

# SHERMAN OAKS



## COMMUNITY PLAN UPDATE

2020



# SHERMAN OAKS

## *Mission*

The **VISION** Committee prepared the 2020 Community Plan Update with input from Community Members over an 8 year period. Our studies grew out of a need to understand the potential of our community and the specific benefits that would enhance the lives of all of us who live, work and visit Sherman Oaks.

## *Chair*

**Jeffrey Kalban, AIA – Sherman Oaks Neighborhood Council (SONC)  
Chair, SONC Planning and Land Use (PLUM) Committee**

## *Members*

**Bob Anderson, PE – Sherman Oaks Homeowners Association (SOHA)**

**Tom Boulet – Sherman Oaks Historian**

**Jackie Diamond – SONC PLUM Committee**

**Tom Glick – SOHA**

**Maria Pavlou Kalban – SOHA**

**Mikie Maloney – SONC PLUM Committee**

**Sue Steinberg - SONC PLUM Committee**

## *Contributors*

**Jules Feir, Rick Mayer, Jay Weitzler, Giulio Zavolta, a long list of community members.**

# COMMUNITY PLAN UPDATE

# 2020



# SHERMAN OAKS



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**COMMUNITY PLAN UPDATE**

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## COMMUNITY PLAN UPDATE



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GENERAL MOSES SHERMAN

SHERMAN OAKS SIGN



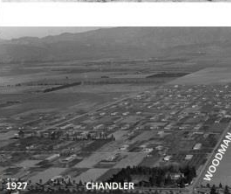
1910 MAP



1924 Photograph showing what a house which made Ventura Malibu Highway. The house is now a mile of Sherman Highway - The last of Los Angeles to have 1,200,000 inhabitants.



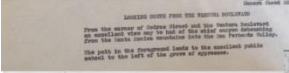
KNOB HILL DRIVE 1928



1927 CHANDLER



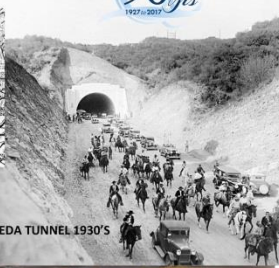
CEDROS & VENTURA 1928



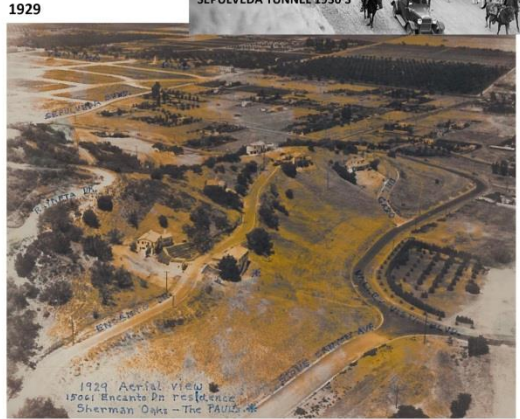
SHERMAN OAKS CIRCLE ORIGINAL SITE FOR CITY HALL



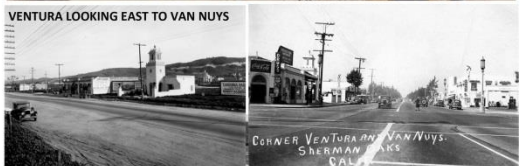
SHERMAN OAKS  
90  
1927-2017



SEPULVEDA TUNNEL 1930'S



1929



VENTURA LOOKING EAST TO VAN NUYS

CORNER VENTURA AND VAN NUYS SHERMAN OAKS CALIF.



1950

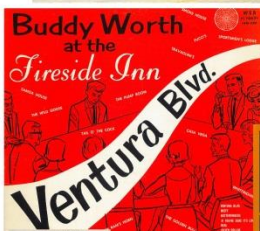
TODAY



GENERAL SHERMAN ORIGINALLY BROUGHT HIS RED CARS TO THE VALLEY



SHERMAN OAKS  
90  
1927-2017



OTTO'S PINK PIG 1950'S



CASA VEGA



VALLEY INN



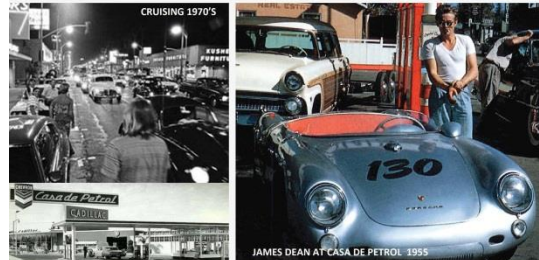
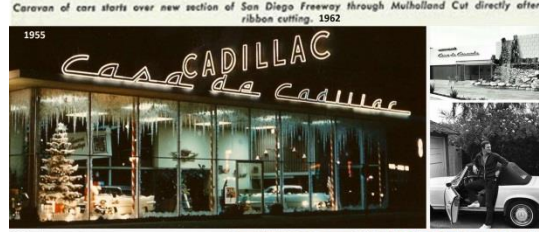
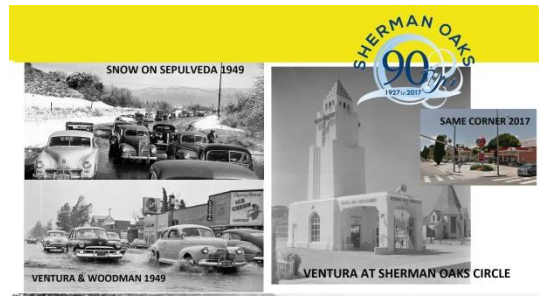
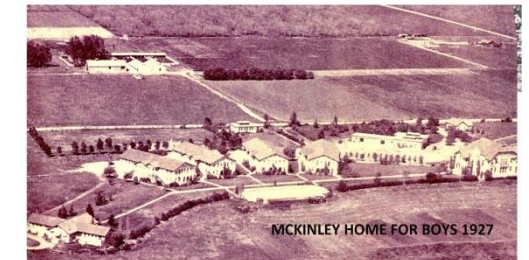
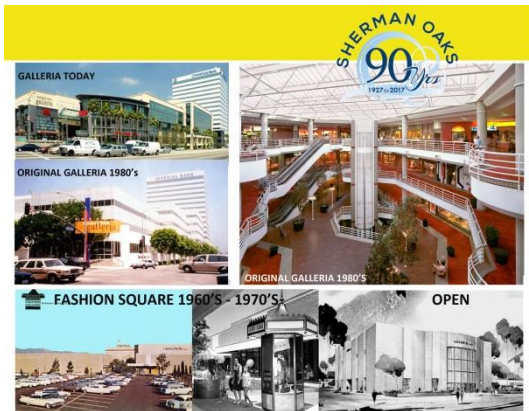
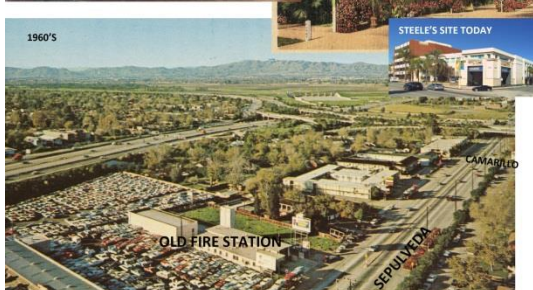
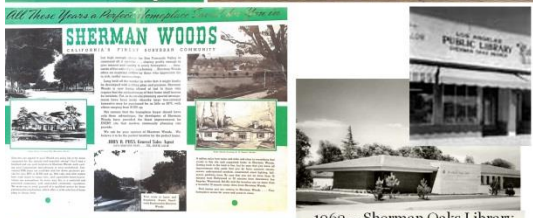
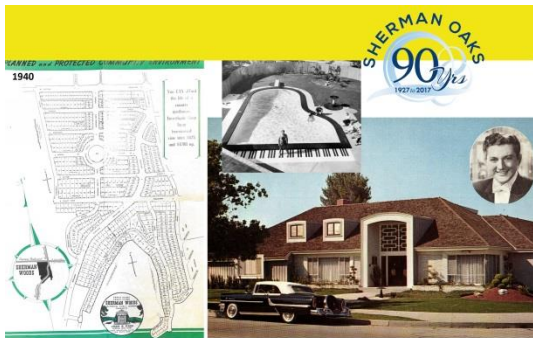
WIENER FACTORY TODAY



FLOORY'S SITE TODAY

IN 1927 SHERMAN OAKS BEGAN AS A LAND DEVELOPMENT ENTERPRISE





SINCE 1927 FREE MARKET FORCES HAS DRIVEN SHERMAN OAKS GROWTH

# SHERMAN OAKS

## Goals:

Establish a more walkable and greener Sherman Oaks community based on the “Garden Cities” model.

[https://en.wikipedia.org/wiki/Garden\\_city\\_movement](https://en.wikipedia.org/wiki/Garden_city_movement)

To that end we propose carefully designed and coordinated sequences of public spaces creating a sense of community that asserts the value of the public realm and urban fabric over the individual structure.

Public amenities are to be located throughout Sherman Oaks bringing a robust quality of experiences within walking distance of our many residential areas. Lively new gathering places will bring refreshed energy to our neighborhoods with designs that respect and build upon the existing environment.

As we face increased density we seek a cohesive identity and inviting public realm with stately trees and a walkable, garden community.

## COMMUNITY PLAN UPDATE

# GOALS

# Garden city movement

The **garden city movement** is a method of urban planning in which self-contained communities are surrounded by "greenbelts", containing proportionate areas of residences, industry, and agriculture. The idea was initiated in 1898 by Ebenezer Howard in the United Kingdom and aims to capture the primary benefits of a countryside environment and a city environment while avoiding the disadvantages presented by both. Howard was knighted in 1927. During his lifetime Letchworth and Welwyn Garden City were built near London according Howard's concept and many other garden cities inspired by his model have since been build all over the world.<sup>[1]</sup>

## History

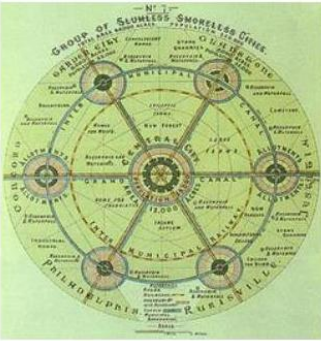
### Conception

Inspired by the utopian novel *Looking Backward* and Henry George's work *Progress and Poverty*, Howard published the book *To-morrow: a Peaceful Path to Real Reform* in 1898 (which was reissued in 1902 as *Garden Cities of To-morrow*). His idealised garden city would house 32,000 people on a site of 6,000 acres (2,400 ha), planned on a concentric pattern with open spaces, public parks and six radial boulevards, 120 ft (37 m) wide, extending from the centre. The garden city would be self-sufficient and when it reached full population, another garden city would be developed nearby. Howard envisaged a cluster of several garden cities as satellites of a central city of 58,000 people, linked by road and rail.<sup>[2]</sup>

Howard's *To-morrow: A Peaceful Path to Real Reform* sold enough copies to result in a second edition, *Garden Cities of To-morrow*. This success provided him the support necessary to pursue the chance to bring his vision into reality. Howard believed that all people agreed the overcrowding and deterioration of cities was one of the troubling issues of their time. He quotes a number of respected thinkers and their disdain of cities. Howard's garden city concept combined the town and country in order to provide the working class an alternative to working on farms or in 'crowded, unhealthy cities'.<sup>[3]</sup>



Ebenezer Howard's three magnets diagram which addressed the question 'Where will the people go?', with the choices 'Town', 'Country' or 'Town-Country'



### First developments

To build a garden city, Howard needed money to buy land. He decided to get funding from "gentlemen of responsible position and undoubted probity and honour".<sup>[4]</sup> He founded the Garden City Association (later known as the Town and Country Planning Association or TCPA), which created First Garden City, Ltd. in 1899 to create the garden city of Letchworth.<sup>[5]</sup> However, these donors would collect interest on their investment if the garden city generated profits through rents or, as Fishman calls the process, 'philanthropic land speculation'.<sup>[6]</sup> Howard tried to include working class cooperative organisations, which included over two million members, but could not win their financial support.<sup>[7]</sup> Because he had to rely only on the wealthy investors of First Garden City,

Howard had to make concessions to his plan, such as eliminating the cooperative ownership scheme with no landlords, short-term rent increases, and hiring architects who did not agree with his rigid design plans.<sup>[8]</sup>

In 1904, Raymond Unwin, a noted architect and town planner, and his partner Barry Parker, won the competition run by First Garden City Ltd. to plan Letchworth, an area 34 miles outside London.<sup>[9]</sup> Unwin and Parker planned the town in the centre of the Letchworth estate with Howard's large agricultural greenbelt surrounding the town, and they shared Howard's notion that the working class deserved better and more affordable housing. However, the architects ignored Howard's symmetric design, instead replacing it with a more 'organic' design.<sup>[10]</sup>

Letchworth slowly attracted more residents because it brought in manufacturers through low taxes, low rents and more space.<sup>[11]</sup> Despite Howard's best efforts, the home prices in this garden city could not remain affordable for blue-collar workers to live in. The populations comprised mostly skilled middle class workers. After a decade, the First Garden City became profitable and started paying dividends to its investors.<sup>[12]</sup> Although many viewed Letchworth as a success, it did not immediately inspire government investment into the next line of garden cities.

In reference to the lack of government support for garden cities, Frederic James Osborn, a colleague of Howard and his eventual successor at the Garden City Association, recalled him saying, "The only way to get anything done is to do it yourself."<sup>[13]</sup> Likely in frustration, Howard bought land at Welwyn to house the second garden city in 1919.<sup>[14]</sup> The purchase was at auction, with money Howard desperately and successfully borrowed from friends. The Welwyn Garden City Corporation was formed to oversee the construction. But Welwyn did not become self-sustaining because it was only 20 miles from London.<sup>[15]</sup>

Even until the end of the 1930s, Letchworth and Welwyn remained as the only existing garden cities in the United Kingdom. However, the movement did succeed in emphasizing the need for urban planning policies that eventually led to the New Town movement.<sup>[16]</sup>



# SHERMAN OAKS



## COMMUNITY PLAN UPDATE

# REPORTS & RECOMMENDATIONS

# OPEN SPACE STUDY GROUP REPORT



Public Spaces Need Social Energy; Certain Amenities are Required for Success

Seating



Scale



Shade



Landscaping



Passageways



Lighting





## Seating & Shade

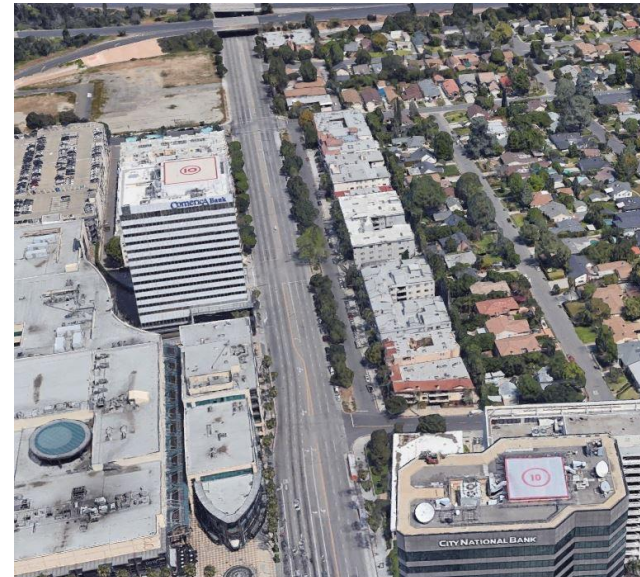




## Seating, Shade, Landscaping, Food

# Landscape Greenways

## Sepulveda Blvd. Opportunities





## Landscape Improvements, Seating, Lighting

# Landscape Greenways

Greenway between Sepulveda & Little Sepulveda  
at Weddington & Clark





Greenway between Sepulveda & Little Sepulveda at Weddington & Clark



Could be Improved with Seating & Lighting



## Manhattan Beach Greenway is a Successful Example

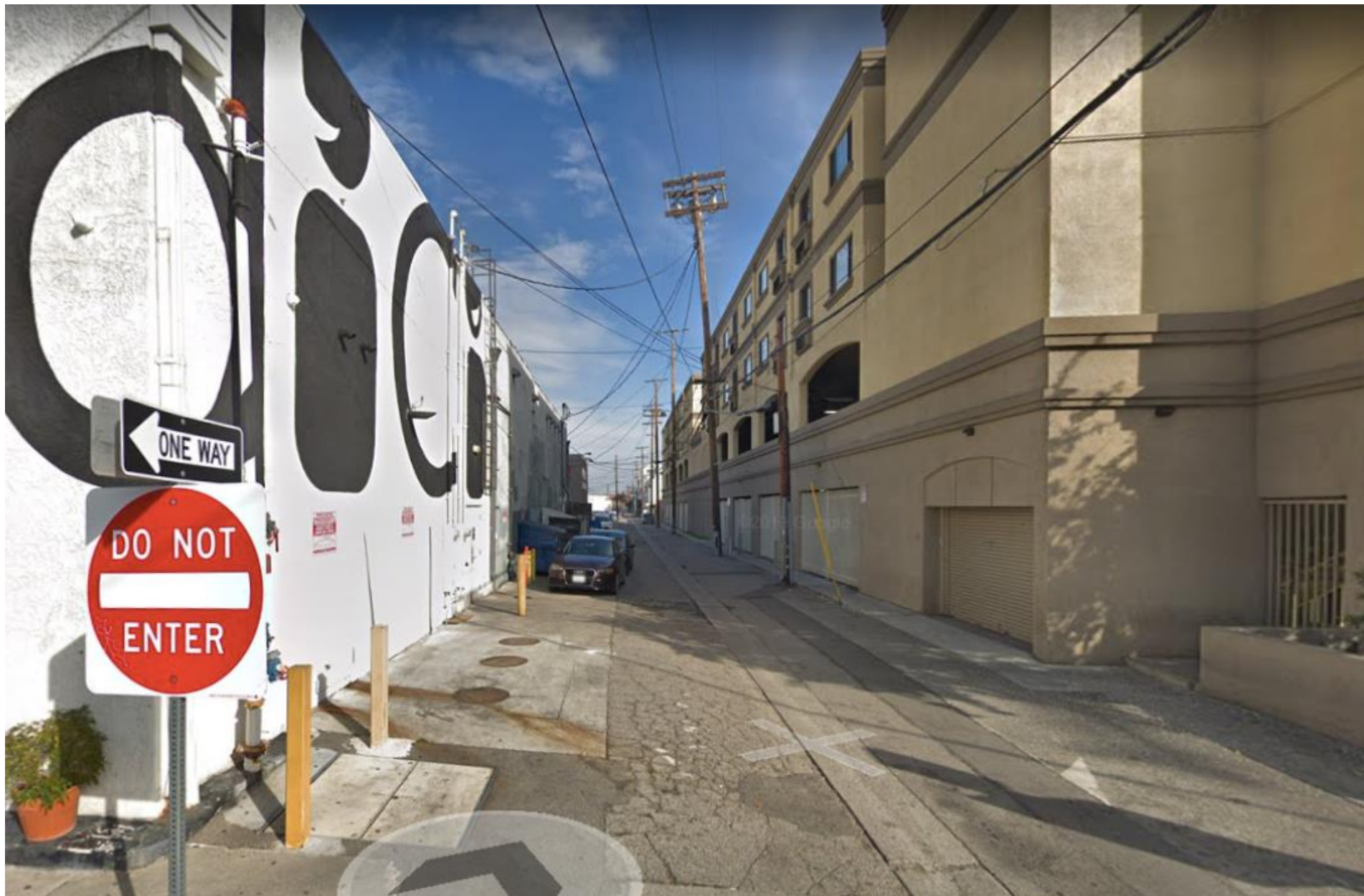


## Manhattan Beach Greenway is a Successful Example



## Ventura Blvd opportunities

- Alley ways



## Alleys Should be Designed to be User Friendly



## Pasadena Alley is a Successful Example



## Pasadena Alley is a Successful Example



## Pasadena Alley is a Successful Example



Successful Example





## Street Closures Could Enhance Pedestrian Experience





## Street Closures Could Enhance Pedestrian Experience

Amenities

Passageway Opportunities



## Passageways Through Developments Enhance Pedestrian Experience



Successful Example in Santa Barbara



Successful Example in Santa Barbara

**If we plan for cars and traffic you get cars and traffic  
If you plan for people and places you get people and places.**



Successful Example of a Street Planned for People



## Seating Facing Inward is Pedestrian Friendly







Seating Facing Inward in Hermosa Beach



Seating Facing Inward in Hermosa Beach

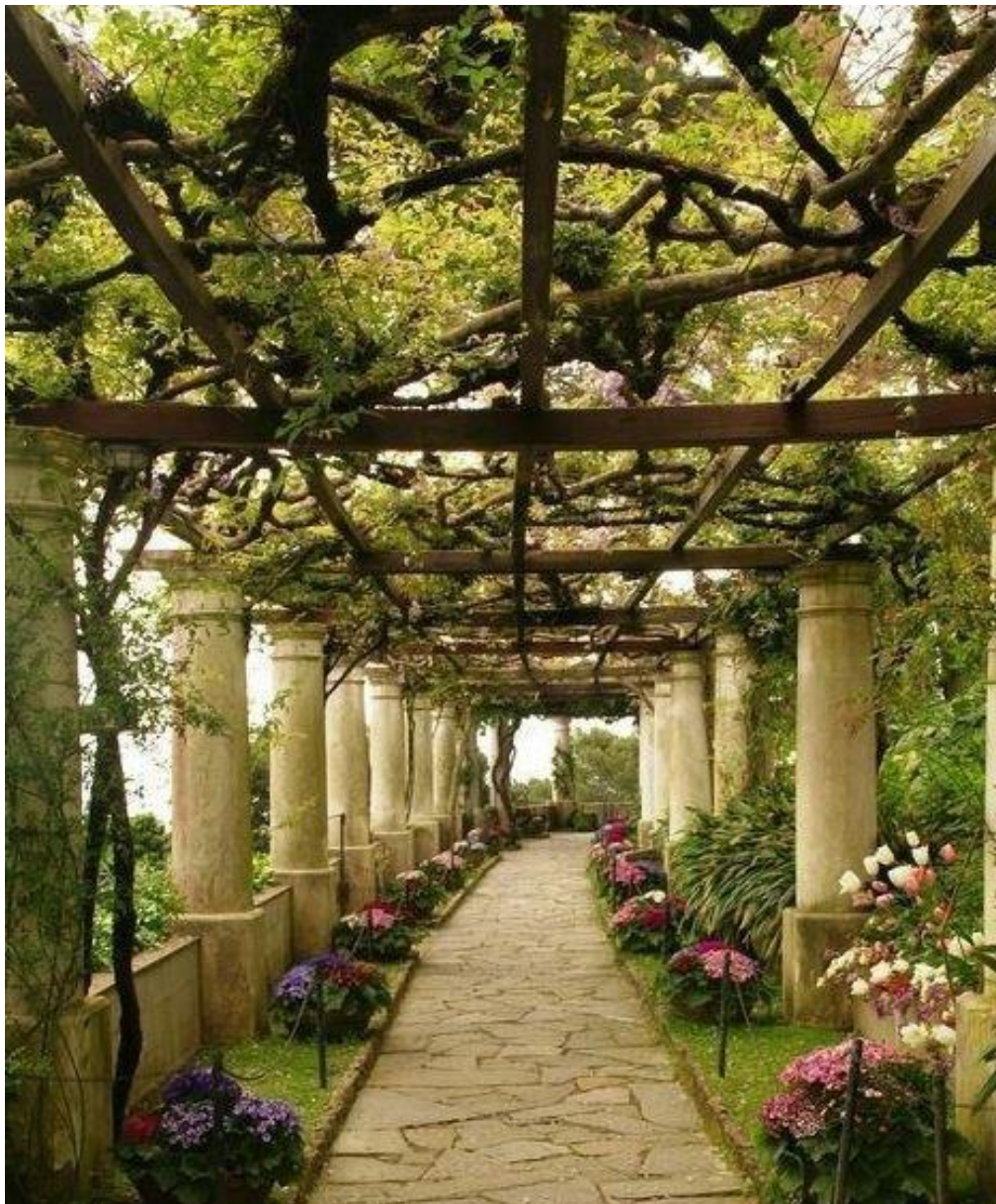
# Shading Opportunities



## Pershing Square – Original Design



Pershing Square – 1980's Failed Design



## Examples of Successful Shading

Sherman Oaks Neighborhood Council Vision Committee











# Lighting Opportunities



**EXISTING 405 UNDERPASS, VENTURA BLVD. WEST OF SEPULVEDA**



**PROPOSED LIGHT ART FOR THE 405 UNDERPASS**



## Lighting Can Transform Spaces



## Lighting Can Transform Streets

Sherman Oaks Neighborhood Council Vision Committee





# Landscaping Opportunities



## Transforming the River into a Pedestrian/Biking Experience



## Successful Transformation of a River into a Pedestrian Experience



## An Opportunity to Transform the River at Van Nuys Blvd.



Joyful River Gateway in Atwater Village

### Kester Ave. Opportunities

- Entry to River, East & West sides of street
- Women's Club
- Freeway Overpass - Light

### Van Nuys Opportunities

- Gas Stations at Van Nuys & Ventura
- Freeway Overpass – Light
- Caltrans Property by the River & 101 Off-ramp
- Ralph's at Burbank Remodel bring building to sidewalk
- Sherman Oaks Hospital- Revise Entry

### Hazeltine Opportunities

- Freeway Overpass – Restaurant, Gathering, Light
- Trader Joe's property – open space similar to Sunkist

### Woodman Opportunities

- Freeway Overpass –Light
- Car wash by the River
- Development of the "Carnaval" property

### Riverside Opportunities

- Westfield remodel





## Lessons from the Past



## Commercial Concepts Developed By Sub-Committee



# Pedestrian Oriented Development



All projects must incorporate public spaces to attract people and encourage walkability.

# Pedestrian Oriented Development



All projects adjacent to residential neighborhoods must incorporate connectivity to those areas.

# Pedestrian Oriented Development



All projects may include some special features or concepts to attract people.

# Pedestrian Oriented Development



All projects must incorporate design features to encourage nighttime pedestrian activity.

# Pedestrian Oriented Development



Encourage on private development in commercial areas like “pop up” concepts, food trucks, open air catering, farmer’s markets....

# Pedestrian Oriented Development



Encourage in private development art ideas.

# Pedestrian Oriented Development



Encourage in private development live performances either organized or spontaneous.

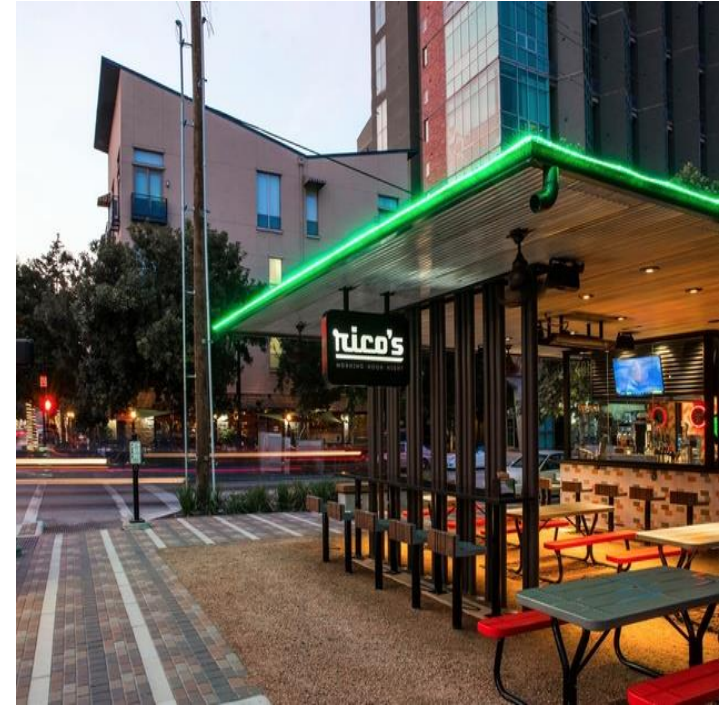
# Pedestrian Oriented Development



Encourage the activation of the roof areas on commercial and mixed commercial developments.



# Pedestrian Oriented Development



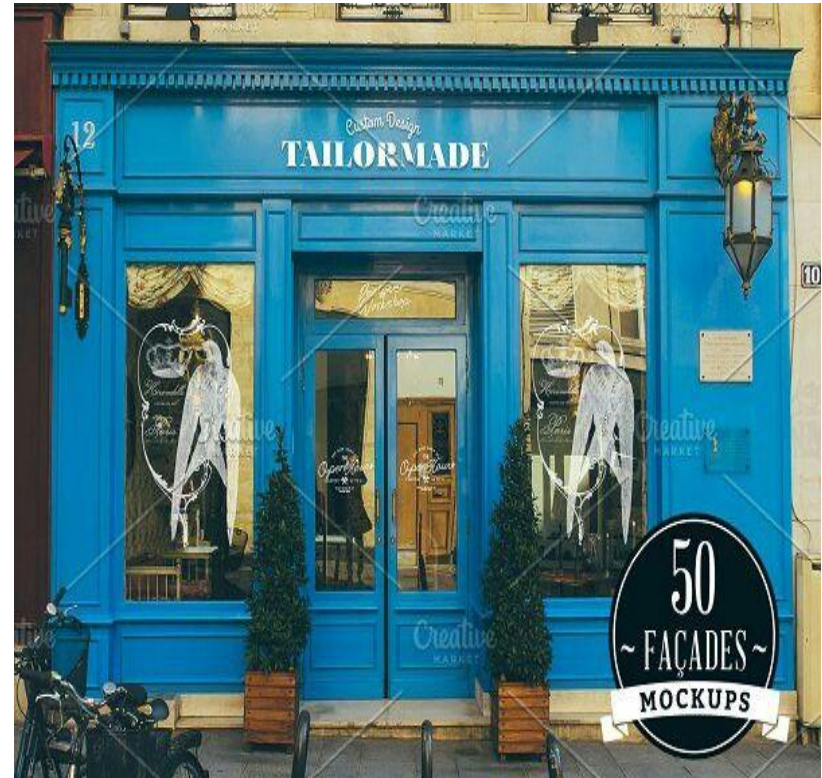
Provide for standards to encourage the activation of retail and commercial frontages.

# Pedestrian Oriented Development



Standards for creative ideas to activate store fronts through signage, landscaping and design.

# Pedestrian Oriented Development



Encourage creativity in store front display and design.

# Pedestrian Oriented Development



More creative store front ideas.

# Pedestrian Oriented Development



Standards for encouraging activation of vacant retail spaces either by space sharing or allowing temp uses.

# Pedestrian Oriented Development



Standards for encouraging activation of underutilized/vacant open space areas in new and existing development.

# Public Realm/Public Spaces



Allow for outdoor activities on the public spaces like a weekly farmers' market on Moorpark east of Van Nuys or movie nights on designated public streets.

# Public Realm/Public Spaces



Standards to encourage the provision of night time lighting and other night time ideas.



# Public Realm/Public Spaces



Food truck designated areas or a food truck night once a month like Burbank Ladies Night.

# Public Realm/Public Spaces



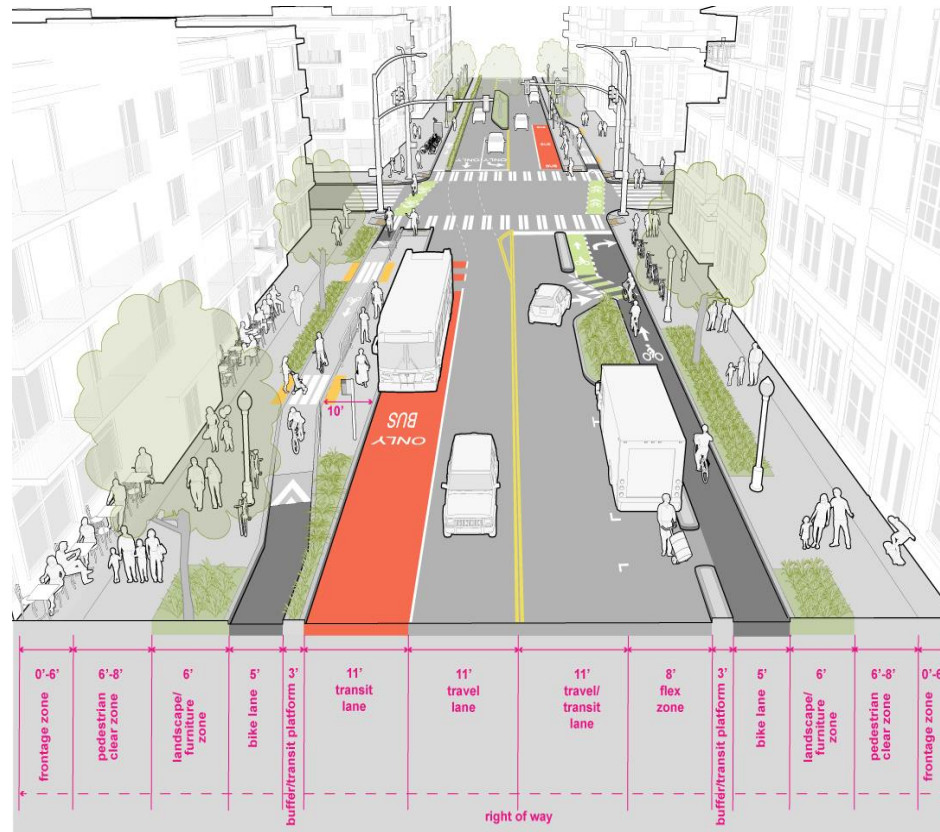
Development fee to be levied on all development to pay for public art, lighting district, murals, ...

# Public Realm/Public Spaces



Street parking restrictions along major commercial corridors like Ventura Bl. and Van Nuys Bl.

# Public Realm/Public Spaces



Redesignation of public street design to encourage more pedestrian activity and transit ridership.

# Public Realm/Public Spaces



Street redesignations in commercial areas to allow for parklets and similar public features.

# Public Realm/Public Spaces



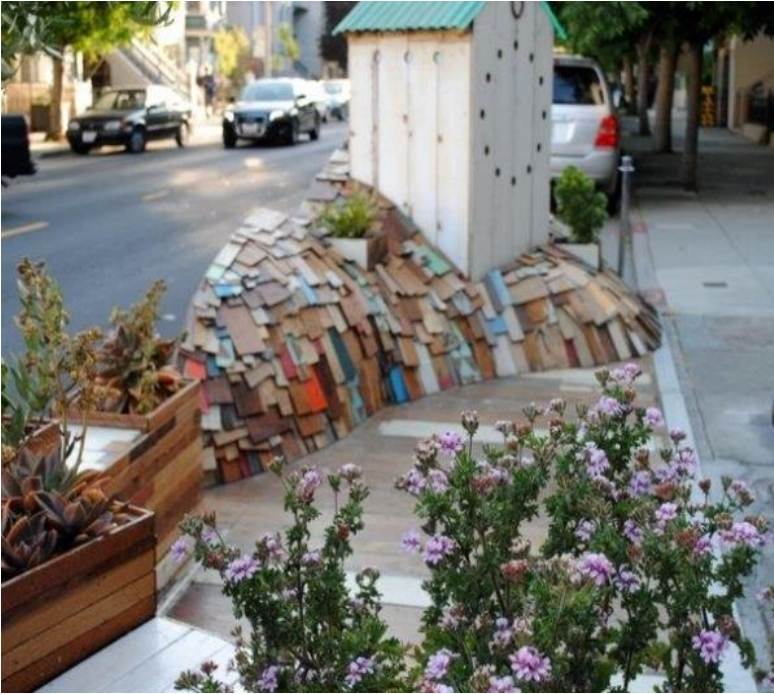
Creation of pedestrian only zones either temporarily or permanently.

# Development Standards



Allow for greater height and intensity along major transit corridors.

# Development Standards



Reduction of parking requirements with maximum and minimum parking ratios. Recapture parking areas for a higher and better land uses.



# Development Standards



No surface parking areas in private development located along major corridors. They must be located in rear and screened.

# Development Standards



Surface parking areas should be screened from public view at any side that faces a public street, alley or residential area.

# Development Standards



Parking located within buildings should be screened from public view at any side that faces a public street.

# Additional Ideas/Issues

Safe and attractive bus stops.

Activation of crosswalks at major intersections.

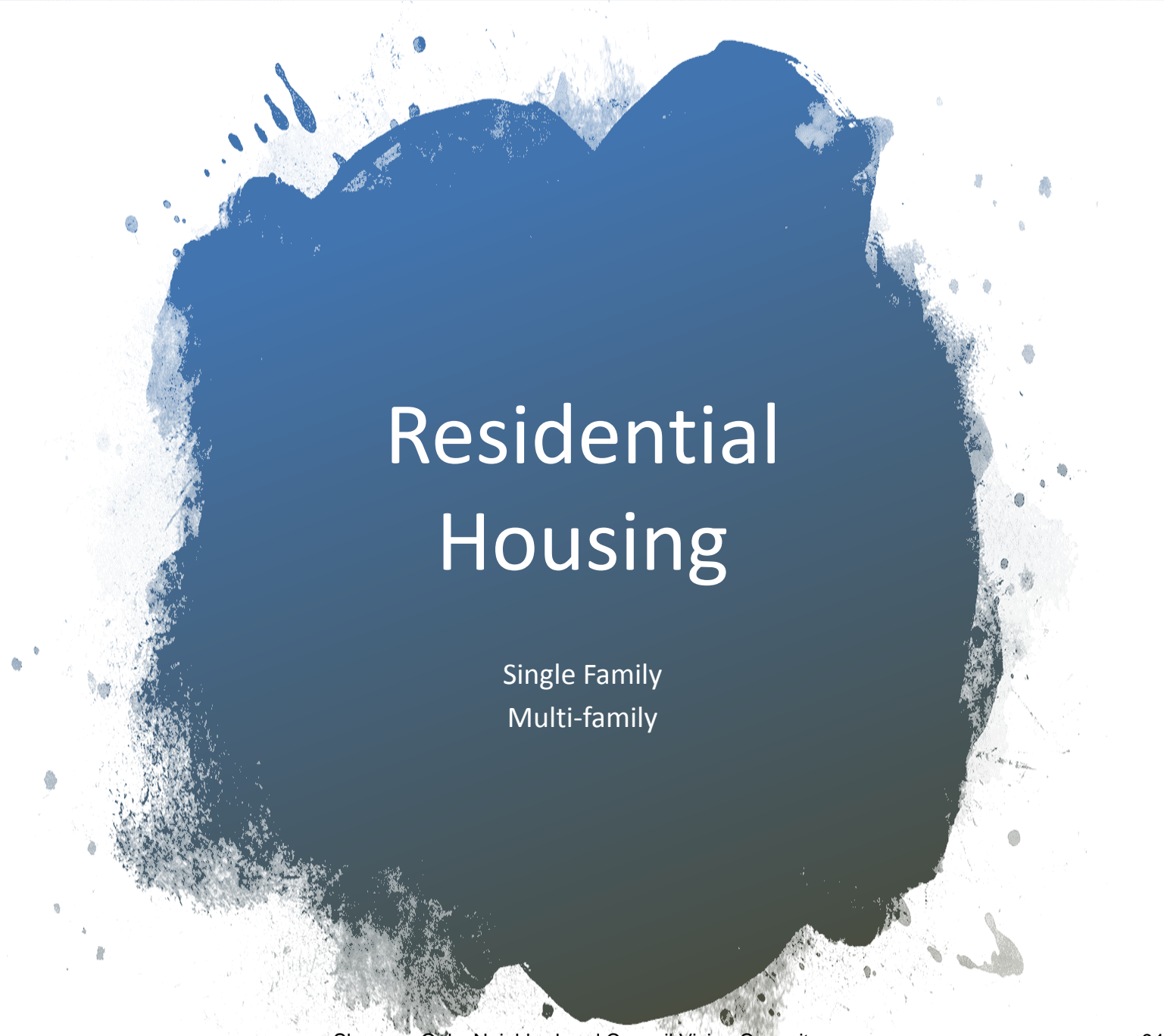
Public spaces with open seating and shade.

All building must be LEED Gold or higher.

More small green spaces t/o commercial areas.

Encourage higher quality of construction materials.





# Residential Housing

Single Family  
Multi-family



Creating an inviting, aesthetically pleasing, vibrant and pedestrian-oriented commercial and residential environment in Sherman Oaks.

Balancing the community's desire for safe and protected residential areas close to employment opportunities while increasing the economic base by attracting a variety of retail, office and other uses in the commercial areas.

## Basic assumption:

- Range of housing options catering to different income levels, family situations and lifestyles





Basic assumption:

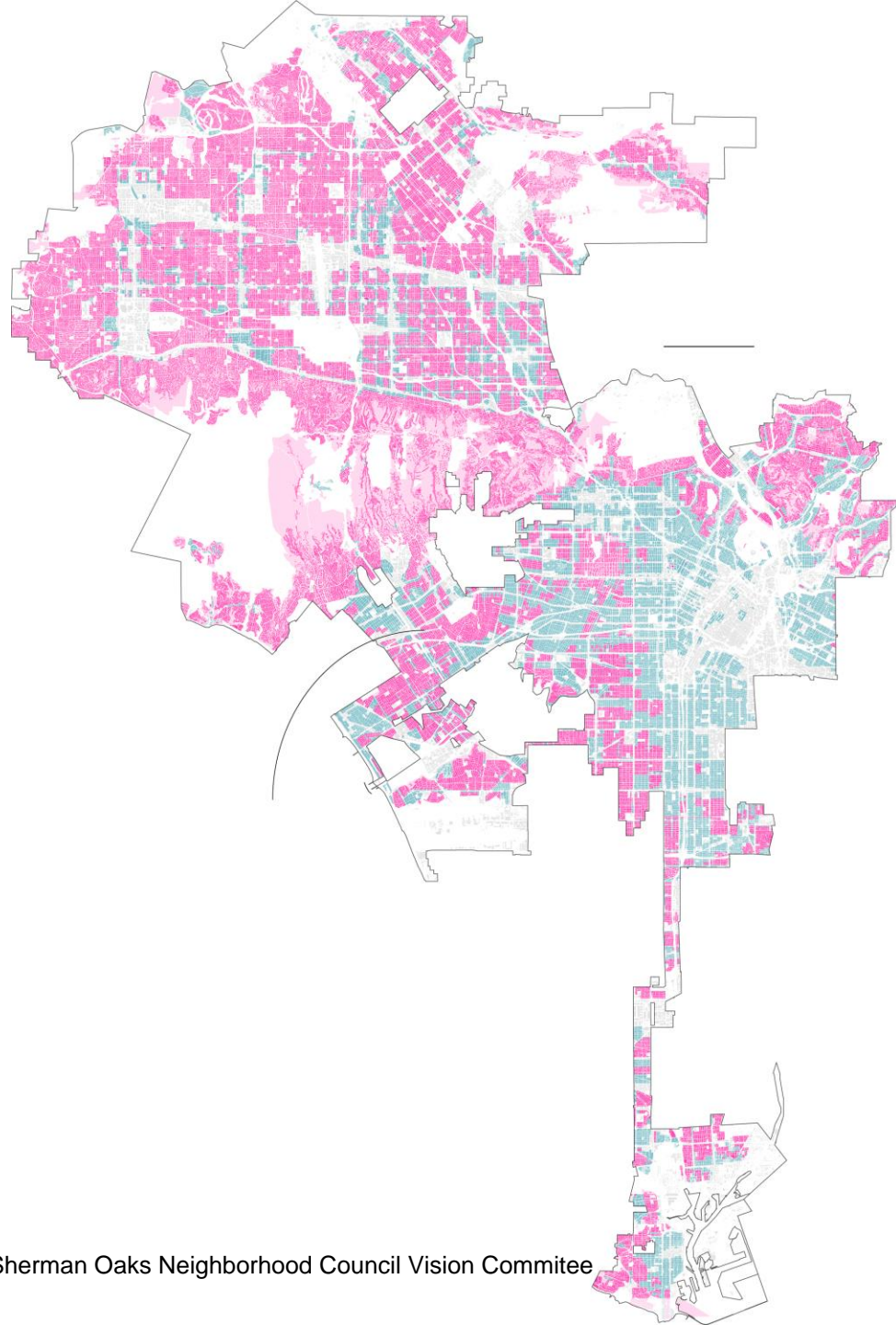
Encourage growth  
along transit routes

Growth is going to happen; we might  
as well manage it!



75% of Los Angeles is zoned for single family dwellings

New York – 15%  
Minneapolis – 70%  
Portland, Ore. – 77%  
Seattle – 81%  
San Jose – 94%



# Maintaining R1 zones

Protect (e) single family and low density neighborhoods from encroachment; incompatible uses.



## R1, R2 zone discussion points:

Design guidelines

Encourage small lot subdivisions

Maintain or expand height transitions?



