

Appendix J

Existing Plus Project Analysis



Appendix J: Existing Plus Project Analysis

1. Introduction

The Draft EIR analyzes the Proposed Project's environmental impacts according to the methodologies required by the local and regional agencies governing the Project Site. For instance, the analysis of potential traffic impacts set forth in Section IV.B.1, Transportation, of this Draft EIR, is consistent with the methodology prescribed by the Los Angeles Department of Transportation (LADOT). The analysis of potential air quality impacts in Section IV.F.1, Air Quality, of the Draft EIR is consistent with the methodology prescribed by the South Coast Air Quality Management District (SCAQMD). For some environmental impact areas, including parts of the transportation, air quality, and noise analyses, the Draft EIR evaluates the Proposed Project's impacts against a future baseline condition at Proposed Project build-out (i.e., 2017). Use of future baseline conditions is consistent with both LADOT and SCAQMD methodologies, and is consistent with the methodology the City of Los Angeles has historically used in its EIRs to analyze impacts related to transportation, air quality, and noise, and a limited number of other impact areas.

In December 2010, the California Sixth District Court of Appeal issued a decision on the *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* case ("Sunnyvale case") pertaining to the environmental baseline used in an EIR for a long-range transportation improvement. In the Sunnyvale case, the Court of Appeal found, based on the facts of that case, the impacts of the project must be compared "against current, existing physical conditions." While the facts of the Sunnyvale case may be distinguishable from the Proposed Project, in the interest of fullest disclosure, this appendix provides additional analysis of the Proposed Project's transportation, air quality, and noise impacts against existing (2011) conditions (the "Existing Plus Project Analysis"). The Existing Plus Project Analysis uses the same analytical methodologies and significant impact criteria presented in Section IV.B.1, Transportation, Section IV.F.1, Air Quality, and Section IV.J, Noise, of the Draft EIR. The key difference is that Proposed Project impacts are determined by comparing Proposed Project effects to existing (2011) baseline conditions rather than future (2017) baseline conditions anticipated at Proposed Project build-out. To assist the reader, the related tables and figures noted throughout the text include locations within the EIR Transportation Study.

2. Transportation

The Existing Plus Project transportation analysis addresses intersection, transit, freeway, parking, and pedestrian impacts, as well as an analysis relative to the Congestion Management Plan. The analysis presented below addresses each of the event scenarios analyzed in Section IV.B.1, Transportation, of the Draft EIR and is based on the analysis presented in Chapter 6 of the EIR Transportation Study (see Appendix I of this Draft EIR).

a. Intersection Impacts

The intersection level of service (LOS) analysis for the Existing With Project condition is summarized in the following tables of the Transportation Study contained in Appendix I of this Draft EIR: Table 6.1.1.1 for the Sunday Day Event; Table 6.2.1.1 for the Saturday Day Event; and Table 6.3.1.1 for the Weekday Evening Event. The locations of significant impacts at study intersections are shown in the Transportation Study in Figures 6.1.1.1 and 6.1.1.2 for the Sunday Day Pre-Event and Post-Hour Events, Figures 6.2.1.1 and 6.2.1.2 for the Saturday Pre-Event and Post-Hour Events, and Figures 6.3.1.1 and 6.3.1.2 for the Weekday Evening Pre-Event and Post-Event Hours, respectively.

As summarized in Table 1 on page 3, the Existing Plus Project Analysis would result in significant impacts at fewer intersections than the Future (2017) Plus Project analysis for all time periods. For the Sunday Day Pre-Event Hour, the Proposed Project would result in a significant traffic impact at 6 intersections, or 5 fewer than under the Future Plus Project scenario. For the Sunday Day Post-Event Hour, the Proposed Project would result in a significant traffic impact at 11 intersections, or 7 fewer than under the Future Plus Project scenario.

For the Saturday Day Pre-Event Hour, the Proposed Project would result in a significant traffic impact at 16 intersections, or 15 fewer than under the Future Plus Project scenario.

For the Saturday Day Post-Event Hour, the Existing Plus Project scenario would result in a significant traffic impact at 25 intersections, whereas the Future with Project scenario would result in a significant traffic impact at 36 intersections. Each of the 25 intersections significantly impacted under the Existing Plus Project condition would also be significantly impacted under the Future Plus Project condition, with the exception of Intersection No. 63, Figueroa Street & Adams Boulevard. This intersection is significantly impacted under the Existing Plus Project condition but not the Future Plus Project condition. For the Weekday Evening Pre-Event Hour, the Proposed Project would result in a significant traffic impact at 44 intersections, or 33 fewer than under the Future Plus Project scenario. For the Weekday Evening Post-Event Hour, the Existing Plus Project

Table 1
Comparison Summary of Impacted Intersections Under the
Existing Plus Project and Future Plus Project Condition¹

	Number of Intersections with Significant Impacts		
	Existing Plus Project	Future Plus Project	Increase (+) or Decrease (-)
Sunday Pre-Event Hour	6	11	-5
Sunday Post-Event Hour	11	18	-7
Saturday Pre-Event Hour	16	31	-15
Saturday Post-Event Hour	25	36	-11 ²
Weekday Evening Pre-Event Hour	44	77	-33
Weekday Evening Post-Event Hour	7	9	-2

¹ Unless specifically noted, those intersections that would be significantly impacted under Existing Plus Project scenario would also be significantly impacted under the Future (2017) with Project scenario.

² The Existing Plus Project condition would result in a significant impact at Intersection No. 63, Figueroa Street & Adams Boulevard, which would not be significantly impacted under the Future With Project condition.

Source: EIR Transportation Study, The Mobility Group, 2012.

condition would result in a significant traffic impact at seven intersections. Under the Future Plus Project Analysis, nine intersections, including those seven identified for the Existing Plus Project scenario, would be significantly impacted by the Project.

(2) Transit Facilities

The transit analysis is presented for each rail line that would carry Proposed Project trips, and by the three main categories of bus service—Rapid Bus, Express Bus, and Local Bus. The transit system operates reduced schedules at weekends, and therefore system capacity is lower than it is compared to weekdays. The transit system analysis for Existing with Project condition is provided in the EIR Transportation Study provided in Appendix I of this Draft EIR in the following tables: Tables 6.1.2.1 and 6.1.2.2 for the Sunday Day Pre-Event and Post-Event Hour, respectively; Tables 6.2.2.1 and 6.2.2.2 for the Saturday Day Pre-Event and Post-Event hour, respectively; and Tables 6.3.2.1 and 6.3.2.2 for the

Weekday Evening Pre-Event and Post-Event hours, respectively. These tables show ridership and capacities for existing conditions, the projected additional transit trips due to the Proposed Project, and a comparison of ridership and system capacity for the Existing with Project conditions.

The Sunday Day Pre-Event Hour for the Existing Plus Project condition would result in additional impacts to the rapid bus lines , requiring three additional buses to meet the policy load factors, as opposed to no buses required under the Future (2017) With Project condition. For all other transit lines, the Existing Plus Project analysis for the Sunday Day Pre-Event Hour would not result in any new significant impacts other than those that occur under Future with Project conditions. For the Sunday Day Post-Event Hour, the Existing Plus Project condition would not result in any new significant impacts other than those forecasted to occur under the Future With Project condition, with the exception that impacts to Rapid Buses would be greater under the Existing Plus Project condition, as only one additional Rapid Bus would be required under the Future Plus Project condition, compared to nine Rapid Buses required to meet Metro's policy load factors for the Existing Plus Project condition. Rapid Bus impacts would be greater under Existing plus Project conditions as those that would ride the Expo line under the Future plus Project condition would be riding buses under the Existing Plus Project condition as the Expo line would not be operational under the Existing Plus Project condition.

The Existing Plus Project Analysis for the Saturday Day Pre-Event Hour does not result in any new significant impacts other than those forecasted to occur under the Future With Project condition, with the exception that impacts to the Metro Silver Line (South) and Local Buses would be greater under the Existing Plus Project analysis. This is because only one additional Metro Silver Line (South) bus and one additional Local Bus would be required under the Future Plus Project analysis, as opposed to 2 Metro Silver Line (South) buses and three Local Buses required for the Existing Plus Project condition.

The Existing Plus Project Analysis for the Saturday Day Post-Event Hour does not result in any new significant impacts other than those forecasted to occur under the Future with Project condition. However, it should be noted that impacts to Rapid Buses would be greater under the Existing Plus Project condition, as no additional Rapid Bus would be required under the Future Plus Project analysis, as opposed to six Rapid Buses required under the Existing Plus Project condition. In contrast, the Future Plus Project condition would result in impacts to Express Buses which would not occur under the Existing Plus Project condition.

Under both the Existing Plus Project condition and Future Plus Project condition for the Weekday Evening Pre-Event Hour, no rail lines would be significantly impacted by the Proposed Project.

During the Weekday Evening Post-Event Hour, the Existing Plus Project condition would result in significant impacts with regard to local buses, requiring 10 local buses as compared to none required for the Future With Project condition. In addition, impacts to the Rapid Buses would be greater under the Existing Plus Project analysis as only 7 additional Rapid Buses would be required under the Future Plus Project condition, as compared to 19 Rapid Buses required for the Existing Plus Project condition.

(3) Freeway Impacts

(a) Freeway Segments

Traffic volumes generated by the Proposed Project were assigned to the freeway system as described in Section IV.B.1, Transportation, of the Draft EIR, and added to Existing Conditions to obtain forecasts of total traffic for Existing With Project conditions. As summarized below, the Existing Plus Project condition would result in significant impacts on fewer freeway segments than under the Future (2017) Plus Project condition for all six event time periods analyzed.

