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2020 AIA Fellowship

Candidate Roger Sherman
Organization Gensler
Location Los Angeles, California
Chapter AIA California Council; AIA Los Angeles

Category of Nomination

Object 1 > Urban Design

Summary Statement

Roger Sherman's influential thinking--projects, writing and teaching--has advanced the profession's understanding of contemporary city form and city life. His inventive but rigorous work has resulted in new paradigms in urban resilience, housing and public space.

Education

Harvard Graduate School of Design, Cambridge, MA (3 years; Master of Architecture, AIA Henry Adams medal)

Eidgenossische Technische Hochschule (ETH), Zurich, Switzerland (1 Year)

University of Pennsylvania, Philadelphia, PA (4 years; Bachelor of Arts, Magna cum Laude)

Licensed in: California

New York (dormant)

Employment

PROFESSIONAL POSITIONS

Gensler (Los Angeles): August 2015-present (4 years)

Roger Sherman Architecture and Urban Design (Los Angeles): January 1990- August 2015 (25.5 years)

Chang and Sherman (Boston, Los Angeles): July 1987- December 1989 (2.5 years)

Rafael Vinoly Architects (NY): July 1985 – July 1987 (2 years)

ACADEMIC POSITIONS

UCLA Dept. of Architecture & Urban Design: January 1988 - June 1998 (10.5 years); Sept. 2006 – present (13 years)

Southern California Institute of Architecture (SCI-Arc): Sept. 1998 – May 2006 (7.5 years)

m o r p h o s i s

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culver city, california 90232

www.morphosis.com

19 September 2019

Paul Mankins, FAIA
Chair, Jury of Fellows
The American Institute of Architects
1735 New York Avenue, NW
Washington, DC 20006-5292
Letter sent as PDF via e-mail

Re: Letter of Sponsorship for Roger Sherman, AIA

To Paul Mankins and Jury of Fellows,

I am extremely pleased to act as sponsor for Roger Sherman's advancement to Fellow of the AIA. In addition to being one of the most trusted voices in urbanism, he is also an architect of note. I have great confidence that he will continue to make significant contributions to both fields.

I have known Roger for thirty years. It was my fortune to have been his colleague at UCLA for fifteen years where we regularly engaged in dialogue both in jury settings and in the more informal opportunities that occur regularly in academia. His dedication to both education and to practice have been clear from the beginning, but it's his unique ability to bring his practical insights from his decades of experience in urban design and architecture to the classroom that makes him a standout educator. He has a gift of being able to teach his students to accept the realities of any given problem and incisively and rapidly deliver tactical and potent solutions to those problems. In his role as co-director at cityLAB, projects for which he was responsible include an impressive portfolio of hands-on, proactive approaches to urgent problems faced by Los Angeles and other cities today. Backyard Homes has seen immediate results. It has put into practice architecture's ability to offer sensible solutions while melding design and policy to make significant change to our current housing crisis. This work resulted in the issuance of over 3,000 new building permits in the past two years that allowed for homeowners to add backyard flats to their property to alleviate the pressure of homelessness in Los Angeles. Cities across the country are looking to these ideas as a model to resolve similar problems with housing shortages in their area.

Roger's interest has always centered on the (re)connection of architecture with the city and with city life. Early on, his firm took on projects that put to practice an ethos of tackling community challenges to improve the city. This can be seen in his many multi-family housing designs notably the award-winning Ambrosia on L.A.'s Skid Row and emergency Homeless Shelter in L.A. The impact of his work is profound and lasting; it speaks to his dedication to the sociopolitical aspect of how powerful an impact architecture can have on the less fortunate among us.

Roger's work has continued to develop over time, as evidenced by the multiple awards and publications recognizing his accomplishments. And concomitant with the development of his influence in architecture and urban planning, he has also firmly established his own strong and impressive voice.

I am quite certain that as an architect and educator, Roger will continue to be a leader in the field of urbanism to Los Angeles architects. His impact on the profession will be exceptional. I wholeheartedly support Roger Sherman's nomination as a Fellow to the American Institute of Architects.

Sincerely,

Thom Mayne, FAIA
Morphosis

1. SUMMARY OF ACHIEVEMENTS

OBJECT 1: DESIGN (URBAN DESIGN)

I. URBAN RESILIENCE

Design that shapes the changes that cities and regions undergo over time has been a underlying driver of Roger Sherman's professional life—never more important than at this time of global climate and technological change. His research and design work began in 2001 with an award-winning master plan for Freshkills Landfill, NY (**AIA/LA Design Award**, ASLA Design Award, P/A Award). He followed with design leadership of projects for: a repurposing of a Phoenix strip mall into an urban agricultural farm and health zone (exhibited 2007 at Scottsdale Museum of Art, published in the landscape journal Brackett); a territorial plan for the economic and ecological recovery of Puerto Providencia, in the Ecuadorian Amazon (exhibited at the 2016 Venice, Rotterdam and South American Architecture Biennales); and, upon joining Gensler, an innovative infrastructural and development plan for rural northeastern Haiti (for the InterAmerican Development Bank, presented at Habitat III Conference, Quito, 2016). Most recently Sherman is seeing construction of his **AIA Award-winning** riverfront revitalization plan for Wuhan, China reach completion. Sherman's thinking and design methods have received broad exposure to colleagues and government officials around the world through these exhibitions, as well as via publication of his important scholarship on the topic of urban change (L.A. Under the Influence and The Infrastructural City amongst others). Roger has also demonstrated his thought leadership on resilience nationally by organizing and speaking at numerous high-level public leadership forums (two NEA-sponsored Mayors' Institutes; the Museum of Modern Art; The History Channel's City of the Future / LA 2106 episode) as well as through design initiatives he led as Co-Director (with Dana Cuff) of cityLAB/UCLA. He has also contributed his time and expertise as a local civic leader, (as Boardmember of **AIA/LA** and the L.A. Mayor's Design Advisory Panel). Finally, at Gensler Roger has built a cross-office "SWOT" team dedicated to tackling urban resilience projects in locations in which the firm has offices—a new business model that engages the corporate social responsibility arms of its existing clients.

II. HOUSING

Sherman's work, research and writing about urbanism is informed by the belief that the city cannot be studied in isolation from the problem of housing—its literal and figurative building block. His exhibition book *Re: American Dream* (1995, LA Municipal Art Gallery) was a prescient and influential exploration (in its third printing) of how Los Angeles could densify to accommodate its expanding population. That work was followed and reinforced by his memberships on the Boards of and the design of projects for The Weingart Center Association (homeless shelter) and Livable Places (non-profit housing developer). As co-founder of cityLAB/UCLA, he organized PropX: Inventing the Next LA, a ground-breaking effort funding six development and design proposals for new typologies and land use strategies to double the population of Los Angeles. His housing research work forms the basis of the studio he has taught the past 13 years at UCLA. One of these spawned Backyard Homes, a planning-cum-political initiative that resulted in enactment of State legislation that legalized and led to the construction of additional dwelling units (ADUs) in California—permits for over 3,000 of which were pulled in LA County in the last two years alone. His experimental, "high density" 3-in-1 House won a House of the Year Award from both Architect Magazine and **AIA/LA Award** in 2006. This wealth of experience led Gensler to recruit Sherman to lead them in forming a new affordable and permanent supportive housing initiative that has rapidly become a go-to hub of expertise and information for Los Angeles area developers, municipal officials and non-profits. There, Roger is forging new typologies of shared living, methods of construction and land use strategies. He is currently at work on projects that will result in 600 new units of housing in the next three years, at a projected cost 30% below the currently price per unit, completed in 60% of the time. He is currently sharing his expertise with the wider architectural community through **AIA/LA's** "Design 4 Dignity" (D4D) subcommittee and Annual Event.

Roger Sherman's influential thinking—through projects, writing and teaching—has had enormous impact on raising architects' consciousness regarding the city and city life. His leadership has led to new paradigms in **urban resilience, housing, and public space.**

III. PUBLIC SPACE

At a time when public life is being challenged by the combined effects of privatization and social media, a significant segment of Roger Sherman's professional activity has been dedicated to designing new models of urban space. This began with his competition-winning design for the West Hollywood Civic Center, which won a prestigious P/A Urban Design Award (1989). Sherman has since received three **AIA LA Awards** for his work in this sector—for Railyard Park; Gateway Park; and Big Box study for Target—the latter of which also won a prestigious LARC Award from the Urban Land Institute. Sherman, with cityLAB, was invited by the State Department to exhibit these at both the U.S. pavilion at the Venice Architecture Biennale, and at the International Architecture Biennale in Rotterdam. Roger also received extensive local and national press coverage for his innovative study, funded by New York's Rauch Foundation and the County of Suffolk to transform Long Island Railroad's Ronkonkoma station and massive parking lot into a region-wide, publicly financed family activity center. Most recently he designed a street furniture prototype for the LA Dept. of Transportation for the "LA CoMotion" Future Mobility conference that illustrates and tests its 'playstreets' program. Sherman has been a frequent invitee to present all of the above to audiences ranging from TEDx to MIT's Infrastructural Urbanism conference to ULI's national convention, as well as to readers of Fast Company and The Huffington Post. More locally, he has also been a vigorous advocate of the public realm as a Boardmember of NPR- and Smithsonian-affiliated Zocalo Public Square and the Westside Urban Forum. Last but not least, as Co-Director of cityLAB/UCLA, Roger has organized competitions, exhibitions and conferences on the topic, most notably WPA 2.0, held at the National Building Museum in Washington, as well authoring, with UCLA colleague Dana Cuff the widely-read primer *Fast Forward Urbanism* (Princeton, 2011), whose central theme is the reconnection of architecture and urban space.

2.1 ACCOMPLISHMENTS | SIGNIFICANT WORK

POSITIONS HELD, PROFESSIONAL AFFILIATIONS



PROFESSIONAL HISTORY

Gensler
Los Angeles, CA
Design Director, Urban Projects
2015 - present

cityLAB
UCLA Dept. of Architecture &
Urban Design
Los Angeles, CA
Co-Founder, Co-Director
2006-2015

Roger Sherman Architecture and Urban Design
Santa Monica, CA
Founder, Managing Principal
1989-2015

Chang and Sherman
Boston, Los Angeles
Principal, Founder
1987-1989

Rafael Vinoly Architects
New York, NY
Project Designer
1985-1987

PROFESSIONAL AFFILIATIONS

American Institute of Architects
Boardmember/
Chair Political Outreach Committee
2009-2012



Global Cities Institute
University of Toronto
Toronto, Ontario
Senior Fellow



NewCities Foundation
Montreal, Quebec
Associate Fellow
2017 - current



City of Los Angeles Mayor's Design Advisory Panel
2010



Westside Urban Forum
Board Member
2002-2009



ACADEMIC POSITIONS

University of California, Los Angeles
Dept. of Architecture and Urban Design
Adjunct Professor
1988 - 1998; 2006 - present



Southern California Institute of Architecture (SCI-Arc)
Director Post-Grad Program, Thesis Coordinator, Design Instructor
1998 - 2006

EDUCATION

Harvard Graduate School Of Design
Cambridge, MA
Master of Architecture, **AIA Henry Adams medal**

Eidgenossische Technische Hochschule (ETH)
Zurich, Switzerland
Bachelor of Architecture

University of Pennsylvania
Philadelphia, PA
Bachelor of Arts, Magna cum Laude

"I can say without qualification that Roger Sherman is one of the most intellectually stimulating architects with whom I've collaborated in over 30 years of teaching in architecture schools, writing about the profession, and practicing through cityLAB."

DR. DANA CUFF
DIRECTOR OF CITYLAB AND PROFESSOR
UCLA DEPARTMENT OF ARCHITECTURE AND URBAN DESIGN

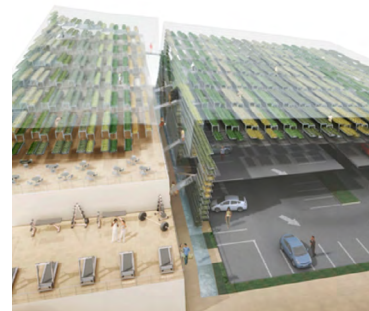
2.1 ACCOMPLISHMENTS | SIGNIFICANT WORK

I. URBAN RESILIENCE: PROJECTS



PUERTO PROVIDENCIA TERRITORIAL PLAN,
 Sucumbios, Puerto Providencia, Ecuador
 Provincial Government of Sucumbios (GDPS)
Completed 2015

Sherman developed, with a colleague in Quito (EC) and local government officials, an innovative plan to shape the growth and industrialization of an ecologically sensitive area of the Amazon in a way that will revitalize both the indigenous species and peoples that whose culture and subsistence is under threat there.



"CHIA MESA" STRIP MALL RETROFIT/ REPOSITIONING, Phoenix, AZ
 Scottsdale Museum of Art
Unbuilt (competition finalist), 2008

The transformation of a defunct strip center into a literal and figurative urban oasis, centering on a greenhouse-like roof/curtain wall supported by hydroponic and aeroponic growing trays. Creating a cool, hydrated atmosphere for the tenant spaces adjacent, it also serves as a new "in-grown" paradigm for a sprawling desert city that is rapidly consuming the surrounding arable land necessary to support itself.



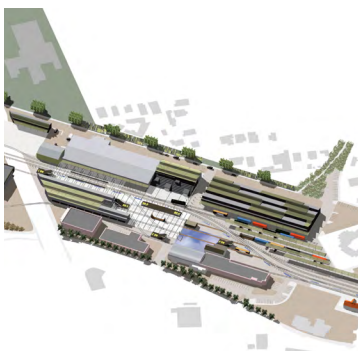
SLR RESILIENCE PLAN, Vallejo, CA
 Resilience by Design Bay Area Challenge
Completed 2018

Roger led Gensler and a multi-disciplinary team of experts (Arup, HR&A economics, and Stamen Design) in formulating a long-term, actionable and financeable design strategy to enable the City of Vallejo (recently in bankruptcy) to prepare for the advent of flooding and contamination as a result of sea level rise anticipated to affect San Francisco Bay and its coastal communities.



