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CHAPTER 1: INTRODUCTION

PROJECT PURPOSE

In spring of 2011, the Los Angeles County Metropolitan Transportation Authority (Metro), in partnership with the City of Los Angeles, was awarded a grant from the Southern California Association of Governments (SCAG) to prepare the Orange Line Bus Rapid Transit Sustainable Corridor Implementation Plan (Orange Line BRT Sustainable CIP). Metro, the City of Los Angeles, and SCAG retained Raimi + Associates and its consultant team of The Center for Transit-Oriented Development and Nelson\Nygaard to assist with the planning effort.

The Orange Line BRT Sustainable CIP identifies a range of improvements to the Orange Line and the fourteen station areas on its original alignment – such as land use changes, catalyst projects, streetscape improvements, and transit connections – that will increase transit use for commuters and discretionary riders, reduce greenhouse gas (GHG) emissions, and advance Metro’s sustainable development principles. The four main goals of the Orange Line BRT Sustainable CIP are to:

- Identify strategies to better integrate transportation and land use decisions;
- Identify transportation measures that support station-area and community plans;
- Identify and prioritize staff time and resources to implement TOD-related projects by determining where improvements will have the most positive impact; and
- Support Metro’s Sustainability Principles.

The Orange Line BRT Sustainable CIP is intended to build on the success of the Orange Line by providing recommendations to create a network of transit-oriented districts (TODs) at station areas along the corridor. The study further develops the concepts identified in the 2010 CTOD report on Transit-Oriented Districts titled “Creating Successful Transit-Oriented Districts in Los Angeles: A Citywide Toolkit for Achieving Regional Goals.”

Creating transit-oriented districts is one strategy to achieve sustainability in the Los Angeles region. To provide direction for planning and programming activities, Metro developed the Sustainable Communities Planning Framework and associated Countywide Sustainability Planning Policy. The Framework establishes an approach for embedding social, economic, and environmental sustainability throughout Metro’s functions, and these principles are at the core of the Orange Line BRT Sustainable CIP. Metro plays a unique role in facilitating a more sustainable future for the Los Angeles region. The agency plans, funds, constructs, and operates a transportation system that improves Angelenos’ health and well-being, strengthens the economy, and enhances the natural environment.

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Recognizing this, Metro has adopted the following principles:

1. **Connect People and Places**
   - **Access.** Better integrate land-use and transportation planning to reduce trip lengths and increase travel choices.
   - **Prosperity.** Reduce transportation costs for residents and provide the mobility necessary to increase economic competitiveness.
   - **Green Modes.** Promote clean mobility options to reduce criteria pollutants, greenhouse gas emissions, and dependence on foreign oil.

2. **Create Community Value**
   - **Healthy Neighborhoods.** Improve public health through traffic safety, reduced exposure to pollutants, and design for walking and biking.
   - **Community Development.** Design and build transportation facilities that promote infill development, build community identity, and support social and economic activity.
   - **Urban Greening:** Enhance and restore natural systems to mitigate the impacts of transportation projects on communities and wildlife.

3. **Conserve Resources**
   - **Context Sensitivity.** Build upon the unique strengths of Los Angeles County’s communities through strategies that match local and regional context and support investment in existing communities.
   - **System Productivity.** Increase the efficiency and ensure the long-term viability of the multimodal transportation system.
   - **Environmental Stewardship.** Plan and support transportation improvements that minimize material and resource use through conservation, re-use, re-cycling and re-purposing.

The Orange Line BRT Sustainable CIP explicitly supports these key priorities, working to advance Metro’s Sustainable Communities Planning Framework and Countywide Sustainability Planning Policy by creating transit-oriented districts along the Orange Line. This study and the districts that result can be a model for how other transit corridors and stations areas within Metro’s service area can develop and how multiple agencies can work together to create transit-oriented districts.

**STUDY AREA**

The Orange Line BRT is an eighteen-mile bus rapid transit system that runs from North Hollywood in the east to Warner Center and Chatsworth in the west (via separate branches). The line traverses the San Fernando Valley from east to west and connects multiple neighborhoods and job centers within the City of Los Angeles. The 260-square mile San Fernando Valley is an urbanized valley located primarily in the City of Los Angeles, defined by the dramatic mountains that encircle it. Home to 1.76 million people and
nearly half of the land area in the City of Los Angeles, the San Fernando Valley lies north of the Los Angeles Basin.

The fourteen stations along the original segment of the Orange Line, from east to west, are:

- North Hollywood
- Laurel Canyon
- Valley College
- Woodman
- Van Nuys
- Sepulveda
- Woodley
- Balboa
- Reseda
- Tampa
- Pierce College
- De Soto
- Canoga
- Warner Center

There are multiple destinations of note near the Orange Line, including the bustling North Hollywood neighborhood, Valley College, Pierce College, the Van Nuys Civic Center, Lake Balboa Park, the Van Nuys Airport, Ventura Boulevard, and the major job and retail destination in Warner Center.

**What is BRT?**

BRT (bus rapid transit) is an innovative, flexible, and high performance transit mode that uses buses or specialized vehicles on roadways or dedicated lanes to quickly and efficiently transport passengers to their destination. BRT systems can equal or exceed the performance of most rail systems but at a fraction of the cost due to reduced construction, infrastructure, and maintenance needs. Common features of a bus rapid transit system – and of the Orange Line – that are different from most conventional bus systems include:

- High-capacity vehicles
- Exclusive bus lanes separated from other roadways
- Rail-like station amenities with level boarding platforms
- Rail-like spacing between stations for fewer stops and express travel times
- More frequent service
- Traffic signal priority
- Real-time passenger location and schedule information
- Off-vehicle fare collection
A BRIEF HISTORY OF THE ORANGE LINE

The Metro Orange Line is one of the first full-featured BRT systems anywhere in the United States. In 1991, Metro used $44.8 million in Proposition 108 funds (the Passenger Rail and Clean Air Bond Act of 1990) to purchase an abandoned railroad line parallel to the Ventura Freeway (U.S. 101). However, the voter-approved bond specifically states that funds are to be used only for rail infrastructure and operation. Therefore, funding was contingent on the California Transportation Commission being repaid in current dollars unless the Orange Line is converted to rail within ten years of busway completion (by the year 2015)².

Initially, Metro considered building rail in the corridor, but this was deemed infeasible both politically and as a result of Metro’s decline in revenue at the time. In 1991, State legislation was passed that prohibited the use of the corridor for any form of rail transit other than a “deep bore subway located at least twenty-five feet below ground.” Los Angeles County voters then passed 1998’s Proposition A, which prohibited Metro from using its county sales tax funding to build subways anywhere in the county. As a result, converting the corridor into a subway or light rail was legally prohibited, but political pressure was mounting to use the right-of-way. After a successful Metro Rapid Demonstration Program of street-running rapid bus services, Metro proposed the only available legal option, building a BRT line, which was also highly contested by some neighborhood groups who fought against its development.

With a $324 million construction cost, the Metro Orange Line opened in October 2005 as a fourteen-mile route primarily consisting of a two-lane dedicated busway, operating sixty-foot articulated vehicles powered by compressed natural gas. The route crosses thirty-four streets and five midblock pedestrian crosswalks. At signalized intersections, it has loop detectors installed to give Orange Line vehicles traffic signal priority. In order to mitigate noise impacts on adjacent neighborhoods, it operates on rubberized asphalt with sound walls on portions of the busway. Adjacent to the busway, Metro has built eight miles of bicycle and pedestrian paths, with designated on-street bike lanes for the remaining six miles. There is extensive landscaping along the corridor.

On June 30, 2012, a four-mile spur was opened off of the main line, toward the north from a point near its western end. This extension utilizes a continuation of the same former rail right-of-way used by the original segment.

THE ORANGE LINE TODAY

The Orange Line has proven to be one of Metro’s most successful routes, outperforming other Metro rapid transit lines. The Orange Line has exceeded ridership projections, reduced travel times, and eased congestion within the San Fernando Valley. It has also provided greater access to destinations in the

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Valley and attracted new riders. Metro’s Orange Line serves as an example of what transit agencies can do to feasibly implement sustainable rapid transit through the cost-effective option of BRT.

The Orange Line operates seven days a week, twenty-two hours per day. Vehicles depart every four minutes during the morning and evening peaks. During off-peak hours and on weekends, headways range from ten to twenty minutes. The Orange Line also accommodates a series of transit connections. The busway connects to the Metro Rail Red Line subway terminus at North Hollywood. When developing the Orange Line, Metro rerouted several bus lines in the area and added buses to several north-south lines in order to ease transit connections with the Orange Line. Orange Line schedules are coordinated with the Red Line to facilitate transfers.

The fourteen original Orange Line stations are spaced approximately one mile apart, and they are located near residential areas, commercial activity centers, and major north/south arterials. Each station provides bicycle racks and/or lockers, covered seating, telephones, lighting, and security cameras. Stations also feature variable message signs and real-time bus arrival information. Six of the fourteen stations have park and ride lots, supplying a total of 3,800 free parking spaces. Overall, the Orange Line provides a level of service and performance that is often associated with more expensive rail systems.

**DEVELOPING THE PLAN**

The Orange Line BRT Sustainable CIP was developed between July 2011 and June 2012. The project consisted of three distinct phases: Discovery, Analysis, and Content Development. The Discovery phase occurred between July and October 2011 and involved a significant review of existing conditions of the Orange Line corridor. The results of this phase are included in the appendices to this report and published as a separate document.

The second phase was the Analysis phase. During this time, the team identified and analyzed barriers to increasing transit use in the corridor as a whole and at each of the fourteen station areas. After conducting this analysis, the team developed various approaches – physical, policy, and programmatic – to add additional transit riders. The approaches developed during the process included improving existing transit service, enhancing bicycle and pedestrian access to the stations, and facilitating new development within the station areas. This phase occurred from approximately November 2011 through February 2012.

The final phase of the project was Content Development. During this phase, the team summarized the results of the Analysis phase and outreach process and prepared the final report. This phase occurred between March and June 2012.

Throughout the process, the consultant team worked closely with community members, non-governmental organizations, and public agency staff at Metro and the City of Los Angeles. The following activities occurred during the process:

- Numerous one-on-one stakeholder interviews.
• Two public workshops in November 2011 to obtain information on key issues and opportunities around each Orange Line station.

• An online survey that provided information on the issues and opportunities in each station area along the corridor.

• Four meetings with the Corridor Working Group, which consisted of approximately 20 interest groups and individuals who provided input to the process.

• Meetings with individual Neighborhood Councils and neighborhood associations along the corridor. The team met with Mid Town North Hollywood, Tarzana, Valley Village, Valley Glen and Van Nuys. The meetings are listed below:
  o Van Nuys Neighborhood Council – April 30, 2012
  o Tarzana Neighborhood Council – April 24, 2012
  o Valley Glen Neighborhood Association – February 21, 2012

• Working meetings with Metro and City of Los Angeles staff, including a two-day team charrette in February 2012.

The result is a plan that received input from a wide variety of individuals and organizations.

**PLAN CONTENTS**

The Orange Line Sustainable Corridor Implementation Plan includes the following sections:

• **Chapter 1: Introduction.** This chapter introduces the purpose of the report and provides a background on the Orange Line BRT system.

• **Chapter 2: An Overview of Transit-Oriented Districts.** This chapter summarizes the concept and benefits of Transit-Oriented Development.

• **Chapter 3: Corridor-Level Conclusions and Recommendations.** This chapter provides an overview of the conclusions of the study and specific recommendations for future corridor-wide improvements.

• **Chapter 4: Recommended Station-Area Improvements.** This chapter provides more detailed information for each station area, including background information, the future intent of each station area, and specific recommendations for improvements that go beyond the corridor-wide recommendations.

• **Chapter 5: Moving Forward.** This chapter provides a high-level roadmap for how the recommendations in the plan will be implemented over time. It includes potential funding
sources, priorities for each station area, initial actions, and a list of partners needed to implement the vision and recommendations in this plan.

• **Appendices.** At the end of the report area a series of appendices that provide additional information on the project. The appendices are:
  
  o Appendix A: Relevant Policy Documents and Implementation Activity
  
  o Appendix B: Corridor Conditions
  
  o Appendix C: Station-Area Profiles
  
  o Appendix D: Results from Public Workshops
  
  o Appendix E: Results from Online Survey
  
  o Appendix F: Corridor Working Group Outreach List
  
  o Appendix G: GHG and Health Analysis
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CHAPTER 2: AN OVERVIEW OF TRANSIT-ORIENTED DISTRICTS

This chapter provides a brief overview of the characteristics and benefits of transit-oriented districts (TODs), which are one tool to achieve the sustainability principles from Chapter 1. While TODs share certain attributes, it is important to note that TODs vary greatly in terms of their design, development intensity, and role along a corridor. Some are lower intensity and suburban in character, while others are major destinations with a mix of high-intensity uses. Overall, a diversity of TODs is critical to a corridor’s success, since each plays a unique role in the overall function of the transit network. The following characteristics and benefits are a guide to the elements of successful TOD.

WHAT ARE TODS?

Transit-oriented districts, or TODs, are areas designed to maximize access and use of public transportation to both reduce auto dependence for residents and workers and increase transit ridership. TODs accomplish these goals by integrating transit planning, development, urban design, streetscape improvement, and reinvestment to create compact, walkable, mixed-use neighborhoods that link jobs and housing and are within an easy walk of transit stations. TODs offer people more trip choices, provide additional transit stops and transit lines, and make multiple modes of transportation – including walking, cycling, taxis, and car-sharing – more convenient and connected. Successful TODs exhibit a mutually reinforcing land use and transportation pattern.

Typically, TODs are medium- or high-density mixed-use neighborhoods centered on one or more transit facilities, such as a rail station or a bus stop. They are built with a focus on pedestrian scale, pedestrian friendliness, and neighborhood connectivity, utilizing features such as high intersection density, high quality pedestrian street crossings, pedestrian-oriented building entries and facades, and sidewalks with adequate widths and buffers. This pedestrian-oriented design makes it easier and more comfortable for residents and workers to access transit, since most transit users are pedestrians for at least some portion of their journey to and from a transit stop.

WHAT ARE THE FEATURES OF A SUCCESSFUL TOD?

Creating a successful TOD involves more than just locating development next to a transit stop. A successful TOD requires safe, comfortable, attractive connections between transit and the surrounding neighborhood, promoting pedestrian movement and transit use. The basic characteristics and strategies of a successful TOD are described individually below, although most are inter-related and successful TODs use many at once.
**Pedestrian-Friendly Design**

Pedestrian-friendliness is a key characteristic of TODs. A friendly pedestrian environment helps maintain activity around transit stops, which generally makes other pedestrians feel more comfortable, enhances safety through additional eyes on the street, and helps support neighborhood commercial activity. Typically, pedestrian-friendly design means that blocks are shorter and more walkable, sidewalks are adequately sized, there are buffers between pedestrians and street traffic, crossings are well marked, sidewalks and pathways are continuous and safe, sidewalk-fronting buildings are inviting and interesting to pedestrians, and the street environment has a pedestrian scale.

**Mix of Uses**

A mix of land uses is important for creating vibrant, attractive transit-oriented development. A mix of uses makes it easier to take care of daily needs without driving, such as shopping, working, or dropping kids off at school. This type of activity also, as a result, supports neighborhood businesses thus reinforcing economic vitality of local commercial areas. As a rule of thumb, most successful TODs should seek to have a high level of activity for at least sixteen hours per day, seven days per week. High levels of consistent activity are best achieved through a diverse mix of residential, office, retail, and entertainment destinations. A mix of local, city-wide, and regional destinations also increases the attractiveness of a transit stop to people living outside an area.

