

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

16830 W. Devonshire St
LADOT Case No. SFV21-111453
LADOT Project ID No. 51682

Date: July 18, 2022

To: Susan Jimenez, Administrative Clerk
Department of City Planning



From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED HOME DEPOT DEVELOPMENT LOCATED AT 16830 WEST DEVONSHIRE STREET (CPC-2022-1981-CU-SPP-SPR/ENV-2022-1982-EAF)**

The Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Linscott, Law & Greenspan, Engineers, dated April 25, 2022, for the proposed Home Depot development located at 16830 West Devonshire Street in the Granada Hills - Knollwood Community Planning Area of the City of Los Angeles. On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Based on the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), the proposed project would not result in a significant transportation impact on VMT as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project site is part of the North Hills Shopping Center, a larger commercial site with a broad range of retail services including a supermarket, restaurants, and bank. The existing 8.97-acre project site is comprised of a 95,600 square-foot commercial center, including a 40,000 square-foot, 2,400-seat movie theater, and associated surface parking areas. The proposed project consists of the construction of a 107,560 square foot Home Depot home improvement store within the North Hills Shopping Center. The Home Depot store will include a 28,420 square-foot garden center to be located on the northeast portion of the project site. A majority of the existing commercial building on-site will be demolished to accommodate the proposed project except for two parcels totaling approximately 10,000 square feet that will remain. A total of 456 vehicular parking spaces is planned to be provided on-site for the project. The project would also provide 16 short-term and 17 long-term bicycle spaces. Main vehicular access to the project site is currently provided via the two existing site driveways on Devonshire Street (i.e., along the northerly property frontage). Secondary access to the project site is

currently provided via a third existing westerly shared access driveway on Devonshire Street. The project is expected to be completed by the year 2025.

B. CEQA Screening Threshold

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips (DVT) screening threshold set forward by the TAG. The City of Los Angeles VMT Calculator Tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, determined that the project does not exceed the net 250 DVT threshold. The transportation assessment concluded that implementation of the project would **not** result in a significant transportation impact. A copy of the VMT calculator-screening pages are provided in **Attachment A**. The traffic analysis included further discussion on the screening of the following CEQA transportation thresholds:

1. Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies

The transportation assessment evaluated the proposed project for conformance with the adopted City's transportation plans and policies for all travel modes. According to the analysis, the project does not obstruct or conflict with the City's development policies and standards for the transportation system. Therefore, no project or cumulative significant transportation impact was identified for this threshold.

2. Threshold T-2.1: Causing Substantial Vehicle Miles Traveled

Using the VMT Calculator, the assessment determined that the project would generate a 213 net decrease in DVT and a 245 net decrease in daily VMT. The analysis concluded that the project would not result in a significant VMT impact as discussed below under Section C, CEQA Transportation Analysis.

3. Threshold T-3: Substantially Increasing Hazards Due To a Geometric Design Feature or Incompatible Use

The project does not involve any design features that are unusual for the area or any incompatible use.

C. CEQA Transportation Analysis

The new LADOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. LADOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the North Valley APC area, in which the project is located, the following threshold has been established:

- Daily Household VMT per Capita: 9.2
- Daily Work VMT per Employee: 15.0

As cited in the VMT analysis report prepared by Linscott, Law & Greenspan, Engineers, the Household VMT per Capita and the Work VMT per Employee are not applicable for this project. Therefore, it was concluded that the implementation of the proposed project would not result in

a significant VMT impact.

D. Access and Circulation

The access and circulation analysis included a delay study of the following intersections using the Highway Capacity Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing:

- Balboa Boulevard & Devonshire Street
- Balboa Boulevard & Lassen Street
- Westerly Project Driveway & Devonshire Street
- Easterly Project Driveway & Devonshire Street
- Petit Avenue & Devonshire Street
- Hayvenhurst Avenue & Devonshire Street

Existing and Cumulative Traffic Conditions

As a result of COVID-19 pandemic, traffic volumes for existing conditions required alternative approaches at the study intersections. Historical traffic count data for the two locations along Balboa Boulevard were obtained from both City and LLG files and were adjusted by an annual growth rate of 1.0% per year to reflect Year 2022 existing conditions. New manual traffic counts were conducted at the Petit Avenue/Devonshire Street and Hayvenhurst Avenue/Devonshire Street intersections. The manual counts were conducted by an independent traffic count subconsultant at the study locations from 7:00 to 10:00 AM to determine the weekday AM peak commute hour, and from 3:00 to 6:00 PM to determine the weekday PM peak commute hour. An ambient growth factor of 1.0% per year in addition to the forecast traffic generated by the related projects was applied to forecast future traffic volumes in the project study area.