SCIENCE CITY (RESIDENTIAL/CULTURAL/ MIXED USE), Rome, Italy
 City of Rome Dept. of Planning, Urban Transformation
Unbuilt (competition finalist), 2015

Adaptive reuse of the 16-acre site of a former military plant into a new science and technology museum—the centerpiece of the revitalization of the Flaminio neighborhood of Rome to include high density social housing, retail and boutique hotel. The design flips the figure-ground of the site, converting the interiors of the precision electronics facility into a network of open spaces, and filling the spaces in between them.



RAILYARD PARK MASTER PLAN,
 Santa Fe, NM
 Trust for Public Land / City of Santa Fe
Unbuilt (competition runner-up), 2002

The repurposing of an obsolete but historic 13-acre Santa Fe Pacific railyard in downtown Santa Fe into a hub of arts and culture; includes live-work space and an event landscape utilizing existing track beds as a movement system for the (re)arrangement and 'upcycling' decommissioned railcars as 'props', and for use as linear water circulation, storage and filtration devices below.



"TRACKS OF CHANGE: URBANIZING AROUND HIGH SPEED RAIL" (STUDY),
 Anaheim/Burbank/ Norwalk
 cityLAB / Haynes Foundation
Completed 2010

The study analyzed the challenges and speculated upon opportunities for how station areas in cities pegged as stops by the CA High Speed Rail Authority might develop and thrive, reflexively supporting the HSR system. Working with an urban economist, Sherman led a scenario planning process, developing plans that forecast each city's role in the future network as destination and ingress point.

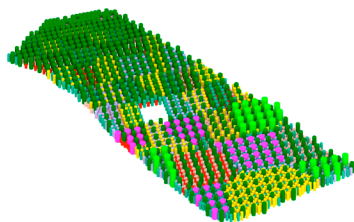
2.1 ACCOMPLISHMENTS | SIGNIFICANT WORK

I. URBAN RESILIENCE: PROJECTS



"WESTWOOD BLOWS UP" (WESTWOOD VILLAGE RE-VITALIZATION/REDEVELOPMENT PLAN),
Los Angeles, CA
UCLA Chancellor's Office with cityLAB
Completed 2011

Based upon a cityLAB diagnostic study, this plan demonstrates how the university could relocate many of its high profile public venues—theatres and museums—from their inaccessible on-campus locations to underutilized or vacant historic properties in the Village, as anchors in incubating a new, urban-scaled cultural district that would serve as an engine for investment.



MUSEUM DISTRICT MASTER PLAN, Sejong, Korea
City of Sejong
Unbuilt (Competition)

This cultural master plan for a museum district in the newly established federal government center of South Korea calls for an organic, staged approach that begins with planting the site with a living 'tapestry', or nursery of native tree species from which wood to be used in the design and construction of the museum structures would be harvested—simultaneously also making space for the latter—as each institution comes on line over the coming decades.



TRANSIT-ORIENTED DISTRICT PLAN,
Los Angeles, CA
CRA/LA, LA County MTA
Completed 1995

This plan—for the half-mile by half-mile area surrounding a new transit portal—builds on the nearby equity-waiver theatres and music clubs, forecasting an entertainment-oriented zone designed to attract commuters on their way home from work elsewhere in LA transit system, as they transfer from subway to bus or car.



FEDERAL GOVERNMENT CENTER MASTER PLAN,
Spreebogen (Berlin), Germany
City of Berlin Planning Dept.
Unbuilt (competition finalist), 1992

The replanning of a large section of Berlin's historic Tiergarten, to accommodate the relocation of the reunited German government. The design weaves city and state together via the crossing of two main avenues—cardo and decumanus—each of the resulting quadrants an expression and territory belonging to a different facet of German government.



"DYNAMIC CORRIDORS" HUNING HIGHLANDS STREETScape REVITALIZATION PLAN,
Albuquerque, NM
City of Albuquerque Planning Dept.
Completed 2001



A streetscape study to stimulate pedestrian life in an historically significant district along the Route 66 corridor in Albuquerque; the project called for the undergrounding of utilities, activation of alleyways, and reduction of the corridor width to permit widened sidewalks for outdoor dining and seating.



"0-Z.LA: NEW FORMS OF COMMUNITY FOR LA 2106"
The History Channel
Unbuilt (speculative proposal), 2006

A speculative proposal for an exhibition held at the LA County Museum of Art, recorded and later televised nationally, on 6 different architects' visions for Los Angeles 100 years in the future. The project focused on how, with increasingly constrained resources, new forms of community might evolve as urban dwellers develop differing priorities re what is most important to urban life: water, power, regulation, etc

2.1 ACCOMPLISHMENTS | SIGNIFICANT WORK

I. URBAN RESILIENCE: PRESENTATIONS/LECTURES



Roger Sherman at a review for Urban Design Studio III, UCLA Dept of Architecture and Urban Design



MoMA

THINGS IN THE MAKING: ARCHITECTURE AND THE PRAGMATIST IMAGINATION CONFERENCE

Museum of Modern Art
New York, NY - 2000
Invited Presenter



NATIONAL ENDONMENT FOR THE ARTS

Mayor's Institute of City Design
Santa Monica, CA - November 2013
Organizer/Presenter



NATIONAL ENDONMENT FOR THE ARTS

Mayor's Institute of City Design
Lexington, KY - October 2012
Invited Presenter



GREEN URBANISM CONFERENCE

Global Green USA
Los Angeles, CA - Feb. 2009
Invited Presenter

"Having worked with other architects to imagine the future of America's suburbs and coastlines, through my collaborations with Roger I have found that his broad and unique impact on the field of resilient planning lies in his interdisciplinary approach. In our study for protecting the Ecuadorean Amazon, he quickly realized we not only needed a new approach to building there, but also new institutions and an entirely new economy – a systemic view that's rare in the field, to say the least."

GREG LINDSAY
DIRECTOR OF RESEARCH AT NEWCITIES FOUNDATION

2.1 ACCOMPLISHMENTS | SIGNIFICANT WORK

I. URBAN RESILIENCE: EXHIBITIONS



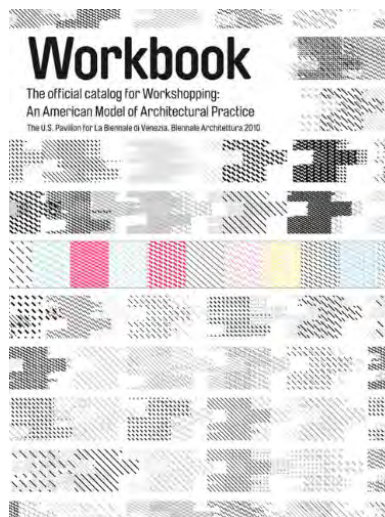
"Divining Providencia" at 2016 Venice Biennale



cityLAB Exhibition at U.S. Pavilion, 2010 Venice Biennale



Venice Biennale, 2016



Exhibition catalogue, U.S. Pavilion, 2010 Venice Biennale



Int'l Architecture Biennale Rotterdam

UN HABITAT III CONFERENCE

("NE Haiti Infrastructure/Urban Development Plan)
Quito - October 2016
Invited Exhibitor

VENICE BIENNALE U.S. PAVILION

(Uncovering Providencia) - 2016
Invited Exhibitor

INT'L ARCHITECTURE BIENNALE ROTTERDAM

(Divining Providencia) - 2016
Invited Exhibitor

"ENGINEERING AN EMPIRE: CITY OF THE FUTURE 2106,"

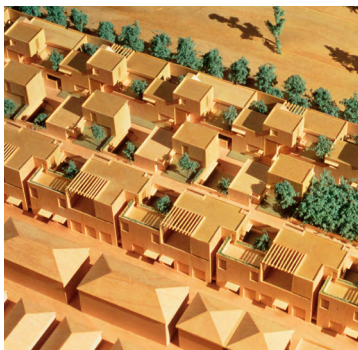
The History Channel
LA County Museum of Art - Spring 2007
Invited Exhibitor

"SOUTH AMERICAN PROJECT"

South America Biennale,
Buenos Aires - Sept. 2013
Invited Exhibitor

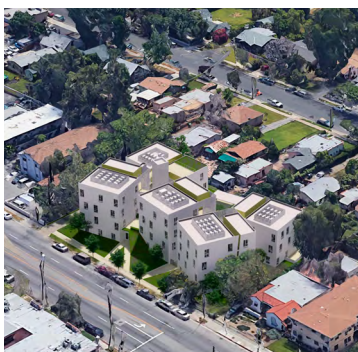
2.1 ACCOMPLISHMENTS | SIGNIFICANT WORK

II. HOUSING: PROJECTS



VERMONT SQUARE AFFORDABLE HOUSING/MIXED USE, South Los Angeles, CA
 First Interstate Bank Community Lending/ Office of L.A. City Councilman Ridley-Thomas
Unbuilt (competition), 1994

Thirty-eight units of affordable housing on a two-acre site, intended as a catalyst to revitalize Vermont Ave. 'Garages' along the alley accommodate incubator businesses; above the podium, units boast private courtyards, accessed from two pedestrian streets; and the roof of the historic corner building is removed, to become an enclosed park/community event space.



"CONFIANZA" PERMANENT SUPPORTIVE HOUSING, Van Nuys (Los Angeles), CA
 Skid Row Housing Trust
In progress

64 studio units of housing for chronically homeless individuals with mental disabilities, on a half-acre parcel, the project will be built with prefabricated modules produced by Factory_OS in northern California, enabling the time and cost of construction to be reduced by at least 33%. The fragmenting of the project into five smaller buildings is aimed at achieving a scale more compatible with the historic single family neighborhood behind.



VERMONT/MANCHESTER AFFORDABLE HOUSING/MIXED USE, South Los Angeles, CA
 County of L.A. Community Dev. Commission
In progress

This 180-unit mix of very low income housing includes community-serving retail, MTA career-training school and public parking structure. Organized around a transit plaza, the project is an anchor of the County's investment in the Vermont Blvd. bus rapid transit corridor. The units will be built as prefabricated modules, reducing time and cost.



PERMANENT SUPPORTIVE HOUSING/MIXED USE
 Boyle Heights (Los Angeles), CA
 Skid Row Housing Trust / LA County MTA
Unbuilt (competition finalist), 2017

Fifty-nine studio apartments for chronically homeless residents—all prefabricated—are complemented by a green grocer, a lantern-like neighborhood-serving community room and pocket park. The latter are linked by a cross-block pedestrian paseo, which widens to become a mercado outside the entrance to the grocer, as well as 'skinny' retail along the side of the grocer adjacent to the main boulevard.



"URBAN AWNING" TRANSITIONAL HOUSING, Wilmington (Los Angeles), CA
 Gilmore Development, Carpenters' Union
In progress

150 micro units of transitional housing for the temporarily homeless, featuring three apartment types, including a 2-story townhouse for families. The project, being developed in collaboration with (and to be constructed pro bono by) the national carpenters' union, is slated to achieve netzero energy consumption using a bare minimum of MEP technology, generating its own electricity and grey water reuse.



ARTISTS' HOUSING, MISSION HILL, Boston, MA.
 First Bank of Boston Community Lending
Unbuilt (competition finalist), 1987

Sited on the crest of a hill, these twenty-four units of artists' dwellings are organized into twelve townhouses with alternating, shared utility walls and stairs, the latter of which consist of paired sets of domestic stairs topped by a single double-wide loft stair to/from a third floor studio. A retractable roof as well as operable gable door with access to a community gantry allows for loading/unloading of large scale work.

2.1 ACCOMPLISHMENTS | SIGNIFICANT WORK

II. HOUSING: PROJECTS



WASHINGTON BLVD LIVE/WORK,
Culver City, CA
Axis Mundi Development LLC.
Unbuilt, 2008

A 42,000 SF mixed use infill project on a 24,000 site: street level retail and public parking topped by two stories of market rate live/work condominiums. A series of sculptural front office and common spaces stand over the retail storefronts, giving the project a memorable public presence from the street.



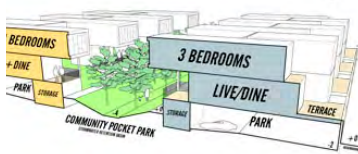
"DOROTHY HOUSE" (FOR-SALE HOUSE DESIGN AND CONSTRUCTION DOCS),
Hometta (www.hometta.com)
Completed 2008

In the tradition of the Sears kit-of-parts house, a home design whose (construction ready) plans are licensable and purchasable. The design itself consists of several versions, in which the exterior volume and materials are consistent, but is "rolled" to rest on the ground in different orientations, depending upon the site, context or owner preference.



ELMER AVENUE AFFORDABLE HOUSING,
North Hollywood (Los Angeles), CA
Heritage Housing Partners / LA Community Redevelopment Agency
Unbuilt, 2009

Eighteen semi-detached townhomes flank a privately maintained community pocket parkspace—an extension of an adjacent cul-de-sac. That they both qualify as affordable and are for-sale is a rarity in Los Angeles: an alternative to the single family house that represents a new form of entry-level housing offering a pathway to building homeowner equity.



FLEX-DECK-SPEC HOUSE,
Gloucestershire, United Kingdom
Lower Mill Estate Development LLC.
Unbuilt, 2007

A change-oriented house, designed on piles, located on a wetland pond (former gravel quarry). The bedrooms are built on pontoons, enabling them to slide out into the water in warmer months, while still remaining connected to the main house. Doing so allows the house to be flexibly occupied—by an extended family or separate parties.



