NEIGHBORHOOD COUNCILS

NEIGHBORHOOD COUNCIL #4
TUESDAY, JULY 16, 2024, 7:00 P.M.
CITY HALL COMMUNITY ROOM
2929 TAPO CANYON ROAD

AGENDA

NC #4 Chair	Don Diamond
NC #4 Vice Chair	Tracy Bodis
NC #4 Secretary	Holly Harpham
City Council Liaison	Council Member Dee Dee Cavanaugh

1. Call to Order/Welcome/Pledge of Allegiance

2. Agenda Review

3. Approval of Minutes

4. Correspondence

5. Public Statements/Comments

   This is the time allotted for public statements or comments on matters within the subject matter and jurisdiction of the Executive Board not on the agenda. Statements and comments are limited to no more than three (3) minutes per speaker.

6. Informational Presentation(s)

   a. Running Effective Neighborhood Council Meetings

      No Action: Receive Information

   b. Strategic Urban Development: The Role of a Specific Plan in Land Use

      No Action: Receive Information

7. New Business

   a. Recommendation to the Planning Commission on the Envision Simi Valley Specific Plan, to create a community vision for the development of areas of Los Angeles Avenue and Tapo Street, including the provision of new

housing, commercial, and recreational opportunities; a General Plan Amendment to amend the Land Use Map and related General Plan text; a Zone Change to amend affected zoning maps, and Development Code Amendment to remove the Tapo Area Planning and Los Angeles Avenue Planning Overlay Districts; and the adoption of the Mitigated Negative Declaration (MND) and Mitigation Monitoring Plan for the subject application

Action: Vote to recommend approval or denial

8. City Staff Comments

9. Executive Board Comments

   This is the time allotted for Executive Board member statements or comments on matters within the subject matter and jurisdiction of the Neighborhood Councils, to give an Ad Hoc Committee Report, or to make any announcements related to community events and other items of interest.

10. Adjournment: Tuesday, August 20, 2024, 7:00 p.m.

/s/
Mara Malch
Deputy Environmental Services Director

If any interested individual has a disability that may require accommodation to participate in this meeting, please call the Neighborhood Council Program at (805) 583-6756. Upon advance notification, reasonable arrangements will be made to provide accessibility to the meeting.

Neighborhood Council #4

Tuesday, May 21, 2024, 7:00 p.m.
Simi Valley Library Community Room

MINUTES

1. Call to Order/Pledge of Allegiance/Welcome

   Chair Gina Truncale called the meeting to order at 7:02 p.m. Council Member Elaine Litster was in attendance. The Chair confirmed a quorum was present.

Gina Truncale	P	Tracy Bodis	P
Don Diamond	P	Holly Harpham	P
Amy Obringer	P	Amber Powell	A
Dale Cutler	P	Kris Mauldin	A
David Hechter	E	Salwa Scarpone	P
Steven Koep	P	Vacant	
Susan Derksen	P	P=Present; E=Excused; A=Absent	

2. Agenda Review

   No changes were made to the agenda.

3. Approval of Minutes

   A motion was made by Don Diamond and seconded by Tracy Bodis to approve the April 16, 2024 minutes as presented. The motion passed unanimously.

4. Correspondence: None

5. Public Statements/Comments

   Council Member Elaine Litster thanked the Executive Board for their service and announced that Don Diamond will be playing percussion at the Simi Valley Pioneer Cemetery Monday, May 27, 2024, at 10:00 a.m. She also stated there will be a City Budget meeting open to the general public Wednesday, May 22, 2024. This meeting provides residents with the opportunity to hear a brief overview by City staff and allows residents to provide their input and feedback on the City budget.

   Larissa Giles announced the Free Clinic is offering free tattoo removals for human trafficking survivors.

6. Informational Presentation(s)

   a. Understanding and Combatting Human Trafficking

      Detective Kellyn King from the Simi Valley Police Department presented an educational presentation on Understanding and Combatting Human Trafficking. She emphasized the community's pivotal role in reporting suspicious situations, which could lead to vital resources for victims or the prosecution of traffickers. Despite society's misconceptions perpetuated by media, statistics from 2021 revealed that only 6% of reported human trafficking cases involved abduction. It is more likely that a known perpetrator might victimize a person. Traffickers and victims come from

diverse backgrounds, and victims can be male or female. Human trafficking manifests in various industries and can affect anyone with vulnerabilities including unstable living conditions, history of abuse, foster youth, undocumented immigrants, developmental disabilities, or economic hardships. Human trafficking encompasses a wide range of exploitative practices, including both sex and forced labor, facilitated through coercion, fraud, or force. There is no such thing as child prostitution and any child who is induced into commercial sex is being trafficked. In cases where someone discloses being trafficked, active listening, non-judgmental support, and offering to contact local resources are vital. Ultimately, reporting suspicious situations and providing support are essential actions in combating human trafficking. Call 911 if you witness a suspicious situation or there is a possibility of immediate harm and report "suspected human trafficking." Contact the Ventura County Human Trafficking Task Force Hotline for resources, services, and advocacy by calling Interface for adults at 1-800-636-6738 and Forever Found for minors at 1-805-261-1212.

b. Managing Hazardous Materials, Solid Waste and Recycling Programs

Wes Yates, Environmental Compliance Program Coordinator, presented on the City's management of hazardous materials, solid waste, and recycling. The City is committed to efficiently managing these areas, with a strong emphasis on reducing waste sent to the Simi Valley Landfill. Adherence to California's AB 939 law, which mandates a minimum of 50% waste diversion from landfills, is a priority. A recent initiative requests residents to dispose of food waste in their existing green bin, which is now designated as the organics recycling cart. Residents should bag food waste before disposal, avoiding fats, oils, and greases. Bags used for food scraps do not have to be biodegradable or compostable. Curbside recycling services accept plastic bottles, containers, food and beverage cans, glass bottles, food and beverage cartons, paper, flattened cardboard, and paperboard. It is essential to keep food and liquids out of recyclables and avoid loose plastic bags or bagged recyclables. Trash can be bagged but must not contain food or liquids, recyclables, yard waste, hazardous waste, electronic batteries, tires, paint, flammable materials, or smoke detectors, as these may contain hazardous materials. The City offers multiple hazardous material collection options. Hazardous waste collection events occur on the third Saturday of every other month and appointments can be made by calling 805-583-6321. Additionally, Waste Management (WM) At Your Door Special Collection service collects potentially hazardous and hard to recycle items from home. Accepted items include aerosols, automotive products, flammable liquids and solvents, fluorescent lamps, cleaning materials, household batteries, mercury containing devices (shoes that light up, thermometers, greeting cards), paint products, pesticides, fertilizers, medication, and swimming pool chemicals. E-waste can be dropped off at Waste Management/G.I. Industries located at 195 West Los Angeles Avenue, Simi Valley. Residents are entitled to two free bulky item

pickups per year, each allowing up to four items. This service can be scheduled through Waste Management (WM) or the My WM account, and it is advised to add account number at the beginning of the call to be routed to a live customer service agent. WM offers a Backyard Service at no extra cost for residents who are disabled or physically challenged, which includes moving carts from the backyard, side yard, or other storage location for service and then returns them back to the original location. For detailed information, visit the City of Simi Valley's waste management programs webpage or contact Waste Management directly.

7. New Business

a. Election of Officers

Upon conclusion of the discussion, Don Diamond moved with a second from Amy Obringer to nominate Don Diamond as the Chair. The motion carried unanimously.

Tracy Bodis moved with a second from Holly Harpham to nominate Tracy Bodis as the Vice Chair. The motion carried unanimously.

Tracy Bodis moved with a second from Don Diamond to nominate Holly Harpham as Secretary. The motion carried unanimously.

8. City Staff Comments

Kelly Duffy stated she emailed the City Focus Newsletter link to all Executive Board members. She announced the newsletter is designed to keep residents informed about the programs, events, and services happening in the City. Residents can sign up on govDelivery to receive all City Focus Newsletters. She invited all outgoing Executive Board members to the City Council meeting on Monday, June 24, 2024, to receive recognition and a certificate of appreciation. City offices will be closed in observance of the Memorial Day holiday on Monday, May 27, 2024.

9. Executive Board Comments

Don Diamond inquired if the City of Simi Valley's Budget meeting will be televised. Council Member Litster stated it is not televised.

Salwa Scarpone thanked all the Executive Board Members for their volunteer time and donations to the Cultural Arts Foundation.

Steven Koep served on the Program for Public Information (PPI) Review Committee on April 26, 2024. The role of the PPI Review Committee is to provide oversight of the City's public information activities regarding its flood plains and flood insurance.

Gina Truncale stated the Happy Face Festival will be at Rancho Santa Susana Community Park Saturday, May 25, 2024, from 12:00 p.m. to 7:00 p.m. Children are free.

10. Adjournment: Tuesday, July 16, 2024, 7:00 p.m.

By consensus of the Executive Board, the meeting was adjourned at 8:28 p.m.

CITY OF SIMI VALLEY

Neighborhood Council
Development Project Overview

Project No(s).....SP-S-2024-0002/GPA-2024-0002/Z-S-2024-0002/ Z-S-2024-0004
Project Name ..... Envision Simi Valley
Neighborhood Council No..... 3, 4, 1, 2
Neighborhood Council Date..July 11, 2024, July 16, 2024, August 8, 2024, August 13, 2024
Tentative Planning Commission Meeting Date.....September 4, 2024
Tentative City Council Meeting Date .....November 18, 2024
Case Planner ..... Naren Gunasekera

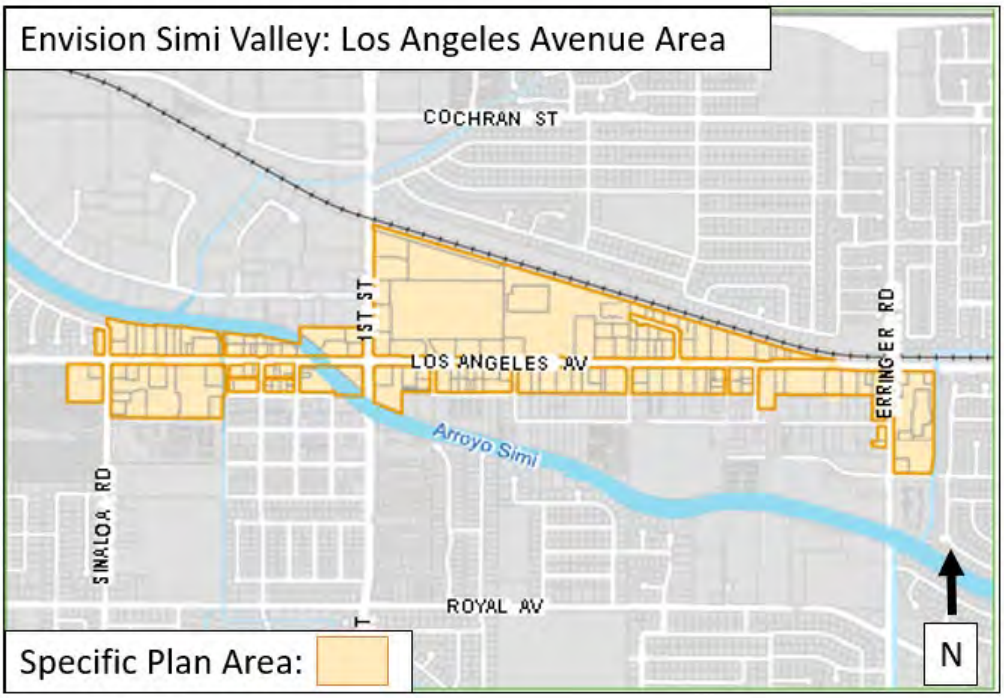
Request:

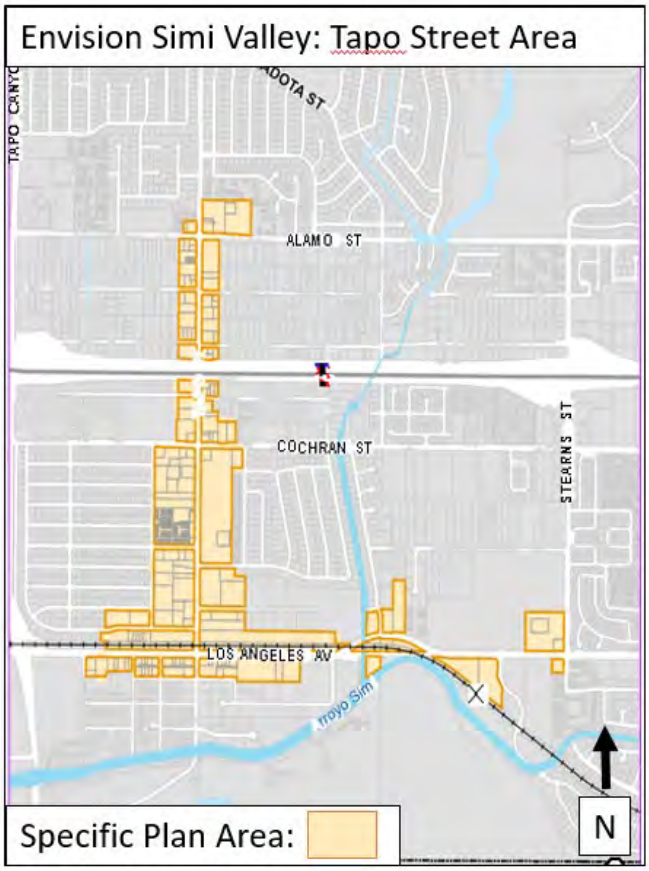
Recommendation of approval to the Planning Commission of the Envision Simi Valley Specific Plan, to create a community vision for the development areas of Los Angeles Avenue and Tapo Street, including the provision of new housing, commercial, and recreational opportunities; a General Plan Amendment to amend the Land Use Map and related General Plan text; a Zone Change to amend affected zoning maps, and Development Code Amendment to remove the TAPO and LAAPO Districts; and the adoption of the Mitigated Negative Declaration (MND) and Mitigation Monitoring Plan for the subject application.

