FINAL REPORT APRIL 2016

CONNECT THE DOTS | VAN NUYS
GREAT STREETS FOR REVEALING, RE-IMAGINING & REALIZING A RESILIENT FUTURE | CD 6

GREAT STREETS CHALLENGE GRANT

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Connect the Dots | Van Nuys
Community Workshops Bring People, Science, and Design Together to Shape Great Streetscapes that Conserve Water

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IOBY.org
431 million cubic meters of stormwater run off of LA hardscape each year, enough to supply 2.5 million people. By maximizing use and recovery of rain and stormwater resources while improving water use efficiency and recycling, up to 82% of water demand in Los Angeles can be met through the strategic use and reuse of a broad-scale local water resource portfolio.
I. EXECUTIVE SUMMARY: GOALS, HIGHLIGHTS, RECOMMENDATIONS

Los Angeles is entering an era of major public investment in its Great Streets, shifting from a carbon-intensive, auto-centric 20th-century streetscape into a diversified, low-carbon public domain for the 21st century and beyond.

Connect the Dots free public design workshops support the City in reaching its sustainability goals by integrating stormwater capture with transit alternatives for a low-carbon future, robust local economies, and a resilient local water supply.

Connect the Dots invites citizens to engage our city’s transit, public space, and water challenges creatively. Connect the Dots | Van Nuys was a partnership led by the Arid Lands Institute, Pacoima Beautiful, and LA County Bicycle Coalition in conjunction with Mayor Garcetti’s Great Streets Initiative, Council District 6, represented by Nury Martinez, and the Van Nuys Neighborhood Council.

Our goals for Connect the Dots | Van Nuys were to:
- **explore** with Van Nuys residents the benefits (and challenges) of walking, biking, and rapid transit on the boulevard;
- **engage** citizens with the unseen water systems beneath our feet, using high-precision data and full-scale visualizations to imagine flows of stormwater and groundwater;
- **facilitate** partnerships among designers, cyclists and community members;
- **test and celebrate** temporary demonstration projects at full-scale;
- **document** emerging visions for a re-shaped public realm;
- **prompt** creative dialog about potential new development patterns;
- **prepare** and present synthesis proposals for long term change.

Partners spent Fall 2015 and Winter 2016 connecting with Van Nuys students, parents, and business owners to hear their thoughts on the future of the Boulevard.

On the afternoon of Saturday, February 20, 2016, Connect the Dots | Van Nuys brought residents together to reimagine Van Nuys Boulevard between Sylvan and Erwin performing at its fullest potential: as engaging public space; a healthy, active transit corridor in a lively economic zone; and a strategic groundwater asset.
The Van Nuys community has a clear vision for:

A safe, shady, landscaped, and well-lit boulevard with nighttime and weekend activities, and fewer homeless people on the street;

Walking, biking, rapid transit and reduced car traffic, with shade trees and drought-tolerant plants creating a cooler urban environment, safe bikeways, and pedestrian-friendly sidewalks;

Street improvements that integrate stormwater capture, supplementing the city’s groundwater supply and reducing flooding and pollutant loads on the nearby LA River;

Public space that showcases Van Nuys’s visual and performing arts community;

A more robust business environment with easier permitting, more parking, and more mixed-use development anchoring the local economy.

Connect the Dots recommends Van Nuys begin a process of street transformation with the following tactics:

Showcase the Civic Center Block as Hub #1 in a long-term transformation that anticipates multiple hubs along the Boulevard.

Build on the Arts: Leverage Movie Night. Use light installations, projected visual arts, musicians, sidewalk festivals, college fairs to bring night and weekend activity to the block.

Attract and retain storefront tenants that catalyze weekend, night-time, entrepreneurial, and arts-related activities.

Involve business leaders in long-term transit-oriented development planning processes.

Anchor the block with a Pacoima Beautiful-like tenant, advocating for investment in public space, green infrastructure, local culture, and environmental justice.

Sustain the collaboration with VNHS environmental science students and teachers.

Expand supportive housing options for the homeless.

Position Van Nuys as a Water Leader with high-precision stormwater capture as a driver of great public space, cooler urban environments, safe bikeways and sidewalks, as well as a source of local climate-resilience.
II. COMMUNITY CONTEXT

Van Nuys History
A 225-square-mile valley ringed by the Santa Susana, San Gabriel, Verdugo, Hollywood, Santa Monica, and Simi Hills drains to the Los Angeles River. The valley was formerly peopled by four indigenous tribal lineages: the Pasekivitam, Simivitam, Tataviam, and the Vanyume. With the Spanish conquest of what came to be known as the San Fernando Valley, Tataviam tribal citizens came to be known as the Fernandeño Tataviam Band of Mission Indians.

According to “The State of Van Nuys,” prepared for the Van Nuys Neighborhood Council in 2013 by Daisy Miguel and Jenny Che of the UCLA School of Public Affairs, modern Van Nuys “officially started on February 22, 1911 ... with a public excursion of auto races, barbeques, patriotic speeches, auction lots, and a free train ride to the Van Nuys town site to celebrate Washington’s birthday.”

Today, Van Nuys comprises approximately 6 square miles of the San Fernando Valley. It is bounded by the 405 Freeway to the west, the Amtrak Rail line to the North, Burbank Boulevard to the south, Magnolia Boulevard to the southeast, Woodman to the northeast, and Hazeltine and Tilden Ave to the East.

Demographics
Miguel and Che’s reading of the 2010 Census tells us that Van Nuys’ population of 80,000 people is 61% Hispanic, 25% non-Hispanic White, 7% Asian, and 6% African American. Forty-seven percent of its residents are foreign born (most in Mexico and El Salvador), 66% of whom are not naturalized citizens. Fifty-one percent self-identify as speaking English less than “very well.” Sixty-six percent of Van Nuys’s population are families. Twenty percent of Van Nuys’s residents have attained a bachelor’s degree or higher; 54% high school or less. Within the Hispanic population, 7% have attained a Bachelor’s degree or higher. The median household income is $39,408. Twenty-four percent of Van Nuys’ total population lives below the poverty line; 30 percent of Van Nuys’s Hispanic population does.

Housing and Transit
About three-fourths of the households in Van Nuys are renter households. According to Miguel and Che, community members face a high housing burden, are living in generally older housing stock, and are car-dependent.

Miguel and Che found that despite access to Metro’s Orange line, Amtrak’s Pacific Surfliner, Coast Starlight, and San Joaquin Train Service, and the Metrolink Commuter Train, 70% of Van Nuys residents drive alone in their cars. “The State of Van Nuys” correlates this high car-dependency to low job density in the area and the need for long commutes to economic opportunities outside Van Nuys.

Economy
Van Nuys’s commercial economy is concentrated along Van Nuys Boulevard. “Consistently over time the dominant industry in Van Nuys has been Health Care and Social Economic assistance.... Retail and manufacturing make up the second largest industry, which include the auto dealers [making up ‘auto row’], retail stores, and small businesses that exist within the street of Van Nuys Blvd on the Van Nuys Central Business Improvement District.”
II. COMMUNITY CONTEXT

According to Council District 6, represented by Council Member Nury Martinez, current priorities for economic development in Van Nuys include:

- working closely with local businesses and residents to revitalize the Van Nuys corridor and its Civic Center, home to the courthouse, County services building, police station, public library and the Orange Line’s local stop;
- increasing economic opportunity by attracting and keeping businesses;
- elevating the quality of life, by repairing sidewalks, trimming trees, improving street lighting and “bringing back the small town feel to our local neighborhoods;”
- enhancing public safety, with a particular focus on reducing prostitution- and drug-related crimes;
- improving environmental health, including cleaning up polluted sites and increasing access to open space.

The Civic Center Block: Van Nuys Boulevard between Sylvan and Erwin

Van Nuys’s main thoroughfare, Van Nuys Boulevard has been identified by the City of LA as one of LA’s 15 Great Streets. Running north-south, and often remembered as the epicenter for cruising culture, the Boulevard is lined by small businesses for much of its length, “Auto Row” (large scale car dealership lots) to the south, and anchored by the Civic Center between Sylvan and Erwin.

