

**FOR IMMEDIATE RELEASE – Tuesday, August 1, 2023**

Granada Hills South Neighborhood Council Board Meeting

Contact: [StopHomeDepot@Gmail.com](mailto:StopHomeDepot@Gmail.com)

WHAT: The Granada Hills South Neighborhood Council will vote on the Home Depot proposed development project at the [North Hills Shopping Center](#) (NHSC).

WHEN: Thursday, August 3rd, 2023, 6:30pm – 9:30pm

WHERE: Granada Hills Charter High School  
Rawley Hall  
10535 Zelzah Avenue  
Granada Hills, CA 91344

WHY: The Granada Hills community has been almost unanimous in opposing the proposed [Home Depot development](#). The [Stop Home Depot Community Group](#) was formed by nearby residents and has been working to ensure the right-size, community-oriented redevelopment of the North Hills Shopping Center.

- The meeting on Thursday, August 3<sup>rd</sup> of the [Granada Hills South Neighborhood Council](#) will include an important vote on the Home Depot proposed project. [The Granada Hills Charter High School](#) auditorium has a maximum capacity of 125 attendees and every seat has been taken at the recent meetings.
- The Granada Hills community has been waiting for this important vote requiring Home Depot to complete an Environmental Impact Report for close to a year. Heavily attended meetings have been packed with residents and stakeholders outraged that Home Depot has stated it will not adapt their standard superstore design to this residential setting surrounding the selected shopping center site.
- More than 50 community members have submitted detailed letters to the Los Angeles City Planning Department in opposition to this proposed development project. Close to 2,000 individuals have signed a petition in opposition of Home Depot's planned development. Many of those community members will be present at the community meeting on Thursday, August 3<sup>rd</sup>. This meeting provides an opportunity for the residents and stakeholders to speak during the public comment time.
- The proposed site has five schools within ½ mile with a total enrollment of over 3,000 students (Figure 1). This are no other Home Depots in Los Angeles County with this many schools within such a short distance. Parents and guardians have expressed concern for the safety of their children if Home Depot is allowed to build their standard superstore.

**ADDITIONAL FACTS**

- Home Depot claims that the superstore impact will be negligible and that no Environmental Impact Report (“EIR”) is needed (Figure 2). The community vehemently disagrees and has prepared an approximately 100-page detailed report to document the specific technical concerns about this project ([Draft Home Depot Report, 6-28-23 - 13.4 MB](#)).
- The Balboa and Devonshire intersection is already the 21<sup>st</sup> most dangerous intersection in California and the 6<sup>th</sup> most dangerous intersection in the San Fernando Valley (Table 1).
- Parents and guardians escorting elementary school children while carrying babies typically make it across Devonshire with under 4 seconds to spare before the traffic light changes (Figure 3).
- Elderly residents frequently do not make it across the Balboa and Devonshire intersection before the light changes and vehicles are forced to wait until the intersection is clear.
- High school students from the LAUSD Valley Arts Academy have been seen walking across the Balboa and Devonshire intersection while never once glancing up from their phones (Figure 4).
- The proposed Home Depot will have 72-foot big rig trucks traveling within 30 feet of the homes adjacent to the shopping center (Figure 5).
- The Home Depot website stresses since 1986 that their market focus is on professional contractors, not weekend projects for occasional do it yourselfers (Figure 6).
- The proposed Home Depot will have 24-hour operations including forklifts with backup horns all lit by high intensity lights which have been compared to a prison complex environment (Figure 7). Residents whose homes are adjacent to the Canoga Park Home Depot have put up blackout curtains to cut the light down and razor wire on the top of garden walls to prevent thieves from climbing over as an escape path with their Home Depot stolen goods.
- Home Depot has claimed that their store will be “beneficial” to the neighborhood, but none of the corporate officers or representatives who have signed their planning documents live within 2 miles of any of their own stores.
- The Granada Hills South Neighborhood Council will take a vote on the Home Depot proposed development at the Board Meeting on Thursday, August 3<sup>rd</sup>. We encourage you to attend this meeting.

For more information, please visit [www.stophomedepot.com](http://www.stophomedepot.com).