Applicant: City of Simi Valley

Location: Los Angeles Avenue Corridor (from Sinaloa Road through Erringer Road) and the Tapo Street Area (from Alamo Street through Los Angeles Avenue, extending towards the Metrolink Station)

Neighborhood Council Project Overview for the Envision Simi Specific Plan





Neighborhood Council Project Overview for the Envision Simi Specific Plan

I. Project Overview

Why Are We Creating the Envision Simi Valley Specific Plan?

The California Legislature has declared that a lack of housing "*is a critical problem that threatens the economic, environmental, and social quality of life in California,*" and that "*the excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing.*"

The State Department of Housing and Community Development (HCD) found that California needs an estimated 1.8 million new homes by 2025 to meet projected demand, yet on average, only 80,000 new homes are built per year[1]. The Housing Action Plan developed by the State includes several strategies to achieve these targets including streamlining housing construction, lowering per unit costs, developing production incentives for jurisdictions meeting housing goals, defining accountability and enforcement to strengthen local compliance with housing laws, and creating dedicated funding sources for housing.

At a local level, the California Lutheran University Center for Economic Research and Forecasting identified a lack of housing to be a significant cause for Ventura County lagging behind the rest of the state and nation economically[2], with rising home prices and a shrinking population. The people leaving Ventura County tend to be young and near the middle of the income distribution according to the forecast. The population of people older than 60 is growing faster than the national average, while populations of people under 20 and between 20 and 39 are shrinking faster than average.

In 2017, the State of California released a 15-bill housing package aimed at addressing the state's housing shortage and high housing costs by strengthening existing housing laws, reducing regulations, boosting construction, and providing grant funding for statewide housing production.

In October of 2020, the City of Simi Valley (City) secured state grants from the California Department of Housing and Community Development (HCD):

- Senate Bill 2 Planning Grants Program (SB 2)
- Local Early Action Planning (LEAP)

The goals behind these grants were to assist local governments with accelerating housing production, streamlining the approvals of housing, and increasing California's affordable housing stock.

[1] California's Housing Future: Challenges and Opportunities Final Statewide Housing Assessment 2025 prepared by California Department of Housing and Community Development. https://www.hcd.ca.gov/policy-research/plans-reports/docs/sha_final_combined.pdf

[2] Ventura County Annual Economic Forecast 2024, CLU Center for Economic Research and Forecasting

To accomplish these goals, the City allocated these grants toward developing the Envision Simi Valley Specific Plan (Specific Plan) for the Los Angeles Avenue Corridor and the Tapo Street opportunity areas. The scope of the project included:

- Establishing zoning and policy to encourage new housing construction;
- Creating objective design and development standards;
- Updating the economic development strategy for these areas;
- Attracting new businesses and recreational opportunities; and
- Increasing the quality of life in Simi Valley

Increased Housing Supply, Commercial Spaces, and Benefits

The development of the Specific Plan included an economic study[3] by Land Econ Group on the potential benefits. The study utilized developer interviews, the City's financial reports, and City Staff input to estimate potential net development as a result of the Specific Plan, shown in Table 1. This potential development includes provision of housing and the addition of commercial square footages as underutilized shopping centers with high vacancy rates are repurposed and reimagined.

Table 1 – Net New Development in the Los Angeles Avenue and Tapo Street Specific Plan Areas over a 20 year timeframe

Development type	**Total Net Development**
Housing units	1,050 units
Retail/Restaurant square footage	75,000 square feet
Office square footage	80,000 square feet

The study analyzed the fiscal impacts of the net new development on to the City's General Fund, which is the primary source for funding municipal services as well as other impacts. Direct and indirect benefits identified included:

- An estimated net projected fiscal surplus of $3,73 million (inflation adjusted) to the City's General Fund over 20 years;
- Additional property tax revenue from the increased value of properties in the Specific Plan area;
- A benefit to the regional economy (including the City, Ventura County, and the western portion of Los Angeles County) of almost $200 million as a result of the new population accommodated by the adoption of the Specific Plan;
- Social benefits including employees who work in the City such as teachers, fire fighters, etc. having an opportunity to find housing locally, reducing commutes and allowing a higher quality of life;
- More entertainment amenities for City residents; and
- More housing options for the children of long-standing Simi Valley families looking to remain in town.

[3] Simi Valley, Los Angeles Avenue and Tapo Street Specific Plan Areas – Fiscal Benefits (September 25, 2023), Bill Lee and Tanya Chiranakhon, Land Econ Group

Neighborhood Council Project Overview for the Envision Simi Specific Plan

Envision Simi Valley and the City's Long Term Economic Strategy

Separate from the Envision Simi Valley project, the City of Simi Valley together with the Natelson Dale Group (TNDG), developed a comprehensive Economic Development Strategic Plan[4] that was adopted by the City Council on March 4, 2024. The Plan identified strengths, weaknesses, opportunities, and threats that may impact Simi Valley's economic competitiveness. While identified strengths included the high quality of life for families, a resident population with relatively high incomes and high rates of ownership, and an employment growth that is projected to be almost twice the rate of population growth, the Strategic Plan also identified a number of potential weaknesses including:

- Limited amenities for young professionals;
- Lower taxable sales per household compared to County and State averages; and
- Very modest future growth due to cost-prohibitive housing for many working-age households.

These weaknesses translate into the threats of limited housing, a constrained capacity for new development, and retail competition from surrounding cities that the Strategic Plan identified as potentially having a negative impact on the City.

The goal of the Specific Plan is to create a community vision for the development of areas of Los Angeles Avenue and Tapo Street, including the provision of new housing, commercial, and recreational opportunities that will help address some of the threats and weaknesses identified in the City's Economic Development Strategic Plan.

Objective Development Standards

A number of State housing bills adopted in recent years, such as 2017's Senate Bill (SB) 35 (adding CA Govt. Code Section 65913.4) and 2019's SB 330 (Housing Crisis Act of 2019), impose new State-mandated streamlined ministerial review and approval processes for housing projects on local agencies and limits local review to verification of compliance with objective design and development standards.

Objective design standards are defined in Government Code Sections 65913.4 and 66300(a)(7) as follows:

"Involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal."

Objective design standards are similar to development standards in that proposed projects must comply with the standards in order for an entitlement to be approved. Below is the difference between a subjective standard and an objective design standard:

[4] Simi Valley Economic Development Strategic Plan, City of Simi Valley (January 31, 2024). The Natelson Dale Group, Inc.

Neighborhood Council Project Overview for the Envision Simi Specific Plan

Subjective Guidelines	Objective Design Standard
Sloped roofs on entry porches, alcoves, or dormer windows should generally be used to express the sheltering character of multifamily buildings.	A permanently covered entryway or porch with a minimum depth of three feet and width of four feet must be provided for each residential unit on the ground floor.

The intent of the objective design standards created by the Specific Plan is to provide the City with tools to ensure that projects within the project areas are attractive, high quality, and functional while remaining in line with State law limitations. These design standards will also provide developers with clear guidelines on how to design their projects, removing uncertainty with regards to generally subjective topics such as architectural details, etc.

The objective design standards prepared for the Specific Plan will form the foundation for the creation, in the near future, of further objective standards that will apply citywide to development projects.

How Are We Creating a Specific Plan?

The City assembled a Project Team including Gruen Associates as the lead architecture/land use planning consulting firm, and experts and specialists in the fields of environmental protection, traffic and transportation, infrastructure, and economy in order to create the Specific Plan.

The vision statement for each Specific Plan area was developed by utilizing adopted City plans and discussions with the City and community during the public outreach process:

The Los Angeles Avenue Corridor, envisioned as Simi Valley's downtown, will become a pedestrian-friendly mixed-use environment and will be established as a focal point of activity that integrates commercial, entertainment, residential, and open space uses. Several existing shopping centers will be enhanced to include an engaging mix of uses with improved connectivity for multiple modes of transportation.

The Tapo Street Area will be enhanced to create a neighborhood identity authentic to its historic scale and character as an intimate place of gathering. A pedestrian-oriented environment that integrates transit and bicycle connectivity improvements will promote and support diversity of high quality commercial and residential uses.

Neighborhood Council Project Overview for the Envision Simi Specific Plan

To establish the Specific Plan areas as unifying and transitioning districts between the local community fabric and new development along the corridors, the Project Team identified the following ten goals:

i. Create a sense of place
ii. Implement focused growth
iii. Re-purpose underutilized properties
iv. Foster transit use
v. Incentivize the production of housing
vi. Improve connectivity to key destinations
vii. Accommodate all transportation modes
viii. Create indoor and outdoor recreation opportunities
ix. Enhance the public realm and streetscapes
x. Adopt innovative parking strategies

Public Outreach Activities

The Project Team conducted an extensive public outreach effort to collect comments and feedback regarding the study area. Outreach activities included pop-up events, community workshops, neighborhood council presentations, interviews with members of the business community, etc (Figure 1). The following formal events were held:

- Pop Up 1: April 30th, 2022 Street Fair
- Pop Up 2: August 2nd, 2022 National Night Out
- Pop Up 3: October 29th, 2022 Street Fair
- Workshop 1: June 16th, 2022 at the Simi Valley Public Library
- Workshop 2: October 19th, 2022 at Sinaloa Middle School
- Workshop 3: September 23, 2023 at Simi Valley Public Library
- Neighborhood Council #1: July 7th, 2022
- Neighborhood Council #2: July 12th, 2022
- Neighborhood Council #3: July 14th, 2022
- Neighborhood Council #4: July 19th, 2022
- 11 interviews with property owners, business owners, developers, and City representatives to gain insight into the opportunities and constraints for business creation and property development in the area.

Neighborhood Council Project Overview for the Envision Simi Specific Plan

Figure 1 – Public outreach events

The Project Team maintained a dedicated project website that provided notice of project updates, upcoming outreach events, summaries of feedback received at each event, drafts of Specific Plan materials for public review, and collected comments and feedback. Comment boxes were placed at City Hall, the Library, and the Senior Center from September 2022 to February 2023 to collect feedback.

Land Use Strategy

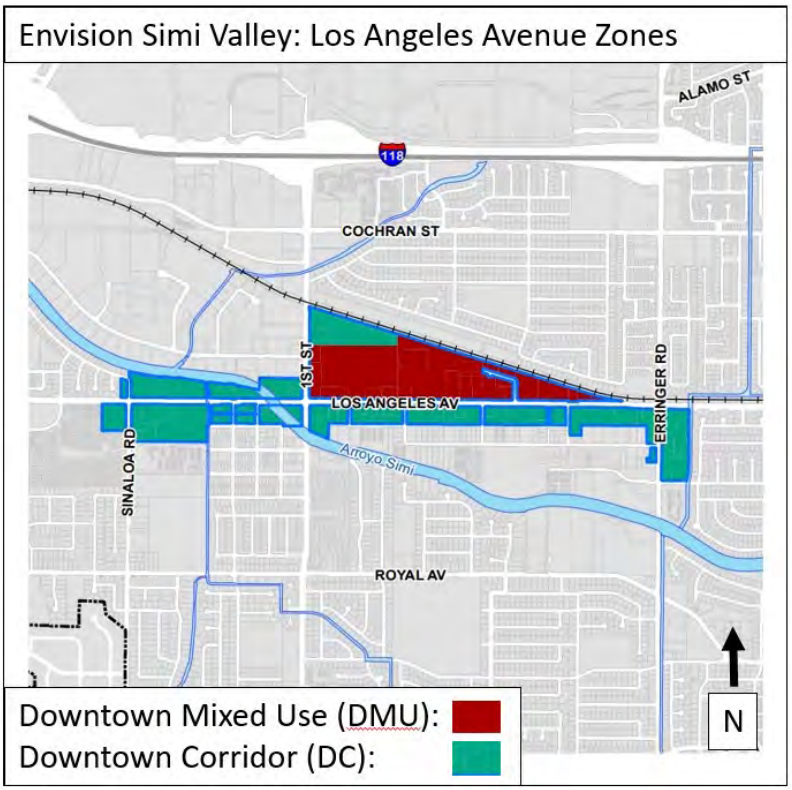
The land use strategies for the Specific Plan areas are twofold. Firstly, each area was subdivided into zones, each with specific goals in terms of the type of development to be incentivized. Secondly, the uses allowed in each zone were then determined in order to ensure that these complemented the goals for each zone.

