

SHERMAN OAKS



A VISION FOR SHERMAN OAKS
INPUT TO THE
COMMUNITY PLAN UPDATE

2020

SHERMAN OAKS

Mission

The **VISION** Committee prepared A Vision for Sherman Oaks 2020 - Input to the Community Plan Update with 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) Board Member

Tom Boulet – Sherman Oaks Historian

Jackie Diamond – SONC PLUM Committee

Tom Glick – SOHA Board Member

Maria Pavlou Kalban – SOHA Board Member

Mikie Maloney – SONC PLUM Committee

Sue Steinberg - SONC PLUM Committee

Contributors

Jules Feir, Jeffrey Hartsough, Rick Mayer, Jay Weitzler, Giulio Zavolta, Ron Ziff and a long list of community members.

2020

SHERMAN OAKS



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A VISION FOR SHERMAN OAKS INPUT TO THE COMMUNITY PLAN UPDATE

INTRODUCTION & SUMMARIES

INTRODUCTION

The VISION Committee was founded in 2012 as part of the Sherman Oaks Neighborhood Council (SONC). The committee studies various aspects of our built and landscaped environment with the overarching mission of a greener, more beautiful, and more equitable community with enhanced walkability. We documented our initial studies in *A Vision for Sherman Oaks*, as approved by the SONC Board in 2013. Over subsequent years, we restudied various aspects of our community and developed a set of visions for future evolution of Sherman Oaks over the next 20 years. Our studies evolved a detailed specific set of inputs to the City's 2020 Sherman Oaks Community Plan Update, as provided in this document.

In preparing *A VISION for Sherman Oaks 2020 - Inputs to the City's Sherman Oaks Community Plan Update*, we were challenged by what data to provide and how best to assemble it. Over eight years of monthly public meetings, we conducted multiple studies to help us understand the potentials of our community, identify the specific benefits that would enhance the lives of all who live, work, and visit Sherman Oaks, and guide discussions of future land use opportunities. We began by looking into Sherman Oaks history, then focusing on the purposes of the Community Plan Update, and finally on the base principles of our inputs to the update.

BRIEF SHERMAN OAKS HISTORY

Sherman Oaks began as a land speculation development triggered by a new Los Angeles Aqueduct terminus in the San Fernando Valley. General Moses Hazeltine Sherman, co-owner and operator of the Los Angeles Suburban Homes Company, focused his early development in Sherman Oaks, which continues to bear his name. In 1927, Sherman subdivided one thousand acres, selling each for about \$780 per acre.



Since its original development almost one hundred years ago, Sherman Oaks has grown to approximately nine square miles as shown on the map to the right. In our current Community Plan, Sherman Oaks is divided into Sherman Oaks and North Sherman Oaks. The 2018 American Community Survey lists Sherman Oaks' population at 70,176 persons and 30,414 households, with an average age less than 40 years. The community is transitioning from a sleepy, bedroom community to a vibrant community of young and middle-aged professionals. Sherman Oaks enviably has one of the lowest community densities in the City of Los Angeles at 7,500 persons and 3,300 households per square mile. Yet our community also has affordable housing concerns that must also be fairly resolved over the next few years.



PURPOSES OF A COMMUNITY PLAN

A Community Plan provides the land-use vision and values for a distinct geographic area. The plan's goals and policies, together with the General Plan Land Use Map, guide decision-making with respect to land use, including legislative decisions, adoption of overlay zones, supplemental development regulations, amendments to the land use or zoning maps.

The Community Plan establishes a community's primary concepts and overall desires, as stated in the community's Vision Statement. As the City implements its Community Plan, decision-makers use the community's vision to help them strike an appropriate balance between competing goals and policies. This shapes and molds positive community change, fosters sustainable land use patterns, and trades off unique community character with citywide policies and regional initiatives. The City's final Sherman Oaks Community Plan Update will be a working document that guides development for a decade and benefits all sectors of the community including:

- Residents and Neighborhood Councils – The Community Plan identifies the type and scale of land uses permitted, describes changes that may impact neighborhoods, and explains policies, design guidelines, and implementation programs that guide future development decisions.
- Businesses – The plan identifies land-use measures that support businesses and encourage future success. The plan includes policies to support and enhance commercial and industrial development. It further discusses land-use strategies for attracting new investment in commercial centers and corridors.

- Developers – The plan introduces the community and its desires, and provides background information. Developers use the plan’s maps, policies, design guidelines, and implementation programs to better understand what type of development may occur, and where.
- Public Officials – The Community Plan is a part of the citywide General Plan, which is the basis for land use decisions by the City Planning Commissions, other boards and commissions, and the City Council.
- Public Agencies – The plan supports future decisions and actions, such as transportation infrastructure improvements, parks, and schools. Community Plan policies establish boundaries and priorities for planning decisions.

PRINCIPLES OF OUR COMMUNITY PLAN UPDATE INPUTS

Good land use planning in a well-crafted and engineered Community Plan creates vibrant neighborhoods and supports economic prosperity. A healthy, well-planned community strives to achieve quality, equitable housing at all income levels, great food and dining options, plentiful shopping and services, multiple recreational and open spaces, and a diverse variety of entertainment choices. In a vibrant neighborhood, property owners invest in their property, keeping living conditions safe and property well-managed and maintained.

Sherman Oaks neighborhoods, including single-family and multi-family, are well-established and deserve meaningful protection as other parts of the community grow. We anticipate the Community Plan to generally direct growth away from these existing residential neighborhoods. We encourage transit-oriented districts and corridors in commercial centers, with effective affordable housing requirements. We encourage transformations with increasing residential and commercial density in specific areas of Sherman Oaks. We expect the Community Plan Update to accommodate much of Sherman Oaks' projected 2040 population increase along major transit corridors such as Sepulveda Boulevard, Van Nuys Boulevard, Fulton Avenue, Coldwater Canyon Boulevard, Ventura Boulevard, Riverside Drive, and Burbank Boulevard. We encourage enhancements toward a unique urban lifestyle in our walkable commercial district along Ventura Boulevard featuring restaurants, entertainment, and shopping.

To these ends, we propose carefully designed and coordinated sequences of public spaces creating a sense of community emphasizing the value of public realm and urban fabric. We recommend public amenities throughout Sherman Oaks, bringing an enhanced quality of experiences within walking distance of our many residential areas. We suggest lively new gathering places bringing refreshed energy to our neighborhoods with designs that respect and build upon the existing environment. We address increased density head on, seeking a cohesive identity as a walkable garden community with an inviting public realm and stately trees. We have focused our inputs to the Community Plan Update around five key principles:

1. Outlining a vision for Sherman Oaks' long-term physical/economic development and community enhancement;
2. Providing strategies and specific actions that allow this vision to be accomplished;
3. Establishing a basis for judging whether specific development proposals and public projects are in harmony with Community Plan Update policies and standards;
4. Directing City departments, other public agencies, and private developers to design projects that enhance the character of our community and take advantage of its setting and amenities; and
5. Establishing priorities for detailed plans and implementing programs, such as the Zoning Ordinance, design overlays, development standards including equitable, affordable and mixed-income housing in all residential developments, the Capital Improvements Program, facilities plans, redevelopment plans, and area plans.

ORGANIZATION OF THE VISION

We submit our VISION for Sherman Oaks 2020 - Inputs to the City's Sherman Oaks Community Plan Update to the community as a living document and look forward to additional inputs, ideas, and critiques. We organized our inputs document into seven sections: (1) History; (2) Goals; (3) Committee Reports and Recommendations (for open space, commercial, and residential); (4) Land Use; (5) Parks & Landscape; (6) Mobility; and (7) Guidelines.

Sincerely,

Jeffrey Kalban, Chair

Sherman Oaks Neighborhood Council Planning and Land Use and VISION Committees
November 2020

SUMMARIES

History

In 2017, a group of Sherman Oaks stakeholders, led by historian Tom Boulet, put together a pictorial history celebrating the Sherman Oaks 90th anniversary.

These images tell the story of our community's evolution from a land development by General Moses Sherman to the first developer subdivisions to 2017. The one overriding tale is one of the developer-led built environment.

Goals

The VISION Committee's primary goal to establishing a more walkable and greener Sherman Oaks is based on the "Garden Cities" movement.

Committee Reports & Recommendations

The VISION Committee established three research groups. The Open Space Study Group led by Maria Pavlou Kalban, the Commercial Areas Study Group led by Tom Glick and the Residential Study Group led by Sue Steinberg. These groups, of Committee members and interested Community stakeholders, researched their subject matter and studied examples from around the world.

Each group looked at what makes for more effective public space, lighting, and signage, better housing developments, and enriched retail experiences. Their recommendations highlight opportunities for an enriched lifestyle emphasizing ideas that may be implemented in Sherman Oaks as part of the Community Plan.

Land Use

The VISION Committee along with other Sherman Oaks stakeholders studied a large, detailed map of Sherman Oaks looking for opportunities for developments that may contribute to an enhanced public realm. In a five-month period of public meetings we identified 22 Opportunity Sites.

The Land Use Component proposes carefully designed and coordinated sequences of public spaces creating a sense of community and emphasizing the value of the public realm 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/commercial areas. Lively new gathering places 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.

Parks & Landscape

The VISION Committee put together a list of park and landscaping opportunities over a six-month period with input from all stakeholder groups. The purpose was to identify land parcels large enough to become public parks as well as smaller parcels for landscaping opportunities.

Every area of Sherman Oaks was considered. Meant as an extensive survey of opportunities, the study includes both public and private properties. The goal was to establish a more visually beautiful community, increase residential and business property value, improve business, enhance civic pride, and foster an exceptional quality of life in Sherman Oaks.

Mobility

The SONC VISION Committee and the entire Sherman Oaks community are tremendously concerned about reducing traffic, enhancing all forms of mobility, and improving safety. This section includes recommendations and support for the Metro Sepulveda Transit Corridor Project's fully underground subway concepts under either Van Nuys or Sepulveda Boulevards, and also for a potential monorail concept running above the 405 freeway median. The VISION Committee opposes and rejects any concepts that would operate elevated transit above Sepulveda Boulevard in Sherman Oaks or Van Nuys.

The section further offers recommendations and specific opportunities for improving pedestrian connectivity, optimizing mass transit, easing congestion, enhancing livability, and helping to beautify Sherman Oaks.

Guidelines

The VISION Committee offers six guidelines to enhance livability in Sherman Oaks. The guidelines are built around recognition that affordable housing and higher density mandates are necessary and coming in the near future. The guidelines provide information to property owners and developers that will allow achieving needed housing and commercial space while retaining the unique qualities that make our Sherman Oaks Community so desirable.

SHERMAN OAKS



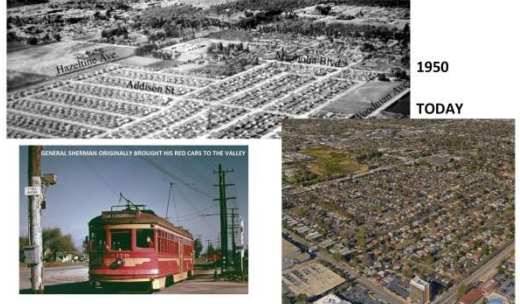
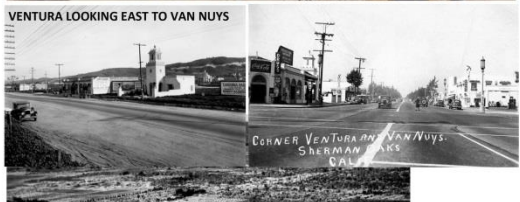
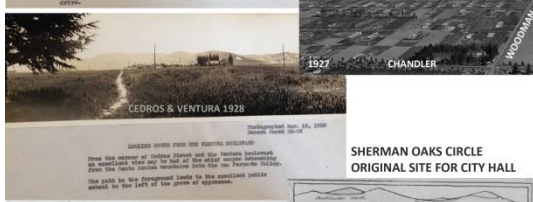
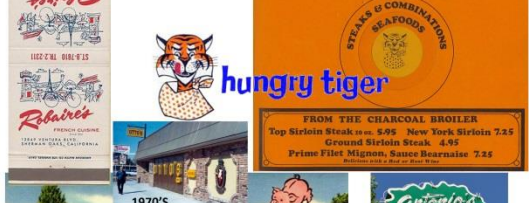
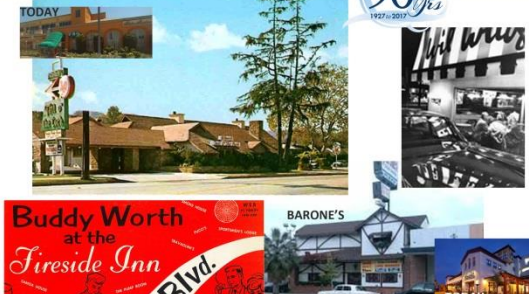
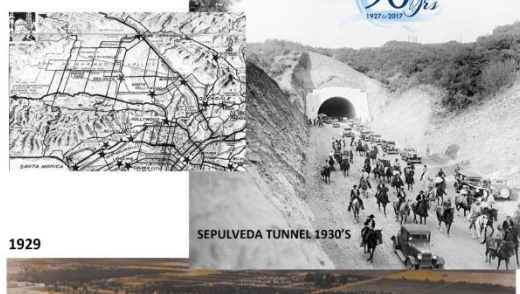
A VISION FOR SHERMAN OAKS
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HISTORY

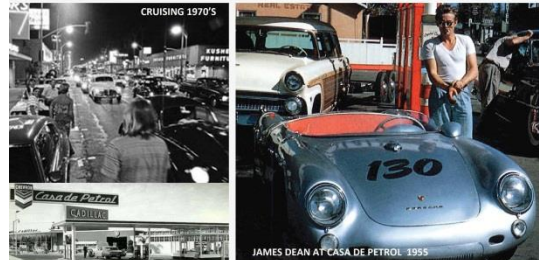
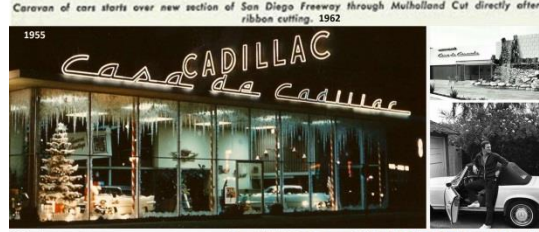
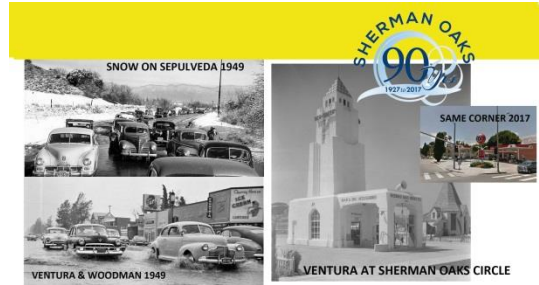
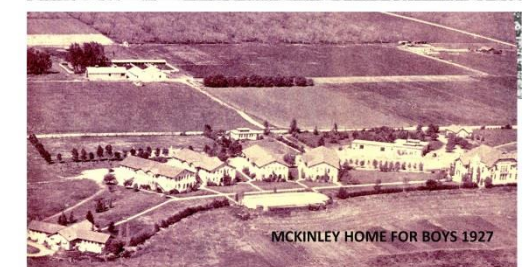
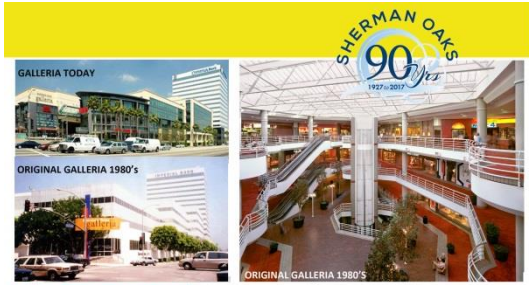
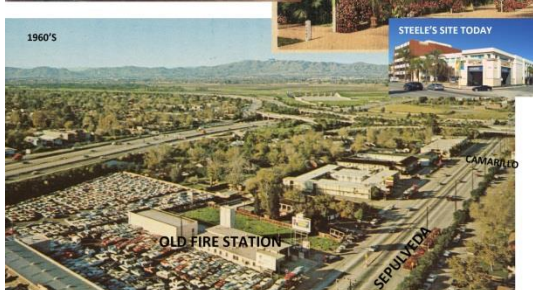
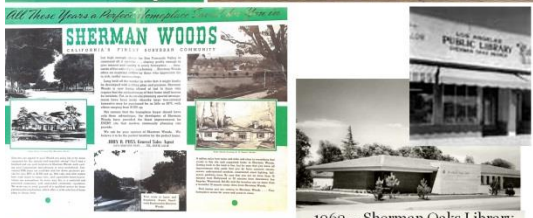
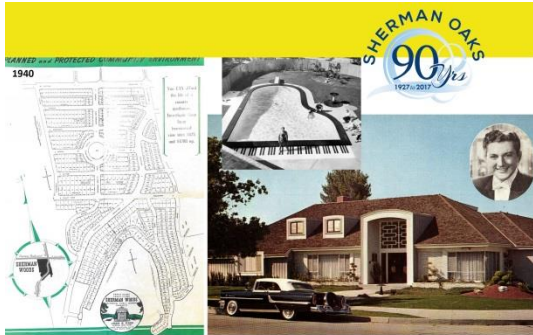
SHERMAN OAKS
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1927-2017

SHERMAN OAKS
90
1927-2017

SHERMAN OAKS
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1927-2017



IN 1927 SHERMAN OAKS BEGAN AS A LAND DEVELOPMENT ENTERPRISE



SINCE 1927 FREE MARKET FORCES HAS DRIVEN SHERMAN OAKS GROWTH

SHERMAN OAKS



A VISION FOR SHERMAN OAKS
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GOALS

Goals:

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

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.

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 to Howard's concept and many other garden cities inspired by his model have since been build all over the world.^[1]

History

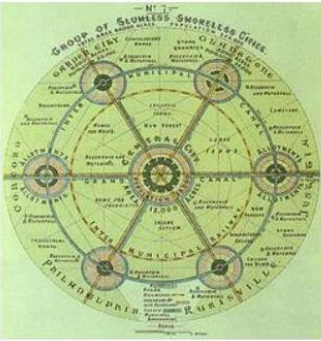
Conception

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.^[2]

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'.^[3]



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".^[4] 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.^[5] 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'.^[6] Howard tried to include working class cooperative organisations, which included over two million members, but could not win their financial support.^[7] 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.^[8]

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.^[9] 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.^[10]

Letchworth slowly attracted more residents because it brought in manufacturers through low taxes, low rents and more space.^[11] 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.^[12] 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."^[13] Likely in frustration, Howard bought land at Welwyn to house the second garden city in 1919.^[14] 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.^[15]

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.^[16]

SHERMAN OAKS



A VISION FOR SHERMAN OAKS INPUT TO THE 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



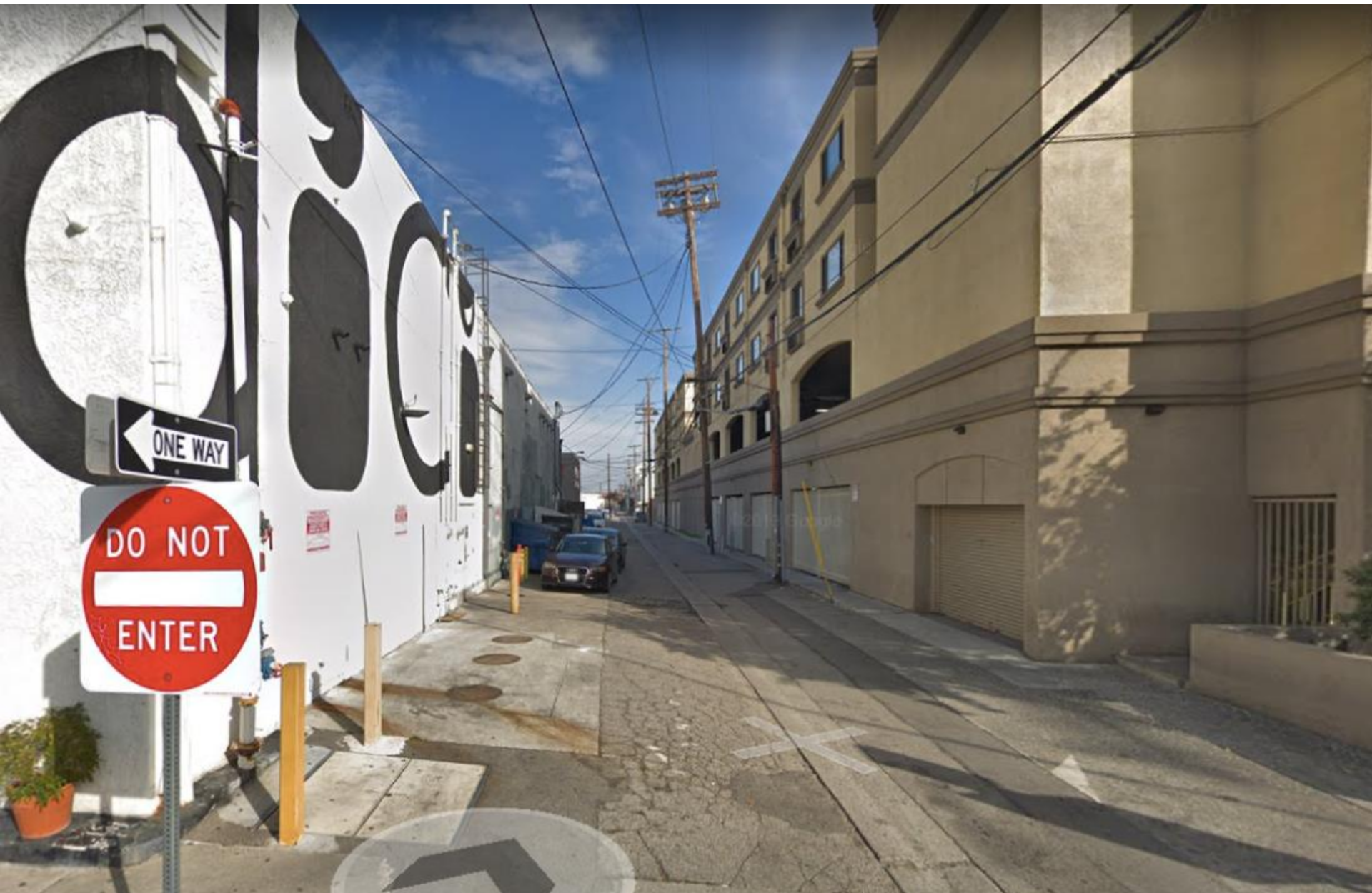
Manhattan Beach Greenway is a Successful Example



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

Passageway Opportunities

Amenities



Passageways Through Developments Enhance Pedestrian Experience



Successful Example in Santa Barbara



Successful Example in Santa Barbara

**If we plan streets 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

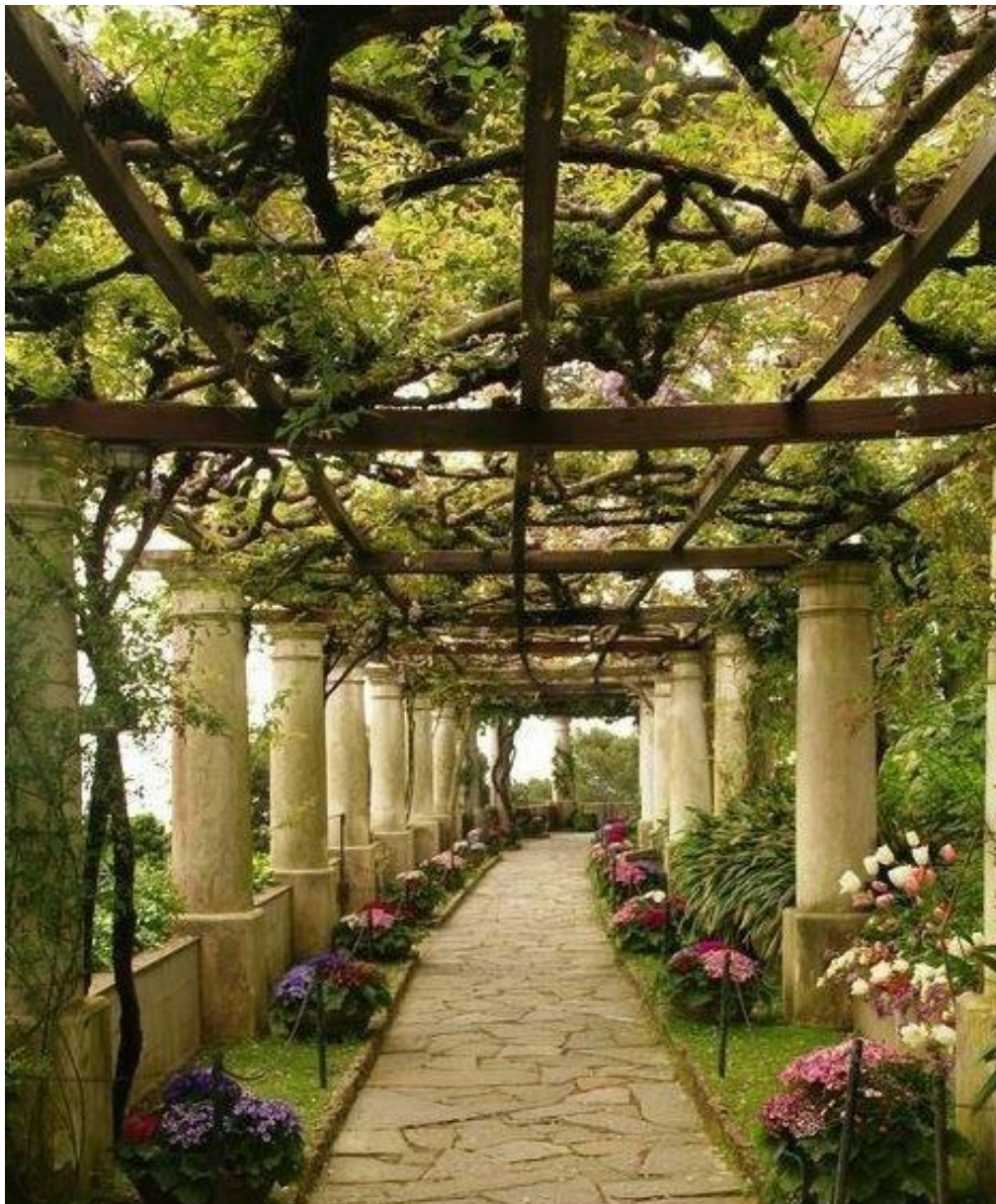
Shading Opportunities



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

Sherman Oaks Neighborhood Council
Vision Committee



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

Sherman Oaks Neighborhood Council
Vision Committee



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



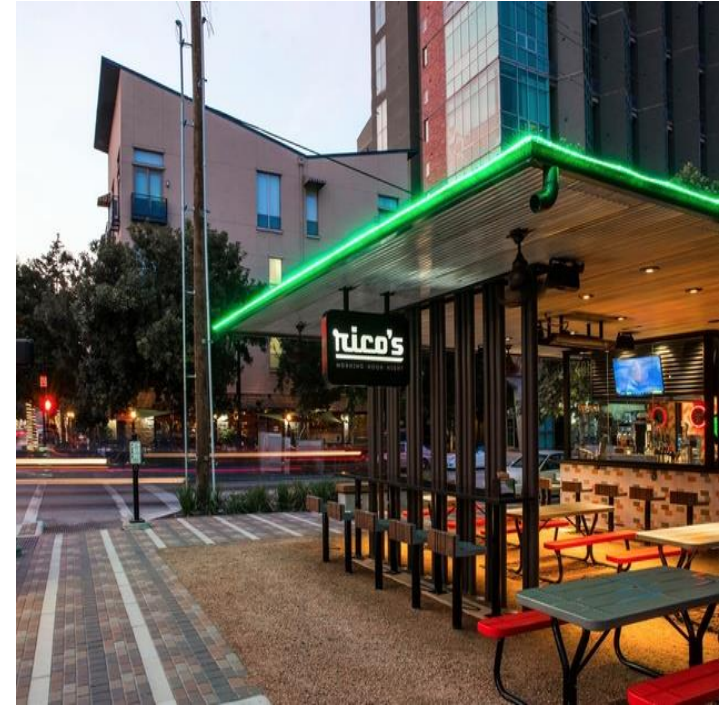
Encourage in private development live performances either organized or spontaneous.

Pedestrian Oriented Development



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

Pedestrian Oriented Development



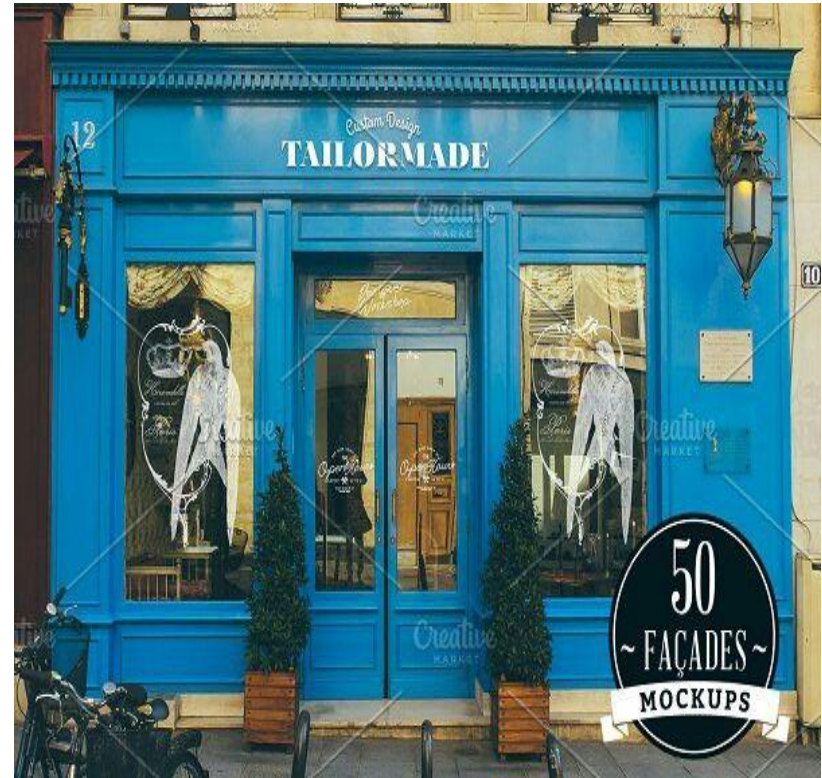
Provide for standards to encourage the activation of retail and commercial frontages.

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



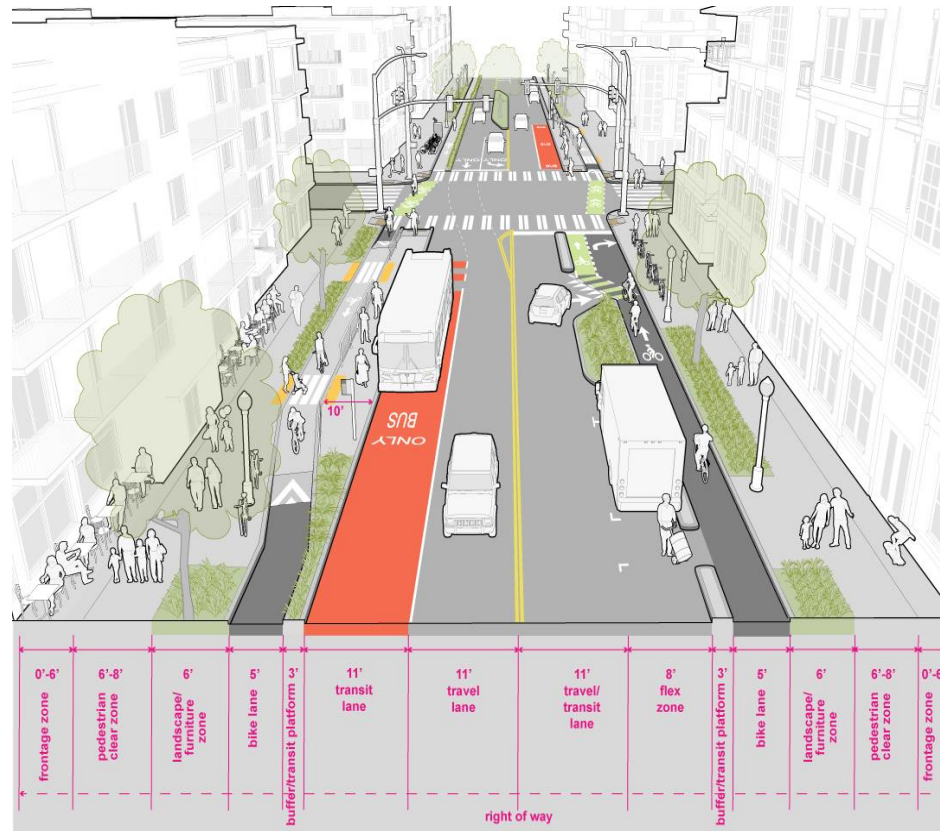
Development fee to be levied on all development to pay for public art, lighting district, murals, ...

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



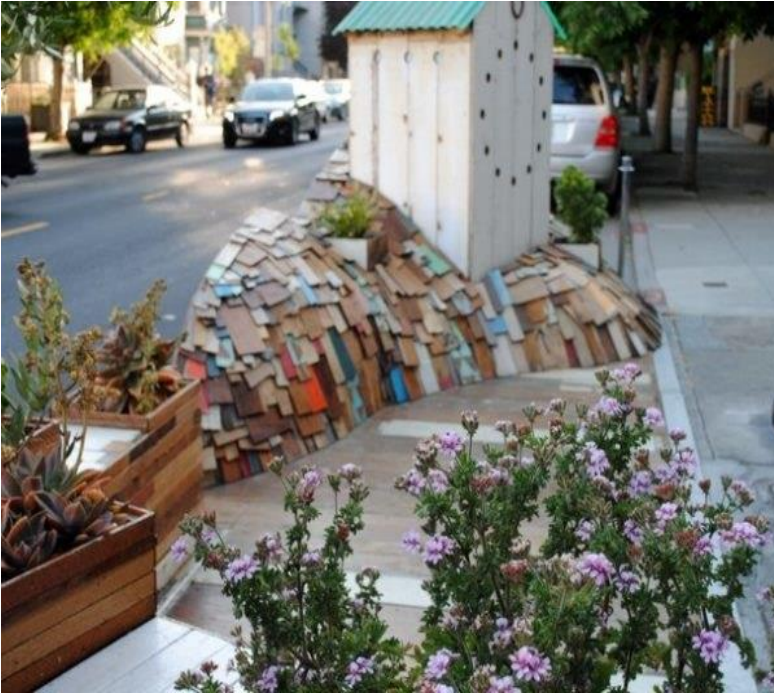
Creation of pedestrian only zones either temporarily or permanently.

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.

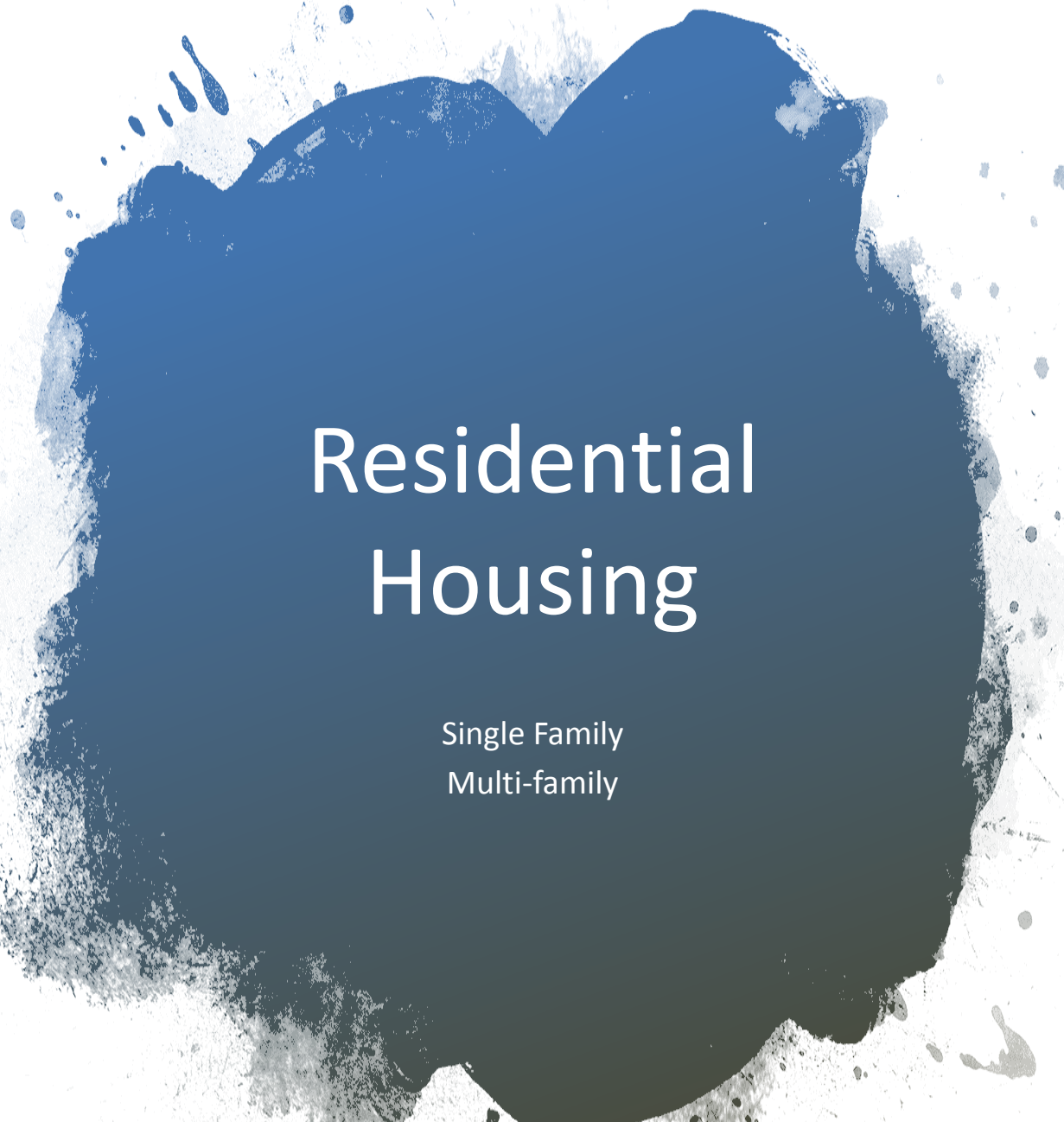
Development Standards



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:

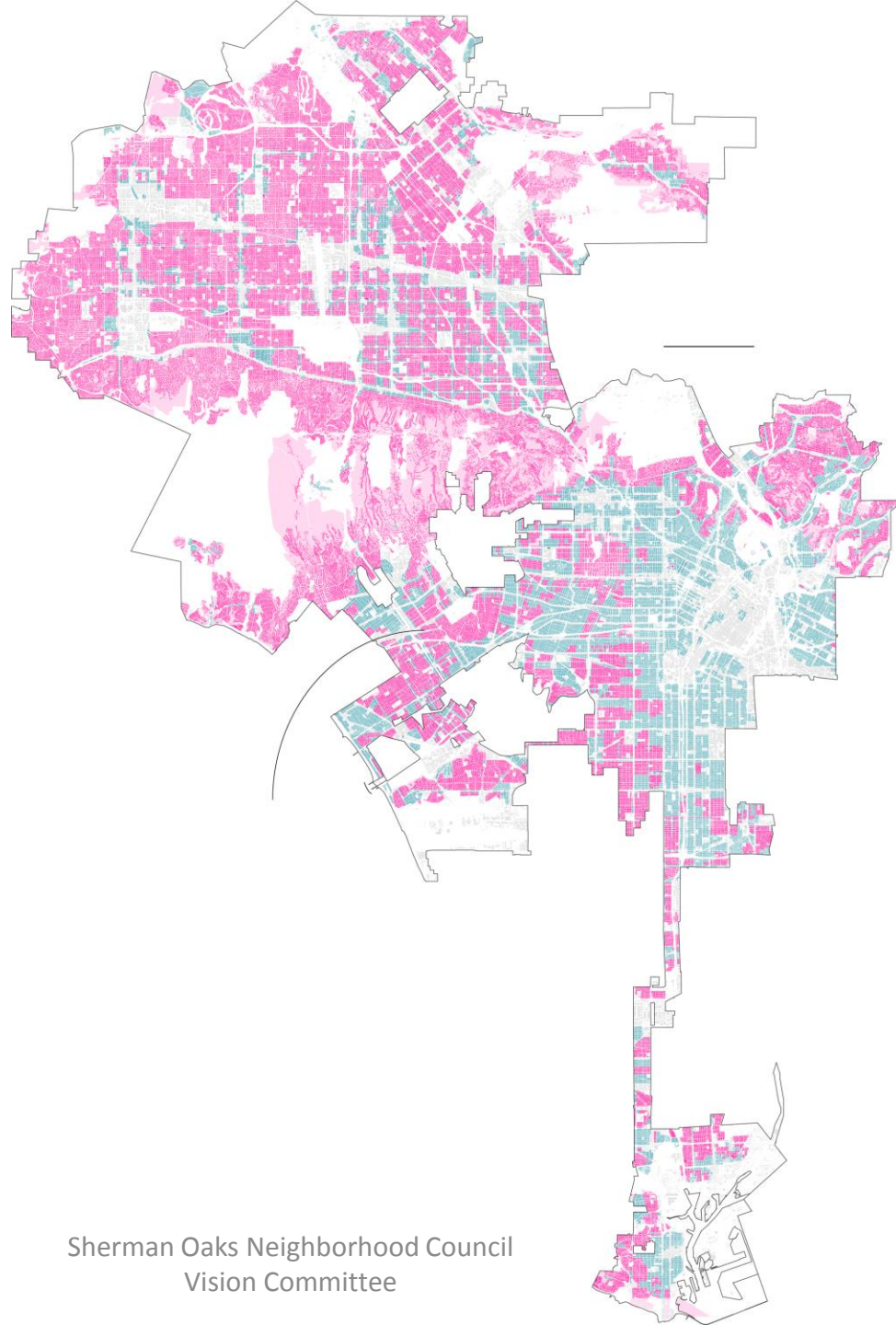
Encourage growth
along transit routes

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

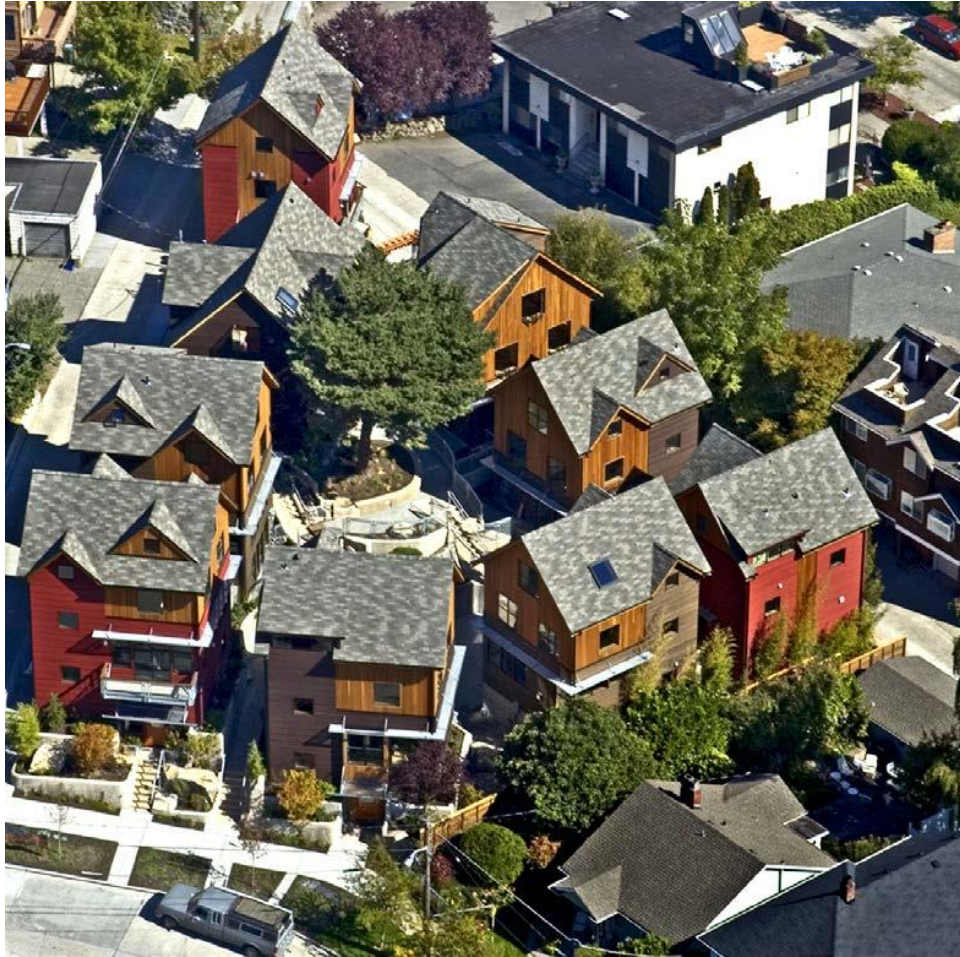
Recessed entranceways

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



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



**A VISION FOR SHERMAN OAKS
INPUT TO THE
COMMUNITY PLAN UPDATE**



A survey of developable Opportunity Sites.