The summary of vehicle queuing for Existing (2022), Future (2025) Without Project, and Future (2025) With Project conditions are shown in **Attachment B**. The analysis concluded that the proposed project weekday AM peak hour traffic volumes will potentially extend vehicle queuing at the Balboa Boulevard/Devonshire Street intersection. LADOT finds that the transportation assessment adequately evaluated potential project-related delays and level of service at the studied intersections.

PROJECT REQUIREMENTS

A. Construction Impacts

LADOT recommends that a construction worksite traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section for review and approval prior to the start of any construction work. Refer to <https://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the worksite traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

B. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan, **Devonshire Street** is designated as a Avenue I and would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. The applicant should

check with Bureau of Engineering's Land Development Group to determine if there are any applicable highway dedication, street widening, and/or sidewalk requirements for this project.

C. Parking Requirements

A total of 456 vehicular parking spaces are proposed on-site for the project. Of the 456 parking spaces, 385 will be provided via the surface parking lot in front of the store. The remaining 71 parking spaces will be provided within the two existing parcels that will remain as part of the project. A total of 33 bicycle spaces will be provided for the proposed project, including 16 short-term spaces and 17 long-term spaces. The bicycle parking spaces will be provided in readily accessible locations within the project site. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

Main vehicular access to the project site is currently provided via the two existing site driveways on Devonshire Street (i.e., along the northerly property frontage). Secondary access to the project site is currently provided via a third existing westerly shared access driveway on Devonshire Street. The Existing Devonshire Street Middle Project Driveway will provide access to the main internal drive aisle located in the front of the proposed building. The driveway will continue to accommodate full access (i.e., left-turn and right-turn ingress and egress traffic movements). Westbound left-turn movements at this project driveway will be accommodated via the existing two-way left-turn lane on Devonshire Street. The Existing Devonshire Street Easterly Project Driveway will be limited to right-turn ingress and egress traffic movements only due to the existing eastbound left-turn lane on Devonshire Street at Petit Avenue. The site driveway will provide access to the truck dock and loading pad proposed for the project. The Existing Devonshire Street Westerly Project Driveway currently serves the existing North Hills Shopping Center and would also serve as secondary access to the proposed project. The driveway will continue to accommodate full access. Additional vehicular access to the project site will be provided via the three existing shared access driveways on Balboa Boulevard south of Devonshire Street for the North Hills Shopping Center. A shared driveway is also provided with the adjacent parcel to the east (i.e., Citibank site). A copy of the project site plan is shown in **Attachment C**.

The review of this study does not constitute approval of the existing driveway dimensions, access, and circulation scheme with regard to this project. Those elements require separate review and approval and should be coordinated with LADOT's Valley Planning Coordination Section (6262 Van Nuys Boulevard, Rm 320, @ 818-374-4699). To minimize and prevent last-minute design changes, the applicant should contact LADOT before the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case-2, designed with a recommended width of 28 feet for two-way operations, or 16 feet for one-way operations, or to the satisfaction of LADOT. Additionally, the applicant should check with City Planning regarding the project's vehicular access and design.

E. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and

- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update expected in the near future. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

F. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Sheila Ahraian of my staff at (818) 374-4690.

Attachments

J:\Projects\SFV\51682-16830 W Devonshire St

cc: Dan Rosales, Council District 12
Silva Abramian, LADOT West Valley District
Claudia Rodriguez, LADCP Valley Planning
Sarah Hounsell, LADCP Valley Planning
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Francesca Bravo, Linscott, Law & Greenspan, Engineers

Attachment A

City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3


Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes
 No

Existing Land Use

Land Use Type	Value	Unit
Retail Movie Theater	2400	Seats ✖
Retail General Retail	55.6	ksf
Retail Movie Theater	2400	Seats

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

Project Screening Summary

Existing Land Use	Proposed Project
3,541 <small>Daily Vehicle Trips</small>	3,328 <small>Daily Vehicle Trips</small>
24,331 <small>Daily VMT</small>	24,086 <small>Daily VMT</small>

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	-213 <small>Net Daily Trips</small>
The net increase in daily VMT ≤ 0	-245 <small>Net Daily VMT</small>
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	117,560 <small>ksf</small>

The proposed project is not required to perform VMT analysis.