**Compact Design**

The goal of compact design is to use land efficiently by intensifying land use in specific locations such as adjacent to transit stations. Compact design allows more efficient use of public amenities like sidewalks, streets, and parks, and complements mixed-use, pedestrian-friendly design to make pedestrian and bicycle use more convenient by reducing trip lengths.

**Easy Access to Frequent and Reliable Public Transit**

For a development to be transit-oriented, it must be easily accessible to frequent, reliable public transit. One important TOD strategy is to ensure that prospective riders can easily find nearby transit stops along a clear, direct, and convenient route. Another basic TOD strategy is to ensure that transit stops are close to where people work, live, and shop. Typically, this means no more than a quarter- to half-mile walk distance, beyond which studies show that most people are unwilling to walk. Good integration of the transit stop with other modes of travel is also critical, since it maximizes people’s choice of routes and mode. This may include co-locating bus and train stops, integrating quality bicycle and pedestrian routes and signage, providing better bicycle parking at transit stops, and providing bicycle storage on buses and trains.

**Housing Choices**

A TOD will be most vibrant and viable for the long run if it provides residents of all ages, income levels, and family sizes with adequate housing choices. Without a range of housing types, it is difficult for
communities to accommodate a diverse work force, preferences for housing, and the changes in housing needs.

**Walkable and Bikeable Neighborhoods**

Walkable neighborhoods are a central strategy for transit-oriented development. A walkable neighborhood is one that feels safe at all hours of the day and night both from crime and traffic, and is easily accessible by foot or bicycle, or other means besides an automobile. Encouraging walkable neighborhoods and easy pedestrian access to a transit stop and its surrounding uses supports the vitality, well-being and long-term success of both the neighborhood, local businesses and the transit that serves them. Bikeable neighborhoods have many of the same benefits and characteristics of walkable neighborhoods – high connectivity, a mix of uses and destinations, compact development patterns – but often require different on-street and off-street facilities.

**What are the benefits of TOD?**

TODs offer residents and communities benefits that range from environmental to economic. These include enhanced quality of life for community residents, increased transportation options, reduced household expenses, improved air quality, reduced energy consumption, reduced infrastructure costs, increased bicycle and pedestrian safety, increased economic activity, increased access to community resources, and preservation of open space.

**Enhanced Quality of Life for Community Residents**

While quality of life is a subjective term that means different things to different people, it generally includes such characteristics as health, safety, mental well-being, and comfort. TODs provide quality of life enhancements in a number of ways. They tend to be more walkable, which can lower residents’ health risks from diabetes and heart disease. They tend to be safer, improving conditions through reduced crime, stress, and traffic accidents. And they tend to be vital and active, providing residents with more amenities and greater personal interaction within their communities.

**Increased Options for Mobility**

TODs offer increased options for mobility and accessibility, especially in congested urban and suburban areas. This is accomplished through a focus on mixed-uses, compact design, and making non-automobile trips more convenient, with increased accessibility to multiple transit lines and enhanced bicycle and pedestrian facilities. In practice, the increase in options provided to residents results in less time commuting, less miles traveled by automobile, less money spent on transportation, and more options for those residents who are unable to drive. This is a particularly critical benefit as our nation’s population becomes older, and more Americans will be unable to drive and will rely on these types of transportation choices.
**Improved Air Quality and Reduced Energy Consumption**

Automobile use is one of the primary sources of air pollution and energy consumption in the United States, resulting in high rates of asthma and respiratory illnesses along congested freeways and in regions with high automobile use. TODs can improve local and regional air quality and reduce energy consumption and greenhouse gas emissions by facilitating transit use, pedestrian activity, and bicycling.

**Reduced Infrastructure and Public Service Costs**

Because TODs rely on compact, mixed-use development, they often use infrastructure much more efficiently. For example, compact communities can more easily provide utility service for the same number of people using shorter pipelines. Similarly, when land uses are closer together and automobile use is reduced, communities have less need to maintain long stretches of wide roadways and police and fire response areas can offer service to more people. Though studies have shown that some of the greatest cost savings available to communities are from reduced roadway construction and maintenance costs, compact development can also lower demand for water service, sewer service, and even schools. Additionally, public services such as transit, police and fire protection services become more economically sustainable as well when fewer stations and employees are necessary to serve the same population size.

**Increased Safety for Pedestrian and Bicyclists**

Increased walkability and better bicycle infrastructure creates direct safety benefits for bicyclists and pedestrians. It does this through improved traffic control and safety enhancements, which reduce the number and severity of collisions with automobiles. The promotion of non-motorized travel modes can help reduce high-speed aggressive driving, likely by providing more people with the experience of using multiple transportation options while increasing general awareness of bicyclists, pedestrians, and transit. Simply increasing pedestrian or bicycle activity in an area can also increase safety as these users become more visible and well-established. In addition, increased pedestrian and bicycle activity produces more “eyes on the street” for greater periods of time, which helps discourage crime.

**Economic Benefits**

TODs provide many economic benefits. Studies from across the country of areas surrounding transit show that residences close to transit have higher resale values. Increased foot traffic, such as the type encouraged by TODs, tends to increase opportunities for nearby businesses. Reduced automobile use also lowers costs for households and allows for more discretionary income for other activities.
CHAPTER 3: CORRIDOR-LEVEL CONCLUSIONS AND RECOMMENDATIONS

The Orange Line will continue to serve as an important corridor in the San Fernando Valley and in the greater Los Angeles region. Less than a decade old, the line will continue to evolve, attracting new riders, drawing new residents and jobs nearby and refining its local and regional identity. Its critical role as a Valley amenity will be enhanced by the extension to the Chatsworth Metrolink Station, the evolution of the Warner Center and North Hollywood transit districts into major walkable regional mixed-use centers, the gradual transformation of other station areas with more transit-supportive land uses, and the expansion of connecting north-south transit service throughout the Valley and the region. In addition, the Orange Line will naturally gain ridership and popularity over time as Angelenos shift their employment and housing choices to take advantage of the high-quality transit service provided by the Orange Line.

The station areas along the corridor are and will continue to be diverse places with different identities and roles. Some station areas will continue to be suburban and residential in character, while others will intensify and serve as major regional destinations. As a result, the ridership at each station will not be constant, and land use, transportation, and other interventions will need to be targeted and recalibrated to the unique needs and vision of each changing station area.

This chapter contains recommendations for corridor-level improvements to both the transit line as a whole, and within the fourteen station areas located along the original corridor. The section is organized by four topic areas: transit; land use and development; pedestrian environment and access; and bicycle environment and access. Figure 1 shows the station areas along the initial segment of the Orange Line. Table 1, located at the end of Chapter 3, summarizes the corridor-level improvements recommended for each station area.

TRANSPORTATION

CONCLUSIONS

Since it began service in October 2005, the Orange Line has become one of the most important east-west connectors in the San Fernando Valley, and one of the few fully functional bus rapid transit systems in the United States. The Orange Line provides links to the broader Los Angeles metropolitan area and has brought opportunities for new transit-oriented districts around Orange Line stations. Although it could still be improved in many ways, the Orange Line has been a great success, with high levels of ridership. As a result, the Orange Line is projected to operate at capacity within the next five to eight years, and is already near capacity during peak commute times. This is a key issue to resolve as Metro and the City of Los Angeles seek to increase station access and improve the transit-oriented district around each station. In addition, Metro must continue to expand transit service and transit facilities in the San Fernando Valley in order to increase transit mode share, reduce driving and reduce...
greenhouse gas emissions. This includes both local and regional transit service as well as continued expansion of the Orange Line.

Combined with increased transit service, improving passenger comfort and information along the Orange Line will be an important task for the coming years, and this has been identified as a priority by many agency staff and members of the public. Finally, given that options for increasing development along the corridor are limited, some of the most promising options to increase transit ridership involve coordinating with nearby employers, schools and residents to provide transit discounts, information, and ridership programs. Students, commuters, and nearby residents are some of the Orange Line’s core riders, and will continue to be in the future.

With appropriate improvements, in the coming years, the Orange Line will continue to develop as an important regional connector and local anchor for neighborhood activity while offering a clean, healthy, low-emitting alternative to driving. And as other transit systems and metropolitan areas throughout the United States explore possibilities for bus rapid transit – particularly as rail has proved too expensive for many – the Orange Line will also continue to be an important national model.

**Recommendations**

Specific Orange Line corridor-level recommendations for transit improvements are listed below:

- **Expand Orange Line capacity and improve travel time:** According to Metro staff, the Orange Line is operating near capacity during peak periods, with headways of four minutes on its combined segment east of Canoga. In order to both accommodate growing demand for transit and improve customer service (passengers are sometimes “passed up” by full buses), this issue must be addressed and resolved. Metro should explore a number of policy and physical changes in both the short- and long-term in order to expand capacity and reduce travel time along the corridor. These strategies include the following:

  - **Short term recommendations to expand capacity and reduce travel time:**

    - **Signal timing.** Metro and LADOT should consider alterations to signal timing and transit signal priority policy and equipment (which would effectively increase capacity by reducing delay).

    - **Longer buses.** Metro and LADOT should encourage State legislators to consider a policy change allowing Metro to operate longer bi-articulated buses on city streets. Orange Line vehicles are already scheduled to be replaced in a few years. There are other strategies that have been considered but should not be implemented: scheduled “platoons” or convoys of buses that run back-to-back can create “transit-on-transit” delays, and “double-decker” buses increase dwell times (i.e., the time it takes for passengers to get on and off of a bus).
Long-term recommendations to expand capacity and reduce travel time:

Construct crossing gates. Metro and LADOT should reconsider adding crossing gates at non-grade-separated intersections. While this idea has been rejected in the past due to its impacts on intersecting automobile traffic, gates could improve transit speed and reliability while increasing safety for motorists, Orange Line passengers, pedestrians, and cyclists alike. Build grade separations in select locations. Grade separations where the Orange Line intersects arterial streets would improve both capacity and speed, and grade separations near the line’s busy eastern end could maximize benefits for riders while providing additional flexibility for operations. Using a turnaround at Reseda, short-line service could operate east of that station during peak periods, and some Van Nuys Boulevard BRT service could potentially operate in the transit right-of-way east of that street. (It should be noted, however, that construction of grade separations would impact neighborhoods, and that it might be difficult to accommodate grade separations in some locations.)

Convert BRT to rail. While carrying logistical, political, and fiscal challenges, converting the Orange Line to Metro Rail service would increase capacity and improve cost-effectiveness, as greater volumes of passengers could be accommodated without an increase in the number of operators required.

Improve connections to Burbank Airport, Downtown Burbank and Pasadena. Metro has in the past studied a “Tri-City Express” service connecting the Orange Line to the Gold Line in Pasadena via Burbank and Glendale. Orange Line extensions to Bob Hope Airport and Downtown Burbank have also been proposed. We would not recommend extension of the Orange Line in typical mixed-flow traffic conditions, since traffic delays would reduce the reliability of service along the existing Orange Line. However, it might be possible to reliably operate buses along Chandler Boulevard in Burbank by locating platforms adjacent to the Bikeway, thereby allowing buses to stop “inline” in the traffic lane. (Alternately, the inside lanes might be converted to transit-only use, either in a “contraflow” configuration or using buses with left-side doors.) Metro staff have proposed new Rapid service extending to Downtown Burbank, Glendale and Pasadena along Magnolia, Glenoaks, Brand, and Colorado Boulevards. However, existing services between North Hollywood and Burbank operate relatively infrequently, so while increased service could increase ridership, there may not be enough potential transit riders to justify a major investment.

Ensure consistent, high-quality amenities at nearby bus stops. All bus stops near Orange Line stations should provide shelters, pedestrian-scale lighting, seating, and maps and schedules. Some station-area recommendations below provide additional guidance on priority station amenities.

Institute employer and college incentives. Opportunities may exist for Metro to work with colleges, hospitals, and other major institutions and employers along the Orange Line to incentivize and market transit use. In particular, opportunities may exist at Pierce College, Los Angeles Valley College, Van Nuys Civic Center, and major employers near Warner Center and North Hollywood. (It should be noted that some of these institutions already offer low-cost transit passes, and there has been very little response from students and faculty. In these cases, measures ranging from increased
marketing to additional transportation demand management measures such as parking-cash out and universal pass programs may be necessary to increase demand and program effectiveness.)

- **Improve speed, reliability and frequency of connecting transit service.** A significant number of Orange Line riders reach the corridor via local and regional transit services and the stations with the highest number of boardings are located on corridors with high-frequency transit service. Thus, one strategy to increase Orange Line ridership is to expand local and regional transit service. In the near term, Metro should pursue a strategy of improving transit connections and access to the Orange Line by improving the speed and reliability of connecting services. In some cases, increased speed can allow for improved frequencies at no added cost. Metro is already pursuing such a strategy within the North-South Rapidway corridors, but limited capital investments in other corridors may be worth considering. Alternately, nearby stops can be consolidated, although access impacts must be carefully considered. Over the longer term, Metro should pursue a strategy of locating additional resources to allow for improved frequencies and hours of service (including later evening and weekend service) on connecting routes.

- **Create a Metro-wide “access hierarchy” policy.** Finally, Metro should consider development of a formal “access hierarchy” like that used by other transit agencies to prioritize access for different modes in investment and design decisions. Such hierarchies can prove very useful in station design; for example, a typical policy will make clear that accommodations for shared vehicles (kiss-and-ride, taxi, carshare, and carpool) should be located closer to platforms than single-occupant vehicle parking.
Photo-transformation of Chandler Boulevard with Orange Line Service to Downtown Burbank

Existing Conditions

Future Conditions
LAND USE AND DEVELOPMENT

CONCLUSIONS

Transportation and land use are inextricably linked; the way that one is designed and functions will determine how the other responds. Transit – the Orange Line or any other corridor – will not reach its full potential without jobs, housing, commercial services, and other supportive land uses within a short distance of its stations. This means that land use will play an important role in the long-term success of a transit corridor like the Orange Line.

For the Orange Line BRT Sustainable CIP, transit-oriented districts within one-half mile of each Orange Line station were identified and studied for opportunities to increase transit-supportive development. As is discussed in Chapter 2, transit-oriented districts share a number of common characteristics, including a mix of uses, compact design, and pedestrian-friendly patterns of development. Using these definitions of TOD, the station areas were closely examined to evaluate the existing development pattern and future development potential within each station area, and to determine whether land use and development changes would increase transit ridership.

The overall land use and development strategy along the Orange Line should be one of targeted, strategic improvement, not wholesale change. In the majority of station areas along the Orange Line corridor, analysis of existing conditions and future development potential revealed limited opportunities for new development. Within these station areas, significant changes to land use and development patterns would only occur at a detrimental expense to the character of the surrounding neighborhoods. While such change may be a possibility in the future, the majority of those who participated in the Orange Line BRT Sustainable CIP process expressed reservations and concerns about changes to the identity of each station area.

While the majority of station areas will experience limited change in the future, Warner Center, Canoga, De Soto, Sepulveda, Van Nuys and North Hollywood could experience intensification over time. For most of these areas, particularly North Hollywood, Warner Center, Canoga, and De Soto the process of redevelopment and land use change has already begun. In addition, most major change areas along the Orange Line are already covered by existing area plans that will continue to be implemented in the future (such as Warner Center, De Soto and Canoga, which are covered by the Warner Center Specific Plan, or North Hollywood and Reseda, which each have plans of their own).