306 N. AVENUE 26 AFFORDABLE HOUSING,
Los Angeles, CA
Livable Places LLC.
Unbuilt, 2003

A 3-acre site northeast of DTLA with 151 affordable units of various sizes and types (townhouse to microflat). The units are assembled into a jigsaw puzzle-like, interlocking vertical and lateral arrangement within each elongated row, resulting in a varied elevation—yet still possess an underlying geometrical order and constructional logic.



NORTH LONG BEACH VILLAGE CENTER,
Long Beach, CA
Civic Enterprise Development LLC.
Unbuilt, 2007

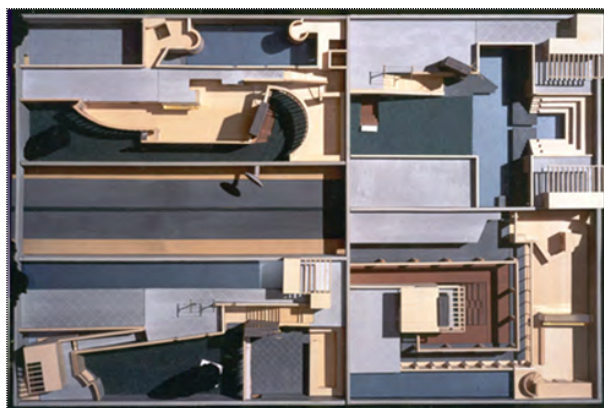
This urban-scaled, four-story infill development is comprised of (several unit typologies of) workforce housing, public parking, library and (incorporating and existing) theatre. The two-block large site straddles a pedestrian-scaled north-south boulevard, so also includes the redesign of the streetscape between—critical to creating a pedestrian linkage between the two components of the project.

2.1 ACCOMPLISHMENTS | SIGNIFICANT WORK

II. HOUSING: EXHIBITIONS



"RE-cycle: Strategies for Architecture, City and Planet"



RSAUD's proposal, RE American Dream exhibition, L.A. Municipal Art Gallery 1995.



PropX: Inventing The Next Los Angeles



"PROPX: INVENTING THE NEXT LOS ANGELES"

Los Angeles, CA - Summer 2006
Organizer (cityLAB)

"RE: AMERICAN DREAM: SIX NEW HOUSING PROTOTYPES FOR LOS ANGELES"

L.A. Municipal Art Gallery
Los Angeles, CA - 1993
Curator/Exhibitor

"RE-CYCLE: STRATEGIES FOR ARCHITECTURE, CITY AND PLANET"

Fondazione MAXXI
Rome, Nov. 2011 - Mar. 2012
Invited Exhibitor

"LOWER MILL ESTATE: LANDMARK HOUSES"

Royal Institute of British Architects (RIBA)
Victoria and Albert Museum
London - July 2007
Invited Exhibitor

"In working with Skid Row Housing Trust, Roger demonstrated an incredible ability to analyze what's essential to the residents and staff of permanent supportive housing properties and channel that into creating useful and invigorating spaces. He gives careful consideration to not only the building's design but also how it interacts with the surrounding community, by seeking out enticing opportunities for engagement and collaboration."

BRENDAN O'DONNELL
PROJECT MANAGER, SKID ROW HOUSING TRUST

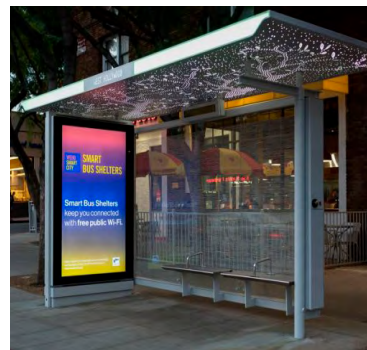
2.1 ACCOMPLISHMENTS | SIGNIFICANT WORK

III. PUBLIC SPACE: PROJECTS



ADAMS SQUARE MINI-PARK,
Glendale, CA
City of Glendale
Completed 2007

A collaboration with Rios Clementi Hale Studios, the repurposing of 10,000 sf, historic 1920's corner service station site (located across from an early era 1-story commercial building) into a pocket park and meticulously restored multi-purpose kiosk/shade structure.



"BUSPLUS" BUS SHELTERS, West Hollywood, CA
JC Decaux / City of West Hollywood
Completed 2019

A nextgen prototype bus shelter serving as the basis for the production and replacement of 50 shelters through the city, BusPlus' design incorporates real-time bus arrival info, digital advertising panels and a perforated, illuminated ceiling and edge lighting that begins blinking to signal a bus is arriving soon. Additional amenities at larger installations include bike parking, doggie water bowl and bag dispensers, and information kiosks.



RONKONKOMA PARKS N' RIDES,
Long Island, NY
Rauch Foundation / Suffolk County
Unbuilt (feasibility study), 2013

A massive indoor public space/entertainment complex at the terminus of the Long Island Railroad in eastern Long Island: vacation destination and increasingly popular with reverse commuters from Manhattan. Enclosed by a pneumatic membrane, the program of hotel/conference center/go-cart track/amphitheatre/sports courts/clubs is carved out of and interwoven within a 4,000-car garage serving the station and adjacent regional airport.



"SUNSET SPECTACULAR" DIGITAL PUBLIC SPACE PILOT, City of West Hollywood, CA
Outdoor Media / City of West Hollywood
Unbuilt (competition), 2016

A city-commissioned prototype exploring the potential of digital billboard technology to generate urban spectacle and public space. A public parking lot serves as site for creating an electronic public forum combining social media content, in-person performance and interactive gaming technology to enact events that blur the line between real and virtual.



HYP0-PARK, Koreatown (Los Angeles), CA
Withheld,
In progress

This project for a nationwide healthcare provider represents a new paradigm of urban-oriented recreation—of active sports and spectatorship vs. the land-consuming, maintenance intensive traditional park which supports largely passive activities. Coffee kiosk, beer garden, newsstand and bike rental concessions generate revenue to support the limited maintenance and oversight, making it economically self-sufficient.

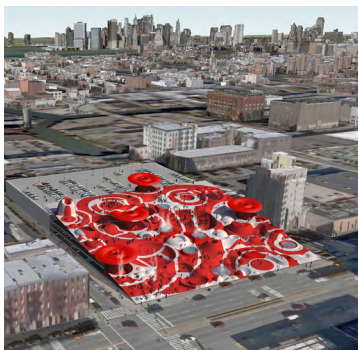


PLAYA ROSA MIXED USE COMMUNITY HEALTH & WELLNESS CENTER, Willowbrook (L.A.), CA
Office of L.A. City Councilman Ridley-Thomas
Unbuilt, 2010

Adjacent to a major transit hub in South L.A., a 15-acre former shopping center site is transformed into an urban beach, activated by a collection of County-supported programs relocated from scattered sites around the area: swimming complex, library, and police athletic league. Adding to the mix is 500 units of affordable housing for staff and info kiosk of the nearby County hospital, as well as green grocer, bike rental shop and casting pond.

2.1 ACCOMPLISHMENTS | SIGNIFICANT WORK

III. PUBLIC SPACE: PROJECTS



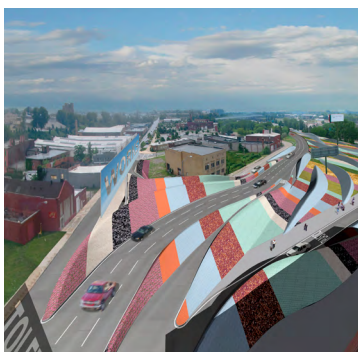
TARGET "THINKING OUT OF THE BIG BOX" STUDY,
Tracy (CA), Phoenix (AZ), Brooklyn (NY)
City of Glendale
Completed 2009

A strategy that enables the client to adapt their suburban big-box typology to more land-constrained and politically-charged urban contexts, to which their customer population was seen shifting. The approach fronts each new store with a Target-designed public space, a “gift to the city”—sometimes playground, sometimes greenscape, or a landscape of pop-up concessions—that conceals the parking behind.



WEST HOLLYWOOD CIVIC CENTER,
West Hollywood, CA
City of West Hollywood
Unbuilt, 1990

Won by international design competition, this project launched Sherman’s own practice and relocated him to Los Angeles. The 7-acre/\$80 million project, whose funding was eventually denied by voter referendum, included a city hall/council chamber, civic auditorium and parking structure; County library, fire station and health facility; and 4 acre public park, recreation and pool complex.



GATEWAY PARK, Toledo, OH
Arts Commission of Greater Toledo
Unbuilt (competition), 2005

The project reorganizes the archipelago of traffic islands that dot a busy highway intersection (40,000 cars daily) into infrastructurally-oriented public space. It slows traffic by parsing the right-of-way into drop-off lanes for recyclables. Others are for pick-up (road salt, mulch). The site acquires imageability by facing the embankments in materials collected and manufactured in Toledo.



**OUTDOOR DINING/MULTI-USE PATIO,
WEINGART CENTER (HOMELESS SHELTER),**
Los Angeles, CA
Weingart Center Association
Completed 1997

A 6,000 sf space intensively used by homeless residents, its function changing by the hour, day and season. Elements are either mobile, multi-functional, or both: shade structures double as dining areas and storage; tables and planters roll into differing arrangements; a center court is marked for large gatherings and for basketball; a BBQ and outdoor classroom with bleacher seating.



WILSHIRE/WESTERN PEDESTRIAN BUS SHELTER,
Los Angeles, CA
L.A. County MTA
Unbuilt, 1998

Designed in collaboration with world-renowned public artist Vito Acconci, the project’s design was inspired by the formwork used in constructing the subway tunnel that runs far below. The rolled steel shelter, which curls up from the plaza surface, encourages skateboarding and street vending, everyday activities that make it more likely that the plaza will be active even when there are no commuters there waiting for a bus.



ANAHEIM STREET STREETScape DESIGN,
Long Beach, CA
City of Long Beach
Completed 2015

A companion study to one of the exhibits, this study worked with the “Cambodia Town” community, the letter characters from whose language—together with that nation’s indigenous saffron and crimson colors—comprise the streetscape design palette. These were deployed as part of a larger environmental graphics strategy that included blade signs, canopies and monumental letters (median).

2.1 ACCOMPLISHMENTS | SIGNIFICANT WORK

III. PUBLIC SPACE: PRESENTATIONS/LECTURES

TEDxUCLA
x=independently organized TED event



"Soft City"

TEDxUCLA "SOFT CITY"

TEDx UCLA
Los Angeles, CA - May 2015
Invited Presenter



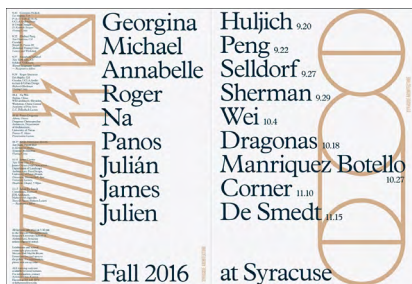
"THE INFRASTRUCTURAL MONUMENT"

MIT Center for Advanced Urbanism
Cambridge, MA - April 2013
Invited Presenter



"THINKING OUT OF THE BIG BOX"

Urban Land Institute
Washington, DC - Oct. 2010
Invited Presenter



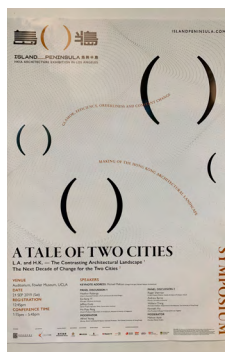
Roger with Syracuse University students touring the Port of L.A. as part of a visiting studio he led (2016)

"BORDER DIALOGUES"

Design Workshop
(re U.S. Border Station Expansion, San Ysidro;
Nat. Endowment for the Arts, sponsor)
San Ysidro, CA - 2004
Invited Panelist

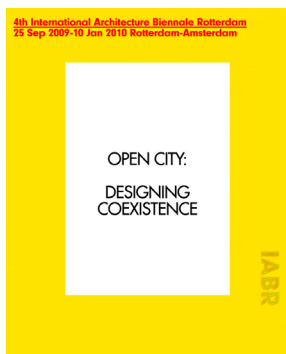
"I can say without a doubt that, in everything I do as an architect, Roger's exhortation to always consider the big picture—the city—has powerfully resonated in my own work as an architect, educator, and champion for equity and inclusion in the profession."

INGALILL WAHLROOS-RITTER, FAIA
DEAN, WOODBURY UNIVERSITY SCHOOL OF ARCHITECTURE



2.1 ACCOMPLISHMENTS | SIGNIFICANT WORK

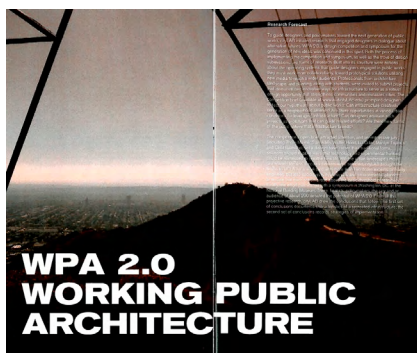
III. PUBLIC SPACE: EXHIBITIONS



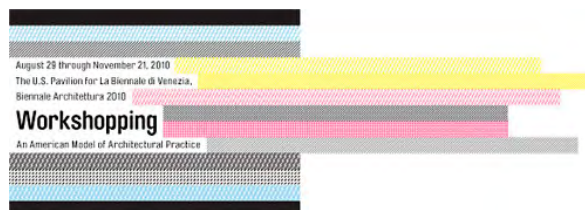
"The Open City"



"Flip-A-Strip"



"WPA 2.0" (CITYLAB)



U.S. Pavilion: "Workshopping"

U.S. PAVILION: "WORKSHOPPING"

Venice Biennale of Architecture
Venice, Italy - 2010
Invited Exhibitor

"THE OPEN CITY"

Int'l Architecture Biennale Rotterdam
Rotterdam, NL - 2009
Invited Exhibitor

"WPA 2.0" (CITYLAB)

Natl Building Museum
Washington, DC - Nov. 2009
Organizer/Curator

"FLIP-A-STRIP"

Scottsdale Museum of Art
Scottsdale, AZ - October 2008
Invited Exhibitor

"As development lead I worked closely with Roger Sherman on The Bloc in Downtown LA and have followed his career for many years. Roger is a buoyant, resilient, and expansive thinker: a creative genius. With innate curiosity and openness he consistently solves for the practical needs of program and budget, the demands of technology and building codes (and the realities of hard construction) with imaginative design work—work that pushes against convention and finds new and surprising possibilities within every constraint."

