

MOTION

TRANSPORTATION

“innov818”

Within the Chatsworth-Northridge Industrial Core, there are many restricted light industrial uses mixed with other green tech, clean-tech and high-tech uses. This area is a hub of industry and innovation historically and such work continues currently. To preserve the character of the area and support these technologically advanced uses and re-uses of existing buildings, the Council has designated this the “Chatsworth-Northridge Industrial Core – innov818” area.

The continued siting of light industrial uses within Chatsworth and Northridge is of utmost importance not only to the economic development of our San Fernando Valley communities, but also for the City and the entire southern California region. As part of this effort, the City will examine the assets, infrastructure and transportation options in the area. In order to fully analyze the ways to preserve, enhance and promote the economic viability of the area, the City should undergo a comprehensive inventory of the transportation options that are available to service the area.

Another critical task for ensuring the viability of the innov818 area going forward is to ensure that the area has amenities that are desirable for the business of the future. Increasingly, campus-style footprints are sought after – as is the capability for round-the-clock operation to maximize output and capitalize on efficiencies. These modern business models require the ability to accommodate a larger workforce and require flexibility for transportation access or commuting capability.


The Chatsworth Metrolink Station, located at the northern edge of the innov818 zone, is an active hub served by various transit providers and optimally located to provide mobility choices for employees working in the innov818 area. The viability of using these options, ridesharing, other transit services, as well as active transportation enhances a business’ capability to appeal to a workforce that is increasingly choosing to forgo automobiles or may have to commute from long distances. For this reason, a Shuttle option that services the innov818 corridor by way of the major transportation access points would be a positive – and possibly even essential option, going forward.

The Uncommon 24 project – a Google-like campus that anchors the Northeast perimeter of the innov818 zone was approved with a condition to provide a transportation shuttle to serve its employees and residents. It would be optimal at this time to explore the concept of a shuttle that could service the full zone.

I THEREFORE MOVE that the Department of Transportation assess the feasibility of utilizing Metro Local Return Funding for a transportation shuttle that would serve as a first/last mile option from the major public transportation options in proximity to connect to businesses in the innov818 zone.

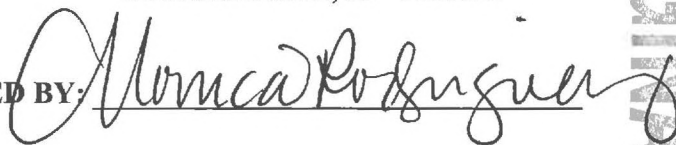
I FURTHER MOVE that the Department of Transportation assess other options, including a DASH line for innov818 zone businesses that connects to the major public transportation hubs in proximity to the zone.

PRESENTED BY:


MITCHELL ENGLANDER
Councilmember, 12th District

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SECONDED BY:



ORIGINAL