In general, the level of potential for land use change and new development in each station area falls into three general categories:

1. Station areas that are relatively stable, where little development will occur in the future. These stations are:
   a. Valley College
   b. Woodman
c. Woodley

d. Balboa

e. Tampa

f. Pierce College

g. De Soto (in areas outside of the Warner Center Specific Plan area)

2. Station areas where a limited amount of development may occur in select locations. These stations are:

a. Laurel Canyon, where mixed-use and multifamily residential development may occur primarily along Laurel Canyon Boulevard, protecting the character of the single- and multifamily residential areas.

3. Station areas where there is the potential for significant new, transit-supportive development. The stations in this category are:

a. North Hollywood, where development may occur along major corridors and expand the existing arts, entertainment, office and multi-family housing development pattern.

b. Sepulveda, where development may occur along Sepulveda Boulevard and in the existing industrial areas that may be converted to higher intensity job uses.

c. Reseda, where mixed use and higher-intensity job uses may occur near the station area.

d. Van Nuys, where development may occur along Van Nuys Boulevard north of the station and in the existing industrial areas that may be converted to higher intensity job uses.

e. De Soto, in areas covered by the Warner Center Specific Plan.

f. Canoga, in areas covered by the Warner Center Specific Plan.

g. Warner Center, in areas covered by the Warner Center Specific Plan.

Recommendations

Based on the analysis and the results of the stakeholder and public outreach process, a series of specific Orange Line corridor-level recommendations are below:

- **Create policy to target funding to stations with the greatest capacity to change.** Station areas along the Orange Line vary greatly. Some TODs will evolve significantly over time, while others will remain relatively stable with little growth and development. Station areas with a greater capacity for change should receive higher levels of public support, as these are the places that will ultimately be most supportive of existing and expanded transit service.

- **Create programs and activities to enhance the identity of the Orange Line.** While transit ridership is relatively high, the Orange Line suffers from a lack of identity and visibility both in the San Fernando Valley and in the Los Angeles region. Relatively few people know about the corridor and even fewer have ridden on the Orange Line. Over time, Metro and the City of Los Angeles should
create an outreach and education program to better market the Orange Line so that it is more heavily used and is more widely recognized as a community benefit. Activities that could be pursued include the following:

- Branding campaign to create a unique image and identity that resonates with San Fernando Valley residents;
- Marketing campaigns to expand the public’s knowledge of the Orange Line, such as a CicLAvia event elevating the Orange Line bike path as a major regional amenity;
- Publication of destinations along the Orange Line through marketing materials;
- Promoting the use of the Orange Line to major employment centers and for special events; and
- Use of the Orange Line parking lots during non-peak times for community events such as festivals and farmer’s markets.

- Enhance destinations along the corridor. Not only will the overall success of the Orange Line be dependent on expanding access to stations from nearby residential areas, but its long-term success will also be related to making station areas regional destinations. Many such destinations currently exist, including the North Hollywood Arts District, employment and shopping in Warner Center, Valley College, Pierce College, the Van Nuys Civic Center, and Balboa Park. As the corridor continues to mature and evolve, more destinations and existing destinations should be publicized, which will have the benefit of enhancing the identity of the corridor, promoting ridership during non-peak hours and promoting ridership in both directions during peak hours.

- Create TOD Design Guidelines. Where new development does occur, Metro and the City of Los Angeles should develop comprehensive TOD design guidelines for all new development within station areas, ensuring that new development and public infrastructure improvements are supportive of transit, neighborhood connectivity, and pedestrian activity. The design guidelines should include standards for building location, parking location, façade, window and entryway treatments, building scale and massing, and streetscape design. Over time, buildings that support more pedestrian-oriented public space will be an important strategy for more successful transit-oriented districts.

- Create TOD-supportive development incentives. The City of Los Angeles is set to begin work updating the City’s zoning code and development standards. As part of this process, the City should identify incentives for new development with transit-supportive uses and designs. The incentives do not necessarily need to intensify land uses; they should make it easier for projects to achieve the development densities outlined within the existing zoning code. This will allow redevelopment to occur naturally over time, leading to increases in transit ridership. Potential development incentives include the following:
  - A land use mix that increases transit-supportive uses, including neighborhood-serving retail and services around stations;
• Reduced minimum parking requirements in transit-oriented districts to support non-
automobile travel;

• Urban design for walkable streets, including building location, parking location, façade,
window and entryway treatments, and building scale and massing; and

• Incentives or requirements for green building (such as LEED or GreenPoint Rated) and
sustainable redevelopment of larger sites (such as LEED for Neighborhood Development).

• Implement existing land use and specific plans. There are a large number of vision studies and
plans (including Specific Plans, design for development documents, design guidelines and
recommendations reports) that have already occurred in the station areas along the Orange Line
corridor, including studies for Warner Center, Reseda, Van Nuys and North Hollywood. The City of
Los Angeles and local partners should implement existing development plans already in place in
these station areas, as many of these plans are supportive of transit-oriented districts.

• Create new specific plans or updated Community Plans. Several stations have the potential for new
transit-supportive development but lack the unified vision and supporting development standards.
New specific plans or updated Community Plans should be developed for the following station
areas:

  o Sepulveda. This area has a high development potential. There are opportunities to increase
land use mix and intensity at the Metro park and ride lot, along Sepulveda Boulevard, and in
the non-residential areas surrounding the station, but the station area lacks a cohesive
vision for the future.

  o North Hollywood. While there are multiple design plans for portions of the North
Hollywood station area, a single consolidated specific plan should be created that weaves
these plans together into a unified vision for the area. The specific plan should guide new
development and public improvements to ensure that future investment is supportive of
transit, while also respecting the current identity and character of the district.

  o Van Nuys. Although much of the station area is currently covered by an ordinance that
promotes and protects automobile dealers, the entire area should be studied as a potential
transit-oriented district.

  o Laurel Canyon. There is potential for new low-scale mixed-use, multifamily, and townhouse
development along Laurel Canyon Boulevard near the Orange Line station. During the next
Community Plan update, changes in land use should be considered in this corridor.

  o Reseda. The Reseda station area can be transformed into an urban transit village with a
diverse mix of residential, retail and employment uses in a pedestrian-oriented design.

• Revisit Industrial Lands Policy. Many of the Orange Line station areas currently have land uses that
are zoned as heavy industrial. While the industrial are important sources of jobs, they are generally
not as supportive of transit as higher intensity employment uses. The City of Los Angeles should
develop a clear policy on the future of these lands, so that over time, they may better support
transit through increases in job intensity and project design. For example, the City could allow for
higher intensity non-residential uses, while prohibiting residential development in these areas. This would ensure that the industrial areas remain a source of jobs for Valley residents and make certain these industrial lands support transit.

- **Pursue joint development of Metro property at Orange Line stations.** Metro currently owns a significant amount of land around Orange Line stations. Much of this land is currently used as park and ride lots, but all stations, with the exception of North Hollywood, are undersubscribed. Metro should continue with its current program to develop select properties along the Orange Line in order to provide a long-term source of transit riders and revenue, while also enhancing the quality of life in the station area. Station areas with the potential for joint development are:
  - North Hollywood
  - Van Nuys
  - Sepulveda
  - Balboa
  - Reseda
  - Canoga

- **Pursue workforce, senior and low-income housing.** The creation of housing within station areas is critical to the success of transit. Likewise, the San Fernando Valley does not have enough workforce housing and many Orange Line riders qualify as low-income, or earn 80% or less than the city median income of about $48,000. Senior housing and special-needs housing near transit are also important to locate near transit. Constructing this housing in select Orange Line TODs will have the co-benefits of adding potential transit riders (70% of transit riders in the City earn less than $25,000) and providing more housing to this critical demographic. Stations where workforce housing should be pursued include: North Hollywood, Van Nuys, Sepulveda, Reseda, Canoga, and Warner Center. North Hollywood and Canoga stations should be particularly considered for affordable housing, as they offer ready access to a range of job opportunities for the City’s lower income residents.

- **Create Modified Parking Requirement (MPR) districts and Off-Street Parking Strategies.** With the exception of North Hollywood (where changes to station parking are recommended), there is no shortage of parking at any Orange Line station. However, with future development and increased transit demand, it may become necessary to manage parking supply at and around stations in order to ensure availability for transit riders, shoppers, and residents. Fortunately, the City of Los Angeles has recently adopted a robust tool for doing so, Modified Parking Requirement (MPR) districts. MPR districts are designed to be flexible, offering communities a menu of options for parking management, including change of use parking requirements, off-site parking allowances, parking maximums, and commercial parking credits. Additional off-street parking strategies should also be considered including shared parking, incentives for reduced parking requirements, unbundling parking and reduced parking when transportation demand management (TDM) strategies are in place.
PEDESTRIAN ENVIRONMENT AND ACCESS

Conclusions

While land use changes are only feasible or desirable around some Orange Line stations, nearly all station areas would benefit from better pedestrian access and facilities. This includes low-density, suburban station areas, such as Laurel Canyon or Woodley, as well as more urban station areas including North Hollywood and Van Nuys. In fact, some stations areas, such as Warner Center and Valley College, have transit-supportive land uses but incomplete pedestrian facilities, which serves to depress ridership. As a result, improved pedestrian access is a major theme of this Orange Line BRT Sustainable CIP. Regardless of how other changes to land use, transit service, and bicycle facilities proceed, improvements to pedestrian access will continue to be a reliable way to improve Orange Line ridership in the future.

The Plan’s Station Area Recommendations include a variety of pedestrian improvements for nearly every station along the Orange Line. Common types of improvements recommended include:

- More direct pedestrian pathways, where possible, throughout the station area, increasing pedestrian connectivity;
- Safer crossings of arterials streets, particularly near stations;
- Traffic calming measures, such as bulb-outs or road diets, near stations and in areas of heavy pedestrian activity;
- Beautification of streetscapes, particularly adjacent to and within a quarter-mile of stations;
- Better signage and pedestrian wayfinding around stations;
- Increased open space around Orange Line stations; and
- Detailed pedestrian access studies for one-half mile distances around all stations.

Recommendations

Specific Orange Line corridor-level recommendations are as follows:

- **Complete pedestrian and streetscape planning around each Orange Line station.** The recommended station area improvements in the following chapter address the highest-priority pedestrian needs in the immediate vicinity of each station. However, given the limited scope of this Orange Line BRT Sustainable CIP, there should be an additional detailed study and/or plan for pedestrian facilities and streetscape improvements within a one-half mile radius of each station. The study and/or plan should identify priority improvements to crosswalks, sidewalks, wheelchair ramps, street trees, street furniture (including lighting and benches) and other pedestrian amenities, as well as traffic-calming improvements to roadways. In particular, the plan should identify locations where pedestrian volumes are relatively high and pedestrian paths relatively indirect, and prioritize locations for new signalized street crossings. It should also consider other elements of pedestrian...
level of service, such as street crossing distances and wait times. It should identify “gaps” where sidewalks are missing, as well as other areas where facilities may not conform to Americans with Disabilities Act (ADA) guidelines. In general, it should seek to ensure that Orange Line stations are accessible for persons of all ages and mobility levels. A result of the process should be an inventory of the conditions and configurations of sidewalks and wheelchair ramps in each station area. The Non-Motorized Access Plan completed for Van Nuys Station in 2006 by Metro and the Los Angeles Bicycle Coalition serves as an example.

- **Improve pedestrian wait and crossing times.** Arterial streets adjacent to Orange Line stations are typically very wide, and the time allotted for pedestrians to cross them can be inadequate and potentially dangerous for those with limited mobility, including persons using mobility devices, the elderly, and children. Furthermore, the combination of short phases for crossing pedestrians (and where there are intersections and not just signalized crosswalks, cross traffic) and long (often 90-second) signal cycles results in long waits to cross the street. LADOT will, upon request, study signals cycles for possible adjustment, and it is recommended that they do so at all crosswalks near Orange Line stations, in particular the busy stations of North Hollywood, Van Nuys, Sepulveda and Reseda.

- **Improve signage.** While Orange Line signage is generally consistent and attractive, additional signage is needed to more clearly identify availability of pedestrian routes to connecting transit services, as well as station-area destinations. Some station-area recommendations provide additional guidance on priority signage improvements (Note: as of early 2012, the Metro Board of Directors had approved funding for study of signage and wayfinding improvements at rail stations.)

- **Construct Parks and Plazas.** A common theme expressed by the communities along the Orange Line is a lack of parks and open spaces in the Orange Line station areas. As redevelopment occurs along the corridor over time, the City of Los Angeles and Metro should seek opportunities to increase the amount of open space near transit stations. Stations where new parks and plazas should be prioritized as part of new development include: North Hollywood, Laurel Canyon, Van Nuys, Sepulveda, and Reseda.

**BICYCLE ENVIRONMENT AND ACCESS**

**Conclusions**

Providing safe and comfortable bicycle access to Orange Line stations is another way of expanding ridership and reducing greenhouse gas emissions in the San Fernando Valley. The Orange Line already features a multi-use trail that parallels the transitway and the City of Los Angeles has adopted a bicycle plan (City of Los Angeles Bicycle Plan 2010) that identifies a future bicycle network. Attention, however, must be given to improving the bicycle network within the three-mile access shed around each station.

In addition to bicycle network improvements, the Orange Line BRT Sustainable CIP identifies a need for additional bicycle parking at several stations and more capacity for bicycles on buses. The CIP also calls
for a number of improvements to the Orange Line Bikeway, both generally and in specific locations. These include better crossings of arterials and other streets, better lighting, and fully connected off-street facilities in stretches where the Bikeway has gaps. Taken together, these recommendations will increase the number of residents and workers who have safe and convenient bicycle access to the Orange Line.

**Recommendations**

Specific Orange Line corridor-level recommendations are as follows:

- **Complete bicycle access planning around each Orange Line Station.** Given the limited scope of this Orange Line BRT Sustainable CIP and an expressed desire by multiple stakeholders for more focused bicycle planning, there should be a detailed study and/or plan for bicycle access and facilities within the three-mile “bikesheds” around each Orange Line station. Four existing plans could serve as a foundation for this effort: the City of Los Angeles Bicycle Plan, the Metro Orange Line Mode Shift Study, and the non-motorized and bicycle-only station-area plans completed for Van Nuys in 2009 and North Hollywood in 2006 (the latter as part of the Metro Bicycle Transportation Strategic Plan). The station-area bicycle planning should identify specific bicycle parking needs, as well as potential markets for additional bike stations (see station-area recommendation under North Hollywood Station) and/or bike sharing pods (particularly at and around Van Nuys, Canoga, and Warner Center).

- **Make targeted improvements to the Orange Line Bicycle Path.** Create a single plan or priority list for all desired improvements to the Orange Line Bicycle Path, ideally in coordination with the detailed station-area bicycle planning described above. In addition to the high-priority needs identified in this CIP, important issues to address include:
  - Points of conflicts between cyclists and private vehicles (including intersections with actuated signals where loop detector sensors could be added, and where curb cuts are not aligned with the path)
  - Points of conflict between cyclists and pedestrians along the path itself
  - Gaps in the Bicycle Path
  - Signage

- **Add Class II lanes on station-area arterials.** Just as north-south bus routes act as feeders to the Orange Line, north-south bicycle routes can serve as connectors to the Orange Line Bicycle Path and the Orange Line itself, significantly increasing its reach. The City of Los Angeles’s 2010 Bicycle Plan identifies a “Backbone Network” of streets where there should be Class II bicycle lanes. A high number of the north-south arterials passing by Orange Line Stations are included in this Backbone Network, and these should all have Class II lanes, as further specified in station-area recommendations below.

