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SECONDARY SUBMISSIONS



Department of City Planning

City Hall, 200 N. Spring Street, Room 525, Los Angeles, CA 90012

February 1, 2022

TO: North Valley Area Planning Commission

FROM: Kora McNaughton, City Planning Associate

TECHNICAL MODIFICATION TO THE STAFF RECOMMENDATION REPORT FOR CASE NO. APCNV-2021-1330-CU-CPIOE-CPIOA-SPR; 13858 AND 13864 WEST FOOTHILL BOULEVARD

As a result of an updated Transportation Impact Assessment provided by the Department of Transportation dated February 1, 2022 (attached), the following technical modification is to be incorporated into the staff recommendation report to be considered at the North Valley Area Planning Commission meeting of February 3, 2022, related to Item No. 6 on the meeting agenda.

The following is a revised proposed Condition of Approval 7.d to the recommendation report (proposed new language is underlined, language to be removed is struck out):

- 7.d. Left turns out of the drive-through driveway shall be prohibited. The applicant should consult with the LADOT East Valley District Office for the consideration of left-turn restriction signage at the driveways and designation of a no parking zone (red curb) along the subject property frontage to increase visibility for drivers exiting from the In N Out parking lot and drive-through lane.

The following is an additional proposed Condition of Approval 7.g to the recommendation report (proposed new language is underlined):

- 7.g. [ADDED] Subsequent to the opening of the restaurant, additional turn restrictions and/or traffic control devices needed to maintain the safe and orderly movement of traffic from and onto Foothill Boulevard could be re-evaluated by LADOT and the applicant at the request of the Council District 7 office.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

13864 W. Foothill Blvd.
DOT Case No. SFV20-109415
DOT Project ID No. 49606

Date: February 1, 2022

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: 
Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ASSESSMENT FOR THE IN-N-OUT BURGER PROJECT AT 13864 WEST FOOTHILL BOULEVARD (APCNV-2021-1330-CU-CPIOE-CPIOA-SPR/ENV-2021-1331-EAF)**

The Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Ganddini Group, Inc., dated April 26, 2021, for the proposed In-N-Out Burger development located at 13864 West Foothill Boulevard in the Sylmar 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 proposed project consists of the construction of a 3,885 square foot fast-food restaurant with drive-through window. Two building entrances for the patrons will be provided on the northeast side of the building adjacent to Foothill Boulevard and on the northwest side of the building adjacent to the parking lot. The existing 17,238 SF of auto related structures would be demolished to accommodate the project. A total of 43 parking spaces are proposed within the project site. Vehicular outbound/inbound access would be provided via the Project West Driveway and outbound vehicular access for drive-through patrons will be provided via the Project East Driveway. The project is expected to be completed by the year 2023.

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 exceeds 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.

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

Using the ITE Trip Generation Manual, 10th Edition and the VMT Calculator, the assessment determined that the project would generate a 1,522 net increase in DVT and a 13,155 net increase 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. The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. 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

The Household VMT per Capita and Work VMT per Employee are not applicable for this project. It is concluded that the implementation of the proposed project will 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:

- Foothill Boulevard at Astoria Street
- Foothill Boulevard at Sayre Street
- Foothill Boulevard at Project West Driveway

- Foothill Boulevard at Project East Driveway

Existing and Cumulative Traffic Conditions

As a result of the COVID-19 pandemic, traffic volumes for existing conditions required alternative approaches at the study intersections. Peak hour intersection volumes collected in March 2021 were evaluated against historical traffic counts to assess whether adjustments were necessary to reflect non-pandemic conditions. Adjustment factor calculations were applied for comparing the new March 2021 counts to non-pandemic estimates derived from May 2017 counts with application of one percent annual growth rate to year 2021. The ratios of March 2021 counts to estimated non-pandemic volumes are 1.0225 for the AM peak hour and 0.8158 for the PM peak hour. To provide a conservative analysis, the highest of three values for each peak hour for the combined travel directions was selected as the appropriate adjustment factor for this analysis. To account for background growth, existing traffic volumes were increased by a growth rate of one percent per year over a two-year period. This equates to a total growth factor of approximately 1.02 for Opening Year (2023) conditions.