BRIAN CORNELIUS
THE BLOC PROJECT MANAGER, THE RATKOVICH COMPANY

2.2 ACCOMPLISHMENTS | HONORS, AWARDS, RECOGNITION

HONORS & RECOGNITION

DESIGN CENTER/WESTNEEK

"Star of Design" Award (Urban Design)
Pacific, Los Angeles - 2008

HARVARD GRADUATE SCHOOL OF DESIGN

Wheelwright Fellow - 1995

"Over the past three decades, Roger Sherman's groundbreaking theoretical work has put forward completely novel ways of analyzing and interpreting the contemporary urban landscape, along with novel ways for architects and urban designers to act vis-à-vis this landscape. His writing on the city has borne direct consequences for architectural practice, while his design work can be read as a manifesto on the American City. Sherman has indelibly shaped a generation of urbanists practicing today. Our office, along with many other others, was fundamentally shaped by the exposure to Roger's unique thinking and teaching."

TOBIAS ARMBORST, DANIEL D'OCA AND GEORGEEN THEODORE, AIA
INTERBORO PARTNERS

SELECT PROJECT AWARDS

I. URBAN RESILIENCE

MUHAN RIVERFRONT REVITALIZATION PLAN

AIACC Honor Award, 2018

REPARK: FRESHKILLS LANDFILL END USE PLAN

Honor Award, American Society of Landscape
Architects, 2003

AIA/LA Honor Award ("NextLA"), 2002

Progressive Architecture Honor Award, 2003

NORTH HOLLYWOOD DEVELOPMENT PLAN

AIA/LA Honor Award ("NextLA"), 1998

FLIP-A-STRIP MALL COMPETITION

Merit Award, Scottsdale Museum of Contemporary Art, AZ, 2008

II. HOUSING

3-IN-1 HOUSE, SANTA MONICA

AIA LA Design Award, 2004

Home of the Year Award, Architect Magazine December 2006,
p.73

VERMONT MANCHESTER AFFORDABLE HOUSING/MIXED USE

Award, Westside Urban Forum, 2019

PLACITA DEL'ORO PSH/MIXED USE

Award, Westside Urban Forum, 2019

12803 W. WASHINGTON CONDO/MIXED USE

Honor Award, Southern California Development Forum, 2008

III. PUBLIC SPACE

THINKING OUT OF THE BIG BOX

AIA/LA Honor Award ("NextLA"), 2011

Urban Land Institute, LARC Award, 2009

Honor Award, Southern California Development Forum, 2009

RAILYARD PARK, SANTA FE

AIA/LA Award ("NextLA"), 2007

GATEWAY PARK, TOLEDO

AIA/LA Award ("NextLA"), 2007

WEST HOLLYWOOD CIVIC CENTER,

Progressive Architecture Award (Urban Design), 1989

HYPO-PARK

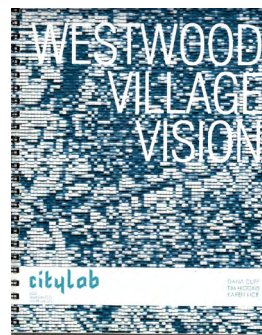
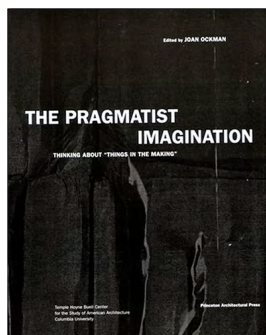
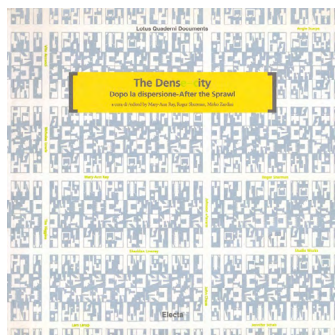
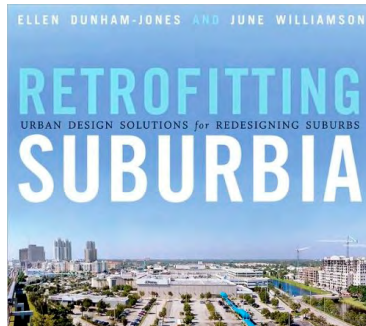
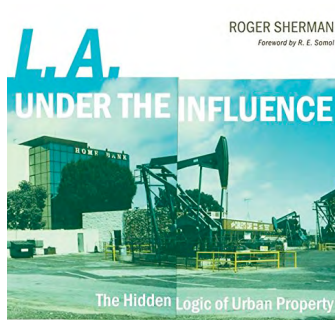
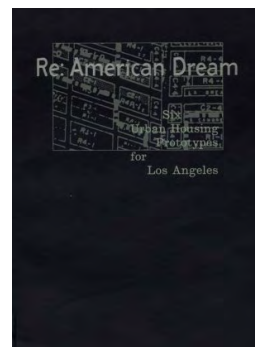
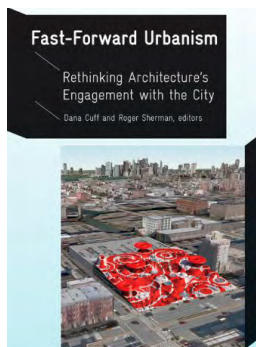
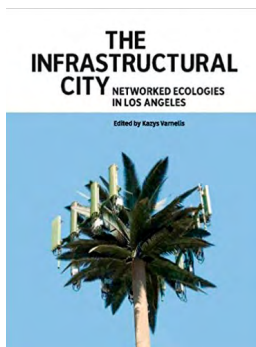
Award, Westside Urban Forum, 2015

PLAYA ROSA

Honor Award, Southern California Development Forum, 2010

2.2 ACCOMPLISHMENTS | PUBLICATIONS

BY ROGER SHERMAN



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"INTRODUCTION", In Khamsi and Sommer, Huburbs: Transit Urbanism in Greater Toronto. Toronto, 2011

FAST FORWARD URBANISM: RETHINKING ARCHITECTURE'S ENGAGEMENT WITH THE CITY, with Dana Cuff. New Jersey: Princeton Arch'l Press, 2011.

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L.A. UNDER THE INFLUENCE: THE HIDDEN LOGIC OF URBAN PROPERTY, Minneapolis: Univ. Minn. Press, June 2010

OPEN CITY: DESIGNING COEXISTENCE, Amsterdam: SUN Architecture, 2009. p 277

"COUNTING (ON) CHANGE", in Varnelis, ed., The Infrastructural City. Barcelona: Actar, 2008. pp.180-205.

"IF, THEN: SHAPING CHANGE AS A STRATEGIC BASIS FOR DESIGN". in On Landscape Urbanism (Center Vol.14). Austin: Univ. of Texas at Austin School of Architecture, 2007, pp. 238-245.

"UNDER THE INFLUENCE: NEGOTIATING THE COMPLEX LOGIC OF URBAN PROPERTY", in Things in the Making: Contemporary Architecture and the Pragmatist Imagination. Joan Ockman, ed. MoMA, 2002.

"DENSITY DILATED", in Dense-City, Lotus International Special Document (article, guest co-editor w/ Mary-Ann Ray and Mirko Zardini), 1997

RE AMERICAN DREAM: SIX NEW HOUSING PROTOTYPES FOR LOS ANGELES, Princeton: Princeton Arch'l Press, 1995

2.2 ACCOMPLISHMENTS | PUBLICATIONS

ABOUT ROGER SHERMAN

PRINT

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L.A. Times (Calendar Section), **"A WATERWAY TO L.A. 'S FUTURE" (O-Z.LA)**, Dec. 14, 2006; pp.E 4-5.

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"THE ECO-CITY THAT DIDN'T EXIST", Japhy Wilson, in *Harvard Design Magazine*, 2008: <http://www.harvarddesignmagazine.org/issues/45>

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"PREPARING THE AUTOMOBILE CITY FOR HIGH-SPEED RAIL", John Gendall, in *AIArchitect*, 11/15/10: <http://www.aia.org/practicing/AIAB086429>

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"AESTHETICS AND THE CITY: BUILDING COMMUNITY", Dylan Kendall, in *The Huffington Post*, 8/4/10: http://www.huffingtonpost.com/dylan-kendall/aesthetics-and-the-city-b_b_669130.html

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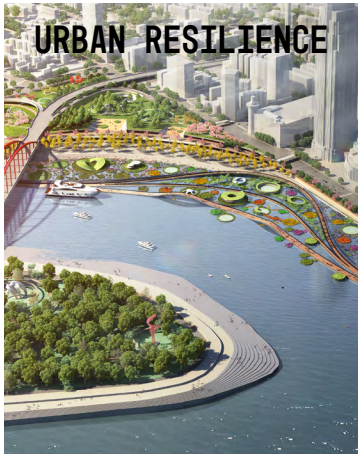
"AMERICA GETS EARNEST WITH SOCIAL CHANGE THEME AT VENICE ARCHITECTURE BIENNALE", Suzanne LaBarre, in *FastCompany.com*, 6/24/10: <http://www.fastcompany.com/1663452/american-pavilion-at-venice-architecture-biennale-ratchets-up-the-earnest>

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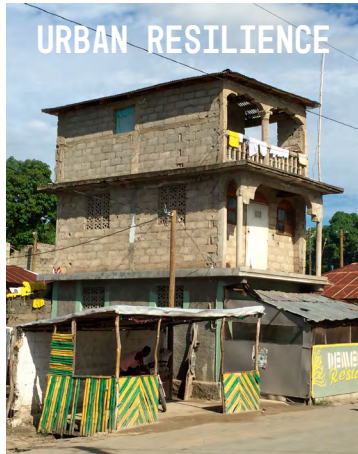
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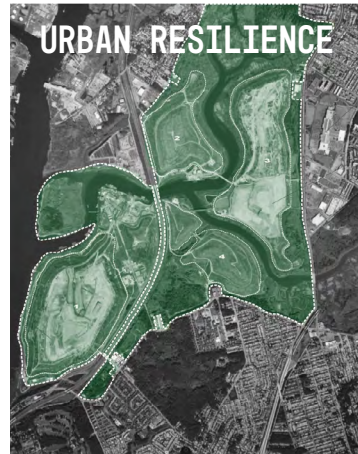
3. EXHIBITS | SUMMARY



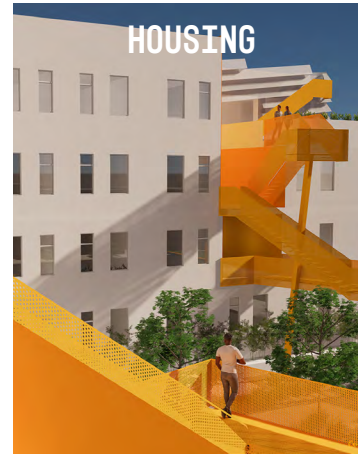
3.1 WUHAN RIVERFRONT REVITALIZATION PLAN



3.2 NORTHEAST HAITI INFRASTRUCTURE/URBAN DEVELOPMENT PLAN



3.3 REPAK: FRESHKILLS LANDFILL END USE PLAN



3.4 "AMBROSIA" PERMANENT SUPPORTIVE HOUSING



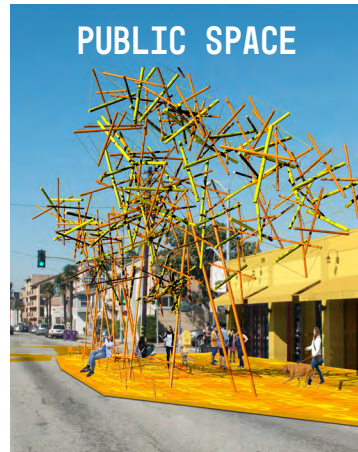
3.5 EL PUENTE BRIDGE-TO-HOME EMERGENCY HOMELESS SHELTER



3.6 3-IN-1 HOUSE



3.7 SWITCH!: STREET OF THE FUTURE FURNITURE PROTOTYPE



3.8 4TH/7TH/BROADWAY STREETSCAPES



3.9 ADAMS SQUARE MINI-PARK



3.10 "UP THE BLOC" PARKING STRUCTURE REPURPOSING

EXHIBIT 3.1

WUHAN RIVERFRONT REVITALIZATION PLAN

WUHAN, CHINA

CLIENT: City of Wuhan Planning Dept.

ROLE: Project Designer

DESIGN FIRM: Gensler (AoR)

SIZE: Zhonghua: 25 acres
Hanzheng: 30 acres

DATE: 2018 (Completed)

COST: Confidential

AWARDS: **AIA California Council Design Award**
(Urban Design), 2018

PUBLICATIONS:

"Tale of Two Cities", HK-LA Comparative Futures
Conference, Los Angeles, CA 2019

Chongqing Creative Week, Chongqing, China 2019

DECLARATION OF RESPONSIBILITY

I have personal knowledge of the nominee's
responsibility for the exhibit listed above. That
responsibility included:

- Largely responsible for design
- Project under direction of nominee
- Nominee's firm executed project



Aerial view of Hanzheng Riverfront Park and Boat Landing

CHALLENGE: To transform two large waterfront districts (Zhonghua, Hanzheng) along the kilometer-wide Yangtze River. The existing levee wall protects the city of 13 million from regular and drastic flooding, but in so doing also cuts off access to the water (physically and visually), creating unsightly views from the river of derelict boat landings and walls. The challenge was to restore sightlines to, use and enjoyment of, and accessibility to the river by Wuhanese of all ages—making the riverfront adaptable to fluctuating tide levels.