**Excellent Examples of Street/Townhouse Interface**

## Multi-Family

Equitable housing distribution – promote mixed-income developments

Encourage multi-family along transit routes

Allow height in exchange for open space

Develop senior housing accessible to public transit, commercial services, recreational and health care

Design common and private open space to encourage physical activity and social interaction

Physical connections to exterior spaces and uses; look for opportunities to support uses and activities on adjacent properties and/or sidewalk





**Examples of Successful Small Lot Subdivisions**



Exterior open space





## Elements of Successful Ground Related Residences

Vertical modulation emphasized by a range of exterior finishes

Recessed entranceways

Landscaping at the building edge provides additional privacy

Public/Private threshold enhanced by a low wall and well scaled landscaping along the transition strip

Pedestrian scaled signage

Steps to create vertical separation and help define the transition to more private outdoor space



## Connection to public spaces



## Neighborhood Scale

- Human-scaled buildings to ensure a vibrant walking environment
- Development standards and design guidelines for the public realm to address sidewalks, parkways, streets, alleys, parks, schools, street trees, street lights, and transit stops.
- Create a unified streetscape
- Create gateways at the edges of the community

# Design

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Other topics to be discussed:

- Accessory dwelling units
- Discuss housing opportunities along the Sepulveda Pass Metro line
- Sustainability – encouraging principles of green building, site planning, water and energy efficiency





# SHERMAN OAKS



COMMUNITY PLAN UPDATE

# LAND USE

# A survey of developable Opportunity Sites.







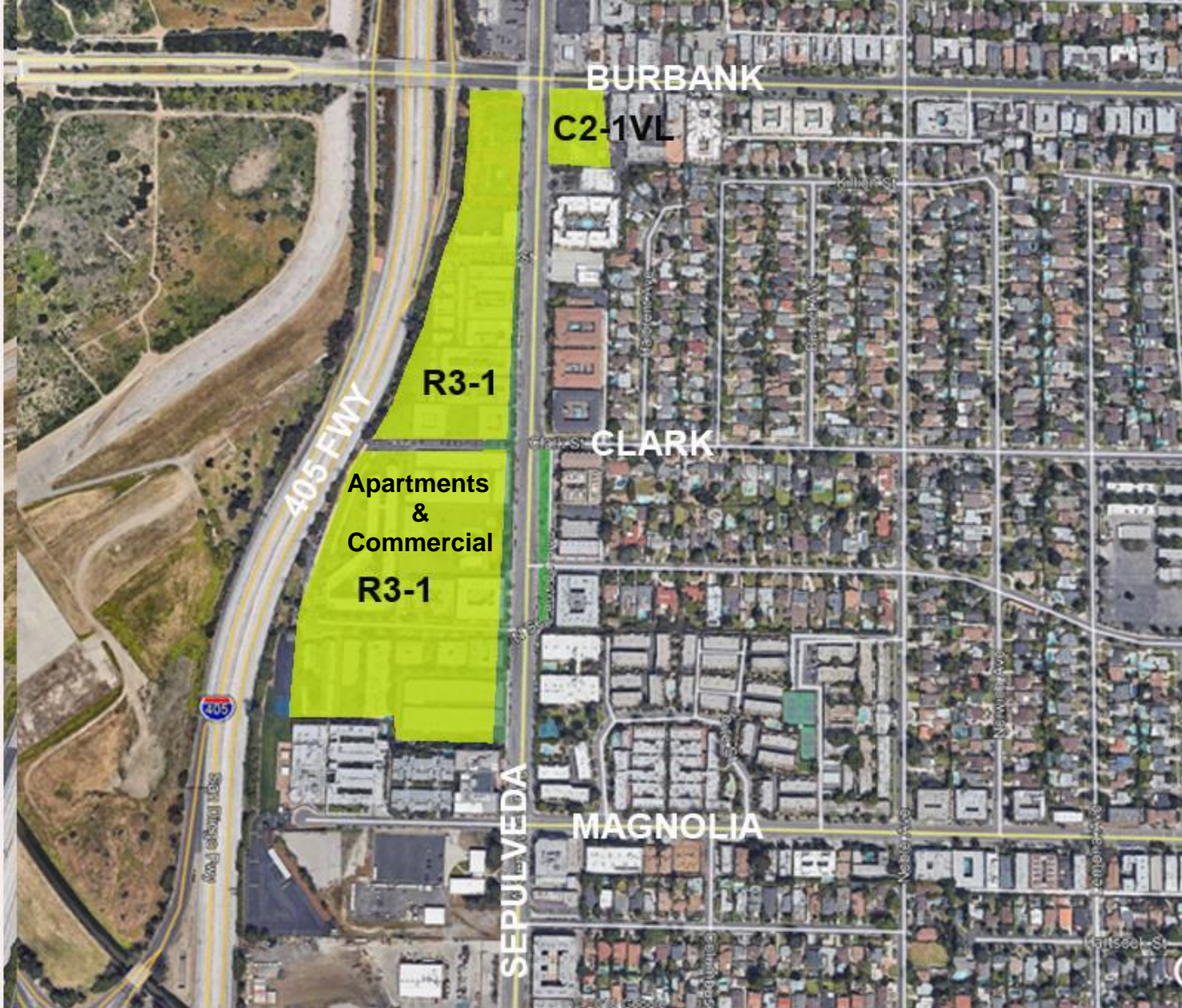
**22 Opportunity Sites identified in Community meetings.**



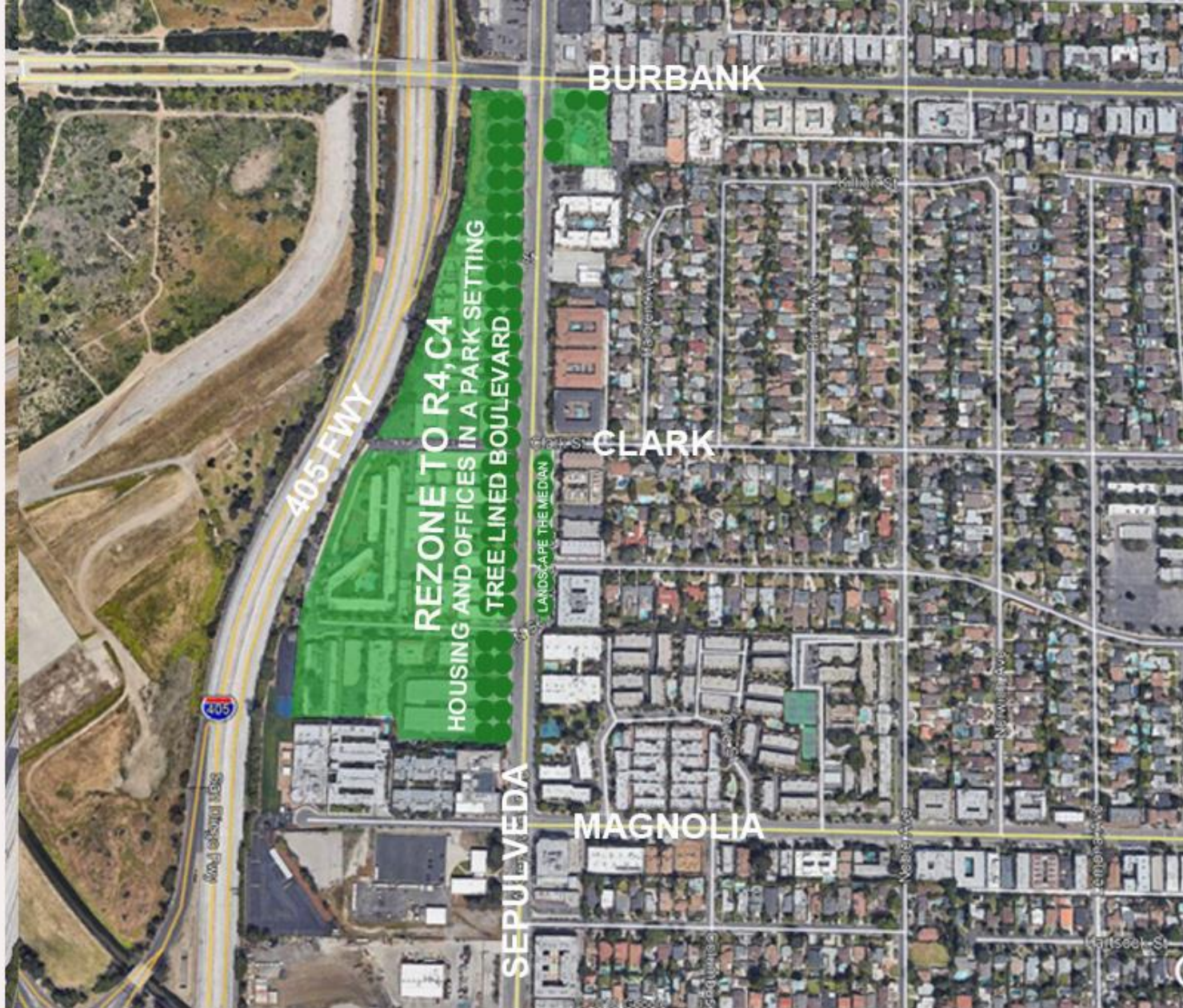
## OPPORTUNITY SITE 1



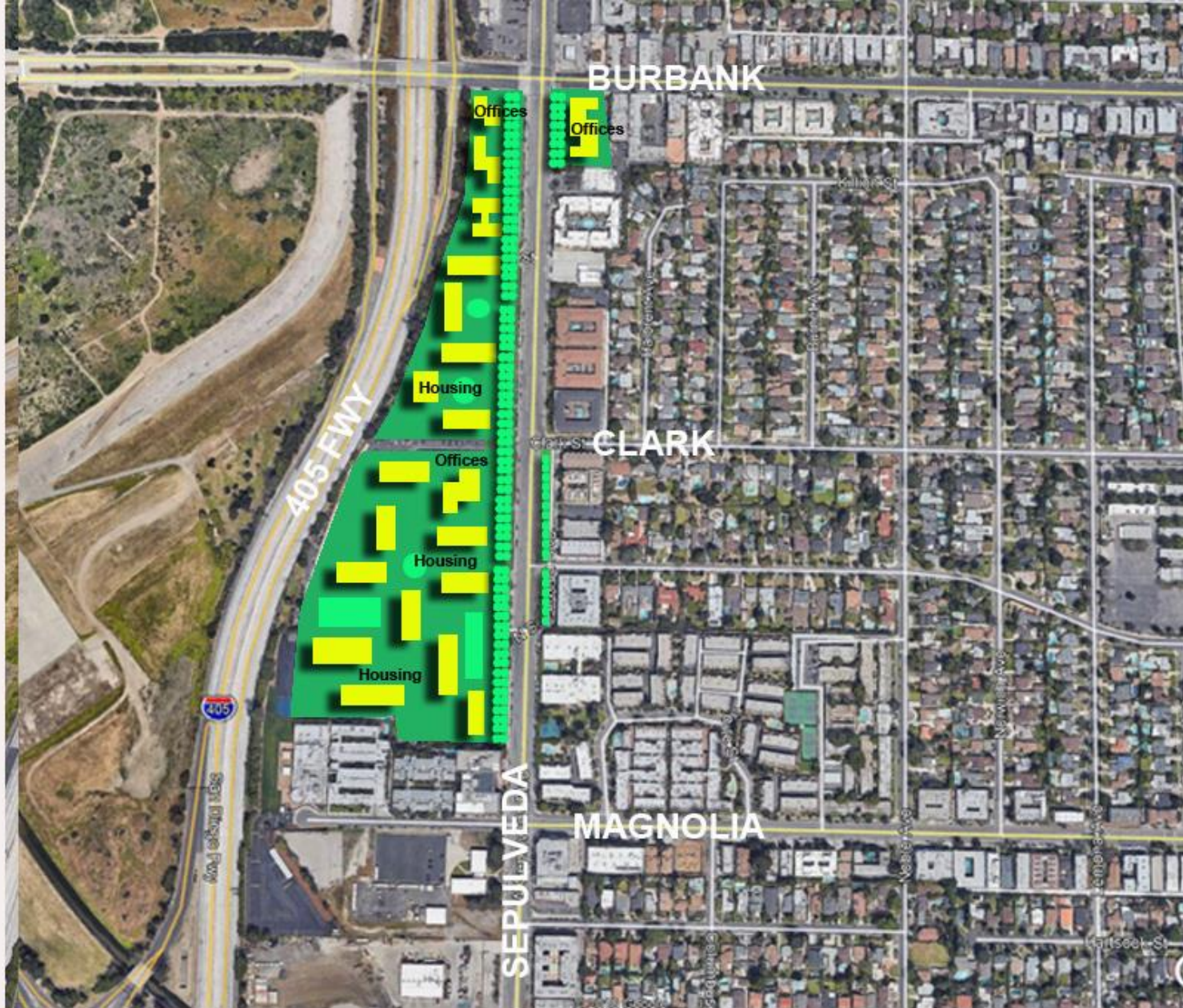
## OPPORTUNITY SITE 1



## OPPORTUNITY SITES 2 & 3



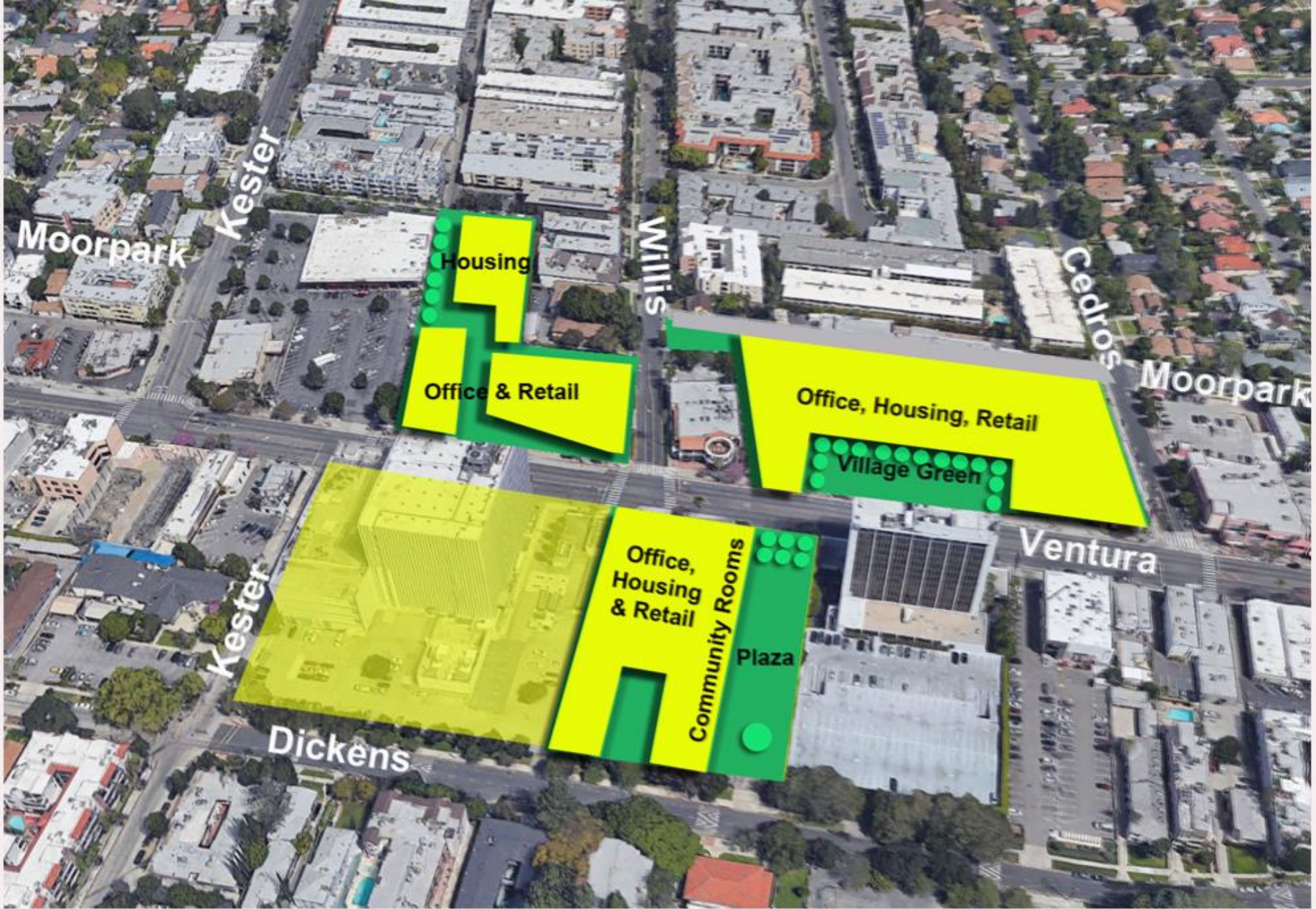
## OPPORTUNITY SITES 2 & 3



## OPPORTUNITY SITES 2 & 3



## OPPORTUNITY SITES 4, 5 & 6



## OPPORTUNITY SITES 4, 5 & 6





**Opportunity Site 4**

INCENTIVIZE DEVELOPERS (SUPPORT REZONING, ADDITIONAL DENSITY OR HEIGHT) TO CREATE COMMUNITY PLACES AND BEAUTIFULLY LANDSCAPED SPACES



INCENTIVIZE DEVELOPERS (SUPPORT REZONING, ADDITIONAL DENSITY OR HEIGHT) TO CREATE COMMUNITY PLACES AND BEAUTIFULLY LANDSCAPED SPACES





## OPPORTUNITY SITES 7 & 8



## OPPORTUNITY SITES 7 & 8



**OPPORTUNITY SITE 9**



## OPPORTUNITY SITE 9



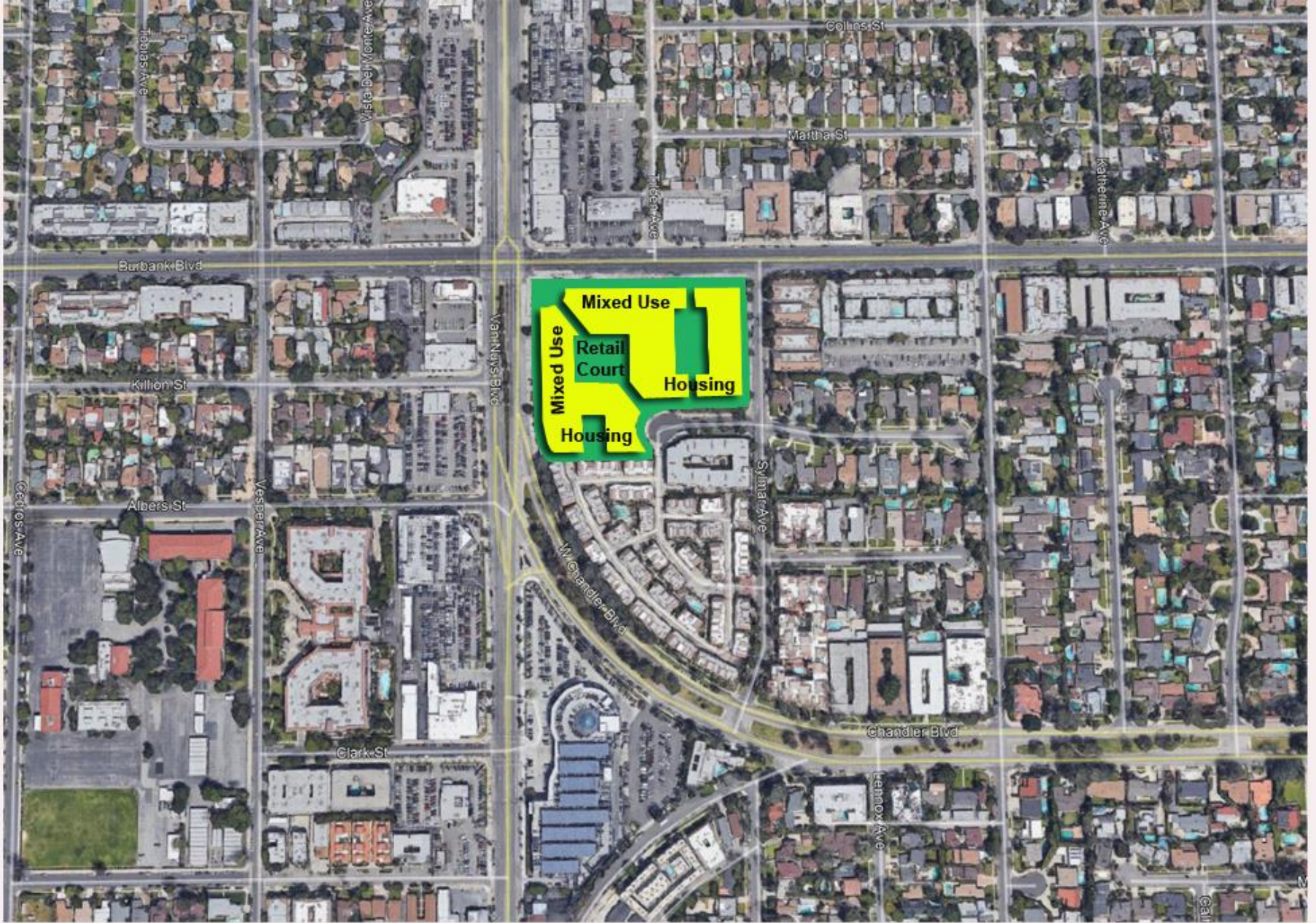
Opportunity for a pedestrian bridge to link the neighborhood to the park .

## OPPORTUNITY SITE 9





## OPPORTUNITY SITE 10



## OPPORTUNITY SITE 10



**OPPORTUNITY SITE 11**



**OPPORTUNITY SITE 11**



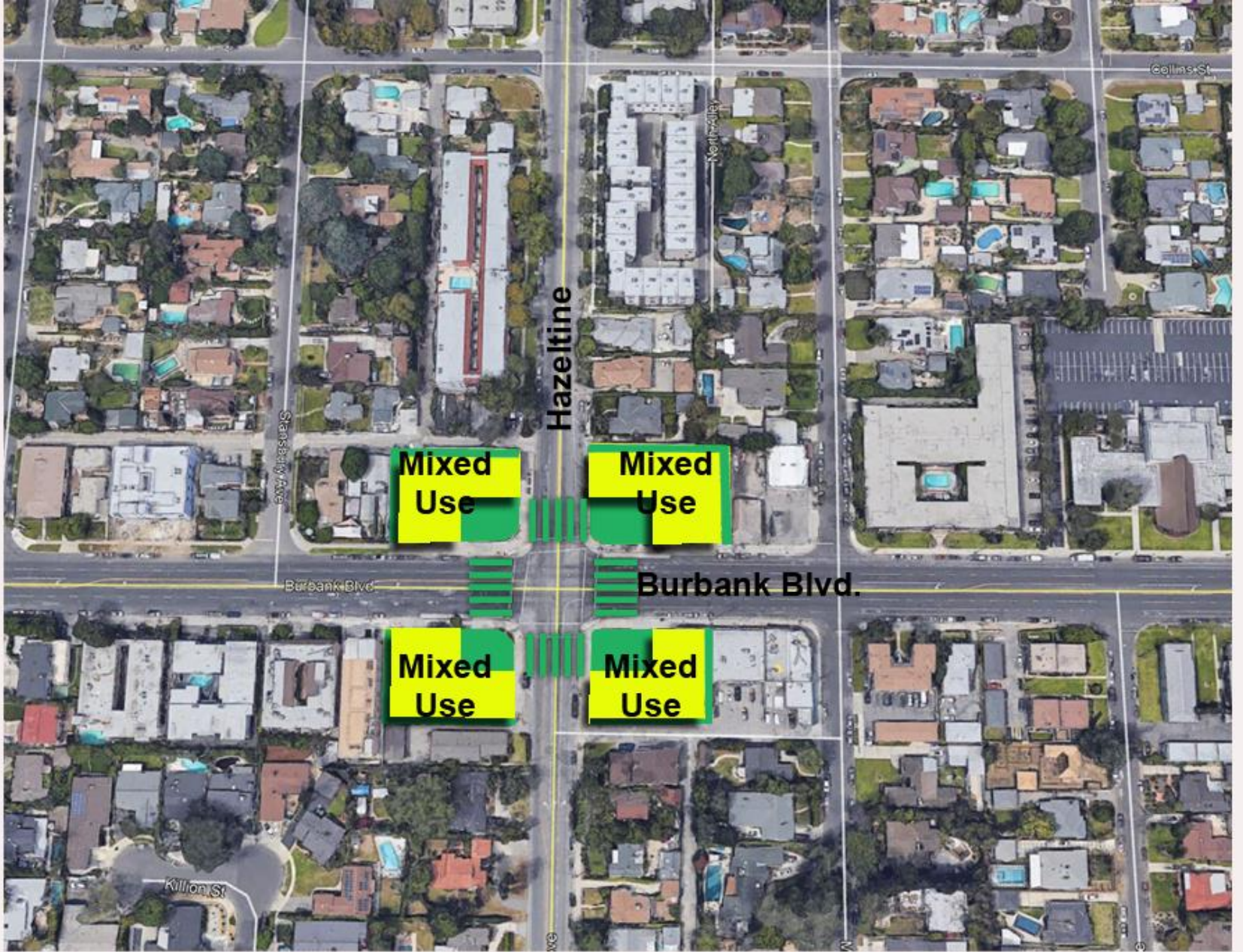
## OPPORTUNITY SITES 12 & 15



## OPPORTUNITY SITES 12 & 15

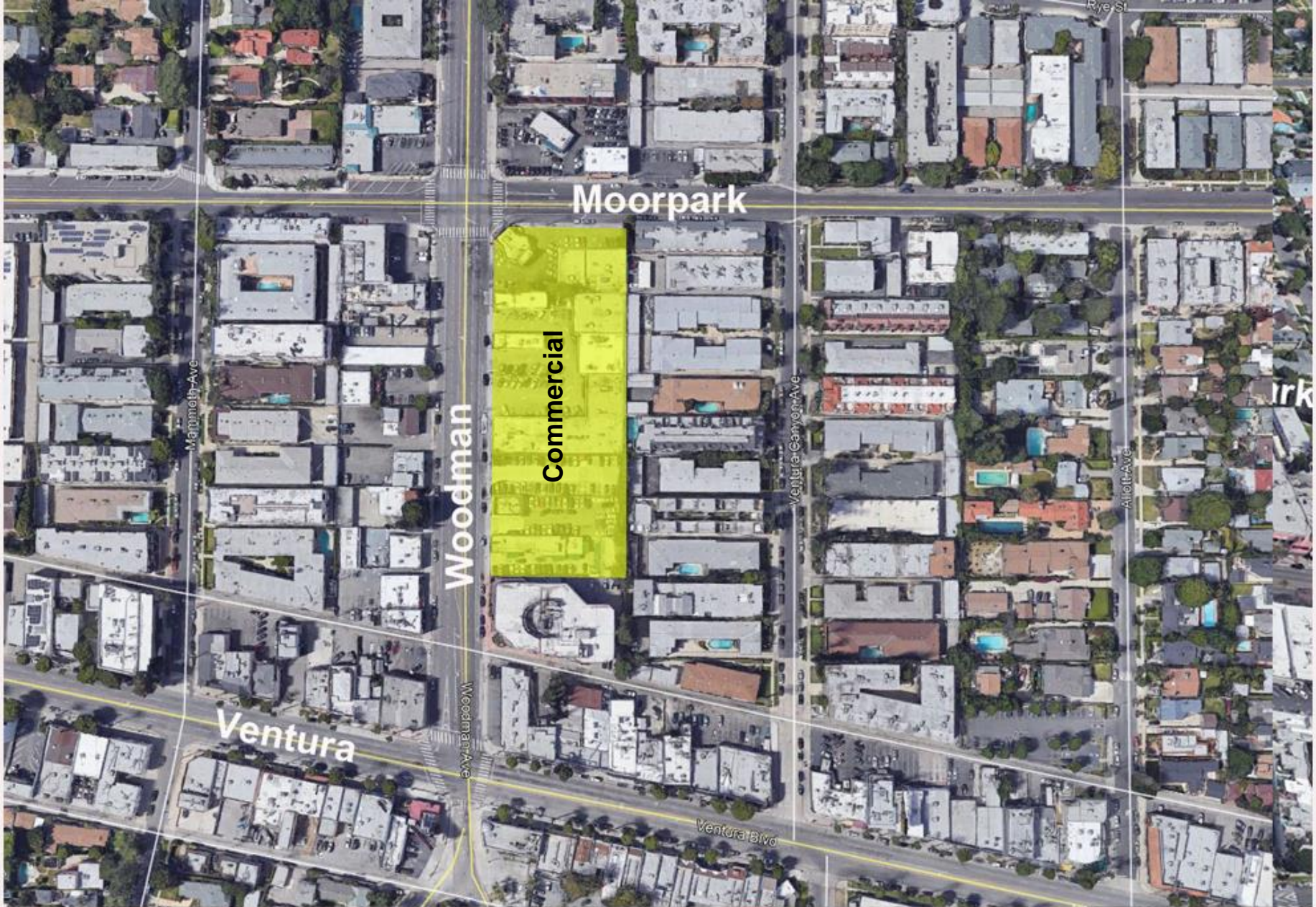


## OPPORTUNITY SITE 13

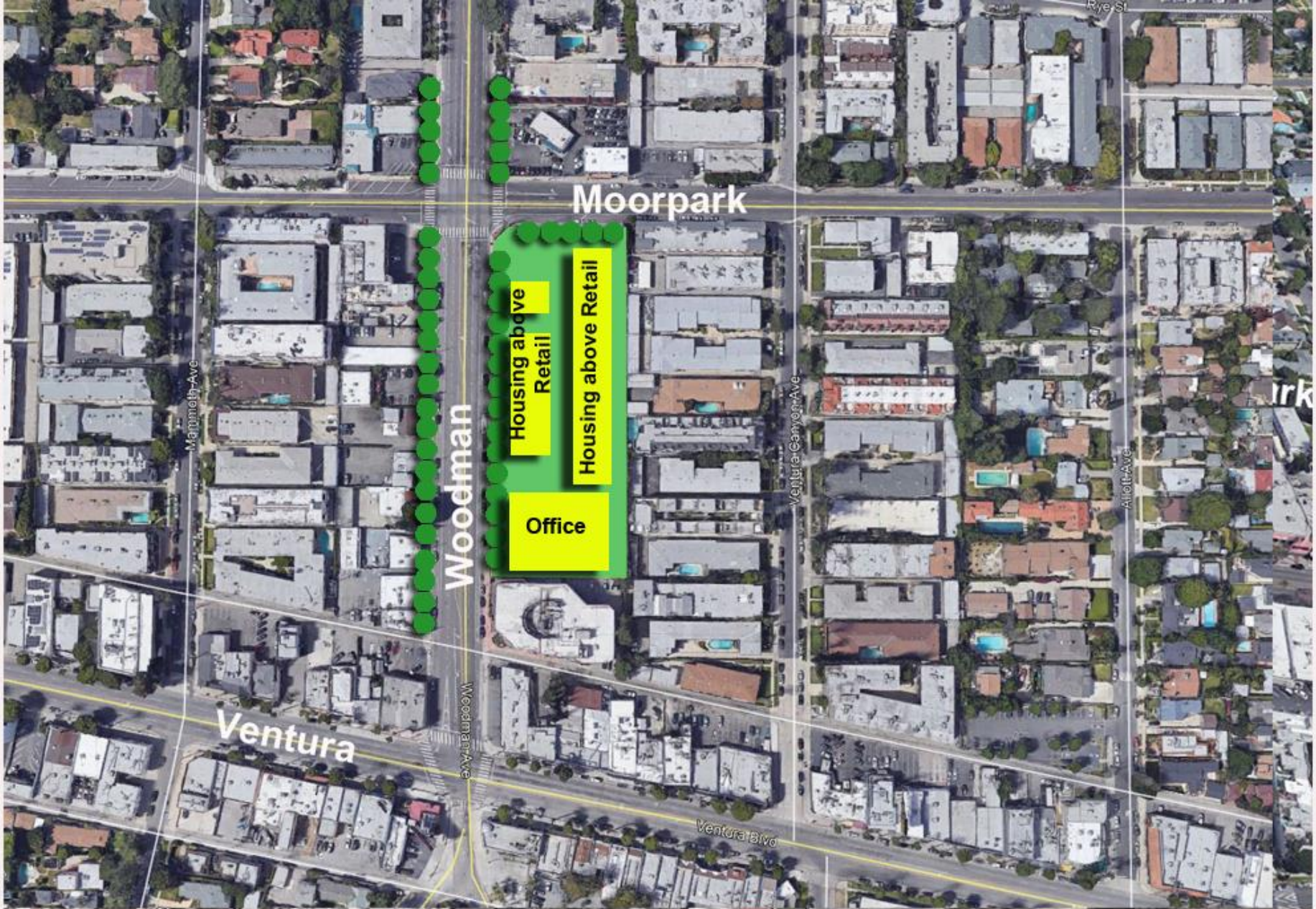


**OPPORTUNITY SITE 13**





**OPPORTUNITY SITE 14**



## OPPORTUNITY SITE 14



**OPPORTUNITY SITES 16 & 17**



## OPPORTUNITY SITES 16 & 17



**OPPORTUNITY SITE 18**



## OPPORTUNITY SITE 18



**OPPORTUNITY SITE 19**



**OPPORTUNITY SITE 19**





## OPPORTUNITY SITE 20



**OPPORTUNITY SITE 20**



## OPPORTUNITY SITE 21



## OPPORTUNITY SITE 21



**OPPORTUNITY SITE 22**



**OPPORTUNITY SITE 22**

Market demand will eventually lead to these sites being redeveloped. They all allow opportunities for a more creative public realm component within innovative and inventive commercial/residential projects. We need to provide the Guidelines.











# Agenda

◆ **Our Vision**

◆ **Our Purpose**

◆ **Land Use**

◆ **Funding**

◆ **Maintenance**

◆ **Benefits of Our Vision**

◆ **How Can You Help**

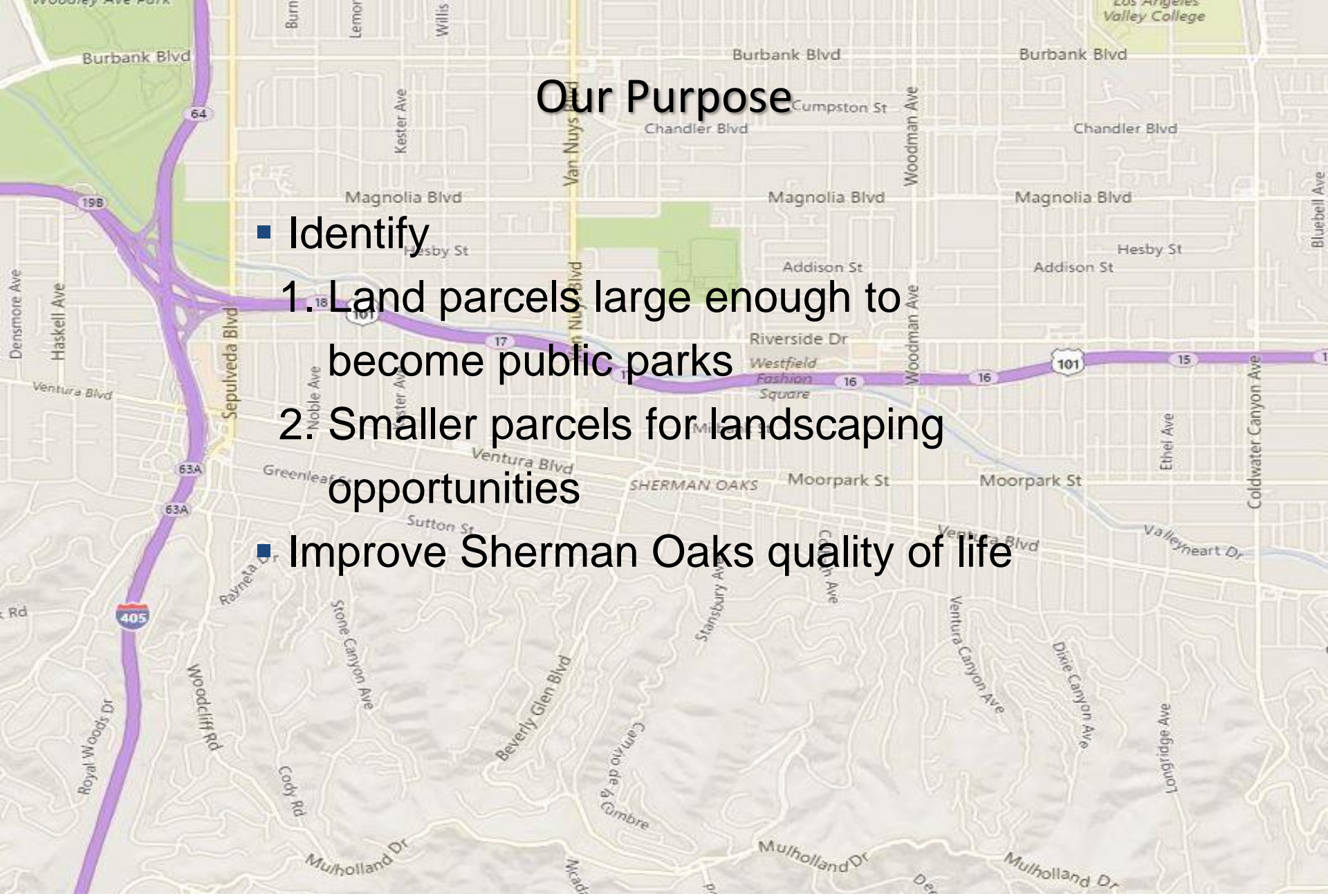
◆ **Park Opportunities**

◆ **Public Landscaping Opportunities**

A map of the Sherman Oaks neighborhood in Los Angeles, California. A purple highlighted route starts at Sepulveda Blvd and runs east through the neighborhood, passing through Van Nuys Blvd, Woodman Ave, and ending near Coldwater Canyon Ave. The map shows various streets, including Burbank Blvd, Magnolia Blvd, and Ventura Blvd. A text overlay is centered on the map, listing the vision committee members.

# Our Vision

- Prepared by SONC Vision Committee
- Recommend park and landscaping opportunities
- Six-month public process with input from all stakeholder groups
  - Sherman Oaks Neighborhood Council
  - Sherman Oaks Homeowners Association
  - Sherman Oaks Chamber of Commerce
  - Sherman Oaks Business Improvement District
  - Non-affiliated community members

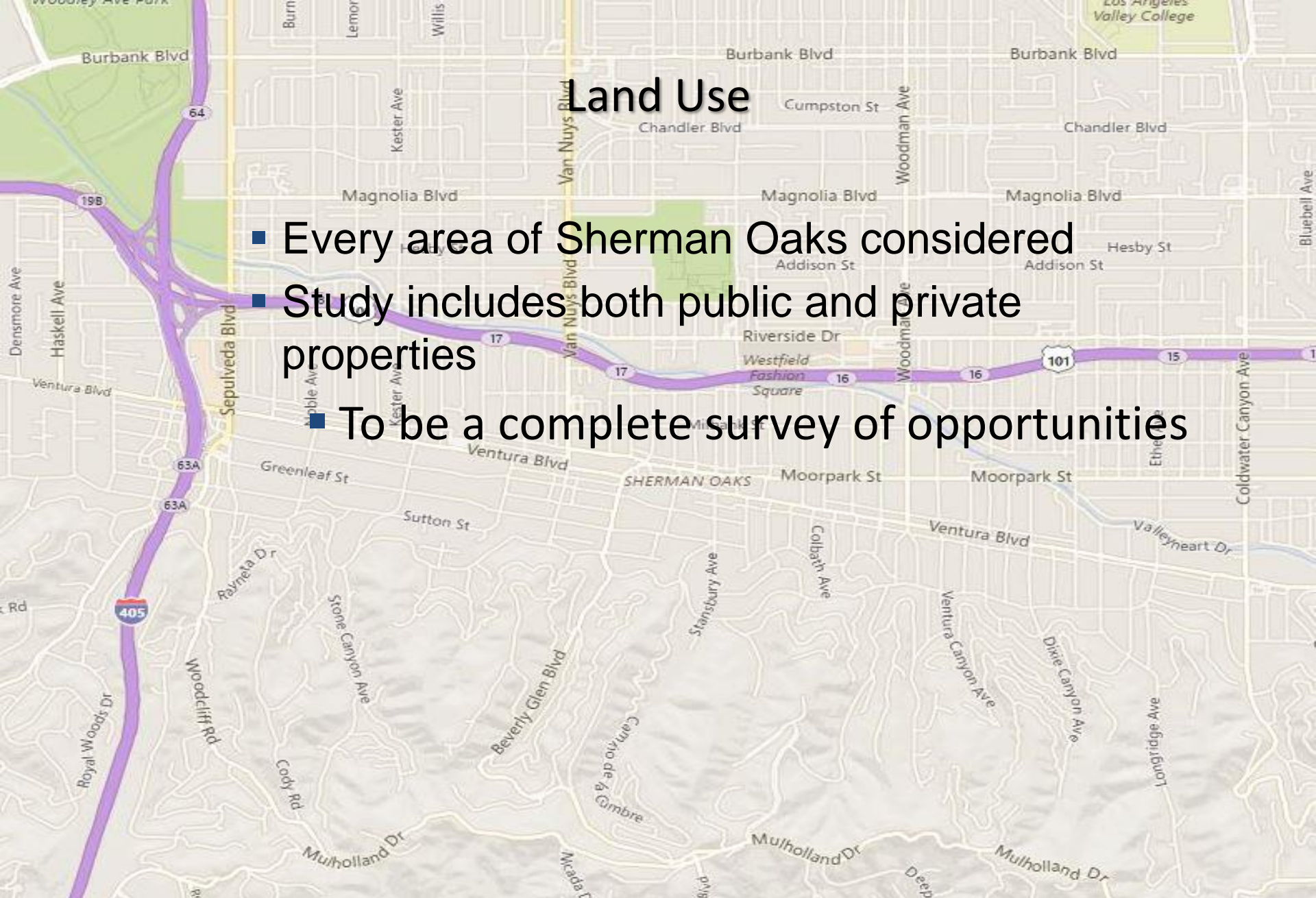


# Our Purpose

- Identify
  1. Land parcels large enough to become public parks
  2. Smaller parcels for landscaping opportunities
- Improve Sherman Oaks quality of life

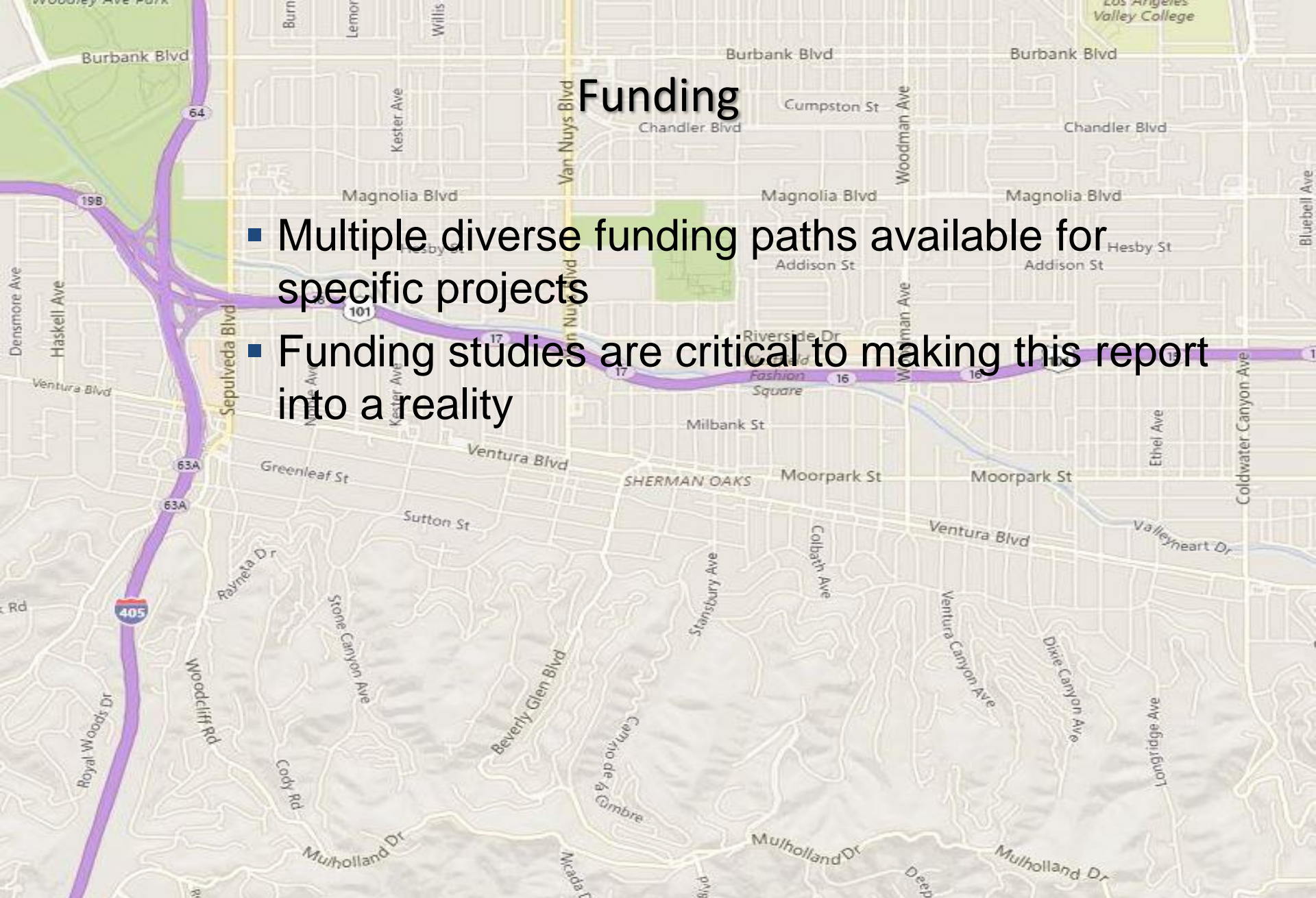
# Land Use

- Every area of Sherman Oaks considered
- Study includes both public and private properties
- To be a complete survey of opportunities



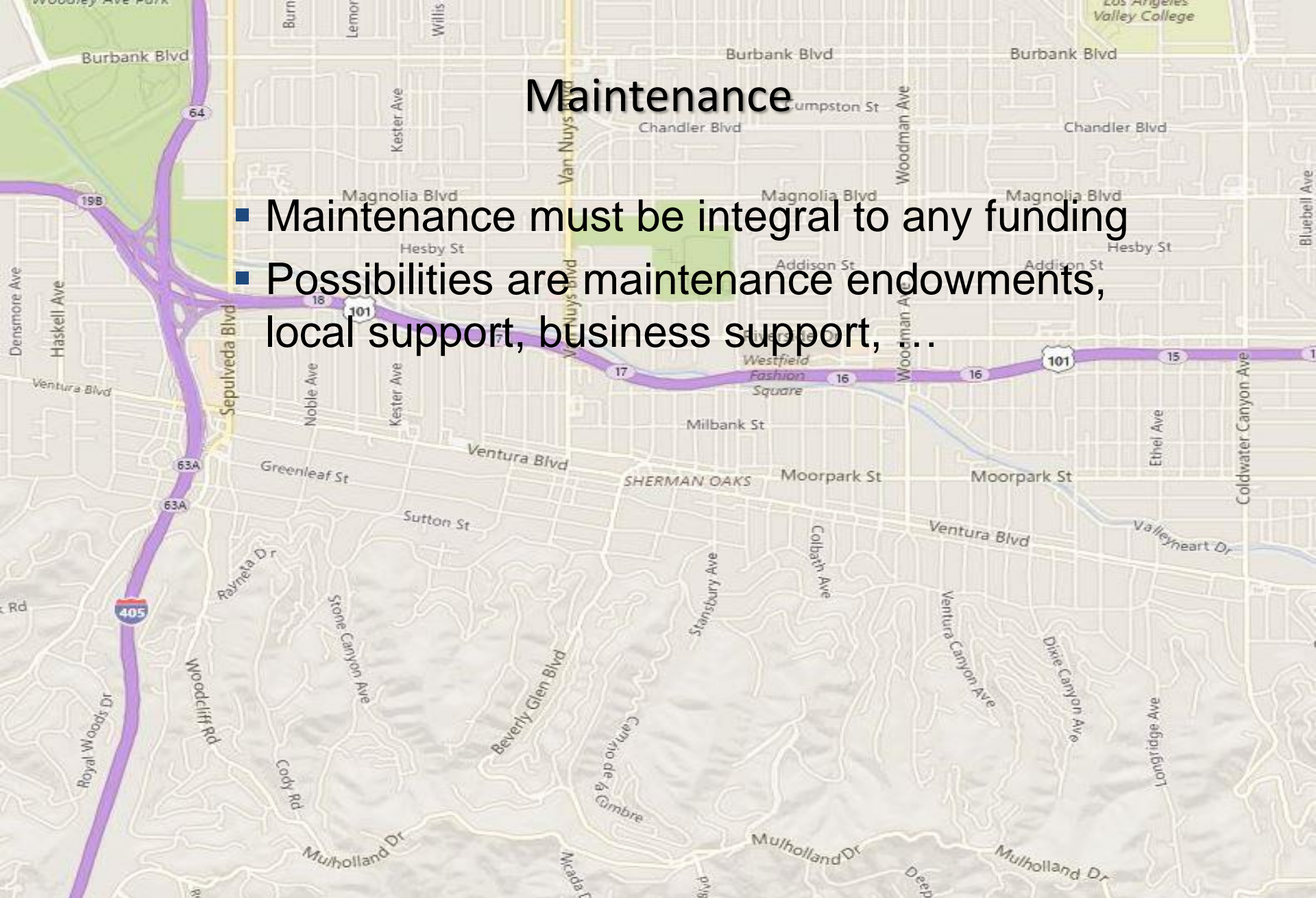
# Funding

- Multiple diverse funding paths available for specific projects
- Funding studies are critical to making this report into a reality



# Maintenance

- Maintenance must be integral to any funding
- Possibilities are maintenance endowments, local support, business support, ...



A map of the Sherman Oaks neighborhood in Los Angeles, California. A purple highlighted route starts from the west, near Sepulveda Blvd and Ventura Blvd, and runs east through Sherman Oaks, ending near Woodman Ave and Woodland Ave. The route passes through Westfield Fashion Square and Moorpark St. Major roads like Sepulveda Blvd, Van Nuys Blvd, and Ventura Blvd are visible. The map also shows topographic contours and various local streets.

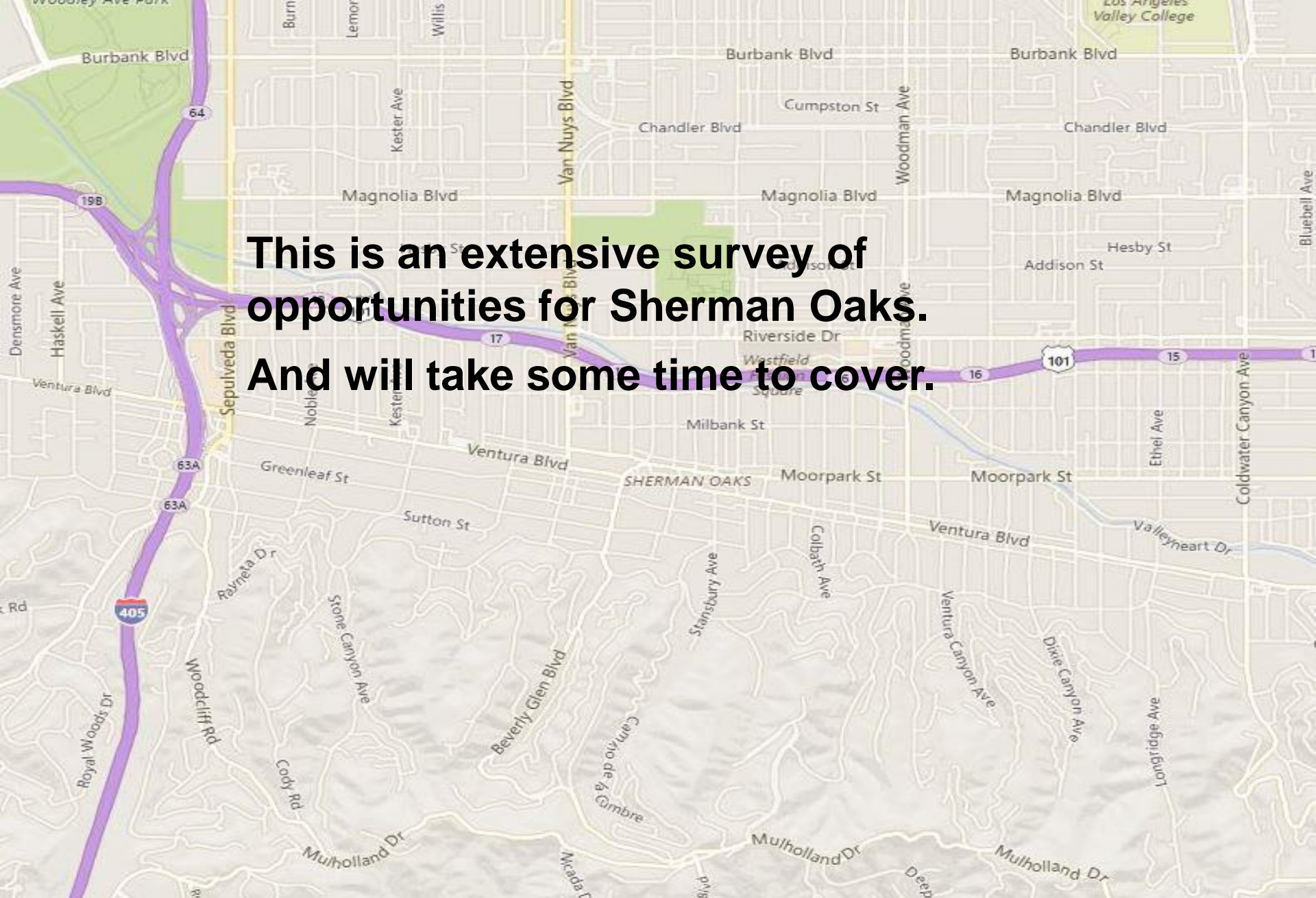
# Benefits

- A more visually beautiful community
- Increased residential and business property values
- Improved business
- Enhanced civic pride



# How You Can Help

- **PARK OPPORTUNITIES:** Government officials and community leaders to push for and get approvals and funding for these major projects
- **LANDSCAPING OPPORTUNITIES:**
- Community groups can fund landscaping opportunities of interest



**This is an extensive survey of opportunities for Sherman Oaks. And will take some time to cover.**

# Five Park Opportunities

**1 Sherman Oaks-Van Nuys Park**

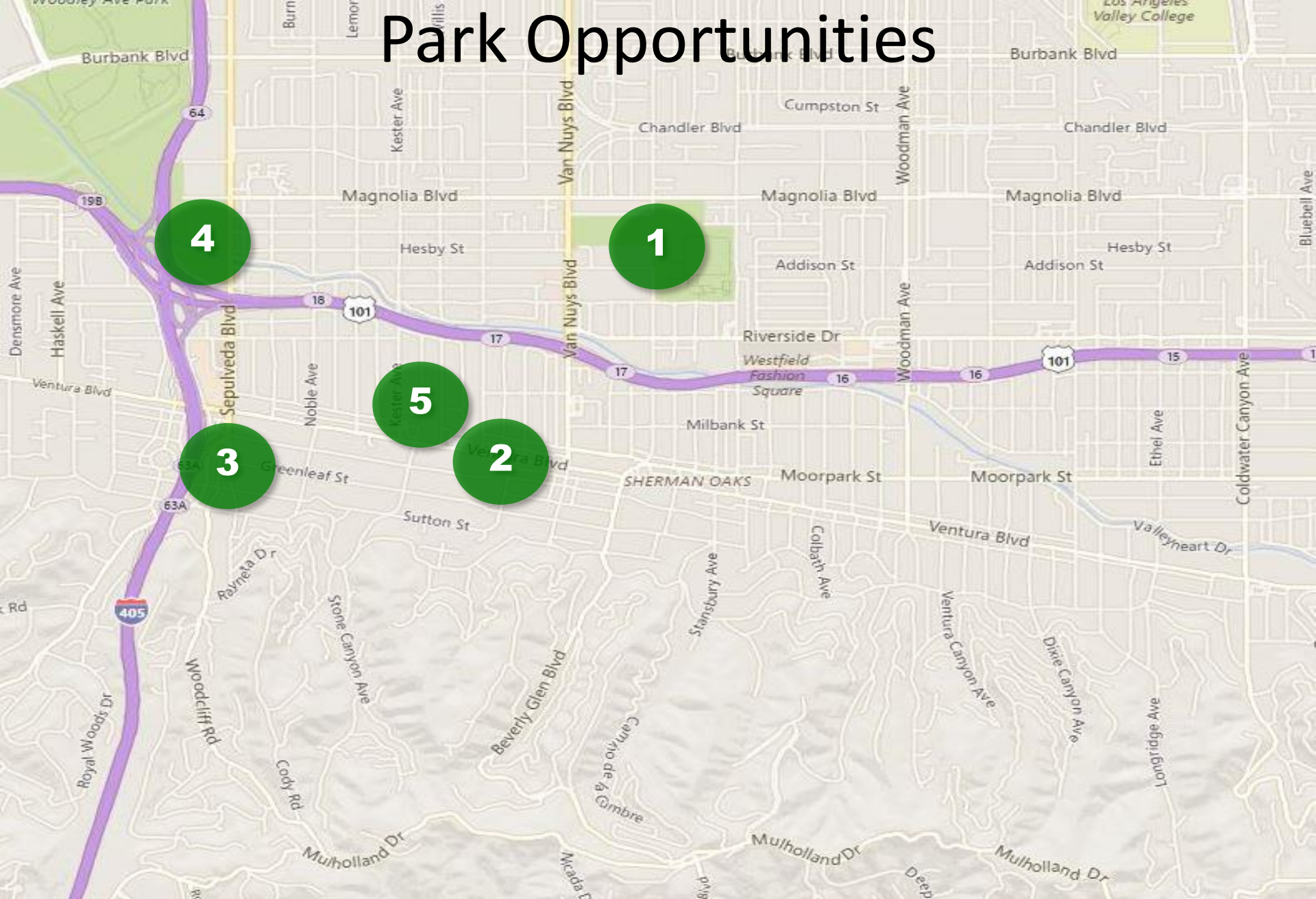
**2 Sherman Oaks Plaza**

**3 South Sepulveda Dog Park**

**4 Sherman Oaks Pond Park**

**5 Ventura-Kester Park**

# Park Opportunities



# Twenty Public Landscaping Opportunities

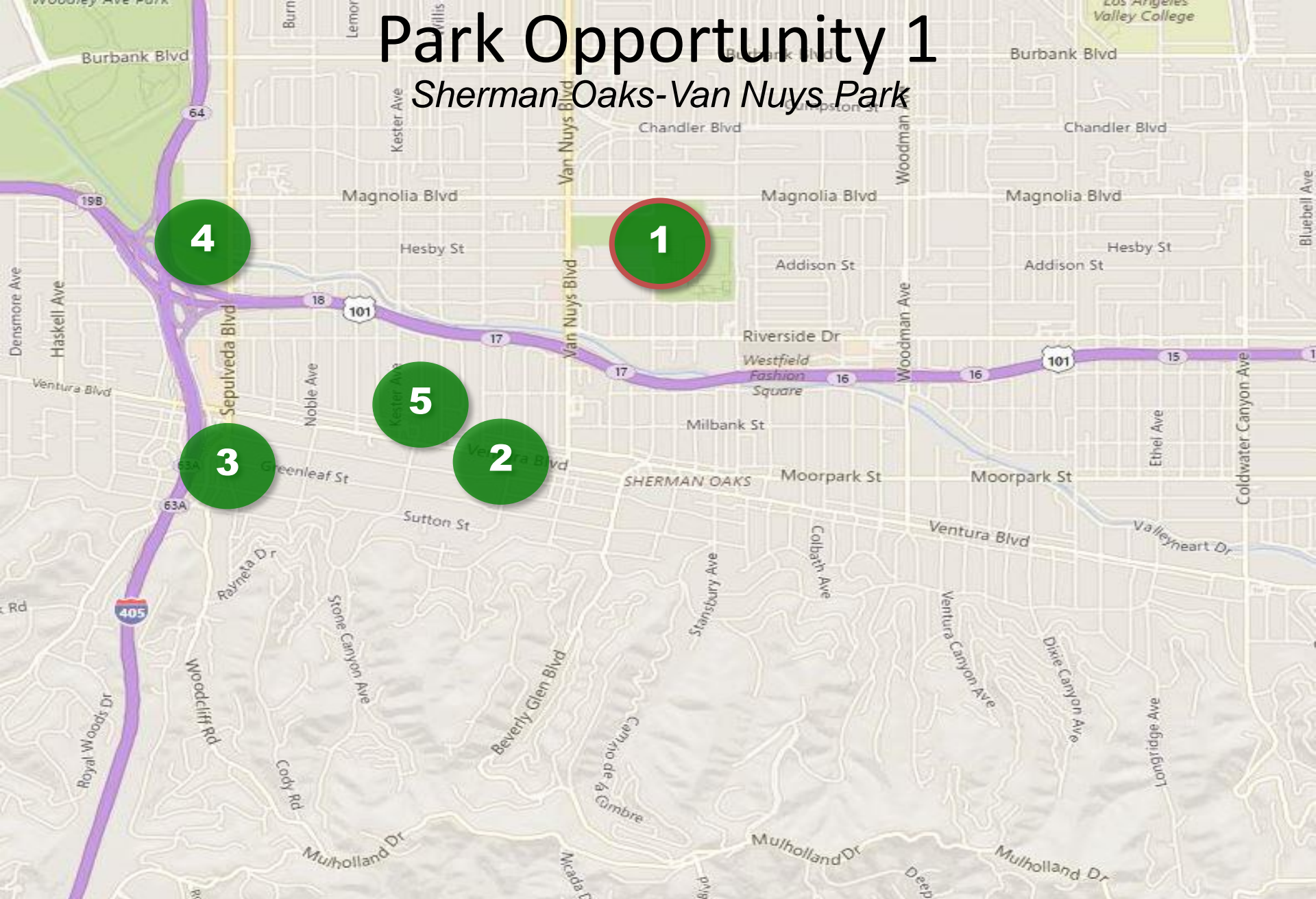
- A. Sherman Oaks South Entrance
- B. Burbank-Coldwater Median
- C. Van Nuys-Riverside Greenspaces
- D. Fulton- Moorpark Site
- E. Woodman-Magnolia Median
- F. Woodman-Riverside Median
- G. Sutton-Kester Triangles
- H. Beverly Glen-Valley Vista Triangles
- I. Van Nuys-Valley Vista Triangles
- J. Beverly Glen-Ventura Triangle
- K. Curblets and Planters
- L. West Ventura Medians
- M. East Ventura Medians
- N. Dixie Canyon Greenway
- O. Woodman Carwash Site
- P. Hazeltine Overpass Site
- Q. Sepulveda-Clark Medians
- R. Sepulveda-Camarillo Medians
- S. Sepulveda-405 On/Off-Ramp Greenscape
- T. Ventura Freeway Greenscapes

