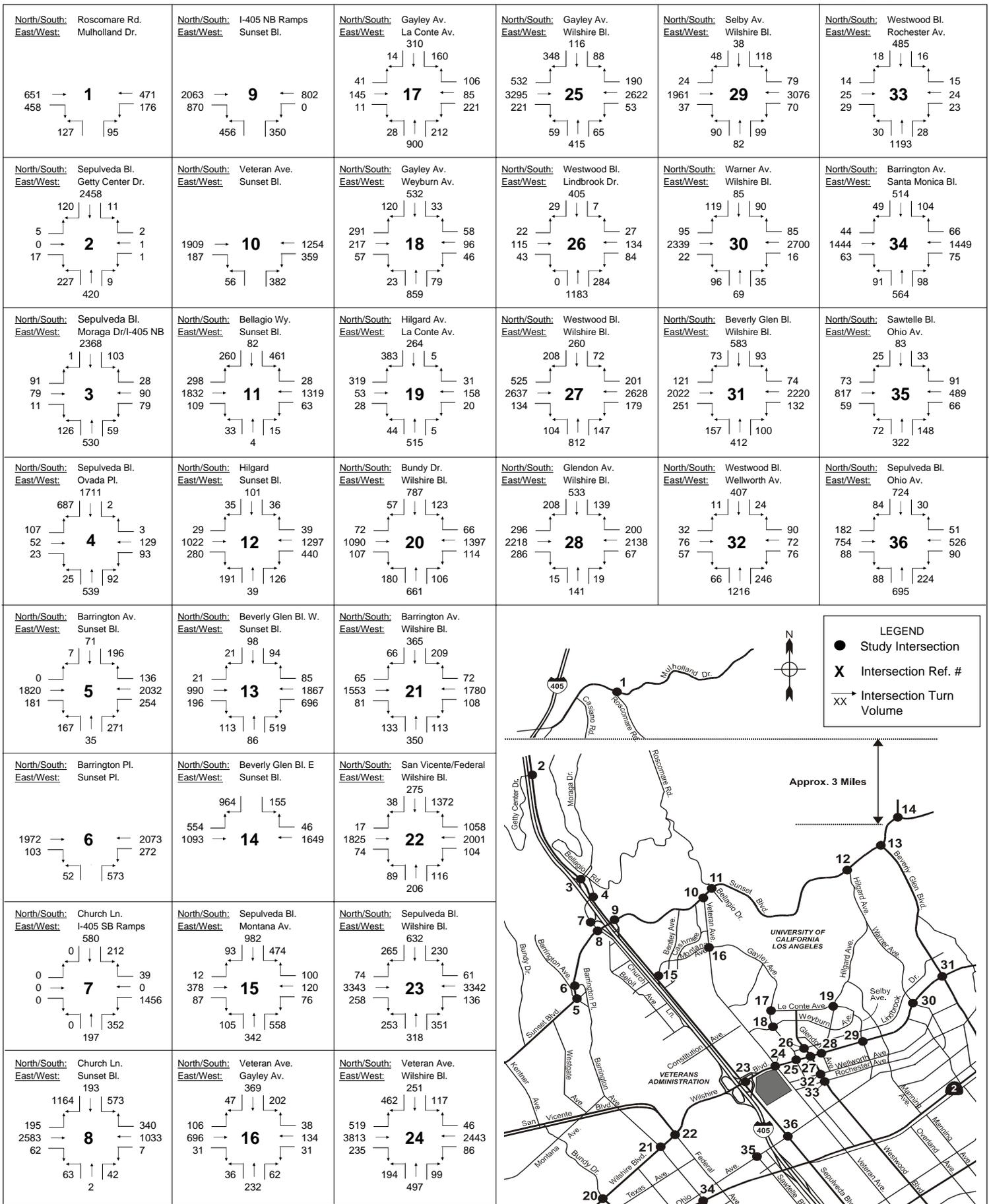
- Roscomare Road and Mulholland Drive
- Church Lane and I-405 SB Ramps
- Church Lane and Sunset Boulevard
- Gayley Avenue and Le Conte Avenue
- Hilgard Avenue and Le Conte Avenue
- Barrington Avenue and Wilshire Boulevard
- Westwood Boulevard and Lindbrook Drive
- Selby Avenue and Wilshire Boulevard
- Warner Avenue and Wilshire Boulevard
- Westwood Boulevard and Rochester Avenue
- Barrington Avenue and Santa Monica Boulevard
- Veteran Avenue and Ohio Avenue
- Westwood Boulevard and Ohio Avenue
- Sawtelle Boulevard and Santa Monica Boulevard
- I-405 NB Ramps and Santa Monica Boulevard
- Sepulveda Boulevard and Santa Monica Boulevard
- Veteran Avenue and Santa Monica Boulevard
- Westwood Boulevard and Santa Monica Boulevard
- Overland Avenue and Santa Monica Boulevard
- Beverly Glen Boulevard and Santa Monica Boulevard
- Veteran Avenue and Olympic Boulevard
- Westwood Boulevard and Pico Boulevard
- I-405 SB On-Ramp and National Boulevard
- I-405 NB Off-Ramp and National Boulevard
- Westwood Boulevard and National Boulevard

The following 45 study intersections are currently operating at poor levels of service (LOS E or worse) during at least one of the study periods:

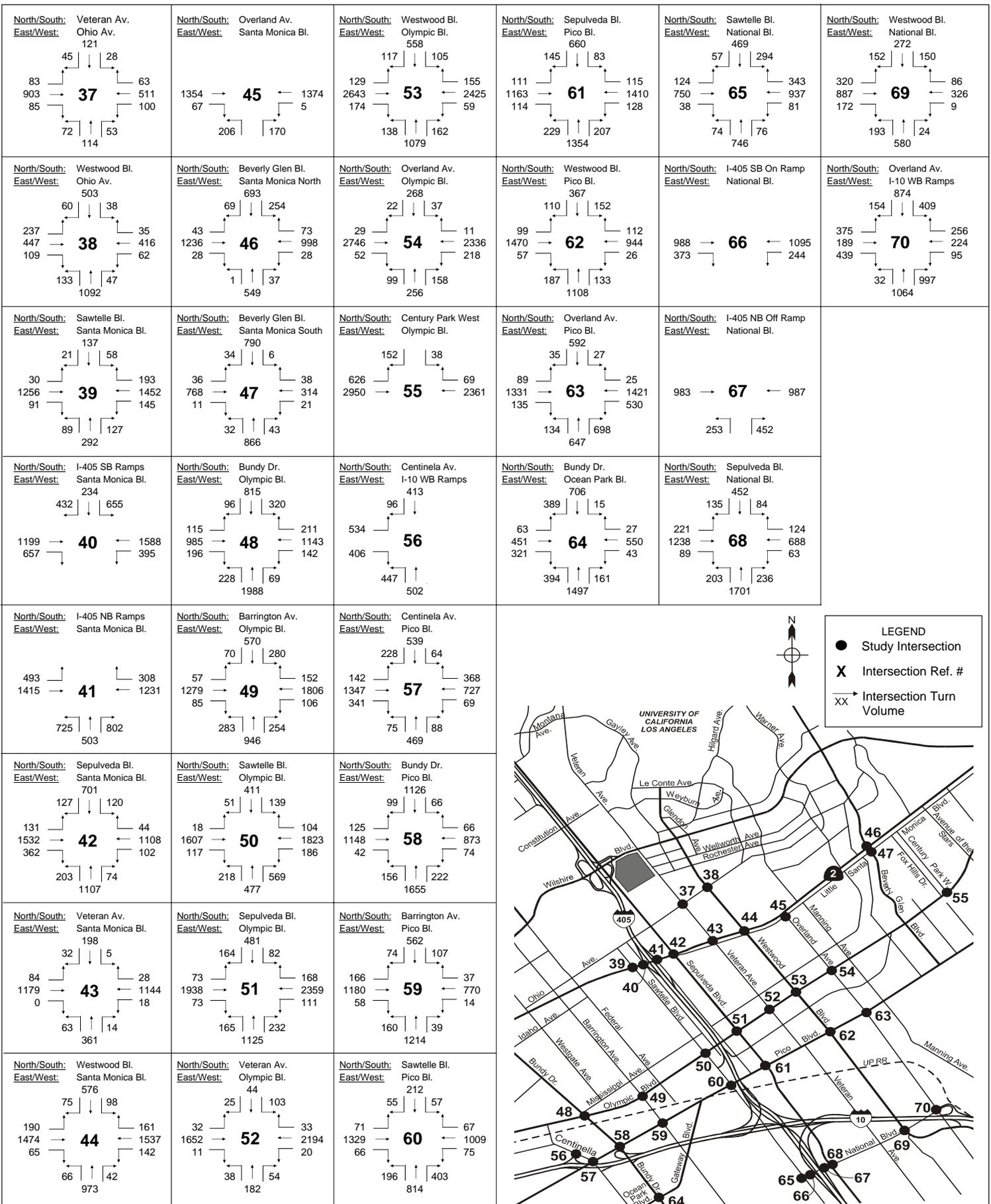
- Sepulveda Boulevard and Getty Center Drive
- Sepulveda Boulevard and Moraga Drive/I-405 NB Ramps
- Sepulveda Boulevard and Church Lane
- Barrington Avenue and Sunset Boulevard
- Barrington Place and Sunset Boulevard
- I-405 NB Ramps and Sunset Boulevard
- Veteran Avenue and Sunset Boulevard
- Bellagio Avenue and Sunset Boulevard
- Hilgard Avenue and Sunset Boulevard
- Beverly Glen Boulevard (West) and Sunset Boulevard
- Beverly Glen Boulevard (East) and Sunset Boulevard
- Sepulveda Boulevard and Montana Avenue

- Veteran Avenue and Gayley Avenue
- Gayley Avenue and Weyburn Avenue
- Bundy Drive and Wilshire Boulevard
- San Vicente Avenue/Federal Avenue and Wilshire Boulevard
- Sepulveda Boulevard and Wilshire Boulevard
- Veteran Avenue and Wilshire Boulevard
- Gayley Avenue and Wilshire Boulevard
- Westwood Boulevard and Wilshire Boulevard
- Glendon Avenue and Wilshire Boulevard
- Beverly Glen Boulevard and Wilshire Boulevard
- Westwood Boulevard and Wellworth Avenue
- Sawtelle Boulevard and Ohio Avenue
- Sepulveda Boulevard and Ohio Avenue
- I-405 SB Ramps and Santa Monica Boulevard
- Beverly Glen Boulevard and Santa Monica Boulevard South
- Bundy Drive and Olympic Boulevard
- Barrington Avenue and Olympic Boulevard
- Sawtelle Boulevard and Olympic Boulevard
- Sepulveda Boulevard and Olympic Boulevard
- Westwood Boulevard and Olympic Boulevard
- Overland Avenue and Olympic Boulevard
- Century Park West and Olympic Boulevard
- Centinela Avenue and I-10 WB Ramps
- Centinela Avenue and Pico Boulevard
- Bundy Drive and Pico Boulevard
- Barrington Avenue and Pico Boulevard
- Sawtelle Boulevard and Pico Boulevard
- Sepulveda Boulevard and Pico Boulevard
- Overland Avenue and Pico Boulevard
- Bundy Drive and Ocean Park Boulevard/Gateway Boulevard
- Sawtelle Boulevard and National Boulevard
- Sepulveda Boulevard and National Boulevard
- Overland Avenue and I-10 WB Ramps/National Boulevard

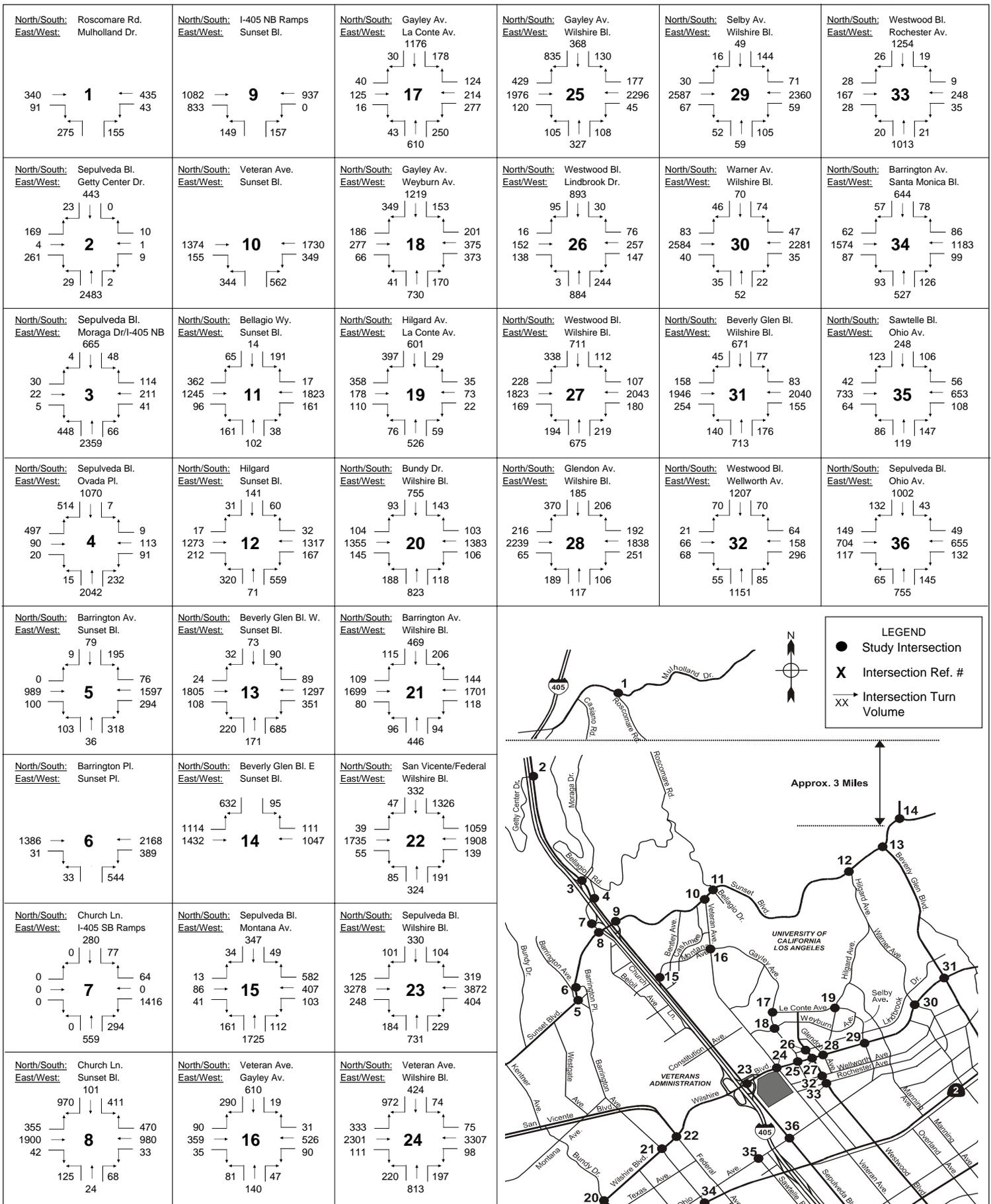
The traffic analysis worksheets for existing conditions are provided in Appendix C of this report. The existing (year 2006) morning and afternoon peak-hour turn movement volumes at the study intersections are provided in Figures 5a-5b and 6a-6b, respectively.



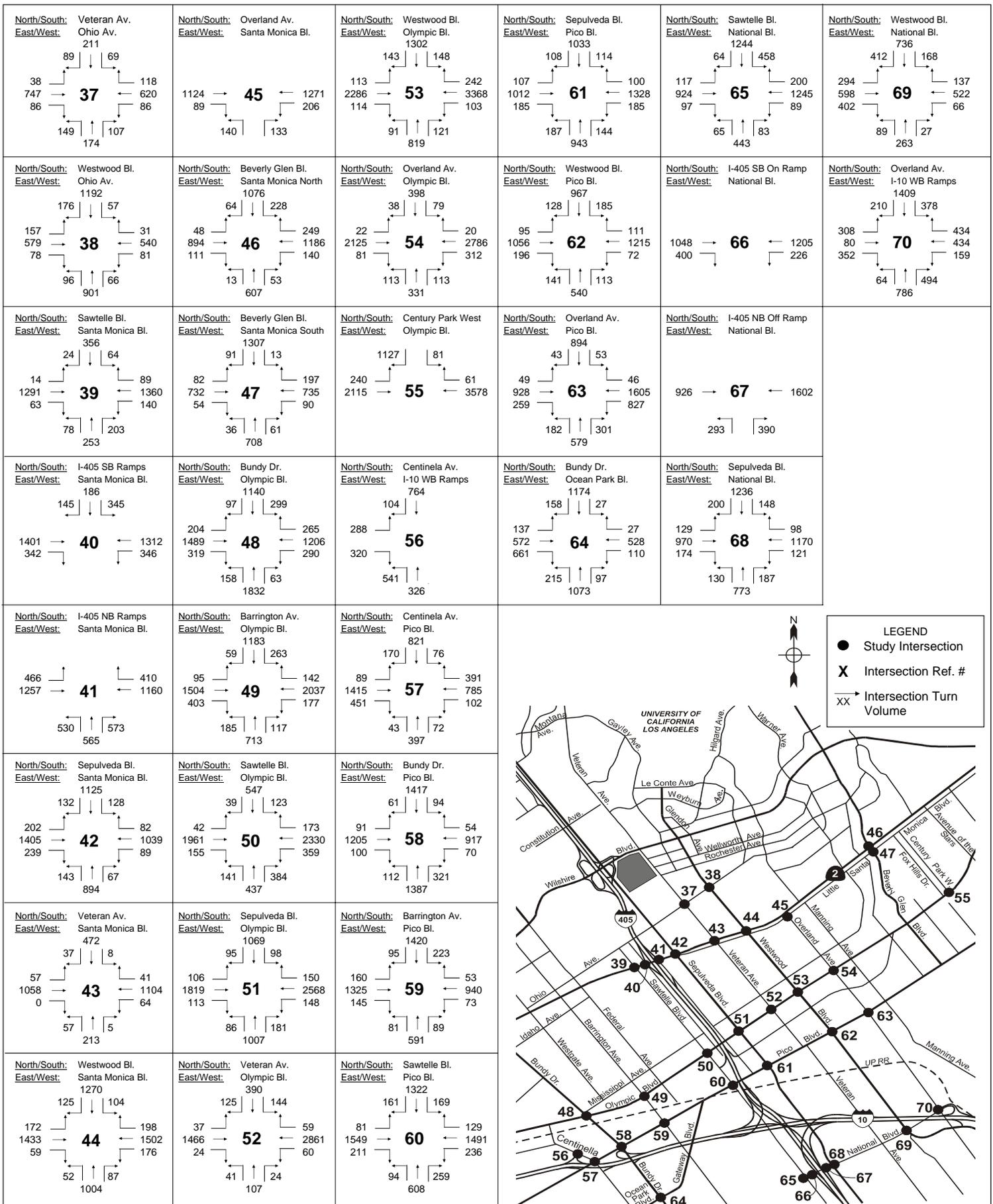
Intersections 1 - 36



Intersections 37 - 70



Intersections 1 - 36



Intersections 37 - 70

3. Future (2012 & 2017) with Ambient Growth and Related Projects Conditions

This section provides an analysis of future traffic conditions in the study area with ambient growth and related area projects added but without the proposed new FBI Headquarters building to be located adjacent to the 11000 Wilshire Boulevard building. The year 2012 was selected for analysis based on the anticipated completion date of Phase 1. Phase 2 is programmed to be completed by year 2017.

A. Ambient Growth (Year 2012)

For the analysis of Year 2012 traffic, a background annual traffic growth rate of 1% was utilized. This annual rate was discussed and verified with LADOT staff.

To apply this ambient growth rate to existing (Year 2006) volumes, a factor of 1.06 was utilized. This factor simulates a 1% annual increase over the six-year period between existing conditions and future (Year 2012) conditions.

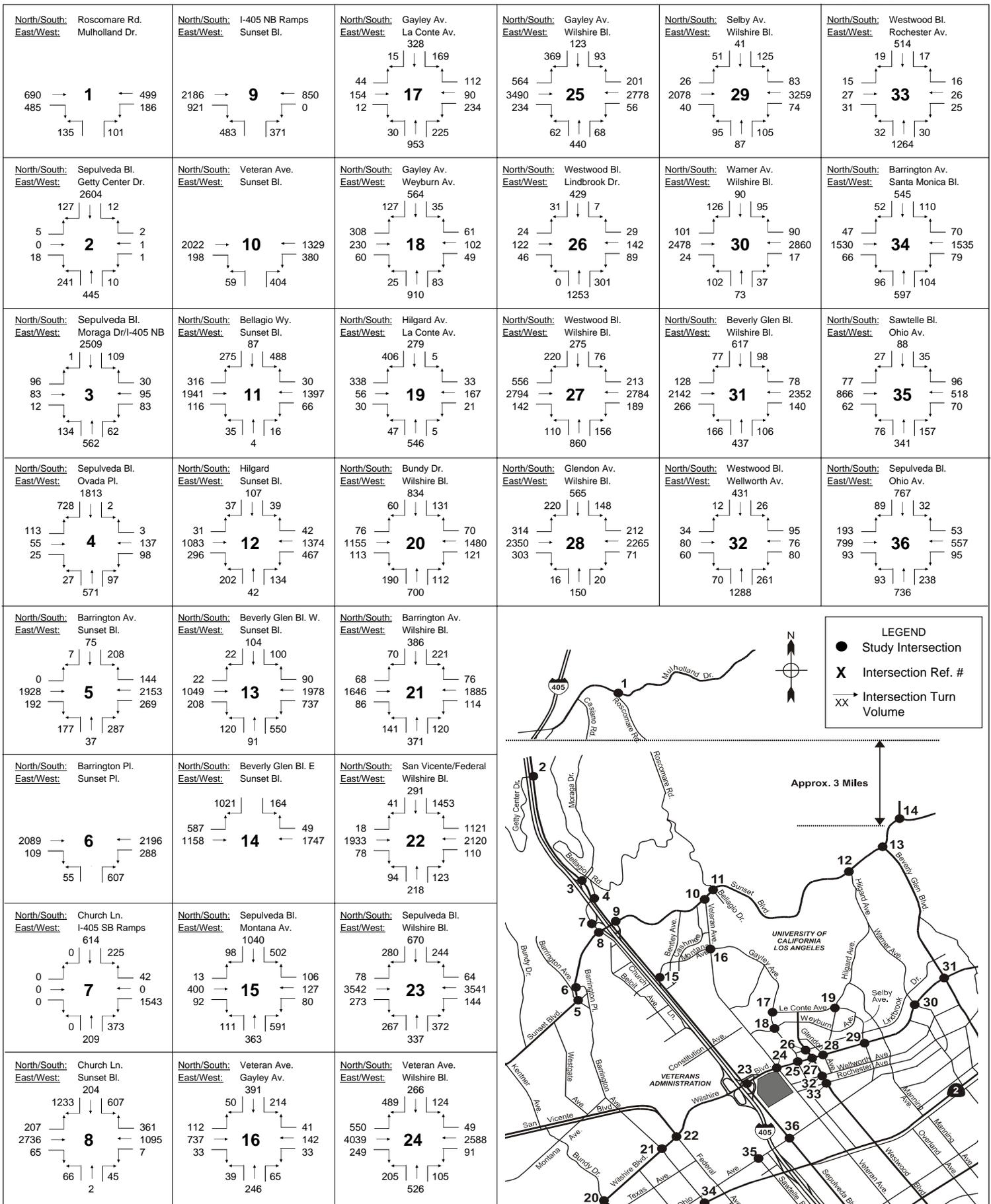
The future (2012) ambient peak-hour turn movement volumes estimated in this scenario are provided in Figures 7a-7b and 8a-8b for morning and afternoon peak hours, respectively.

B. Related Projects (Year 2012)

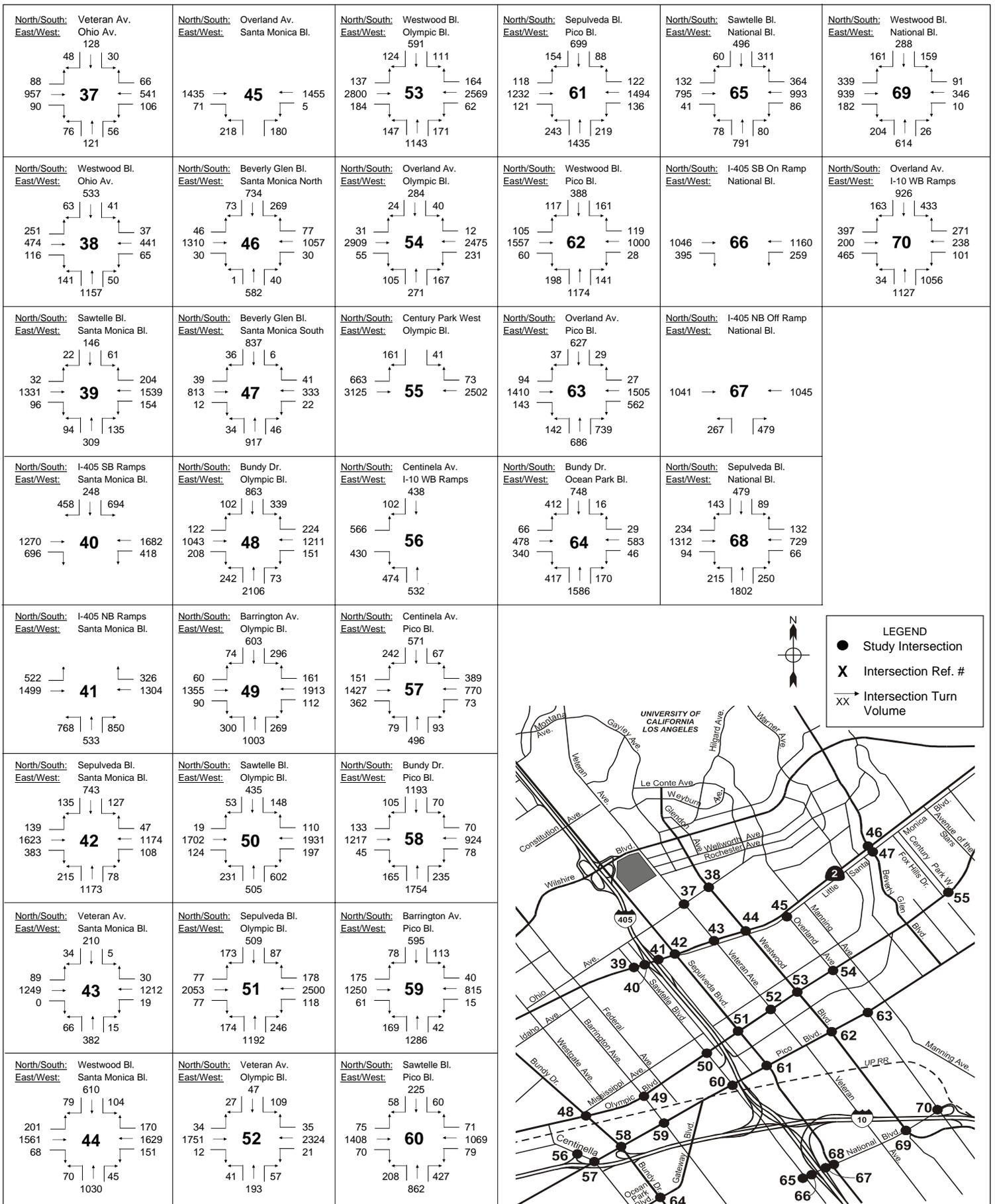
An area of influence, defined by an approximate three-mile radius from the Project site, was utilized in order to capture specific locations of other approved and pending projects. Based on recent traffic studies within the study area and review of the most recent update to the LADOT-related project database, a list of area/related projects was compiled. These projects were considered to potentially contribute measurable traffic volumes to the study area during the future analysis period.

The related projects included in this study for future period analysis, and the trip generation of each, are described in Table 3. Seventy-two (72) related projects were included within this traffic analysis.

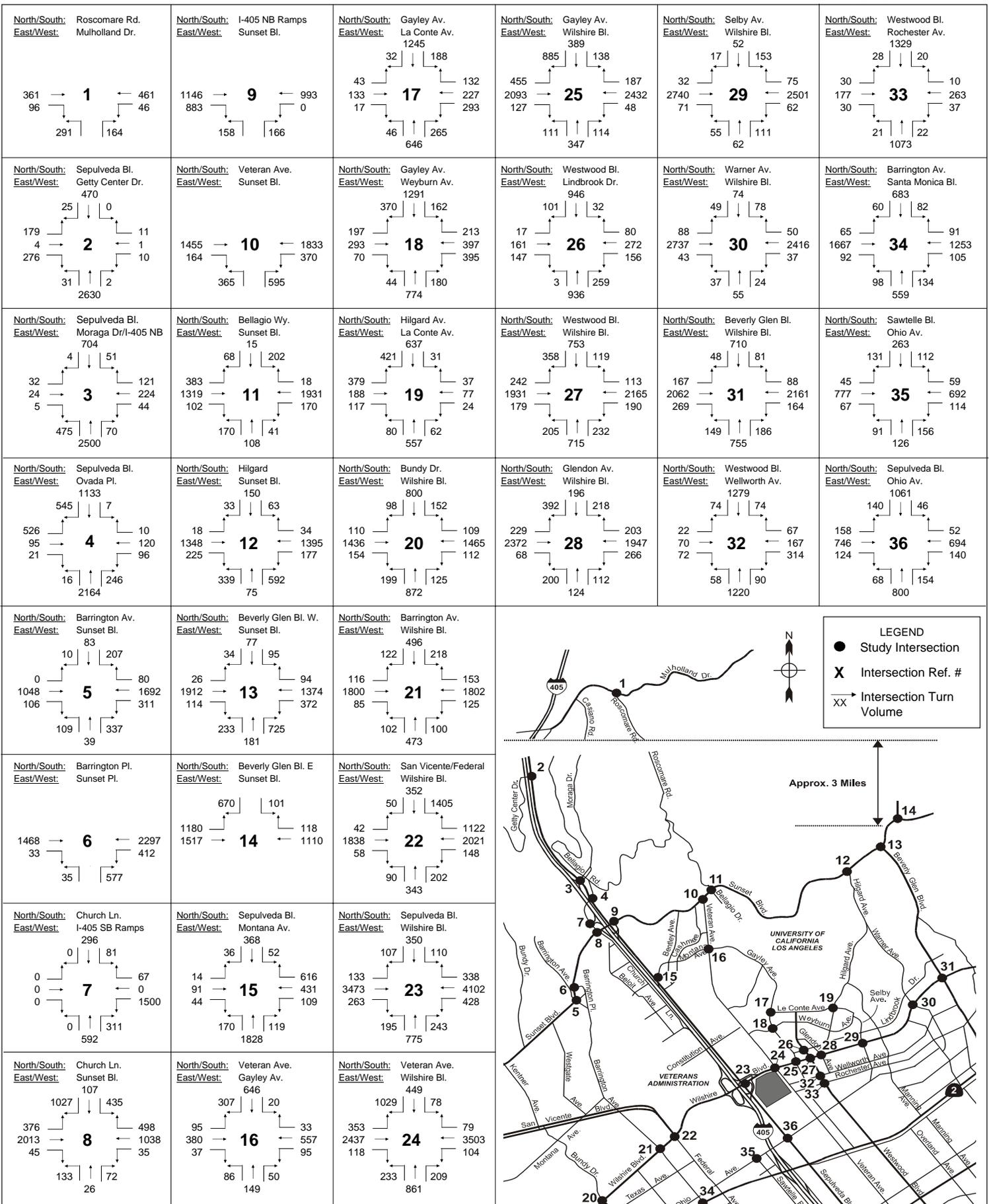
Related projects from the LADOT related project database provides total peak-hour trips, compiled from environmental documentation and/or other traffic studies. Trip generation estimates for the related projects were developed primarily using trip generation rates in ITE's *Trip Generation* (7th Edition). Table 3 indicates that the related projects are expected to generate 186,468 daily trips of which 11,277 and 13,337 trips would be during the morning and afternoon peak hours, respectively.



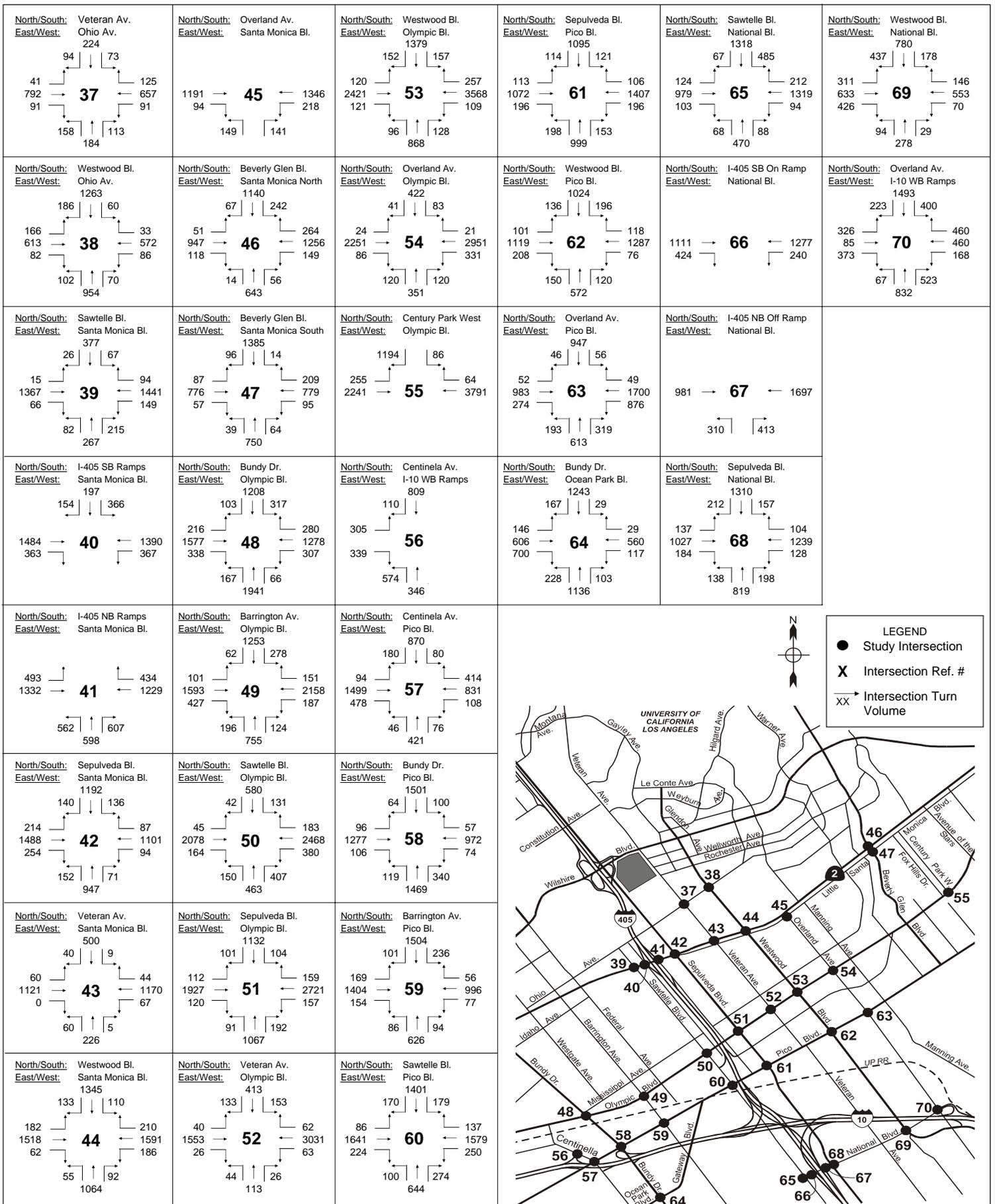
Intersections 1 - 36



Intersections 37 - 70



Intersections 1 - 36



Intersections 37 - 70

Table 3 – Related Project Trip Generation Estimates

Map #	Project Name	Location	Land Use	Intensity	Units	Daily Trips	Weekday AM Total	Weekday AM IN	Weekday AM OUT	Weekday PM Total	Weekday PM IN	Weekday PM OUT
1	Leo Baeck Temple	1300 Sepulveda		168	students	N/A	-55	-37	-18	88	33	55
2	Nursery School	15500 Stephen Wise Dr		240	students	1,075	192	102	90	197	92	104
3	University Expansion	UCLA Westwood Campus										
	- Southwest Campus Housing			2000	Beds	2,496	254	20	214	312	194	118
	- Northwest Campus Phase II Developments			296.7	ksf	428	21	21	0	47	7	40
	- Intramural Field Parking Structure			1500	SP	5,630	442	389	53	463	139	324
	- Physics and Astronomy Building			101.9	ksf	18	2	2	0	2	0	2
	- Luck Research Ctr., Thermal Energy Storage			95	ksf	137	10	10	0	12	2	10
	- California NanoSystems Institute			166	ksf	98	11	11	0	13	0	13
	- Academic Health Center Seismic Replacement			1710	ksf	nom.	nom.	nom.	nom.	nom.	nom.	nom.
	- Remaining 2002 LRDP Growth					544	-	-	-	-	-	-
4	Retail	900 South Broxton		125.75	ksf	7,882	180	110	70	728	350	379
5	Retail	SEC Broxton Av./Le Conte Av.		15	ksf	4,598	195	149	45	467	195	271
	High Turnover Restaurant			2,993	ksf							
	Medical Office			74	ksf							
	Theater (34,000 KSF)			1135	Seats							
6	Theater Expansion (12,900 KSF)	10886 Le Conte Av		106	Seats	191	1	1	0	16	8	8
7	Regent Westwood Mixed use	1015 Broxton Ave.		1668	Seats	5,500	187	140	47	372	238	134
8	Mixed-use development	1000 Glendon Ave.		na		12,000	1000	500	500	1080	540	540
9	Palazzo Shopping Center	1001 Tiwerton Avenue		115	ksf	3,374	164	73	91	441	228	213
	Apartments			350	d.u.							
10	Whole Foods Supermarket	1050 Gayley Av		19	ksf	5,811	238	119	119	503	266	237
11	Office	1100 Westwood Bl		34,641	ksf	588	80	70	10	110	20	90
12	Apartments	10852 Lindbrook Avenue		19	d.u.	128	10	2	8	9	6	3
	Specialty Retail			6.1	ksf	270	7	4	3	31	13	18
	Less - Existing Specialty Retail			-16.1	ksf	-714	-19	-11	-8	-81	-35	-46
13	Retail	10844 Lindbrook Dr.		17,377	ksf	2,177	55	33	21	197	95	103
	Hotel			42	Room	375	28	16	12	29	14	15
14	Bank	10900 Wilshire		3,652	ksf	571	15	N/A	N/A	121	N/A	N/A
15	Condominiums	10804 Wilshire Boulevard		93	d.u.	545	41	7	34	51	34	17
16	Condominium (Replace Existing Hotel)	10776 Wilshire Boulevard		119	d.u.	154	15	-14	29	15	18	-3
17	Century Wilshire Hotel	10767 Wilshire Bl	Condominium	89	d.u.	522	39	7	33	46	31	15
18	Condominium	10733 Wilshire Bl		93	d.u.	612	48	8	40	58	39	19
19	Condominium	10807 Wilshire Bl		187	d.u.	1,108	84	14	70	103	69	34
20	Del Capri Hotel Site	Westholme & Wilshire	Apartment	88	d.u.	591	45	9	36	55	35	19
21	Apartments	NEC Wilshire Bl /Devon Av.		19	d.u.	126	10	2	8	9	6	3
22	Condominium	10250 Wilshire Bl	Condominium	35	d.u.	205	15	3	13	18	12	6
23	Mixed-use development	1000 Sunset Bl	Condominium	225	d.u.	1,319	99	17	82	117	78	39
24		11611 Montana Av.		20	d.u.	117	9	1	7	10	7	3
25	Office building	11677 Wilshire Blvd.		146,708	ksf	106	233	205	28	173	29	144
26	Condominiums	11663 Wilshire Blvd.		95	d.u.							
	Office			10	ksf	468	64	52	12	33	11	22
	Quality restaurant			5	ksf							
27	Park	Northeast Corner of Wilshire Blvd & San Vicente Blvd		16	Acre	36	0	0	0	1	0	1
28	Veterans Affairs	Bonsall Av		430	employee	790	193	156	37	180	10	170
29	Retail	11305 Santa Monica Bl		1.14	ksf	452	11	7	4	35	16	17
30	Office	11175 Santa Monica Bl		70	ksf	1,009	140	123	17	158	27	131
31	Gas Station w/ Convenience Market	10991 Santa Monica Bl		6	pumps	977	60	30	30	80	40	40
32	Motel	10811 Santa Monica Bl		50	rooms	280	19	7	12	17	8	9
33	Auto Service	10461 Santa Monica Bl		2,074	ksf	124	6	4	2	7	4	3
34	Office	Santa Monica Bl & Beverly Glen (SW)		25	ksf	458	62	55	7	117	18	89
35	Century City Shopping Center	10250 Santa Monica Bl		71	ksf	2,273	48	29	19	528	253	275
36	Apartment Building	10000 Santa Monica Bl	Apartment	350	d.u.	2,352	179	36	143	217	141	76
37	Office	1950 Avenue of the Stars		874	ksf	70,014	1050	924	126	1059	180	879
38	Office	10270 Constellation Bl		791	ksf	7,868	1116	993	123	1004	17	833
39	Related Cos Century City Project	2000 Avenue of the Stars	Condominium	145	d.u.	850	64	11	53	75	51	25
40	Office/Retail/Cultural Use	2000 Avenue of the Stars		825.8	ksf	-11,357	-80	101	-180	-899	-683	-216
41	JMB Century City Project	Avenue of the Stars	Condominium	483	d.u.	2,830	213	36	176	251	168	83
42	Chabad School	9051 Pico Bl	Private School	42,000	ksf	333	104	57	47	102	48	54
43	Baja Fresh	245 Main St		2.79	ksf	1,998	122	73	49	73	37	36
44	Lincoln Center Dev	1400 Lincoln	Apartment	280	d.u.	1,882	143	29	114	174	113	61
45	Apartments	2834 Colorado		145	d.u.	974	74	15	59	90	58	31
46	Production Office	1630 Stewart St.		8	ksf	78	11	10	1	11	2	9
	Condominium			22	d.u.	146	11	2	9	14	9	5
47	Retail	3025 Olympic Bl.		64,22275	ksf	5,093	120	73	47	467	224	243
	Condominium			184	d.u.	1,256	94	19	75	114	74	40
48	Office	12232 Olympic Blvd.		259,068	ksf							
	Health Club			34	ksf	4,106	592	503	89	528	127	401
	Studio Office			74,913	ksf							
49	Office	12235 Olympic Bl		330	ksf	887	66	10	56	176	140	36
50	Warehouse	11840 Olympic Bl.		37	ksf	-184	-17	-14	-3	-17	-4	-13
	Retail			86.6	ksf	6,185	144	88	56	569	273	296
51	Bed Bath & Beyond	11854 Olympic Bl	Retail	90	ksf	3,989	N/A	N/A	N/A	244	107	137
52	Condominium	11500 Tennessee Av.		84	d.u.	492	37	6	31	44	29	14
53	New West Mid School	11625 Pico Bl		250	students	N/A	225	124	101	N/A	N/A	N/A
54	Office	11110 Pico Bl		74,653	ksf	1,060	148	130	18	150	26	124
55	Fast-Food w/ Drive-thru	11021 Pico Bl		2.3	ksf	1,150	94	48	46	89	46	43
56	Bank	1762 Westwood		4,422	ksf	692	18	N/A	N/A	147	N/A	N/A
57	Fast food restaurant and snack shop	10867 Santa Monica Blvd.		2.07	ksf	1,166	125	75	50	83	42	41
58	Office	2422 Overland Av		20,043	ksf	386	52	46	6	102	17	85
59	Fox Studios	10201 Pico Bl		771	ksf	4,086	450	30	450	280	54	226
60	Condominium	3101 Sawelle Bl		206	d.u.	1,207	91	15	75	107	72	35
61	Le Lycee Francais High School	10309 National Bl		340	students	581	139	96	43	95	30	65
62	Apartment Building	10001 Venice Bl	Apartment	118	d.u.	782	60	12	48	58	38	20
63	Century Pacific Hotel	6225 West Century		190	rooms	1,695	127	74	53	133	65	68
64	LMU Daycare	7900 Loyola		16	students	72	13	7	6	13	6	7
65	Wells Fargo Bank	13400 Washington	Bank	4.3	ksf	673	18	N/A	N/A	143	N/A	N/A
66	Westchester Lutheran School	7831 Sepulveda Bl		600	students	N/A	540	297	243	N/A	N/A	N/A
67	Manna Honda	5850 Centinela		42.3	ksf	1,410	87	64	23	112	44	68
68	Westchester Neighborhood School	5401 Beethoven		420	students	N/A	373	203	170	N/A	N/A	N/A
69	Villa Marina	Lincoln & Maxella	Condominium	230	d.u.	1,348	101	17	84	120	80	39
70	Condominium	5227 Knowlton Av		187	d.u.	1,096	82	14	68	97	65	32
71	Animo High Charter School	841 California		420	students	718	172	119	53	59	28	31
72	Decron Development	8601 Lincoln Bl	Mixed Use	30.6	ksf	3,145	77	47	30	287	138	149
	Grand Total					186,468	11,277	6,841	4,416	13,337	5,014	7,748

For purposes of analysis, the related area projects were separated into zones that could be included in the TRAFFIX model used in the preparation of this analysis. The related project traffic was added to the surrounding street system using the distribution and assignment methodology which dependent upon the land use characteristics of the projects and the general locations of where the project trips would originate or terminate. Figure 9 illustrates the locations of the related projects.