Los Angeles Avenue Corridor

The goal for this Specific Plan area is the creation of a new 'Downtown' for Simi Valley. The area is split into two zones (Figure 2), the Downtown Corridor (DC) Zone and the Downtown Mixed Use (DMU) Zone. The higher-density and larger scale DMU area will be concentrated along the north side of Los Angeles Avenue and east side of First Street. This encompasses the existing Mountain Gate Plaza Shopping Center and Simi Valley Plaza that have the potential for future large-scale revitalization.

Neighborhood Council Project Overview for the Envision Simi Specific Plan

Figure 2 – Los Angeles Avenue Corridor



The parcels on the south side of Los Angeles Avenue and west of First Street will form the bulk of the DC Zone. These areas would allow smaller-scale, vertical mixed-use or horizontal mixed-use, depending on the size and characteristics of the parcels. Table 2 provides more details on the two zones.

Table 2 – Los Angeles Avenue Corridor Subzones

Subzones	Purpose for Zone	Residential Density Range
Downtown Mixed-Use (DMU)	• Create new housing opportunities and publicly accessible open space. • Allow phased developments that create a denser, more walkable atmosphere with 'active' ground floor uses in taller mixed-use buildings further setback from Los Angeles Avenue. • Utilize development standards that allow an active front setback with plaza, outdoor seating, etc. along Los Angeles Avenue. • Permitted uses are largely service oriented such as indoor entertainment and recreation facilities, libraries, museums, art galleries, and health and fitness facilities. • Retail and service uses that may have adverse impacts on neighboring residential and commercial uses such as restaurants with entertainment, supermarkets with extended hours of operation, and outdoor recreation facilities are conditional uses.	Base: 35 du/ac Max: 55 du/ac
Downtown Corridor (DC)	• Prioritize residential uses, retail, grocery stores, and restaurants along Los Angeles Avenue to create a downtown feel and support surrounding neighborhoods and the DMU zone • Creating more visually interesting buildings, closer to the sidewalk along Los Angeles Avenue to foster a more pleasant and attractive pedestrian environment • Achieve more efficient shared parking arrangements, increase walkability, and create an identifiable sense of place • Create outdoor passive recreation opportunities in new developments through the provision of increased setbacks and amenities along the Arroyo Simi.	Base: 35 du/ac Max: 45 du/ac

Neighborhood Council Project Overview for the Envision Simi Specific Plan

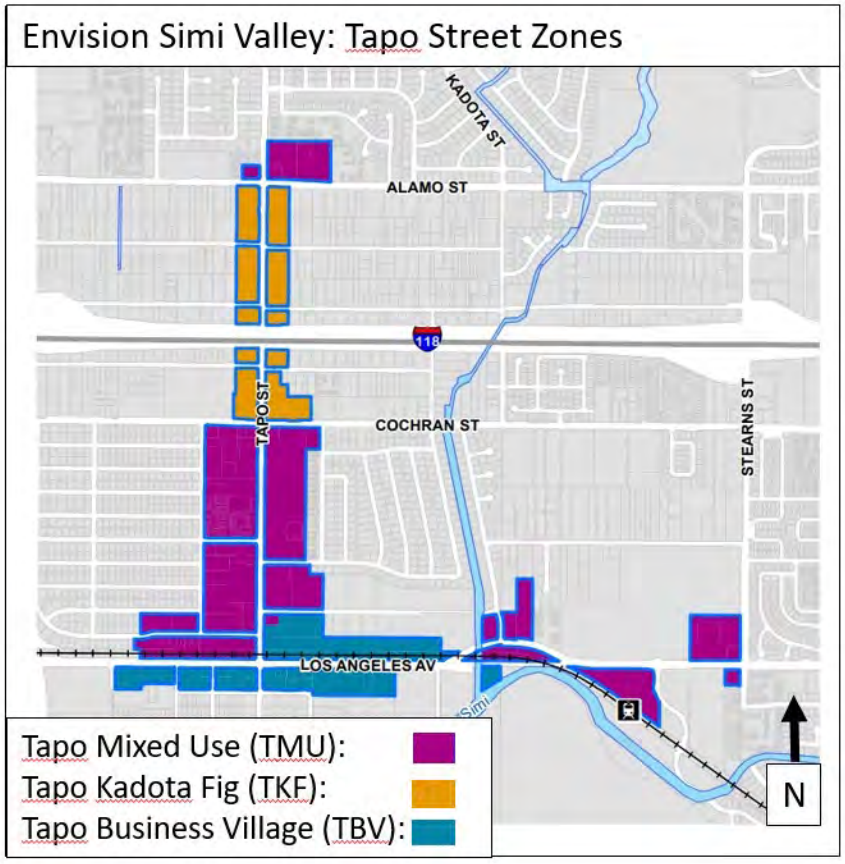
Tapo Street Corridor

The goal for this Specific Plan area is the creation of a more walkable part of the City that has a 'neighborhood' feel, with a pedestrian-oriented environment and bicycle connectivity.

The area is split into three zones (Figure 3), the Tapo Mixed-Use (TMU) Zone, the Tapo Kadota Fig (TKF) Zone and the Tapo Business Village (TBV) Zone. The higher-density and larger-scale TMU area will mostly be concentrated along the north side of Los Angeles Avenue along Tapo Street to Cochran Street. This zone will also include the Tapo-Alamo project which is under construction and areas surrounding the Metrolink Station.

The Metrolink Station is a designated high quality transit stop, and as such areas within ½ mile of the station are subject to State laws and programs that incentivize development of specified housing projects that are higher in density, rentals, and target multifamily mixed-income households. Development incentives may include, but not limited to, density bonus, reduced parking, increased residential building height, additional stories, California Environmental Quality Act (CEQA) exemption, and financial subsidies toward construction and/or project stabilization.

Figure 3 – Tapo Street Corridor



The TKF Zone along Tapo Street from Cochran Street to Alamo Street will promote smaller-scale development densities compatible with the surrounding neighborhood. The TBV Zone will form the southern edge of the Tapo Street corridor and transitions into the industrial areas south of Los Angeles Avenue. Development in this area will focus on employment focused development with commercial and light industrial uses. Table 3 provides more details on the two zones.

Table 3 - Tapo Street Corridor Subzones

Subzones	Purpose for Zone	Density Range
Tapo Mixed-Use (TMU)	• Promote walkability to create a pedestrian environment and a medium-scaled "village" atmosphere for this area • Encourage a "restaurant cluster" • Promote infill horizontal mixed-use residential and entertainment uses in existing surface parking lots. • Permitted uses are largely service oriented such as indoor entertainment and recreation facilities, libraries, museums, art galleries, and health and fitness facilities. • Retail and service uses that may have adverse impacts on neighboring residential and commercial uses such as restaurants with entertainment, supermarkets with extended hours of operation, and outdoor recreation facilities are conditional uses.	Base: 35 du/ac Max: 55 du/ac
Tapo Kadota Fig (TKF)	• Encourage neighborhood-serving commercial uses to support the TMU zone • Promote lower-density, horizontal mixed-use to form a smooth transition into the more intense mixed-use TMU zones at either end of the Zone.	Base: 35 du/ac Max: 45 du/ac
Tapo Business Village (TBV)	• Promote street-facing commercial along Los Angeles Avenue to increase employment-focused development. • Encourage connectivity to the neighboring Tapo Street Mixed-Use area, standards. • Encourage the provision of flexible open spaces. • Focused on light industrial and commercial uses to provide employment opportunities and supporting services to the residential uses around it.	NA

Neighborhood Council Project Overview for the Envision Simi Specific Plan

Zones and uses

In addition to the use details in Table 3, more detail on the permitted, conditional and prohibited uses can be found in Chapter 2 – Land Use Plan, Section 2.4 of the draft Specific Plan.

Based on the goals of the Specific Plan, certain uses have been prohibited in all zones. These include uses that have been deemed incompatible with the primary goals of the Specific Plan which includes the promotion of human scale development with walkable streets and active street frontages. These prohibited uses typically involve large-scale storage of vehicles (for example, auto and vehicle sales, truck and freight terminals) or larger-scale industrial uses that may impact surrounding residential uses (for example, quarries, glass manufacturing, fuel dealers, etc.). Note that as the Specific Areas are reserved for higher density, infill development, and single-family dwellings are not a permitted use. Similarly, auto-intensive uses such as drive-through restaurants and automotive repair would become prohibited uses in some parts of the Specific Plan where they are currently conditional uses.

Envision Simi Valley Residential Density

Base density and incentives

The highest 'base' residential density allowed within the City is within the Mixed-Use Overlay zone, which ranges from 20.1 to 35 units per acre. This density can be exceeded either through the application of the Mixed-Use Overlay District Parcel Consolidation Program (Section 9-44.105.H), or the State Density Bonus Law (Government Code Section 65915) with incentives, concessions, and waivers.

The City's Parcel Consolidation Program allows a ten percent density increase to encourage the consolidation of several smaller contiguous parcels into one larger project, to provide for additional design flexibility.

State Density Bonus Law allows a project to exceed the base density set by the City in exchange for a certain number of the new affordable dwelling units. These units must be reserved for below market rate rents or purchase prices. Density bonuses generally range from 35 percent to 50 percent on a sliding scale, depending on the percentage of affordable units and the household income category of the units (very low, low, or moderate household income).

These projects can also receive concessions and/or incentives that allow the deviation from design standards and/or development regulations (such as required setbacks or reduced parking requirements) when such regulations potentially make the project economically infeasible to build, in exchange for providing affordable units. Greater benefits are available for projects that provide higher percentages of affordable units.

Density within the Specific Plan

Neighborhood Council Project Overview for the Envision Simi Specific Plan

The Specific Plan keeps the Mixed-Use Overlay zone base density described above in place over the mixed-use areas in the plan as a Tier 1 density (see Table 4). The Specific Plan proposes an additional Community Benefit bonus to incentivize project components that would help achieve the walkability, active street frontage, and economic goals of the plan to allow a higher Tier 2 density. The higher Tier 2 density varies between zones as shown in the table.

Table 4 – Specific Plan tiers and densities

	Downtown Mixed-Use (DMU)	Downtown Corridor (DC)	Tapo Mixed-Use (TMU)	Tapo Business Village (TBV)	Tapo Kadota-Fig (TKF)
Tier 1: Base Residential Density per the General Plan*	35 du/ac	35 du/ac	35 du/ac	NA	35 du/ac
Tier 2: Max Residential Density with Community Benefit Bonus	55 du/ac	45 du/ac	55 du/ac	NA	45 du/ac
*State Density bonuses and the Parcel Consolidation bonus would be applied to this base density and the final density could exceed the Tier 2 values shown.					

Community Benefit bonus

The Community Benefit bonuses are tailored towards incentivizing developers to incorporate measures into their projects that enhance public use of the streetscape, increase locations for restaurants with outdoor seating, etc. This in turn would increase walkability and activate street frontages. The measures are combined as laid out in Chapter 3.11 of the draft Specific Plan to allow density to be increased in the different zones. Some of the measures include:

- Extended setbacks such as the provision of outdoor dining areas along 50 percent of a building's frontage in an extended setback area along Los Angeles Avenue and Tapo Street;
- Public realm improvements such as funding and maintenance of bus shelters and other pedestrian amenities in the public right-of-way; and
- Providing shared parking and vehicle access connections for adjoining lots to reduce parking needs for new businesses.

Neighborhood Council Project Overview for the Envision Simi Specific Plan

Calculation of density

All three categories of bonuses, the Parcel Consolidation bonus, the Specific Plan Community Benefits bonus, and State Density bonus are calculated on the base density. As such, each bonus is applied independently to the base density and then added together to achieve the final density.

Development standards and objective design standards

The Specific Plan will implement objective design standards within the plan areas in order to foster high-quality architecture while staying compliant with State law mandates such as the Housing Accountability Act (HAA) that prohibit the use of subjective decision making for residential projects. Objective design standards hold the promise of being a more efficient, predictable, and equitable path to obtaining and granting of planning approvals for a wide variety of development projects. The intent of the standards are to drive higher density and walkable development into the Specific Plan areas while protecting and providing services to neighboring residential uses.

