

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT’s Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: The Home Depot Granada Hills

Project Address: 16830 Devonshire Street, Granada Hills

Project Description: Construction of a 107,560 square-foot home improvement store with a 28,420 square-foot garden center replacing a 95,600 square-foot commercial center, including a 40,000 square-foot, 2,400-seat movie theater (10,000 square feet will remain)

LADOT Project Case Number: SFV 21-111453 Project Site Plan attached? (Required) Yes No [Refer to Figure 2-2](#)

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature¹, that are being considered for this project:

Reduced Parking Supply ²	Bicycle Parking and Amenities	Parking Cash Out
-------------------------------------	-------------------------------	------------------

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc.) below that are also being considered and would require LADOT staff’s determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure’s eligibility for this project.

- 1 _____ 4 _____
- 2 _____ 5 _____
- 3 _____ 6 _____

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 10th Edition

Trip Generation Adjustment (Exact amount of credit subject to approval by LADOT)	Yes	No
Transit Usage	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Existing Active or Previous Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Internal Trip	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pass-By Trip	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation Demand Management (See above)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? (Required) Yes No [Refer to Table 2-1](#)

	IN	OUT	TOTAL
AM Trips	<u>64</u>	<u>49</u>	<u>113</u>
PM Trips	<u>-51</u>	<u>-30</u>	<u>-81</u>

NET Daily Vehicle Trips (DVT)
<u> </u> DVT (ITE __ ed.)
<u>-213</u> DVT (VMT Calculator ver. <u>1.3</u>)

¹ At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.

²Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City’s Bicycle Parking Ordinance, State Density Bonus Law, or the City’s Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2025 Ambient Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? (Required) Yes No

[Refer to Figure 3-10 and Table 3-3](#)

STUDY INTERSECTIONS and/or STREET SEGMENTS:

(May be subject to LADOT revision after access, safety, and circulation evaluation.)

- | | |
|--|--|
| 1 <u>Balboa Boulevard/Devonshire Street</u> | 4 <u>Westerly Project Driveway/Devonshire Street</u> |
| 2 <u>Balboa Boulevard/Lassen Street</u> | 5 <u>Petit Avenue/Devonshire Street</u> |
| 3 <u>Westerly Project Driveway/Devonshire Street</u> | 6 <u>Hayvenhurst Avenue/Devonshire Street</u> |

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network? Yes No [Refer to Figure 3-7](#)

If a study intersection is located within a ¼-mile of an adjacent municipality’s jurisdiction, signature approval from said municipality is required prior to MOU approval.

V. ACCESS ASSESSMENT

- Does the project exceed 1,000 net DVT? Yes No
- Is the project’s frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City’s General Plan? Yes No
- Is the project’s building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City’s General Plan? Yes No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., complete **Attachment C.1: Access Assessment Criteria**.

VII. SITE PLAN AND MAP OF STUDY AREA [Refer to Figures 1-1, 2-2 and 2-3](#)

Please note that the site plan should also be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project Vehicle Peak Hour trips at each study intersection	<input type="checkbox"/>	<input checked="" type="checkbox"/> [a]	<input type="checkbox"/>
*Project Vehicle Peak Hour trips at each project access point	<input type="checkbox"/>	<input checked="" type="checkbox"/> [a]	<input type="checkbox"/>
*Project trip distribution percentages at each study intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian access points and any pedestrian paths	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian loading zones	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delivery loading zone or area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking onsite	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking offsite (in public right-of-way)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

[a] While not shown on the provided site plan or study area map, this information will be included in the TAR.



VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? **Yes** **No**

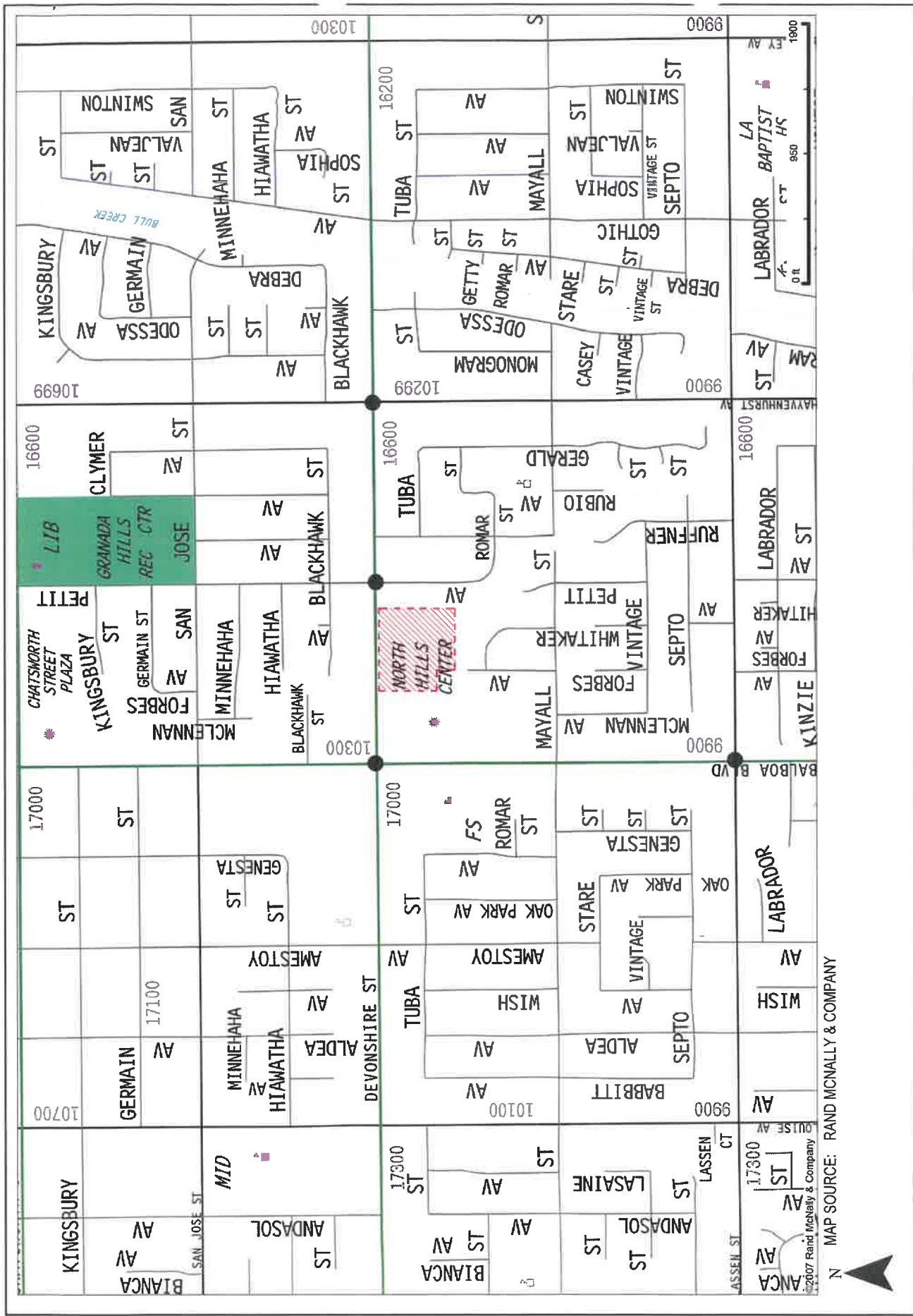
Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

IX. CONTACT INFORMATION

	<u>CONSULTANT</u>	<u>DEVELOPER</u>
Name:	<u>Linscott, Law & Greenspan, Engineers</u>	<u>Scott Mommer, Lars Andersen & Associates, Inc.</u>
Address:	<u>600 South Lake Avenue, Suite 500, Pasadena, CA 91106</u>	<u>4694 W. Jacquelyn Avenue, Fresno, California 93722</u>
Phone Number:	<u>626-796-2322</u>	<u>(559) 276-2790 Ext. 112</u>
E-Mail:	<u>bravo@llengineers.com</u>	<u>SMommer@larsandersen.com</u>