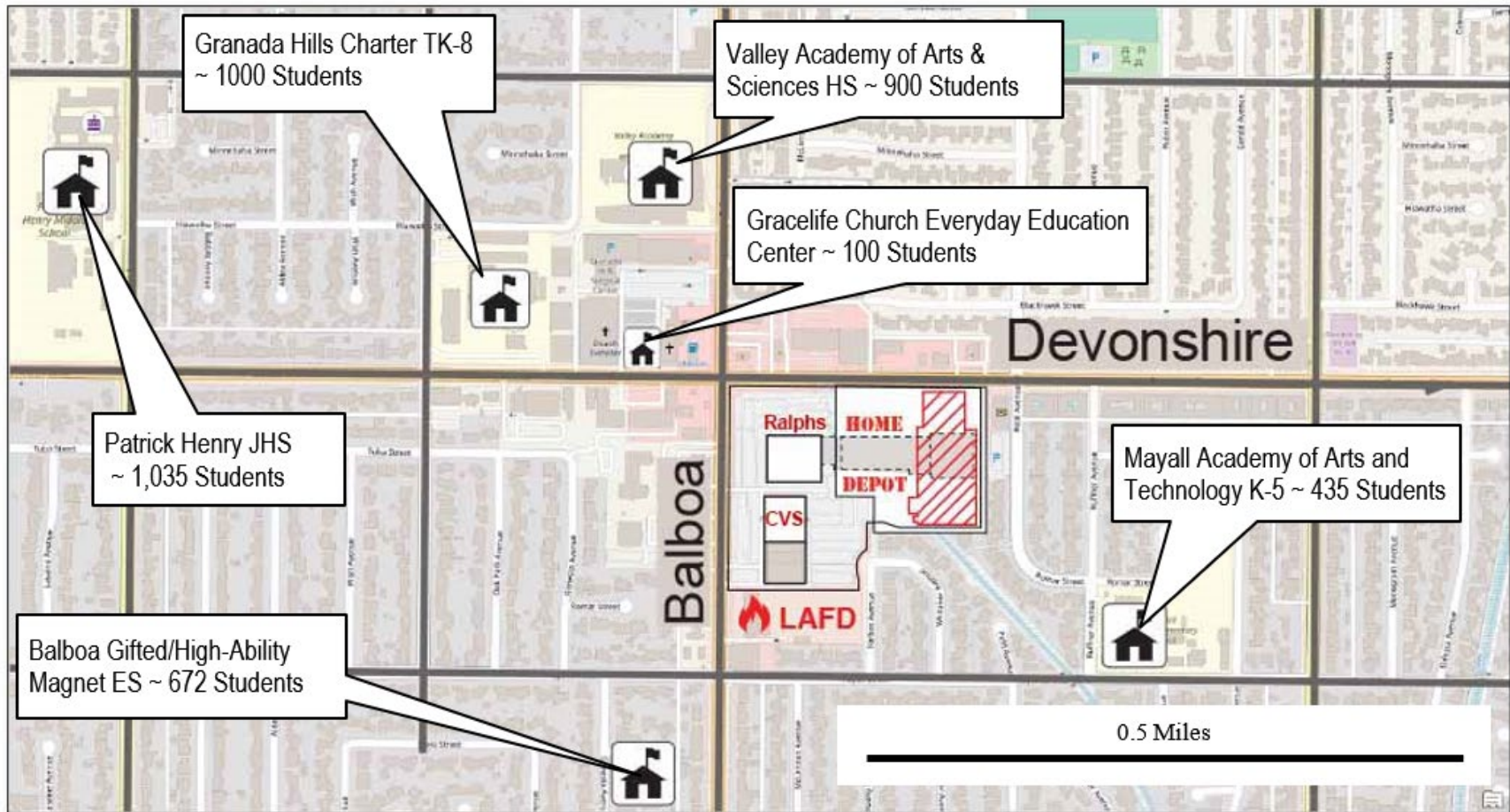


Figure 1. Schools near the proposed NHSC HD store. There are five schools within ½ mile of the store. Note the store is outlined in red diagonal stripes. Source: ArcGIS Pro, Navigate LA.