The proposed design standards for the Specific Plan area will cover topics such as building height, landscape requirements, and building articulation as detailed below. Where certain uses are sited, they are also addressed in the Specific Plan, as this plays an important part of ensuring walkable surroundings and 'active' street frontages. The development and design standards are discussed below in general for the entirety of the Specific Plan. It is important to note that the different subzones have some specific standards unique to each. This is because each subzone has a different interconnecting purpose in the entirety of the Specific Plan. Please refer to Chapter 3.0 Development & Design Standards for more details.

High quality architecture

One of the primary goals of the design standards is to achieve a high quality of architecture that is in line with what the City expects of development. These standards are important to ensure a 'sense of place' and compatibility with the City's existing architecture. Some of the architectural design strategies that have been incorporated into the Specific Plan are included below:

- Articulation of building facades is required where, for example, for each 75 feet of building length, 20 percent must be recessed by a minimum of four feet;
- 360-degree design features such as recessed/projected balconies, horizontal bands, awnings along facades, etc. to avoid monotonous facades; Requiring pedestrian scale design features such as incorporating canopies, sheltered walkways, etc. to create a pedestrian-friendly experience along streets; and
- Building corner design features such as corner entry plazas, recessing/projecting roof lines or horizontal corner facades, corner balconies, etc. where two street frontages interact.

Neighborhood Council Project Overview for the Envision Simi Specific Plan

A wide range of strategies have been provided within the Specific Plan as outlined in Table 3.3 of the draft Specific Plan, in order to provide developers with flexibility in designing projects that meet the City's architectural goals. Figure 4 details examples of the strategies.

Figure 4 – Examples of design standards required in the Specific Plan

Neighborhood Council Project Overview for the Envision Simi Specific Plan

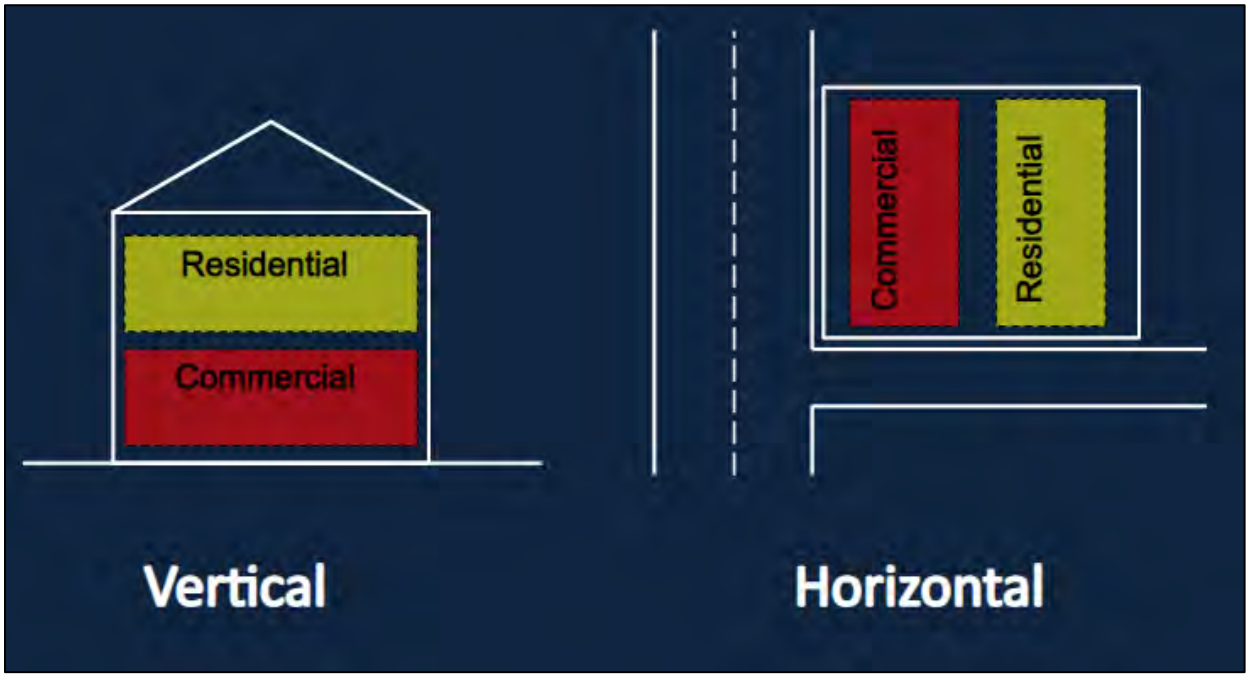
Urban form, height and neighborhood transitions

The urban form encouraged by the Specific Plan is designed to define a downtown/city center look. The physical patterns of development defined in each of the subzones are shown in Table 5 below. The areas intended for a higher density of development such as DMU and TMU will allow taller mixed-use buildings with four stories and 55 feet in height. The areas intended for a lower density of development such as DC and TBV are limited to 48 feet and three stories. It is anticipated that the majority of the higher density areas will be developed with vertical mixed-uses, while lower density areas will have both vertical and horizontal (Figure 5) mixed-uses.

Table 5 – Maximum heights and step-backs within the Specific Plan

Standards	DMU	DC	TMU	TBV	TKF
Maximum Height	55 feet, 4 stories	48 feet, 3 stories	55 feet, 4 stories	48 feet	48 feet, 3 stories (35 feet, 2 stories within 50 feet of adjacent single-family residential
Step-back		2nd story step-back to allow for outdoor dinning			10 feet above a one-story wall along Tapo Street

Figure 5 – Vertical and horizontal mixed-use



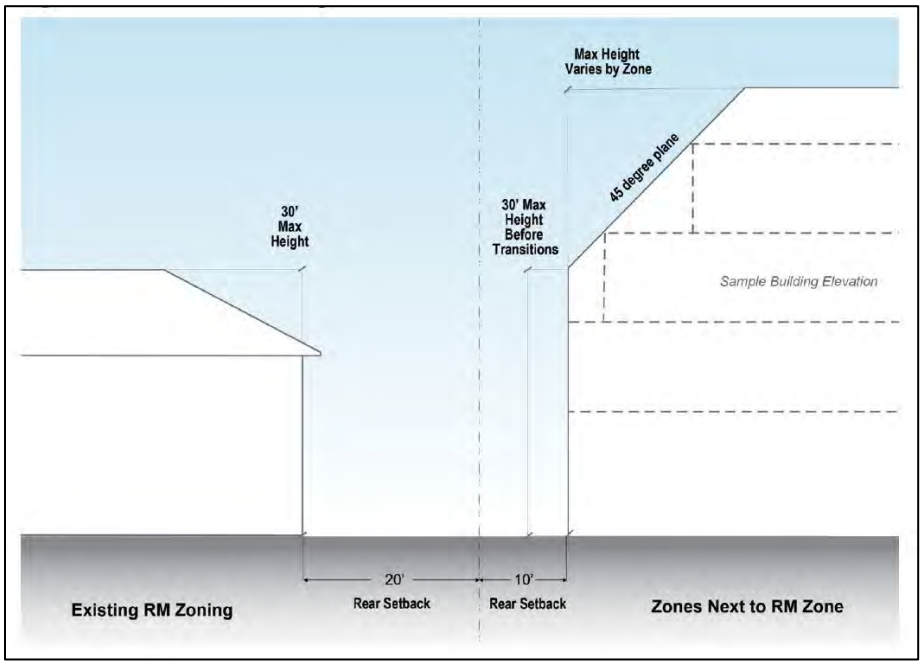
Neighborhood Council Project Overview for the Envision Simi Specific Plan

Neighborhood transitions

One key component of the Specific Plan is to ensure future development compatibility with existing single-family residential development surround the plan areas. This is achieved through the design requirements such as step-backs and transitional heights.

As an example, within the TKF subzone, the maximum building height is 48 feet and three stories. However, where this is within 50 feet of residential, the height is limited to 35 feet and two stories. In all subzones of the Specific Plan, if there are residential zones such as Residential Medium (RM) or more restrictive zones, a 10-foot setback will be required, after which the maximum height will be 30-feet (the same maximum height in the City's single-family residential zones) and a 45-degree step-back will be required to the building's maximum height (Figure 6).

Figure 6 – Neighborhood transitions required adjacent to single family residential zones

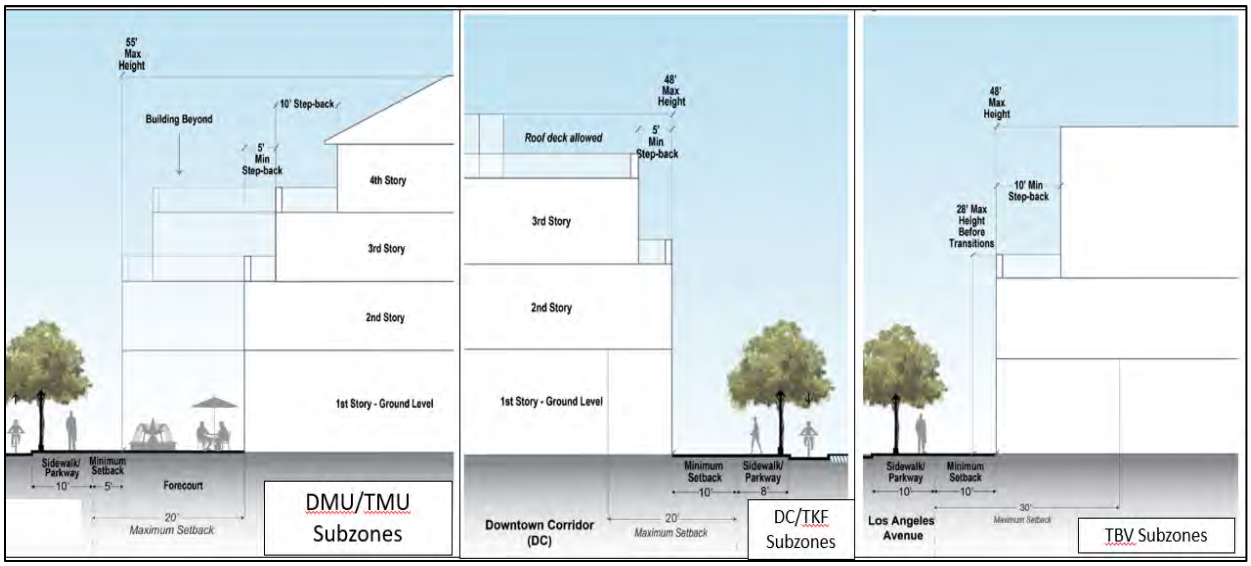


These design requirements are intended to avoid negative impacts on existing single-family residences from the development envisioned by the Specific Plan. The transition zone will prevent large building masses directly adjacent to single-family residences and zones.

Step-backs and massing

There are additional step-back requirements in the Specific Plan to ensure that taller buildings will be articulated and to reduce the massing of projects. Depending on the location within the Specific Plan, stories above the second and third stories will need to be stepped back by five to ten feet along 50 percent of building facades. Figure 7 shows some examples.

Figure 7 – Step-backs required to prevent building massing



The step-back requirements, together with the building articulation mentioned above will prevent monolithic buildings massed above streets and provide architecturally diverse building frontages.

Site circulation and driveways

Breaking up superblocks, i.e. blocks that are over 500 feet long in at least one dimension, is key to creating a walkable environment. 500 feet is considered the maximum typical distance that is considered 'pedestrian-friendly' to average individuals.

The design standards provide site planning requirements for internal bicycle and pedestrian circulation in order to activate outdoor spaces. Some of these requirements include:

- All buildings to have a minimum of one pedestrian pathway from the adjoining street to the front entrance.
- A system of paseos or pathways connecting building entrances when a project has multiple buildings.
- All pedestrian paths must be a minimum of five feet in width and have five feet on at least one side for trees and lighting.
- A pedestrian connection is required every 130 feet of a lot and a bicycle connection every 200 feet.

These standards interact with others such as landscaping and setback standards to promote walkability and activate street fronts to promote economic activity.

Open space, common areas, and landscaping

Residential private open space, common areas, and greenspaces (Figure 8) are important aspects of providing an amenable living and working environment within the City in general. As such close attention has been paid to development standards around these factors.

- Minimum residential private open space requirements have been put in place for development projects and these range from 100 square feet per dwelling unit for projects with 20 or less units, to 70 square feet per unit for larger developments.
- Residential and mixed-use projects have to provide residential common recreation areas such as pools, playgrounds, courtyards, etc. as laid out in the Specific Plan.
- Publicly accessible, privately maintained open space will be a requirement for commercial and mixed-use projects. These tie in with the enhanced setbacks (see below) and will provide locations for outdoor seating, outdoor dining, etc.

Figure 8 – Private open space and common area amenities

Outdoor dining and active ground floor uses

Both outdoor dining areas and active ground floor uses play a key role in driving a walkable environment and economic development of retail businesses and restaurants.