Approved by:	x <u></u> <small>Consultant's Representative</small>	<u>02/16/22</u> <small>Date</small>	x <u></u> <small>LADOT Representative</small>	<u>2/18/2022</u> <small>**Date</small>
Adjacent Municipality:	Approved by: _____ <small>(if applicable) Representative Date</small>			

**MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.



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Project Site
Study Intersection

Figure 1-1
Vicinity Map

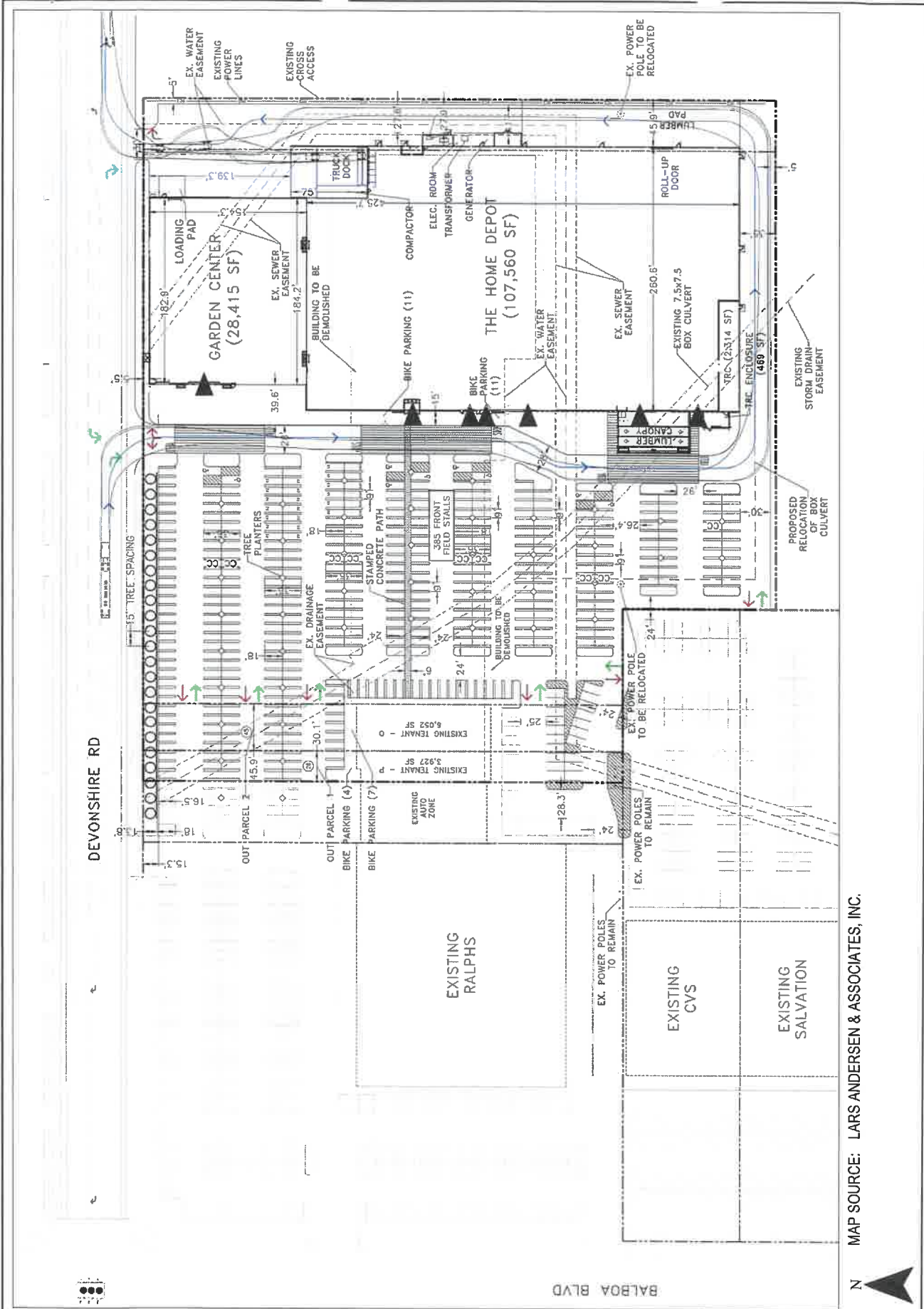
:\job-file\4433\dwg\2-1.dwg LDP 15:20:09 06/25/2021 rodriguez