22 Opportunity Sites identified in Community meetings.



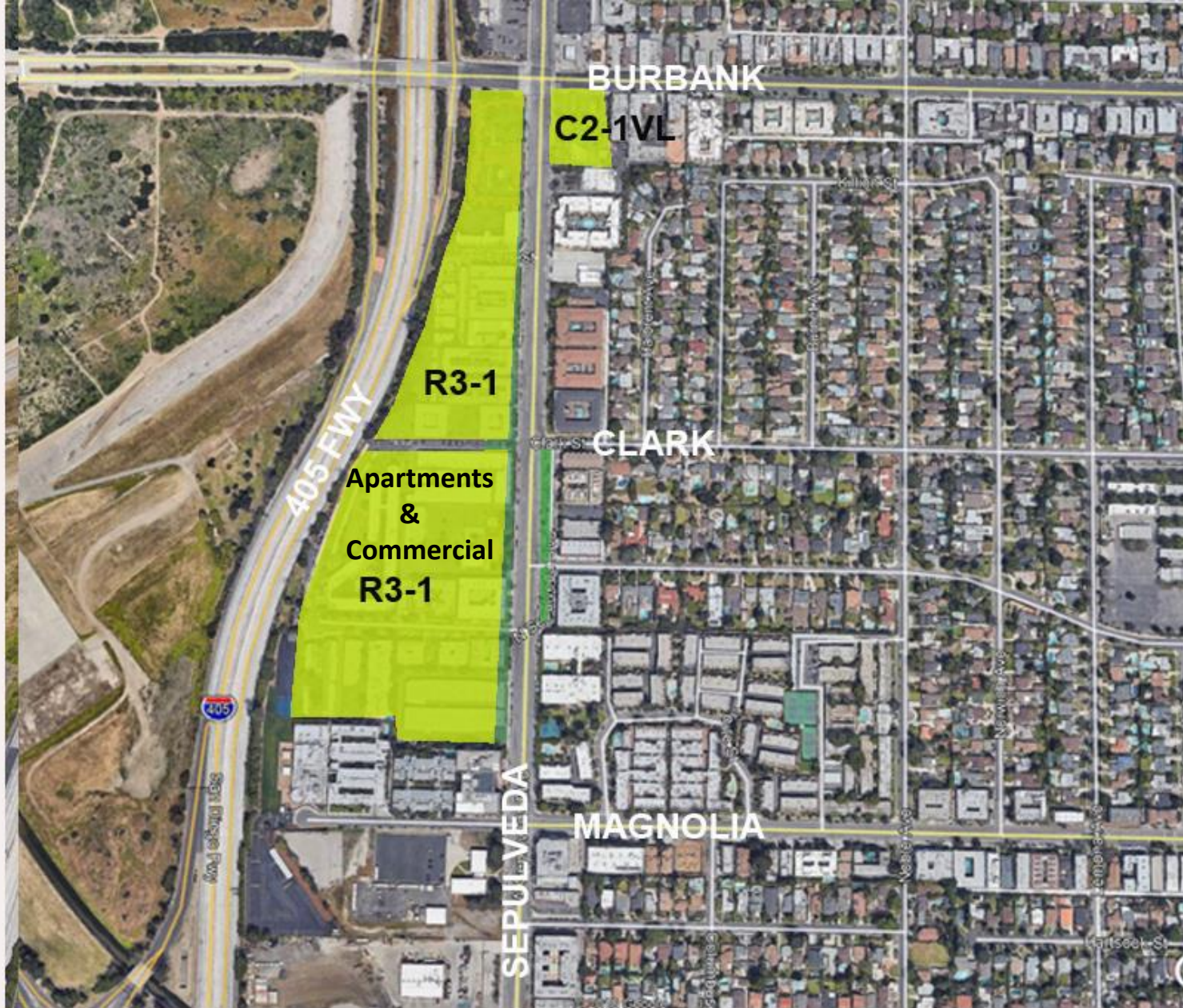
OPPORTUNITY SITE 1

Sherman Oaks Neighborhood Council
Vision Committee

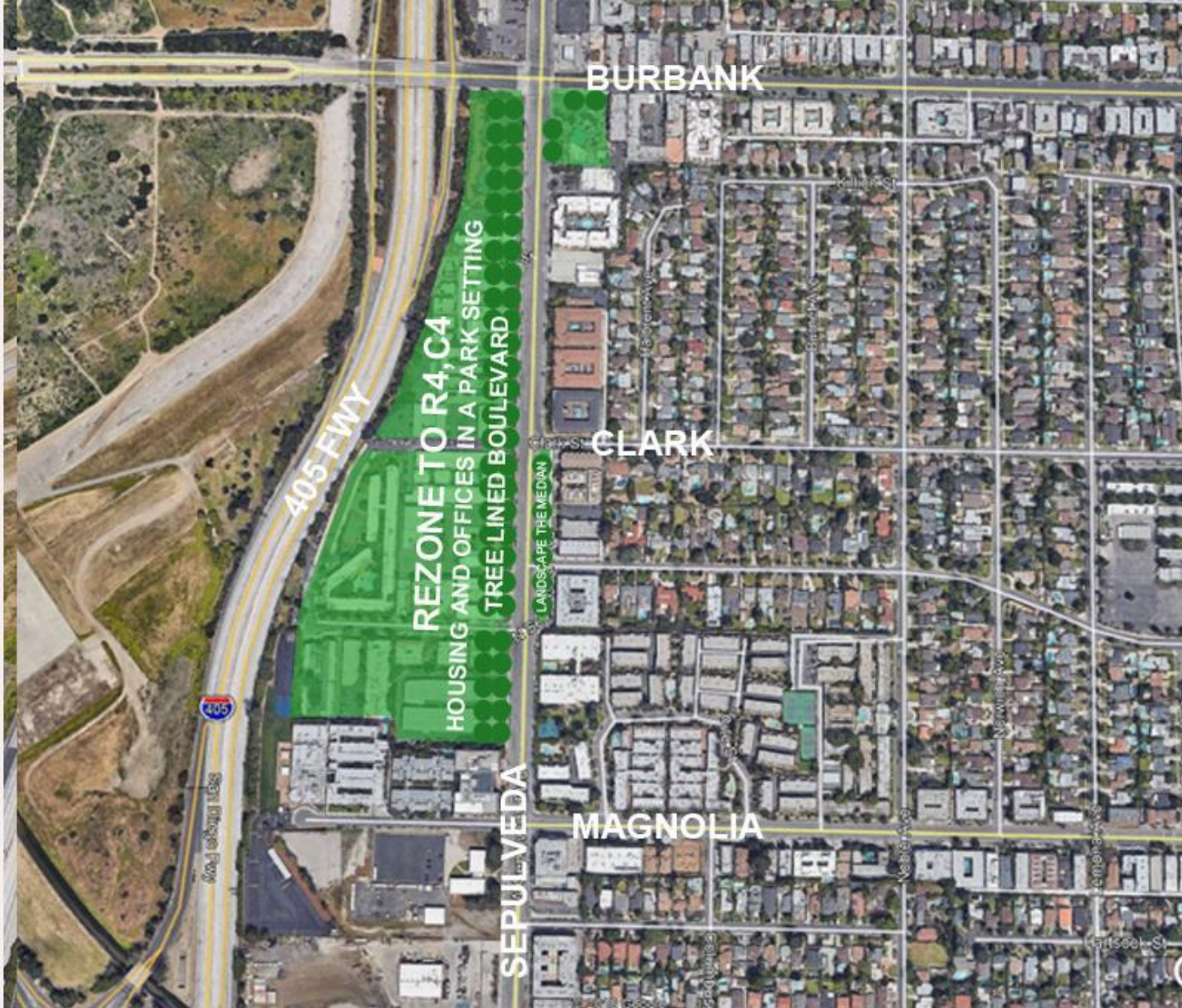


OPPORTUNITY SITE 1

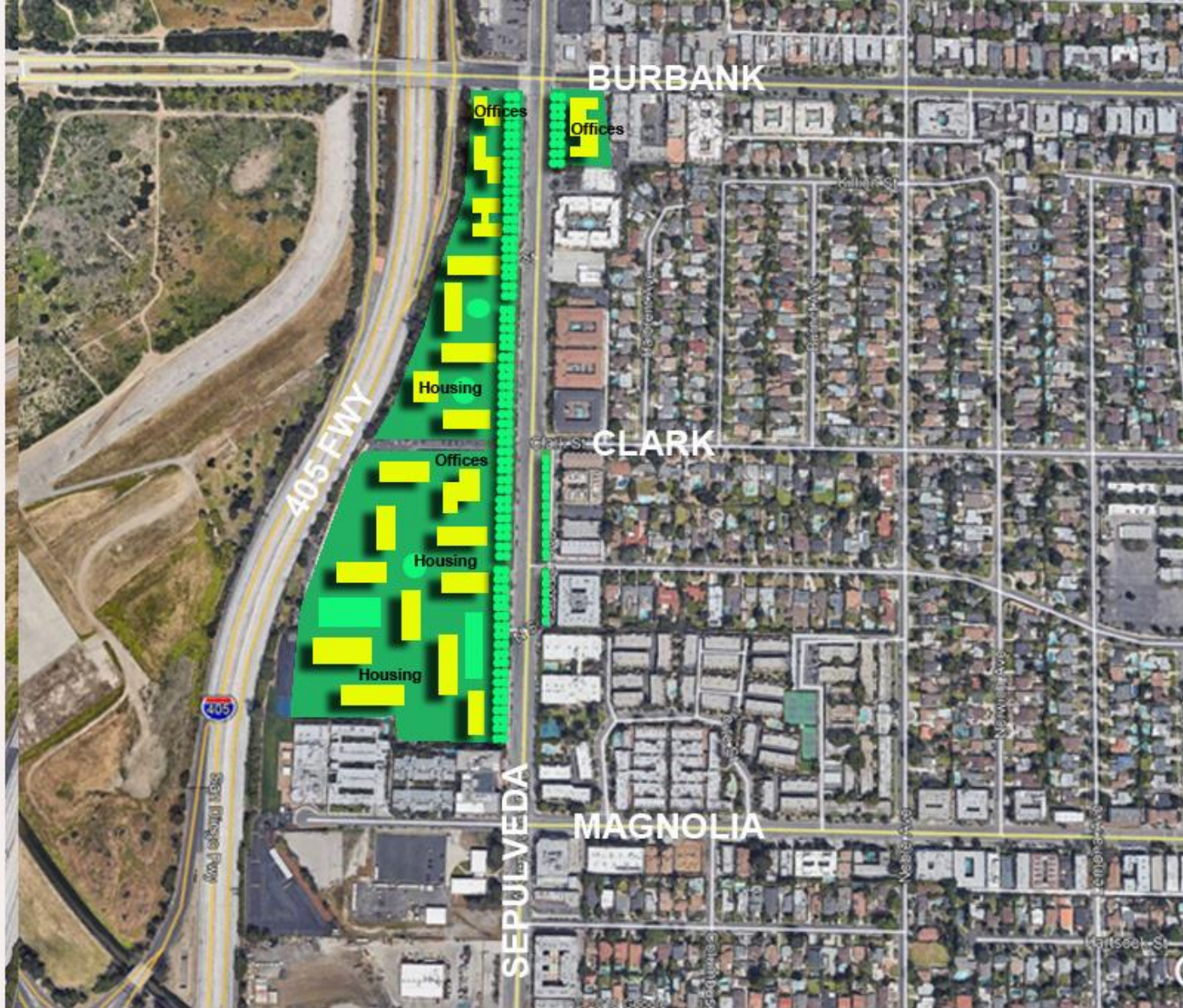
Sherman Oaks Neighborhood Council
Vision Committee



OPPORTUNITY SITES 2 & 3



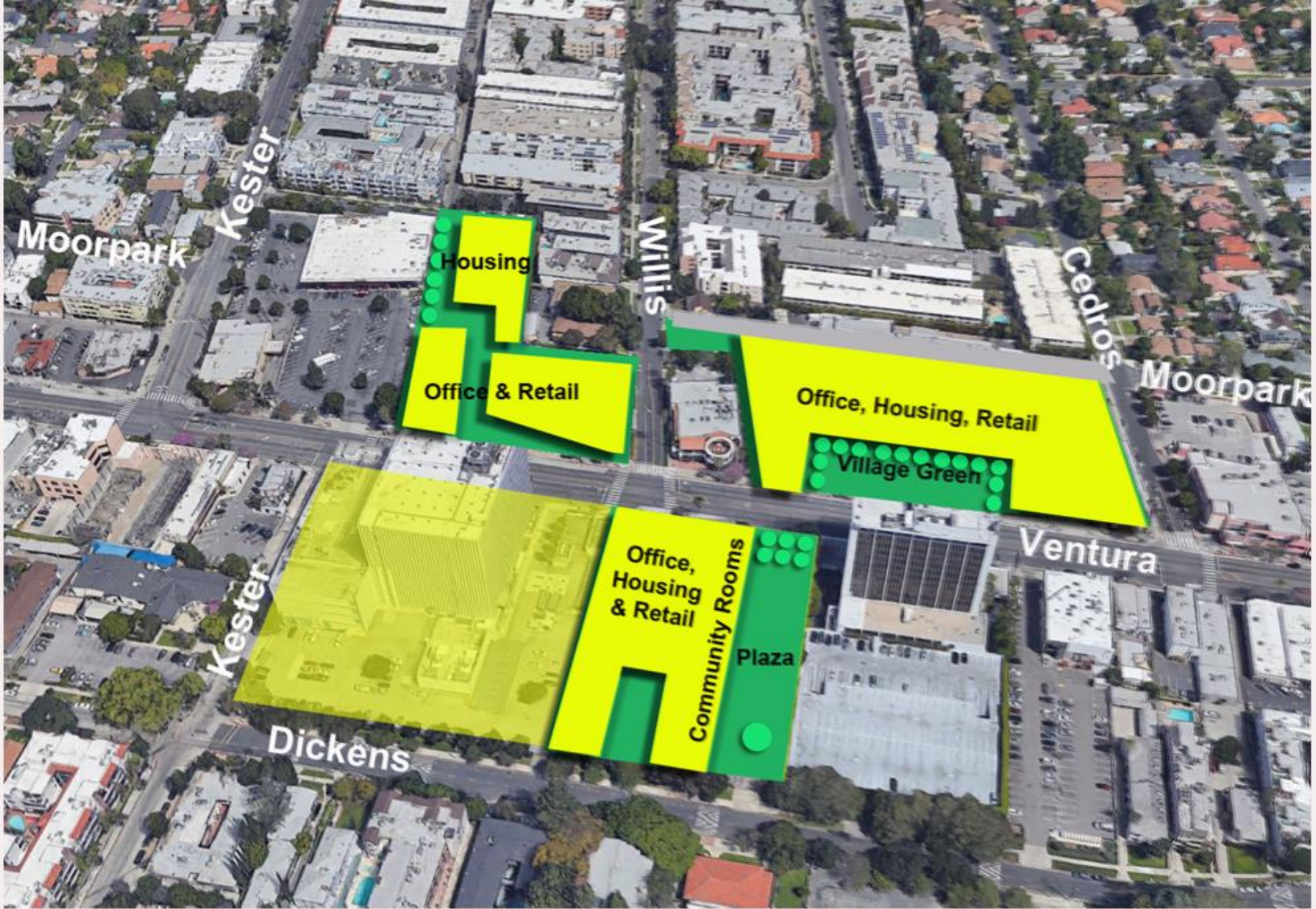
OPPORTUNITY SITES 2 & 3



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

Sherman Oaks Neighborhood Council
Vision Committee



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



Riverside Drive

Fashion Square

101 Fwy

Hazeltine Ave.

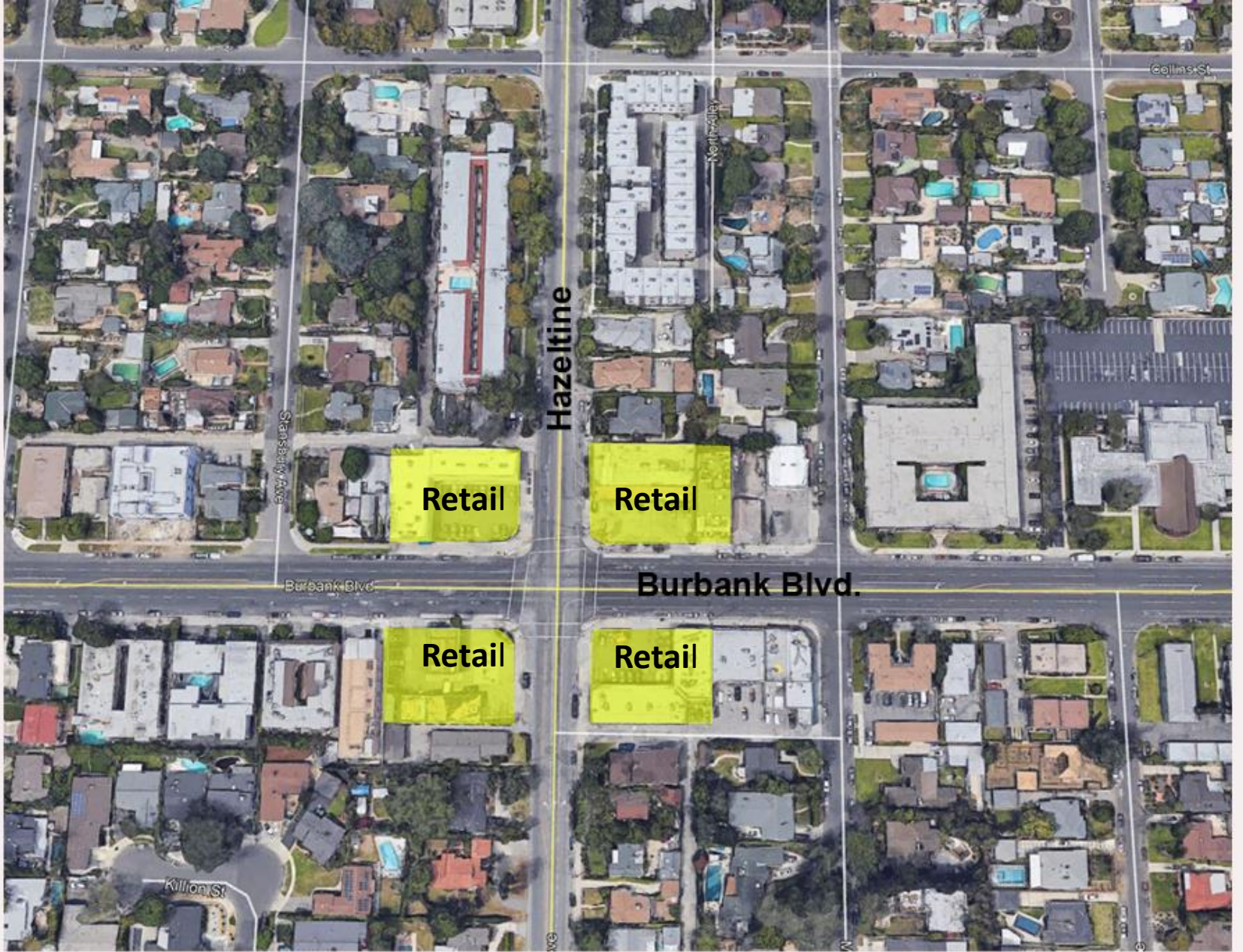
Woodman Ave.

OPPORTUNITY SITES 12 & 15

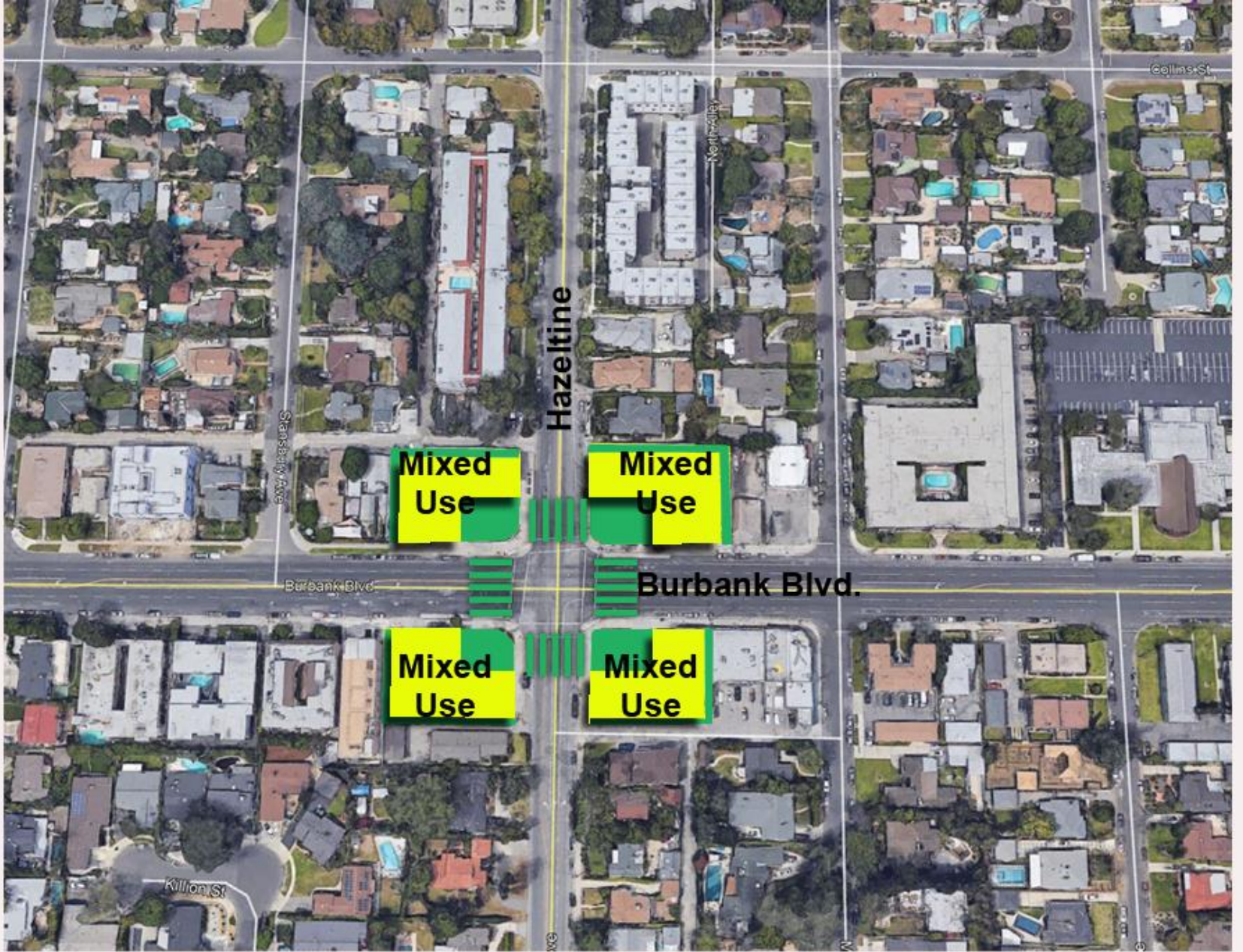


OPPORTUNITY SITES 12 & 15

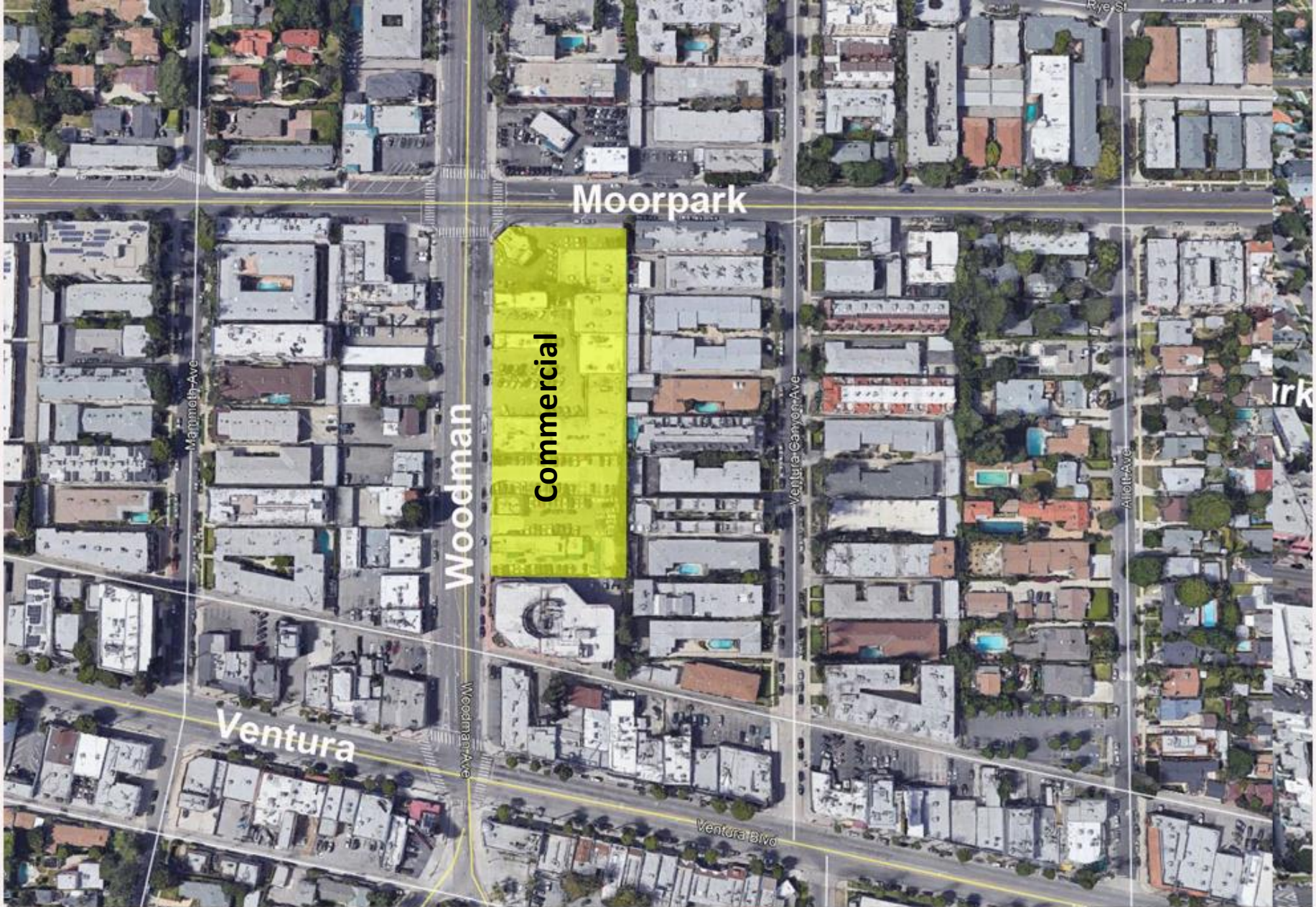
Sherman Oaks Neighborhood Council
Vision Committee



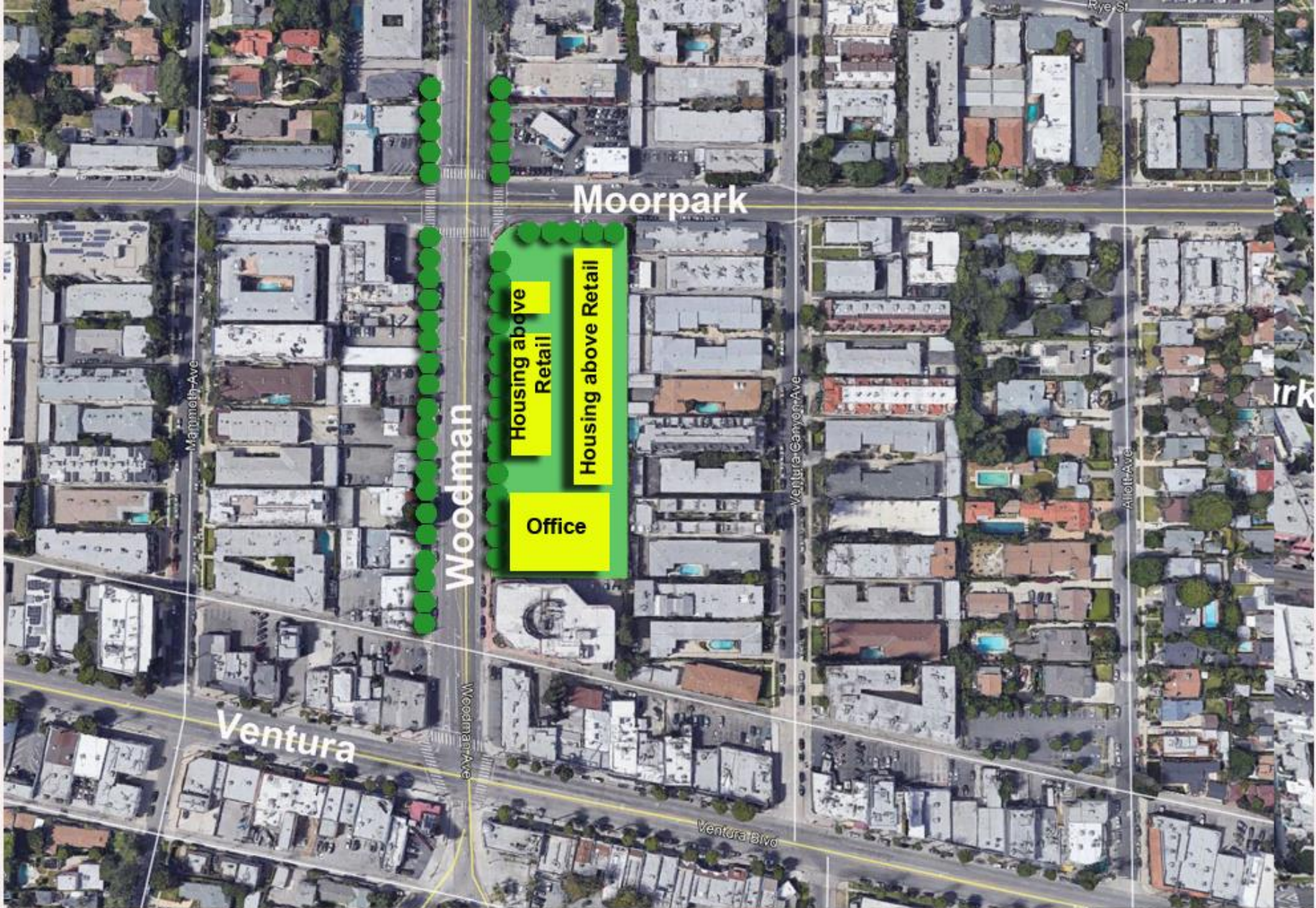
OPPORTUNITY SITE 13



OPPORTUNITY SITE 13



OPPORTUNITY SITE 14



OPPORTUNITY SITE 14

Sherman Oaks Neighborhood Council
Vision Committee



OPPORTUNITY SITES 16 & 17



OPPORTUNITY SITES 16 & 17



OPPORTUNITY SITE 18



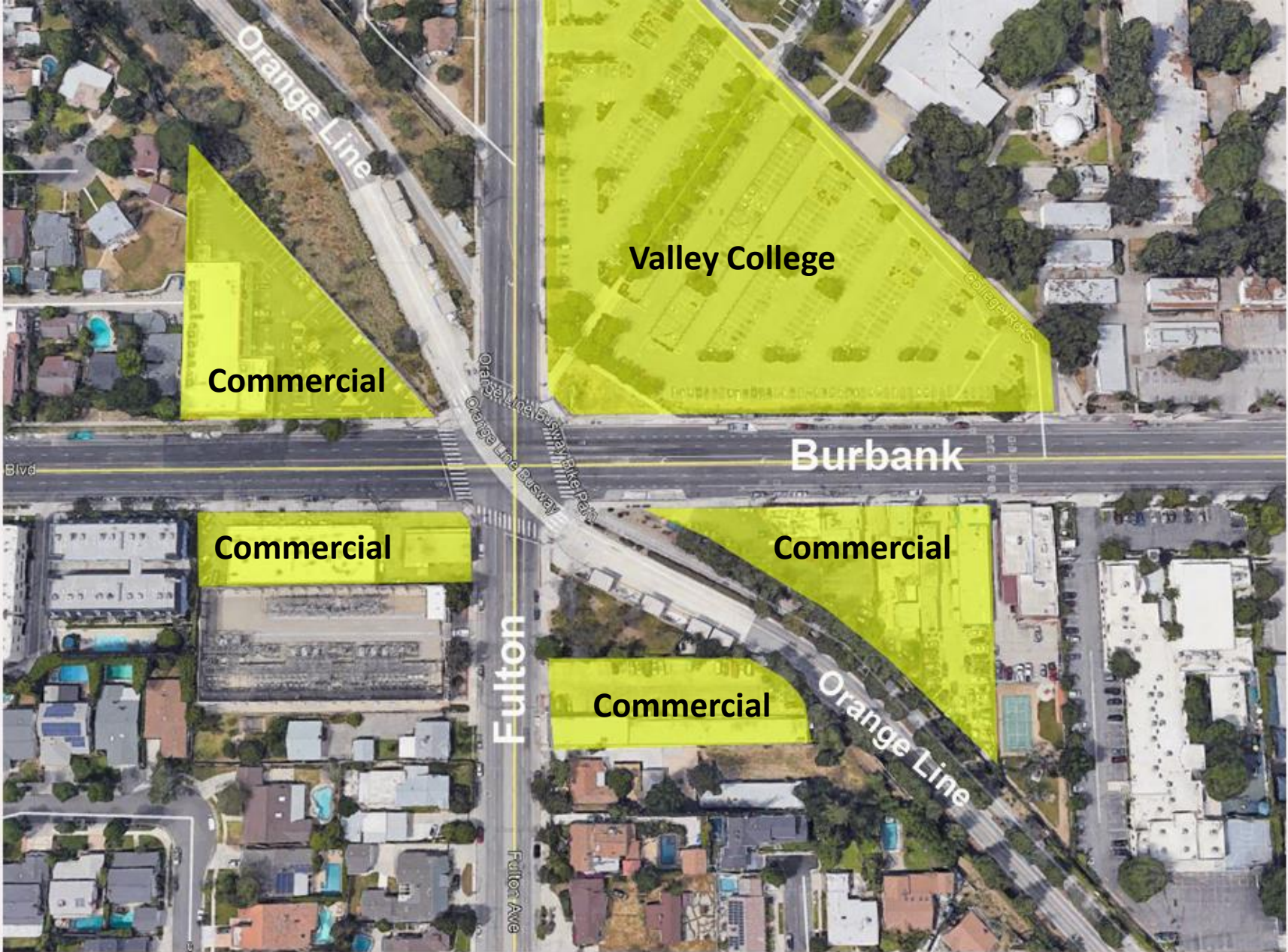
OPPORTUNITY SITE 18



OPPORTUNITY SITE 19



OPPORTUNITY SITE 19



OPPORTUNITY SITE 20



OPPORTUNITY SITE 20

Sherman Oaks Neighborhood Council
Vision Committee



OPPORTUNITY SITE 21

Sherman Oaks Neighborhood Council
Vision Committee



OPPORTUNITY SITE 21

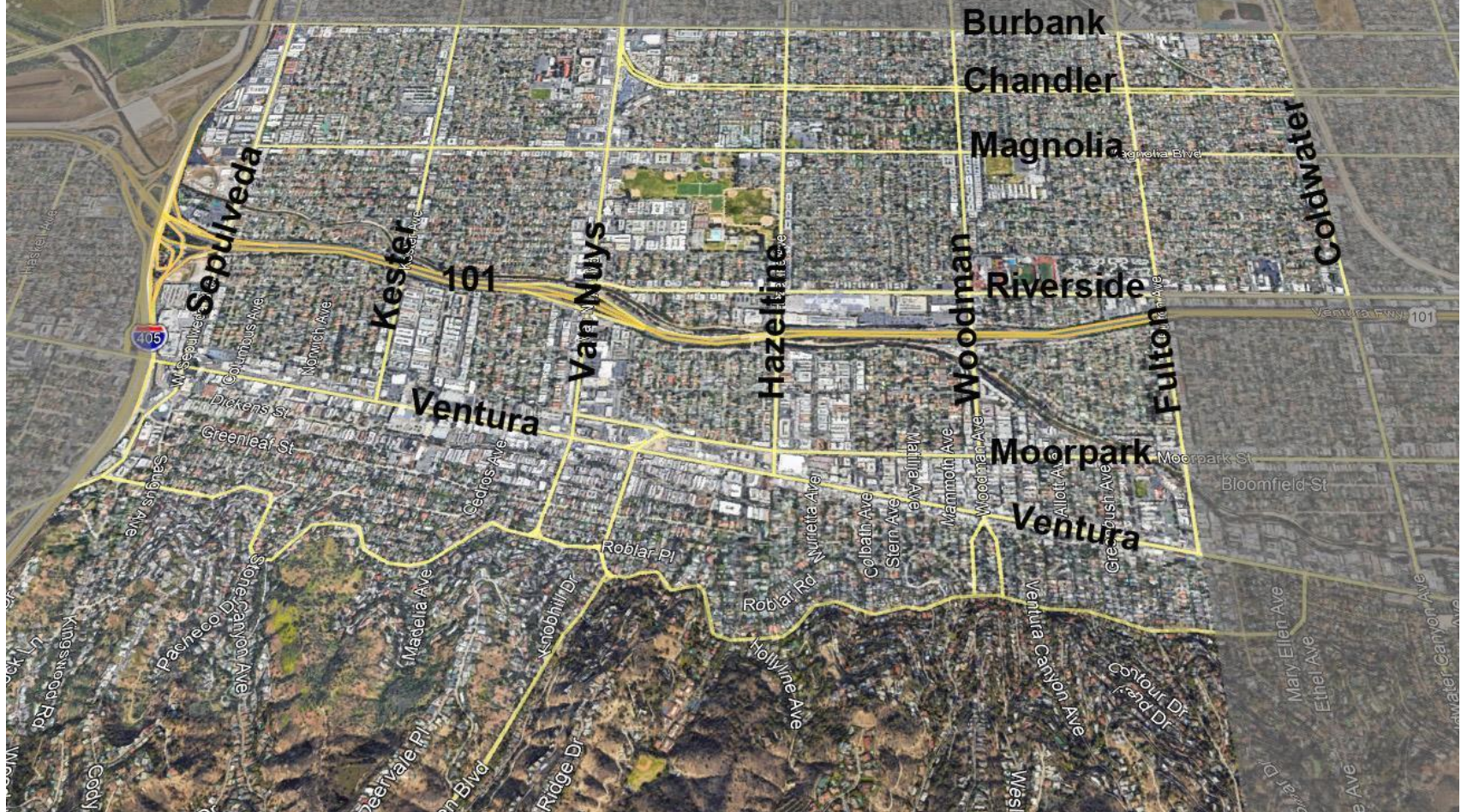


OPPORTUNITY SITE 22



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.



SHERMAN OAKS



A VISION FOR SHERMAN OAKS INPUT TO THE COMMUNITY PLAN UPDATE

PARKS & LANDSCAPE



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 Westfield Fashion Square and ending near Coldwater Canyon Ave. The map shows various streets, including Burbank Blvd, Magnolia Blvd, Van Nuys Blvd, and Ventura Blvd. The text 'Our Vision' is centered at the top of the map.

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

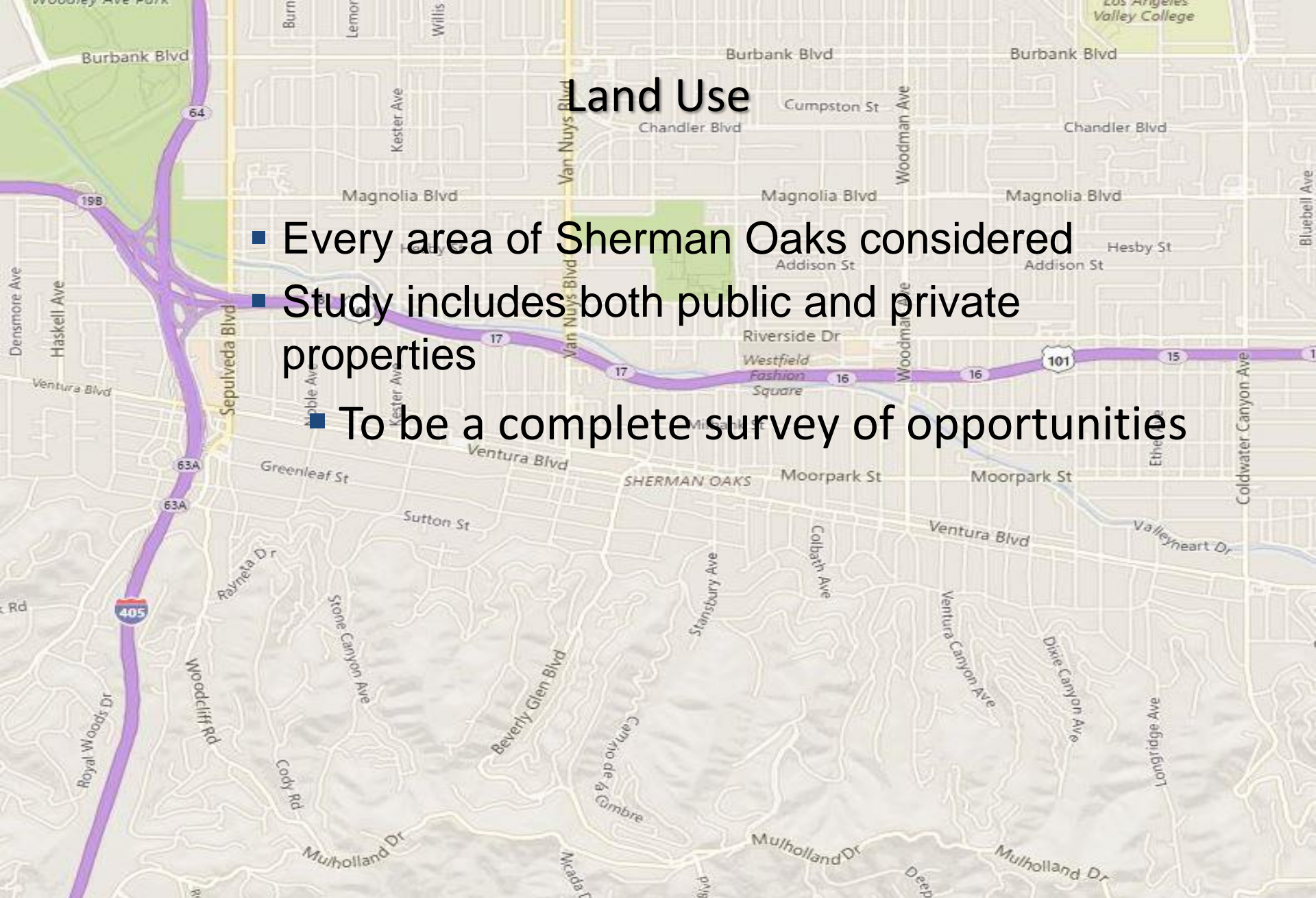
1. Land parcels large enough to become public parks

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



A map of the Sherman Oaks neighborhood in Los Angeles, California. A purple highlighted path winds through the area, starting from the west near Sepulveda Blvd and heading east towards Coldwater Canyon Ave. The path follows major roads like Sepulveda Blvd, Van Nuys Blvd, and Ventura Blvd. The text 'Funding' is prominently displayed at the top center. Below it, a bulleted list contains two items. The map shows various streets, including Burbank Blvd, Magnolia Blvd, Addison St, Moorpark St, and Mulholland Dr. The area is labeled 'SHERMAN OAKS' in the center.

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 northwest, passing through Sepulveda Blvd, Van Nuys Blvd, and Woodman Ave, then heading east along Westfield Fashion Square, Moorpark St, and Ventura Blvd. The map shows various streets, including Burbank Blvd, Magnolia Blvd, and Mulholland Dr. The text 'Benefits' is overlaid in the upper center, and a bulleted list is in the center. The Sherman Oaks neighborhood name is visible in the middle of the map.

