

# Sunset & Gordon Mixed-Use Project (CPC-2015-1922-GPA-VZC-HD-CUB-DB-SPR) (VTT-74172) (ENV-2015-1923-EIR)

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Cc: DJ.Moore@lw.com, Roopika.Subramanian@lw.com

Tue, Oct 30, 2018 at 11:43 AM

Good morning,

Please see the attached correspondence concerning the Sunset & Gordon Mixed-Use Project (CPC-2015-1922-GPA-VZC-HD-CUB-DB-SPR) (VTT-74172) (ENV-2015-1923-EIR), Council File No. 08-1509-S3. This matter is scheduled to be heard at the November 6, 2018, Planning and Land Use Management Committee meeting.

Best,

Jennifer

**Jennifer K. Roy**

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## TECHNICAL MEMORANDUM

Date: October 24, 2018

To: Mindy Nguyen, City of Los Angeles Planning Department

From: Tom Gaul

**Subject: VMT Analysis for Sunset & Gordon Mixed-Use Project**

*Ref. 2850*

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This document summarizes an assessment of vehicle miles traveled (VMT) generated by the proposed Sunset & Gordon Mixed Use Project (the "Modified Project") located at 5929-5945 Sunset Boulevard and 1512-1540 North Gordon Street in the City of Los Angeles. The Modified Project is the subject of a Supplemental Environmental Impact Report (SEIR)<sup>1</sup> and Final Environmental Impact Report (FEIR)<sup>2</sup>, and its traffic impacts were evaluated in a traffic study prepared by Overland Traffic Consultants<sup>3</sup>.

On September 27, 2013, Governor Jerry Brown signed Senate Bill 743 into law and started a process that will fundamentally change transportation impact analysis conducted as part of California Environmental Quality Act (CEQA) compliance. The Governor's Office of Planning and Research (OPR) was charged with developing new guidelines for evaluating transportation impacts under CEQA using methods that no longer focus on measuring automobile delay and level of service. This change at the state level recognizes the unintended consequences of using LOS as an impact metric, which results in understating potential transportation impacts in greenfield areas and discouraging more sustainable infill projects and alternative transportation projects. SB 743 directed agencies to develop new guidelines that develop a transportation performance metric that can help promote: the reduction of greenhouse gas emissions, the development of multimodal networks, and a more sustainable diversity of land uses.

OPR issued proposed updates to the CEQA guidelines in support of these goals in November 2017.<sup>4</sup> The proposed updates established vehicle miles traveled as the primary metric for evaluating a project's environmental impacts on the transportation system. The State of California Natural Resources Agency is currently engaged in a rulemaking process to formalize the OPR's proposed guidance.

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<sup>1</sup> City of Los Angeles Department of City Planning, *Draft Supplemental Environmental Impact Report, Sunset and Gordon Mixed-Use Project*, August 2017.

<sup>2</sup> City of Los Angeles Department of City Planning, *Sunset & Gordon Final Supplemental Environmental Impact Report*, May 2018.

<sup>3</sup> Overland Traffic Consultants, Inc., *Traffic Impact Analysis for Sunset & Gordon Mixed-Use*, October 2016; Overland Traffic Consultants, Inc., *Sunset & Gordon Mixed-Use Project Supplemental Traffic Analysis*, March 2018.

<sup>4</sup> State of California, Governor's Office of Planning and Research, *Proposed Updates to the CEQA Guidelines, Final*, November 2017.



The City of Los Angeles embarked on a parallel process to revise its significance thresholds for transportation impacts to be based on VMT and to revise its transportation impact assessment processes and guidelines accordingly. As part of this process, the City is also developing a VMT Calculator tool to be used to assess the VMT impacts of proposed development projects within the City. The VMT Calculator also assesses the effectiveness of selected transportation demand management (TDM) measures proposed for a project based on available research.