- - - - - Project Site
- X Existing Driveway
- X Shared Driveway

ENV - 2022 - 1982

Figure 2-1
Existing Aerial Photograph of Existing Site



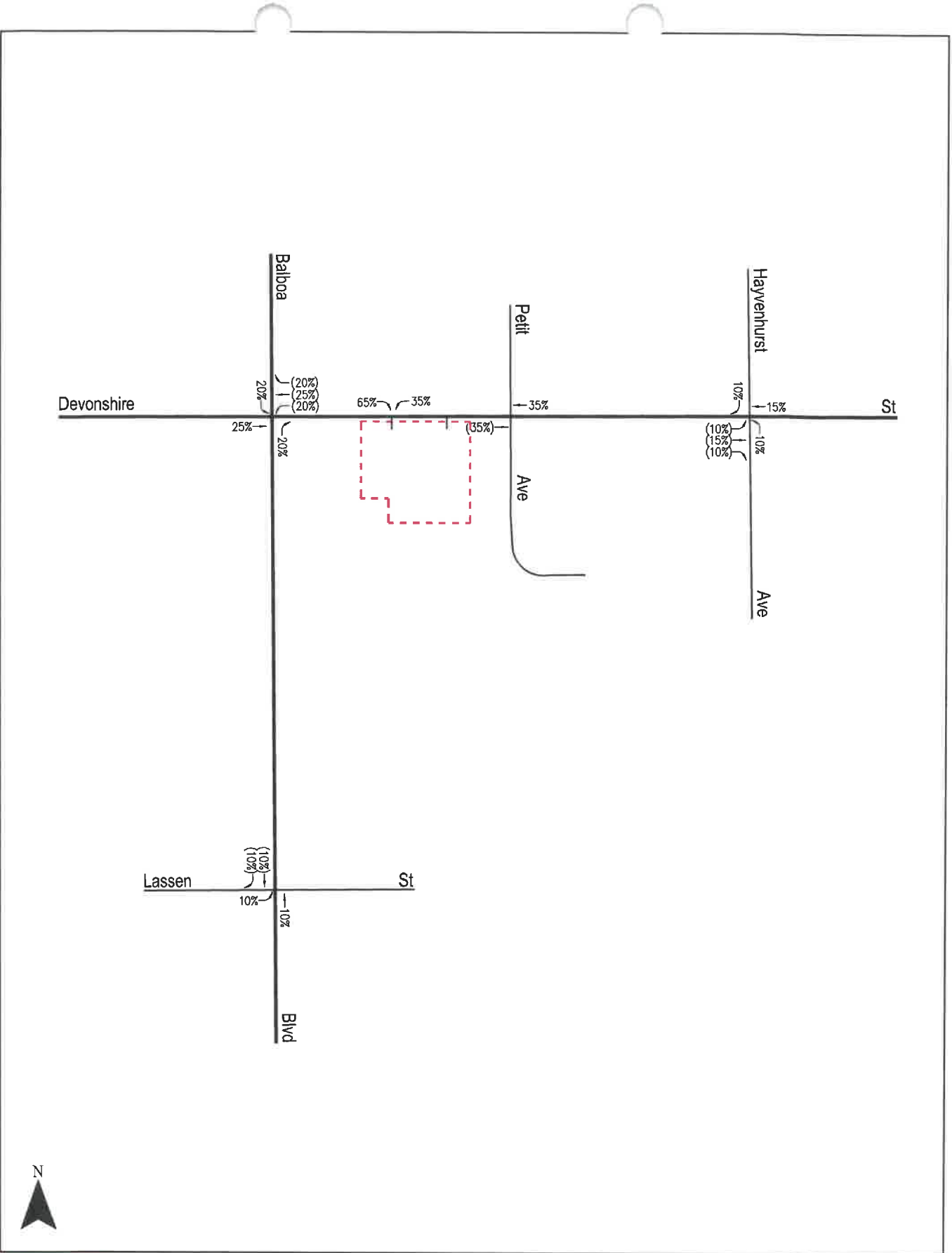
MAP SOURCE: LARS ANDERSEN & ASSOCIATES, INC.