While the Civic Center is convenient to the Metro line, and is a hub of government-related activity Monday through Friday, 9 am to 5 pm, it is largely empty and lifeless at night and on weekends. Although several thriving businesses—including the Country General Store, Los Tres Hermanos, and Happy Dog—serve customers on nights and weekends, the public offices are closed, workers and constituents are elsewhere, and the City-owned storefronts along the Civic Center arcade on Van Nuys Boulevard are empty. A high concentration of bail bond offices and a significant homeless population are other distinguishing features of the Civic Center’s street presence on Van Nuys between Sylvan and Erwin.

This challenging location is where Connect the Dots chose to engage the Boulevard.
II. COMMUNITY CONTEXT

**Assets** that drew CtD to the site included:
- a strong sense of civic pride on the part of local businesses, led by Country General Store, a presence on the boulevard since 1911, and its neighbor Los Tres Hermanos;
- an accessible, sunny plaza at Sylvan and Van Nuys;
- a shaded arcade linking the Constituent Center plaza on the north to the federal plaza one block south.

**Challenges** that CtD recognized included:
- How can the people of Van Nuys occupy their civic center joyfully and productively, not just to transact government business?
- Can a 6-lane boulevard be slowed down to enhance safe enjoyment by foot and by bike without negatively impacting existing businesses?
- Can empty storefronts be temporarily transformed to provide a glimpse of 24/7/365 public space?
- Could a vision for bike lanes and stormwater infiltration accommodate, complement, or enhance Metro’s extensive plans already underway for rapid transit on the Boulevard?

**Metro on the Boulevard**

Van Nuys Boulevard is central to the East San Fernando Valley Transit Corridor Study currently underway with Metro. At present, the corridor has high bus ridership and slow bus speeds. The study’s purpose is to improve north-south mobility; enhance accessibility and connectivity; and provide additional transit options for residents. The study has identified locally-preferred alternatives including: curb-running bus lanes; median-running bus lanes; trams; and light rail transit.

Prevalent comments from Metro’s public dialog indicate community support for: building light rail transit (LRT); connecting to future Sepulveda Pass Transit Corridor Project, Amtrak, Metrolink and future High Speed Rail; eliminating dedicated lanes along Van Nuys Boulevard south of the Metro Orange Line; ensuring that bicycle facilities are a component of the project; and evaluating impacts from any parking loss along Van Nuys Blvd.

**Hydrology in Van Nuys**

The San Fernando Valley is a 225-square-mile sediment-filled basin draining to the Upper LA River. While the Valley has been impacted by severe drought along with much of the west—from 2012 to 2016, it received only 5 to 8 inches of rain per year—precipitation in the Valley has typically averaged approximately 17 inches per year.

Van Nuys’s water supply is 89% imported—66.7% by the Metropolitan Water District (combination of State Water Project and Colorado River Aqueduct) + 22.9% by the Department of Water and Power’s LA Aqueduct. Van Nuys derives 10.4% of its supply from groundwater.

In the face of extreme drought and hydrologic impacts of climate change—decreased snowpack, extended drought periods, and less frequent but intensive rain events—Los Angeles water managers are looking to decrease dependence on imported snowmelt, and increase local resilience through increased groundwater recharge.

The Valley’s 3,600,000-acre-foot groundwater basin is geologically well suited to infiltration and storage. However, with 85% of the valley’s floor rendered impermeable due to manmade land surfaces, groundwater recharge is limited. Approximately 92,000 acre feet of stormwater run off the Valley floor each year, enough to supply half a million people with water for a year (at current usage rates, no conservation measures in place).

While it is true that Van Nuys, generally speaking, is geologically highly suitable for infiltration, many known contaminant sites due to leaking gas tanks and aerospace-related groundwater contamination will restrict infiltration opportunities. A blanket approach of “best management practices” and low-impact design strategies risk sending precious stormwater assets into contaminated groundwater plumes.

**To optimize local water supply and water quality, stormwater infiltration into the local groundwater basin will have to be strategically implemented.**

Because unprecedented drought has occurred throughout the study period, Metro is also looking for opportunities to collaborate with other public agencies on water-related projects such as ground water re-charge and greywater re-use.
II. COMMUNITY CONTEXT

Hazel

ALI’s digital tool Hazel provides high-resolution data (accurate to 30m²) linking surface and subsurface conditions to identify suitable and unsuitable infiltration sites. This data, which can be thought of as a pixelated “x-ray” of the Boulevard, provides site-specific guidelines for retrofitting the city’s surfaces for optimized groundwater augmentation.

Hazel data was used as the basis for Connect the Dots public design workshops. The workshops were conceived by ALI graduate and USC landscape architecture instructor Aja Bulla-Richards. Connect the Dots was first piloted in Pacoima in July 2015 as the culmination of Aja’s MSArch in drylands design.

Connecting the Dots

How will pressing economic, transit, and environmental priorities be integrated, balanced, and leveraged? If streets are redesigned for transit and water, how can small businesses thrive with changed parking patterns? How can bikes safely coexist with rapid transit and stormwater capture? Can small-scale, short-term changes at the scale of the block, the curb, the storefront, the plaza support and align with medium- and long-term goals for economic development? Can integrating science with the arts and environmental justice goals help catalyze and accelerate an attractive environment for new businesses, more jobs, and transit-accessible housing?

Connect the Dots brings citizens together with leaders in environmental justice, cycling, and localization of water supply to reimagine LA’s Great Streets performing at their fullest potential: serving as engaging and informative public spaces; lively cultural and economic districts; healthy, active mobility zones; and environmentally resilient urban groundwater assets.
CONNECT THE DOTS
CIVIC ENGAGEMENT TOOLS FOR REVEALING, RE-IMAGINING & REALIZING A RESILIENT FUTURE

Transformation

Resiliency

Data Collection

Pilot Projects

Design Proposals

Tool Development

Engagement

Method

Adaptation

Transformation

Resiliency
Partnerships: Who We Are

Pacoima Beautiful is a community-based environmental non-profit whose mission is to empower its community. The bilingual, multi-cultural organization focuses on capacity building, environmental issues, and programs that provide education, advocacy and leadership opportunities that foster a healthy and safe environment. Since 1997, PB has successfully raised and administered many grants for community planning, organizing, safer homes, green infrastructure, and youth education. Pacoima Beautiful reaches over 10,000 people in the Northeast San Fernando Valley, educating communities on streets that are safe for everyone. PB partners with pedestrian, bike, and transit groups to advocate for improvements to streets, greenways, mobility and health while addressing issues of equity and environmental justice. PB runs an active environmental youth group, YUTEP.

Los Angeles County Bicycle Coalition (LACBC), one of the most innovative and wide-reaching bicycle advocacy groups in the country, is a nonprofit organization with over 1,500 members, engaging cyclists through advocacy, education and outreach across the county. With 2500+ volunteers and 30,000+ followers, LACBC engages in policy, advocacy, education, and community-building to make the streets of Los Angeles County safer for all road users. LACBC actively engages with the County and local governments, LA Metro, partner organizations, and community members to bring more funding to active transportation, make policy and infrastructure changes, and encourage biking as a vital mode of transportation.

The Arid Lands Institute (ALI) is an education, outreach, and research center devoted to design of the built environment. It collaborates with schools, professional firms, and public agencies to provide new planning and decision-making tools, and new design solutions, at the nexus of water, energy, and climate change. Formerly housed at Woodbury University in Burbank, which served as Connect the Dots’s fiscal sponsor, ALI is now housed at the LA Cleantech Incubator in downtown LA. ALI maintains a database of 3,000 subscribers, an active social media presence, and a network of firms and organizations reaching 10,000 followers regularly for events and programs.