Levels of service and demand/capacity (D/C) ratios for Existing Conditions and Existing With Project conditions are shown in the Transportation Study (Appendix I of the Draft EIR). Specifically, Table 6.1.5.1 for the Sunday Pre-Event Hour and Table 6.1.5.2 for the Sunday Post-Event Hour. The Existing Plus Project condition would result in a significant traffic impact at two freeway mainline locations in the Sunday Day Pre-Event hour and at seven mainline locations for the Sunday Post-Event hour. This compares with significant impacts at four mainline locations for the Sunday Pre-Event and nine mainline locations for the Post-Hour Events, respectively, for the Future (2017) with Project condition.

For the Saturday Pre-Event and Post-Event hours, the freeway segment analysis is shown in Tables 6.2.5.1 and 6.2.5.2, respectively, in the Transportation Study. The Existing Plus Project condition would result in a significant traffic impact at three freeway mainline locations and two freeway HOV locations during the Saturday Day Pre-Event hour, and ten freeway mainline and two freeway HOV locations during the Saturday Day Post-Event hour. This compares with significant impacts at 6 locations for the Saturday Pre-Event hour and 13 locations for the Post-Hour Event for the Future with Project condition.

For the Weekday Evening Pre-Event and Post-Event hours, levels of service and demand/capacity (D/C) ratios for Existing Conditions and Existing With Project conditions are shown in the Transportation Study in Tables 6.3.5.1 and 6.3.5.2, respectively. The Existing Plus Project condition would result in a significant traffic impact at 11 freeway mainline locations in the Weekday Evening Pre-Event hour and no mainline locations for

the Weekday Evening Post-Event hour. This compares with significant impacts at 13 mainline locations for the Weekday Evening Pre-Event and 3 mainline locations for the Post-Event Hours, respectively, for the Future with Project condition.

(b) Freeway Off-Ramps

Proposed Project traffic would only be added to the freeway off-ramps during the Pre-Event Hour (inbound traffic traveling to the Event Center). The freeway off-ramp analysis for the Existing With Project conditions is summarized in Tables 6.1.5.3, 6.2.5.3, 6.3.5.3 for the Sunday, Saturday and Weekday Evening Pre-Event Hours, respectively (see the EIR Transportation Study provided in Appendix I of this Draft EIR).

For the Sunday Day Pre-Event Hour, the Project Plus Existing condition would result in a significant traffic impact at the Olympic Boulevard SB Off-ramp (Mainline) and Grand Avenue NB Off-ramp (Lane). Under the Future Plus Project condition, four freeway off-ramps, including the Grand Avenue NB Off-ramp, would be significantly impacted by the Proposed Project. However, a significant impact would occur under the Existing Plus Project Analysis at the Olympic Boulevard SB Off-ramp for the Sunday Day Pre-Event Hour that would not occur under the Future with Project condition. For the Saturday Pre-Event Hour and Weekday Evening Pre-Event Hour, the Existing Plus Project condition would result in significant traffic impacts at fewer freeway off-ramps than under the Future with Project condition.

In summary, the Existing Plus Project condition would not result in any new significant impacts other than those that occur under the Future With Project condition, with the one exception cited above for the significant impact at the Olympic Boulevard SB Off-ramp for the Sunday Day Pre-Event Hour that would not occur under the Future with Project condition.

(c) Freeway On-Ramps

Proposed Project traffic would only be added to the freeway on-ramps during the Post-Event Hour (outbound traffic leaving the Event Center). The freeway on-ramp analysis for the Existing With Project condition is summarized in Tables 6.1.5.4, 6.2.5.4, and 6.3.5.4 of the EIR Transportation Study for the Sunday, Saturday and Weekday Evening Post-Event Hours, respectively.

For the Sunday, Saturday, and Weekday Evening Post-Event Hour, the Existing Plus Project condition would result in significant traffic impacts at fewer freeway on-ramps

than under the Future Plus Project condition¹, and no new on-ramps would be significantly impacted that are not already significantly impacted under the Future Plus Project condition.

d. Congestion Management Plan

(1) CMP Intersection Analysis

The CMP analysis was based on existing traffic counts and the addition of Proposed Project trips to obtain the Existing With Project conditions. The analysis of the nine CMP intersections analyzed (see Section IV.B.1, Transportation, of this Draft EIR) is summarized in Table 6.4.1.1 of the Transportation Study (see Appendix I of this Draft EIR). While the Proposed Project would increase the V/C rates at most of the intersections, the incremental increase in V/C ratio would be less than the significant impact threshold of 0.02. Based on this analysis, the Proposed Project would not cause any significant traffic impacts at any of the nine CMP monitoring intersections under the Existing Plus Project condition, similar to the Future Plus Project condition.

(2) CMP Freeway Analysis

Trips from the Proposed Project were assigned to the freeway system using the Proposed Project's trip generation and trip distribution discussed in Section IV.B.1, Transportation, of this Draft EIR. These trips were added to the Existing Conditions volumes to obtain the Existing With Project total volumes on the freeway segments. Both the Project only trips, and the total Existing With Project trips, are shown in Table 6.4.2.1 of the EIR Transportation Study, along with the Existing With Project D/C ratios and levels of service. The Proposed Project would add 150 or more trips in either direction at 43 of the 81 CMP monitoring locations during the Weekday Evening Pre-Event Hour. According to the CMP guidelines, no further CMP analysis is necessary at the 38 locations that do not exceed the 150-trip threshold. However, for purposes of providing a comprehensive review, all 81 freeway monitoring locations were analyzed.

Using CMP criteria, vehicle trips generated by the Existing Plus Project condition would cause significant impacts at 17 CMP freeway monitoring locations. Under the Future Plus Project condition, 23 CMP monitoring locations (including the 17 identified for the Existing Plus Project condition) would be significantly impacted by the Project. Therefore,

¹ Significant traffic impacts would occur at 3 fewer freeway on-ramps during the Sunday Day Post-Event Hour, 5 fewer on-ramps during the Saturday Day Post-Event Hour, and 2 fewer on-ramps during the Weekday Evening Post-Event Hour.

the Existing Plus Project Analysis does not result in any new significant impacts other than those forecasted to occur under the Future With Project condition.

e. Parking

The parking analysis for the Existing with Project condition compares the parking demand for the Proposed Project to the available supply of existing parking, and includes an analysis of the combined parking demands with the other adjacent uses in the Project Area, including L.A. LIVE and STAPLES Center. For the purposes of preparing a conservative analysis, on-street parking in the Primary Parking Area was not included in the parking supply. Also, the parking demand for STAPLES Center would be zero, due to the stated policy of not scheduling a STAPLES Center event at the same time as a major ticketed event at the Event Center. "On-site" parking spaces include the LA Live Way and Bond Street Garages, and the South Hall and Venice Garages. "Off-site" parking spaces are comprised of the remaining parts of the Primary Parking Area in downtown including L.A. LIVE.

With the Proposed Project, there would be a supply of 6,670 on-site parking spaces (an increase of 1,112 spaces from the existing supply of 5,558 spaces). The existing total off-site parking supply in the Primary Parking Supply Area would total 42,922 spaces. There would thus be a total minimum available supply of 49,592 parking spaces in the future in the Primary Parking Area.

Table 6.1.3.1 of the Transportation Study (see Appendix I of this Draft EIR) shows the total overall parking demand (i.e., the parking demand for the Proposed Project, L.A. LIVE and STAPLES Center) during a Sunday Day Event to be 26,376 spaces, with a supply of 6,670 on-site spaces and 39,387 off-site parking spaces available. Table 6.2.3.1 of the Transportation Study shows the overall demand during a Saturday Day Event to be 26,656 spaces, with a supply of 6,670 on-site parking spaces and 36,540 off-site parking spaces available. For the Weekday Evening Event, Table 6.3.3.1 in the Transportation Study shows the overall demand would be 25,730 spaces, with a supply of the 6,670 on-site parking space and 25,912 off-site parking spaces available. Thus, the existing supply of parking would provide considerably more parking than necessary to satisfy the demand for all event scenarios.

In summary, for all three event day scenarios, there would be no significant parking impacts, as the parking demand would not exceed the available parking supply. The Future Plus Project analysis also concluded that the studied parking supply would be sufficient to meet the parking demands of the Proposed Project. The same is true with regard to the Proposed Project under the Existing Plus Project condition.

f. Pedestrian Circulation

This section addresses pedestrian circulation conditions on the sidewalks around the Event Center and on sidewalks on streets approaching the Project Site. Because there is little difference between pedestrian volumes for a Saturday and Sunday event, a weekend event analysis covers both scenarios. The results of the pedestrian analysis are summarized below and shown in the following tables and figures of the Transportation Study provided in Appendix I of this Draft EIR: Table 6.1.4.1 and Figure 6.1.4.1 for the Weekend Day Pre-Event hour; Table 6.1.4.1 and Figure 6.1.4.2 for the Weekend Day Post-Event hour; Table 6.3.4.1 and Figure 6.3.4.1 for the Weekday Evening Pre-Event hour; and Table 6.3.4.1 and Figure 6.3.4.2 for the Weekday Evening Post-Event hour. These tables show pedestrian sidewalk widths, levels of service, for average flow conditions and for platoon flow conditions. For the purpose of preparing a conservative analysis, the analysis presents the results for the platoon levels of service.

The Existing Plus Project analysis shows that in general, the sidewalks would operate at LOS D or better for both the Weekend Day Pre-Event hour and the Weekday Evening Pre-Event hour. At a few locations, the sidewalk LOS would be LOS E, but the LOS would not exceed LOS E in any location, and there would be no significant pedestrian impacts. The Future Plus Project analysis also concluded there would be no significant pedestrian impacts during these two event periods and thus the Existing Plus Project condition does not result in any significant impacts.

However, for the Weekend Post-Event Hour, the Existing Plus Project condition would result in a sidewalk LOS F (a significant impact) at four locations. Each of these sidewalks would also be significantly impacted under the Future Plus Project analysis. Therefore, the Existing Plus Project Analysis for the Weekend Post-Event Hour would result in no additional significant impacts to pedestrian circulation when compared to the Future Plus Project condition.