In addition to the related area projects, the existing 11000 Wilshire Boulevard is currently not at full capacity. Currently, the existing tower accommodates a total of 1,100 employees of which 700 are FBI agents/administration staff and 400 non-FBI government employees. According to GSA, the building can fully accommodate 1,915 employees. Thus, the existing building can further generate additional traffic from 815 additional non-FBI employees. Table 4 summarizes the trip generation estimates of the additional employees to reach the capacity of the existing building. Trip generation, distribution, and assignment of the additional 815 employees are discussed in detail in Section 4 of the report.

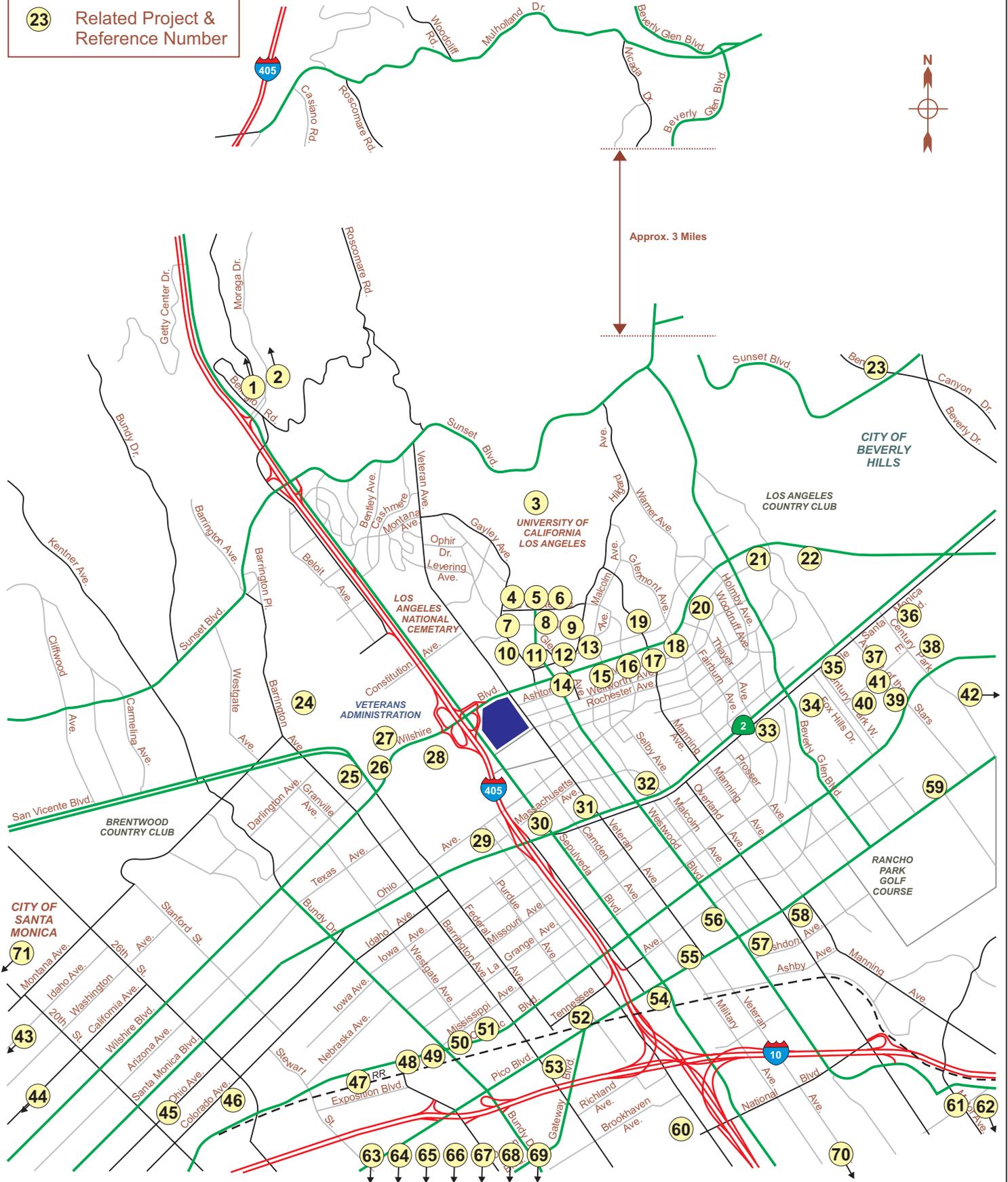
Table 4 – Potential Additional Trip Generation Estimates of Existing Tower

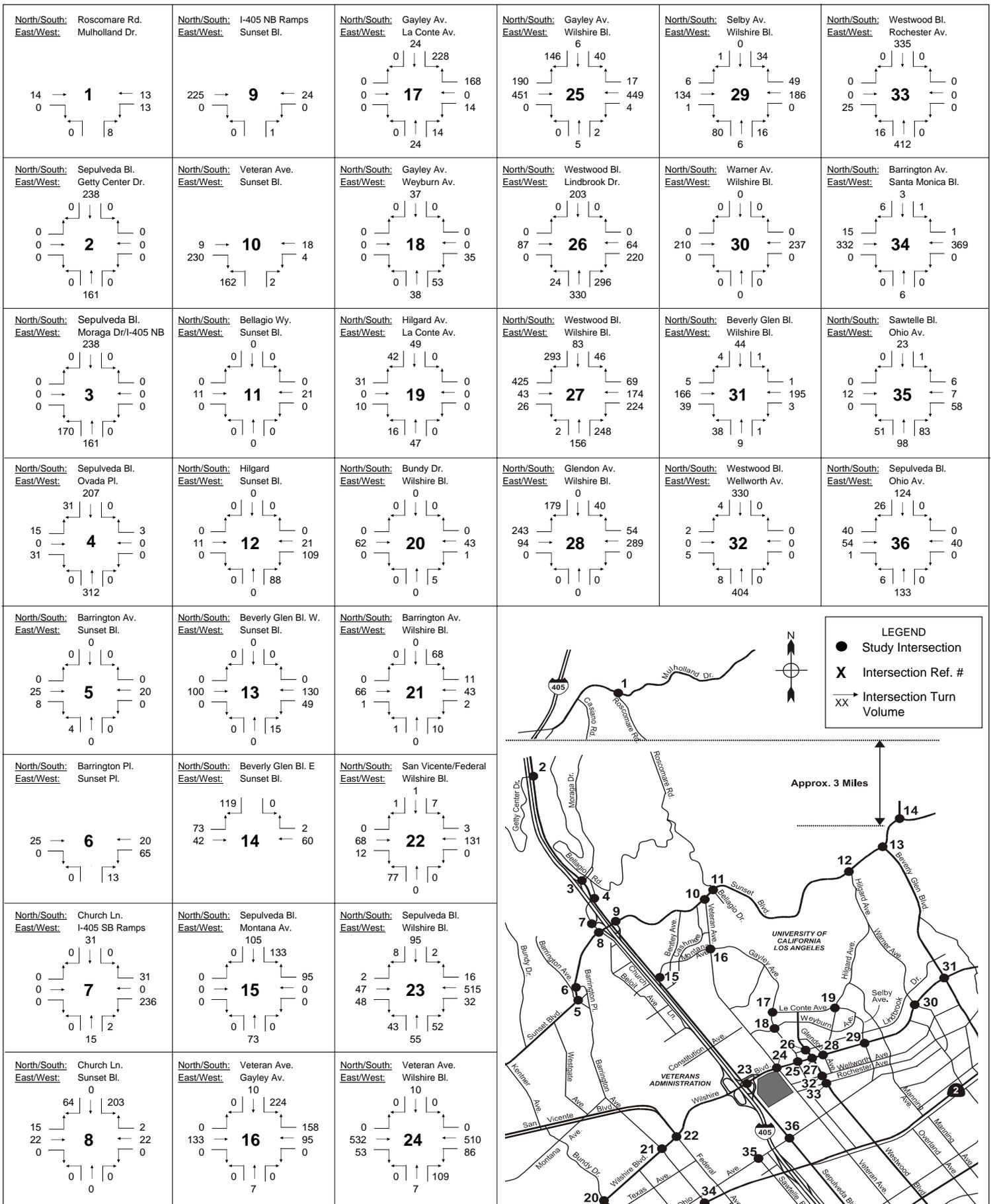
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Trip Rates [1]									
Non-FBI Government Agencies	-	Employees	3.58	0.780	61%	39%	0.280	20%	80%
Trips									
Government Office									
Non-FBI Government Agencies	815	Employees	2,918	636	388	248	228	46	182
TOTAL TRIPS			2,918	636	388	248	228	46	182

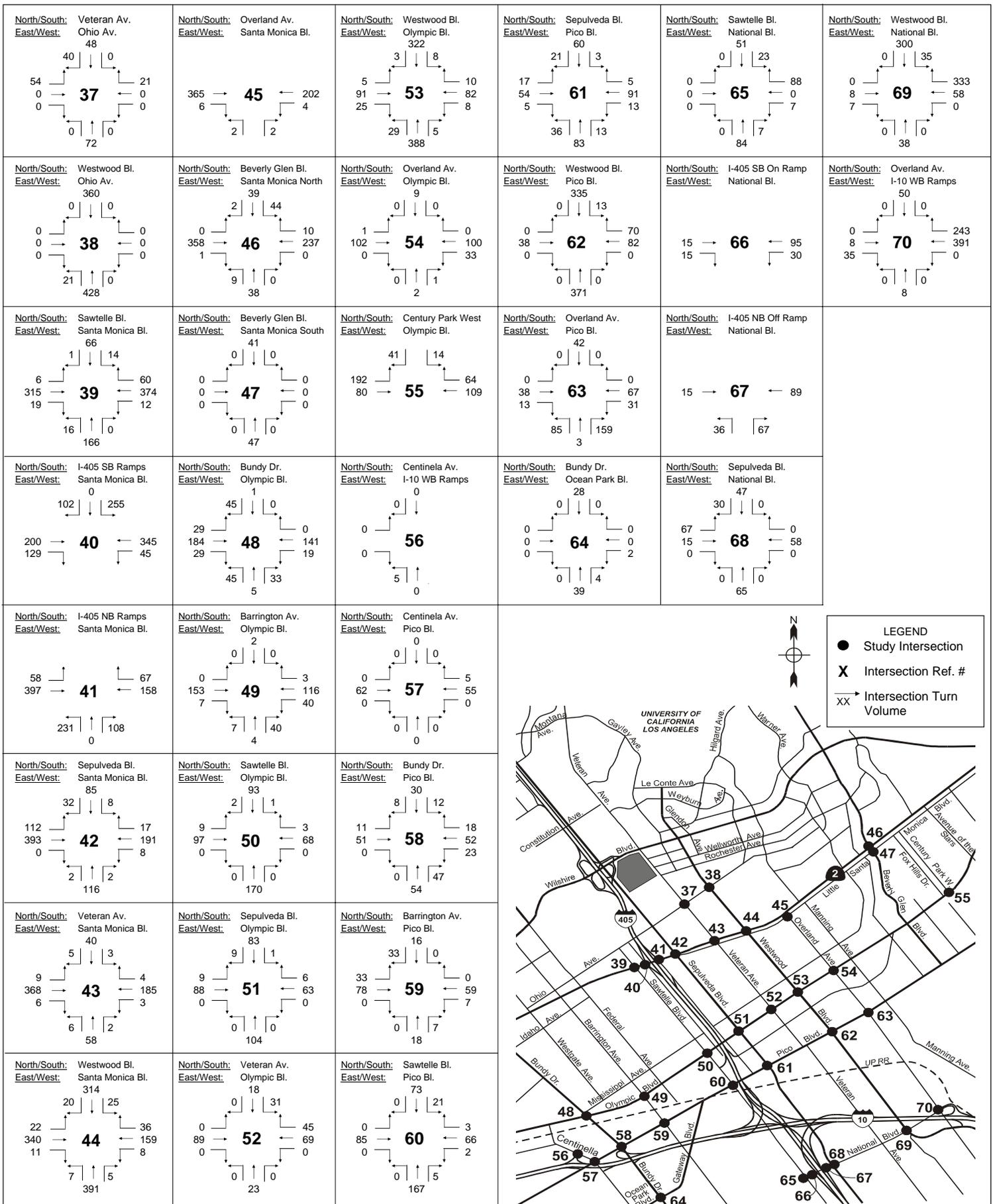
Figures 10a-10b and 11a-11b illustrate the related projects trip assignment by turning movement during the morning and afternoon peak hour, respectively.

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-  Project Site
-  Related Project & Reference Number

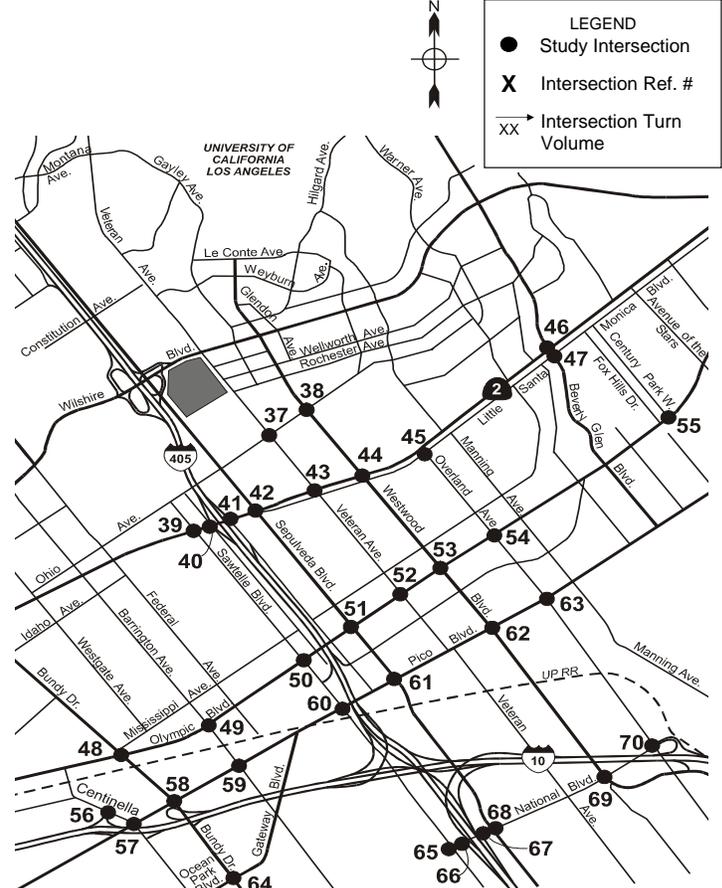




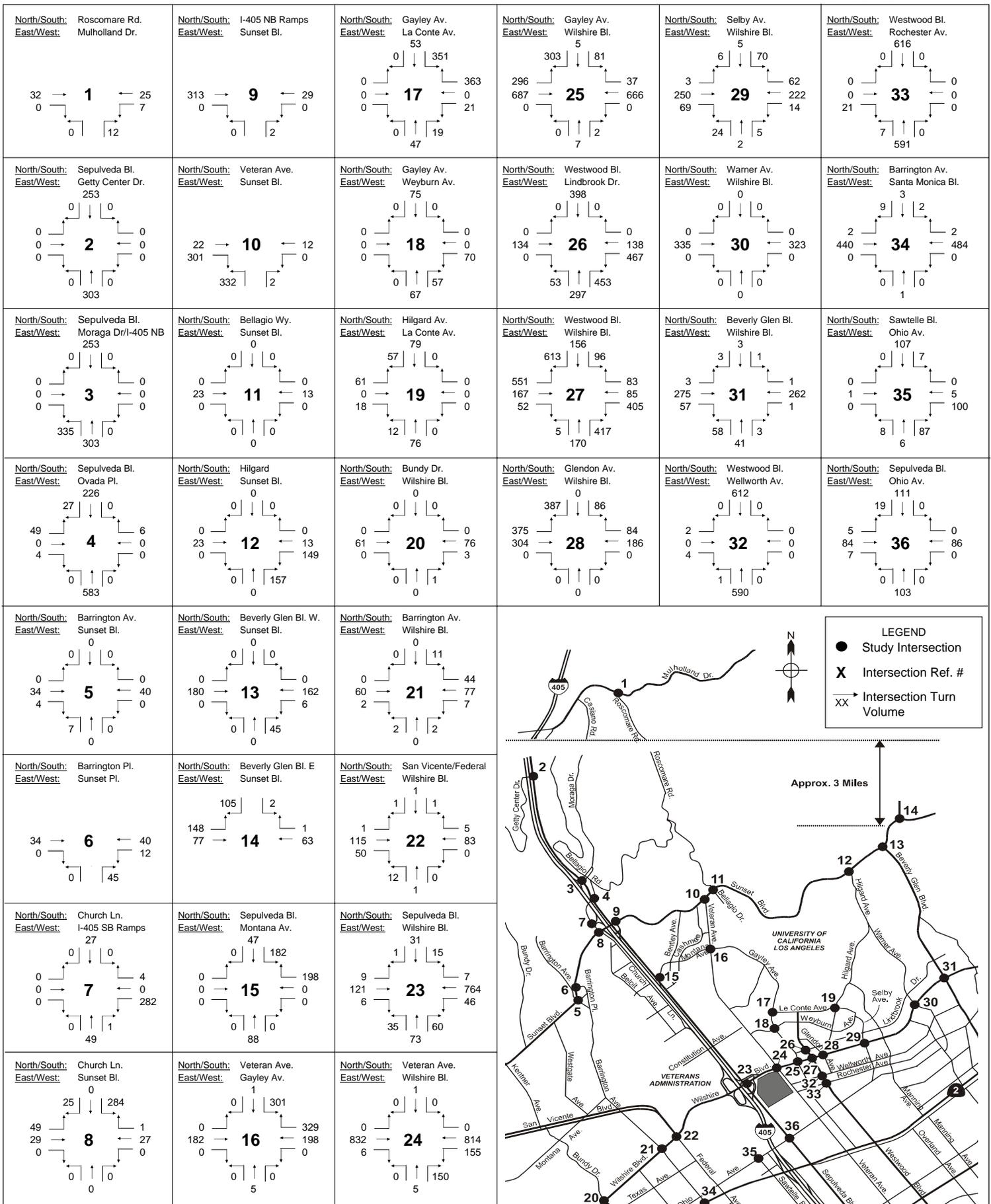


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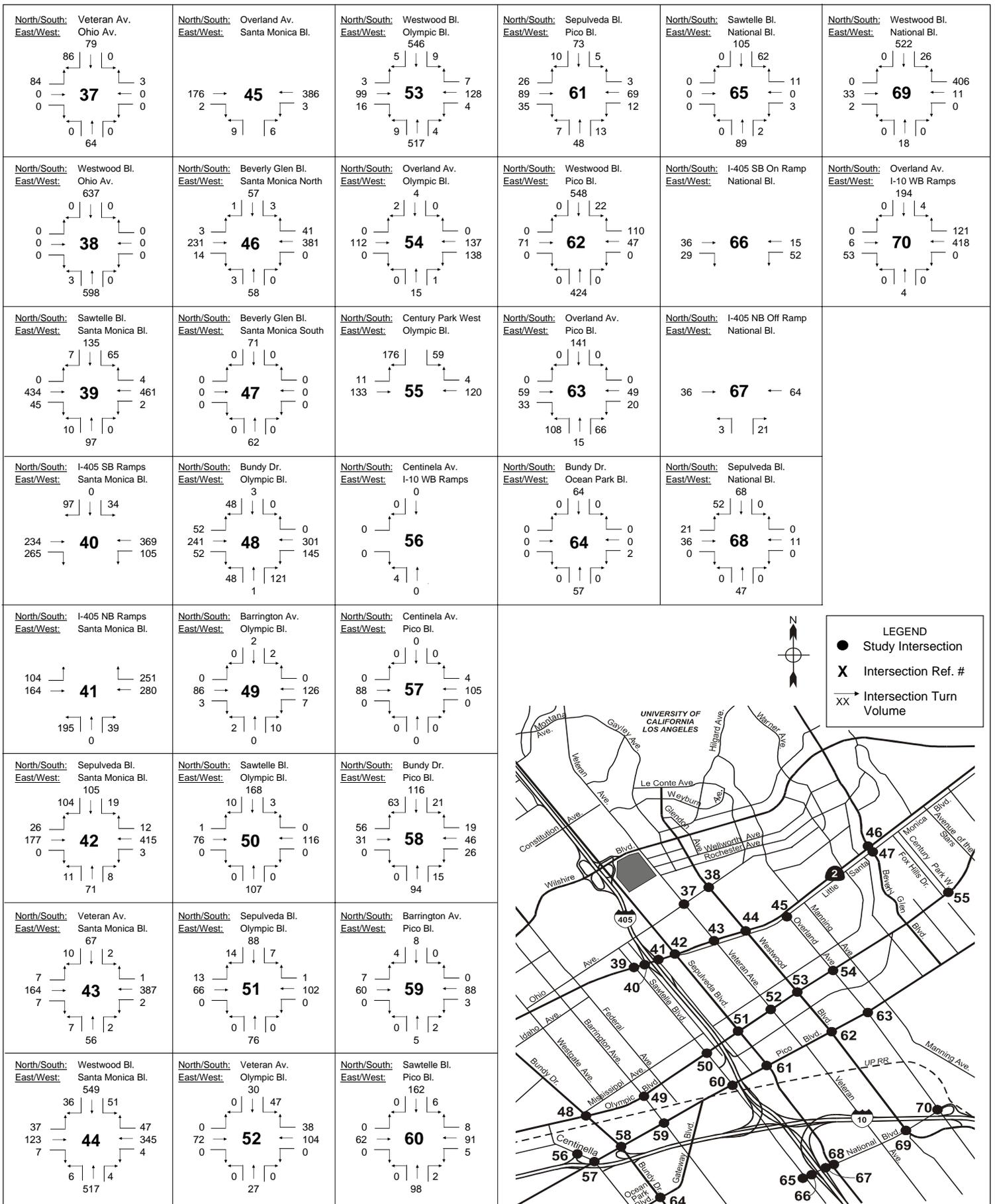
- Study Intersection
- X Intersection Ref. #
- XX Intersection Turn Volume



Intersections 37 - 70

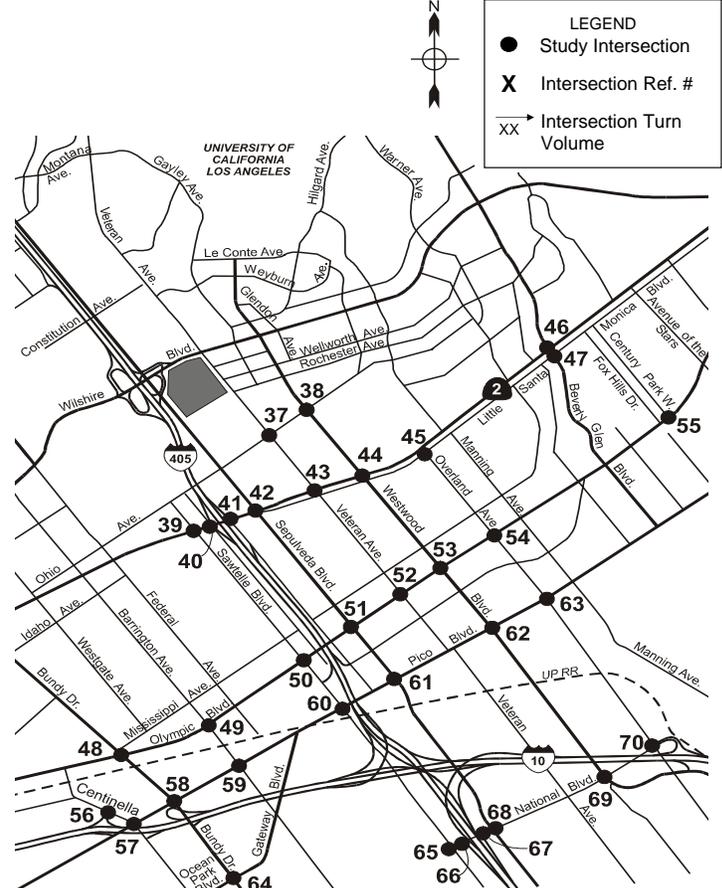


Intersections 1 - 36



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- Study Intersection
- X Intersection Ref. #
- XX Intersection Turn Volume



Intersections 37 - 70

C. Peak Hour Intersection Level of Service (Year 2012)

To analyze future conditions (Year 2012) with related projects, intersection turn volumes with ambient growth and related projects traffic were input into the TRAFFIX analysis program and processed with the Circular 212 Planning method.

Table 5 summarizes the LOS of the study area intersections under this scenario.

**Table 5 – Intersection Performance -
Ambient Growth and Related Projects Conditions (Year 2012)**

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
1. Roscomare Rd & Mulholland Dr	0.732	C	0.608	B
2. Sepulveda Bl & Getty Ctr Dr	1.073	F	1.119	F
3. Sepulveda Bl & Moraga Dr/I-405	1.235	F	1.023	F
4. Sepulveda Bl & Church Ln	1.078	F	1.240	F
5. Barrington Av & Sunset Bl	1.080	F	0.871	D
6. Barrington Pl & Sunset Bl	1.152	F	0.978	E
7. Church Ln & I-405 SB Ramps	0.930	E	0.916	E
8. Church Ln & Sunset Bl	0.967	E	0.937	E
9. I-405 NB Ramps & Sunset Bl	1.023	F	0.637	B
10. Veteran Av & Sunset Bl	1.289	F	1.300	F
11. Bellagio & Sunset Bl	0.968	E	1.206	F
12. Hilgard Av & Sunset Bl	1.073	F	1.203	F
13. Beverly Glen Bl (West) & Sunset Bl	1.491	F	1.626	F
14. Beverly Glen (East) & Sunset Bl	1.119	F	1.325	F
15. Sepulveda Bl & Montana Av	1.155	F	1.289	F
16. Veteran & Gayley	1.198	F	1.618	F
17. Gayley Av & Le Conte Av	0.860	D	0.949	E
18. Gayley Av & Weyburn Av	0.635	B	1.064	F
19. Hilgard Av & Le Conte Av	0.660	B	0.803	D
20. Bundy Dr & Wilshire Bl	0.975	E	1.013	F
21. Barrington Av & Wilshire Bl	0.953	E	0.957	E
22. San Vicente/Federal & Wilshire	1.223	F	1.198	F
23. Sepulveda Bl & Wilshire Bl	1.479	F	1.487	F
24. Veteran Av & Wilshire Bl	1.183	F	1.383	F
25. Gayley Av & Wilshire Bl	1.079	F	1.328	F
26. Westwood Bl & Lindbrook Dr	0.788	C	1.118	F
27. Westwood Bl & Wilshire Bl	1.286	F	1.185	F
28. Glendon Av & Wilshire Bl	1.016	F	1.139	F
29. Selby Av & Wilshire Bl	0.991	E	0.942	E
30. Warner Av & Wilshire Bl	0.887	D	0.771	C
31. Beverly Glen Bl & Wilshire Bl	1.047	F	1.055	F

**Table 5 – Intersection Performance -
 Ambient Growth and Related Projects Conditions (Year 2012) (continued)**

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
32. Westwood Bl & Wellworth Av	0.703	C	0.978	E
33. Westwood Bl & Rochester Av	0.592	A	0.813	D
34. Barrington Av & Santa Monica Bl	0.870	D	1.025	F
35. Sawtelle Bl & Ohio Av	1.158	F	1.002	F
36. Sepulveda Bl & Ohio Av	0.997	E	1.112	F
37. Veteran Av & Ohio Av	0.923	E	1.023	F
38. Westwood Bl & Ohio Av	0.947	E	1.107	F
39. Sawtelle Bl & Santa Monica Bl	0.918	E	0.957	E
40. I-405 SB Ramps & Santa Monica	1.155	F	0.847	D
41. I-405 NB Ramps & Santa Monica	1.017	F	1.097	F
42. Sepulveda Bl & Santa Monica Bl	1.037	F	1.029	F
43. Veteran Av & Santa Monica Bl	0.680	B	0.839	D
44. Westwood Bl & Santa Monica Bl	1.048	F	1.172	F
45. Overland Av & Santa Monica Bl	0.524	A	0.534	A
46. Beverly Glen Bl & Santa Monica	0.704	C	0.782	C
47. Beverly Glen & Santa Monica South	0.888	D	1.053	F
48. Bundy Dr & Olympic Bl	1.369	F	1.438	F
49. Barrington Av & Olympic Bl	1.047	F	1.099	F
50. Sawtelle Bl & Olympic Bl	1.318	F	1.434	F
51. Sepulveda Bl & Olympic Bl	1.016	F	1.033	F
52. Veteran Av & Olympic Bl	0.645	B	0.890	D
53. Westwood Bl & Olympic Bl	1.325	F	1.441	F
54. Overland Av & Olympic Bl	1.127	F	1.195	F
55. Century Park West & Olympic Bl	0.926	E	1.406	F
56. Centinela Av & I-10 WB Ramps	0.946	E	1.101	F
57. Centinela Av & Pico Bl	0.947	E	1.037	F
58. Bundy Dr & Pico Bl	0.916	E	1.019	F
59. Barrington Av & Pico Bl	0.913	E	1.081	F
60. Sawtelle Bl & Pico Bl	0.935	E	1.176	F
61. Sepulveda Bl & Pico Bl	1.021	F	0.915	E
62. Westwood Bl & Pico Bl	0.995	E	1.024	F
63. Overland Av & Pico Bl	1.044	F	1.107	F
64. Bundy Dr & Ocean Park Bl/Gateway Bl	0.831	D	1.085	F
65. Sawtelle Bl & National Bl	1.065	F	1.090	F
66. I-405 SB On Ramp & National Bl	0.621	B	0.661	B
67. I-405 NB Off Ramp & National Bl	0.675	B	0.797	C
68. Sepulveda Bl & National Bl	1.178	F	1.186	F
69. Westwood Bl & National Bl	0.943	E	1.373	F
70. Overland Av & I-10 WB Ramps/National Bl	1.334	F	1.341	F

With the application of the ambient growth, the addition of traffic from area/related projects and adding the maximum potential 815 employees growth to the existing building, additional 15 study intersections are projected to operate at a poor level of service as a result. In addition to the intersections that are currently operating at poor levels of service, the following intersections are projected to deteriorate at LOS E or worse during either the morning and/or afternoon peak hours:

- Church Lane and I-405 SB Ramps
- Church Lane and Sunset Boulevard
- Gayley Avenue and Le Conte Avenue
- Barrington Avenue and Wilshire Boulevard
- Westwood Boulevard and Lindbrook Drive
- Selby Avenue and Wilshire Boulevard
- Barrington Avenue and Santa Monica Boulevard
- Veteran Avenue and Ohio Avenue
- Westwood Boulevard and Ohio Avenue
- Sawtelle Boulevard and Santa Monica Boulevard
- I-405 NB Ramps and Santa Monica Boulevard
- Sepulveda Boulevard and Santa Monica Boulevard
- Westwood Boulevard and Santa Monica Boulevard
- Westwood Boulevard and Pico Boulevard
- Westwood Boulevard and National Boulevard

The remaining ten study intersections are projected to continue to operate at an acceptable level of service (LOS D or better).

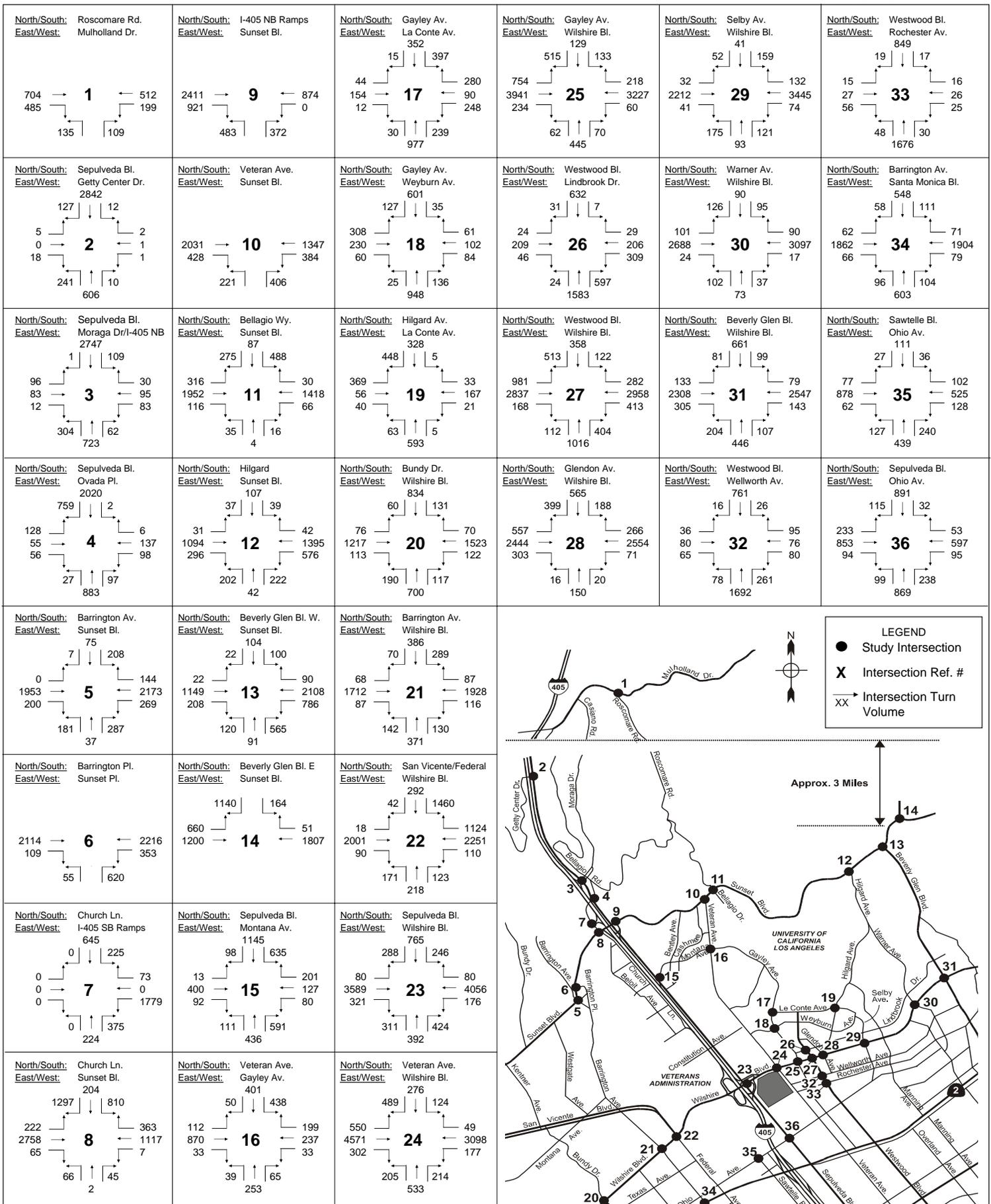
The morning and afternoon peak-hour traffic volumes for this scenario are provided in Figures 12a-12b and 13a-13b, respectively. The traffic analysis worksheets for this scenario are provided in Appendix D of this report.