Independent public artist Tamarind Rossetti holds an MFA in public practice and works in painting, writing, video, and public participation. She conceived and produced an original video installation for Connect the Dots.

Anne Trumble of Emerging Terrain brought a depth of experience in landscape architecture, urban design, and large scale civic engagement. She advised the project from its earliest stages, and crafted a robust communications strategy online.
Outreach: Engaging the people of Van Nuys
Over the course of the fall, Connect the Dots partners engaged families, schools and small businesses in conversations about the Boulevard.

Together, partners reached out in Spanish and English to 129 Van Nuys parents and community members via focus groups; approximately 125 environmental science students at Van Nuys High School; and 25 business owners via 1:1 canvassing.

In early 2016, Pacoima Beautiful facilitated focus groups at Sylvan Elementary (January 22); Van Nuys Neighborhood Group (January 26); Van Nuys High School Parents Meeting (January 27); and Pacoima Beautiful YUTEP (January 28). Connect the Dots workshop leaders spent a day teaching environmental science students at Van Nuys High School (February 10) and a morning at North Hills’ Sepulveda Middle School (February 11).

With the assistance of Council District 6 Field Office and Van Nuys Neighborhood Council, partners distributed 1,500 printed flyers in Spanish and English, inviting residents to participate in the February 20th workshops.

Connect the Dots met with Van Nuys Neighborhood Council in July, and again for input and outreach assistance in early February.

Online, Connect the Dots maintained a lively presence on social media (Facebook and Twitter), showcasing Van Nuys’s local businesses, public art, Metro, CD6 and VNNC news, as well as providing partner profiles and engaging professional and university design programs. With the assistance of CD6, VNNC, and the Great Streets office, Connect the Dots partners reached over 30,000 allies via e-blasts, newsletters, social media, and website postings.
We drank tea
On Saturday, February 20th, 250 people convened for free outdoor design workshops, bicycle clinics, and a street fair celebrating a vibrant future on Van Nuys Boulevard. As part of Mayor Garcetti’s Great Streets Initiative, Connect the Dots | Van Nuys brought together water-conservation science, design visioning, and the people of Council District 6, represented by Councilmember Nury Martinez.

Children, families, high school students and their teachers, business owners, environmentalists, bike advocates, public agencies, artists, musicians, and elected representatives gathered for a day of hands-on creativity.

Workshop leaders asked participants, What is the future of your boulevard? Can bikes, cars, strollers, skateboards, and rapid transit all share it? And can it be designed to help solve LA’s water supply needs?

Prep: 9 am to 1 pm:
The day began early with partial street closure and placement of water-filled barriers along both the east and west sides of the street. Volunteers and partners convened for four hours of prep. Approximately 75 Van Nuys High School Environmental Science Students, led by instructors Lucy Garcia and Diane Fuhrman; a dozen YUTEP students; and three hard-working freshmen from Notre Dame High School prepped for the event by setting up tables, readying supplies, erecting banners and umbrellas, and coating storefront windows.
Tour de Van Nuys Feeder Ride: 12-2 pm:
LA County Bicycle Coalition led fifty cyclists on a five-mile Tour de Van Nuys “feeder ride,” visiting sites of historical interest before arriving at the Civic Center. Local guide Andy Hurvitz shared Van Nuys’ rich culture and history with riders.

Bike Activities: 2-6 pm
RetroXpress and Walk-n-Rollers collaborated with LACBC and Ciclavia to introduce young riders to bike safety and maintenance. Young riders were given free helmets provided by the Van Nuys Neighborhood Council.

Workshops: 1 pm to 9 pm
Event-Day was organized around three stages: two hands-on workshops and a third “test” of the street, celebrating a temporarily transformed street at full scale.

Workshop 1: 1 pm
REVEAL: Peeling Van Nuys’ Layers used advanced hydrologic data as public art to expose the water systems beneath the street’s surface and reveal potentials for capture and storage. Teams of design students, design professionals, and cyclists worked with community members to reveal Van Nuys Boulevard’s hidden potentials for flows of water and people. Van Nuys student leaders helped host the workshops, painted data on the street, and provided translation services for families.

Hazel Table: 3 pm
Students worked with a rolling hands-on teaching tool, the Hazel Table, to simulate water moving through the earth’s crust. Students filled layered trays with various types of material—sand, clay, gravel, charcoal—simulating sediment and geologic strata. By pouring water on permeable and impermeable surfaces, participants were able to observe run-off, infiltration, and groundwater recharge in a visible, tactile way.

Workshop 2: 3:30 pm
REIMAGINE: Picturing Van Nuys’ Future built on the first workshop. Design teams, cyclists, and community members proposed temporary streetscapes using drawings, models, and mock-ups. Mock-ups were made using plants and trees loaned by Valley Crest and Bureau of Street Services, along with balloons, cardboard seating elements, and paint. How can water, bike lanes, transit, and walking paths work together? Again, Van Nuys student leaders provided much of the energy, vision, and muscle to create a transformed street.
**Workshop 3: 5-9 pm**

**REALIZE: Celebrating Van Nuys** allowed residents to temporarily occupy, test, and celebrate design proposals at full scale. Using a prefabricated kit of materials designed and produced by students, professionals, and volunteers, the Boulevard was temporarily transformed into a culminating event showcasing the potential of street life and environmental renewal.

Residents created zones for pedestrian- and bike-friendly transit, stormwater infiltration, shade trees and drought-sensitive landscaping, and an active, animated public plaza for arts, entertainment, dining and retail at night and on weekends. Dozens of youngsters and their families, supported by bike advocates from LACBC, Ciclavia, Walk n Rollers, and Tern Bicycles tested the street design on foot, on skateboards, and on bikes.

**Exhibitors**

In the afternoon, workshop participants were joined by exhibitors from Van Nuys Neighborhood Council, Metro, LA DWP, and LA Bureau of Sanitation. In the evening, LA River Rover, Greywater Corps, WeTap, TreePeople, River LA, and others shared resources for water conservation and water education programs.

As dusk fell, the block, plaza, and arcade were lit by major event-production specialists from Production Resource Group donating their time, equipment, and expertise. A water-inspired Tai Chi program was held at sunset, and public artist Tamarind Rossetti’s projected her poetic video installation, “The Beginning of Water,” on the facades of empty storefronts, animating an otherwise lifeless stretch of the Boulevard. Performers from the Musicians’ Institute and Fernandeño Tataviam Band of Mission Indians sang and danced on the plaza, against a backdrop of projected images of water-sensitive architecture of the future.

**Clean-Up: 9-10 pm:**

Collaborators from Bureau of Street Services, ALI, Van Nuys Neighborhood Council, Notre Dame High School, family and friends dismantled workshop tables, landscaping, street barriers; secured storefronts; and removed trash.

A write-up of the day’s events and gallery of images can be found here: aridlands.org.
Attendance:
149 ALI unique sign-ins + surveys
45 VNNC unique sign-ins
50 LACBC est. unique participants Tour de Van Nuys
30 LACBC est. unique participants kids bicycle workshops
274 total estimated attendance

Feedback:
Anecdotally, and as part of post-event stakeholder de-brief, Connect the Dots received the following feedback from community members:

Strengths
Event was well-attended. Many people came by and engaged with the day’s activities.

Event was highly visually attractive. Painted dots, planters, and pop-up protected bike lanes really helped convey a new vision for the Great Streets.

A notable presence of the Van Nuys High School students was extremely helpful. Students really understood many of the concepts and were eager to take on leadership roles. Their presence also guaranteed very local engagement with community.

Multiple age groups led to interesting collaborations across generations such as when the little kids from bike workshops activated the closed street designed by high school students.

The evening was a multicultural activation. The presence of an indigenous group was exceptionally strong since it attracted citizens familiar with the group and its heritage. Although lower in attendance, the evening portion showed possibilities for long term arts-centered cultural programming.

The event catalyzed conversation from the community. According to representatives of CD6, there were many questions about the event in the days following.