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

Five Park Opportunities

1 Sherman Oaks-Van Nuys Park

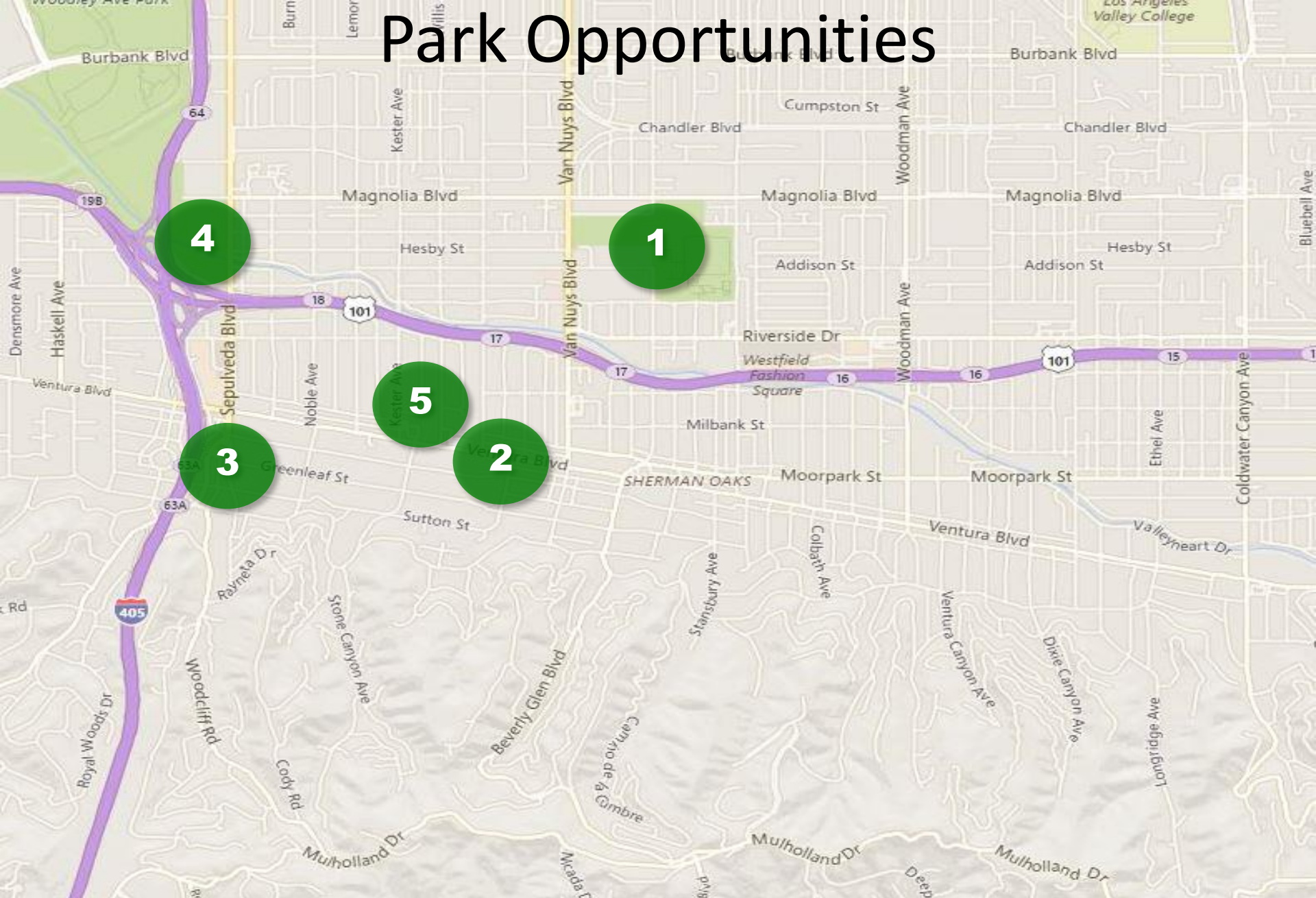
2 Sherman Oaks Plaza

3 South Sepulveda Dog Park

4 Sherman Oaks Pond Park

5 Ventura-Kester Park

Park Opportunities



Twenty Public Landscaping Opportunities

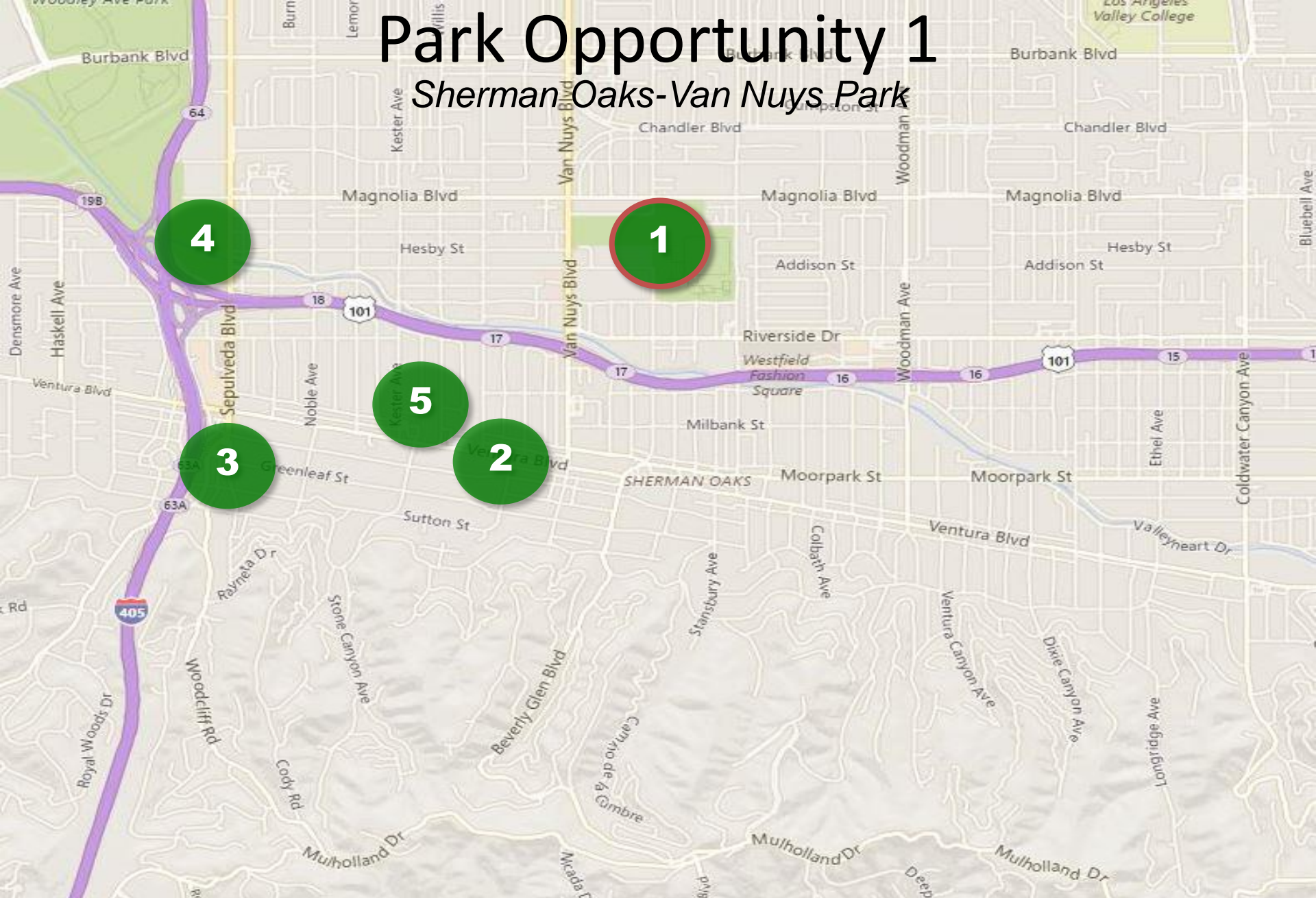
- A. Sherman Oaks South Entrance
- B. Burbank-Coldwater Median
- C. Van Nuys-Riverside Greenspaces
- D. Fulton- Moorpark Site
- E. Woodman-Magnolia Median
- F. Woodman-Riverside Median
- G. Sutton-Kester Triangles
- H. Beverly Glen-Valley Vista Triangles
- I. Van Nuys-Valley Vista Triangles
- J. Beverly 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



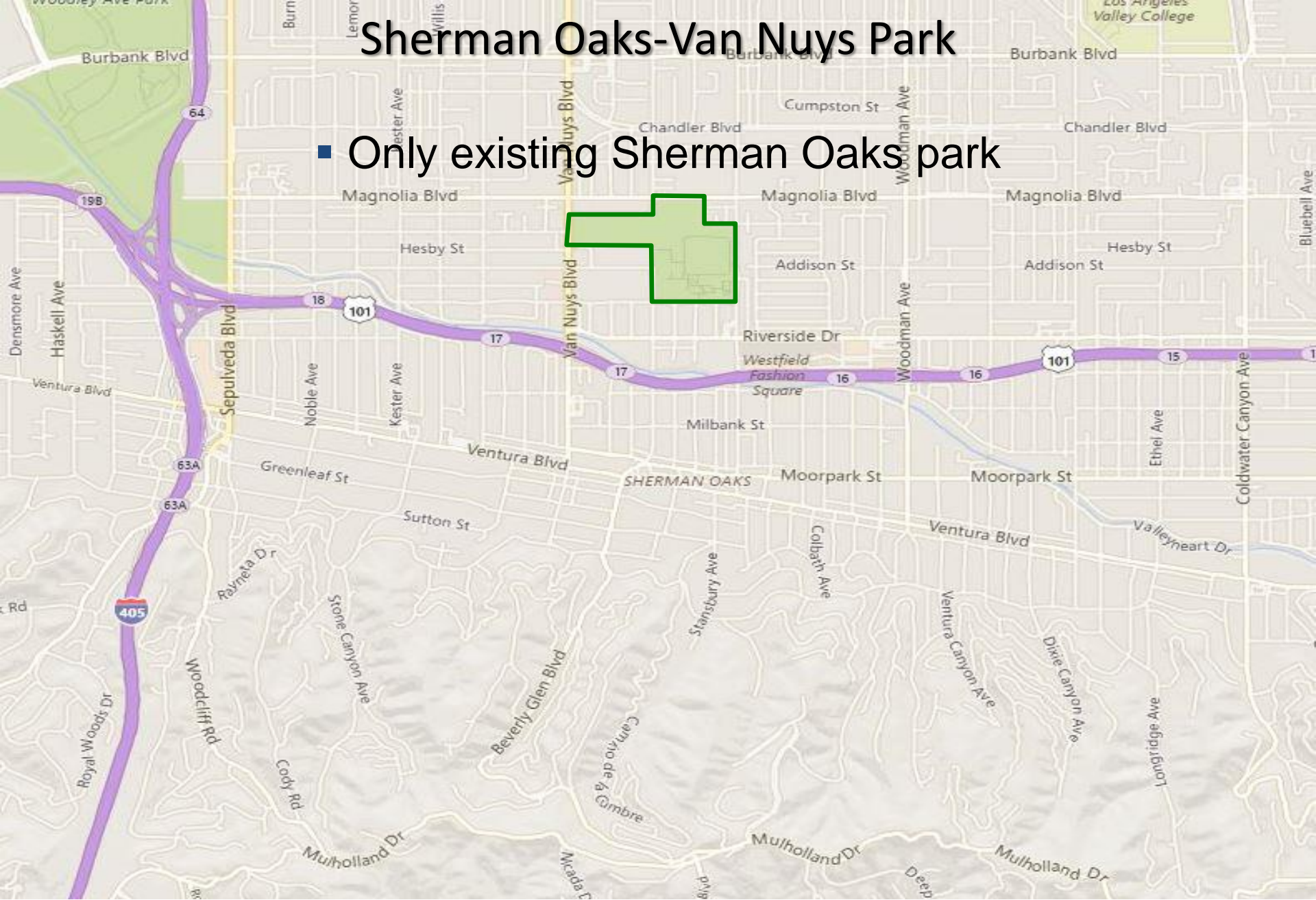
Park Opportunity 1

Sherman Oaks-Van Nuys Park

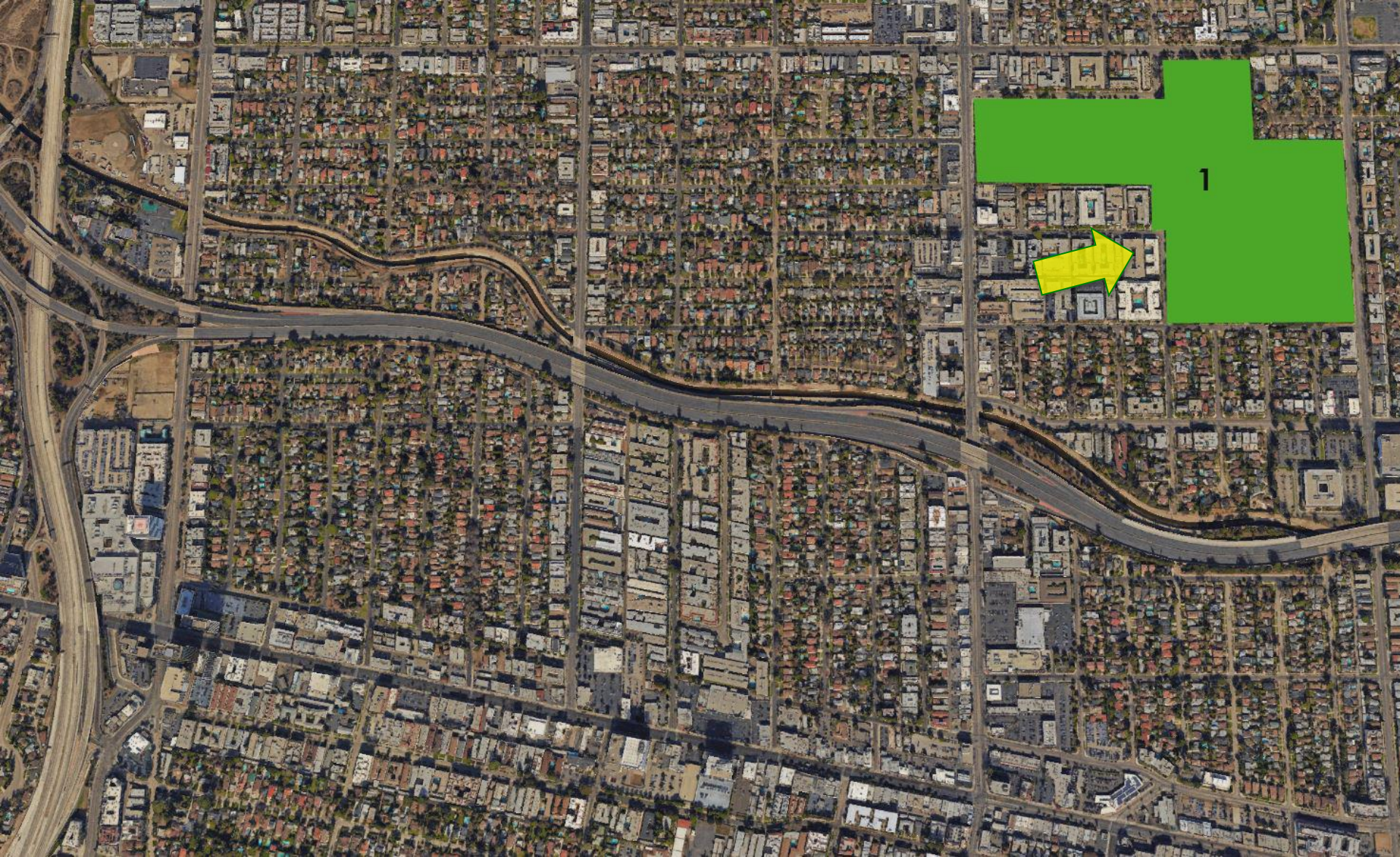


Sherman Oaks-Van Nuys Park

- Only existing Sherman Oaks park

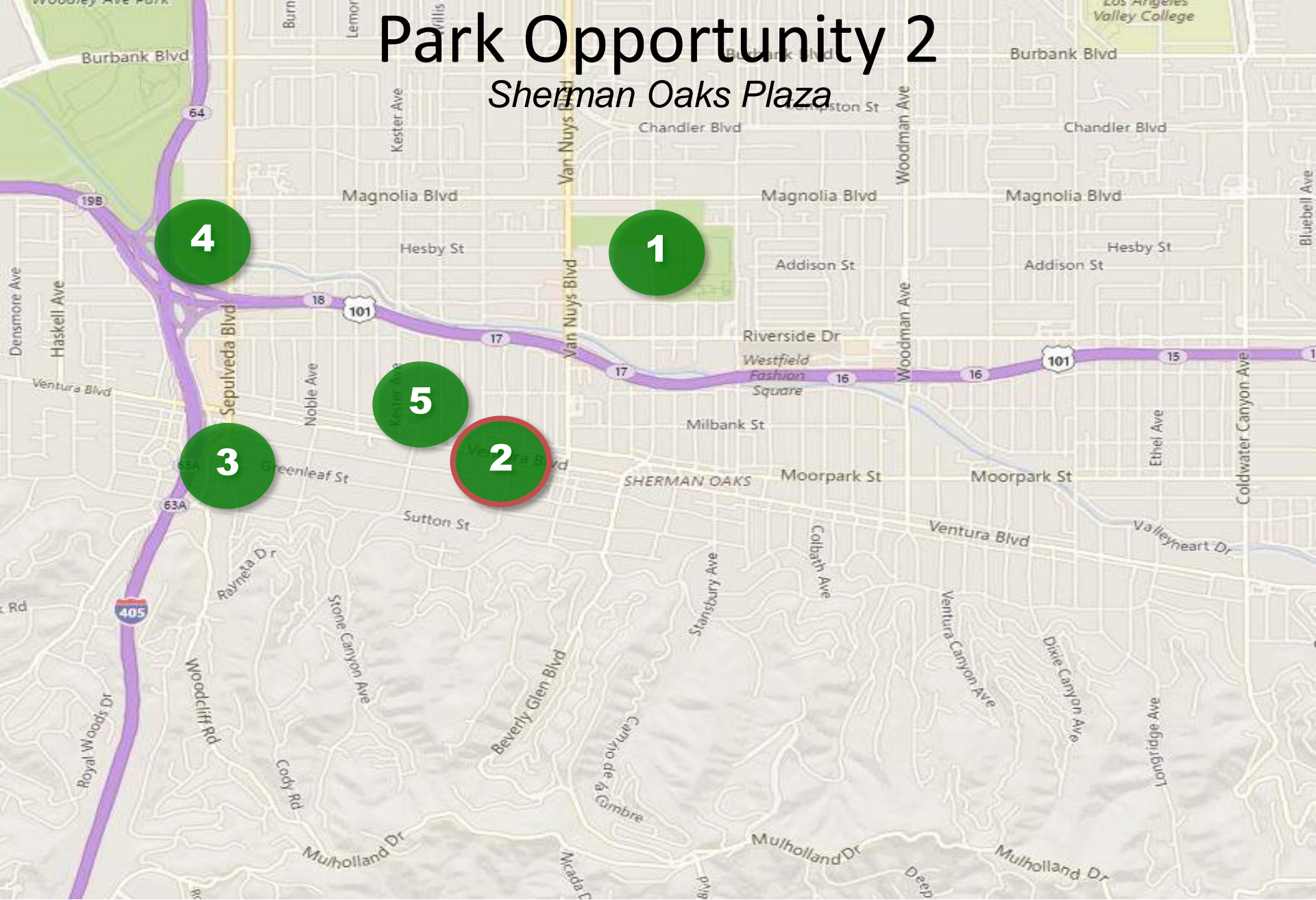


Sherman Oaks-Van Nuys Park

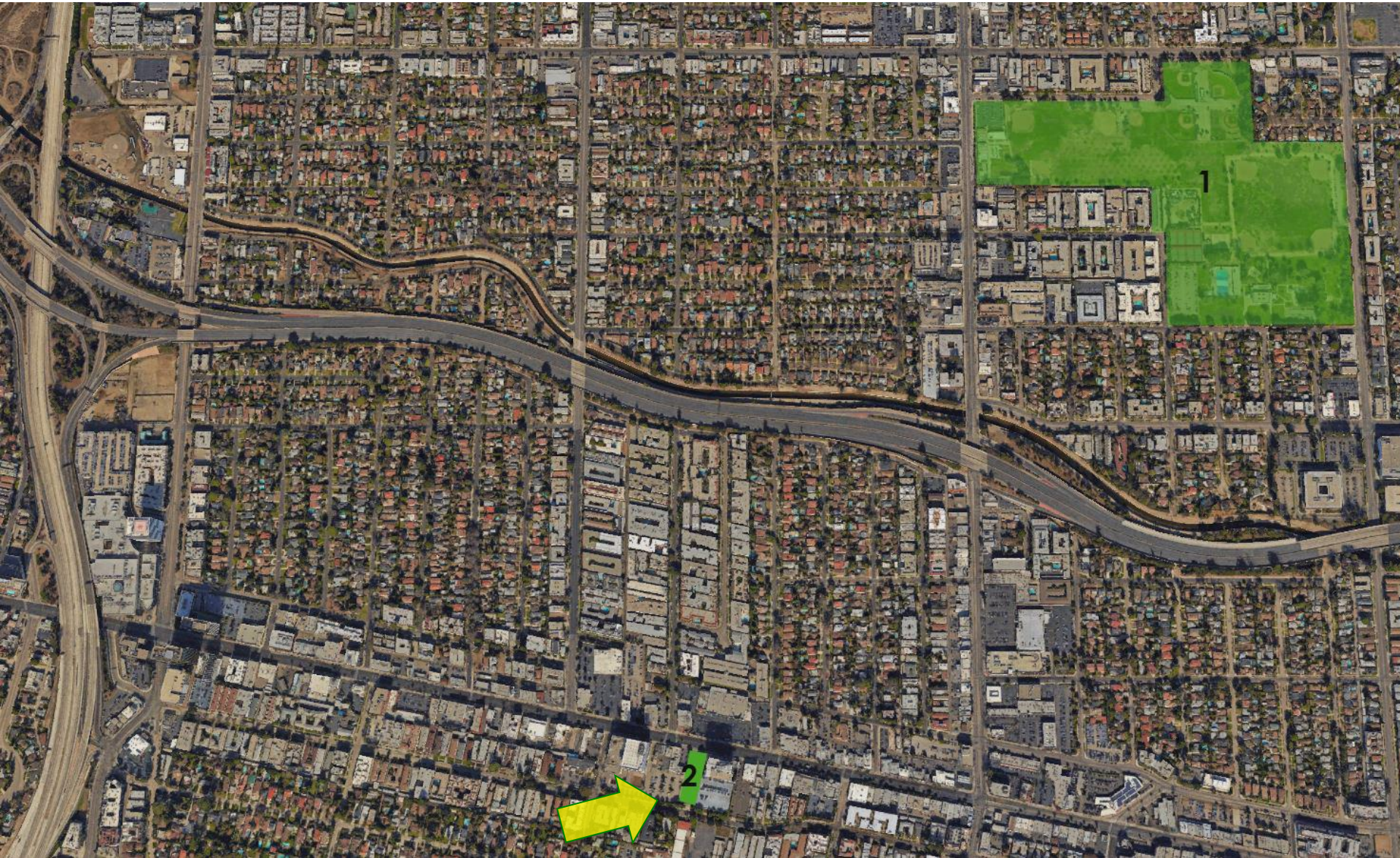


Park Opportunity 2

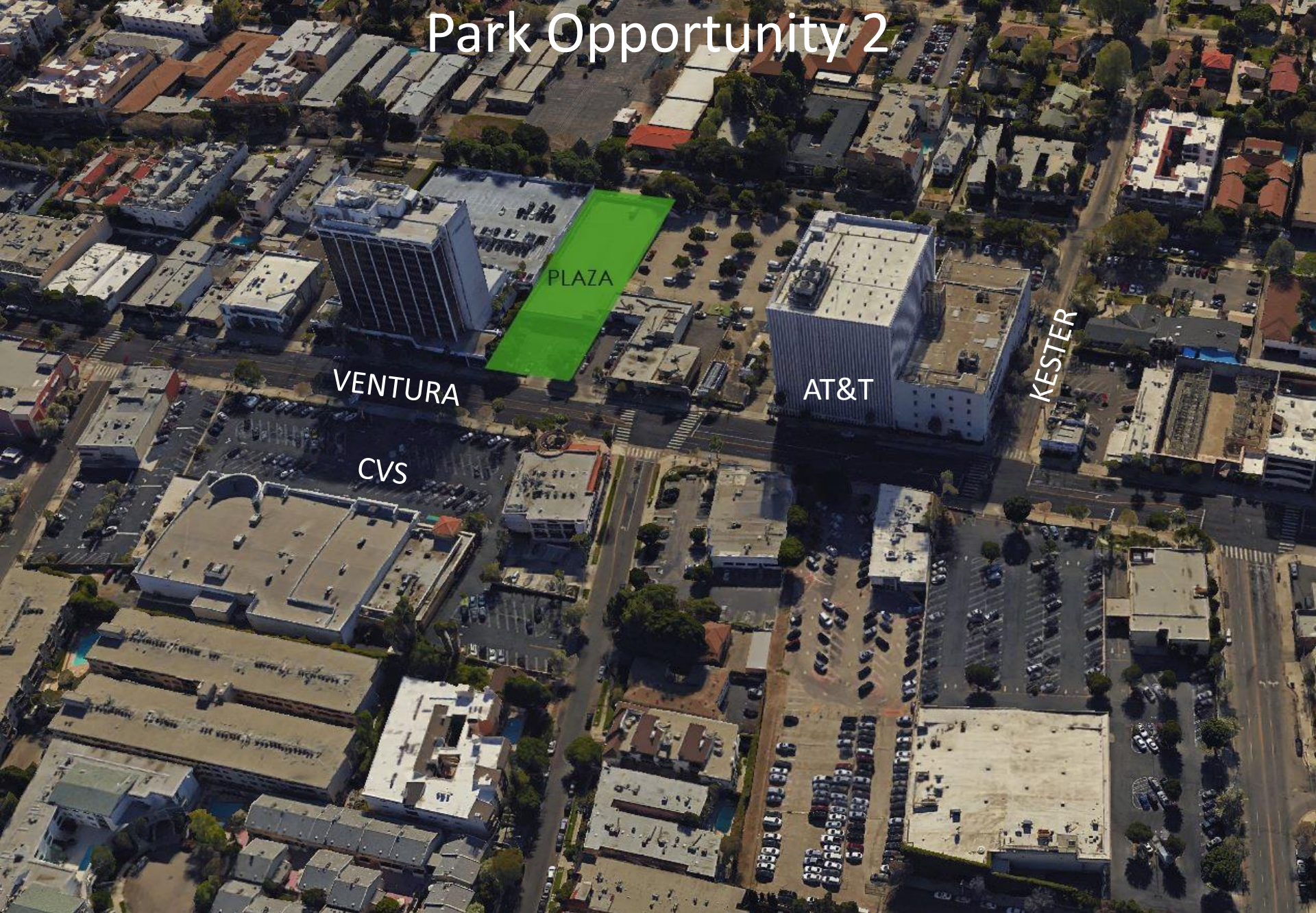
Sherman Oaks Plaza



Park Opportunity 2



Park Opportunity 2



Community Gathering Space for Passive Enjoyment

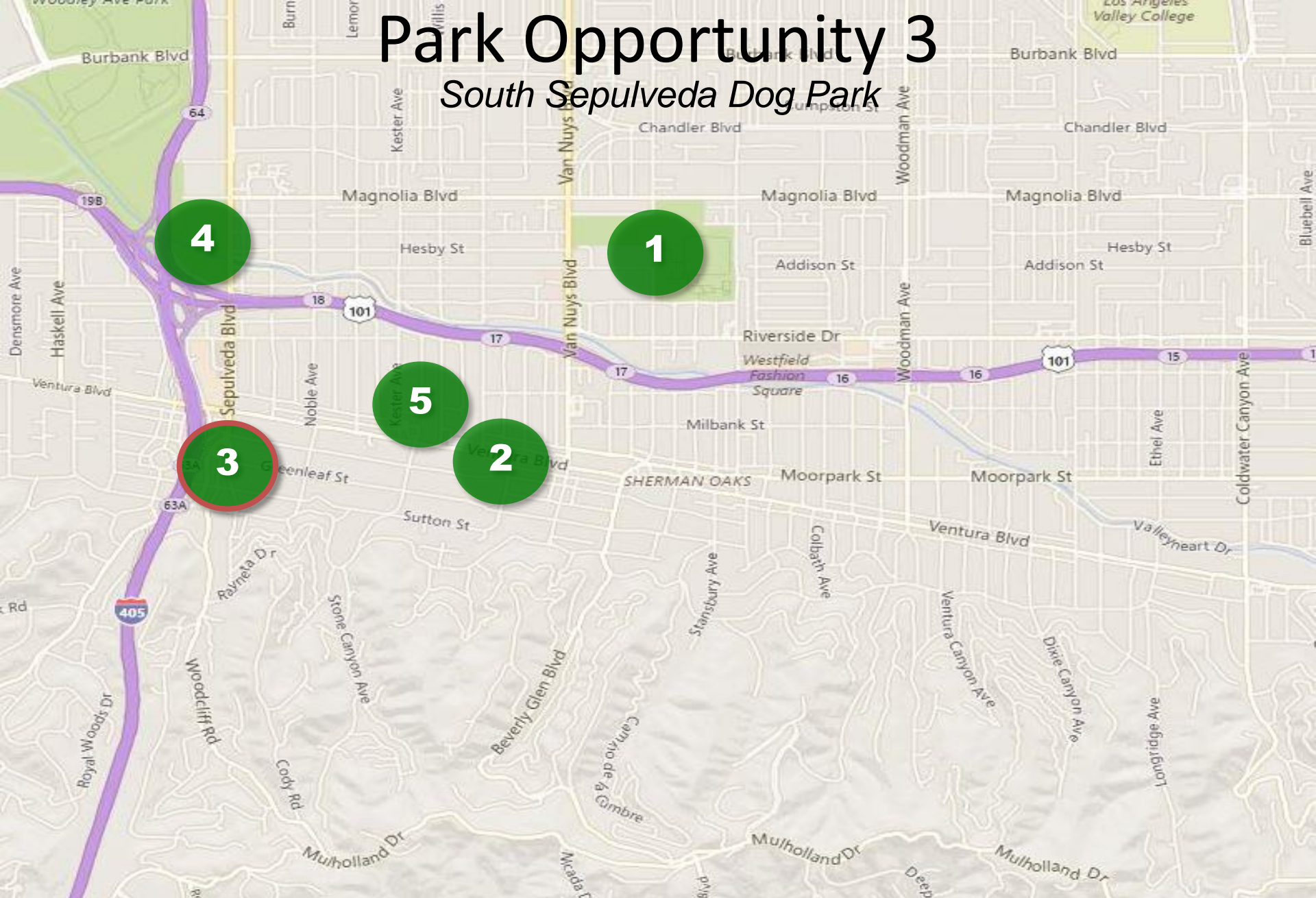


Park Opportunity 2

Sherman Oaks Neighborhood Council
Vision Committee

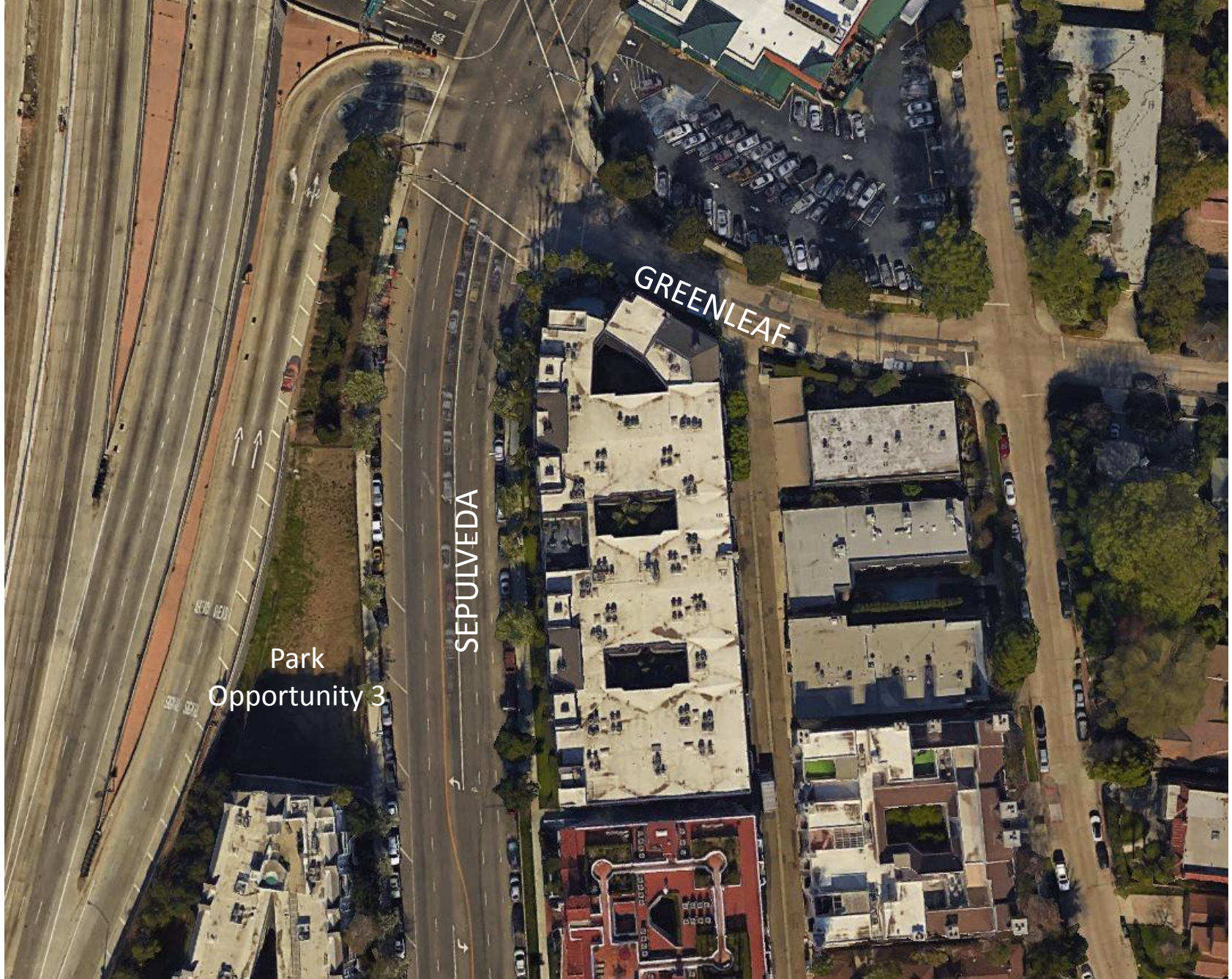
Park Opportunity 3

South Sepulveda Dog Park



Park Opportunity 3





Park
Opportunity 3

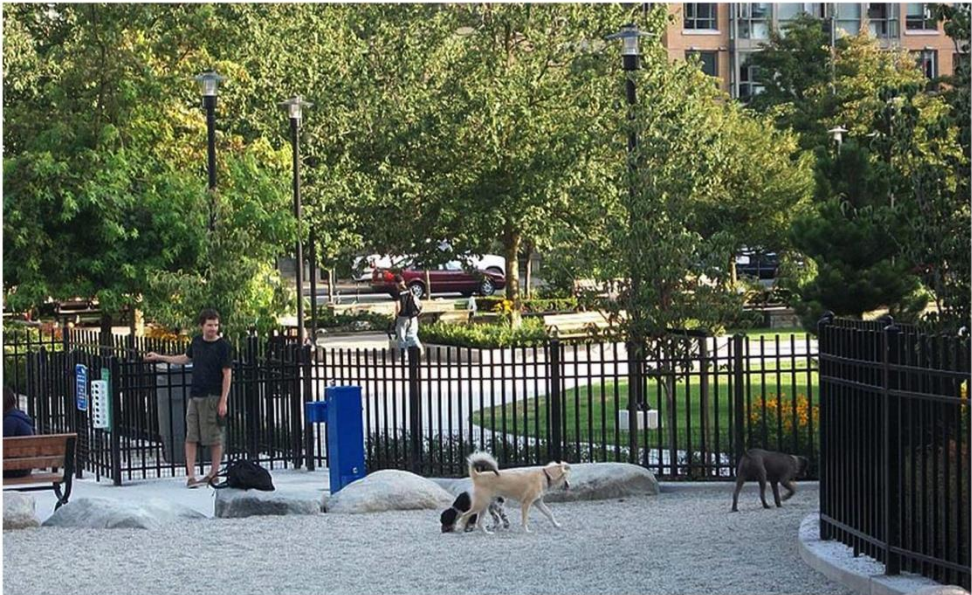
SEPULVEDA

GREENLEAF



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

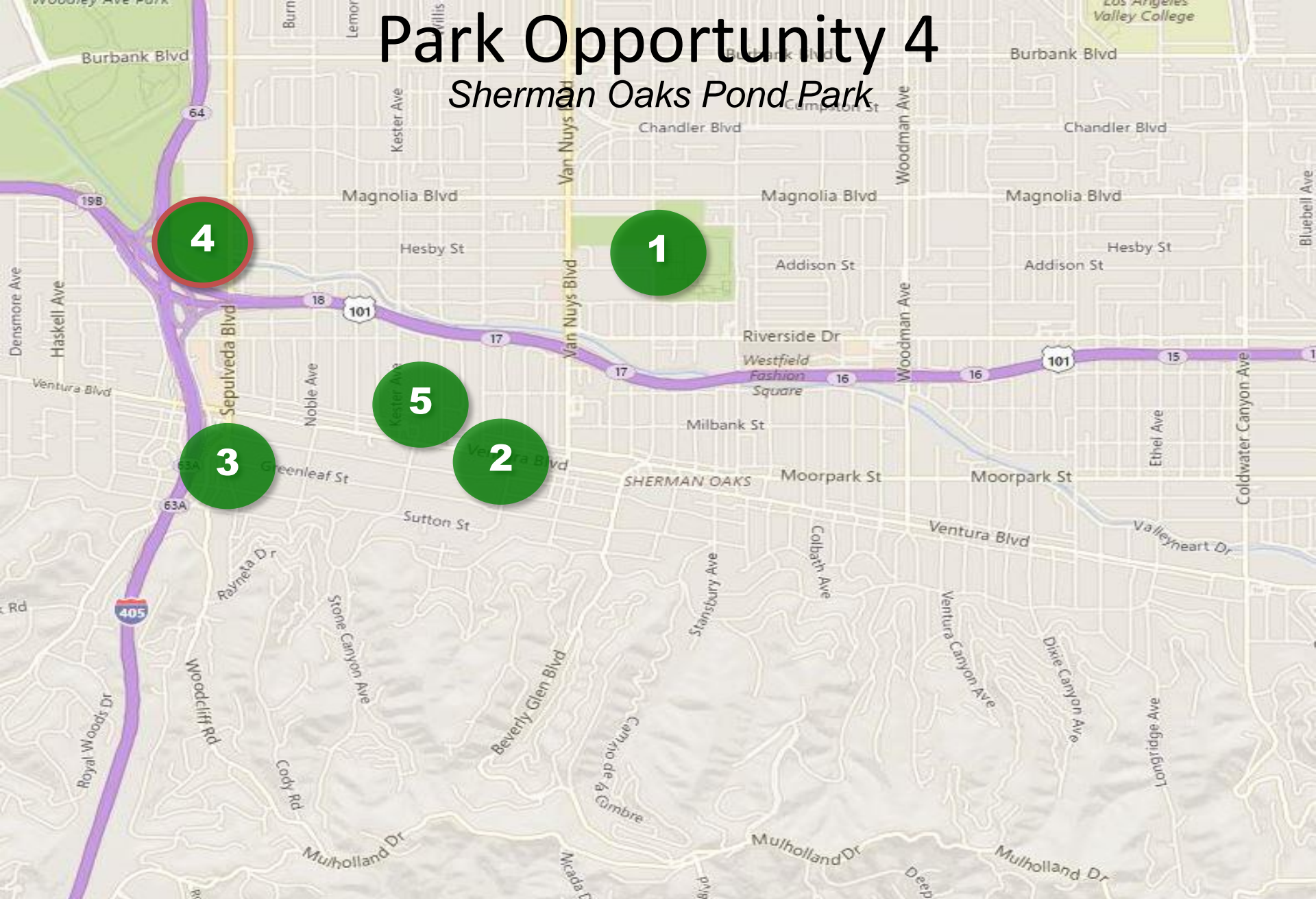




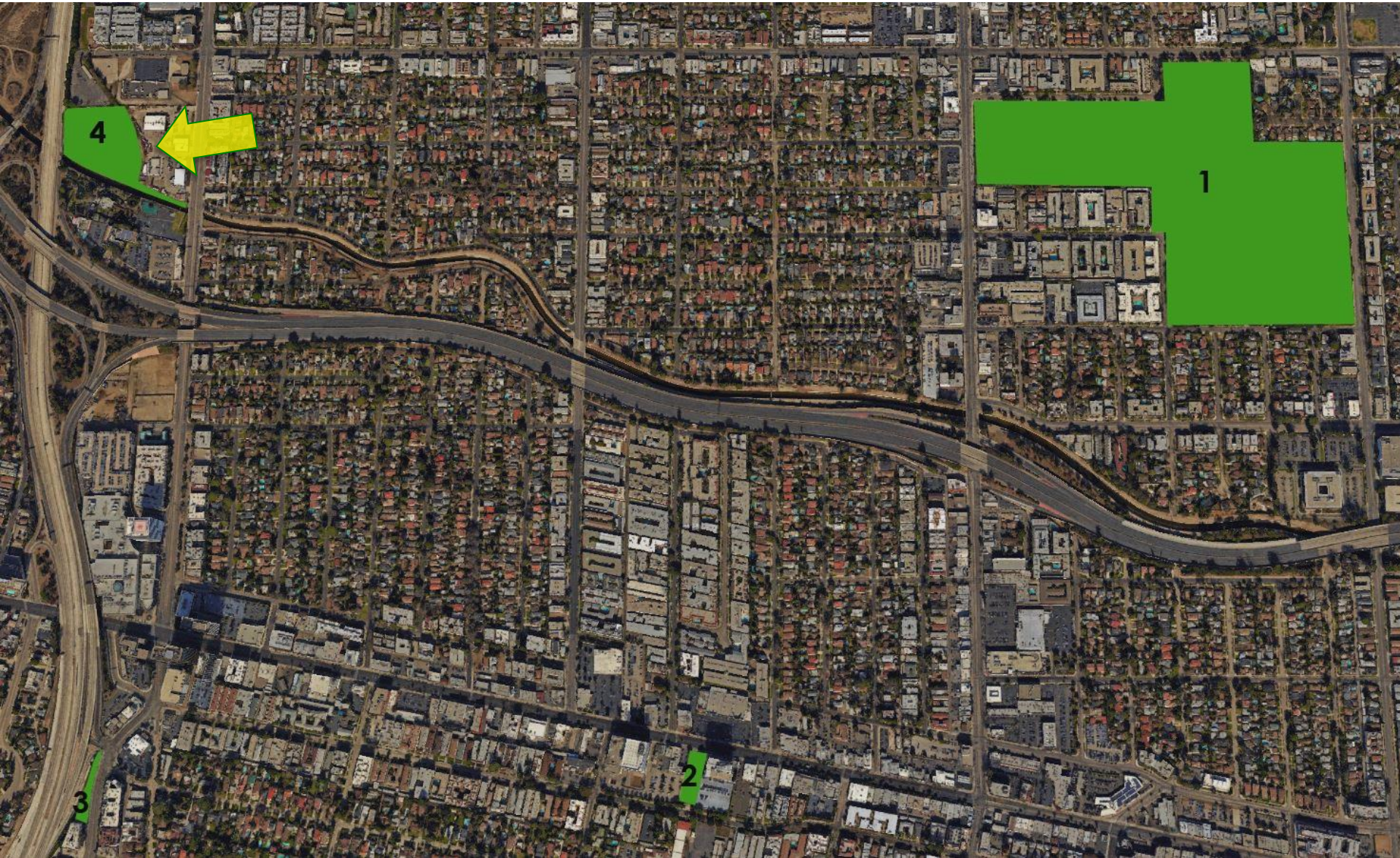
DOG PARK DESIGN

Park Opportunity 4

Sherman Oaks Pond Park



Park Opportunity 4



Park Opportunity 4



405 FWY

NATIONAL
GUARD

FIRE DEPT.