# Public Landscaping Opportunities



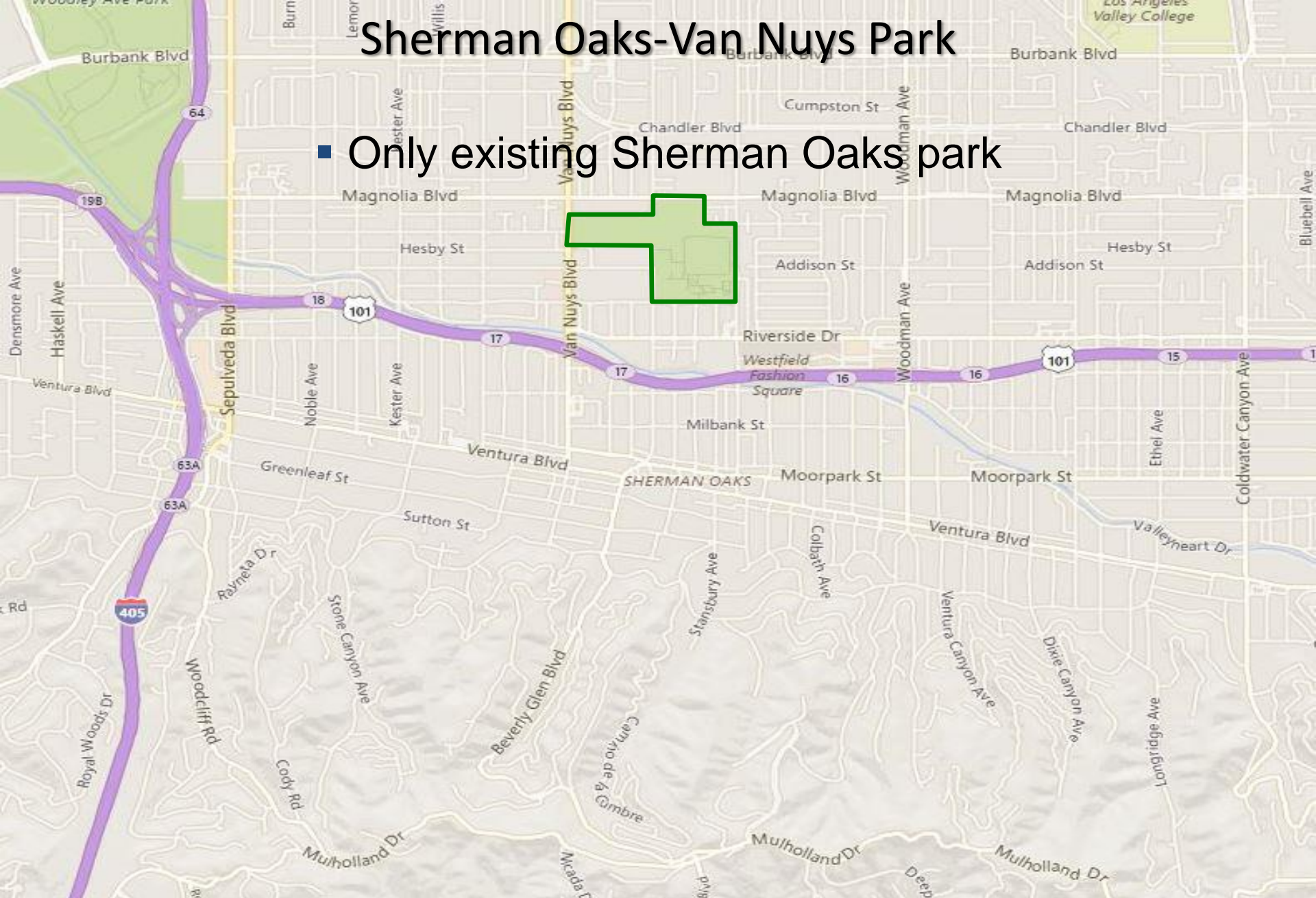
# Park Opportunity 1

## Sherman Oaks-Van Nuys Park



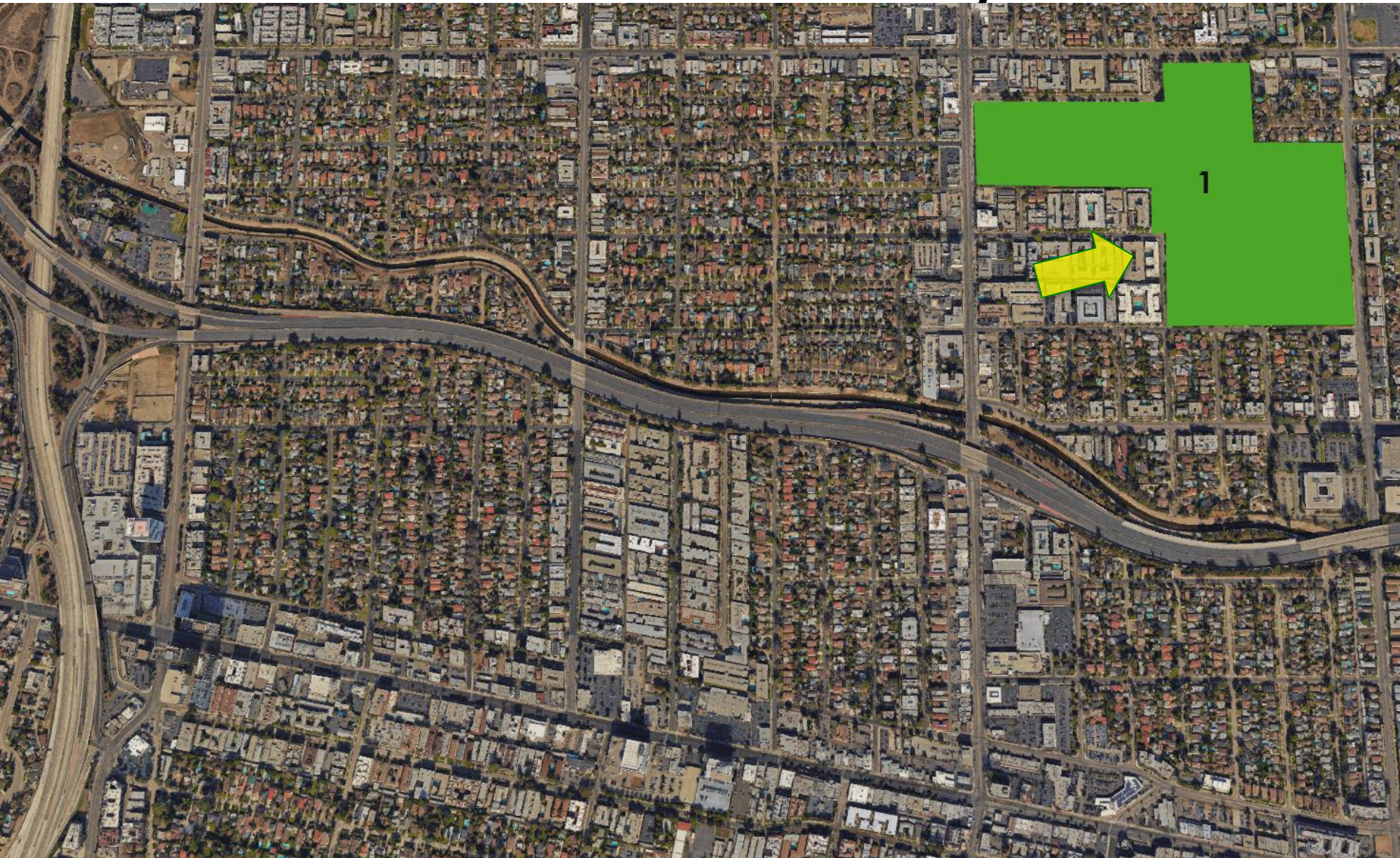
# Sherman Oaks-Van Nuys Park

- Only existing Sherman Oaks park



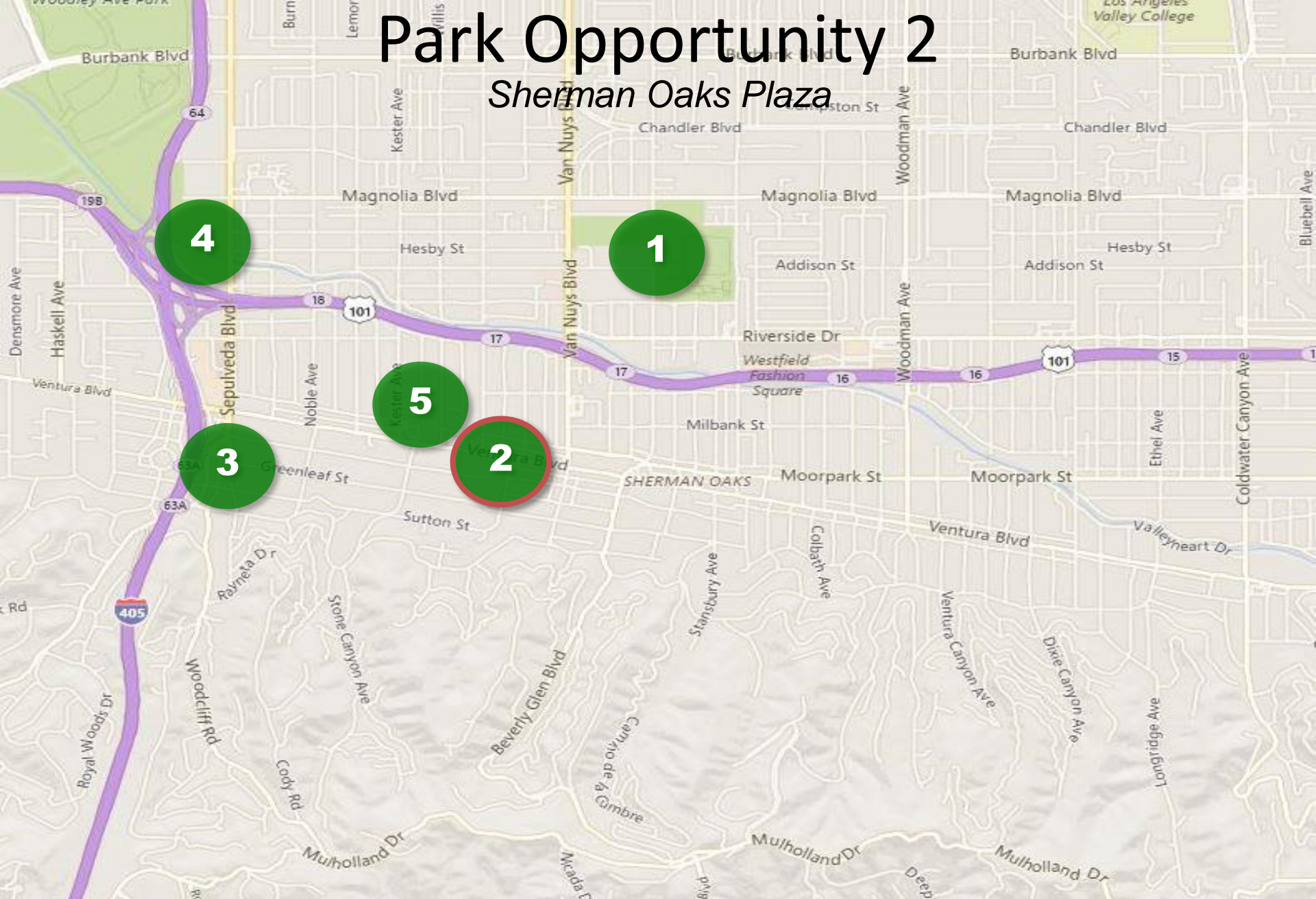


# Sherman Oaks-Van Nuys Park

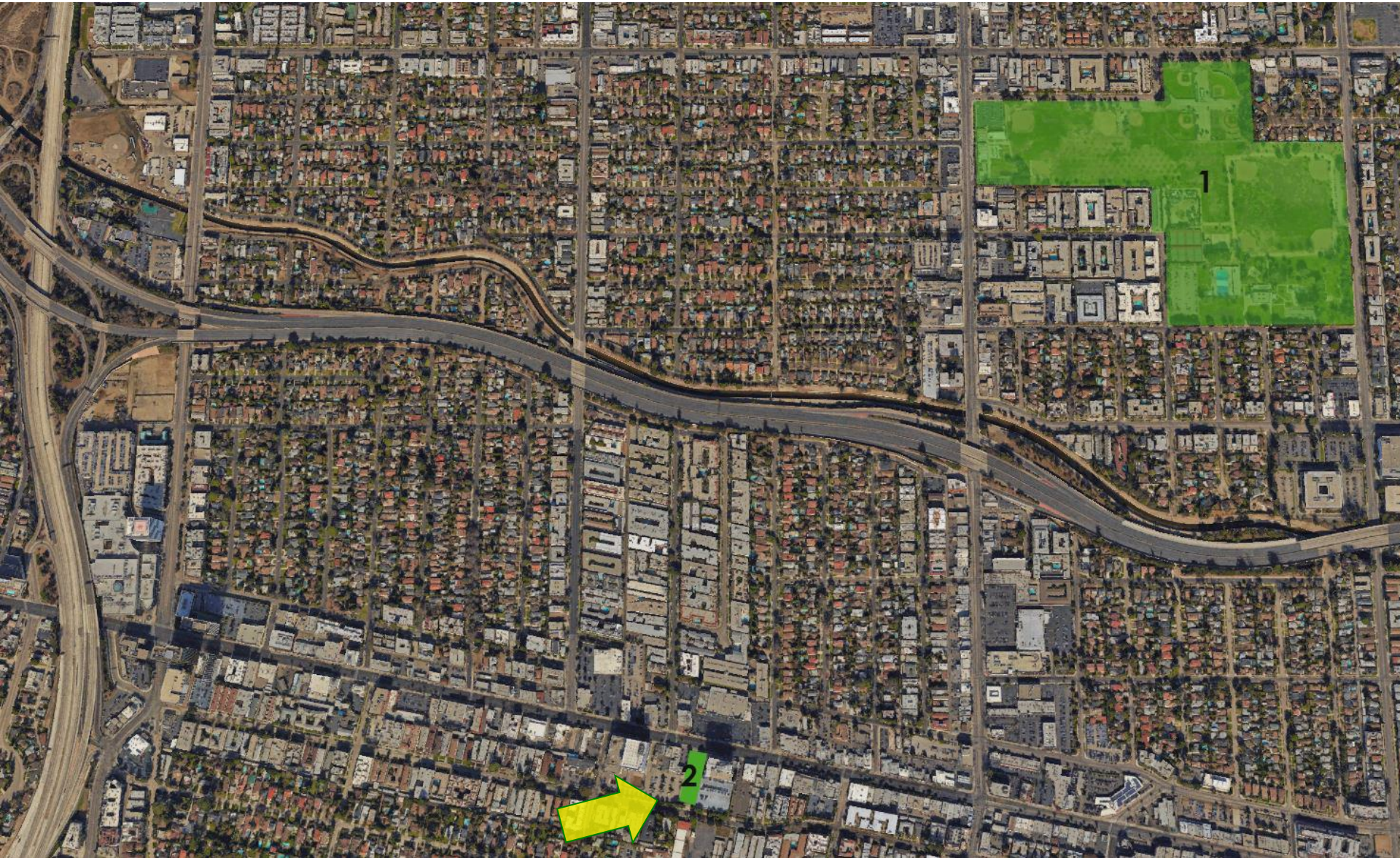


# Park Opportunity 2

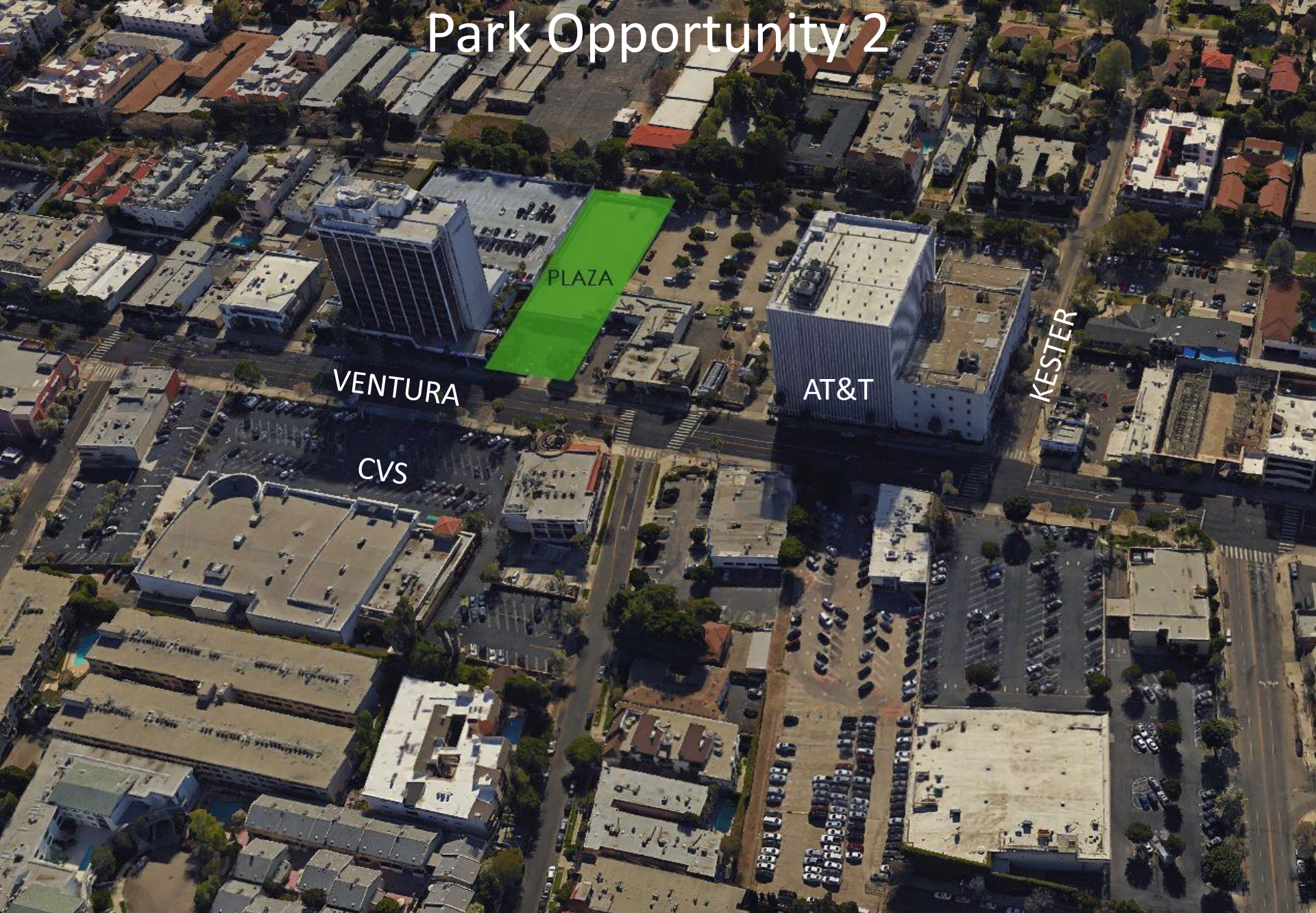
## Sherman Oaks Plaza



# Park Opportunity 2



# Park Opportunity 2



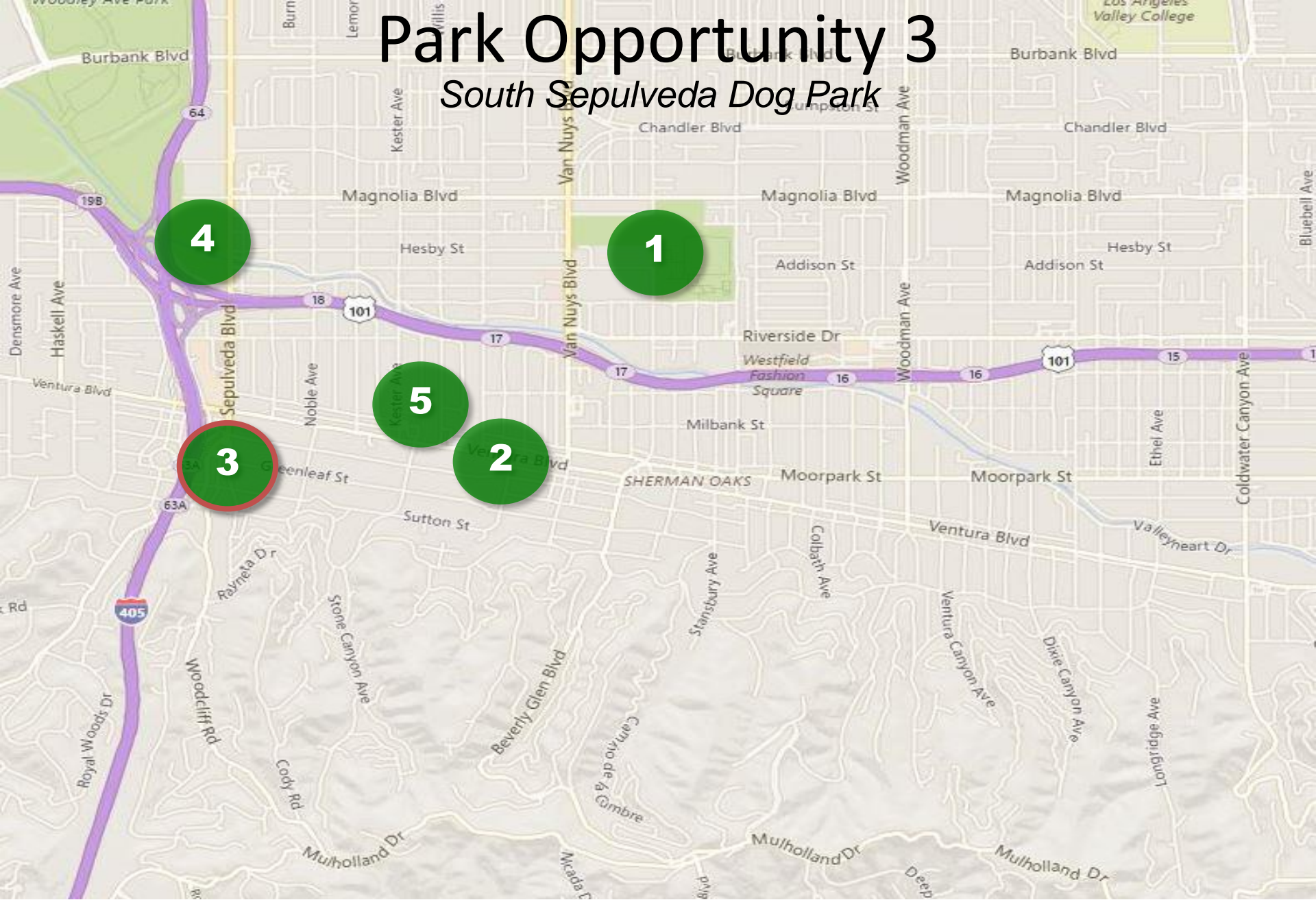
# Community Gathering Space for Passive Enjoyment



## Park Opportunity 2

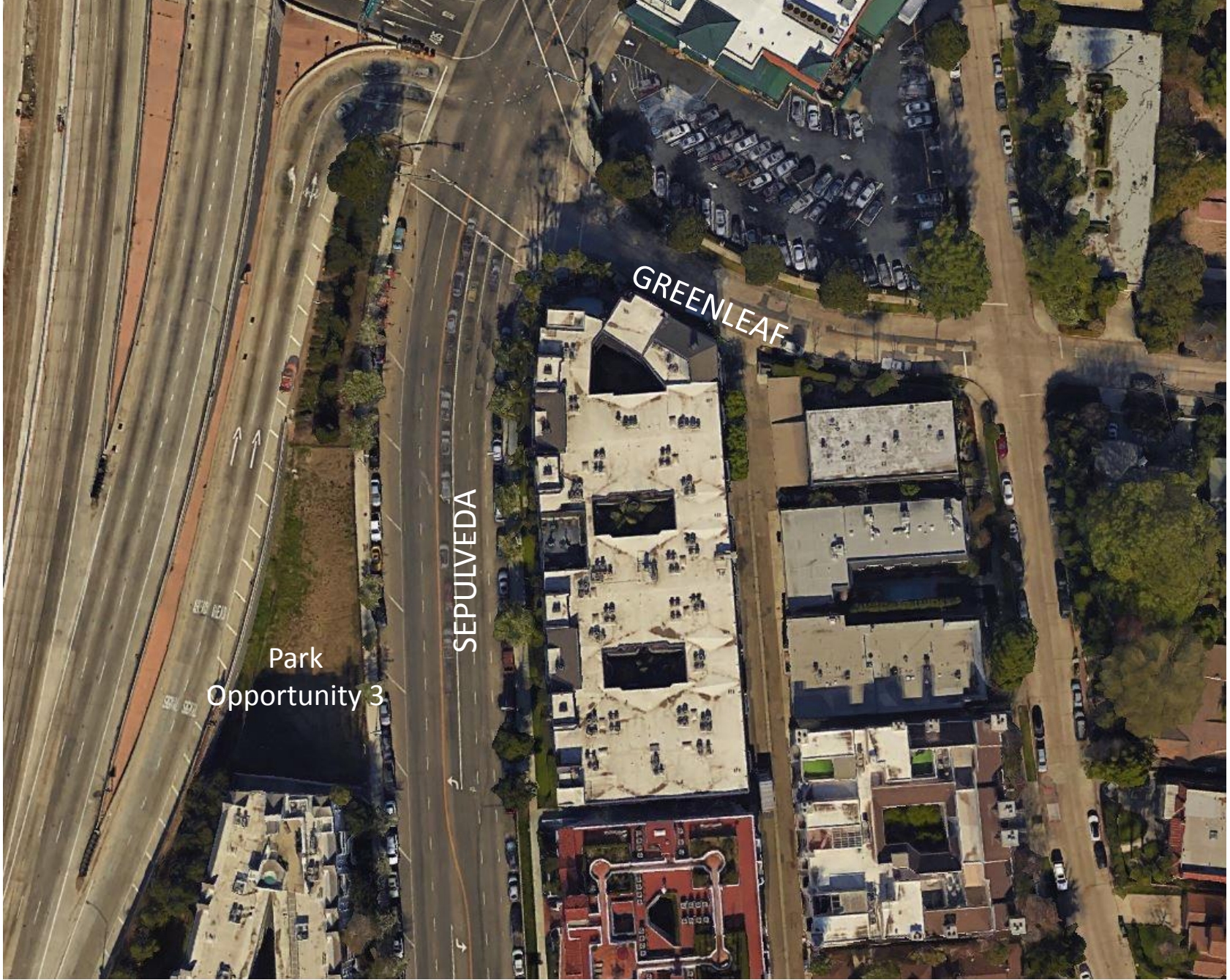
# Park Opportunity 3

## South Sepulveda Dog Park



# Park Opportunity 3





Park  
Opportunity 3

SEPULVEDA

GREENLEAF





# Concentrated Single- and Multiple-Family Area with No Current Park



SUTTON

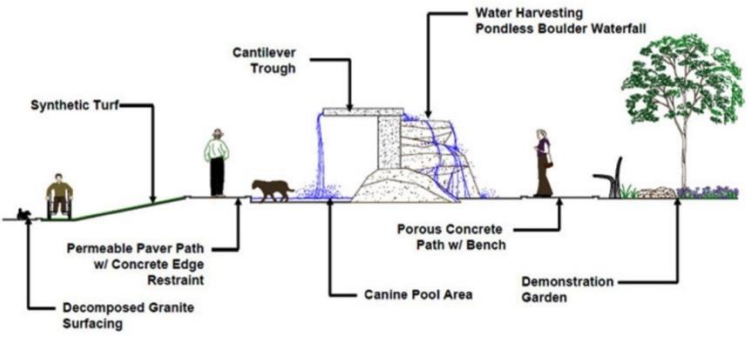
SEPULVEDA

DOG  
PARK

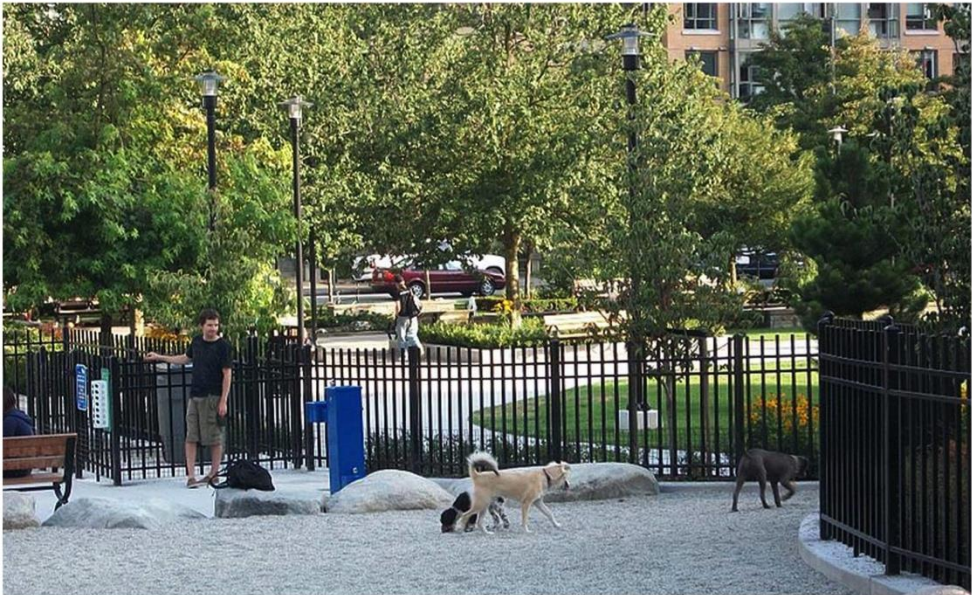
405

GREENLEAF

WHOLE FOODS

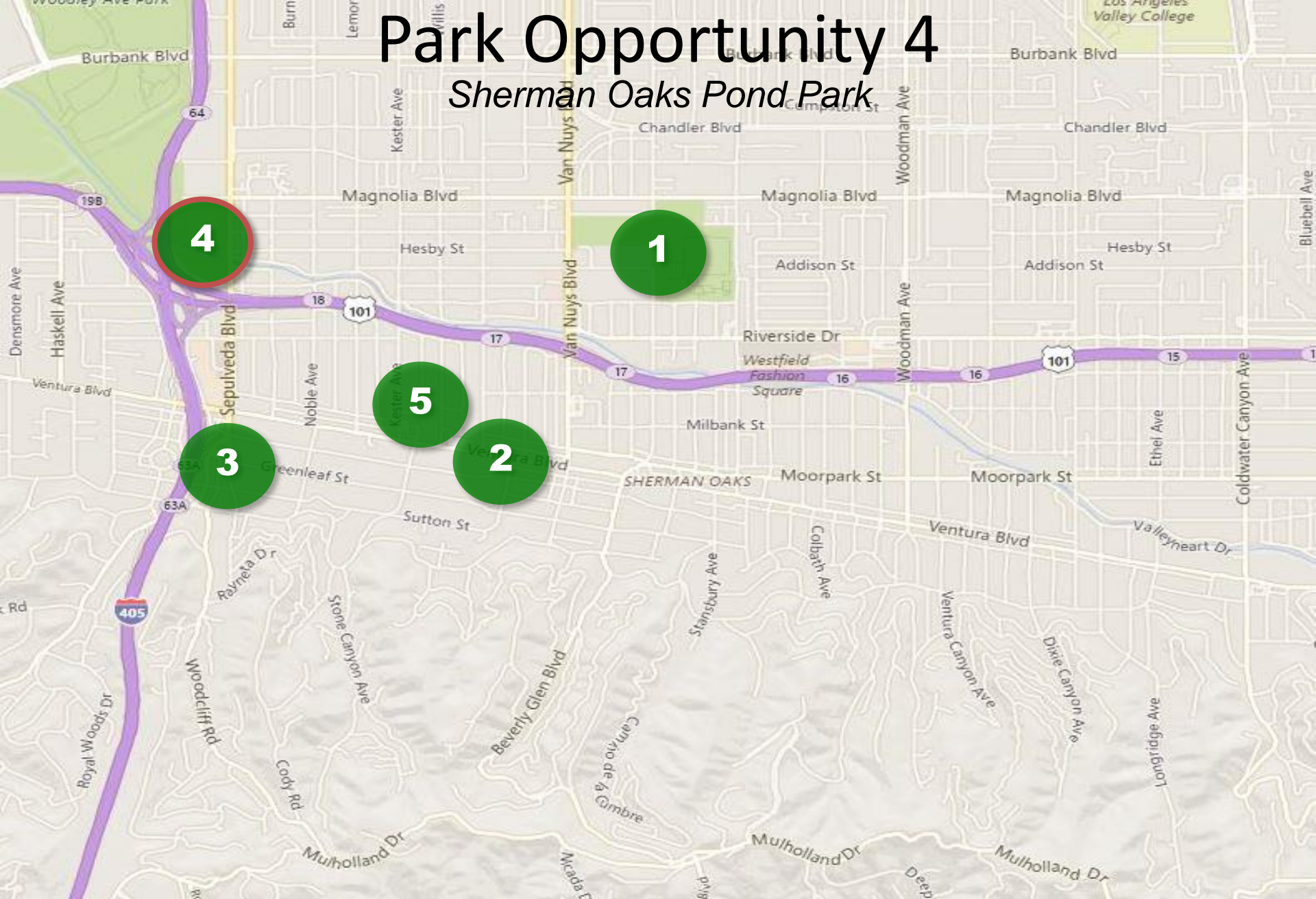


# DOG PARK DESIGN

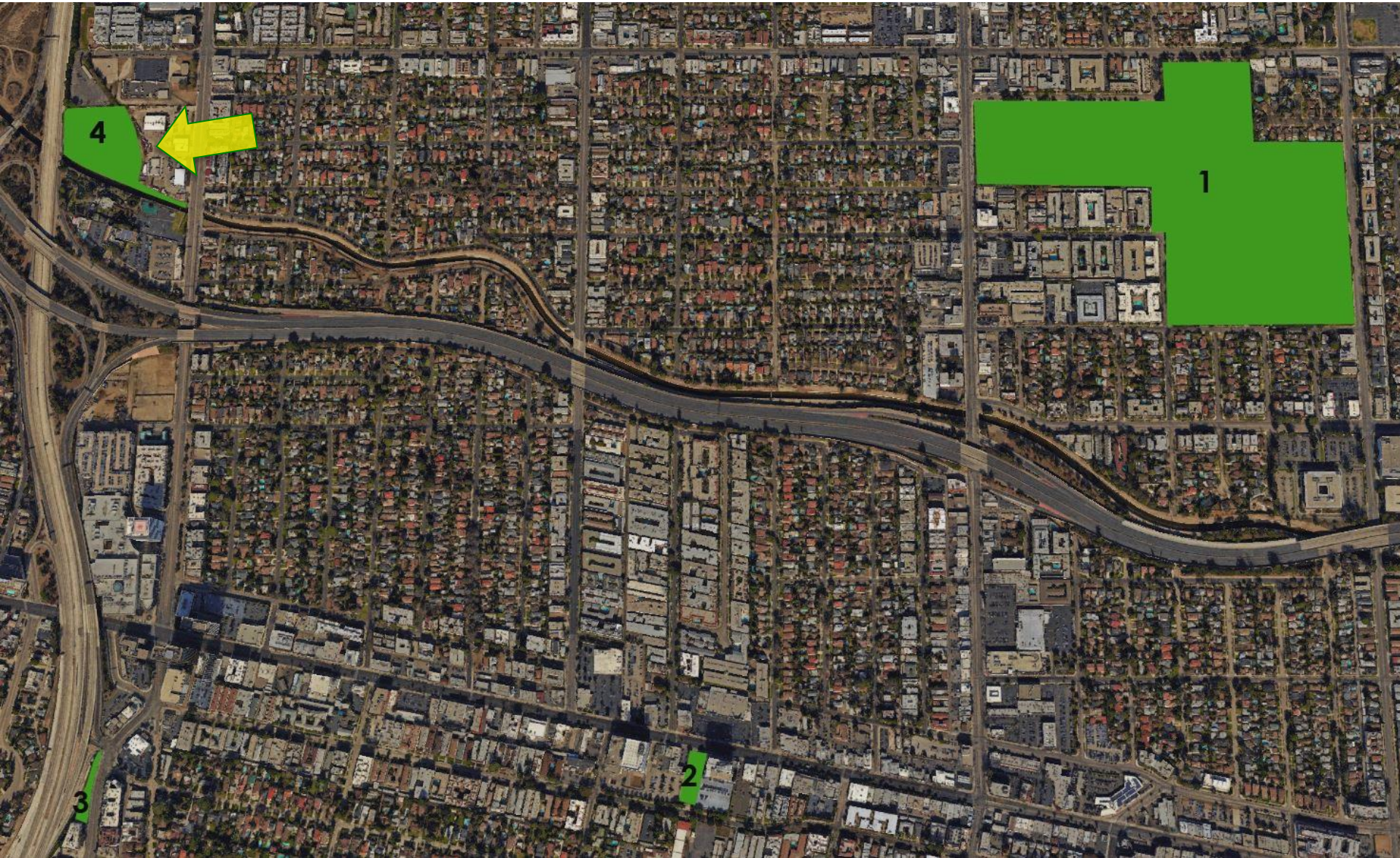


# Park Opportunity 4

## *Sherman Oaks Pond Park*



# Park Opportunity 4



# Park Opportunity 4



405 FWY

NATIONAL  
GUARD

FIRE DEPT.