Proposed Home Depot  
Granada Hills  
Conditional Use Permit Findings

*FINDINGS FOR APPROVAL: In order to approve an application, the decision maker must decide if the facts presented in the record are such to establish the following findings (i.e. criteria for approval).*

- a. *That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.*  
The proposed Home Depot will provide an additional service to the Community and provide a Home Improvement store that is closer to residents in the area to reduce travel times.
- b. *That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood or the public health, welfare, and safety.*  
The project will not adversely affect adjacent properties, as the proposed Use is within similar Uses of the existing Commercial/Retail area. The project will demo existing Commercial Uses of ~96,608 SF and construct a 107,560 SF Home Depot with a 28,415 SF Garden Center. The proposed Site Plan has provided for the adequate pedestrian pathway and traffic circulation to protect the public health, welfare, and safety.
- c. *That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.*  
The project has received initial sign-off for Compliance with the Granada Hills Specific Plan through the Geographic Planning Referral Form dated 12/21/21. The detailed review of the Specific Plan Compliance is provided with the Application.
- d. *That based on data provided by the City Department of Transportation or by a licensed traffic engineer, that ingress to and egress from the project will not create a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets*  
The project has an Approved MOU with the City Department of Transportation and submitting a Traffic Analysis prepared by a Licensed Traffic Engineer. The proposed project is within an existing developed Shopping Center and will not be removing existing points on ingress/egress. One (1) ingress/egress point from Devonshire Rd will be relocated to line up with the new site design to provide better circulation.
- e. *That project approval will not create or add to a detrimental concentration of Mini-Shopping Centers or Commercial Corner Developments in the vicinity of the proposed project.*  
The proposed project will involve demolish of existing retail to create a new retail structure. Therefore, it will not add detrimental concentration as the area is an existing developed Shopping Center.
- f. See CUZ Form
- g. See CUZ Form
- h. See CUZ Form

Note: This text is from the Conditional Use Permit findings that shows HD is declaring that the superstore will have no discernable impact on the neighborhood, and therefore, no Environmental Impact Report (EIR) is needed. This finding was based on the use of invalid traffic data and deceptive practices to dramatically undercount the number of additional vehicles the superstore would add to the region. This is the same modus operandi they used in 1994 when they tried to build a superstore at the GH mall in the southwest corner of Chatsworth and Zelzah in Granada Hills.

Figure 2. Conditional Use Permit (CUZ) Findings (3/30/2022), Pg 3.  
<https://planning.lacity.org/pdiscaseinfo/search/encoded/MjU2MDc40>



Figure 3. High School Students Crossing Devonshire at Balboa (Looking East) with one student looking at their smartphone.

Source: Dr. Stephen M. Hubbard

The field safety margin refers to the amount of time in (in seconds) left before the light change when the last pedestrian has cleared the intersection. This is especially important for the nearby Devonshire/Amestoy intersection, where because of their short legs, the kindergarten students typically only make it across with 0 to 4 seconds left as they are pulled along by an adult, many times accompanied by additional younger children (Figure 4).



Figure 4. K-8 Students and Parents Crossing Devonshire at Amestoy (Looking West). The parents, with younger children in tow, typically make it across with 0 to 4 seconds to spare. A Home Depot Delivery truck is turning east onto Devonshire from Amestoy St.



Figure 5. Aerial Image of Proposed HD Site.  
Source: Google Maps, City of Los Angeles aerial imagery.

# THE HOME DEPOT'S HISTORY

The Home Depot has come a long way since the first two stores opened 40 years ago. Back in 1979, Bernie Marcus said, "The Home Depot concept is to provide the most complete assortment of lumber, building materials and home improvement products, competitively priced in a service-oriented retail situation." Our values and commitment to our customers haven't changed, and we are well-positioned to write the next chapter of our story.