Similarly, for the Weekday Evening Post-Event hour, the Existing Plus Project condition would result in a sidewalk LOS F at three locations. Each of these sidewalks would also be significantly impacted under the Future Plus Project condition. Therefore, the Existing Plus Project condition for the Weekday Evening Post-Event hour would result in no additional significant impacts to pedestrian circulation over those significant impacts identified for the Future Plus Project condition.

3. Air Quality

An analysis of existing (2011) conditions without the Proposed Project versus with the Proposed Project was performed assuming emission factors for Proposed Project

buildout based on 2011 conditions. Specifically, regional operational emissions associated with the Proposed Project from operational activities (e.g., vehicle trips, electricity and natural gas usage, consumer products) were calculated for 2011 and compared to regional emissions associated with existing land uses on the Project site (2011). In addition, the local carbon monoxide (CO) hotspot analysis was updated to determine whether the Existing Plus Project (2011) traffic volumes would result in any exceedances of the federal or State CO ambient air quality standards (AAQS). As summarized below, this analysis does not result in any new significant impacts other than those disclosed in the analysis presented in Section IV.F, Air Quality, of the Draft EIR for the Proposed Project buildout (2017).

a. Regional Air Quality Impacts

The analysis of the Proposed Project's operational emissions analyzes the same sources with all of the same assumptions that are used in the analysis of the Proposed Project's impacts as presented in Section F.1., Air Quality, of this Draft EIR, with one exception. The exception is the emission factors. The emission factors used in the analysis presented in Section F.1. reflect forecasted emissions in 2017, the latest year of Project buildout, whereas the emission factors used in this analysis reflect those for 2011. Both sets of emission factors are from the EMFAC2011 emissions inventory model. The results of these calculations for the existing conditions analysis year (2011), and associated SCAQMD thresholds, are presented in Table 2 on page 11. As shown in Table 2, the net operational emissions associated with the Proposed Project under the Existing Plus Project condition are greater than those of the Proposed Project for all pollutants, except PM_{2.5} which is the same under both analyses. As emission levels for the Proposed Project under the Existing Plus Project condition would exceed the established SCAQMD threshold levels for VOC, NO_x, CO, and PM_{2.5}, impacts associated with regional operational emissions from the Proposed Project would be significant. However, regional emission levels for the Proposed Project under the Existing Plus Project condition would not result in any new significant impacts other than those disclosed in the analysis presented in Section IV.F.1, Air Quality, of this Draft EIR.

b. Local Air Quality Impacts

The analysis of localized operations emissions included herein evaluates the same sources with all of the same assumptions that are used to evaluate the Proposed Project in Section F.1., Air Quality, of this Draft EIR, with one exception relating to emission factors. The emission factors used in the analysis presented in Section F.1. reflect forecasted emissions in 2017, the latest year of Project buildout, whereas the emission factors used in this analysis reflect those for 2011. Localized operational Project emissions would result from on-site stationary sources, area sources (e.g., loading dock operations), on-site idling

Table 2
Unmitigated Proposed Project (2011) - Regional Operational Emissions
(pounds per day)

Emission Source	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Proposed Project – Event Day						
<i>On-Site Emissions</i>						
Natural Gas Consumption	2.2	49.8	8.3	<0.1	0.1	0.1
Steam Cleaners	0.1	<0.1	1.6	<0.1	<0.1	<0.1
Propane Forklifts	<0.1	0.6	4.6	<0.1	<0.1	<0.1
Charbroilers	0.4	11.6	10.5	<0.1	4.3	3.6
Emergency Generators	0.0	0.0	0.0	0.0	0.0	0.0
Cooling Towers	0.0	0.0	0.0	0.0	1.9	<0.1
Spray Booth	0.0	0.0	0.0	0.0	0.0	0.0
Delivery Trucks	6.4	30.4	13.7	<0.1	1.3	1.2
Fireworks	<0.1	<0.1	0.2	<0.1	0.3	0.3
Landscape	0.0	0.0	0.0	0.0	0.0	0.0
Miscellaneous	1.0	10.3	2.6	<0.1	0.3	0.3
Architectural Coatings	0.0	0.0	0.0	0.0	0.0	0.0
Parking Structures	5.1	6.7	63.1	0.1	0.8	0.4
Pico Tunnel	2.1	31.9	19.9	<0.1	0.9	0.8
<i>Off-Site Emissions</i>						
Electricity	1.0	119.6	20.8	12.5	4.2	4.2
Mobile	285.6	976.4	6,847.9	12.0	121.4	55.9
<i>On-Site Total</i>	<i>10.1</i>	<i>102.8</i>	<i>41.5</i>	<i>0.1</i>	<i>8.2</i>	<i>5.5</i>
<i>Off-Site Total</i>	<i>286.6</i>	<i>1,096.0</i>	<i>6,868.7</i>	<i>24.5</i>	<i>125.5</i>	<i>60.6</i>
Total Event Day Project Emissions	297	1,237	6,993	25	135	67
Existing – Event Day						
<i>On-Site Emissions</i>						
Natural Gas Consumption	0.5	12.1	2.0	<0.1	<0.1	<0.1
Steam Cleaners	<0.1	<0.1	0.6	<0.1	<0.1	<0.1
Propane Forklifts	<0.1	0.4	2.7	<0.1	<0.1	<0.1
Charbroilers	0.1	2.6	2.3	<0.1	0.9	0.8
Emergency Generators	0.0	0.0	0.0	0.0	0.0	0.0
Cooling Towers	0.0	0.0	0.0	0.0	2.4	<0.1
Spray Booth	0.0	0.0	0.0	0.0	0.0	0.0
Delivery Trucks	3.8	17.8	8.1	<0.1	0.7	0.7
Landscape	0.0	0.0	0.0	0.0	0.0	0.0
Miscellaneous	0.5	5.2	1.3	<0.1	0.2	0.1
Architectural Coatings	0.0	0.0	0.0	0.0	0.0	0.0
<i>Off-Site Emissions</i>						
Electricity	0.5	57.1	9.9	6.0	2.0	2.0
Mobile	19.0	52.1	406.0	0.6	6.2	2.8
<i>On-Site Total</i>	<i>4.9</i>	<i>38.1</i>	<i>17.0</i>	<i><0.1</i>	<i>4.2</i>	<i>1.7</i>
<i>Off-Site Total</i>	<i>19.5</i>	<i>109.1</i>	<i>415.9</i>	<i>6.5</i>	<i>8.2</i>	<i>4.8</i>
Total Event Day Existing Emissions	24	147	433	7	12	6

Table 2 (Continued)
Unmitigated Proposed Project (2011) - Regional Operational Emissions
(pounds per day)

Emission Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Project Event Day Incremental Emissions						
Compared to Existing Event Day	272	1,090	6,560	18	123	60
SCAQMD Significance Threshold	55	55	550	150	150	55
Over/(Under)	217	1,035	6,010	(132)	(27)	5
Exceed Threshold?	Yes	Yes	Yes	No	No	Yes
Comparison to 2017 No Project Versus 2017 With Project						
Compared to Event Day						
Year 2011 Project Increment	272	1,090	6,560	18	123	60
Year 2017 Project Increment ^a	126	659	3,630	16	117	55
Change in Significance Conclusion	No	No	No	No	No	No
<i>Note: Numbers may not add up exactly due to rounding.</i> ^a Section IV.F, Air Quality and Greenhouse Gas Emissions, Table IV.F-7. Source: Matrix Environmental, 2012.						

at the parking structures and passenger loading/unloading areas, and vehicles entering the freeway network. Therefore, the localized effects from the on-site operational emissions of NO_x, PM₁₀, and PM_{2.5} were analyzed using the AERMOD dispersion model.

As shown in Table 3 on page 13, a maximum hourly NO₂ incremental concentration of 310.9 µg/m³ is predicted to occur at the residential uses to the north of the Project Site (2017 analysis reports 253.87 µg/m³), and an annual NO₂ incremental concentration of 11.88 µg/m³ is predicted to occur at the newly proposed residential uses located to the east of the Project Site (2017 analysis reports 6.68 µg/m³). Thus, these concentrations would exceed their respective State and federal thresholds. Therefore, with respect to localized emissions from operational activities, NO_x impacts would be significant.

As shown in Table 4 on page 14, the maximum 24-hour PM_{2.5} and annual PM₁₀ concentrations would not exceed the localized significance thresholds. However, the maximum 24-hour PM₁₀ incremental concentration of 4.52 µg/m³, predicted to occur at the residential uses to the west of the Project Site across from the LA Live Way Garage, would exceed the significance threshold. Therefore, with respect to localized emissions from operational activities, 24-hour PM₁₀ as well as 1-hour and annual NO₂ impacts would be significant. However, localized operational impacts for the Proposed Project under the Existing Plus Project condition would not result in any new significant impacts other than those disclosed in the analysis presented in Section IV.F.1, Air Quality, of this Draft EIR.