- **Create more bicycle-friendly neighborhood streets.** In addition to a “Backbone Network” along arterials, the City of Los Angeles Bicycle Plan 2010 identifies a “Neighborhood Network” along less-
trafficked collector streets. While not specifically identified under the station-area recommendations, there should be efforts throughout the Orange Line station areas to make these neighborhood streets more bicycle friendly, with diverters, bicycle boulevard treatments, streetscape improvements, on-street stencils, or other improvements.

- **Eliminate bicycle-unfriendly storm drain covers.** Drains at and near stations with wide slats in which tires can get caught are a hazard to cyclists, and should be replaced immediately.

- **Increase carrying capacity on buses.** As currently configured, Orange Line buses can carry up to three bicycles on their external racks. MTA could consider on-board bicycle racks similar to those provided on BRT systems in Oregon and Washington State. (During peak periods, re-configured bicycle racks could have some impact on capacity, depending on their design.)

- **Expand bicycle parking and improve safety at stations.** Many stations currently provide bicycle parking, but over time the amount of parking will need to be expanded, and the types of parking available diversified. This could include additional bicycle racks, electronic day use and long-term lockers, and “bike stations” with secure indoor parking and other amenities in select locations. Secure parking, in particular, is an amenity highly valued by commuters and other “choice riders.” In addition, steps should be taken to discourage bicycle theft at the stations. This could include improved lighting, increased police presence, enforcement of bicycle-related crimes, and increased use of video cameras.
Figure 1: Orange Line Corridor Map
### Table 1: Orange Line Corridor Recommendations by Station Area

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Corridor-Wide</th>
<th>North Hollywood</th>
<th>Laurel Canyon</th>
<th>Valley College</th>
<th>Woodman</th>
<th>Van Nuys</th>
<th>Sepulveda</th>
<th>Woodley</th>
<th>Balboa</th>
<th>Reseda</th>
<th>Tampa</th>
<th>Pierce College</th>
<th>De Soto</th>
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<th>Warner Center</th>
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<td>Expand Orange Line capacity and improve travel time</td>
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<td>Improve connections to Burbank Airport, Downtown Burbank and Pasadena</td>
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<td>Improve speed, reliability and frequency of north-south transit service</td>
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<td>Ensure consistent, high-quality amenities at nearby connecting bus stops</td>
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<td>Enhance destinations along the corridor</td>
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<td>Revisit City's industrial land policy</td>
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<td>Pursue joint development of Metro property at Orange Line stations</td>
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<td>Pursue workforce and affordable housing</td>
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<td>Create “modified parking requirement” (MPR) districts</td>
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### Pedestrian Environment and Access

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<td>Complete pedestrian and streetscape planning around each Orange Line Station</td>
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<td>Improve pedestrian wait and crossing times</td>
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<td>Construct parks and plazas</td>
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<td>Complete bicycle access planning around each Orange Line Station</td>
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<td>Make targeted improvements to the Orange Line bicycle path</td>
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<td>Add Class II lanes on station-area arterials</td>
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<td>Create more bicycle-friendly neighborhood streets</td>
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<td>Eliminate bicycle-unfriendly storm drain covers</td>
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<td>Increase carrying capacity on buses</td>
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<td>Expand bicycle parking and improve safety at stations</td>
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CHAPTER 4: RECOMMENDED STATION-AREA IMPROVEMENTS

This chapter provides a general direction and a detailed list of recommendations for each of the fourteen station areas (one-half mile from each station) along the Orange Line corridor. Each station-area section below contains the following sections:

- **Station-Area Description.** A description of the station location and station features.

- **Station-Area Intent.** Recommendations for the future character of the station area and its role in increasing transit ridership on the Orange Line.

- **Priority Improvements by Type.** This includes a list of recommended improvements in each station area. The list is not intended to be exhaustive and comprehensive but rather a reflection of the recommendations expressed by the public or developed by the CIP team during the process of developing the Orange Line Sustainable Corridor Improvement Plan. These recommendations are intended to support and further the corridor-wide recommendations presented in Chapter 3. The categories are:
  
  - Transit services and facilities
  - Streetscape and pedestrian environment
  - Bicycle access and parking
  - Land use and design
  - Multimodal access
  - Automobile parking

*Note: If no improvements were identified for a particular category, this is expressed with the phrase “none identified.”*
**WARNER CENTER**

**STATION-AREA DESCRIPTION**

The Warner Center Station is located on Owensmouth Avenue between Erwin and Oxnard Street in Woodland Hills. The station is the western terminus of the current fourteen-station Orange Line, which presently runs in street traffic from the Canoga station to this station. The station area is a major employment and retail destination, but it is designed in an auto-oriented format with large surface parking lots and buildings located at a great distance from the street. Except for a portion on the western edge, the entire one-half mile area around the station is covered by the Warner Center Specific Plan.

![Figure 2: Warner Center Station Area. Map shows one-half mile distance from station.](image-url)
**Station-Area Intent**

The Warner Center station area, which includes the area around the Warner Center and Canoga and a portion of the De Soto station areas, will transform over time from an auto-oriented commercial district into a walkable, mixed-use area with office, retail, and multi-family housing. While the station area has some of the highest densities of all the Orange Line stations, transit ridership is relatively low due in part to the design of the area. Over time, the area will transition into a more walkable area designed to be supportive of transit, and as a result, transit ridership is likely to increase. With the opening of the Chatsworth extension and the implementation of the Specific Plan, the Warner Center area will play a critical role in the future of the Orange Line as one of the major destinations along the corridor, and the station area will support two-way, peak-time travel along the corridor.

*Note: The Warner Center Specific Plan will be the guiding policy document for the redevelopment of the Warner Center area. The recommendations below are designed to supplement this document and to support the corridor-wide recommendations.*

**Priority Improvements by Type**

**Transit Service and Facilities**
- **Improve wayfinding.** Directional signage in and around Warner Center Station should be improved over time. Unlike other Orange Line stations, Warner Center is a curbside bus stop, rendering it less visible than other Orange Line stations. Signs should provide directions and, ideally, distances to destinations, and the wayfinding should be designed and located so as to be visible to both pedestrians and cyclists.

**Streetscape and Pedestrian Environment**
- **Upgrade street crossings.** The pedestrian network in Warner Center suffers from a number of problems, including an abundance of surface parking lots fronting onto sidewalks and “superblocks” serving as obstacles to pedestrian pathways. To the extent possible, these issues should be addressed over time. In the near term, however, corner bulb-outs could be used to reduce the distances required to cross arterials, and stop sign-controlled or signalized crosswalks could be added where long gaps (600 feet or more) exist between them. While the Orange Line station and adjacent bus stop would make bulb-outs along Owensmouth Avenue at West Valley Way impractical, they could be installed along major pedestrian paths leading to and away from the station.

- **Create intra-block pedestrian paths.** Where possible, the pedestrian network should be improved by creating pedestrian cut-throughs, midblock passages, and new through streets on the large blocks in the station area, particularly as sites are redeveloped.

**Bicycle Access and Parking**
- **Add bicycle lanes.** Class II on-street lanes should be added in the area recommended by the City of Los Angeles 2010 Bicycle Plan, Owensmouth and Topanga Canyon Boulevard.
• **Create secure bicycle parking.** Warner Center is the only Orange Line station without bicycle lockers. In this case, lockers would have to be located on City of Los Angeles rather than Metro property, and staff has expressed concern about the availability of space on the sidewalk.

• **Install bicycle signage.** Signs for cyclists identifying bicycle routes as well as destinations should be installed in the station area. In particular, signs should be used to direct cyclists to the Orange Line Bicycle Path at Canoga Station.

### Land Use and Design

• **Implement the Warner Center Specific Plan.** Land use and design recommendations in the Warner Center Specific Plan should be used to guide future development in order to make the area more supportive of transit-oriented districts.

### Multimodal Access

• None identified

### Automobile Parking

• None identified
**CANOGA**

**STATION-AREA DESCRIPTION**

The Canoga Station is located mid-block off Canoga Avenue between Vanowen Street and Victory Boulevard in Canoga. The station is less than a mile east of Route 27, Topanga Canyon Boulevard, and approximately a mile and a half north of the Canoga Avenue on-ramp to the Ventura Freeway (US-101). The entire station area is part of the Warner Center Specific Plan area and the station area (a one-half mile buffer around the station) overlaps with both the De Soto station area and the Warner Center station area. The Canoga Station is situated at the junction of and is the transfer point between the two branches of the Orange Line, the original alignment extending south to Warner Center and the more recent extension to Chatsworth to the north.

![Canoga Station Area](image-url)

*Figure 3: Canoga Station Area. Map shows one-half mile distance from station.*
**Station-Area Intent**

The Canoga station area, which includes the area around the Warner Center and a portion of the De Soto station area, will transform over time from an auto-oriented commercial district into a walkable, mixed-use area with office, retail, and multi-family housing. While the station area has some of the highest densities of all the Orange Line stations, transit ridership is relatively low due in part to the design of the area. Over time, the area will transition into a more walkable area designed to be supportive of transit, and as a result, transit ridership is likely to increase. With the opening of the Chatsworth extension and the implementation of the Specific Plan, the Canoga station area will play a critical role in the future of the Orange Line as one of the major destinations along the corridor, and the station area will support two-way, peak-time travel along the corridor.

*Note: The Warner Center Specific Plan will be the guiding policy document for the redevelopment of the Warner Center area. The recommendations below are designed to supplement this document and to support the corridor-wide recommendations.*

**Priority Improvements by Type**

**Transit Service and Facilities**
- None identified

**Streetscape and Pedestrian Environment**
- **Remove obstacles to pedestrian pathways.** In particular, the fence separating the station from the apartment complex to the northeast acts as a barrier. Ideally, an opening should be provided adjacent to the new platforms now under construction.
- **Plant shade trees.** The need for additional shade-providing canopied trees on sidewalks is especially acute near Canoga Station.
- **Create intra-block pedestrian paths.** Where possible, the pedestrian network should be improved by creating create pedestrian cut-throughs, midblock passages, and new through streets on the large blocks in the station area, particularly as sites are redeveloped.

**Bicycle Access and Parking**
- **Extend the Orange Line Bicycle Path.** Metro and the City of Los Angeles should explore ways to extend the Orange Line Bicycle Path, which currently ends at Canoga, south into Warner Center. In particular, it should be considered as part of developing a path through the Pratt & Whitney site connecting to Owensmouth, which as a Bicycle Plan Backbone Network route should feature Class II lanes.
- **Increase the number of bicycle racks.** While no data are available, anecdotal experience suggests that additional parking is needed at this station. Racks would need to be located on the sidewalk adjacent to the station, and not on Metro property.
Land Use and Design

- **Implement the Warner Center Specific Plan.** Land use and design recommendations in the Warner Center Specific Plan should be used to guide future development in order to make the area more supportive of transit-oriented districts.

Multimodal Access

- None identified

Automobile Parking

- **Develop easier access to the Canoga parking lot.** Time should be added to the left-turn phase of the signal at Canoga Avenue and the station parking lot entrance, thereby improving station access and safety.
DE SOTO

Station-Area Description

The De Soto Station is located northwest of the intersection of Victory Boulevard and De Soto Avenue in Winnetka, immediately adjacent to a portion of Pierce College that is primarily in agricultural use. The station is a mile east of Route 27, Topanga Canyon Boulevard, and approximately a mile and a half north of the De Soto Avenue on-ramp to the Ventura Freeway (US-101). The station area is just east of the Topanga Plaza, southwest of Sherman Plaza Shopping Center, and north of Woodland Hills Kaiser Hospital. The station area overlaps significantly with the Canoga Station and to a lesser degree with the Warner Center station area. Most of the western half of the station area is covered by the Warner Center Specific Plan.

Figure 4: De Soto Station Area. Map shows one-half mile distance from station.
**Station-Area Intent**

In the future, a portion of the station area may experience new development, while the remainder will maintain its current pattern. This portion of the station area covered by the Warner Center Specific Plan will experience new mixed-use, commercial, and office development in the future, as defined in the Specific Plan. This portion of the station area will support increased transit use through higher density development and physical design improvements that make the area more walkable. The remainder of the area station area is currently single family homes and agricultural land owned by Pierce College. This portion of the station area is not envisioned to experience any change in use or intensity over time. Efforts should be taken to improve the pedestrian and bicycle access from the adjacent single family neighborhood to the station area, and Metro should work with Pierce College to improve pedestrian connections to the main college campus.

**Priority Improvements by Type**

**Transit Service and Facilities**
- None identified

**Streetscape and Pedestrian Environment**
- **Provide a sidewalk on the south side of Deering Circle behind the westbound platform.** There is no curbline at this location, only an unpaved shoulder. Additionally, platform access should be provided at the western end of the station.
- **Ensure that all pedestrian actuation devices at area crosswalks are functional.**
- **Create intra-block pedestrian paths.** Where possible, the pedestrian network should be improved by creating pedestrian cut-throughs, midblock passages, and new through streets on the large blocks in the western portion of station area, particularly as sites are redeveloped.

**Bicycle Access and Parking**
- **Bicycle lanes on De Soto.** De Soto Avenue north of Victory Boulevard is a Bicycle Plan Backbone Network route where Class II on-street lanes should be provided.

**Land Use and Design**
- None identified

**Multimodal Access**
- None identified

**Automobile Parking**
- None identified
PIERCÉ COLLEGE

STATION-AREA DESCRIPTION

The Pierce College Station is located northeast of the intersection of Victory Boulevard and Winnekta Avenue in Winnetka. The station is approximately one-mile north of the Winnekta Avenue on-ramp to the Ventura Freeway (US- 101) and a little more than two-miles east of the Route 27, Topanga Canyon Boulevard. The station is located just northeast of Pierce College.

Figure 5: Pierce College Station Area. Map shows one-half mile distance from station.

STATION-AREA INTENT

The Pierce College Station plays an important role along the Orange Line as a college and the vocational training school that could become a major destination along the corridor. This may occur through the provision of transit incentives and increased awareness of the corridor. As a result, ridership is expected to increase over time. While ridership may rise, there is very limited opportunity for new development in the station area, outside of the Pierce College campus. The station also sits across from the West Valley Occupational Center, which is at the south east corner of Winnetka and Victory.
### Priority Improvements by Type

**Transit Service and Facilities**
- **Provide transit incentives and education.** Work with Pierce College to provide transit passes and vouchers to their students and employees. This should be part of a larger effort on the Orange Line as described in Chapter 3.

**Streetscape and Pedestrian Environment**
- **Improve pedestrian connections to Pierce College and West Valley Occupational Center.** As with Valley College, a significant barrier exists between the campus, the West Valley Occupational Center and Pierce College Station. Athletic fields on the southwest corner of Winnetka Avenue and Victory Boulevard increase the distance from the campus to the station. Unlike at Valley College, where the barrier is a parking lot, the fields do not degrade the quality of the pedestrian environment. Nonetheless, pathways are indirect: if they are not to cut across the fields, pedestrians must walk either south to Brahma Drive, or west to Stadium Way. A new signalized crossing of Victory, perhaps near Oso Avenue at the western edge of the fields and eastern edge of a large parking lot, could improve both safety and convenience. This new pathway should be marked with clear, highly visible signage. Signage and sidewalk improvements should also occur between the Orange Line station and the West Valley Occupational Center.
- **Provide a refuge in the median of Winnetka.** The striped median in the crosswalk by the station should be converted to a safety island.

**Bicycle Access and Parking**
- **Add bicycle lanes on Winnetka.** From Oxnard extending north to Sherman Way, Winnetka is a Bicycle Plan Backbone Network route where Class II on-street lanes should be provided.