D. Ambient Growth (Year 2017)

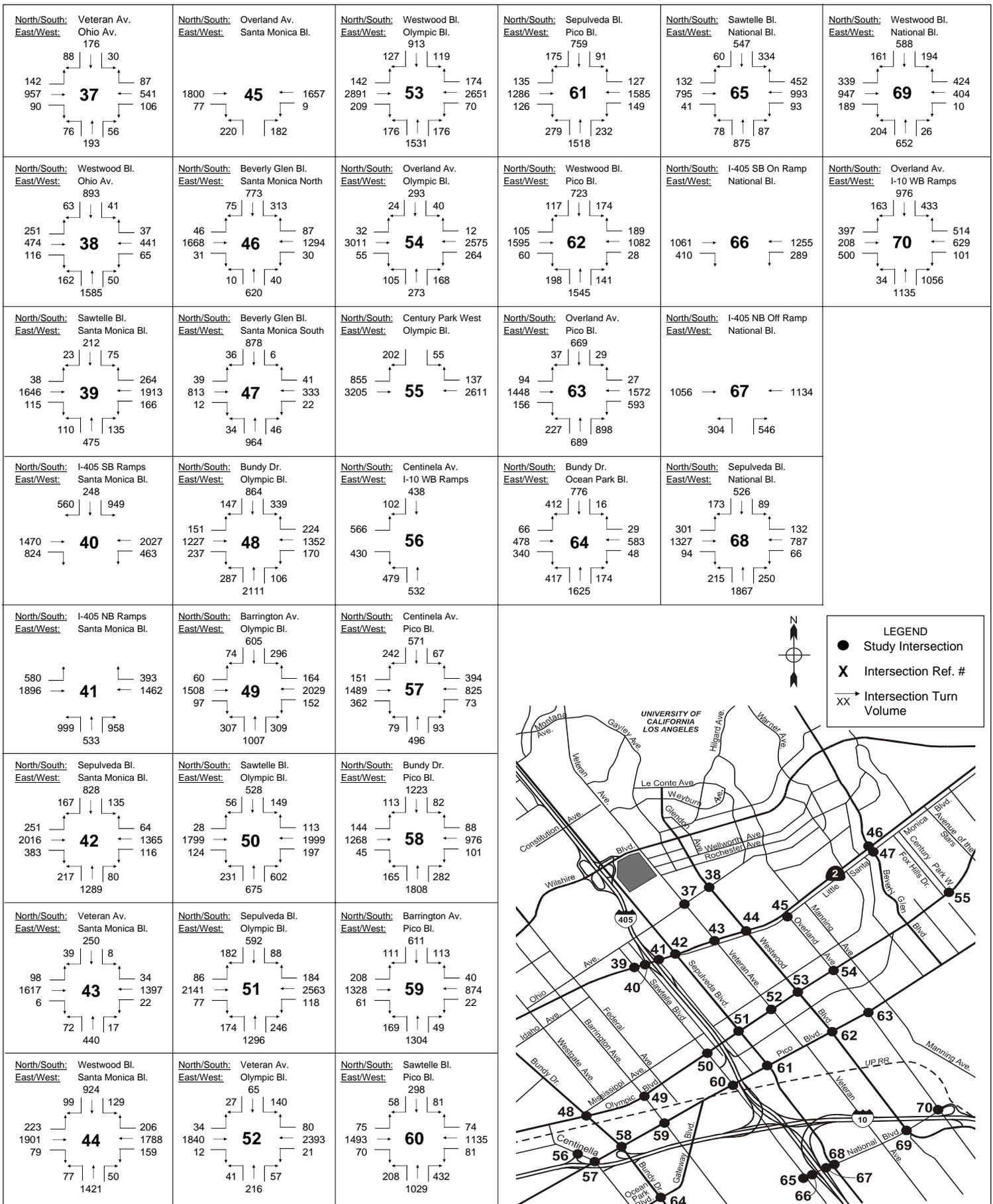
Similarly to the Phase 1, an annual traffic growth rate factor of 1% was also utilized to provide for increases in traffic from the existing traffic counts to reflect Year 2017 conditions. This annual rate was also discussed and verified with LADOT staff.

To apply this ambient growth rate to existing (Year 2006) volumes, a factor of 1.11 was utilized. This factor simulates a 1% annual increase over the eleven-year period between existing conditions and future (Year 2017) conditions.

The future (2017) ambient peak-hour turn movement volumes estimated in this scenario are provided in Figures 13a-13b and Figures 14a-14b for morning and afternoon peak hours, respectively.

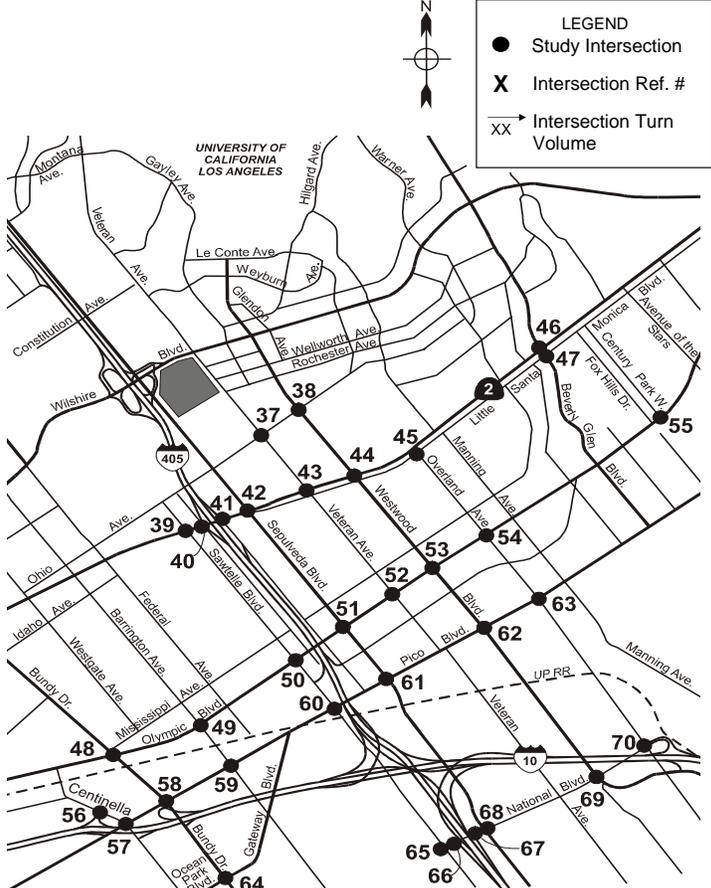


Intersections 1 - 36

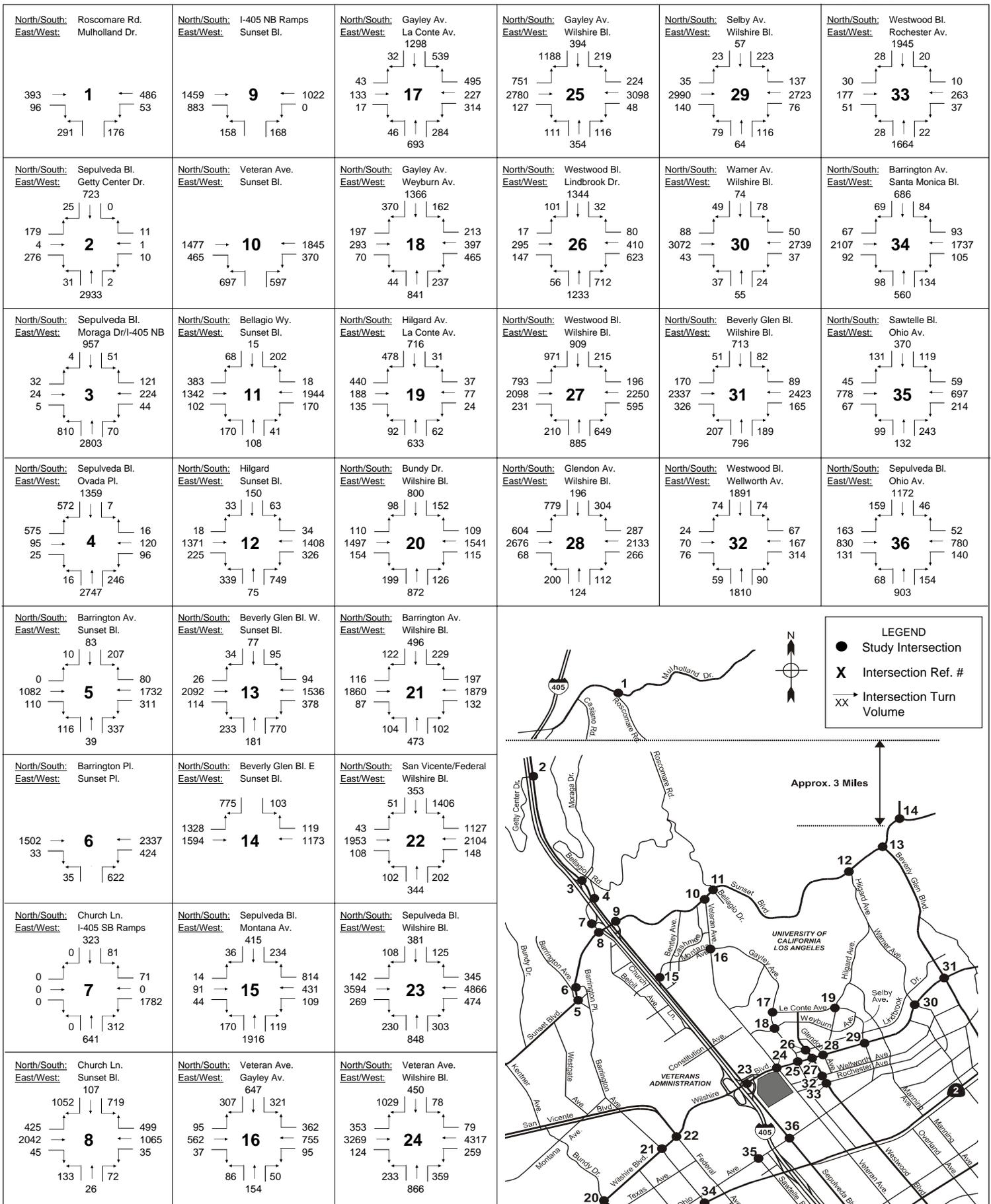


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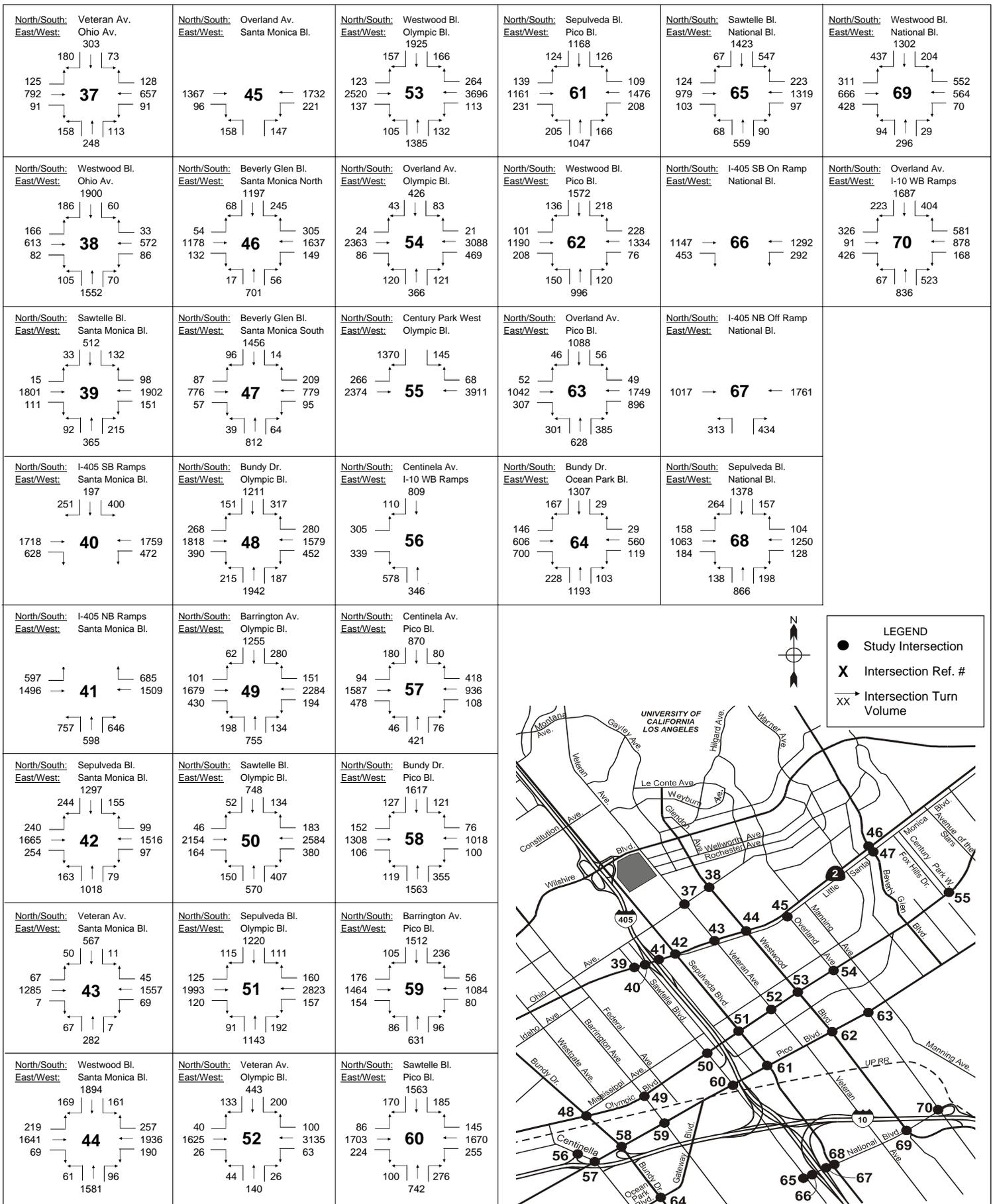
- Study Intersection
- X Intersection Ref. #
- XX Intersection Turn Volume



Intersections 37 - 70

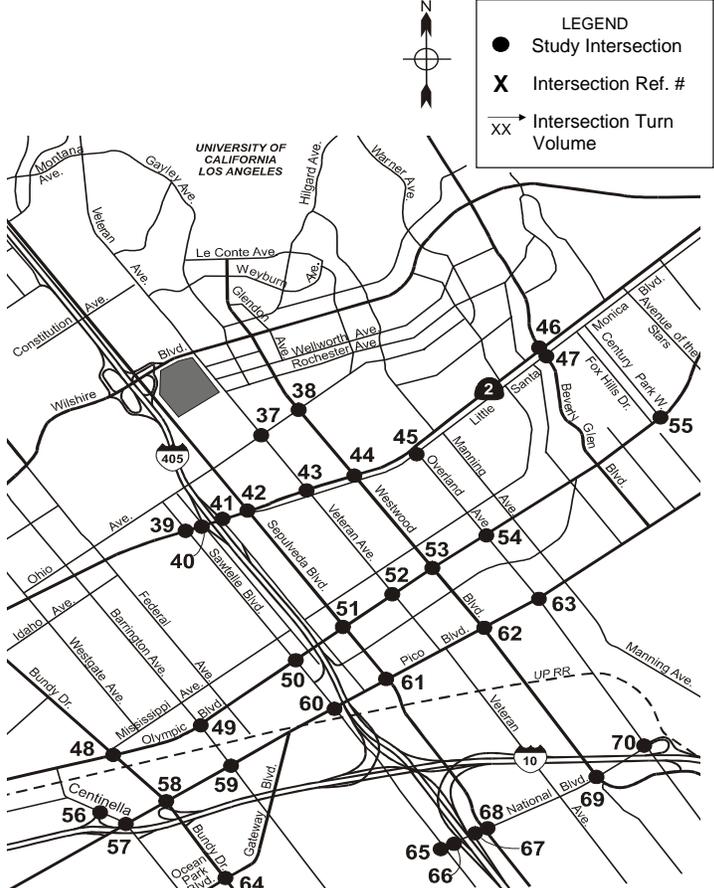


Intersections 1 - 36

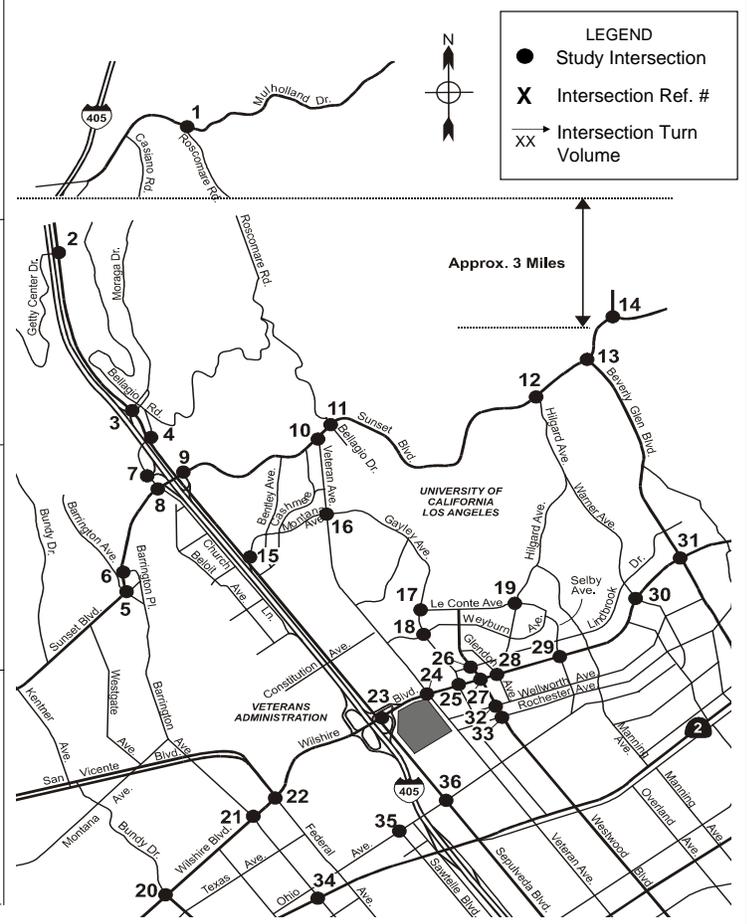
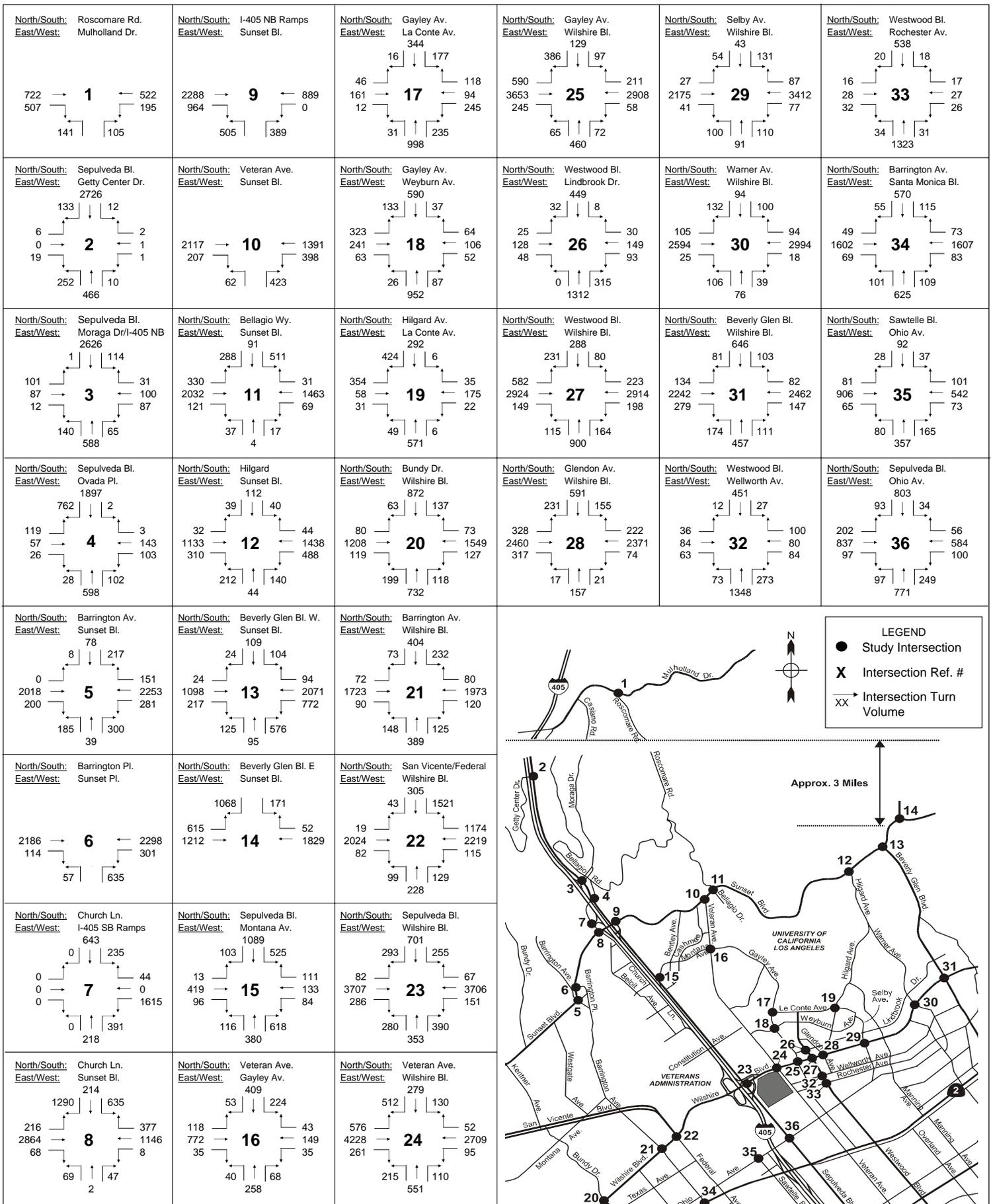


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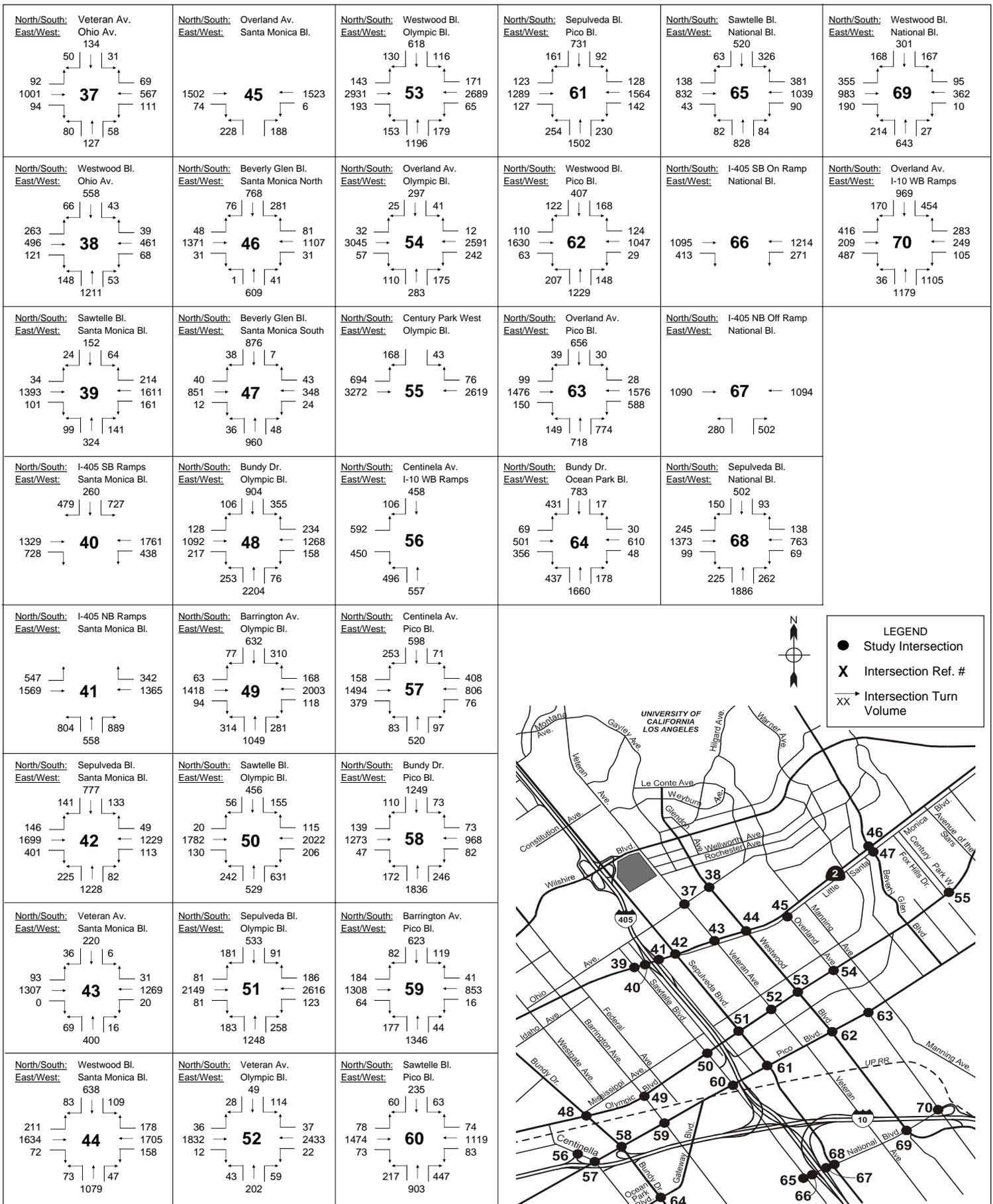
- Study Intersection
- X Intersection Ref. #
- XX Intersection Turn Volume



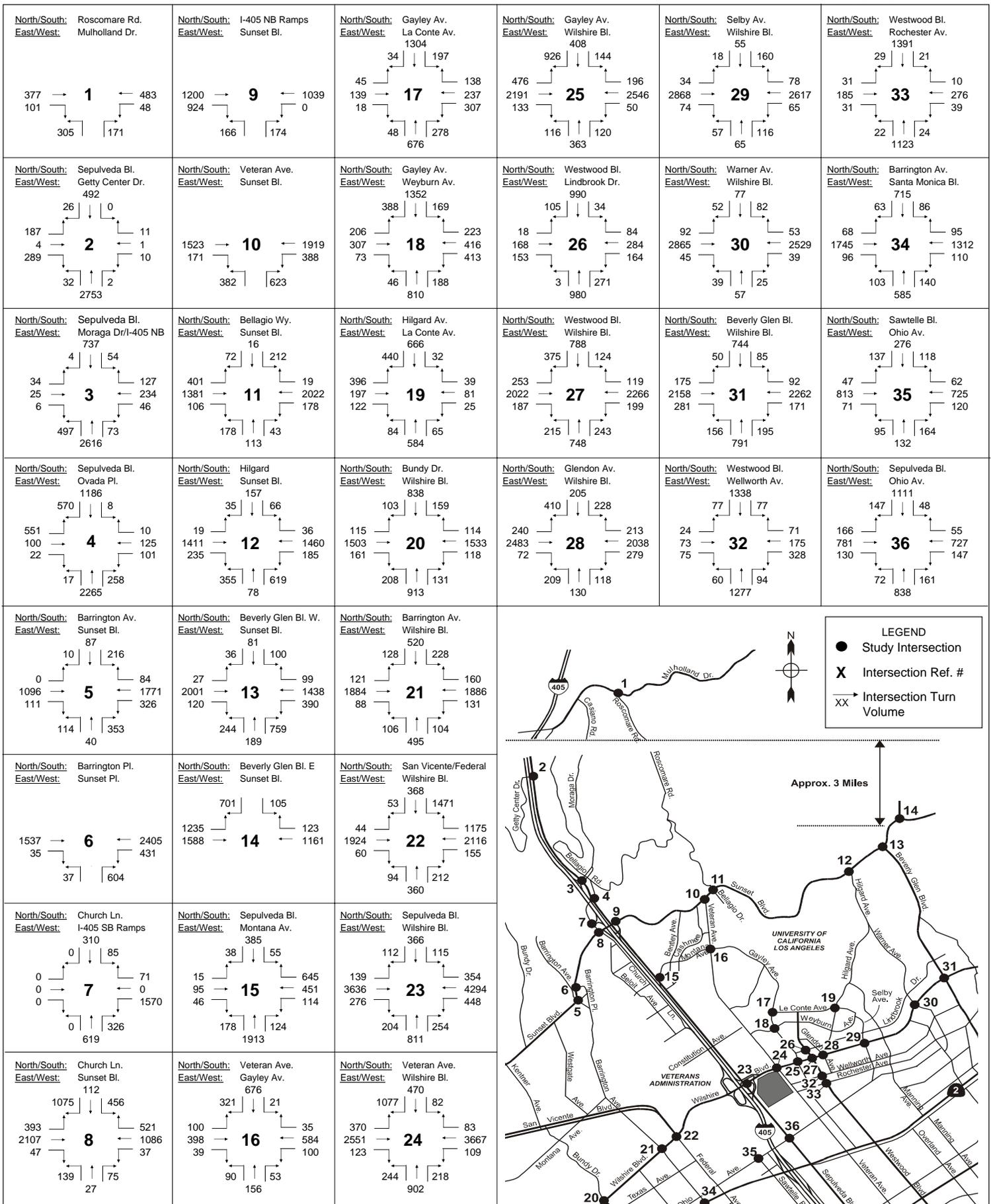
Intersections 37 - 70



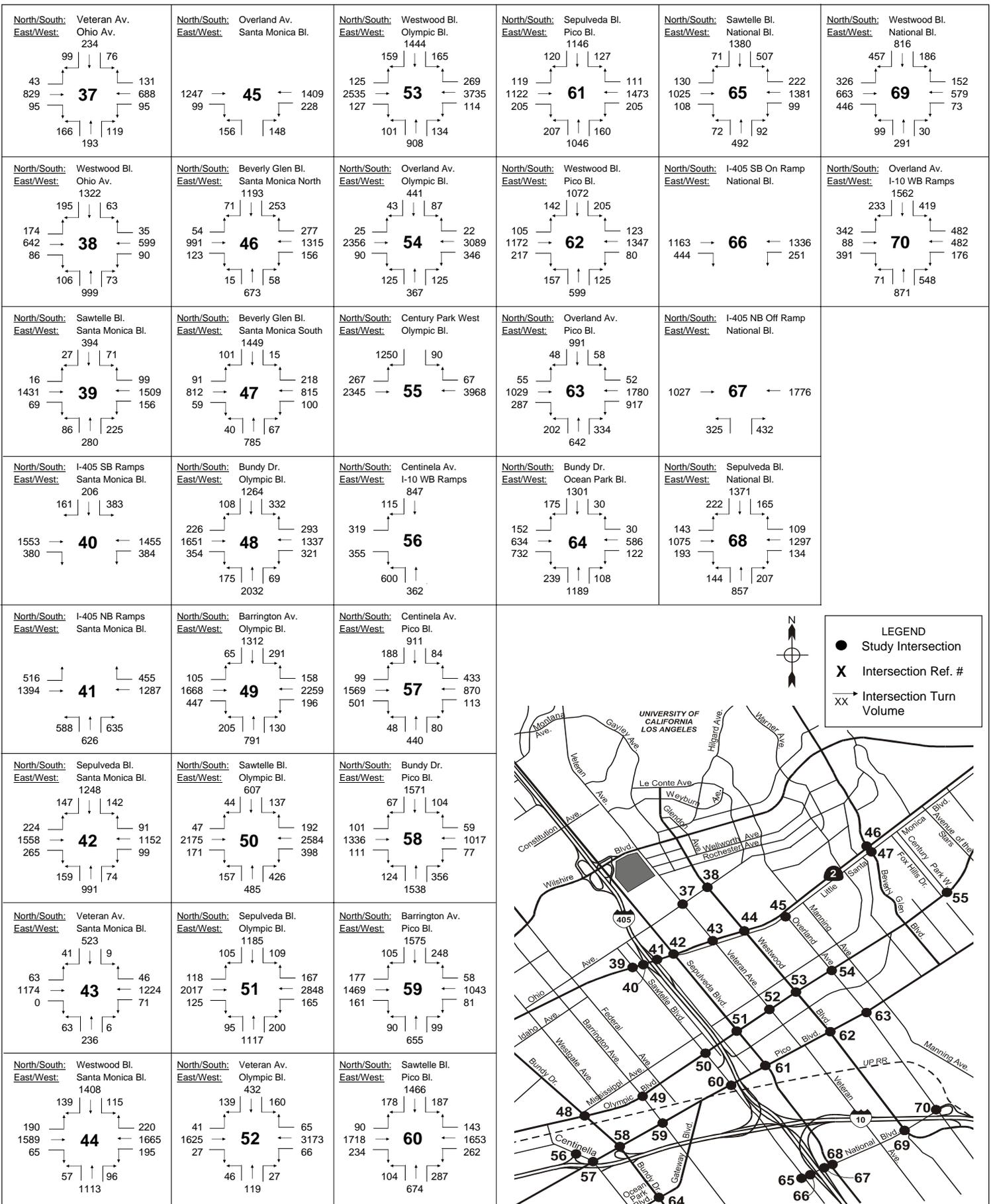
Intersections 1 - 36



Intersections 37 - 70



Intersections 1 - 36



Intersections 37 - 70

E. Related Projects (Year 2017)

The same area of influence and number of related projects are included in this scenario as in Phase 1 (Year 2012). The same 72 projects included in Table 3 were considered to potentially contribute measurable traffic volumes to the study area during the Phase 2 (Year 2017) analysis period. As shown in Table 3, the trip generation of each related project is included to the future period analysis (Year 2017).

The related area projects were again separated into zones that were included in the TRAFFIX model used in the preparation of this analysis. The related project traffic was added to the surrounding street system using the same methodology as mentioned above. In addition, the additional traffic estimated to be generated by the existing 11000 Wilshire Boulevard building assuming it will be at capacity in the future is also included. The same related projects trip assignment illustrated in Figures 10a-10b and 11a-11b are included under this scenario.

F. Peak Hour Intersection Level of Service (Year 2017)

To analyze future conditions (Year 2017) with related projects, intersection turn volumes with ambient growth and related projects traffic were input into the TRAFFIX analysis program and processed with the Circular 212 Planning method.

Table 6 summarizes the LOS of the study area intersections under this scenario.

