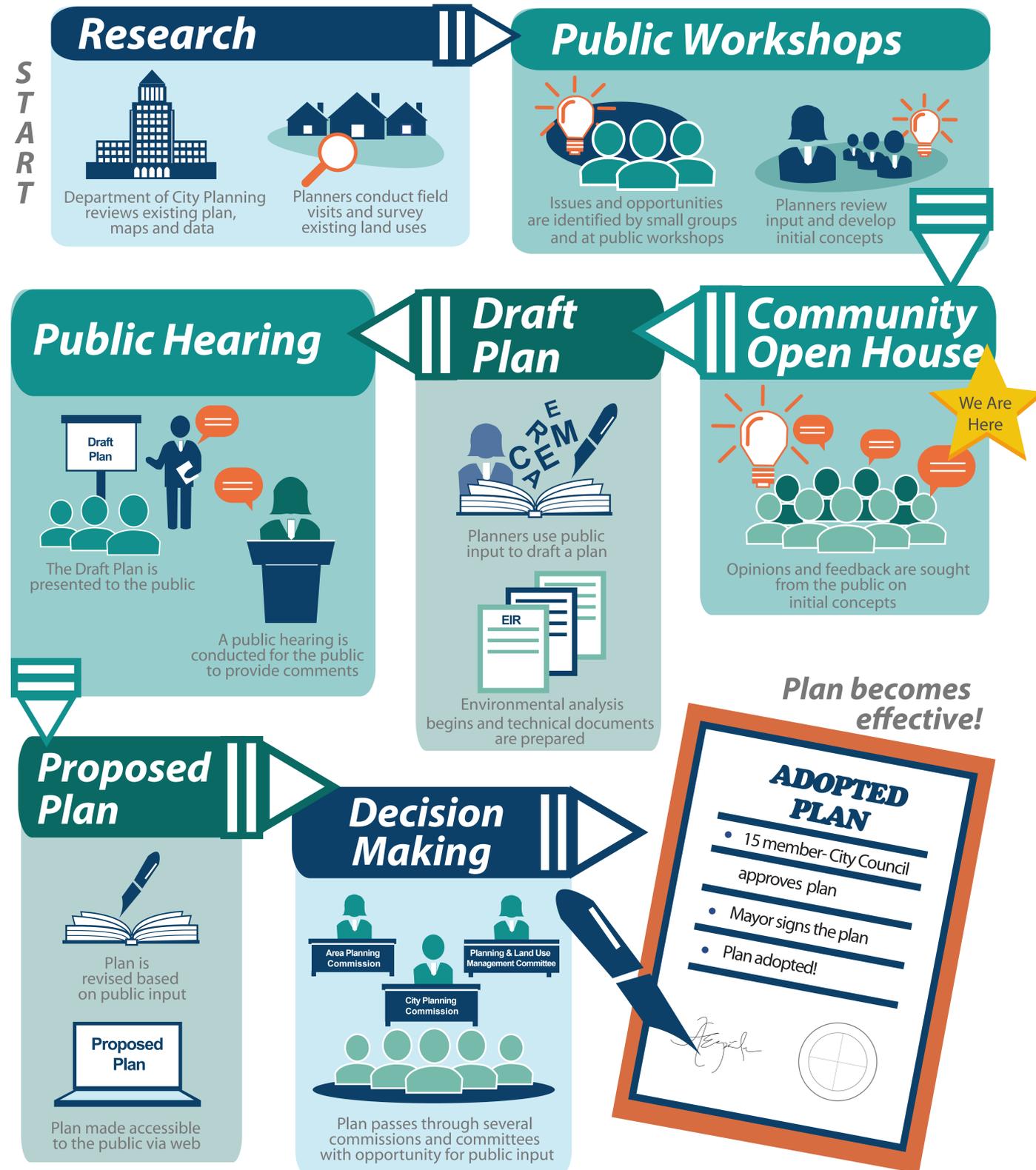


Developing a Transit Neighborhood Plan



What Have We Heard?

Comments received at July 2016 Public Workshops

Overall

- There is a need for neighborhood-serving commercial, such as grocery stores, restaurants, and cafes
- Outdoor space and green space are community amenities and should be encouraged in new development through parklets, plazas, green alleys, community gardens, and outdoor dining areas
- Density is generally appropriate in close proximity to the station but should taper down farther from the station or corridors
- It's important to have adequate parking for new development and at the transit stations
- Homelessness and affordable housing are issues across the City and need to be addressed
- The San Fernando Valley heat is a deterrent from walking and biking places; new development should provide trees and shade elements, such as awnings or arcades, to encourage street activity
- Both real and perceived safety and security of pedestrians, transit users, and bicyclists is of utmost importance at the stations, along corridors, and on the Orange Line bicycle path
- Maintenance and upkeep is an issue in many of the commercial areas, including litter and graffiti, and deters people from walking, bicycling, and riding the Metro Orange Line

Sherman Way Station Area

- Participants would like to see uses that support and complement the community's cultural strengths, including 3rd Thursday Art Walks and the Madrid Theater, such as restaurants and entertainment that enhance the overall nightlife
- Strengthen the connections to the Los Angeles River, as one of the area's most valuable amenities
- Commercial development on Sherman Way west of Canoga Ave should retain a smaller scale Main Street aesthetic, while development east of Canoga Ave should feature more pedestrian-friendly design

Van Nuys & Sepulveda Station Area

- Participants would like to see a mix of places "where you can stay the afternoon"
- Overconcentrations of certain uses, such as bail bonds & auto repair shops, are detrimental to the community
- Participants generally agreed that there is a need for housing, but expressed concern over neighborhood impacts from additional residential density or the concentration of affordable housing
- New buildings should respect relation to single-family neighborhoods, when considering appropriate height, building shape and form, and new lighting

Reseda Station Area

- There is a desire for neighborhood-serving uses such as cafes, restaurants, microbreweries, convenience stores, and grocery stores
- Oxnard Street was identified as the area with the most opportunity for new investment and development, though opinions differed on the best use of the industrial land
- Participants identified a need for a cohesive design style to unify and define the area, with a desire for pedestrian orientation and walkability

North Hollywood Station Area

- Foster the retention and attraction of arts-oriented businesses, as well as commercial and entertainment uses that contribute to the nightlife in NoHo
- Commenters identified a need for more housing, concentrated in the core of the NoHo Arts District and along corridors but separated from lower-density residential neighborhoods
- There is a desire for smaller, more dispersed open spaces that can be used for performances or events, like the greenspace in front of Pitfire Pizza