Attachment A (cont'd)

City of LA VMT Calculator Results

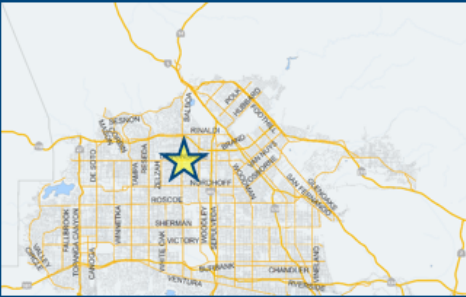
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Retail General Retail	10	
Retail Home Improvement Superstore	107.56	

TDM Strategies

Select each section to show individual strategies
Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation

Include Bike Parking Per LAMC Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation

Include Secure Bike Parking and Showers Select Proposed Prj or Mitigation to include this strategy
 Proposed Prj Mitigation


G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
3,328 <small>Daily Vehicle Trips</small>	3,328 <small>Daily Vehicle Trips</small>
24,086 <small>Daily VMT</small>	24,086 <small>Daily VMT</small>
N/A <small>Household VMT per Capita</small>	N/A <small>Household VMT per Capita</small>
N/A <small>Work VMT per Employee</small>	N/A <small>Work VMT per Employee</small>

Significant VMT Impact?

Household: N/A <small>Threshold = 9.2 15% Below APC</small>	Household: N/A <small>Threshold = 9.2 15% Below APC</small>
Work: N/A <small>Threshold = 15.0 15% Below APC</small>	Work: N/A <small>Threshold = 15.0 15% Below APC</small>



Attachment B

Summary of Vehicle Queuing

Table 5-2
SUMMARY OF VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC CONTROL	MOVEMENT	PEAK HOUR	95th PERCENTILE QUEUES (FEET PER LANE) [2]			CHANGE IN QUEUE [3]
					EXISTING	YEAR 2025 FUTURE W/O PROJECT	YEAR 2025 FUTURE W/ PROJECT	
1	Balboa Boulevard/ Devonshire Street	Signalized	NB Left	AM	385	443	440	-3
				PM	353	390	393	3
			SB Left	AM	425	448	510	62
				PM	673	710	630	-80
			EB Left	AM	145	153	153	0
				PM	430	480	473	-7
			WB Left	AM	388	435	478	43
				PM	190	205	175	-30
2	Balboa Boulevard/ Lassen Street	Signalized	NB Left	AM	140	155	155	0
				PM	118	128	125	-3
			SB Left	AM	75	73	70	-3
				PM	60	110	113	3
			EB Left	AM	188	250	278	28
				PM	138	158	150	-8
			WB Left	AM	930	1175	1175	0
				PM	123	160	160	0
3	Petit Avenue/ Devonshire Street	Signalized	NB Left	AM	53	53	53	0
				PM	25	28	28	0
			SB Left	AM	85	88	88	0
				PM	103	105	105	0
			EB Left	AM	3	3	3	0
				PM	13	13	13	0
			WB Left	AM	0	0	0	0
				PM	0	0	0	0
4	Hayvenhurst Avenue/ Devonshire Street	Signalized	NB Left	AM	40	43	48	5
				PM	45	48	43	-5
			SB Left	AM	45	45	50	5
				PM	65	68	63	-5
			EB Left	AM	5	5	5	0
				PM	10	10	10	0
			WB Left	AM	23	23	25	2
				PM	23	25	25	0

Attachment B (cont'd)

Summary of Vehicle Queuing

Table 5-2 (Continued)
SUMMARY OF VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	DRIVEWAY	TRAFFIC CONTROL	MOVEMENT	PEAK HOUR	PERCENTILE QUEUES (FEET PER LANE) [2]			CHANGE IN QUEUE [3]
					EXISTING	YEAR FUTURE W/O PROJECT	YEAR FUTURE W/ PROJECT	
5	West Driveway/ Devonshire Street	Unsignalized	NB Left/Right	AM	0	0	53	53
				PM	0	0	0	0
			WB Left	AM	0	0	5	5
				PM	0	0	0	0
2	East Driveway/ Devonshire Street	Unsignalized	NB Left/Right	AM	0	0	0	0
				PM	0	0	0	0
			WB Left	AM	0	0	0	0
				PM	0	0	0	0

- [1] Pursuant to LADOT's *Transportation Assessment Guidelines*, July 2020, the Highway Capacity Manual (HCM) methodology for signalized intersections was utilized to calculate vehicle queuing.
- [2] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles per lane, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet per lane.
- [3] Represents the change in calculated maximum back of queue (in feet per lane) due to the addition of project-related traffic.