All of the Specific Plan's subareas require active ground floor uses along primary and secondary street frontages, internal pedestrian walkways, and streets leading to primary streets. This is to ensure that there is a vibrant pedestrian environment. These uses can include restaurants, creative offices, food stores, and commercial services such as beauty salons. Residential uses are only allowed on the ground floor when buildings front non-arterial and internal streets and driveways.

The use of enhanced setbacks is encouraged in the plan (see Table 6 – Setback requirements) with areas such as Los Angeles Avenue and First Street within the DMU and DC overlays requiring 10 feet to 20 feet of setbacks to encompass outdoor dining areas, seating areas, landscape, and artwork. The Community Benefit bonus described above is intended to further incentivize providing opportunities for outdoor dining, etc.

Table 6 – Setback requirements

Standards	DMU	DC	TMU	TBV	TKF
Front Setback	Los Angeles Avenue and First Street: 10-foot minimum, and 25-foot maximum. Other streets: 5-foot minimum and 25-foot maximum.	Los Angeles Avenue, First Street, Erringer Road: 10-foot minimum and 20-foot maximum. Other streets: 5-foot minimum and 25-foot maximum.	Tapo Street: 5-foot minimum and 20-foot maximum. Other streets: 5-foot minimum.	10-foot minimum, 30-foot maximum.	10-foot maximum.
Side Setback	5-foot minimum	10-foot minimum	10-foot minimum	20-foot if adjacent to residentially zoned parcel; Otherwise zero feet	10-foot minimum, 20-foot maximum

A number of standards contained in the Specific Plan deal directly with the design of outdoor dining areas and active storefronts.

The goal is to create interesting and active streets within the Specific Plan areas with an emphasis on subzones which have been identified as having the most potential for high density mixed-use, where pedestrians will congregate and become a customer base for restaurants and retail establishments in the mixed-use zones.

Parking requirements and design

Parking requirements within the Specific Plan area are focused on guiding development towards a walkable and transit-oriented environment. As such the parking requirements for residential and commercial development are less restrictive than in other parts of the City.

Parking requirements for residential uses are laid out below in Table 7. As a comparison, one-bedroom units in multi-family dwellings outside of the Specific Plan area would require 1.5 spaces per unit and two-bedroom spaces would require 2 spaces per unit.

Table 7 – Residential parking requirements

Studios and seniors-only units	1 space per unit
One-bedroom units	1 space per unit
Two-bedroom units	1.5 spaces per unit
Units with three or more bedrooms	2 spaces per unit
Single Room Occupancy (SRO) Units	Per SVMC Section 9-44.215
A minimum of one guest parking space shall be provided for every five units, regardless of unit type. A minimum of one guest parking space shall be provided for complexes with fewer than five units. For SRO guest parking unit requirements see SVMC Section 9-44.215. (1) Per the State Density Bonus Law, projects within 1/2 mile of transit may further reduce the requirements.	

The parking requirements for commercial uses are laid out in Table 8. Parking requirements for specific uses that have been deemed desirable within the Specific Plan area such as sit-down and takeaway restaurants have less parking required than outside the Specific Plan. The former outside of the Specific Plan requires 1 space per 125 square feet of area and latter required 1 space per 250 square feet.

Table 8 – Commercial parking requirements

Standards	DMU	DC	TMU	TKF	TBV
Projects 15,000 square feet or less.	One space per 500 square feet.				Refer to SVMC Section 9-34 for parking and loading standards.
Projects 15,001 square feet of more.	Standards per SVMC Section 9-34.060 may be reduced by up to 15% if interconnectivity provided with an adjacent parcel.				
Eating and Drinking Places with on-site consumption of food and beverages.	One space per 300 square feet.				
Eating and Drinking Places with take-out and no on-site consumption of food and beverages.	0ne space per 400 square feet.				
Coffee housing or bakery as primary use with no table service.	One space per 400 square feet.				
Outdoor dining.	No additional parking for up to 50 percent of restaurant or food retailer gross floor area. Thereafter, one space per 125 square feet.				

The intent of these reduced parking measures is to promote economic activity in these areas with mixed-use buildings where it is anticipated residents will frequent local businesses, reducing the need for parking and vehicle use, increasing transit use and walkability over the long term. As mentioned above, the use of innovative parking solutions such as shared parking agreements (Figure 9), shared vehicle access connections for adjoining lots to reduce parking needs for new businesses are encouraged through the use of the Community Benefit bonuses.

Parking Location/Design

The Specific Plan design standards discourages parking in front yard setbacks for the most part. This is to ensure that street frontages are reserved for active uses and pedestrian travel instead of uninviting parking lots. This includes surface parking lots and above-grade parking structures. The latter would not be allowed to front arterial or collector streets without a 40-foot ‘buffer’ of retail, restaurants, offices or other similar pedestrian oriented uses in front of the structure with the exception of the vehicle entrance/exit.

Figure 9 - Parking locations and strategies

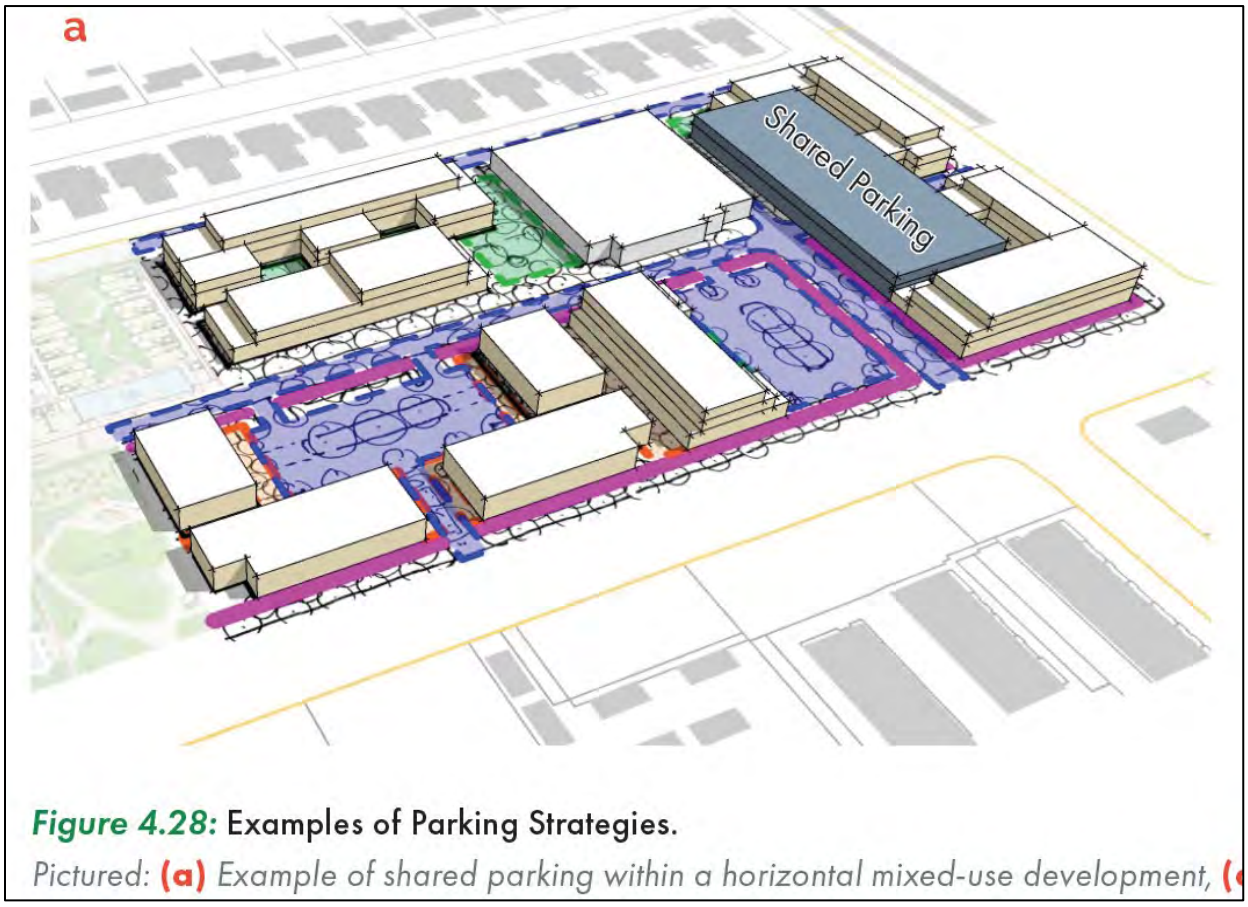


Figure 4.28: Examples of Parking Strategies.

Pictured: **(a)** *Example of shared parking within a horizontal mixed-use development,* **(**

The intent of the Specific Plan is that businesses and amenities benefit from exposure on street frontages thereby promoting economic activity and walkability within the plan area.

Mobility

Effective implementation of the Specific Plan would require an efficient transportation network that moves people and goods throughout the planning areas and beyond while minimizing impacts to the environment and local neighborhoods. The Mobility Plan supports the land uses and objectives of the Specific Plan by laying out a number of goals for improving transit, bicycle and pedestrian circulation, innovative parking measures and 'complete streets' alternatives for both the short and long term.

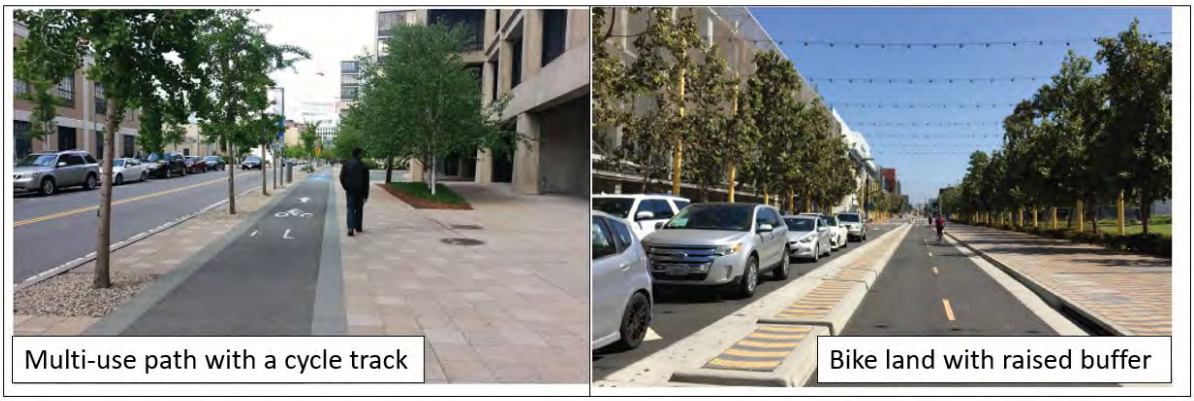
Some of the measures recommended by the Specific Plan are discussed below.

- Transit: Measures include adding bus shelters at all bus stops where feasible, new bus shelters and adding pedestrian crossings near current transit stops to facilitate easier access.
- Pedestrian Access: Measures include utilizing extended setbacks (see above) for wide pedestrian sidewalks, updating or adding high-visibility crosswalks, adding street amenities, street trees, and potentially parklets within the setback areas.
- Bicycle Circulation: Measures include improving bike path signage, adding bike lanes, creating bike 'hubs' at transit points to bring together bicycle share stations, bicycle parking and bike repair tools; and improving intersections to increase bike safety.

Complete streets

The Specific Plan includes recommendations for streetscape improvements focused on complete streets. That is an approach where streets are planned, designed, operated and maintained to enable safe, convenient and comfortable travel for users of all ages and abilities over a range of modes of transportation (Figure 10). These recommendations are aimed at making the streets within the Specific Plan as bike and pedestrian-friendly as possible given existing constraints. As streetscape improvements are heavily dependent on funds availability for the City, the recommendations include a 'short-term' option which is easier and less expensive to implement, and a longer term option that may become feasible as the areas within the Specific Plan are developed.

Figure 10 – Complete streets approaches to transport



Los Angeles Avenue recommendations

Figure 11 shows the short term and long term alternatives for a complete streets approach to Los Angeles Avenue. The short-term, 'simpler' option proposes a striped buffer between bike lanes on either side of the street. The longer-term option recommends a cycle track/multi-use pathway with parking, where space permits, on one side of the street.

