First, the existing conditions of the site were observed and documented. Based on existing conditions, site analyses were developed including opportunities and constraints for several different elements. Next, 210 preference questionnaires were conducted asking Devonshire Street users the best and worst characteristics of the street. The final step of this project was to recommend research-based design guidelines.

**Questionnaire Outcomes**

Respondents found the worst characteristics (see Chart 1) of project site's street and sidewalks to be the lack of shade (19%), homeless population (18%), lack of cleanliness (17%), and traffic (16%). The best characteristics (see Chart 2) of the project site were identified as cleanliness (23%), access to stores (14%), sidewalk surface quality (13%), and sidewalk width (9%).
Land Use
As a result of the land use makeup of the site being primarily commercial, the commercial land uses were broken down into more specific classifications such as fast food, grocery stores, auto-related stores, etc. Each property within the site was given a specific classification. The most prominent property classification was ‘personal care’ (39%). Following ‘personal care’, the next two property classifications were ‘activities’ (19%) and ‘restaurants/bars’ (15%). There are a variety of businesses (primarily small businesses) which was also one of the best characteristics reported by the questionnaire respondents.

Sidewalk Quality
Sidewalk quality includes the elements of sidewalk surface quality, accessibility, and cleanliness. The sidewalk was generally narrow throughout the site with the most problematic area being between Canoga Avenue and Variel Avenue. The sidewalks at the site were mainly clean throughout, but the western half had more areas of moderate cleanliness than the eastern half. Eighty percent of sidewalks had good surface quality except for four street segments.

Figure 1: Land Use Map

Figure 2: Sidewalk Quality Map

Figure 4: Streetscape Characteristics Map

Streetscape Characteristics
The streetscape characteristics include the elements of weather and streetscape for sidewalk/roadbed. Devonshire Street from Topanga Canyon Boulevard to Owensmouth Avenue and from Variel Avenue to De Soto Avenue receive full sun exposure. The north side of the street receives much more sun than the southern side. This finding aligns with the questionnaire outcome of sunniness/lack of shade being one of the worst characteristics. The streetscape for sidewalk shows that there is poor distribution/design of streetlamps and bike racks. The streetscape for roadbed shows that there is no buffer between the bike lane and moving traffic. The high-speed limit is likely fatal for pedestrians and cyclists in the event of a crash.
Circulation

Figure 2 illustrates the different transportation modes utilized on Devonshire Street. The five different elements analyzed are public transit usage, automobile usage, pedestrian usage, bicyclist usage, and crosswalk usage. These elements were analyzed at five different intersections along Devonshire Street. From west to east, the cross streets are Topanga Canyon Boulevard, Owensmouth Avenue, Canoga Avenue, Variel Avenue, and De Soto Avenue. Public transit usage was highest at the De Soto Avenue intersection.

Traffic congestion peaked between Canoga Avenue and De Soto Avenue. The questionnaire results show that sixteen percent of users found traffic to be one of the worst characteristics. Crosswalk usage was highest at Topanga Canyon Boulevard and bicycle counts were highest at the middle three intersections. Besides the 75 pedestrians counted at the Owensmouth Avenue intersection, all other intersections were steady with an average of about 18 pedestrians.

Safety

According to TIMS data from 2008-2018, there have been 11 collisions at the site. Nine of the 11 have been concentrated at intersections and eight of the 11 have involved pedestrians or cyclists. The De Soto Avenue intersection was the most problematic with four total collisions. Nighttime visibility is most problematic from Topanga Canyon Boulevard to Owensmouth Avenue. There was little more uniformity in the eastern portion of the site.
Design Guidelines

1. Preserve access to commercial uses.
2. Address lack of shade problem.  
   • Proposals A and B show this guideline implemented through increased number of trees and a shade structure.
3. Address traffic volume and speed problem.  
   • Proposals A and C show this guideline implemented through widened sidewalks and a curb bulb-out.
4. Improve sidewalk cleanliness.
5. Improve sidewalk surface quality and width to meet current standards.  
   • Proposals B and C show this guideline implemented through a speed table and a curb bulb-out.
6. Improve crosswalk quality and frequency.  
   • Proposals A, B, and C show this guideline implemented by adding new crosswalks and a speed table.
7. Increase amount of greenery.  
   • Proposals A and B show this guideline implemented with increased number of trees.
Devonshire Street: Walkable Street Proposal 2020

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