LA RIVER

CASTLE PARK

SEPULVEDA

Park Opportunity 4



Park Opportunity 4

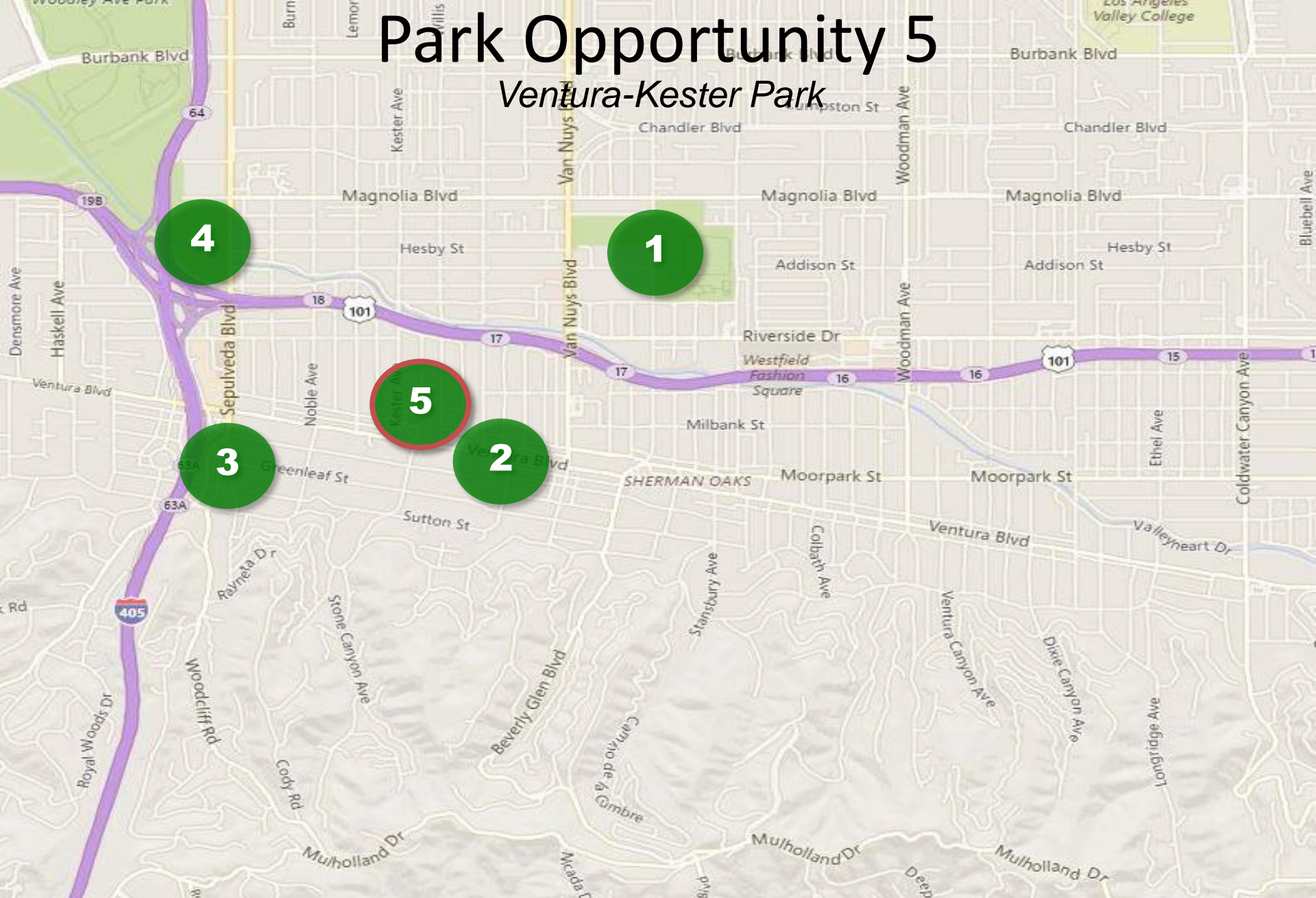


Destination Park Adjoining LA Riverwalk



Park Opportunity 5

Ventura-Kester Park



Major Civic Park Statement



ACADEMIC
RESIDENTIAL
PLAZA
Park Opportunity 2

VENTURA

COMMERCIAL

AT&T

KESTER

CVS

COMMERCIAL
POTENTIAL PARK SITE
Park Opportunity 5

WILLIS

PAVILIONS

KESTER

RESIDENTIAL

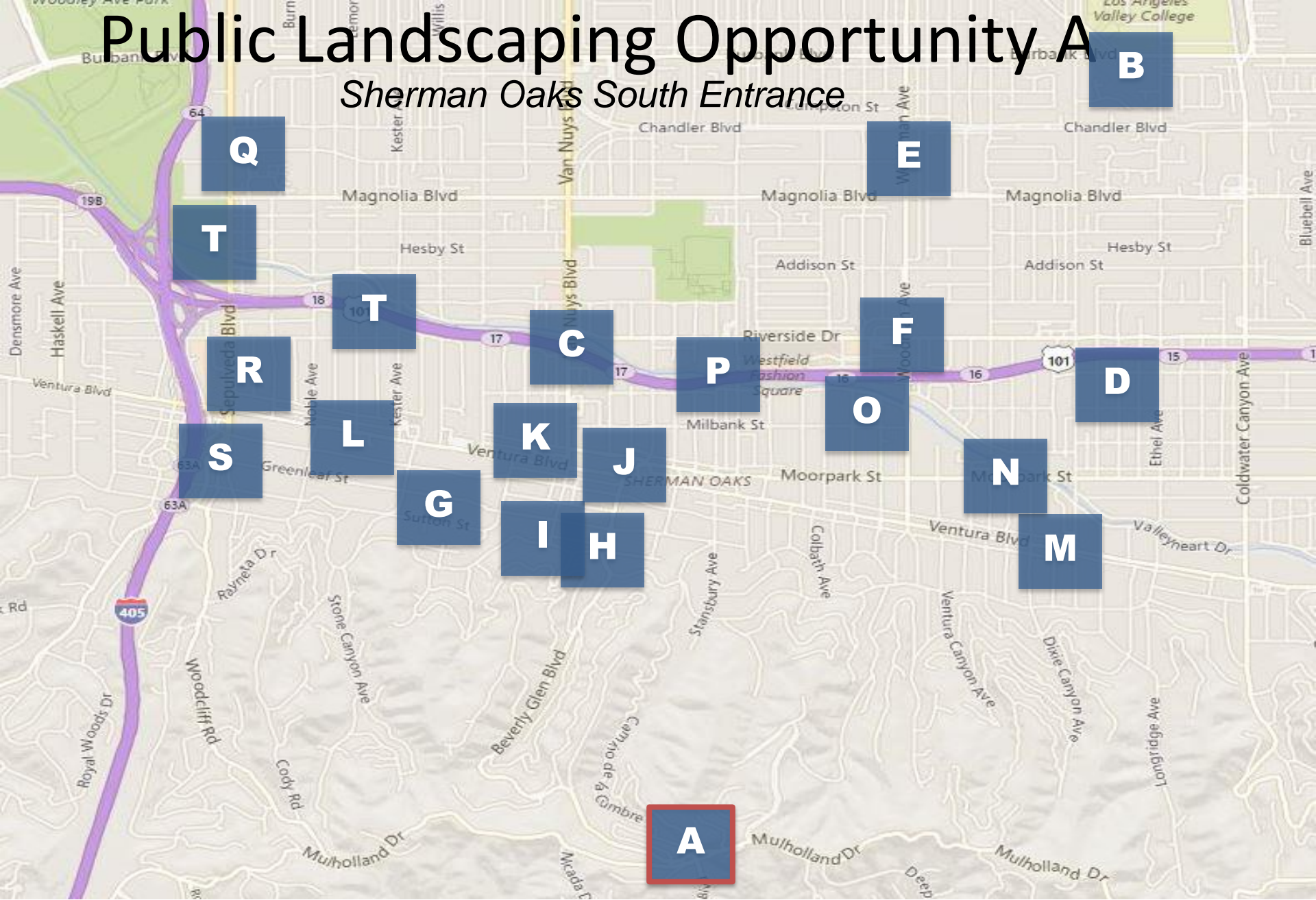
Median Connector

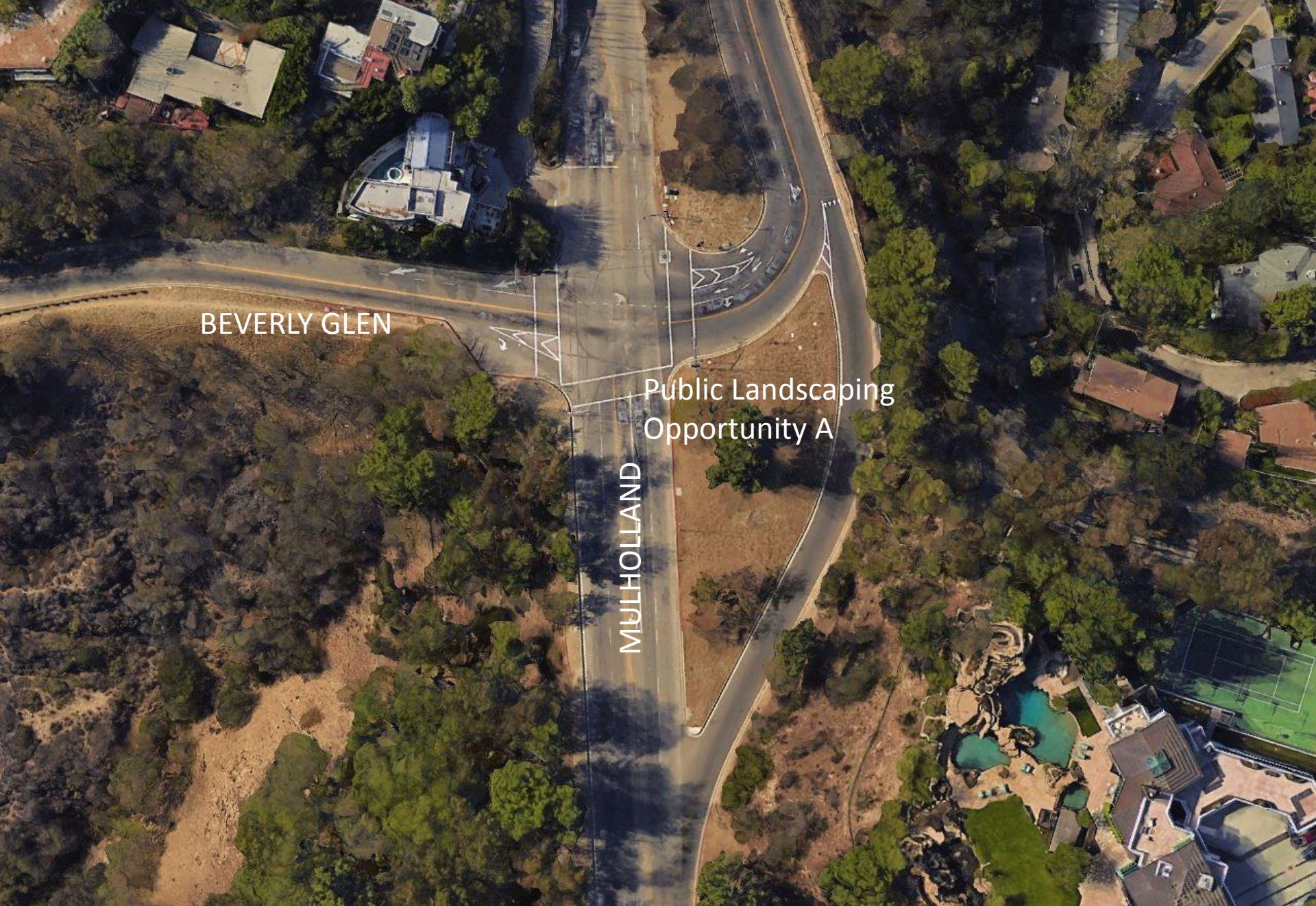
Park Opportunity 2

Park Opportunity 5

Public Landscaping Opportunity A

Sherman Oaks South Entrance





BEVERLY GLEN

MULHOLLAND

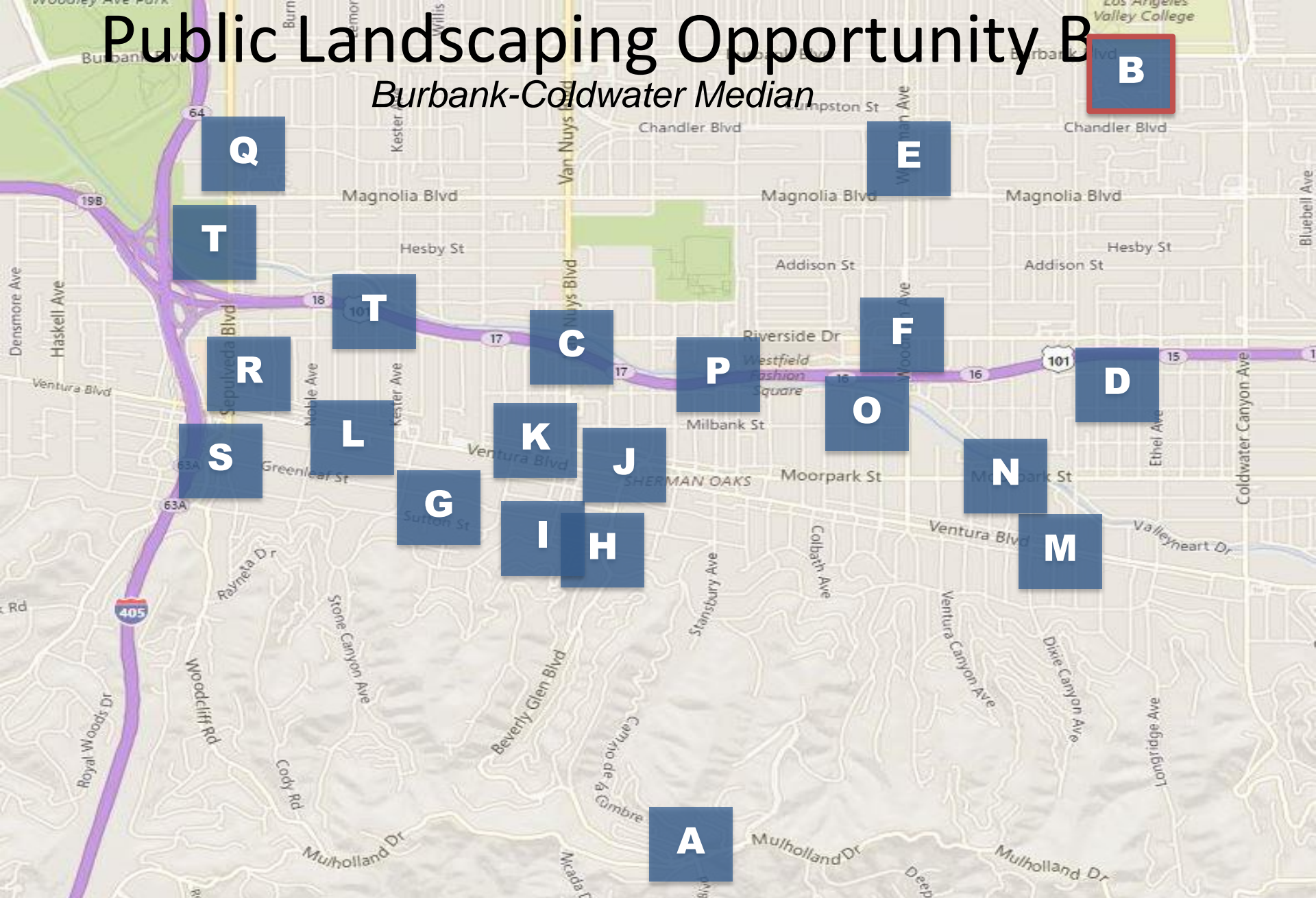
Public Landscaping
Opportunity A

Opportunity To Establish Landscaping and Graphics Palette



Public Landscaping Opportunity B

Burbank-Coldwater Median



Public Landscaping Opportunity B

Opportunity for Cooperation with Neighboring Community to Enhance Greenspace

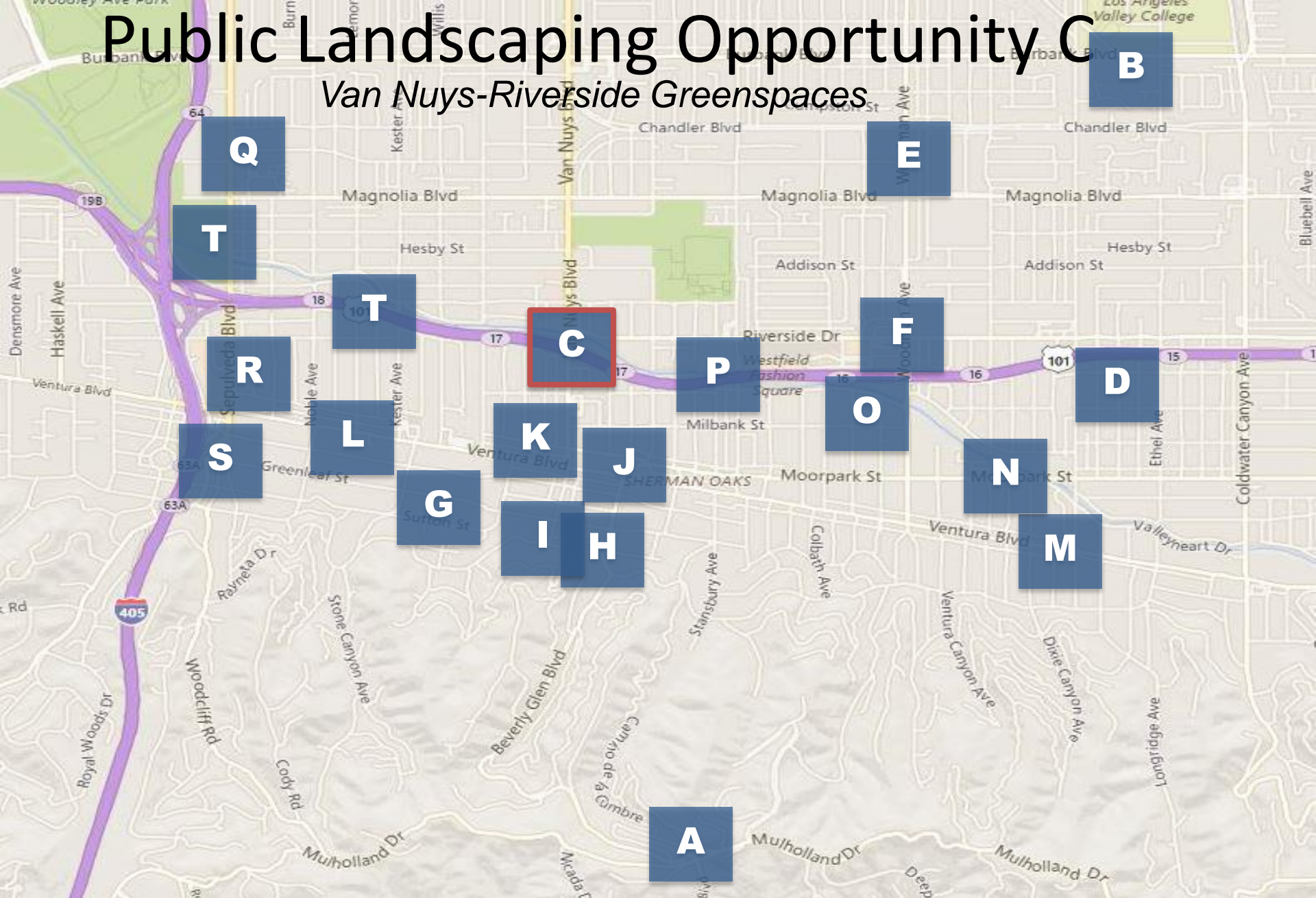
VALLEY COLLEGE

BURBANK

COLDWATER

Public Landscaping Opportunity C

Van Nuys-Riverside Greenspaces



Public Landscaping Opportunity C



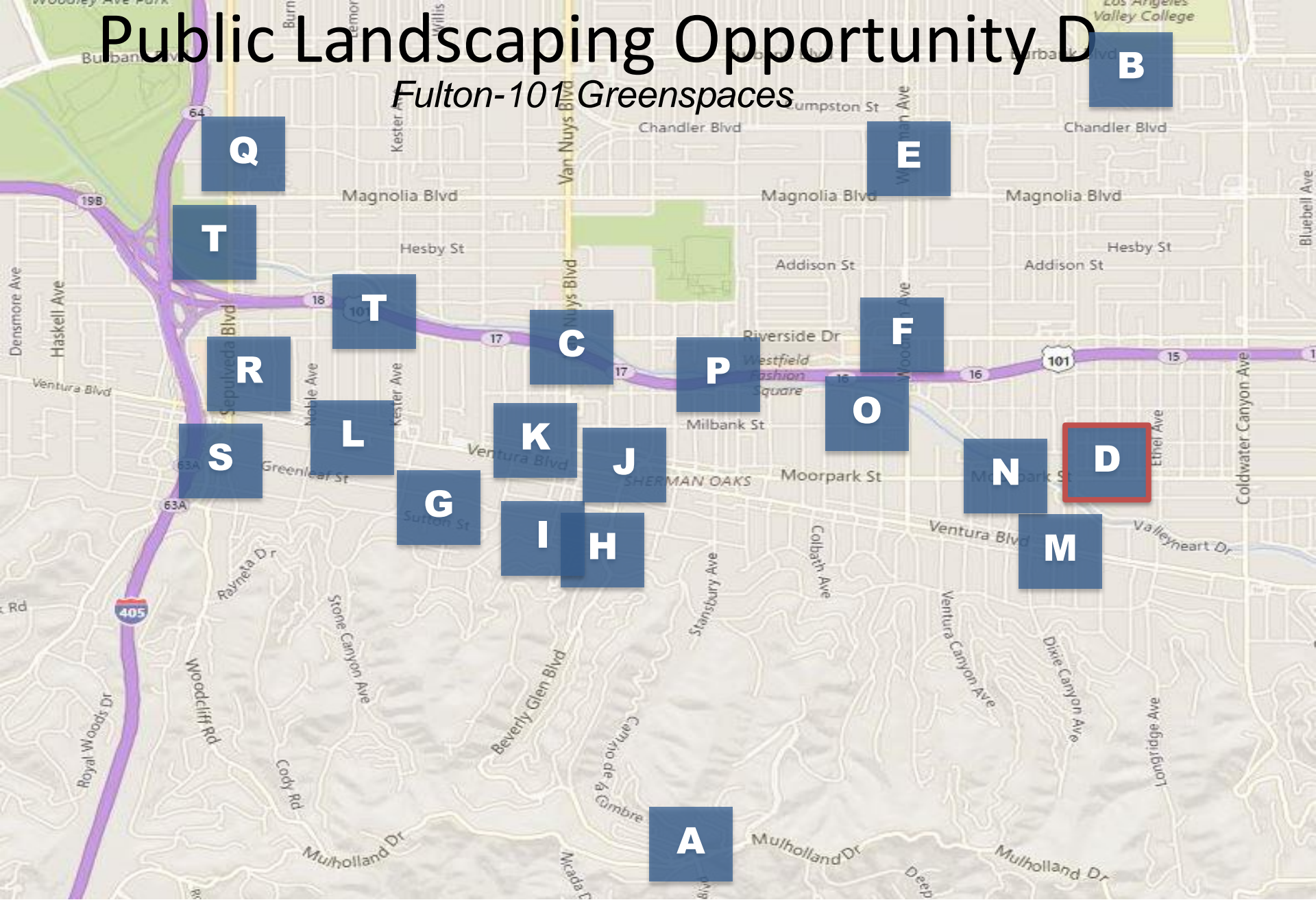
Public Landscaping Opportunity C

Green Areas Can Be Welcome to Sherman Oaks Opportunity



Public Landscaping Opportunity D

Fulton-101 Greenspaces



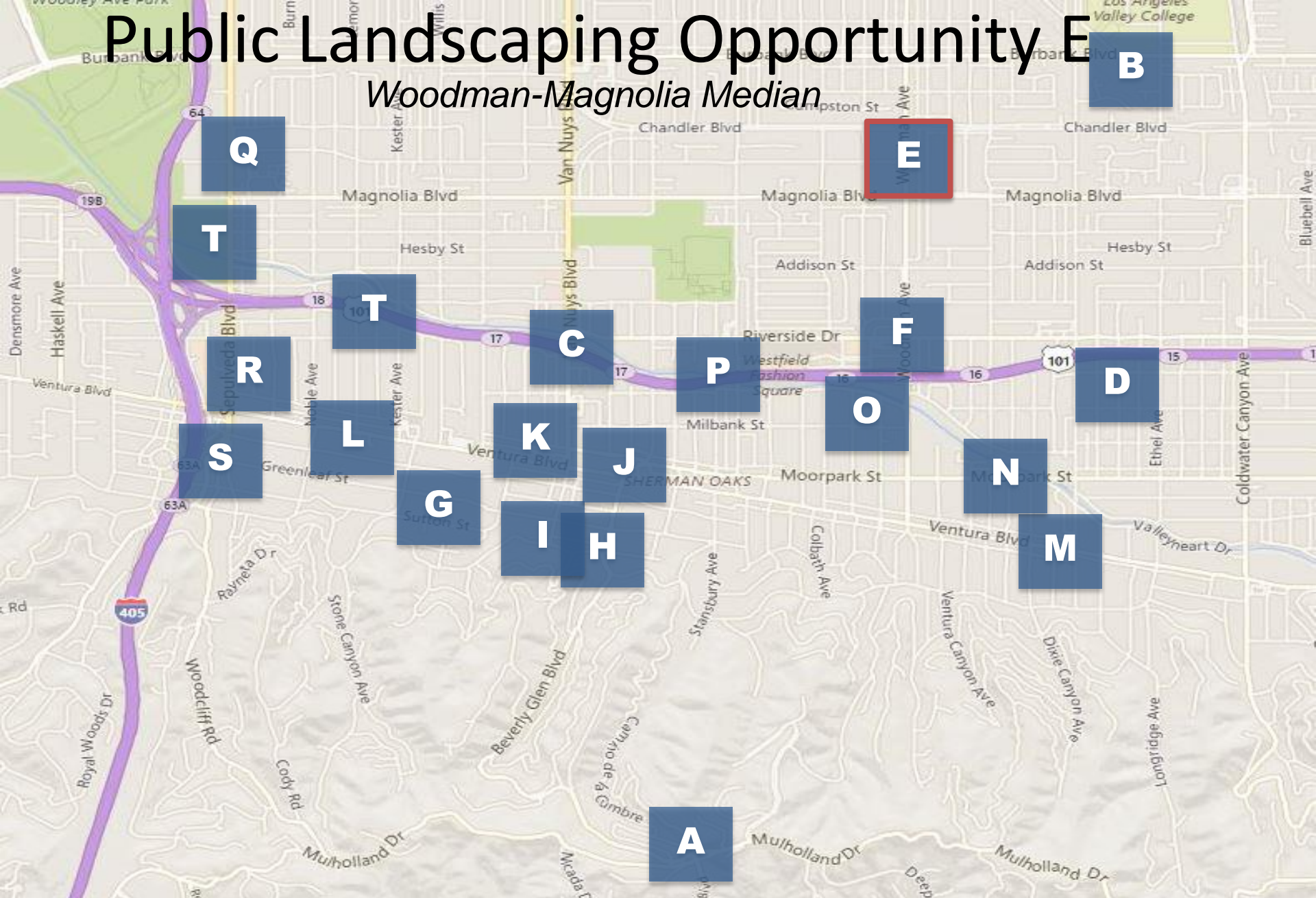
Public Landscaping Opportunity D





Public Landscaping Opportunity E

Woodman-Magnolia Median

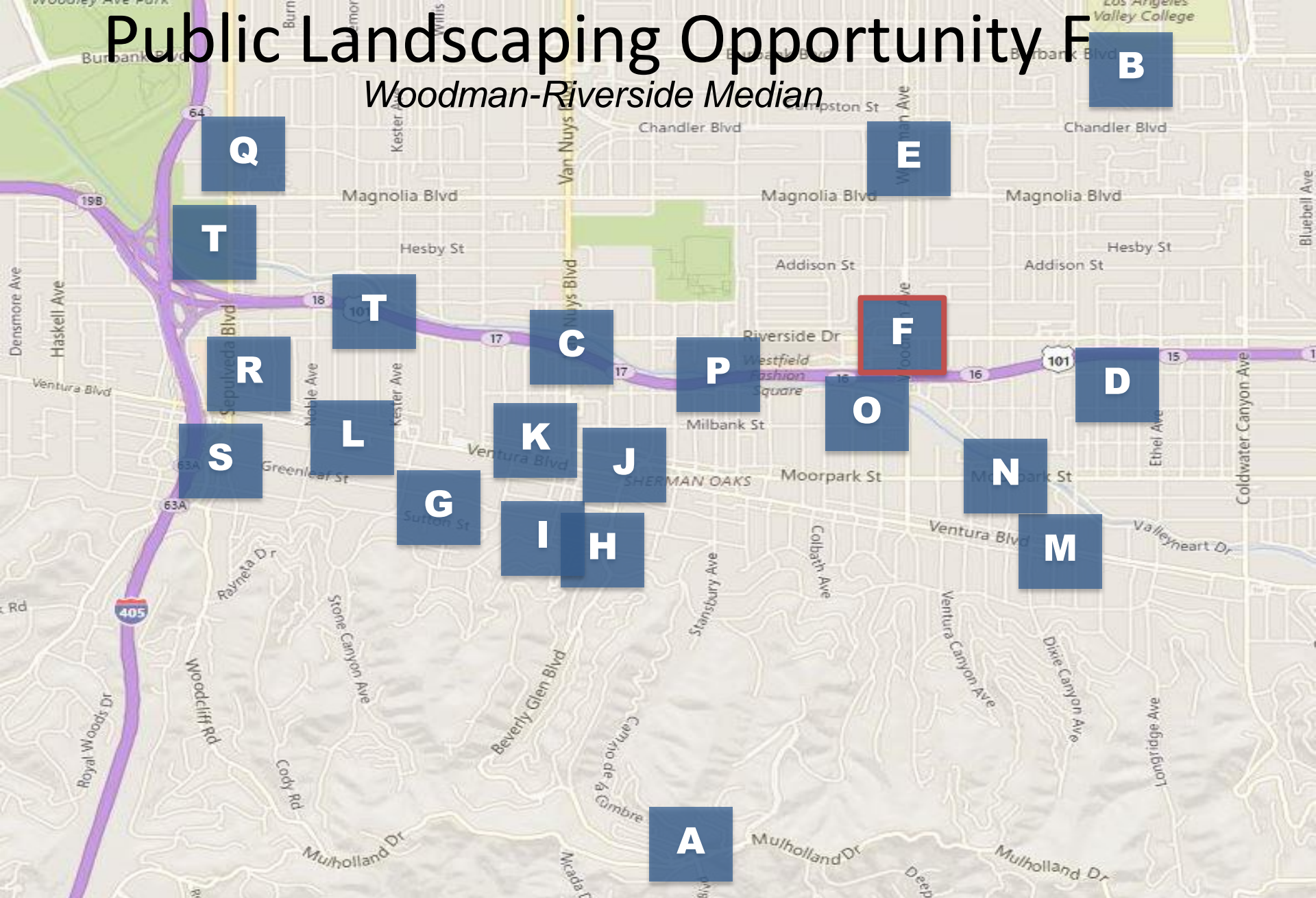


Public Landscaping Opportunity E **Median Opportunity**



Public Landscaping Opportunity F

Woodman-Riverside Median