Figure 11 – Long term and short term alternatives for Los Angeles Avenue

Figure 4.12: Los Angeles Avenue West - Short-Term Alternative (1)

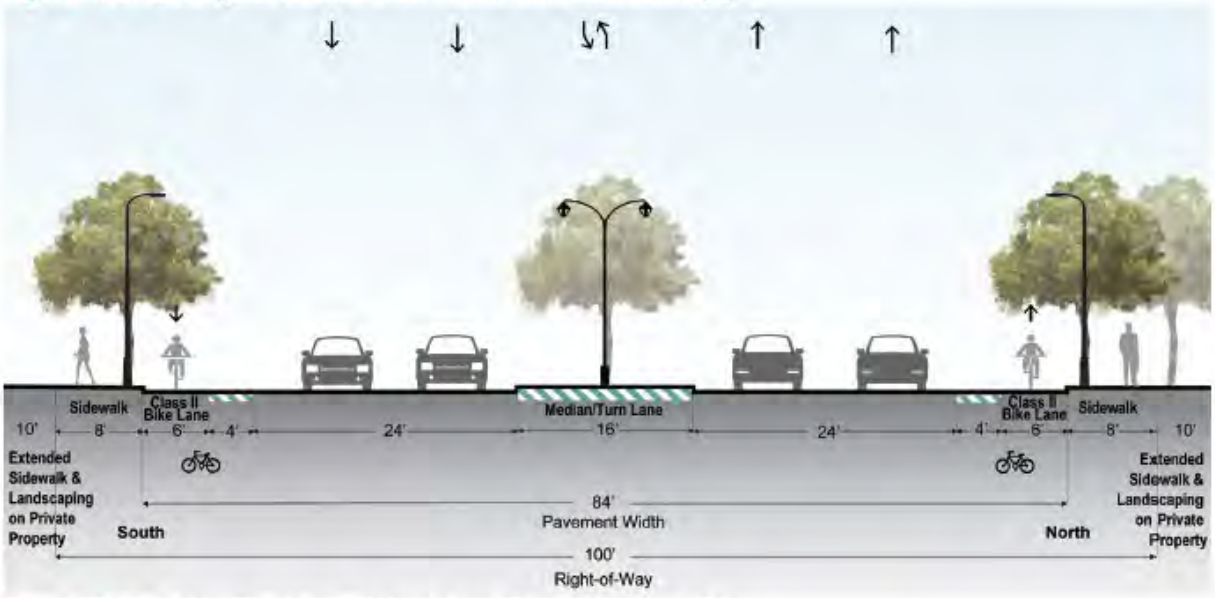
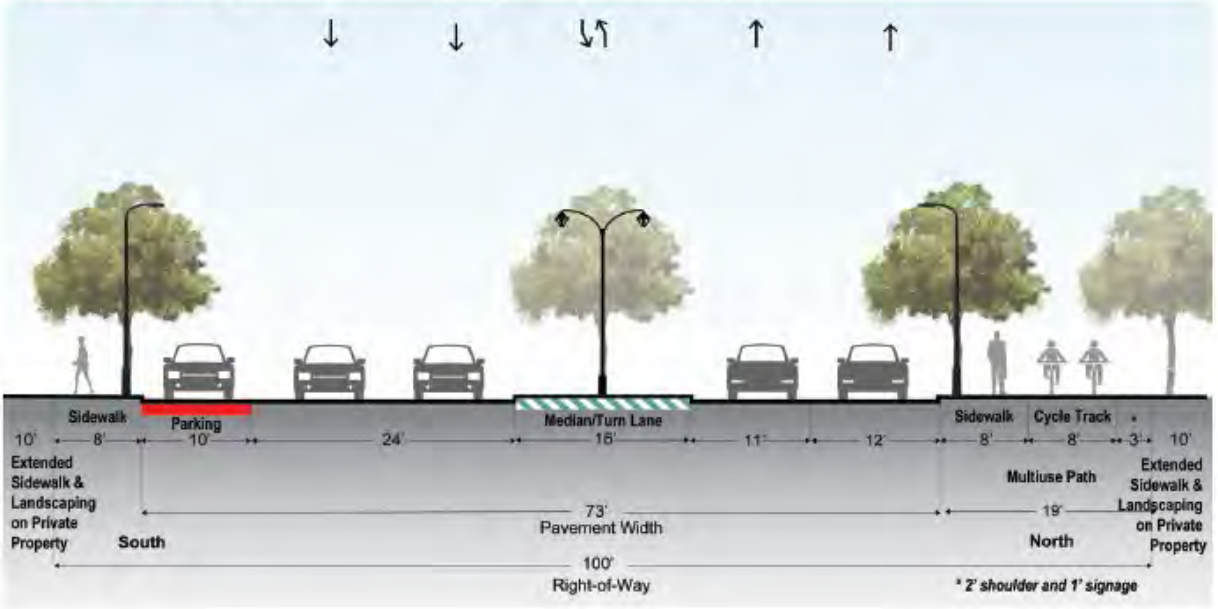


Figure 4.13: Los Angeles Avenue West - Long-Term Alternative (2)



Tapo Street recommendations

Figure 12 shows the short-term and long-term alternatives for a complete streets approach to Los Angeles Avenue. The short-term, 'simpler' option proposes parallel parking and bike lanes on either side of the street. The longer-term option is similar but with separated bike lanes with a buffer to increase bike safety.

Figure 12 – Long term and short term alternatives for Los Angeles Avenue

Figure 4.16: Tapo Street - Short-Term Alternative (1)

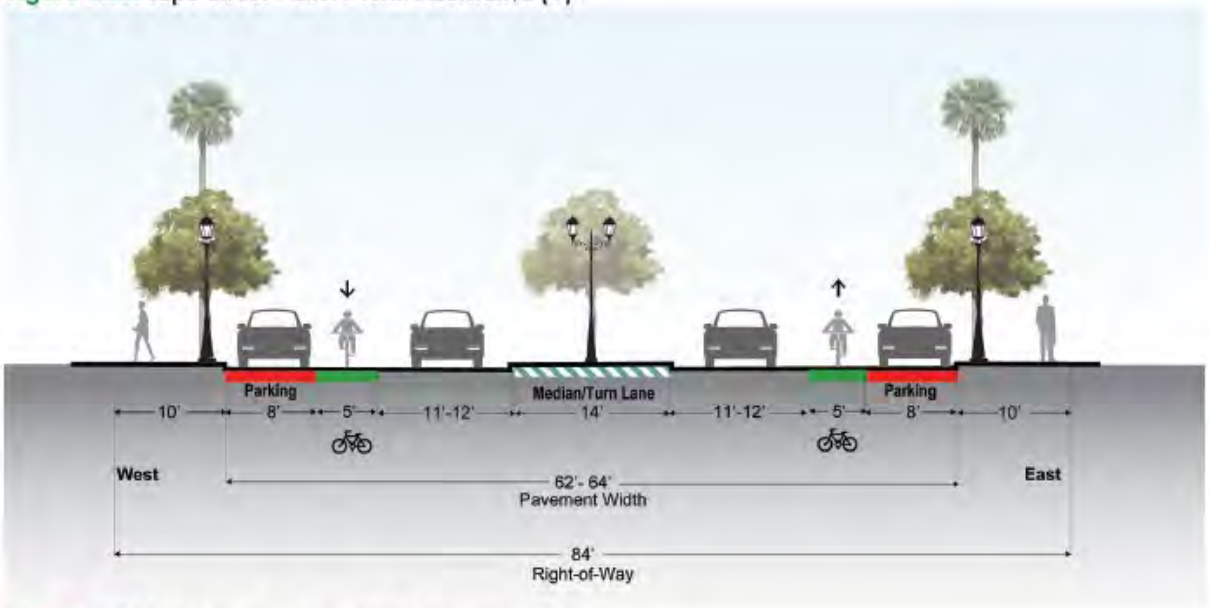
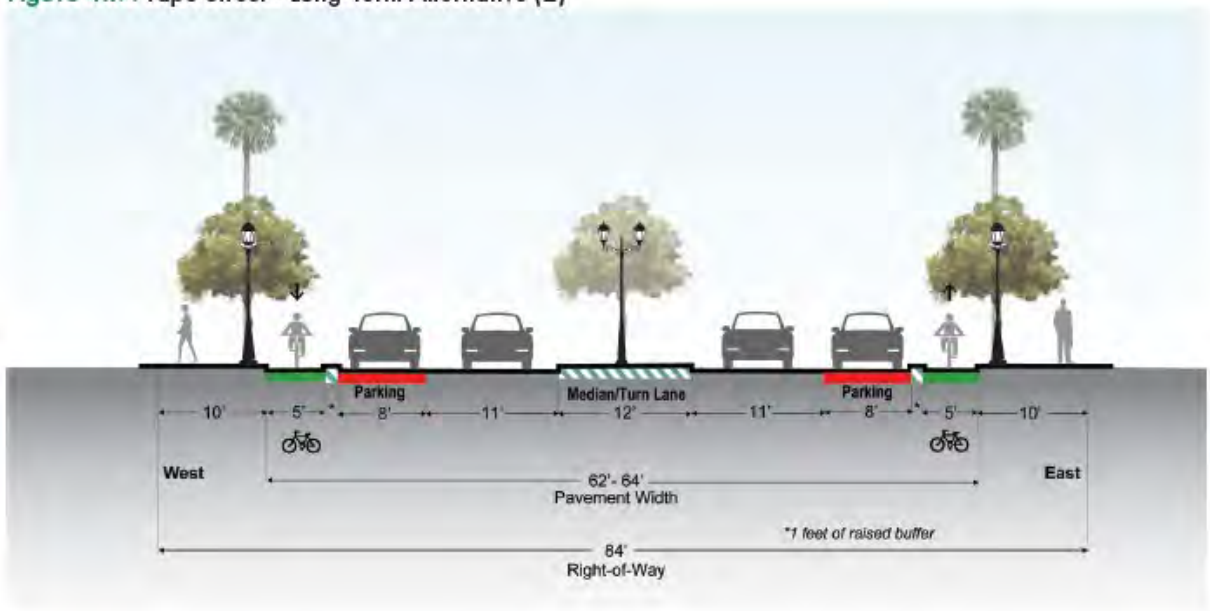


Figure 4.17: Tapo Street - Long-Term Alternative (2)



It should be recognized that all the complete streets scenarios in the Specific Plan will require significant public investment and removal of travel lanes to accommodate protected bike paths and/or parking. As such it is likely that even the 'short-term' scenarios will take a number of years to implement, dependant upon available funding, and transit demand growth as a result of increased development and public will. These are goals for the streetscape within the Specific Plan that may take many years to evolve.

- Streetscape - alternatives for the configurations include proposed streetscape (including utilities, signage, medians) and complete streets designs (pedestrian, bicycle, transit).
- Pedestrian – influence on pedestrian realm including infrastructure enhancements (curb cuts/extensions, high visibility crosswalks, adjusting vehicle speed limits) to improve circulation and safety.
- Bicycle – influence on bicyclist's experience traveling on shared roadway and amenities offered at destinations to provide greater sense of security.
- Access to Transit - showing the proximity of transit lines and stations to proposed development, improve transit service and reliability to increase transit usage/ridership.
- Vehicular Mobility - impacts of repurposing vehicle travel lanes such as delay during peak hour traffic.
- Parking – strategies and policies related to on- and off-street parking demand.

Implementation

The adoption of the Specific Plan by the City will not, in itself, jump-start economic activity and the development of the areas into a walkable/downtown district. Instead, the Specific Plan proposes a 'vision' of how these areas should look like through the subzones, the development standards, and mobility scenarios. Ensuring this vision is realized requires a number of implementation measures such as allowing for streamlined project approvals, obtaining funding for changes in the public right-of-way, etc.

These implementation measures range from short-term (within 5 years), to long term measures (between 5 and 20 years). They also range from specific improvement projects, such as increasing shaded trees in the right-of-way, to strategies such as creating a parking strategy for the Specific Plan areas. A full description of the measures can be found in the draft Specific Plan.

General Plan Amendments/Zone Change/ Zone Text Updates

A number of General Plan text and map amendments are proposed with the Specific Plan to ensure consistency between the two plans with regard to policies and goals. One aspect will be updating the maximum density allowed in Mixed-Use areas in the General Plan to take into account the Community Benefit Bonus in the Specific Plan. The allowable Levels of Service within commercial areas will also need to be updated as some elements of the Mobility Plan for the Specific Plan that involve repurposing lanes may result in Levels of Service below current levels laid out in the General Plan.

The Zone Text updates are limited to updating sections of the Municipal Code that deal with the Mixed-Use zones and density bonuses, etc., that will be superseded by the Specific Plan and updating the Zoning Map to reflect the parcels that will be within the new Specific Plan areas.

Neighborhood Council Project Overview for the Envision Simi Specific Plan

II. Discretionary Statement

The approval of the Envision Simi Specific Plan will require a General Plan Amendment and Zone Text Amendment to ensure the General Plan and Development Code are consistent with the changes implemented by the Specific Plan; and Zone Changes for the affected parcels. These components of the project will be considered by the Planning Commission for recommendation to the City Council which will be the final approving body for the project.

III. Environmental Review

A Mitigated Negative Declaration is being prepared for the project and will be circulated prior to the Planning Commission hearing as required by the California Environmental Quality Act (CEQA).