Attachment C Project Site Plan

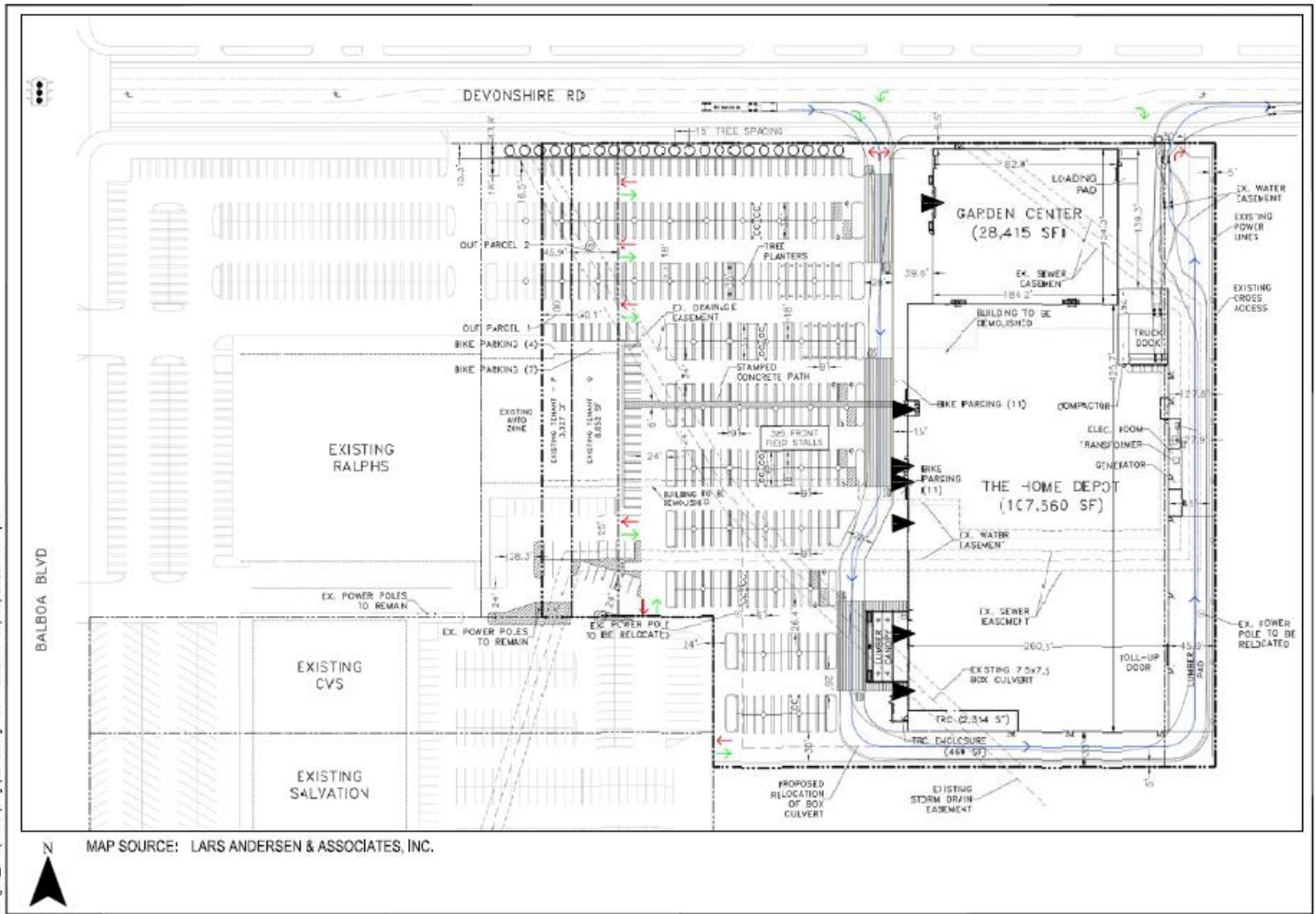


Figure 2-3
Site Plan

The Home Depot Granada Hills Project



◀ Pedestrian Entrance