Public Landscaping Opportunity F

NOTRE DAME

RIVERSIDE

WOODMAN

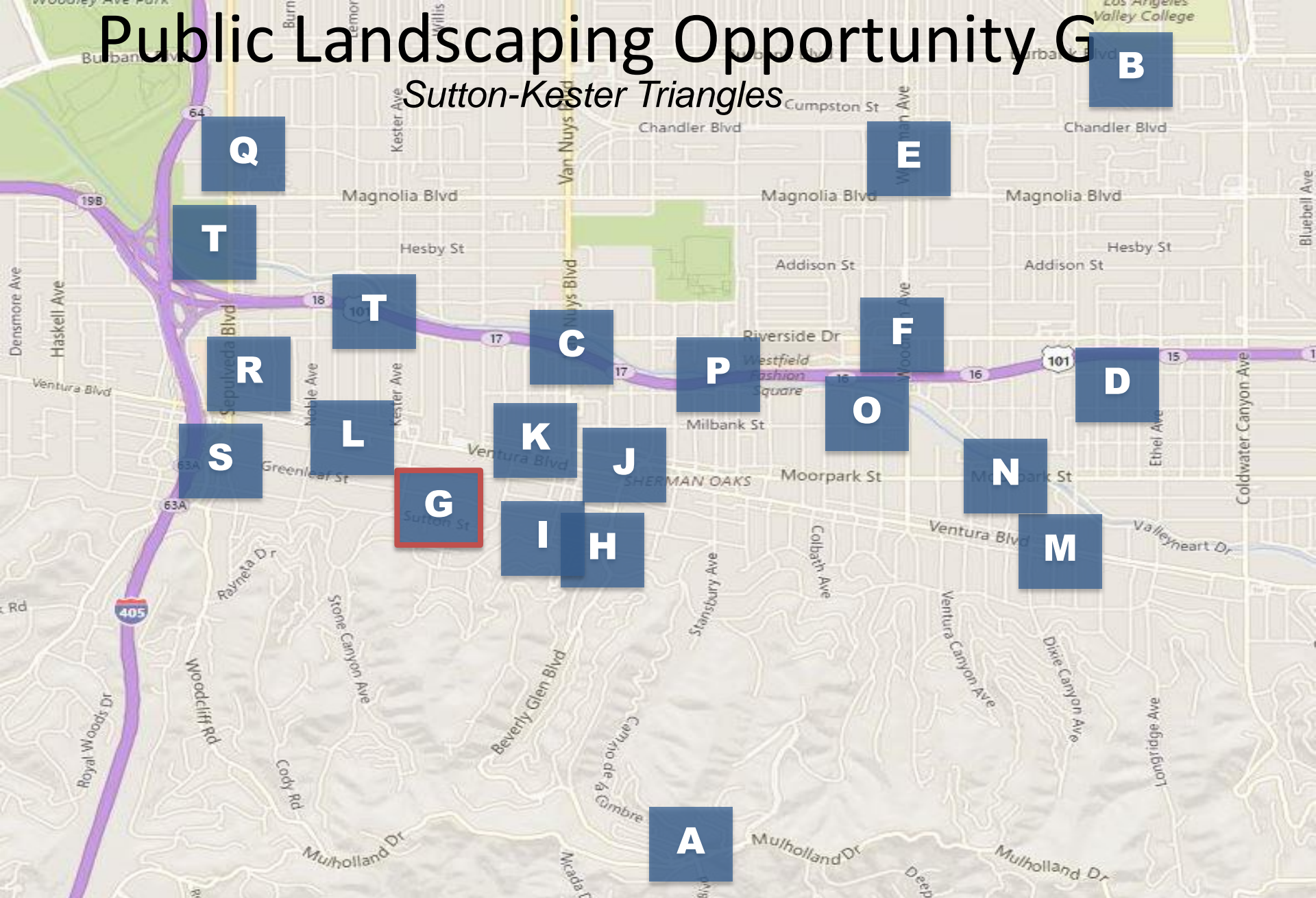
FASHION SQUARE PARKING

Public Landscaping Opportunity F

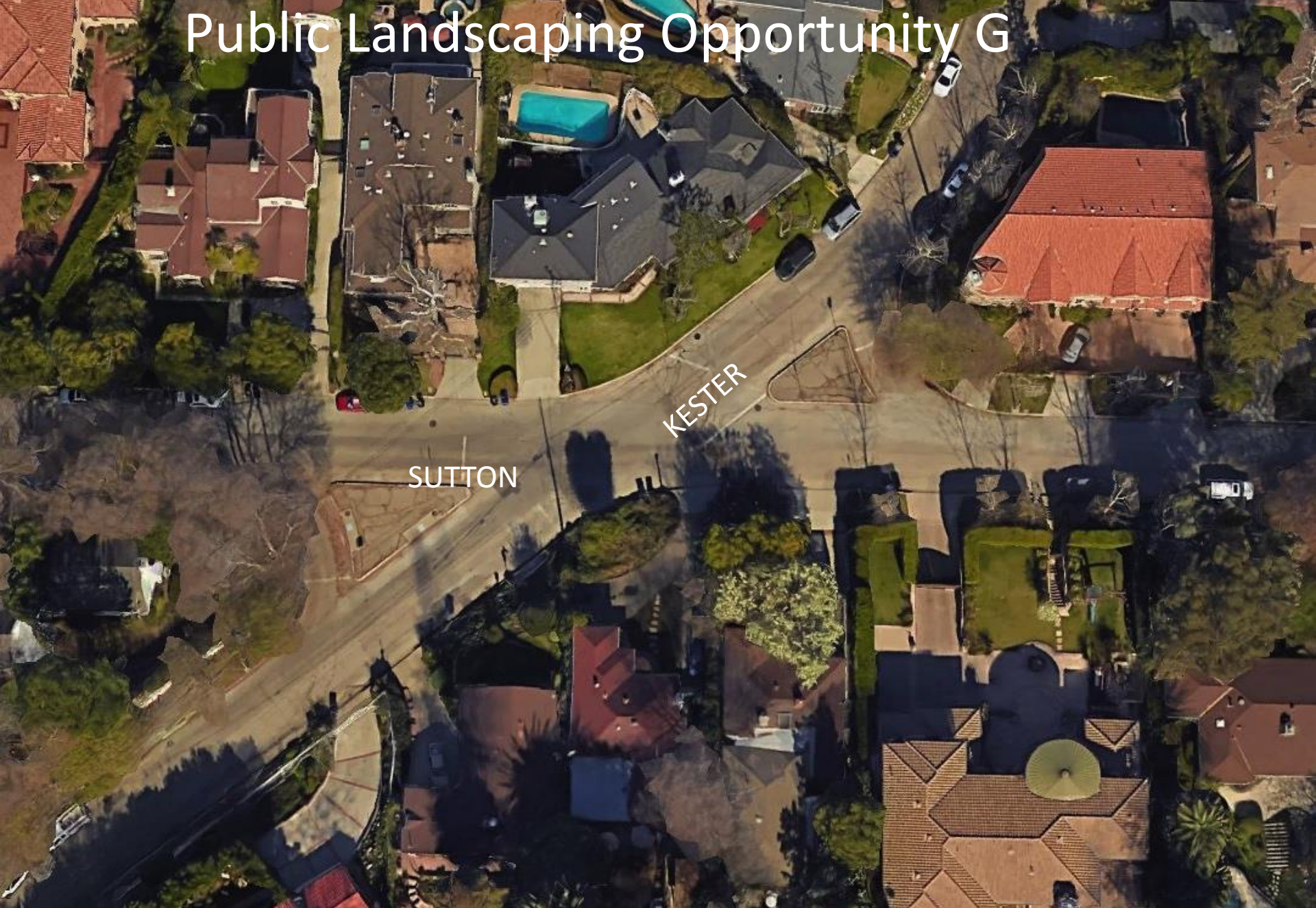


Public Landscaping Opportunity G

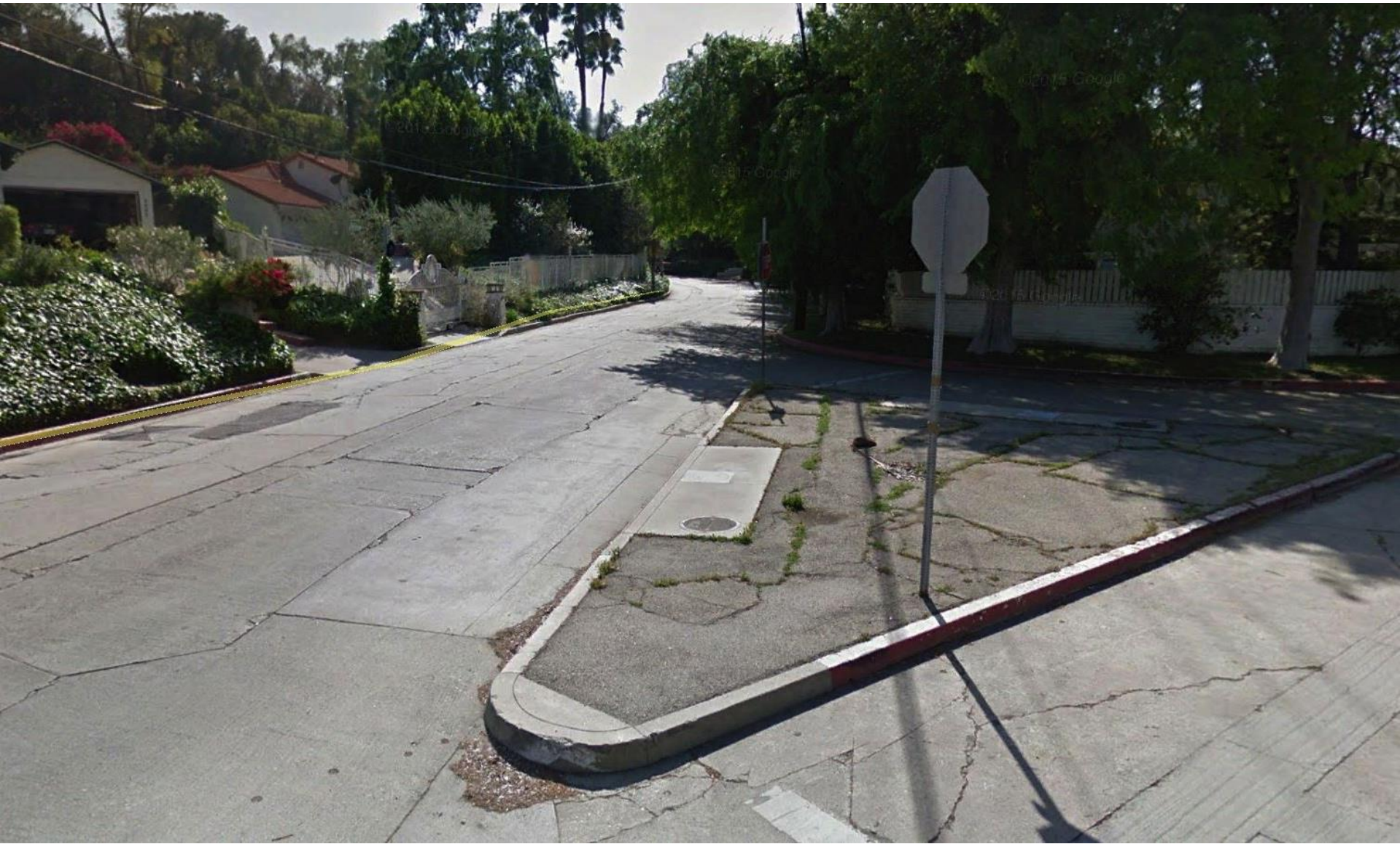
Sutton-Kester Triangles



Public Landscaping Opportunity G



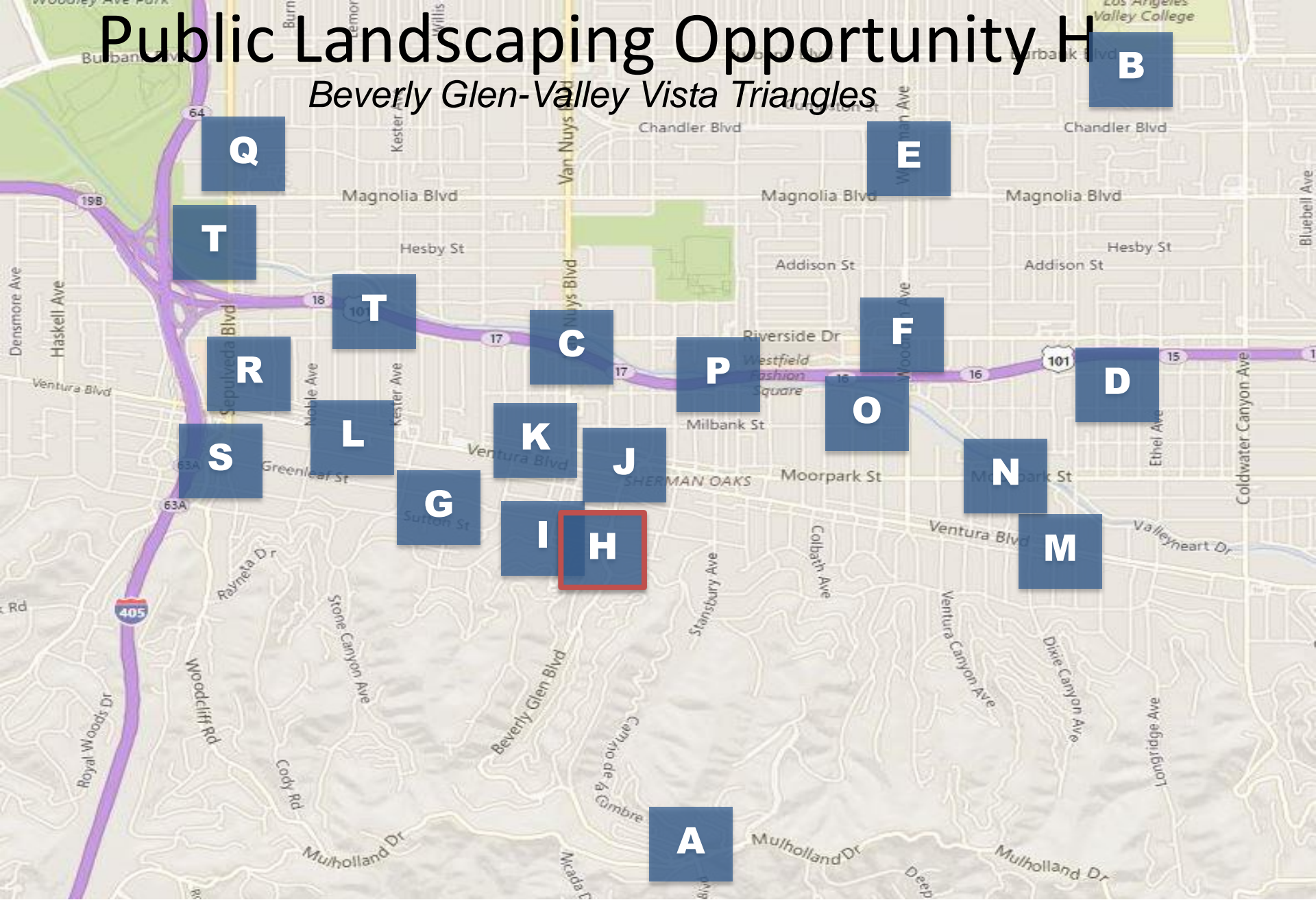




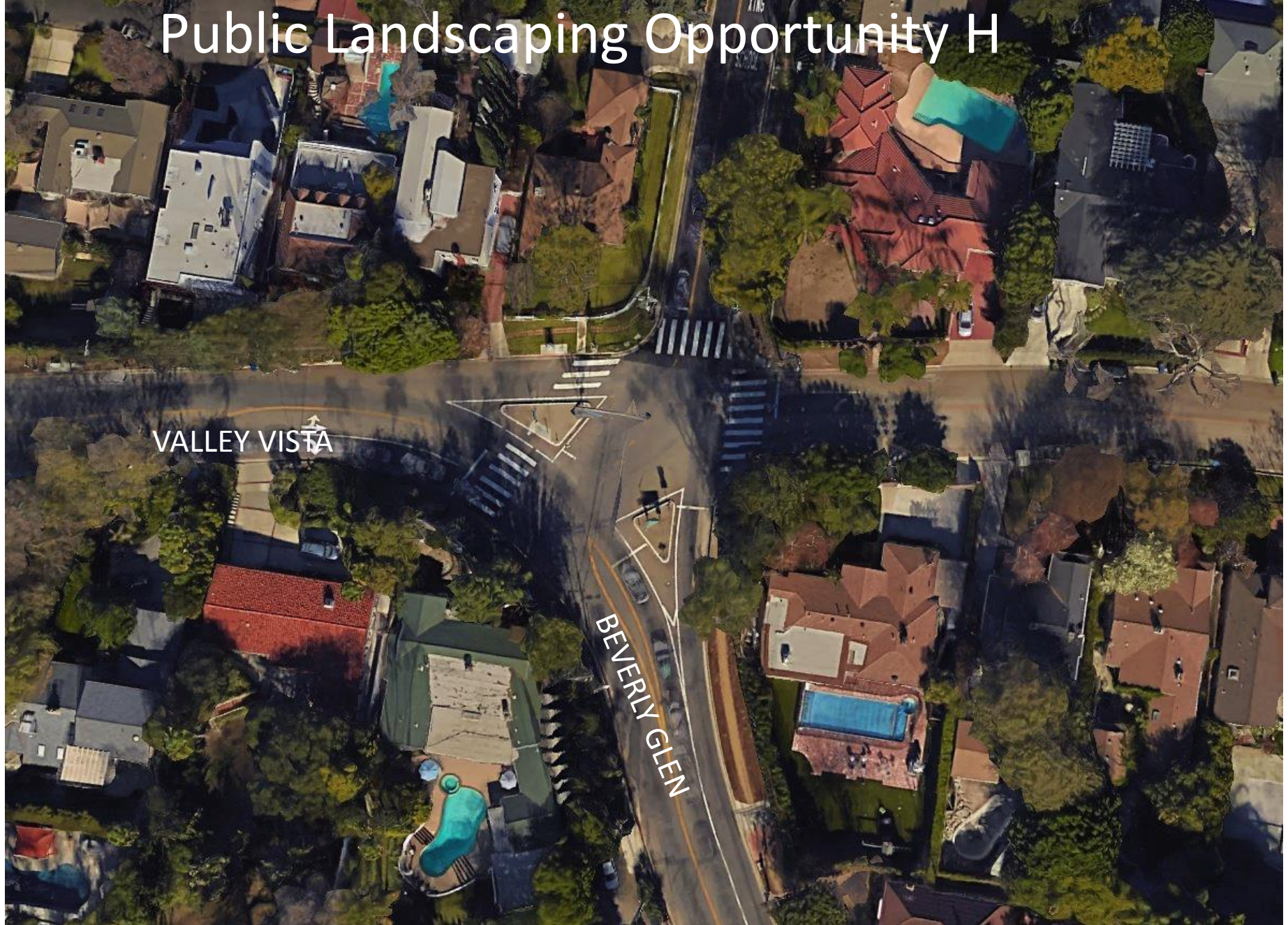


Public Landscaping Opportunity H

Beverly Glen-Valley Vista Triangles



Public Landscaping Opportunity H



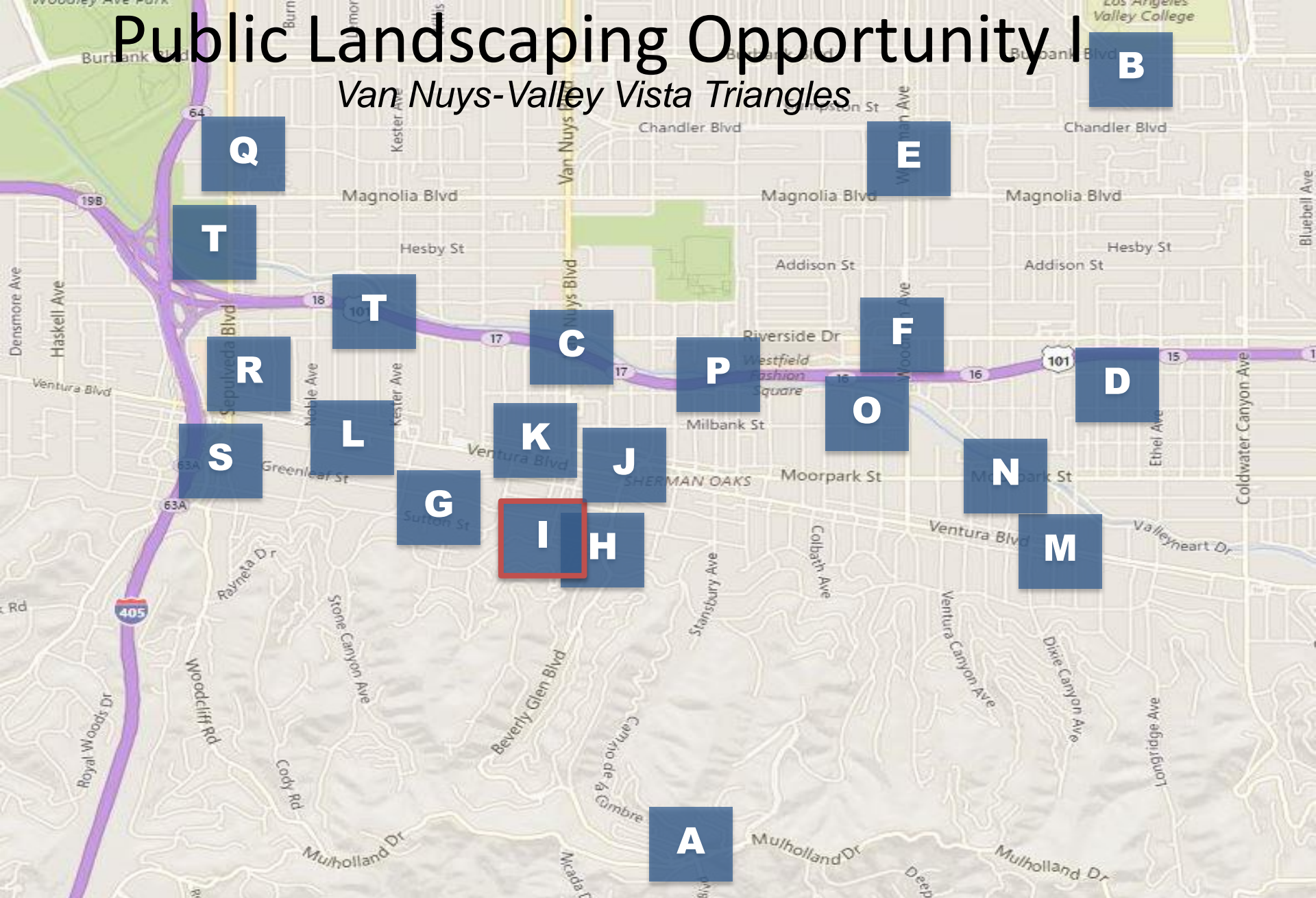






Public Landscaping Opportunity I

Van Nuys-Valley Vista Triangles



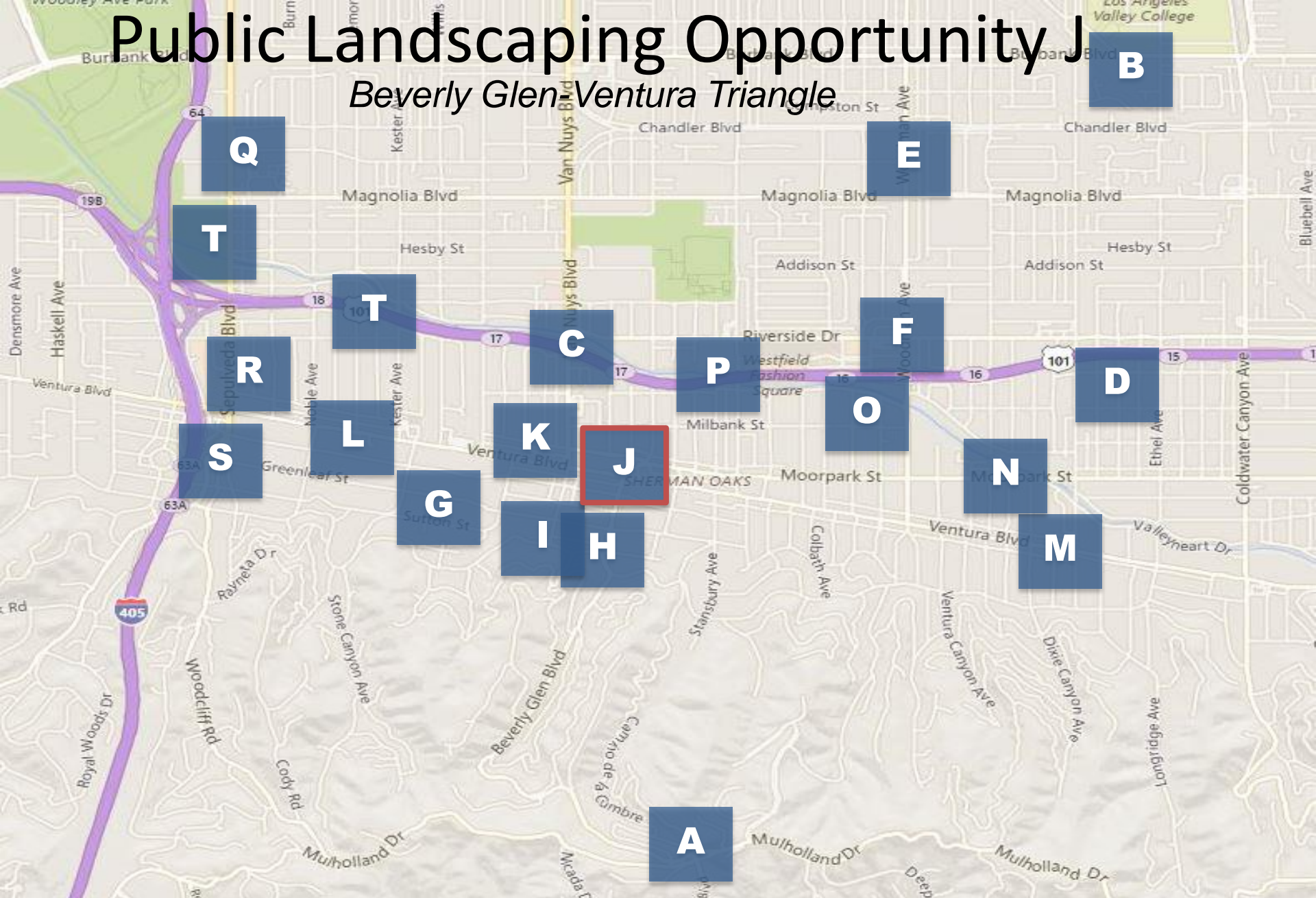
Public Landscaping Opportunity I



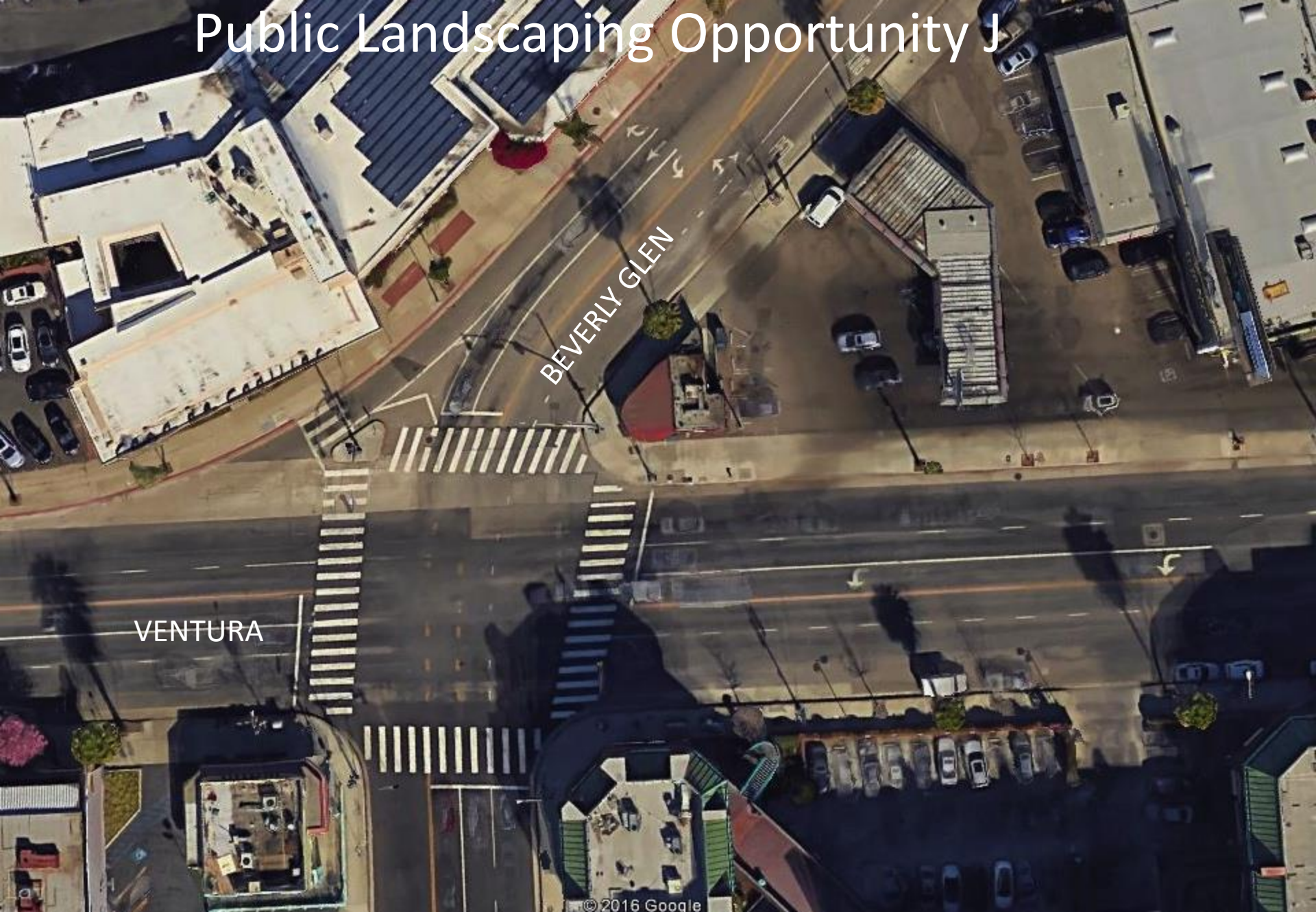


Public Landscaping Opportunity J

Beverly Glen/Ventura Triangle



Public Landscaping Opportunity J





VENTURA

BEVERLY GLEN

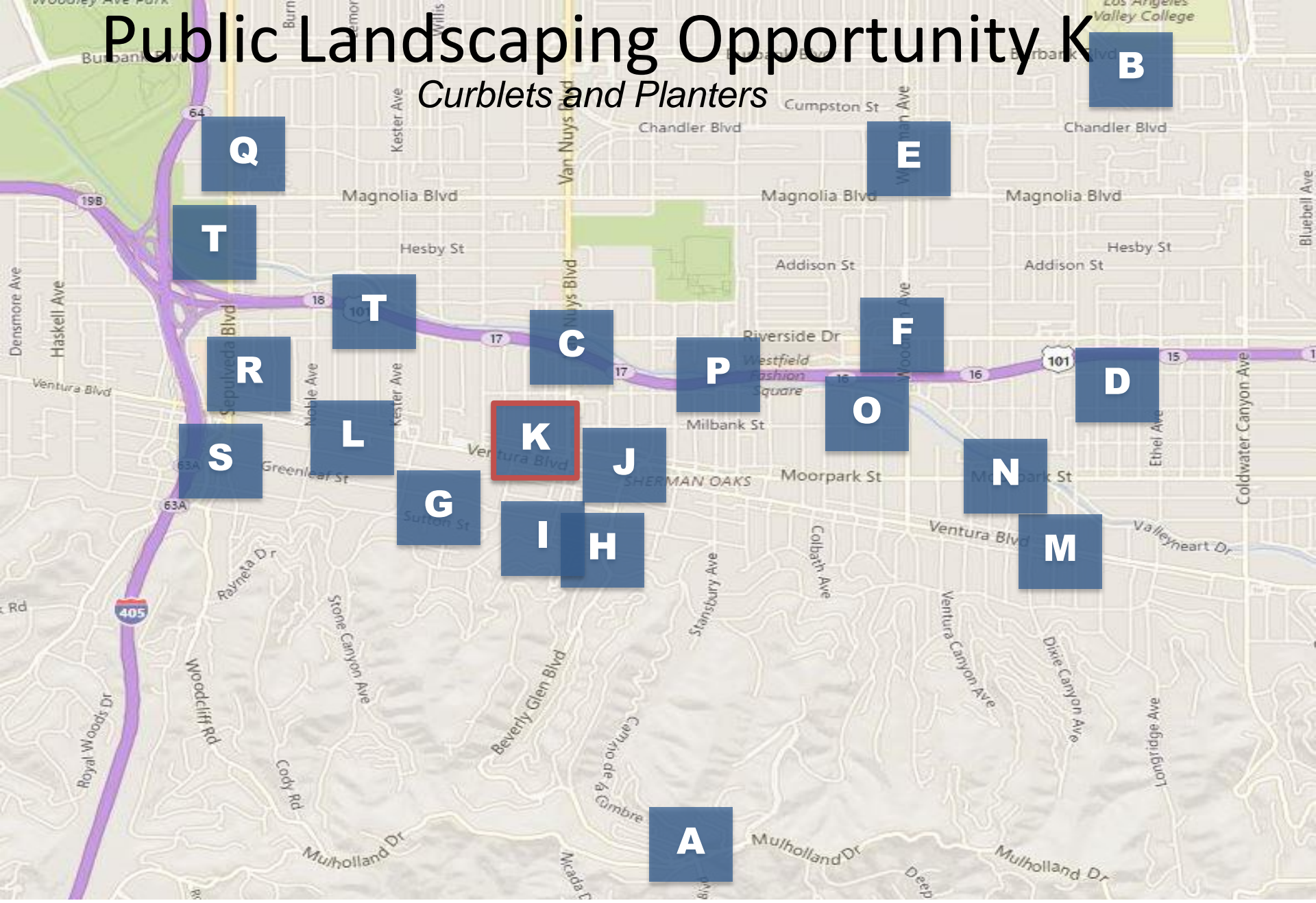
© 2016 Google





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



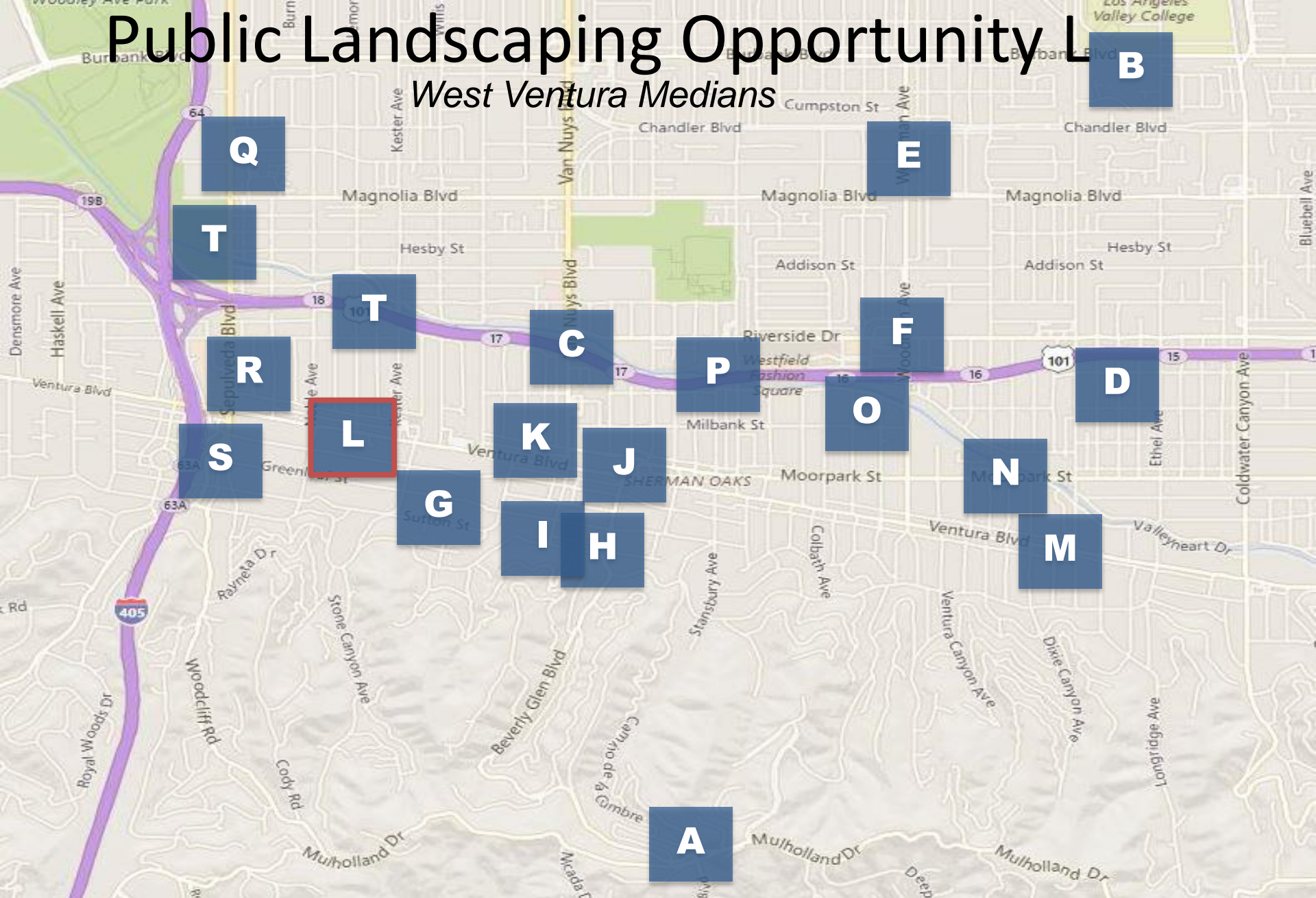
CURBLETS



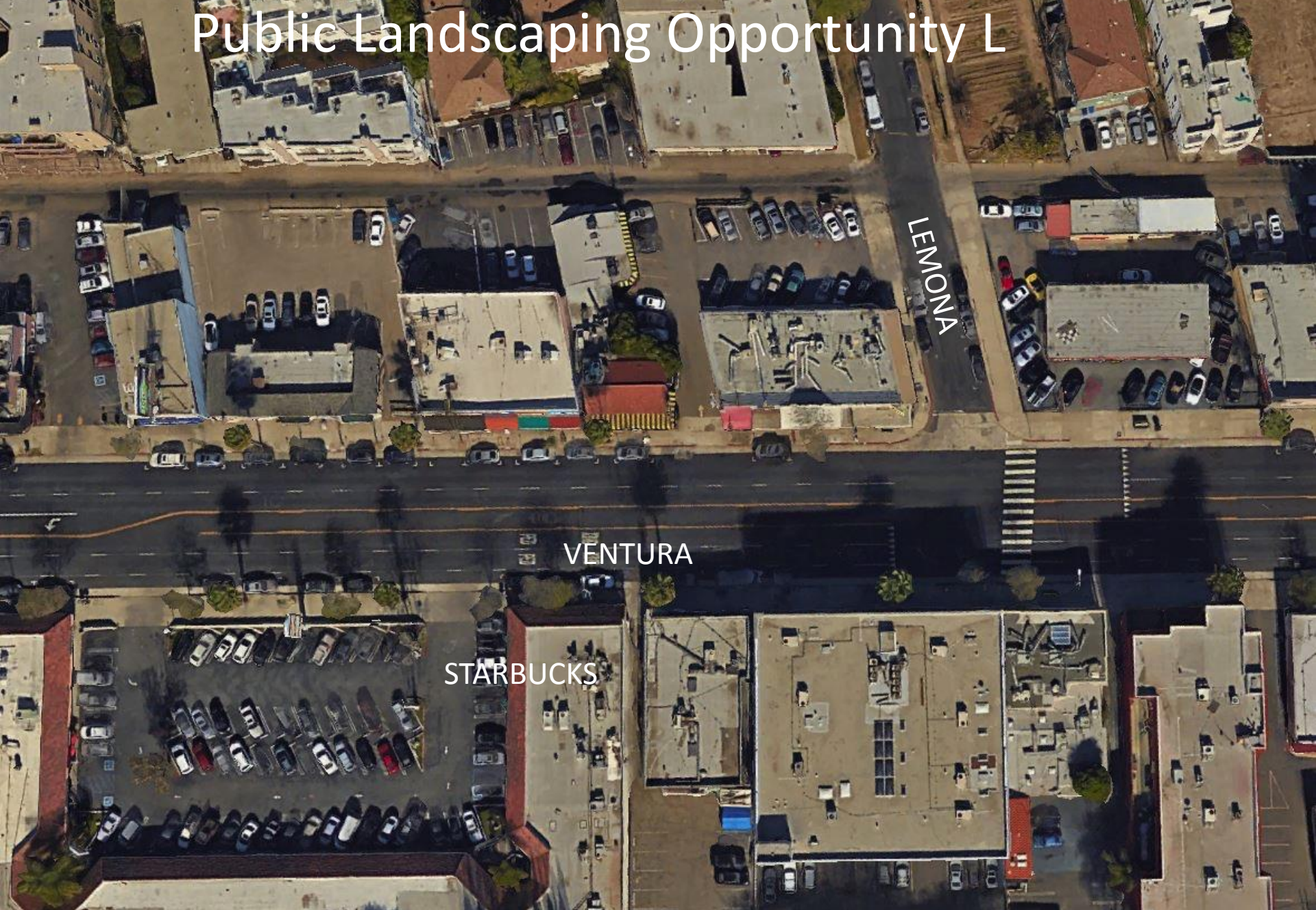
Encourage Planters at Outdoor Dining Areas

Public Landscaping Opportunity List

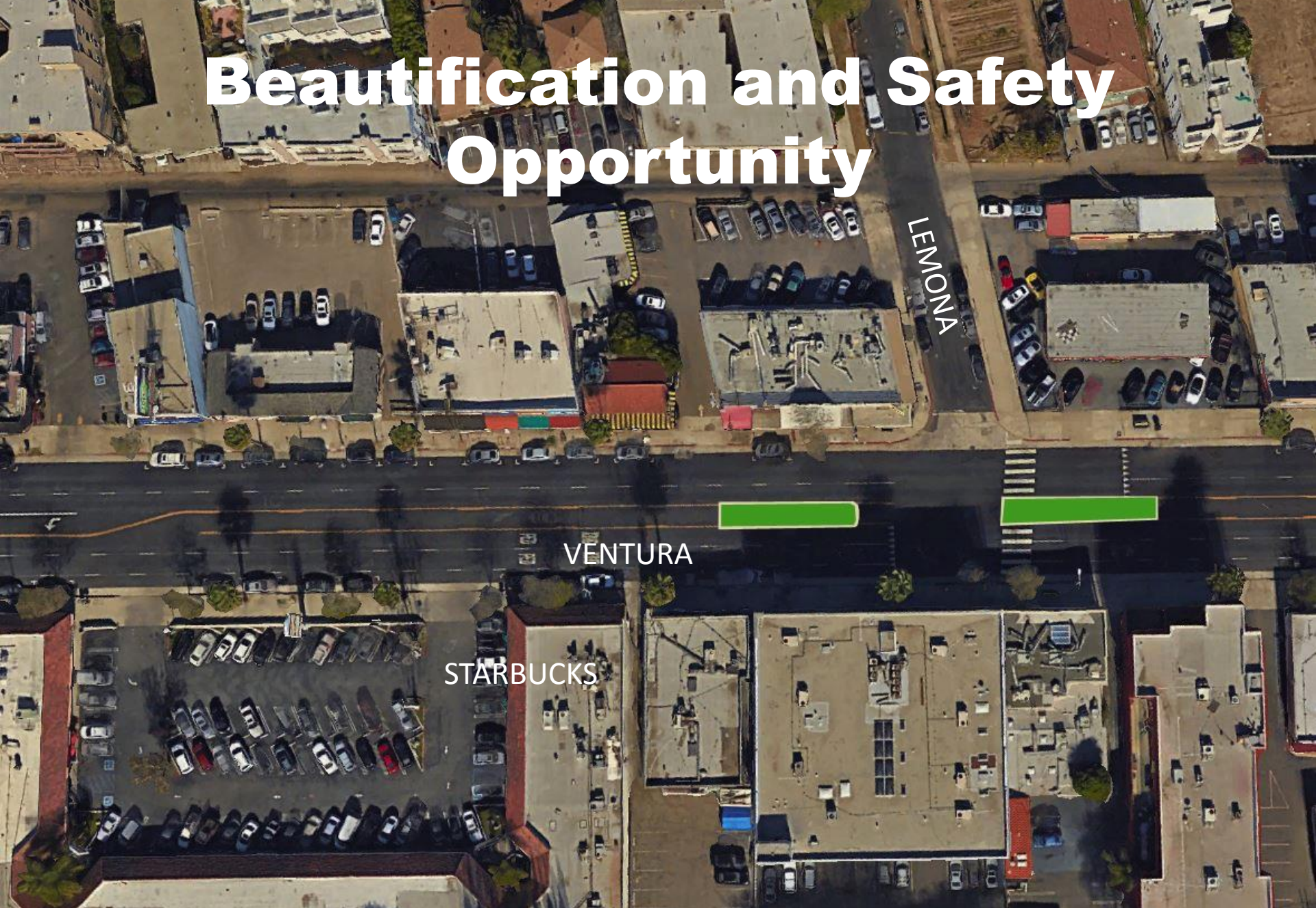
West Ventura Medians



Public Landscaping Opportunity L



Beautification and Safety Opportunity

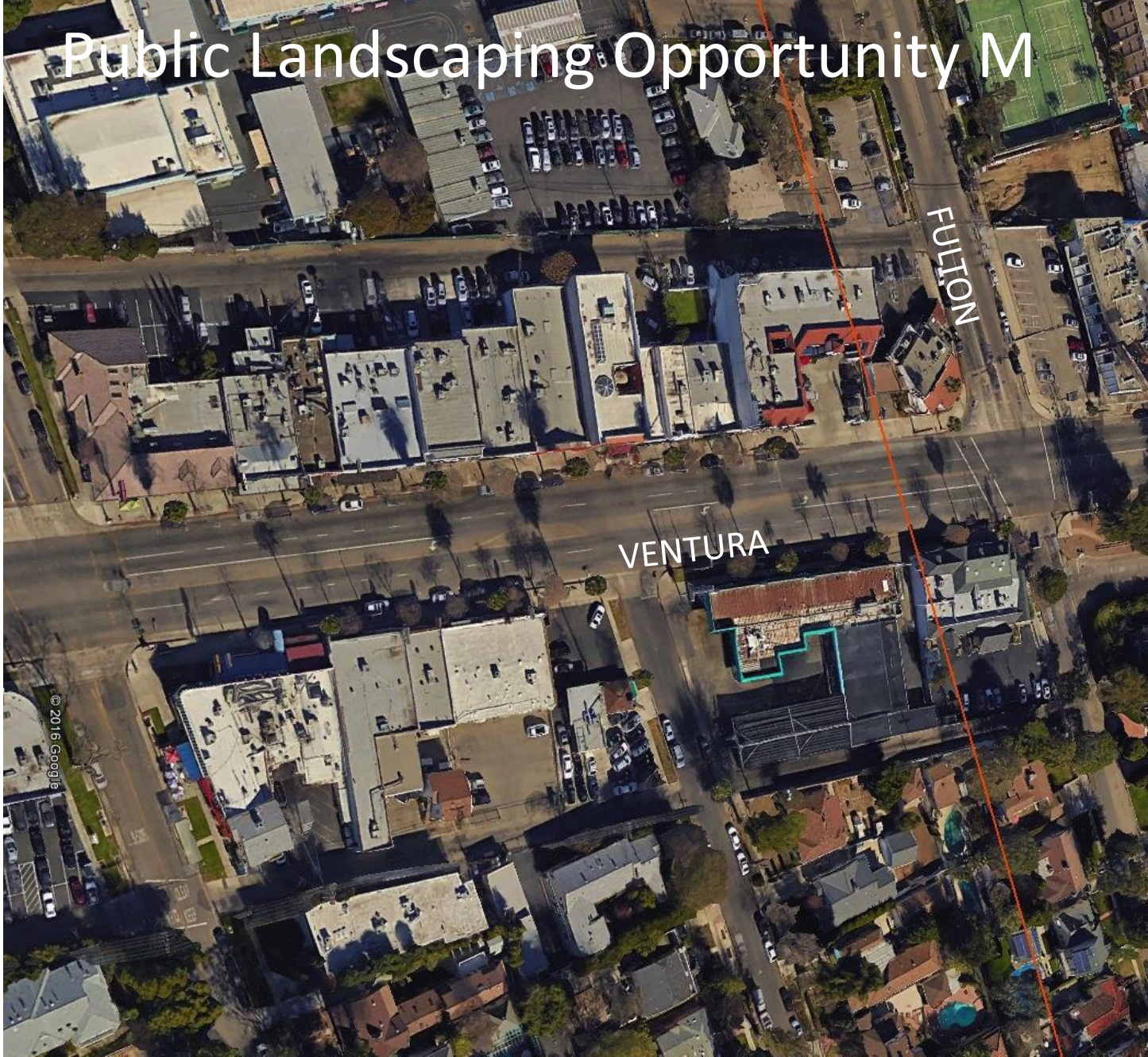


Public Landscaping Opportunity Map

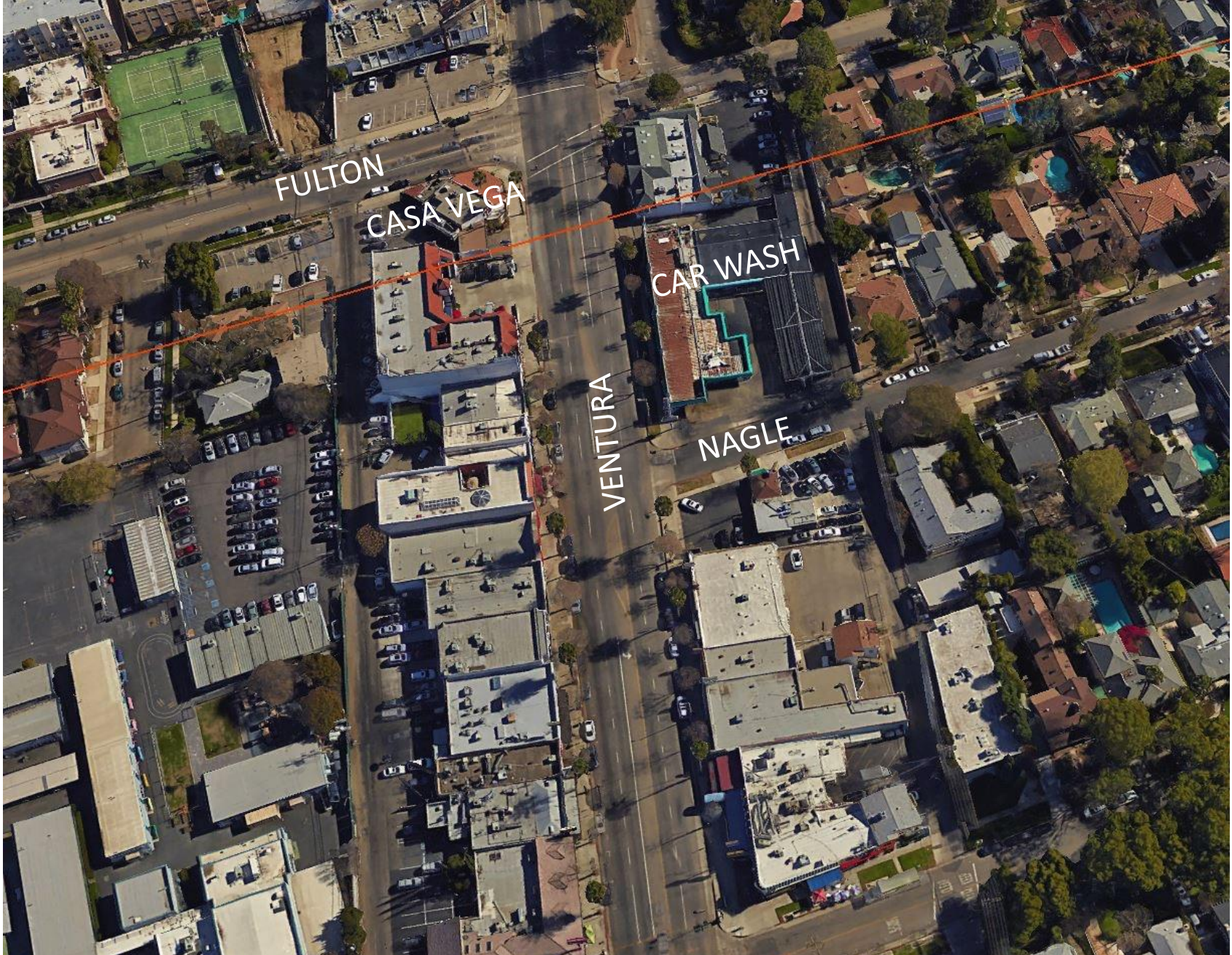
East Ventura Medians



Public Landscaping Opportunity M

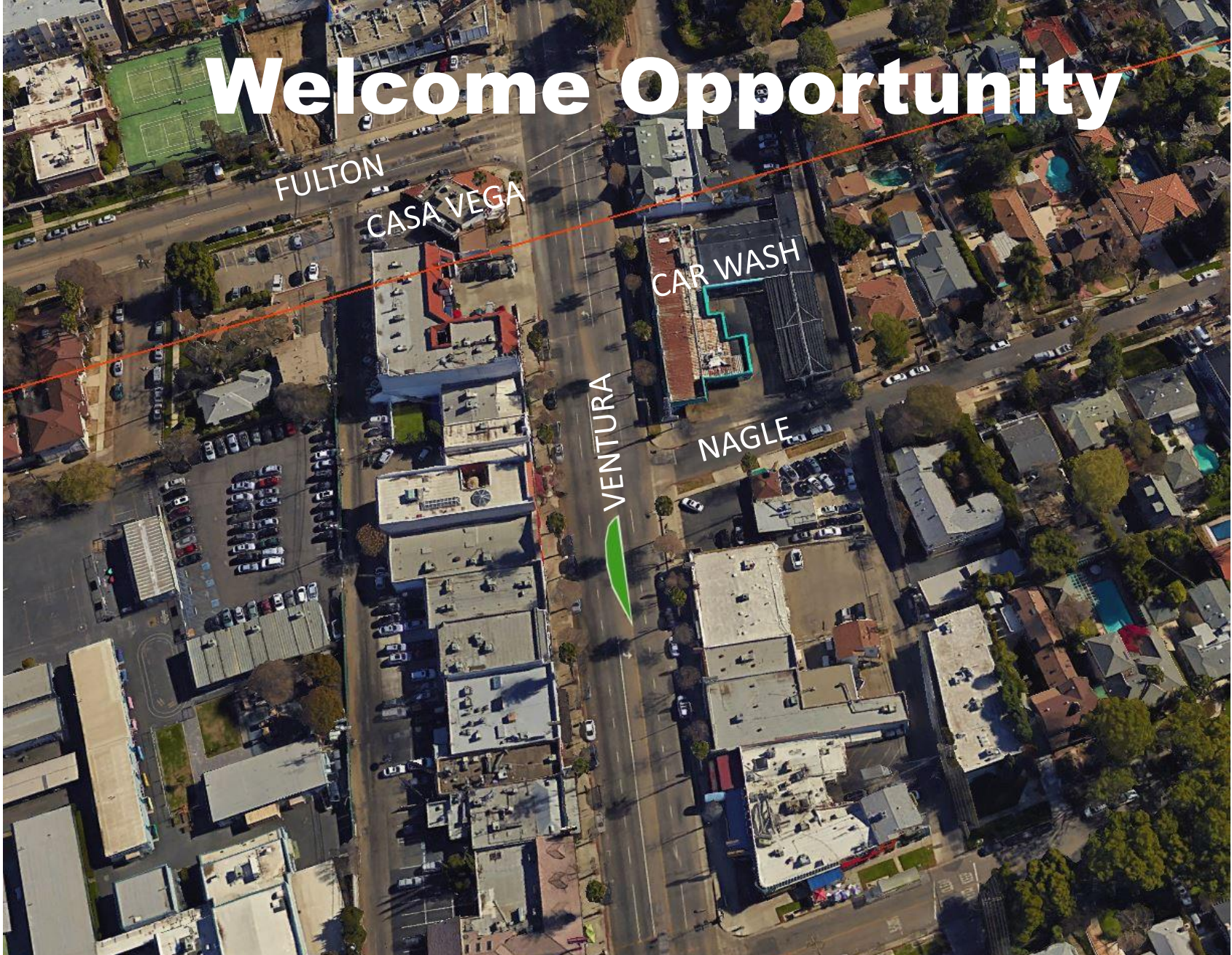


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Sherman Oaks Neighborhood Council
Vision Committee