IV. Exhibits

Draft Specific Plan is attached. Note that the draft contains strikethroughs and comments reflecting final changes that the outside consultant is working on addressing prior to the Planning Commission hearing.

ENVISION SIMI DRAFT SPECIFIC PLAN

NOTE: This draft contains strikethroughs, edits in red and comments reflecting final changes that the outside consultant is working on addressing prior to the Planning Commission hearing

1.0 INTRODUCTION

1.1 Administration

Purpose and Plan Authority

The ***Envision Simi Valley Los Angeles Avenue Corridor & Tapo Street Area Specific Plan*** (Specific Plan) is a regulatory plan that implements the goals and objectives of the City's General Plan. It establishes a clear and specific vision for the future of the study area to enable the City and property owners to reshape the public and private realms according to that vision. The California Government Code authorizes cities to adopt Specific Plans under Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Specific Plans may be adopted by resolution, becoming policy, or by ordinance, becoming regulation. Public hearings before the Planning Commission and City Council are required before adoption.

This Specific Plan constitutes as the guiding document for all development standards and zoning for all properties within the study area. The Land Use Plan (see **Chapter 2.0**) replaces the current zoning designations and standards for the study area with customized standards designed to deliver development consistent with the City's and community's integrated vision. Development plans or agreements, tract or parcel maps, or any development of land use approval requiring ministerial or discretionary actions must be consistent with the Specific Plan which itself is consistent with the General Plan.

Study Area

The study area for the Specific Plan includes two areas: Los Angeles Avenue Corridor (from Sinaloa Road through Erringer Road) and Tapo Street Area (from Alamo Street through Los Angeles Avenue, extending towards the Metrolink Station - high quality transit area). See **Figure 1.1** for a map of the Specific Plan node. The boundaries for these two areas were informed by the boundaries of opportunity areas defined in the General Plan and overlay districts identified in the Municipal Code with input from the City.

Relationship to Other Plans

Between 2021 and 2023, the Housing, Safety and Noise, Mobility, and Community Development Elements of the City's 2012 General Plan were updated. The General Plan is a policy document that establishes a comprehensive and consistent framework for local land use decision-making. The general plan and its maps, diagrams, and development policies form the basis for the City's zoning, subdivision, and public works actions. Under California law, no Specific Plan, area plan, community plan, zoning, subdivision map, or public works project may be approved unless the City finds that it is consistent with the adopted general plan.

The Simi Valley Development Code (Zoning Ordinance), Title 9 of the Simi Valley Municipal Code (SVMC), establishes several overlay districts which overlap the study area. This Specific Plan wholly replaces the Tapo Area Planning Overlay (TAPO) District and the Los Angeles Avenue Planning Overlay (LAAPO) District and ***supersedes the provisions of other overlapping districts and underlying zoning designations.***

The City has one two public realm plan documents applicable throughout the whole city: the Citywide Design Guidelines (2010) and the Landscape Design Guidelines (~~recently updated in~~ 2015). This Specific Plan ~~updates provisions and~~ supersedes requirements in these documents ~~for landscaping and public realm improvements in the Citywide design guidelines along Los Angeles Avenue and Tapo Street~~ within the study area.

Definitions

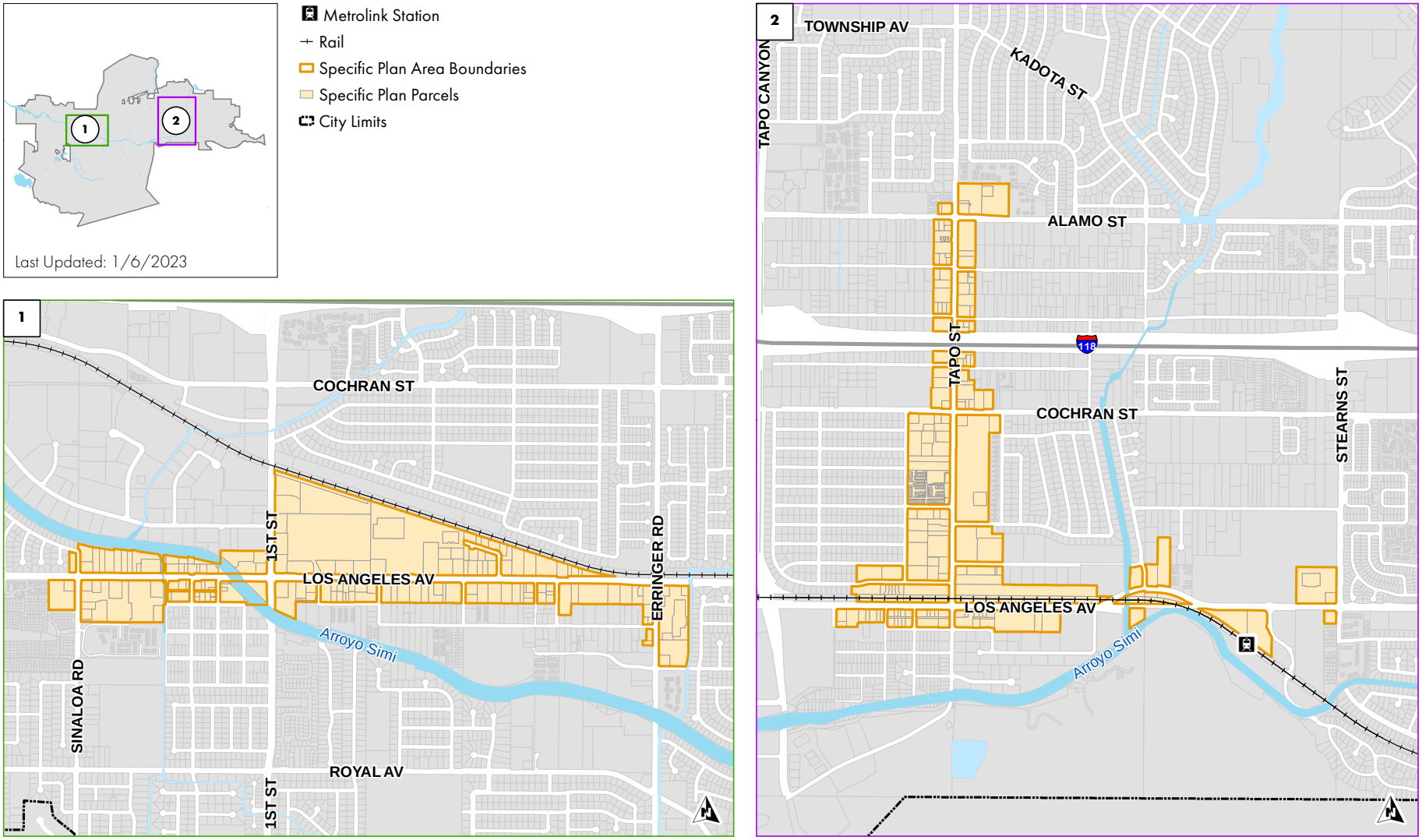
The definitions of words, phrases, titles, and terms used in this Specific Plan and not otherwise defined herein shall be the same as provided in SVMC Chapter 9-80.

Active Ground Floor Use. Active uses that attract pedestrian activity, provide direct public access from the sidewalk or public open spaces, and conceal uses designed for parking or other non-active uses.

Façade. A building's exterior skin, which sets the stage for the look and feel of a development and serves as the primary form of protection against external weather elements.

Frontage. The exterior building wall on the side of the building that fronts or is oriented towards a public street, highway, or parkway. Frontage shall

Figure 1.1: Specific Plan Boundary Map
Source: Gruen Associates, City of Simi Valley



1. Los Angeles Avenue Corridor

2. Tapo Street Area

be measured continuously along the building wall for the entire length of the business establishment, including any portion not parallel to the remainder of the wall.

Ghost/Cloud Kitchen. A restaurant establishment housing multiple food vendors that is designed with shared kitchen facilities and no indoor dining areas. Customers typically submit orders in advance. See also "Restaurants - Take-out only"

Gross Floor Area. The area included within the surrounding exterior walls of a building, or portion thereof, exclusive of vent shafts and courts.

Intensity. Refers to the amount of development density and other uses concentrated within a defined area.

Infill. Building within vacant and underutilized lands within an existing developed area.

Mixed-Use. A development that provides both residential and nonresidential uses. A mixed-use development may include vertical mixed-use, with residential units located above nonresidential uses, as well as horizontal mixed-use, with residential units located behind or on the side of nonresidential uses.

Objective Design Standards. Objective design standards are defined under State law as "standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official prior to submittal" (California Government Code, Section 65913.4).

Parking District. An area with a defined boundary wherein curbside parking on streets or public highways is prohibited or restricted, unless the vehicle properly displays a parking permit, or wherein commercial developments are permitted to utilize or share off-site parking facilities.

Paseo. A paseo is a landscaped public place containing a path designed for walking and strolling and could also be for biking. Paseos could be a mid-block pedestrian connection or part of a larger trail system connecting neighborhoods, parks, schools, and city sidewalks.

Pedestrian-scaled design. Elements of a building environment that are eye-level to an average human size and perception.

Primary Street. A Primary Street shall be the primary frontage for development which prioritizes front door access to the land uses provided.

Project. The planned construction of a building(s) or structure(s) on a site which includes one or more combined parcels in the application.

Rambla. A tree-lined pedestrian path located in the median.

Secondary Street. The Secondary Street shall be the secondary frontage for development which can include front door access to the land uses provided, but also prioritizes service access along secondary roadways.

Spillover Parking. On-street parking in adjoining neighborhoods by patrons of nearby commercial or mixed use development.

Step-back. Recessing of the upper floor(s) of the building, beyond the first floor.

Step-back Plane. Imaginary inclined plane that defines the building envelope to preserve a minimum threshold of light and air access and to limit the impact of new developments on adjacent properties and uses.

Storefront. The façade or entryway of a retail store, typically including one or more display windows, located on the ground floor or street level of a commercial building.

Streetwall. Any exterior wall of a building abutting a public street and located at the setback line.

Study Area. Refers to both the Los Angeles Avenue Corridor and Tapo Street Area as identified in **Figure 1.1**.

Superblock. A block that is over 500 feet long in at least one dimension, which is the maximum typical distance that is considered "pedestrian friendly" to average individuals.

Transparency. The quality of allowing light to pass through so that objects behind can be seen.

Urban Design. The aesthetic characteristics of urban spaces between and around buildings, including physical elements that make up the streetscape and the combined visual effect of building façades and other structures.

360-degree design. To avoid a monotonous façade design, 360-degree design refers to the full articulation of all building facades to be aesthetically pleasing from all angles, and all sides of the building are detailed to be complementary in architecture, massing, and materials to the primary street elevation or front facade.

1.2 Project Background

The City of Simi Valley (City) acquired state grants from two California Department of Housing and Community Development (HCD) grant programs: Senate Bill 2 Planning/Technical Assistance (SB 2) and Local Early Action Planning (LEAP). The goals behind these grants are to financially assist local governments with accelerating housing production, streamlining the approvals of housing, and increasing California's affordable housing stock. To accomplish these goals, the City allocated these grants toward developing this Specific Plan for two key areas in the City-- the Los Angeles Avenue Corridor and the Tapo Street Area. The City also allocated funds from these grants toward updating the economic development strategy for these two areas and the Implementation Chapter of the Specific Plan. The ultimate goal is for the City to establish zoning and policy to encourage housing construction, attract new businesses, and increase the quality of life in Simi Valley.

To accomplish this, the City assembled a Project Team including Gruen Associates (planning, architecture, urban design, and outreach), Terry A. Hayes & Associates (environmental services), Iteris (traffic and transportation), KPFF Consulting Engineers (civil and infrastructure), and Land Econ Group (economy/market research).

City History

The City's rich history begins with the Chumash people, who lived in Simi Valley until the 1880s, and had settled much of the region from the Salinas Valley to the Santa Monica Mountains. The two Chumash villages in the area - Shimiji (or Shmiyi) and Ta'apu - are the origins of the City's name, while Tapo Street and Tapo Canyon are the namesakes of Taa'apu.

In 1795, San Jose de Nuestra Senora de Altagracia y Simi was granted to Santiago Pico, one of the 240 colonists from Mexico, by Spanish Governor Diego de Borica. The land consisted of approximately 113,000 acres. The Pioneer period in Simi Valley began with the 96,000-acre purchase of El Rancho Simi by an eastern speculator named Thomas A. Scott. The earliest ranchers arrived in Simi Valley in the late 1860s and 1870s. Much of the Rancho Simi was used for raising sheep, cattle and grain including wheat and barley. Agriculture and ranching dominated the Simi Valley landscape through the 1950s, and in the early 1960s modern residential development started.