**Land Use and Design**
- **Intensify Pierce College.** Pierce College should be encouraged to develop a facility plan that increases the number of facilities near the Orange Line station. At present, the campus is set back from the Orange Line and is designed as a commuter campus. As the college expands, new academic and administrative buildings should be located near to the Orange Line station.
- **Explore joint development on the park-and-ride lot.** The potential for joint development on the exiting park and ride lot should be explored. The joint development could provide goods and services for Pierce College students and increase the attractiveness of the Orange Line for students, faculty, and staff.

**Multimodal Access**
- None identified

**Automobile Parking**
- None identified
STATION-AREA DESCRIPTION

The Tampa Station is located northeast of the intersection of Topham Street and Tampa Avenue in Reseda. The station is approximately half a mile north of the Tampa Avenue on-ramp to the Ventura Freeway (US-101), approximately three miles east of Route 27, and five miles west of the San Diego Freeway (I-405). The station rests west of the Sepulveda Basin Recreational Area, southwest of the Van Nuys Airport, and south of California State University Northridge.

STATION-AREA INTENT

The Tampa Station will remain a suburban TOD, experiencing limited new development in the future. Development that will occur will likely be of a scale and intensity that is slightly higher than existing development. In addition, future improvements should focus on increasing pedestrian, bicycle, and transit access for existing residents and workers.
## Priority Improvements by Type

### Transit Service and Facilities

- None identified

### Streetscape and Pedestrian Environment

- **Provide a sidewalk on the south side of Topham west of the station.** Missing sidewalks so close to a station present obstacles to access (however, a sidewalk in this location would require removal of several mature trees).

- **Provide corner bulb-outs on the north side of Topham at Tampa.** On the north side of Topham adjacent to the station, the crossing of Tampa Avenue is skewed at an angle and nearly 100 feet long. Reconfiguring Tampa to provide parking on its east side (see following recommendation) would present an opportunity to extend the sidewalk at both corners.

### Bicycle Access and Parking

- **Consider adding bicycle lanes on Tampa between Highway 101 and Victory.** While Tampa is not a Bicycle Plan route, several factors combine to suggest that Class II on-street lanes could be added without significant traffic impacts by removing the third northbound travel lane (which ends at Victory Boulevard) and restriping the remaining lanes. The factors supporting adding bicycle lanes on Tampa include: there are no existing or planned north-south lanes or paths for one mile in either direction, it is the largest such gap in the corridor, and it has an asymmetrical configuration of the street and existing traffic volumes (average daily traffic, or ADT, of approximately 28,000 at Topham in 2008). If a bike path is developed at some future point along the Los Angeles River, just north of Victory, bike lanes on Tampa could provide an important connection.

- **Provide a buffer between the Bicycle Path and Topham east of Tampa.** Where the Bicycle Path is adjacent to traffic just east of Tampa, consider removing the right-turn lane from westbound Topham onto northbound Tampa and providing a landscaped buffer.

### Land Use and Design

- None identified

### Multimodal Access

- None identified

### Automobile Parking

- None identified
The Reseda Station is located immediately north of the intersection of Reseda Boulevard and Oxnard Street in Reseda. The station is approximately one-half mile north of the Reseda Boulevard on-ramp to the Ventura Freeway (US-101), four miles east of Route 27, Topanga Canyon Boulevard, and less than four miles west of the Victory Boulevard on-ramp of the San Diego Freeway (I-405). The station area is located northwest of the Sepulveda Basin Recreational Area, south of California State University Northridge, and southwest of the Van Nuys airport.

Figure 7: Reseda Station Area. Map shows one-half mile distance from station.
Station-Area Intent

Over time, the area around the Reseda station will transform into an urban transit village with a diverse mix of retail, residential and employment uses. The area will become significantly more walkable and bikable with wide sidewalks, street trees, improved pedestrian crossings and public spaces. The area immediately around the Orange Line station will include mixed use development of three to four stories with neighborhood-serving retail on the ground floor and residential or office uses on the upper floors. Uses along Oxnard east and west of the station and on Topham west of the station will generally remain as employment uses but transform over time with greater employment densities and more attractive frontages. Outside of these areas, the development will taper down in building height and intensity to the single- and multi-family residential areas. Future development in this area should be guided by a new specific plan or zoning/design overlay for the station area and informed by the Tarzana Crossing study prepared by the City of Los Angeles in 2010.

Priority Improvements by Type

Transit Service and Facilities
- None identified.

Streetscape and Pedestrian Environment
- **Create public plaza near the station.** Identify a location at or near the intersection of Reseda and Oxnard to create a public plaza for the residents, workers and transit riders.
- **Provide bump-outs or a median on Reseda.** Along Reseda Boulevard near the station, construct bump-outs or a center median refuge island to improve pedestrian safety and reduce crossing times.
- ** Beautify Oxnard Street.** Construct a variety of pedestrian improvements along Oxnard Street near the Reseda station. Such improvements could include additional street trees, pedestrian crosswalks, traffic calming, green streets, mini-parks, and shared use of alleys.
- **Replace chain-link fencing with landscaping.** The chain-link fencing adjacent to the Orange Line parking lots should be replaced with landscaping or more attractive fencing, and it should provide more frequent pedestrian cut-throughs.

Bicycle Access and Parking
- **Improve the Orange Line Bicycle Path between Reseda and Balboa.** The Bicycle Path in this segment is currently discontinuous, with poorly signed alternate routes. Off-street bike paths exist along Balboa and Oxnard, as well as a connecting path through Sepulveda Basin, and the path along Oxnard is parallel to the transitway; with improvements and signage, these could effectively be made part of the Orange Line Bicycle Path. (This route is preferable to the northern route along Victory Boulevard, White Oak Avenue, and Reseda Boulevard, which includes on-street bike lanes. The proposed route would improve the safety and comfort of riders because it is entirely off-street, and because it more closely follows the transitway, meaning it provides greater legibility.)
• **Improved bicycle lanes on Reseda.** The lane markings on the existing Class II bicycle lanes along Reseda should be improved.

• **Increase the number of bicycle racks.** While no data are available, anecdotal experience suggests that additional parking is needed at this station. Racks would need to be located on the sidewalk adjacent to the station, and not on Metro property.

### Land Use and Design

• **Prepare a Specific Plan or zoning/design overlay for the Station Area.** One of the initial tasks should be to prepare a station area Specific Plan or zoning/design overlay for the Reseda station. The plan should engage the community to identify specific zoning and development regulations and implementation actions that will transform the area into a mixed use transit district.

• **Implement the Tarzana Crossing Plan.** Specific urban design recommendations in the Tarzana Crossing plan should be incorporated into the zoning code and other regulatory documents.

• **Attract neighborhood goods and services.** A variety of neighborhood-serving goods and services should be attracted to the station area and could include a grocery store and/or other fruit and vegetable store.

• **Programming of park and ride lots.** Allow the community to use the Metro parking lots for regular and special events. Such events could include weekly farmers markets, flea markets or arts and crafts fairs.

• **Explore joint development on park and ride lots.** Over time, Metro should explore the development of the park and ride lots with transit-supportive uses, while maintaining some of the parking at the station.

### Multimodal Access

• **Reconfigure Oxnard.** With an ADT near Reseda Boulevard of between 11,000 and 12,000 vehicles, Oxnard is a strong candidate for reconfiguration to improve pedestrian conditions. The street currently features four through lanes near Reseda and left and right turn lanes at Reseda. Given existing volumes, however, traffic could be accommodated using two fewer lanes. At Reseda adjacent to the station, the curb along the north side of the street should be realigned and bulb-outs provided at the corners to reduce street width. Elsewhere, the street could simply be restriped, allowing parallel parking that was recently removed from the north side of the street to be restored.

### Automobile Parking

• **Implement shared parking districts.** One barrier to adding new uses, such as restaurants and retail, is the significant amount of new parking that is required. Since Metro may not pursue joint development on the park and ride lots, the City should explore the use of the parking lots to allow for new uses and more intense uses on the surrounding the station. This could allow for new uses over time without needing to build new high-cost parking.
Photo-transformation of the Reseda station area into a vibrant, mixed use transit village.

Existing Conditions

Future Conditions
**Station-Area Description**

The Balboa Station is located at Victory and Balboa Boulevard, a main arterial intersection in Van Nuys. It is located at the southeast corner of the intersection adjacent to Balboa Lake Park, a major destination along the Orange Line corridor. The station is approximately one mile from the Balboa entrance and exit to the Ventura Freeway, US-101. Across from the station is a small commercial plaza to the north, Birmingham High School to the northwest, and a series of office buildings to the west. The station is centrally located along the Orange Line and is between the Woodley and Reseda Stations.

![Figure 8: Balboa Station Area. Map shows one-half mile distance from station.](image)

**Station-Area Intent**

The Balboa station area will remain suburban-oriented, experiencing little land use change or intensification in the future. This is because the area is primarily single family, public facilities, and publicly-owned open space. While there may be little new development, Lake Balboa Park, the Sepulveda Basin Recreation Area, and other public amenities should be promoted as destinations in
order to increase non-peak ridership. To do so, pedestrian and bicycle connections between the Orange Line station and the recreational facilities should be improved, signage should be added, and Metro and the City of Los Angeles should promote the recreation amenities as a destination along the corridor.

**Priority Improvements by Type**

**Transit Service and Facilities**

- **Promote Lake Balboa Park and other recreational amenities.** Metro and the City of Los Angeles should promote Lake Balboa Park, Sepulveda Basin, and the other recreation amenities as destinations along the corridor.

**Streetscape and Pedestrian Environment**

- **Add pedestrian crossings.** A crosswalk at the Orange Line, to the south of the transitway, should be added.

**Bicycle Access and Parking**

- **Improve the Orange Line Bicycle Path between Reseda and Balboa.** The Bicycle Path in this segment is currently discontinuous, with poorly signed alternate routes. Off-street bike paths exist along Balboa and Oxnard, as well as a connecting path through Sepulveda Basin, and the path along Oxnard is parallel to the transitway; with improvements and signage, these could effectively be made part of the Orange Line Bicycle Path. (This route is preferable to the northern route along Victory Boulevard, White Oak Avenue, and Reseda Boulevard, which includes on-street bike lanes. The proposed route would improve the safety and comfort of riders because it is entirely off-street, and because it more closely follows the transitway, meaning it provides greater legibility.)

- **Add bicycle lanes on Balboa.** North of Victory, Balboa is a Bicycle Plan Backbone Network route, and Class II on-street lanes should be provided. Also, directional signage indicating the route should be installed at the transition point between the lanes and Class I path paralleling Balboa south of Victory.

- **Improve bicycle connections to Sepulveda Basin.** Bicycle connections into the Sepulveda Recreation Area from the Orange Line Bicycle Path and the Class I bicycle path along Balboa should be improved. These improvements should include lighting along paths.

**Land Use and Design**

- None Identified

**Multimodal Access**

- None identified

**Automobile Parking**

- None identified
WOODLEY

STATION-AREA DESCRIPTION

The Woodley Station is located directly south of the intersection of Victory Boulevard and Woodley Avenue in Van Nuys. The station is half a mile west of the Victory Boulevard on-ramp to the San Diego Freeway (I-405) and approximately two miles northeast of the Balboa on-ramp to the Ventura Freeway (US-101). The station area is located directly north of the Sepulveda Basin Recreational Area and south of the Van Nuys Airport.

Figure 9: Woodley Station Area. Map shows one-half mile distance from station.

STATION-AREA INTENT

The Woodley station area will remain suburban-oriented, and it will experience little land use change or intensification in the future. This is because the area is primarily single family, public facilities, and publicly-owned open space. While there may be little new development, Lake Balboa Park, the Sepulveda Basin Recreation Area, and other public amenities should be promoted as destinations along the Orange Line in order to increase non-peak ridership. To do so, pedestrian and bicycle connections
between the Orange Line station and the recreational facilities should be improved, signage should be added, and Metro and the City of Los Angeles should promote the recreation amenities as a destination along the corridor.

**Priority Improvements by Type**

**Transit Service and Facilities**
- **Promote Lake Balboa Park and other recreational amenities.** Metro and the City of Los Angeles should promote Lake Balboa Park, Sepulveda Basin, and the other recreation amenities as destinations along the corridor.

**Streetscape and Pedestrian Environment**
- **Add a bulb-out on the southeast corner of Woodley and Victory.** This bulb-out should extend into Woodley, and it would require closing the right-turn lane from northbound Woodley onto eastbound Victory. This crossing is particularly important, as it is aligned with the Orange Line Bicycle Path.
- **Install sidewalks on Woodley.** To improve access to the surrounding open space, a new sidewalk on both sides of Woodley should be added for at least the first several blocks south of Woodley Station.
- **Install sidewalk on south side of Victory.** A new sidewalk should be installed on the south side of Victory extending in both directions from Woodley Station. The Orange Line Bicycle Path in this segment is not suitable for pedestrian use.

**Bicycle Access and Parking**
- **Improve bicycle connections to Sepulveda Basin.** Bicycle connections should be improved from the Orange Line Bicycle Path and Woodley Class II on-street lanes to the Sepulveda Basin Recreation Area.
- **Improve the transition between bicycle lanes and path on Woodley.** Wayfinding signage and on-street markings should be improved to help cyclists transition between the Class II bicycle lanes on Woodley north of Victory and the Class I bicycle path along Woodley south of Victory.

**Land Use and Design**
- None identified

**Multimodal Access**
- None identified

**Automobile Parking**
- None identified
SEPULVEDA

STATION-AREA DESCRIPTION

The Sepulveda Station is located northwest of the intersection of Sepulveda Boulevard and Oxnard Street in Van Nuys. The station is half a mile southeast of the Victory Boulevard on-ramp to the San Diego Freeway (I-405) and immediately east of the freeway. The station area is bisected by the 405 freeway and approximately one-third of the station area is west of the freeway and inaccessible to the station. One feature of the station is its location approximately 800 feet west of the Orange Line’s intersection with Sepulveda Boulevard. This, combined with the proximity to the 405 freeway limits the amount of active land uses within half a mile of the station.

Figure 10: Sepulveda Station Area. Map shows one-half mile distance from station.
STATION-AREA INTENT

The Sepulveda Station has the potential to become a significant new transit-oriented district. Primary areas for development include a Metro joint development site on the existing park and ride lot, redevelopment of the industrial parcels, and new development along Sepulveda Boulevard. With the addition of new uses, the area could transform from an auto-oriented corridor into a vibrant destination and mixed-use district. Such a direction would increase ridership along the corridor and provide walkable destinations for area residents and businesses.

PRIORITY IMPROVEMENTS BY TYPE

Transit Service and Facilities

- Move station closer to Sepulveda Boulevard. Sepulveda Station is approximately 800 feet west of Sepulveda Boulevard and connecting bus stops. If funding can be found, the platforms should be relocated to a point just west of Sepulveda (to accommodate the eastbound platform, the transitway and bikeway would have to be realigned, and the access lane from Sepulveda to the parking lot closed; a new lane could be provided as part of future redevelopment). Alternately, the access lane could be replaced by a sidewalk wider than the existing narrow sidewalk to the south of the transitway.

Streetscape and Pedestrian Environment

- Add bulb-outs and colorize crosswalk at Sepulveda. This crossing is both very wide and very important, as it aligns with the Orange Line Bicycle Path, it connects the station to the northbound Route 734 Rapid stop, and there are no crosswalks to the north or south for some distance. Bulb-outs would have to be relatively modest in order to avoid acting as obstacles to curbside bus operations on Sepulveda, but could serve to visually narrow the street and provide a visual cue for drivers. Application of the same red color treatment used for crosswalks in the Van Nuys Civic Center/Van Nuys station area would also serve to increase visibility and safety.