L A RIVER

CASTLE PARK

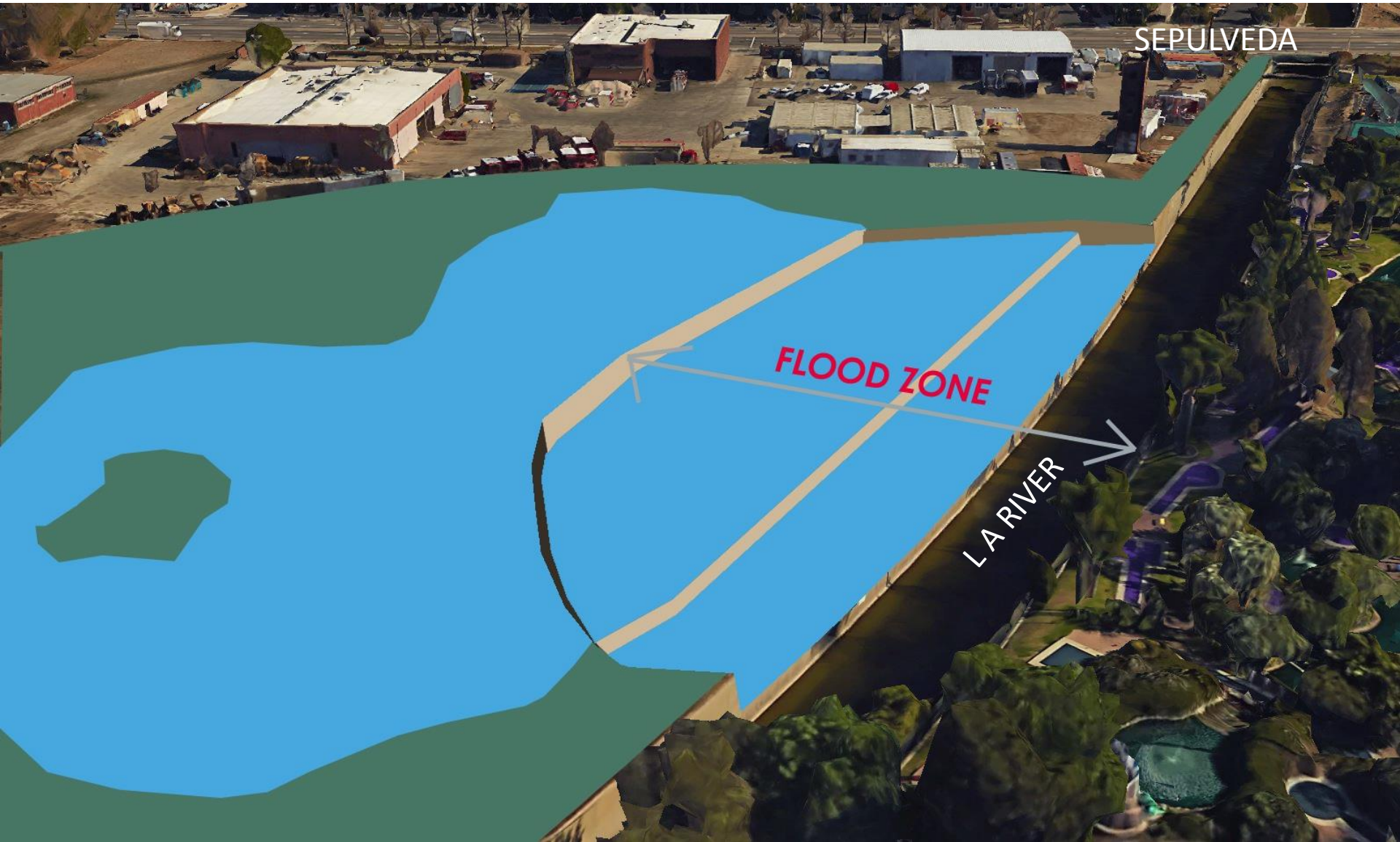
SEPUVEDA

# Park Opportunity 4





# Park Opportunity 4

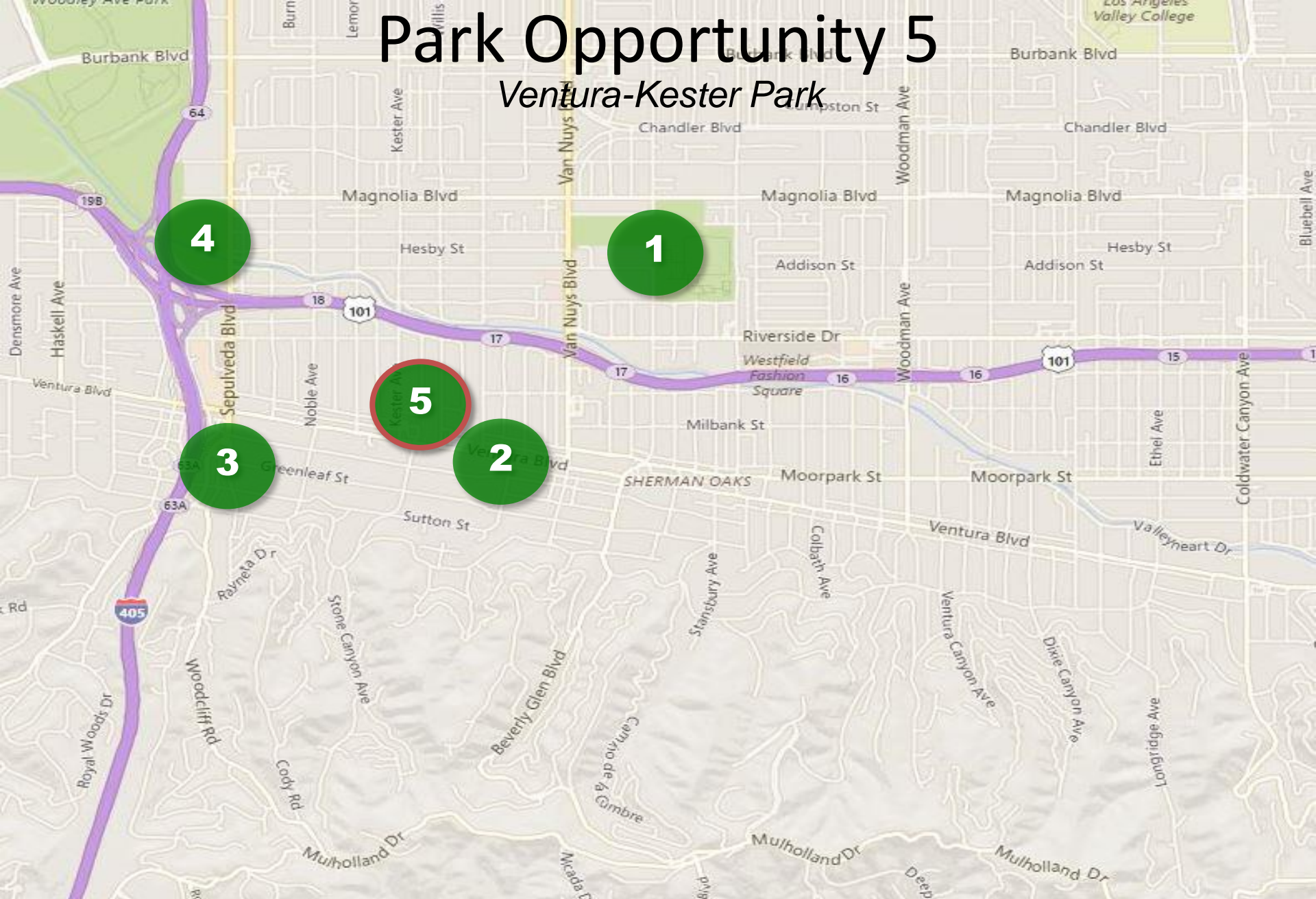


# Destination Park Adjoining LA Riverwalk



# Park Opportunity 5

## Ventura-Kester Park



# Major Civic Park Statement



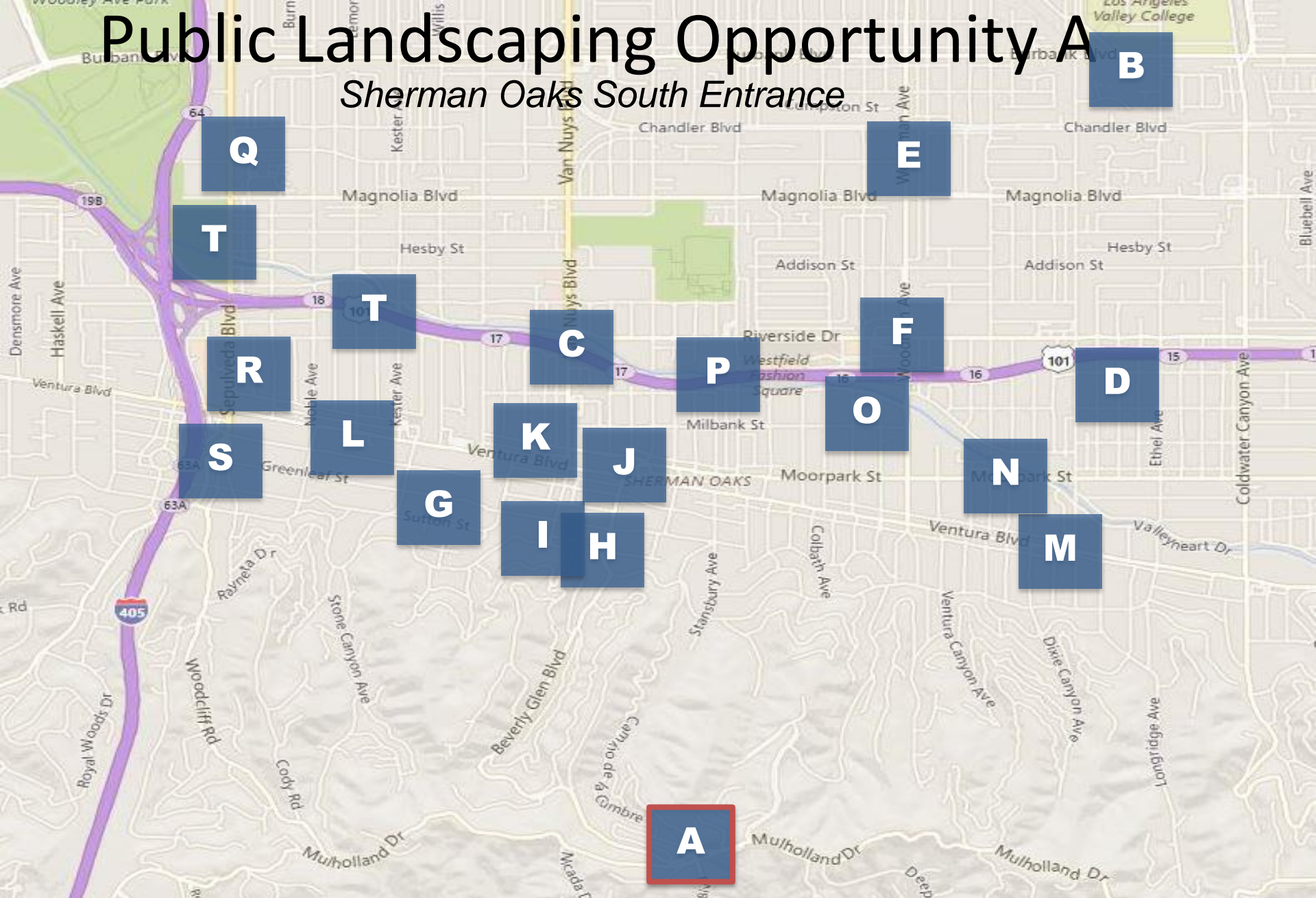
# Median Connector

Park Opportunity 2

Park Opportunity 5

# Public Landscaping Opportunity A

## Sherman Oaks South Entrance





BEVERLY GLEN

Public Landscaping  
Opportunity A

MULHOLLAND

# Opportunity To Establish Landscaping and Graphics Palette



BEVERLY GLEN

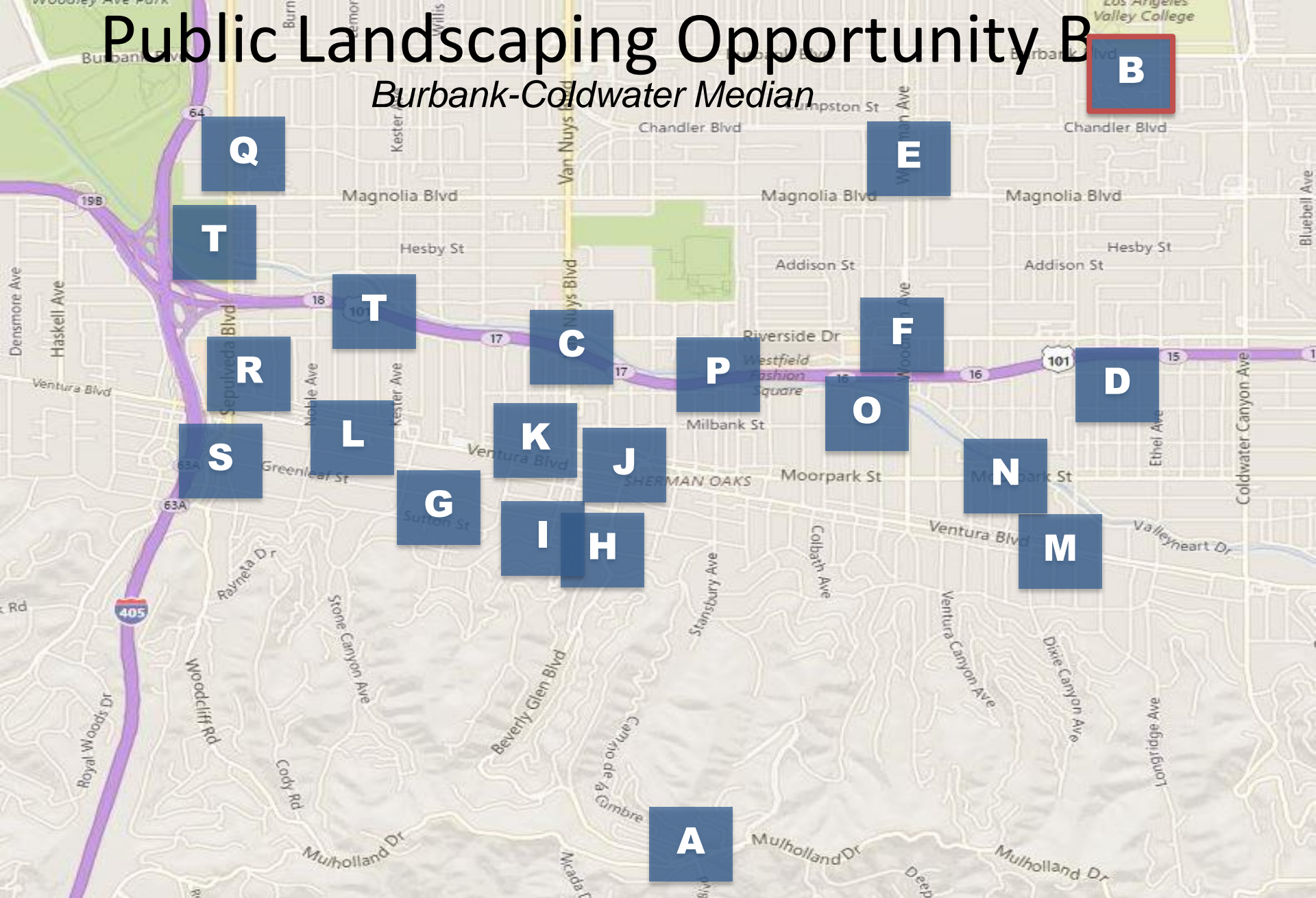
MULHOLLAND

WELCOME TO  
SHERMAN OAKS



# Public Landscaping Opportunity B

## Burbank-Coldwater Median



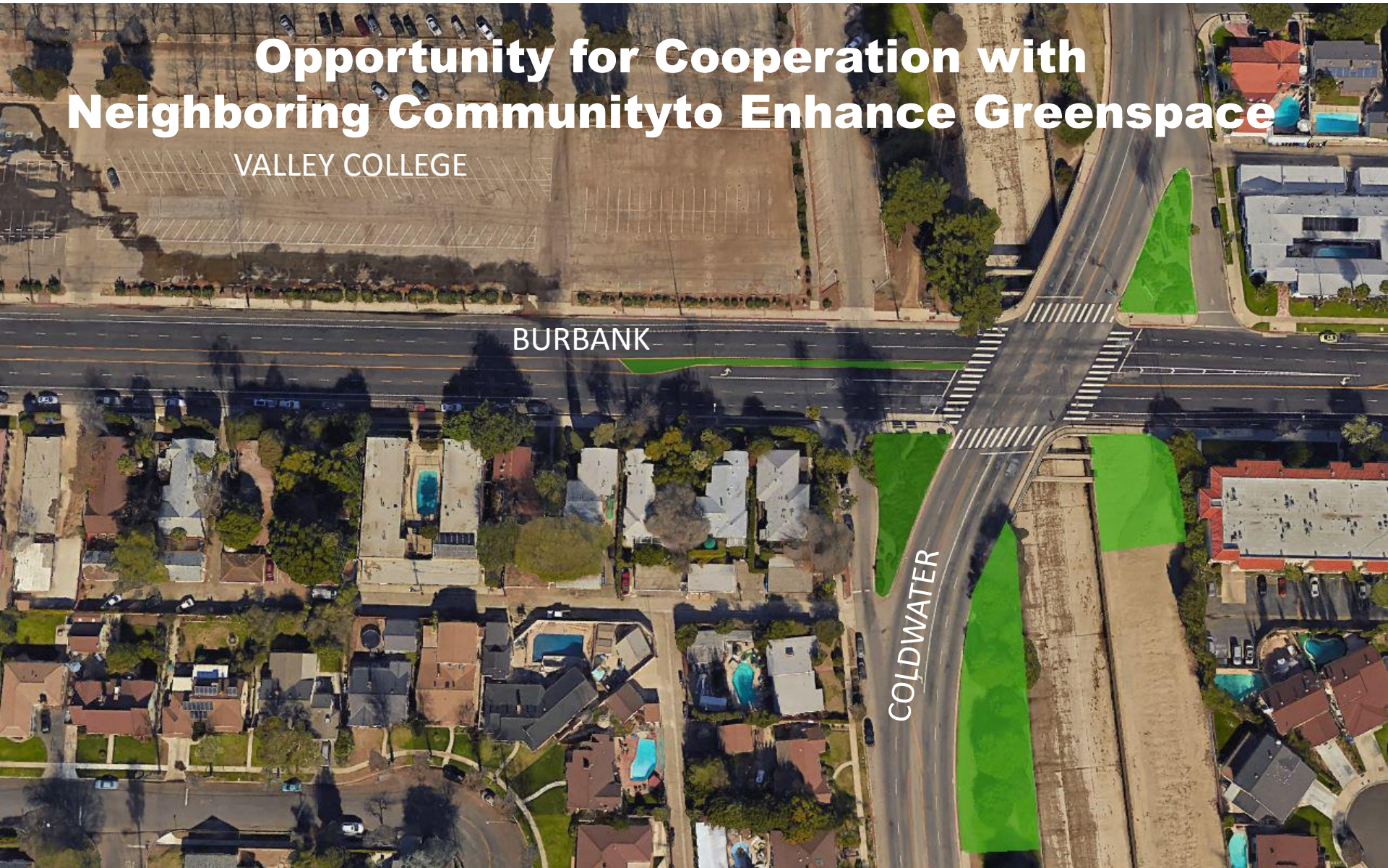
# Public Landscaping Opportunity B

**Opportunity for Cooperation with Neighboring Community to Enhance Greenspace**

VALLEY COLLEGE

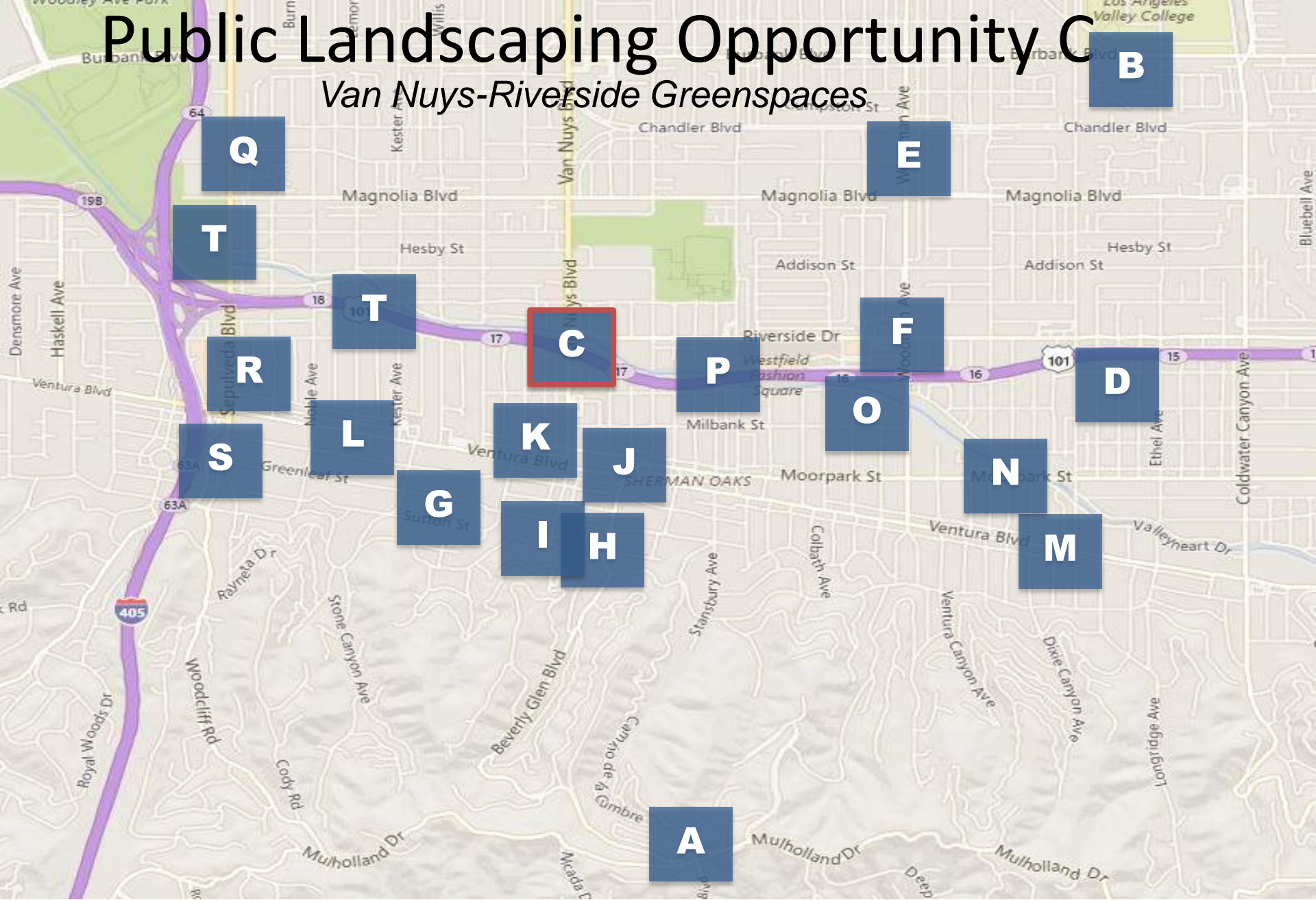
BURBANK

COLDWATER

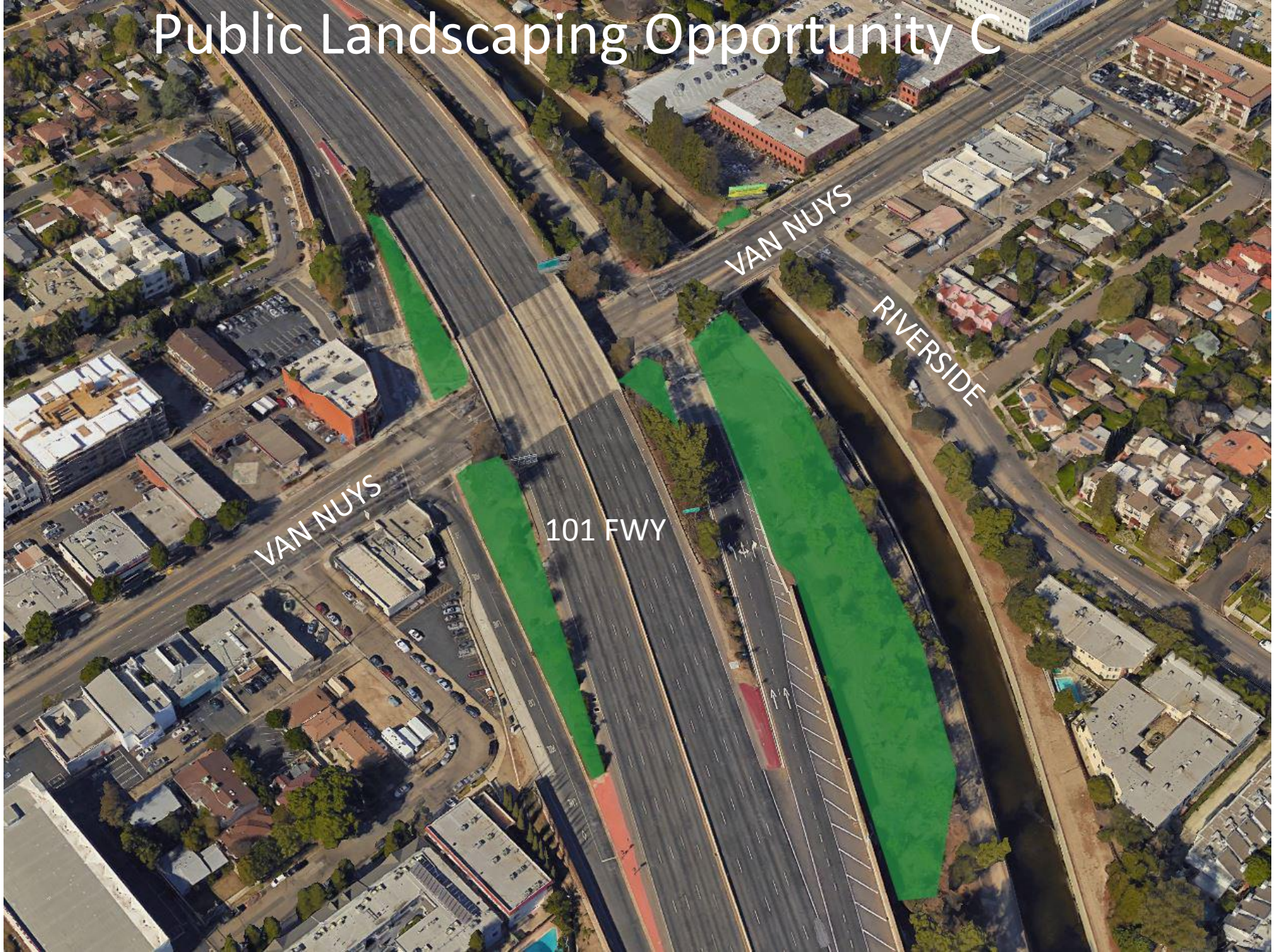


# Public Landscaping Opportunity C

## Van Nuys-Riverside Greenspaces



# Public Landscaping Opportunity C



# Public Landscaping Opportunity C

## Green Areas Can Be Welcome to Sherman Oaks Opportunity



# Public Landscaping Opportunity D

## Fulton-101 Greenspaces



# Public Landscaping Opportunity D

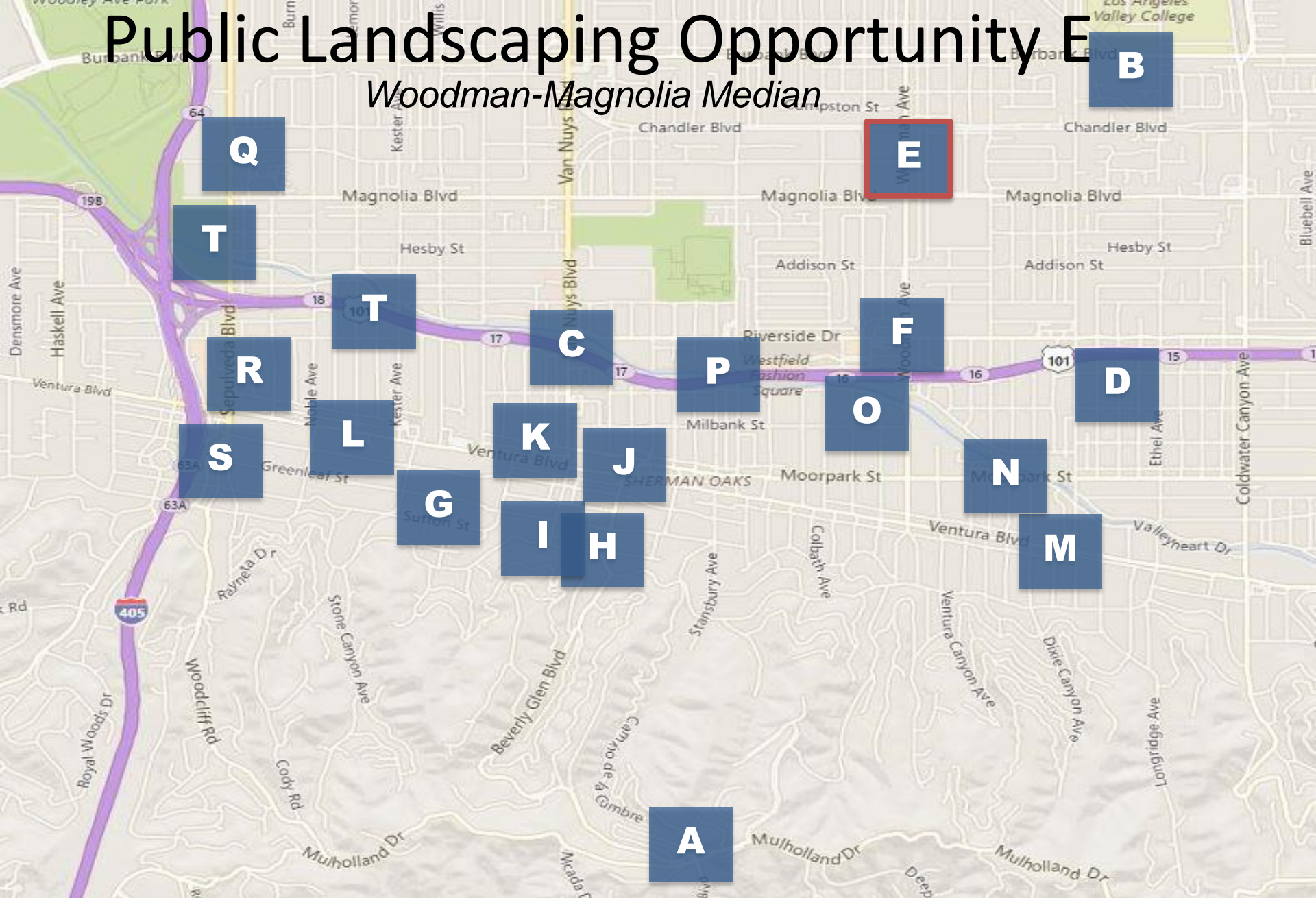






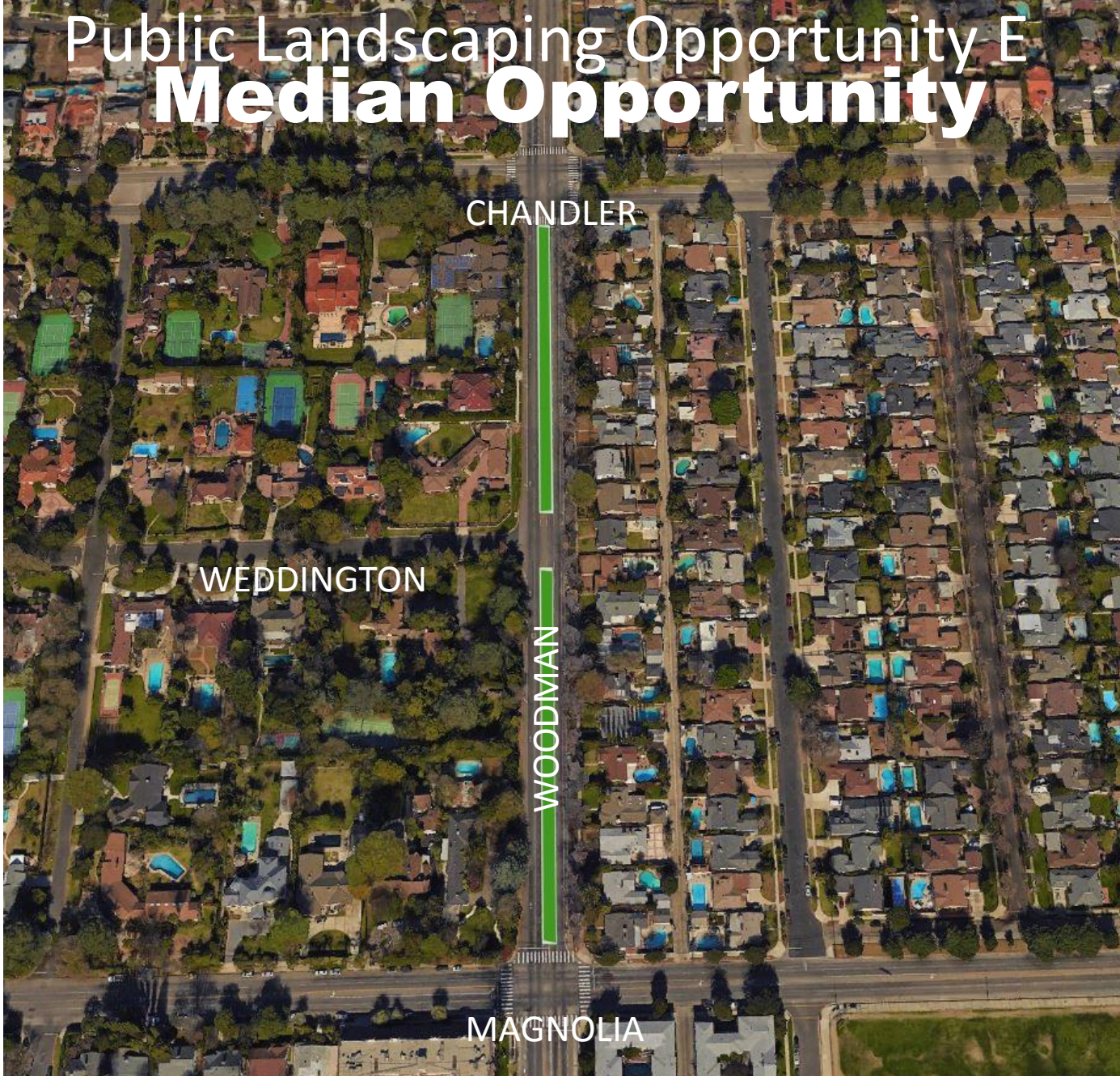
# Public Landscaping Opportunity E

## Woodman-Magnolia Median



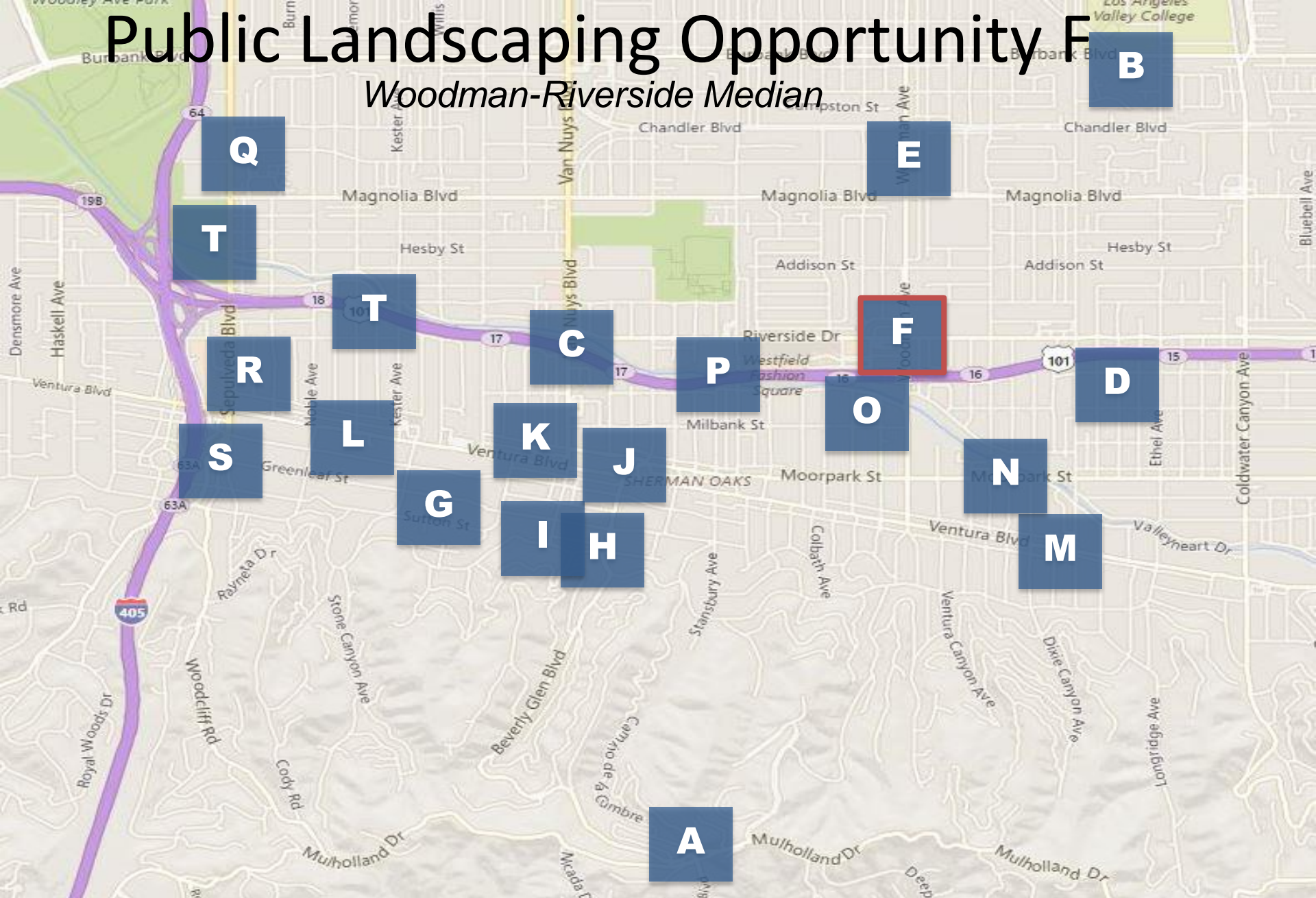
# Public Landscaping Opportunity E

## Median Opportunity



# Public Landscaping Opportunity F

## Woodman-Riverside Median



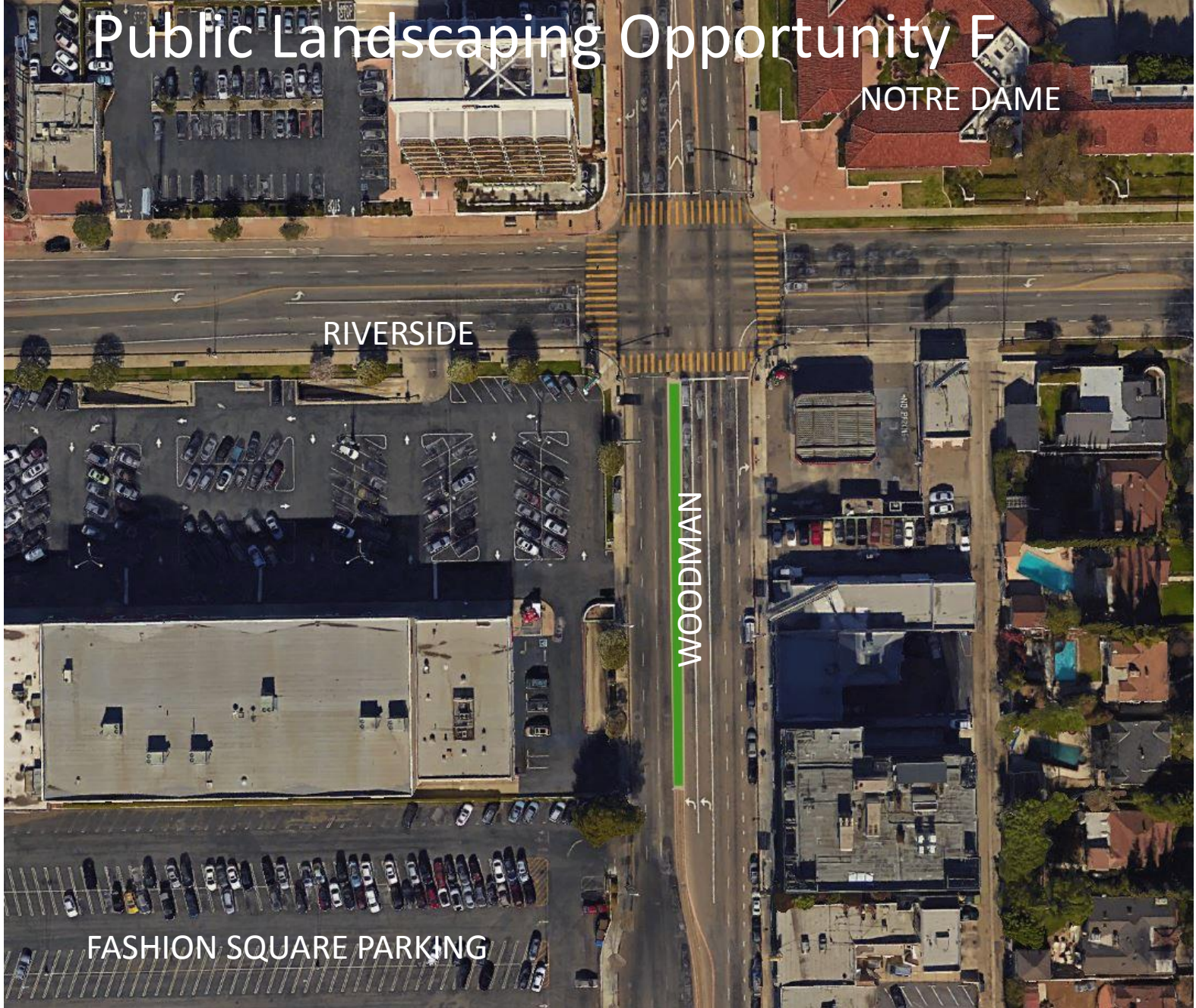
# Public Landscaping Opportunity F

NOTRE DAME

RIVERSIDE

WOODMAN

FASHION SQUARE PARKING

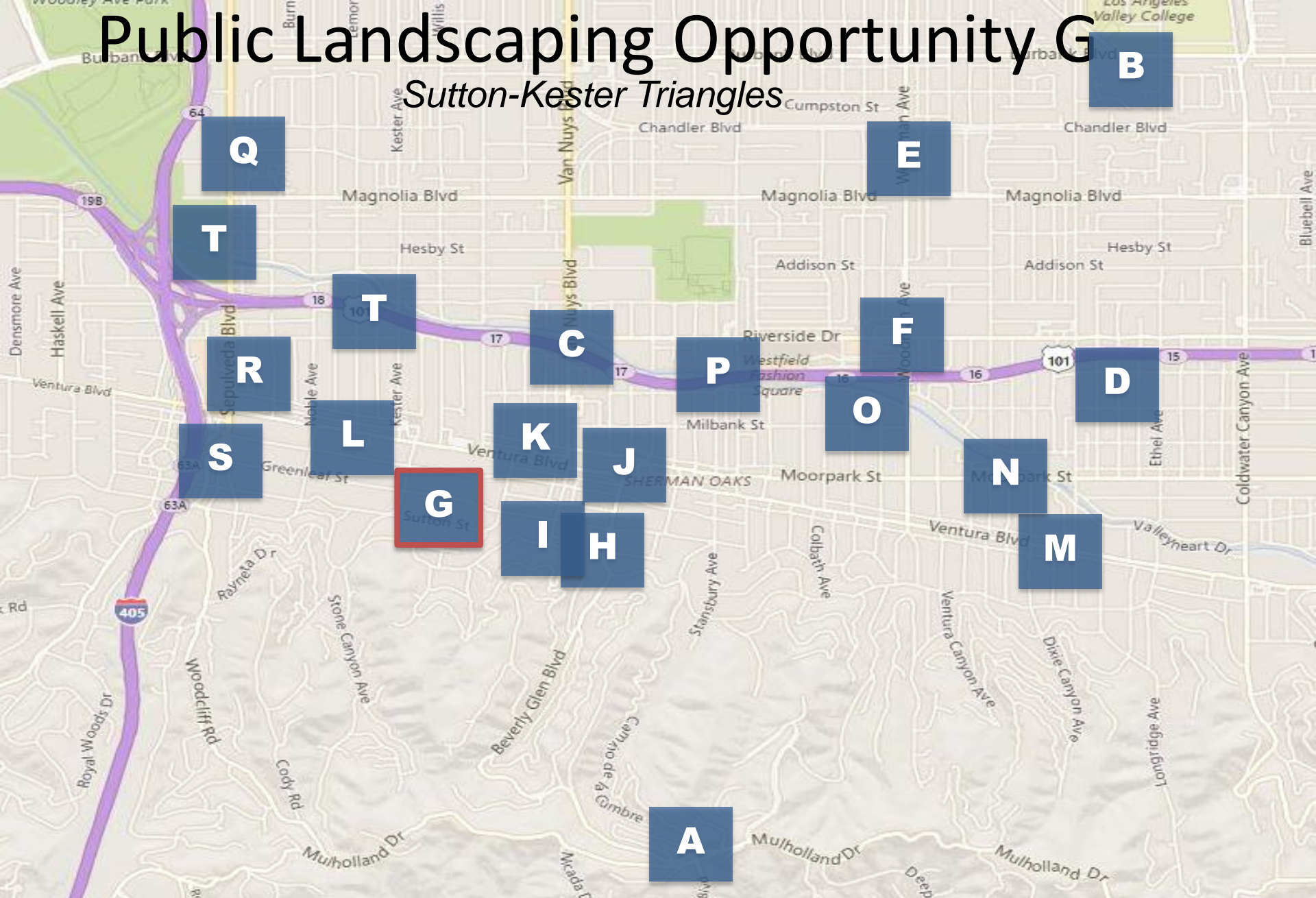


# Public Landscaping Opportunity F

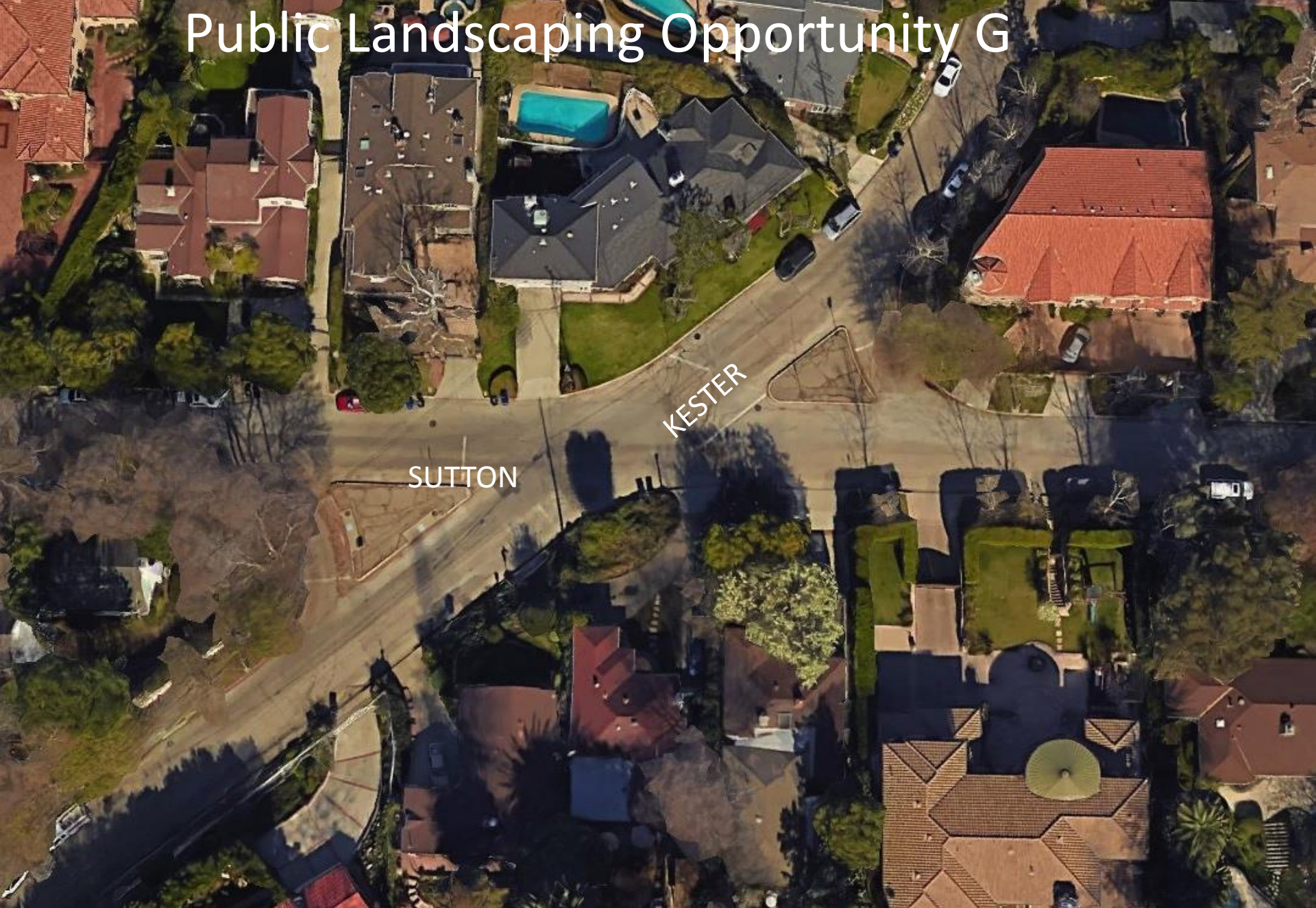


# Public Landscaping Opportunity G

## Sutton-Kester Triangles

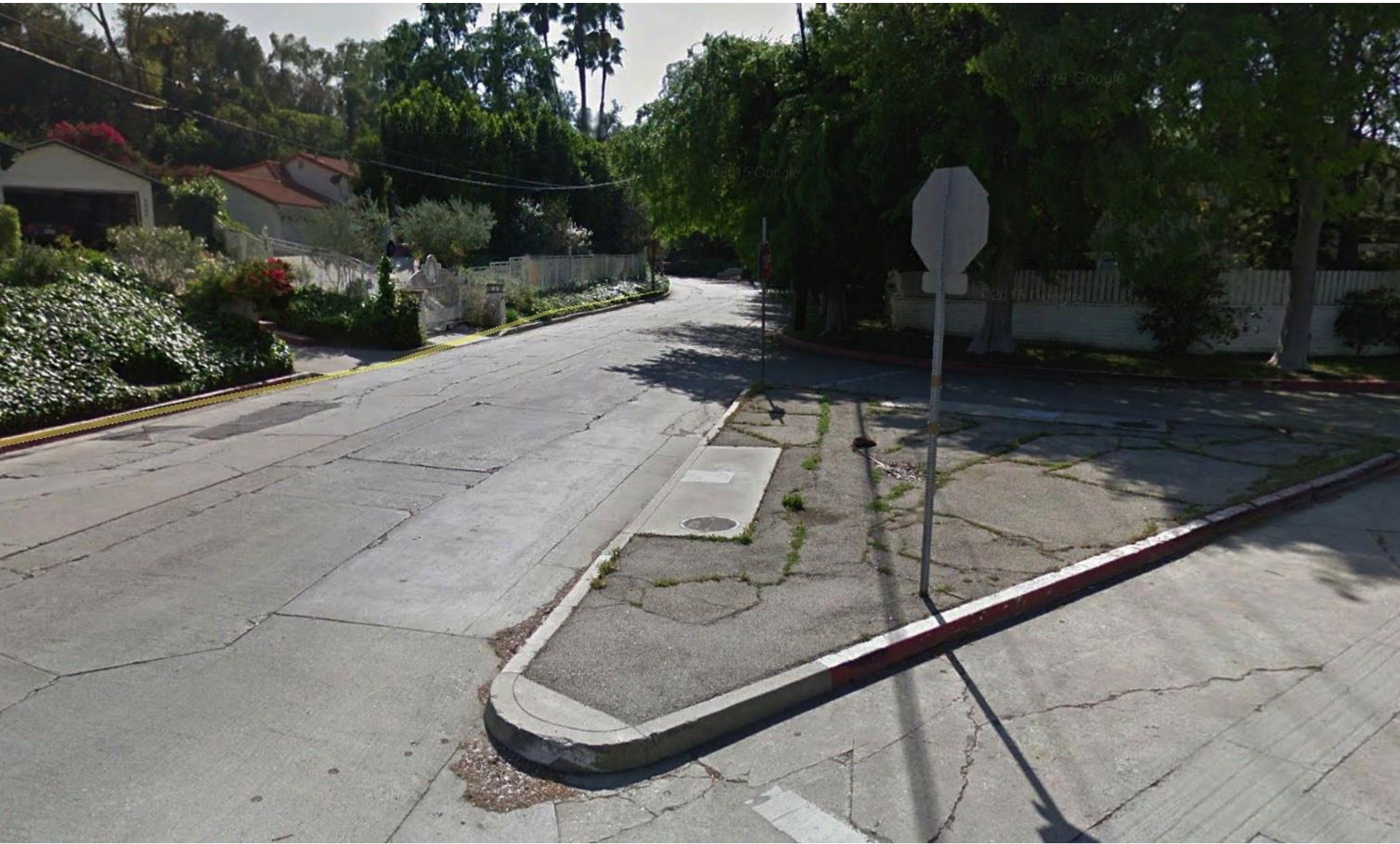


# Public Landscaping Opportunity G





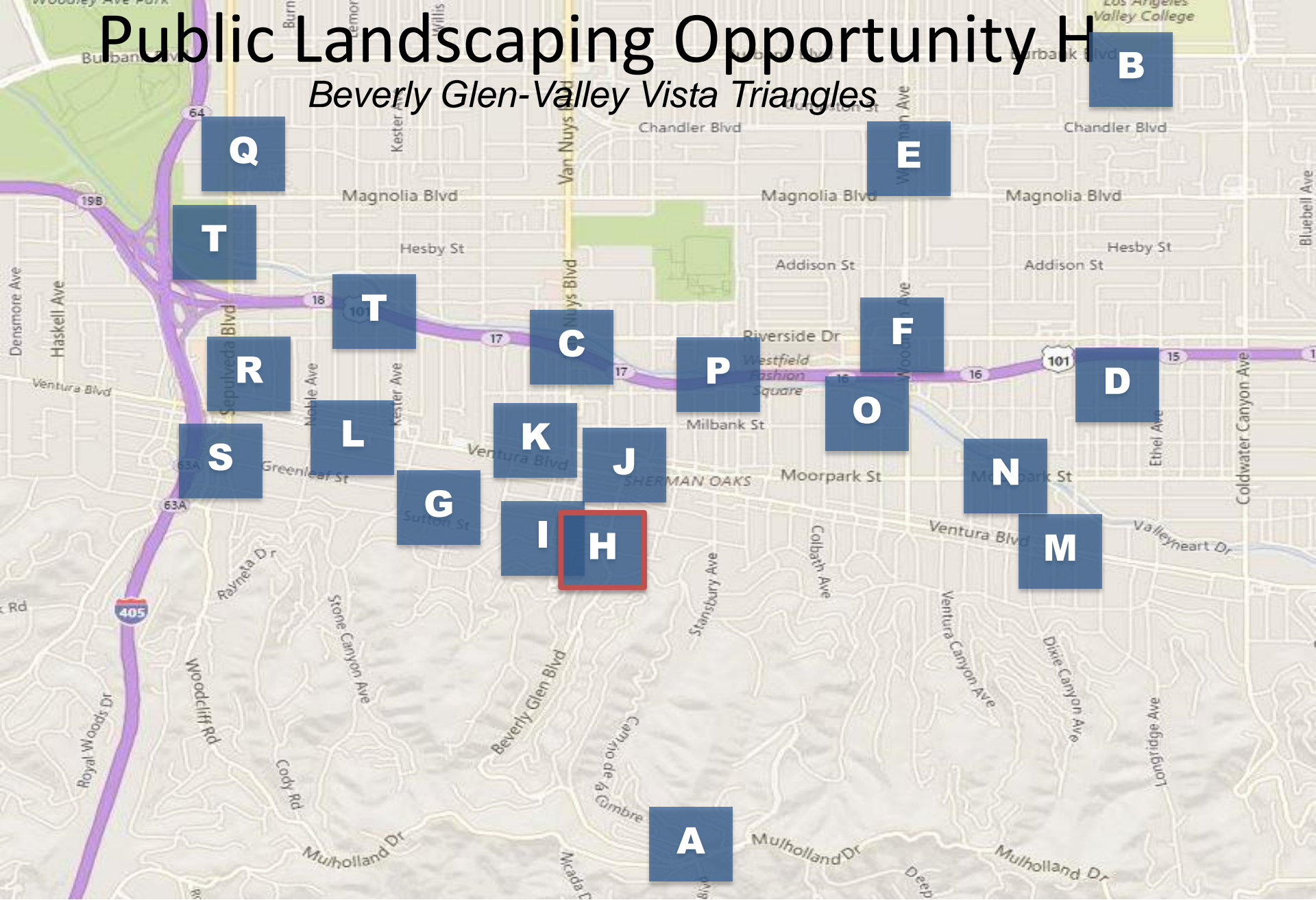




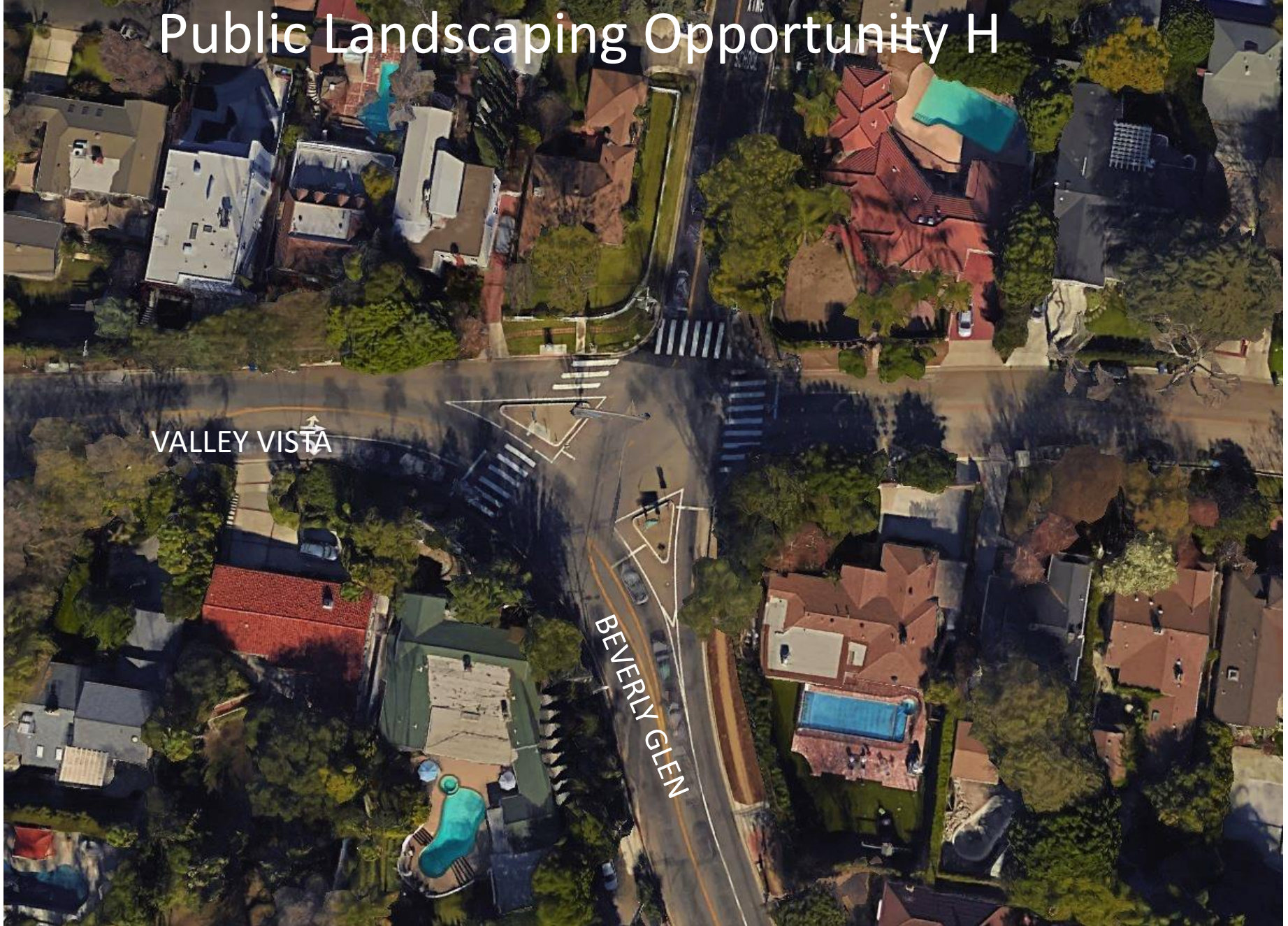


# Public Landscaping Opportunity H

## *Beverly Glen-Valley Vista Triangles*



# Public Landscaping Opportunity H



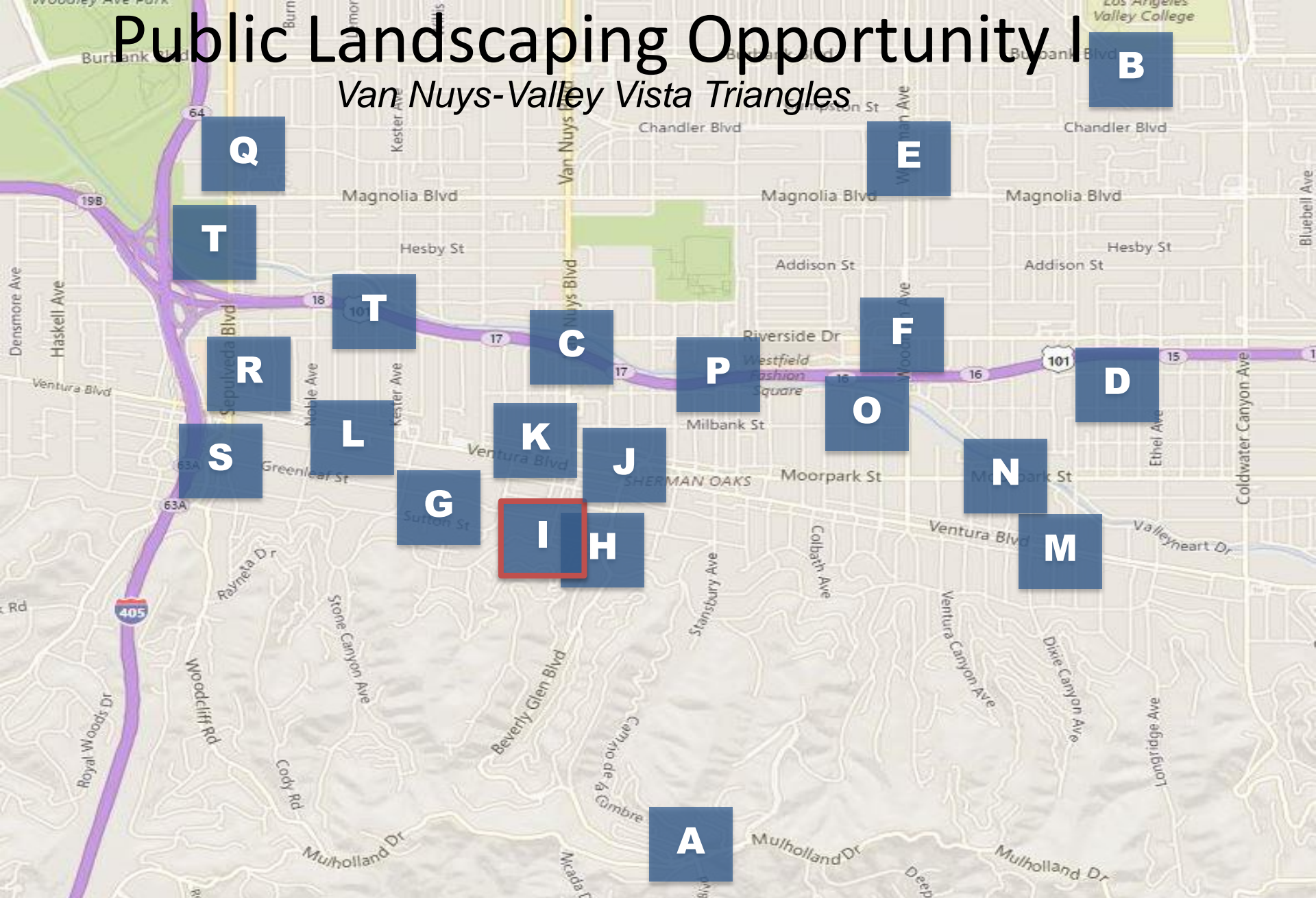






# Public Landscaping Opportunity I

## Van Nuys-Valley Vista Triangles





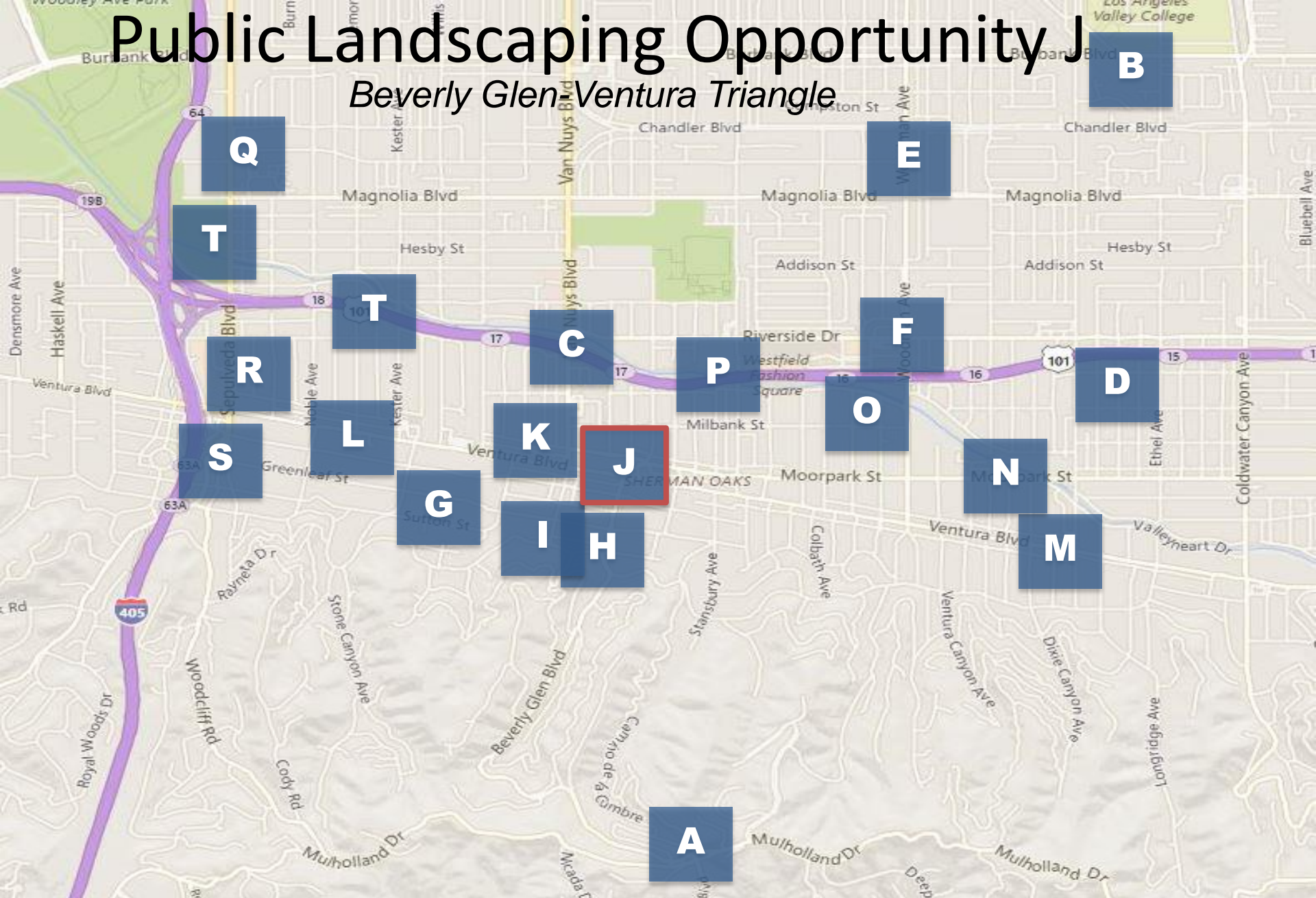
# Public Landscaping Opportunity I



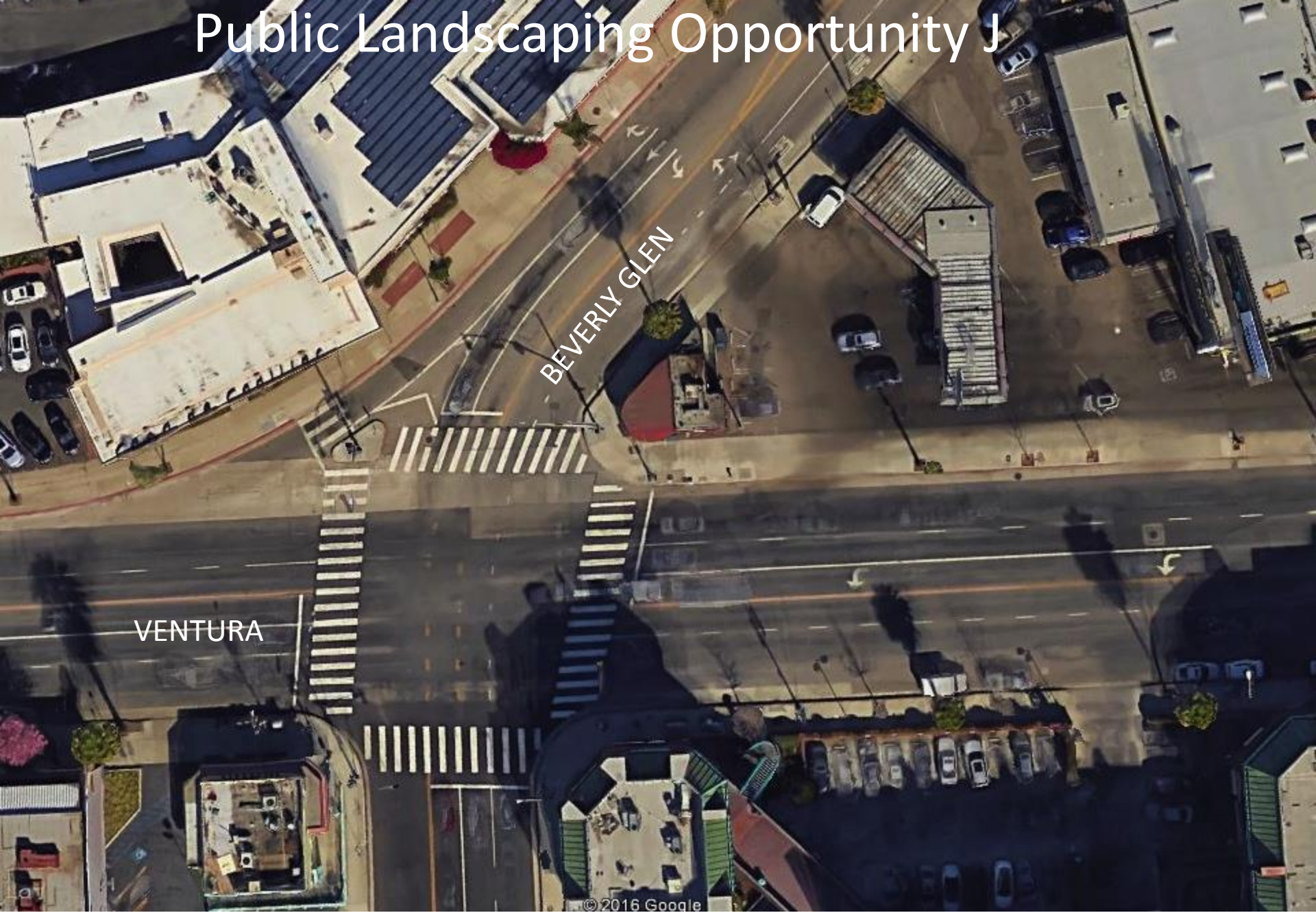


# Public Landscaping Opportunity J

*Beverly Glen/Ventura Triangle*



# Public Landscaping Opportunity J





VENTURA

BEVERLY GLEN

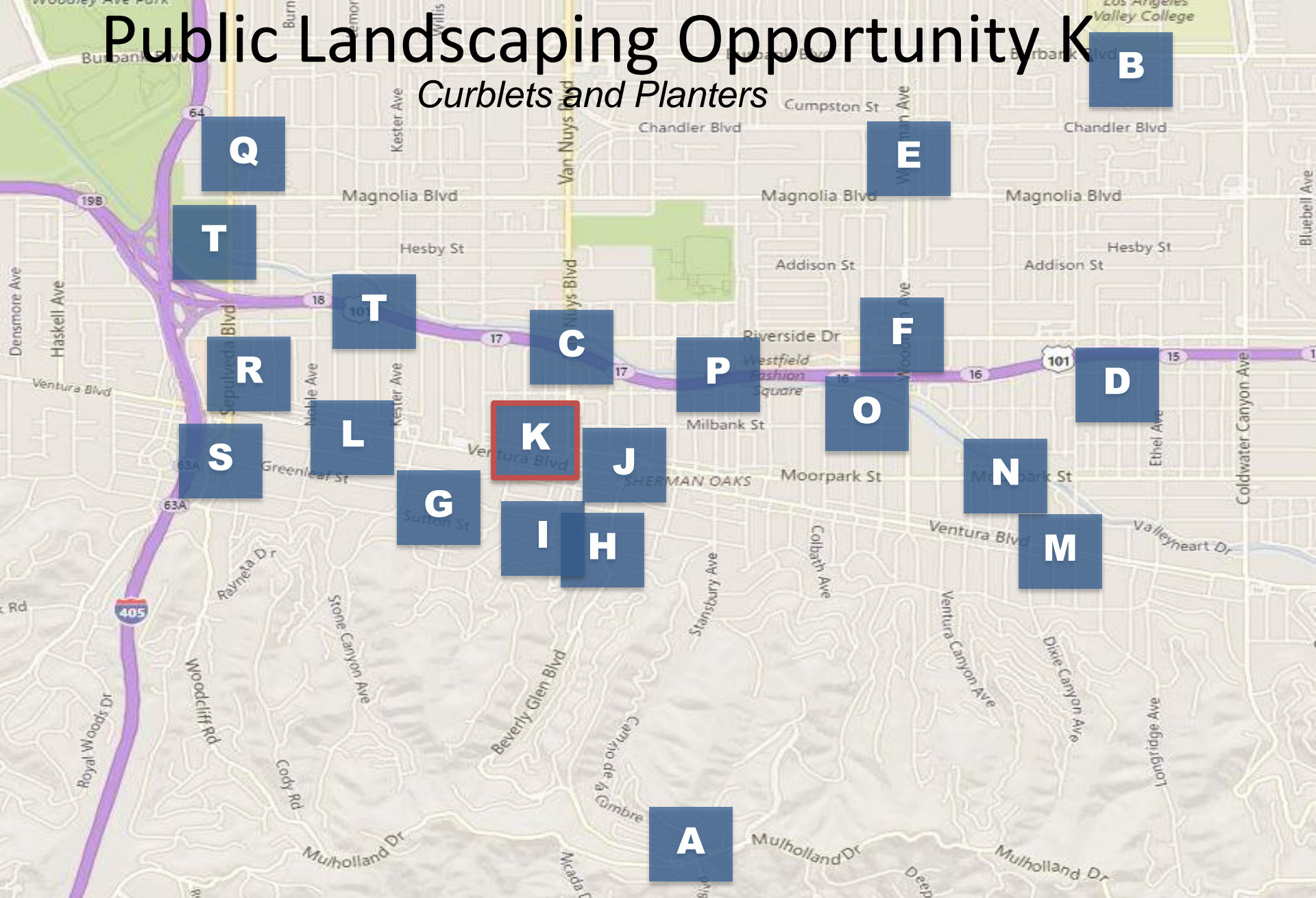
© 2016 Google





# Public Landscaping Opportunity K

## *Curblets and Planters*





# Public Landscaping Opportunity K



CURBLETS



CURBLETS



CURBLETS

THIS IS A CONCEPT FOR ALL STREETS,  
VAN NUYS, WOODMAN, MAGNOLIA,  
BURBANK, ETC.



## EXISTING CONDITIONS



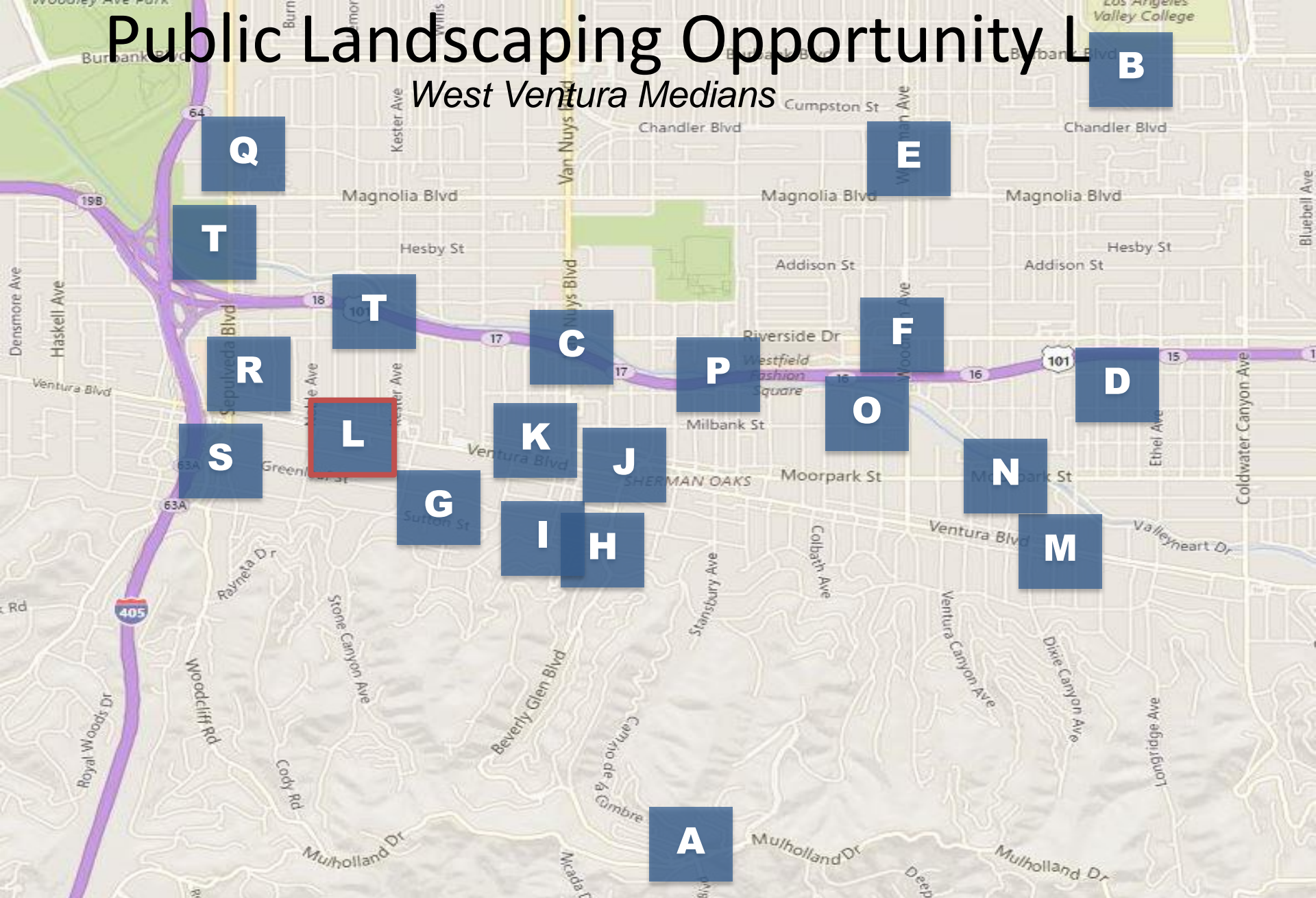
# CURBLETS



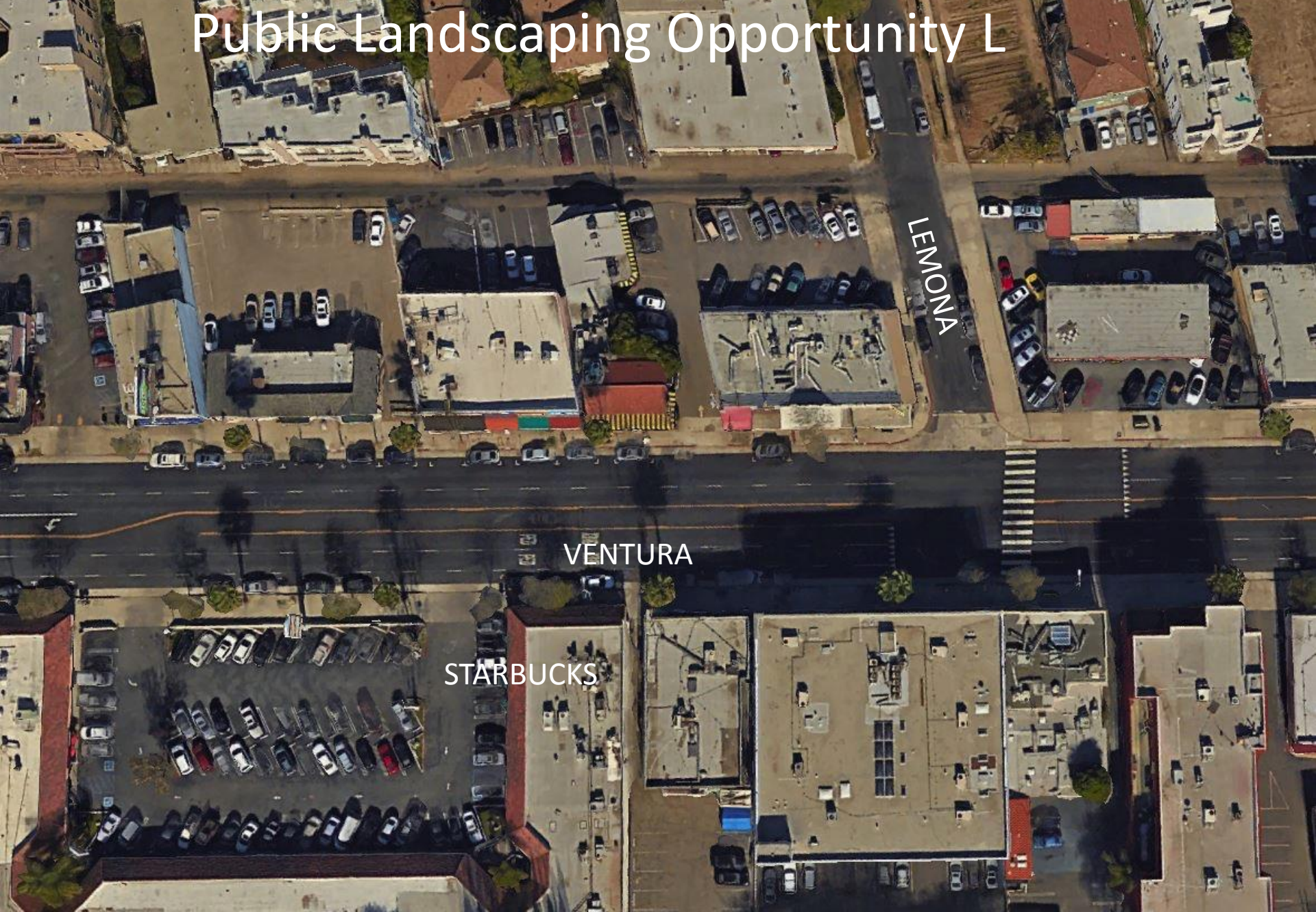
**Encourage Planters at Outdoor Dining Areas**