The opening remarks of the event were very concise and direct in addressing: How is this relevant to street design?

It was a very energetic event. The hybrid format of street fair, workshop and festival led to an intensity of energy and activity on a stretch of Van Nuys that has little to no
pedestrians. It was a challenging site with less likelihood of spontaneous encounter. However there were many people so it had a strong street presence—including many additional viewers by car.

**Weaknesses**

**Scheduling issues** arose from a very long day of programming. Some saw it as too long for children, families and younger volunteers (YUTEP). With multiple activities at one time (dot painting and bike-corral, for example) children had to choose. Attendance at the evening programming suffered because of the length of the day, conflicting with dinner hour, and safety concerns. If the event had been shorter, there would have been a higher concentration of attendance with more people participating at a dedicated time slot.

**CtD lacked local Van Nuys-based partners.** Although VNNC and CD6 served as liaisons, it was challenging to carry out effective outreach. Connect the Dots benefited from the logistical assistance of the CD6 Field Office, and, to a limited extent, from the support of the Van Nuys Neighborhood Council. Due to internal issues facing VNNC during Fall 2015, valuable time for dialog, collaboration, outreach, and publicity with Van Nuys’s grassroots leadership was significantly reduced. Future events need to invest in building trust among a population who may have vulnerable immigration status and a reluctance to engage publicly. It was also noted in a post-event stakeholder brief that VNNC does not have any Hispanic members.

**Material needs to be more inclusive for its target audience.** Printed material needs to be simplified and more explicit, in both English and Spanish, to be approachable. The following question needs to be addressed more readil: *how does climate-resilience affect me? How does getting involved benefit me? My business? My children?*

**Coordination of focused workshop sessions could have been stronger.** Curriculum varied table-to-table. Workshop leaders could have facilitated greater integration of Spanish-speaking populations and those not familiar with the subject matter.

**Workshops would benefit from more demonstration activities that involve children in smaller scale hands-on activities.** The Hazel Table demonstration addressed this gap to an extent; however, the scale, number, and approachability of the table needs to be integrated into workshop content.

**The site presented challenges such as multiple points of entry for the workshop layout.** How do you translate workshops into an open street environment? Into stations or a scripted sequence? Addressing this issue could have bridged the gap between the workshop area / plaza and the bike activities.
VI. PROJECT DATA: GOALS, METHODS, RESULTS, ANALYSIS

Goals
CtD set out to hear from community members on perceived strengths and weaknesses of the boulevard, and the possible impacts of:
- reduced parking
- more bike lanes
- new LRT or BRT
- stormwater capture on economic activity, access and mobility, neighborhood character, environmental health, and safety and security.

We were also interested in finding out how cyclists evaluate specific conditions affecting cyclist safety and comfort, including:
- levels of daytime heat/shade
- sufficient night lighting
- unobstructed visibility
- effective stormwater drainage
- connection to other transit modes

CtD also sought open-ended input from community members describing their visions for a transformed boulevard.

Methods
Before, during and after workshops, CtD partners surveyed community members on perceived strengths and weaknesses of the boulevard through two survey types: a Community Survey and a Transportation Survey. Through these surveys we evaluated the community member’s priorities regarding economic activity, access and mobility, neighborhood character, environmental health and safety and security. We specifically wanted to assess priorities regarding stormwater capture, reduced parking, bike lanes and alternative modes of transportation.

Community surveys were distributed in pre-event workshops and during the February 20th event. Transportation surveys were distributed only during the event. Copies of surveys, in English and Spanish, are included in the appendix.

In addition, anecdotal input from the business community was gathered through door-to-door canvassing and frequent informal dialogue.

Results
Formal and informal data collection from surveys, focus groups, and discussions with community leaders all show that the Van Nuys community would like a cleaner, safer, more beautiful and well maintained boulevard.
PRE-EVENT Community survey results included:

A. Priorities are (a) Community Beautification, and (b) Improved Safety. Survey comments focus on the need for cleaning and maintenance. Comments also indicate the need for improved safety at night. Community members indicated support for (c) Stormwater capture, though it is unclear whether the response was biased by the context and dialog.

B. Participants indicate a similar amount of car ridership and walking along Van Nuys. Both driving and walking were marked by the same number of people (6 out of 19).

C. Participants identify their main activity along Van Nuys as socializing followed by shopping. Each of these activities received approximately 25% of cumulative rankings amounting to half of cumulative points. Most businesses visited include supermarkets and convenience stores.

D. The main improvements that participants would like to see are (a) stormwater capture (b) crosswalks (c) public spaces (c) more plants.

From EVENT DAY Community and Transportation Surveys, we heard the following:

A. The main reason community members go to Van Nuys Blvd is for commercial activity and transportation services. Restaurants, services and shopping are among the main attractions along the corridor, including food establishments (Los Tres Hermanos, Sizzler, Subway, Puro Sabor), convenience stores (Jons Market, Walgreens, 99 cent store), retail (Big Five, Thrift Stores) and services (civic center, YMCA, library, police station, banks, post office). Several indicated Van Nuys is important for transportation services such as Metrolink, Metrobus, bike shop (Peddlers West) or connecting to the bike lane along Chandler.

B. Most people depend on their cars; there was also high indication of public transportation use and walking along the corridor. Cars remain the main mode of transport along the corridor as well as the main mode of arrival to the event; 40% of event participants arrived by car. However, there was a high indication of walking along the corridor as well as public transportation as a reason
to go to Van Nuys Boulevard. Bike ridership is low the highest indicators where 12 out of 28 participants either occasionally ride a bike (1 or 2 times a month) and 7 out of 28 said never.

C. Community members’ highest priorities for the Boulevard are:
   • Improved Safety,
   • Community Beautification and
   • Less Traffic.
Many survey comments focus on the need for cleaning, maintenance of streetscape (trash cans, tree-trimming). Comments about improving safety note the insecurity in the neighborhood (some indicate gang activity) and homeless along the corridor. Comments also identify traffic as an issue.

D. Community members consistently indicate a desire for improved streetscape, emphasizing the importance of shade.
From the community survey, improvements in order of priority:
   (a) More trees and shade
   (b) More Public Spaces
   (c) More Stormwater capture
   (d) Crosswalks.
From the transportation survey, daytime heat and lack of shade were among the highest concerns affecting bike ridership. Challenges to bike riding in San Fernando Valley are indicated as:
   (a) Daytime Heat
   (b) Lack of street design
   (c) Lack of connectivity between bike lanes, paths, routes and shares streets
   (d) Lack of shade.

E. There was an increased perception of safety along the corridor during the event both cycling and walking; over half the surveys indicated the highest rank of safety during the event.
Informally and anecdotally, through one-on-one conversations with Connect the Dots team members canvassing the neighborhood and in a post-event stakeholder debrief, the following observations were collected:

Business leaders repeatedly suggested that more off-street parking would enhance the Boulevard as a destination.

Businesses also noted that the business permitting process along Van Nuys Blvd is extremely difficult, disincentivizing entrepreneurs and economic development.

Empty city-owned storefronts at Civic Center were frequently mentioned as sending a very strong negative message that city government does not prioritize the Boulevard.

Business owners and parent groups concur that the homeless population limits the public’s sense of safety and enjoyment of the Boulevard, particularly at the Civic Center. Students at Van Nuys High School and North Hills’ Sepulveda Middle School also spoke explicitly of their desire to see the homeless housed and served, off-street.

As long term-goals, business owners frequently cited mixed-use developments with ample public parking in Burbank, Pasadena, and Santa Monica as appropriate and desirable models for economic revitalization. Larimer Square in Denver was also cited as a model of appealing, dynamic public space.

Long-time community members often spoke of arts and culture as important missing components of public life on the Boulevard, citing cruising culture, holiday parades, murals, movie nights, and occasional street festivals of the past as evidence that the people of Van Nuys don’t just want to shop or transact business on the Boulevard. They want the Boulevard to serve as an arena for local culture.
What does the future of Van Nuys Boulevard look like?