**Table 6 – Intersection Performance -
Ambient Growth and Related Projects Conditions (Year 2017)**

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
1. Roscomare Rd & Mulholland Dr	0.765	C	0.635	B
2. Sepulveda Bl & Getty Ctr Dr	1.119	F	1.166	F
3. Sepulveda Bl & Moraga Dr/I-405	1.285	F	1.056	F
4. Sepulveda Bl & Church Ln	1.125	F	1.289	F
5. Barrington Av & Sunset Bl	1.130	F	0.911	E
6. Barrington Pl & Sunset Bl	1.203	F	1.022	F
7. Church Ln & I-405 SB Ramps	0.969	E	0.953	E
8. Church Ln & Sunset Bl	1.011	F	0.979	E
9. I-405 NB Ramps & Sunset Bl	1.068	F	0.666	B
10. Veteran Av & Sunset Bl	1.345	F	1.346	F
11. Bellagio & Sunset Bl	1.013	F	1.263	F
12. Hilgard Av & Sunset Bl	1.119	F	1.251	F
13. Beverly Glen Bl (West) & Sunset Bl	1.557	F	1.697	F
14. Beverly Glen (East) & Sunset Bl	1.168	F	1.381	F
15. Sepulveda Bl & Montana Av	1.205	F	1.337	F

**Table 6 – Intersection Performance -
 Ambient Growth and Related Projects Conditions (Year 2017) (continued)**

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
16. Veteran & Gayley	1.243	F	1.670	F
17. Gayley Av & Le Conte Av	0.893	D	0.972	E
18. Gayley Av & Weyburn Av	0.664	B	1.110	F
19. Hilgard Av & Le Conte Av	0.689	B	0.837	D
20. Bundy Dr & Wilshire Bl	1.020	F	1.059	F
21. Barrington Av & Wilshire Bl	0.995	E	1.000	E
22. San Vicente/Federal & Wilshire	1.276	F	1.253	F
23. Sepulveda Bl & Wilshire Bl	1.544	F	1.552	F
24. Veteran Av & Wilshire Bl	1.233	F	1.442	F
25. Gayley Av & Wilshire Bl	1.121	F	1.374	F
26. Westwood Bl & Lindbrook Dr	0.811	D	1.137	F
27. Westwood Bl & Wilshire Bl	1.332	F	1.219	F
28. Glendon Av & Wilshire Bl	1.057	F	1.183	F
29. Selby Av & Wilshire Bl	1.033	F	0.980	E
30. Warner Av & Wilshire Bl	0.923	E	0.804	D
31. Beverly Glen Bl & Wilshire Bl	1.092	F	1.100	F
32. Westwood Bl & Wellworth Av	0.730	C	1.015	F
33. Westwood Bl & Rochester Av	0.613	B	0.842	D
34. Barrington Av & Santa Monica Bl	0.908	E	1.068	F
35. Sawtelle Bl & Ohio Av	1.203	F	1.043	F
36. Sepulveda Bl & Ohio Av	1.040	F	1.160	F
37. Veteran Av & Ohio Av	0.964	E	1.066	F
38. Westwood Bl & Ohio Av	0.985	E	1.149	F
39. Sawtelle Bl & Santa Monica Bl	0.951	E	0.992	E
40. I-405 SB Ramps & Santa Monica	1.199	F	0.874	D
41. I-405 NB Ramps & Santa Monica	1.057	F	1.137	F
42. Sepulveda Bl & Santa Monica Bl	1.079	F	1.070	F
43. Veteran Av & Santa Monica Bl	0.708	C	0.871	D
44. Westwood Bl & Santa Monica Bl	1.087	F	1.214	F
45. Overland Av & Santa Monica Bl	0.545	A	0.557	A
46. Beverly Glen Bl & Santa Monica	0.732	C	0.814	D
47. Beverly Glen & Santa Monica South	0.929	E	1.101	F
48. Bundy Dr & Olympic Bl	1.431	F	1.501	F
49. Barrington Av & Olympic Bl	1.092	F	1.149	F
50. Sawtelle Bl & Olympic Bl	1.373	F	1.496	F

**Table 6 – Intersection Performance -
 Ambient Growth and Related Projects Conditions (Year 2017) (continued)**

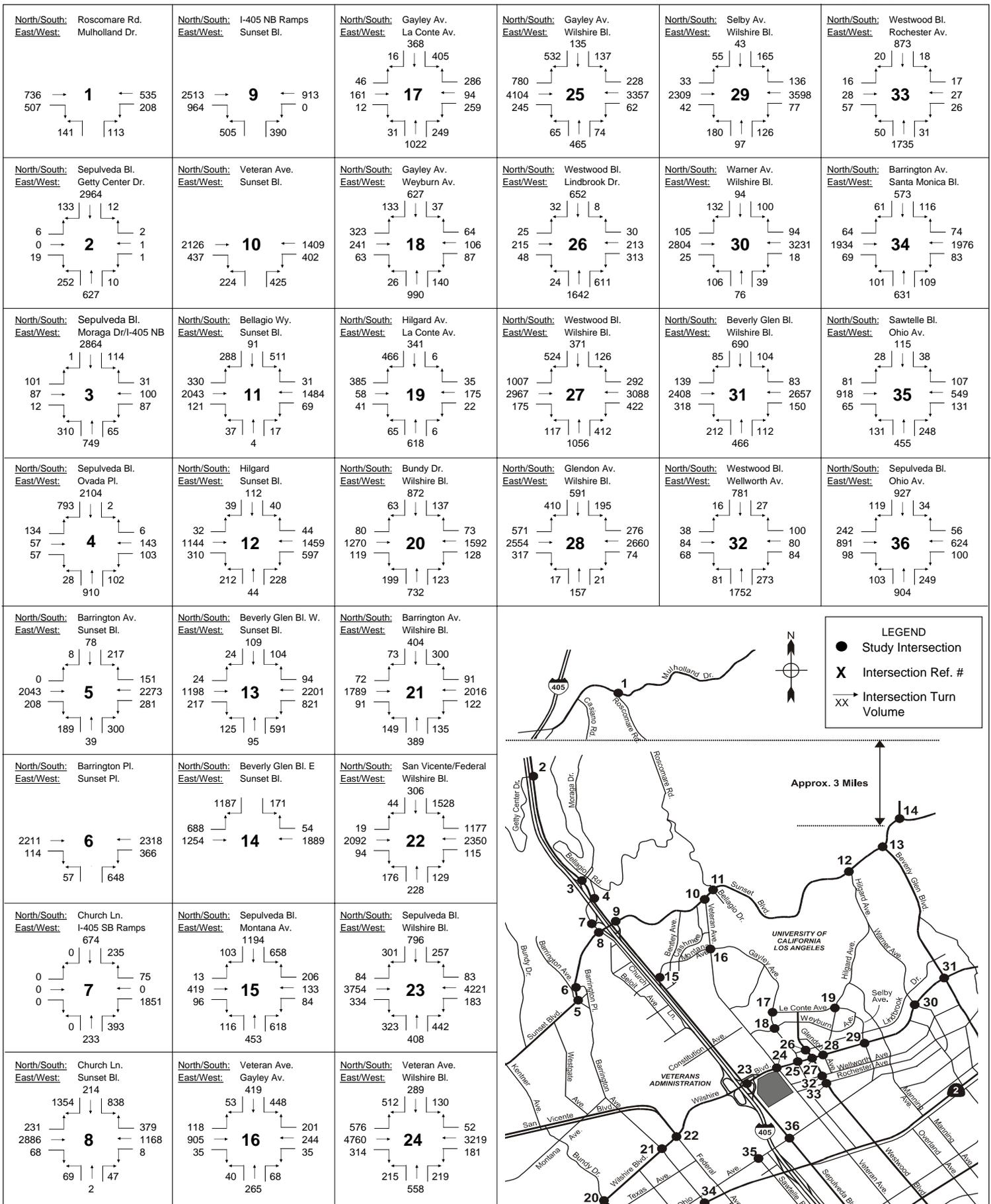
Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
51. Sepulveda Bl & Olympic Bl	1.061	F	1.080	F
52. Veteran Av & Olympic Bl	0.673	B	0.929	E
53. Westwood Bl & Olympic Bl	1.379	F	1.499	F
54. Overland Av & Olympic Bl	1.177	F	1.245	F
55. Century Park West & Olympic Bl	0.964	E	1.467	F
56. Centinela Av & I-10 WB Ramps	0.990	E	1.152	F
57. Centinela Av & Pico Bl	0.990	E	1.085	F
58. Bundy Dr & Pico Bl	0.957	E	1.064	F
59. Barrington Av & Pico Bl	0.954	E	1.130	F
60. Sawtelle Bl & Pico Bl	0.975	E	1.227	F
61. Sepulveda Bl & Pico Bl	1.066	F	0.955	E
62. Westwood Bl & Pico Bl	1.035	F	1.063	F
63. Overland Av & Pico Bl	1.091	F	1.154	F
64. Bundy Dr & Ocean Park Bl/Gateway Bl	0.868	D	1.134	F
65. Sawtelle Bl & National Bl	1.111	F	1.139	F
66. I-405 SB On Ramp & National Bl	0.649	B	0.690	B
67. I-405 NB Off Ramp & National Bl	0.703	C	0.832	D
68. Sepulveda Bl & National Bl	1.230	F	1.238	F
69. Westwood Bl & National Bl	0.969	E	1.416	F
70. Overland Av & I-10 WB Ramps/National Bl	1.387	F	1.397	F

With the application of the ambient growth (11%) and, the addition of traffic from area/related projects and adding the maximum potential growth of 815 employees to the existing building, the following are the remaining seven study intersections that are projected to operate at an acceptable level of service:

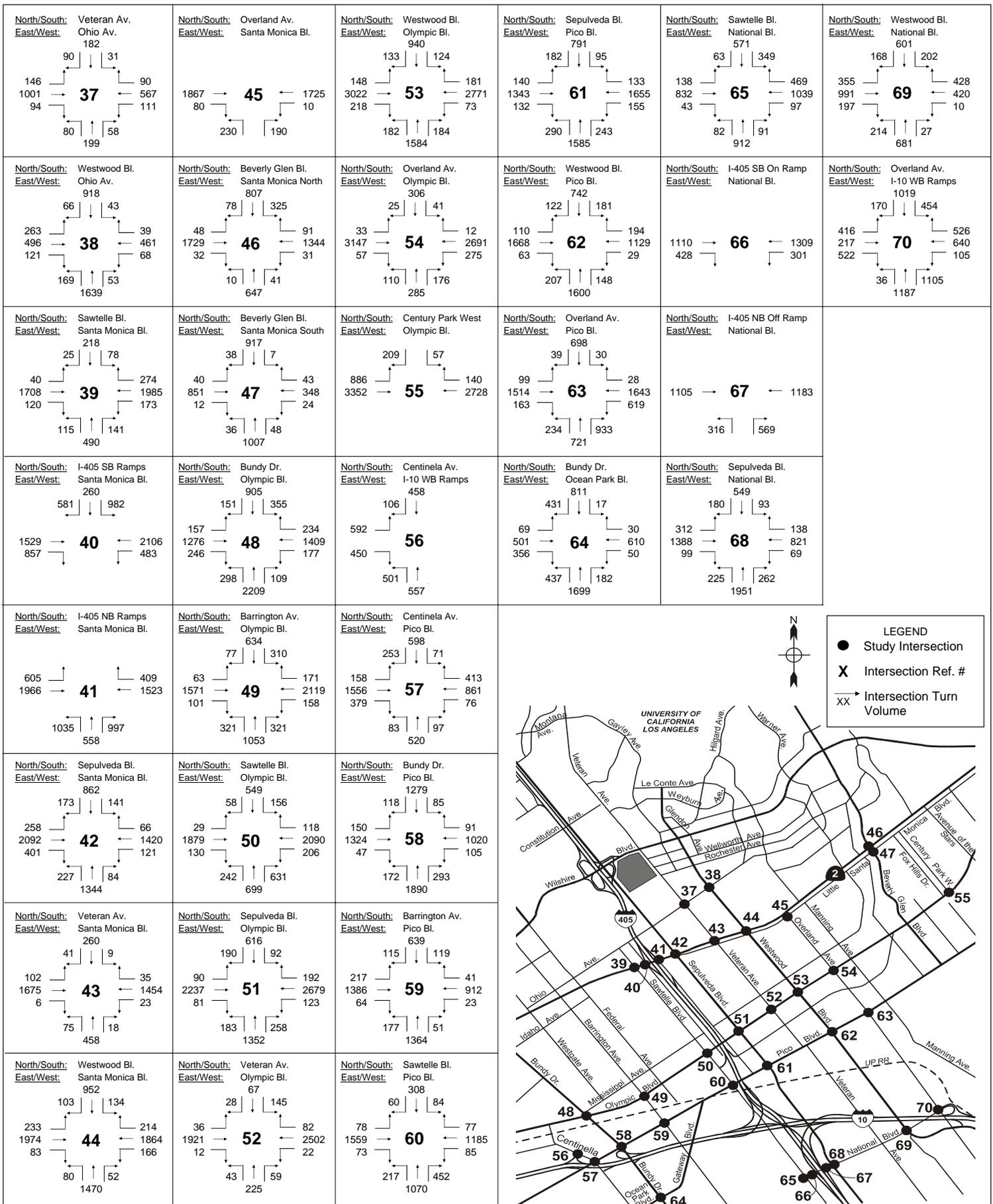
- Roscomare Road and Mulholland Drive
- Hilgard Avenue and Le Conte Avenue
- Westwood Boulevard and Rochester Avenue
- Veteran Avenue and Santa Monica Boulevard
- Overland Avenue and Santa Monica Boulevard
- Beverly Glen Boulevard and Santa Monica Boulevard
- I-405 SB On-Ramp and National Boulevard
- I-405 NB Off-Ramp and National Boulevard

The remaining 62 of the 70 study intersections are projected to continue to operate at poor levels of service (LOS E or worse).

The morning and afternoon peak-hour traffic volumes for this scenario are provided in Figures 16a-16b and 17a-17b, respectively. The traffic analysis worksheets for this scenario are provided in Appendix E of this report.

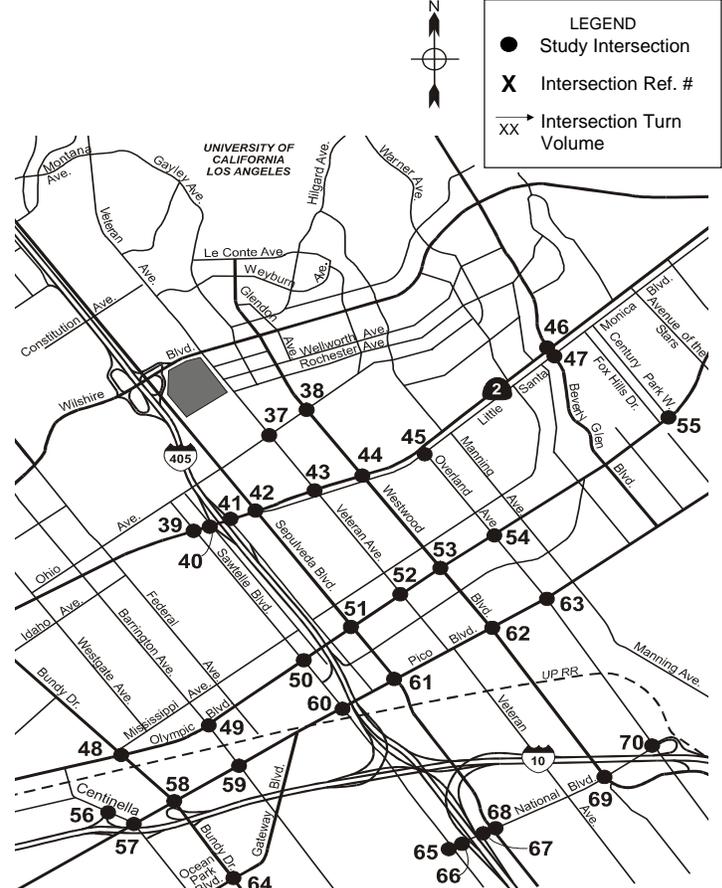


Intersections 1 - 36

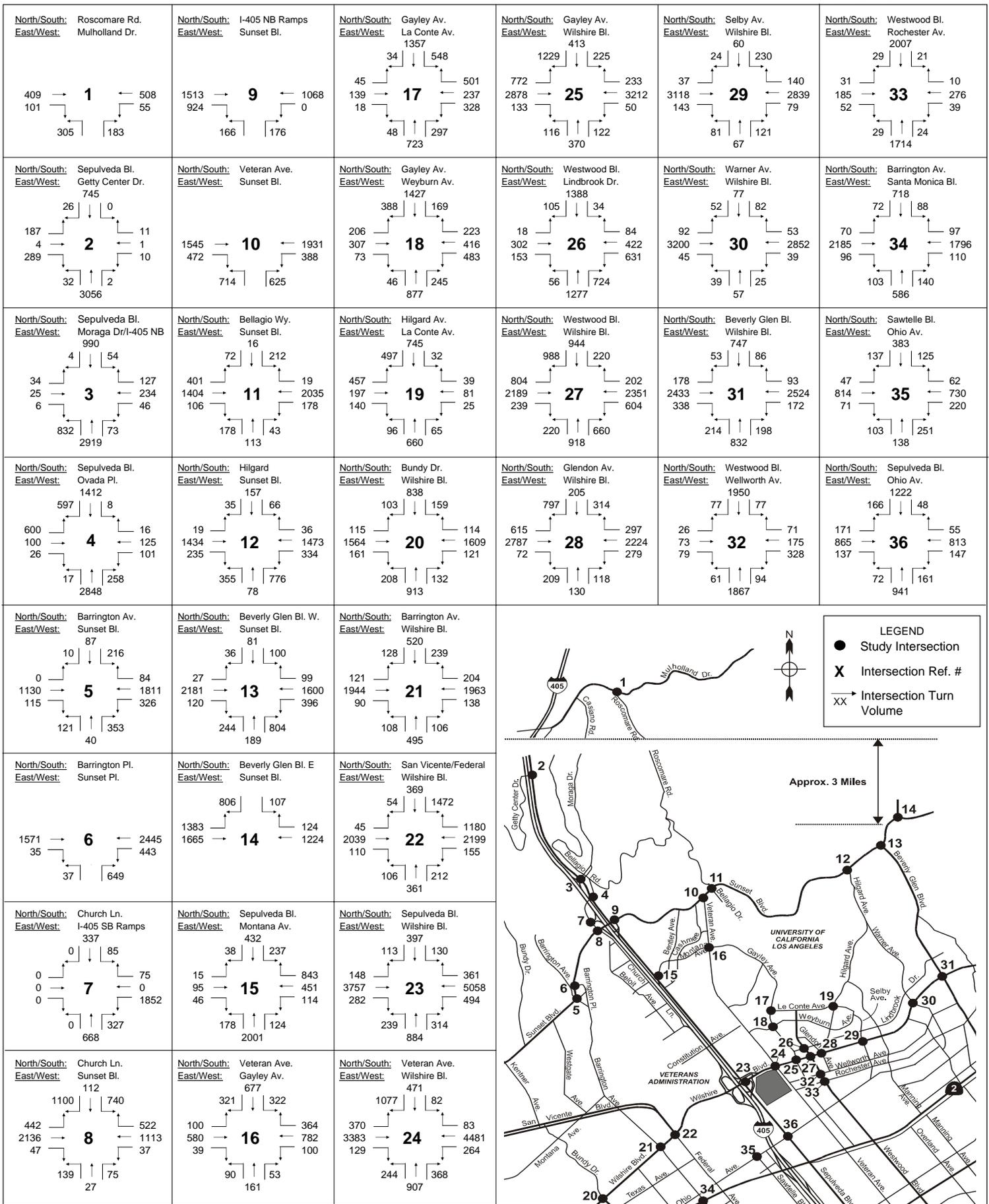


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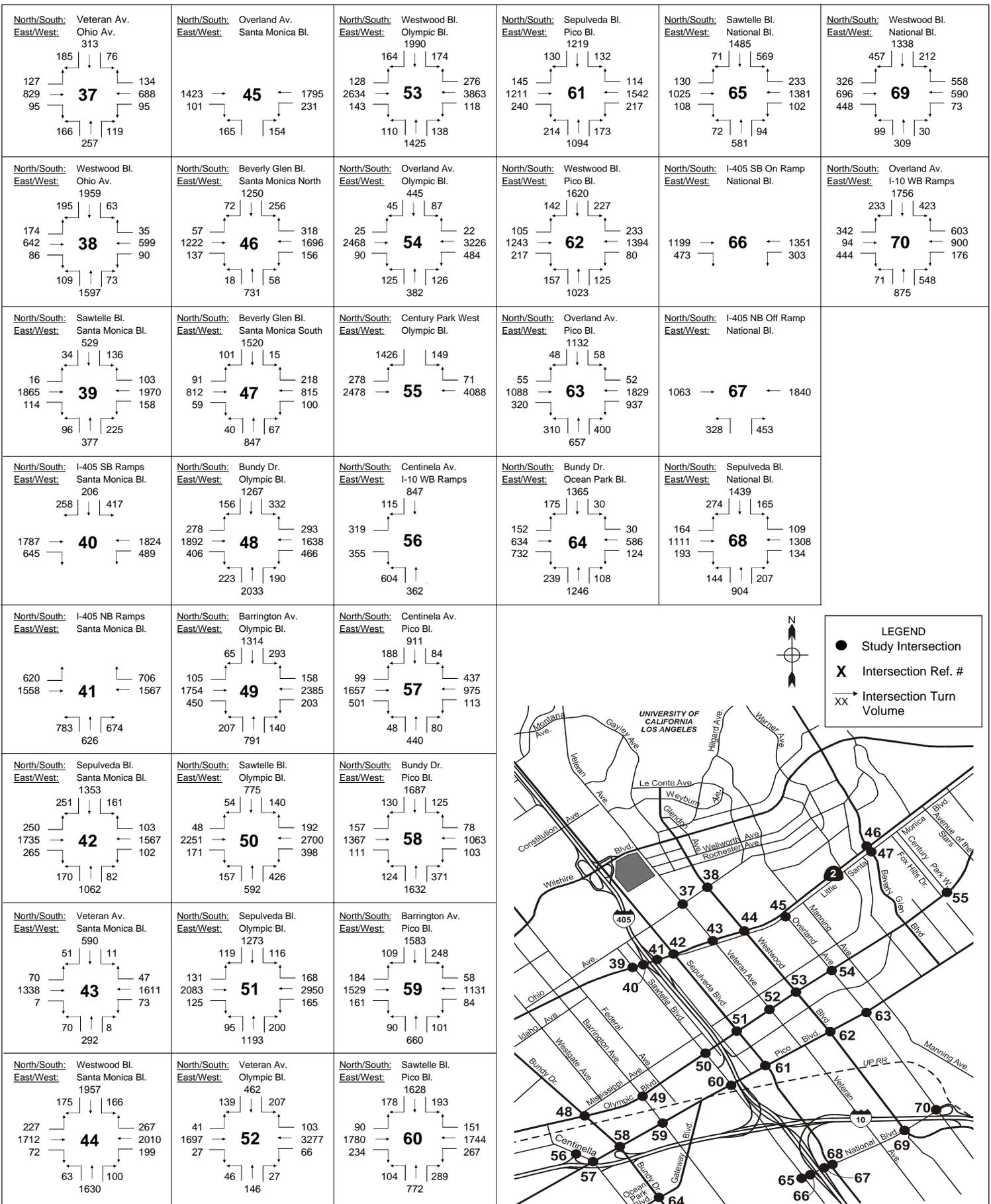
- Study Intersection
- X Intersection Ref. #
- XX Intersection Turn Volume



Intersections 37 - 70



Intersections 1 - 36



Intersections 37 - 70

4. Project Trips

This section defines the traffic that would be generated by the proposed Project in a three-step process including trip generation, trip distribution, and trip assignment.

A. Project Trip Generation

The proposed Project includes the construction of new facilities for the FBI Headquarters and renovation of the existing 18-story tower. An additional 937,000 gross square feet of building space with 1,200 secured parking stalls will be provided. The project would occur in two phases over a 10-year period.

Under the first phase of the Project (Year 2012), 230,000 square feet of office space, 190,000 square feet of strictly storage, and 47,000 square feet of auto/radio maintenance facility with 850-space secured parking garage will be constructed. The existing office tower will be renovated for non-FBI tenant use that is projected to accommodate a maximum of 2,300 employees once renovation is completed. The existing post office and cafeteria will remain as-is without any growth expected.

The second phase (Year 2017) of the project is planned to construct additional 470,000 square feet of office for FBI use with 350-space secured parking garage. Phase 2 will strictly be for FBI use to accommodate its projected growth. An additional 1,000 FBI employees are estimated by Year 2017.

Trip Generation Methodology

In order to analyze the impacts of the proposed project, the number of new trips that will be generated by the project must be forecast and added to the study intersections. Typically, trip generation estimates are calculated by utilizing rates published in ITE's *Trip Generation, 7th Edition*. The trip generation of characteristics of the FBI and the non-FBI employees, however, are quite atypical from an average office facilities whether general or government. Thus, surveys were performed in an effort to determine the appropriate trip generation rates of the proposed Project.

Through series of meetings and discussions with the FBI staff and the building manager, the approach to the survey was developed. The existing tower is mainly classified into two categories, which are FBI agents/support staff and government agencies employees/visitors. The proposed project is to accommodate the growth of the FBI and to continue leasing the space available to different government agencies similar to the existing make-up of the building. Therefore, it is anticipated that the proposed Project would have similar trip generation rates per employee/visitor type as the existing facility.

Trip generation surveys were conducted at the existing 11000 Wilshire Boulevard building through approaching individuals and asking them series of questions regarding their trip to the federal building. The surveys were conducted between 7:00 AM and 6:00 PM on a typical weekday since it has been determined that minimal number of employees is present in the building outside the observation period. A list of questionnaires was prepared to assess each individual's trip characteristics in relation to the existing building. Questions such as purpose of the trip, mode of

transportation, trip origin, number of persons in each vehicle, if driving, and location of where they park were asked to any person willing to participate. A sample of the questionnaire and the results are included in Appendix F.

During the survey, all entrances and exits were monitored to determine the number of employees and visitors entering and exiting the building. Entrances for employees are separate and distinguishable since a key card is required for employees to gain access while visitors must stop with security guards for inspection.

In addition to the survey conducted for the building itself, the FBI agents and supporting staff were exclusively observed to determine a more precise trip generation characteristics of the FBI. A series of observations were made during a typical weekday morning (7 AM to 10 AM) and afternoon (3 PM to 6 PM) peak periods. These results would allow a better estimation of isolating the FBI trips component from the non-FBI trips component of the project.

Survey Results

On May 11, 2005, a total of 4,081 people were observed to enter and exit the 11000 Wilshire Building between 7 AM and 6 PM. A total of 984 employees entered and 897 employees exited the building. A total of 989 visitors were observed to enter the building and 1,211 visitors exit during the observation period.

In analyzing the data collected, morning and afternoon peak hour was extracted during the 7 AM to 10 AM and 3 PM to 6 PM periods. It was determined that a total of 545 and 274 people were observed during the morning and afternoon peak hours, respectively. It was determined from the FBI exclusive survey that out of the 545 people observed during the morning peak hour, 133 are estimated to be FBI agents and support staff. As for the afternoon peak hour, it was estimated that 126 of the 274 people observed entering and leaving the building were FBI agents/staff.

Out of the 1,973 people observed entering the building, 697 individuals answered the questionnaire posed to them. Approximately 35% response rate was achieved during the survey. The results from the questionnaire were the basis in determining the vehicle trip generation of the building.

The survey results indicated that the primary mode of transportation to and from the site is personal and agency vehicles. There was small number of employees/visitors that walked, bicycled or used transit. Based on the survey results, FBI agents/staff were determined to have average vehicle occupancy (AVO) of 1.23 persons per vehicle. As for non-FBI employees and visitors, their AVO was calculated at 1.32 persons per vehicle.

Trip Generation Estimates

Trip generation rates were developed based on the observations made and surveys conducted summarized above. Utilizing the existing employee population in the building of 1,100 employees (700 FBI employees and 400 non-FBI employees), trip rates from each component were calculated. Table 7 summarizes the trip rates developed for each component of the building. As shown, the FBI component of the site has a morning peak hour trip rate of 0.156 trips per employee and an

afternoon peak hour trip rate of 0.146 trips per employee. The non-FBI component of the site has a fairly high trip rates compared to the FBI trip characteristics due to the number of visitors that the other government agencies generate (i.e., passport services). A morning peak hour trip rate of 0.780 trips per employee and an afternoon peak hour trip rate of 0.280 trips per employee were estimated for the non-FBI component of the project.

Table 7 – Project Trip Generation Rates

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			Rate	% In	% Out	Rate	% In	% Out
Trip Rates [1]								
Federal Bureau of Investigations (FBI)	Employees	2.21	0.156	98%	2%	0.146	28%	72%
Non-FBI	Employees	3.58	0.780	61%	39%	0.280	20%	80%

[1] Trip generation rates were derived from the survey results performed at the 11000 Wilshire Boulevard Building on May 11, 2005.

The count summaries at the entrances, survey summaries and the calculation worksheets in developing trip generation rates for the proposed Project are provided in Appendix F of this report.

Table 8 summarizes the project trip generation rates that were utilized and the “net” trip generation calculated from these rates under Phase 1 (Year 2012) of the project. Trip generation for the Phase 1 was calculated by utilizing the rates mentioned above. Currently, the 11000 Wilshire Building accommodates 1,100 employees of whom 700 employees are FBI agents/staff and 400 non-FBI government employees. An additional 815 government employees can still be accommodated to reach capacity at the existing site. The proposed project under Phase 1 is 640 FBI employees and a total 2,300 non-FBI employees. The U.S. Postal Service and cafeteria employees would remain at 142 and 10 employees, respectively. Therefore, a total “net” increase of 1,085 non-FBI employees is projected under Phase 1 (Year 2012). Based on 1,085 non-FBI employees, the proposed Project under Phase 1 is projected to generate 3,884 daily trips of which 846 and 304 trips would occur during the morning and afternoon peak hours, respectively, based on the results of the survey.

Table 8 – Phase 1 Project Trip Generation Estimates

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Trip Rates [1]									
FBI	-	Employees	2.21	0.156	98%	2%	0.146	28%	72%
Trips									
Government Office									
Non-FBI	1,085	Employees	3,884	846	516	330	304	61	243
TOTAL TRIPS			3,884	846	516	330	304	61	243

[1] Trip generation rates were from the survey results taken on May 11, 2005.

Under the Phase 2 (Year 2017) scenario, Table 9 summarizes the trip generation estimates of Phases 1 and 2 combined. Based on the increase of 1,085 non-FBI employees and 1,000 FBI agent/staff, Phases 1 and 2 are projected to generate 6,094 daily trips of which 1,002 and 450 trips would occur during the morning and afternoon peak hours, respectively.

Table 9 – Phases 1 and 2 Project Trip Generation Estimates

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Trip Rates [1]									
FBI	-	Employees	2.21	0.156	98%	2%	0.146	28%	72%
Non-FBI	-	Employees	3.58	0.780	61%	39%	0.280	20%	80%
Trips									
Government Office									
FBI	1,000	Employees	2,210	156	153	3	146	41	105
Non-FBI	1,085	Employees	3,884	846	516	330	304	61	243
TOTAL TRIPS			6,094	1,002	669	333	450	102	348

[1] Trip generation rates were from the survey results taken on May 11, 2005.

B. Project Trip Distribution

Trip distribution is the process of assigning the directions from which traffic will access a project site. Trip distribution is typically dependent upon the land use characteristics of the project and the general locations of residential and other land uses to which project trips would originate or terminate. Utilizing the results from the survey conducted, zip code data was mapped out to determine the regional trip distribution of the existing building. Appendix F illustrates the locations of where the project trips are originating and likely to continue the trend in the future.

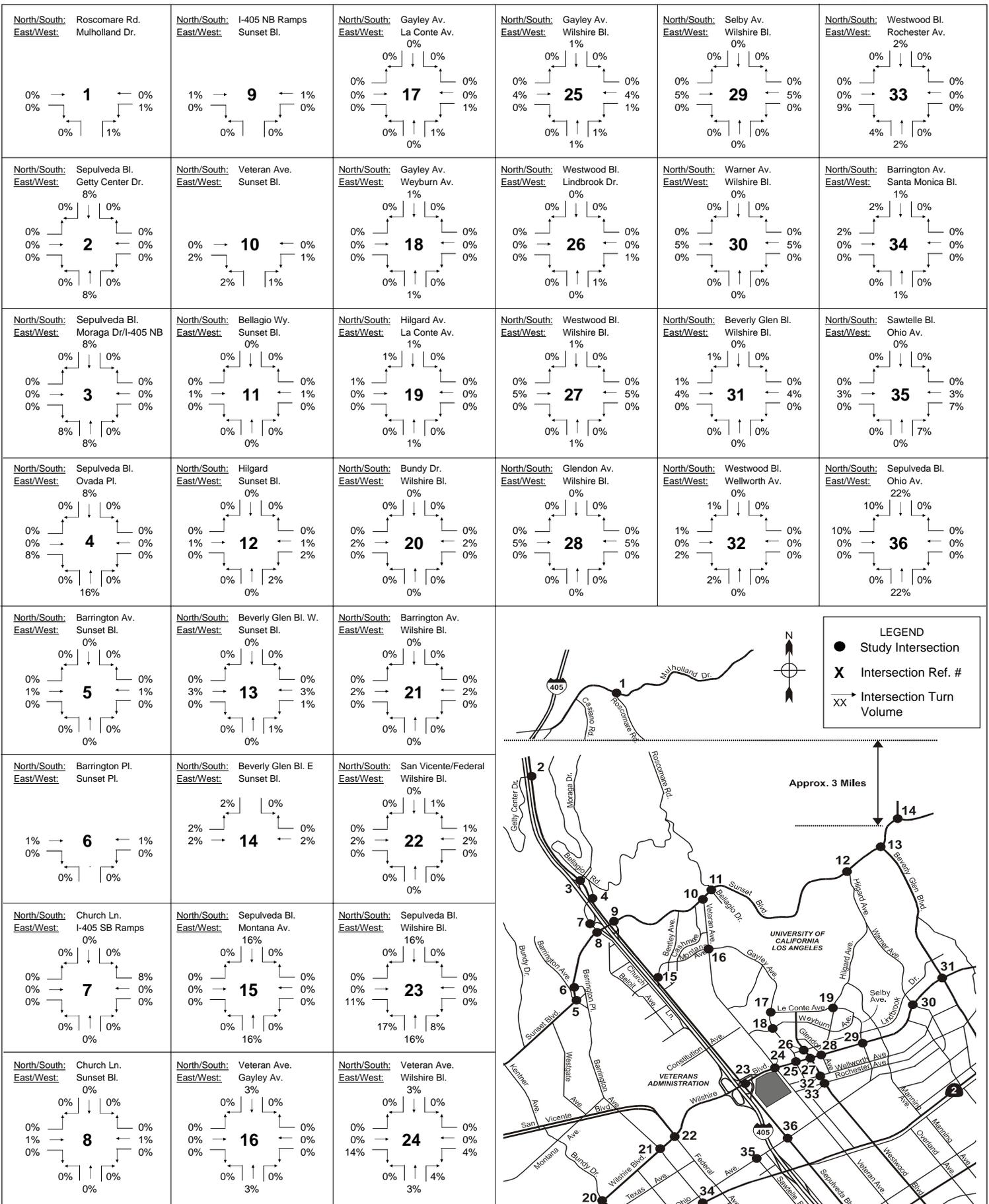
Project trip distribution within the study area was based on the knowledge of development trends in the area, local and sub-regional traffic routes, and regional traffic flows. For regional routes, freeway access was utilized.

Figures 18a-18b illustrates the overall and intersection trip distribution percentages that were utilized for Project traffic volumes.

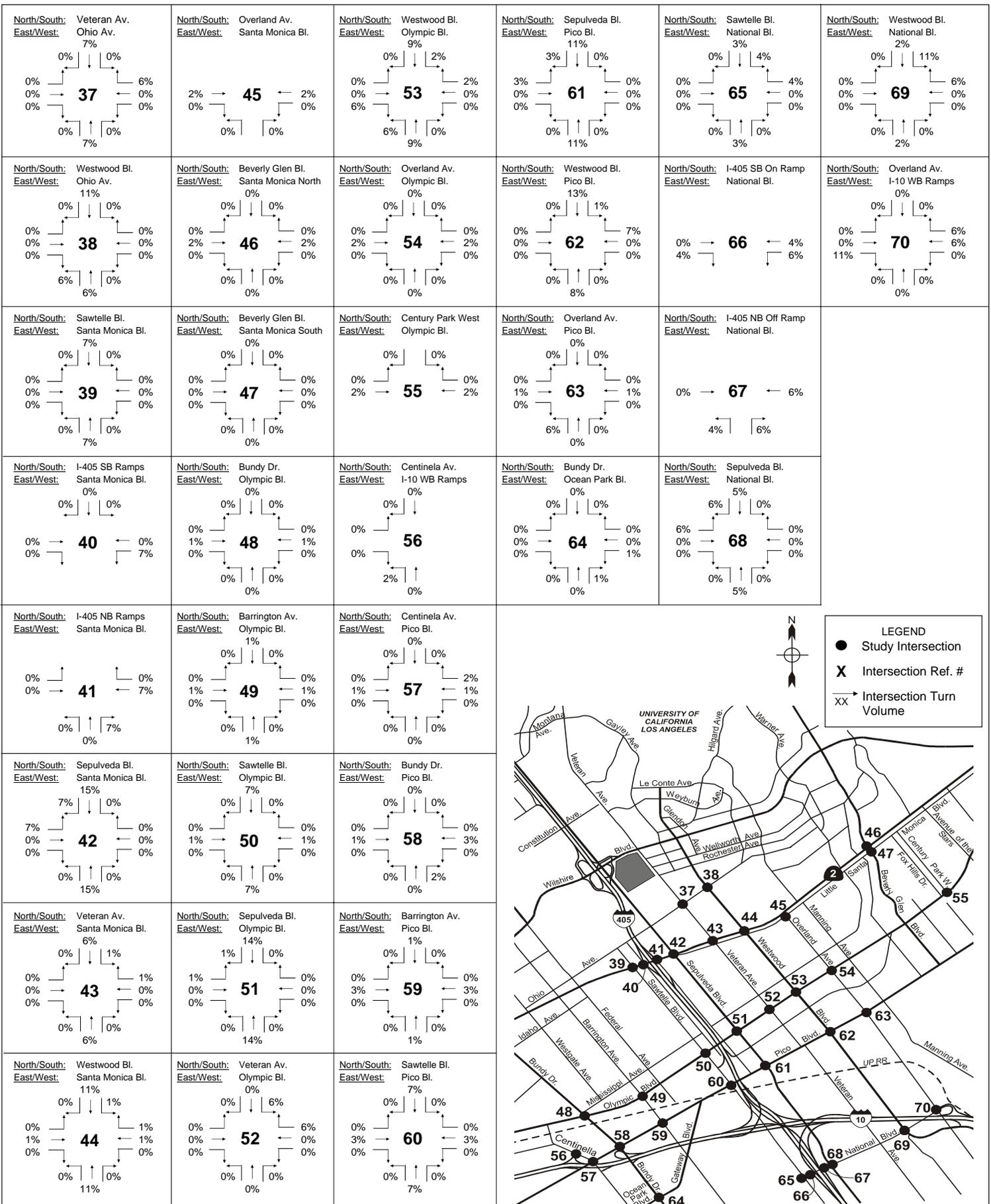
C. Project Trip Assignment

The final product of the trip assignment process is a full accounting of project trips, by direction and turning movement at the study intersections. The project trips were assigned based on distribution inputs to the TRAFFIX program.

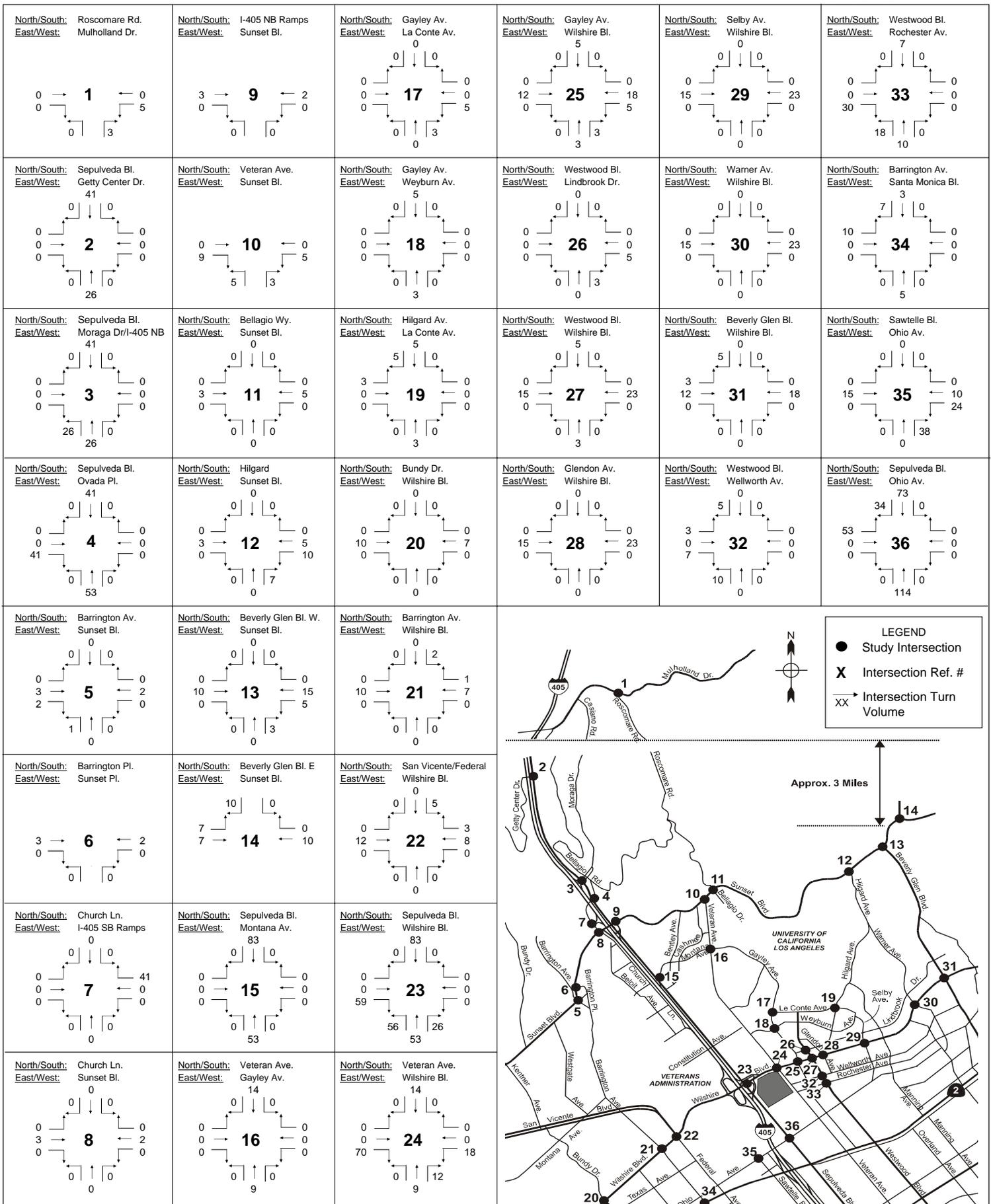
Figures 19a-19b and 20a-20b illustrate the Phase 1 Project (Year 2012) trip assignment for the morning and afternoon peak hours, respectively. Phases 1 and 2 Project (Year 2017) trip assignments are illustrated in Figures 21a-21b and 22a-22b for the morning and afternoon peak hours, respectively.