# Public Landscaping Opportunity List

## West Ventura Medians

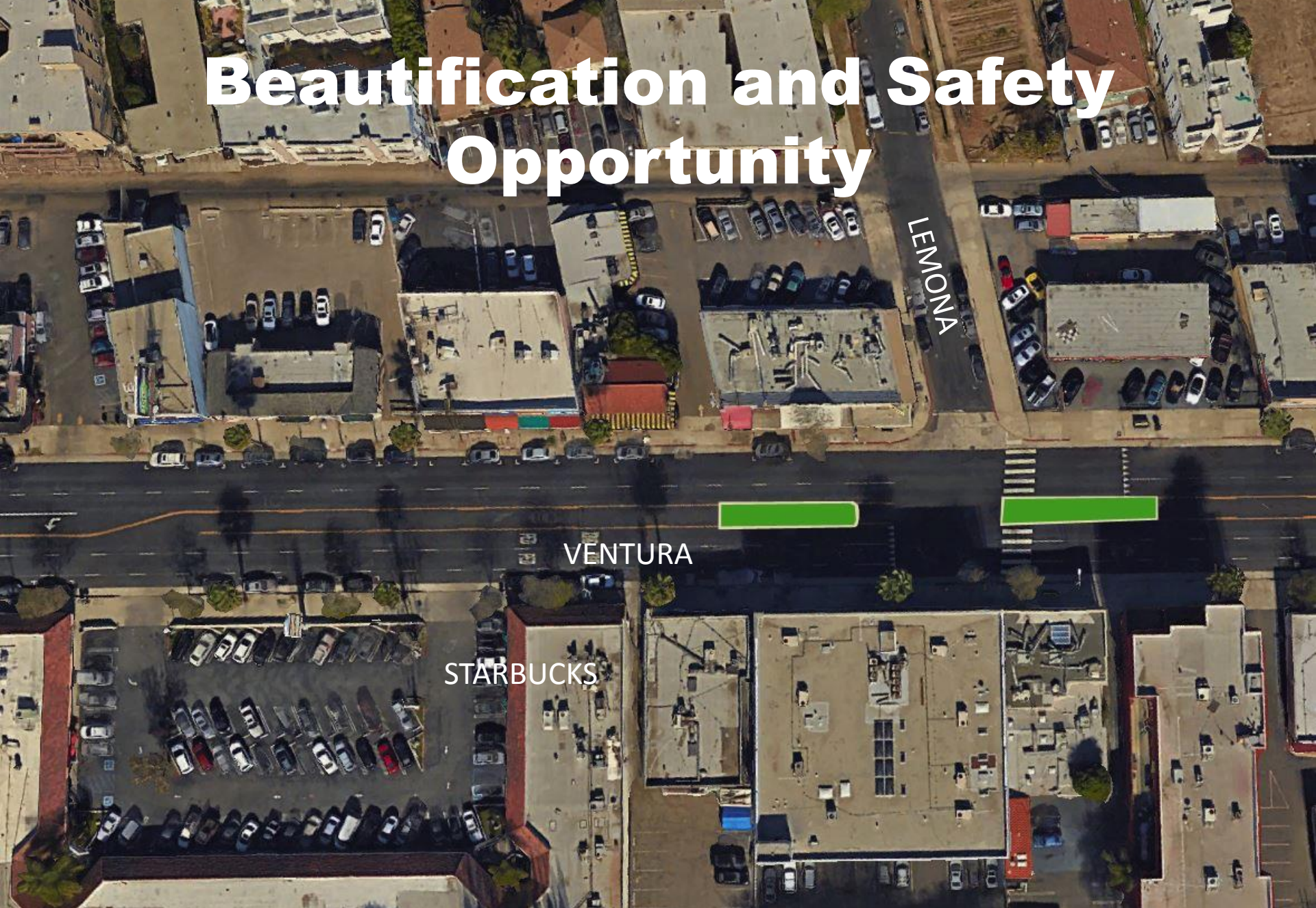


# Public Landscaping Opportunity L



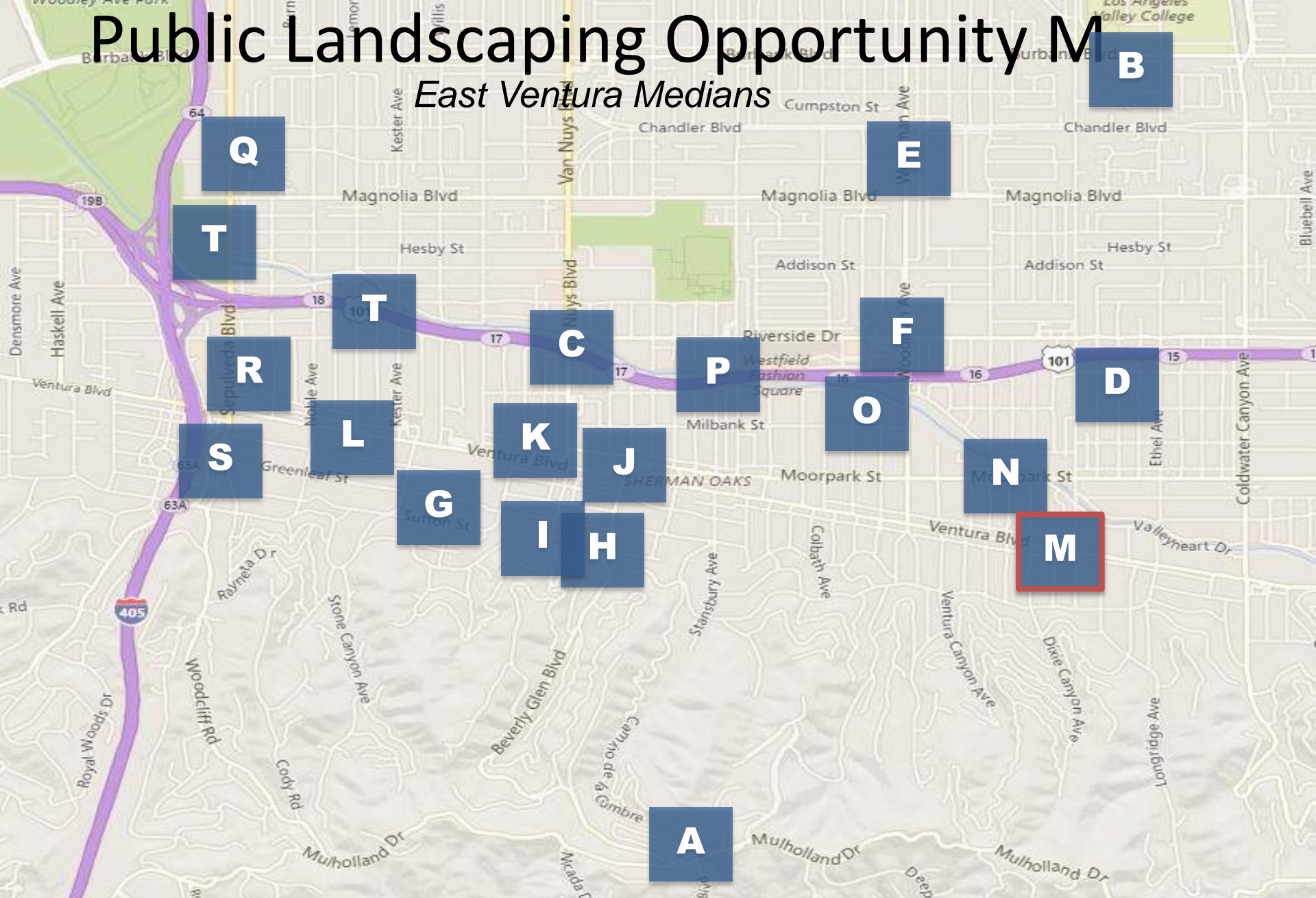


# Beautification and Safety Opportunity

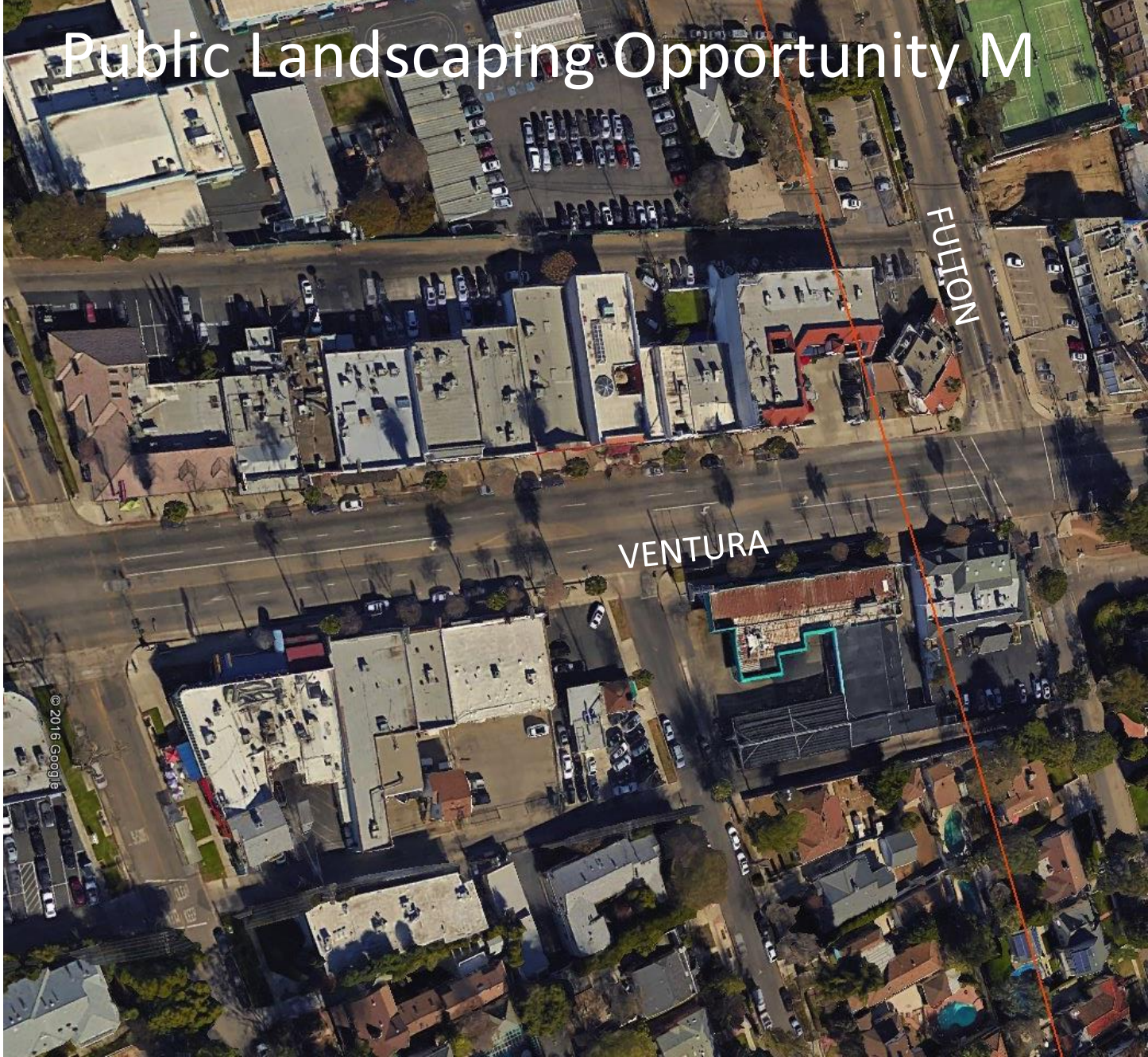


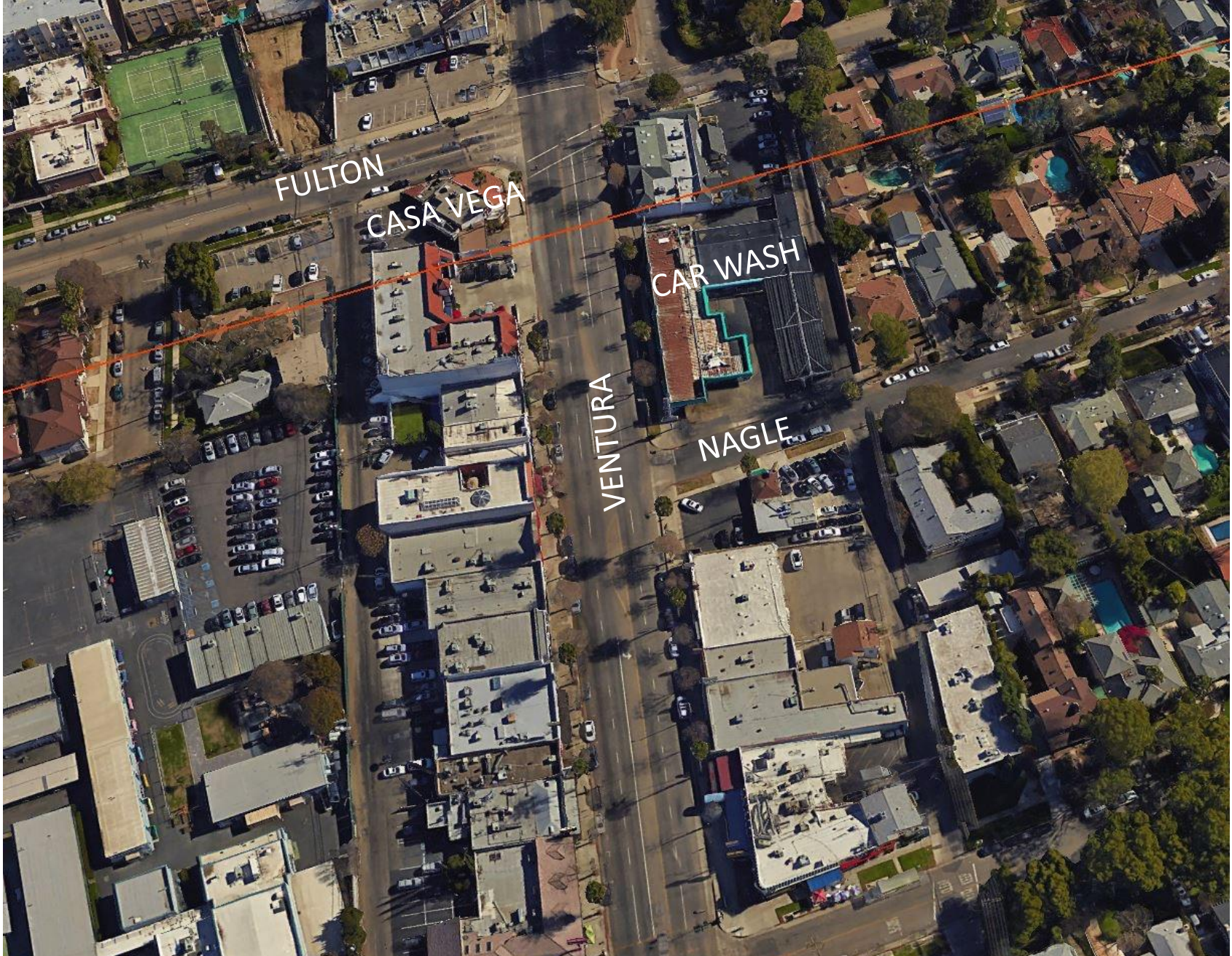
# Public Landscaping Opportunity Map

## East Ventura Medians



# Public Landscaping Opportunity M



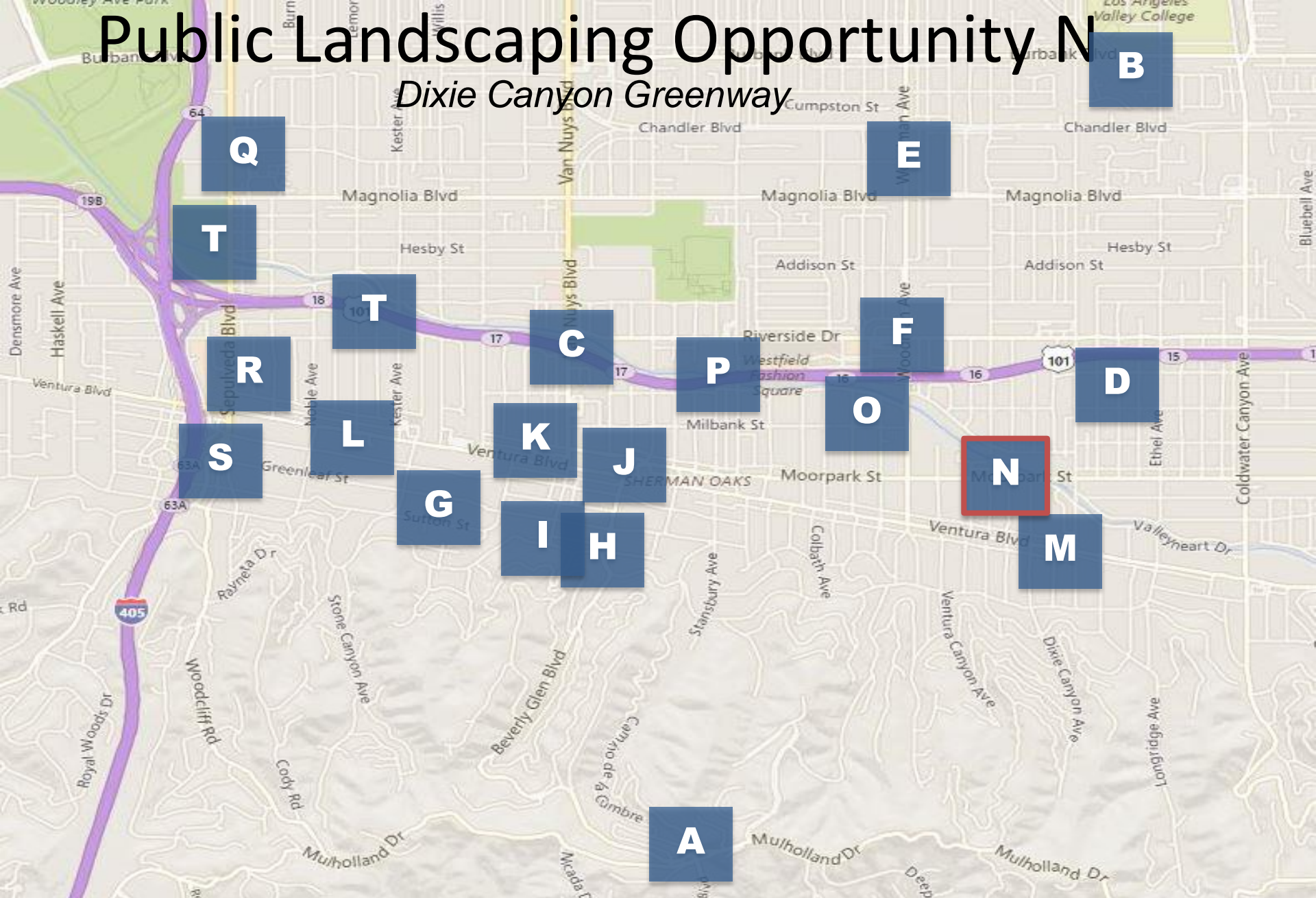


# Welcome Opportunity



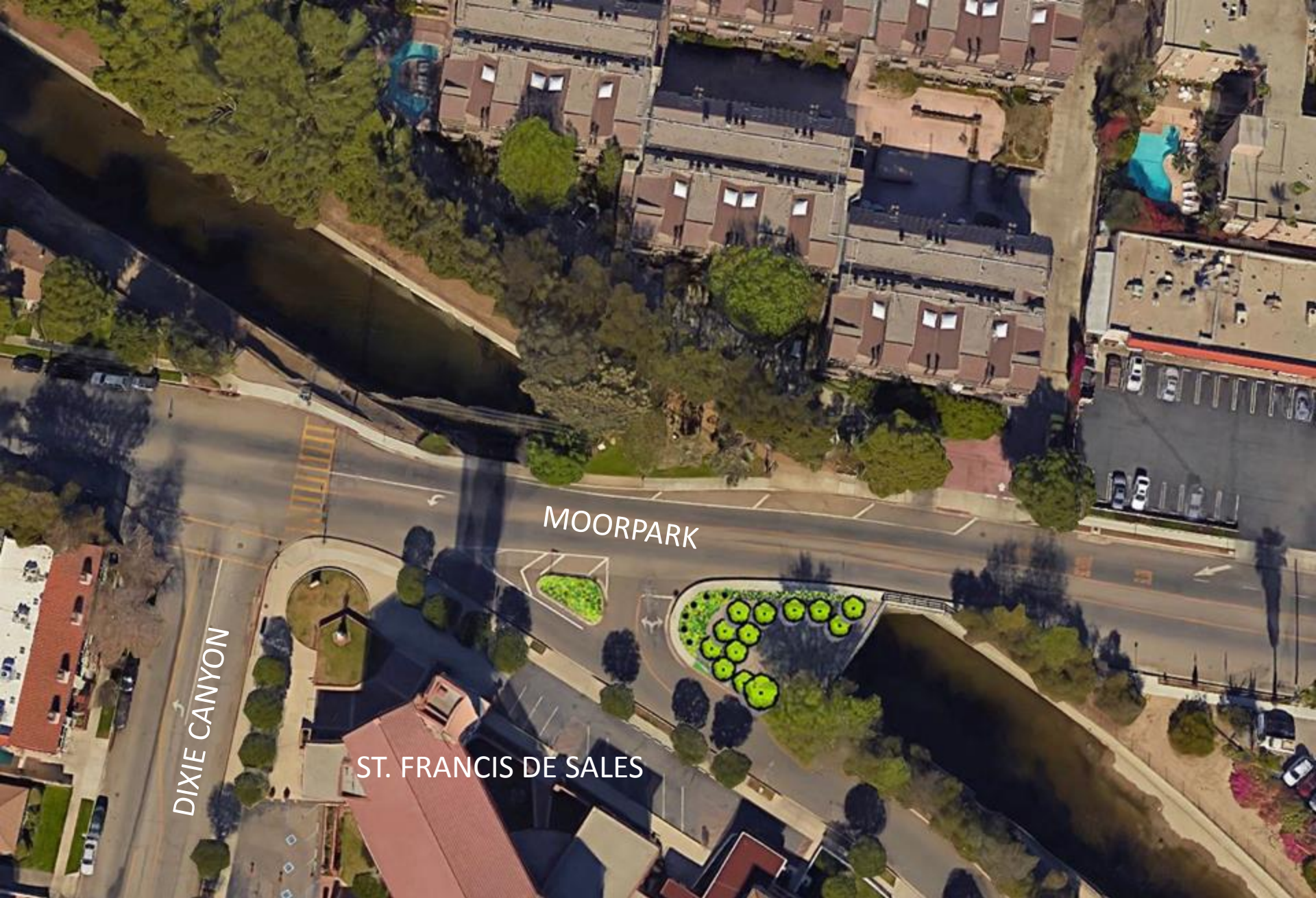
# Public Landscaping Opportunity N

## Dixie Canyon Greenway



# Public Landscaping Opportunity N





DIXIE CANYON

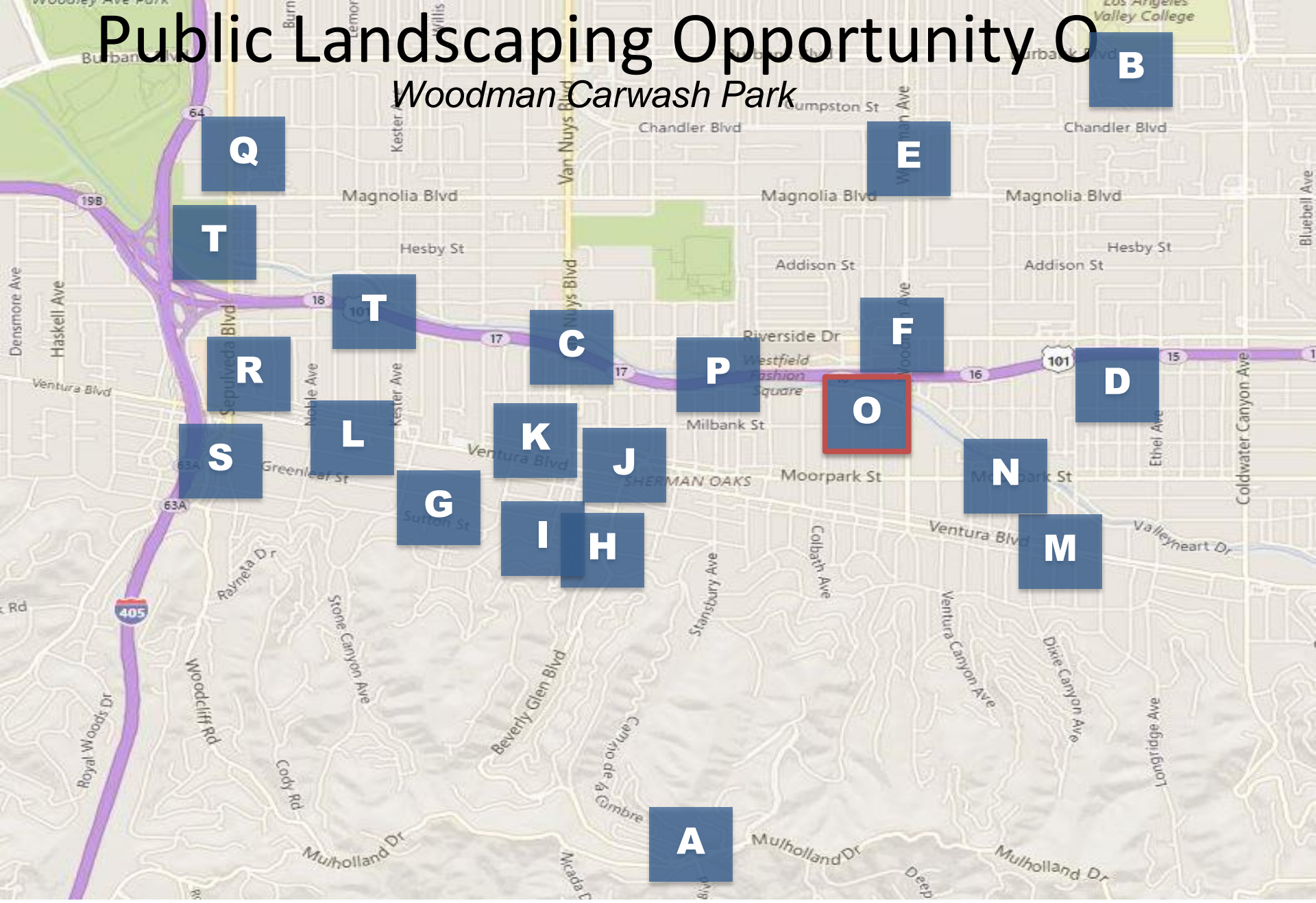
MOORPARK

ST. FRANCIS DE SALES



# Public Landscaping Opportunity O

Woodman Carwash Park



# Public Landscaping Opportunity O

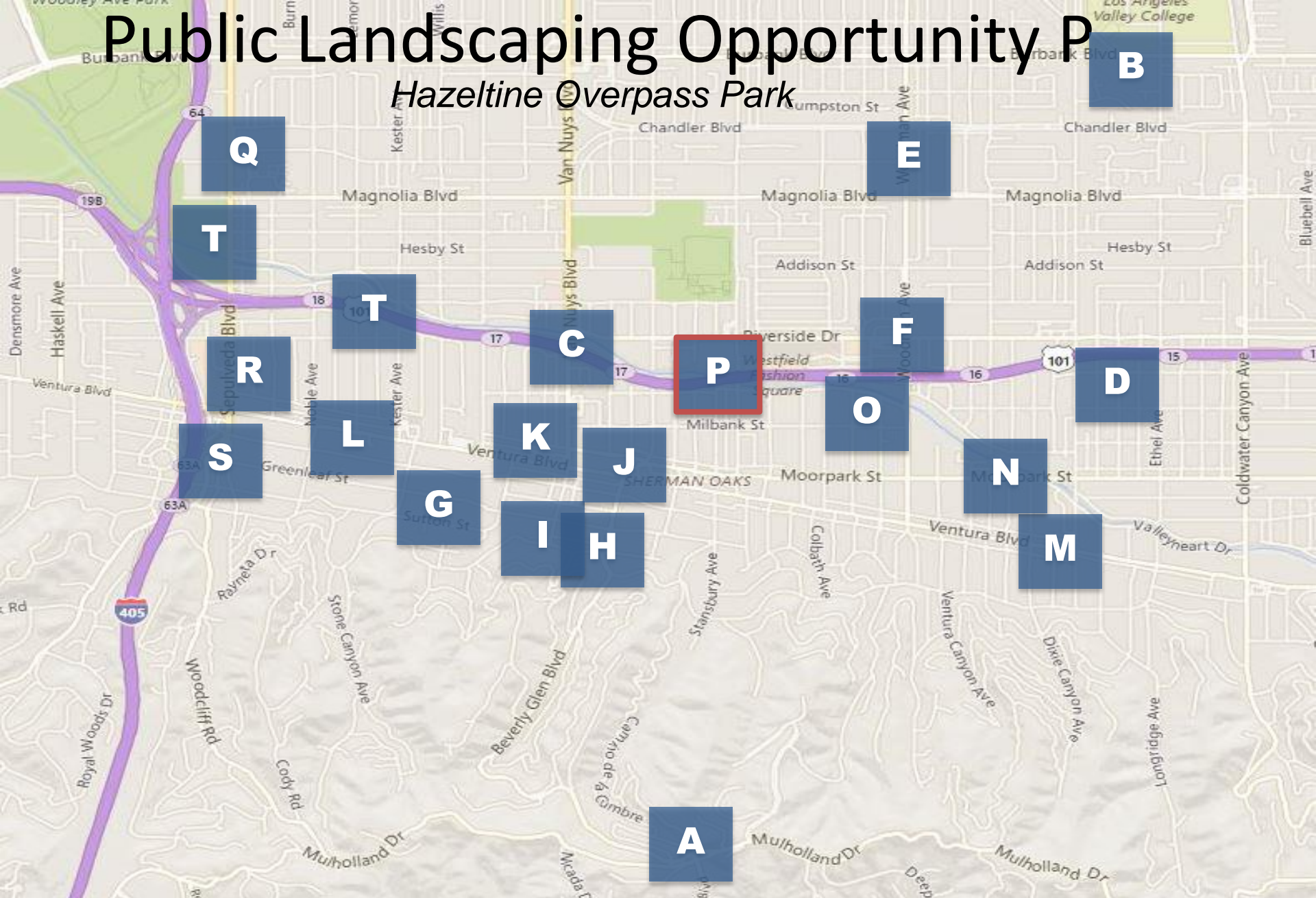


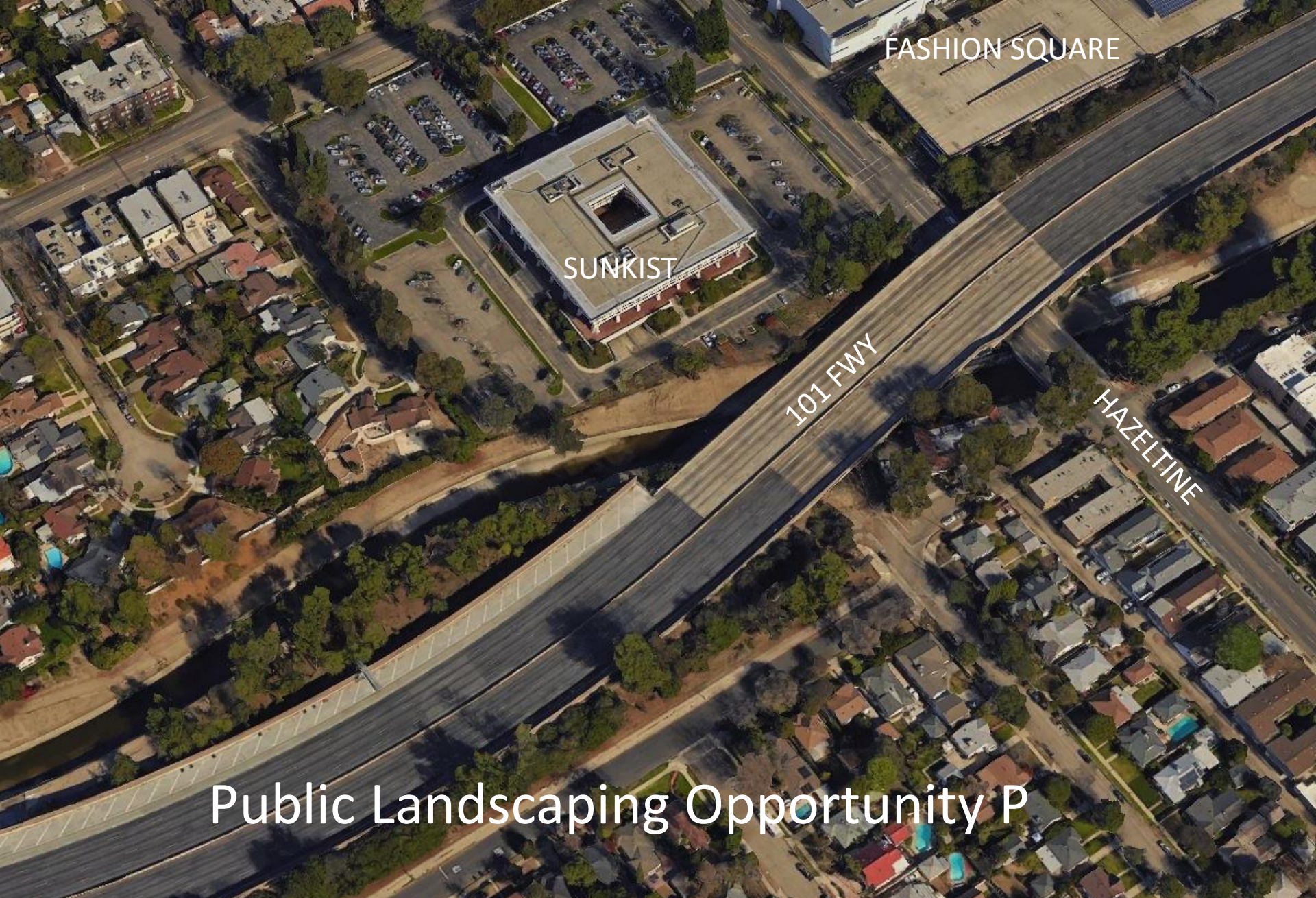




# Public Landscaping Opportunity P

## Hazeltine Overpass Park





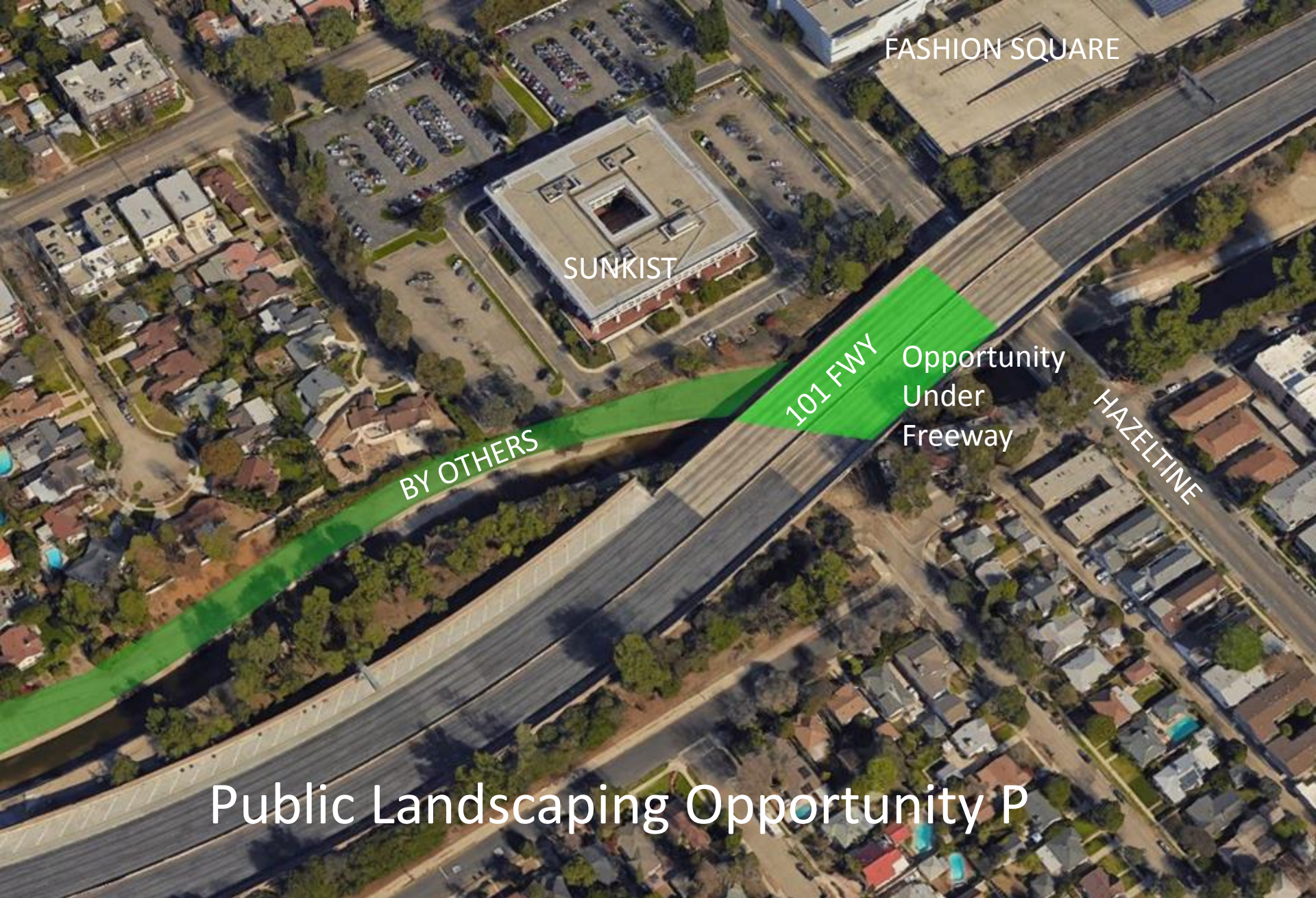
FASHION SQUARE

SUNKIST

101 FWY

HAZELTINE

# Public Landscaping Opportunity P



FASHION SQUARE

SUNKIST

BY OTHERS

101 FWY

Opportunity  
Under  
Freeway

HAZELTINE

# Public Landscaping Opportunity P

Opportunity Under Freeway



Public Landscaping Opportunity P

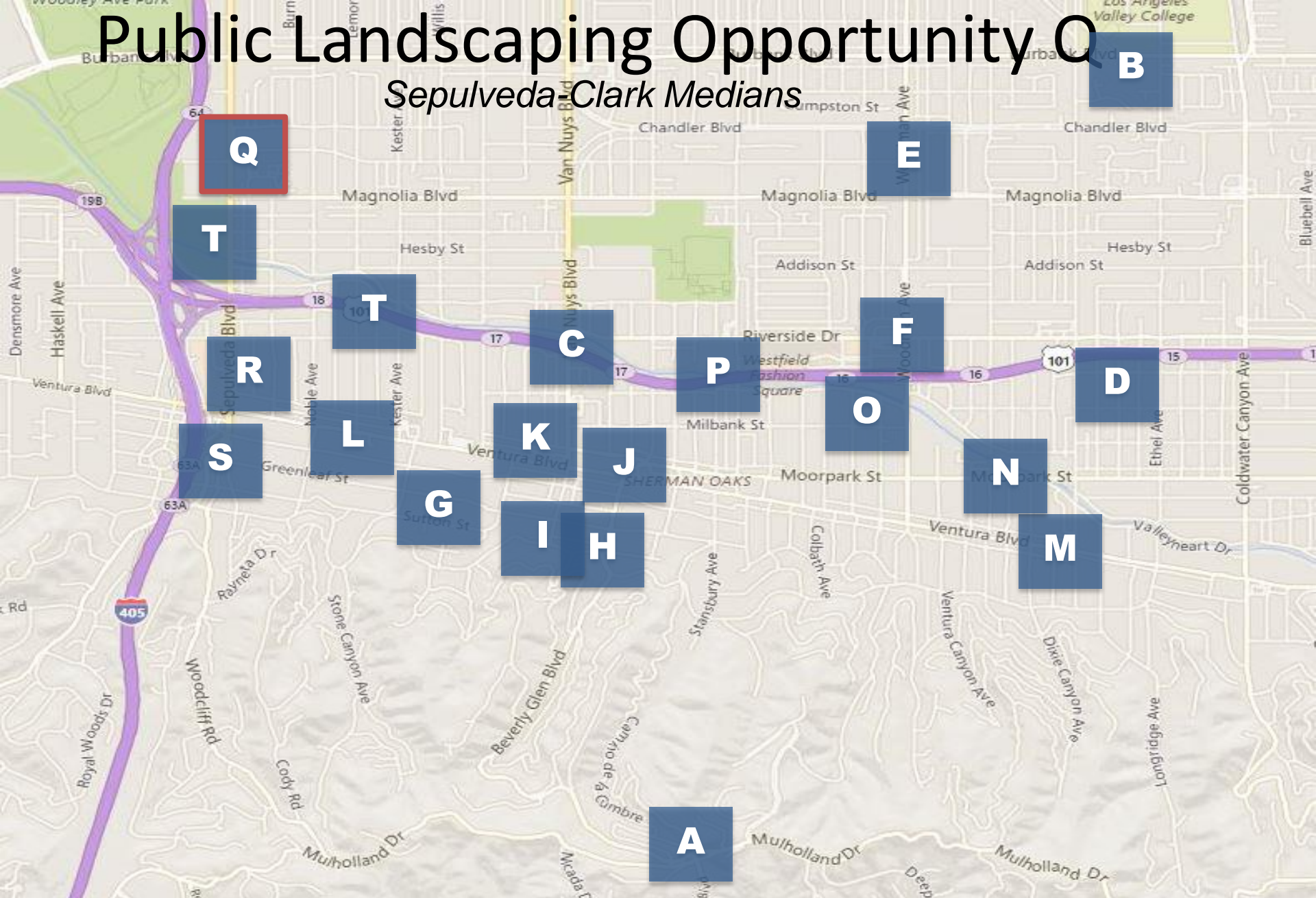


# Opportunity Under Freeway



# Public Landscaping Opportunity Q

Sepulveda Clark Medians





CLARK ST

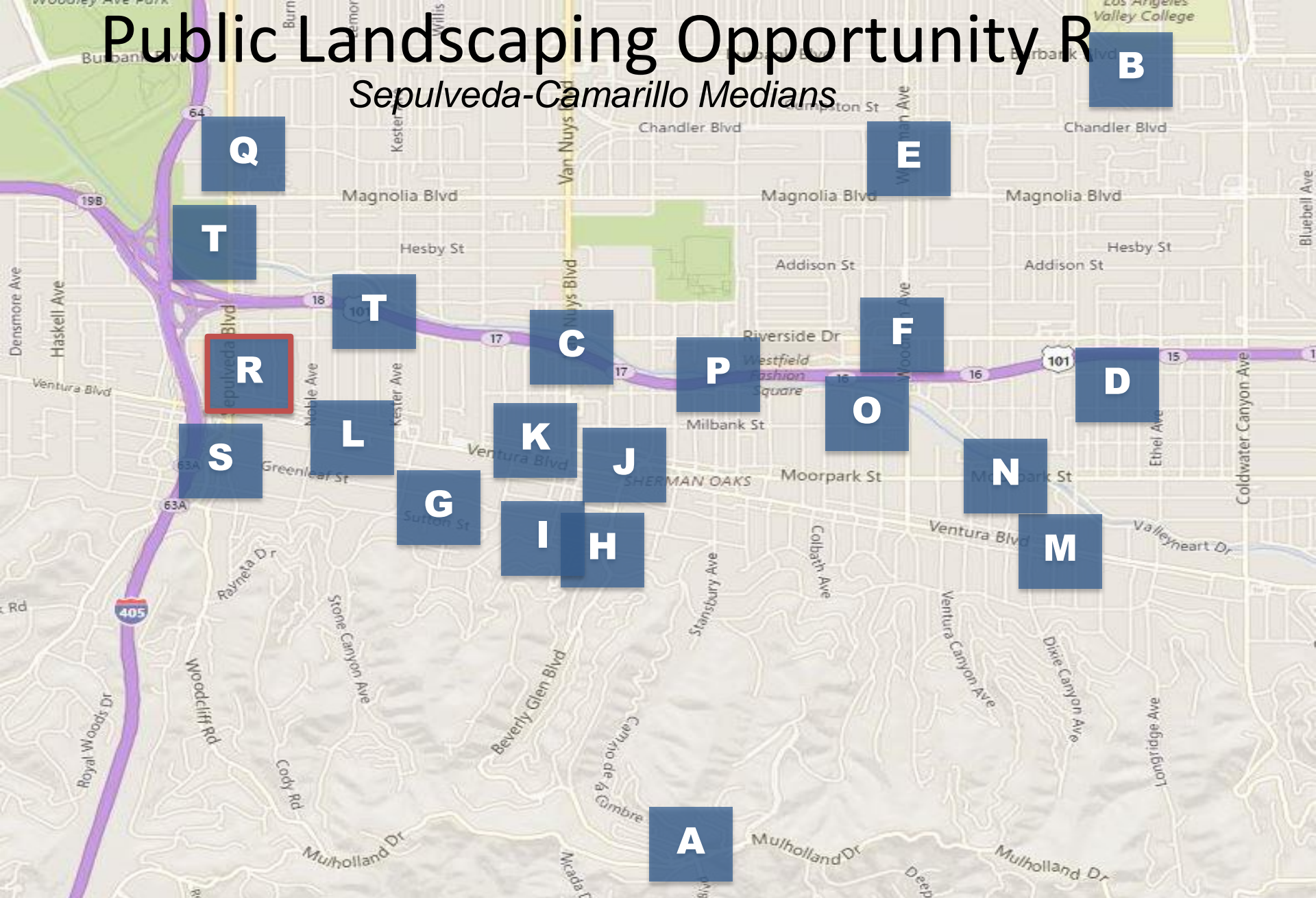
WEDDINGTON ST

SEPULVEDA

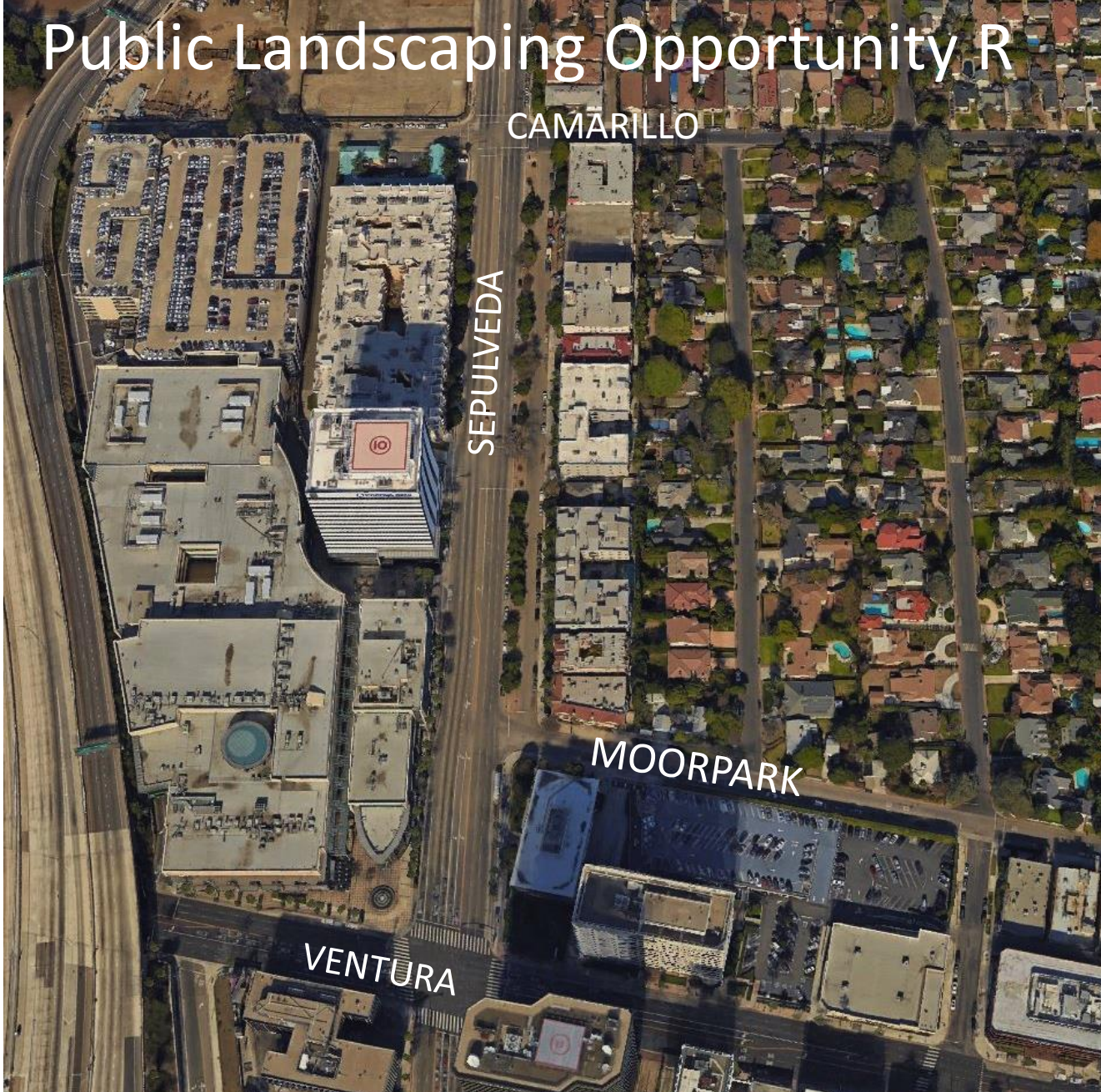
# Public Landscaping Opportunity Q

# Public Landscaping Opportunity R

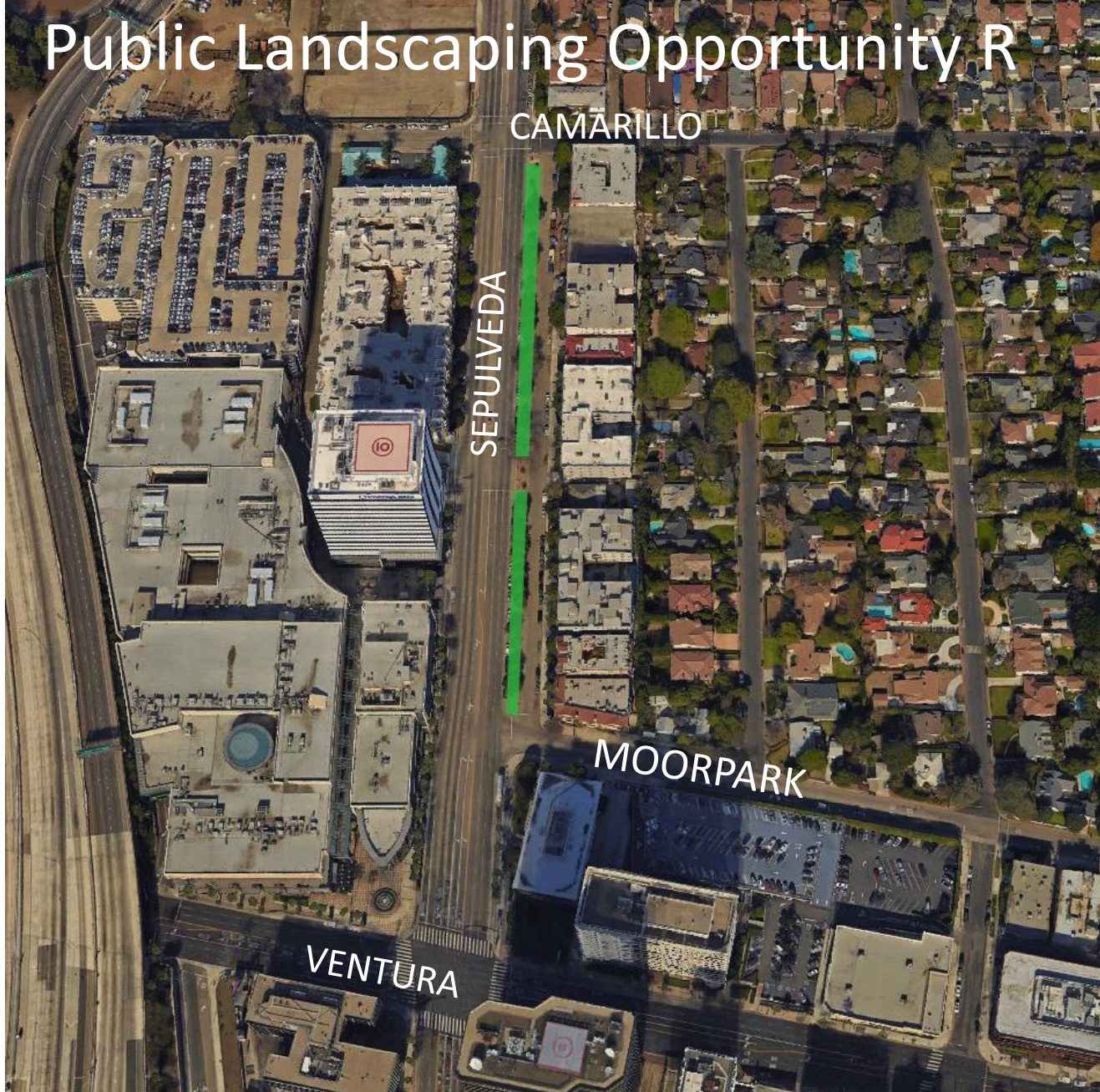
## Sepulveda-Camarillo Medians



# Public Landscaping Opportunity R



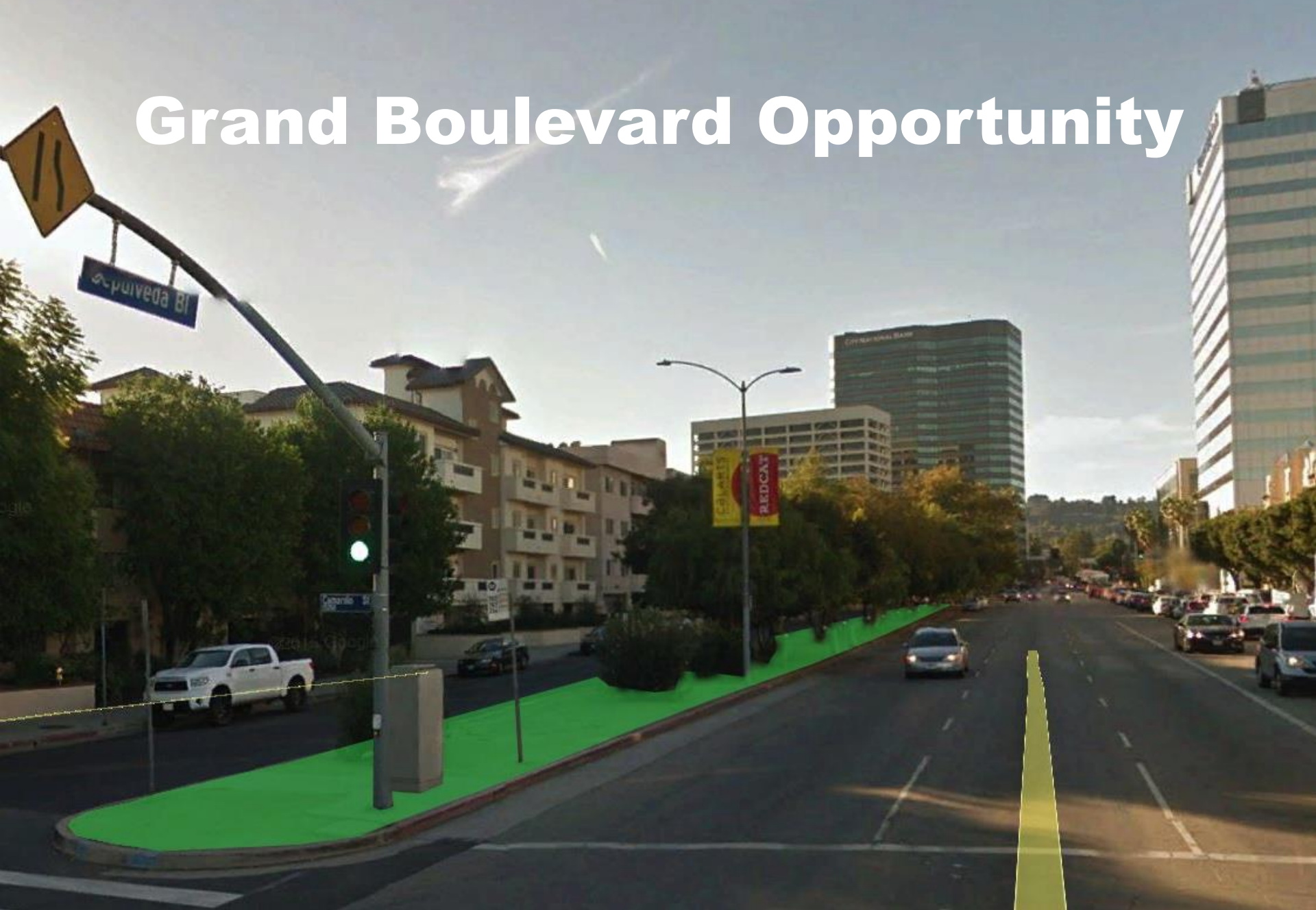