APPROACH/ROLE: Sherman led the master planning and design effort for the Gensler team. This involved coordination between Gensler's offices in LA and Shanghai; team members from different "practice areas" within the company (planning, landscape, architecture and branding); and finally consultation with the two firms (OMA and Sasaki) assigned other waterfront sites nearby. The schedule was extremely abbreviated for such an ambitious project, and the client (City of Wuhan Planning Bureau) was very demanding of weekly deadlines and contact time. Because of this, and the fact that the design was going to be carried out by a Local Design Institute (LDI) there, Roger developed a design approach whose character and strategy would be easily translatable and not overly reliant upon its details for its success.

Eric Stultz, Principal-in-Charge, Gensler



Top left: Site plan of Zhonghua Riverfront Park, sandwiched between Yangtze River on left, Wuhan's historic core on right, and city landmark First Bridge at bottom

Middle left: (Zhonghua) sectional perspective cut through pedestrian path to the river from historic core at low tide

Bottom Left: close-in aerial view of Hanzheng, showing floating public event pavilions and water promenades and elevated park covering existing motorway

Top right: (Hanzheng) sectional perspective at high tide, showing pontoon system of pavilions and boardwalks

Bottom right: multi-level elevated park and suppressed motorways

SOLUTION/IMPACT: Only a year after completion of the design drawings, the project (which won an **AIA California Council Award** in 2018) is approaching realization. The unsightly ferry piers have been consolidated into a single multi-use, year-round floating platform on pontoons, that fluctuates in height with the water level. The levee developed into a continuous, elevated promenade offering easier transitions between street, water and levee levels. Cantilevered ramps and pontoon walkways allow year-round access and safety along the water's edge by toddlers, the elderly and disabled.



EXHIBIT 3.2

NORTHEAST HAITI
INFRASTRUCTURE/URBAN
DEVELOPMENT PLAN

“I vividly remember the long walks Roger and I took in rapidly growing settlements in Haiti, and the inquisitive conversations we would later have, asking ourselves how best to foster urban resilience among some of the poorest places in Latin America. I was always struck by how relevant his ideas were—he easily anchored global, theoretical concepts to the hard realities of Haitian urban development.”

CAP-HAITIEN, HAITI

CLIENT: InterAmerican Development Bank

ROLE: Project Designer

DESIGN FIRM: Gensler (AoR)

SIZE: 72 sqm (6 x 12 miles)

DATE: 2016

COST: Confidential

PUBLICATIONS:

“Hotspot Urbanism”, UN Habitat 3 Conference, Quito, October 2016.

“The New Economy”, International Architecture Biennale Rotterdam, 2016

CHALLENGE: The ten by twenty mile site—a sparsely populated agricultural region—is the country’s fastest-growing economic hub. A new university, port facilities, and industrial park—coupled with the region’s coastal beauty and fertile soils—hold the potential for improving the quality of life there. At the same time, the new development has impacted the only east-west highway that stretches from Cap-Haïtien to the Dominican border. People also have little access to basic services such as water and sanitation; construction standards are poor; and villages are located in areas vulnerable to the effects of climate change and hazards (floods, earthquakes). In a country in which there is no land use planning, the challenge was to develop a prioritized list of projects for the client to fund, along with a conceptual design indicating where and how the top ranked ones should be located.

APPROACH/ROLE: Roger led both the team’s site analysis and public outreach, which involved coordinating the work of consultants in 3 dispersed locations: Haiti, Argentina, and New York. The outreach was also intensive, with many stakeholders, from state officials and mayors of each village, but also within the client group (IDB) itself, with its numerous funding departments. On-the-ground research revealed that services were few and far between—that past infrastructural investments made by our client and others had exacerbated problems of access, by being widely dispersed (located based upon land available vs. convenience). Our approach was therefore to build on existing assets which were already in close proximity to existing centers of habitation. New interventions will thereby have a greater likelihood of seeding additional ‘organic’ improvements in the settlements in which they are to be located. Each site consists of a bundle of infrastructural programs, tailored to the local service population (e.g., transit center, market upgrades, agricultural processing facility) in parallel with supporting municipal services (water, waste management, road improvement etc.). Key components of each bundle operate at the regional scale as well, so that combined, the bundles together act as a regional network of delivery for municipal goods and services.

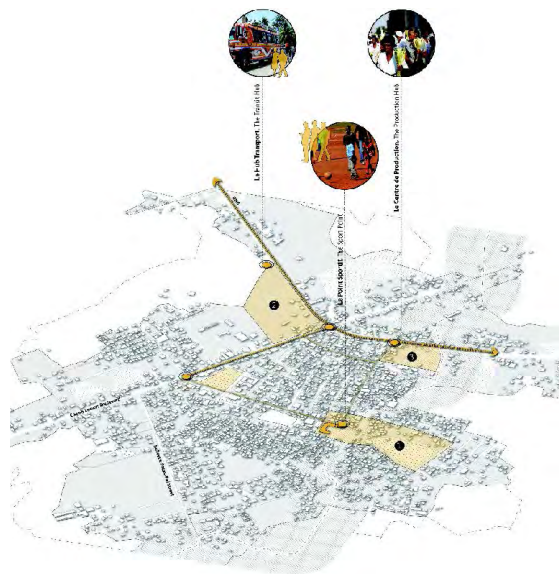
SOLUTION/IMPACT: Building on our 400-page study, the client invested in one of two sites recommended for a multi-benefit bundle to be located in Limonade, one of villages in the study area. Thousands of residents, whose habitations lack connection to a public sanitation system, and are not within easy reach of fresh water and health care, will now have those provided as part of an infrastructural bundle tied to a new, locally-built town soccer stadium and rec center. Brought to Sherman through a colleague, the project was of the type that he had a great deal of experience with (see Freshkills), but required convincing Gensler (the world’s largest design firm) that it was worth the time and effort. It has subsequently led to a larger initiative Roger now leads there: “Changing Places”, dedicated to working on community impact-driven projects related to global change in locations where Gensler has offices.

DECLARATION OF RESPONSIBILITY

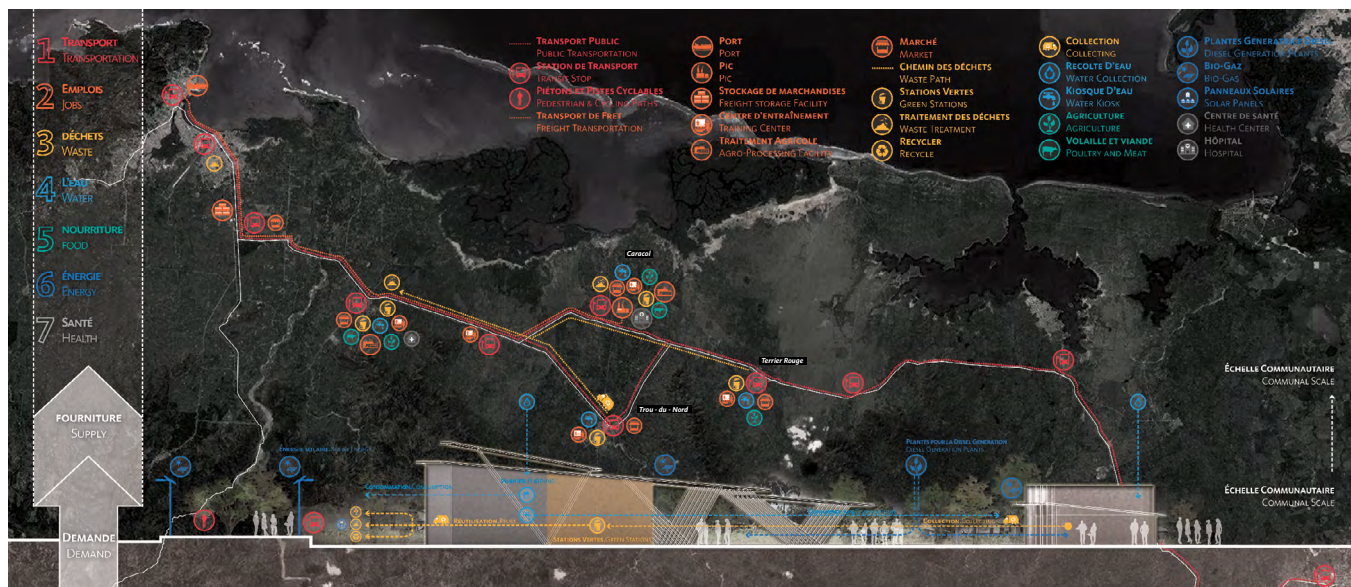
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- Largely responsible for design
- Project under direction of nominee
- Nominee’s firm executed project

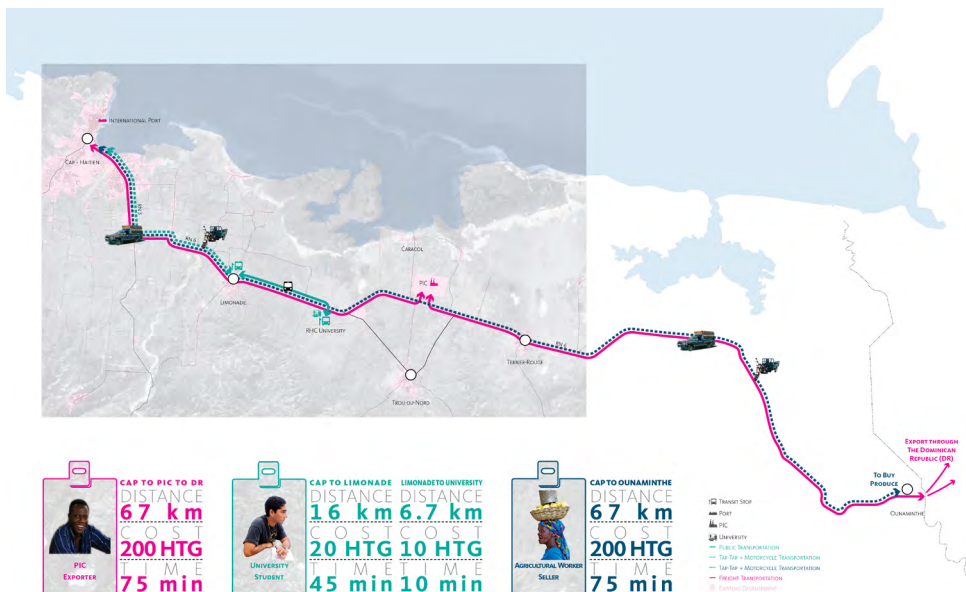
Eric Stultz, Principal-in-Charge, Gensler



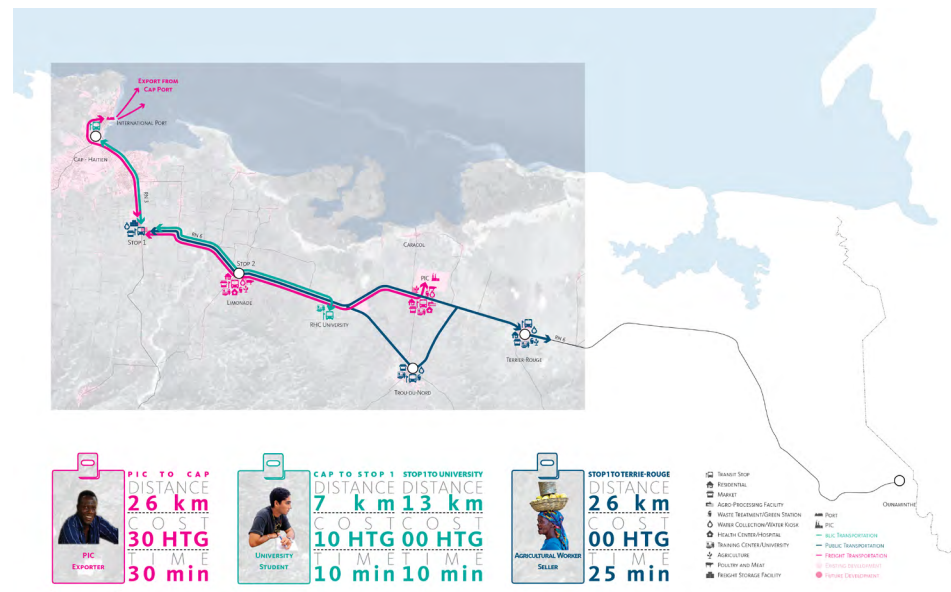
Candidate sites proposed for infrastructural bundles within one village (Limonade)



'SWOT' analysis of the area, showing inventory and location of existing infrastructure



Comparative diagram showing existing travel distances and times between settlements



Effect of proposed insertion of new infrastructure in greatly reducing them

EXHIBIT 3.3

REPAK: FRESHKILLS
LANDFILL END
USE PLAN

STATEN ISLAND, NY

CLIENT: New York City Planning Dept.