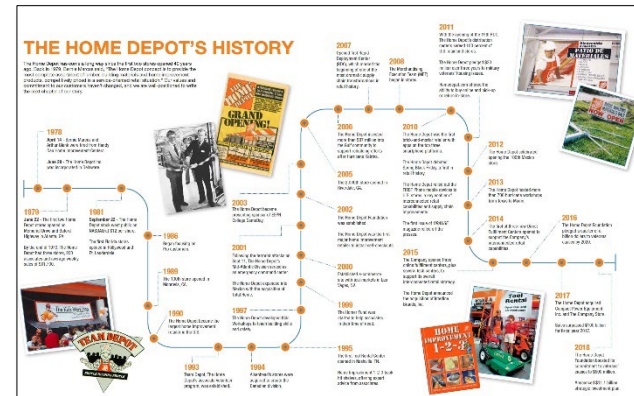
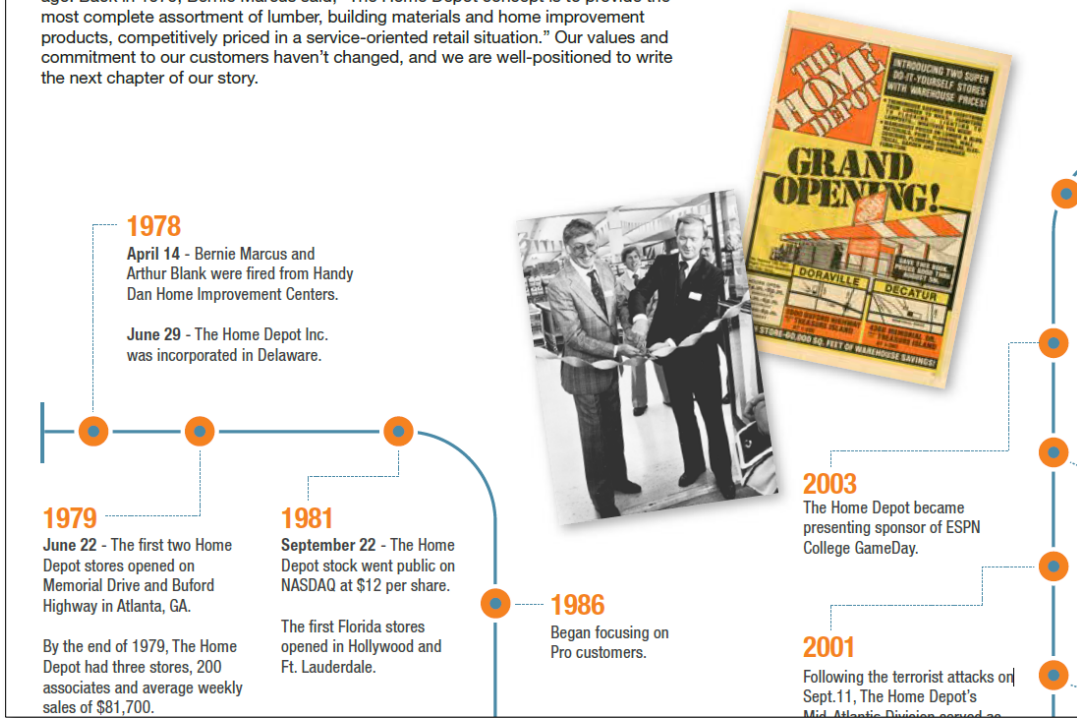


Figure 6. Home Depot Timeline. The timeline note for 1986 give the date that Home Depot shifted their focus from do-it-yourselfers to professional contractors.

<https://corporate.homedepot.com/sites/default/files/THD%20Timeline.pdf>





Figure 7. 18-wheeler leaves Home Depot Van Nuys at 4:42 AM after unloading.  
Source: Dr. Stephen M. Hubbard.

Table 1. Most Dangerous Intersections in California [Nov 3, 2016]

<https://www.ebtrialattorneys.com/dangerous-intersections-california>

**Rankings**

<b>Rank</b>	<b>City</b>	<b>Road 1</b>	<b>Road 2</b>	<b>Crashes</b>	<b>Deaths</b>	<b>Injuries</b>	<b>Score</b>
# 1	LOS ANGELES	DEVONSHIRE ST	RESEDA BL	24	0	41	147
# 2	LOS ANGELES	IMPERIAL HWY	VISTA DEL MAR	26	0	39	143
# 3	LOS ANGELES	BALBOA BL	NORDHOFF ST	26	0	37	137
# 4	DOWNEY	FIRESTONE BL	LAKEWOOD BL	36	0	32	132
# 5	LOS ANGELES	LINDLEY AV	ROSCOE BL	16	2	31	129
# 6	LOS ANGELES	ROSCOE BL	WINNETKA AV	25	1	31	128
# 7	LOS ANGELES	ROSCOE BL	VAN NUYS BL	30	0	32	126
# 8	LOS ANGELES	RESEDA BL	ROSCOE BL	23	0	33	122
# 9	LOS ANGELES	SHERMAN WY	WOODMAN AV	23	0	32	119
# 10	MORENO VALLEY	BRIDGE ST	GILMAN SPRINGS RD	24	3	21	117
# 11	LOS ANGELES	VAN NUYS BL	VICTORY BL	23	0	30	113
# 12	RIVERSIDE	MAGNOLIA AV	TYLER ST	24	1	26	112
# 13	LOS ANGELES	LENNOX AV	ROSCOE BL	17	1	28	111
# 14	LOS ANGELES	VICTORY BL	WOODLEY AV	18	0	30	108
# 15	LOS ANGELES	SAINT ANDREWS PL	VENICE BL	14	0	31	107
# 16	LOS ANGELES	DE SOTO AV	SATICOY ST	19	1	25	104
# 17	LOS ANGELES	RESEDA BL	VICTORY BL	22	0	27	103
# 18	LOS ANGELES	OXNARD ST	VAN NUYS BL	19	0	28	103
# 19	LOS ANGELES	LA CIENEGA BL	PICO BL	24	0	26	102
# 20	LOS ANGELES	ALVARADO ST	TEMPLE ST	21	0	27	102
# 21	LOS ANGELES	BALBOA BL	DEVONSHIRE ST	20	0	27	101
# 22	BELL	FLORENCE AV	WALKER AV	19	1	24	101
# 23	LOS ANGELES	KESTER AV	VANOWEN ST	17	0	28	101
# 24	PALA	PALA MISSION RD	PALA TEMECULARD	34	0	22	100