- Improve pedestrian connections to Orange Line station. Over time and as possible, pedestrian pathways across nearby barriers such as the station parking lot and large industrial parcels (the adjacent 405 freeway is also a barrier, but only open space lies on its other side, accessible via the Orange Line bikeway) should be created or improved. If the parking lot is not redeveloped in the near term, pedestrian entrances could be added at Orion and Langdon Avenues.

- Extend the neighborhood streetscape to the station. The high-quality streetscape and tree cover of the surrounding neighborhoods – such as along Erwin Street and Butcher Avenue northwest of the station – should be extended into the non-residential area around Sepulveda Station.

- Prioritize street cleaning and maintenance. Street and sidewalk cleaning and maintenance around Sepulveda Station should be prioritized, as they appear to be dirtier and less well maintained than other station areas along the Orange Line.
Bicycle Access and Parking

- **Add bicycle lanes on Sepulveda.** Sepulveda is a Bicycle Plan Backbone Network route, where Class II on-street lanes should be provided.
- **Reduce Orange Line Bicycle Path loitering.** Responsible agencies should reduce loitering and homeless encampments on the bicycle path between Van Nuys and Sepulveda Stations.

Land Use and Design

- **Create a new specific plan.** A Specific Plan for the Sepulveda station area should be created. The Specific Plan should explore how to make the station area a more transit-supportive district with a more diverse mix of uses.
- **Expand event venue.** Opportunities to use the station as a venue for large public events could be explored.
- **Improve transitions between residential and commercial.** New commercial or mixed-use buildings should match the scale and character of the adjacent homes, use height step-backs, and avoid parking lots or fencing fronting housing. Combined with better a streetscape (i.e., trees and landscaping) and pedestrian facilities, this will improve transitions between residential neighborhoods and the commercial and industrial areas surrounding Sepulveda Station, while encouraging access to the station.
- **Pursue joint development.** Metro is currently pursuing a joint development opportunity at the Sepulveda Station, and these efforts should continue. This is because the park and ride lot is significantly undersubscribed.

Multimodal Access

- None identified

Automobile Parking

- None identified
Photo-transformation of the Sepulveda Boulevard south of the Orange Line into a mixed use, pedestrian-oriented corridor.

Existing Conditions

Streetscape Improvements
Future Conditions
VAN NUYS

STATION-AREA DESCRIPTION

The Van Nuys Station is located one block north of the intersection of Van Nuys Boulevard and Oxnard Street, two main arterials in Van Nuys. The station is roughly two miles east of the Victory Boulevard on-ramp to the San Diego Freeway (I-405), a mile and a half north of the Van Nuys Boulevard on-ramp to the Ventura Freeway (US-101), and approximately three miles west of the Hollywood Freeway, California Route 170. The station area is located directly north of the Sherman Oaks Hospital, east of the Sepulveda Basin Recreational Area, and south of the Van Nuys Government Center.

Figure 11: Van Nuys Station Area. Map shows one-half mile distance from station.
**Station-Area Intent**

The Van Nuys station area will continue to expand its role as a destination on the Orange Line corridor. Over time, revitalization could occur within the station area, building on the Van Nuys Civic Center and the main street character of Van Nuys Boulevard between the Orange Line right-of-way and Victory Boulevard. In addition, Van Nuys Boulevard is a candidate for expanded bus service that, if implemented, will likely increase transit service on the corridor. Potential development areas are the industrial parcels south of the Orange Line, Van Nuys Boulevard south of the station on under-performing retail parcels, and the park and ride lot located southeast of the station. In addition, there are significant opportunities to improve bicycle and pedestrian connections to the station from surrounding areas. These improvements should only occur after a future development plan for the area is created.

**Priority Improvements by Type**

### Transit Service and Facilities

- **Develop seamless connections to rapid transit on Van Nuys.** Major transit improvements to this corridor, a North-South Rapidway, are currently under study as part of a separate environmental process. Care should be taken to ensure that connections between this service and Orange Line platforms are as short, direct, and clear (in terms of both sightlines and signage) as possible.

- **Add signage for Rapid connections.** Signs directing passengers from Orange Line platforms to Route 761 stops, which are some distance from platforms (Rapid buses cannot fit into stops closer to the station), should be added.

- **Create a Civic Center marketing plan.** Metro and the City should work together to create a coordinated program of marketing, transit incentives, parking policies, and/or other measures to increase transit ridership to the Civic Center, which is one of the most important centers of jobs and activity along the Orange Line.

### Streetscape and Pedestrian Environment

- **Implement recommendations from the Transit Hub Non-Motorized Access Plan.** The plan, a joint effort of Metro and the Los Angeles Bicycle Coalition completed in 2009, made a number of recommendations for improvements to intersections throughout the station area, including zebra crosswalks, upgraded wheelchair ramps, corner bulb-outs, median refuges, advance stop lines, countdown signals, and audible push buttons. Many of these recommendations are relatively low-cost, yet they have not yet been implemented. (Note: LADOT policy is to provide ladder rather than zebra crossings, and only at select locations such as mid-block adjacent to schools. If ladder crossings cannot be provided, high-visibility alternatives should be used instead.)

- **Improve crosswalk at station.** The left-turn lane on northbound Van Nuys Boulevard at Bessemer should be removed, and a median refuge island and a bulb-out on the east side of Van Nuys Boulevard at the Orange Line crosswalk (a bulb-out could not be provided on the west side without relocating the Route 233 bus stop farther from the station) should be provided.
• **Make streetscape improvements north of the station.** Significant streetscape improvements on Van Nuys north of the station and along other major roadways should be made, emulating the high-quality streetscape on the east side of Van Nuys south of Delano. Streetscape improvements should be governed by the Van Nuys CBD Streetscape improvement plan. Where possible, plant shade-providing canopied trees.

• **Update and install new station landscaping.** New landscaping should be updated and installed at the Van Nuys Station, including landscaping in place of the fence around the station parking lot.

• **Provide a pedestrian connection between parking lot and area to east.** An additional opening in the fence or replacement landscaping should be provided at the northeastern corner of the parking lot.

• **Reduce pedestrian crossing distances along Van Nuys.** Particularly north of the station towards the Civic Center, measures should be implemented to reduce crossing distances and increase safety and comfort including median refuges and curb bulb-outs.

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**Bicycle Access and Parking**

• **Implement recommendations from the Transit Hub Non-Motorized Access Plan.** In addition to pedestrian recommendations, the plan made a number of recommendations to stripe bike lanes or “sharrow” stencils on bike routes in the station area. These recommendations are generally even less expensive than the plan’s pedestrian recommendations, yet they have not yet been implemented.

• **Add bicycle lanes on Van Nuys.** Given changes to the street to be identified through the Van Nuys Rapidway environmental process, Class II bicycle lanes on Van Nuys Boulevard could be added as called for in Bicycle Plan.

• **Increase enforcement against parking on the bicycle path.** Sheriff’s Deputies and other vehicles could be prevented from using the Orange Line bicycle path for vehicle parking, and then ensure that deputies have designated parking options in another location.

• **Reduce bicycle path loitering.** Loitering and homeless encampments should be reduced on the bicycle path between Van Nuys and Sepulveda Stations.

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**Land Use and Design**

• **Prepare a specific plan for the station area.** This area has the potential to become a more intense transit-oriented district with a diverse mix of transit-supportive uses. While there is a streetscape improvement plan and design guidelines for Van Nuys Boulevard north of the station, no comprehensive vision and development plan exists for the station area. Preparing a specific plan for this area should be a priority given the large opportunity that exists in the station area. Specific ideas that should be addressed in the development of the specific plan include:

  o Exploring the potential for creating urban format auto-dealerships (such as auto-dealers mixed vertically with other uses) to better capitalize on the proximity to the Orange Line station;
• Determining if the industrial parcels can be converted to higher intensity employment uses that increase the number of workers within ½ mile of the Orange Line;
• Determining whether there will be increased bus service (such as BRT) in Van Nuys Boulevard and revising the streetscape plan accordingly;
• Exploring a redesign of the Van Nuys government center to face the street rather than being an inward facing campus (which is its current design); and
• Re-visiting the Van Nuys design guidelines and exploring zoning and development standards for Van Nuys Boulevard north of the station.

• **Pursue joint development on Metro Parcels.** The Metro-owned park and ride parcels present an opportunity for new, transit-supportive development given their size and utilization rate. Metro should continue to explore development on these parcels, particularly in conjunction with a specific plan for the station area.

• **Attract neighborhood goods and services.** A variety of neighborhood-serving goods and services should be attracted to the station area that could include a grocery store and/or other fruit and vegetable store.

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<th>Multimodal Access</th>
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<th>Automobile Parking</th>
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<td>None identified</td>
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WOODMAN

STATION-AREA DESCRIPTION

The Woodman Station is located one block east of the intersection of Woodman Avenue and Oxnard Street in Sherman Oaks. The station is just over half a mile from the Valley College Station and is half a mile from the western boundary of Valley College. Unlike many of the other stations, the Woodman Station is not located on a street with high traffic volumes.

Figure 12: Woodman Station Area. Map shows one-half mile distance from station.

STATION-AREA INTENT

The Woodman Station will remain a suburban transit district, experiencing no change in use or intensity over time. There is the potential to add a limited amount of mixed-use development and neighborhood goods and services on the non-residential parcels immediately adjacent to the station. To increase transit ridership, improvements should be made to the pedestrian and bicycle facilities around the station to enhance connectivity from the surrounding residential neighborhoods.
## Priority Improvements by Type

### Transit Service and Facilities
- **Add signage at Woodman and Oxford directing pedestrians to station.** Additionally, signage at the Orange Line station should provide directions to nearby bus stops.

### Streetscape and Pedestrian Environment
- **Create a pedestrian cut-through to Woodman.** A designated pedestrian cut-through between Oxnard Street and Woodman Avenue, parallel to, but separate from, the Orange Line Bicycle Path should be created to reduce conflicts with cyclists.

### Bicycle Access and Parking
- **Improve the Orange Line Bicycle Path crossing of Woodman.** The Orange Line Bicycle Path crossing of Oxnard is especially problematic for both cyclists and pedestrians, as it heavily skewed or angled, resulting in a very long crossing distance. A number of measures could be used to improve the safety and convenience of this crossing, including loop-detection sensors, flashing beacons, colorization and other measures. Similar measures could be implemented at the adjacent crossing of Woodman; here, a bulb-out on the east side of the street could improve connections between Woodman, a major bicycle route, and the Path by providing northbound cyclists with a place to “corral” before proceeding west.
- **Add a bicycle lane to Woodman.** Woodman is a Bicycle Plan Backbone Network route and a Priority II project in the Five-Year Implementation Strategy. Bike lanes already exist between Oxnard and Burbank Boulevard; these could be extended south to the existing lanes on Chandler, improving network connectivity, for relatively little cost, and this should be done in the short term. Ultimately, the lanes should be extended farther north and south.

### Land Use and Design
- None identified

### Multimodal Access
- None identified

### Automobile Parking
- None identified
Station-Area Description

The Valley College Station is located at both the northeast and southwest corner of Fulton Avenue and Burbank Boulevard in Sherman Oaks. The station area is located immediately southwest of Los Angeles Valley College.

Figure 13: Valley College Station Area. Map shows one-half mile distance from station.

Station-Area Intent

The Valley College Station will remain a suburban transit district, and it will generally experience no change in use or intensity over time. There is the potential to add a limited amount of mixed-use development and neighborhood goods and services on the non-residential parcels immediately adjacent to the station. In addition, there is a potential for the construction of new academic and administrative buildings on the Valley College campus that could increase transit ridership. Improvements should also be made to the pedestrian and bicycle facilities around the station to increase connectivity from the surrounding residential neighborhoods.
## Priority Improvements by Type

### Transit Service and Facilities
- **Provide transit incentives.** Valley College could provide transit passes and vouchers to their students and employees. This should be part of a larger effort on the Orange Line as described in Chapter 3.

### Streetscape and Pedestrian Environment
- **Improve pedestrian paths to Valley College and Grant High School.** The Valley College parking lot adjacent to the Orange Line station acts as a barrier and degrades the quality of pedestrian paths alongside it. If possible, Metro should work with Valley College to provide a pedestrian path through the parking lot, and shade-providing canopied trees should be planted between the lot and the sidewalk along Burbank Boulevard. These pathways should be marked with clear, highly-visible signage.

- **Where possible, add bulb-outs at the intersection of Burbank and Fulton.** It should be possible to add bulb-out at most corners of this skewed section, with its long crossings, without interfering with bus movements. In particular, sidewalk extensions into Fulton on the north side of the intersection would enhance safety and convenience for cyclists using the Orange Line Bicycle Path.

- **Extend Valley College pedestrian character.** In conjunction with the Valley College, the pedestrian orientation and character of the campus should be extended into surrounding neighborhoods and commercial areas.

### Bicycle Access and Parking
- **Create a bicycle connection to Valley College.** A direct bicycle connection between Valley College Station and Valley College should be created using bicycle lanes on Fulton.

### Land Use and Design
- **Add affordable housing.** Affordable housing could be added to the station area, which currently has none.

- **Add a variety of neighborhood goods and services.** A variety of neighborhood goods and services such as a grocery store, fruit and vegetable vendor, and/or other food vendors could be added to the Valley College station area, encouraging activity in the station area and providing students and station users with healthy food options.

- **Intensify Valley College.** Valley College should be encouraged to develop a facility plan that increases the number of facilities near the Orange Line station. At present, the campus is set back from the Orange Line and is designed as a commuter campus. As the college expands, new academic and administrative buildings should be located near to the Orange Line station.

### Multimodal Access
- **None identified**
Automobile Parking

- **Provide on-street parking on Fulton.** With an ADT of approximately 13,000 vehicles, Fulton provides excess capacity for traffic. Currently, some curbside parking is provided on the east side of the street. Parallel parking should be provided along both curbs, and the street should be restriped to provide one through lane in each direction plus left-turn lanes, as well as Class II on-street bicycle lanes between the Orange Line Bicycle Path and Hatteras Street, the western entrance to the Valley College campus.
LAUREL CANYON

STATION-AREA DESCRIPTION

The Laurel Canyon Station is located at the intersection of Laurel Canyon Boulevard and Chandler Boulevard in North Hollywood. The station is a mile north of the Laurel Canyon Boulevard on-ramp to the Ventura Freeway (US-101) and less than a mile southwest of the Burbank Boulevard on-ramp to the Hollywood Freeway, California Route 170.

Figure 14: Laurel Canyon Station Area. Map shows one-half mile distance from station.
**Station-Area Intent**

Located approximately one mile from the North Hollywood Orange and Red Line stations, the Laurel Canyon Orange Line station area has some of the highest residential densities of any station area along the Orange Line corridor. The area contains a mix of single and multi-family residential uses supported by neighborhood and sub-regional retail and commercial uses. As such, the station is a feeder station for the Orange Line and not a destination. Despite its advantages, the area has relatively low transit ridership compared with other stations.

Given the existing intensity of the area, the Laurel Canyon station is not expected to change significantly in the future. The future conditions in the station area should be of a “village” character along Laurel Canyon supported by a range of single- and multi-family housing within half a mile of the station. New mixed-use and townhouse and multi-family housing of two to three stories could occur along Laurel Canyon Boulevard to enhance the village character desired by the residents. While there may not be significant development in the future, efforts should be made to capitalize on the large number of housing units within one half mile of the Orange Line station. These recommendations include outreach and education about transit to area residents, improvements to the streetscape to enhance pedestrian comfort and safety, and enhances to the bicycle network serving the Orange Line station. Taken together, the transit district can become a more complete neighborhood mixed-use center, and transit ridership can increase over time.