ROLE: Project Designer

DESIGN FIRM: Roger Sherman Architecture & Urban Design (with RCH Studios as AoR)

SIZE: 2,200 acres

DATE: 2001

AWARDS: P/A Honor Award, 2003
Honor Award, American Society of Landscape Architects, 2003

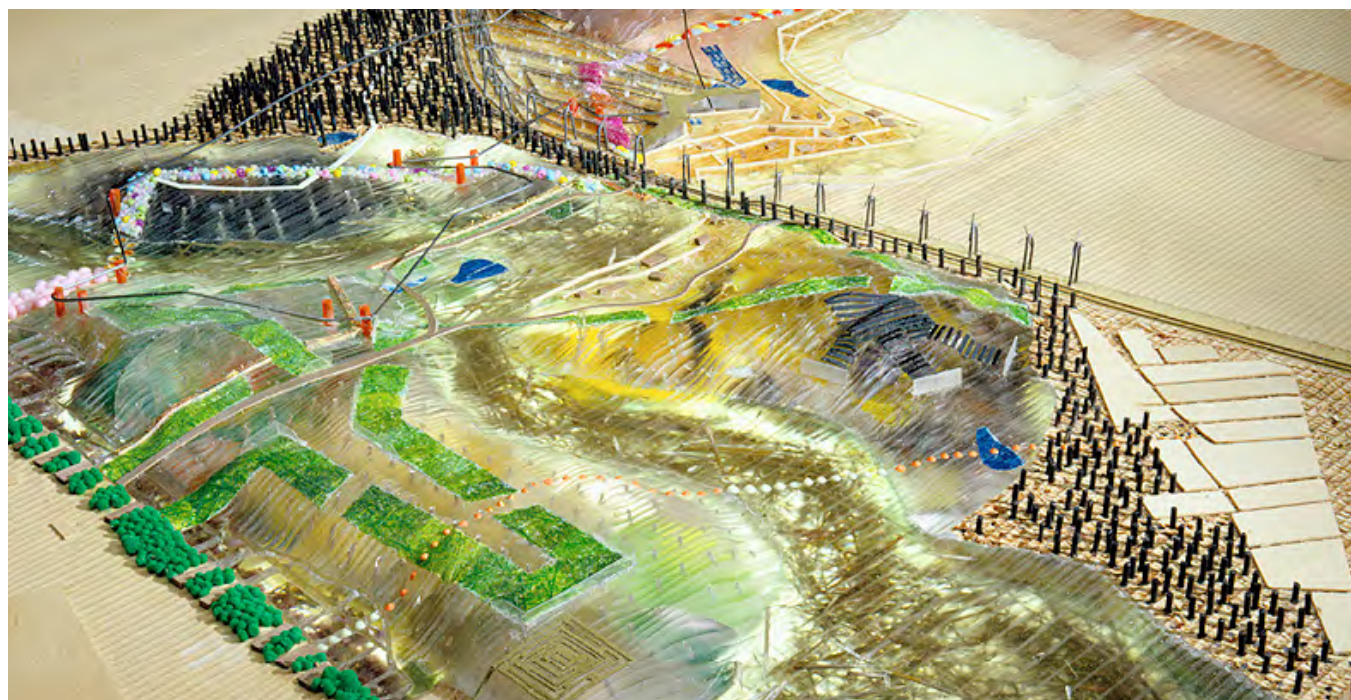
Honor Award (“NextLA”), AIA/LA, 2002

SELECT PUBLICATIONS: “Counting on Change” (lecture), at PUCE, Quito (Ecuador), May 2012
“RE-cycle: Strategies for Architecture, City and Planet”, Fondazione MAXXI, Rome, Nov. 2011 –Mar. 2012
“Urban Design at 50: Territories of Urban Design”, Harvard GSD, Nov. 2010

DECLARATION OF RESPONSIBILITY

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Site Model showing topography, with landfill material buried within and new landscape superimposed upon it

CHALLENGE: To transform Fresh Kills—the nation’s largest active landfill, ordered closed—into a citywide public open space and destination. Nearly three times the size of Central Park, it posed a formidable design challenge to address problems of maintenance (not just size, but it is still biologically active); ecological recovery; public access (most of it cannot be reached by roadway); and last but not least the need to create identity/public awareness related to its extraordinary story of change—its ever-shifting landscape visible in the settlement of the mounds themselves.

APPROACH/ROLE: Sherman and his firm led the design and conceptual approach, with RCH Studios as landscape architect, providing administrative and technical support. A multi-disciplinary team of ecologists, hydrologists, economists and artists required a great deal of coordination and collaborative work. The design proposal, named rePark, makes change itself the theme, experience and lesson of Freshkills. There are two principal organizational premises for the design: the eight “ecologies”, drawn from the site’s existing make-up (both natural and artificial), and the overlay upon them of linear, man-made “transects”, each with its own program, duration and itinerary. The result is that the ground covering the landfill becomes a programmable surface whose occupants (plants, animals, people) and appearance change according to both the evolving state of the site (i.e. settlement, tides, etc.) and leisure habits. The site would neither look nor function the same year to year, season to season. This approach follows in the American agrarian tradition of tending the land toward productive use rather than, as in most parks, maintaining a single, static appearance. At rePark maintenance is used to create change, its management and design a lesson in recycling, recollecting and recreating.

Jennifer Schab, Former Principal, RCH Studios

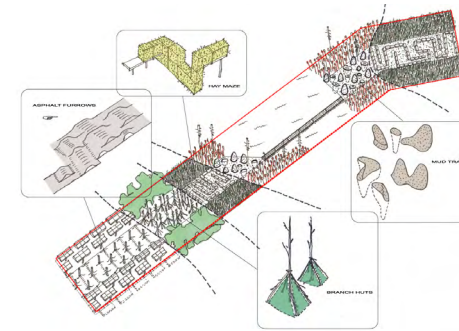


Aerial of existing site



Site plan, showing Freshkills river, tributaries and nine landfill mounds

SOLUTION/IMPACT: Though narrowly lost this competition to James Corner/Field Operations, the proposal had broad impact upon both professional and academic colleagues as a model of how to bridge the divide between the architectural and landscape thinking—addressing the design of public open space as not just an ecological problem, but a programmatic and cultural one. A winner of a P/A Award, and **AIA/LA** and ASLA Awards, FreshKills was a prelude to Sherman’s many master planning projects that followed. It was also the subject of numerous publications (Czerniak’s Large Parks, his own Fast Forward Urbanism, authored with Dana Cuff, etc.) and lectures by Sherman (Univ. Toronto, Syracuse, Harvard GSD, Princeton Univ. etc).



Top right: Sketch showing detail of a transect and deployment of recycled materials harvested from the site

Bottom: Sample sections through the eight ecologies extrapolated from and into which the site is organized

ENHANCED ECOLOGIES



EXHIBIT 3.4

"AMBROSIA" PERMANENT SUPPORTIVE HOUSING

LOS ANGELES, CA

CLIENT: Skid Row Housing Trust**ROLE:** Project Designer**DESIGN FIRM:** Gensler (AoR)**SIZE:** 90 units/50,358 sqft (0.75 acres)**DATE:** In Progress (2020 est. completion)**COST:** \$25 million (est.)**AWARDS:** Westside Urban Forum Design Award, 2019
Southern California Development Forum, Design Award, 2019

View of entry courtyard from north

DECLARATION OF RESPONSIBILITY

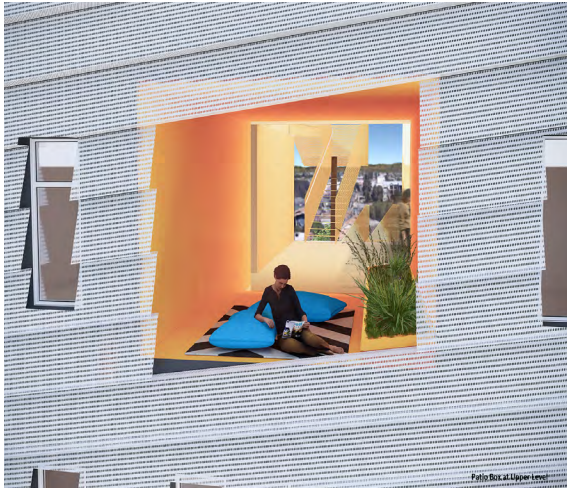
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Eric Stultz, Principal-in-Charge, Gensler

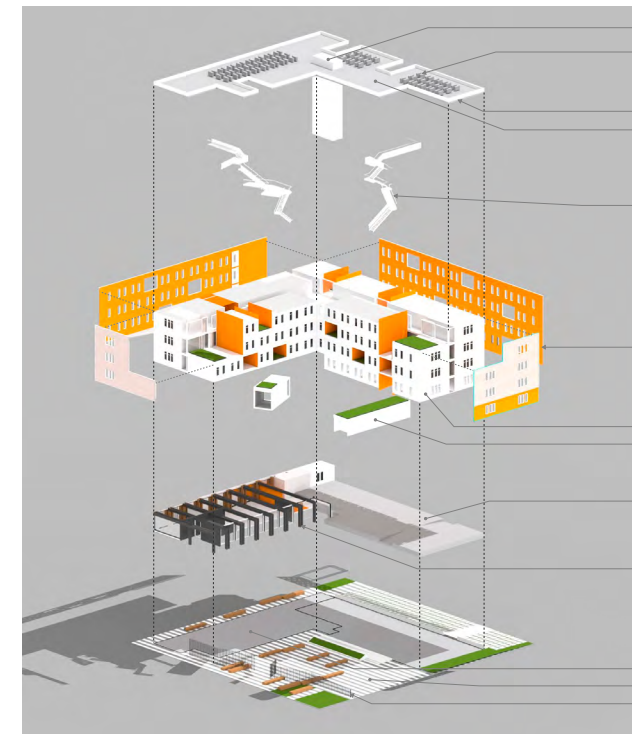
CHALLENGE: To design and complete a 90-unit permanent supportive housing (PSH) community, using prefabricated (off-site built) modules. Document the process and lessons learned so that both the client (this is the first of four projects with them) and others may follow the new, "best practices" model it will establish industry-wide in yielding a thirty percent cost and time savings over a comparable stick-built project, with the aim of making PSH dramatically more affordable.

APPROACH/ROLE: As leader of the 10-person permanent supportive housing group at Gensler, and with speed and cost urgent priorities with this first pilot project Sherman oversaw a process that involved purchasing at a discount ninety already-designed units, and adapting the L-shaped, double-loaded building (to be built in northern California) to a warmer climate, adding outdoor "garden boxes" on every floor, opening up the corridors to natural light and ventilation. His role on the project, as with the other PSH projects at Gensler, spans from overseeing the design to accompanying clients like Skid Row on visits to prospective fabricators, to help critically assess and identify the best match for each. Roger works with Regional Co-Managing Principal Rob Jernigan as a strategist in establishing policy and practices goals (not just for the LA office, but in leading the initiative firmwide) pertaining to everything from cost-effective design tactics (such as shared unit types and the use of passive environmental control systems), to identifying different service populations within the "iceberg" of homeless, and the land, financing and typological implications associated with each.



Top left: View into and through garden box; Top right: view of courtyard from BBQ/picnic pavilion;
Bottom left: View across courtyard from garden box

SOLUTION/IMPACT : Ambrosia is the first of four projects that Gensler has been asked to design for Skid Row Housing Trust (Sherman is currently leading the design effort on two). These projects will demonstrate to the rest of the PSH development community in Los Angeles the efficacy of time and cost in using prefab construction, in order to encourage the industry to adopt it as the new norm. The resulting effect will be the establishment of the production pipeline necessary to drive down the escalating cost and increase the production of permanent supportive housing here (currently \$550K/unit). Once this project is completed at such a significant savings per bed, governments and banks will expect developers to quickly adopt the new model Sherman is helping create (as he did with cityLAB and Backyard Homes), better leveraging the impact of their funding.



Exploded axonometric showing CLT podium, prefab modules, perforated metal rainscreen, sculptural stair elements and rooftop solar farm

EXHIBIT 3.5

EL PUENTE BRIDGE-TO-HOME EMERGENCY HOMELESS SHELTER

LOS ANGELES, CA**CLIENT:** City of Los Angeles Bureau of Engineering**ROLE:** Project Designer**DESIGN FIRM:** Gensler (AoR)**SIZE:** 45 beds/ 0.25 acres**DATE:** 2018 (Completed)**COST:** \$2.5 million**PUBLICATIONS:** “One Year In, El Pueblo Shelter Sees Steady Progress”, Nicholas Slayton, Los Angeles Downtown News

“Here’s the mayor’s model for emergency homeless shelters”, Elijah Chiland, CurbedLA, 9/5/2018

“The first of LA’s temporary shelters is about to open”, Gale Holland, LA Times, 9/5/2018

“The Delicate Balance of the El Pueblo Shelter”, Downtown News, 1/14/2019

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CHALLENGE: Assist the City of Los Angeles Mayor’s Office in designing and building a pilot emergency homeless shelter for their “Bridge to Home” program, to serve as a prototype for fifteen others to be built throughout the city. Located across from L.A.’s Union Station, on a State Parks-owned parking lot, it needed to house 45 clients—30 men, 15 women—balancing concerns over cost and time with the dignity of those it is intended to serve (albeit temporarily) until they are placed in permanent housing.

APPROACH/ROLE: This project was of paramount importance to the City of L.A. Mayor’s office, which was (and is) under tremendous public pressure to show action addressing the mounting homeless epidemic. The Mayor was unsatisfied by the in-house solution developed by his own Bureau of Engineering. With Managing Principal Rob Jernigan offering its assistance pro bono, Sherman led the effort to work with the City to expedite the project’s completion (6 months from our involvement) while improving its quality. His efforts included convening meetings at Gensler’s office to facilitate communication between the City departments whose lack of coordination with each other had been hindering realization of the project. Roger also took the initiative to call in favors from Gensler consultants to donate labor and materials at cost, insuring that the project would come in under budget and as a display of support from the professional community.. These included an elevated multi-purpose deck and dining area between trailers; landscaping, including an area for pets; and murals on the exterior, public faces of the trailers. These changes and enhancements made a significant difference in the quality of life that residents currently enjoy, and led to a significant savings of time and overall cost of the project.