According to CtD participants, it’s a safe, shady, landscaped, and well-lit street with nighttime and weekend activities, and fewer homeless people on the street. Walking, biking, and rapid transit combine to reduce traffic. Shade trees and drought-tolerant plants create a cooler urban environment, safe bikeways, and pedestrian-friendly sidewalks. High-precision stormwater capture adds to the city’s water supply and reduces pollutant loads on the nearby LA River. The Boulevard provides ample opportunities for showcasing local culture, from movie night to visual and performing artists. Long-term, mixed-use development provides local housing, job, and entertainment options.

Specific elements of the community’s vision include:

**Small-to Medium**
- Planting street trees to provide shade and beautification;
- Increasing street maintenance to include street cleaning, sidewalk repair, trash removal & graffiti removal;
- Improving safety for pedestrians and cyclists, to include better lighting, crosswalks and protected bike lanes;
- Increasing landscape opportunities for beautification and stormwater capture, treatment, and storage;
- Making parking free after 6:00 pm to encourage nightlife on the street.

**Medium-to-Large**
- Addressing homelessness along the Boulevard;
- Encouraging weekend and night-time dining and retail opportunities;
- Cultivating pride of place, including arts and events set within a beautiful well-maintained center for Van Nuys;
- Investing in higher-density mixed-use development with ample parking. Models referenced included: Old Town/Colorado Blvd Pasadena; downtown Burbank; downtown Santa Monica
VII. COMMUNITY CAPACITY: ASSETS, OBSTACLES, OPPORTUNITIES

What skills, resources, and existing capacity does Van Nuys have to achieve this vision?

Civic Center is an asset. The Boulevard contains a string of potential hubs, with the Civic Center as an obvious, high-visibility starting point. Public programming on the plaza and in the empty storefronts can provide short-term high-visibility impact and send a strong message of priorities and transformation-under-way.

Business leaders and entrepreneurs are assets. No one wants the Boulevard to succeed more than the men and women whose businesses depend on it. Whether running the Country General Store dating from 1911 or McLeod’s Brewery dating from 2014, these are passionate leaders committed to the future of the Boulevard.

Geology is an asset. Van Nuys has large swatches of publically and privately owned lands that are highly and moderately suitable for stormwater infiltration. Van Nuys has an opportunity to be a regional leader in groundwater augmentation, and reducing contaminants in the River.

Van Nuys High School is an asset. VNHS educators are eager for environmental and civic engagement learning and service opportunities, as they prepare the next generation of college-and job-ready citizens. VNHS students eagerly and effectively bridge the gap between Van Nuys formal civic life and the daily informal experience of their families. VNHS parents grasp that opportunities for environmental and civic engagement provide a critical path forward for their children’s growth, exposure to professional and educational opportunities, and modeling confident civic leadership.

Culture is an asset. Summertime movie nights hosted by CD6 already attract from 350 to 500 visitors. Van Nuys has many amateur and professional musicians who expressed interest in outdoor performances, and the Musicians Institute was eager for students to gain experience performing in public. Van Nuys also has a strong murals tradition and emerging public artists.

Diversity is an asset. VNNC and CD6 representatives note that a cultural and demographic shift is under way. As Van Nuys is welcoming more Armenians, Hispanics, and millennials, more integration and collaboration can bring about a distinctive public space unlike any other in the City.
Metro is an asset. With major rapid transit development planned for the Boulevard, multipurpose investment can be leveraged to elevate the presence of arts, culture, housing, and groundwater replenishment along its length. As an educational civic engagement process, the East San Fernando Valley Transit Corridor Plan offers a 10- to 20-year opportunity for systematically involving the VNHS community in shaping the future of their community.

What skills, resources, and existing capacity does Van Nuys not have to achieve this vision?

In stakeholder discussions following the workshop, stakeholders listed the following challenges and obstacles (many already noted) to achieving the community’s vision:

- Lack of forthright engagement in civic discussion by large sector of the population;
- Lack of Hispanic representation on VNNC;
- Perceived indifference/hostility to small business re: difficult permitting process, lack of parking, and empty city-owned storefronts at Civic Center.
How can the city support Van Nuys’s vision? Connect the Dots recommends the following:

Strategy:
**Position the Civic Center Block as Hub # 1 in a long-term transformation.**
Recognize the symbolic and visual prominence of Van Nuys Boulevard between Sylvan and Erwin and its distinctive opportunity/responsibility as the first in a line of future distinctive hubs. Use it as a lab for anticipating a future Boulevard of clean transit, economic opportunity, local culture, and water-resilience

Tactics:
**S (small/short-term)**

**Leverage Movie Night: Temporarily transform Storefronts**
Use fast, cheap, temporary visual programming to transform empty storefronts and the public message. Embrace the arts to signal: Transformation begins Here! Use light installations, plants, projected video and photography, performing artists, sidewalk festivals, college fairs. Focus on nights and weekends. Resolve litigation and streamline city guidelines for rental agreements.

**Beautify/Maintain the streetscape.**

**Recognize small-business owners as co-creators.**
Make space at the table for Van Nuys Boulevard small-business owners to participate actively in long-term transit-oriented development planning processes.

**M (medium, medium-term)**

**Fill the city-owned storefronts with tenants that advance community vision.** Once litigation is resolved, storefronts should not return to the weekday 9-5 business model. Rent storefronts to tenants that fulfill multiple dimensions of the community’s vision: weekend, nightlife, entrepreneurial, and arts- and culture-related destinations.

**Extend the Collaboration with VNHS.**
Create a sustained city-as-classroom opportunity where multiple generations of VNHS students participate in the science, design, and policy of shaping their city’s public realm. Sit down with environmental science instructors and student leaders at VNHS, Ctd partners, Metro, Great Streets, and CD6 and explore how to continue meaningful, hands-on civic engagement and learning opportunities along the Boulevard. This recommendation aligns with long-term objectives for technical training, educational advancement, professional development, and college preparation for the largest segment of Van Nuys’s population, first-generation Americans.
L (large/long-term)

Van Nuys Needs a Pacoima Beautiful. Clone, create, or attract one! Rent one of the Civic Center store fronts to a non-profit modeled on Pacoima Beautiful, serving as a liaison between CD6 and residents, businesses, and the design community, facilitating creative investment in public space, green infrastructure, local culture, and environmental justice.

Make room on the boulevard for supportive low-cost housing.
As Van Nuys densifies and Metro catalyzes transit-oriented development, develop and sustain plans for permanent, safe, supportive and affordable housing for Van Nuys’s most vulnerable population.

Position Van Nuys as a Water Leader.
A Great Street in a dry land is a street that augments water supply through stormwater capture. At the same time, blanketing the San Fernando Valley with generic ‘best practices’ will not attain optimal replenishment of LA’s groundwater basins. Due to differences in soils, land uses, and contamination levels, some places are better for infiltration than others. Site-specific data accurate to 30 square meters shapes smart strategy for where to infiltrate and where not to infiltrate on Van Nuys Boulevard (and every other street in the basin).

A street that celebrates high-precision stormwater capture as a driver of great public space, cooler urban environments, safe bikeways and sidewalks is not only more pleasant, attractive, and economically viable—it will also reduce pollutants and flooding on the LA River, and accelerate Los Angeles’s transition to water security and climate resilience.

The people of Van Nuys can take pride in leading that process in their own neighborhood, and piloting a process taking root across the city.
**Team Member Contact Info**

**Hadley Arnold**  
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Coordination of Community Outreach, Fundraising, Reporting and Dissemination

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Data collection, analysis, and synthesis  
Reporting and Dissemination

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Community and fundraising outreach

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Artist Public Practice - Social Engagement  
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Workshop Development  
Design/Production: Rear-Projecting Storefront Installation  
Community Engagement, Development and Fundraising

**Anne Trumble**  
Landscape and Urban Designer, Emerging Terrain  
anne@emergingterrain.org  
402.516.4496  
Workshop/Event Design Development  
Social Media/Digital Content Strategy  
Advising: Fundraising, Community Engagement

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**Spring 2015 Students**  
Woodbury University School of Architecture, Urban Design Studio 4b  
Design, fabrication, workshop production, documentation, synthesis
IX. APPENDICES

Workshop Materials
Where does our water come from?
Where does our water go when it rains?
Where can we capture water when it rains?
What can we do to capture water when it rains?