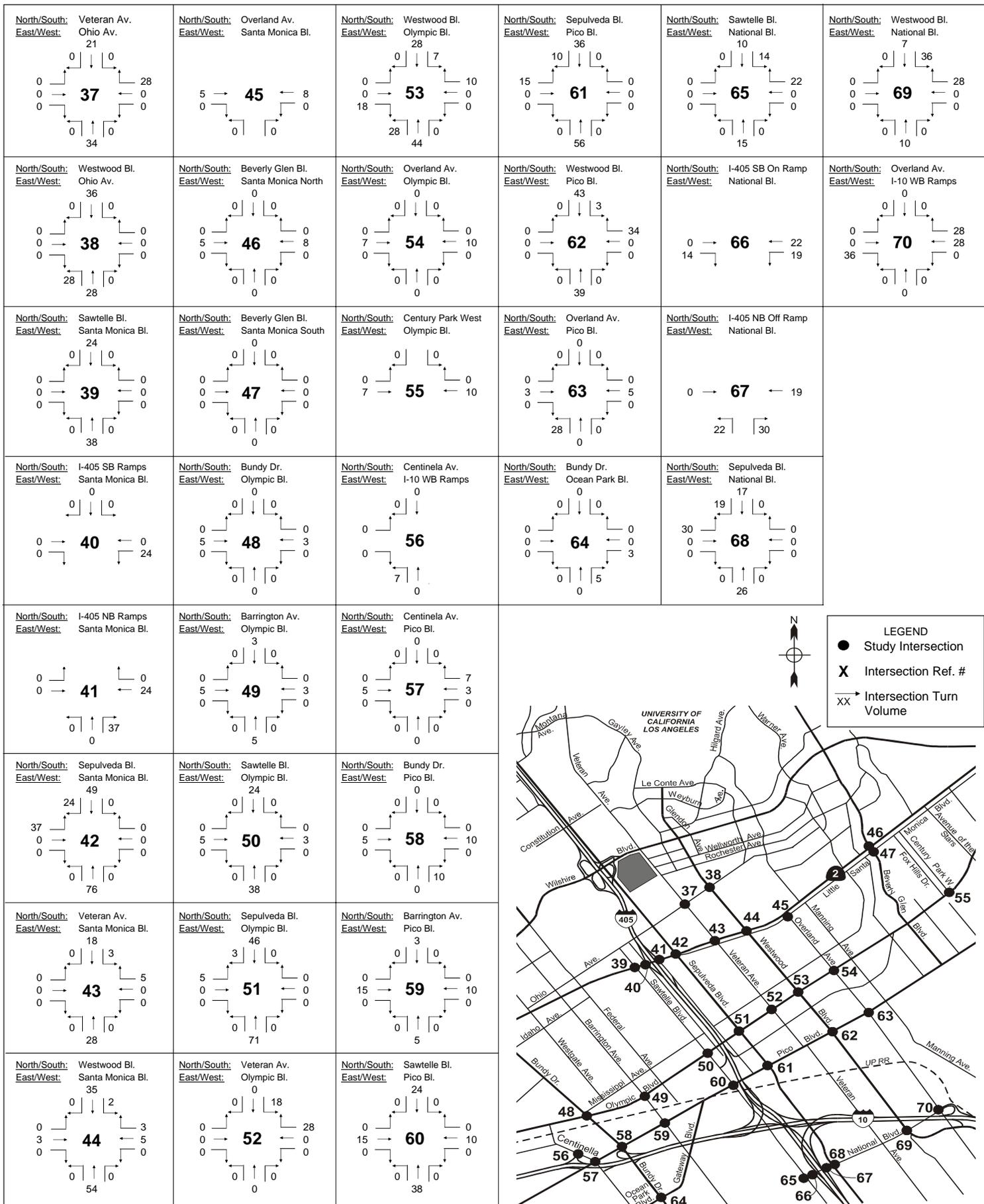
Intersections 1 - 36



Intersections 37 - 70

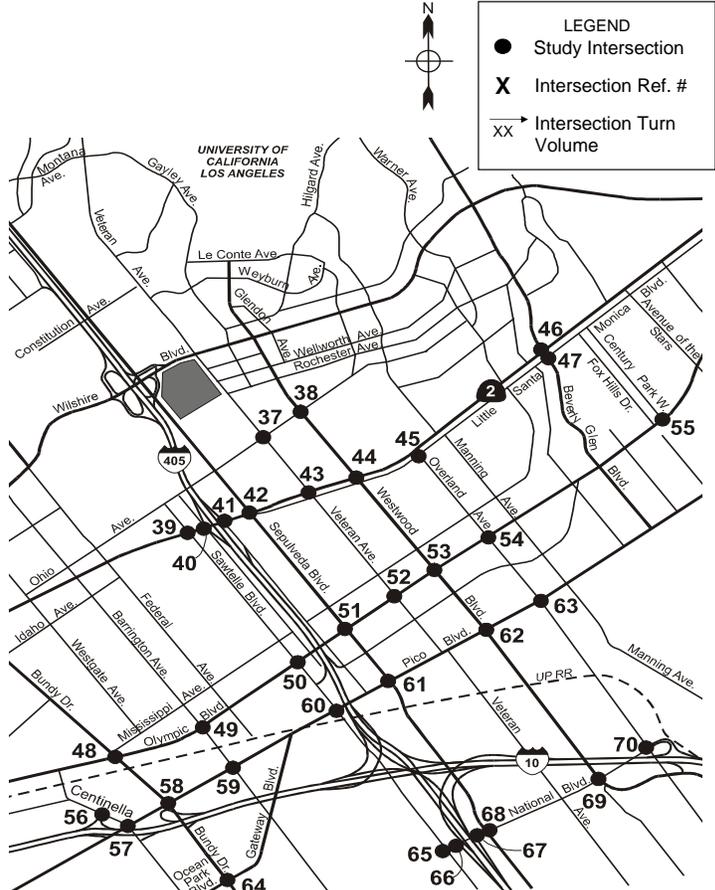


Intersections 1 - 36

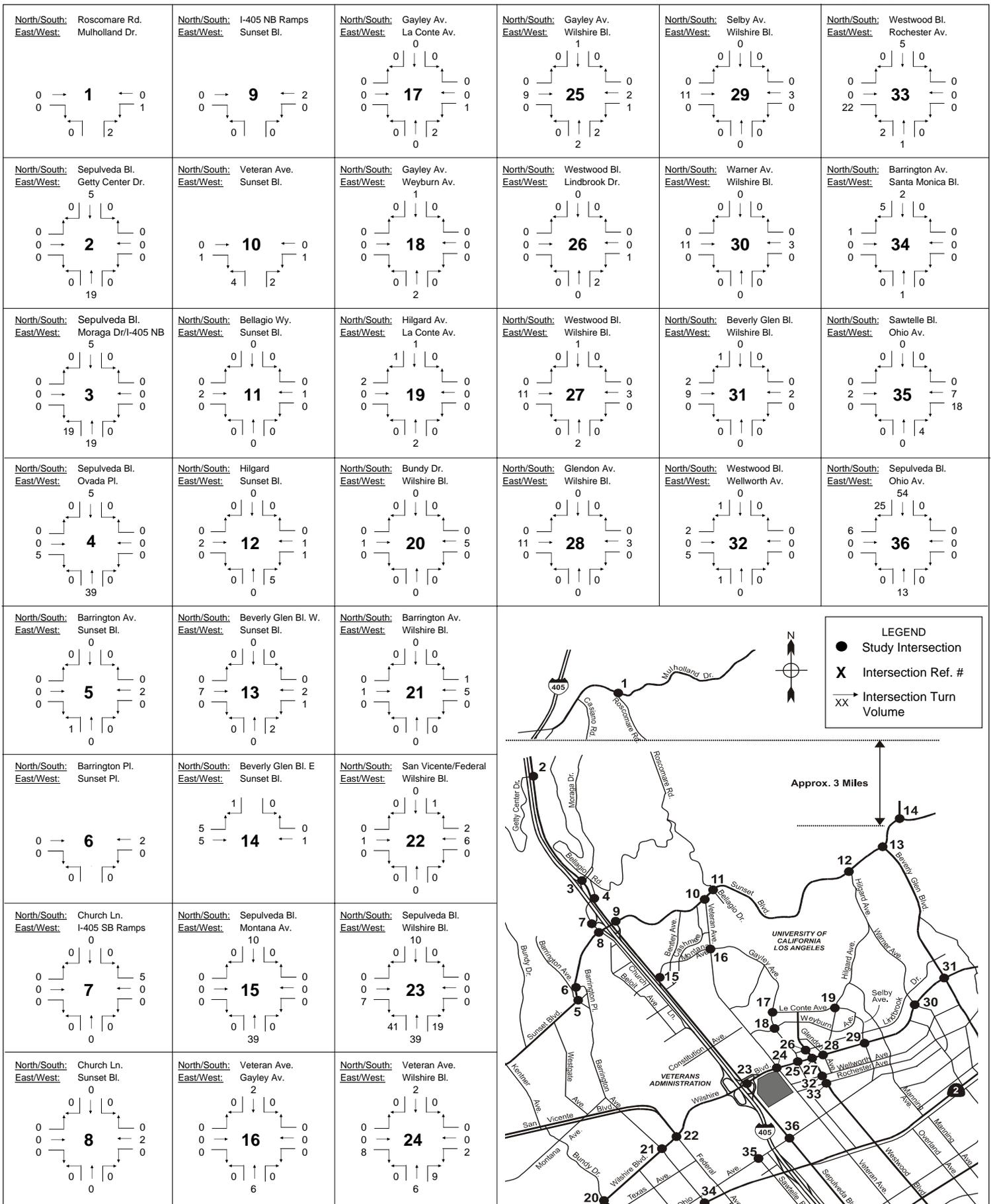


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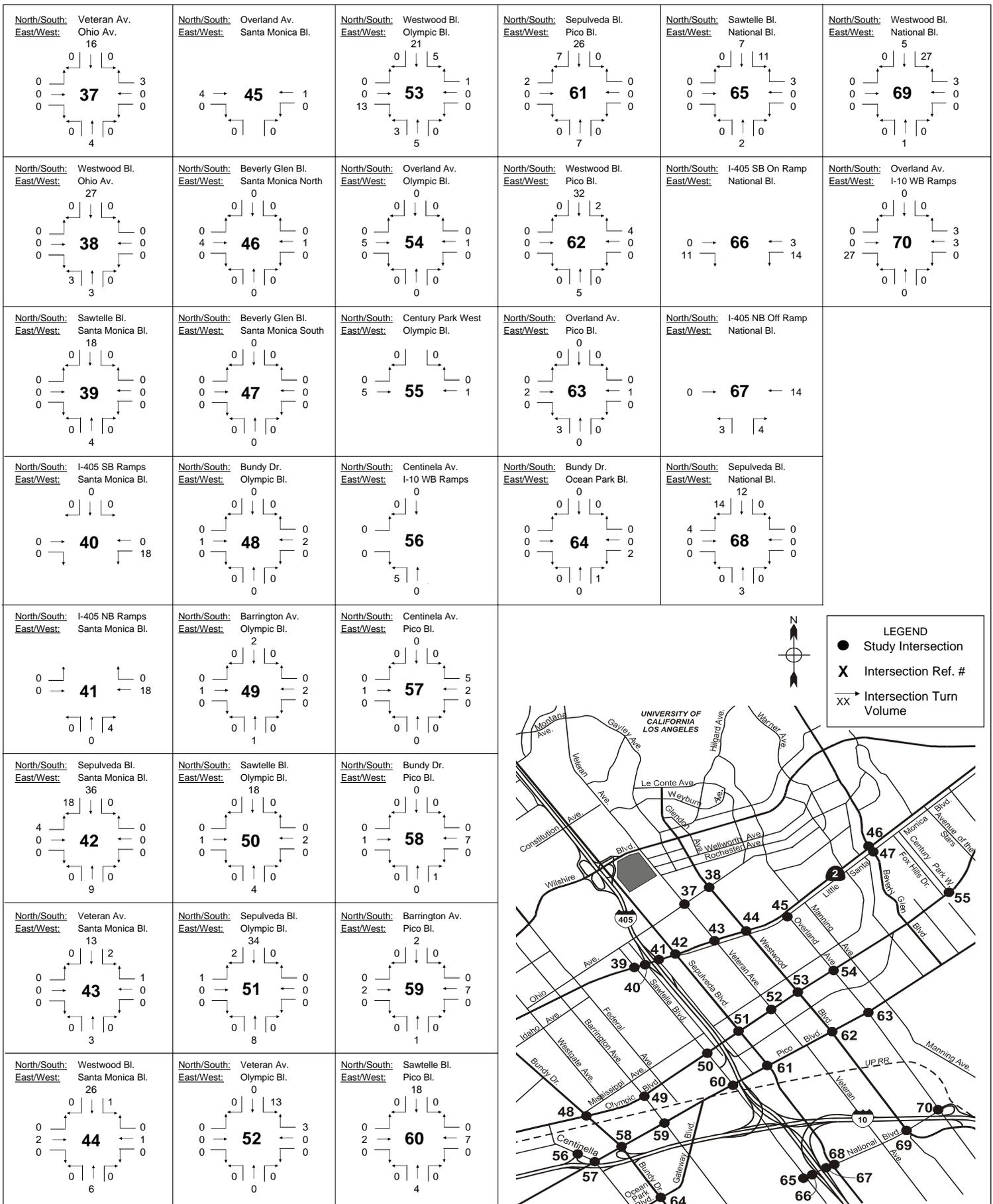
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- X Intersection Ref. #
- XX Intersection Turn Volume



Intersections 37 - 70

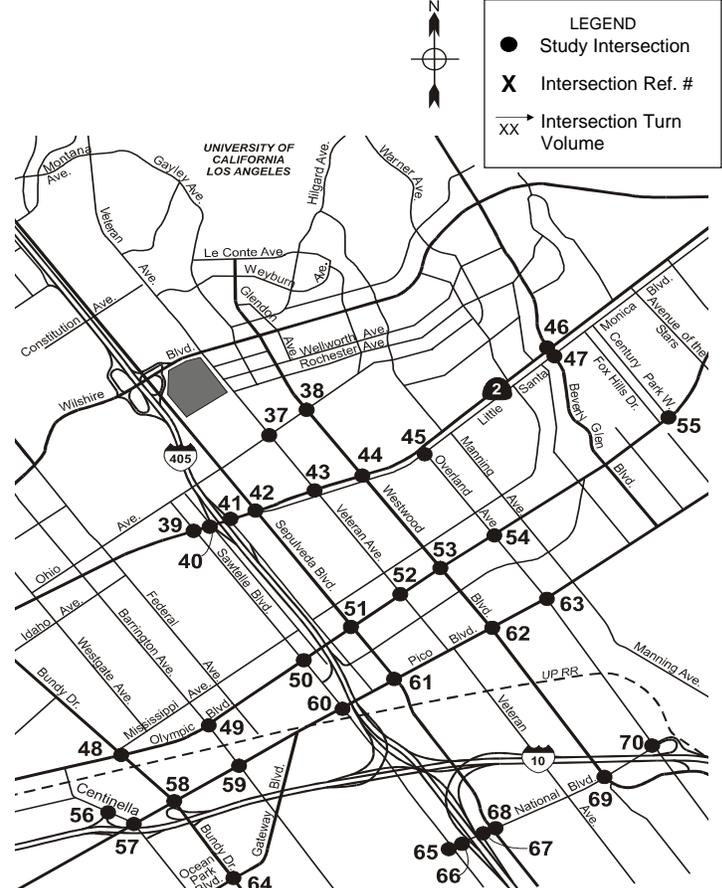


Intersections 1 - 36

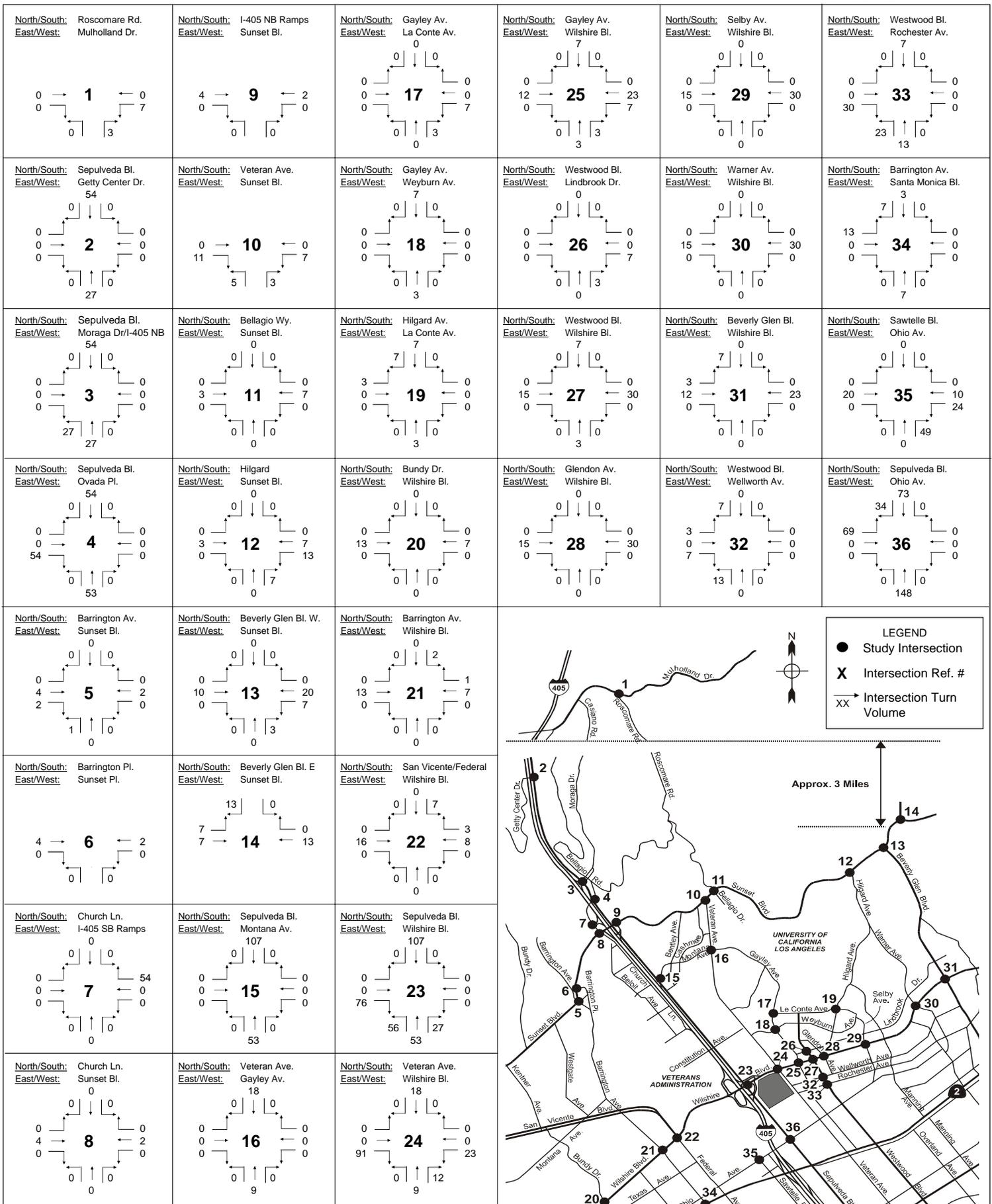


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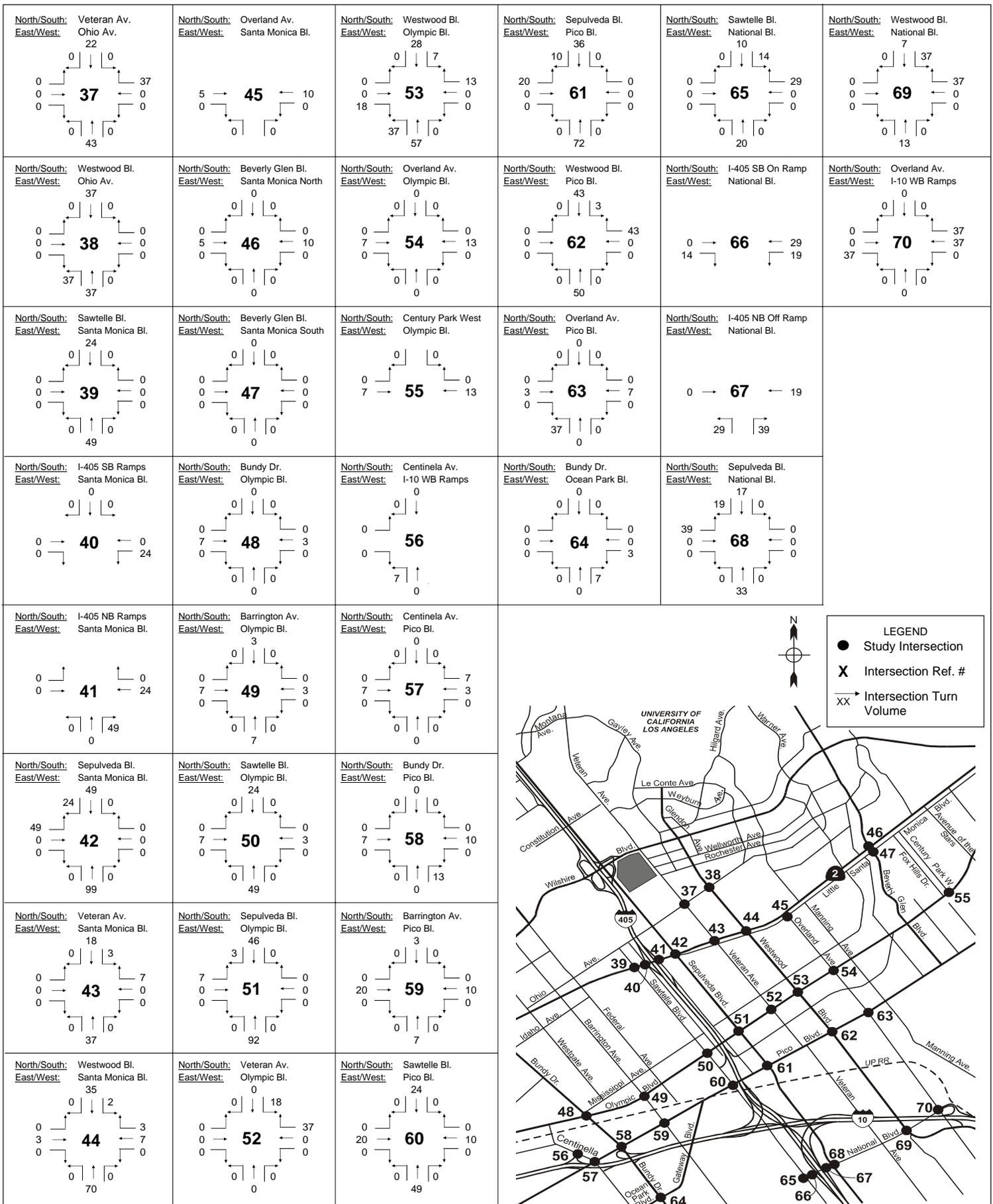
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- XX Intersection Turn Volume



Intersections 37 - 70

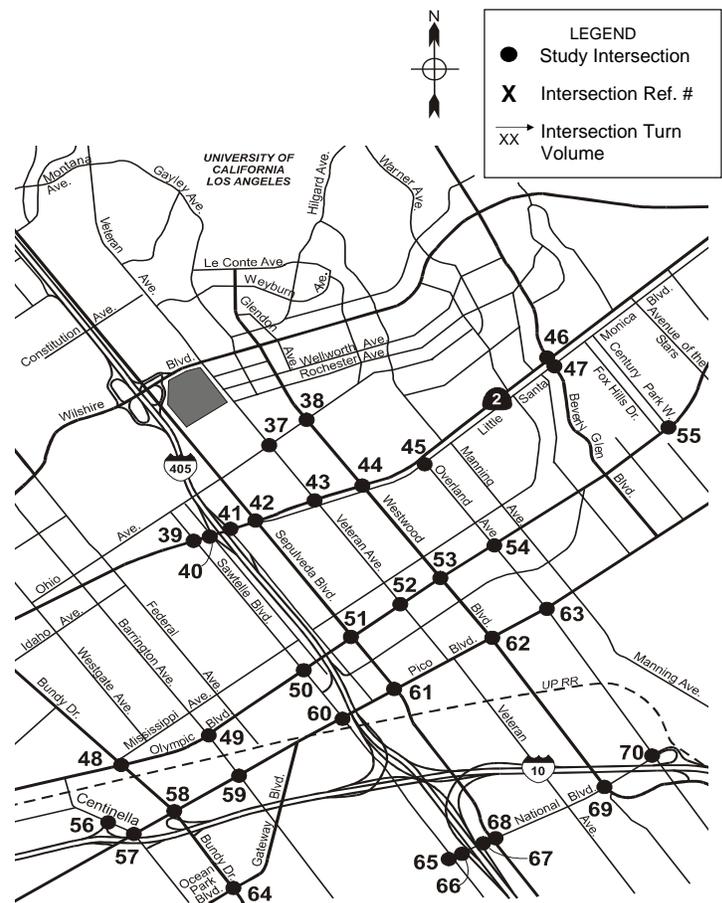


Intersections 1 - 36

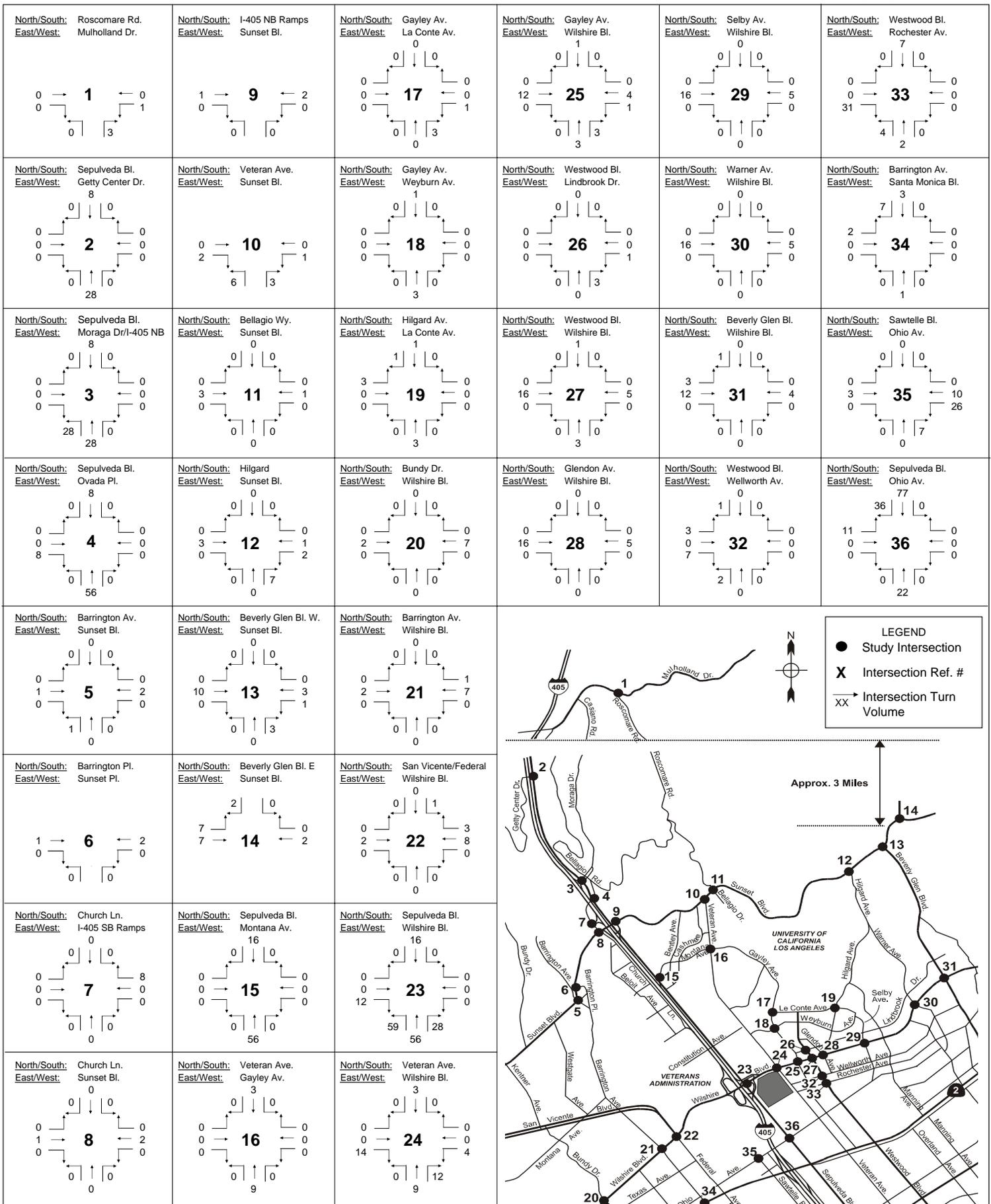


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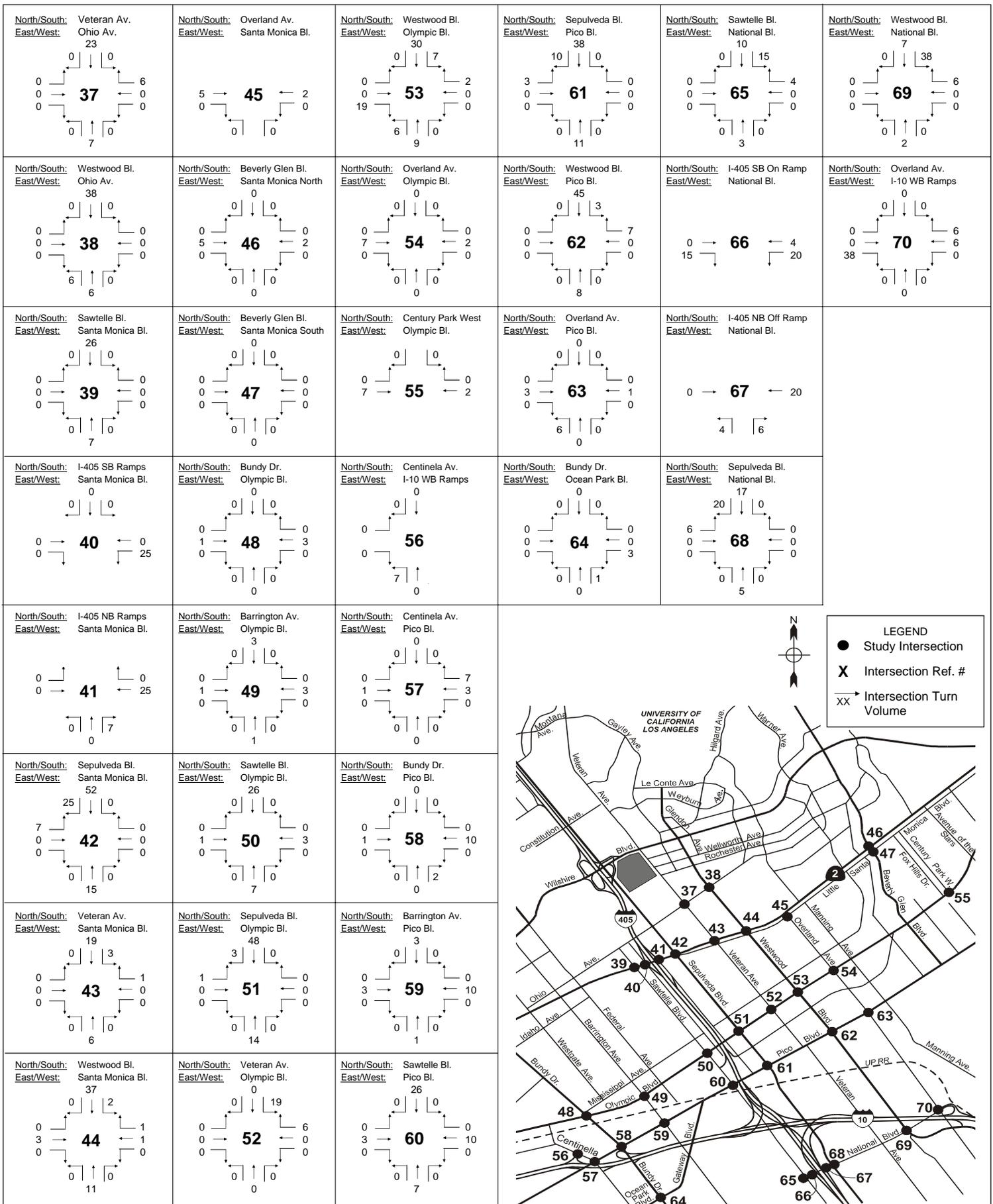
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Intersections 37 - 70

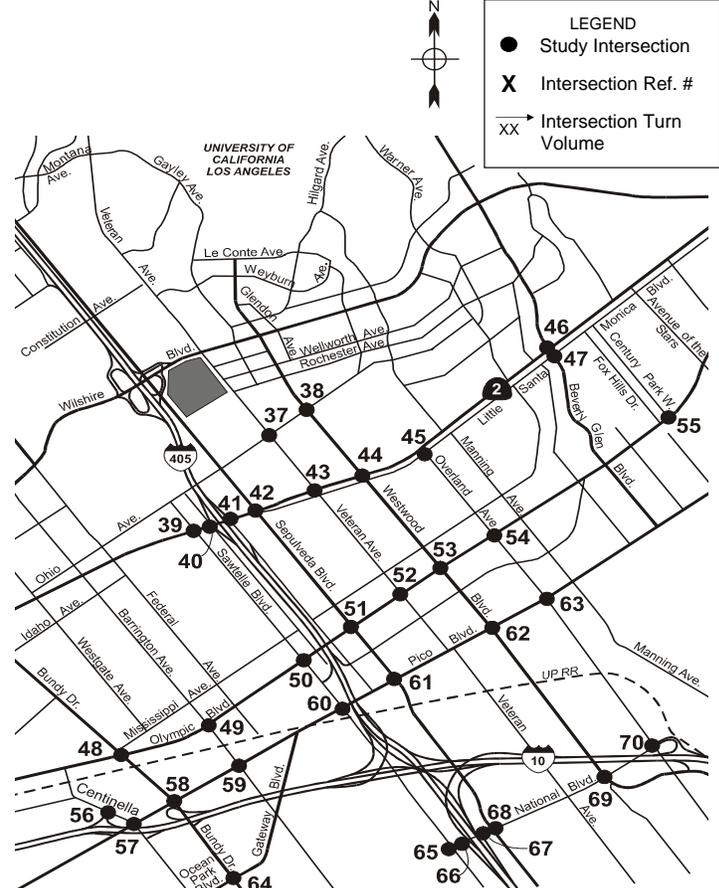


Intersections 1 - 36



LEGEND

- Study Intersection
- X Intersection Ref. #
- XX Intersection Turn Volume



Intersections 37 - 70

5. Future (2012 & 2017) with Ambient Growth and Related Projects and Project Conditions

This section documents future traffic conditions at the study intersections with the addition of Project-generated traffic under Phases 1 and 2. Traffic volumes for these conditions were derived by adding Project trips to the future volumes (with ambient growth and related projects volumes).

Phase 1 (Year 2012) Conditions

Table 10 summarizes the resulting LOS values at the study intersections. As shown, only 10 of the 70 study intersections would remain to operate at acceptable levels of service (LOS D or better) during both peak periods.

Table 10 – Intersection Performance - Ambient Growth and Related Projects and Phase 1 Project Conditions (Year 2012)

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
1. Roscomare Rd & Mulholland Dr	0.737	C	0.609	B
2. Sepulveda Bl & Getty Ctr Dr	1.086	F	1.125	F
3. Sepulveda Bl & Moraga Dr/I-405	1.267	F	1.037	F
4. Sepulveda Bl & Church Ln	1.108	F	1.254	F
5. Barrington Av & Sunset Bl	1.082	F	0.871	D
6. Barrington Pl & Sunset Bl	1.153	F	0.978	E
7. Church Ln & I-405 SB Ramps	0.943	E	0.917	E
8. Church Ln & Sunset Bl	0.968	E	0.938	E
9. I-405 NB Ramps & Sunset Bl	1.024	F	0.637	B
10. Veteran Av & Sunset Bl	1.297	F	1.304	F
11. Bellagio & Sunset Bl	0.970	E	1.207	F
12. Hilgard Av & Sunset Bl	1.083	F	1.206	F
13. Beverly Glen Bl (West) & Sunset Bl	1.500	F	1.630	F
14. Beverly Glen (East) & Sunset Bl	1.126	F	1.328	F
15. Sepulveda Bl & Montana Av	1.155	F	1.301	F
16. Veteran & Gayley	1.206	F	1.619	F
17. Gayley Av & Le Conte Av	0.864	D	0.950	E
18. Gayley Av & Weyburn Av	0.636	B	1.064	F
19. Hilgard Av & Le Conte Av	0.663	B	0.804	D
20. Bundy Dr & Wilshire Bl	0.977	E	1.014	F
21. Barrington Av & Wilshire Bl	0.956	E	0.957	E
22. San Vicente/Federal & Wilshire	1.227	F	1.200	F
23. Sepulveda Bl & Wilshire Bl	1.556	F	1.508	F
24. Veteran Av & Wilshire Bl	1.201	F	1.383	F
25. Gayley Av & Wilshire Bl	1.083	F	1.328	F

**Table 10 – Intersection Performance - Ambient Growth and
 Related Projects and Phase 1 Project Conditions (Year 2012) (continued)**

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
26. Westwood Bl & Lindbrook Dr	0.791	C	1.118	F
27. Westwood Bl & Wilshire Bl	1.291	F	1.185	F
28. Glendon Av & Wilshire Bl	1.019	F	1.142	F
29. Selby Av & Wilshire Bl	0.996	E	0.944	E
30. Warner Av & Wilshire Bl	0.893	D	0.773	C
31. Beverly Glen Bl & Wilshire Bl	1.055	F	1.057	F
32. Westwood Bl & Wellworth Av	0.705	C	0.980	E
33. Westwood Bl & Rochester Av	0.613	B	0.816	D
34. Barrington Av & Santa Monica Bl	0.874	D	1.029	F
35. Sawtelle Bl & Ohio Av	1.204	F	1.017	F
36. Sepulveda Bl & Ohio Av	1.029	F	1.136	F
37. Veteran Av & Ohio Av	0.936	E	1.032	F
38. Westwood Bl & Ohio Av	0.956	E	1.117	F
39. Sawtelle Bl & Santa Monica Bl	0.942	E	0.960	E
40. I-405 SB Ramps & Santa Monica	1.170	F	0.858	D
41. I-405 NB Ramps & Santa Monica	1.021	F	1.098	F
42. Sepulveda Bl & Santa Monica Bl	1.062	F	1.044	F
43. Veteran Av & Santa Monica Bl	0.701	C	0.848	D
44. Westwood Bl & Santa Monica Bl	1.067	F	1.170	F
45. Overland Av & Santa Monica Bl	0.525	A	0.535	A
46. Beverly Glen Bl & Santa Monica	0.705	C	0.783	C
47. Beverly Glen & Santa Monica South	0.888	D	1.053	F
48. Bundy Dr & Olympic Bl	1.370	F	1.439	F
49. Barrington Av & Olympic Bl	1.050	F	1.100	F
50. Sawtelle Bl & Olympic Bl	1.345	F	1.437	F
51. Sepulveda Bl & Olympic Bl	1.039	F	1.045	F
52. Veteran Av & Olympic Bl	0.661	B	0.890	D
53. Westwood Bl & Olympic Bl	1.347	F	1.450	F
54. Overland Av & Olympic Bl	1.128	F	1.196	F
55. Century Park West & Olympic Bl	0.928	E	1.406	F
56. Centinela Av & I-10 WB Ramps	0.950	E	1.104	F
57. Centinela Av & Pico Bl	0.948	E	1.037	F
58. Bundy Dr & Pico Bl	0.917	E	1.019	F
59. Barrington Av & Pico Bl	0.919	E	1.082	F
60. Sawtelle Bl & Pico Bl	0.951	E	1.182	F

**Table 10 – Intersection Performance - Ambient Growth and
 Related Projects and Phase 1 Project Conditions (Year 2012) (continued)**

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
61. Sepulveda Bl & Pico Bl	1.039	F	0.924	E
62. Westwood Bl & Pico Bl	1.010	F	1.035	F
63. Overland Av & Pico Bl	1.045	F	1.110	F
64. Bundy Dr & Ocean Park Bl/Gateway Bl	0.836	D	1.086	F
65. Sawtelle Bl & National Bl	1.126	F	1.093	F
66. I-405 SB On Ramp & National Bl	0.638	B	0.673	B
67. I-405 NB Off Ramp & National Bl	0.699	B	0.803	D
68. Sepulveda Bl & National Bl	1.207	F	1.197	F
69. Westwood Bl & National Bl	0.964	E	1.377	F
70. Overland Av & I-10 WB Ramps/National Bl	1.377	F	1.362	F

Phases 1 and 2 (Year 2012 & 2017) Conditions

Table 11 summarizes the resulting LOS values at the study intersections once Phase 2 is completed. As shown, only 8 of the 70 study intersections would remain to operate at acceptable levels of service (LOS D or better) during both peak periods.