◀ Pedestrian Entrance

Figure 2-3
Site Plan

o:\job_file\4433\dwg\2-3.dwg LDP 15:31:21 06/25/2021 rodriguez



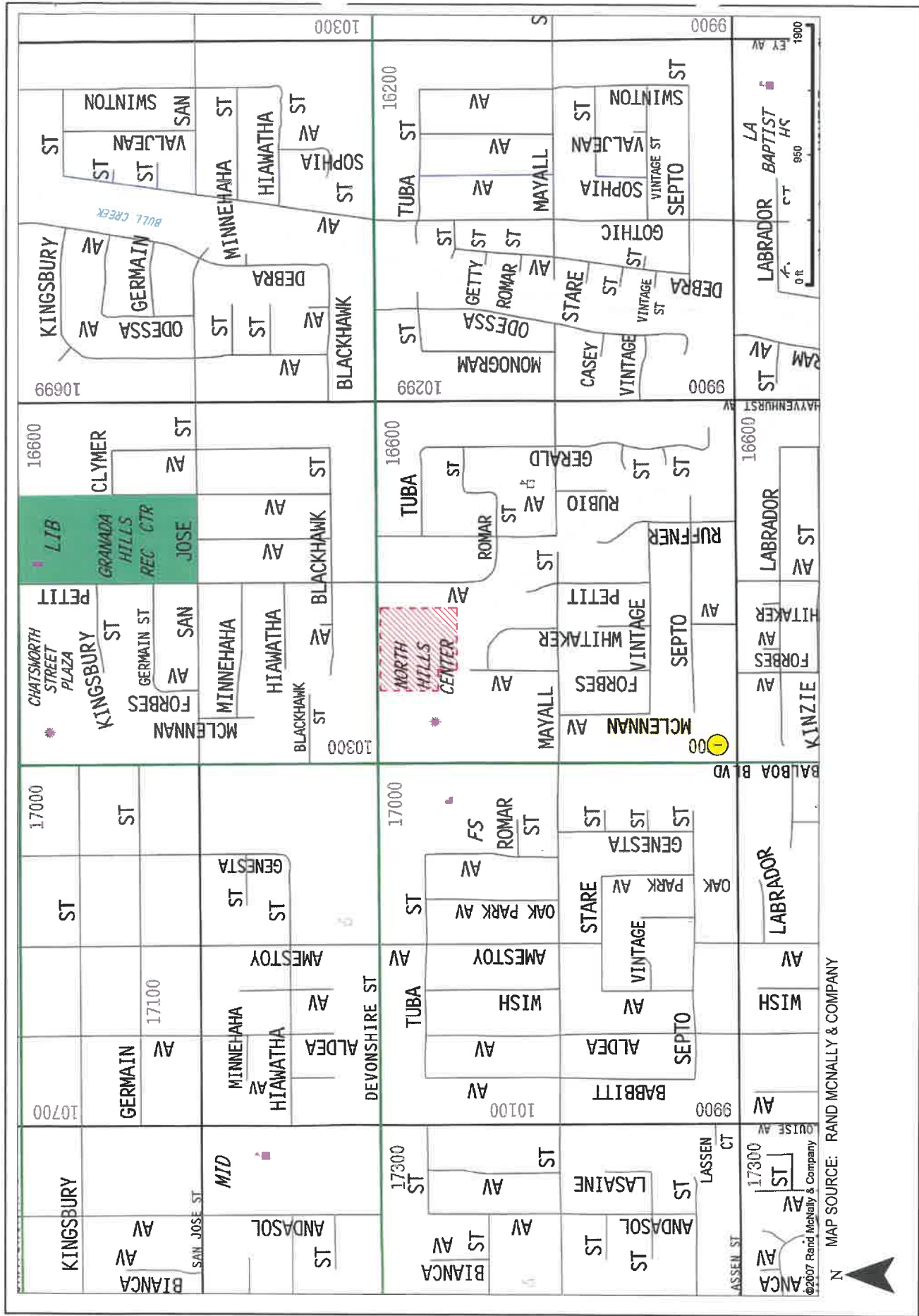
 Project Site
 XX = Inbound Percentage
 (XX) = Outbound Percentage