Sample Surveys
Community Survey in English & Spanish
Transportation Survey English & Spanish

Budget
Estimated
Actual

Image Credits
All Photographs by SRA Photography unless noted otherwise.
All drawings by Aja Bulla-Richards unless noted otherwise.
All data visualization by Stephanie Newcomb.
Thank you poster by Stephanie Newcomb.
CONNECT THE DOTS | VAN NUYS

CONNECT THE DOTS USES ART AND DESIGN TO BRING COMPLEX SCIENCE TO THE SURFACE OF OUR CITY’S STREETS TO SHAPE VISIONARY POLICY AND INSPIRED PUBLIC SPACE FOR A WATER-SMART FUTURE.

WHERE DOES OUR WATER COME FROM?

Thirty million people in the US West, one third of them in the greater Los Angeles metropolitan area, depend on dwindling snowpack for water, delivered via energy- and carbon-intensive conduits from remote ecosystems while flushing local stormwater to channelized flood control structures once known as rivers. Current climate models estimate that 70 percent of western snowpack will be gone by 2100.
WHERE CAN WE CAPTURE WATER WHEN IT RAINS?

CONNECT THE DOTS BUILD ON THE ADVANCED HYDROLOGIC RESEARCH OF THE ARID LANDS INSTITUTE (ALI). HAZEL IS A DECISION-MAKING TOOL FOR WATER-SENSITIVE URBAN DESIGN THAT TELLS US WHERE STORMWATER CAN BE SAFELY AND EFFECTIVELY INFILTRATED TO REPLENISH LA’S GROUNDWATER BASINS.

WHERE DOES OUR WATER GO WHEN IT RAINS?

DIVINING LA AT THE ARID LANDS INSTITUTE IS A COLLABORATIVE, MULTI-YEAR INITIATIVE DESIGNED TO SEEK, REVEAL, AND CHAMPION A WATER-SMART FUTURE FOR LOS ANGELES, AND TO POSITION LA AS A LEADER IN THE DESIGN OF DRYLANDS RESILIENCE GLOBALLY.

431 million cubic meters of stormwater run off of LA each year, enough to supply 2.5 million people. By maximizing use and recovery of rain and stormwater resources while improving water use efficiency and recycling, up to 82% of water demand in Los Angeles can be met through the strategic use and reuse of a broad-scale local water resource portfolio.
APPENDICES | WORKSHOP MATERIALS

CONNECT THE DOTS | VAN NUYS
WHAT CAN WE DO TO CAPTURE WATER WHEN IT RAINS?

CONNECT THE DOTS PUBLIC ART | INTRODUCES NEW VISUAL LANGUAGE

EXISTING STREET PAINT NOTATION SYSTEMS
SHARED COMPLEX LANGUAGE | URBAN NARRATIVES | RULES & CODES

**Vehicular**

**Vehicular | Parking**

**Pedestrian**

**Cycling**

**Utilities**

---

**CONNECT THE DOTS | VAN NUYS**

WHAT CAN WE DO TO CAPTURE WATER WHEN IT RAINS?

CONNECT THE DOTS | INTRODUCES NEW NOTATION SYSTEMS THAT CATALYZE TRANSFORMATIONS

CONNECT THE DOTS GIVES COMMUNITIES THE ABILITY TO WITNESS, PARTICIPATE IN, AND PROVIDE FEEDBACK ON A SIMULATED PROCESS OF STREET TRANSFORMATION THAT ORDINARILY TAKES YEARS TO UNFOLD.

<table>
<thead>
<tr>
<th>PHASE I</th>
<th>REVEAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paint information about water, soil &amp; topography on the street. Ground truth with the local community. Adapt markings to optimize social and ecological performance</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PHASE II</th>
<th>RE-IMAGINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perforation (on stormwater infiltration sites) Framework for landscape processes to transform the site</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PHASE III</th>
<th>REALIZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Invest in infrastructure for pedestrians, cyclists, stormwater and greywater</td>
<td></td>
</tr>
</tbody>
</table>

TRANSFORMATION TIMELINE 10 - 15 YEARS

**Phase I: 1 - 5 years**
Notation | Paint

**Phase II: 3 - 5 years**
Texture | Perforation

**Phase III: 5 - 10 years**
Materiality | Place
**Connect the Dots | Van Nuys**

**Event Schedule**
- 1pm Welcome & Opening Remarks
- 1:30pm REVEAL Workshop 1
  - Environmental Art Installation
- 3:30 RE-IMAGINE Workshop 2
  - Streetscape Installation
- 2-4:00 pm Kids Bike Safety Training
- 4:30 pm Kids Bike Rodeo
- 6-9 pm REALIZE
  - Block Party and Water Festival
- Sunset Water Tai Chi class
- 6:30 pm Welcome & Opening Remarks
- 1:30pm REVEAL Workshop 1
  - Environmental Art Installation
- 3:30 pm RE-IMAGINE Workshop 2
  - Streetscape Installation
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- 4:30 pm Kids Bike Rodeo
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- 4:30 pm Kids Bike Rodeo
- 6-9 pm REALIZE
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- Sunset Water Tai Chi class
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- 1:30pm REVEAL Workshop 1
  - Environmental Art Installation
- 3:30 pm RE-IMAGINE Workshop 2
  - Streetscape Installation
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- 4:30 pm Kids Bike Rodeo
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  - Block Party and Water Festival
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  - Environmental Art Installation
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  - Streetscape Installation
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- 4:30 pm Kids Bike Rodeo
- 6-9 pm REALIZE
  - Block Party and Water Festival
- Sunset Water Tai Chi class
- 9:00 pm Welcome & Opening Remarks
- 1:30pm REVEAL Workshop 1
  - Environmental Art Installation
- 3:30 pm RE-IMAGINE Workshop 2
  - Streetscape Installation
- 2-4:00 pm Kids Bike Safety Training
- 4:30 pm Kids Bike Rodeo
- 6-9 pm REALIZE
  - Block Party and Water Festival
- Sunset Water Tai Chi class

**What Can We Do to Capture Water When It Rains?**

**Connect the Dots | Van Nuys**
The City of LA’s Great Streets Initiative will activate public space, provide economic revitalization, increase public safety, enhance local culture, and support great neighborhoods. Van Nuys Boulevard has been named one of LA’s first 15 Great Streets.

For the following questions, please rank from 1 = least important to 5/6 = most important.

### Rank your priorities for Van Nuys Boulevard in Van Nuys.

<table>
<thead>
<tr>
<th>Least Important</th>
<th>Most Important</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less Traffic</td>
<td>More Parking</td>
</tr>
<tr>
<td>Storm-Water Capture</td>
<td>Community Beautification</td>
</tr>
<tr>
<td>More Stores + Businesses</td>
<td>Improved Safety</td>
</tr>
<tr>
<td>Other</td>
<td>Other</td>
</tr>
</tbody>
</table>

### Rank the mode of transportation you most often take along Van Nuys Blvd in Van Nuys.

<table>
<thead>
<tr>
<th>Walking</th>
<th>Biking</th>
<th>Public Transit</th>
<th>Other</th>
</tr>
</thead>
</table>

### Rank the activities that you frequently participate in on Van Nuys Blvd in Van Nuys.

<table>
<thead>
<tr>
<th>Restaurants</th>
<th>Services</th>
<th>Socializing</th>
<th>Shopping</th>
<th>Public Transit</th>
<th>Other</th>
</tr>
</thead>
</table>

What businesses, services, or places do you most often visit on Van Nuys Boulevard?