**Table 11 – Intersection Performance - Ambient Growth and
 Related Projects and Phases 1 and 2 Project Conditions (Year 2017)**

Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
1. Roscomare Rd & Mulholland Dr	0.771	C	0.637	B
2. Sepulveda Bl & Getty Ctr Dr	1.136	F	1.175	F
3. Sepulveda Bl & Moraga Dr/I-405	1.321	F	1.077	F
4. Sepulveda Bl & Church Ln	1.163	F	1.309	F
5. Barrington Av & Sunset Bl	1.132	F	0.912	E
6. Barrington Pl & Sunset Bl	1.204	F	1.022	F
7. Church Ln & I-405 SB Ramps	0.987	E	0.956	E
8. Church Ln & Sunset Bl	1.012	F	0.980	E
9. I-405 NB Ramps & Sunset Bl	1.069	F	0.666	B
10. Veteran Av & Sunset Bl	1.356	F	1.351	F
11. Bellagio & Sunset Bl	1.015	F	1.263	F
12. Hilgard Av & Sunset Bl	1.130	F	1.256	F
13. Beverly Glen Bl (West) & Sunset Bl	1.567	F	1.703	F
14. Beverly Glen (East) & Sunset Bl	1.176	F	1.386	F
15. Sepulveda Bl & Montana Av	1.205	F	1.404	F

**Table 11 – Intersection Performance - Ambient Growth and
 Related Projects and Phases 1 and 2 Project Conditions
 (Year 2017) (continued)**

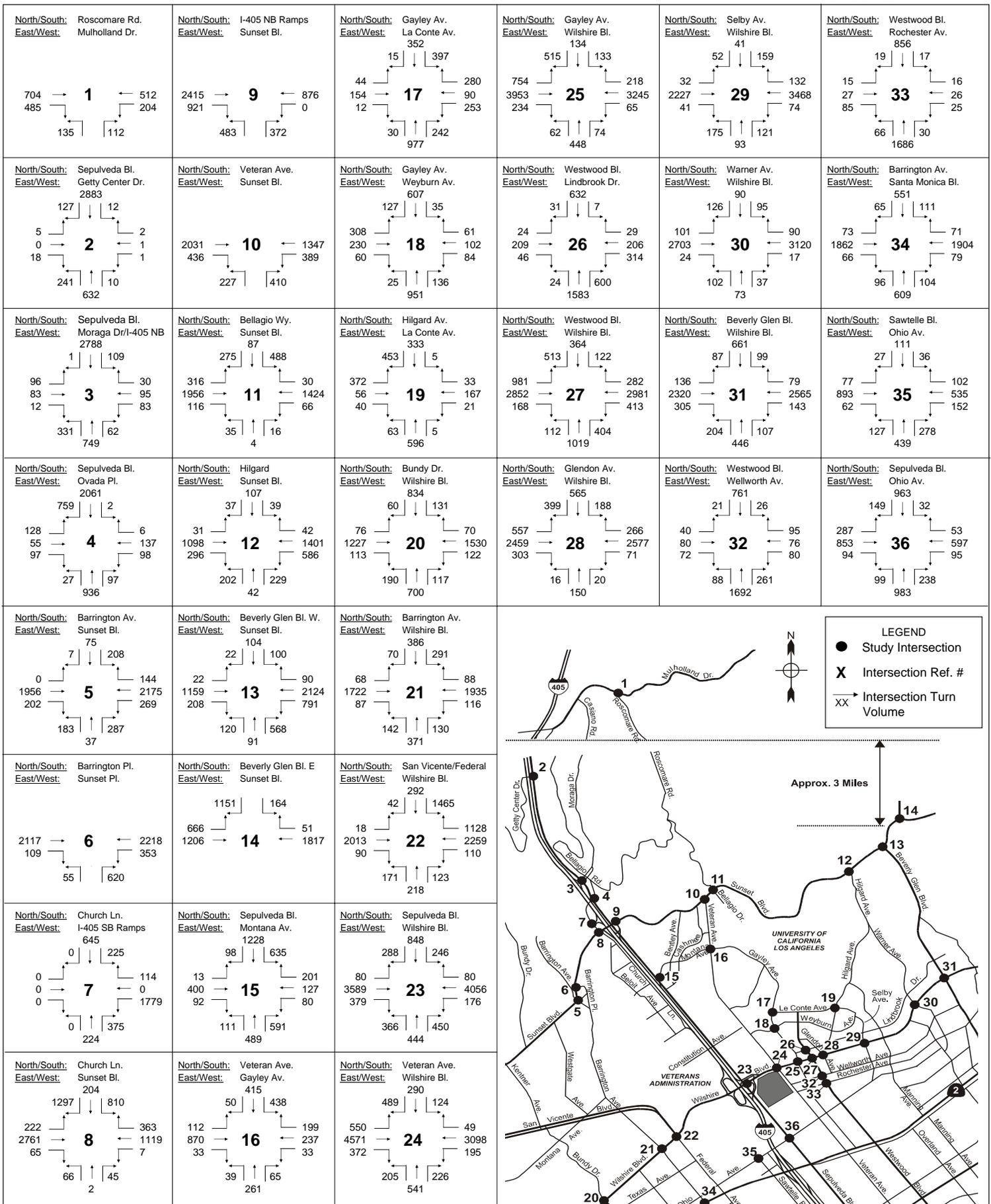
Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
16. Veteran & Gayley	1.254	F	1.672	F
17. Gayley Av & Le Conte Av	0.898	D	0.973	E
18. Gayley Av & Weyburn Av	0.665	B	1.111	F
19. Hilgard Av & Le Conte Av	0.692	B	0.838	D
20. Bundy Dr & Wilshire Bl	1.022	F	1.061	F
21. Barrington Av & Wilshire Bl	0.999	E	1.001	F
22. San Vicente/Federal & Wilshire	1.280	F	1.256	F
23. Sepulveda Bl & Wilshire Bl	1.633	F	1.582	F
24. Veteran Av & Wilshire Bl	1.256	F	1.442	F
25. Gayley Av & Wilshire Bl	1.126	F	1.375	F
26. Westwood Bl & Lindbrook Dr	0.814	D	1.138	F
27. Westwood Bl & Wilshire Bl	1.338	F	1.220	F
28. Glendon Av & Wilshire Bl	1.061	F	1.187	F
29. Selby Av & Wilshire Bl	1.040	F	0.984	E
30. Warner Av & Wilshire Bl	0.932	E	0.807	D
31. Beverly Glen Bl & Wilshire Bl	1.101	F	1.104	F
32. Westwood Bl & Wellworth Av	0.732	C	1.018	F
33. Westwood Bl & Rochester Av	0.636	B	0.846	D
34. Barrington Av & Santa Monica Bl	0.919	E	1.075	F
35. Sawtelle Bl & Ohio Av	1.260	F	1.064	F
36. Sepulveda Bl & Ohio Av	1.072	F	1.194	F
37. Veteran Av & Ohio Av	0.977	E	1.080	F
38. Westwood Bl & Ohio Av	0.997	E	1.164	F
39. Sawtelle Bl & Santa Monica Bl	0.983	E	0.997	E
40. I-405 SB Ramps & Santa Monica	1.215	F	0.890	D
41. I-405 NB Ramps & Santa Monica	1.065	F	1.139	F
42. Sepulveda Bl & Santa Monica Bl	1.111	F	1.093	F
43. Veteran Av & Santa Monica Bl	0.734	C	0.884	D
44. Westwood Bl & Santa Monica Bl	1.112	F	1.227	F
45. Overland Av & Santa Monica Bl	0.546	A	0.558	A
46. Beverly Glen Bl & Santa Monica	0.733	C	0.814	D
47. Beverly Glen & Santa Monica South	0.929	E	1.101	F
48. Bundy Dr & Olympic Bl	1.431	F	1.501	F
49. Barrington Av & Olympic Bl	1.096	F	1.150	F
50. Sawtelle Bl & Olympic Bl	1.408	F	1.501	F

**Table 11 – Intersection Performance - Ambient Growth and
 Related Projects and Phases 1 and 2 Project Conditions
 (Year 2017) (continued)**

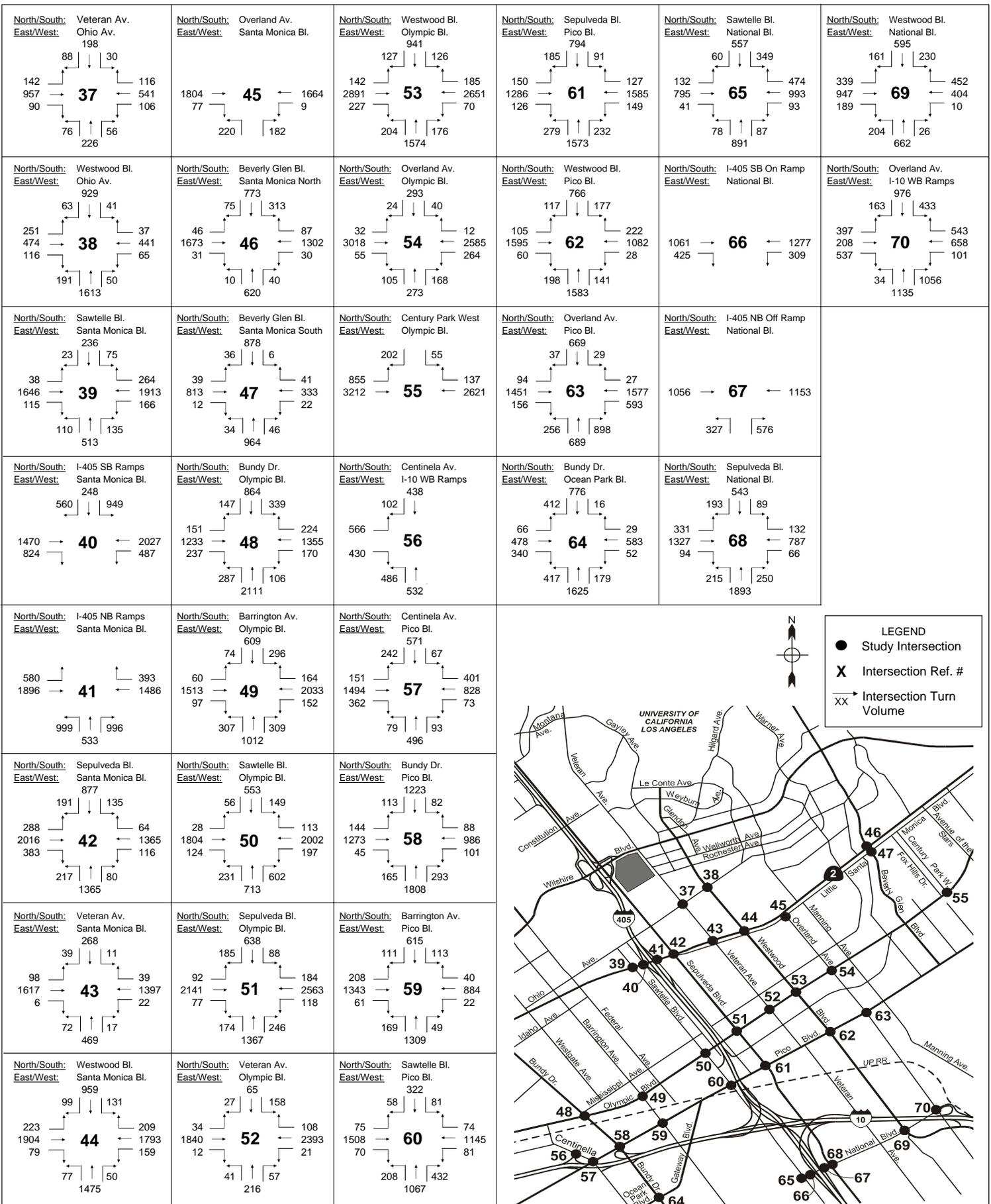
Intersection	Weekday AM Peak		Weekday PM Peak	
	V/C	LOS	V/C	LOS
51. Sepulveda Bl & Olympic Bl	1.091	F	1.096	F
52. Veteran Av & Olympic Bl	0.690	B	0.930	E
53. Westwood Bl & Olympic Bl	1.405	F	1.512	F
54. Overland Av & Olympic Bl	1.179	F	1.247	F
55. Century Park West & Olympic Bl	0.967	E	1.467	F
56. Centinela Av & I-10 WB Ramps	0.994	E	1.157	F
57. Centinela Av & Pico Bl	0.992	E	1.085	F
58. Bundy Dr & Pico Bl	0.959	E	1.064	F
59. Barrington Av & Pico Bl	0.962	E	1.132	F
60. Sawtelle Bl & Pico Bl	0.995	E	1.236	F
61. Sepulveda Bl & Pico Bl	1.090	F	0.967	E
62. Westwood Bl & Pico Bl	1.054	F	1.078	F
63. Overland Av & Pico Bl	1.092	F	1.158	F
64. Bundy Dr & Ocean Park Bl/Gateway Bl	0.875	D	1.136	F
65. Sawtelle Bl & National Bl	1.137	F	1.145	F
66. I-405 SB On Ramp & National Bl	0.665	B	0.707	C
67. I-405 NB Off Ramp & National Bl	0.733	C	0.842	D
68. Sepulveda Bl & National Bl	1.268	F	1.254	F
69. Westwood Bl & National Bl	0.995	E	1.423	F
70. Overland Av & I-10 WB Ramps/National Bl	1.436	F	1.427	F

Determination of significant traffic impacts created by Project traffic – per LADOT guidelines - is discussed in the next report section.

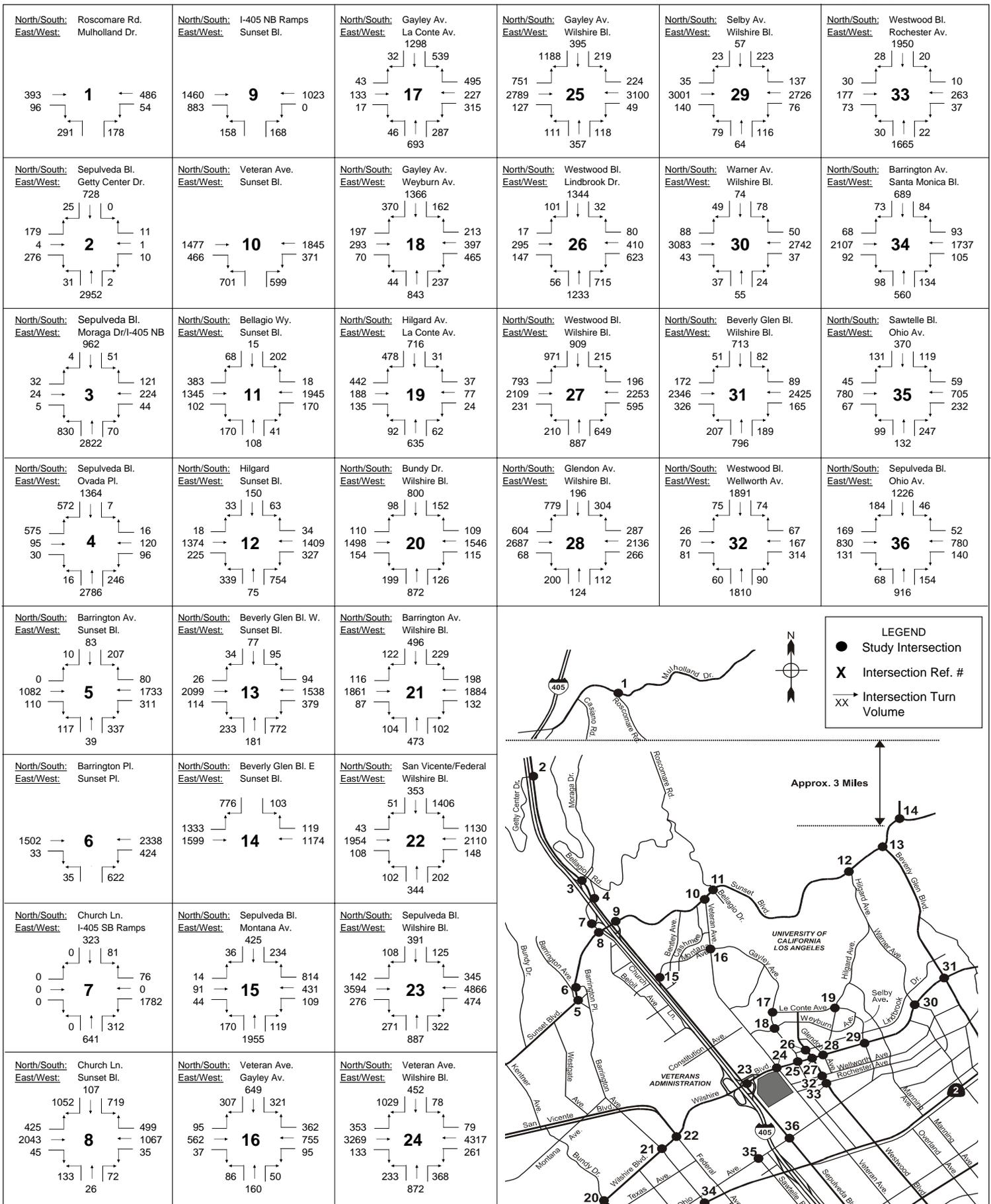
Figures 23a-23b and 24a-24b illustrate the morning and afternoon peak hour turn movement volumes at the study intersections under future with Phase 1 project conditions. Figures 23a-23b and 24a-24b illustrate the morning and afternoon peak hour turn movement volumes at the study intersections under future with Phases 1 and 2 project conditions. The traffic analysis worksheets for Phase 1 project conditions scenario are included in Appendix G of this report. Appendix H includes the traffic analysis worksheets for Phases 1 and 2 project conditions scenario.



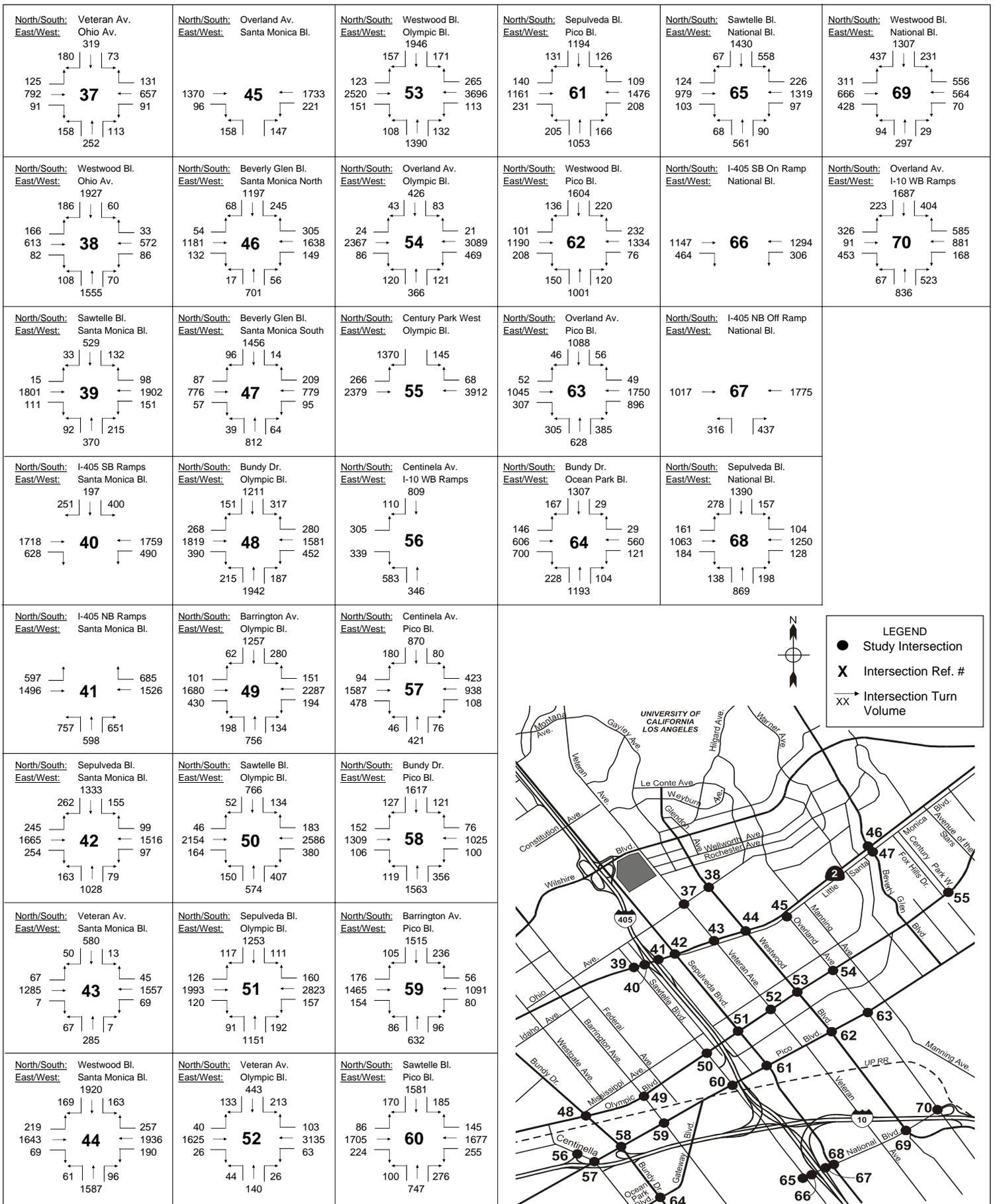
Intersections 1 - 36



Intersections 37 - 70

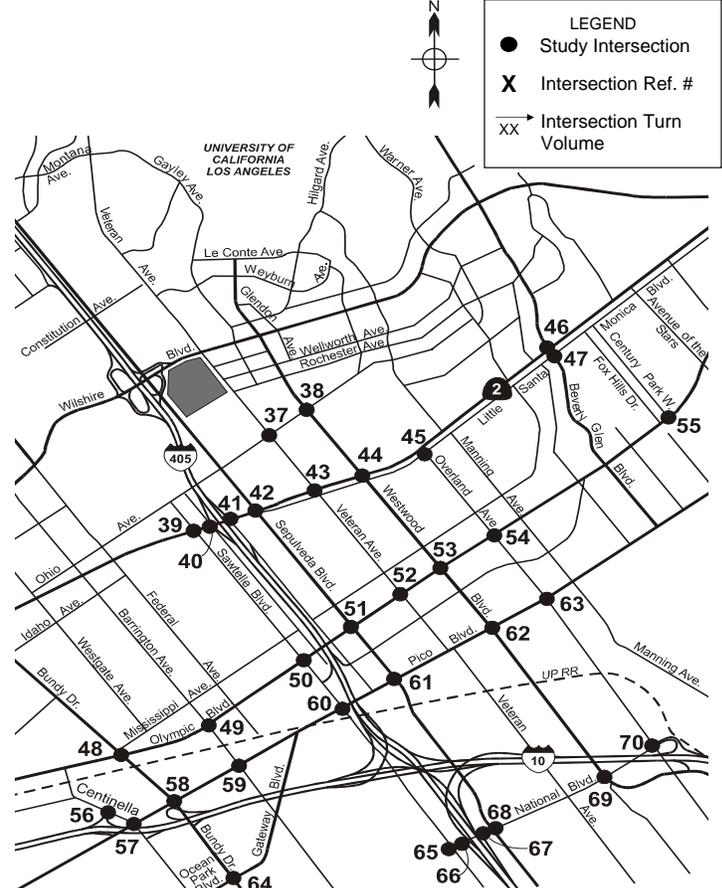


Intersections 1 - 36

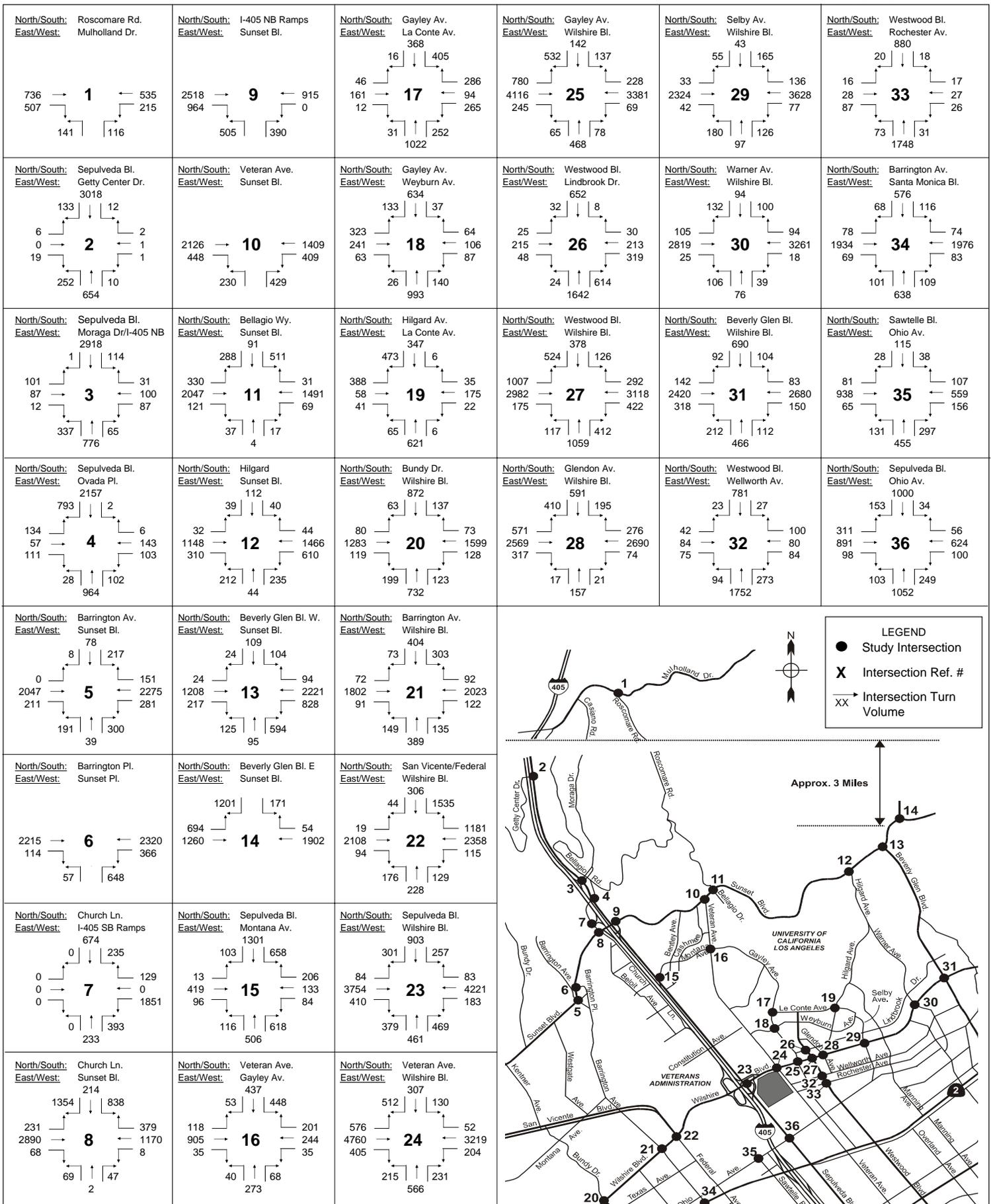


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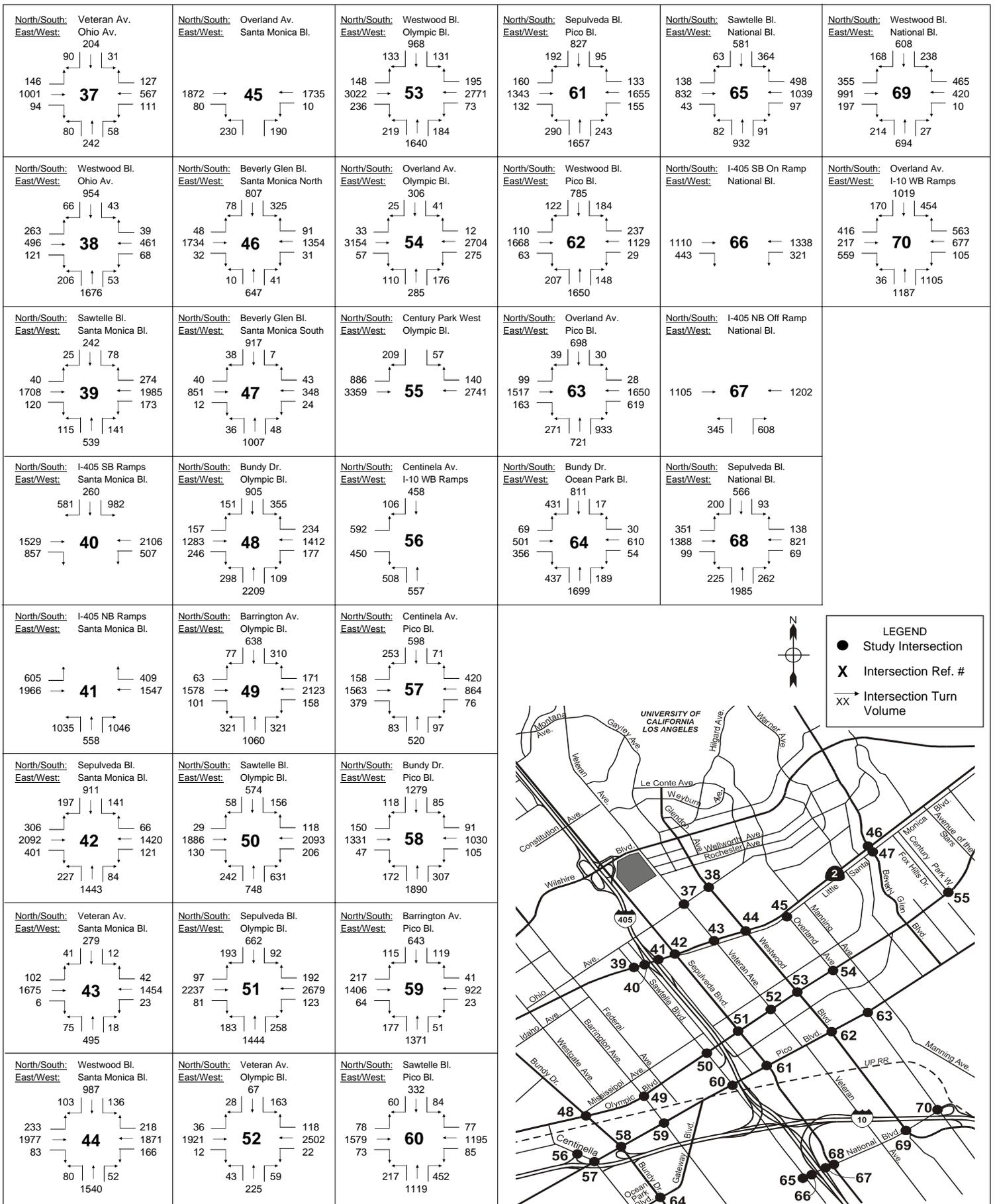
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Intersections 37 - 70

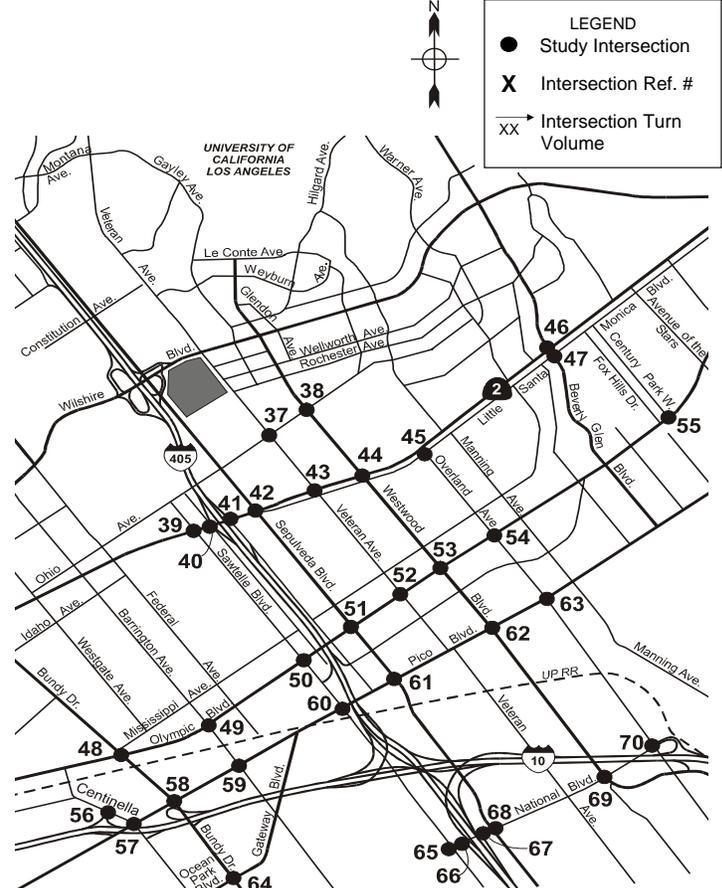


Intersections 1 - 36

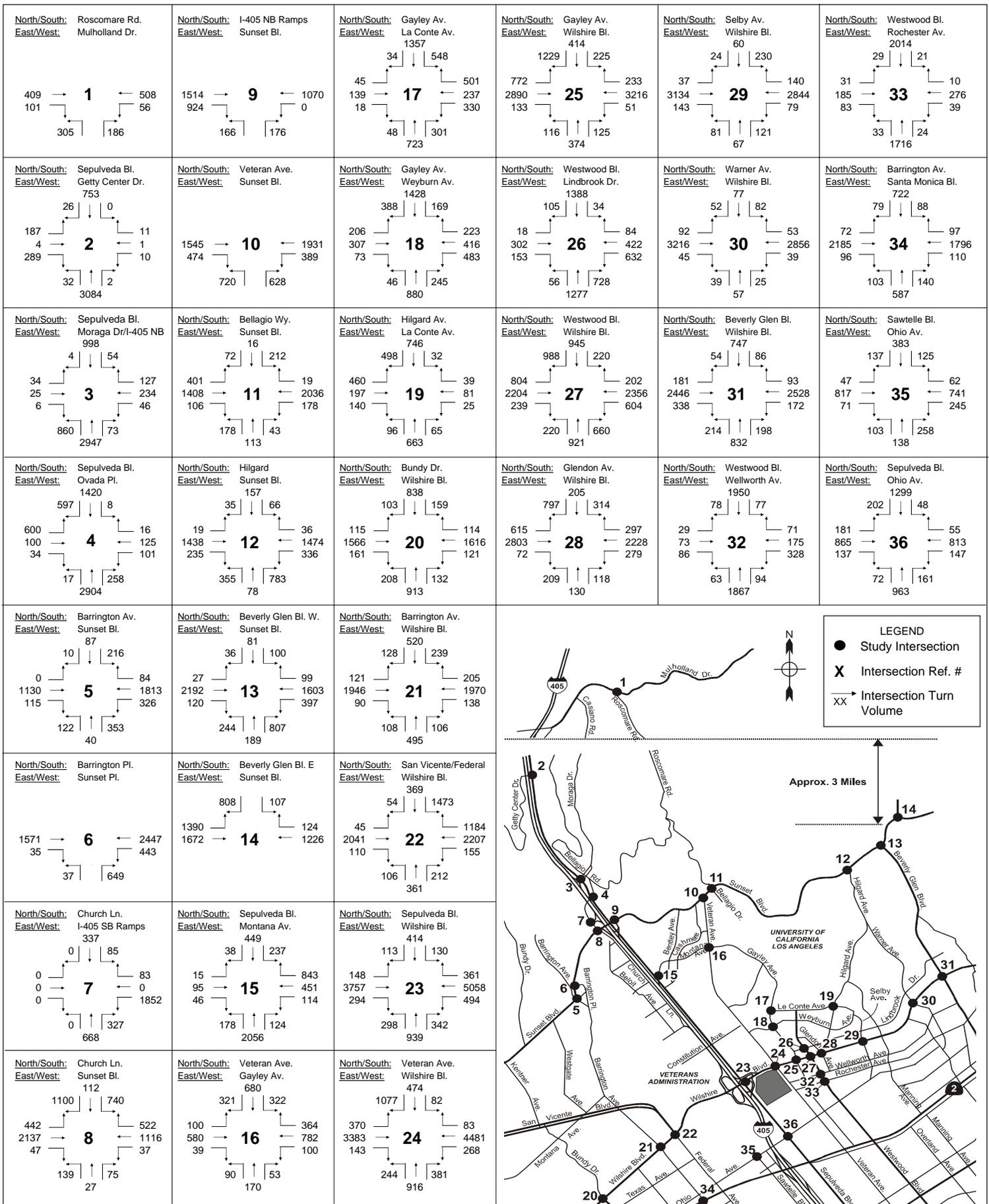


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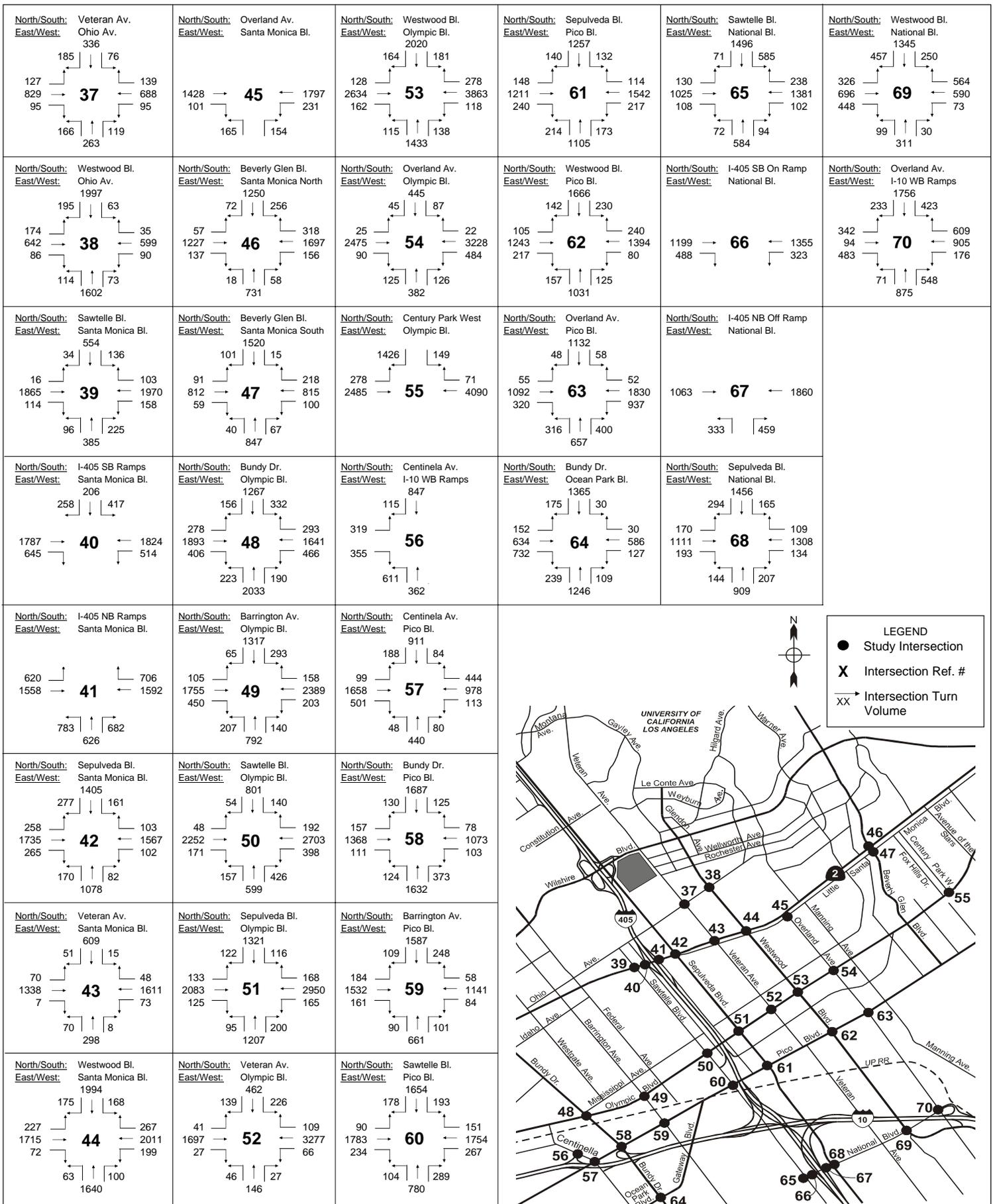
- Study Intersection
- X Intersection Ref. #
- XX Intersection Turn Volume



Intersections 37 - 70



Intersections 1 - 36



Intersections 37 - 70

6. Project Traffic Impacts and Mitigation Measures

A. Determination of Traffic Impacts

Traffic impacts are identified if the proposed development will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below the poorest acceptable level and project traffic will cause a further decline below a certain threshold.

The City of Los Angeles Department of Transportation (LADOT) has established specific thresholds for project related increases in the volume-to-capacity ratio (V/C) of study intersections. The following increases in peak hour V/C ratios are considered “significant” impacts:

Level of Service	Final V/C*	Project Related V/C increase
C	< 0.700 – 0.800	Equal to or greater than 0.040
D	< 0.800– 0.900	Equal to or greater than 0.020
E and F	0.901 or more	Equal to or greater than 0.010

* Final V/C is the V/C ratio at an intersection, considering impacts from the project, ambient and related project growth, and without proposed traffic impact mitigations.