Table 3
Maximum Ambient Operation NO₂ Impacts

Pollutant	Pico Union Residences	Toberman Park	Carver Apartments	Mohan High School	Grand/Hope Park (FIDM)	Maximum Residential
Proposed Project—Event Day						
NO₂ (1-Hr Concentration) (µg/m³)						
Project Operations Subject to CAAQS ^a	301.5	111.4	190.5	281.2	119.2	310.9
CAAQS Background	225.6	225.6	225.6	225.6	225.6	225.6
CAAQS Background + Increment	527.1	337.0	416.1	506.8	344.8	536.5
SCAQMD Threshold	339.0	339.0	339.0	339.0	339.0	339.0
Significant Impact?	Yes	No	Yes	Yes	Yes	Yes
Project Operations Subject to NAAQS ^c	241.3	71.4	142.0	191.9	79.8	241.3
NAAQS Background	157.9	157.9	157.9	157.9	157.9	157.9
NAAQS Background + Increment	399.2	229.3	299.9	349.8	237.7	399.2
SCAQMD Threshold	188.0	188.0	188.0	188.0	188.0	188.0
Significant Impact?	Yes	Yes	Yes	Yes	Yes	Yes
NO₂ (Annual Concentration) (µg/m³)						
Project Operations	7.26	1.11	6.17	6.69	4.67	11.88
Background	56.2	56.2	56.2	56.2	56.2	56.2
Background + Increment	63.5	57.3	62.4	62.9	60.9	68.1
SCAQMD Threshold (CAAQS)	57.0	57.0	57.0	57.0	57.0	57.0
Significant Impact?	Yes	Yes	Yes	Yes	Yes	Yes
Existing—Event Day						
NO₂ (1-Hr Concentration) (µg/m³)						
Future No Project Operations	90.4	31.4	57.6	116.8	36.2	160.3
CAAQS Background	225.6	225.6	225.6	225.6	225.6	225.6
CAAQS Background + Increment	316.0	257.0	283.2	342.4	261.8	385.9
SCAQMD Threshold	339.0	339.0	339.0	339.0	339.0	339.0
Significant Impact?	No	No	No	Yes	No	Yes
Future No Project Operations	66.7	23.8	47.3	83.1	26.2	128.5
NAAQS Background	157.9	157.9	157.9	157.9	157.9	157.9
NAAQS Background + Increment	224.6	181.7	205.2	241.0	184.1	286.4
SCAQMD Threshold	188.0	188.0	188.0	188.0	188.0	188.0
Significant Impact?	Yes	No	Yes	Yes	No	Yes
NO₂ (Annual Concentration) (µg/m³)						
Future No Project Operations	0.65	0.06	0.23	0.51	0.51	1.70
Background	56.2	56.2	56.2	56.2	56.2	56.2
Background + Increment	56.8	56.3	56.4	56.7	56.7	57.9
SCAQMD Threshold (CAAQS)	57.0	57.0	57.0	57.0	57.0	57.0
Significant Impact?	No	No	No	No	No	Yes
^a CAAQS requires that the maximum concentration be used in comparison to the standard in order to determine significance. ^b Maximum 1-hour concentration occurs at the residences at the Ritz located north of the project site. ^c NAAQS requires that the 98th percentile (also equal to the 8th highest concentration) be used in comparison to the standard in order to determine significance. ^d Maximum annual concentration occurs at residential uses south of the project site. ^e Maximum annual concentration occurs at future planned residential uses east of the project site. Source: Matrix Environmental, 2012.						

Table 4
Maximum Ambient Operation PM₁₀ and PM_{2.5} Impacts

Pollutant	Pico Union Residences	Toberman Park	Carver Apartments	Mohan High School	Grand/Hope Park (FIDM)	Maximum Residential
Proposed Project—Event Day vs. No Project Event Day						
PM₁₀ (24-Hr Concentration) (µg/m³)						
Project Operations	4.38	0.71	2.54	3.36	0.71	4.38
SCAQMD Threshold	2.50	2.50	2.50	2.50	2.50	2.50
Significant Impact?	Yes	No	Yes	Yes	No	Yes
PM₁₀ (Annual Concentration) (µg/m³)						
Project Operations	0.46	0.05	0.18	0.23	0.09	0.46
SCAQMD Threshold	1.00	1.00	1.00	1.00	1.00	1.00
Significant Impact?	No	No	No	No	No	No
PM_{2.5} (24-Hr Concentration) (µg/m³)						
Project Operations	1.98	0.41	0.84	1.29	0.57	1.98
SCAQMD Threshold	2.50	2.50	2.50	2.50	2.50	2.50
Significant Impact?	No	No	No	No	No	No
Proposed Project—Event Day vs. No Project Dark Day						
PM₁₀ (24-Hr Concentration) (µg/m³)						
Project Operations	4.52	0.76	2.58	3.51	0.73	4.52
SCAQMD Threshold	2.50	2.50	2.50	2.50	2.50	2.50
Significant Impact?	Yes	No	Yes	Yes	No	Yes
PM₁₀ (Annual Concentration) (µg/m³)						
Project Operations	0.52	0.05	0.20	0.27	0.23	0.52
SCAQMD Threshold	1.00	1.00	1.00	1.00	1.00	1.00
Significant Impact?	No	No	No	No	No	No
PM_{2.5} (24-Hr Concentration) (µg/m³)						
Project Operations	2.46	0.51	0.92	1.64	0.71	2.46
SCAQMD Threshold	2.50	2.50	2.50	2.50	2.50	2.50
Significant Impact?	No	No	No	No	No	No
^a CAAQS requires that the maximum concentration be used in comparison to the standard in order to determine significance. ^b Maximum concentration occurs at the residences located west of the project site. Source: Matrix Environmental, 2012.						

The SCAQMD recommends an evaluation of potential localized CO impacts when a project causes the level of service (LOS) at a study street intersection to worsen from C to D, or if a project increases the volume-to-capacity (V/C) ratio at any street intersection rated D or worse by two percent or more. Based on the traffic analysis, presented above,

the following list shows how many intersection locations would meet the SCAQMD criteria for each scenario for the Proposed Project under the Existing Plus Project condition:²

- Sunday Day Event -- 24 intersections;
- Saturday Day Event – 58 intersections; and
- Weekday Evening Event -- 85 intersections.

The localized CO hotspot screening analysis conducted for the identified intersections demonstrates that the Proposed Project under the Existing Plus Project condition would not cause any new or exacerbate any existing CO hotspots. Please refer to the calculation sheets attached to this appendix for the CO hotspot screening analysis. To further support this conclusion, CO concentration levels were forecasted for 2011 at the intersections referenced above using the CALINE4 dispersion model developed by the California Department of Transportation, using peak-hour traffic volumes and conservative meteorological assumptions. Once again, all of the same assumptions used in the analysis presented in Section IV.F.1, Air Quality, of this Draft EIR, were used in this analysis, except for using existing traffic volumes (instead of future without Project traffic volumes) and 2011 emission factors.

As shown in Table 5 on page 16, Project-generated traffic volumes are forecasted to have a negligible effect on the projected 1-hour and 8-hour CO concentrations at the intersections analyzed for the Proposed Project. Although the calculated CO concentrations increase for 2011 in comparison to 2017, the increase is a function of higher background emission factors for 2011. Since a significant impact would not occur at the intersections recommended for analysis per SCAQMD guidance, no significant impacts would be expected to occur at any other analyzed roadway intersection as a result of Project-generated traffic volumes. Thus, similar to the analysis presented in Section IV.F.1, Air Quality, of this Draft EIR, the Proposed Project under Existing Plus Project conditions would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant.

² *In addition to the scenarios discussed below, an analysis of the Proposed Project with a concurrent event at the Coliseum and at Dodger Stadium has been conducted for informational purposes. The results of this analysis are presented in Appendix _ to this Draft EIR.*

Table 5
Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period ^a	Maximum 1-Hour 2011 Base Concentration ^b (ppm)	Maximum 1-Hour 2011 w/ Project Concentration ^c (ppm)	Significant 1-Hour Impact? ^d (>20 ppm)	Maximum 8-Hour 2011 Base Concentration ^e (ppm)	Maximum 8-Hour 2011 w/ Project Concentration ^f (ppm)	Significant 8-Hour Impact? ^d (>9.0 ppm) ^d
Weekday							
Figueroa St at 9th St	Pre-Event	6.4	6.6	No	5.3	5.5	No
	Post-Event	5.6	5.8	No	4.9	5.0	No
Figueroa St at 6th St	Pre-Event	6.5	7.0	No	5.4	5.7	No
	Post-Event	5.7	6.1	No	5.0	5.2	No
Figueroa St at 5th St	Pre-Event	6.8	6.9	No	5.7	5.7	No
	Post-Event	5.8	6.5	No	5.0	5.4	No
Hoover St at Venice Blvd	Pre-Event	6.9	7.0	No	5.6	5.7	No
	Post-Event	5.9	6.1	No	5.0	5.2	No
Hoover St at Washington Blvd	Pre-Event	7.0	7.0	No	5.7	5.7	No
	Post-Event	5.8	6.1	No	5.0	5.2	No
Weekday—LACC Dark							
Figueroa St at 9th St	Pre-Event	6.3	6.6	No	5.3	5.5	No
	Post-Event	5.6	5.8	No	4.9	5.0	No
Figueroa St at 6th St	Pre-Event	6.4	7.0	No	5.4	5.7	No
	Post-Event	5.7	6.1	No	5.0	5.2	No
Figueroa St at 5th St	Pre-Event	6.8	6.9	No	5.7	5.7	No
	Post-Event	5.8	6.5	No	5.0	5.4	No

Table 5 (Continued)
Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period^a	Maximum 1-Hour 2011 Base Concentration^b (ppm)	Maximum 1-Hour 2011 w/ Project Concentration^c (ppm)	Significant 1-Hour Impact?^d (>20 ppm)	Maximum 8-Hour 2011 Base Concentration^e (ppm)	Maximum 8-Hour 2011 w/ Project Concentration^f (ppm)	Significant 8-Hour Impact?^d (>9.0 ppm)
Hoover St at Venice Blvd	Pre-Event	6.8	7.0	No	5.6	5.7	No
	Post-Event	5.9	6.1	No	5.0	5.2	No
Hoover St at Washington Blvd	Pre-Event	6.9	7.0	No	5.7	5.7	No
	Post-Event	5.8	6.1	No	5.0	5.2	No
Saturday							
Figueroa St at Olympic Blvd	Pre-Event	6.3	6.7	No	5.3	5.5	No
	Post-Event	6.3	6.7	No	5.4	5.5	No
Figueroa St at Adams Blvd	Pre-Event	6.7	6.8	No	5.6	5.6	No
	Post-Event	6.7	6.8	No	5.5	5.6	No
Figueroa St at Wilshire Blvd	Pre-Event	5.8	6.0	No	5.0	5.2	No
	Post-Event	6.0	6.7	No	5.2	5.5	No
Vermont Ave at Olympic Blvd	Pre-Event	7.0	7.1	No	5.6	5.1	No
	Post-Event	6.5	6.6	No	5.4	5.4	No
Hoover St at Washington Blvd	Pre-Event	6.4	6.6	No	5.4	5.4	No
	Post-Event	6.5	6.7	No	5.4	5.6	No
Saturday—LACC Dark							
Figueroa St at Olympic Blvd	Pre-Event	6.1	6.5	No	5.2	5.4	No
	Post-Event	6.1	6.4	No	5.2	5.4	No