# Public Landscaping Opportunity R



# Public Landscaping Opportunity R



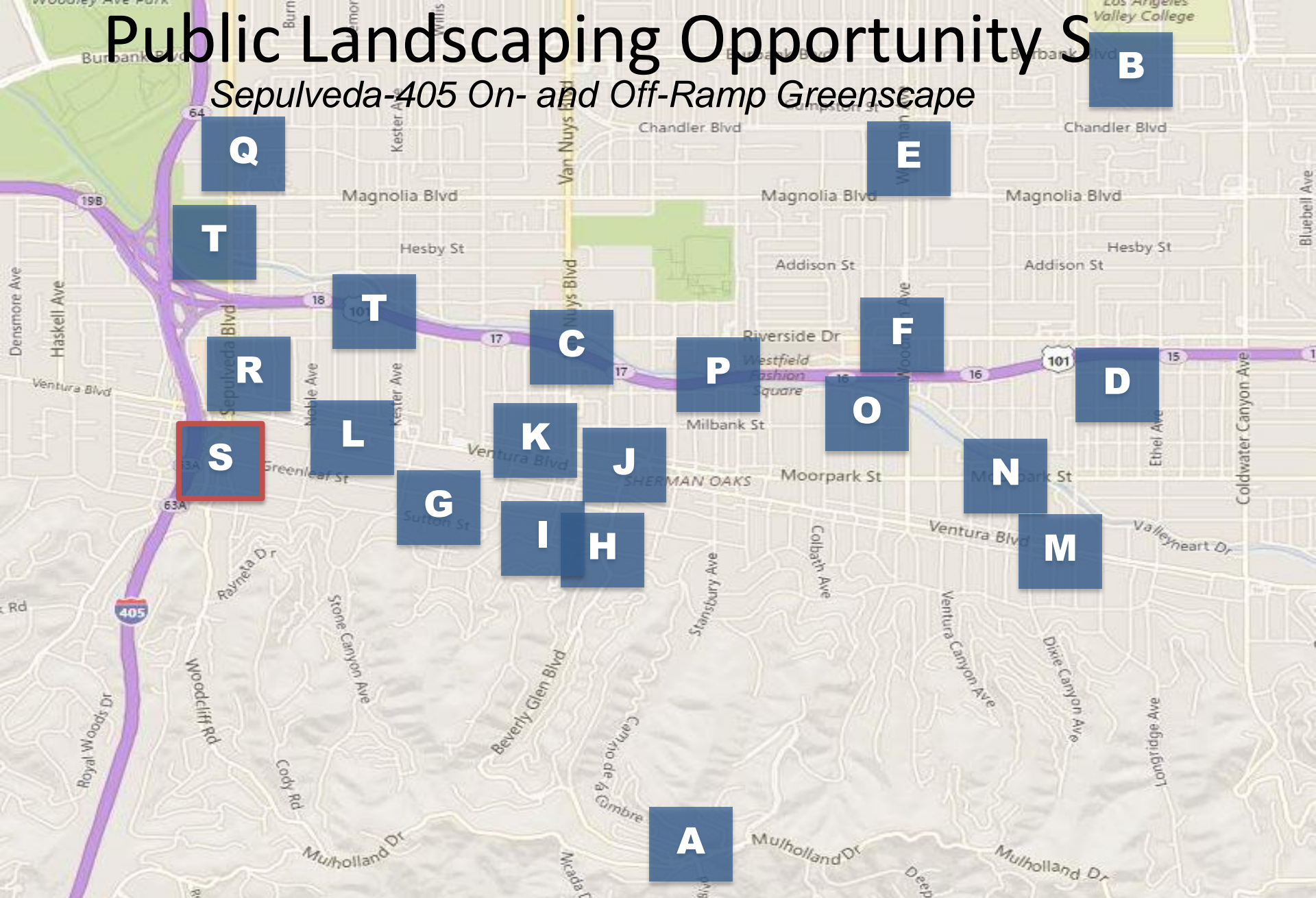
# Grand Boulevard Opportunity





# Public Landscaping Opportunity Sites

## Sepulveda-405 On- and Off-Ramp Greenscape



# Public Landscaping Opportunity S

405

SEPULVEDA

# Public Landscaping Opportunity S

405

SEPULVEDA



# Is there a Better Solution?

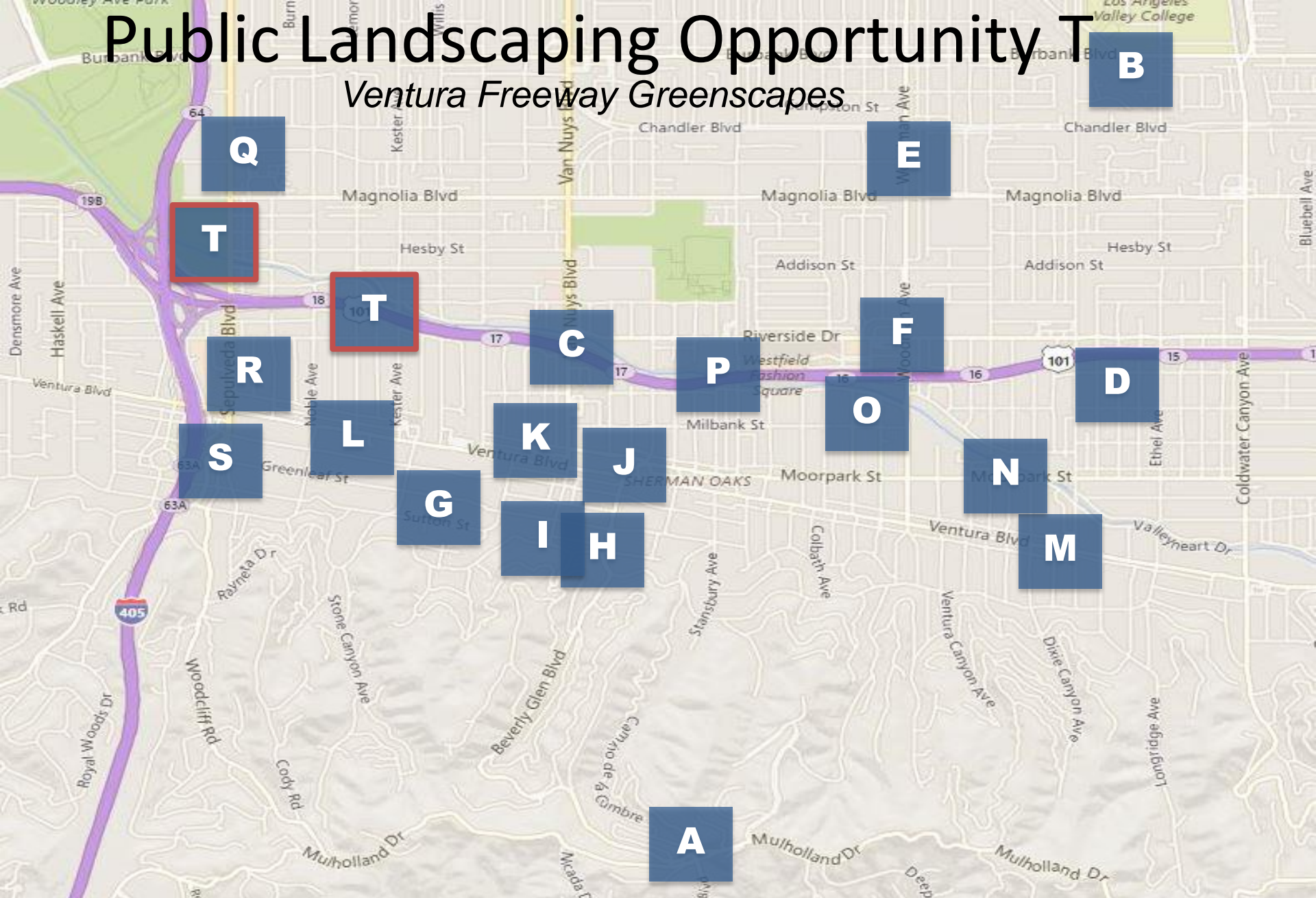


# Beautification and Circulation Clarity

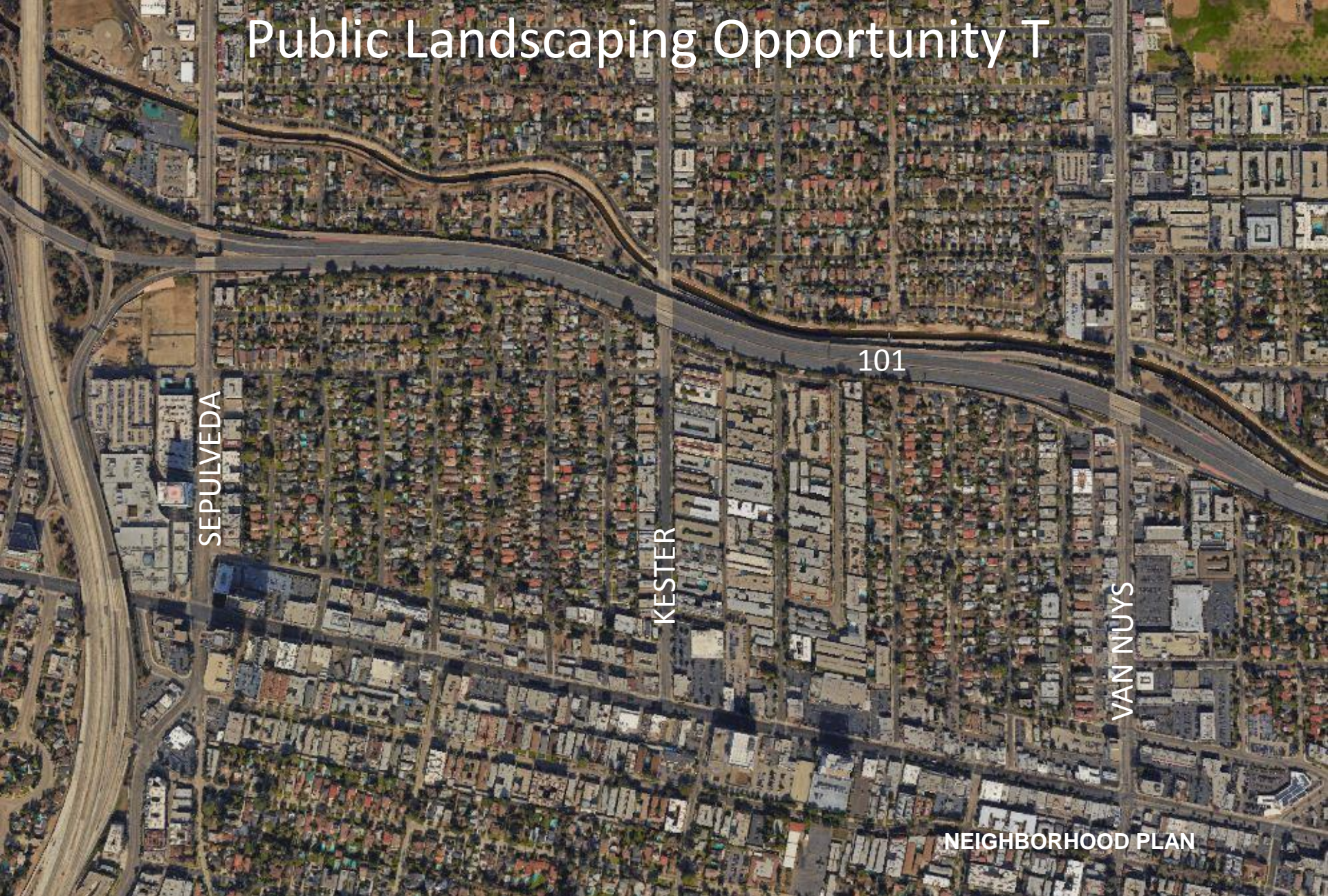


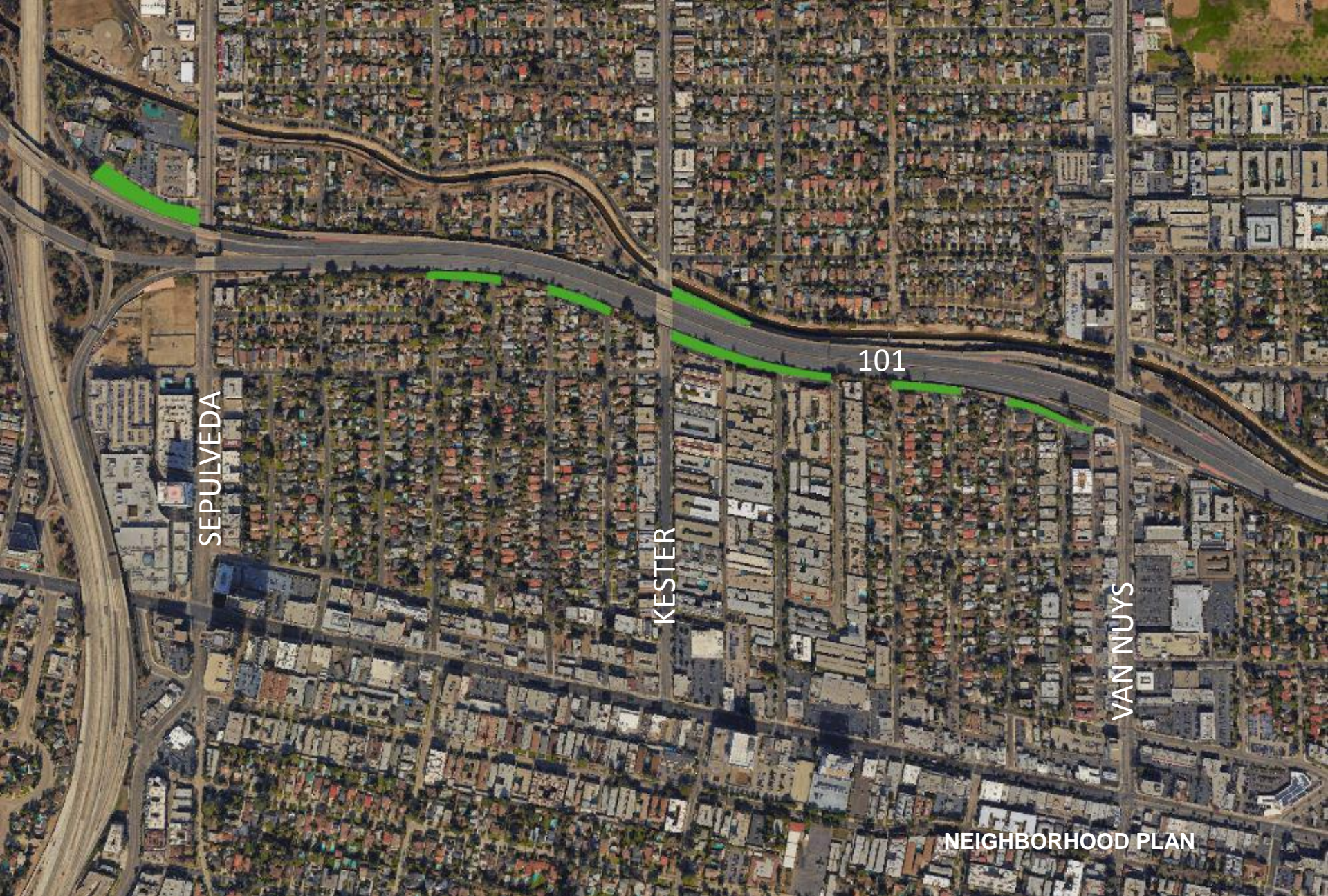
# Public Landscaping Opportunity T

## Ventura Freeway Greenscapes



# Public Landscaping Opportunity T





SEPULVEDA

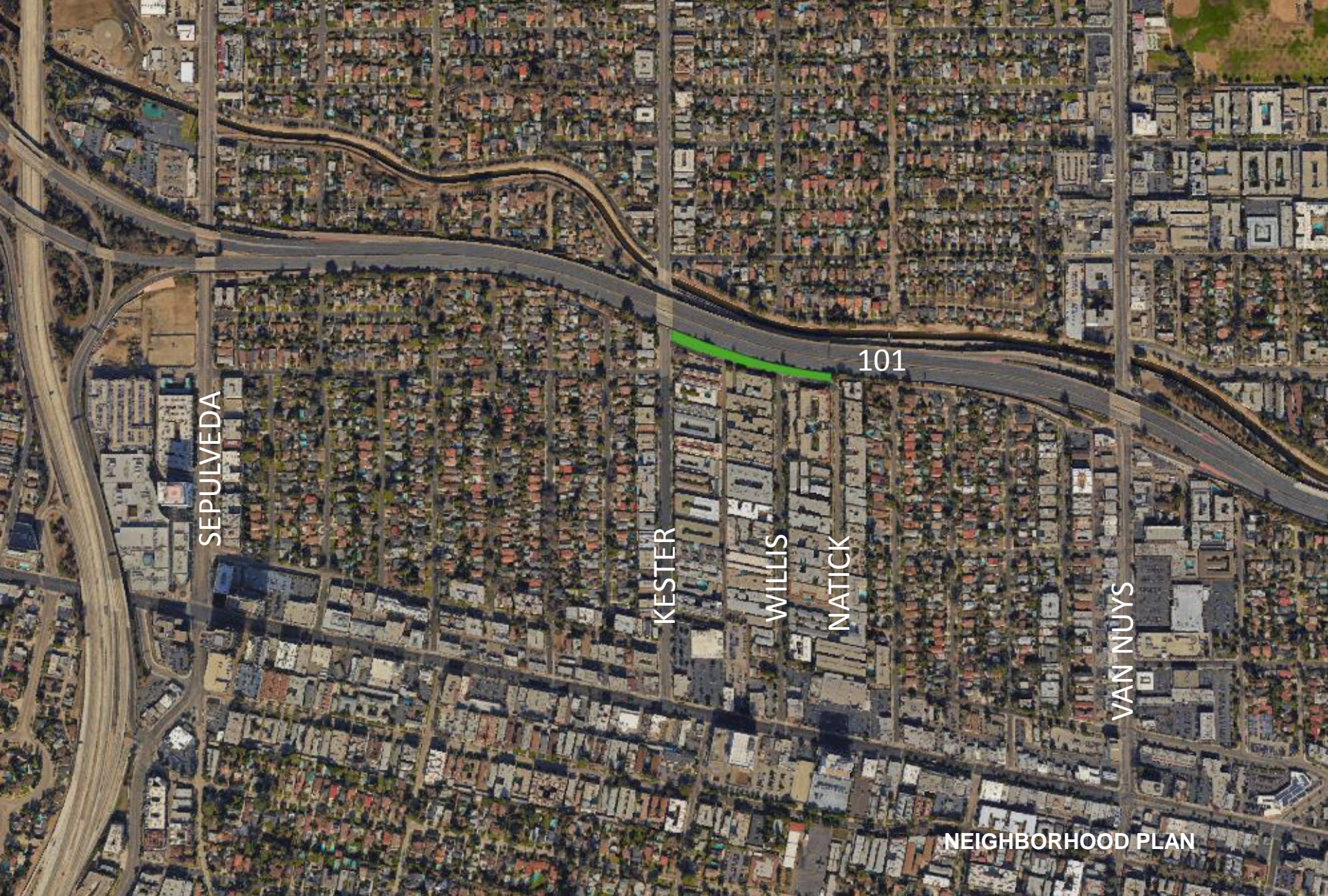
KESTER

VAN NUYS

101

NEIGHBORHOOD PLAN





SEPULVEDA

KESTER

WILLIS

NATICK

VAN NUYS

101

NEIGHBORHOOD PLAN





PHOTO ELEVATION ZONE 1 ②

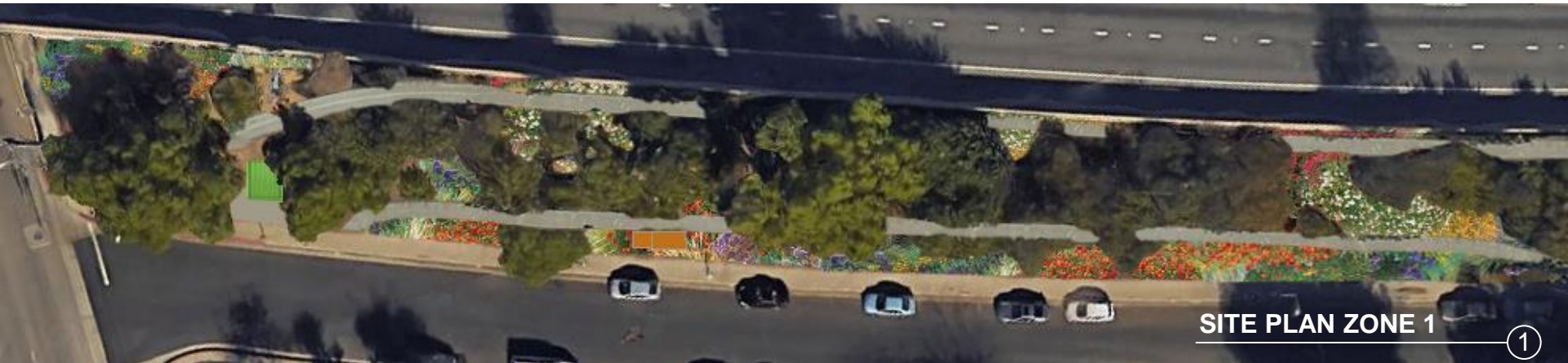


SITE PLAN ZONE 1 ①

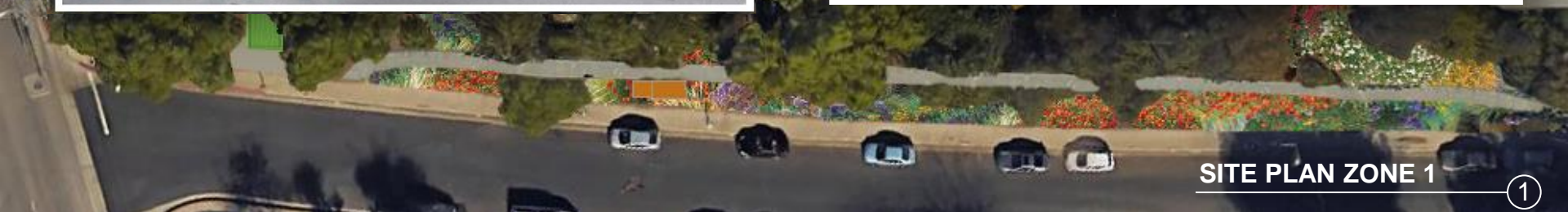




PHOTO ELEVATION ZONE 1 ②



SITE PLAN ZONE 1 ①



SITE PLAN ZONE 1

1





PHOTO ELEVATION ZONE 2 (2)



SITE PLAN ZONE 2 (1)





PHOTO ELEVATION ZONE 2 ②



SITE PLAN ZONE 2 ①

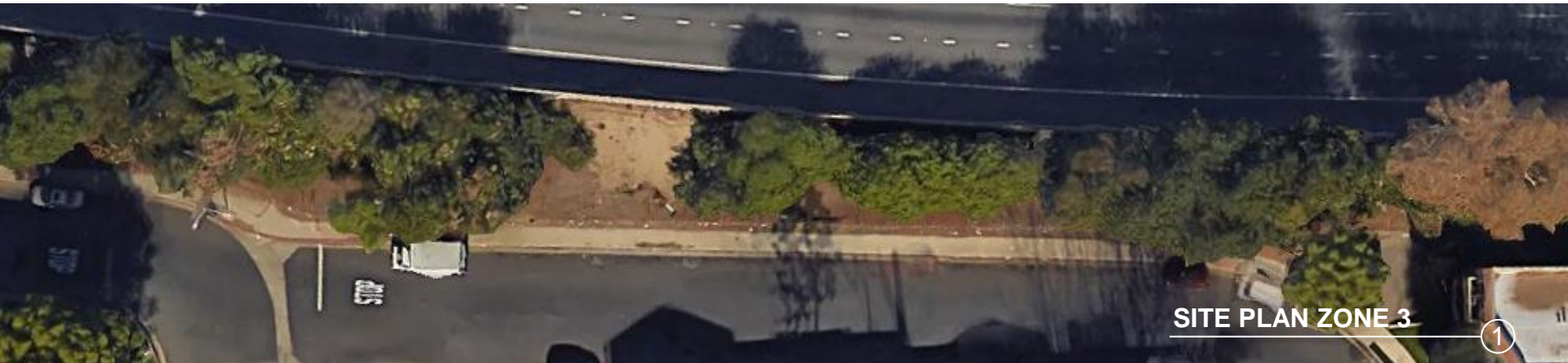


SITE PLAN ZONE 2

1



PHOTO ELEVATION ZONE 3 ②



SITE PLAN ZONE 3 ①

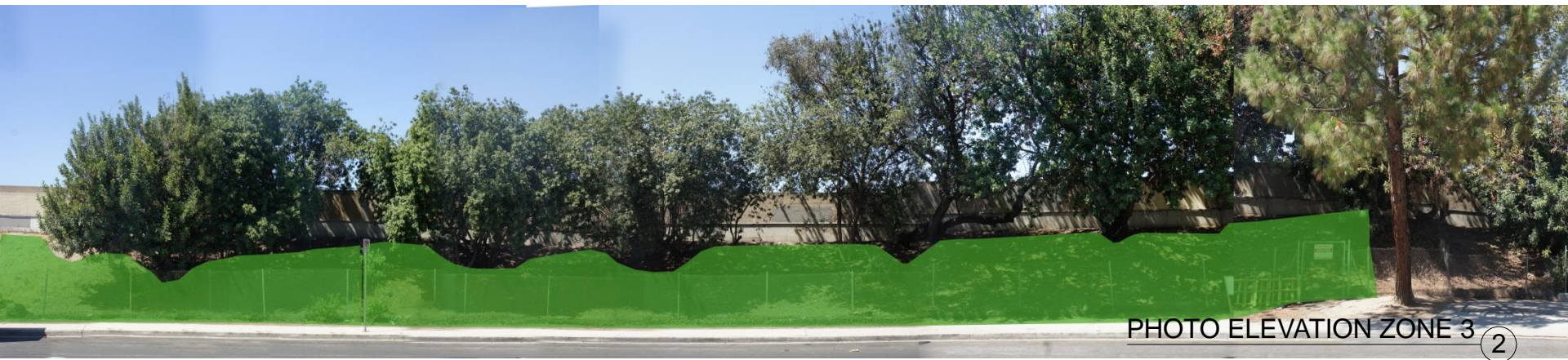
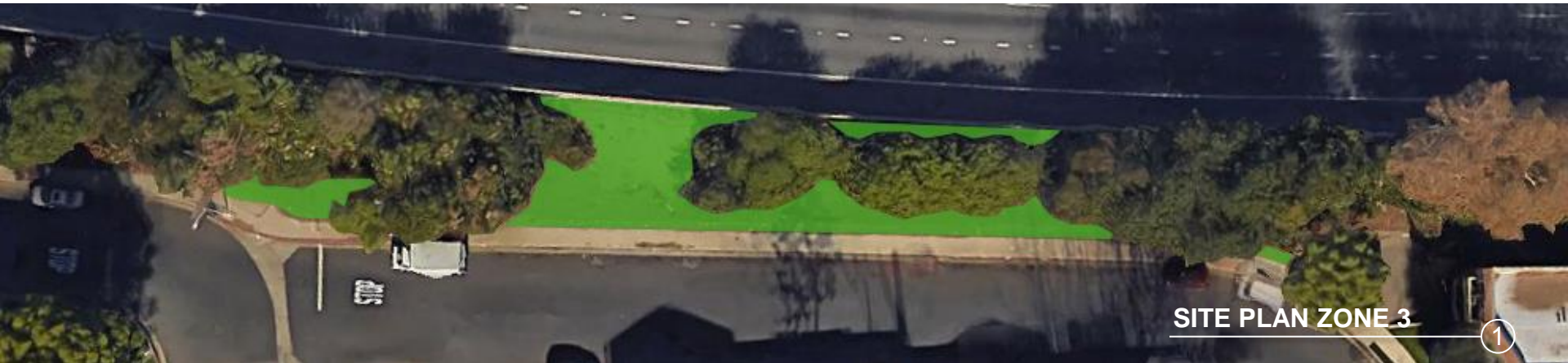


PHOTO ELEVATION ZONE 3 (2)



SITE PLAN ZONE 3 (1)



PHOTO ELEVATION ZONE 3 ②



SITE PLAN ZONE 3 ①



2



SITE PLAN ZONE 3

1

# Public Park Opportunities



The Sherman Oaks Vision Committee looks for opportunities to improve the lives of the citizens and stakeholders of Sherman Oaks now and in the future. We offer this presentation as a blueprint for future development that will make our community more aesthetic, more walkable and richer in experience.