SOLUTION/IMPACT: Due to our involvement, the media deemed the project an important sign of progress by the City, providing the public support critical to propelling the Bridge to Home program forward—as a result, another four projects have now been completed. Most importantly, sixty formerly homeless residents have now found permanent housing after having been afforded a temporary place to live and the help and attention they needed. The City and its future projects are also profiting from the “Lessons Learned” brief that Sherman’s team developed as a result of the process. It includes recommendations on site selection criteria; availability of utilities and services; and the benefits of using trailers and elevated decks to minimize undergrounding of utilities, to name a few.

Eric Stultz, Principal-in-Charge, Gensler



Top left: Mayor Garceti and City officials at opening; Top middle: Mayor working /posing with Gensler team; Top right: View of multi-purpose deck/courtyard; Bottom: Aerial view from southeast, showing community garden, four trailers and courtyard with dining pavilion

EXHIBIT 3.6

3-IN-1 HOUSE

“Using case studies within L.A., Sherman shows architects the value of understanding property relations as a way to produce the spatial and formal richness of urban life. His distinction between ‘site’ (formal) and ‘property’ (social) is radically important as a means of creative invention and project facilitation (how can we get anything done?)”

SANTA MONICA, CA

CLIENT: Confidential

ROLE: Project Designer

DESIGN FIRM: Roger Sherman Architecture & Urban Design (AoR)

SIZE: 27,090 sqft

DATE: 2003 (Completed)

COST: \$975k

AWARDS: Home of the Year Award, Architect Magazine, 2006

AIA/LA Design Award, 2004

SELECT PUBLICATIONS: Lectures/Publications
 “3-in-1 House”, in *Live/Work: Working at Home, Living at Work*, Deborah Dietsch, New York: Narry N. Abrams, Inc., 2008. pp. 76-85.
Architecture Now, Vol. 4 (3-in-1 House), Feb 2006
 “3-in-1 House”, in John Chase, ed., *Venice Houses*, Monacelli Press, May 2007
 “3-in-1 House”, in *L.A. Architect Awards Issue* (January/February 2005), p.13.

DECLARATION OF RESPONSIBILITY

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Jennifer Schab, Owner

CHALLENGE: Design a new prototype for affordable living in suburbia—by designing a “house” that enabled the client to draw the additional rental income and use value necessary to pay the mortgage. Accordingly, a separately-accessed office and rental unit were required by the client to be a part of the program for the home, to maximize the return on their investment in an area of high land value.

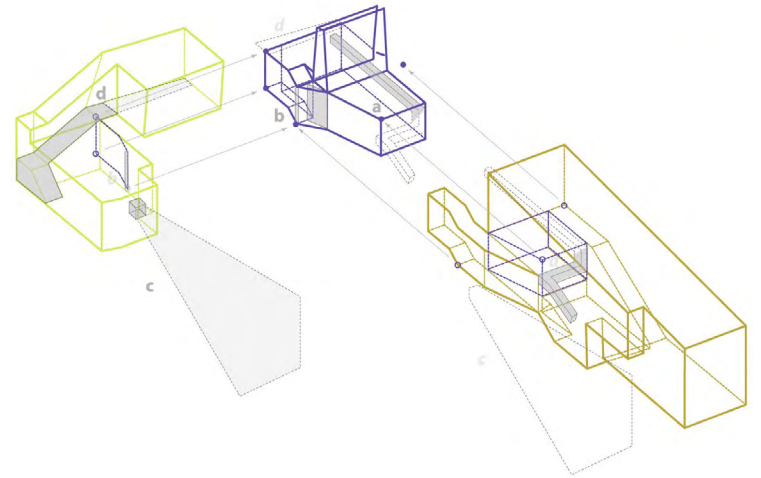
ROLE: Roger personally oversaw the design and permitting of the project, which though it was designed in compliance with the City’s zoning regulations, used them in a way that presented planning officials with an outcome they had never anticipated nor seen before. In particular this pertained to the intertwining of home, office and rental unit, each with a unique entry and orientation on the site. The accommodation of the 4-car parking requirement through the creation of a multi-functional common area in the rear, was another. This was the design opportunity as well—to explore how the three ‘lives’ of the property could co-exist together on the same land in a way that fully utilized and benefitted from than being compromised by the conjoined arrangement. Persuading municipal planning officials required Sherman to create specific diagrams and terminologies that demonstrated consistency with existing zoning laws written to enforce the single family model.

SOLUTION/IMPACT: The new typology-as-pro forma enabled the client, a young family, to afford to live in an area of high land cost—less due to inexpensive construction methods than by introducing revenue streams into the typically singular domestic program. It also caused the City to see new possibilities in the capacity of its R-2 zone to accommodate more affordable housing—an alternative to the multi-family model permitted only in higher density areas. Finally the 3-in-1 House also represents a strategy by to densify the city incrementally, in a manner that anticipated the effects of California’s recent ADU (additional dwelling unit) legislation, coincidentally instigated by Sherman’s work at cityLAB.

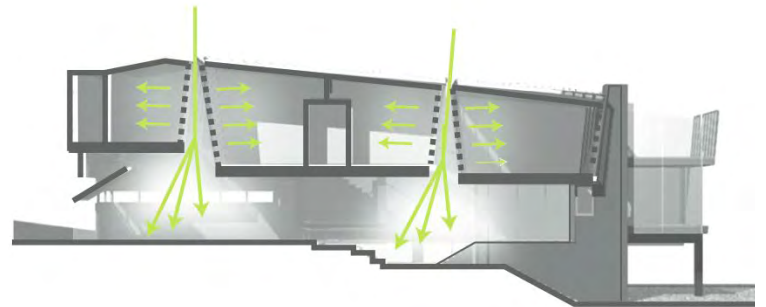
JULIA CZERNIAK

PROFESSOR AND ASSOCIATE DEAN

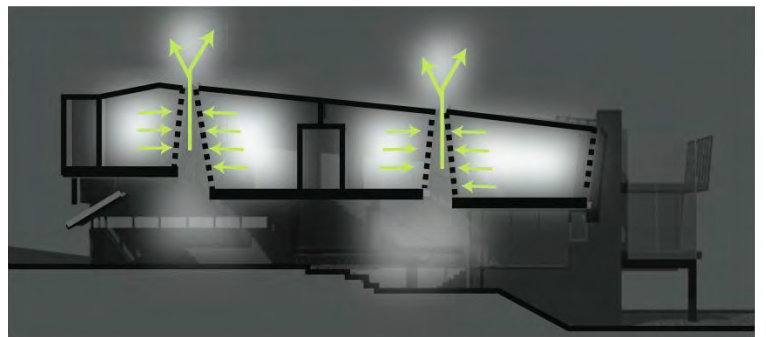
SYRACUSE UNIVERSITY SCHOOL OF ARCHITECTURE



3-IN-1: INTERLOCKING PROGRAMS:
(left to right) rental unit, office and house



DAYTIME LIGHTING



NIGHTTIME LIGHTING

Top left: Dusk view of house from rear yard ; Top middle: Detail interior view of lightwell and stair;
Bottom left: View of office/studio framing home in distance

EXHIBIT 3.7

SWITCH! : STREET FURNITURE PROTOTYPE

“In working with Roger to develop a new bus shelter and street amenities design for the City of West Hollywood, I was struck by his ability to grasp and produce a design that was intelligible, functional for transit riders, yet elaborate enough to excite the City. The completed project has garnered tremendous positive feedback from both transit riders and City officials.”

FRANCOIS NION

PROJECT DIRECTOR, JC DECAUX OUTDOOR

LOS ANGELES, CA

CLIENT: Los Angeles Dept. of Transportation (LADOT)**ROLE:** Project Designer**DESIGN FIRM:** Gensler (AoR)**SIZE:** 3,000 sqft**DATE:** 2017 (Completed)**COST:** \$85k**AWARDS:** **AIA/LA Design Award**, 2019 (not yet announced)**PUBLICATIONS:** “Re: Street: New Science of Streets and the Form of the Future City”, Cal Poly Pomona/ Bauhaus/Goethe Institute, April 2017.

CHALLENGE: Over the next decade, the future of urban street life will change due to the autonomous vehicle and its ability to adapt to route in response to traffic and pedestrian patterns. This will have the surprising effect of liberating the space of streets—originally designed for the car—for reclamation by pedestrian and other forms of transit (scooters, robots etc). Commissioned by the LA Department of Transportation for the inaugural LACoMotion “Future of Mobility” conference, this interactive furniture installation was intended by LADOT to illustrate and test the social, spatial and environmental possibilities of the “playstreet”: a space with no fixed boundary between pedestrians and other forms of transportation, able to be expanded and reconfigured depending upon time, day and season.

APPROACH/ROLE: This project emerged out of a Gensler research grant Roger initiated and led throughout. As a serial entrepreneur who ran his own ‘start-up’ for 28 years, he introduced to Gensler the notion that a project does not necessarily have to be preceded by a client, but can in fact be what attracts them. In this, the first demonstration of that business model, LADOT stepped up to fund the project once they saw what Sherman and his team were proposing. The furniture, which consists of six unique pieces, interlocks into a 3’ x 6’ x 10’ volume for ease of transport. Each performs in differing and surprising ways depending upon its orientation and use in combination with other pieces, variously serving as shade structure, sofa, work surface, countertop, display shelving and chaise lounge. The pieces recombine in an infinite array of DIY spatial configurations and uses, encouraging users to invent pop up forms of commerce, dance parties, dining, gaming and curbside pickup and drop off of rideshares, to name a few. “Raspberry Pi” technology, embedded in several pieces, support these uses by broadcasting ambient sound/music, serving as a wifi hotspot, a loud speaker for public events, and communicating with driverless vehicles seeking a pick-up or drop-off location.

SOLUTION/IMPACT: Over six thousand mobility sector professionals, government officials, company representatives and members of the public were able to see and test out the furniture over the 3-day event. As a result of the enthusiastic reception it received, the client will be commissioning us to develop a 2.0 version that will be made of more durable materials. This will be a significant step toward realizing LADOT’s “playstreets” initiative, wherein targeted L.A. city blocks will be designated as testbeds in which to introduce the public to surprising potential that driverless technology unlocks for the pedestrian life of the street.

DECLARATION OF RESPONSIBILITY

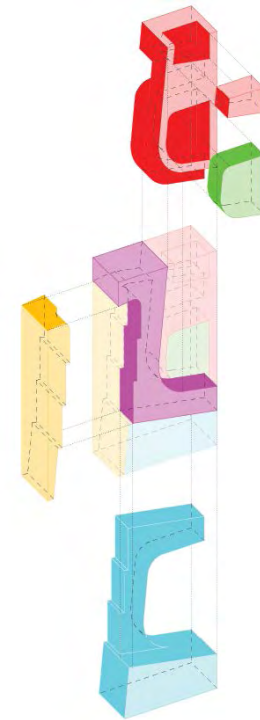
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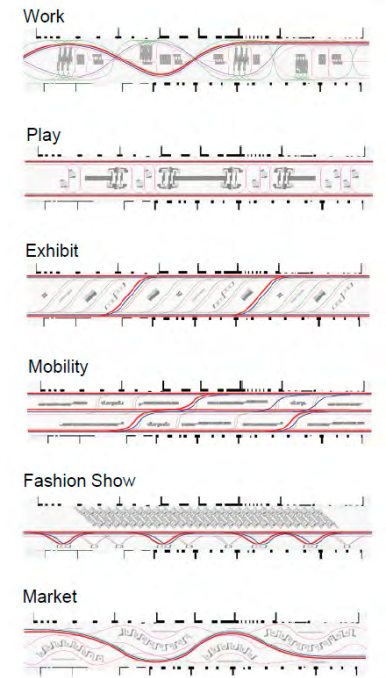
Eric Stultz, Principal-in-Charge, Gensler



SWITCH! being engaged by people and vehicles in differing ways



EXPLODED AXONOMETRIC:
"Unpacking" the six pieces that comprise each portable flatpack



SCENARIOS/VEHICULAR PATHS:
driverless traffic patterns that shaped furniture arrangements

EXHIBIT 3.8

4TH/7TH/BROADWAY
STREETSCAPES

LONG BEACH, CA

CLIENT: City of Long Beach Redevelopment Agency**ROLE:** Project Designer**DESIGN FIRM:** Roger Sherman Architecture
& Urban Design as AoR (with Utile Inc.)**SIZE:** Three 1.5 mile long corridors**DATE:** 2015**COST:** Confidential