Phase 1 Traffic Impacts

Tables 12 and 13 provide a comparison of AM and PM peak hour study scenarios, respectively, within the existing and future (Year 2012) timeframe. Traffic impacts created by the project are calculated by comparing future ambient growth with related projects conditions to future ambient growth with related projects *and* Project conditions. The overall traffic impacts created by the proposed Project, and determinations of significant impact, are provided in the right two columns of the table.

**Table 12 – Determination of Phase 1 Project Impacts -
AM Peak Period**

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2012)		Future Base with Project Conditions (Year 2012)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
1. Roscomare Rd & Mulholland Dr	0.669	B	0.732	C	0.737	C	0.005	No
2. Sepulveda Bl & Getty Ctr Dr	0.941	E	1.073	F	1.086	F	0.013	Yes
3. Sepulveda Bl & Moraga Dr/I-405	0.986	E	1.235	F	1.267	F	0.032	Yes
4. Sepulveda Bl & Church Ln	0.927	E	1.078	F	1.108	F	0.030	Yes
5. Barrington Av & Sunset Bl	1.009	F	1.080	F	1.082	F	0.002	No
6. Barrington Pl & Sunset Bl	1.036	F	1.152	F	1.153	F	0.001	No
7. Church Ln & I-405 SB Ramps	0.790	C	0.930	E	0.943	E	0.013	Yes
8. Church Ln & Sunset Bl	0.888	D	0.967	E	0.968	E	0.001	No
9. I-405 NB Ramps & Sunset Bl	0.901	E	1.023	F	1.024	F	0.001	No
10. Veteran Av & Sunset Bl	1.141	F	1.289	F	1.297	F	0.008	No

**Table 12 – Determination of Phase 1 Project Impacts -
 AM Peak Period (continued)**

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2012)		Future Base with Project Conditions (Year 2012)		Diff.	Signifc
	V/C	LOS	V/C	LOS	V/C	LOS		
11. Bellagio & Sunset Bl	0.910	E	0.968	E	0.970	E	0.002	No
12. Hilgard Av & Sunset Bl	0.921	E	1.073	F	1.083	F	0.010	Yes
13. Beverly Glen Bl (West) & Sunset Bl	1.336	F	1.491	F	1.500	F	0.009	No
14. Beverly Glen (East) & Sunset Bl	0.993	E	1.119	F	1.126	F	0.007	No
15. Sepulveda Bl & Montana Av	1.011	F	1.155	F	1.155	F	0.000	No
16. Veteran & Gayley	0.921	E	1.198	F	1.206	F	0.008	No
17. Gayley Av & Le Conte Av	0.663	B	0.860	D	0.864	D	0.004	No
18. Gayley Av & Weyburn Av	0.574	A	0.635	B	0.636	B	0.001	No
19. Hilgard Av & Le Conte Av	0.584	A	0.660	B	0.663	B	0.003	No
20. Bundy Dr & Wilshire Bl	0.907	E	0.975	E	0.977	E	0.002	No
21. Barrington Av & Wilshire Bl	0.846	D	0.953	E	0.956	E	0.003	No
22. San Vicente/Federal & Wilshire	1.082	F	1.223	F	1.227	F	0.004	No
23. Sepulveda Bl & Wilshire Bl	1.307	F	1.479	F	1.556	F	0.077	Yes
24. Veteran Av & Wilshire Bl	0.996	E	1.183	F	1.201	F	0.018	Yes
25. Gayley Av & Wilshire Bl	0.854	D	1.079	F	1.083	F	0.004	No
26. Westwood Bl & Lindbrook Dr	0.468	A	0.788	C	0.791	C	0.003	No
27. Westwood Bl & Wilshire Bl	0.918	E	1.286	F	1.291	F	0.005	No
28. Glendon Av & Wilshire Bl	0.864	D	1.016	F	1.019	F	0.003	No
29. Selby Av & Wilshire Bl	0.860	D	0.991	E	0.996	E	0.005	No
30. Warner Av & Wilshire Bl	0.790	C	0.887	D	0.893	D	0.006	No
31. Beverly Glen Bl & Wilshire Bl	0.906	E	1.047	F	1.055	F	0.008	No
32. Westwood Bl & Wellworth Av	0.547	A	0.703	C	0.705	C	0.002	No
33. Westwood Bl & Rochester Av	0.418	A	0.592	A	0.613	B	0.021	No
34. Barrington Av & Santa Monica Bl	0.746	C	0.870	D	0.874	D	0.004	No
35. Sawtelle Bl & Ohio Av	0.919	E	1.158	F	1.204	F	0.046	Yes
36. Sepulveda Bl & Ohio Av	0.863	D	0.997	E	1.029	F	0.032	Yes
37. Veteran Av & Ohio Av	0.821	D	0.923	E	0.936	E	0.013	Yes
38. Westwood Bl & Ohio Av	0.772	C	0.947	E	0.956	E	0.009	No
39. Sawtelle Bl & Santa Monica Bl	0.683	B	0.918	E	0.942	E	0.024	Yes
40. I-405 SB Ramps & Santa Monica	0.901	E	1.155	F	1.170	F	0.015	Yes
41. I-405 NB Ramps & Santa Monica	0.854	D	1.017	F	1.021	F	0.004	No
42. Sepulveda Bl & Santa Monica Bl	0.851	D	1.037	F	1.062	F	0.025	Yes
43. Veteran Av & Santa Monica Bl	0.559	A	0.680	B	0.701	C	0.021	No
44. Westwood Bl & Santa Monica Bl	0.808	D	1.048	F	1.067	F	0.019	Yes
45. Overland Av & Santa Monica Bl	0.418	A	0.524	A	0.525	A	0.001	No
46. Beverly Glen Bl & Santa Monica	0.563	A	0.704	C	0.705	C	0.001	No
47. Beverly Glen & Santa Monica South	0.825	D	0.888	D	0.888	D	0.000	No
48. Bundy Dr & Olympic Bl	1.243	F	1.369	F	1.370	F	0.001	No
49. Barrington Av & Olympic Bl	0.919	E	1.047	F	1.050	F	0.003	No
50. Sawtelle Bl & Olympic Bl	1.167	F	1.318	F	1.345	F	0.027	Yes
51. Sepulveda Bl & Olympic Bl	0.910	E	1.016	F	1.039	F	0.023	Yes
52. Veteran Av & Olympic Bl	0.562	A	0.645	B	0.661	B	0.016	No
53. Westwood Bl & Olympic Bl	1.099	F	1.325	F	1.347	F	0.022	Yes
54. Overland Av & Olympic Bl	1.021	F	1.127	F	1.128	F	0.001	No
55. Century Park West & Olympic Bl	0.775	C	0.926	E	0.928	E	0.002	No

**Table 12 – Determination of Phase 1 Project Impacts -
 AM Peak Period (continued)**

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2012)		Future Base with Project Conditions (Year 2012)		Diff.	Signif ²
	V/C	LOS	V/C	LOS	V/C	LOS		
56. Centinela Av & I-10 WB Ramps	0.890	D	0.946	E	0.950	E	0.004	No
57. Centinela Av & Pico Bl	0.876	D	0.947	E	0.948	E	0.001	No
58. Bundy Dr & Pico Bl	0.828	D	0.916	E	0.917	E	0.001	No
59. Barrington Av & Pico Bl	0.828	D	0.913	E	0.919	E	0.006	No
60. Sawtelle Bl & Pico Bl	0.797	C	0.935	E	0.951	E	0.016	Yes
61. Sepulveda Bl & Pico Bl	0.912	E	1.021	F	1.039	F	0.018	Yes
62. Westwood Bl & Pico Bl	0.808	D	0.995	E	1.010	F	0.015	Yes
63. Overland Av & Pico Bl	0.962	E	1.044	F	1.045	F	0.001	No
64. Bundy Dr & Ocean Park Bl/Gateway Bl	0.771	C	0.831	D	0.836	D	0.005	No
65. Sawtelle Bl & National Bl	0.937	E	1.065	F	1.126	F	0.061	Yes
66. I-405 SB On Ramp & National Bl	0.560	A	0.621	B	0.638	B	0.017	No
67. I-405 NB Off Ramp & National Bl	0.573	A	0.675	B	0.699	B	0.024	No
68. Sepulveda Bl & National Bl	1.098	F	1.178	F	1.207	F	0.029	Yes
69. Westwood Bl & National Bl	0.608	B	0.943	E	0.964	E	0.021	Yes
70. Overland Av & I-10 WB Ramps/National Bl	1.084	F	1.334	F	1.377	F	0.043	Yes

**Table 13 – Determination of Phase 1 Project Impacts -
 PM Peak Period**

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2012)		Future Base with Project Conditions (Year 2012)		Diff.	Signif ²
	V/C	LOS	V/C	LOS	V/C	LOS		
1. Roscomare Rd & Mulholland Dr	0.551	A	0.608	B	0.609	B	0.001	No
2. Sepulveda Bl & Getty Ctr Dr	0.965	E	1.119	F	1.125	F	0.006	No
3. Sepulveda Bl & Moraga Dr/I-405	0.725	C	1.023	F	1.037	F	0.014	Yes
4. Sepulveda Bl & Church Ln	0.975	E	1.240	F	1.254	F	0.014	Yes
5. Barrington Av & Sunset Bl	0.810	D	0.871	D	0.871	D	0.000	No
6. Barrington Pl & Sunset Bl	0.891	D	0.978	E	0.978	E	0.000	No
7. Church Ln & I-405 SB Ramps	0.755	C	0.916	E	0.917	E	0.001	No
8. Church Ln & Sunset Bl	0.851	D	0.937	E	0.938	E	0.001	No
9. I-405 NB Ramps & Sunset Bl	0.600	A	0.637	B	0.637	B	0.000	No
10. Veteran Av & Sunset Bl	1.069	F	1.300	F	1.304	F	0.004	No
11. Bellagio & Sunset Bl	1.143	F	1.206	F	1.207	F	0.001	No
12. Hilgard Av & Sunset Bl	0.983	E	1.203	F	1.206	F	0.003	No
13. Beverly Glen Bl (West) & Sunset Bl	1.446	F	1.626	F	1.630	F	0.004	No
14. Beverly Glen (East) & Sunset Bl	1.141	F	1.325	F	1.328	F	0.003	No
15. Sepulveda Bl & Montana Av	0.961	E	1.289	F	1.301	F	0.012	Yes
16. Veteran & Gayley	1.053	F	1.618	F	1.619	F	0.001	No
17. Gayley Av & Le Conte Av	0.645	B	0.949	E	0.950	E	0.001	No
18. Gayley Av & Weyburn Av	0.962	E	1.064	F	1.064	F	0.000	No
19. Hilgard Av & Le Conte Av	0.683	B	0.803	D	0.804	D	0.001	No
20. Bundy Dr & Wilshire Bl	0.931	E	1.013	F	1.014	F	0.001	No

**Table 13 – Determination of Phase 1 Project Impacts -
 PM Peak Period (continued)**

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2012)		Future Base with Project Conditions (Year 2012)		Diff.	Signif ²
	V/C	LOS	V/C	LOS	V/C	LOS		
21. Barrington Av & Wilshire Bl	0.870	D	0.957	E	0.957	E	0.000	No
22. San Vicente/Federal & Wilshire	1.104	F	1.198	F	1.200	F	0.002	No
23. Sepulveda Bl & Wilshire Bl	1.310	F	1.487	F	1.508	F	0.021	Yes
24. Veteran Av & Wilshire Bl	1.178	F	1.383	F	1.383	F	0.000	No
25. Gayley Av & Wilshire Bl	0.938	E	1.328	F	1.328	F	0.000	No
26. Westwood Bl & Lindbrook Dr	0.423	A	1.118	F	1.118	F	0.000	No
27. Westwood Bl & Wilshire Bl	0.746	C	1.185	F	1.185	F	0.000	No
28. Glendon Av & Wilshire Bl	0.910	E	1.139	F	1.142	F	0.003	No
29. Selby Av & Wilshire Bl	0.784	C	0.942	E	0.944	E	0.002	No
30. Warner Av & Wilshire Bl	0.660	B	0.771	C	0.773	C	0.002	No
31. Beverly Glen Bl & Wilshire Bl	0.870	D	1.055	F	1.057	F	0.002	No
32. Westwood Bl & Wellworth Av	0.902	E	0.978	E	0.980	E	0.002	No
33. Westwood Bl & Rochester Av	0.587	A	0.813	D	0.816	D	0.003	No
34. Barrington Av & Santa Monica Bl	0.877	D	1.025	F	1.029	F	0.004	No
35. Sawtelle Bl & Ohio Av	0.826	D	1.002	F	1.017	F	0.015	Yes
36. Sepulveda Bl & Ohio Av	0.961	E	1.112	F	1.136	F	0.024	Yes
37. Veteran Av & Ohio Av	0.871	D	1.023	F	1.032	F	0.009	No
38. Westwood Bl & Ohio Av	0.866	D	1.107	F	1.117	F	0.010	Yes
39. Sawtelle Bl & Santa Monica Bl	0.709	C	0.957	E	0.960	E	0.003	No
40. I-405 SB Ramps & Santa Monica	0.620	B	0.847	D	0.858	D	0.011	No
41. I-405 NB Ramps & Santa Monica	0.813	D	1.097	F	1.098	F	0.001	No
42. Sepulveda Bl & Santa Monica Bl	0.835	D	1.029	F	1.044	F	0.015	Yes
43. Veteran Av & Santa Monica Bl	0.655	B	0.839	D	0.848	D	0.009	No
44. Westwood Bl & Santa Monica Bl	0.847	D	1.172	F	1.181	F	0.009	No
45. Overland Av & Santa Monica Bl	0.462	A	0.534	A	0.535	A	0.001	No
46. Beverly Glen Bl & Santa Monica	0.639	B	0.782	C	0.783	C	0.001	No
47. Beverly Glen & Santa Monica South	0.976	E	1.053	F	1.053	F	0.000	No
48. Bundy Dr & Olympic Bl	1.262	F	1.438	F	1.439	F	0.001	No
49. Barrington Av & Olympic Bl	1.013	F	1.099	F	1.100	F	0.001	No
50. Sawtelle Bl & Olympic Bl	1.250	F	1.434	F	1.437	F	0.003	No
51. Sepulveda Bl & Olympic Bl	0.931	E	1.033	F	1.045	F	0.012	Yes
52. Veteran Av & Olympic Bl	0.802	D	0.890	D	0.890	D	0.000	No
53. Westwood Bl & Olympic Bl	1.167	F	1.441	F	1.450	F	0.009	No
54. Overland Av & Olympic Bl	1.019	F	1.195	F	1.196	F	0.001	No
55. Century Park West & Olympic Bl	1.241	F	1.406	F	1.406	F	0.000	No
56. Centinela Av & I-10 WB Ramps	1.037	F	1.101	F	1.104	F	0.003	No
57. Centinela Av & Pico Bl	0.954	E	1.037	F	1.037	F	0.000	No
58. Bundy Dr & Pico Bl	0.905	E	1.019	F	1.019	F	0.000	No
59. Barrington Av & Pico Bl	0.998	E	1.081	F	1.082	F	0.001	No
60. Sawtelle Bl & Pico Bl	1.043	F	1.176	F	1.182	F	0.006	No

**Table 13 – Determination of Phase 1 Project Impacts -
PM Peak Period (continued)**

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2012)		Future Base with Project Conditions (Year 2012)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
61. Sepulveda Bl & Pico Bl	0.811	D	0.915	E	0.924	E	0.009	No
62. Westwood Bl & Pico Bl	0.786	C	1.024	F	1.035	F	0.011	Yes
63. Overland Av & Pico Bl	0.980	E	1.107	F	1.110	F	0.003	No
64. Bundy Dr & Ocean Park Bl/Gateway Bl	1.003	F	1.085	F	1.086	F	0.001	No
65. Sawtelle Bl & National Bl	0.994	E	1.090	F	1.093	F	0.003	No
66. I-405 SB On Ramp & National Bl	0.576	A	0.661	B	0.673	B	0.012	No
67. I-405 NB Off Ramp & National Bl	0.722	C	0.797	C	0.803	D	0.006	No
68. Sepulveda Bl & National Bl	1.065	F	1.186	F	1.197	F	0.011	Yes
69. Westwood Bl & National Bl	0.878	D	1.373	F	1.377	F	0.004	No
70. Overland Av & I-10 WB Ramps/National Bl	1.098	F	1.341	F	1.362	F	0.021	Yes

As indicated in Tables 12 and 13 and also shown in Figure 27, Project traffic creates a significant impact at 26 of the 70 study intersections. The following intersections are significantly impacted during one or both peak periods:

- Sepulveda Boulevard and Getty Center Drive (AM Peak Hour)
- Sepulveda Boulevard and Moraga Drive/I-405 NB Ramps (AM and PM Peak Hours)
- Sepulveda Boulevard and Church Lane (AM and PM Peak Hours)
- Church Lane and I-405 SB Ramps (AM Peak Hour)
- Hilgard Avenue and Sunset Boulevard (AM Peak Hour)
- Sepulveda Boulevard and Montana Avenue (PM Peak Hour)
- Sepulveda Boulevard and Wilshire Boulevard (AM and PM Peak Hours)
- Veteran Avenue and Wilshire Boulevard (AM Peak Hour)
- Sawtelle Boulevard and Ohio Avenue (AM and PM Peak Hours)
- Sepulveda Boulevard and Ohio Avenue (AM and PM Peak Hours)
- Veteran Avenue and Ohio Avenue (AM Peak Hour)
- Westwood Boulevard and Ohio Avenue (PM Peak Hour)
- Sawtelle Boulevard and Santa Monica Boulevard (AM Peak Hour)
- I-405 SB Ramps and Santa Monica Boulevard (AM Peak Hour)
- Sepulveda Boulevard and Santa Monica Boulevard (AM and PM Peak Hours)
- Westwood Boulevard and Santa Monica Boulevard (AM Peak Hour)
- Sawtelle Boulevard and Olympic Boulevard (AM Peak Hour)
- Sepulveda Boulevard and Olympic Boulevard (AM and PM Peak Hours)
- Westwood Boulevard and Olympic Boulevard (AM Peak Hour)
- Sawtelle Boulevard and Pico Boulevard (AM Peak Hour)
- Sepulveda Boulevard and Pico Boulevard (AM Peak Hour)
- Westwood Boulevard and Pico Boulevard (AM and PM Peak Hours)
- Sawtelle Boulevard and National Boulevard (AM Peak Hour)
- Sepulveda Boulevard and National Boulevard (AM and PM Peak Hours)

- Westwood Boulevard and National Boulevard (AM Peak Hour)
- Overland Avenue and I-10 WB Ramps/National Boulevard (AM and PM Peak Hours)

Recommended mitigation measures for the cumulative significant traffic impacts are discussed in the next sub-section of this report.

Phases 1 and 2 Traffic Impacts

Similarly to Phase 1 traffic impacts, Tables 14 and 15 also provide a comparison of AM and PM peak hour study scenarios, respectively, within the existing and future (Year 2017) timeframe. Again, traffic impacts created by the project (Phases 1 and 2) are calculated by comparing future ambient growth with related projects conditions to future ambient growth with related projects and Project conditions. The overall traffic impacts created by the proposed Project, and determinations of significant impact, are provided in the right two columns of the table.

**Table 14 – Determination of Phases 1 and 2 Project Impacts -
AM Peak Period**

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2017)		Future Base with Project Conditions (Year 2017)		Diff.	Signif ²
	V/C	LOS	V/C	LOS	V/C	LOS		
1. Roscomare Rd & Mulholland Dr	0.669	B	0.765	C	0.771	C	0.006	No
2. Sepulveda Bl & Getty Ctr Dr	0.941	E	1.119	F	1.136	F	0.017	Yes
3. Sepulveda Bl & Moraga Dr/I-405	0.986	E	1.285	F	1.321	F	0.036	Yes
4. Sepulveda Bl & Church Ln	0.927	E	1.125	F	1.163	F	0.038	Yes
5. Barrington Av & Sunset Bl	1.009	F	1.130	F	1.132	F	0.002	No
6. Barrington Pl & Sunset Bl	1.036	F	1.203	F	1.204	F	0.001	No
7. Church Ln & I-405 SB Ramps	0.790	C	0.969	E	0.987	E	0.018	Yes
8. Church Ln & Sunset Bl	0.888	D	1.011	F	1.012	F	0.001	No
9. I-405 NB Ramps & Sunset Bl	0.901	E	1.068	F	1.069	F	0.001	No
10. Veteran Av & Sunset Bl	1.141	F	1.345	F	1.356	F	0.011	Yes
11. Bellagio & Sunset Bl	0.910	E	1.013	F	1.015	F	0.002	No
12. Hilgard Av & Sunset Bl	0.921	E	1.119	F	1.130	F	0.011	Yes
13. Beverly Glen Bl (West) & Sunset Bl	1.336	F	1.557	F	1.567	F	0.010	Yes
14. Beverly Glen (East) & Sunset Bl	0.993	E	1.168	F	1.176	F	0.008	No
15. Sepulveda Bl & Montana Av	1.011	F	1.205	F	1.205	F	0.000	No
16. Veteran & Gayley	0.921	E	1.243	F	1.254	F	0.011	Yes
17. Gayley Av & Le Conte Av	0.663	B	0.893	D	0.898	D	0.005	No
18. Gayley Av & Weyburn Av	0.574	A	0.664	B	0.665	B	0.001	No
19. Hilgard Av & Le Conte Av	0.584	A	0.689	B	0.692	B	0.003	No
20. Bundy Dr & Wilshire Bl	0.907	E	1.020	F	1.022	F	0.002	No
21. Barrington Av & Wilshire Bl	0.846	D	0.995	E	0.999	E	0.004	No
22. San Vicente/Federal & Wilshire	1.082	F	1.276	F	1.280	F	0.004	No
23. Sepulveda Bl & Wilshire Bl	1.307	F	1.544	F	1.633	F	0.089	Yes
24. Veteran Av & Wilshire Bl	0.996	E	1.233	F	1.256	F	0.023	Yes
25. Gayley Av & Wilshire Bl	0.854	D	1.121	F	1.126	F	0.005	No

**Table 14 – Determination of Phases 1 and 2 Project Impacts -
 AM Peak Period (continued)**

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2017)		Future Base with Project Conditions (Year 2017)		Diff.	Signif ²
	V/C	LOS	V/C	LOS	V/C	LOS		
26. Westwood Bl & Lindbrook Dr	0.468	A	0.811	D	0.814	D	0.003	No
27. Westwood Bl & Wilshire Bl	0.918	E	1.332	F	1.338	F	0.006	No
28. Glendon Av & Wilshire Bl	0.864	D	1.057	F	1.061	F	0.004	No
29. Selby Av & Wilshire Bl	0.860	D	1.033	F	1.040	F	0.007	No
30. Warner Av & Wilshire Bl	0.790	C	0.923	E	0.932	E	0.009	No
31. Beverly Glen Bl & Wilshire Bl	0.906	E	1.092	F	1.101	F	0.009	No
32. Westwood Bl & Wellworth Av	0.547	A	0.730	C	0.732	C	0.002	No
33. Westwood Bl & Rochester Av	0.418	A	0.613	B	0.636	B	0.023	No
34. Barrington Av & Santa Monica Bl	0.746	C	0.908	E	0.919	E	0.011	Yes
35. Sawtelle Bl & Ohio Av	0.919	E	1.203	F	1.260	F	0.057	Yes
36. Sepulveda Bl & Ohio Av	0.863	D	1.040	F	1.072	F	0.032	Yes
37. Veteran Av & Ohio Av	0.821	D	0.964	E	0.977	E	0.013	Yes
38. Westwood Bl & Ohio Av	0.772	C	0.985	E	0.997	E	0.012	Yes
39. Sawtelle Bl & Santa Monica Bl	0.683	B	0.951	E	0.983	E	0.032	Yes
40. I-405 SB Ramps & Santa Monica	0.901	E	1.199	F	1.215	F	0.016	Yes
41. I-405 NB Ramps & Santa Monica	0.854	D	1.057	F	1.065	F	0.008	No
42. Sepulveda Bl & Santa Monica Bl	0.851	D	1.079	F	1.111	F	0.032	Yes
43. Veteran Av & Santa Monica Bl	0.559	A	0.708	C	0.734	C	0.026	No
44. Westwood Bl & Santa Monica Bl	0.808	D	1.087	F	1.112	F	0.025	Yes
45. Overland Av & Santa Monica Bl	0.418	A	0.545	A	0.546	A	0.001	No
46. Beverly Glen Bl & Santa Monica	0.563	A	0.732	C	0.733	C	0.001	No
47. Beverly Glen & Santa Monica South	0.825	D	0.929	E	0.929	E	0.000	No
48. Bundy Dr & Olympic Bl	1.243	F	1.431	F	1.431	F	0.000	No
49. Barrington Av & Olympic Bl	0.919	E	1.092	F	1.096	F	0.004	No
50. Sawtelle Bl & Olympic Bl	1.167	F	1.373	F	1.408	F	0.035	Yes
51. Sepulveda Bl & Olympic Bl	0.910	E	1.061	F	1.091	F	0.030	Yes
52. Veteran Av & Olympic Bl	0.562	A	0.673	B	0.690	B	0.017	No
53. Westwood Bl & Olympic Bl	1.099	F	1.379	F	1.405	F	0.026	Yes
54. Overland Av & Olympic Bl	1.021	F	1.177	F	1.179	F	0.002	No
55. Century Park West & Olympic Bl	0.775	C	0.964	E	0.967	E	0.003	No
56. Centinela Av & I-10 WB Ramps	0.890	D	0.990	E	0.994	E	0.004	No
57. Centinela Av & Pico Bl	0.876	D	0.990	E	0.992	E	0.002	No
58. Bundy Dr & Pico Bl	0.828	D	0.957	E	0.959	E	0.002	No
59. Barrington Av & Pico Bl	0.828	D	0.954	E	0.962	E	0.008	No
60. Sawtelle Bl & Pico Bl	0.797	C	0.975	E	0.995	E	0.020	Yes
61. Sepulveda Bl & Pico Bl	0.912	E	1.066	F	1.090	F	0.024	Yes
62. Westwood Bl & Pico Bl	0.808	D	1.035	F	1.054	F	0.019	Yes
63. Overland Av & Pico Bl	0.962	E	1.091	F	1.092	F	0.001	No
64. Bundy Dr & Ocean Park Bl/Gateway Bl	0.771	C	0.868	D	0.875	D	0.007	No
65. Sawtelle Bl & National Bl	0.937	E	1.111	F	1.137	F	0.026	Yes
66. I-405 SB On Ramp & National Bl	0.560	A	0.649	B	0.665	B	0.016	No
67. I-405 NB Off Ramp & National Bl	0.573	A	0.703	C	0.733	C	0.030	No
68. Sepulveda Bl & National Bl	1.098	F	1.230	F	1.268	F	0.038	Yes
69. Westwood Bl & National Bl	0.608	B	0.969	E	0.995	E	0.026	Yes
70. Overland Av & I-10 WB Ramps/National Bl	1.084	F	1.387	F	1.436	F	0.049	Yes

**Table 15 – Determination of Phases 1 and 2 Project Impacts -
 PM Peak Period**

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2017)		Future Base with Project Conditions (Year 2017)		Diff.	Signif ²
	V/C	LOS	V/C	LOS	V/C	LOS		
1. Roscomare Rd & Mulholland Dr	0.551	A	0.635	B	0.637	B	0.002	No
2. Sepulveda Bl & Getty Ctr Dr	0.965	E	1.166	F	1.175	F	0.009	No
3. Sepulveda Bl & Moraga Dr/I-405	0.725	C	1.056	F	1.077	F	0.021	Yes
4. Sepulveda Bl & Church Ln	0.975	E	1.289	F	1.309	F	0.020	Yes
5. Barrington Av & Sunset Bl	0.810	D	0.911	E	0.912	E	0.001	No
6. Barrington Pl & Sunset Bl	0.891	D	1.022	F	1.022	F	0.000	No
7. Church Ln & I-405 SB Ramps	0.755	C	0.953	E	0.956	E	0.003	No
8. Church Ln & Sunset Bl	0.851	D	0.979	E	0.980	E	0.001	No
9. I-405 NB Ramps & Sunset Bl	0.600	A	0.666	B	0.666	B	0.000	No
10. Veteran Av & Sunset Bl	1.069	F	1.346	F	1.351	F	0.005	No
11. Bellagio & Sunset Bl	1.143	F	1.263	F	1.263	F	0.000	No
12. Hilgard Av & Sunset Bl	0.983	E	1.251	F	1.256	F	0.005	No
13. Beverly Glen Bl (West) & Sunset Bl	1.446	F	1.697	F	1.703	F	0.006	No
14. Beverly Glen (East) & Sunset Bl	1.141	F	1.381	F	1.386	F	0.005	No
15. Sepulveda Bl & Montana Av	0.961	E	1.337	F	1.404	F	0.067	Yes
16. Veteran & Gayley	1.053	F	1.670	F	1.672	F	0.002	No
17. Gayley Av & Le Conte Av	0.645	B	0.972	E	0.973	E	0.001	No
18. Gayley Av & Weyburn Av	0.962	E	1.110	F	1.111	F	0.001	No
19. Hilgard Av & Le Conte Av	0.683	B	0.837	D	0.838	D	0.001	No
20. Bundy Dr & Wilshire Bl	0.931	E	1.059	F	1.061	F	0.002	No
21. Barrington Av & Wilshire Bl	0.870	D	1.000	E	1.001	F	0.001	No
22. San Vicente/Federal & Wilshire	1.104	F	1.253	F	1.256	F	0.003	No
23. Sepulveda Bl & Wilshire Bl	1.310	F	1.552	F	1.582	F	0.030	Yes
24. Veteran Av & Wilshire Bl	1.178	F	1.442	F	1.442	F	0.000	No
25. Gayley Av & Wilshire Bl	0.938	E	1.374	F	1.375	F	0.001	No
26. Westwood Bl & Lindbrook Dr	0.423	A	1.137	F	1.138	F	0.001	No
27. Westwood Bl & Wilshire Bl	0.746	C	1.219	F	1.220	F	0.001	No
28. Glendon Av & Wilshire Bl	0.910	E	1.183	F	1.187	F	0.004	No
29. Selby Av & Wilshire Bl	0.784	C	0.980	E	0.984	E	0.004	No
30. Warner Av & Wilshire Bl	0.660	B	0.804	D	0.807	D	0.003	No
31. Beverly Glen Bl & Wilshire Bl	0.870	D	1.100	F	1.104	F	0.004	No
32. Westwood Bl & Wellworth Av	0.902	E	1.015	F	1.018	F	0.003	No
33. Westwood Bl & Rochester Av	0.587	A	0.842	D	0.846	D	0.004	No
34. Barrington Av & Santa Monica Bl	0.877	D	1.068	F	1.075	F	0.007	No
35. Sawtelle Bl & Ohio Av	0.826	D	1.043	F	1.064	F	0.021	Yes
36. Sepulveda Bl & Ohio Av	0.961	E	1.160	F	1.194	F	0.034	Yes
37. Veteran Av & Ohio Av	0.871	D	1.066	F	1.080	F	0.014	Yes
38. Westwood Bl & Ohio Av	0.866	D	1.149	F	1.164	F	0.015	Yes
39. Sawtelle Bl & Santa Monica Bl	0.709	C	0.992	E	0.997	E	0.005	No
40. I-405 SB Ramps & Santa Monica	0.620	B	0.874	D	0.890	D	0.016	No
41. I-405 NB Ramps & Santa Monica	0.813	D	1.137	F	1.139	F	0.002	No
42. Sepulveda Bl & Santa Monica Bl	0.835	D	1.070	F	1.093	F	0.023	Yes
43. Veteran Av & Santa Monica Bl	0.655	B	0.871	D	0.884	D	0.013	No
44. Westwood Bl & Santa Monica Bl	0.847	D	1.214	F	1.227	F	0.013	Yes
45. Overland Av & Santa Monica Bl	0.462	A	0.557	A	0.558	A	0.001	No

**Table 15 – Determination of Phases 1 and 2 Project Impacts -
PM Peak Period (continued)**

Intersection	Existing Conditions (Year 2006)		Future Base Conditions (Year 2017)		Future Base with Project Conditions (Year 2017)		Diff.	Signif?
	V/C	LOS	V/C	LOS	V/C	LOS		
46. Beverly Glen Bl & Santa Monica	0.639	B	0.814	D	0.814	D	0.000	No
47. Beverly Glen & Santa Monica South	0.976	E	1.101	F	1.101	F	0.000	No
48. Bundy Dr & Olympic Bl	1.262	F	1.501	F	1.501	F	0.000	No
49. Barrington Av & Olympic Bl	1.013	F	1.149	F	1.150	F	0.001	No
50. Sawtelle Bl & Olympic Bl	1.250	F	1.496	F	1.501	F	0.005	No
51. Sepulveda Bl & Olympic Bl	0.931	E	1.080	F	1.096	F	0.016	Yes
52. Veteran Av & Olympic Bl	0.802	D	0.929	E	0.930	E	0.001	No
53. Westwood Bl & Olympic Bl	1.167	F	1.499	F	1.512	F	0.013	Yes
54. Overland Av & Olympic Bl	1.019	F	1.245	F	1.247	F	0.002	No
55. Century Park West & Olympic Bl	1.241	F	1.467	F	1.467	F	0.000	No
56. Centinela Av & I-10 WB Ramps	1.037	F	1.152	F	1.157	F	0.005	No
57. Centinela Av & Pico Bl	0.954	E	1.085	F	1.085	F	0.000	No
58. Bundy Dr & Pico Bl	0.905	E	1.064	F	1.064	F	0.000	No
59. Barrington Av & Pico Bl	0.998	E	1.130	F	1.132	F	0.002	No
60. Sawtelle Bl & Pico Bl	1.043	F	1.227	F	1.236	F	0.009	No
61. Sepulveda Bl & Pico Bl	0.811	D	0.955	E	0.967	E	0.012	Yes
62. Westwood Bl & Pico Bl	0.786	C	1.063	F	1.078	F	0.015	Yes
63. Overland Av & Pico Bl	0.980	E	1.154	F	1.158	F	0.004	No
64. Bundy Dr & Ocean Park Bl/Gateway Bl	1.003	F	1.134	F	1.136	F	0.002	No
65. Sawtelle Bl & National Bl	0.994	E	1.139	F	1.145	F	0.006	No
66. I-405 SB On Ramp & National Bl	0.576	A	0.690	B	0.707	C	0.017	No
67. I-405 NB Off Ramp & National Bl	0.722	C	0.832	D	0.842	D	0.010	No
68. Sepulveda Bl & National Bl	1.065	F	1.238	F	1.254	F	0.016	Yes
69. Westwood Bl & National Bl	0.878	D	1.416	F	1.423	F	0.007	No
70. Overland Av & I-10 WB Ramps/National Bl	1.098	F	1.397	F	1.427	F	0.030	Yes

As indicated in Tables 14 and 15 and also shown in Figure 28, Project traffic creates a significant impact at 30 of the 70 study intersections. The following intersections are significantly impacted during one or both peak periods:

- Sepulveda Boulevard and Getty Center Drive (AM Peak Hour)
- Sepulveda Boulevard and Moraga Drive/I-405 NB Ramps (AM Peak Hour)
- Sepulveda Boulevard and Church Lane (AM and PM Peak Hours)
- Church Lane and I-405 SB Ramps (AM Peak Hour)
- Veteran Avenue and Sunset Boulevard (AM Peak Hour)
- Beverly Glen Boulevard West and Sunset Boulevard (AM Peak Hour)
- Hilgard Avenue and Sunset Boulevard (AM Peak Hour)
- Sepulveda Boulevard and Montana Avenue (PM Peak Hour)
- Veteran Avenue and Gayley Avenue (AM Peak Hour)
- Sepulveda Boulevard and Wilshire Boulevard (AM and PM Peak Hours)
- Veteran Avenue and Wilshire Boulevard (AM Peak Hour)
- Barrington Avenue and Santa Monica Boulevard (AM Peak Hour)
- Sawtelle Boulevard and Ohio Avenue (AM and PM Peak Hours)

- Sepulveda Boulevard and Ohio Avenue (AM and PM Peak Hours)
- Veteran Avenue and Ohio Avenue (AM and PM Peak Hours)
- Westwood Boulevard and Ohio Avenue (AM and PM Peak Hour)
- Sawtelle Boulevard and Santa Monica Boulevard (AM Peak Hour)
- I-405 SB Ramps and Santa Monica Boulevard (AM Peak Hour)
- Sepulveda Boulevard and Santa Monica Boulevard (AM and PM Peak Hours)
- Westwood Boulevard and Santa Monica Boulevard (AM and PM Peak Hours)
- Sawtelle Boulevard and Olympic Boulevard (AM Peak Hour)
- Sepulveda Boulevard and Olympic Boulevard (AM and PM Peak Hours)
- Westwood Boulevard and Olympic Boulevard (AM Peak Hour)
- Sawtelle Boulevard and Pico Boulevard (AM Peak Hour)
- Sepulveda Boulevard and Pico Boulevard (AM Peak Hour)
- Westwood Boulevard and Pico Boulevard (AM and PM Peak Hours)
- Sawtelle Boulevard and National Boulevard (AM Peak Hour)
- Sepulveda Boulevard and National Boulevard (AM and PM Peak Hours)
- Westwood Boulevard and National Boulevard (AM Peak Hour)
- Overland Avenue and I-10 WB Ramps/National Boulevard (AM and PM Peak Hours)

Recommended mitigation measures for the cumulative significant traffic impacts are discussed in the next sub-section of this report.

B. Mitigation Measures Feasibility and Recommendations

Katz, Okitsu & Associates has identified potential measures to mitigate the significant traffic impact of the proposed Project. The feasibility of these improvements has been evaluated at the conceptual level only. The analysis of each mitigation measure does not include detailed analysis of intersection geometry or traffic signal design requirements. If the recommended mitigations are approved, final feasibility studies, engineering, and design of each improvement would need to be undertaken and approved by the appropriate jurisdiction.

Sepulveda Boulevard and Getty Center Drive

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sepulveda Boulevard and Moraga Drive I-405 NB Ramps

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sepulveda Boulevard and Church Lane/Ovada Place

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Church Lane and I-405 SB Ramps

The recommended mitigation at this intersection is to provide additional left-turn lane to the westbound approach. Currently, the westbound approach has an exclusive left-turn lane and a shared left-through lane. The proposed configuration would be to provide two exclusive left-turn lanes and an exclusive right-turn lane. This mitigation would require widening of the off-ramp to accommodate the proposed mitigation.

Veteran Avenue and Sunset Boulevard

The recommended mitigation at this intersection is to provide an additional lane to the northbound approach. The northbound approach would be improved from an exclusive left-turn and an exclusive right-turn lane to adding a shared left-through lane in between the existing two lanes. This would require widening at the northbound approach which would result into decreasing the existing parkway.

Hilgard Avenue and Sunset Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Beverly Glen Boulevard (West) and Sunset Boulevard

The recommended mitigation at this intersection is to re-stripe the northbound approach and remove the existing median island. Currently, the northbound approach has an exclusive left-turn lane, a through lane and an exclusive right-turn lane. The proposed configuration would be to provide a left-turn lane, a shared through-right turn lane and an exclusive right-turn lane. This mitigation would require removal of the median island and relocation of the traffic signals and poles placed.

Sepulveda Boulevard and Montana Avenue

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Veteran Avenue and Gayley Avenue

The recommended mitigation at this intersection is to provide southbound left-turn lane to mitigate the significant traffic impact. This would require widening of Veteran Avenue. The right-of-way is limited to provide the width necessary for this improvement. Thus, there are no feasible mitigations at this location.

Sepulveda Boulevard and Wilshire Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Veteran Avenue and Wilshire Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Barrington Avenue and Santa Monica Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sepulveda Boulevard and Ohio Avenue

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Veteran Avenue and Ohio Avenue

The recommended mitigation at this intersection is to provide north-south left-turn pockets at the approaches. However, the right of way along Veteran Avenue is limited. Therefore, there are no feasible mitigations at this location.