# SHERMAN OAKS



## COMMUNITY PLAN UPDATE

# MOBILITY

# Metro's Proposed Sepulveda Pass Transit Concepts

**HRT 1** 👍



**Heavy Rail Fully Underground**

**HRT 2** 👍



**Heavy Rail Fully Underground**

**HRT 3** 👎



**Heavy Rail Valley Elevated**

**MRT 1** 👎



**Monorail Pass & Valley Elevated**

EXISTING



Sepulveda at Ventura

# METRO PROPOSED ELEVATED TRAIN



Sepulveda at Ventura

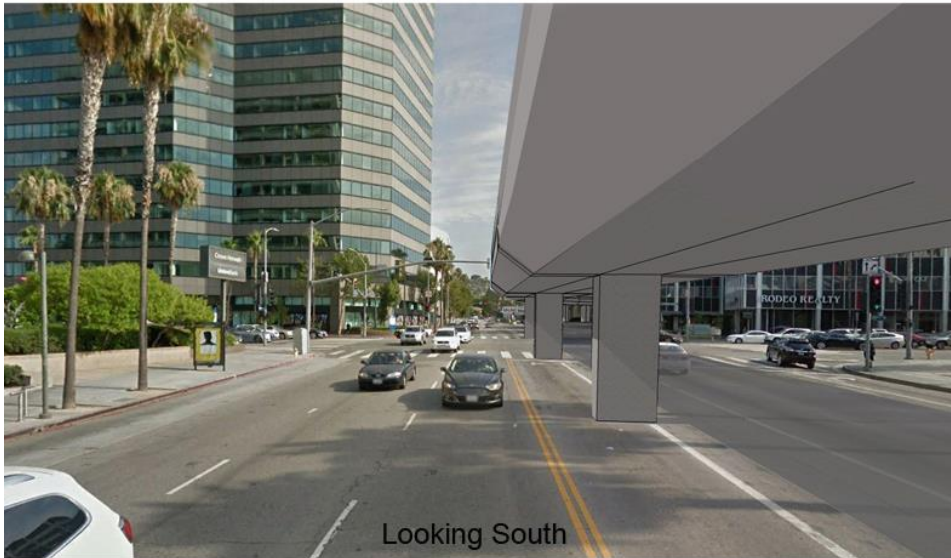


Looking South

EXISTING

SUBWAY

METRO'S PROPOSAL WILL NOT ALLOW LEFT TURNS AT ANY INTERSECTION ON SEPULVEDA BLVD.



Looking South

METRO PROPOSAL

ELEVATED TRAIN

### Sepulveda at Ventura



Looking South

EXISTING

SUBWAY

THE CURRENT METRO ALTERNATIVE WILL TAKE OUT 100+ CONDOS AND APARTMENTS



Looking South

METRO PROPOSAL

Sepulveda at Sutton

ELEVATED TRAIN

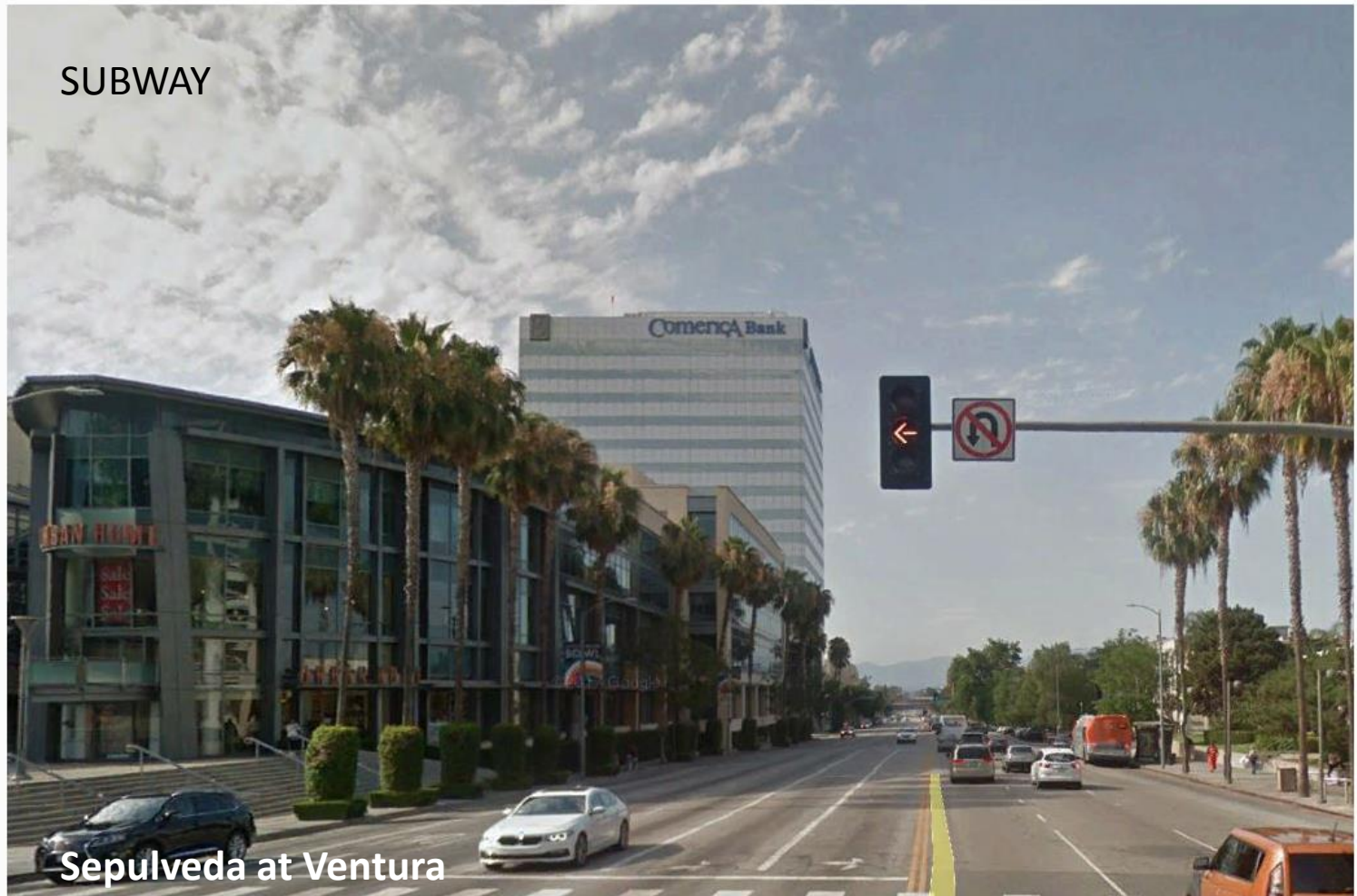
ELEVATED TRAIN



Sepulveda at Ventura

**We will not accept any above ground mass transit in Sherman Oaks!**

# SUBWAY



Sepulveda at Ventura

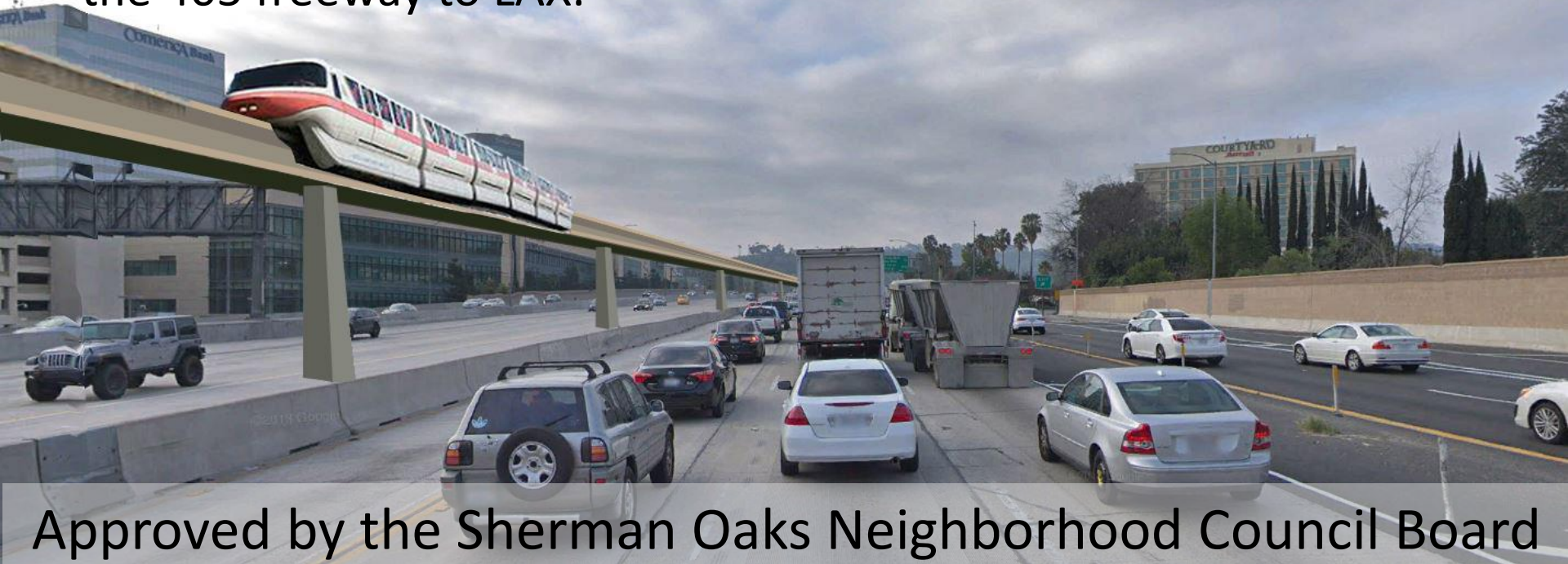
**Sherman Oaks prefers the proposed subway concepts!**





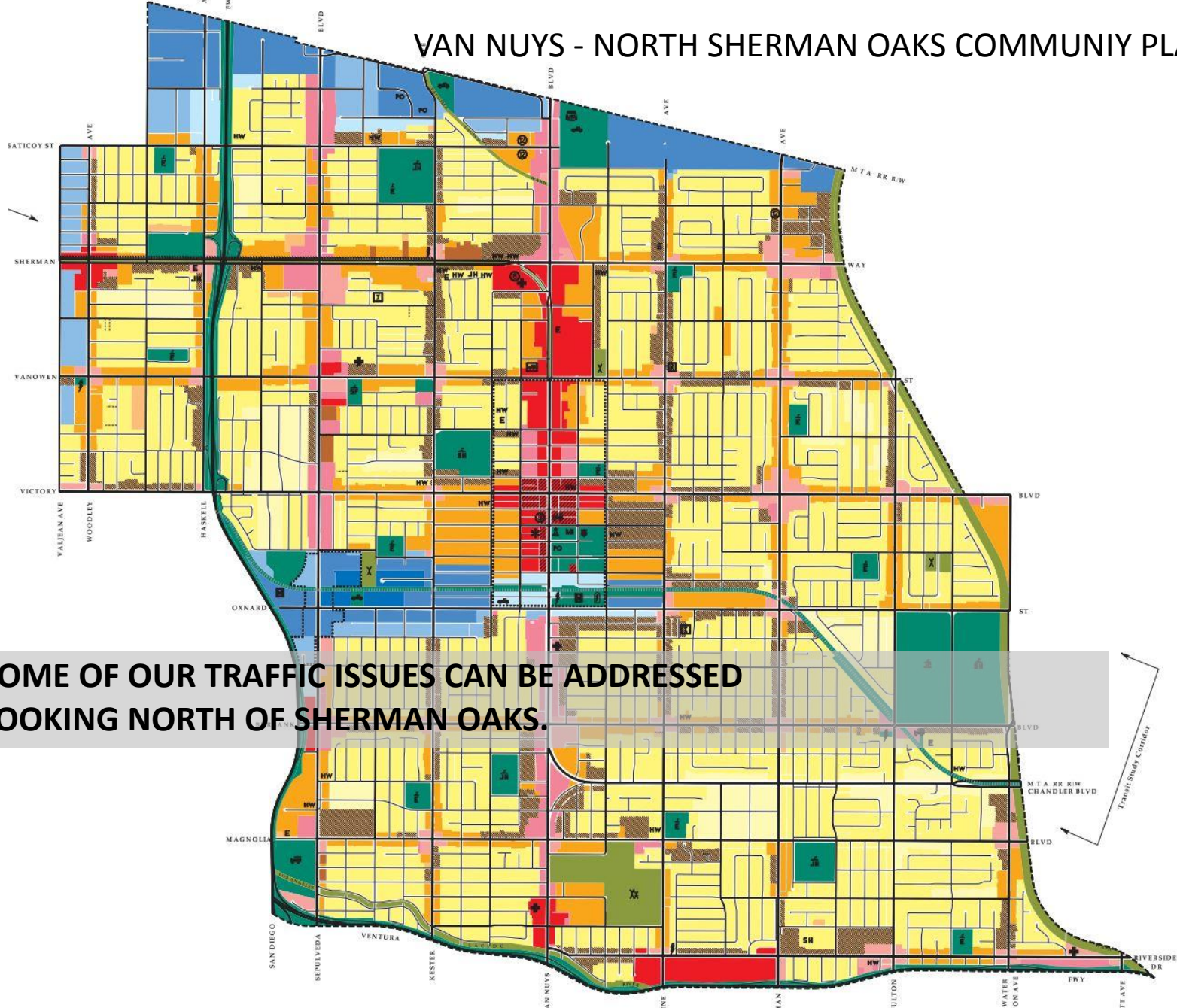
# **MRT 2** Motion to Approve Concept

**Motion, March 7, 2019:** The Sherman Oaks Neighborhood Council prefers **HRT 1** and **HRT 2** but recommends *the only* above grade acceptable option to study is **MRT 2**; to have the monorail run from the northern terminus at Van Nuys Metrolink down the center of the 405 freeway to LAX.



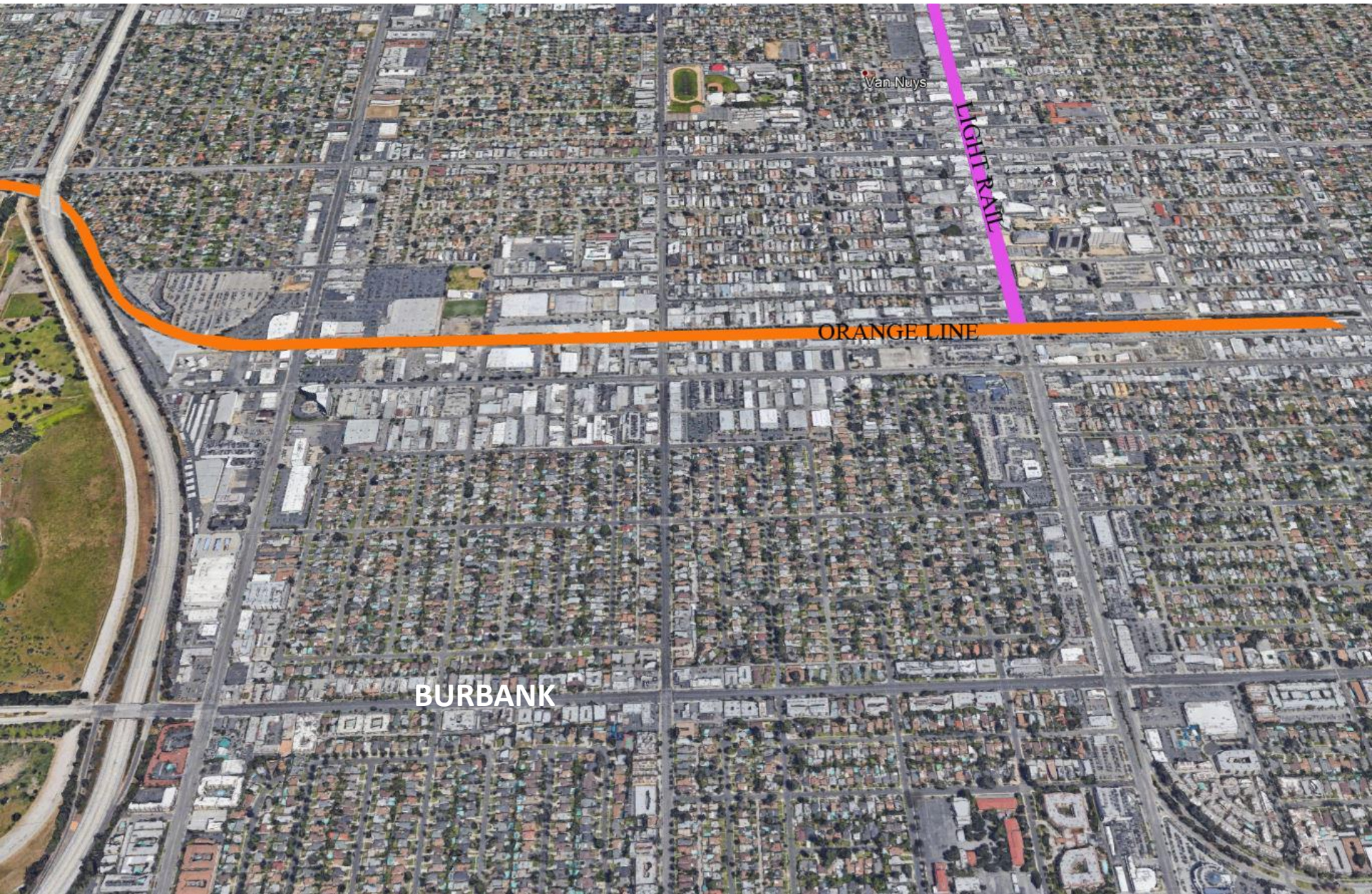
Approved by the Sherman Oaks Neighborhood Council Board  
& Sherman Oaks Homeowners Association Board

# VAN NUYS - NORTH SHERMAN OAKS COMMUNITY PLAN



**SOME OF OUR TRAFFIC ISSUES CAN BE ADDRESSED  
LOOKING NORTH OF SHERMAN OAKS.**

# MOBILITY - MASS TRANSIT



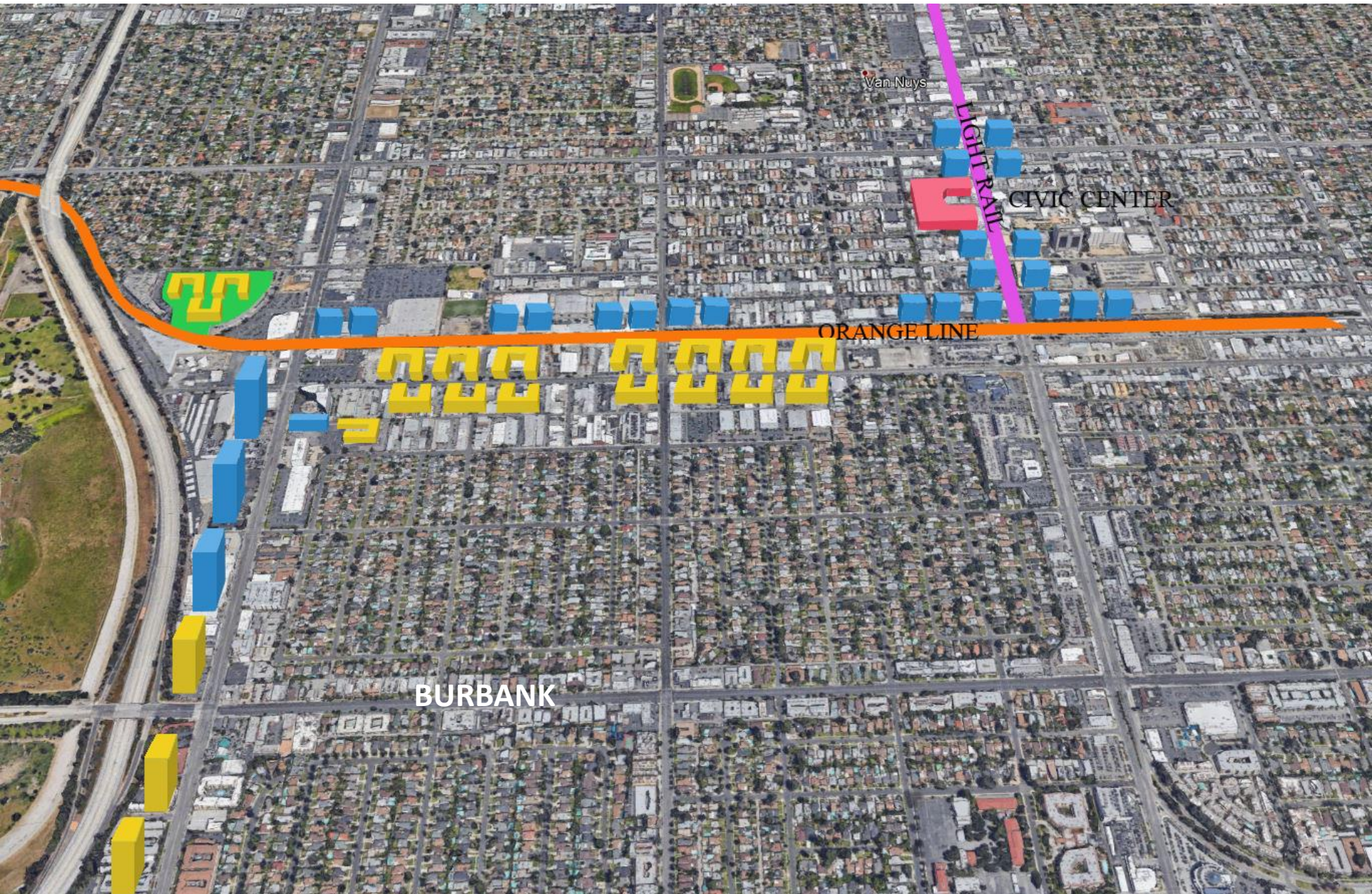
BURBANK

Van Nuys

LIGHT RAIL

ORANGE LINE

# MOBILITY - MASS TRANSIT



HIGH QUALITY OFFICE AND RESIDENTIAL DEVELOPMENTS CAN ESTABLISH DESIRABLE ALTERNATIVES TO TRAVELING TO THE WESTSIDE.



HIGHER DENSITY NEEDS TO BE MITIGATED BY ATTENTION TO HUMAN SOCIOLOGICAL WELLBEING...CULTURAL, CELEBRATORY, COMMUNITY PLACES



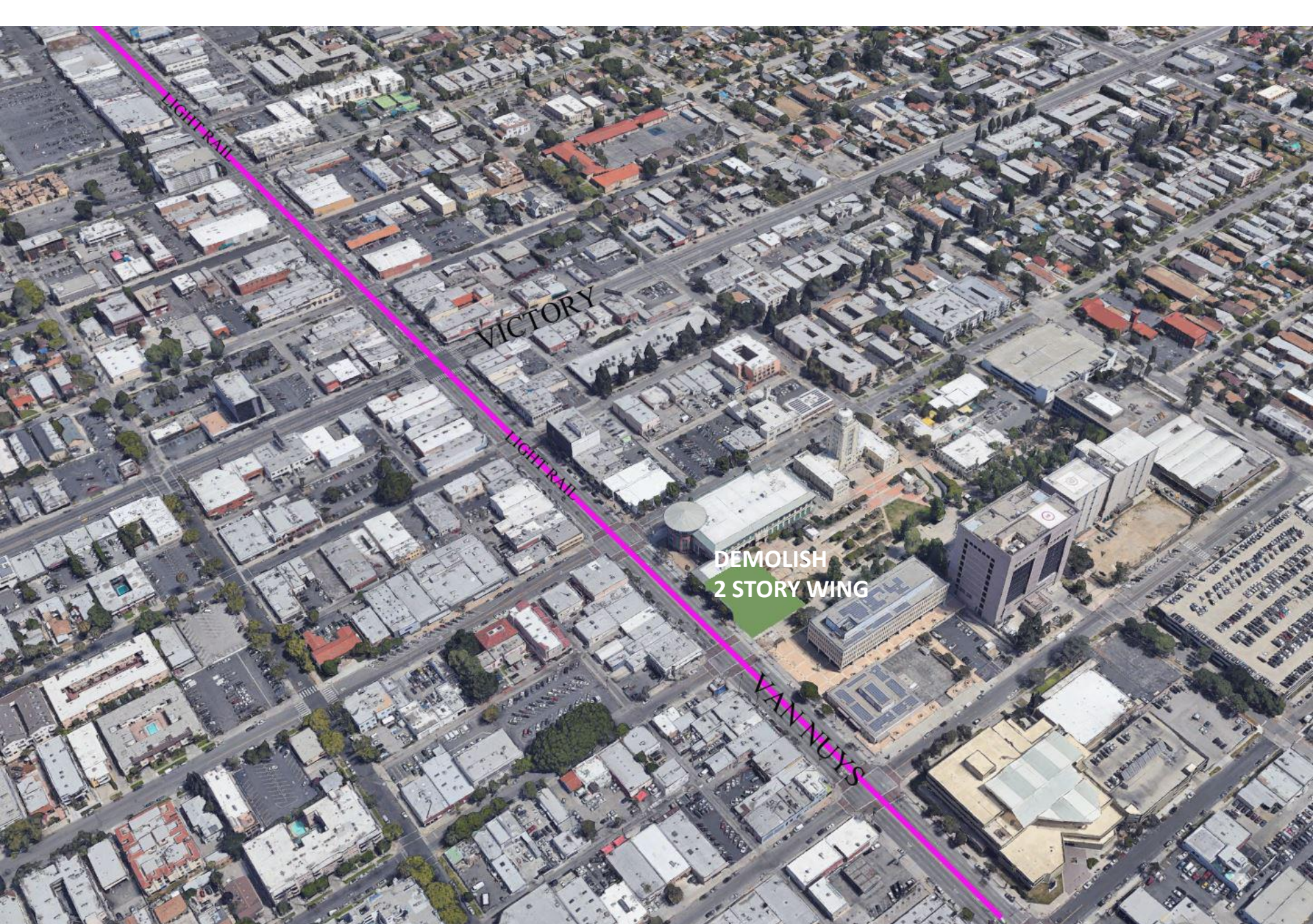
WE SHOULD BE LOOKING AT PLAZAS, LANDSCAPING, CULTURAL CENTERS, ETC.





# Mass Transit Opportunities at Van Nuys Civic Center

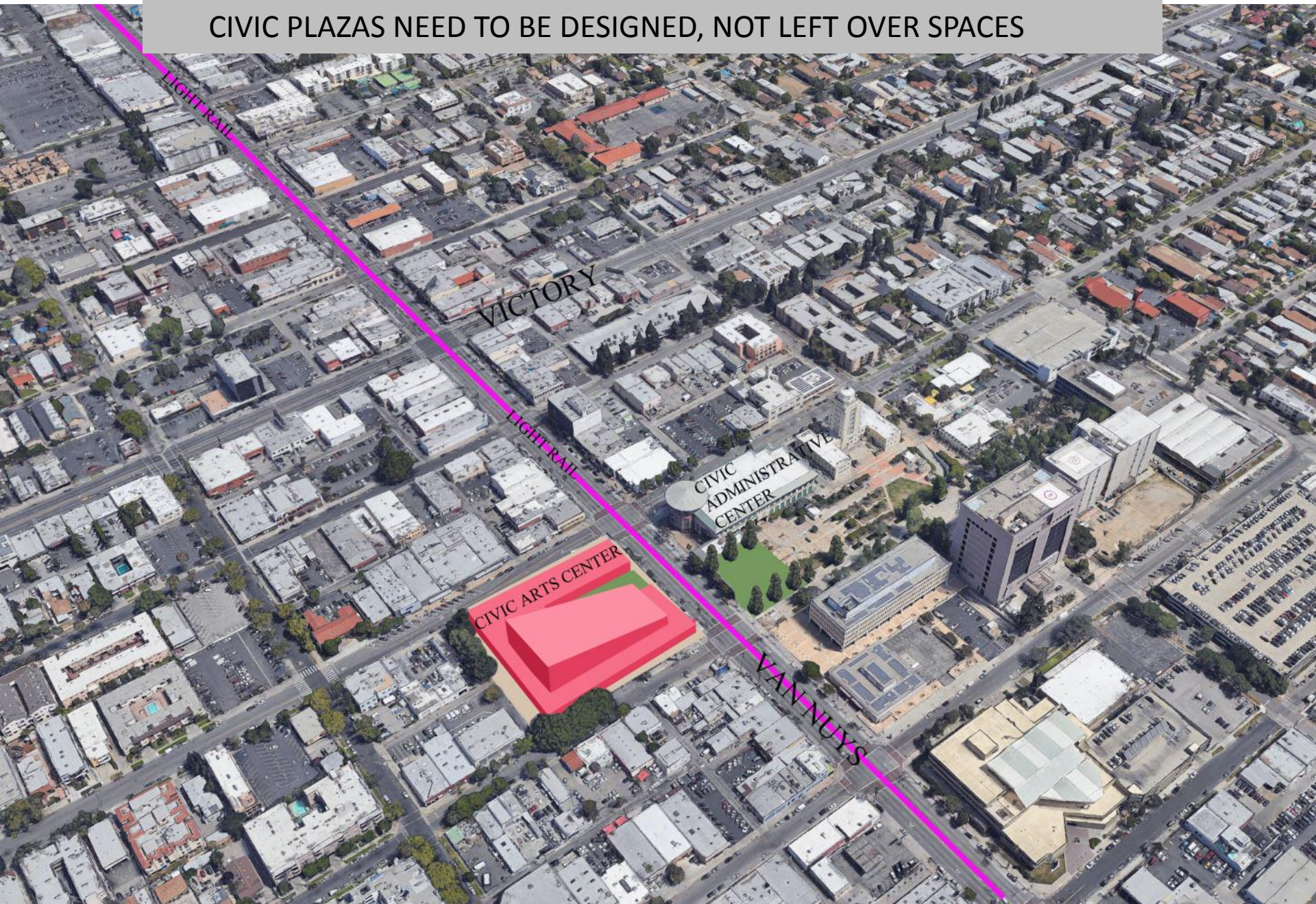




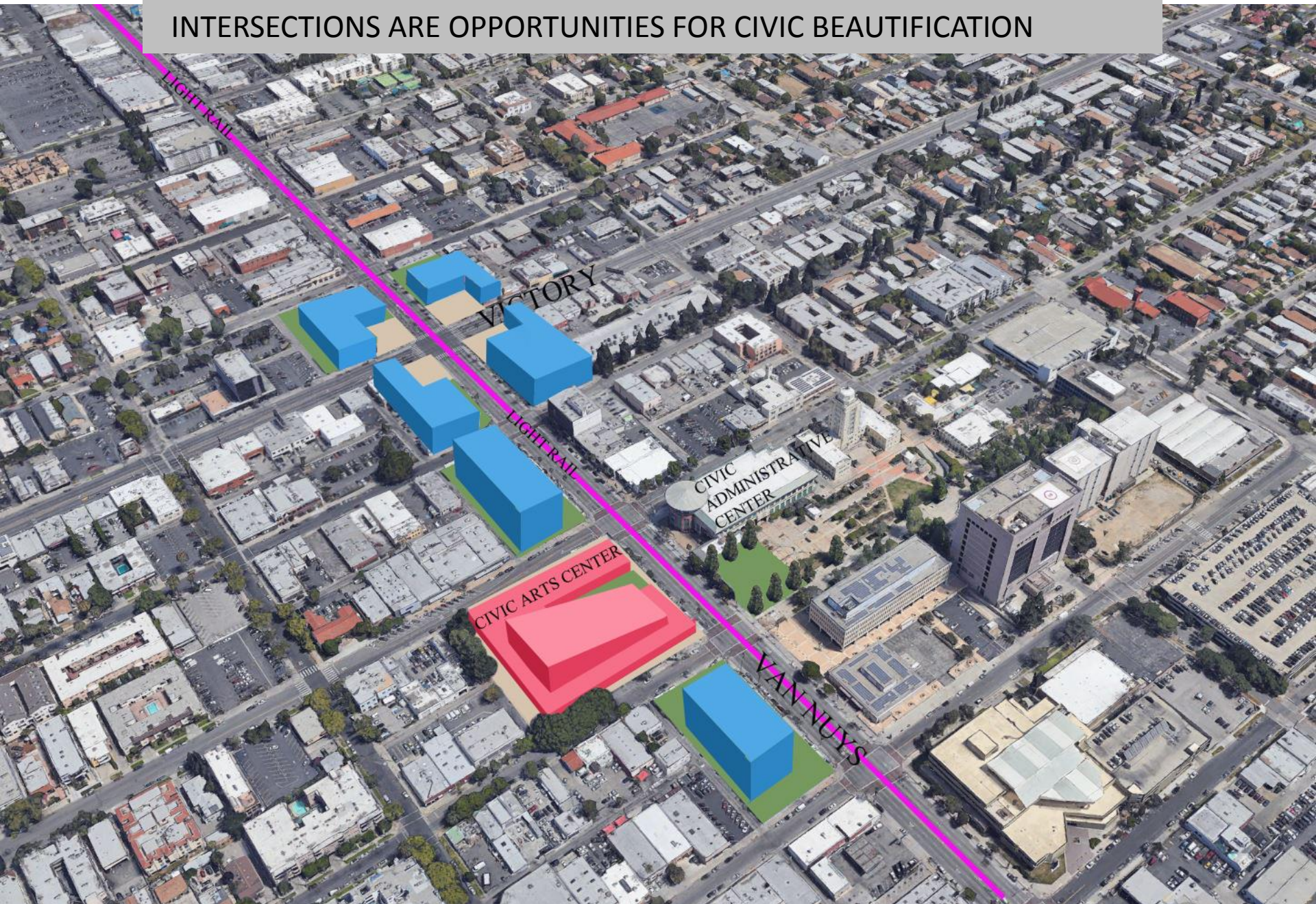


**CRA or Public/Private Development  
To revitalize the area.**

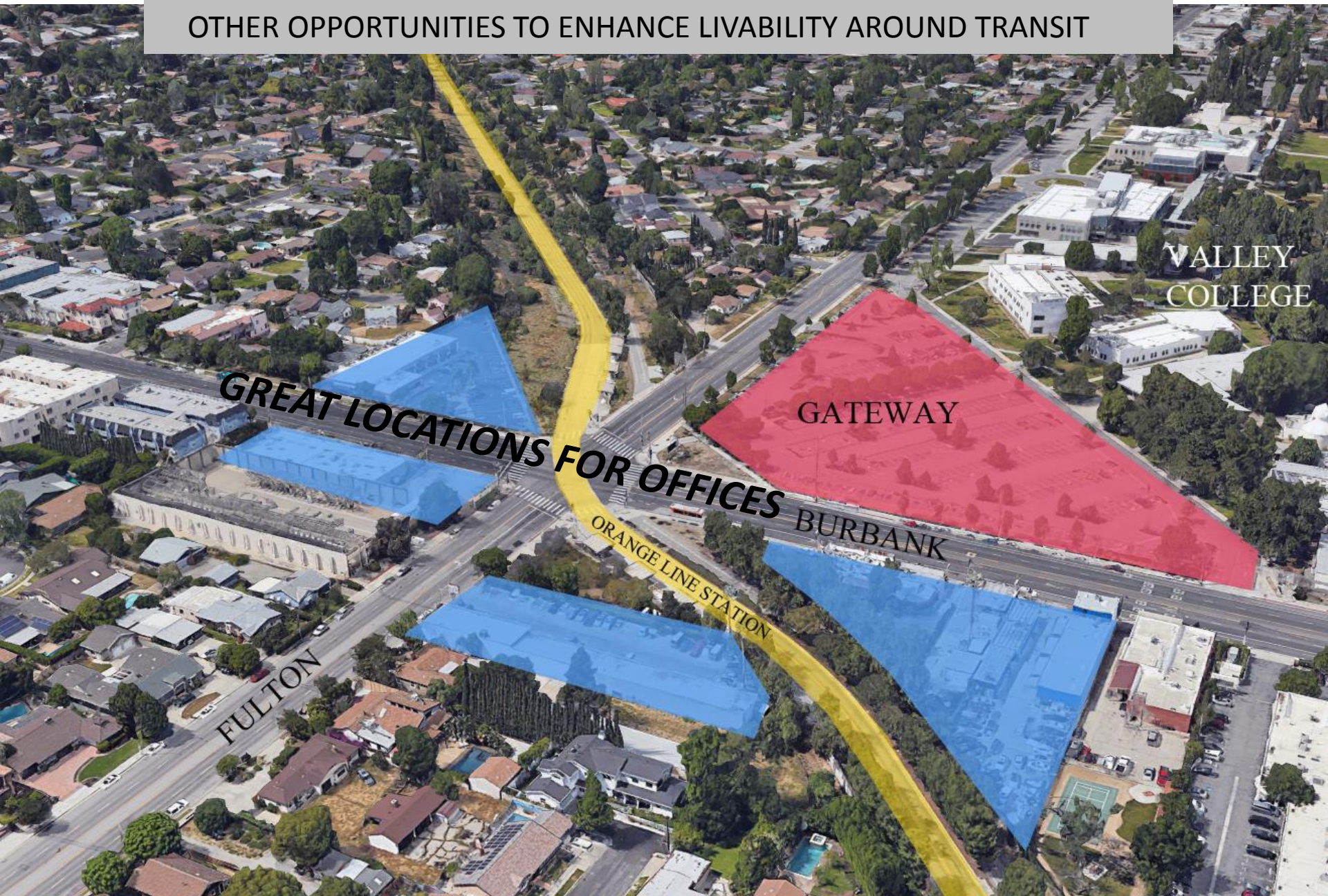
CIVIC PLAZAS NEED TO BE DESIGNED, NOT LEFT OVER SPACES



# INTERSECTIONS ARE OPPORTUNITIES FOR CIVIC BEAUTIFICATION



OTHER OPPORTUNITIES TO ENHANCE LIVABILITY AROUND TRANSIT



**OTHER OPPORTUNITIES TO ENHANCE LIVABILITY AROUND TRANSIT**



# OPPORTUNITIES TO EASE CONGESTION AT FREEWAY ON-RAMPS



# OPPORTUNITIES TO EASE CONGESTION AT FREEWAY ON-RAMPS



Ventura Blvd.

405 Fwy

Sepulveda

Second Lane  
Straight or Turn Right

North

South 405 at Ventura  
Restripe West Bound Traffic Lane  
Create Second Right Hand Turn Lane

## FREEWAY ON-RAMPS



# OPPORTUNITIES TO EASE CONGESTION AT FREEWAY ON-RAMPS



## **FREEWAY ON-RAMPS**

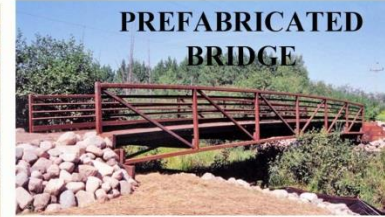
# OPPORTUNITIES TO EASE CONGESTION AT FREEWAY ON-RAMPS



**West 101 at Woodman  
Restripe South Bound Traffic Lanes  
Relocate Signal, New 2 Lane Signal**

## **FREWAY ON-RAMPS**

# 2013-2018



**PREFABRICATED BRIDGE**



EXISTING



PROPOSED

**PLAZA UNDER 101 FWY**



**LINEAR PARK**

- ● ● BIKE PATH
- ● ● WALKING PATH
- BRIDGE
- PLAZA UNDER FWY

SHERMAN OAKS COMMUNITY STUDY

BIKEWAY & PEDESTRIAN OPPORTUNITIES

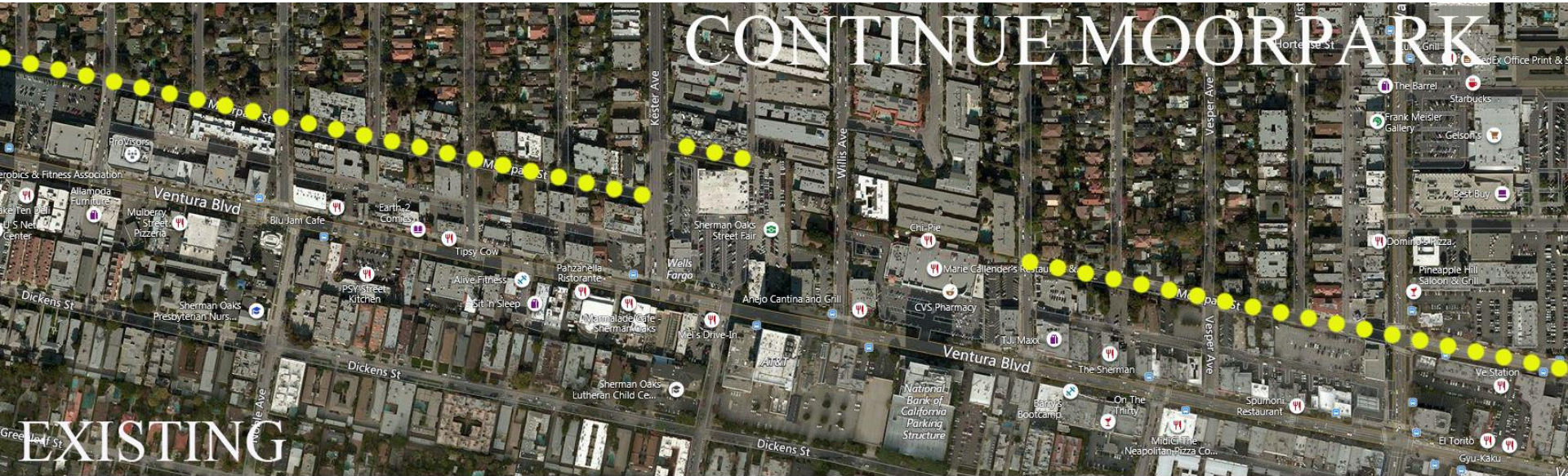
COPYRIGHT KALBAN ARCHITECTS 2018

## LA RIVER PEDESTRIAN & BIKE MOBILITY

# OTHER OPPORTUNITIES TO ENHANCE LIVABILITY AROUND THE RIVER

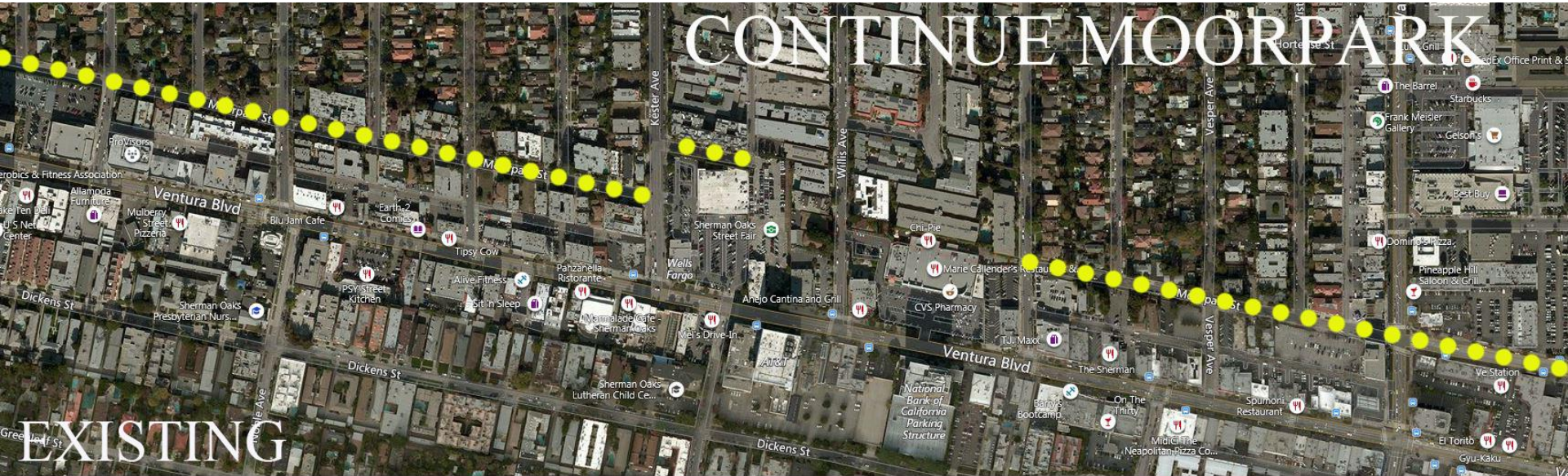


SHERMAN OAKS TRAFFIC SUFFERS FROM DECISIONS MADE DECADES AGO  
CONNECTIVITY WAS LOST WHEN STREETS WERE VACATED BY DEVELOPMENT  
THIS SHOULD BE REMEDIED BY NEW DEVELOPMENT OPPORTUNITIES



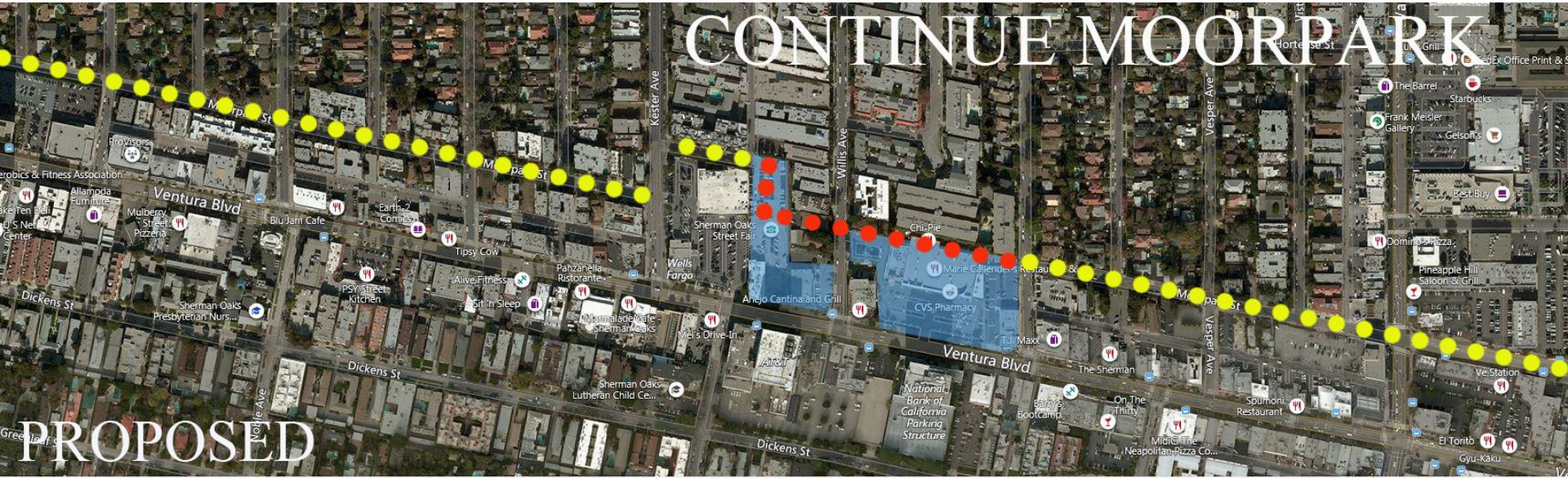
## MOBILITY - ALTERNATIVE ROUTES

SHERMAN OAKS TRAFFIC SUFFERS FROM DECISIONS MADE DECADES AGO  
CONNECTIVITY WAS LOST WHEN STREETS WERE VACATED BY DEVELOPMENT  
THIS SHOULD BE REMEDIED BY NEW DEVELOPMENT OPPORTUNITIES