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#25	LOS ANGELES	NORDHOFF ST	SEPULVEDA BL	27	1	21	100
#26	LOS ANGELES	MAIN ST	MANCHESTER AV	19	0	27	100
#27	LOS ANGELES	CENTRAL AV	VERNON AV	24	0	25	99
#28	TEMECULA	WINCHESTER RD	YNEZ RD	23	0	25	98
#29	LAKESIDE	OLDBARON RD	WILDCAT CANYON RD	17	2	20	97
#30	RIALTO	BASELINE RD	RIVERSIDE AV	16	0	27	97
#31	LOS ANGELES	FIGUEROA ST	MANCHESTER AV	24	0	24	96
#32	LOS ANGELES	BALBOA BL	SATICOY ST	21	0	25	96
#33	LOS ANGELES	LA BREA AV	RODEO RD	20	0	25	95
#34	LOS ANGELES	CRENSHAW BL	WASHINGTON BL	27	1	19	94
#35	LOS ANGELES	3RD ST	FAIRFAX AV	22	0	24	94
#36	LOS ANGELES	FLORENCE AV	VERMONT AV	16	0	26	94
#37	LOS ANGELES	190TH ST	VERMONT AV	21	0	24	93
#38	WESTMINSTER	BOLSA AV	BROOKHURST ST	20	1	21	93
#39	LOS ANGELES	BEVERLY BL	VERMONT AV	18	0	25	93
#40	LOS ANGELES	NORDHOFF ST	RESEDA BL	18	0	25	93
#41	LOS ANGELES	NORMANDIE AV	SLAUSON AV	13	2	20	93
#42	LANCASTER	CHALLENGER WY	LANCASTER BL	12	0	27	93
#43	LOS ANGELES	BALBOA BL	BURBANK BL	23	0	23	92
#44	FULLERTON	EUCLID ST	ORANGETHORPE AV	25	0	22	91
#45	ELK GROVE	CALVINE RD	ELK GROVE FLORIN RD	19	0	24	91
#46	LOS ANGELES	VICTORY BL	WINNETKA AV	16	0	25	91
#47	SACRAMENTO	LOS ROBLES BL	MARYSVILLE BL	15	1	22	91
#48	FAIRFIELD	AIR BASE PKWY	CLAYBANK RD	20	1	20	90
#49	LOS ANGELES	CENTRAL AV	EL SEGUNDO BL	19	2	17	90