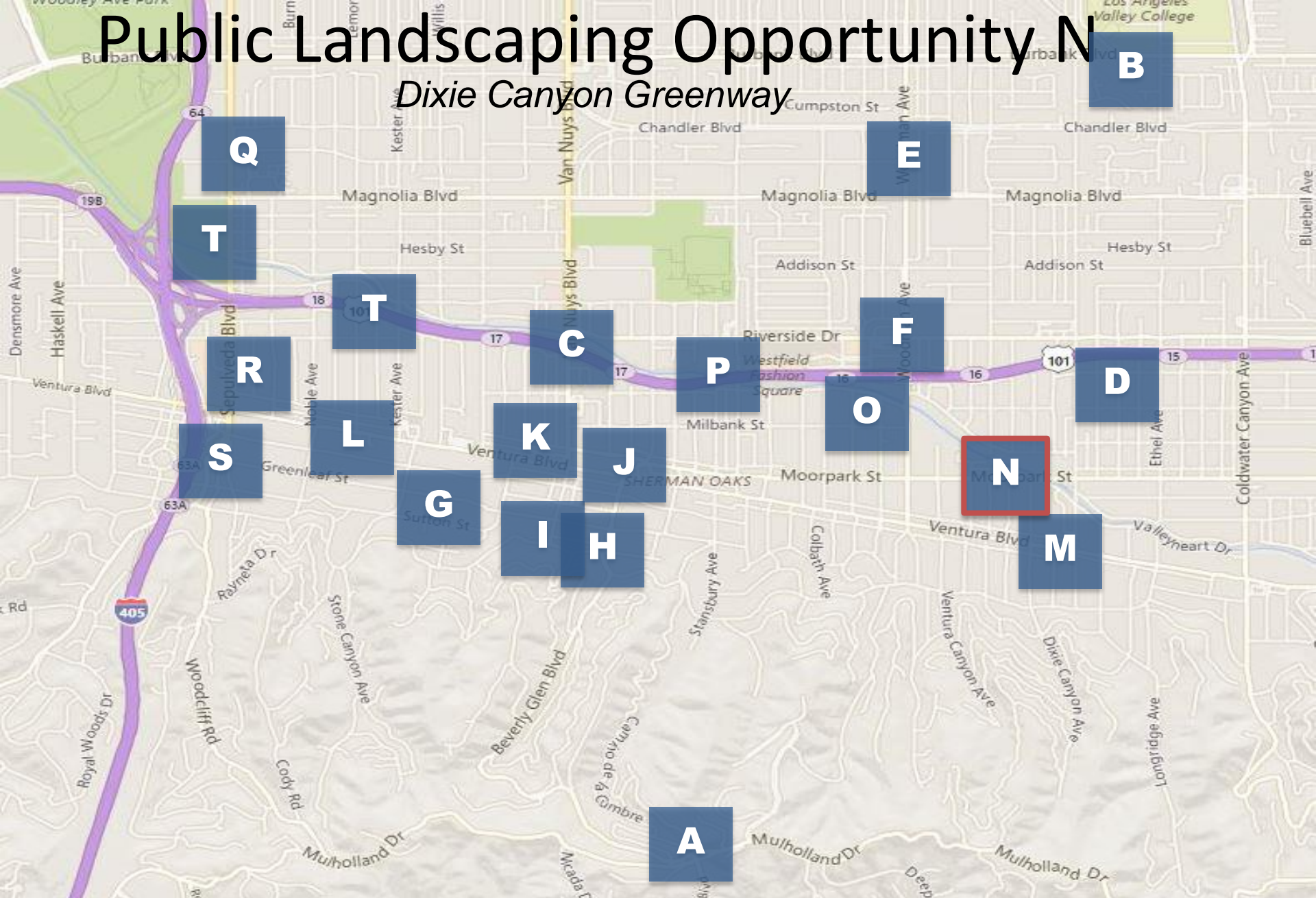
Welcome Opportunity



Sherman Oaks Neighborhood Council
Vision Committee

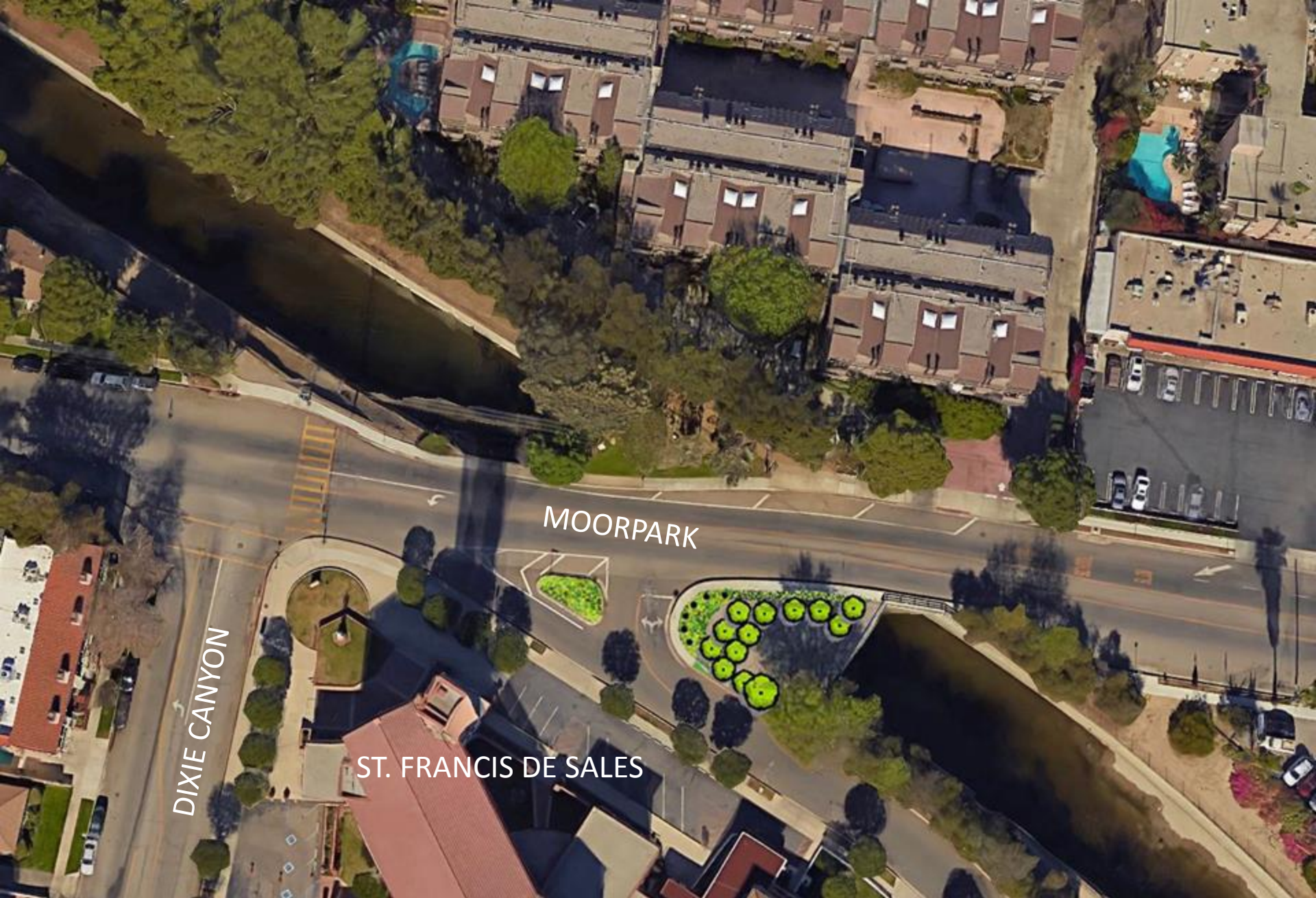
Public Landscaping Opportunity N

Dixie Canyon Greenway



Public Landscaping Opportunity N





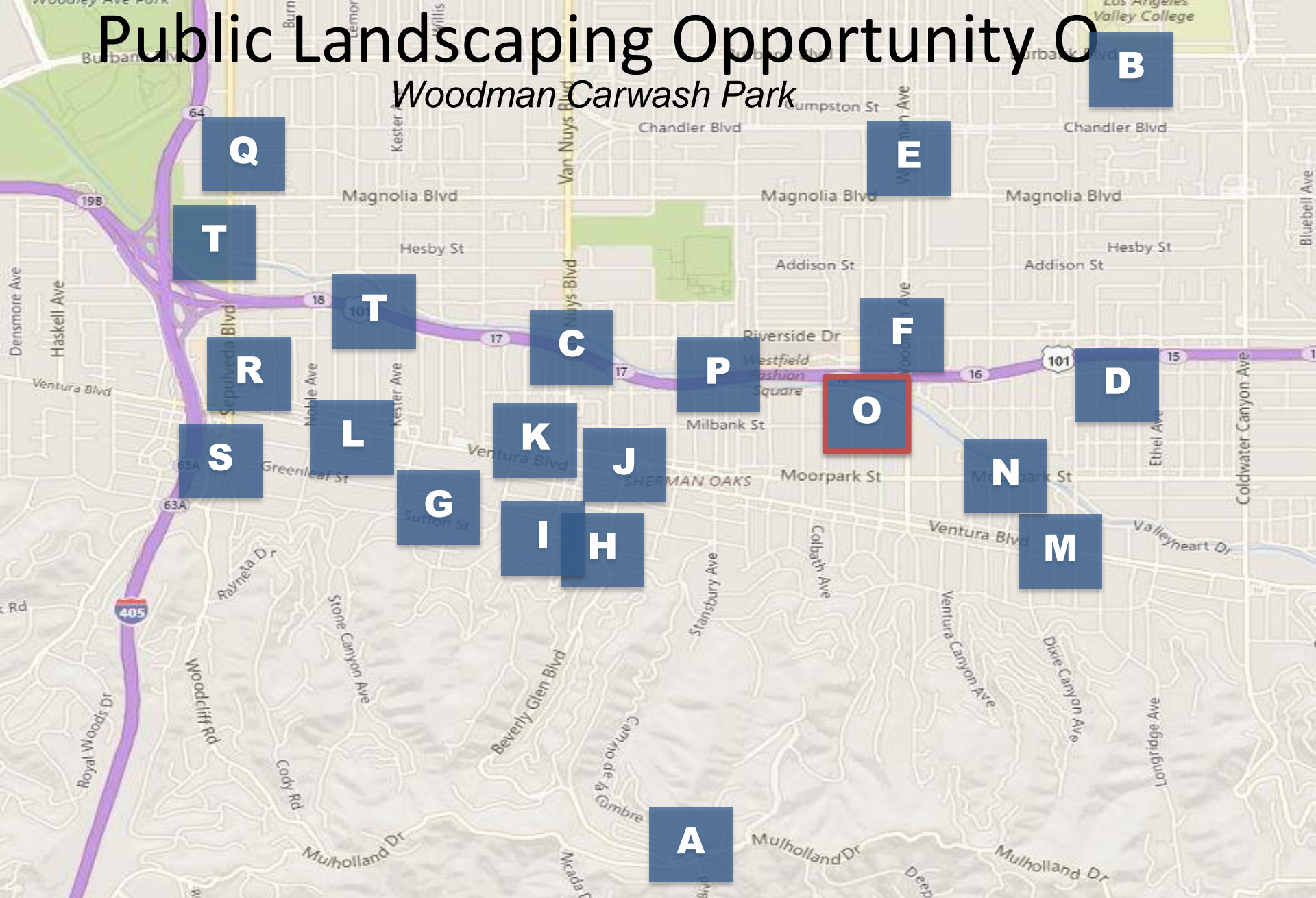
DIXIE CANYON

MOORPARK

ST. FRANCIS DE SALES

Public Landscaping Opportunity O

Woodman Carwash Park



Public Landscaping Opportunity O

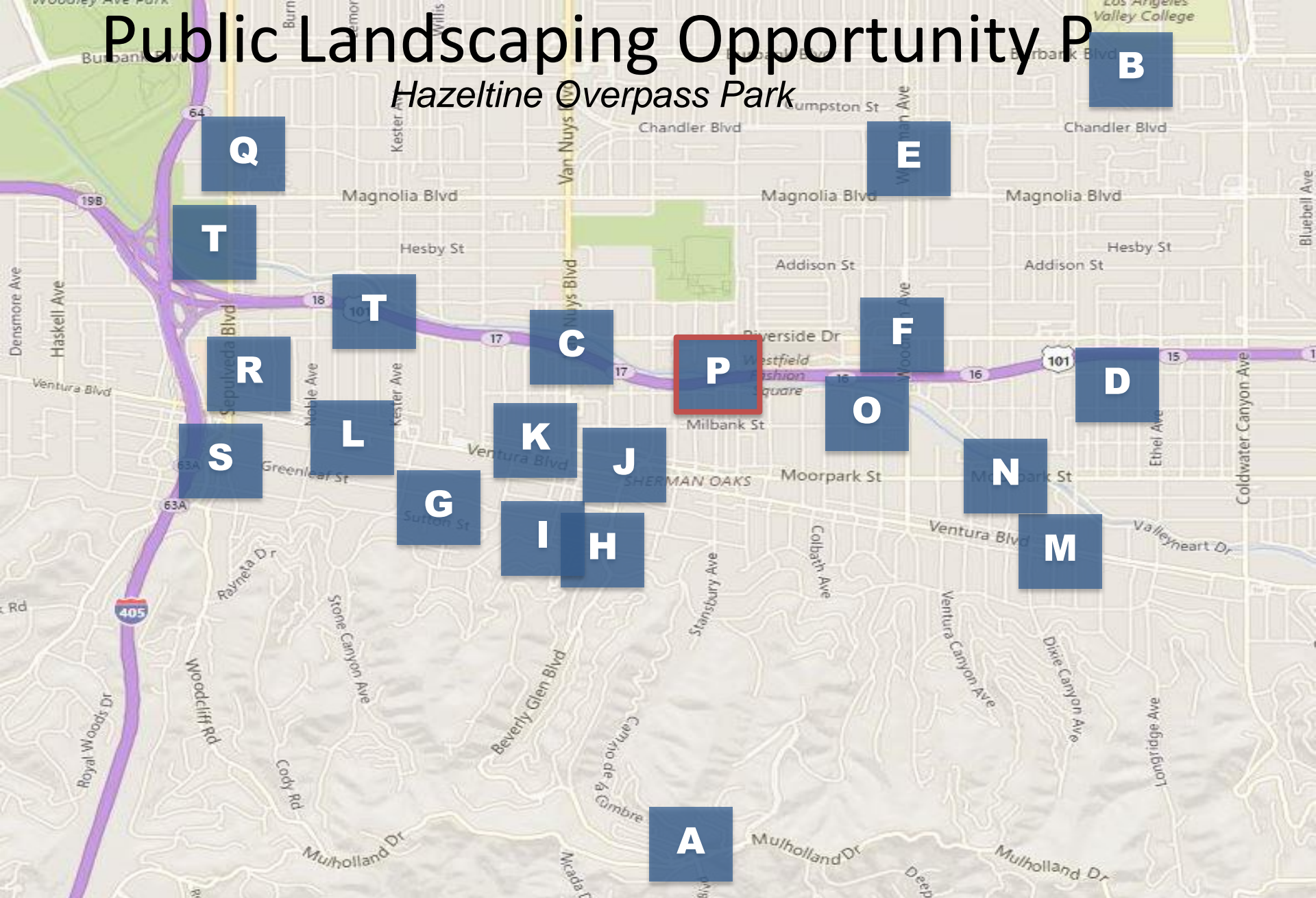


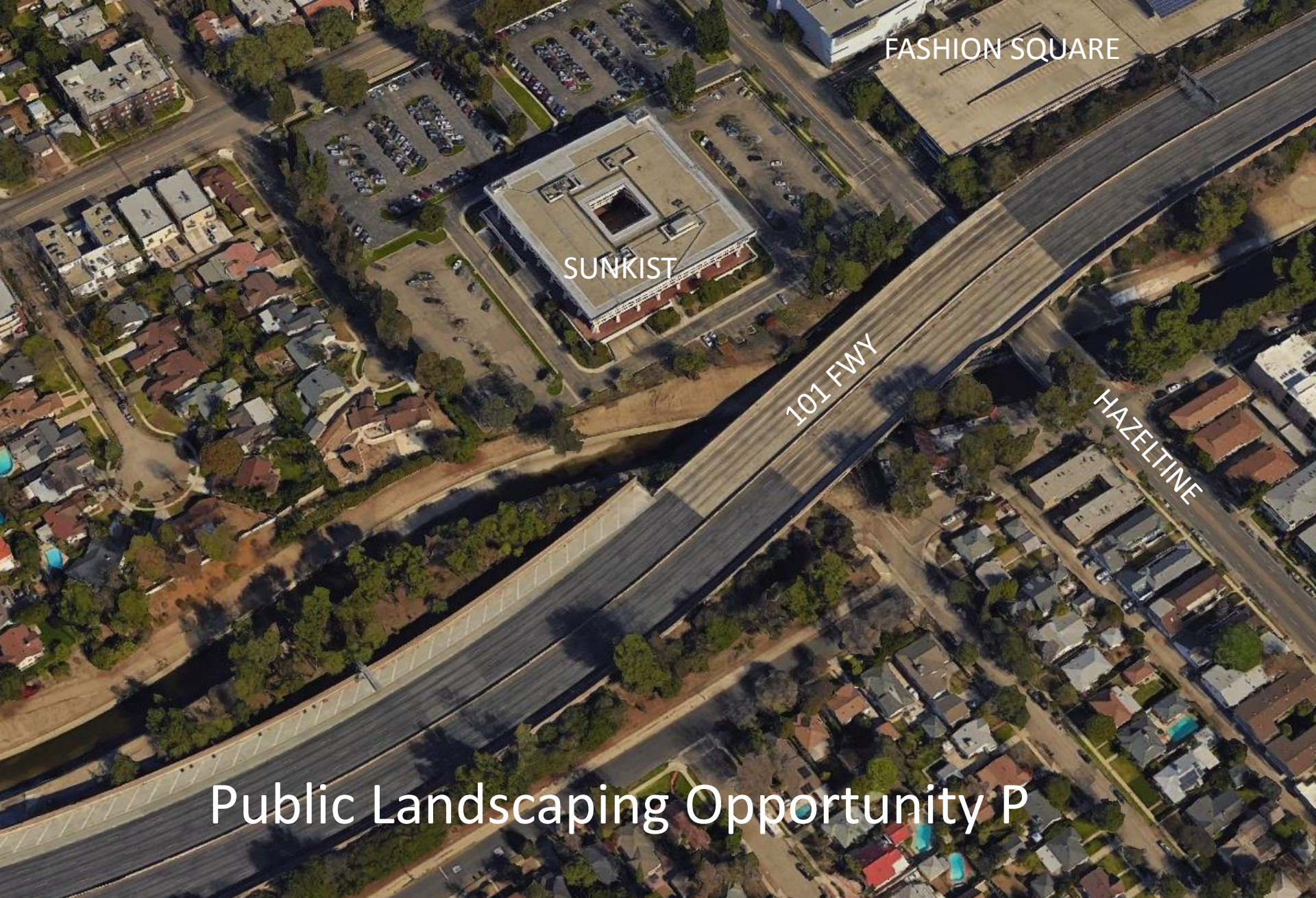




Public Landscaping Opportunity P

Hazeltine Overpass Park





FASHION SQUARE

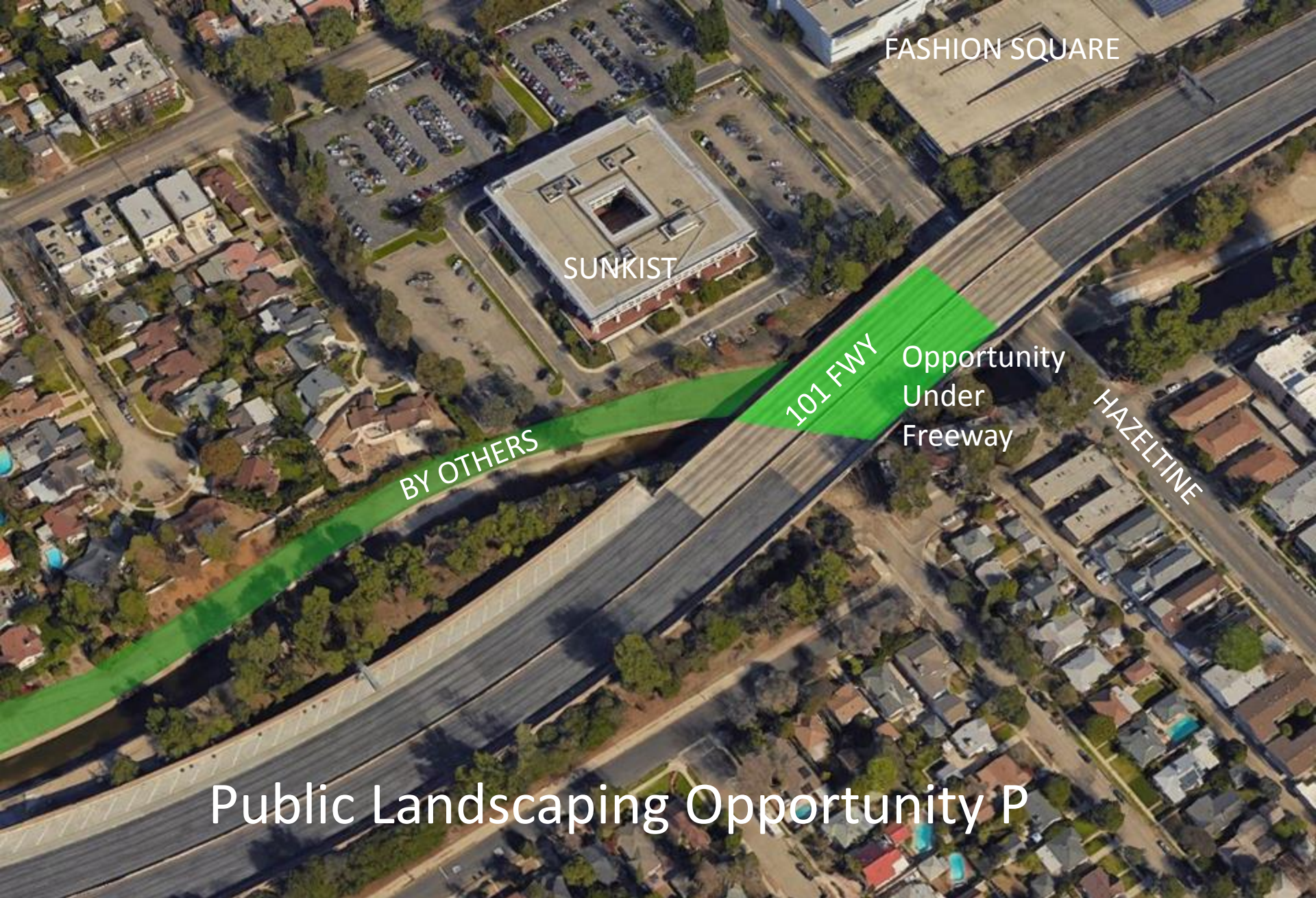
SUNKIST

101 FWY

HAZELTINE

Public Landscaping Opportunity P

Sherman Oaks Neighborhood Council
Vision Committee



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

SEPULVEDA

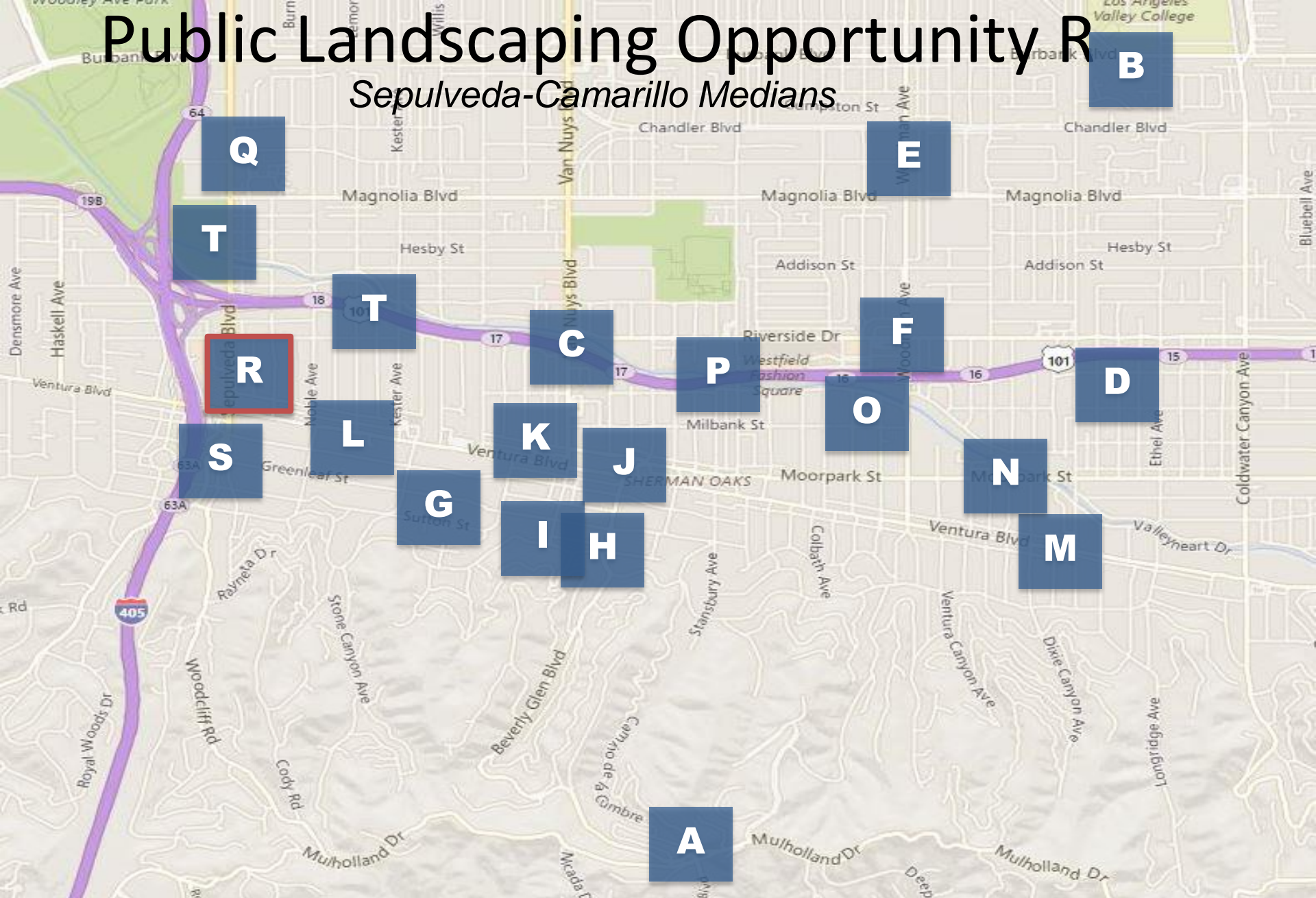
WEDDINGTON ST

Public Landscaping Opportunity Q

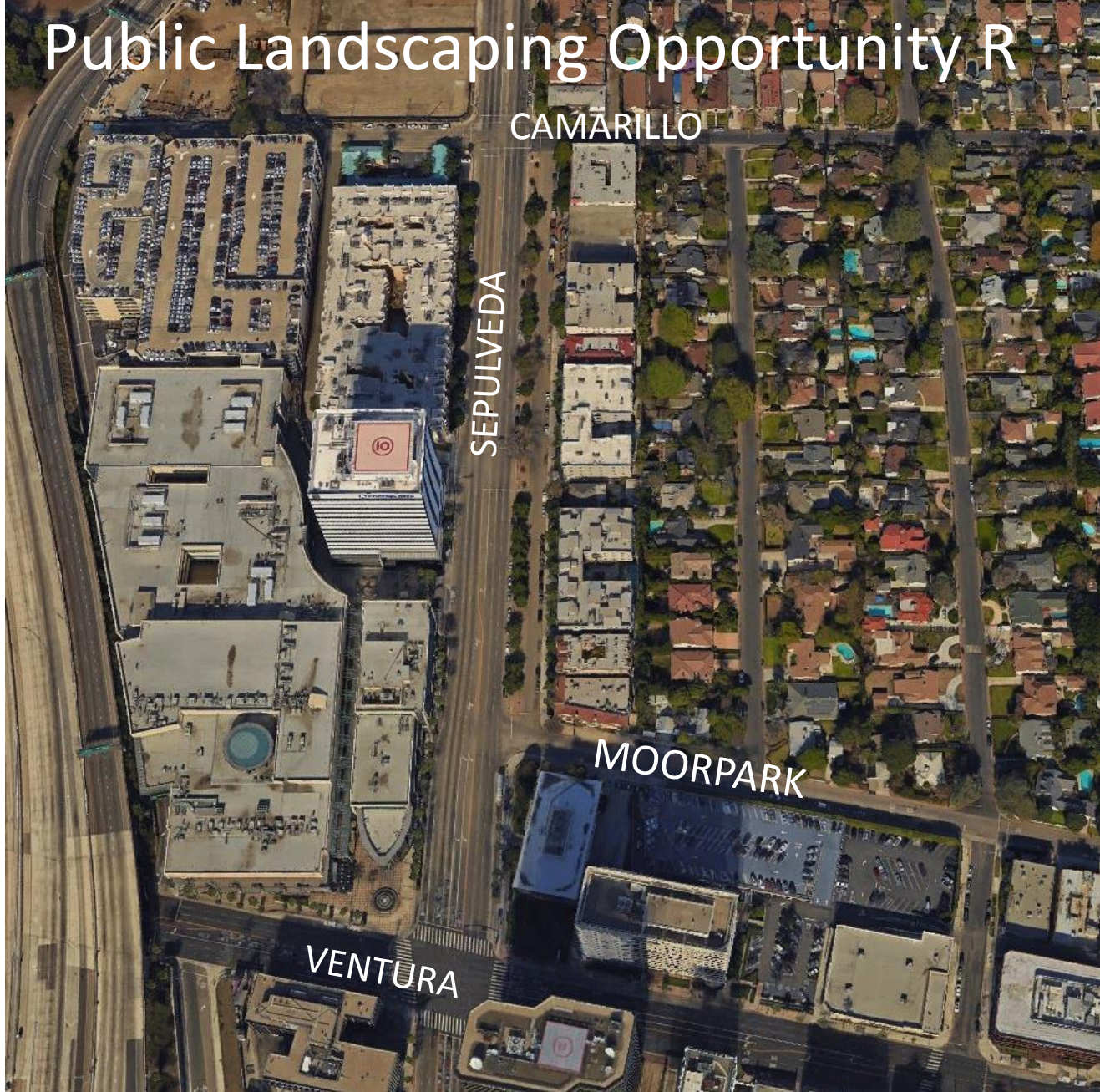
Sherman Oaks Neighborhood Council
Vision Committee

Public Landscaping Opportunity R

Sepulveda-Camarillo Medians

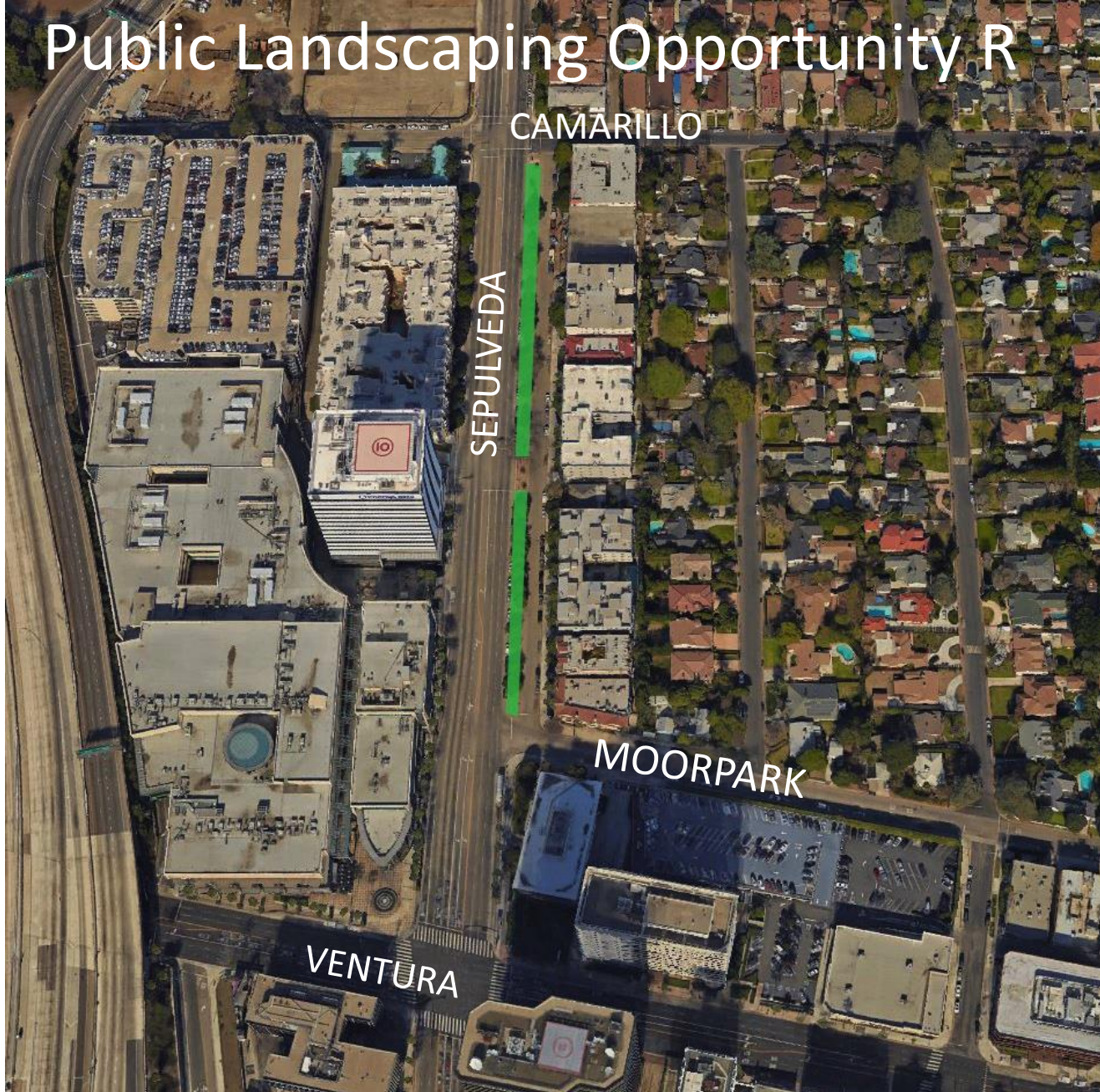


Public Landscaping Opportunity R



Sherman Oaks Neighborhood Council
Vision Committee

Public Landscaping Opportunity R

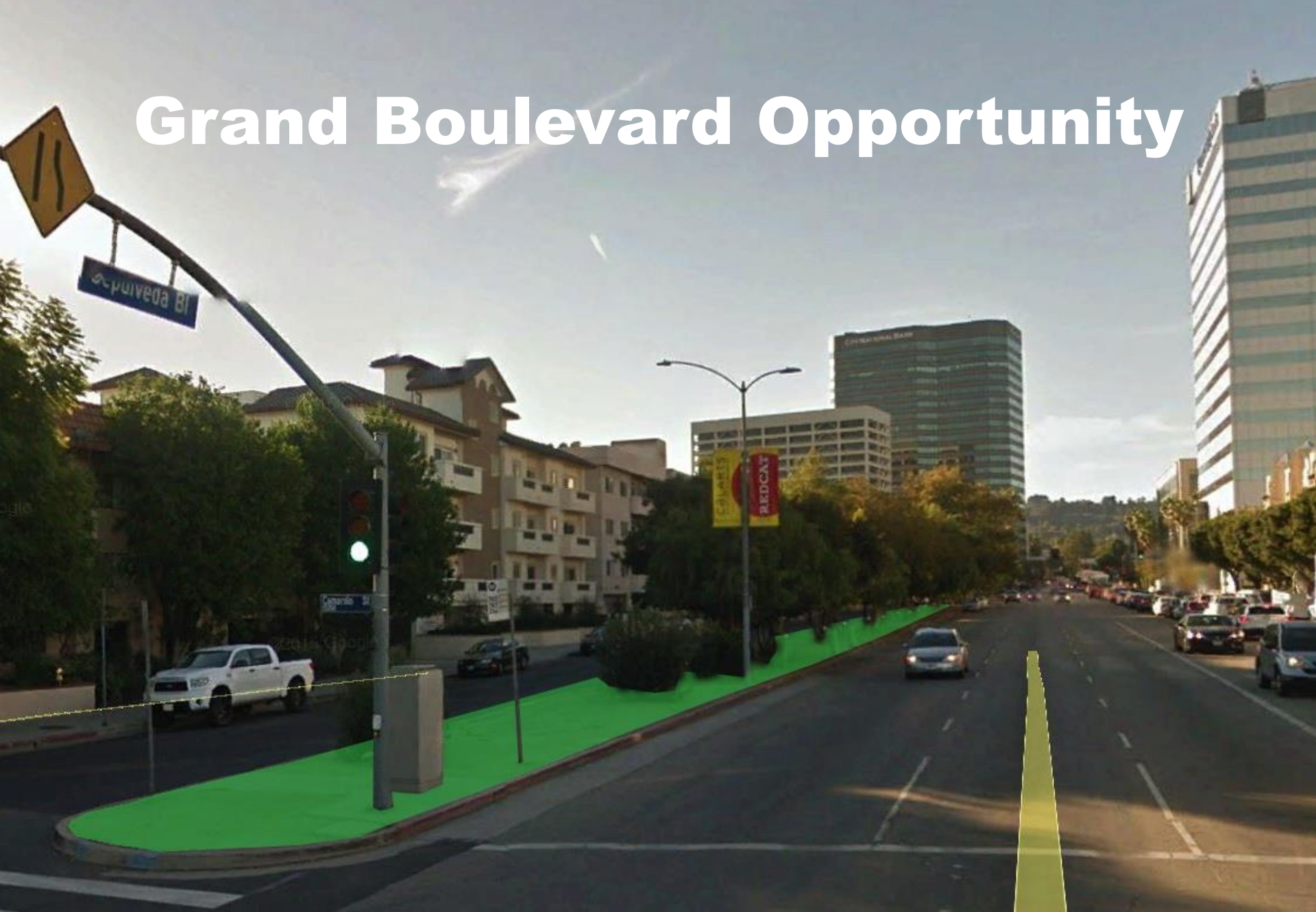


Sherman Oaks Neighborhood Council
Vision Committee

Public Landscaping Opportunity R

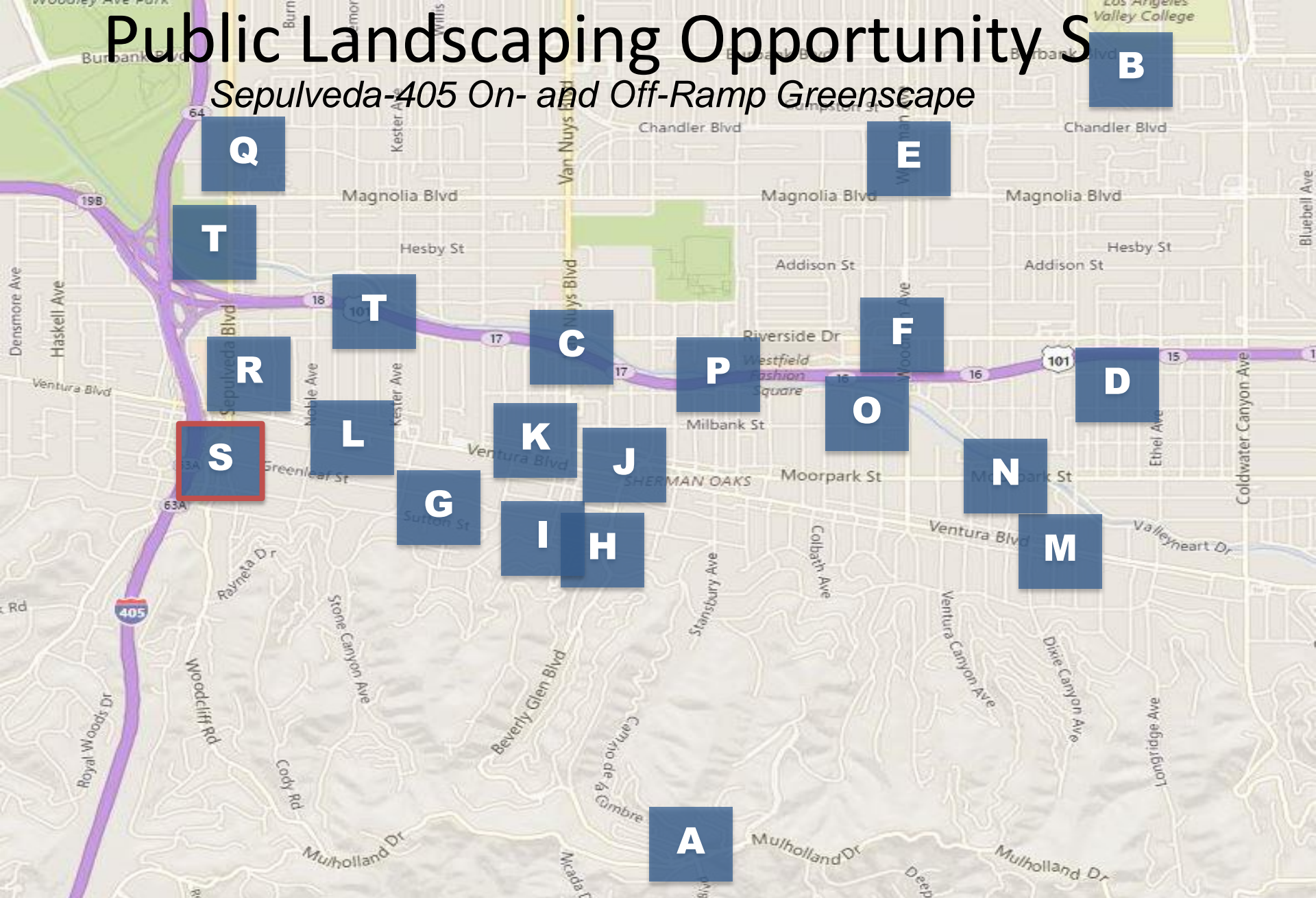


Grand Boulevard Opportunity



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?

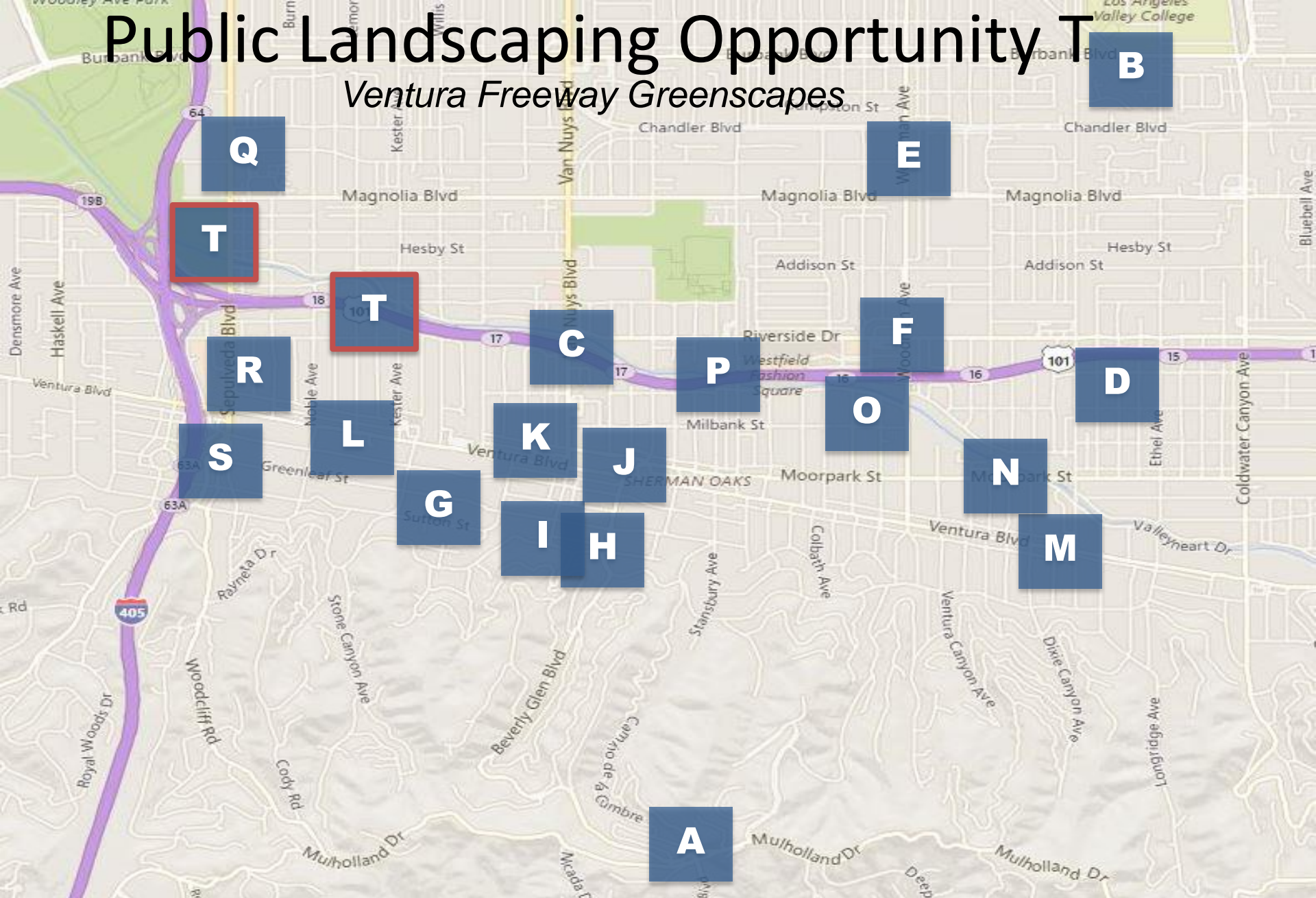


Beautification and Circulation Clarity

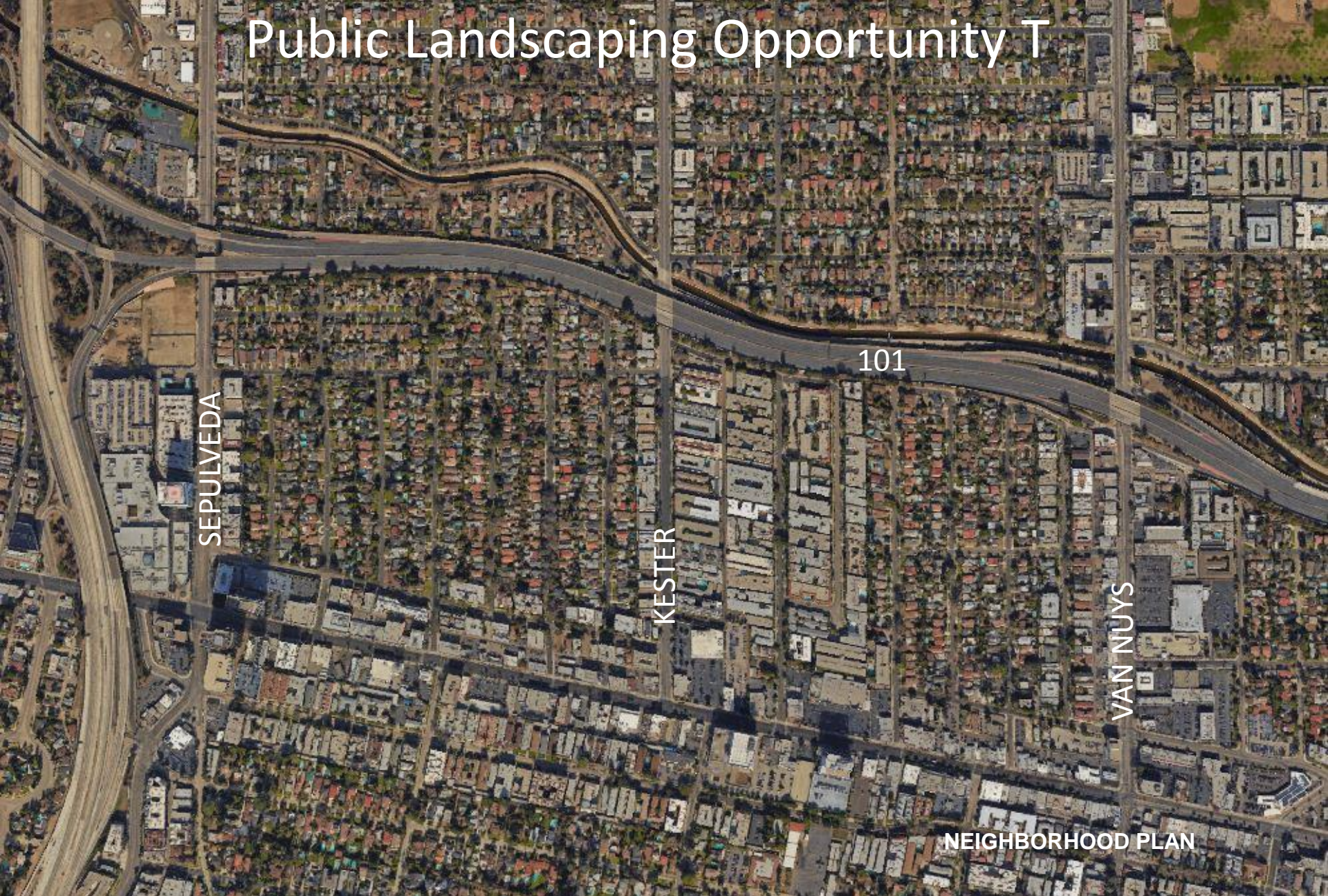


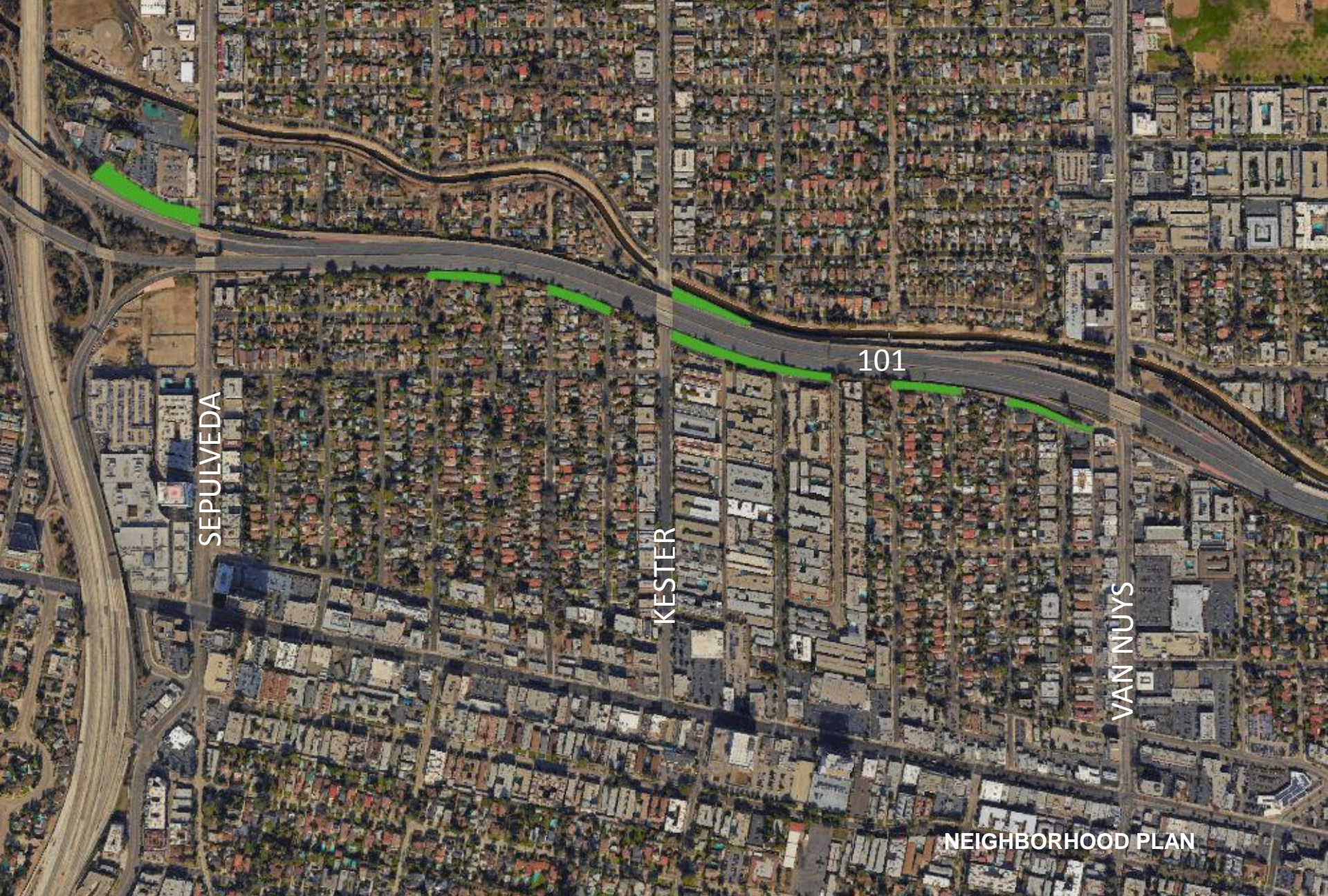
Public Landscaping Opportunity T

Ventura Freeway Greenscapes



Public Landscaping Opportunity T





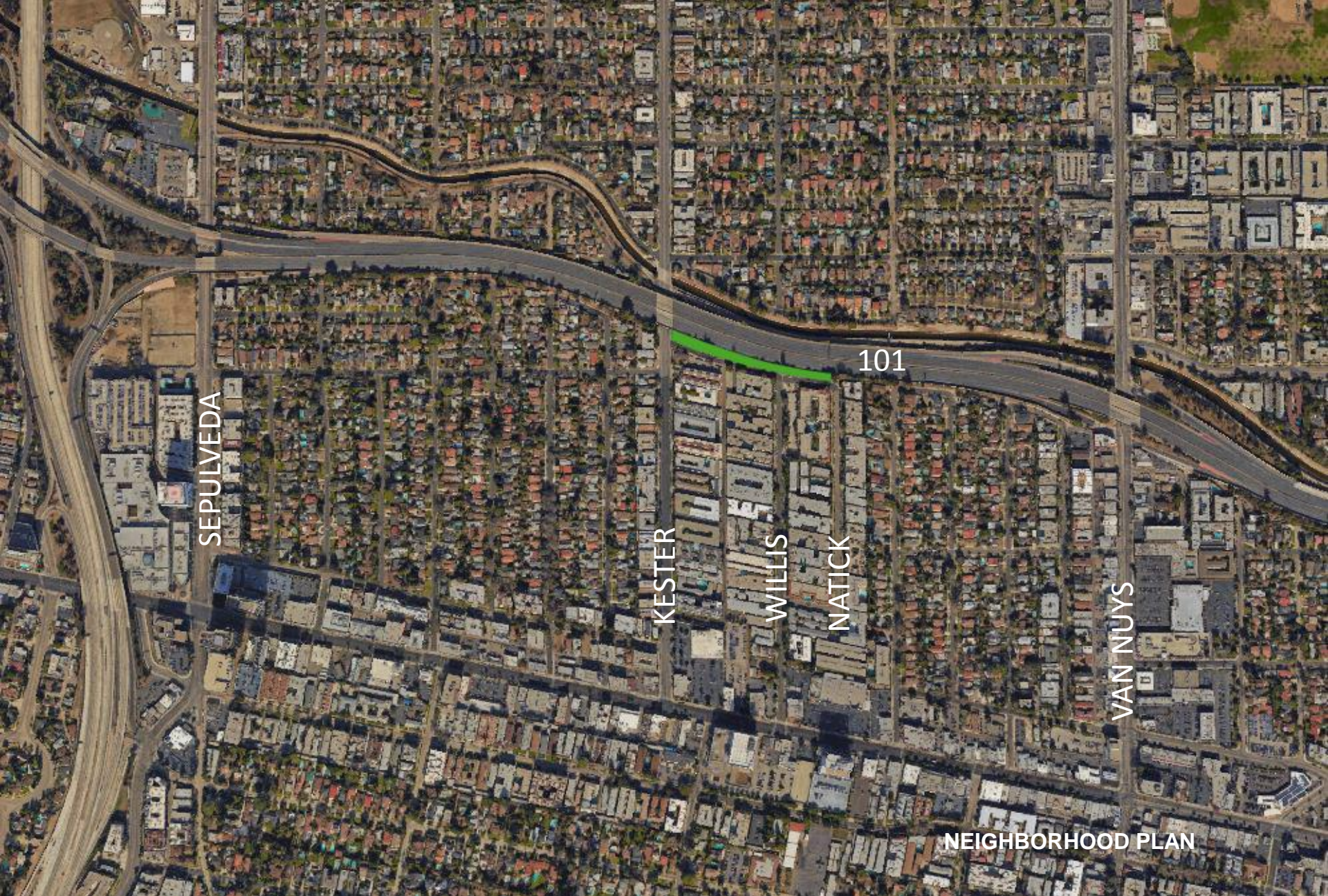
SEPULVEDA

KESTER

VAN NUYS

101

NEIGHBORHOOD PLAN



SEPULVEDA

KESTER

WILLIS

NATICK

VAN NUYS

101

NEIGHBORHOOD PLAN







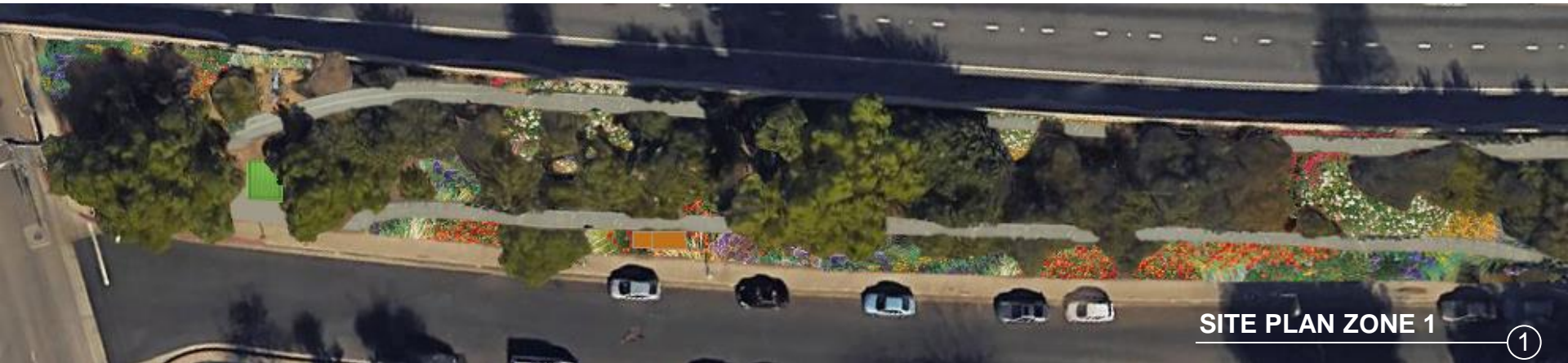
PHOTO ELEVATION ZONE 1 ②



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

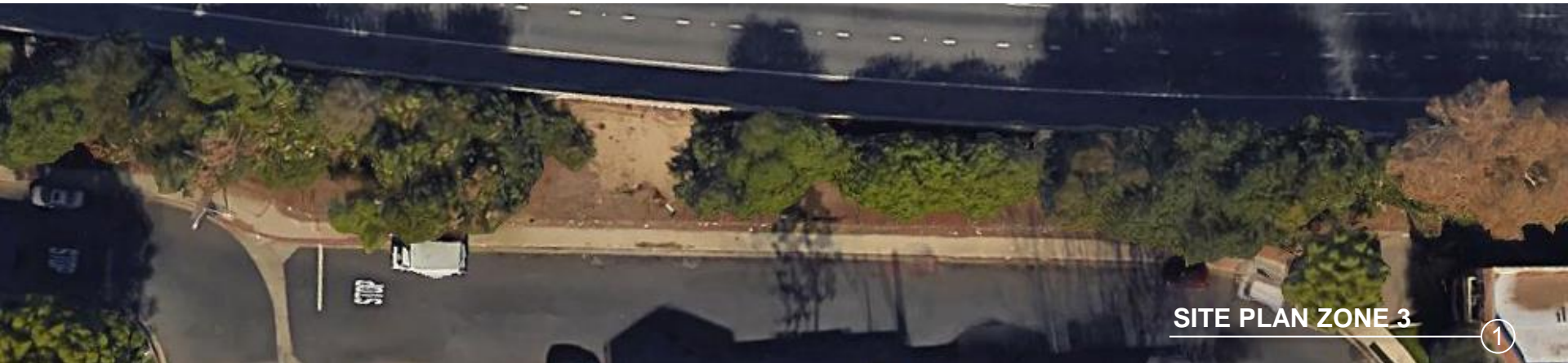


SITE PLAN ZONE 2

1



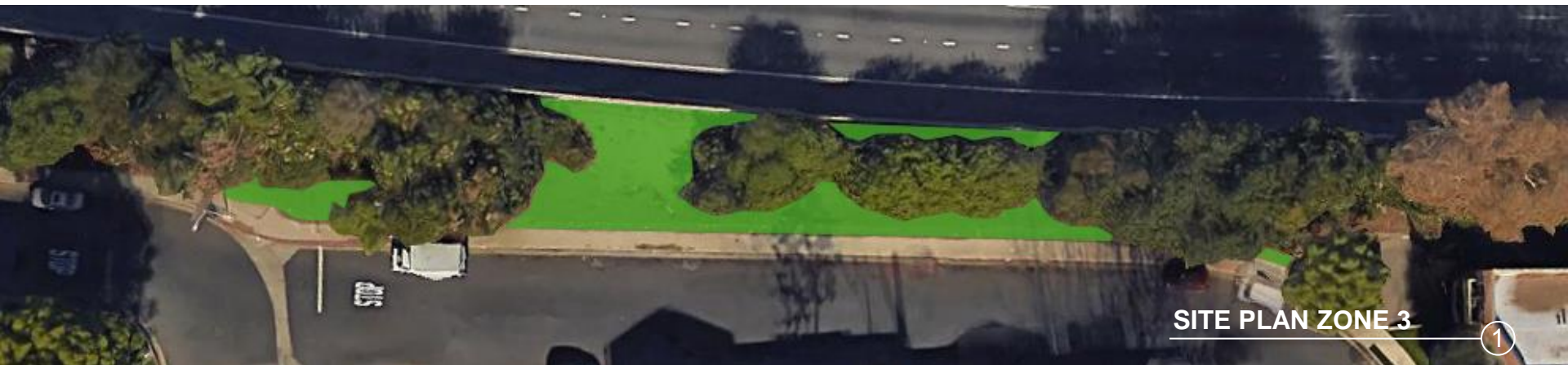
PHOTO ELEVATION ZONE 3 (2)