Westwood Boulevard and Ohio Avenue

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sawtelle Boulevard and Santa Monica Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

I-405 SB Ramps and Santa Monica Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sepulveda Boulevard and Santa Monica Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Westwood Boulevard and Santa Monica Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sawtelle Boulevard and Olympic Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Westwood Boulevard and Olympic Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sawtelle Boulevard and Pico Boulevard

The recommended mitigation at this location is to provide an exclusive right-turn lane to the northbound approach. This would require widening of Sawtelle Boulevard and relocation of the utilities pole. It is unlikely that adequate right of way space is available along Sawtelle Boulevard to accommodate the proposed improvement. Thus, there are no feasible mitigation measures at this location.

Sepulveda Boulevard and Pico Boulevard

The recommended mitigation at this location is to provide an exclusive right-turn lane to the northbound approach. This would require widening of Sepulveda Boulevard. It is unlikely that adequate right of way space is available along Sepulveda Boulevard to accommodate the proposed improvement. Thus, there are no feasible mitigation measures at this location.

Westwood Boulevard and Pico Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sawtelle Boulevard and National Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Sepulveda Boulevard and National Boulevard

Due to right of way limitations, there are no feasible mitigation measures to increase the capacity (i.e., add lanes) and mitigate the significant traffic impact at this location.

Westwood Boulevard and National Boulevard

The recommended mitigation measure at this intersection is to provide an additional right-turn lane to the westbound approach. This improvement would require widening of the east leg of the intersection to accommodate the additional lane. It is unlikely that adequate right of way space is available along National Boulevard to accommodate the proposed improvement. Thus, there are

no feasible mitigation measures at this location.

Overland Avenue and I-10 WB Ramps/National Boulevard

The recommended mitigation at this intersection is to re-stripe the eastbound approach to provide an exclusive left-turn lane, a shared left-through-right turn lane and an exclusive right-turn lane.

C. Effect of Mitigation Measures

The level of service (LOS) at the significantly impacted intersections, before and after the proposed mitigation is implemented, is summarized in Tables 16 and 17. The recommended mitigation measure would reduce the V/C ratios to levels less than significant at 4 of the 30 intersections. Lane configurations with the proposed mitigation measures are shown in Figures 29a-29b.

Table 16 – Determination of Project Impacts - With Proposed Mitigation Measures (Phase 1)

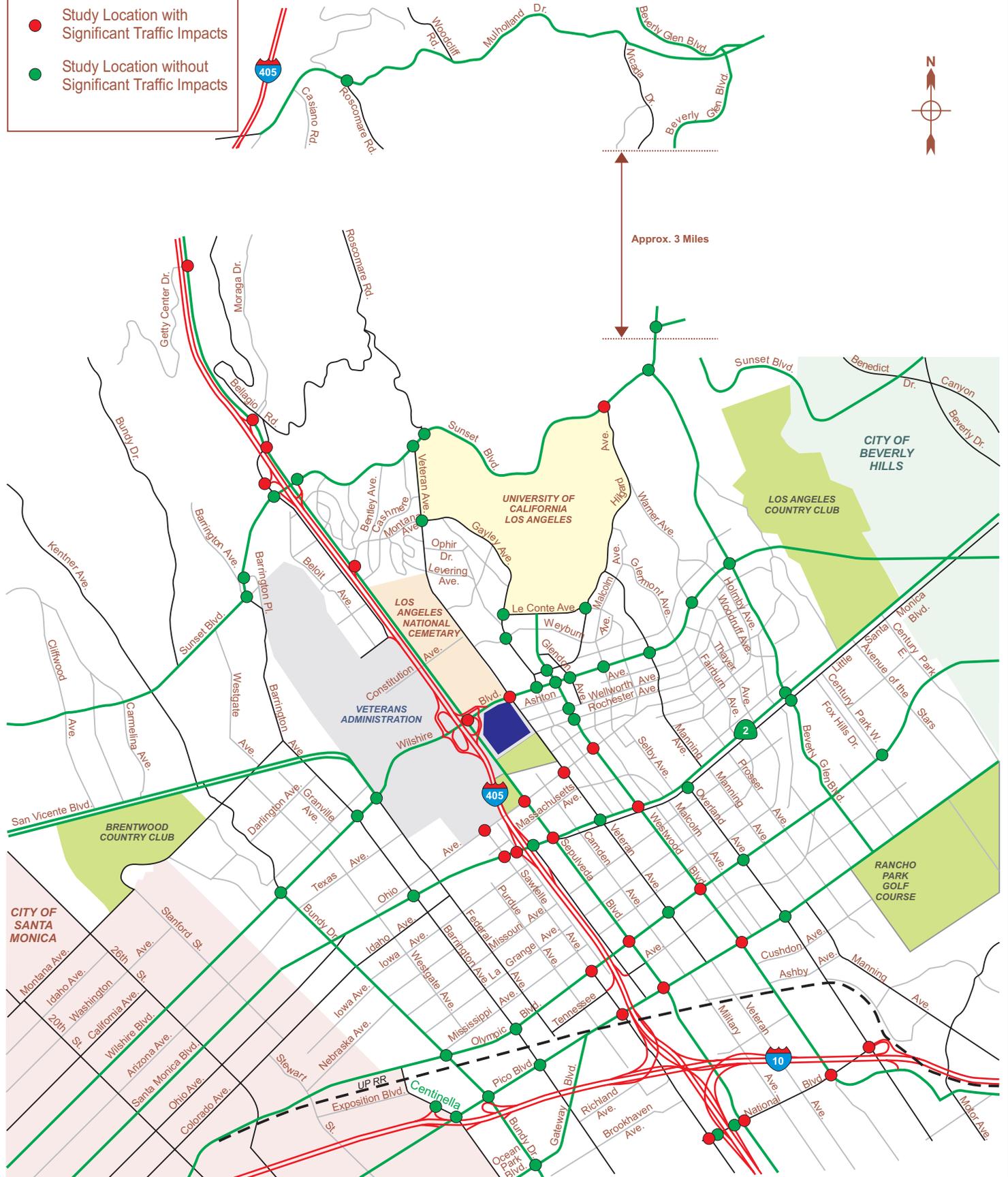
Intersection	Peak Hour	Future Base Conditions (Year 2012)		Future with Project (Year 2012)		Diff.	Signif?	Future with Project with Proposed Mitigation (Year 2012)		Diff.	Residual Impact?
		V/C	LOS	V/C	LOS			V/C	LOS		
7. Church Ln & I-405 SB Ramps	AM	0.930	E	0.943	E	0.013	Yes	0.899	D	-0.031	No
	PM	0.916	E	0.917	E	0.001	No	0.882	D	-0.034	No
70. Overland Av & I-10 WB Ramps/National Bl	AM	1.334	F	1.377	F	0.043	Yes	1.295	F	-0.039	No
	PM	1.341	F	1.362	F	0.021	Yes	1.271	F	-0.070	No

Table 17 – Determination of Project Impacts - With Proposed Mitigation Measures (Phase 2)

Intersection	Peak Hour	Future Base Conditions (Year 2017)		Future with Project (Year 2017)		Diff.	Signif?	Future with Project with Proposed Mitigation (Year 2017)		Diff.	Residual Impact?
		V/C	LOS	V/C	LOS			V/C	LOS		
7. Church Ln & I-405 SB Ramps	AM	0.969	E	0.987	E	0.018	Yes	0.937	E	-0.032	No
	PM	0.953	E	0.956	E	0.003	No	0.917	E	-0.036	No
10. Veteran Av & Sunset Bl	AM	1.345	F	1.356	F	0.011	Yes	1.236	F	-0.109	No
	PM	1.346	F	1.351	F	0.005	No	1.207	F	-0.139	No
13. Beverly Glen Bl (West) & Sunset Bl	AM	1.557	F	1.567	F	0.010	Yes	1.422	F	-0.135	No
	PM	1.697	F	1.703	F	0.006	No	1.526	F	-0.171	No
70. Overland Av & I-10 WB Ramps/National Bl	AM	1.387	F	1.436	F	0.049	Yes	1.351	F	-0.036	No
	PM	1.397	F	1.427	F	0.030	Yes	1.328	F	-0.069	No

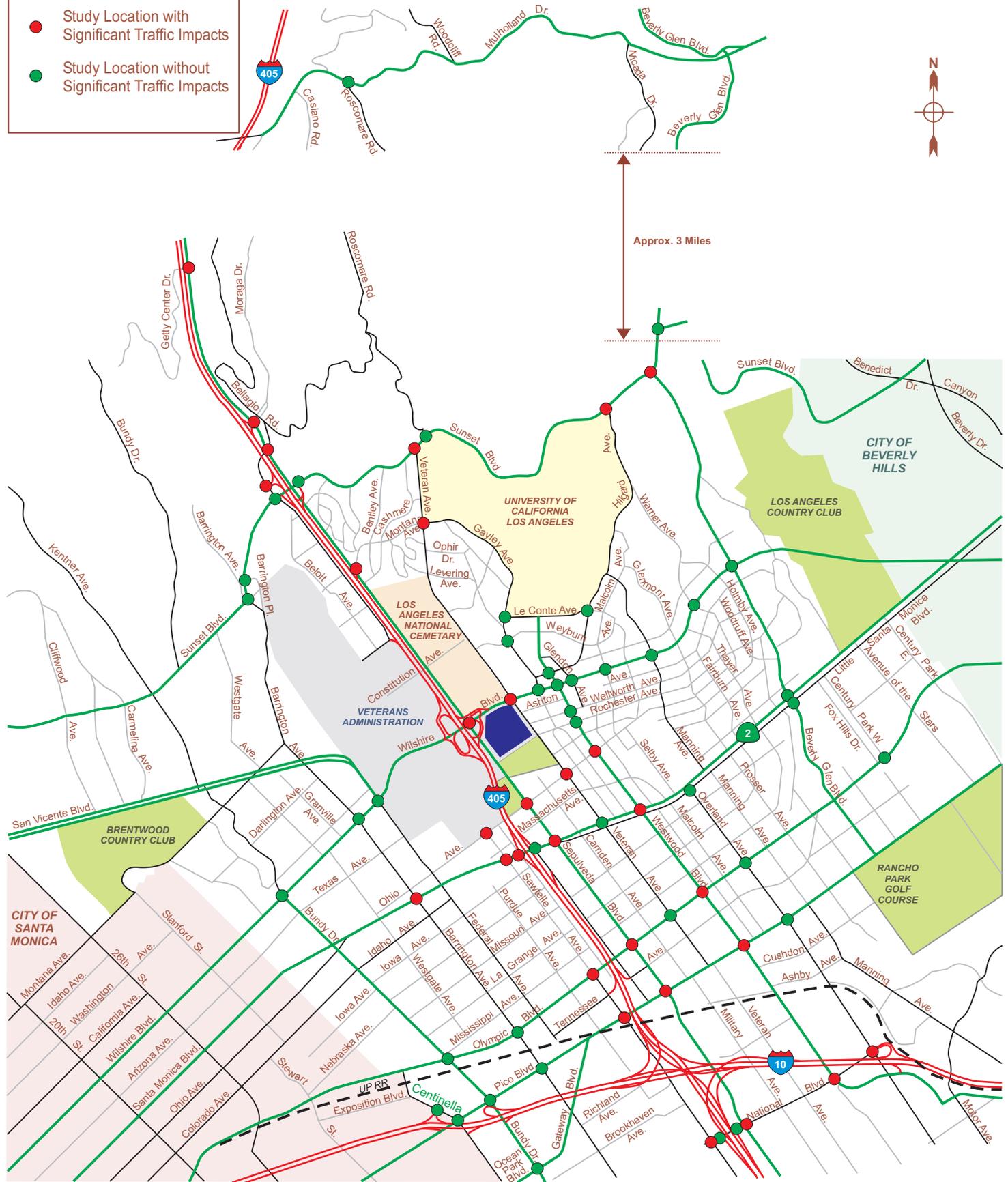
LEGEND

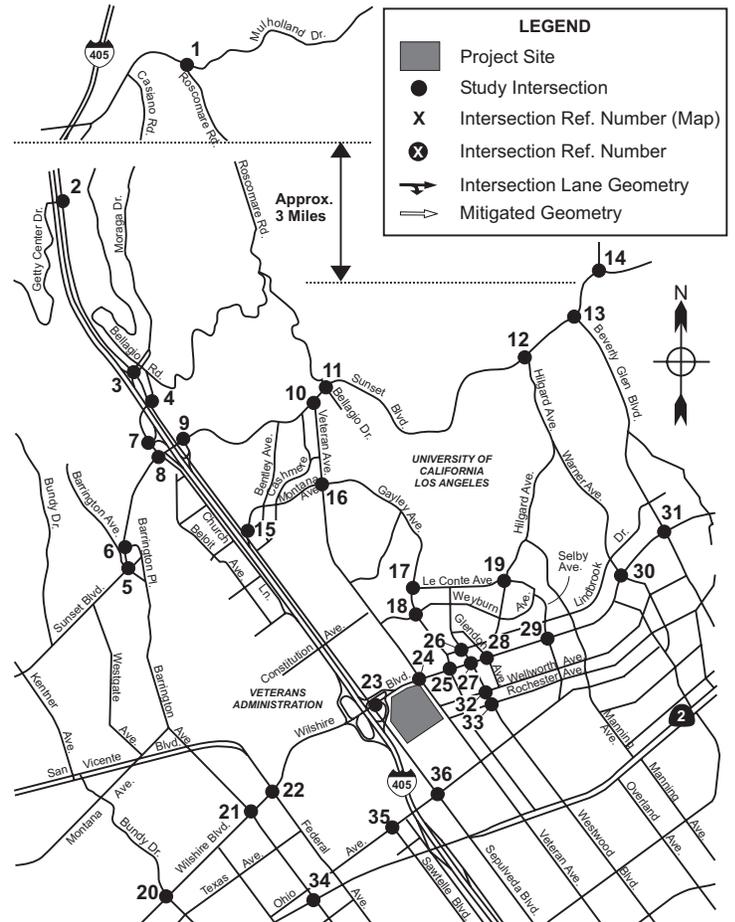
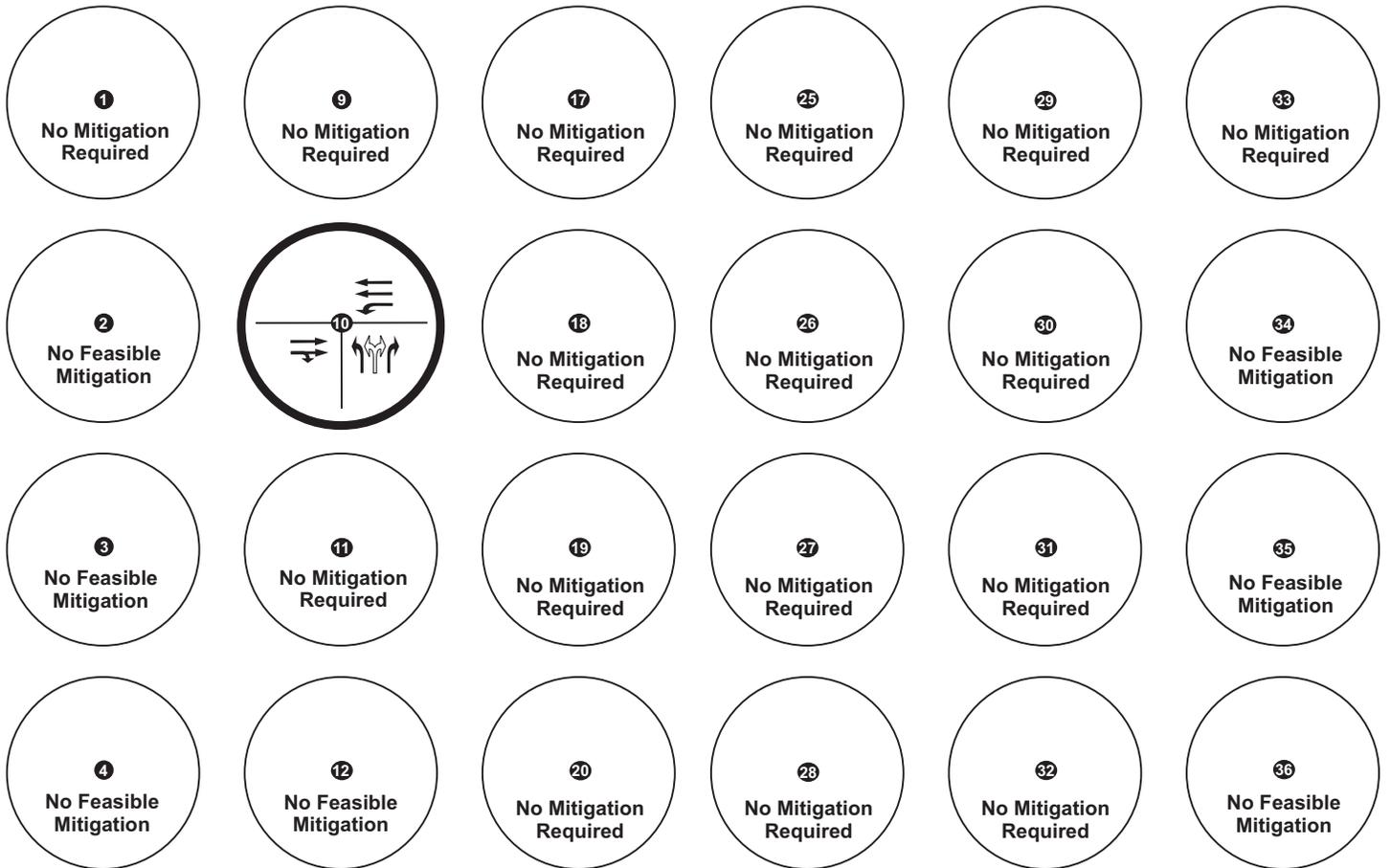
- Project Site
- Study Location with Significant Traffic Impacts
- Study Location without Significant Traffic Impacts

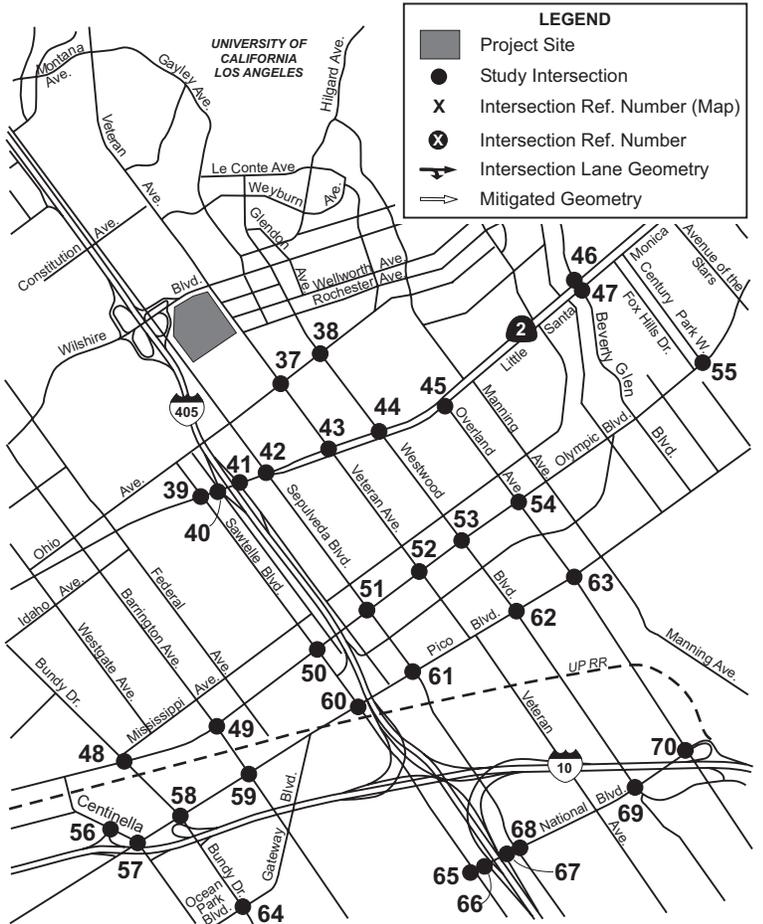
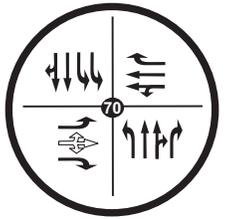
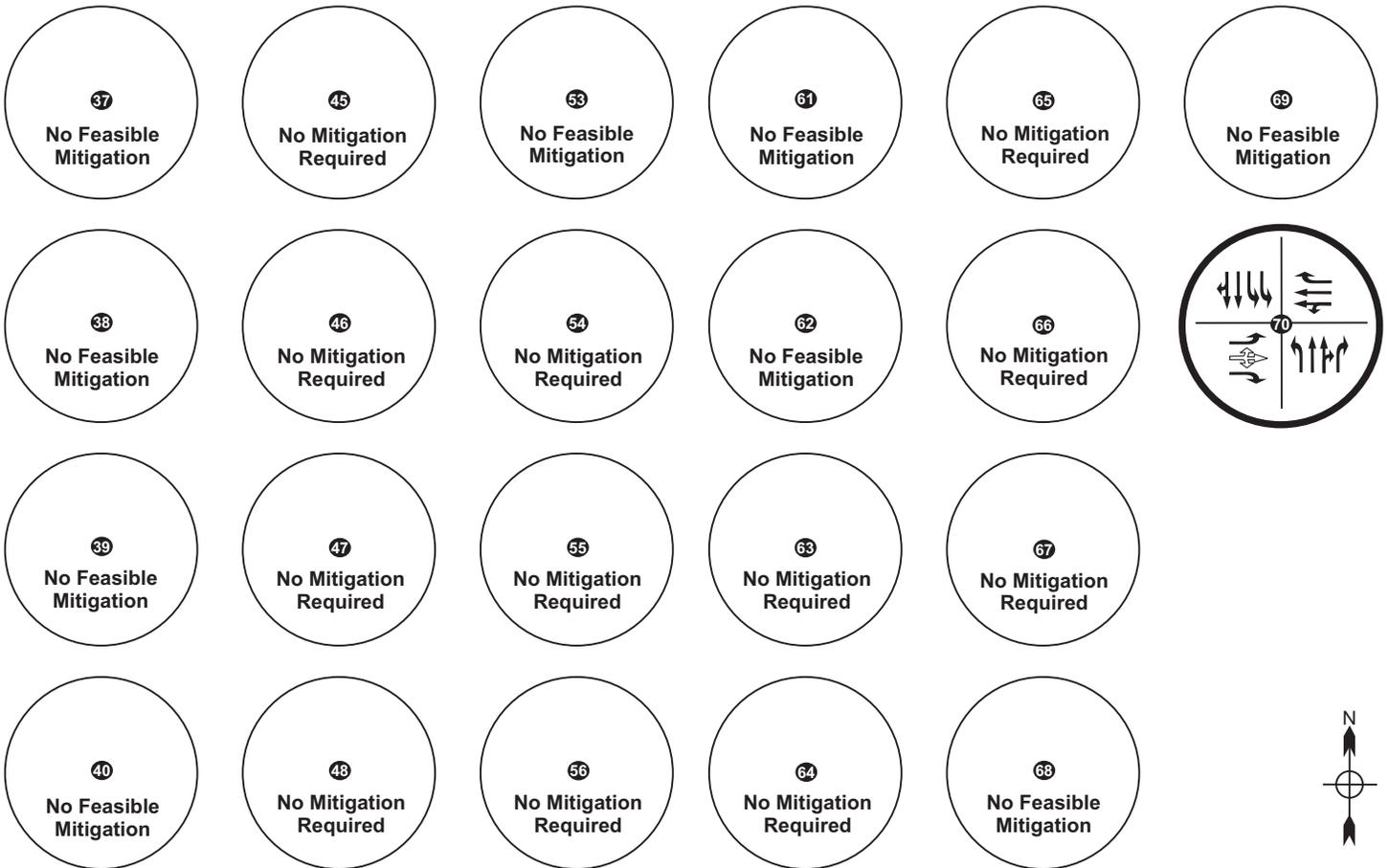


LEGEND

- Project Site
- Study Location with Significant Traffic Impacts
- Study Location without Significant Traffic Impacts







7. Alternative Development Scenarios

This report section provides a review of alternative development scenarios, in terms of “no action” alternative and alternative land uses.

A. “No Action” Alternative

The following provides a summary of the proposed Project if the existing building is to remain as-is where any growth projected would be based on the maximum capacity of the existing facilities available. The future base conditions evaluated in Section 3 represents the “no action” alternative of the project.

In analyzing the “no action” alternative, the existing condition of the 11000 Wilshire Boulevard Building was examined in terms of spaces available for potential growth. As of May 2005, the tower accommodates 1,100 employees of which 700 are FBI employees and 400 are non-FBI government agencies employees. The building was assessed that up to 815 non-FBI employees can still be added without any expansion or construction necessary.

As shown in Table 4 in Section 3, the additional 815 employees would generate 2,918 daily trips of which 636 and 228 trips are during morning and afternoon peak hours, respectively. Although the additional 815 employees would generate the additional trips/traffic to the surrounding street system if the building is at its capacity, these additional trips are part of the entitlement of the existing building. As a result, these additional traffic estimates added to the future traffic projections would be considered as part of the cumulative traffic growth rather than project traffic. Therefore, the “no action” alternative is not expected to create any significant traffic impacts.

B. Alternate Use Scenario (Alternative 2)

The following provides an analysis of the proposed Project if the existing building is demolished and new facilities are constructed strictly for FBI use only.

Alternative 2 Project Trip Generation

The alternate use project would include 640 FBI employees once the construction of a new building for FBI is completed under Phase 1 (Year 2012). Phase 1 is essentially removing all non-FBI employees from the site and for the current 700 FBI employees to remain at the site with the new building. As a result, the existing trips being generated from the existing 400 non-FBI employees will result into a reduction of traffic to the surrounding street system. As shown in Table 18, Phase 1 would generate a decrease of trips assuming FBI will remain as-is and the 400 non-FBI employees will be displaced. As shown, the daily trips would be reduced by 1,432 trips and the peak hour trips would decrease by 312 and 112 morning and afternoon peak hour trips, respectively.

**Table 18 – Project Trip Generation Estimates –
Alternate Use Scenario (Phase 1)**

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Trip Rates [1]									
Non-FBI	-	Employees	3.58	0.780	61%	39%	0.280	20%	80%
Trips									
Existing Building									
Non-FBI	400	Employees	(1,432)	(312)	(190)	(122)	(112)	(22)	(90)

[1] Trip generation rates were from the survey results taken on May 11, 2005.

Phase 2 is anticipated to be completed by year 2017 when additional 1,000 FBI employees are expected as part of the growth projected at this time period. With the completion of Phase 2 and displacement of the 400 non-FBI employees, trip generation estimates were calculated. Table 19 summarizes the effect of the projected FBI growth by year 2017. As shown in the table, additional 778 daily trips are estimated upon completion of Phase 2. A decrease of 156 morning peak hour trips and a minimal increase of 34 afternoon peak hour trips are projected under Phase 2.

**Table 19 – Project Trip Generation Estimates –
Alternate Use Scenario (Phases 1 and 2)**

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Trip Rates [1]									
FBI	-	Employees	2.21	0.156	98%	2%	0.146	28%	72%
Non-FBI	-	Employees	3.58	0.780	61%	39%	0.280	20%	80%
Trips									
Existing Building									
Non-FBI	400	Employees	(1,432)	(312)	(190)	(122)	(112)	(22)	(90)
Government Office									
FBI (Phase 2 Growth)	1,000	Employees	2,210	156	153	3	146	41	105
TOTAL "NET" TRIPS			778	(156)	(37)	(119)	34	18	16

[1] Trip generation rates were from the survey results taken on May 11, 2005.

Based on the trip generation analysis performed and summarized in Tables 18 and 19, the alternate use scenario (Alternative 2) is not projected to have any significant traffic impact at the surrounding street system. The additional 34 afternoon peak hour trips under Phase 2 would have negligible effect to any of the study intersections.

8. Congestion Management Plan Conformance

This section demonstrates the ways in which this traffic study was prepared to be in conformance with the procedures mandated by the County of Los Angeles Congestion Management Program.

The Congestion Management Program (CMP) was created statewide because of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either AM or PM weekday peak hours.
- At CMP mainline freeway-monitoring locations, where the project will add 150 or more trips, in either direction, during the either the AM or PM weekday peak hours.

There are several CMP arterial monitoring intersections within the study area. All CMP intersections were included as part of the study intersections such as the following:

- Santa Monica Boulevard and Bundy Drive
- Wilshire Boulevard and Sepulveda Boulevard
- Wilshire Boulevard and Beverly Glen Boulevard

These CMP arterial monitoring intersections were evaluated as three of the study intersections as discussed in Section 5. The traffic to be generated by the proposed Project is anticipated to create significant traffic impact at this location per LADOT guidelines. A significant impact is identified per CMP guidelines if project-related traffic will cause service levels to deteriorate to LOS E or F and increase in demand to capacity ratio caused by the project is 2% or more. In comparison to the LADOT guidelines discussed in Section 6, CMP guidelines are less stringent in determining project traffic impacts. Proposed mitigation measures were considered and discussed in Section 6. However, there are no feasible mitigations available to mitigate the impacts.

The nearest CMP mainline freeway-monitoring location is at I-405 north of Venice Boulevard and south of Mulholland Drive, and at I-10 at Lincoln Boulevard and east of Overland Avenue. Based on the trip distribution and traffic assignment presented in Section 5, the proposed project is may add substantial trips to the freeway system. Therefore, additional analysis of CMP freeway monitoring stations was performed.

A. Freeway Segment Analysis

This analysis was conducted using a procedure similar to that used for the local street system. The following traffic scenarios were analyzed:

- Existing Conditions – Analysis of existing freeway traffic volumes. Peak hour volumes were obtained from the 2004 Congestion Management Program for Los Angeles County (Los Angeles County Metropolitan Transportation Authority, 2004).
- Future (Year 2012 & 2017) with Ambient Growth and Related Projects Conditions – Analysis of future year 2012 and 2017 freeway traffic volumes without the proposed project. The methodology used to develop forecasts of future freeway volumes with and without the proposed project is similar to that used for the study intersections. It includes the ambient growth of 2% per year and the development of future without project volumes.
- Future (Year 2012 & 2017) with Ambient Growth and Related Projects with Proposed Project Conditions – Analysis of future year 2012 and 2017 freeway traffic volumes with the addition of traffic expected to be generated by the proposed project.

Demand/capacity (D/C) ratios were calculated for each freeway segment, using a capacity value of 2,000 vehicles per hour per freeway mainline lane (in accordance with CMP guidelines). Tables 20 and 21 indicate the estimated D/C ratios during peak hours for each scenario.

Table 20 – Determination of Phase 1 Project Impacts - Freeway Analysis (Year 2012)

Freeway Segment	Direction	Peak Hour	Capacity	Existing Condition			Year 2012 Future Base Condition			Project Only	Year 2012 Future with Project			Project Increase in D/C	Significant Project Impact?
				Volumes	D/C	LOS	Volumes	D/C	LOS		Volumes	D/C	LOS		
I-405 San Diego Fwy South of Mulholland Dr	NB	AM	10,000	8,872	0.887	D	9,750	0.975	E	53	9,803	0.980	E	0.005	NO
		PM	10,000	15,188	1.519	F(3)	16,840	1.684	F(3)	39	16,879	1.688	F(3)	0.004	NO
	SB	AM	10,000	12,151	1.215	F(0)	13,560	1.356	F(2)	83	13,643	1.364	F(2)	0.008	NO
		PM	10,000	8,406	0.841	D	9,355	0.936	E	10	9,365	0.937	E	0.001	NO
I-405 San Diego Fwy North of Venice Bl	NB	AM	10,000	14,148	1.415	F(2)	15,921	1.592	F(3)	150	16,071	1.607	F(3)	0.015	NO
		PM	10,000	15,188	1.519	F(3)	16,980	1.698	F(3)	18	16,998	1.700	F(3)	0.002	NO
	SB	AM	10,000	9,273	0.927	D	10,423	1.042	F(0)	96	10,519	1.052	F(0)	0.010	NO
		PM	10,000	14,148	1.415	F(2)	16,091	1.609	F(3)	70	16,161	1.616	F(3)	0.007	NO
I-10 Santa Monica Fwy East of Overland Av	EB	AM	10,000	12,978	1.298	F(1)	14,165	1.416	F(2)	36	14,201	1.420	F(2)	0.004	NO
		PM	10,000	14,008	1.401	F(2)	14,934	1.493	F(3)	27	14,961	1.496	F(3)	0.003	NO
	WB	AM	10,000	8,575	0.857	D	9,806	0.981	E	57	9,863	0.986	E	0.006	NO
		PM	10,000	8,542	0.854	D	9,649	0.965	E	7	9,656	0.966	E	0.001	NO
I-10 Santa Monica Fwy At Lincoln Bl	EB	AM	6,000	5,673	0.567	C	6,129	0.613	C	21	6,150	0.615	C	0.002	NO
		PM	6,000	3,819	0.382	C	4,132	0.413	C	2	4,134	0.413	C	0.000	NO
	WB	AM	6,000	4,116	0.412	C	4,435	0.443	C	13	4,448	0.445	C	0.001	NO
		PM	6,000	4,066	0.407	C	4,429	0.443	C	10	4,439	0.444	C	0.001	NO

Table 21 – Determination of Phases 1 and 2 Project Impacts - Freeway Analysis (Year 2017)

Freeway Segment	Direction	Peak Hour	Capacity	Existing Condition			Year 2017 Future Base Condition			Project Only	Year 2017 Future with Project			Project Increase in D/C	Significant Project Impact?
				Volumes	D/C	LOS	Volumes	D/C	LOS		Volumes	D/C	LOS		
I-405 San Diego Fwy South of Mulholland Dr	NB	AM	10,000	8,872	0.887	D	10,193	1.019	F(0)	53	10,246	1.025	F(0)	0.005	NO
		PM	10,000	15,188	1.519	F(3)	17,599	1.760	F(3)	56	17,655	1.766	F(3)	0.006	NO
	SB	AM	10,000	12,151	1.215	F(0)	14,168	1.417	F(2)	107	14,275	1.427	F(2)	0.011	NO
		PM	10,000	8,406	0.841	D	9,775	0.978	E	16	9,791	0.979	E	0.002	NO
I-405 San Diego Fwy North of Venice Bl	NB	AM	10,000	14,148	1.415	F(2)	16,628	1.663	F(3)	194	16,822	1.682	F(3)	0.019	NO
		PM	10,000	15,188	1.519	F(3)	17,739	1.774	F(3)	30	17,769	1.777	F(3)	0.003	NO
	SB	AM	10,000	9,273	0.927	D	10,887	1.089	F(0)	97	10,984	1.098	F(0)	0.010	NO
		PM	10,000	14,148	1.415	F(2)	16,798	1.680	F(3)	101	16,899	1.690	F(3)	0.010	NO
I-10 Santa Monica Fwy East of Overland Av	EB	AM	10,000	12,978	1.298	F(1)	14,814	1.481	F(3)	37	14,851	1.485	F(3)	0.004	NO
		PM	10,000	14,008	1.401	F(2)	15,635	1.563	F(3)	74	15,709	1.571	F(3)	0.007	NO
	WB	AM	10,000	8,575	0.857	D	10,235	1.023	F(0)	38	10,273	1.027	F(0)	0.004	NO
		PM	10,000	8,542	0.854	D	10,076	1.008	F(0)	11	10,087	1.009	F(0)	0.001	NO
I-10 Santa Monica Fwy At Lincoln Bl	EB	AM	6,000	5,673	0.567	C	6,412	0.641	C	27	6,439	0.644	C	0.003	NO
		PM	6,000	3,819	0.382	C	4,323	0.432	C	4	4,327	0.433	C	0.000	NO
	WB	AM	6,000	4,116	0.412	C	4,641	0.464	C	13	4,654	0.465	C	0.001	NO
		PM	6,000	4,066	0.407	C	4,633	0.463	C	14	4,647	0.465	C	0.001	NO

Based on the significant impact criteria established in the CMP document, the proposed project would not generate significant regional freeway impacts. Although the several locations are projected at level of service is LOS E or worse, the increase in D/C ratio caused by the project traffic is less than the 0.02 criteria

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9. Summary and Project Recommendations

A. Analysis Conclusions

The following are the conclusions made from the analysis within this report. Unacceptable level of service (LOS) is defined as a value of 'E' or 'F'. Project significant impacts were calculated by thresholds at various LOS values established by the City of Los Angeles Department of Transportation.

- During the existing (2006) conditions scenario, 25 of 70 study intersections operate at acceptable Levels of Service (LOS), LOS D or better, during the weekday morning and afternoon peak hours.
- During the future period (Year 2012), with traffic from related projects and without development of the Project, the number of study intersections are projected to operate at an acceptable level of service (LOS D or better) would be reduced to ten. The remaining 60 study intersections are projected to operate at poor level of service (LOS E or worse).
- During the future period (Year 2017), with traffic from related projects and without development of the Project, all but eight study intersections are projected to operate at poor level of service (LOS E or worse).
- As proposed, the Project includes the construction of new facilities for the FBI Headquarters and renovation of the existing 17-story tower. Additional 937,000 gross square feet of building space with 1,200 secured parking stalls will be provided. The project would occur in two phases over a 10-year period.
- Under Phase 1 (Year 2012) of the project, it is estimated that the Project would generate 3,884 daily trips, of which 846 and 304 trips would be during the morning and afternoon peak hours, respectively. Phases 1 and 2 (Year 2017) of the Project are estimated to generate 6,094 daily trips of which 1,002 and 450 trips would be during the morning and afternoon peak hours, respectively.
- During the future period, with Phase 1 Project traffic included, 60 study intersections are projected to continue to operate at poor level of service (LOS E). The remaining ten study intersections would continue to operate at an acceptable level of service (LOS D or better).
- During the future period, with Phase 2 Project traffic included, 62 study intersections are projected to continue to operate at poor level of service (LOS E). The remaining eight study intersections would continue to operate at an acceptable level of service (LOS D or better).
- The proposed Project would create significant traffic impacts at 30 of the 70 study intersections based on the criteria established by LADOT.
- Implementation of proposed intersection improvements would mitigate the project

impacts to a level of insignificance at only 4 of the 30 impacted intersections.

B. Project Mitigations

Katz, Okitsu & Associates has identified measures to mitigate the significant traffic impact of the proposed Project for seven locations. The feasibility of these improvements has been evaluated at the conceptual level only. The analysis of each mitigation measure does not include detailed analysis of intersection geometry or traffic signal design. If the recommended mitigations are approved, final feasibility studies, engineering, and design of each improvement would need to be undertaken.

APPENDIX A
Analysis Methodologies

CMA METHODOLOGY
FOR SIGNALIZED INTERSECTIONS

The City of Los Angeles specifies that the Transportation Research Board Critical Movement Analysis (CMA), Circular 212 Method, be used to analyze traffic operating conditions at study intersections. The CMA analysis planning method for evaluating signalized intersections involves the computation of volume-to-capacity (V/C) ratios for each critical movement. Capacity, or saturation flow rate, is defined as the maximum rate of flow that can pass through a given intersection approach under prevailing traffic and roadway conditions. The sum of all critical movements on a critical lane basis is used to determine the total intersection volume to capacity ratio (V/C) and corresponding Level-of-Service from the table on the following page.

DEFINITIONS OF LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS
 (Source: *City of Los Angeles Traffic Studies Policies and Procedures, November 1993*)

<u>Level of Service</u>	<u>Volume/Capacity Ratio</u>	<u>Definition</u>
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one Red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.00	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

APPENDIX B
Traffic Count Data

(Available under separate cover)

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APPENDIX C
Intersection Level of Service Worksheets
Existing Conditions (Year 2006)

(Available under separate cover)

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APPENDIX D
Intersection Level of Service Worksheets
Ambient Growth and Related Projects Conditions (Year 2012)

(Available under separate cover)

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APPENDIX E
Intersection Level of Service Worksheets
Ambient Growth and Related Projects Conditions (Year 2017)

(Available under separate cover)

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APPENDIX F
Project Trip Generation Survey Results and Calculations

(Available under separate cover)

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APPENDIX G
Intersection Level of Service Worksheets
Ambient Growth and Related Projects and Phase 1 Project Conditions (Year 2012)

(Available under separate cover)

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APPENDIX H
Intersection Level of Service Worksheets
Ambient Growth and Related Projects and
Phases 1 and 2 Project Conditions (Year 2017)

(Available under separate cover)

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APPENDIX I
Intersection Level of Service Worksheets
Ambient Growth and Related Projects and Project Conditions with Proposed Mitigations

(Available under separate cover)

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