What businesses, services, or places do you most often visit on Van Nuys Boulevard?

### Rank improvements you would like to see on Van Nuys Boulevard.

<table>
<thead>
<tr>
<th>More Parking</th>
<th>Crosswalks</th>
<th>Public Spaces</th>
<th>More Stores</th>
<th>Street Amenities</th>
<th>Bike Lanes</th>
<th>Storm-Water Capture</th>
<th>Storefront Improvement</th>
<th>Other</th>
</tr>
</thead>
</table>

What do you like about Van Nuys Boulevard in Van Nuys?

What do you dislike about Van Nuys Boulevard in Van Nuys?

Name your favorite streets in Los Angeles.

How would YOU make Van Nuys Boulevard a Great Street?

Would you like to receive updates on the project?

---

Thank you for taking your time to fill out this survey for the LA Great Streets Initiative!
CONNECT THE DOTS | TRANSPORTATION SURVEY

HOME ZIP CODE
NEAREST LARGE INTERSECTION in Van Nuys & Victory Blvd

AGE

GENDER

Do you often visit Van Nuys Blvd?

NO

YES

How many days a month do you ride a bike?

NEVER

FREQUENTLY

HOSTLY

EVERYDAY

How did you get here today?

CAR

CARPOOL

WALK

PUBLIC TRANSPORT

BIKE

How safe do you usually feel walking on Van Nuys Blvd between Oxnard & Victory?

How safe do you feel walking today in Van Nuys Blvd through Connect the Dots?

How safe do you usually feel riding a bike on this part of Van Nuys Blvd?

How safe do you feel biking today on Van Nuys Blvd through Connect the Dots?

On a scale of 1-10, how safe do you feel crossing intersections on this part of Van Nuys on foot or bicycle?

NEXT PAGE

For the following question, please rank from 1 = not safe at all, avoid to 10 = very safe, actively participate. Mark your responses in the circle next to the question.

How safe do you usually feel walking on Van Nuys Blvd between Oxnard & Victory?

How safe do you feel walking today on Van Nuys Blvd through Connect the Dots?

How safe do you usually feel riding a bike on this part of Van Nuys Blvd?

How safe do you feel biking today on Van Nuys Blvd through Connect the Dots?

On a scale of 1-10, how safe do you feel crossing intersections on this part of Van Nuys on foot or bicycle?

What do you like about Van Nuys Boulevard in Van Nuys?

What do you dislike about Van Nuys Boulevard in Van Nuys?

Name your favorite streets in Los Angeles.

How would YOU make Van Nuys Boulevard a Great Street?

Would you like to receive updates on the project?

THANK YOU FOR TAKING YOUR TIME TO FILL OUT THIS SURVEY FOR THE LA GREAT STREETS INITIATIVE!
## Project Budget

**Connect the Dots: Great Streets for Revealing, Re-Imagining & Realizing a Resilient Future**

<table>
<thead>
<tr>
<th>Contractor</th>
<th>Arid Lands Institute</th>
</tr>
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<tbody>
<tr>
<td>Date</td>
<td>9/25/15</td>
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</tbody>
</table>

### INCOME

<table>
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<th>Funding Source</th>
<th>Amount</th>
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<tr>
<td>City of Los Angeles Great Streets Award</td>
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<tr>
<td>Ivy Sq. Consolidated Campaign (10% complete, 10/19/15)</td>
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<tr>
<td>Design. CDA</td>
<td>$1,200.00</td>
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<tr>
<td>City of Los Angeles Challenge Grant Matching Funds</td>
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Subtotal Income: $36,192.00

### EXPENSES (Hard)

#### SUPPLIES & EQUIPMENT

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<th>Description</th>
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<tr>
<td>Workshop supplies: Paint, models, paper/pens, etc.</td>
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<tr>
<td>Radians @ $6.57</td>
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<td>Snap Cloth @ $13.00</td>
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<tr>
<td>25 foot Stanley measuring tape @ $9.97</td>
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<td>Water @ $7.66</td>
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<tr>
<td>16&quot; x 16&quot; paper @ $1.42</td>
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<td>Sponge cloth @ $2.98</td>
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<td>Plants toy boxes @ $1.09</td>
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<td>100 foot Stanley hi viz measuring tape @ $12.98</td>
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<td>Milky White Paint - High Gloss - $1.00</td>
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<td>12 oz mixing container one 12 pack @ $1.95</td>
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<td>Black Roller复活节 🐇 @ 23.98</td>
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<td>10 oz white primer 2 @ $4.98</td>
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<tr>
<td>Terrazzo Mix stucco 1 @ $9.99</td>
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<tr>
<td>Valspar &quot;shelf-liner&quot; 8 @ $6.88</td>
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<td>42 oz window cleaner 5 @ $4.19</td>
<td>$20.95</td>
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<tr>
<td>Trashbags 50 count 2 @ $11.99</td>
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<td>Circle Cutter 4 @ $23.40</td>
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<td>Vinyl &quot;shelf-liner&quot; 8 @ $6.88</td>
<td>$55.04</td>
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<td>Sales Tax @ 9%</td>
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<tr>
<td>Amazon Woodbury CC subtotal w/ tax</td>
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<td>TCP GLOBAL</td>
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<td>Turquoise Chalk Spray 64 @ $10.80</td>
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<td>processing: 1 @ $3.99</td>
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<tr>
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<td>Shipping</td>
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<td>Subtotal TCP Global</td>
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<tr>
<td>OSH/Woodbury CC</td>
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<tr>
<td>Table cloths : Burlap/OSH/5 @ $21.99</td>
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<tr>
<td>Garden Pro Topsoil 2 @ $5.98</td>
<td>$11.96</td>
</tr>
<tr>
<td>Lens Pen @ $6.98</td>
<td>$11.96</td>
</tr>
<tr>
<td>Ground @ $3.25</td>
<td>$9.64</td>
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<tr>
<td>Sand 50 lb @ $4.99</td>
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<td>Sales Tax @ 9%</td>
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<td>OSH Woodbury CC subtotal w/ tax</td>
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<tr>
<td>CURLY + SPRAY/Woodbury CC</td>
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<tr>
<td>Buttons Total w/ tax</td>
<td>$78.96</td>
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<tr>
<td>ARMS/Rezendecc</td>
<td></td>
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<tr>
<td>Balloons: Turquoise, White, Black, White and Ribbon w/ Tax</td>
<td>$115.63</td>
</tr>
<tr>
<td>Party Plaques/Rezendecc</td>
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<tr>
<td>Balloons: black velcro</td>
<td>$265.96</td>
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<tr>
<td>Party Plaques/Rezendecc</td>
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<td>Balloons: black velcro</td>
<td>$265.96</td>
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<tr>
<td>ARTISTS + CRAFTSMAN SUPPLY/Woodbury CC</td>
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</tr>
<tr>
<td>Markers/Sharpies/Cutting Mat/Crafts/Office Supply</td>
<td>$114.94</td>
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<tr>
<td>Foam Core</td>
<td>$14.89</td>
</tr>
<tr>
<td>Artists + Cutting Mat/Crafts/Office Supply subtotal w/ tax</td>
<td>$129.83</td>
</tr>
<tr>
<td>OFFICE DEPOT</td>
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</tr>
<tr>
<td>Pencils; Office Depot, Woodbury CC</td>
<td>$7.96</td>
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<tr>
<td>Towelies, Windex, HGA Reimbursable</td>
<td>$98.72</td>
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<td>Office Depot Subtotal w/ tax</td>
<td>$106.68</td>
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<tr>
<td>ARTISTS + CRAFTSMAN SUPPLY/Woodbury CC</td>
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<tr>
<td>Markers/Sharpies/Cutting Mat/Crafts/Office Supply</td>
<td>$144.94</td>
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<tr>
<td>Foam Core</td>
<td>$14.89</td>
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<tr>
<td>Artists + Cutting Mat/Crafts/Office Supply subtotal w/ tax</td>
<td>$159.83</td>
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<tr>
<td>OSH/Woodbury CC</td>
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<tr>
<td>Table cloths : Barkcloth/OSH/5 @ $21.99</td>
<td>$109.95</td>
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<tr>
<td>Garden Pro Topsoil 2 @ $5.98</td>
<td>$11.96</td>
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<tr>
<td>Lens Pen @ $6.98</td>
<td>$11.96</td>
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<tr>
<td>Ground @ $3.25</td>
<td>$9.64</td>
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<tr>
<td>Sand 50 lb @ $4.99</td>
<td>$9.98</td>
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<tr>
<td>Sales Tax @ 9%</td>
<td>$13.74</td>
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<td>OSH Woodbury CC subtotal w/ tax</td>
<td>$166.41</td>
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<td>OFFICE DEPOT</td>
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<td>Pencils; Office Depot, Woodbury CC</td>
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<td>Towelies, Windex, HGA Reimbursable</td>
<td>$98.72</td>
</tr>
<tr>
<td>Office Depot Subtotal w/ tax</td>
<td>$106.68</td>
</tr>
</tbody>
</table>