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# 50	PALMDALE	PEARBLOSSOMHWY	SIERRA HWY	18	3	14	90
# 51	SANTA ANA	BRISTOL ST	WARNER AV	17	0	24	89
# 52	LOS ANGELES	MELROSE AV	VERMONT AV	14	0	25	89
# 53	LOS ANGELES	WESTHOLME AV	WILSHIRE BL	11	0	26	89
# 54	SANTA CLARITA	SIERRA HWY	SOLEDAD CANYON RD	40	0	16	88
# 55	REDWOOD CITY	MIDDLEFIELD RD	WOODSIDE RD	25	0	21	88
# 56	LOS ANGELES	NORDHOFF ST	VAN NUYS BL	18	0	23	87
# 57	PARAMOUNT	GARFIELD AV	ROSECRANS AV	44	0	14	86
# 58	LOS ANGELES	SLAUSON AV	WESTERN AV	29	0	19	86
# 59	LOS ANGELES	FLORENCE AV	WESTERN AV	23	0	21	86
# 60	SIMI VALLEY	COCHRAN ST	ERRINGER RD	20	0	22	86
# 61	CARSON	2 13TH ST	AVALON BL	22	0	21	85
# 62	PALMDALE	RANCHO VISTA BL	SIERRA HWY	22	0	21	85
# 63	LOS ANGELES	BROADWAY	FLORENCE AV	19	0	22	85
# 64	LOS ANGELES	SUNSET BL	WESTERN AV	19	0	22	85
# 65	LOS ANGELES	FLORENCE AV	NORMANDIE AV	21	0	21	84
# 66	LOS ANGELES	BRAND BL	LAUREL CANYON BL	12	0	24	84
# 67	LOS ANGELES	CORBIN AV	SATICOY ST	12	0	24	84
# 68	LOS ANGELES	3RD ST	VERMONT AV	23	0	20	83
# 69	SAN J ACINTO	RAMONA EXPWY	SANDERSON AV	23	0	20	83
# 70	FULLERTON	HARBOR BL	ORANGETHORPE AV	20	0	21	83
# 71	DOWNEY	FLORENCE AV	LAKEWOOD BL	17	0	22	83
# 72	SACRAMENTO	28TH ST	FRUITRIDGE RD	14	0	23	83
# 73	UPLAND	16TH ST	CAMPUS AV	14	0	23	83
# 74	UPLAND	FOOTHILL BL	SAN ANTONIO AV	14	0	23	83

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# 75	LOS ANGELES	BALBOA BL	ROSCOE BL	19	0	21	82
# 76	LOS ANGELES	ROSCOE BL	TAMPA AV	19	0	21	82
# 77	DOWNEY	FLORENCE AV	OLDRIVER SCHOOL RD	16	0	22	82
# 78	LOS ANGELES	8TH ST	HOOVER ST	16	0	22	82
# 79	LOS ANGELES	ADAMS BL	LABREA AV	16	0	22	82
# 80	LOS ANGELES	COLDWATER CANYON AV	SHERMAN WY	13	0	23	82
# 81	CHINO	EUCLID AV	PINE AV	24	0	19	81
# 82	HESPERIA	COTTONWOOD AV	MAIN ST	21	0	20	81
# 83	LOS ANGELES	BALBOA BL	RINALDI ST	18	0	21	81
# 84	LOS ANGELES	CRENSHAW BL	PICO BL	18	0	21	81
# 85	LOS ANGELES	HAZELTINE AV	RIVERSIDE DR	15	0	22	81
# 86	SACRAMENTO	JESSIE AV	NORWOOD AV	15	0	22	81
# 87	LOS ANGELES	HASKELL AV	ROSCOE BL	12	3	13	81
# 88	LOS ANGELES	HOOVER ST	MANCHESTER AV	12	0	23	81
# 89	LOS ANGELES	VICTORY BL	WOODMAN AV	20	0	20	80
# 90	LOS ANGELES	CANOGA AV	VANOWEN ST	14	0	22	80
# 91	LOS ANGELES	MANCHESTER AV	NORMANDIE AV	14	0	22	80
# 92	LOS ANGELES	ETHEL AV	VICTORY BL	11	0	23	80
# 93	LOS ANGELES	FAIRFAX AV	OLYMPIC BL	16	0	21	79
# 94	NORWALK	IMPERIAL HWY	JERSEY AV	30	0	16	78
# 95	LOS ANGELES	VENICE BL	WESTERN AV	18	0	20	78
# 96	HEMET	FLORIDA AV	KIRBY ST	15	0	21	78
# 97	LOS ANGELES	CORBIN AV	VICTORY BL	15	0	21	78
# 98	LOS ANGELES	LINDLEY AV	VICTORY BL	15	0	21	78
# 99	LOS ANGELES	CHATSWORTH ST	RESEDA BL	12	0	22	78

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# 100	LOS ANGELES	IMPERIAL HWY	WESTERN AV	20	0	19	77

*\*Intersections with higher scores are more dangerous than those with lower scores. For more information on the scoring system, see our methodology below.*