Table 5 (Continued)
Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period^a	Maximum 1-Hour 2011 Base Concentration^b (ppm)	Maximum 1-Hour 2011 w/ Project Concentration^c (ppm)	Significant 1-Hour Impact?^d (>20 ppm)	Maximum 8-Hour 2011 Base Concentration^e (ppm)	Maximum 8-Hour 2011 w/ Project Concentration^f (ppm)	Significant 8-Hour Impact?^d (>9.0 ppm)
Figueroa St at Adams Blvd	Pre-Event	6.4	6.4	No	5.3	5.4	No
	Post-Event	6.4	6.4	No	5.3	5.3	No
Figueroa St at Wilshire Blvd	Pre-Event	5.7	5.8	No	5.0	5.0	No
	Post-Event	5.8	6.3	No	5.0	5.2	No
Vermont Ave at Olympic Blvd	Pre-Event	6.5	6.6	No	5.4	5.4	No
	Post-Event	6.2	6.3	No	5.2	5.2	No
Hoover St at Washington Blvd	Pre-Event	6.1	6.2	No	5.2	5.2	No
	Post-Event	6.2	6.3	No	5.2	5.3	No
Sunday							
Broadway at 17th St	Pre-Event	5.8	7.2	No	4.9	5.4	No
	Post-Event	5.6	5.8	No	4.8	4.9	No
Western Ave at Olympic Blvd	Pre-Event	6.4	6.4	No	5.3	5.3	No
	Post-Event	6.8	6.8	No	5.5	5.5	No
Vermont Ave at Olympic Blvd	Pre-Event	6.6	6.6	No	5.4	5.5	No
	Post-Event	6.6	6.9	No	5.4	5.6	No
Vermont Ave at Pico Blvd	Pre-Event	6.5	6.6	No	5.4	5.4	No
	Post-Event	6.5	6.6	No	5.4	5.4	No
Hoover St at Venice Blvd	Pre-Event	6.2	6.3	No	5.2	5.3	No
	Post-Event	6.3	6.6	No	5.3	5.4	No

Table 5 (Continued)
Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period ^a	Maximum 1-Hour 2011 Base Concentration ^b (ppm)	Maximum 1-Hour 2011 w/ Project Concentration ^c (ppm)	Significant 1-Hour Impact? ^d (>20 ppm)	Maximum 8-Hour 2011 Base Concentration ^e (ppm)	Maximum 8-Hour 2011 w/ Project Concentration ^f (ppm)	Significant 8-Hour Impact? ^d (>9.0 ppm) ^d
Sunday—LACC Dark							
Broadway at 17th St	Pre-Event	5.7	7.2	No	4.9	5.4	No
	Post-Event	5.6	5.8	No	4.8	4.9	No
Western Ave at Olympic Blvd	Pre-Event	6.4	6.4	No	5.3	5.3	No
	Post-Event	6.7	6.8	No	5.4	5.5	No
Vermont Ave at Olympic Blvd	Pre-Event	6.5	6.6	No	5.4	5.5	No
	Post-Event	6.6	6.9	No	5.4	5.6	No
Vermont Ave at Pico Blvd	Pre-Event	6.5	6.6	No	5.4	5.4	No
	Post-Event	6.4	6.6	No	5.3	5.4	No
Hoover St at Venice Blvd	Pre-Event	6.2	6.3	No	5.2	5.3	No
	Post-Event	6.3	6.6	No	5.3	5.4	No
ppm = parts per million ^a Peak hour traffic volumes are based on the Traffic Impact Study prepared for the project by The Mobility Group, November 2011. ^b SCAQMD 2011 1-hour ambient background concentration (5.1 ppm) + 2011 Base (related projects traffic CO 1-hour contribution). ^c SCAQMD 2011 1-hour ambient background concentration (5.1 ppm) + 2011 with project traffic CO 1-hour contribution. ^d The most restrictive standard for 1-hour CO concentrations is 20 ppm and for 8-hour concentrations is 9.0 ppm. ^e SCAQMD 2011 8-hour ambient background concentration (4.6 ppm) + 2011 Base (related projects traffic CO 8-hour contribution). ^f SCAQMD 2011 8-hour ambient background concentration (4.6 ppm) + 2011 with project traffic CO 8-hour contribution. Source: Matrix Environmental, 2011; emission factor and dispersion modeling output sheets are attached to this appendix.							

4. Noise

Additional analysis was conducted to determine potential noise impacts based on the increase in noise levels due to Proposed Project-related traffic combined with existing (2011) traffic volumes. Calculated hourly L_{eq} noise levels have been developed for the analyzed roadway segments under existing conditions and under existing conditions with development of the Proposed Project, for the Sunday Day, Saturday Day, and Weekend Evening event scenarios.

As indicated in Table 6 on page 21, significant noise impacts would be expected at the following five intersections for a typical Sunday under the Day Event Existing Plus Project analysis:

1. Grand Avenue—between 12th Street and Venice Boulevard
2. Grand Avenue—between Venice Boulevard and 17th Street
3. Grand Avenue—between 17th Street and Washington Avenue
4. West 18th Street—west of Flower Street
5. West 18th Street—west of Grand Avenue

As compared to the analysis of Proposed Project impacts on future baseline conditions presented in Section IV.J, Noise, of the Draft EIR, the Existing Plus Project analysis results in significant impacts to two additional roadway segments during the Sunday Day event: Grand Avenue between 12th Street and Venice Boulevard and Grand Avenue between Venice Boulevard and 17th Street.

As indicated in Table 7 on page 27, significant noise impacts would be expected at the following three roadway segments for a typical Saturday Day event under the Existing Plus Project Analysis:

1. Grand Avenue—between 12th Street and Venice Boulevard
2. Grand Avenue—between Venice Boulevard and 17th Street
3. Grand Avenue—between 17th Street and Washington Avenue

As compared to the analysis of Proposed Project impacts on future baseline conditions presented in Section IV.J, Noise, of the Draft EIR, the Existing Plus Project condition results in significant impacts to two additional roadway segments during Saturday Day event: Grand Avenue between 12th Street and Venice Boulevard and Grand Avenue between Venice Boulevard and 17th Street.

Table 6
Off-Site Roadway Traffic "Sunnyvale Analysis" -- Sunday Day Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels Due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
North of 1st St.	Concert Hall	67.1	66.8	69.0	69.8	1.9	3.0	No
South of 1st St.	Concert Hall	66.8	66.6	68.9	66.6	2.1	0.0	No
North of 11th St.	Residential	64.2	64.0	64.8	65.7	0.6	1.7	No
Between 11th and 12th St.	Residential	65.1	64.9	67.1	69.1	2.0	4.2	No
Between 12th St. and Venice Blvd..	Residential/Hospital	65.0	65.4	65.3	71.3	0.3	5.9	Yes
Between Venice Blvd. and 17th St.	Residential	65.3	65.9	65.4	72.5	0.1	6.6	Yes
Between 17th St. and Washington Ave.	Church	64.2	64.0	64.6	70.7	0.4	6.7	Yes
South of Washington Ave.	School	63.7	64.2	64.8	67.9	1.1	3.7	No
Figueroa Street								
Between 2nd St. and 5th St.	Residential/Hotel	67.6	68.4	68.3	71.9	0.7	3.5	No
Between 5th St. and Wilshire Blvd.	Office ^b	68.6	69.1	68.9	73.0	0.3	3.9	No
Between Wilshire Blvd. and 9th St.	Hotel	67.7	68.2	69.8	71.8	2.1	3.6	No
Between 9th St. and Olympic Blvd.	Residential/Hotel	67.5	67.7	68.8	68.6	1.3	0.9	No
Between Olympic Blvd. and Pico Blvd.	Hotel	68.2	68.6	69.6	69.0	1.4	0.4	No
South of Pico Blvd.	Residential	68.7	69.2	70.3	70.0	1.6	0.8	No
Flower Street								
North of 6th St.	Residential	65.2	64.6	68.4	64.8	3.2	0.2	No
Between 6th St. and 8th St.	Residential	66.8	67.5	70.9	68.6	4.1	1.1	No
Between 8th and Pico Blvd.	Residential	65.2	65.6	66.9	67.1	1.7	1.5	No