**Priority Improvements by Type**

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<th>Transit Service and Facilities</th>
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<th>Streetscape and Pedestrian Environment</th>
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<td>Calm traffic along Chandler. While there is currently a proposal to increase the speed on Chandler Boulevard between Lankershim Boulevard and Coldwater Canyon Avenue from 35 to 45 miles per hour, traffic speeds should be reduced and traffic calming devices should be installed. Among the techniques that should be considered are: “speed feedback” signs to increase awareness of speeding; coloring the existing bicycle lanes; making crosswalks more visible and potentially using textured pavers at Laurel Canyon and other intersections; adding corner bulb-outs; and, visually narrowing the roadway by planting trees with arching canopies. Additional signalized crossings could also improve pedestrian connectivity while slowing traffic. These could be similar in design to the existing crossings at Agnes, Goodland, and Leghorn Avenues; Bellingham Avenue, midway between Laurel Canyon and Corteon Place, is one candidate for such treatment. (Note: these signals would have the greatest traffic impact if they were timed on a fixed cycle and synchronized for a slower progression; however, this would have a greater impact on Orange Line running times than pedestrian-actuation.)</td>
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- **Provide additional median refuges.** Redesign left-turn lanes on Chandler so that the Orange Line medians can be extended across crosswalks. The current “high-speed” configuration of these lanes is unnecessary, and tightening their radii would have an additional traffic-calming effect.

**Bicycle Access and Parking**
- **Improve connections between the Orange Line Bicycle Path and Chandler Bicycle Path.** Between the eastern end of the Orange Line Bicycle Path at Coldwater Canyon Avenue and the western end of the Chandler Bicycle Path at Vineland Avenue is a 2.6-mile segment in which Class II on-street bicycle lanes exist. It may be possible to improve these lanes, and connectivity between the off-street paths, using a combination of improved signage, wider lanes, colored pavement and “buffers” from traffic consisting of striping, and/or “soft hit” posts.
- **Implement consistent striping of the Laurel Canyon bicycle lane.** The existing Class II bicycle lane along Laurel Canyon Boulevard should be more consistently striped, and it should be extended past Oxnard, as called for in the Bicycle Plan.

**Land Use and Design**
- **Consider mixed-use on Laurel Canyon Boulevard.** A study should be conducted to explore how to attract mixed-use development or multi-family housing along Laurel Canyon Boulevard. This study could be a focused design study, or it could be conducted as part of a future community plan update. The goal will be to create a “village” character to the neighborhood that many Valley Village residents desire.
- **Enhance artisan and artistic support businesses.** The community expressed an interest in attracting specific artisan and artistic-support businesses to the blocks between Magnolia and Chandler along Laurel Canyon, and to blend these new businesses with the existing unique businesses in that corridor, such as the Airbrush makeup institute, Frend’s Beauty Supply Store, Carter-Sexton, Metropolitan Pit Stop, Eclectic Company Theater, and Kulak’s Woodshed. Specific ideas include a community theater, art gallery, hobby shop, antique shop, bike shop, used record store, and service-oriented businesses, such as a wine and cheese shop, pub, or café. The goal would be to attract businesses that would augment or complement, not threaten the existing business base.

**Multimodal Access**
- None identified

**Automobile Parking**
- None identified
**NORTH HOLLYWOOD**

**Station-Area Description**

The North Hollywood Station is located at the intersection of Tujunga Avenue and Chandler Boulevard in North Hollywood. The station is east of the North Hollywood Arts District. This station is a transfer point between the Red Line and the Orange Line and is the eastern terminus of the Orange Line system. The station area is also a location of redevelopment over the past decade.

![Figure 15: North Hollywood Station Area. Map shows one-half mile distance from station.](image)

**Station-Area Intent**

The North Hollywood station area will continue to evolve as a diverse, mixed-use, and high-intensity transit district, as currently envisioned in existing planning documents prepared by the City of Los Angeles. The transit district should be both an origin (with significant residential uses) and a destination (with office and arts and cultural uses) and the district will be one of the major activity centers along the Orange Line. Components of the vision are as follows:
• Expand the district’s role as an arts and culture destination with new galleries, theaters, and creative office space;

• Expand the office uses in the area to continue the trend of being a major office destination for the San Fernando Valley;

• Continue the development of multi-family housing and mixed-use development along the major corridors in the area including Lankershim, Burbank, Vineland Tujunga, and Magnolia;

• Pursue joint development in the park and ride lot so long as replacement parking is provided with new development;

• Preserve existing residential areas and buffer these areas from the new development;

• Improve the streetscape throughout the area with street trees and pedestrian amenities, such as pedestrian-scaled lighting and benches;

• Build new small parks and plazas to provide meeting spaces and recreation areas for residents, visitors, and employees of the area; and

• Transition the roadways from auto-oriented streets to multi-modal roadways that provide safe and attractive space for all users, including bicycles, pedestrians, and transit.

**Priority Improvements by Type**

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<thead>
<tr>
<th>Transit Service and Facilities</th>
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<td><strong>Connect the Orange Line and Red Line.</strong> Construction is planned to begin soon on a Red Line station entrance on the west side of Lankershim. If for some reason this project should not go forward, the existing at-grade crossing of Lankershim could be improved by adding bulb-outs at both ends of the crosswalk (in tandem with this, the bus stop just to the south would need to be shifted closer to the corner of Chandler’s southern branch) and by eliminating the northbound left-turn lane from Lankershim onto the northern branch of Chandler and replacing it with a median island refuge for pedestrians.</td>
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| **Relocate the bus stop.** If the parcel on the northwestern corner of Lankershim and Chandler’s northern branch is redeveloped, eliminate the existing curb cut and relocate the southbound Metro bus stop currently located to the south of Chandler’s southern branch to this location. |

| **Ensure station elevator accessibility.** Improve access for persons with mobility difficulties at North Hollywood Station elevators, which are currently obstructed and difficult to access. |

| **Provide stop amenities.** As recommended at the corridor-level, all bus stops in the vicinity of Orange Line stations should provide shelters, pedestrian-scale lighting, seating, and maps and schedules. At North Hollywood, this should include the off-street bus bays to the east of the Red Line portal. |

| **Improve signage and wayfinding.** It is especially important that signage directing pedestrians between transit stops be improved in the area of North Hollywood Station, a major regional hub. |
Streetscape and Pedestrian Environment

- **Improve arterial pedestrian improvements.** Pedestrian volumes are relatively high in the North Hollywood station area, and there are multiple broad arterial streets along and across which pedestrian conditions could be improved. Corner bulb-outs along Lankershim within the NoHo Arts District should be a high priority (see recommendation under “Multimodal Access”).

- **Install new pedestrian crossing lights.** Stop sign or signal-controlled mid-block crosswalks in arterial segments where distances between pedestrian crossings are greater than six hundred feet, such as Lankershim between Magnolia and Weddington and Magnolia at Blakeslee, should be installed.

- **Repair sidewalks.** Broken and crumbling pavement in the station area should be repaired.

- **Enhance station landscaping.** Trees and landscaping, including shade-producing canopied trees, at the station itself, should be used to enhance the experience of visitors and neighbors.

- **Improve pedestrian connections under the Hollywood Freeway.** Using wider sidewalks, lighting and other measures, pedestrian connections under the freeway should be improved.

Bicycle Access and Parking

- **Provide a bikestation/multi-mobility hub.** An enhanced facility for cyclists should be provided at this regional transportation hub. This plan makes no recommendations regarding staffing, valet parking, day-use lockers, repair and rental facilities, showers, or other elements of a bikestation; decisions on amenities should be made by Metro staff upon assessment of demand and costs. We would recommend inclusion of a carsharing pod and electric vehicle charging stations.

- **Implement recommendations from the Metro Bicycle Transportation Strategic Plan.** The plan, completed in 2006, made eighteen recommendations to stripe bike lanes and make other improvements within a fifteen hundred-foot radius of North Hollywood Station. Most of the recommended improvements are relatively low-cost – in most cases, a few thousand dollars – yet few have been made.

- **Improve connections between the Orange Line Bicycle Path and Chandler Bicycle Path.** Between the eastern end of the Orange Line Bicycle Path at Coldwater Canyon Avenue and the western end of the Chandler Bicycle Path at Vineland Avenue is a 2.6-mile segment in which Class II on-street bicycle lanes exist. It may be possible to improve these lanes, and connectivity between the off-street paths, using a combination of improved signage, wider lanes, colored pavement and “buffers” from traffic consisting of striping, and/or “soft hit” posts.

Land Use and Design

- **Increase active, transit-oriented land uses.** The station area should continue to increase the intensity and variety of transit-oriented land uses that encourage ridership and cater to riders, including jobs, housing, and active ground-floor uses such as shops and restaurants.

- **Create a coordinated specific plan for North Hollywood.** A coordinated specific plan for the North Hollywood station area should be created to expand on existing activities and develop a unified vision for the future.
Multimodal Access

- **Add Lankershim bicycle lanes and parklets.** Lankershim Boulevard is designated by the Bicycle Plan as a Backbone Network route; Class II lanes should be added if possible. In the North Hollywood Arts District, sidewalks could also be widened at corners using bulb-outs and effectively widened elsewhere using “parklets.” Parklets are platforms in the parking lane, at sidewalk level, providing seating and landscaping, and often tables; they are typically built and maintained by adjacent merchants. In San Francisco, where they have become relatively common, they are regulated to ensure that they are available for public use, and are not just for restaurant or cafe patrons. While fees are charged, San Francisco’s program does not require that lost meter revenues be reimbursed, recognizing parklets as a contribution to the public realm. Southern California’s first parklet debuted in Long Beach in January, and parklets are planned in Downtown Los Angeles.

- **Use parking revenues to improve access.** Current Metro policy allows fees to be charged only for reserved spaces in its parking lots, and caps the number of spaces that can be reserved, or for which a fee can be charged. This limits the agency's ability to manage its parking supply, and incentivizes driving to stations rather than using connecting Metro service or other modes (this is exacerbated by Metro's fare policy, which charges for each boarding rather than providing free or low-cost transfers). It also reduces the revenue available for improvements to access such as those recommended throughout this document. Among Orange Line station lots, only North Hollywood suffers from low availability. If policy were amended, it might be desirable to charge a nominal fee for unreserved parking here, to monitor occupancy, and to then adjust the fee as necessary to ensure availability of 10 or 15 percent. Alternately, the number of reserved/paid spaces could be increased. In either case, revenues from parking should ideally be used to fund improvements to access at that station, including both the improvements recommended here as well as the improvements recommended by the Metro Bicycle Transportation Strategic Plan in 2006.

Automobile Parking

- **Develop a parking management plan.** A comprehensive parking plan for the North Hollywood station area should be developed that jointly manages all public parking in the area, both at the station and curbside on surrounding streets (including permit and zone parking), replaces the existing surface parking at the station with structured parking as part of joint development (ideally, station and development parking should be shared, and the amount of patron parking provided may be reduced from existing levels depending on existing as well as projected future demand, thereby making available additional space for revenue-generating housing or commercial uses), and explores shared parking opportunities on nearby properties. This may require implementation of a MPR district (see corridor-level recommendations). This plan should focus on restricting “spillover” impacts from station patron parking in the surrounding area and may include demand management strategies.
CHAPTER 5: MOVING FORWARD

This chapter describes who is responsible for different activities or investments that need to occur, where to seek funding for these strategies, and where to start.

RESPONSIBLE ACTORS

Public agencies and organizations in the land use planning, transportation, housing, and development fields all have some responsibility for implementation of the plan activities identified above. Table 2 shows the activities for which each actor typically takes primary responsibility, or plays a support role.

Table 2: Public and Private Agencies and General Responsibilities

<table>
<thead>
<tr>
<th>Agency</th>
<th>General Responsibilities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public</strong></td>
<td></td>
</tr>
<tr>
<td>City of Los Angeles Department of City Planning</td>
<td>Lead land use planning and visioning efforts.</td>
</tr>
<tr>
<td>City of Los Angeles Department of Transportation</td>
<td>Lead planning and investments related to transit services, bicycle, pedestrian, and street improvements.</td>
</tr>
<tr>
<td>City of Los Angeles Housing Department</td>
<td>Monitor existing income-restricted housing stock, support development of new housing for low-income residents.</td>
</tr>
<tr>
<td>Los Angeles Unified School District</td>
<td>Provide support role to offering transportation choices for students, teachers and staff as appropriate.</td>
</tr>
<tr>
<td>Los Angeles Community College District</td>
<td>Provide support role to offering transportation choices for students, teachers and staff.</td>
</tr>
<tr>
<td>Los Angeles County Metropolitan Transportation Authority</td>
<td>Lead transit improvements and joint development projects as appropriate. Support other transportation projects in partnership with city. Support land use efforts in station areas.</td>
</tr>
<tr>
<td>Los Angeles County Department of Public Health</td>
<td>Support land use, development, transportation, open space, and amenity improvements that benefit the health of County residents.</td>
</tr>
<tr>
<td><strong>Private</strong></td>
<td></td>
</tr>
<tr>
<td>Business / Neighborhood Associations</td>
<td>Support land use visioning and planning, transportation improvement efforts. Advocate for broader support of efforts that might benefit business or neighborhood districts. Lead programs such as wayfinding, marketing, programs such as farmer’s markets. Support broader use of transportation choices by employers, workers, local residents.</td>
</tr>
<tr>
<td>Developers (Market Rate)</td>
<td>Engage in land use planning and visioning efforts, work with Metro on Joint Development projects as appropriate, develop projects supporting land use vision and TOD principles, offer tenants incentives to use transportation choices.</td>
</tr>
<tr>
<td>Developers (Affordable)</td>
<td>Engage in land use planning and visioning efforts, work with Metro on Joint Development projects as appropriate, develop projects supporting land use vision and TOD principles, offer tenants incentives to use transportation choices.</td>
</tr>
<tr>
<td>Community Development Financial Institutions</td>
<td>Support development and preservation of affordable housing and community supportive uses for low income residents and workers, through financing mechanisms and technical assistance.</td>
</tr>
</tbody>
</table>
Table 3 shows the recommendations for each topic area and each actor that typically takes primary responsibility or plays a support role to other lead actors. The activities correspond with the list of activities described in Chapter 3.
### Table 3: Corridor-Level Recommendations and Public and Private Agency Responsibilities