### DONATED
**APPENDICES | BUDGET**

**Chalk Lines/5 @ $0/In stock**

**Carbdoard/12" x 12"/100 @ scavenged/donated**

**1000 LF of 4" Cardboard Tubes/Donated/Scavenged**

**Plants: 15 gallon trays/Valley Crest/LACI**

**Plants: eighteen 15 gallon trees: Valley Crest/loaned**

**Umbrellas: loaned**

**Topo Drawing Maps: print @ LACI**

**Community Surveys: Print @ LACI**

**11 x 17 Event Map: Print @ LACI**

**Volunteer Sign-Up Sheet: print at LACI**

**Workshop Sign-Up Sheet: print @ LACI**

**Water: donated**

**Coffee: donated**

**Bagels: donated**

**Slideshow: Design/Production Fee: 1 @ 500 (donated)**

**Subtotal Workshop Supplies**

**$ (4,534.98)**

**$ (3,534.98)**

**Promotional Materials**

**Invitations: Save the Date_Henry’s Printing + Graphics_HA Reimb**

**Invitations: 300_Henry’s Printing + Graphics_WU CC**

**Promo Materials Subtotal**

**$ (463.52)**

**AAA_one 8’ x 16’ banner, outdoor vinyl**

**AAA_one 90” x 36” rollup, outdoor vinyl**

**AAA_eight_7’ x 2.5’ flat, outdoor vinyl**

**Subtotal banners:**

**$ (1,329.81)**

**$ 5,000.00**

**Production Costs: Hazel Table**

**Storage Basket 2 @ $43.50**

**Swivel Stem Cater 4 @ $38.35**

**Extended Handle 1 @ 43.15**

**54” Shelf Post Pack of Four 1 @ 88.40**

**18 x 24 Wire Shelf 1 Pack of 4 @ 277.75**

**$ (1,022.81)**

**$ 1,250.00**

**36 x 84 Charcola Fiberglass screen 2 @ 6.67**

**Home Depot_SN Reimb_Subtotal w/ tax:**

**$ (13.34)**

**$ (13.34)**

**$ (17.75)**

**$ (17.75)**

**$ (17.75)**

**$ (17.75)**

**$ (17.75)**

**$ (17.75)**

**$ 1,442.00**

**Subtotal**

**$ 9,192.00**

**$ (7,382.21)**

**$ (7,382.21)**

**$ 1,809.79**

**PERMITTING**

**Traffic Control, Barriers, Officers, etc**

**Bureau of Street Services**

**AAA Traffic Plan: cones, barriers, etc.**

**OTHER?**

**Subtotal**

**$ 6,000.00**

**$ (2,947.00)**

**$ (3,072.00)**

**$ (6,072.00)**

**$ (6,072.00)**

**$ (6,072.00)**

**$ (6,072.00)**

**$ (6,072.00)**

**$ (6,072.00)**

**TOTAL: EXPENSES (Hard)**

**$ 15,192.00**

**$ (13,454.21)**

**$ (13,454.21)**

**$ 1,737.79**

**PERSONNEL**

**Arid Lands Institute [ALI]**

**Project Coordinator**

**Research Analyst**

**Project Administration and Management**

**Rate/Hr**

**Billable Hrs**

**Amount**

**Expensed**

**Balance**

**Research Work**

**Per hour**

**Salary/hours**

**Amount**

**Expensed**

**Balance**

---

38
<table>
<thead>
<tr>
<th>Subtotal Research Work</th>
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<th>$ -</th>
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<tbody>
<tr>
<td><strong>TOTAL: Personnel, ALJ</strong></td>
<td>$13,988.00</td>
<td>$(13,988.00)</td>
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<tr>
<td><strong>CONSULTANTS</strong></td>
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<tr>
<td>Los Angeles County Bike Coalition</td>
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<tr>
<td>Pop-up Clinics, Valley Bicycle</td>
<td>Flat Fee</td>
<td>$2,500.00</td>
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<tr>
<td></td>
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<td>$(833.00)</td>
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<tr>
<td></td>
<td>Subtotal Los Angeles County Bike Coalition</td>
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<tr>
<td>Pacoima Beautiful</td>
<td>Focus Groups, PR and Outreach, Workshop Facilitation</td>
<td>$15.00</td>
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<td></td>
<td>Subtotal Pacoima Beautiful</td>
<td>$5,000.00</td>
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<tr>
<td><strong>TOTAL: Consultants</strong></td>
<td>$7,500.00</td>
<td>$(9,237.79)</td>
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<tr>
<td><strong>TOTAL: EXPENSES (Soft)</strong></td>
<td>$21,888.00</td>
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<tr>
<td><strong>TOTAL: EXPENSES (Hard + Soft)</strong></td>
<td>$36,192.00</td>
<td>$(36,192.00)</td>
</tr>
</tbody>
</table>
CONNECT THE DOTS | VAN NUYS

THANKS

The people of Van Nuys

Especially the students and teachers of:
Van Nuys High School, Sylvan Elementary, Sepulveda MS Room 38
And local Business Owners, especially:
Rick Stanoff, Country General Store
Omar Gutierrez, Los Tres Hermanos
Van Nuys Neighborhood Council, especially Quirolo de la Cuesta

Our Collaborators

FoLAR/River Rover
WeTap
TreePeople
Water LA
Greywater Corps
Fernandeño Tataviam Band of Mission Indians
Tired Bicycles
Ciclavia
Walk n' Rollers
RetroXpress Bicycles
Mr. Green Juice
Valleycrest
IOBY.org
Alan T.Z. Chang
L.A. Bureau of Street Services
Ronny Schiff, Musicians Institute
Andie Sandoval
Abraham Urias
Mercy Collazo
LA Department of Water and Power
LA Department of Transportation
Assembly member Adrin Nazarian
Metro: Metropolitan Transit Authority of Los Angeles
Especially Karen Swift, Community Relations East Valley

Our Design Community Sponsors

AAA Flag and Banner
Full Scale Effects
Atema Architecture
HartleyStudio
Perkins+Will
Jane Carroll Design
Todd Erlandson, AIA
John Kaliski Architects
Will Wright, Hon. AIA
Hadrian Predock Architecture
Alexander Robinson/Landscape Morphologies LAB
Rios Clemente Hale Studios

& Our Connect the Dots | Van Nuys Partners

Tamarind Rossetti, Public Artist
Anne Trumble, Emerging Terrain
Pacoima Beautiful
LA County Bicycle Coalition
Arid Lands Institute
Woodbury University

The Mayor's Great Streets Challenge Especially
Lilly O'Brien, Great Streets Program Coordinator
Along with Nat Gale, Carter Rubin, Naomi Iwasaki
And Mayor Garcetti