

## **Appendix FEIR-3**

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### Supplemental Noise Analysis

## **ICON Sherman Oaks Reduced Alternative 5—Noise Analysis**

In response to comments and input from the community, the Final EIR presents a Reduced Alternative 5. The Reduced Alternative 5 proposes changes to the parking facilities compared to the Project. Specifically, under the Reduced Alternative 5, parking would be provided in three separate parking facilities instead of two parking facilities. The six-level parking structure (four above-grade levels and two subterranean levels) previously proposed along Hazeltine Avenue would be relocated to the western portion of the Project Site, west of the Sunkist Building, along Calhoun Avenue, and reduced to five levels (three above-grade levels and two subterranean levels) with rooftop parking. However, due to the sunken grade along the western portion of the Project Site, only two parking levels would be viewed from the Calhoun Avenue residences located across the street from the Project Site. In addition, a surface parking lot is proposed east of the Sunkist Building to serve mainly the neighborhood serving commercial uses proposed within Buildings A and B. The parking structure located west of the Sunkist Building would provide 477 parking spaces and would primarily serve the Sunkist Building (in addition to 39 stalls located below the Sunkist Building). The remaining spaces would be provided within the proposed surface parking lot and in the subterranean parking levels provided below Building A and Building B.

The relocated and redesigned parking structure would be located closer to residential uses along Calhoun Avenue (nearest residential uses to the parking structure). Based on a review of the revised design and the noise calculations provided below, noise levels associated with the relocated parking structure were estimated to be 55.5 dBA at Receptor R1, which is representative of the single-family residences along Calhoun Avenue. As provided in Table IV.G-7 on page IV.G-14 in Section IV.G, Noise, of the Draft EIR, the existing ambient noise levels at Receptor R1 were measured to be 57.6 dBA during daytime hours (7:00 A.M. to 10:00 P.M.) and 57.2 dBA during nighttime hours (10:00 P.M. to 7:00 A.M.). When introducing noise from the relocated parking structure to existing ambient conditions, noise levels would increase 2.2 dBA to 59.4 dBA from 57.2 dBA. As such, the estimated noise level increase would be below the significance threshold of a 5-dBA ( $L_{eq}$ ) noise level increase above ambient noise levels. Therefore, the relocated and redesigned parking structure would not result in any new noise impacts at nearby noise sensitive receptors.

## Parking Structure Noise Calculations

Project: ICON Sherman Oaks

Receptor	Distance from Project Site	Noise Levels From Parking Structure (Leq)	Barrier Insertion Loss, nearby structures	Noise at 25 feet (Leq)	Estimated Noise Leves, (Leq)	Hours of Operations		
						Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
						12	3	4
R1	75	65	0	65	55.5	55.5	55.5	51.9
R2	105	65	10	55	42.5	42.5	42.5	39.0
R3	480	65	0	65	39.3	39.3	39.3	35.8

Receptor	Project CNEL	Ambient CNEL	Ambient + Project (CNEL)	Increase (CNEL)	Project Noise, (Leq)	nighttime ambient (Leq)	Ambient + Project (Leq)	Increase (Leq)
R1	59.5	62.0	64.0	2.0	55.5	57.2	59.4	2.2
R2	46.6	70.3	70.3	0.0	42.5	65.0	65.0	0.0
R3	43.4	60.3	60.4	0.1	39.3	54.3	54.4	0.1

Parking Related Noise

75 dBA at 25 feet (Lmax)

65 Assumed -10 dBA adjustment from Lmax to Leq