The City is currently engaged in this process and has not yet adopted its updated transportation significance thresholds or its updated transportation impact analysis procedures. However, the City has prepared draft VMT analysis procedures and the associated VMT Calculator for beta testing. Accordingly, an analysis was conducted for the Modified Project using the City's draft VMT analysis procedures and VMT Calculator. This analysis considered both the Modified Project's proposed land uses and the enhanced TDM Plan proposed as part of the Modified Project.

Figure 1 presents the City's VMT Calculator dashboard as analyzed for the Sunset & Gordon Modified Project. As indicated, with implementation of the TDM Plan, the Modified Project would not have a significant impact on either household VMT per capita or work VMT per employee as estimated by the VMT Calculator.

As noted previously, the City's revised VMT analysis procedures and the VMT Calculator are currently in draft form. Thus, they are subject to change. However, the analysis conducted demonstrates that under current VMT methodology being evaluated by the City, the Modified Project – which is an infill development in an area well-served by transit – would result in less than significant transportation impacts.

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.0



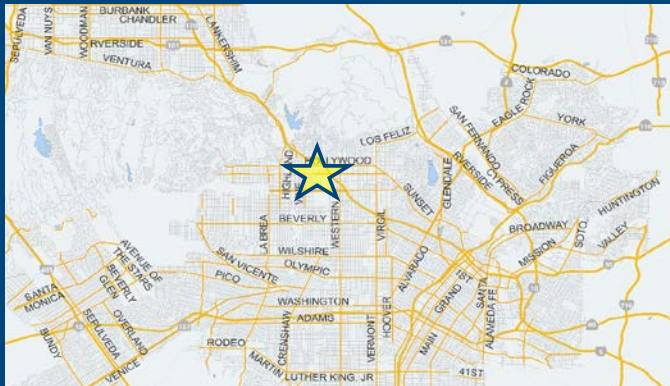
## Project Information

**Project:** Sunset & Gordon Mixed-Use Project (30 Affordable)

**Scenario:** (TG 9/21/18)

**Address:** 1512 N GORDON ST, 90028

WWW



Land Use Type	Value	Unit	
Office   General Office	38.44	ksf	+
Housing   Multi-Family	269	DU	
Retail   General Retail	2.495	ksf	
Retail   Fast-Food Restaurant	1.475	ksf	
Retail   Quality Restaurant	3.7	ksf	
Office   General Office	38.44	ksf	
Housing   Affordable Housing - Family	30	DU	

Click here to add a single custom land use type (will be included in the above list)

## TDM Strategies

Select each section to show individual strategies

Use  to denote if the TDM strategy is proposed part of the project or is a mitigation strategy

### A Parking

Proposed Prj  Mitigation

Reduce Parking Supply: 100 city code parking provision for the project site  
74 actual parking provision for the project site

Unbundle Parking: 150 monthly parking cost (dollar) for the project site  
 Proposed Prj  Mitigation

Parking Cash-Out: 25 percent of employees eligible  
 Proposed Prj  Mitigation

Price Workplace Parking: 6.00 daily parking charge (dollar)  
25 percent of employees subject to priced parking  
 Proposed Prj  Mitigation

Residential Area Parking Permits: 200 cost (dollar) of annual permit  
 Proposed Prj  Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
<b>1,733</b> Daily Vehicle Trips	<b>1,443</b> Daily Vehicle Trips
<b>10,651</b> Daily VMT	<b>8,910</b> Daily VMT
<b>6.9</b> Household VMT per Capita	<b>5.2</b> Household VMT per Capita
<b>8.1</b> Work VMT per Employee	<b>7.0</b> Work VMT per Employee
Significant VMT Impact?	
<b>Household: Yes</b> Threshold = 6.0 15% Below APC	<b>Household: No</b> Threshold = 6.0 15% Below APC
<b>Work: Yes</b> Threshold = 7.6 15% Below APC	<b>Work: No</b> Threshold = 7.6 15% Below APC



Figure 1  
VMT Calculator Analysis for Sunset & Gordon Modified Project