

Appendix FEIR-2

Supplemental Air Quality Analysis



August 20, 2019

ICON Sherman Oaks Reduced Alternative 5

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 now 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.

While the newly relocated and redesigned parking structure would be located closer to residential uses along Calhoun Avenue, pollutant emissions resulting from on-site vehicle travel would not result in a localized air quality impact for off-site residential uses. Access to the parking structure would only be available through a driveway located on the southern portion of the Project Site, away from nearby residential uses. Driveway access would not be provided along Calhoun Avenue, which limits the number of Project-related trips and emissions near residential uses east of the Project Site. The parking structure would also be required to comply with Los Angeles Municipal Code (LAMC) building codes for garage ventilation which are designed to be health protective of individuals on the interior and exterior of the garage. Section 120.6(c) of the LAMC, Mandatory Requirements for Enclosed Parking Garages, requires a ventilation rate of 0.15 cubic feet per minute per square feet of (cfm/sf) parking space. Garage ventilation ducts would be located away from residential uses to the furthest extent possible.

With regard to the CO hotspots analysis included in the Draft EIR, the CO hotspots analysis assumed sensitive receptors were located adjacent to the intersection (on the sidewalk). Results of this analysis indicated that Project-related traffic would not result in CO



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concentrations that would exceed ambient air quality standards. As Project-related traffic was shown to not result in a CO hotspot, the relocated parking structure would not result in new air quality impacts at nearby residential uses.