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



A VISION FOR SHERMAN OAKS
INPUT TO THE
COMMUNITY PLAN UPDATE



Metro's Proposed Sepulveda Pass Transit Concepts

HRT 1 👍



Heavy Rail Fully Underground

2020

HRT 2 👍



Heavy Rail Fully Underground

Sherman Oaks Neighborhood Council
Vision Committee

HRT 3 👎



Heavy Rail Valley Elevated

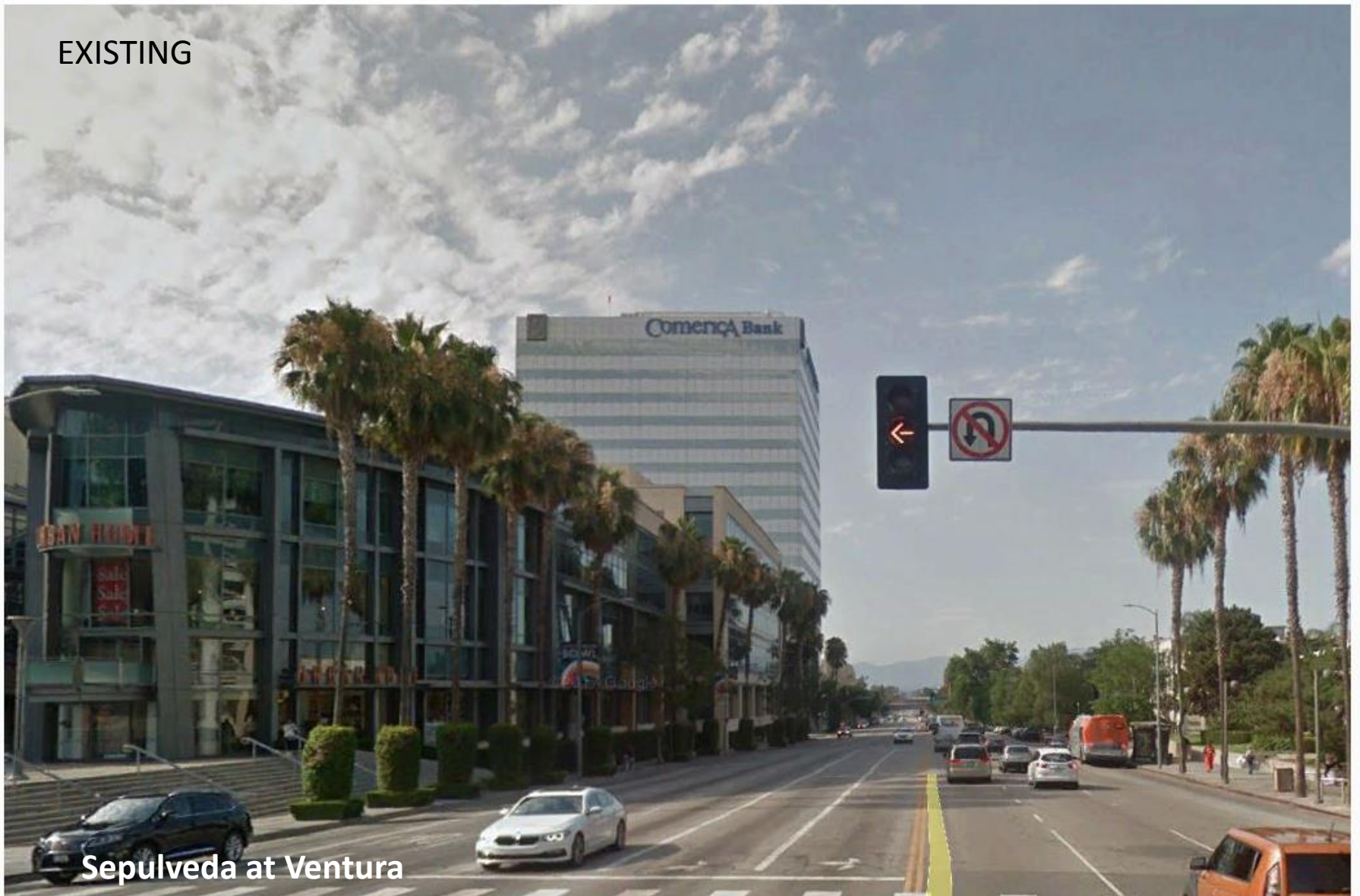
MRT 1 👎



Monorail Pass & Valley Elevated

298

EXISTING



Sepulveda at Ventura

METRO PROPOSED ELEVATED TRAIN



Sepulveda at Ventura

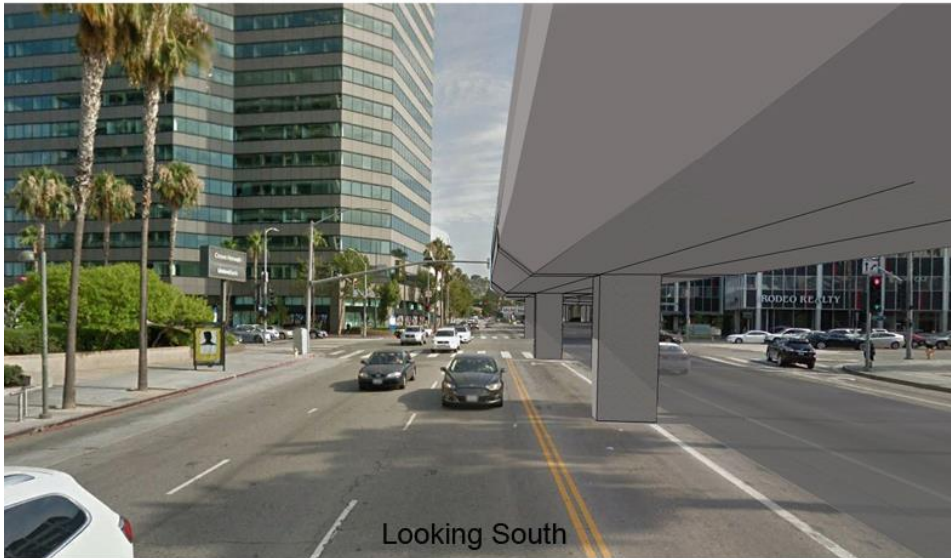


Looking South

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

Sherman Oaks Neighborhood Council
Vision Committee



Looking South

EXISTING

SUBWAY

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



Looking South

METRO PROPOSAL

ELEVATED TRAIN

Sepulveda at Sutton

Sherman Oaks Neighborhood Council
Vision Committee

ELEVATED TRAIN



Sepulveda at Ventura

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

SUBWAY



Sepulveda at Ventura

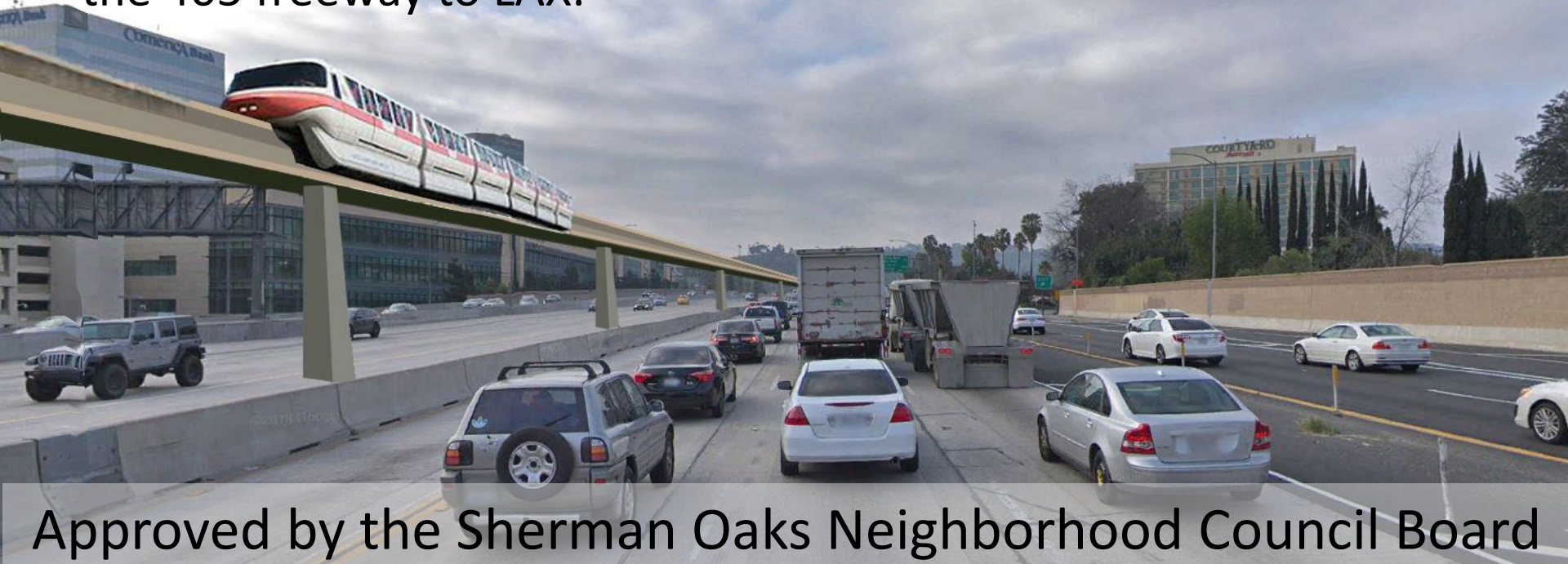
Sherman Oaks prefers the proposed subway concepts!



Sherman Oaks Neighborhood Council
Vision Committee

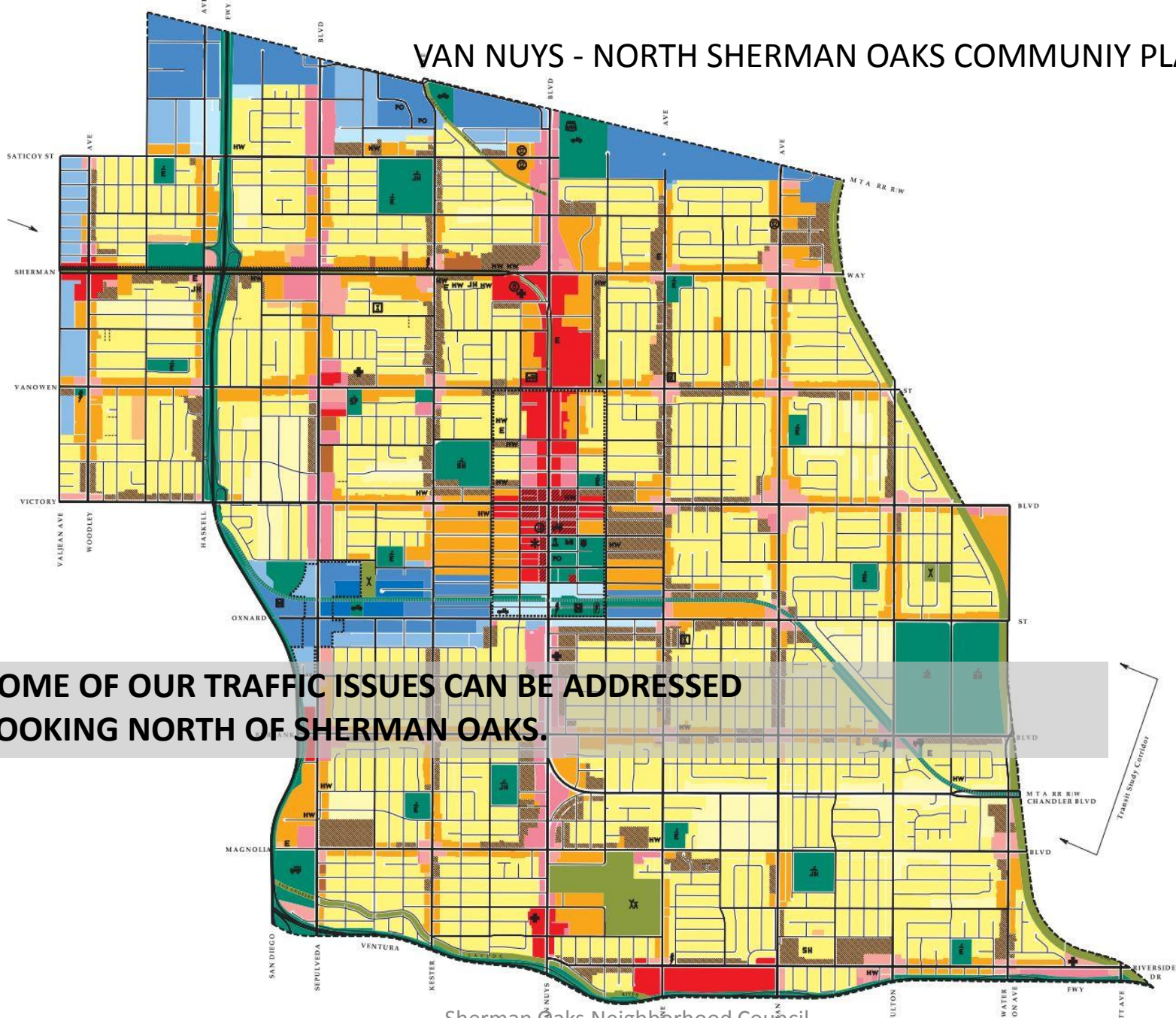
MRT 2 Motion to Approve Concept

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.



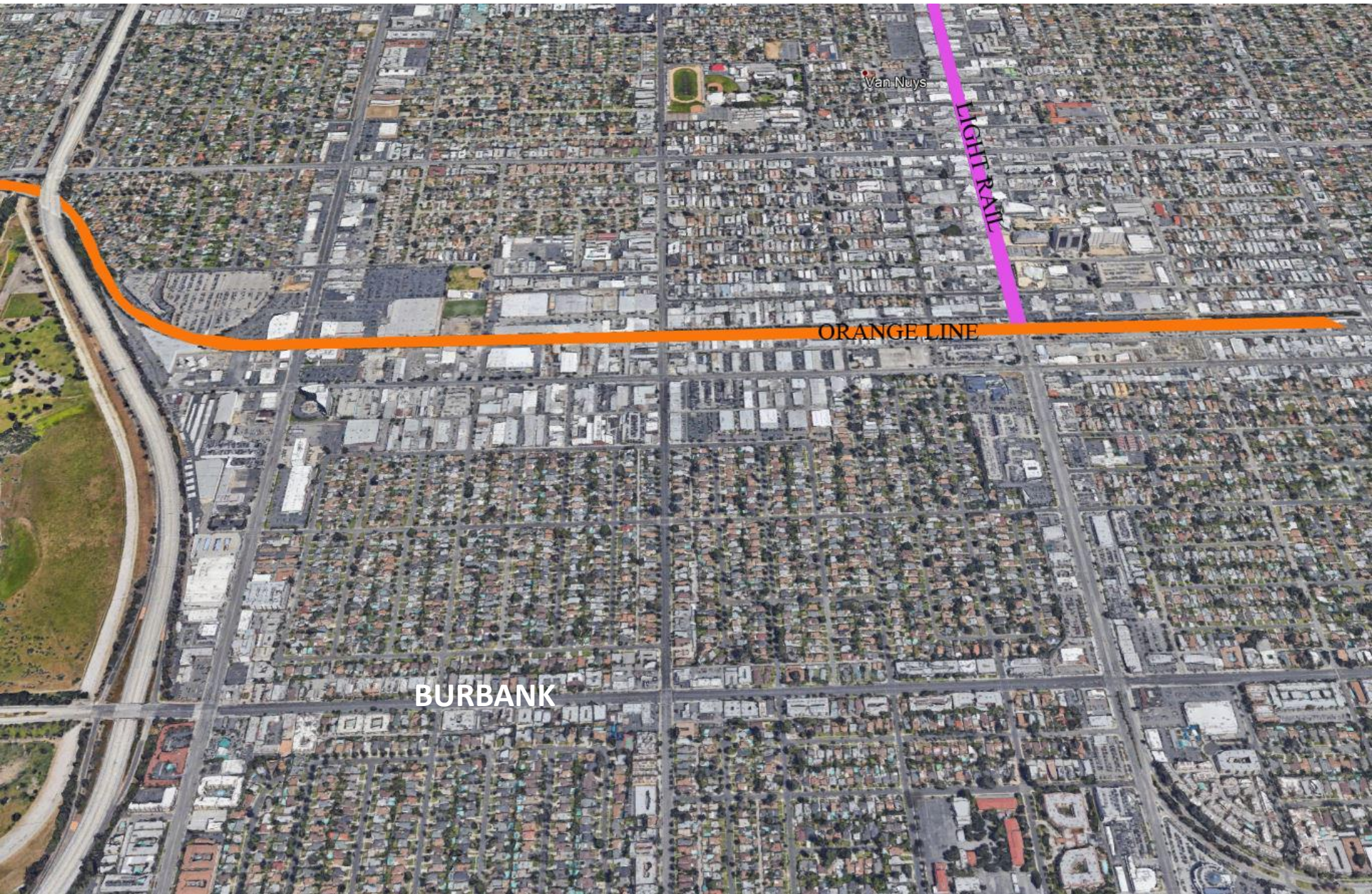
Approved by the Sherman Oaks Neighborhood Council Board
& Sherman Oaks Homeowners Association Board

VAN NUYS - NORTH SHERMAN OAKS COMMUNITY PLAN

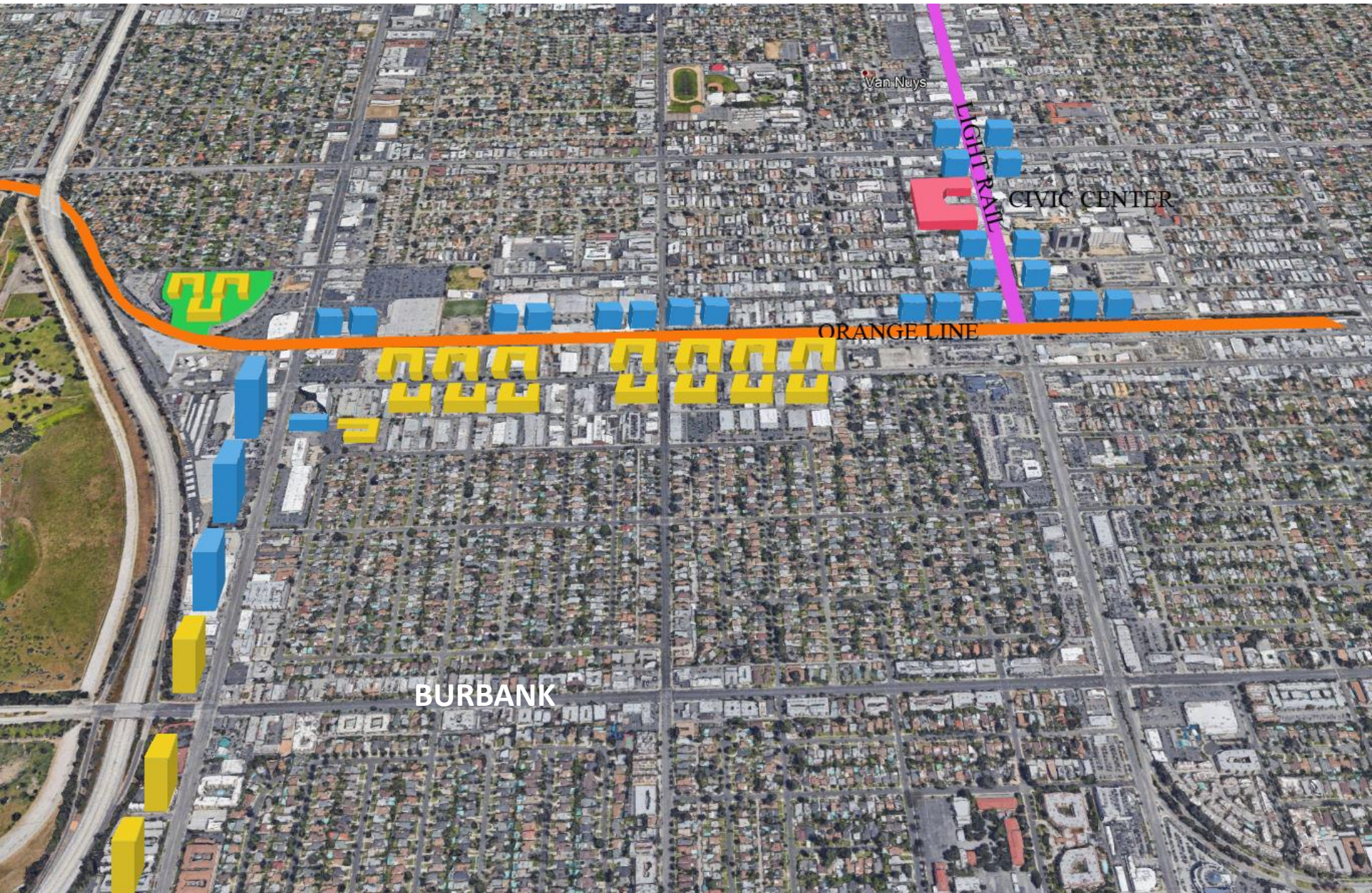


**SOME OF OUR TRAFFIC ISSUES CAN BE ADDRESSED
LOOKING NORTH OF SHERMAN OAKS.**

MOBILITY - MASS TRANSIT



MOBILITY - MASS TRANSIT



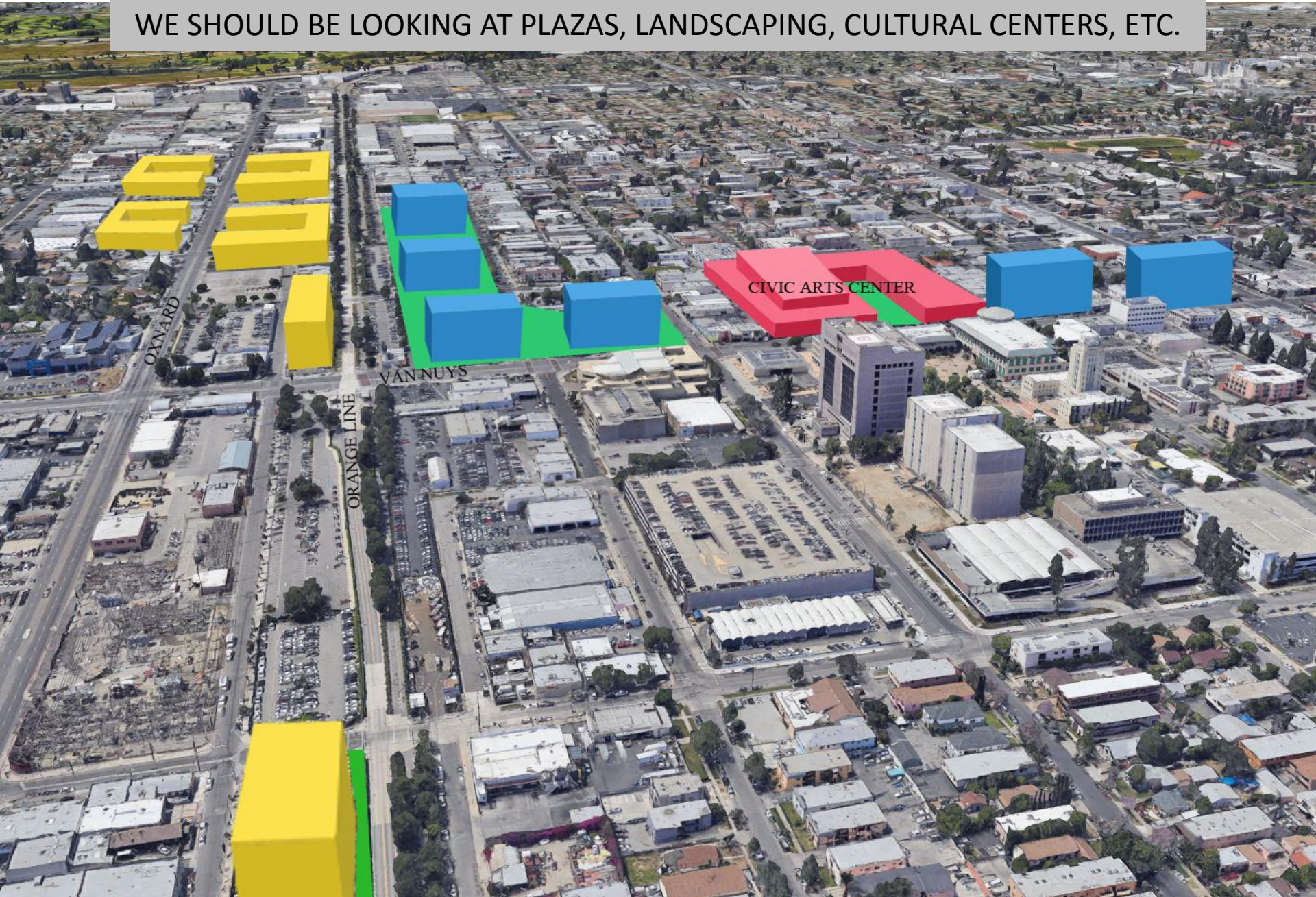
HIGH QUALITY OFFICE AND RESIDENTIAL DEVELOPMENTS CAN ESTABLISH DESIRABLE ALTERNATIVES TO TRAVELING TO THE WESTSIDE.



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

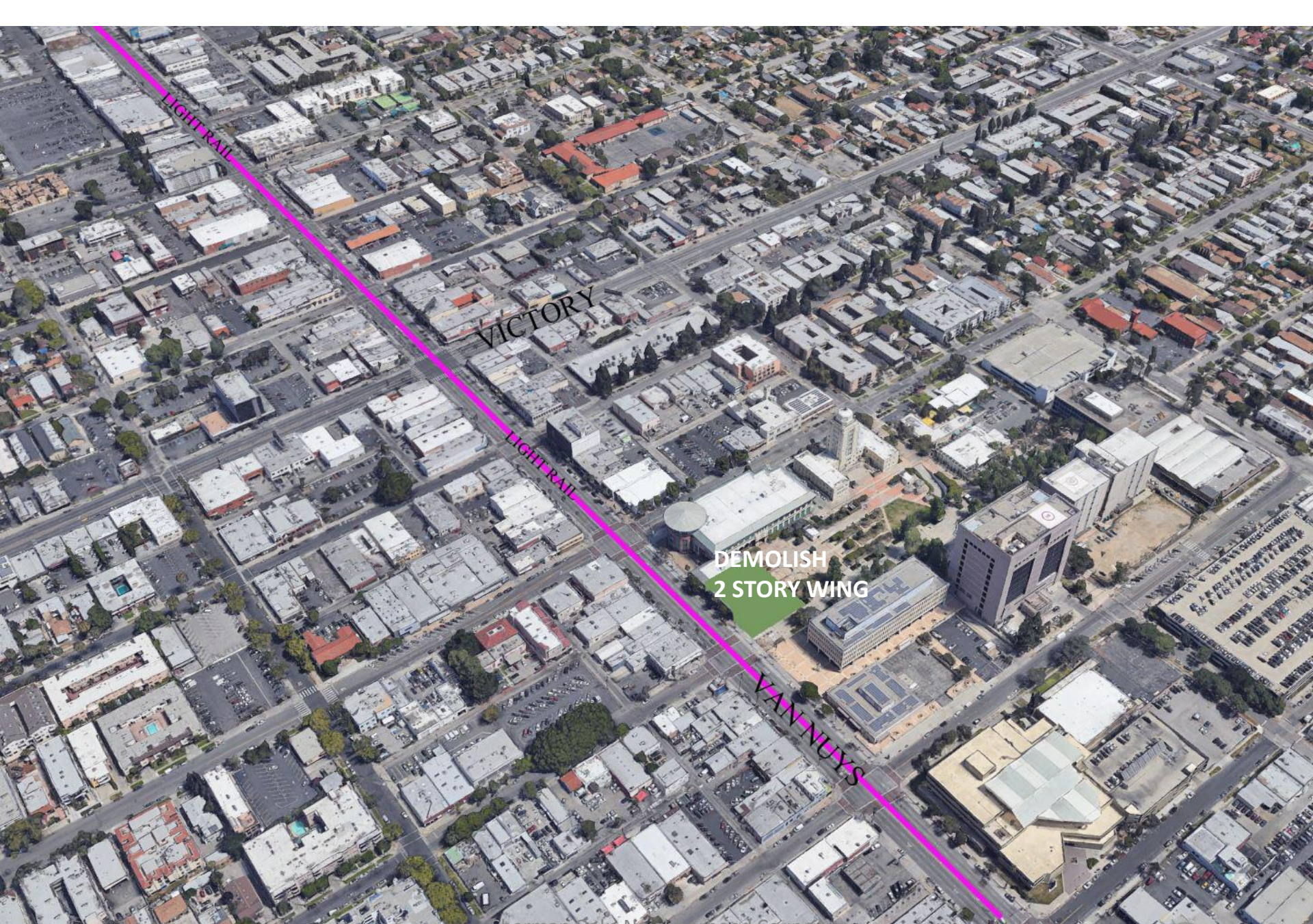


WE SHOULD BE LOOKING AT PLAZAS, LANDSCAPING, CULTURAL CENTERS, ETC.





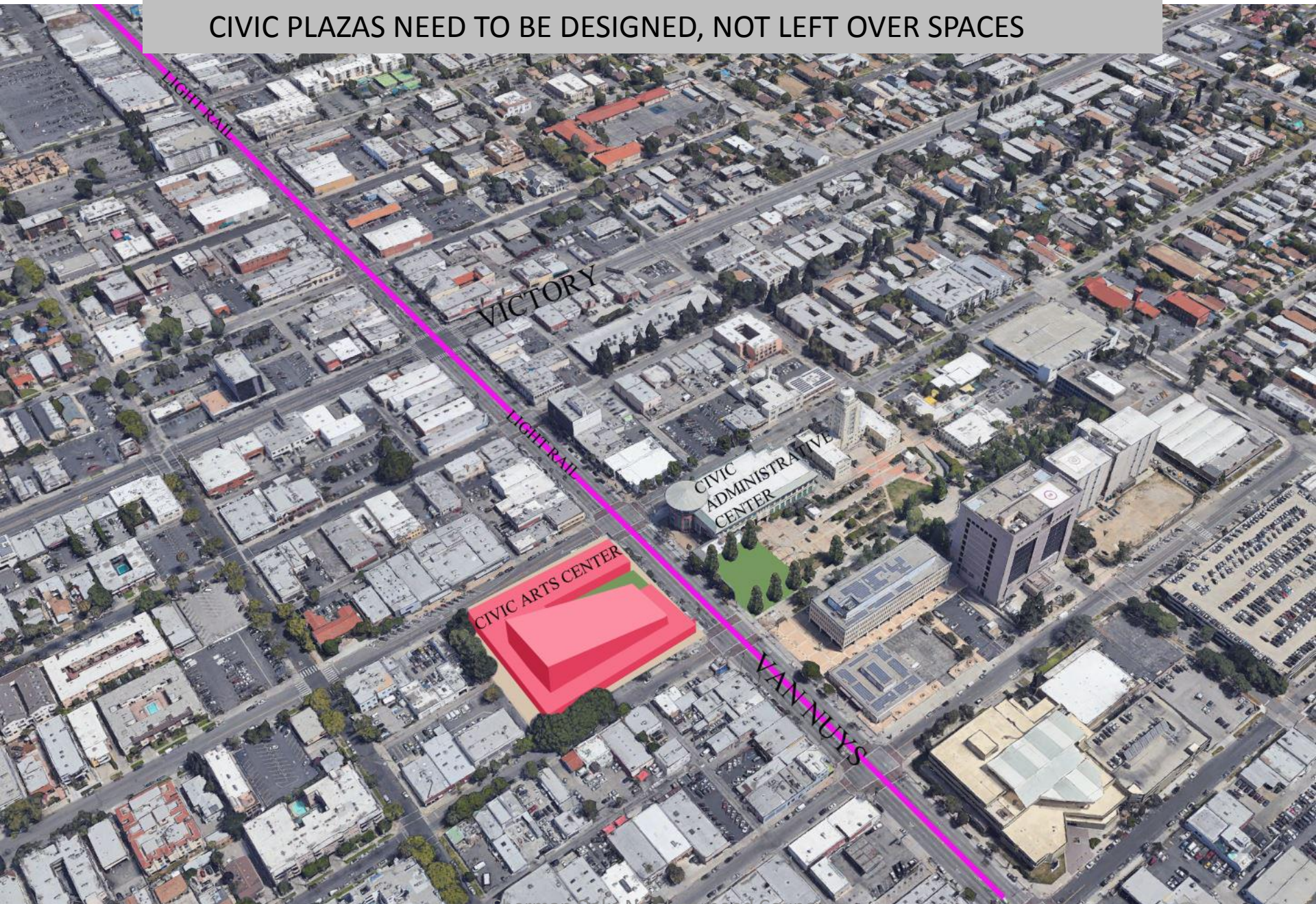
Mass Transit Opportunities at Van Nuys Civic Center



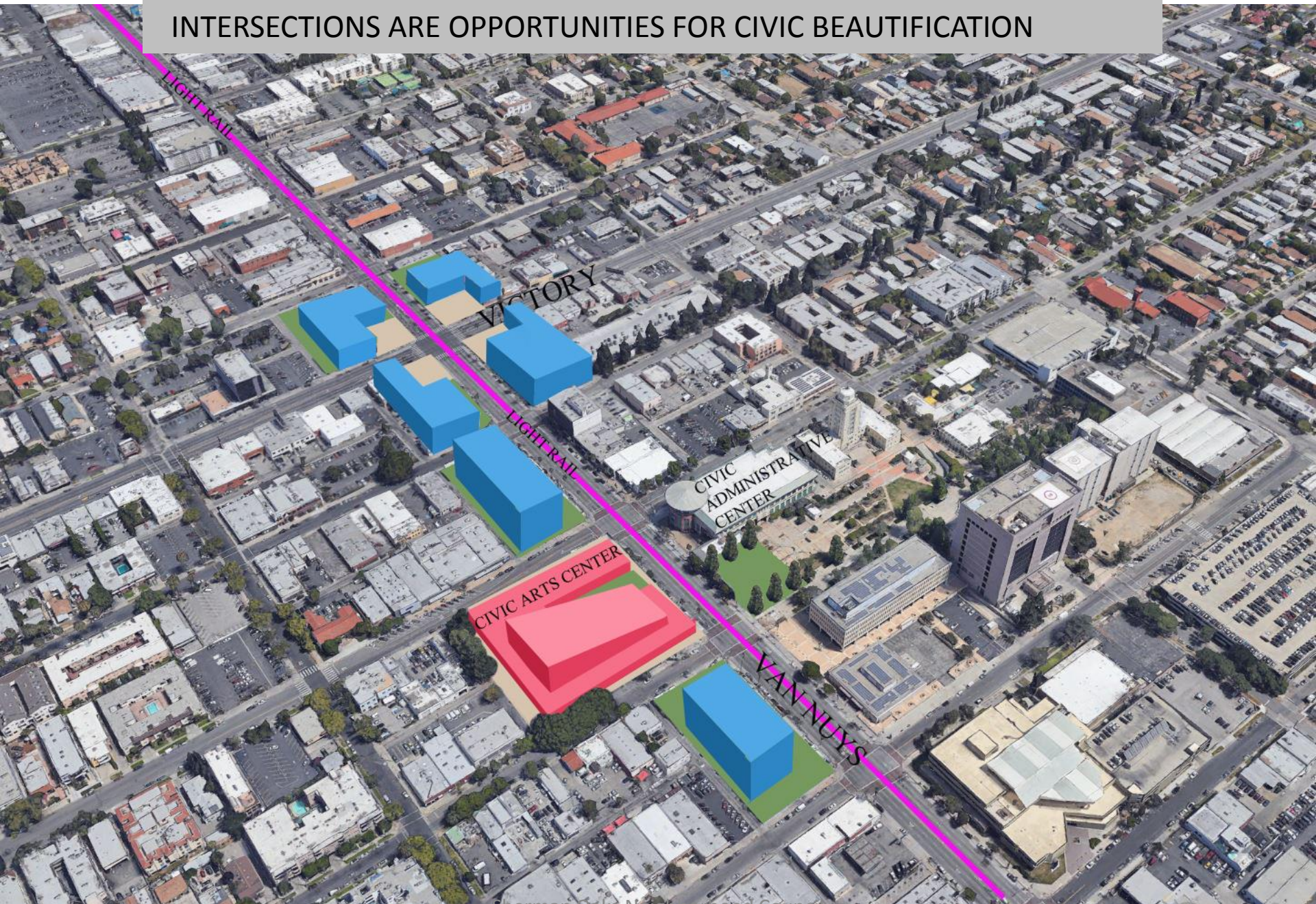


**CRA or Public/Private Development
To revitalize the area.**

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



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

FREEWAY ON-RAMPS

Sherman Oaks Neighborhood Council
Vision Committee

OPPORTUNITIES TO EASE CONGESTION AT FREEWAY ON-RAMPS



South 405 at Valley Vista
Restripe South Bound Traffic Lane

FREEWAY ON-RAMPS

Sherman Oaks Neighborhood Council
Vision Committee

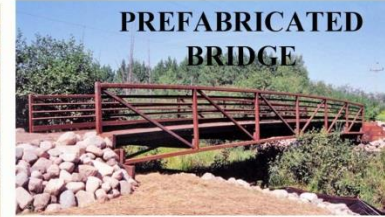
OPPORTUNITIES TO EASE CONGESTION AT FREEWAY ON-RAMPS



FREEWAY ON-RAMPS

Sherman Oaks Neighborhood Council
Vision Committee

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

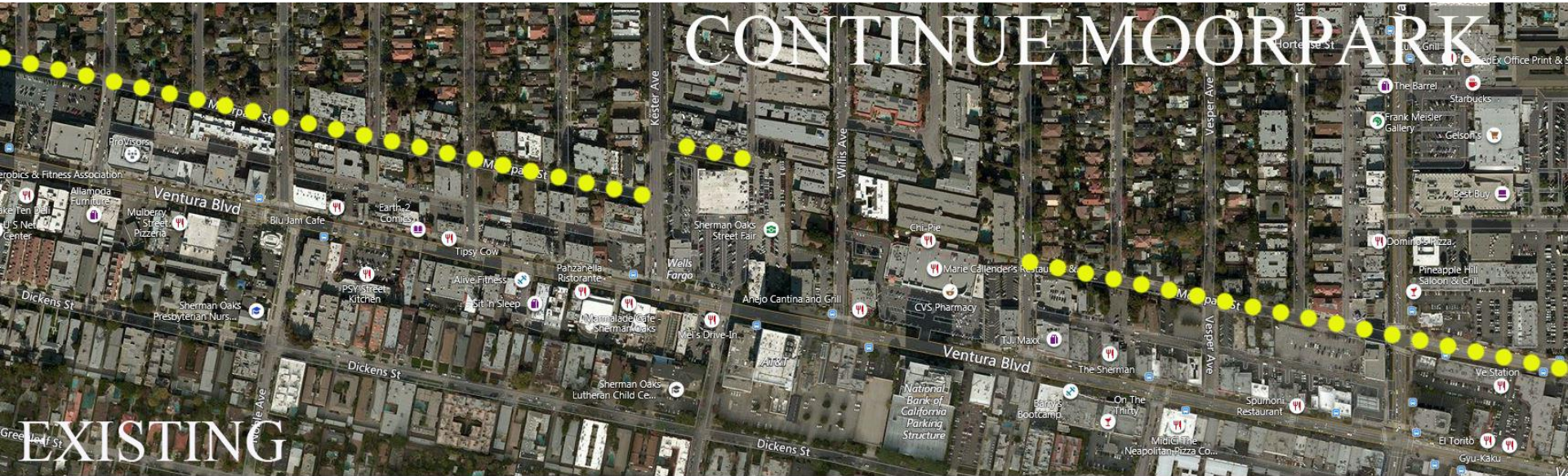
COPYRIGHT KALBAN ARCHITECTS 2018

LA RIVER PEDESTRIAN & BIKE MOBILITY

OTHER OPPORTUNITIES TO ENHANCE LIVABILITY AROUND THE RIVER



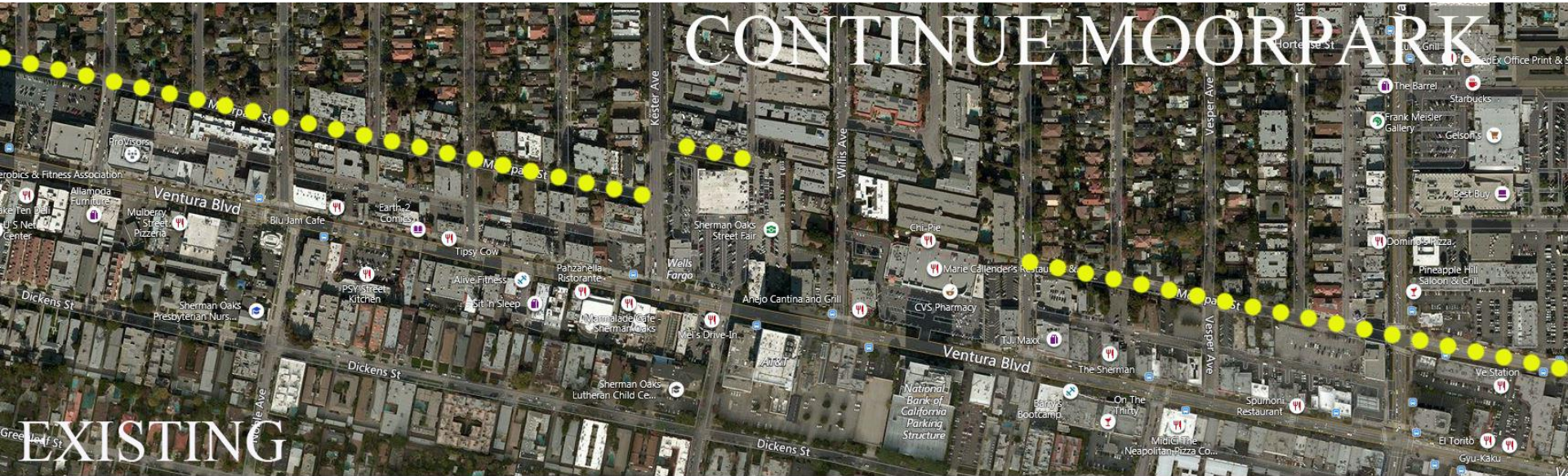
SHERMAN OAKS TRAFFIC SUFFERS FROM DECISIONS MADE DECADES AGO
CONNECTIVITY WAS LOST WHEN STREETS WERE VACATED BY DEVELOPMENT
THIS SHOULD BE REMEDIED BY NEW DEVELOPMENT OPPORTUNITIES



MOBILITY - ALTERNATIVE ROUTES

Sherman Oaks Neighborhood Council
Vision Committee

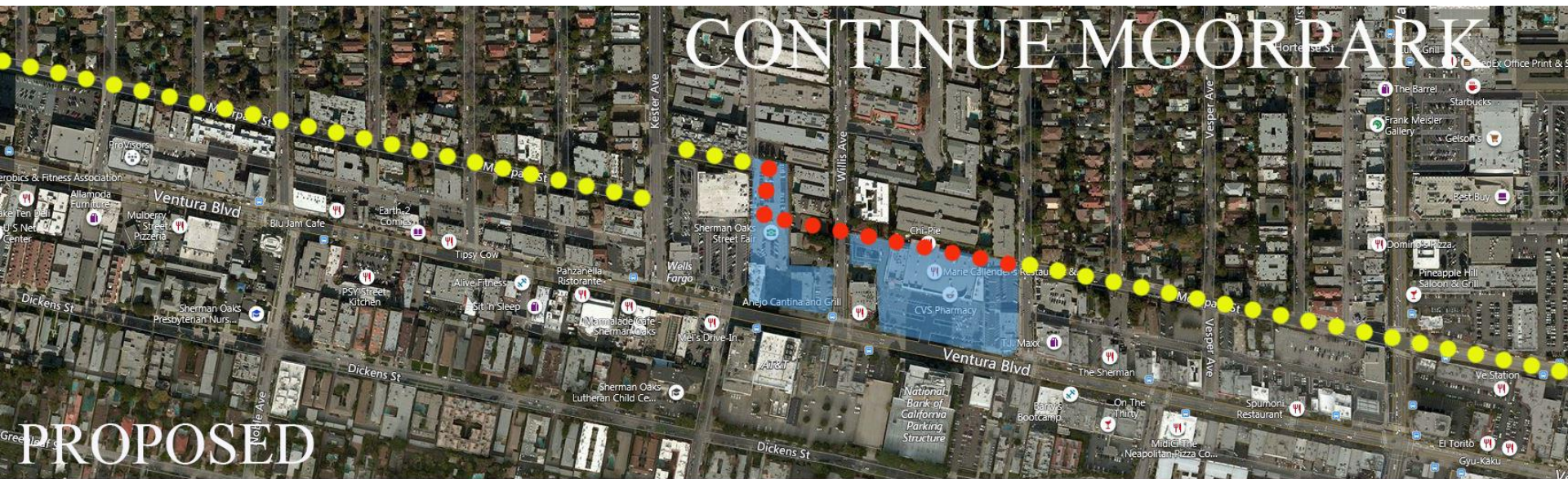
SHERMAN OAKS TRAFFIC SUFFERS FROM DECISIONS MADE DECADES AGO
CONNECTIVITY WAS LOST WHEN STREETS WERE VACATED BY DEVELOPMENT
THIS SHOULD BE REMEDIED BY NEW DEVELOPMENT OPPORTUNITIES