Under the HCM methodology, level of service (LOS) at signalized and unsignalized intersections is defined based on the delay experienced per vehicle. The summary of findings at the study intersections are as follows:

1. The intersection of Foothill Boulevard at Astoria Street operates at LOS A during the AM and PM peak hour under Existing (2021), Existing (2021) With Project, Future (2023) Without Project, and Future (2023) With Project conditions.
2. The intersection of Foothill Boulevard at Sayre Street operates at LOS A during the AM peak hour and LOS B during the PM peak hour under Existing (2021), Existing (2021) With Project, Future (2023) Without Project, and Future (2023) With Project conditions.
3. The intersection of Foothill Boulevard at Project West Driveway operates at LOS B during the AM peak hour and LOS C during the PM peak hour under Existing (2021) With Project and Future (2023) With Project conditions.
4. The intersection of Foothill Boulevard at Project East Driveway operates at LOS B during the AM peak hour and LOS C during the PM peak hour under Existing (2021) With Project and Future (2023) With Project conditions.

LADOT finds that the transportation assessment adequately evaluated potential project-related delays and level of service at the studied intersections. Based on the HCM methodology, the results for the Existing (2021), Existing (2021) With Project, Future (2023) Without Project, and Future (2023) With Project Conditions delay and LOS for the study intersections are shown in **Attachment B**.

Residential Street Cut-Through Analysis

The objective of the residential street cut-through analysis is to determine potential increases in average daily traffic volumes on designated Local Streets, as classified in the City's General Plan, that can be identified as cut-through trips generated by the Project, and that can adversely affect the character and function of those streets. Based on the intersection operational analysis, the following

arterial street study intersections are forecast to operate at Level of Service D or better with the addition of project-generated trips:

- Foothill Boulevard at Astoria Street
- Foothill Boulevard at Sayre Street

Therefore, the arterial street study intersections are not considered to operate under congested conditions and the addition of project-generated trips is not anticipated to cause a shift to alternative routes. It was determined by the applicant that the proposed project is not anticipated to substantially contribute to cut-through trips on residential streets and no further analysis is necessary.

LADOT finds that the transportation assessment adequately evaluated potential project-related delays and level of service at the studies intersections.

PROJECT REQUIREMENTS

A. CEQA-Related Mitigation

There are no CEQA mitigation requirements required for this project.

B. Corrective Measures (Non-CEQA Analysis)

As required per the adopted TAG and pursuant to the City's Site Plan Review Authority (L.A.M.C. 16.05 and relevant code sections), the analysis included a review of current deficiencies and potential future deficiencies that may result from this project. No deficiencies were identified resulting from this project that would require corrective action by the applicant.

C. 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.

D. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Foothill Boulevard** is designated as an Avenue I roadway 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.

E. Parking Requirements

The traffic study indicated 43 vehicular parking spaces will be provided on-site. Additionally, bicycle racks are proposed adjacent to the restaurant building. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

F. Driveway Access and Circulation

Vehicle inbound/outbound access to the Project would be via the Project west driveway and outbound vehicular access for drive-through patrons will be provided via the Project east driveway (drive-through driveway) as illustrated in **Attachment C**. Left-turns out of the Project's drive-through driveway shall be prohibited. The applicant should consult with the LADOT East Valley District Office for the consideration of left-turn restriction signage at the driveway. Subsequent to the opening of the restaurant, additional turn restrictions and/or traffic control devices needed to maintain the safe and orderly movement of traffic from and onto Foothill Boulevard could be re-evaluated by LADOT and the applicant at the request of the Council District 7 office. Additionally, the applicant should check with City Planning regarding the Project's driveway placement and design.

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 DOT'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 30 feet for two-way operations, or 16 feet for one-way operations, or to the satisfaction of LADOT.

G. 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 Ahorian of my staff at (818) 374-4690.

Attachments

J:\Projects\SFV\49606-13864 Foothill Blvd

cc: Anissa Raja, Council District 7
Kora McNaughton, LACP Valley Planning
Sarah Hounsell, LACP Valley Planning
Steve Rostam, LADOT East Valley District
Vincent Chan, LADOT B-Permit
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Bryan Crawford, Ganddini Group, Inc.
Giancarlo Ganddini, PE, PTP, Ganddini Group, Inc.