Table 6 (Continued)
Off-Site Roadway Traffic “Sunnyvale Analysis” – Sunday Day Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels Due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
South of Pico Blvd.	Hotel	65.2	66.6	64.9	70.2	-0.3	3.6	No
South of 18th St.	Residential	61.7	62.5	61.7	67.4	0.0	4.9	No
Hope Street								
North of 1st St.	Concert Hall	65.9	66.7	68.5	69.4	2.6	2.7	No
South of 1st St.	Concert Hall	64.6	66.7	67.4	67.1	2.8	0.4	No
1st Street								
Between Hope St. and Grand Ave.	Concert Hall	67.3	67.5	67.6	68.4	0.3	0.9	No
2nd Street								
West of Figueroa St.	Residential	65.7	66.0	65.8	68.8	0.1	2.8	No
East of Figueroa St.	Residential	65.1	65.8	65.3	66.3	0.2	0.5	No
6th Street								
West of Lucas Ave.	Hospital	69.9	70.0	70.0	70.1	0.1	0.1	No
Between Lucas Ave. & Bixel St.	Residential	69.1	69.4	70.0	69.6	0.9	0.2	No
East of Bixel St.	Residential	68.8	69.1	69.8	69.5	1.0	0.4	No
East of Flower St.	Residential	70.2	68.4	72.2	70.1	2.0	1.7	No
West of Main St.	Residential	69.3	67.9	69.3	69.8	0.0	1.9	No
East of Main St.	Residential	68.7	66.7	68.7	66.8	0.0	0.1	No
Olympic Boulevard								
West of Alvarado St.	Commercial ^b	70.6	70.8	71.2	71.5	0.6	0.7	No
Between Alvarado St. & Union Ave.	Religious	70.5	70.4	71.5	71.2	1.0	0.8	No
Between Union Ave. & Blaine St.	School/Religious	69.9	69.7	71.2	70.6	1.3	0.9	No

Table 6 (Continued)
Off-Site Roadway Traffic “Sunnyvale Analysis” – Sunday Day Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels Due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Between Blaine St. & Georgia St.	School	70.2	69.6	71.9	71.4	1.7	1.8	No
Between Georgia St. & Francisco St.	Residential/Hotel	70.5	69.6	71.9	71.1	1.4	1.5	No
Between Francisco St. & Figueroa St.	Hotel	70.2	69.7	72.3	71.5	2.1	1.8	No
Between Figueroa St. and Flower St.	Commercial ^b	70.3	69.7	71.9	71.6	1.6	1.9	No
East of Flower St.	Residential	69.3	68.8	71.1	69.9	1.8	1.1	No
W. 11th Street								
West of Blaine St.	Residential	66.6	66.1	64.5	63.3	-2.1	-2.8	No
Between Blaine St. & LA LIVE Way	Residential	68.0	67.3	67.2	71.8	-0.8	4.5	No
East of LA LIVE Way	Auditorium	64.8	62.5	63.0	65.3	-1.8	2.8	No
West of Grand Ave.	Residential	63.9	63.5	64.0	60.4	0.1	-3.1	No
East of Grand Ave.	Residential	63.3	62.9	67.5	63.3	4.2	0.4	No
Pico Boulevard								
West of Alvarado St.	Religious	71.0	70.8	71.4	71.4	0.4	0.6	No
Between Alvarado St. & Union Ave.	Commercial ^b	71.4	71.2	72.1	72.4	0.7	1.2	No
Between Union Ave. & Figueroa St.	Residential	70.2	70.4	71.4	71.5	1.2	1.1	No
Between Figueroa St. & Flower St.	Residential/Hotel	67.6	68.3	69.6	69.4	2.0	1.1	No
East of Hill St.	Motel	66.9	66.2	68.0	67.3	1.1	1.1	No
Blaine Street								
North of I-110 SB Off-Ramp	Residential	68.6	67.3	69.9	69.6	1.3	2.3	No
Between I-110 SB Off-Ramp & 11th St.	Residential	68.5	67.6	71.7	68.7	3.2	1.1	No
Venice Boulevard								

Table 6 (Continued)
Off-Site Roadway Traffic “Sunnyvale Analysis” – Sunday Day Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels Due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
East of Olive St.	School	66.3	65.6	69.1	72.2	2.8	6.6	No
W. 12th Street West of Grand Ave.	Residential	59.8	59.5	59.8	64.1	0.0	4.6	No
E. 17th Street West of Grand Ave.	Residential	68.9	68.7	69.6	71.8	0.7	3.1	No
W. 18th Street West of Flower St. West of Grand Ave.	Residential Church	56.5 56.5	56.4 55.7	59.8 59.8	65.3 65.2	3.3 3.3	8.9 9.5	Yes Yes
Washington Boulevard West of Flower St.	School/Religious	68.9	68.1	69.3	70.8	0.4	2.7	No
Between Flower St. & Grand Ave.	School/Religious	68.1	67.3	68.6	70.3	0.5	3.0	No
Between Grand Ave. & Los Angeles St.	School/Religious	67.4	66.7	68.0	69.0	0.6	2.3	No
East of Los Angeles St..	Residential	67.0	66.3	67.5	68.6	0.5	2.3	No
W. 39th Street West of I-110 Freeway East of I-110 Freeway	Residential Residential	62.9 61.8	0.0 63.1	63.3 64.7	0.0 65.5	0.4 2.9	0.0 2.4	No No
Alvarado Street North of 8th St.	Commercial/Park	70.8	71.7	71.0	72.0	0.2	0.3	No
Between 8th St. & Olympic Blvd.	Motel	70.8	71.4	70.9	71.8	0.1	0.4	No
Between Olympic Blvd. & Pico Blvd.	Residential	70.7	71.0	71.5	71.7	0.8	0.7	No
Between Pico Blvd. & Hoover St.	Residential/Religious	70.2	70.7	70.7	71.2	0.5	0.5	No

Table 6 (Continued)
Off-Site Roadway Traffic “Sunnyvale Analysis” – Sunday Day Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels Due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Union Avenue								
North of Olympic Blvd.	Religious	71.0	71.7	71.2	71.7	0.2	0.0	No
Between Olympic Blvd. & Pico Blvd.	Residential	70.9	71.6	71.2	71.8	0.3	0.2	No
South of Pico Blvd.	Residential	70.9	71.4	71.0	71.5	0.1	0.1	No
Lucas Ave.								
North of 6th St.	Residential/School	66.0	66.0	68.8	66.7	2.8	0.7	No
South of 6th St.	Hospital	64.1	64.4	66.4	65.4	2.3	1.0	No
Bixel Street								
North of 8th St.	Residential	63.8	63.9	63.8	63.9	0.0	0.0	No
Between 8th St. & Wilshire Blvd.	Residential	65.0	64.9	65.0	65.4	0.0	0.5	No
Between Wilshire Blvd. & 6th St.	Residential	68.1	68.5	68.1	69.1	0.0	0.6	No
Adams Boulevard								
West of Flower St.	Religious	71.0	71.1	71.2	71.2	0.2	0.1	No
Between Flower St. & Grand Ave.	Hospital	70.0	69.9	71.4	70.3	1.4	0.4	No
Between Grand Ave. & Main St.	Commercial ^b	69.4	68.9	70.6	69.1	1.2	0.2	No
East of Main St.	Residential	69.2	68.7	69.2	68.7	0.0	0.0	No
Wilshire Boulevard								
West of Bixel St.	Residential	69.8	69.9	70.6	70.2	0.8	0.3	No
Between Bixel St. & Figueroa St.	Residential/Hotel	69.2	69.2	70.2	69.9	1.0	0.7	No
East of Figueroa St.	Office ^b	67.9	67.8	69.7	68.9	1.8	1.1	No

Table 6 (Continued)
Off-Site Roadway Traffic “Sunnyvale Analysis” – Sunday Day Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels Due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
^a Detailed calculation worksheets are included in the Noise Technical Report, Appendix L of this Draft EIR. ^b Not considered as noise-sensitive uses, per LA CEQA Threshold Guides. Source: AES, 2012.								

Table 7
Off-Site Roadway Traffic “Sunnyvale Analysis” -- Saturday Day Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
North of 1st St.	Concert Hall	66.5	68.1	68.6	70.6	2.1	2.5	No
South of 1st St.	Concert Hall	66.0	67.0	68.5	67.0	2.5	0.0	No
North of 11th St.	Residential	65.3	65.6	65.8	67.1	0.5	1.5	No
Between 11th and 12th St.	Residential	66.3	66.6	67.9	70.0	1.6	3.4	No
Between 12th St. and Venice Blvd.	Residential/Hospital	66.6	66.6	67.2	71.9	0.6	5.3	Yes
Between Venice Blvd. and 17th St.	Residential	66.6	66.8	67.7	72.9	1.1	6.1	Yes
Between 17th St. and Washington Ave.	Church	65.6	65.0	66.2	70.8	0.6	5.8	Yes
South of Washington Ave.	School	66.8	65.8	67.3	68.7	0.5	2.9	No
Figueroa Street								
Between 2nd St. and 5th St.	Residential/Hotel	67.9	68.3	68.7	72.0	0.8	3.7	No
Between 5th St. and Wilshire Blvd.	Office ^b	70.1	71.1	70.4	73.9	0.3	2.8	No
Between Wilshire Blvd. and 9th St.	Hotel	69.2	70.9	70.7	73.1	1.5	2.2	No
Between 9th St. and Olympic Blvd.	Residential/Hotel	69.5	70.6	70.5	70.9	1.0	0.3	No
Between Olympic Blvd. and Pico Blvd.	Hotel	70.3	71.6	70.8	71.5	0.5	-0.1	No
South of Pico Blvd.	Residential	70.7	72.0	70.7	72.2	0.0	0.2	No