Figure 2-3
Project Trip Distribution



- ★ Project Site
- High Injury Network

Figure 3-7
City of Los Angeles High Injury Network



Project Site
 City of Los Angeles Related Project

Figure 3-10
 Location of Related Projects

**Table 2-1
PROJECT TRIP GENERATION [1]**

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Proposed Use</i>							
Home Improvement Superstore [3]	107,560 GSF	96	73	169	123	128	251
- Less 20% Pass-by [4]		(19)	(15)	(34)	(25)	(26)	(51)
Shopping Center [5]	10,000 GLSF	6	3	9	18	20	38
- Less 50% Pass-by [4]		(3)	(2)	(5)	(9)	(10)	(19)
<i>Subtotal Proposed Uses</i>		80	59	139	107	112	219
<i>Existing Uses</i>							
Movie Theater [6]	(2,400) Seats	Nom.	Nom.	Nom.	(119)	(97)	(216)
- Less 10% Pass-by [4]		0	0	0	12	10	22
Shopping Center [5]	(55,600) GLSF	(32)	(20)	(52)	(102)	(110)	(212)
- Less 50% Pass-by [4]		16	10	26	51	55	106
<i>Subtotal Existing Uses</i>		(16)	(10)	(26)	(158)	(142)	(300)
NET INCREASE		64	49	113	(51)	(30)	(81)

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 862 (Home Improvement Superstore) trip generation average rates.

- Daily Trip Rate: 30.74 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.57 trips/1,000 SF of floor area; 57% inbound/43% outbound
- PM Peak Hour Trip Rate: 2.33 trips/1,000 SF of floor area; 49% inbound/51% outbound

[4] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.

- Daily Trip Rate: 37.75 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of floor area; 48% inbound/52% outbound

[6] ITE Land Use Code 444 (Movie Theater) trip generation average rates.

- Daily Trip Rate: 1.76 trips/seat; 50% inbound/50% outbound
- AM Peak Hour: Land use not open during the morning peak hour.
- PM Peak Hour Trip Rate: 0.09 trips/seat; 55% inbound/45% outbound

**Table 3-3
RELATED PROJECTS LIST AND TRIP GENERATION [1]**

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]		PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE		IN	OUT	IN	OUT	TOTAL
1	Built	Starbucks 9900 Balboa Boulevard	Barrista Café with Drive-Thru	2,240 GSF	850	110	110	44	44	88
TOTAL					850	110	110	44	44	88

[1] Source: City of Los Angeles Department of Transportation (LADOT) and Department of City Planning (LADCP), except as noted below. The peak hour traffic volumes were forecast on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation", 9th Edition, 2012 and ITE "Trip Generation Manual", 10th Edition, 2017. For those related projects that LADOT provided trip data, the peak hour directional distribution data provided in the ITE "Trip Generation" manual were utilized.

[2] Trips are one-way traffic movements, entering or leaving.

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:



Existing Land Use

Land Use Type	Value	Unit
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)

Proposed Project Land Use

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

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 Daily Vehicle Trips	3,328 Daily Vehicle Trips
24,331 Daily VMT	24,086 Daily VMT

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

Tier 1 Screening Criteria

The net increase in daily trips < 250 trips **-213** Net Daily Trips

The net increase in daily VMT ≤ 0 **-245** Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. **117,560** Ksf

The proposed project is not required to perform VMT analysis.