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

MOBILITY - ALTERNATIVE ROUTES

Sherman Oaks Neighborhood Council
Vision Committee



MOBILITY - ALTERNATIVE ROUTES

Sherman Oaks Neighborhood Council
Vision Committee

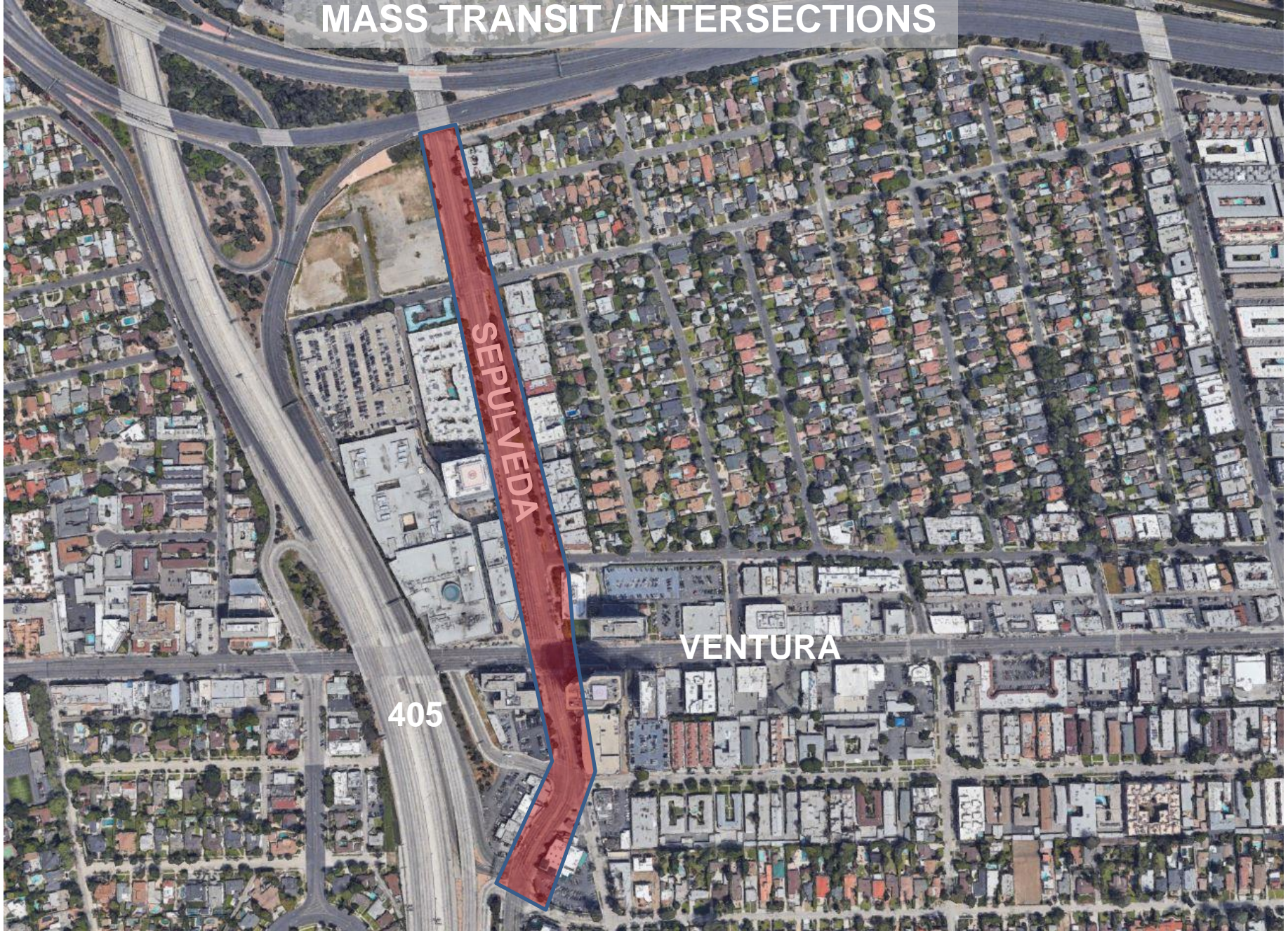
INCENTIVIZE DEVELOPERS TO EXTEND MOORPARK STREET AND
TO CREATE COMMUNITY PLACES AND BEAUTIFULLY LANDSCAPED SPACES



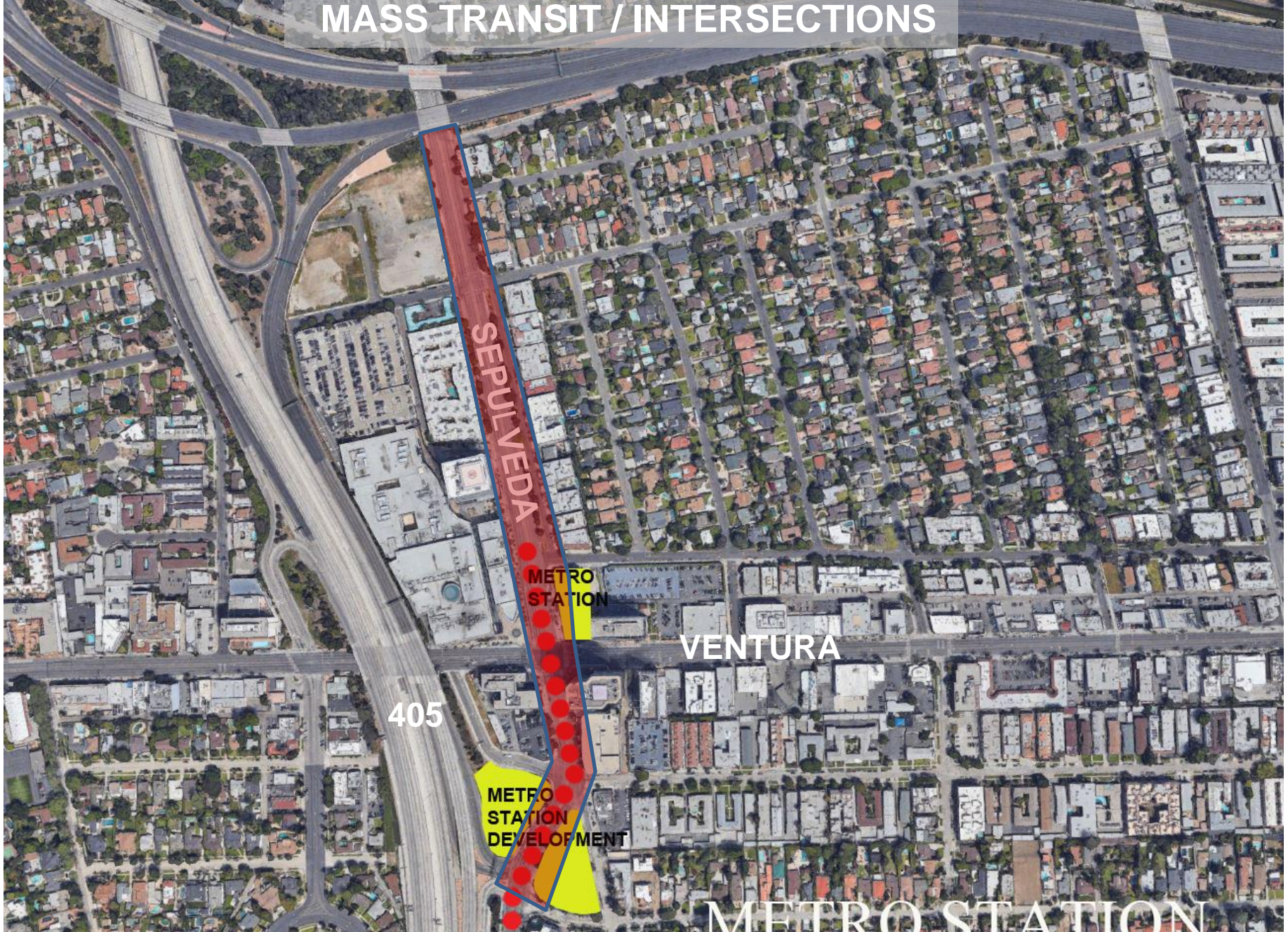
INCENTIVIZE DEVELOPERS TO EXTEND MOORPARK STREET AND TO CREATE COMMUNITY PLACES AND BEAUTIFULLY LANDSCAPED SPACES



MASS TRANSIT / INTERSECTIONS



MASS TRANSIT / INTERSECTIONS



MASS TRANSIT / INTERSECTIONS



ARTISTIC LIGHTING UNDER THE FREEWAY

MASS TRANSIT / INTERSECTIONS



MASS TRANSIT / INTERSECTIONS

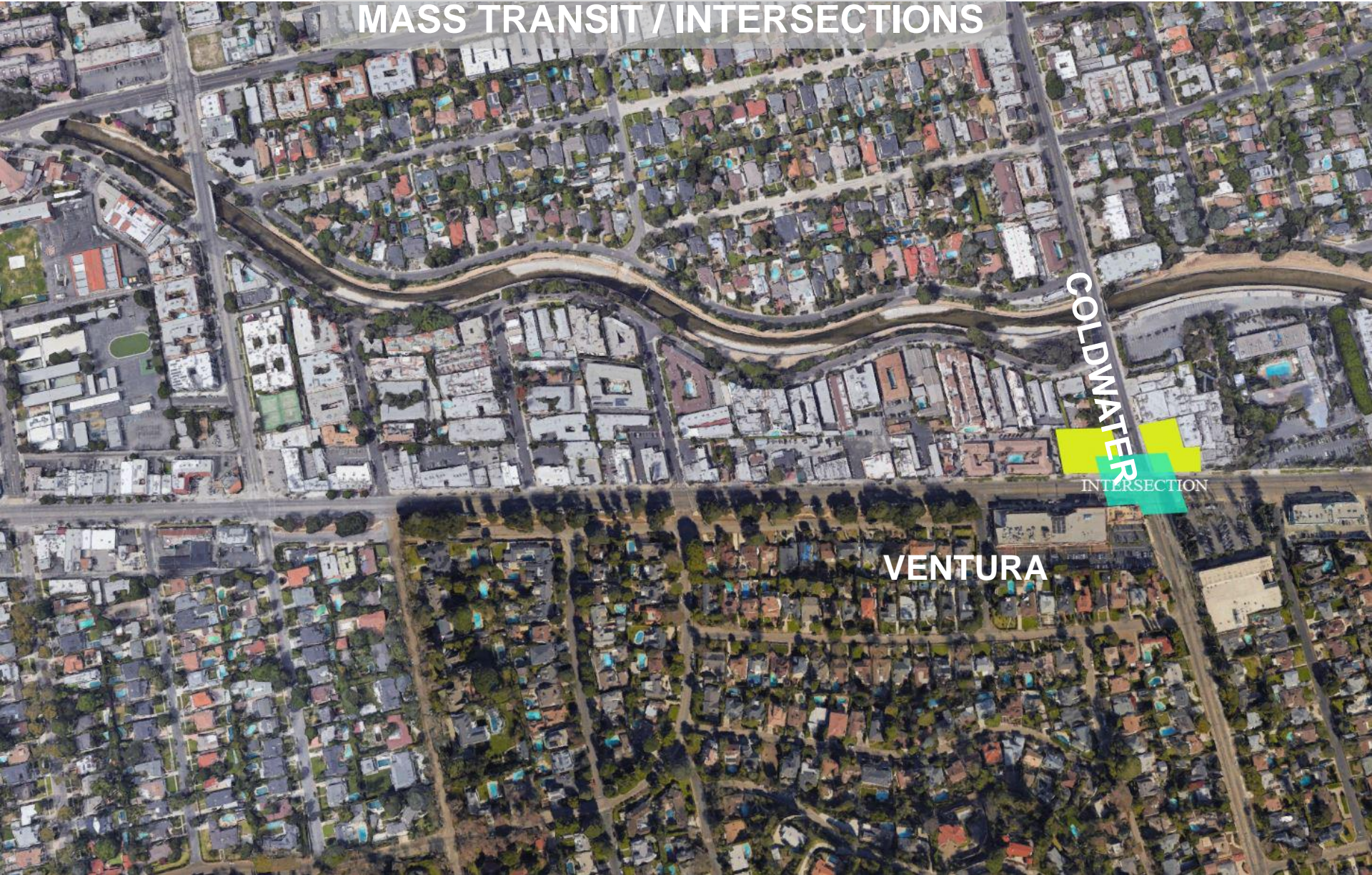


MASS TRANSIT / INTERSECTIONS

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



Envoy



UPS



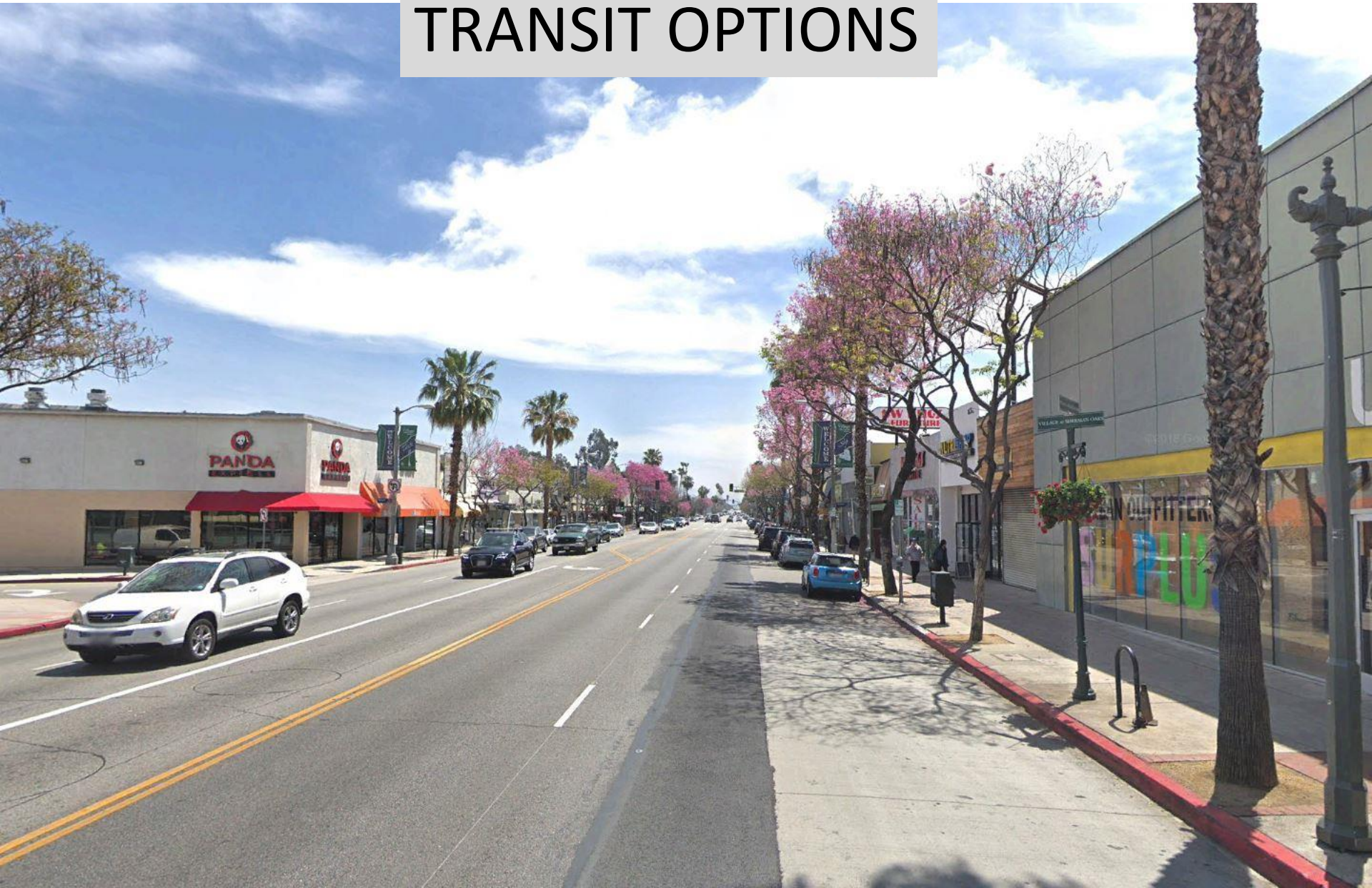
Toyota

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 multi-lane road with a red and green highlighted transit route. The route starts at the top left and runs diagonally down towards the bottom right. The surrounding area is densely packed with multi-story buildings, mostly with flat roofs. A semi-transparent grey box is overlaid on the top right of the image, containing text.

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

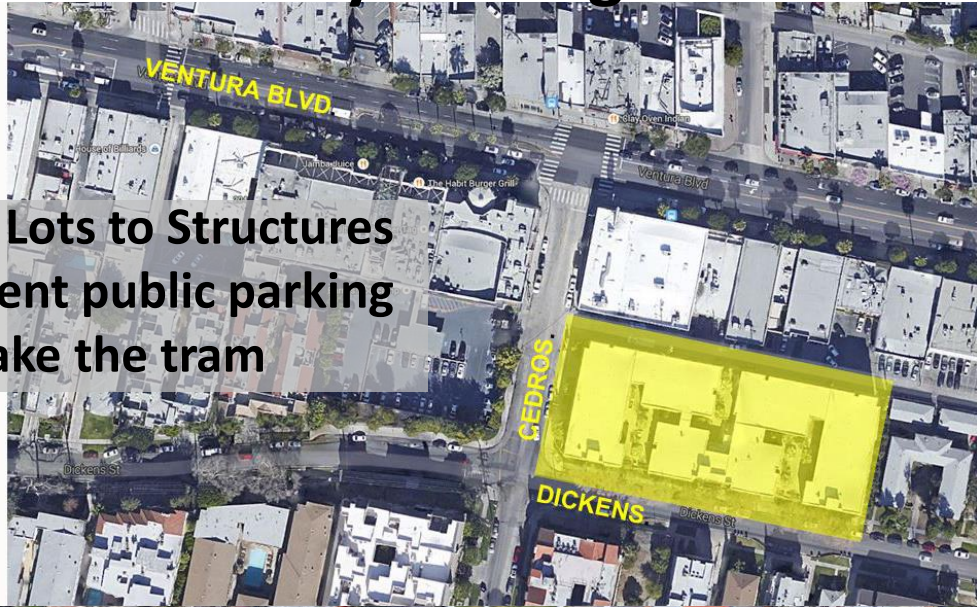
Increase sidewalks, periodic transit stops



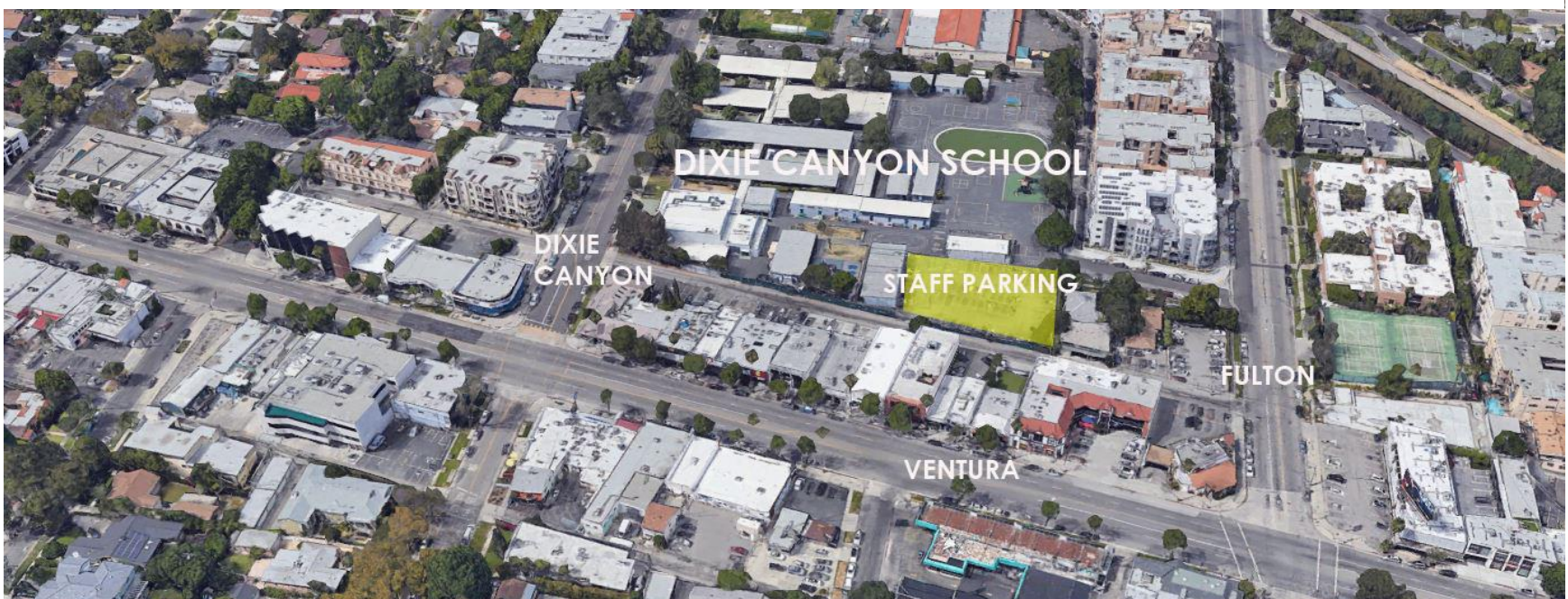
Option 3: Tram in Center Lane

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

101 FWY

Valleyheart

Woodman
Signalized
Crosswalk

Connectivity

Fashion Square

101 Fwy

Bikeway

LA River

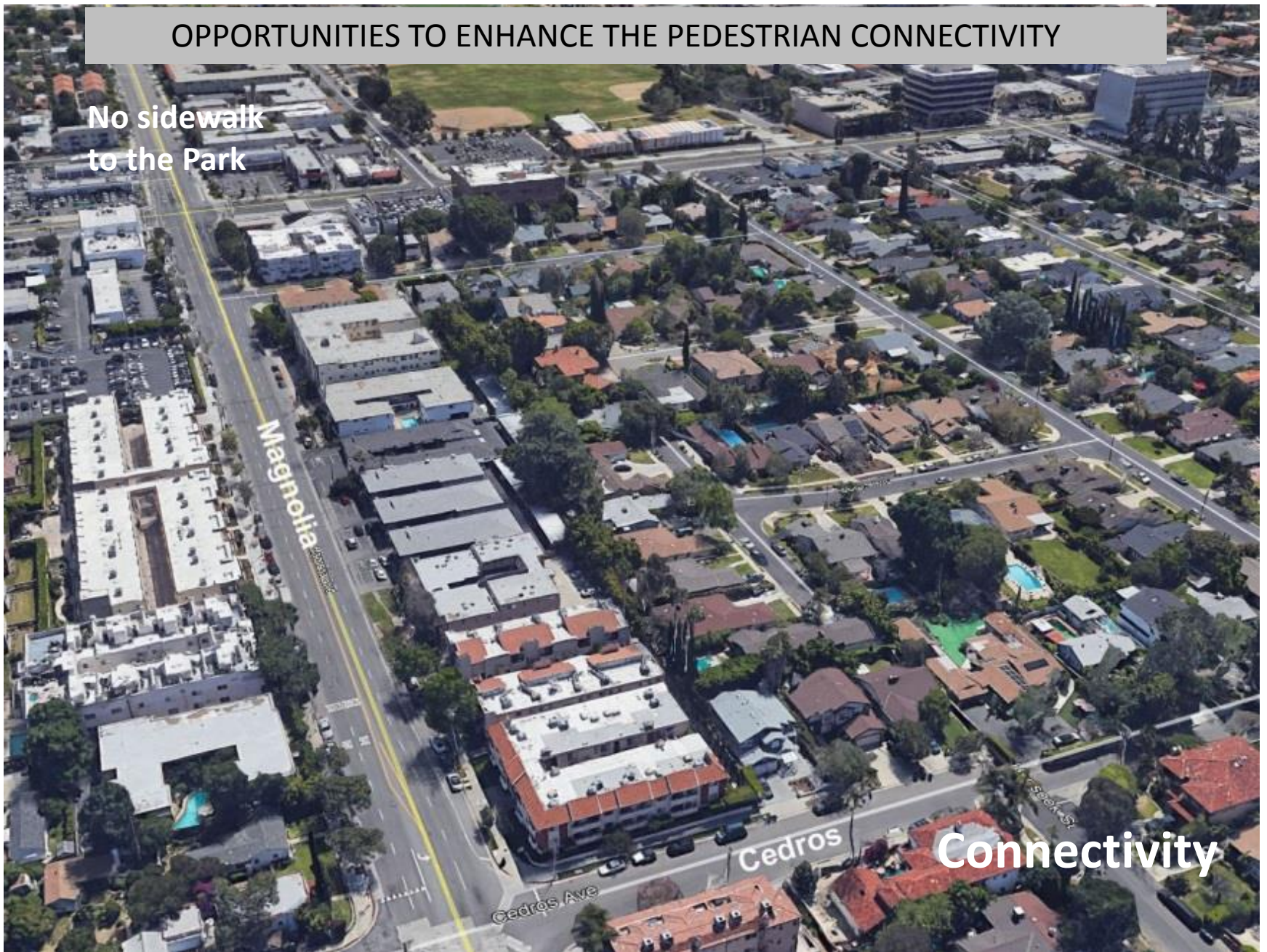
**Riverfront
Development
Opportunity**

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

Hartsburg St

Connectivity

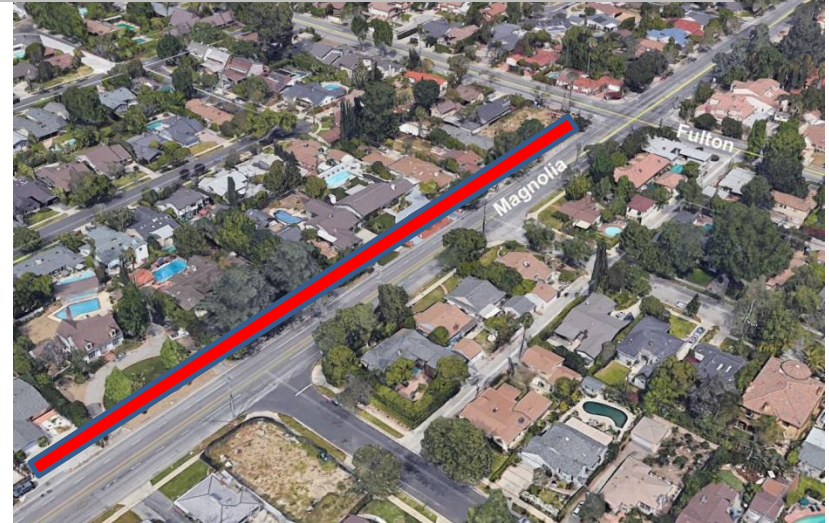
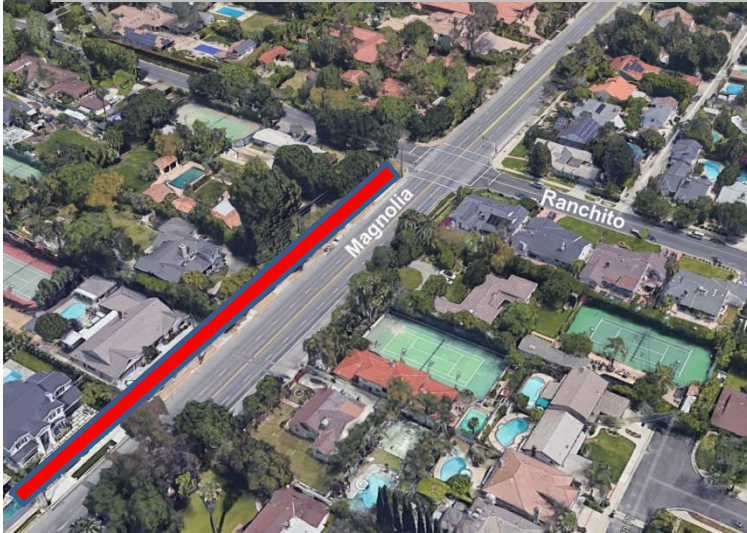
OPPORTUNITIES TO ENHANCE THE PEDESTRIAN CONNECTIVITY

No Sidewalk
Along major street

Missing
Sidewalk

Connectivity

OPPORTUNITIES TO ENHANCE THE PEDESTRIAN CONNECTIVITY



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



OPPORTUNITIES TO ENHANCE THE PEDESTRIAN CONNECTIVITY



**SHERMAN OAKS/
VAN NUYS PARK**

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

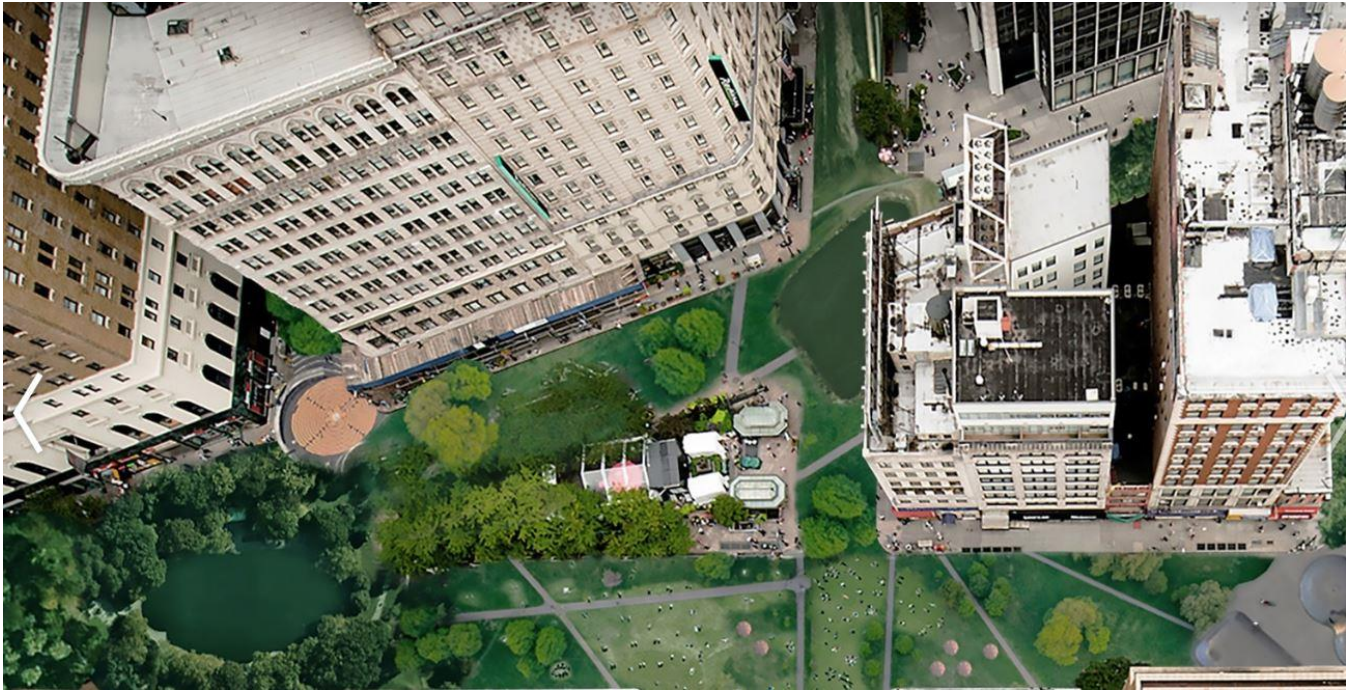
OPPORTUNITIES TO ENHANCE THE PEDESTRIAN CONNECTIVITY



RESIDENTIAL TRAFFIC CALMING



NEW YORK DRIVERLESS-CAR PROPOSALS





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



SHERMAN OAKS



A VISION FOR SHERMAN OAKS
INPUT TO THE
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.

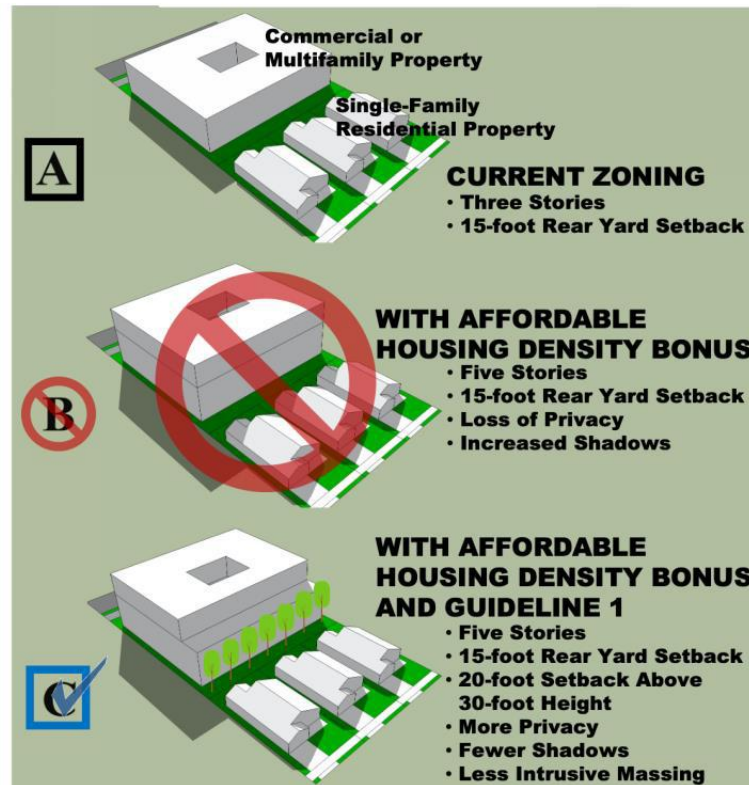


Figure 2. Panel A Shows Shadowing with Current Zoning and Panel B with Density Bonus, While Panel C Shows Reduced Shadowing with the Guideline's 45-degree Setback

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*.

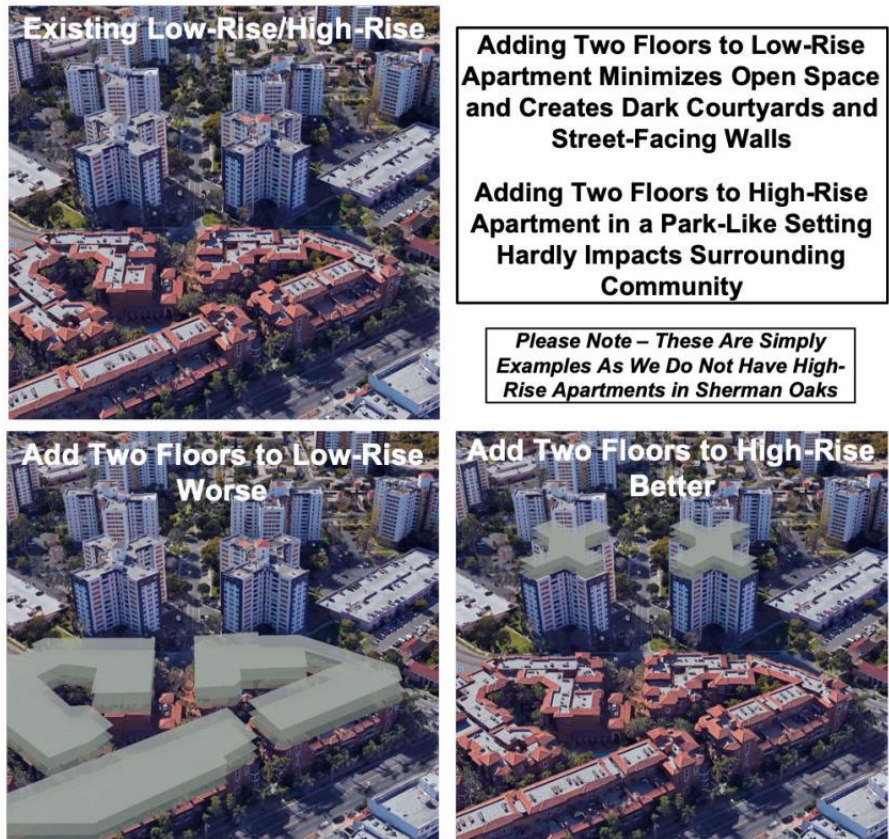


Figure 4. Adding Floors to a High-Rise Apartment in a Park-Like Setting May More Positively Impact Communities Than Adding Floors to a Low-Rise Apartment in a Traditional Setting

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.

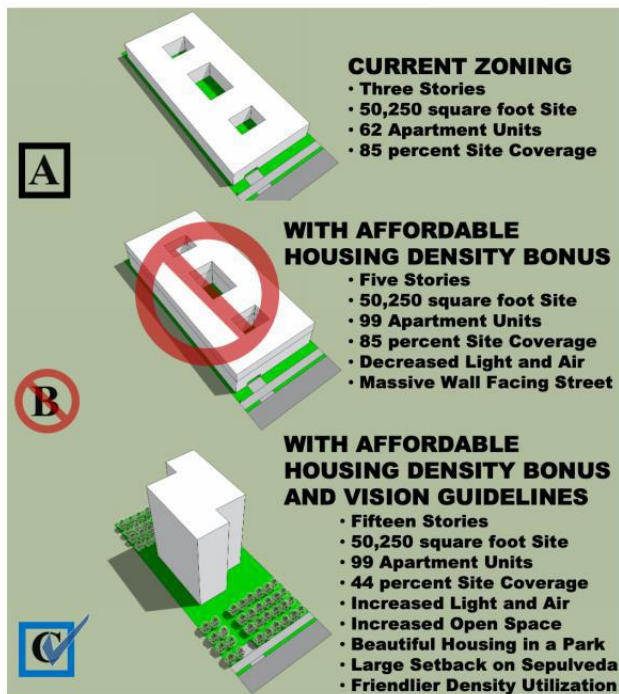


Figure 8. Panel A Shows a Building Under Current Zoning and Panel B Under a Density Bonus, While Panel C Shows an Alternate High-Rise Concept with Maximum Open Space

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



A VISION FOR SHERMAN OAKS
INPUT TO THE
COMMUNITY PLAN UPDATE

COMMUNITY COMMENTS

Additional Input from the Public

The “Input to the Community Plan Update” document was developed over a period of eight years by the Sherman Oaks Neighborhood Council’s PLUM and PLUM Vision committees at public meetings. As the final document was being reviewed in the Summer of 2020, it was made available to the public for their review and comments.

Following are comments offered by the public regarding the “Input to the Community Plan Update” document.

Topic: Parks

Pages: 178-204, 304, 322, 323, 328, 336, 342, 369

On the existing Sherman Oaks Park - In addition to improvements that make the park nicer, the community should focus on and instruct our Council Member to fight for making the park more accessible through things like protected bike lanes and better shade and sidewalks leading to the park. Not all people outside of a 1/2 mile radius can nor prefer to drive to the park. Many would like to safely bike or walk. The community needs to focus on expanded opportunities for protected bike lanes that allow community members -- particularly those in the denser, flatter parts of Sherman Oaks -- to safely travel within the community to places that may seem a little too far to walk, but unnecessarily close to drive.

I like some of your suggestions on 323, but don't think it goes nearly far enough, and focuses heavily on the more affluent part of town South of the 101.

I like page 359, more of that. Also a fan of the tunnel, feel like we can raise that money. It generally stuns me how inaccessible roads are along single-family homes because they lack sidewalks. Easy fix.

The 2 Plaza Park opportunities seem like great places for parks, particularly given the heat that radiates off the surface parking lots and surrounding buildings. However, #2 on page 188 looks more like a Business Park Plaza than an actual park. It seems like an ample opportunity, instead of a hard surface that reflects light with trees, for both shade and climate-appropriate landscaping. People want to see flowers on their lunch breaks, in addition to being shaded. It should also include ample, shaded public seating options.

Overall, the parks tend to be concentrated on the West Side of Sherman Oaks. Given that this is the side businesses are expanding in, we should consider requesting developers over a certain size build publicly-accessible spaces atop as well as around their buildings (SEE: Restoration Hardware in West Hollywood). We all want more shade and green space everywhere, but that doesn't mean we shouldn't look up as well as out for public, cool, green gathering spaces that would also make developers' buildings more attractive.

I also think this plan is missing an opportunity for more forward-thinking green developments like mini forests, particularly given LA's car culture. These mini-forests provide shade, cooling, and provide 40-times more carbon storage than single species, while taking up very little space. I think these could also be well deployed in medians and greenways, along freeways, and along places like the LA River, which is set to be revitalized.

I like the plan for expanded bike lanes along the River.

304 - I also prefer 1 and 2 but think a monorail is inefficient and will require more frequent maintenance that will make it more expensive while carrying fewer people. If San Diego can have great public transit with relatively minimal impact within communities and along freeways, there's no reason LA doesn't have it already.

323 - Anywhere you have "Park?" and "Bike Path" yes and yes. "Riverside Retail" sounds like an attempt to charge people for what should be free public space to get bitten by mosquitoes.

328 - Housing built over retail eliminates what attracts many to The Valley -- More, cheaper private space buffered from the noise of heavy shopping districts. It looks like you're sacrificing apartment renters to "densify" the Valley, with the misguided notion it will become the new Westside in 20 years. Many young professionals in particular live here because they have to, and will continue to have to, commute to the Westside for decades to come. Keep The Valley livable for middle class income brackets, don't promote building housing atop of busy retail. Instead of "dense" condo and apartment style housing, I'd love to see more plans for small-lot homes with communal green space, which is likely is increasingly the current reality and future for young professionals looking to buy homes in LA.

Rather than Plazas and Village Greens, what about community gardens? Many apartment dwellers and condo owners would like to have gardens. Why does it all have to be water features and plazas? Let us grow our own food, just like wealthier single-family house homeowners.

336, 342 - I like it. More modal. There's no reason if we're increasing bus-only lanes all down Ventura -- which I'm a fan of and in conjunction with other transit will make public transit more viable alternatives to driving for lots of people -- there's no reason we can't have protecting bike lanes. I do not think Tram's that follow are good for anything except weekend shopping. We should provide options that both increase leisurely public transit use and actual weekday, working/commuter use to alleviate car traffic and provide affordable alternatives to get over the hill. Also, the more public transit we have, the fewer cars. In the long run, reversing the dependency on cars for people living in the valley will only increase the amount of space open for affordable housing and communal green space, which is universally desirable and should be made more accessible.

369 - I like the overall goal, but calling things unattainable and unrealistic I think mitigates those desires and abilities to achieve them. We have to recognize that, as much as people who live here love it, most of the people who do commute (during normal times) 5 out of 7 days a week into Central LA, if not more. We cannot build a community purely for weekends. All transit and esthetic improvements need to consider the reality of weekday traffic and commuting. I think this acknowledges the reality that density is only going to increase in Sherman Oaks, but I worry it doesn't take into

perspective the people who always, for the entire lives, will never get a private backyard. Green spaces shouldn't just be a nice thing people occasionally visit, but planned with the understanding that public green spaces are all more children and families will ever have access to. In that regard, we should be asking for WAY MORE green spaces than mere setbacks. Parks should be multi-use for everyday life -- like gardens, playgrounds, places to sit when walking from shaded bus stop to shaded tram stop -- rather than "destinations." They need to be requested in much larger quantities and for larger purposes, even if that means smaller, more frequent parks. If you're depending on future renters in large, dense buildings to fund improving your community, you need to consider what those people will need and consider the reality that eventually, more townhome and small-lot homes are going to replace full-lot single family homes in even the wealthiest of neighborhoods. The sooner we plan, the more ahead of the curve we are and the more we ask for -- in green space and improved public transit that acknowledges the reality of density and climate change -- the more we get.

Also, it is quite possible I missed this, but many of these density "improvements" largely ignored the hills of Sherman Oaks. I have personally driven housekeepers dropped at the flats of Ventura Blvd UP TO the houses in the hills. Sherman Oaks stakeholders are not just the residents who can afford to live here. Much of the transit we have extends from other parts of the Valley and LA, and we need to recognize that this is as much a pass through commuter community as it is a point of origin and return. We need to increase accessibility to parks in the Canyons and transit to and through the hills, for residents and workers. This plan did not seem to address that.

Thanks!

Topic: Land Use

Page: starting at 127

Hi, I work in Land Use with a large real estate firm (JLL). It seems that you start out by identifying recommendations for future zoning with land along Sepulveda, but not for the rest of the deck. It's critical that if this is adopted that the committee understands any and all implications for potential density (including city incentives) because once it's set in a Specific Plan its virtually impossible to change. I'm happy to share my insights and experience on how developers would view the proposed zone changes and how they would approach from an economic viewpoint. The critical mistake of most LA specific plans is not understanding how the market would like to see zoning and in many cases they devalue assets. Feel free to reach out, I have some good mapping visuals I can put on screen. I'm a resident of Sherman Oaks and would love to be involved. Thanks.

Topic: Homelessness & Public Housing

Where in the plan is homelessness and public housing such as permanent supportive or bridge addressed? We are having a real crisis and need to address it.

Topic: Parking Aesthetics

Page: 109

I think more creative solutions are needed. While increases in public transportation (monorail/underground subway) are excellent and need to happen, just hiding parked cars won't help reduce emissions or provide enough parking to prevent potential encroachment into single family neighborhoods. Underground parking structures or larger parking lots with frequent public transportation to the downtown area (like universal studios/redline) are options worth considering.

Topic: Garden Cities

Page: 26

This is a comment about the plans for garden cities, revamping alleyways, creating more pedestrian friendly space, and inviting arts events into the public: I love all of this.

Topic: Feedback

Page: Various

Thank you to the committee for sharing this plan. As a lifelong valley resident and a homeowner in Sherman Oaks for 24 years, I appreciate the thoughtful approach.

Comments/Concerns:

- How does Sherman Oaks get more services (trash receptacles and pick up, clean and safe public restrooms in commercial areas as well as along the river) to support responsible development, more park space and more pedestrians? Developers are notorious for not honoring their commitments for the community after their projects have been completed.
- Page 43 – What is meant by “Alleyways should be user-friendly.?” Sherman Oaks alleyways generally provide rear access to businesses or parking areas. Is the suggestion that alleyways should be more pedestrian friendly? The successful examples shown are quite different from our own as Sherman Oaks businesses generally don't face alleyways.
- Page 55 – “If we plan streets for cars and traffic you get cars and traffic If you plan for people and places you get people and places.” – Anything that makes it harder to get to/from your job or do your shopping does not improve the quality of life for Sherman Oaks residents. Any plans for development that attract lots of non-residents to Sherman Oaks need to include municipal parking (like Studio City or Santa Monica) so that all of our residential streets don't require permit parking for residents and their guests which is a nuisance. I'm glad this is addressed later in the document.
- It seems that all of the markets in Sherman Oaks that have not been rebuilt in the last 3 years are opportunities for development. Really?
- Page 94/95 – love this! With the rapid demise of brick and mortar retail, anything that makes it easier for retail or niche businesses to operate successfully in Sherman Oaks is a positive.
- Page 100 – Will municipal structures take the place of street parking? Is “restrictions” code for “elimination?” I'm glad this is addressed later in the document.
- Page 104 - I love the idea of more green space and mixed-use properties along our business corridors but have concerns about building heights creating density our neighborhoods cannot support.

- 116 – YES!!! Protect single family and low-density neighborhoods from encroachment!
- 120 – examples of successful small lot subdivisions – I would like to know more about how this will work. Every large project in Sherman Oaks is a fight with developers (Sunkist, Il Villagio Toscano). How do you incentivize developers to build several small homes on a lot instead of putting up multi-story condos or apartments?
- 126 – yes! ADU's (within reason), housing along Sepulveda Pass Metro Line, Sustainability)
- 175 – maintenance must be integral to any funding!!! YES!!!!
- 200 – yes!!! Park opportunity!
- 316 – yes! There are blocks of vacant storefronts going north on Van Nuys Blvd. This and farther north seems like great places for development and beautification.
- 351 – yes!!!! It will take decades to develop public transportation that get people where they want to go! In the meantime, convenient, public parking is needed.
- 356 – 8 proposed tunnels at \$6 million/pop? Surely crosswalks are a more cost-effective option.
- 362 – sidewalks. Yes!

SHERMAN OAKS

We thank Councilmember LaBonge, Councilmember Ryu, their staffs 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 Councilmembers and leaders of Sherman Oaks with the hope that they continue our pursuit to enhance livability in Sherman Oaks.

A VISION FOR SHERMAN OAKS INPUT TO THE COMMUNITY PLAN UPDATE

2020