Table 7 (Continued)
Off-Site Roadway Traffic “Sunnyvale Analysis” -- Saturday Day Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Flower Street								
North of 6th St.	Residential	65.5	67.3	68.5	67.4	3.0	0.1	No
Between 6th St. and 8th St.	Residential	67.5	68.5	71.2	69.4	3.7	0.9	No
Between 8th and Pico Blvd.	Residential	66.9	67.1	68.3	68.2	1.4	1.1	No
South of Pico Blvd.	Hotel	67.1	67.7	67.4	70.6	0.3	2.9	No
South of 18th St.	Residential	64.4	64.9	64.4	68.2	0.0	3.3	No
Hope Street								
North of 1st St.	Concert Hall	64.7	66.4	67.9	69.3	3.2	2.9	No
South of 1st St.	Concert Hall	64.9	65.5	67.7	66.4	2.8	0.9	No
1st Street								
Between Hope St. and Grand Ave.	Concert Hall	67.4	68.7	67.5	69.7	0.1	1.0	No
2nd Street								
West of Figueroa St.	Residential	69.1	69.3	69.1	71.0	0.0	1.7	No
East of Figueroa St.	Residential	68.1	68.1	68.2	68.4	0.1	0.3	No
6th Street								
West of Lucas Ave.	Hospital	71.4	71.1	71.4	71.2	0.0	0.1	No
Between Lucas Ave. & Bixel St.	Residential	71.0	70.5	71.9	70.7	0.9	0.2	No
East of Bixel St.	Residential	71.1	70.7	71.9	71.0	0.8	0.3	No
East of Flower St.	Residential	71.3	70.9	72.9	72.0	1.6	1.1	No
West of Main St.	Residential	70.1	69.3	70.1	70.8	0.0	1.5	No
East of Main St.	Residential	69.4	68.6	69.4	68.6	0.0	0.0	No

Table 7 (Continued)
Off-Site Roadway Traffic “Sunnyvale Analysis” -- Saturday Day Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Olympic Boulevard								
West of Alvarado St.	Commercial ^b	72.1	71.6	72.5	72.3	0.4	0.7	No
Between Alvarado St. & Union Ave.	Religious	71.8	71.1	72.6	71.9	0.8	0.8	No
Between Union Ave. & Blaine St.	School/Religious	71.6	70.9	72.6	72.0	1.0	1.1	No
Between Blaine St. & Georgia St.	School	71.9	71.4	73.1	73.1	1.2	1.7	No
Between Georgia St. & Francisco St.	Residential/Hotel	71.9	71.6	72.9	73.0	1.0	1.4	No
Between Francisco St. & Figueroa St.	Hotel	71.6	71.5	73.3	73.4	1.7	1.9	No
Between Figueroa St. and Flower St.	Commercial ^b	71.8	71.4	73.4	73.2	1.6	1.8	No
East of Flower St.	Residential	71.0	70.6	72.4	72.2	1.4	1.6	No
W. 11th Street								
West of Blaine St.	Residential	66.3	67.8	65.2	66.2	-1.1	-1.6	No
Between Blaine St. & LA LIVE Way	Residential	68.3	69.4	67.4	72.0	-0.9	2.6	No
East of LA LIVE Way	Auditorium	66.3	67.1	63.6	66.6	-2.7	-0.5	No
West of Grand Ave.	Residential	64.1	65.6	63.7	62.5	-0.4	-3.1	No
East of Grand Ave.	Residential	62.0	65.2	66.9	65.0	4.9	-0.2	No
Pico Boulevard								
West of Alvarado St.	Religious	71.5	71.5	71.8	72.0	0.3	0.5	No
Between Alvarado St. & Union Ave.	Commercial ^b	71.5	71.5	72.1	72.3	0.6	0.8	No
Between Union Ave. & Figueroa St.	Residential	71.0	71.0	71.8	71.8	0.8	0.8	No
Between Figueroa St. & Flower St.	Residential/Hotel	68.3	68.8	69.7	69.6	1.4	0.8	No
East of Hill St.	Motel	68.5	67.6	69.5	68.4	1.0	0.8	No

Table 7 (Continued)
Off-Site Roadway Traffic “Sunnyvale Analysis” -- Saturday Day Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Blaine Street								
North of I-110 SB Off-Ramp	Residential	69.8	69.2	71.0	71.1	1.2	1.9	No
Between I-110 SB Off-Ramp & 11th St.	Residential	68.7	68.8	71.6	69.2	2.9	0.4	No
Venice Boulevard								
East of Olive St.	School	67.6	66.9	69.4	72.3	1.8	5.4	No
W. 12th Street								
West of Grand Ave.	Residential	62.7	61.1	62.7	64.7	0.0	3.6	No
E. 17th Street								
West of Grand Ave.	Residential	70.3	70.3	70.9	73.1	0.6	2.8	No
W. 18th Street								
West of Flower St.	Residential	58.9	60.8	59.7	61.3	0.8	0.5	No
West of Grand Ave.	Church	58.1	60.5	59.0	61.0	0.9	0.5	No
Washington Boulevard								
West of Flower St.	School/Religious	70.2	69.7	70.6	71.8	0.4	2.1	No
Between Flower St. & Grand Ave.	School/Religious	69.7	69.0	70.1	71.1	0.4	2.1	No
Between Grand Ave. & Los Angeles St.	School/Religious	69.1	68.5	69.4	70.0	0.3	1.5	No
East of Los Angeles St..	Residential	68.8	68.1	69.1	69.9	0.3	1.8	No
W. 39th Street								
West of I-110 Freeway	Residential	64.7	65.2	65.0	66.0	0.3	0.8	No
East of I-110 Freeway	Residential	64.5	64.6	66.1	66.4	1.6	1.8	No

Table 7 (Continued)
Off-Site Roadway Traffic “Sunnyvale Analysis” -- Saturday Day Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Alvarado Street								
North of 8th St.	Commercial/Park	71.6	71.6	71.7	71.8	0.1	0.2	No
Between 8th St. & Olympic Blvd.	Motel	71.7	71.7	71.7	72.1	0.0	0.4	No
Between Olympic Blvd. & Pico Blvd.	Residential	71.3	71.4	72.0	72.3	0.7	0.9	No
Between Pico Blvd. & Hoover St.	Residential/Religious	70.5	70.8	71.1	71.3	0.6	0.5	No
Union Avenue								
North of Olympic Blvd.	Religious	71.8	71.3	71.8	71.3	0.0	0.0	No
Between Olympic Blvd. & Pico Blvd.	Residential	71.2	70.9	71.3	71.1	0.1	0.2	No
South of Pico Blvd.	Residential	70.2	69.6	70.2	69.6	0.0	0.0	No
Lucas Ave.								
North of 6th St.	Residential/School	66.0	66.6	69.0	67.2	3.0	0.6	No
South of 6th St.	Hospital	64.4	64.2	66.3	65.2	1.9	1.0	No
Bixel Street								
North of 8th St.	Residential	65.7	65.1	65.7	65.1	0.0	0.0	No
Between 8th St. & Wilshire Blvd.	Residential	66.4	66.4	66.4	66.8	0.0	0.4	No
Between Wilshire Blvd. & 6th St.	Residential	69.0	68.7	69.0	69.4	0.0	0.7	No
Adams Boulevard								
West of Flower St.	Religious	72.7	72.8	72.7	72.8	0.0	0.0	No
Between Flower St. & Grand Ave.	Hospital	71.6	71.4	72.6	71.7	1.0	0.3	No
Between Grand Ave. & Main St.	Commercial ^b	70.9	70.0	71.8	70.2	0.9	0.2	No
East of Main St.	Residential	70.8	69.8	70.8	69.8	0.0	0.0	No

Table 7 (Continued)
Off-Site Roadway Traffic “Sunnyvale Analysis” -- Saturday Day Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Wilshire Boulevard	Residential	70.4	70.4	71.0	70.7	0.6	0.3	No
West of Bixel St.	Residential/Hotel	69.9	70.0	70.6	70.6	0.7	0.6	No
Between Bixel St. & Figueroa St.	Residential/Hotel	69.9	70.0	70.6	70.6	0.7	0.6	No
East of Figueroa St.	Office ^b	68.6	68.8	70.0	69.9	1.4	1.1	No
^a Detailed calculation worksheets are included in the Noise Technical Report, Appendix L of this Draft EIR. ^b Not considered as noise-sensitive uses, per LA CEQA Threshold Guides. Source: AES, 2012.								

As indicated in Table 8 on page 34, significant noise impacts are forecasted at the following five roadway segments for a typical weekday under the Existing Plus Project condition:

1. Grand Avenue—between 12th Street and Venice Boulevard
2. Grand Avenue—between Venice Boulevard and 17th Street
3. Grand Avenue—between 17th Street and Washington Avenue
4. West 11th Street—between Blaine Street and LA LIVE Way
5. West 39th Street—east of I-110 Freeway

As compared to the analysis of Proposed Project impacts on future baseline conditions presented in Section IV.J, Noise, of the Draft EIR, the Existing Plus Project condition results in significant impacts to two additional roadway segments during weekdays: Grand Avenue between 12th Street and Venice Boulevard and Grand Avenue between Venice Boulevard and 17th Street.

In summary, the number of roadway segments that would be significantly impacted by the Proposed Project when compared to existing (2011) baseline conditions would be greater than the number of roadway segments that would be significantly impacted by the Proposed Project when compared to future (2017) baseline conditions at Proposed Project buildout, as presented in Section IV.J, Noise, of the Draft EIR. These additional impacts are a result of the lower baseline noise levels that occur under existing conditions compared to projected future baseline noise levels. Specifically, future baseline noise levels would be 3-4 A-weighted decibels (dBA) higher due to projected increases in ambient and related project traffic. As a result, the Project's incremental increase in noise levels is higher under the Existing Plus Project condition. It should be noted that the analysis of potential noise impacts compared to existing baseline conditions is a conservative analysis, as baseline ambient noise levels would increase by 2017 due to increases in traffic from anticipated ambient growth and other approved projects.