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 Auto Repair	17.238	kcf
Retail Auto Repair	17.238	kcf

[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 Fast-Food Restaurant	3.885	kcf
(custom) In-N-Out Daily		
(custom) In-N-Out HBW-Attraction Split		
(custom) In-N-Out HBO-Attraction Split		
(custom) In-N-Out NHB-Attraction Split		
(custom) In-N-Out HBW-Production Split		
(custom) In-N-Out HBO-Production Split		
(custom) In-N-Out NHB-Production Split		
(custom) In-N-Out Daily		

[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
401 Daily Vehicle Trips	1,582 Daily Vehicle Trips
4,387 Daily VMT	17,542 Daily VMT

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	1,181 Net Daily Trips
The net increase in daily VMT ≤ 0	13,155 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

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:

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 Pj or Mitigation to include this strategy	
☐ Proposed Pj ☐ Mitigation		
Include Bike Parking Per LAMC	Select Proposed Pj or Mitigation to include this strategy	
☐ Proposed Pj ☐ Mitigation		
Include Secure Bike Parking and Showers	Select Proposed Pj or Mitigation to include this strategy	
☐ Proposed Pj ☐ Mitigation		
(G) Neighborhood Enhancement		

Analysis Results

Proposed Project	With Mitigation
1,582 Daily Vehicle Trips	1,582 Daily Vehicle Trips
17,542 Daily VMT	17,542 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 9.2 15% Below APC	Household: No Threshold = 9.2 15% Below APC
Work: N/A Threshold = 15.0 15% Below APC	Work: N/A Threshold = 15.0 15% Below APC

Attachment B

Summary of Delay and Levels of Service (LOS)

Table 4
Existing Intersection Levels of Service

Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
		Delay ²	LOS ³	Delay ²	LOS ³
1. Foothill Blvd at Astoria St	TS	7.4	A	7.4	A
4. Foothill Blvd at Sayre St	TS	9.7	A	13.4	B

Notes:

(1) TS = Traffic Signal

(2) Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, or roundabout, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(3) LOS = Level of Service

Table 5
Existing Plus Project Intersection Levels of Service

Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
		Delay ²	LOS ³	Delay ²	LOS ³
1. Foothill Blvd at Astoria St	TS	7.4	A	7.5	A
2. Foothill Blvd at Project West Dwy	CSS	12.4	B	16.2	C
3. Foothill Blvd at Project East Dwy	CSS	12.3	B	16.2	C
4. Foothill Blvd at Sayre St	TS	9.7	A	13.4	B

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop

(2) Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, or roundabout, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(3) LOS = Level of Service

Attachment B (cont'd)

Summary of Delay and Levels of Service (LOS)

Table 6
Opening Year (2023) Without Project Intersection Levels of Service

Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
		Delay ²	LOS ³	Delay ²	LOS ³
1. Foothill Blvd at Astoria St	TS	7.4	A	7.5	A
4. Foothill Blvd at Sayre St	TS	9.8	A	13.6	B

Notes:

(1) TS = Traffic Signal

(2) Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, or roundabout, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(3) LOS = Level of Service

Table 7
Opening Year (2023) With Project Intersection Levels of Service

Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
		Delay ²	LOS ³	Delay ²	LOS ³
1. Foothill Blvd at Astoria St	TS	7.3	A	7.5	A
2. Foothill Blvd at Project West Dwy	CSS	12.4	B	16.5	C
3. Foothill Blvd at Project East Dwy	CSS	12.4	B	16.4	C
4. Foothill Blvd at Sayre St	TS	9.8	A	13.6	B

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop

(2) Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, or roundabout, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(3) LOS = Level of Service

[illegible]



"GOD BLESS AMERICA"

13502 HAMBURGER LANE
BALDWIN PARK, CA 91706

SYLMAR, CA
13864 FOOTHILL BLVD

01/31/22

DAY OF HEARING SUBMISSIONS



Planning APC North Valley <apcnorthvalley@lacity.org>

Fwd: In-N-Out Public Response (13858 & 13864 Foothills Boulevard)

Correy Kitchens <cnkitchens@gmail.com>
To: apcnorthvalley@lacity.org

Thu, Feb 3, 2022 at 4:58 PM

Hello North Valley Area Planning Commission,

Please attach this letter to your case file.

I am in support of the project just with minor concerns:

1. I am just concerned with the hours of operation on the proposed closing time for 1 a.m. weekdays and 1:30 a.m. weekends. I truly believe this should be reevaluated as the total crime rate in the area is high for this reporting district. According to Part 1 & Part 2 of the 2020 LAPD Crime States, it is currently rated at a total of 133 out of the 141 citywide average, this including aggregative assault, burglary, vehicle theft & larceny. I hope the hours of operation be conditioned to 12 a.m. weekdays and 12:30 a.m. weekends.

2. I do hope a proposed traffic control is included for the project. Specifically to be beneficial to the abutting properties on the west along Foothill Boulevard.

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