View west on Broadway, showing bulbout with seating and shade structure

DECLARATION OF RESPONSIBILITY

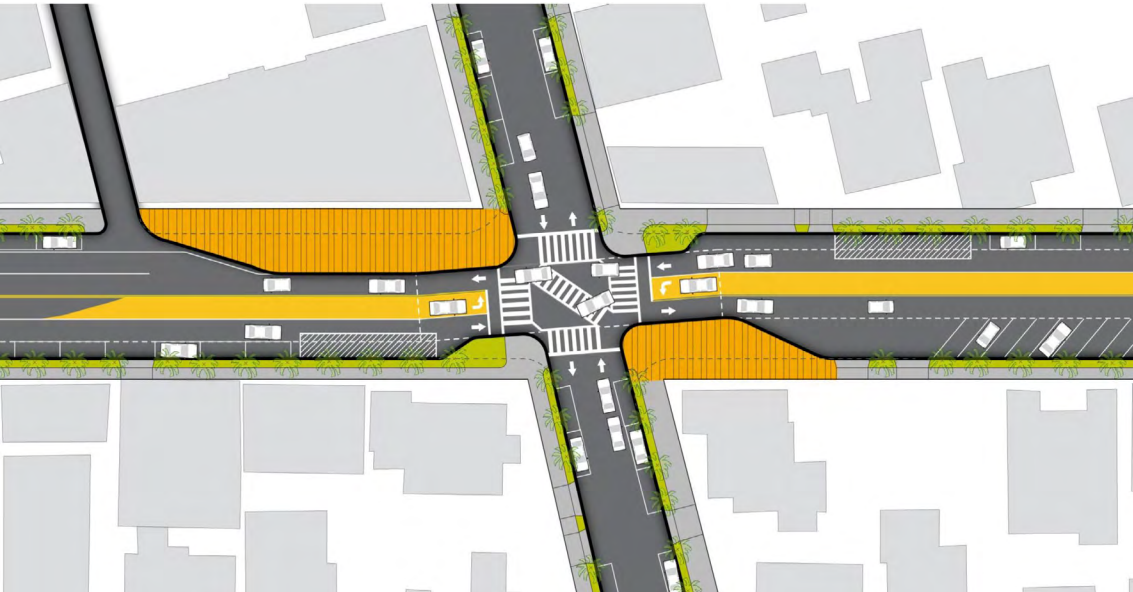
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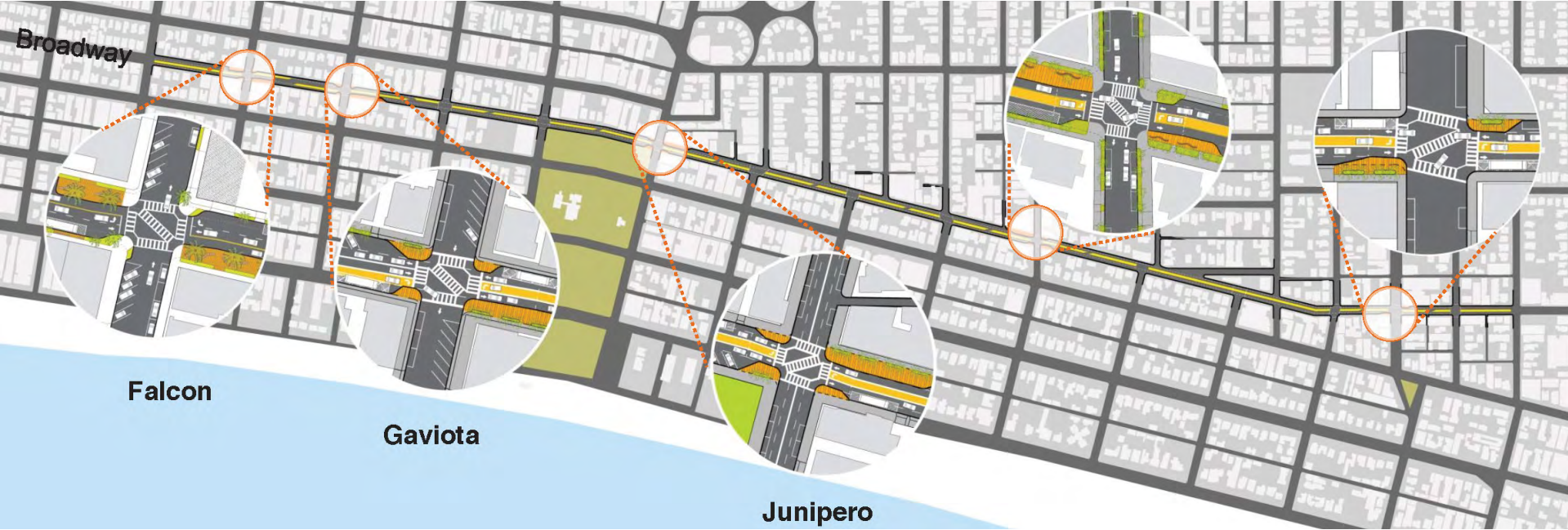
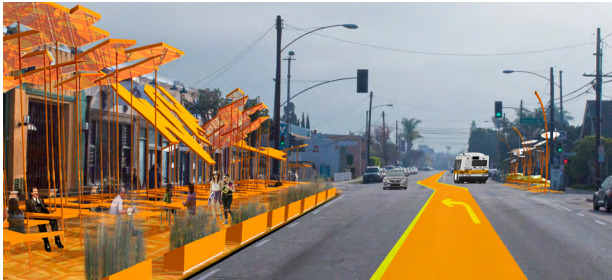
CHALLENGE: To re-envision three east-west low density, mixed-use corridors to make them more pedestrian-friendly. Conduct public workshops numerous public stakeholder groups, attended by Council office, Public Works and Planning staff. Goals were to 1) create more pedestrian places along the street through additional sidewalk width and amenities (especially bike racks and trash receptacles), supporting the local businesses fronting upon them; 2) use decorative lighting to encourage evening activity; 3) enhance the "bohemian," "upcycled," "organic" feel of each corridor; and 4) do the above without eliminating parking.

APPROACH/ROLE: Sherman led the extensive outreach effort, conducting numerous public workshops with stakeholder groups for each corridor. In tandem with this input, he and his design team identified several key opportunities, such as a preponderance of "T" intersections along the corridors (as points of arrival from adjacent neighborhoods); and underutilized private plots adjacent to the public sidewalk whose improvement could enliven the experience of passersby, including private parking lots as potential reservoirs of public parking at peak hours. The resulting design vision called for "bulb-outs" or curb extensions at those T-intersections and larger 4-way crossings, complemented by "canopy" lighting, painted street crossings, seating and bike kiosks. Also proposed were public-private installations including pop-up kiosks, outdoor dining, a farmers market, urban game courts, a bicycle lot and cantina overhead lighting on underutilized commercial property with sidewalk frontage. In all cases, minimizing costly underground utility work in favor of the use of color and lightweight surface mounted installations (as found in locally popular "parklets") was recommended as a means of achieving visual impact with limited resources.

Timothy Love, Principal, Utile, Inc.



SOLUTION/IMPACT: The City of Long Beach City Council adopted the recommendations for all three corridors, with strong public support for the studies. Staff is currently in the process of implementing them, applying for numerous statewide and federal transportation grants while meantime hosting temporary weekend “pilots” that map out the specific designs at the actual sites, as a campaign to further familiarize local neighbors with their implications.



Top left: detail of one intersection showing bulbouts, crosswalks and reconfiguration of parking and bus stop zones; Top right: View of one of the bulbouts for shade and outdoor dining; Bottom : Corridor plan of the 1.5 mile study segment of Broadway, showing the realignment and narrowing of traffic lanes, and introduction of bulbouts at five key intersections

EXHIBIT 3.9

ADAMS SQUARE
MINI-PARK

GLENDALE, CA

CLIENT: City of Glendale**ROLE:** Project Urban Designer**DESIGN FIRM:** Roger Sherman Architecture
& Urban Design (with RCH Studios as AoR)**SIZE:** 11,000 sqft**DATE:** 2007 (Completed)**COST:** \$1.3 million**PUBLICATIONS:** “Adams Square Mini-Park: An abandoned 1930’s gas station turned bustling park”, <https://www.atlasobscura.com/places/adams-square-mini-park>

Verdugo Views: Adams Square Mini-Park is in good company”, in

<https://www.latimes.com/socal/glendale-news-press/tn-gnp-me-yamada-20161118-story.html>**DECLARATION OF RESPONSIBILITY**

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Jennifer Schab, Former Principal, RCH Studios

“Roger has done impactful design work both as an academic and within the more pragmatic framework of professional practice. With feet in both worlds, Roger is able to shuttle back and forth between speculative proposals unfettered by clients and stakeholders, and projects that are shaped by the vicissitudes of public opinion and economics. The net result is a portfolio of design proposals that are refreshingly inventive while being grounded within the peculiar logic of American consumer culture.”

TIM LOVE

PRINCIPAL AND FOUNDER, UTILE, INC.

(ASSOCIATE ARCHITECT, LONG BEACH STREETScape STUDIES)

CHALLENGE: The design of a new pocket park for the western edge of Glendale, CA—part of a citywide program to increase per capita open space at a neighborhood vs. civic scale involving acquisition of small individual parcels in residential and neighborhood-serving retail shopping streets. Of particular interest was the adaptive reuse of a former streamline modern service station on the site, which is located on a corner lot across from several historic retail storefronts.**APPROACH/ROLE:** Sherman’s firm acted as Design Architect/Urban Designer with the RCH Studios as Executive Landscape Architect. Roger led the conceptual direction of the project, including the location of pathways and corner shortcuts aimed at drawing passersby into the park, and blending the commercial character of the storefronts across the street with the service kiosk centered on the site. He was additionally responsible for the conceptual programming of the repurposed service station, to be a robust and multi-benefit activator of the park around it—not just as a location for passive activities, but as a unique asset able to support local events: birthday parties, quinceaneras, pre-wedding photoshoots and the like.**SOLUTION/IMPACT:** The park has quickly become one of Glendale’s most intensively used, due in large part to the repurposed service station, which serves as something of a multi-generational hangout location offering rentable recreational amenities and a generous shaded area in the day and lighted oasis in the evening, in an area of LA County that much of the year can be quite warm but whose predominantly Armenian residents enjoy a very active and social public life, even at night.



Top left: View of historic service station repurposed as a community kiosk; Top right: Site plan;
Bottom: Panoramic view of Adams Street park frontage

EXHIBIT 3.10

"UP THE BLOC" PARKING STRUCTURE REPURPOSING

LOS ANGELES, CA

CLIENT: The Ratkovich Company
ROLE: Project Designer
DESIGN FIRM: Roger Sherman Architecture & Urban Design (AoR)
SIZE: 30,000 sqft
DATE: 2015
COST: Confidential

AWARDS: Design Award, Southern California Development Forum, 2014
 Design Award, Westside Urban Forum, 2014

SELECT PUBLICATIONS: "Stone, Rock and Boulder: The Catalytic Agency of Design", Mayors' Institute of City Design (NEA), Lexington, KY, October 2014
 "Thinking Out of the Big Box: Repurposing Distressed Commercial Properties", Urban Land Institute Nat'l Fall Meeting, Oct. 2014.

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Brian Cornelius, Former Project Manager, The Ratkovich Company

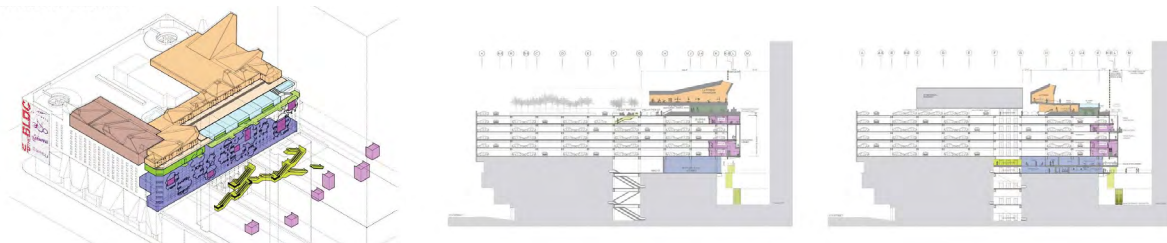
Section 3 | Exhibits



Aerial view of new parking structure frontage, perforated and inhabited with commercial program, from courtyard at night

CHALLENGE: To repurpose an eight-story, 70s-era parking structure that serves as backdrop to a major urban space in downtown Los Angeles—the centerpiece of a large mixed-use development being renovated and repositioned by its new owner. The goal was to explore how a) the excess capacity of the structure, due to reductions in the parking code, could be programmatically redeployed; and b) the pedestrian circulation to/from vehicles belonging to those parking there can be re-circuited in a manner that activates the adjacent public space.

APPROACH/ROLE: An analysis of the parking structure was key to prompting the design proposal that would grow from it. With the City and a parking consultant, Sherman ascertained that restriping and consolidating the parking stalls would result in a yield of 35,000 sf of excess floor area and still meet the parking code. The surplus space was then redistributed to the rooftop and also up and down the front of the structure facing onto the public space, with the goal of providing multiple destinations drivers would seek to park close to (as opposed to only the lower levels). New programmatic elements were then added to the top (art cinema, spa and nightclub) and inserted into the facade, at each level (creative office, restaurants, bowling alley). Finally, stairs and escalators were cantilevered off the front, from the roof down to the courtyard. Connecting between levels, these had the effect of shifting the preferred means of egress from center core to the edge, to be part of the public spectacle offered to the courtyard below.

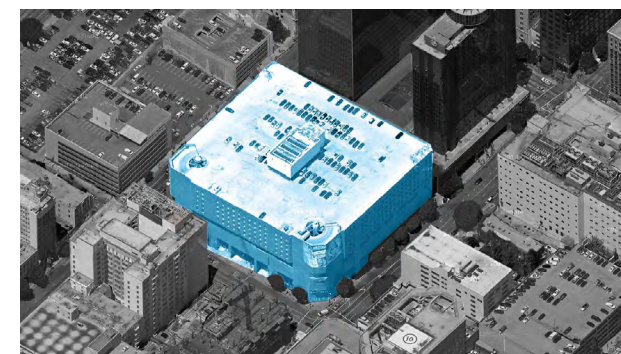


Top: axonometric and section diagrams showing varied locations and programs being inserted into or added to existing structure



Aerial view of new parking facade from courtyard, showing perforations, escalators and new commercial infill

SOLUTION/IMPACT: As ride-sharing becomes an a preferred alternative to car ownership (only to increase with the advent of the driverless vehicle), this project has drawn great interest amongst City officials, other developers, and colleagues who similarly have begun to examine the consequences—and possibilities—for the next life of parking garages. Its power lies in its demonstration of how changes in automobile use can result in the transformation of a building type long considered to be anti-urban into a catalyst for recycling the city.



Top: aerial view of existing parking structure (blue); Bottom: oblique view of new parking frontage from parking rooftop on adjacent side street, showing projecting office bays and cantilevered escalators