Table 8
Off-Site Roadway Traffic “Sunnyvale Analysis” -- Weekday Evening Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Grand Avenue								
North of 1st St.	Concert Hall	72.2	65.5	72.9	69.4	0.7	3.9	No
South of 1st St.	Concert Hall	71.2	64.4	72.1	64.4	0.9	0.0	No
North of 11th St.	Residential	70.6	63.7	70.7	64.4	0.1	0.7	No
Between 11th and 12th St.	Residential	71.8	64.2	72.7	68.3	0.9	4.1	No
Between 12th St. and Venice Blvd.	Residential/Hospital	72.0	64.2	72.3	70.6	0.3	6.4	Yes
Between Venice Blvd. and 17th St.	Residential	72.2	64.4	72.5	71.8	0.3	7.4	Yes
Between 17th St. and Washington Ave.	Church	70.2	62.0	70.6	70.2	0.4	8.2	Yes
South of Washington Ave.	School	70.6	63.8	70.8	68.6	0.2	4.8	No
Figueroa Street								
Between 2nd St. and 5th St.	Residential/Hotel	73.2	68.0	73.4	71.8	0.2	3.8	No
Between 5th St. and Wilshire Blvd.	Office ^b	73.7	69.4	73.9	72.3	0.2	2.9	No
Between Wilshire Blvd. and 9th St.	Hotel	72.1	67.1	72.8	70.7	0.7	3.6	No
Between 9th St. and Olympic Blvd.	Residential/Hotel	71.2	65.8	71.8	67.3	0.6	1.5	No
Between Olympic Blvd. and Pico Blvd.	Hotel	71.7	66.3	72.0	66.5	0.3	0.2	No
South of Pico Blvd.	Residential	72.3	66.4	72.8	67.5	0.5	1.1	No

Table 8 (Continued)
Off-Site Roadway Traffic “Sunnyvale Analysis” -- Weekday Evening Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Flower Street								
North of 6th St.	Residential	70.6	65.5	71.9	65.8	1.3	0.3	No
Between 6th St. and 8th St.	Residential	71.7	66.5	73.2	67.7	1.5	1.2	No
Between 8th and Pico Blvd.	Residential	70.9	64.2	71.5	65.0	0.6	0.8	No
South of Pico Blvd.	Hotel	71.8	63.9	71.9	67.9	0.1	4.0	No
South of 18th St.	Residential	69.8	63.7	69.8	68.1	0.0	4.4	No
Hope Street								
North of 1st St.	Concert Hall	70.5	63.6	71.6	68.2	1.1	4.6	No
South of 1st St.	Concert Hall	70.8	64.1	71.7	64.7	0.9	0.6	No
1st Street								
Between Hope St. and Grand Ave.	Concert Hall	71.3	64.5	71.4	66.3	0.1	1.8	No
2nd Street								
West of Figueroa St.	Residential	70.3	65.4	70.4	68.7	0.1	3.3	No
East of Figueroa St.	Residential	69.2	64.5	69.4	65.4	0.2	0.9	No
6th Street								
West of Lucas Ave.	Hospital	73.4	69.2	73.4	69.2	0.0	0.0	No
Between Lucas Ave. & Bixel St.	Residential	73.4	68.4	73.8	68.4	0.4	0.0	No
East of Bixel St.	Residential	73.1	67.7	73.6	67.8	0.5	0.1	No
East of Flower St.	Residential	72.0	68.9	73.8	70.1	1.8	1.2	No
West of Main St.	Residential	70.9	66.9	71.0	69.3	0.1	2.4	No
East of Main St.	Residential	70.5	65.5	70.5	65.5	0.0	0.0	No

Table 8 (Continued)
Off-Site Roadway Traffic "Sunnyvale Analysis" -- Weekday Evening Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Olympic Boulevard								
West of Alvarado St.	Commercial ^b	73.0	69.1	73.4	70.5	0.4	1.4	No
Between Alvarado St. & Union Ave.	Religious	72.6	69.0	73.2	70.2	0.6	1.2	No
Between Union Ave. & Blaine St.	School/Religious	72.1	68.2	72.9	69.7	0.8	1.5	No
Between Blaine St. & Georgia St.	School	71.8	68.2	72.6	69.9	0.8	1.7	No
Between Georgia St. & Francisco St.	Residential/Hotel	71.8	68.3	72.5	69.5	0.7	1.2	No
Between Francisco St. & Figueroa St.	Hotel	71.9	68.1	73.1	70.0	1.2	1.9	No
Between Figueroa St. and Flower St.	Commercial ^b	72.0	67.6	73.2	69.4	1.2	1.8	No
East of Flower St.	Residential	71.3	66.6	72.1	67.9	0.8	1.3	No
W. 11th Street								
West of Blaine St.	Residential	67.6	64.7	64.6	62.3	-3.0	-2.4	No
Between Blaine St. & LA LIVE Way	Residential	68.8	63.6	67.8	72.0	-1.0	8.4	Yes
East of LA LIVE Way	Auditorium	64.6	60.1	63.6	64.9	-1.0	4.8	No
West of Grand Ave.	Residential	67.0	61.8	65.6	59.9	-1.4	-1.9	No
East of Grand Ave.	Residential	67.2	60.0	69.5	62.9	2.3	2.9	No
Pico Boulevard								
West of Alvarado St.	Religious	71.9	67.7	72.3	69.0	0.4	1.3	No
Between Alvarado St. & Union Ave.	Commercial ^b	71.9	67.7	72.9	70.0	1.0	2.3	No
Between Union Ave. & Figueroa St.	Residential	72.3	66.6	72.9	69.5	0.6	2.9	No
Between Figueroa St. & Flower St.	Residential/Hotel	71.3	64.0	71.9	67.6	0.6	3.6	No
East of Hill St.	Motel	70.0	61.0	70.5	64.5	0.5	3.5	No

Table 8 (Continued)
Off-Site Roadway Traffic "Sunnyvale Analysis" -- Weekday Evening Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Blaine Street								
North of I-110 SB Off-Ramp	Residential	69.0	67.3	69.0	68.0	0.0	0.7	No
Between I-110 SB Off-Ramp & 11th St.	Residential	69.1	66.7	72.7	67.5	3.6	0.8	No
Venice Boulevard								
East of Olive St.	School	70.7	62.0	71.8	71.6	1.1	9.6	No
W. 12th Street								
West of Grand Ave.	Residential	63.8	60.0	63.6	62.8	-0.2	2.8	No
E. 17th Street								
West of Grand Ave.	Residential	73.3	66.7	73.6	69.9	0.3	3.2	No
W. 18th Street								
West of Flower St.	Residential	59.7	54.4	63.4	54.4	3.7	0.0	No
West of Grand Ave.	Church	60.8	52.3	63.9	52.3	3.1	0.0	No
Washington Boulevard								
West of Flower St.	School/Religious	71.4	66.2	72.0	69.3	0.6	3.1	No
Between Flower St. & Grand Ave.	School/Religious	70.8	65.1	71.3	68.1	0.5	3.0	No
Between Grand Ave. & Los Angeles St.	School/Religious	71.2	64.8	71.5	67.5	0.3	2.7	No
East of Los Angeles St..	Residential	71.5	64.2	71.7	67.8	0.2	3.6	No
W. 39th Street								
West of I-110 Freeway	Residential	69.0	60.0	69.2	61.7	0.2	1.7	No
East of I-110 Freeway	Residential	69.5	59.4	70.2	64.9	0.7	5.5	Yes

Table 8 (Continued)
Off-Site Roadway Traffic “Sunnyvale Analysis” -- Weekday Evening Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Alvarado Street								
North of 8th St.	Commercial/Park	72.7	69.2	72.7	69.6	0.0	0.4	No
Between 8th St. & Olympic Blvd.	Motel	72.6	68.9	72.6	69.8	0.0	0.9	No
Between Olympic Blvd. & Pico Blvd.	Residential	71.9	68.0	72.4	69.6	0.5	1.6	No
Between Pico Blvd. & Hoover St.	Residential/Religious	71.7	68.1	72.0	69.1	0.3	1.0	No
Union Avenue								
North of Olympic Blvd.	Religious	72.3	68.2	72.4	68.4	0.1	0.2	No
Between Olympic Blvd. & Pico Blvd.	Residential	71.7	67.6	72.2	67.9	0.5	0.3	No
South of Pico Blvd.	Residential	70.8	66.3	70.8	66.6	0.0	0.3	No
Lucas Ave.								
North of 6th St.	Residential/School	70.4	64.6	71.6	65.0	1.2	0.4	No
South of 6th St.	Hospital	69.7	62.2	70.2	62.9	0.5	0.7	No
Bixel Street								
North of 8th St.	Residential	68.7	63.2	68.7	63.2	0.0	0.0	No
Between 8th St. & Wilshire Blvd.	Residential	69.5	64.7	69.5	64.9	0.0	0.2	No
Between Wilshire Blvd. & 6th St.	Residential	69.6	68.3	69.6	69.0	0.0	0.7	No
Adams Boulevard								
West of Flower St.	Religious	73.9	70.0	74.0	70.0	0.1	0.0	No
Between Flower St. & Grand Ave.	Hospital	72.5	68.2	73.4	69.1	0.9	0.9	No
Between Grand Ave. & Main St.	Commercial ^b	71.6	66.6	72.4	67.0	0.8	0.4	No
East of Main St.	Residential	71.4	66.7	71.4	66.7	0.0	0.0	No

Table 8 (Continued)
Off-Site Roadway Traffic "Sunnyvale Analysis" -- Weekday Evening Event

Roadway Segment	Adjacent Land Uses	Existing Without Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Existing With Project Traffic Noise Levels ^a dBA (Hourly L _{eq})		Increase in Traffic Noise Levels due to Project dBA (Hourly L _{eq})		Significant Impacts?
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	
Wilshire Boulevard	Residential	72.6	68.9	73.0	69.5	0.4	0.6	No
West of Bixel St.	Residential/Hotel	72.4	68.5	72.8	69.2	0.4	0.7	No
Between Bixel St. & Figueroa St.	Office ^b	71.3	67.7	72.0	69.2	0.7	1.5	No
East of Figueroa St.								
^a Detailed calculation worksheets are included in the Noise Technical Report, Appendix L of this Draft EIR. ^b Not considered as noise-sensitive uses, per LA CEQA Threshold Guides. Source: AES, 2012.								