Yes
 No



Attachment C.1: Access Assessment Criteria



Access Assessment Criteria

This Criteria acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT’s Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: The Home Depot Granada Hills

Project Address: 16830 Devonshire Street, Granada Hills

Project Description: Construction of a 107,560 square-foot home improvement store with a 28,420 square-foot garden center replacing a 95,600 square-foot commercial center, including a 40,000 square-foot, 2,400-seat movie theater (10,000 square feet will remain)

LADOT Project Case Number: SFV 21-111453

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? VMT Calculator ITE 10th Edition Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed	Home Improvement Store	107,560 SF	138
	<i>Total new trips:</i>		138

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? Yes No [Refer to Table A](#)

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting: [Refer to Figure 3-1](#)

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
 - Geographic Distribution: N 25 % S 25 % E 25 % W 25 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and

other municipal bus stops)

- Key pedestrian destinations with hours of operation:
 - schools (school times)
 - government offices with a public counter or meeting room
 - senior citizen centers
 - recreation centers or playgrounds
 - public libraries
 - medical centers or clinics
 - child care facilities
 - post offices
 - places of worship
 - grocery stores
 - other facilities that attract pedestrian trips
- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? Yes No

If yes, list streets and include distance from the project:

Devonshire Street (project frontage)	at 0	(feet)
Balboa Boulevard	at 530	(feet)
	at	(feet)
	at	(feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities: [Refer to Figure 3-1](#)

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the [Transportation Assessment Support Map](#)

Crossing Distances

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

Yes No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

1,210 (feet) at <u>Devonshire St: Balboa Bl - Petit Ave</u>	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____

V. Project Construction

Will the project require any construction activity within the city right-of-way? Yes No

If yes, will the project require temporary closure of any of the following city facilities?

- sidewalk
- bike lane
- parking lane
- travel lane
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: _____

**Table A
PROJECT PERSON TRIP GENERATION FORECAST**

LAND USES/USERS	SIZE	DAILY PERSON TRIP ENDS		
		IN	OUT	TOTAL
<i>Proposed</i>				
Home Improvement Superstore [1]	107,560 GSF	3,356	3,356	6,712
Shopping Center [2]	10,000 GLSF	384	384	768
<i>Existing</i>				
Shopping Center [2]	(95,600) GLSF	(3,671)	(3,671)	(7,342)
TOTAL DAILY PERSON TRIPS				138

[1] Daily person trip generation forecast based on person trip rates provided in the ITE Trip Generation Manual, 10th Edition for Land Use 862 (Home Improvement Superstore). As only weekday AM and PM peak hour person trip rates are provided, the daily person trip rates were estimated by multiplying the daily vehicle trip rates by the ratio of PM person trip rates to PM vehicle trip rates.

ITE Land Use Code 862 (Home Improvement Superstore) person trip generation average rates are as follows:

Weekday AM Peak Hour: 3.59 person trips/1,000 SF of floor area; 56% inbound and 44% outbound

Weekday PM Peak Hour: 4.73 person trips/1,000 SF of floor area; 50% inbound and 50% outbound

ITE Land Use Code 862 (Home Improvement Superstore) trip generation average rates.

- Daily Trip Rate: 30.74 trips/1,000 SF of floor area; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 1.57 trips/1,000 SF of floor area; 57% inbound/43% outbound

- PM Peak Hour Trip Rate: 2.33 trips/1,000 SF of floor area; 49% inbound/51% outbound

[2] Daily person trip generation forecast based on person trip rates provided in the ITE Trip Generation Manual, 10th Edition for Land Use Code 820 (Shopping Center). As only weekday PM peak hour person trip rates are provided, the daily person trip rates were estimated by multiplying the daily vehicle trip rates by the ratio of PM person trip rates to PM vehicle trip rates.

ITE Land Use Code 820 (Shopping Center) person trip generation average rates are as follows:

Weekday PM Peak Hour: 7.75 person trips/1,000 SF; 50% inbound and 50% outbound

ITE Land Use Code 820 (Shopping Center) trip generation average rates.

- Daily Trip Rate: 37.75 trips/1,000 SF; 50% inbound/50% outbound

- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF; 48% inbound/52% outbound

As no person trip data is available for Movie Theaters from source documents (e.g., ITE "Trip Generation Manual"), the existing movie theater use of 40,000 square feet was combined with the existing 55,600 square-foot retail use.