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Public</th>
<th>Other Public Agencies</th>
<th>Private</th>
</tr>
</thead>
<tbody>
<tr>
<td>Department of City Planning</td>
<td>City of Los Angeles</td>
<td>Other Public Agencies</td>
<td>Private</td>
</tr>
<tr>
<td>Department of Transportation</td>
<td>Los Angeles County Metropolitan Transportation Authority</td>
<td>Los Angeles Unified School District</td>
<td>Los Angeles Community College District</td>
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<tr>
<td><strong>Transit</strong></td>
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<tr>
<td>Expand Orange Line capacity and improve travel time</td>
<td>○</td>
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<td>●</td>
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<tr>
<td>Improve connections to Burbank Airport, Downtown Burbank and Pasadena</td>
<td>○</td>
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<td>●</td>
</tr>
<tr>
<td>Improve speed, reliability and frequency of north-south transit service</td>
<td>○</td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>Ensure consistent, high-quality amenities at nearby connecting bus stops</td>
<td>○</td>
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<td>●</td>
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<tr>
<td>Institute employer and college incentives</td>
<td>●</td>
<td>●</td>
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<tr>
<td>Create a Metro-wide mode “access hierarchy” policy</td>
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<tr>
<td><strong>Land Use and Development</strong></td>
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<tr>
<td>Create policy to target funding to stations with the greatest capacity to change</td>
<td>●</td>
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<tr>
<td>Create programs and activities to enhance the identity of the Orange Line</td>
<td>●</td>
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<tr>
<td>Enhance destinations along the corridor</td>
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<td>○</td>
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<tr>
<td>Create TOD design guidelines</td>
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<tr>
<td>Create TOD-supportive development incentives</td>
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<tr>
<td>Implement existing land use and specific plans</td>
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<td>○</td>
<td>○</td>
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<tr>
<td>Create new specific plans or updated Community Plans</td>
<td>●</td>
<td>○</td>
<td>○</td>
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</tbody>
</table>

**Primary Responsibility**

- ○

**Support Role**

- ○

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<table>
<thead>
<tr>
<th>Improvement</th>
<th>Department of City Planning</th>
<th>Department of Transportation</th>
<th>Housing Department</th>
<th>Los Angeles County Metropolitan Transportation Authority</th>
<th>Los Angeles Unified School District</th>
<th>Los Angeles Community College District</th>
<th>Businesses / Neighborhood Associations and Councils</th>
<th>Developers (Market Rate)</th>
<th>Community Development Financial Institutions</th>
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<tbody>
<tr>
<td>Revisit City's industrial land policy</td>
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<tr>
<td>Pursue joint development of Metro property at Orange Line stations</td>
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<tr>
<td>Pursue workforce and affordable housing</td>
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<td>Create &quot;modified parking requirement&quot; (MPR) districts</td>
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<tr>
<td><strong>Pedestrian Environment and Access</strong></td>
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<tr>
<td>Complete pedestrian and streetscape planning around each Orange Line station</td>
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<td>Improve pedestrian wait and crossing times</td>
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<td>Improve signage</td>
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<td>Construct parks and plazas</td>
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<tr>
<td><strong>Bicycle Environment and Access</strong></td>
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<tr>
<td>Complete bicycle access planning around each Orange Line station</td>
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<td>Make targeted improvements to the Orange Line bicycle path</td>
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<td>Add Class II lanes on station-area arterials</td>
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<tr>
<td>Create more bicycle-friendly neighborhood streets</td>
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<td>Eliminate bicycle-unfriendly storm drain covers</td>
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<td>Increase carrying capacity on buses</td>
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<tr>
<td>Expand bicycle parking and improve safety at stations</td>
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</tbody>
</table>

**Primary Responsibility** ○

**Support Role** ○
FUNDING AND FINANCING

There are a variety of federal, state, regional/county, and local funding mechanisms available to support implementation of the activities outlined in previous chapters. Grant programs from public agencies, however, regularly change or expire over time and therefore this chapter does not provide significant detail on individual grant programs. However, further detail on these programs can be gathered from a variety of sources and come from a specific set of public agencies or organizations including the following.

FEDERAL

- **Department of Transportation (DOT):** The Federal Highways Administration (FHWA) and the Federal Transit Administration (FTA) administer a range of grant programs that could be instrumental sources of funding for the Orange Line BRT Sustainable Corridor Implementation Plan. FHWA also maintains an office in Los Angeles that can provide information on grant opportunities. Current relevant funding activities include:
  - FTA Small Starts and New Starts (transit);
  - FTA Bus Livability Initiative (transit, bus facilities, intermodal transfers);
  - FTA Discretionary Bus and Bus Facilities: State of Good Repair (transit, bus facilities, intermodal transfers);
  - FHWA Transportation, Community, and System Preservation (planning, transit, bus facilities, pedestrian and bicycle facilities); and
  - Transportation Improvements Generating Economic Recovery (TIGER) (large-scale transit infrastructure improvements).

- **Department of Housing and Urban Development (HUD):** The federal Partnership for Sustainable Communities is currently administered by the HUD Office of Sustainable Communities. This Office may continue to function as a clearinghouse for grant opportunities from HUD, DOT, and the Environmental Protection Agency. Additionally, a range of HUD grants will be available for affordable housing production and preservation. HUD maintains an office in Los Angeles that can provide information on grant opportunities. Current relevant funding activities include:
  - Building Neighborhood Capacity Program Training and Technical Assistance (land use);
  - Capacity Building for Community Development and Affordable Housing (affordable housing); and
  - Affordable Housing Finance: Project-Based Section 8, Section 202 (elderly housing), Section 811 (disability housing).
• **Environmental Protection Agency (EPA).** While EPA does not generally provide significant grants for infrastructure improvements, its Brownfields and Smart Growth Implementation Assistance Programs may offer grant opportunities for eligible projects. Current activities include:
  - Brownfields Assessment Grant Program (land use);
  - Brownfield Economic Development Initiative (land use planning, job creation);
  - Brownfields and Lands Revitalization (land use planning and cleanup);
  - Smart Growth Technical Assistance (planning); and
  - Building Blocks for Sustainable Communities (planning).

• **Department of the Treasury.** The Department of the Treasury administers a number of tax credit programs that can be used for specific development-related activities. These, however, are typically regulated and allocated by other local agencies or organizations. Current relevant funding activities include:
  - Low Income Housing Tax Credits (California Housing Finance Agency); and
  - New Markets Tax Credits (CDFIs: Enterprise Community Partners and Low Income Investment Fund).

• **Other Agencies.** Recently the Center for Disease Control (CDC), the United States Department of Agriculture (USDA), the Economic Development Administration (EDA), and the Small Business Administration have offered programs or grants that address specific issues related to sustainability. Current relevant funding activities include:
  - USDA Healthy Food Financing Initiative;
  - EDA Planning and Local Technical Assistance Programs for Innovation-Based Economic Development Efforts (job creation); and
  - Small Business Innovation Research Program (job creation).

For further information and an updated list of federal grant opportunities, please consult with regional offices for the above agencies or visit [http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/](http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/).

**STATE**

• **Department of Transportation (CalTrans).** CalTrans administers a number of planning and transportation infrastructure programs. Examples of these planning programs are listed below. Transportation infrastructure programs are typically coordinated with the Southern California Association of Governments (SCAG), or Metro, through the Long Range Transportation Plan. CalTrans, however, administers several programs that could be used to fund bicycle or pedestrian improvements. Current relevant funding activities include:
  - Bicycle Transportation Account (bicycle facilities);
Community Based Transportation Planning Grants (transit, pedestrian, bicycle, streets); Environmental Justice Grants; Highway Safety Improvements Program; and Safe Routes to School.

**Housing and Community Development (HCD)**. HCD administers a number of programs supporting land use planning, transit-oriented development, and affordable housing preservation and production. Many of these programs have been funded by propositions or other legislation with an expiring time frame, but similar programs may exist in the future. Current relevant funding activities include:

- Infill Infrastructure Grant Program;
- Predevelopment Loan Program; and
- Proposition 1c TOD Housing Program (now expired).

**Strategic Growth Council**. Created by Senate Bill 732 (SB 732), the Strategic Growth Council administers several infrastructure and planning grants funded through Proposition 84 bonds. While the majority of the bond allocation has been committed to projects, there may be other funding sources administered by the Strategic Growth Council in the future. Current relevant funding activities include:

- Proposition 84 Sustainable Communities Planning Grant Program (land use planning);
- Proposition 84 Urban Greening Planning Grant Program (parks, open space, other greening); and
- Proposition 84 Urban Greening Projects Grant Program (parks, open space, other greening).

**Infrastructure and Economic Development Bank**. The State Infrastructure and Economic Development Bank provides revolving loan funds and bonds for infrastructure projects within the State of California. As they provide loans and not grants, some local revenue streams must be in place to take advantage of these programs. Current relevant funding activities include:

- Infrastructure State Revolving Fund Program;
- Industrial Development Revenue Bond Program (for upgrading of manufacturing facilities) (streets, transit facilities).

**Regional and County**

**Southern California Association of Governments (SCAG)**. As the region’s Metropolitan Planning Organization (MPO), SCAG is responsible for developing the regional transportation plan, which prioritizes infrastructure investments. Additionally, SCAG leads a number of sustainability-related efforts and is responsible for implementation of SB 375. Current relevant funding activities include:
• Compass Blueprint Demonstration Projects (planning).

• **Los Angeles County Metropolitan Transportation Authority (Metro).** In addition to managing local transportation funding, Metro allocates federal Surface Transportation Program (STP) and Congestion Management and Air Quality (CMAQ) funds to transportation-related planning, operations, and infrastructure. Current relevant funding activities include:
  
  o Call for Projects (transit, streets, pedestrian and bicycle facilities and operations); and
  
  o Transit Oriented Development Planning Grants (regulatory changes such as revision to general plans and/or specific plans).

**LOCAL**

Local funding mechanisms exist to fund planning, affordable housing, development, streetscape, pedestrian, bicycle, and other infrastructure improvements. The majority of City managed funding programs, such as the general fund, Community Development Block Grants (CDBG), and other sources, however, are highly constrained, particularly in this current time period. A number of other local funding mechanisms rely on the creation of districts that generate revenue from local businesses, property owners, or new development. These include Infrastructure Finance Districts (also known as “Mello Roos” districts), other types of assessment districts, impact fees on new development, business improvement districts, and property-based business improvement districts (PBIDs). Some of these types of districts already exist along the Orange line. For example, developers in the Warner Center Specific Plan Area pay a transportation impact fee based on the number of new auto trips that their development is expected to generate. Funds from this fee are devoted to transportation demand management programs and have been used to fund the Warner Center Specific Plan study that is currently underway. There is also some expectation that, with the dissolution of redevelopment agencies in California, the state legislature will pass a new law to allow for the use of tax increment financing districts in other ways.

These types of local financing mechanisms can be used for a number of activities described in this plan. However, some of these mechanisms, such as impact fees and Infrastructure Finance Districts, will only generate significant revenue in areas expected to accommodate new development. Therefore, those station areas that envision significant land use change should undergo specific planning or other land use planning efforts prior to implementation of any of these mechanisms. Some of the possible uses of these mechanisms include:

• Impact Fees, Assessment Districts, Infrastructure Finance Districts: streets, pedestrian and bicycle facilities, transit improvements, other infrastructure, transportation demand management (TDM), and affordable housing

• Business Improvement Districts / Property-Based Business Improvement Districts: wayfinding and signage, TDM, business façade improvements, business attraction

Additionally, a number of local funding and financing programs exist to support the development of affordable housing. Again, these sources are severely constrained, and are often packaged with other
affordable housing funding sources. The City of Los Angeles Housing Department administers these local sources. Current relevant funding activities include:

- Affordable Housing Bond Program;
- Affordable Housing Trust Fund; and
- New Generation Fund.

**NEXT STEPS**

While implementation of some of the activities identified in this report will require stronger political support than currently exists, other activities can be readily implemented, resulting in immediate, additional contributions of the Orange Line corridor to regional sustainability goals. Recommended short-term next steps are described below. These activities have been prioritized for a number of different reasons including:

- **Political feasibility.** These investments or activities have widespread support, based on the outreach completed for this plan.

- **Opportunity.** Investments or activities take advantage of a short-term opportunity (i.e. a funding source that might disappear later), or an opportunity that may not exist in the longer term due to changing circumstances (i.e. land that is available today that may be developed tomorrow).

- **Cost versus benefit.** If relatively low cost or low effort investments can potentially result in significant sustainability-related outcomes for the station area or corridor, these investments might be a higher priority.

- **Addressing existing or potential high performers first.** Station areas with high ridership or transit mode share may be prioritized first for investments that can maintain and enhance this ridership. Similarly, station areas may be prioritized if they are designated for significant change that can enhance sustainability outcomes (for example, in terms of development or new transit service).

The following are the immediate next steps that should be implemented as a result of this study:

1. **Address Orange Line capacity situation.** As is discussed earlier, the Orange Line is nearing capacity and ridership is expected to increase over time through mode shifts and the opening of the extension to Canoga. A critical first step in the continual improvement of the Orange Line is to address the expected capacity issues in the future. Given the long time frame to implement most of the potential capacity improvements, it is critical that a plan be developed in the near future for how this will occur.

2. **Improve North/South transit service and facilities.** Many Orange Line riders, access the Orange Line via connecting transit service. Thus, improving the quality of connecting service is critical to
the continued expansion of ridership. Immediate next steps include finalizing plans for new Metro Rapid service and improving bus facilities and stops near the Orange Line stations.

3. **Improve pedestrian environment around Orange Line stations.** There are a number of relatively low-cost pedestrian improvements identified in this report that could improve pedestrian safety around the Orange Line stations. These include modifying pedestrian signal timing and making improvements to crosswalks, particularly crosswalks that provide connections between Orange Line platforms and nearby bus stops. In the immediate future, the existing 35 mph speed limit on Chandler Boulevard should not be increased to 45 mph.

4. **Adopt the Warner Center Specific Plan Update.** The City is nearly complete in its adoption of the updated Warner Center Specific Plan. This will allow for greater intensification and pedestrian orientation of the Warner Center, which will offer more transportation choices to local residents and workers and strengthen the role of Warner Center as a destination on the corridor.

5. **Develop station-area plans for Sepulveda, Reseda, Van Nuys, North Hollywood Stations.** The market momentum already experienced in North Hollywood may face a stumbling block with the dissolution of CRA/LA. A station area plan for the North Hollywood area can solidify the vision of North Hollywood as a more intensive growth center. Likewise, opportunities created in the Van Nuys, Reseda and Sepulveda station areas through significant development potential, local support for growth and change, and planned Measure R North-South Rapid Bus improvements could be leveraged with a station area plan. The City of Los Angeles, with funding from Metro or other sources, should prepare specific plans or zoning updates within the next three years in order to leverage the next development cycle.

6. **Continue Joint Development opportunities.** Metro should continue its efforts on joint development at stations along the Orange Line corridor with a particular emphasis on North Hollywood and Sepulveda.

7. **Conduct detailed pedestrian access studies for one-half mile around key stations.** While this study identified a number of specific improvements around the Orange Line stations, a focused and detailed study should be conducted at all Orange Line stations, with a particular emphasis on several stations: Reseda, Van Nuys, Sepulveda, Laurel Canyon and North Hollywood. Once identified, the City and Metro should package the recommended pedestrian access improvements and seek federal and state funding for a package of improvements.

8. **Conduct detailed bicycle access studies for up to 3 miles around key stations.** This study identified a number of bicycle-related improvements around the Orange Line, however a detailed, thorough study is needed to identify the specific bicycle improvements needed around each station. These studies should build on the City of Los Angeles Bicycle Plan and other efforts. Once identified, the City and Metro should package the recommended bicycle network improvements and seek federal funding for a package of improvements.

9. **Apply for a Federal Bus Livability or State of Good Repair Grant for Improved Intermodal Transfers with North-South Rapid Buses.** Submit a combined grant application for improved bus
stops, crossings, and signalization at key north-south bus transfers such as Reseda, Sepulveda, and Van Nuys. This implementation plan provides support for such an application, and the grouping of multiple station areas into a single application results in efficiencies in securing grant funding.

10. **Expand bicycle parking at key stations.** Many Orange Line riders today access the stations on bicycle, but each bus can accommodate just three bikes, and parking at some stations is limited. Expanding bicycle capacity is a cost-effective strategy for improving access to the Orange Line.