THIS IS ALSO A LIFE SAFETY ISSUE, EMERGENCY VEHICLES HAVE NO ALTERNATE ROUTE

**MOBILITY - ALTERNATIVE ROUTES**



# MOBILITY - ALTERNATIVE ROUTES

INCENTIVIZE DEVELOPERS TO EXTEND MOORPARK STREET AND  
TO CREATE COMMUNITY PLACES AND BEAUTIFULLY LANDSCAPED SPACES

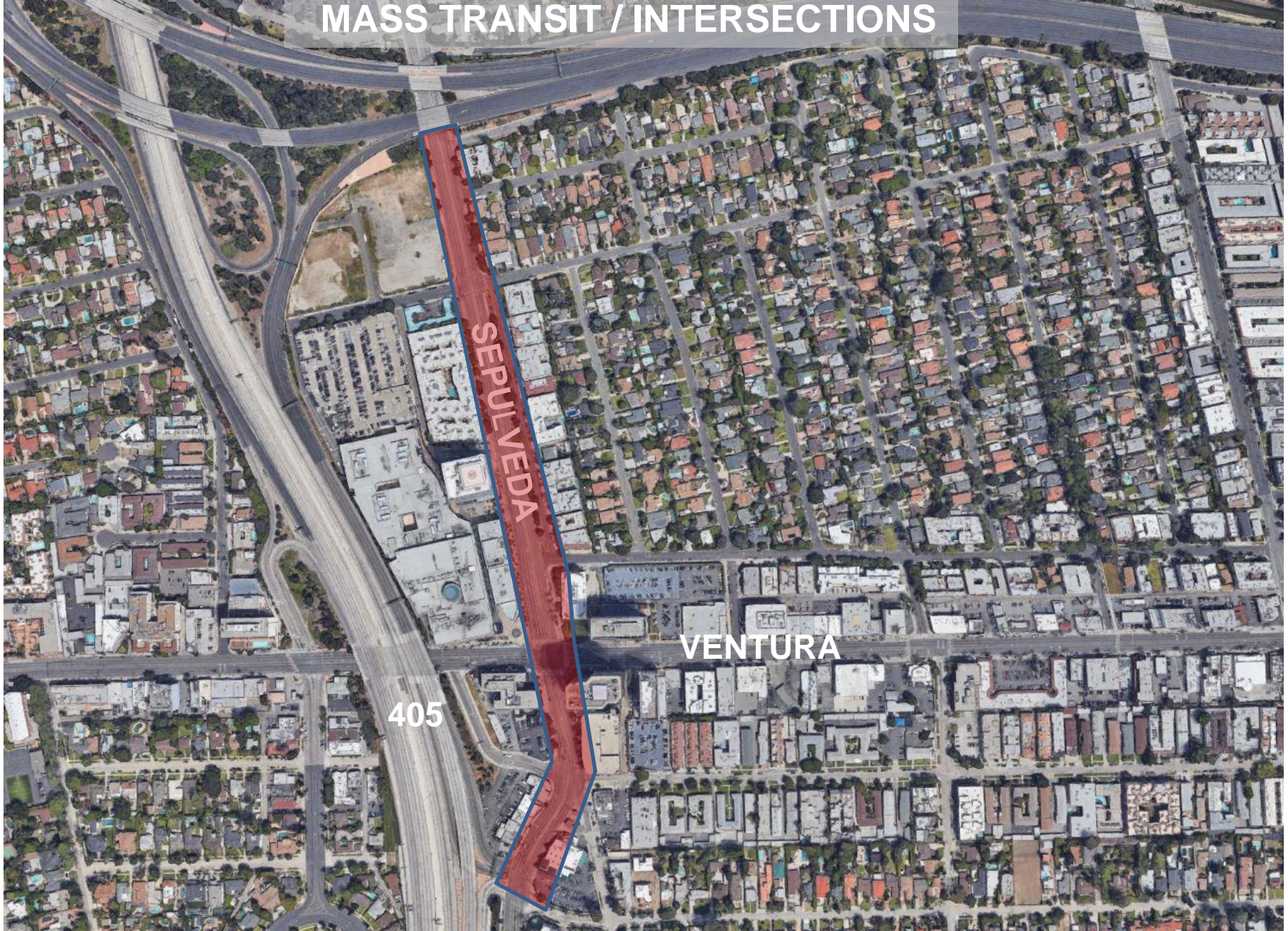




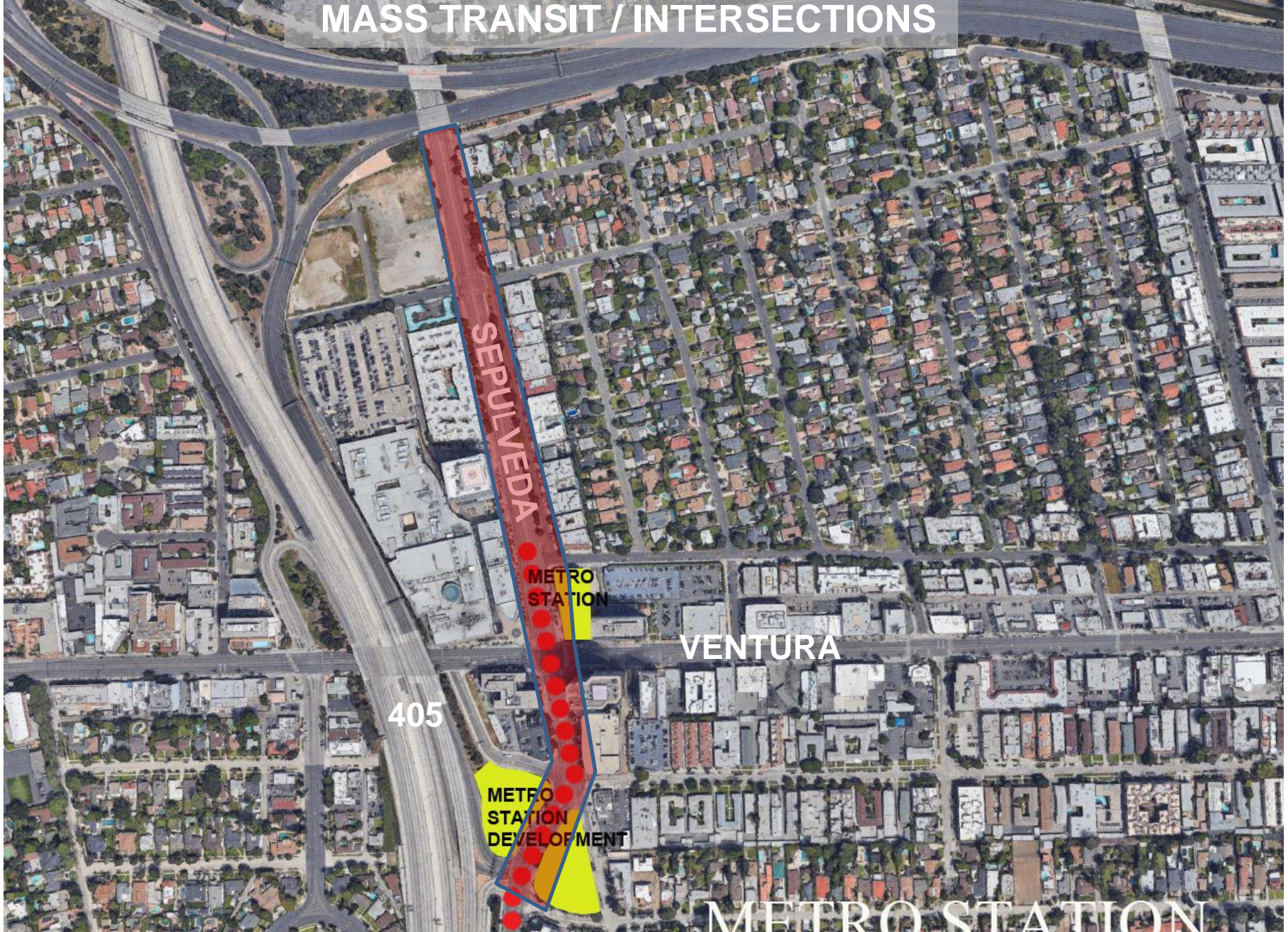
INCENTIVIZE DEVELOPERS TO EXTEND MOORPARK STREET AND TO CREATE COMMUNITY PLACES AND BEAUTIFULLY LANDSCAPED SPACES



# MASS TRANSIT / INTERSECTIONS



# MASS TRANSIT / INTERSECTIONS



405

SEPULVEDA

METRO STATION

VENTURA

METRO STATION DEVELOPMENT

METRO STATION

# MASS TRANSIT / INTERSECTIONS



# MASS TRANSIT / INTERSECTIONS



# MASS TRANSIT / INTERSECTIONS

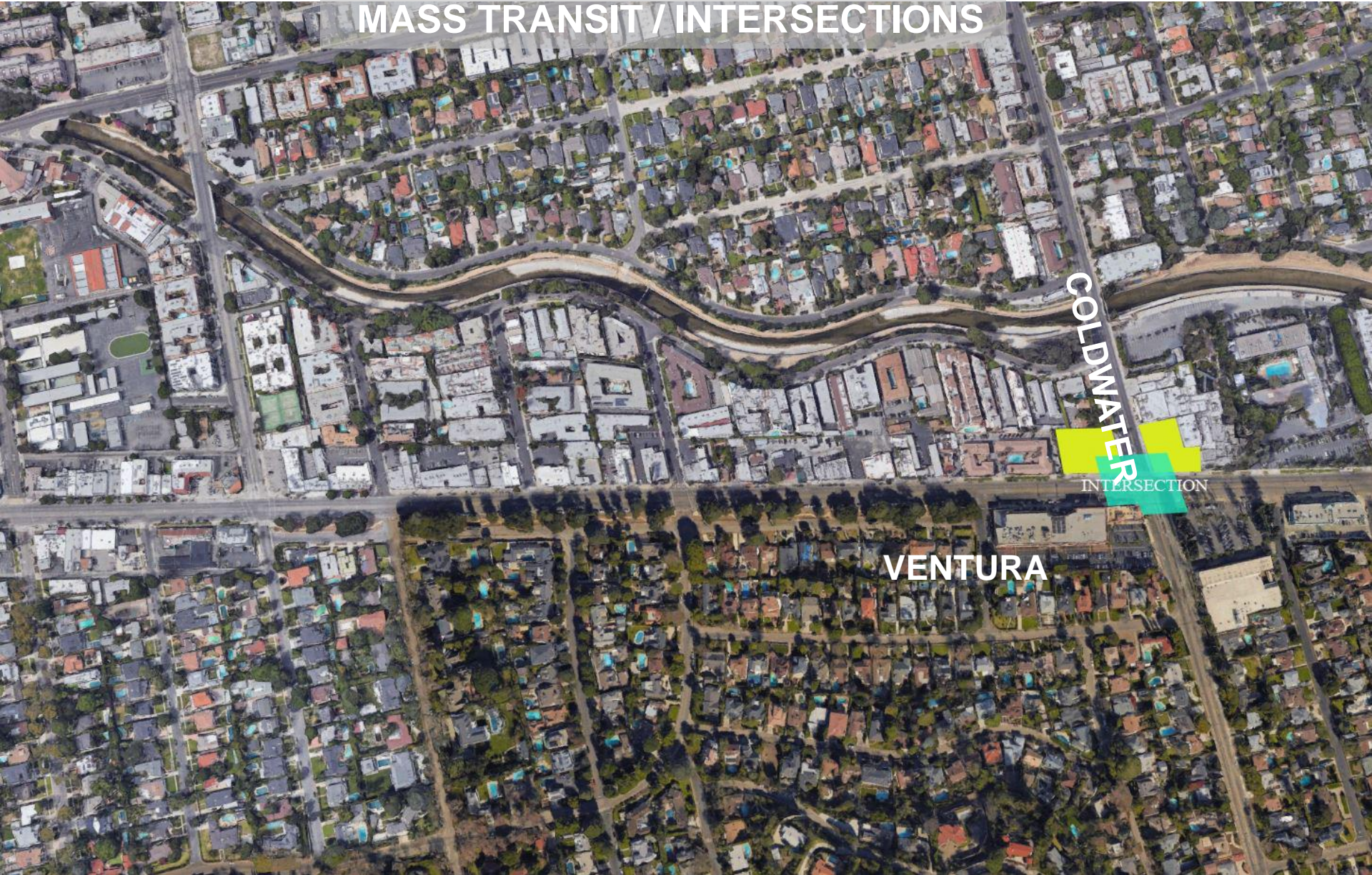


# MASS TRANSIT / INTERSECTIONS

Opportunity to encourage commercial revitalization radiating from Ventura & Van Nuys intersection.



# MASS TRANSIT / INTERSECTIONS



COLDWATER  
INTERSECTION

VENTURA



# TRANSIT OPTIONS

## Corridors

Trending: Retrofitting with multi-modal transportation + infrastructure



**Nice concept, but not possible with Sherman Oaks roadways.**

# TRANSIT OPTIONS



**This is the reality of Sherman Oaks roadways.**

# TRANSIT OPTIONS

## E-Velopods



Lime/E.L.F.

## Moped-share



Ionex

## Reconfigurable Vehicles



Cabin

## Amenity Fleets



Envy



UPS



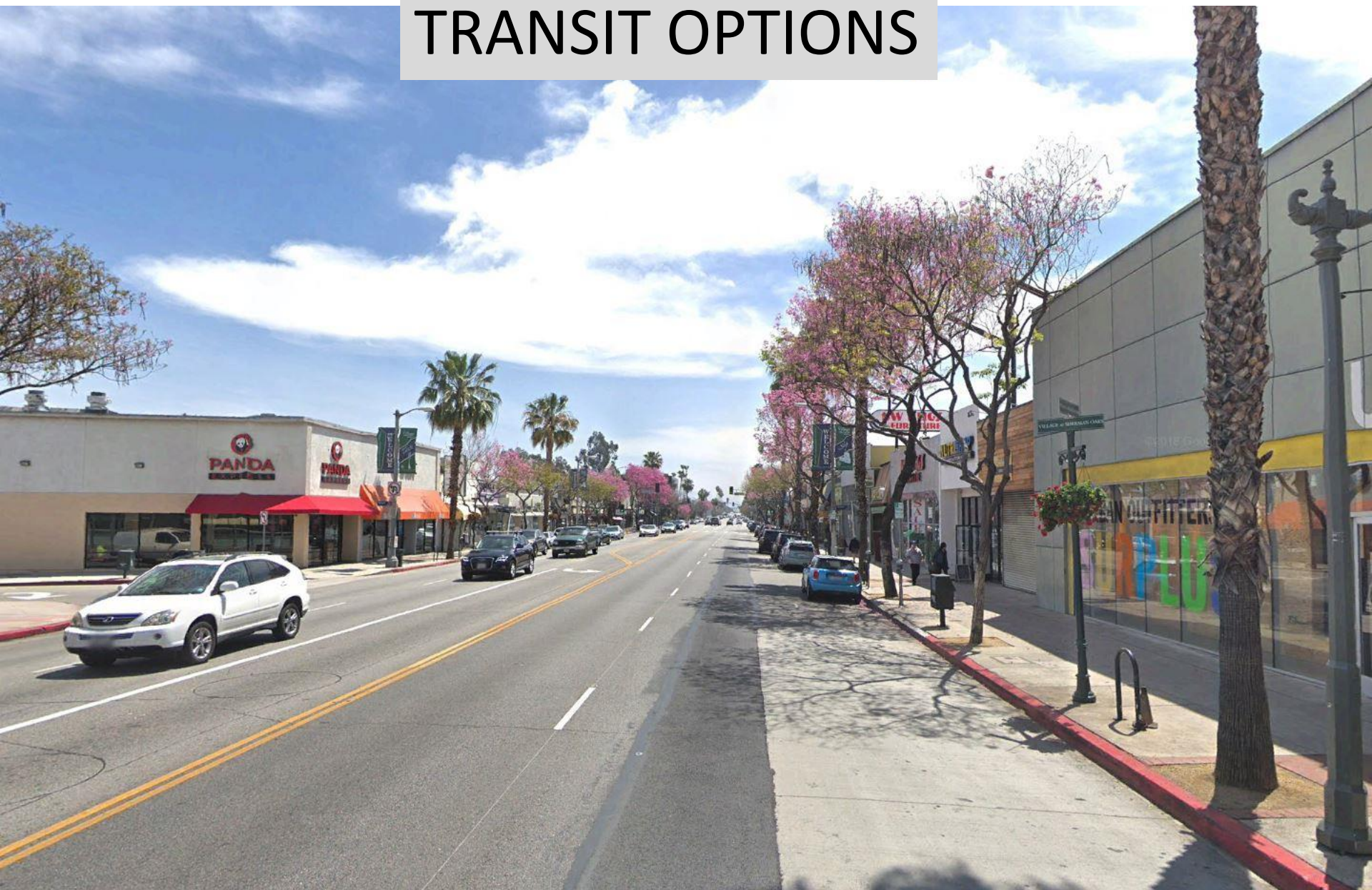
Toyota

# TRANSIT OPTIONS





# TRANSIT OPTIONS





## Option 1: Bus Only Lanes



## Option 2: Increase sidewalks, periodic transit stops






Existing



# Option 1: Buses and Trams Only

An aerial photograph of a city street, likely Sherman Oaks, showing a dense urban environment with multi-story buildings and flat roofs. A prominent road runs diagonally from the top-left towards the bottom-right. A thick green line is drawn along the left side of this road, and a thick red line is drawn along the right side. The green line starts near the top-left and ends near the bottom-right, following the road's path. The red line starts near the top-left and ends near the bottom-right, also following the road's path but slightly offset from the green line. The text "Option 2: Increase sidewalks, periodic transit stops" is overlaid at the bottom of the image.

Our community needs a mass transit system of buses and trams that are friendly and convenient enough to reduce dependency on individual autos.

**Option 2: Increase sidewalks, periodic transit stops**

Increase sidewalks, periodic transit stops



## Option 2: Periodic Transit Stops

- Reconfigured Lane
- Left Turn Pocket
- Tram Lane



**Concept:  
2 Sided Electric Tram - Center Lane**

- Traffic:**
- East Bound**
  - West Bound**
  - Tram**



# Option 3: Tram in Center Lane

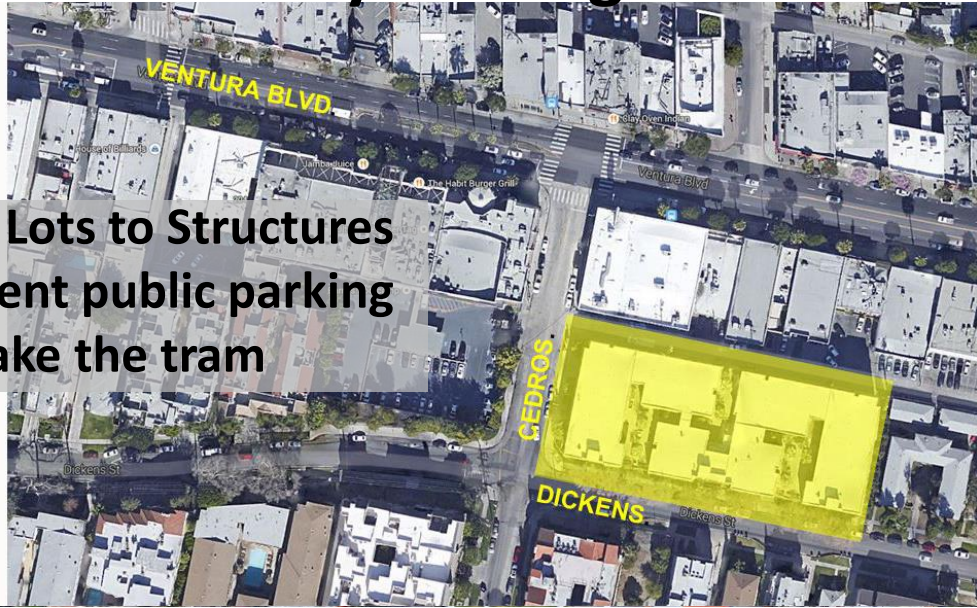
Increase sidewalks, periodic transit stops



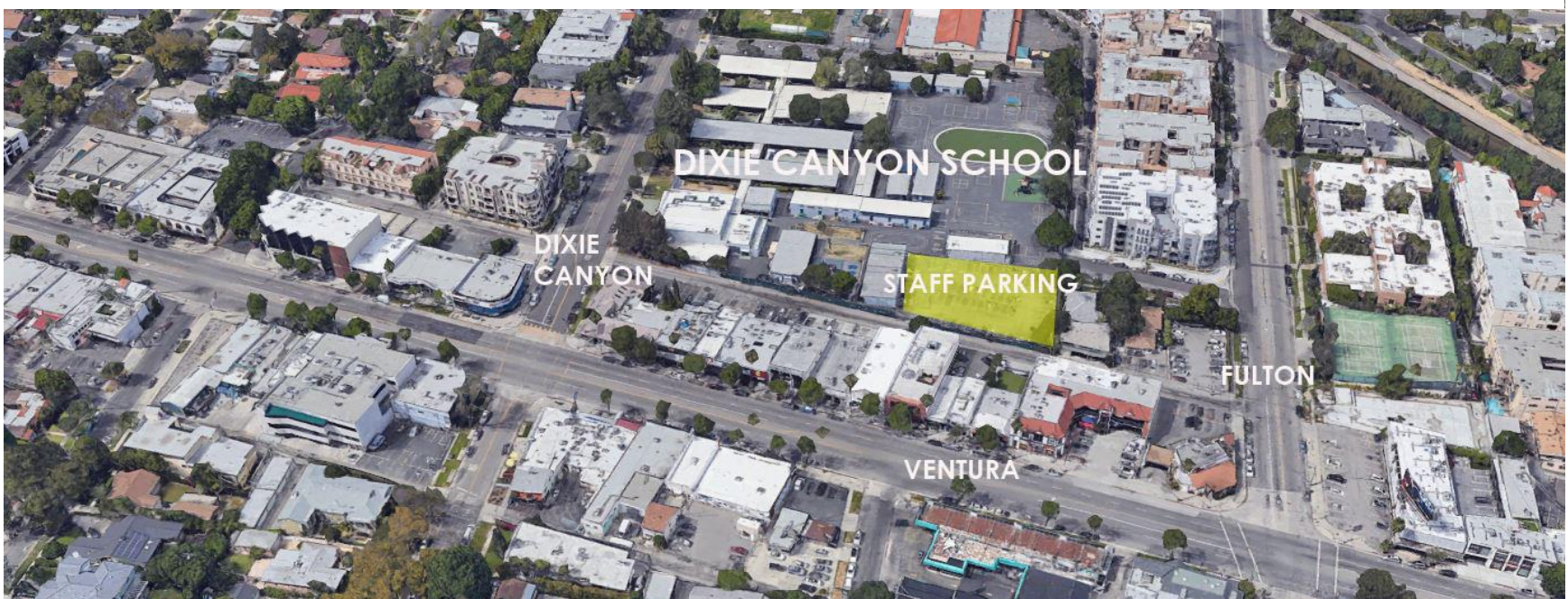
## Option 3: Tram in Center Lane

# Community Parking Structures

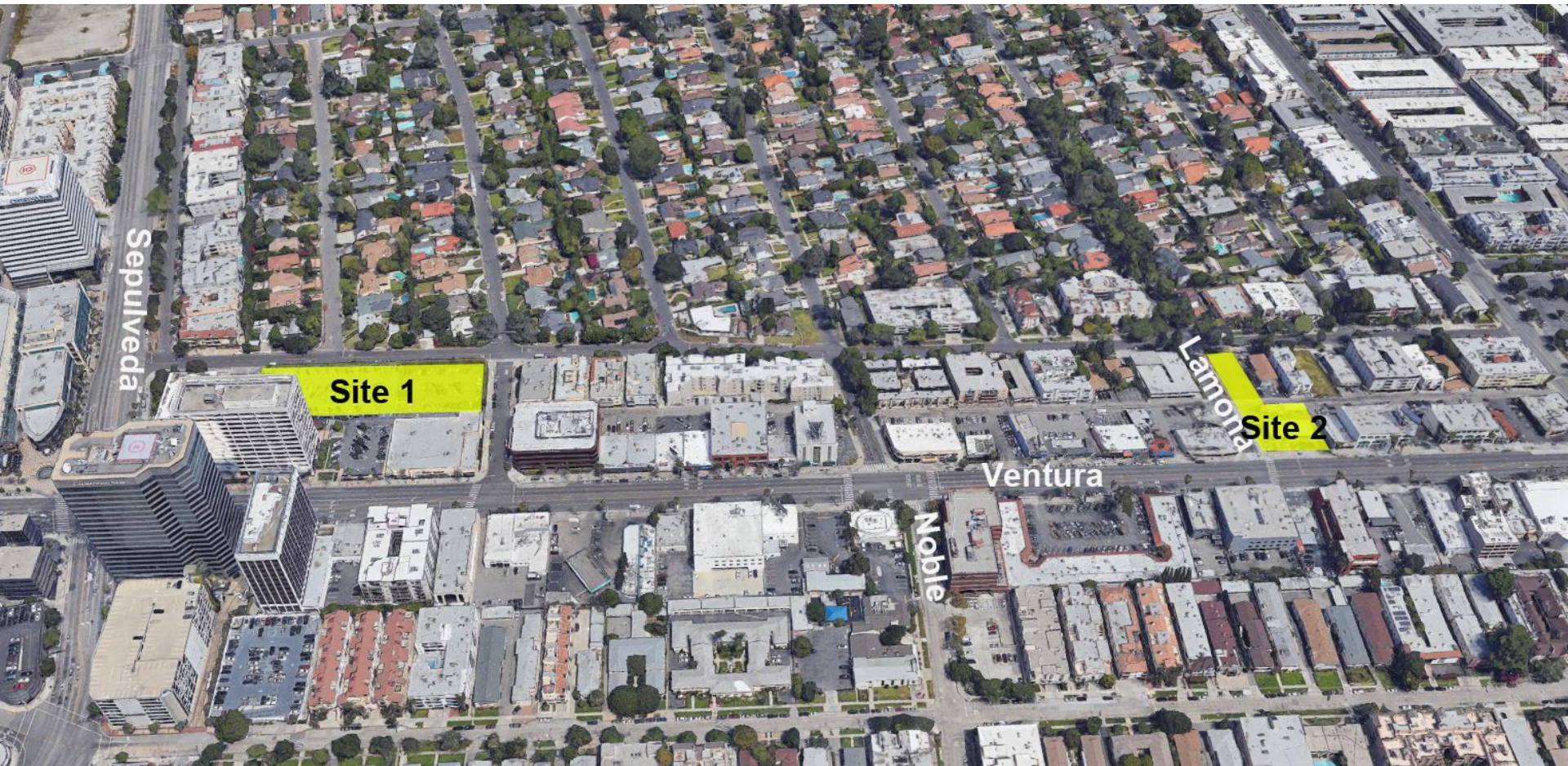
- Convert Surface Lots to Structures
- Provide convenient public parking
- Park once and take the tram



Commercial and Residential Areas of Sherman Oaks lack sufficient parking.



# Community Parking Structures



**Opportunities for potential community parking sites.**





# Pedestrian & Bike Connectivity Along the River

# LA RIVER VALLEY BIKEWAYS AND GREENWAYS DESIGN COMPLETION PROJECT

STREET CROSSINGS | TUNNELS



**CONCEPTUAL ONLY**

**Proposed tunnel concept...\$6M each**



**Connectivity**

If there is no underpass (tunnel)...  
A mid-block signalized  
crosswalk is required



Connectivity



This would required at:  
Sepulveda  
Kester  
Van Nuys  
Hazeltine  
Woodman  
Dixie Canyon/Moorpark  
Fulton  
Coldwater

**Connectivity**

**Fashion Square**

**101 Fwy**

**Bikeway  
LA River**

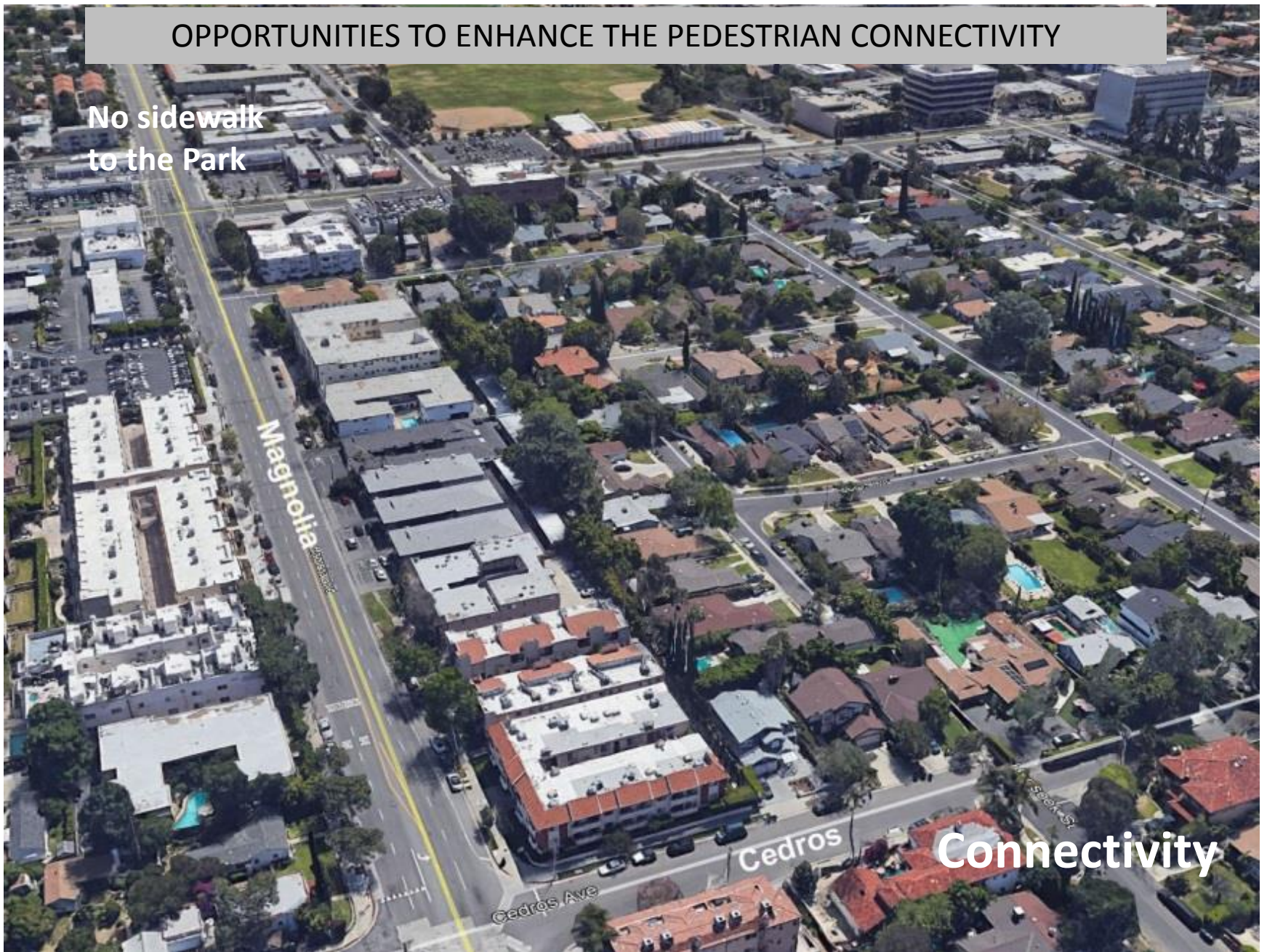
**Riverfront  
Development  
Opportunity**

**Woodman**

**Connectivity**

# OPPORTUNITIES TO ENHANCE THE PEDESTRIAN CONNECTIVITY

No sidewalk  
to the Park



# OPPORTUNITIES TO ENHANCE THE PEDESTRIAN CONNECTIVITY

No sidewalk  
to the Park

Missing  
sidewalk

Magnolia

Cedros

Cedros Ave

Connectivity

# OPPORTUNITIES TO ENHANCE THE PEDESTRIAN CONNECTIVITY



No Sidewalk  
to the School

Missing  
Sidewalk

Magnolia

Woodman

Matilya Ave

Connectivity



# OPPORTUNITIES TO ENHANCE THE PEDESTRIAN CONNECTIVITY

No Sidewalk  
Along major street

Missing  
Sidewalk

Connectivity

# OPPORTUNITIES TO ENHANCE THE PEDESTRIAN CONNECTIVITY



Fulton from Moorpark to Magnolia

## No Sidewalks along many major streets

There are many other "missing" sidewalks or interruptions. Examples: the west side of Coldwater between Riverside and Magnolia (also between Moorpark and Ventura Boulevard); south side of Riverside between Coldwater and Fulton.

These are major streets that have poor pedestrian connections and discourage safe, walkable neighborhoods.

## Connectivity

# OPPORTUNITIES TO ENHANCE THE PEDESTRIAN CONNECTIVITY



## Intersections that flood

Riverside at Coldwater; Riverside at Van Noord  
Do not have storm drain inlets.

Ventura at Cedros and the south side of Ventura flood.

These conditions occur throughout Sherman Oaks  
making uncomfortable and dangerous  
pedestrian situations.



## Connectivity

# OPPORTUNITIES TO ENHANCE THE PEDESTRIAN CONNECTIVITY



SHERMAN OAKS/  
VAN NUYS PARK

VAN NUYS

Connectivity

# OPPORTUNITIES TO ENHANCE THE PEDESTRIAN CONNECTIVITY



SHERMAN OAKS/  
VAN NUYS PARK

VAN NUYS

Connectivity

# OPPORTUNITIES TO ENHANCE THE PEDESTRIAN CONNECTIVITY

Incentivize or reward demonstrative community benefits with additional density/height. e.g.: Link residential area safely to park with a pedestrian bridge

VAN NUYS

SHERMAN OAKS/  
VAN NUYS PARK

Connectivity

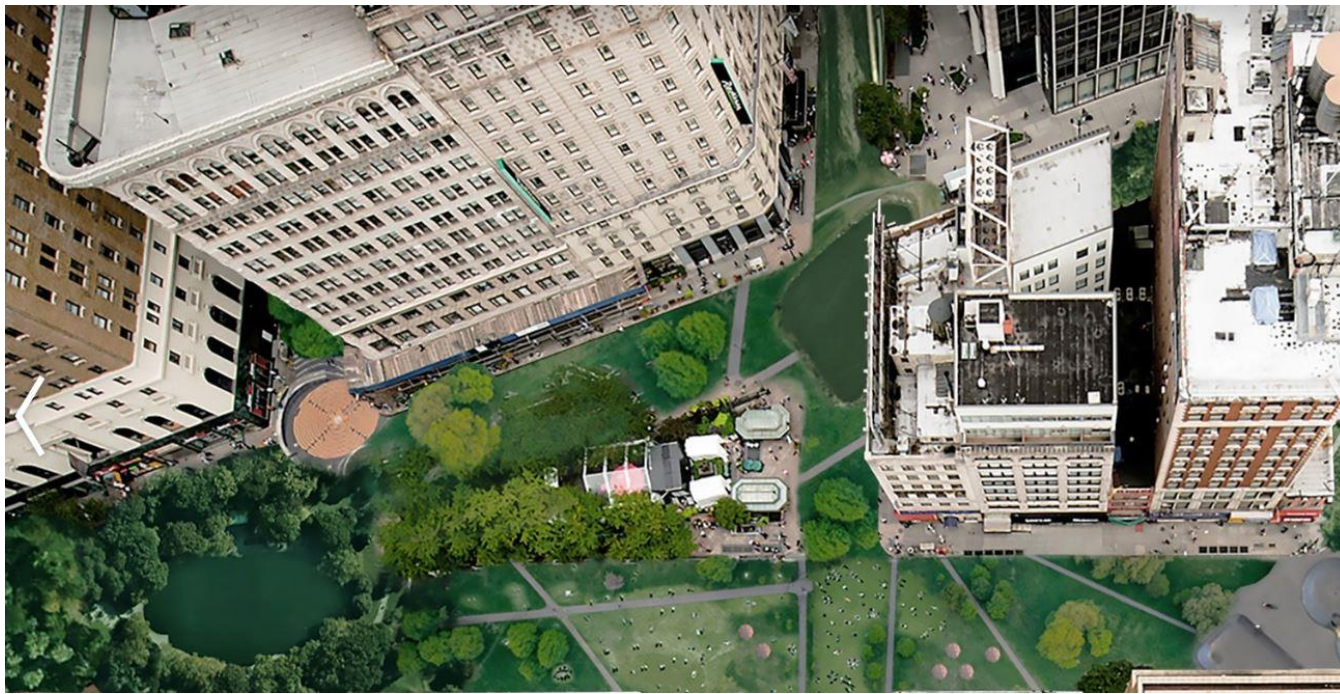
# OPPORTUNITIES TO ENHANCE THE PEDESTRIAN CONNECTIVITY



## RESIDENTIAL TRAFFIC CALMING



# NEW YORK DRIVERLESS-CAR PROPOSALS







**GOAL:  
A MORE WALKABLE  
AND GREENER  
SHERMAN OAKS**





# SHERMAN OAKS



## COMMUNITY PLAN UPDATE

# GUIDELINES

## Guidelines to Enhance Livability in Sherman Oaks

### THE SIX GUIDELINES

The **VISION** Committee proposes six Guidelines that will enhance livability and set a foundation for residents, government, businesses, and developers to collaborate for the benefit of the community. The Guidelines make it easier for developers to work with our community. Sherman Oaks understands that working together for the entire community's good will help achieve needed housing and commercial space while retaining the unique qualities that make our community so desirable.

Guideline 1 – Protect R1 Single-Family Residential Neighborhoods

Guideline 2 – Increase Accessible Open Space

Guideline 3 – Encourage Visual Community Integration – Multifamily

Guideline 4 – Enhance the Public Realm – Commercial & Mixed Use

Guideline 5 – Establish Public/Private Parking Structures

Guideline 6 – Address Unique Densification Opportunities in Sherman Oaks

### OUR GUIDELINES WORK FOR ALL OF SHERMAN OAKS

We support the concept of affordable housing incentives and their higher-density mandate, and realistically believe that higher-density housing will become the norm across all areas of Sherman Oaks and Los Angeles. Our six Guidelines then become even more critical because they create well-designed housing while enhancing the livability and lifestyle of our community. The color legend of *Figure 1* details the four types of zoning in Sherman Oaks to help everyone understand how higher-density housing could impact our entire community in the future – and why our Guidelines must apply across this entire Sherman Oaks community.



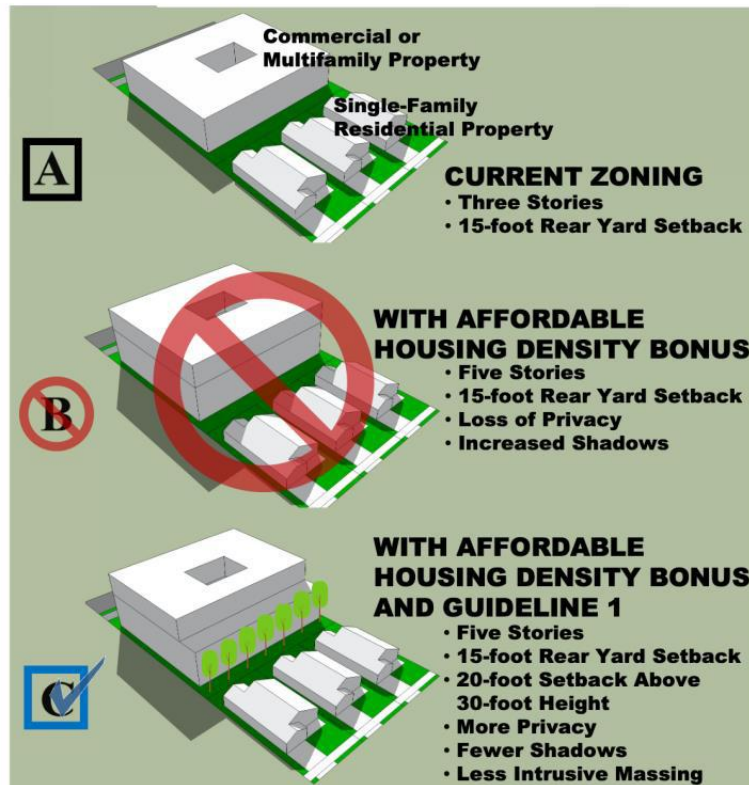
*Figure 1.* Our Guidelines Benefit Both Mandated Higher-Density Housing and All Housing Across Sherman Oaks

## Guidelines to Enhance Livability in Sherman Oaks

### GUIDELINE 1 – PROTECT R1 SINGLE-FAMILY RESIDENTIAL NEIGHBORHOODS

*Any commercial or multifamily property with a building higher than the currently allowable 30 feet should step back from a residential rear or side yard by a 45-degree angle, thus minimizing visual intrusion upon single-family residential housing.*

This **VISION** Guideline protects single-family residential properties that abut commercial or multifamily properties, as shown by the example panels in *Figure 2*. We also encourage planting large trees along shared property lines. Recommended trees include Fern Pine (*Podocarpus gracilior*), Buddha's Belly Bamboo (*Bambusa ventricosa*), Clumping Giant Timber Bamboo (*Bambusa oldhamii*), Brush Cherry (*Syzygium paniculatum*), and Brisbane Box (*Lophostemon confertus*). Everyone benefits because new higher-density projects will not physically overwhelm single-family residences, helping to encourage good-neighbor attitudes for all.



*Figure 2.* Panel A Shows Shadowing with Current Zoning and Panel B with Density Bonus, While Panel C Shows Reduced Shadowing with the Guideline's 45-degree Setback

## Guidelines to Enhance Livability in Sherman Oaks

### **GUIDELINE 2 – INCREASE ACCESSIBLE OPEN SPACE**

*Higher commercial or multifamily buildings should require larger percentages of publicly enhancing open space.*

Higher density requires more than minimum open space. Building higher to increase density can promote livability if done correctly, as shown on the left in *Figure 3*. Alternately, building higher with minimal open space creates light wells that limit light and air at lower levels and confronts communities with massive walls of building, as shown on the right in *Figure 3*. Such intelligent open space planning will establish better living environments for all residents even as density increases.

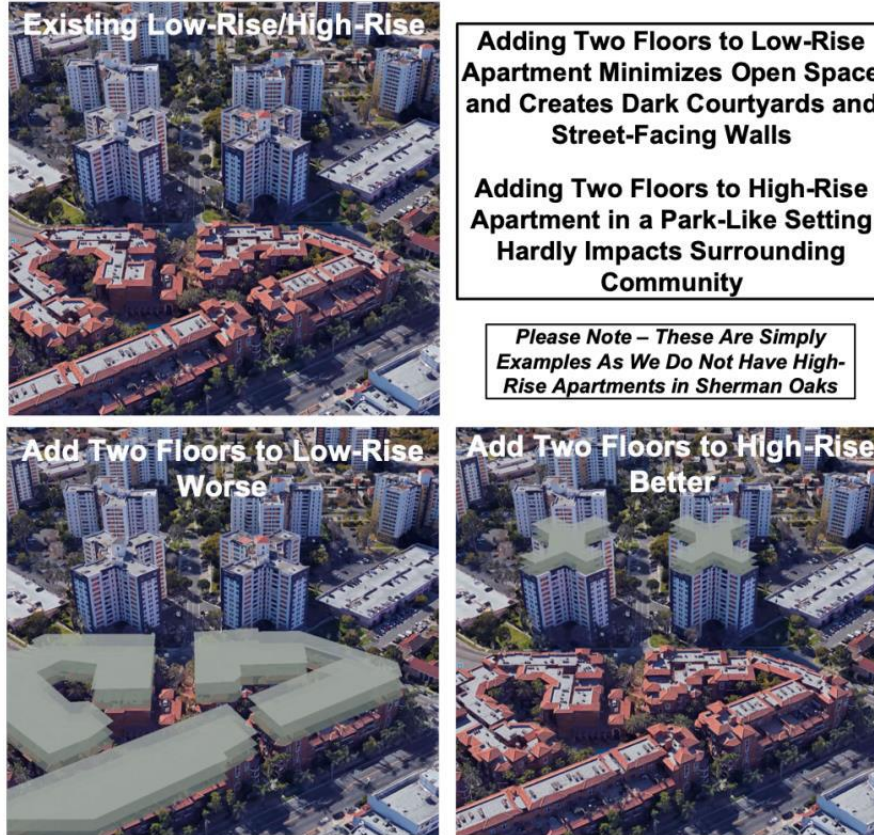


*Figure 3. Building Higher with More Open Space Does Not Create Negative Impacts (left), While Building Higher with Minimal Open Space Creates Negative Impacts (right)*

## Guidelines to Enhance Livability in Sherman Oaks

### GUIDELINE 2 – INCREASE ACCESSIBLE OPEN SPACE [CONTINUED]

**VISION** understands that taller buildings can make sense and minimally impact communities if they include significant open space. Low-rise buildings that sprawl can create dark wells and negatively impact communities with walls of buildings. High-rise buildings may more easily maintain significant open space and minimally impact communities, as illustrated in *Figure 4*.



*Figure 4.* Adding Floors to a High-Rise Apartment in a Park-Like Setting May More Positively Impact Communities Than Adding Floors to a Low-Rise Apartment in a Traditional Setting

## Guidelines to Enhance Livability in Sherman Oaks

### **GUIDELINE 3 – ENCOURAGE VISUAL COMMUNITY INTEGRATION – MULTIFAMILY**

*Multifamily residential buildings should have significant cutouts and recesses to visually expand the public realm and encourage community integration.*

**VISION** encourages visual community integration by ensuring that residential buildings integrate with the existing community fabric. Stepped, cutout, and recessed building walls fronting the street should be encouraged because they integrate residential projects into the existing community and visually expand the public realm, as shown in *Figure 5*. Courtyards open to the street view will further enhance the landscaped beauty of Sherman Oaks.

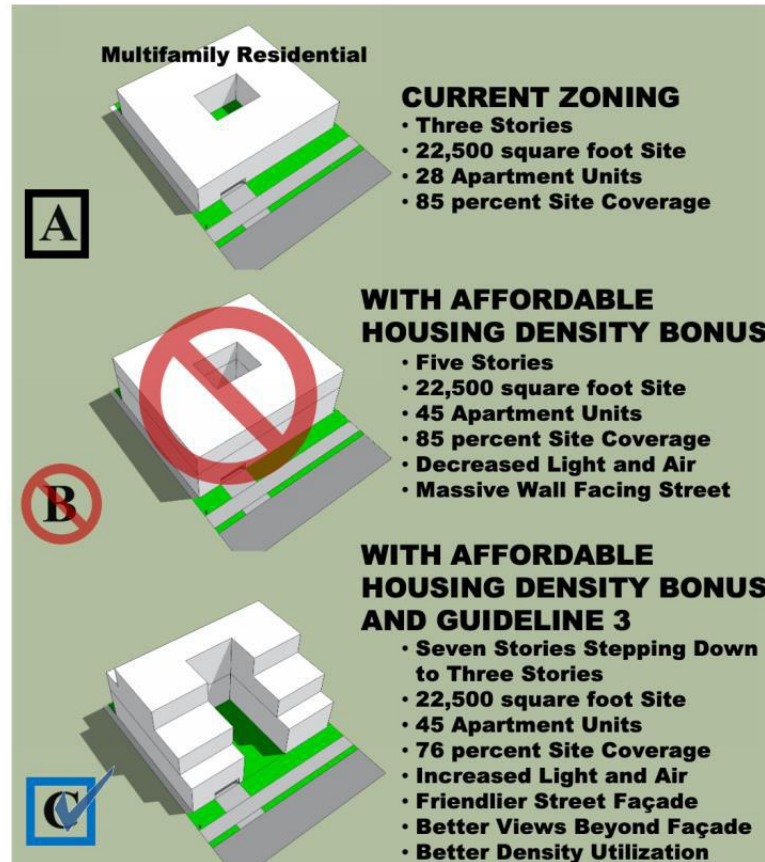


Figure 5. Panel A Shows Frontage Wall with Current Zoning and Panel B with Density Bonus, While Panel C Shows Stepped Wall Better Integrating with Community



## Guidelines to Enhance Livability in Sherman Oaks

### **GUIDELINE 4 – ENHANCE THE PUBLIC REALM – COMMERCIAL & MIXED-USE**

*Commercial mixed-use development projects should recognize the need to protect and enhance the local public realm.*

**VISION** understands that some commercial housing projects, depending on their location and size, should address the public right-of-way. Large projects might warrant a community open space or plaza as a community benefit for accepting density increases. Smaller projects should provide gathering spaces, walkable arcade-type areas, or other community spaces. Such enhancements and amenities turn development projects into community assets, rather than detriments.

Development projects that do not provide such public amenities should contribute to a fund for Sherman Oaks' ongoing efforts to enhance our public realm. The fund would be used to enhance local public-realm projects, as demonstrated by the examples in *Figure 6*.



*Figure 6. Development Projects Offer an Effective Method to Fund Public Realm Improvements, including Streets, Pathways, Right-of-Ways, Open Spaces, and Public and Civic Buildings and Facilities*

## Guidelines to Enhance Livability in Sherman Oaks

### **GUIDELINE 5 – ESTABLISH PUBLIC/PRIVATE PARKING STRUCTURES**

*Reduced on-site parking should require public/private-funded off-site parking structures, while trip fees for traffic challenges should fund community improvements.*

Projects that are incentivized with reduced parking for tenants and guests offer major cost savings to developers. Therefore, developers should be required to contribute to a community off-site parking structure fund. The City would use the contributed funds to build parking structures in existing local P-zone or commercial areas, as exemplified at the top of *Figure 7*. If a parking structure faces a residential zone, housing units would be encouraged to front the parking structure thus keeping the residential feeling of the street, as shown at the bottom of *Figure 7*.

The City should convince landowners of P-zone properties that they can financially benefit from such developments, as they would become major community benefits. The City should also encourage project developers to establish shuttle services for their tenants to and from remote parking structures.



*Figure 7. Parking Structures Could Be Built in Existing Parking-Zone Areas and Layered with Attractive Street-Facing Facades*

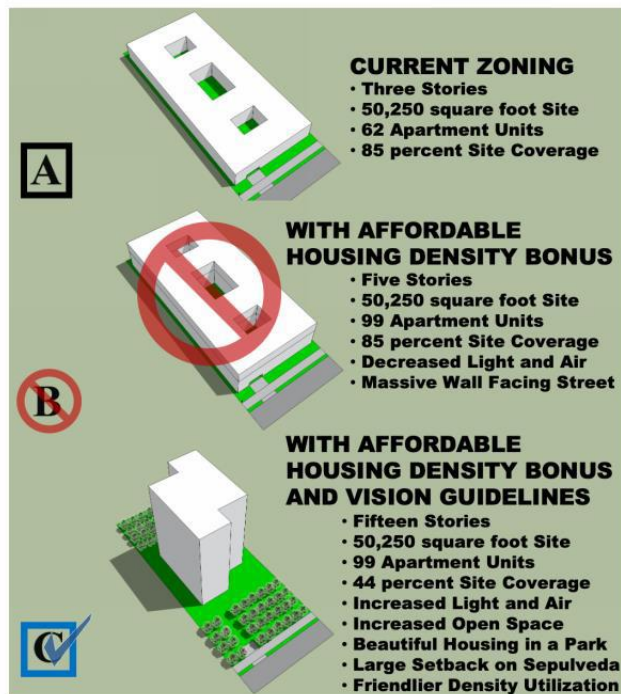
**VISION** further encourages the establishment of trip fees. Development projects that cannot mitigate existing traffic-congested areas should be assessed a trip fee that goes into a community fund for the building of parking structures and other mitigation measures. These fees would be spent for local community improvements, such as parking and traffic improvements or local parks. These and other mitigating measures can make a more aesthetic and better functioning community.

## Guidelines to Enhance Livability in Sherman Oaks

### **GUIDELINE 6 – ADDRESS UNIQUE DENSIFICATION OPPORTUNITIES IN SHERMAN OAKS**

*Certain Sherman Oaks areas offer unique densification opportunities that may receive height exemptions while still following all other **VISION** Guidelines.*

**Sepulveda as a Grand Boulevard** – Sepulveda Boulevard’s west side overlooks the Sepulveda Basin and is clearly separated from properties on the east side. This unique area is the only one where we recommend high-rise buildings, as shown in *Figure 8*. While meeting all other guidelines, high-rise buildings would also employ 40-foot landscaped setbacks with double rows of London Plane trees (*Platanus acerifolia* Columbia) along Sepulveda, to create a Grand Boulevard.



*Figure 8.* Panel A Shows a Building Under Current Zoning and Panel B Under a Density Bonus, While Panel C Shows an Alternate High-Rise Concept with Maximum Open Space

**Ventura Boulevard Specific Plan Increased Height Limit** – Ventura Boulevard is unique and can contribute to increased density. We recommend revising the building code to allow a uniform 45-foot height limit to the roof of the last occupied floor, measured from the highest ground point adjacent to the building, and allow shaded canopy structures above rooftop open space. The SONC PLUM Committee must approve all residential and commercial projects in the Specific Plan.

## **Guidelines to Enhance Livability in Sherman Oaks**

### **SUMMARY AND POSITIVE GUIDELINE EXAMPLES**

We summarize our six higher-density housing *VISION* Guidelines below, along with their benefits to our community and the environment.

#### **Guideline 1 – Protect R1 Single-Family Residential Neighborhoods**

*Any commercial or multifamily property with a building higher than the currently allowable 30 feet should step back from a residential rear or side yard by a 45-degree angle, thus minimizing visual intrusion upon single-family residential housing.*

Community Benefit – New higher-density projects will not physically overwhelm single-family residences and will help encourage a good-neighbor attitude.

Environmental Benefit – Fewer aesthetic, noise, light, glare, and land use impacts will occur because of buffers between higher to lower density. Step backs will create better buffer between commercial and residential land uses, diminishing intrusion on those more vulnerable.

#### **Guideline 2 – Increase Accessible Open Space**

*Higher commercial or multifamily buildings should require larger percentages of publicly enhancing open space.*

Community Benefit – Increased open space will establish better living environments for all residents or occupants even as density or intensity increases, and also will allow the ability to create open-space networks.

Environmental Benefit – Fewer aesthetic, land use, and recreation impacts will occur because of more active and passive open space and less site coverage.

#### **Guideline 3 – Encourage Visual Community Integration – Multifamily**

*Multifamily residential buildings should have significant cutouts and recesses to visually expand the public realm and encourage community integration.*

Community Benefit – Courtyards open to the street view will further enhance the landscaped beauty of Sherman Oaks.

Environmental Benefit – Fewer aesthetic impacts will impact residents or occupants because all projects must adhere to certain basic design precepts.

## **Guidelines to Enhance Livability in Sherman Oaks**

### **SUMMARY AND POSITIVE GUIDELINE EXAMPLES [continued]**

#### **Guideline 4** – Enhance the Public Realm – Commercial & Mixed-Use

*Commercial mixed-use development projects should recognize the need to protect and enhance the local public realm.*

Community Benefit – Public enhancements and amenities will turn higher-density developments into community assets, rather than detriments.

Environmental Benefit – Better aesthetics and public services because greater public realm investment will lessen burdens on the public sector. This enhancement will establish new public areas.

#### **Guideline 5** – Establish Public/Private Parking Structures

*Reduced on-site parking should require public/private-funded off-site parking structures, while trip fees for traffic challenges should fund community improvements.*

Community Benefit – These and other resultant mitigating measures will make a more aesthetic and better functioning community.

Environmental Benefit – Better aesthetics and more locally available parking for residents, businesses, and visitors.

#### **Guideline 6** – Address Unique Densification Opportunities in Sherman Oaks

*Certain Sherman Oaks areas offer unique densification opportunities that may receive height exemptions while still following all other **VISION** Guidelines.*

Community Benefit – Higher buildings will result in less site coverage and will allow more landscaping that faces the public realm.

Environmental Benefit – Better aesthetics, increased transit usage, and more open space will result from localized higher density.

**We hope that residents, elected officials, businesses, and local leaders join us in continuing to make Sherman Oaks one of our city's most desirable communities.**



# SHERMAN OAKS

We thank Councilmember David Ryu and our Community leaders both current and past who have supported the efforts of the VISION Committee.

We pass on this document to the future leaders of Sherman Oaks with the hope that they continue our pursuit to enhance livability in Sherman Oaks.

COMMUNITY PLAN UPDATE

2020