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-  SITE
-  SIGNAL
-  STOP SIGN
-  ADA
-  ADA YELLOW TRUNCATED DOME
-  TRASH
-  CROSSWALK
-  CROSSWALK YELLOW
-  BIKE RACK
-  BUS STOP
-  BUS STOP WITH BUS BENCH
-  BUS STOP WITH BUS BENCH & SHELTER
-  BIKE ROUTE
-  MAIL BOX

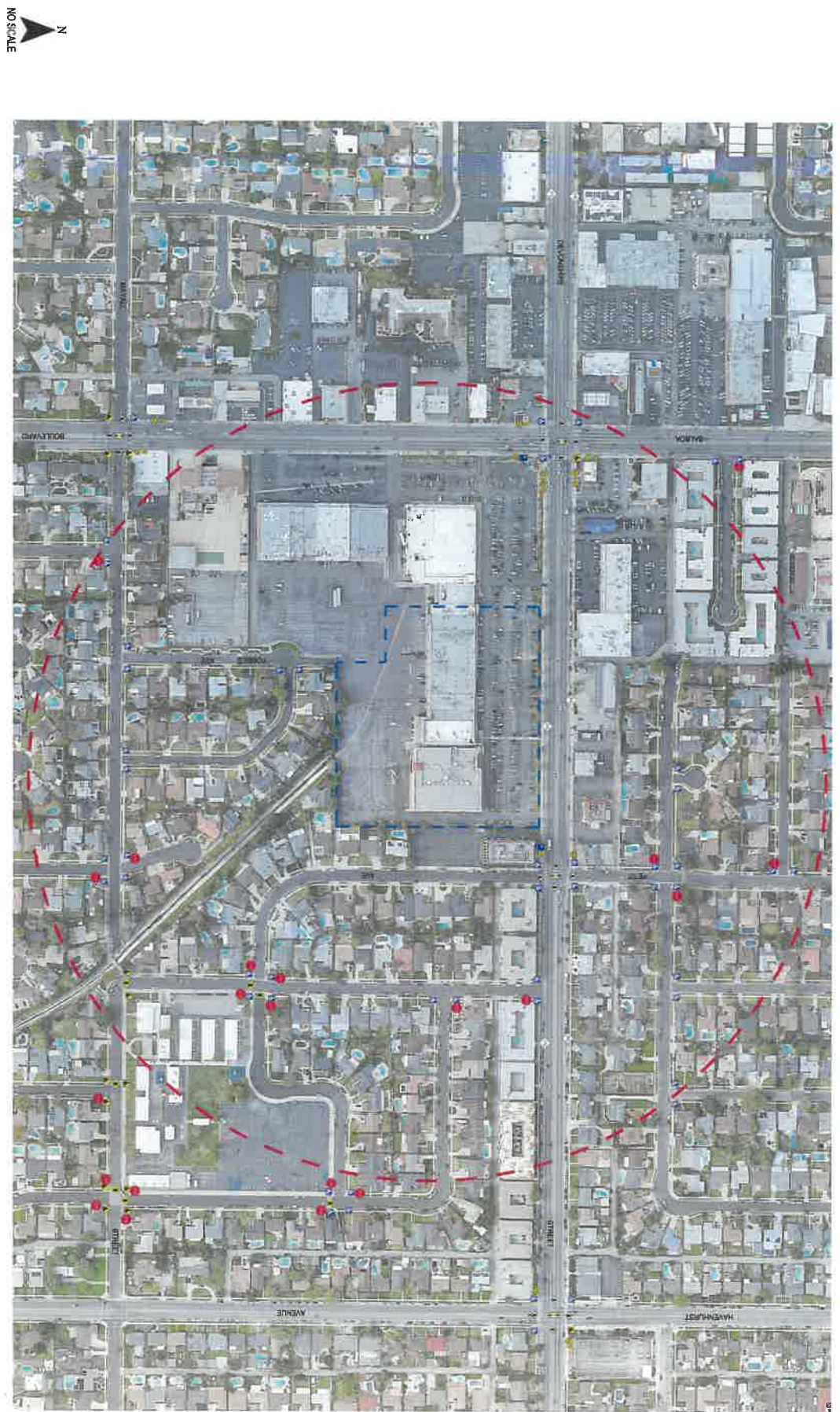


Figure 3-1
Existing Nearby Pedestrian & Transit Facilities
 The Home Depot Granada Hills Project