As an agricultural community, ranch houses were sprinkled throughout the Valley and four distinct communities existed prior to modern residential development, which were the township of Simi, Santa Susana, Community Center, and the Susana Knolls. The 1950 population of about 4,000 doubled to 8,000 in 1960, and by 1970 the population in Simi as reported by the census was almost 60,000. The City was incorporated in 1969 under the general laws of the State of California and operates under a General Law/council-manager form of government. The City is now the third largest of Ventura County's ten cities with an estimated population of 126,380 ~~(City staff will update with historic context) d~~

Summary of Outreach Activities

The City and the Project Team underwent an extensive public outreach effort to collect comments and feedback regarding the study area. Outreach activities included three (3) pop-up events, three (3) community workshops, presentations to neighborhood councils, and interviews with members of the business community.

Project Website

The Project Team developed and maintained a dedicated project website[(1)] which provided notice of project updates, upcoming outreach events, summaries of feedback heard at each event, and drafts of Specific Plan materials for public review and comment. The outreach boards used at in-person outreach activities such as pop-up events and community workshops were also provided in digital format on the website with a form so that stakeholders could provide feedback remotely.

Pop-Up Events

Over the course of the project, the Project Team conducted ***three (3)*** pop-up events where team members staffed information booths at large City-wide events and answered questions regarding the Envision Simi Valley project. At each pop-up, participants were given a summary of the project's goals and could place input on interactive boards.

Events

- **Pop Up 1:** April 30th, 2022 Street Fair
- **Pop Up 2:** August 2nd, 2022 National Night Out

(1) *envisionsimivalley.com*

- **Pop Up 3:** October 29th, 2022 Street Fair

Key Themes

» The City should retain its "small town" atmosphere.
» Affordable homeownership is a priority concern for residents, especially for first-time homebuyers.
» The Specific Plan and the economic development strategy update should investigate ways to encourage local businesses (especially restaurants) to stay in the City.
» Simi Valley's natural topography is an asset; the plans should encourage access to the Arroyo Simi and views to the mountains should be preserved.
» The City should retain a community-oriented atmosphere and maintain its aesthetic.
» The Specific Plan and the economic development strategy update should strengthen and support local businesses to thrive (with a specific interest in sit-down restaurants, cafés, and bars).
» The Specific Plan should consider requiring a greater percentage of affordable units per development and maintain an affordability threshold.
» There is a consensus that affordable homeownership opportunities (e.g. condominiums) are preferred over rental units.
» The community is interested in increasing mobility options by adding bike lanes, improving bus operations, decreasing parking for key commercial uses (e.g. restaurants), and improving connectivity to the train station.

Community Workshops

The Project Team conducted three (3) community workshops. Each event was held in the evening to make it easier for as many community members as possible to attend. The workshops included an open house gallery showing the same display boards from the pop-up events with time for participants to provide their input on the interactive boards followed by a presentation that discussed issues, challenges, and potential opportunities.

Workshop 1, attended by approximately 40 community members, was focused on introducing the scope of the project. The community was presented with the project's background and existing conditions, an overview of existing zoning and the Specific Plan process, and preliminary goals of the project based on City input and initial outreach efforts at the April 30th Street Fair.

After further development of the goals and objectives for the Los Angeles Avenue Corridor and the Tapo Street Specific Plan Areas, the visions and proposed preliminary land use concepts were introduced in Workshop 2, attended by approximately twenty (20) community members.

In summary, all of the workshops executed the following format and intent:

- Introduce the public to the project and specific plan process & methodologies.
- Present our initial review of existing conditions.
- Get more feedback on what should and shouldn't be included in the Specific Plans study areas for Los Angeles Avenue Corridor and Tapo Street.
- Share some high-level opportunities and constraints analysis.
- Discuss what is currently being proposed in the Specific Plans areas such as the visions, goals and objectives, concepts for land use, and mobility/transportation.

Events

- **Workshop 1:** June 16th, 2022 at the Simi Valley Public Library
- **Workshop 2:** October 19th, 2022 at Sinaloa Middle School
- ~~**Workshop 3:** TBD~~

Key Themes

» The key to revitalizing the corridors is to preserve and enhance existing long-time businesses and attract new economic development.
» The surface parking lots in both Specific Plan Areas are consistently empty and have an overabundance of available parking spaces year-round. There was general support for repurposing underused parking lots for things such as pocket parks or mixed-use.
» Current requirements for parking, such as providing four (4) stalls/1,000 square feet of commercial space, make multi-story mixed-use projects difficult to build as the current parking requirements would necessitate large on-site parking structures.

Figure 1.2: Photos of Pop-Up Events and Community Workshops

Pictured: Various public outreach events conducted in 2022, including: **(1)** *interactive outreach board focused on facilities and amenities,* **(2) and (7)** *Pop-up Event #1,* **(3) and (4)** *Pop-up Event #2,* **(5)** *Community Workshop #2, and* **(6)** *Community Workshop #1*

- » Other modes of mobility should be prioritized on the streets such as bicycling and walking.
- » Opportunities for affordable first-time homeownership is limited and expensive in the City, and there is a desire for more senior housing.
- » Taller buildings (5+ stories) be placed at the interior or rear of sites so as not to crowd the street or impact view corridors.
- » Pedestrian improvements and safety in a multi-modal environment was high priority with high favorability for wide, landscaped sidewalks and street lighting along the major streets and in recreational areas. Car-sharing opportunities and other emerging technologies, such as electric scooters, can also lessen dependence on parking.
- » Improve the existing bus services, or create a shuttle service, to provide more frequent service and also help reduce parking demand. The existing bus service can at times take up to 45 minutes to get from the Los Angeles Avenue Specific Plan Area to the Metrolink Station.
- » Address how the water and sewer issues will be impacted from future developments, and address sustainability issues related to future development impacts or improve current conditions by other means.
- » The Kadota Fig community were concerned with any zoning changes that would require them to redevelop their properties and lose the single-family residential and moderate agricultural character the area.
- » The community was interested in the current status of a study for a new Metrolink Station on the west side of Simi Valley. They are interested in the development and utilization of the Metrolink Station to enhance and expand the mobility in the area and bridge the 10-mile gap to Moorpark.

Neighborhood Council Presentations

The Project Team made ***four (4)*** presentations to the City's Neighborhood Councils to inform members of the project's goals and progress.

Events

- **Neighborhood Council #1:** July 7th, 2022
- **Neighborhood Council #2:** July 12th, 2022
- **Neighborhood Council #3:** July 14th, 2022
- **Neighborhood Council #4:** July 19th, 2022

Key Themes

- » Development standards should address the potential issue of parking overflow in adjacent neighborhoods.
- » The Specific Plans should enable streamlining for affordable housing projects and should encourage usage of public transit.
- » The Specific Plan should address commercial vacancies and promote a strong local economy.
- » There is concern for water shortages and traffic impacts associated with new development, and the Specific Plan and its environmental document should address these impacts.

Steering Committee

The Project Team made one (1) ~~two (2)~~ presentations to the project's Steering Committee to inform members of the project's goals and progress after further developing the project objectives for the Los Angeles Avenue Corridor and the Tapo Street Specific Plan Areas. The visions and proposed preliminary land use concepts were introduced in addition to preliminary mobility concepts and alternatives.

Events

- **Steering Committee #1:** August 8, 2022
- ~~**Steering Committee #2:** TBD~~

Key Themes

- » Parking on Tapo Street will support the area as a destination.
- » Shared parking between property owners are difficult to implement. Successful examples are needed for the City to be able to share with property owners and developers. The City investing in public parking is a more implementable strategy.
- » East-West bicycle collisions are not as prevalent as North-South collisions. Residents utilize the Arroyo Simi for East-West travel.
- » The Metrolink improvements planned for 2028 at Los Angeles Avenue and Tapo Street will result in the loss of one of the three left turn lanes on the southbound side of Los Angeles Avenue.
- » A multi-use path on Los Angeles Avenue should be considered for a multi-modal environment.

Figure 1.3: **Precedent imagery used in public outreach materials**

Each image represents a concept or amenity which received overwhelmingly positive feedback during the outreach process, including: **(1)** *protected bike lanes,* **(2)** *street-facing commercial along Tapo Street,* **(3)** *wide sidewalks for both Tapo Street and Los Angeles Avenue with pedestrian amenities,* **(4)** *pedestrian-focused streetscape improvements such as trees and lighting,* **(5)** *medium-scaled (3 to five (5) stories) mixed-use developments, and* **(6)** *active uses with outdoor seating and dining areas.*

- » Lane reductions on Los Angeles Avenue should be considered, including an analysis of the traffic impacts and diverting to other parallel roadways. The City believes a significant number of users are not from Simi Valley but drive through Los Angeles Avenue as a bypass due to peak time traffic on the 118 freeway.
- » Height restrictions need to be evaluated in terms of identifying strategic locations for more intense development as opposed to applying a blanket one-size-fits-all approach.

Stakeholder Interviews

The Envision Simi Valley project includes a parallel effort to provide an update to the City's economic development strategy for the study area. The Project Team conducted a total of ***11*** interviews with property owners, business owners, developers, and City representatives to gain insight into the opportunities and constraints for business creation and property development in the area. Lessons learned from this feedback were incorporated throughout the Specific Plan including adjustments to development standards that inhibit economic development.

Other Engagement Activities

The Project Team also presented to the Chamber of Commerce to engage and get further input from the business community and property owners on the Los Angeles Avenue and Tapo Street Specific Plans' visions, goals, objectives, and developed concepts for the various plan components (land uses, mobility, etc.).

Events

- **Chamber of Commerce Event 1:** December 9, 2022 (Chamber of Commerce Networking Breakfast)
- ~~**Chamber of Commerce Event 2:** [TBD - Virtual Meeting]~~

Key Themes

- » Preservation of long-time businesses.
- » Economic policies that improve existing businesses and attract new economic development.
- » Provide land uses that allow daytime and nighttime activities to support local business.
- » Improve the public realm that will allow more pedestrians to shop, eat, work, and live in the Specific Plan Areas.

The City placed ~~a~~ comment boxes at three prominent city institutions: City Hall, the Library, and the Senior Center. The boxes were labeled with information about the Envision Simi Valley Project and were made available from September 2022 to February 2023. The feedback received prioritized historic preservation and architectural standards that supports architecture in character with the historic traditions of Simi Valley.

1.3 Vision

Vision Statement

The vision statement for each Specific Plan Area below was informed by existing adopted City plans and discussions with the City and community during the public outreach process described in the previous section.

Los Angeles Avenue Corridor

> *The Los Angeles Avenue Corridor, envisioned as Simi Valley's downtown, will become a pedestrian-friendly mixed-use environment and will be established as a focal point of activity that integrates commercial, entertainment, residential, and open space uses. Several existing shopping centers will be enhanced to include an engaging mix of uses with improved connectivity for multiple modes of transportation.*

Tapo Street Area

> *The Tapo Street Area will be enhanced to create a neighborhood identity authentic to its traditional scale and character as an intimate place of gathering. A pedestrian-oriented environment that integrates transit and bicycle connectivity improvements will promote and support diversity of high quality commercial and residential uses.*

Guiding Principles

A key ingredient in creating a dynamic, mixed-use environment is designing attractive and functional places where people want to be. To realize the visions for the Specific Plan Areas, the guiding principles listed below were developed to inform the goals detailed in the next section:

- Impacts on the adjacent residential neighborhoods should be minimized and the existing character and scale of adjacent low- and medium-density housing should be respected and maintained.
- Existing commercial corridors should be reinforced and enhanced through the introduction of new building types, a mix of housing and commercial uses, and placemaking strategies that create a unique brand and sense of place.
- Develop a phased approach for proposed public realm and capital improvement projects which will allow the community to transition to a more urban, pedestrian-friendly environment, and prioritizes future development projects within a framework of incremental change.
- Connectivity/mobility issues, at a high level, that go beyond the Specific Plans study areas should be addressed such as connecting to citywide destinations, the 118 freeway, Moorpark to the west, neighboring vistas, landscapes and natural features such as the Arroyo Simi.
- The pedestrian and bicycle experience should be enhanced to improve safety and close connectivity gaps that exist within the Specific Plan Areas in relation to citywide facilities.
- A diverse housing stock with products that are offered at a wide range of sizes and affordability should be promoted to accommodate seniors, first-time homebuyers, singles, and young families.
- Ensure that new housing developments are well connected through wider, tree-lined sidewalks, trails, paseos, bicycle lanes, and amenities such as convenient bicycle storage.
- The Specific Plan should account for shifts in economic activity and the growing need for outdoor amenities and multi-functional gathering spaces as a result of the Covid-19 and other public health concerns.
- The Specific Plan should be consistent with goals and policies of current and previous planning efforts including the General Plan and the Housing Element Update.

1.4 Goals and Objectives

The following goals were developed to establish the Specific Plan Areas as unifying and transitioning districts between the local community fabric and new development along the corridors. The goals take into account the existing conditions and reflects feedback heard from the community at engagement events. Each goal has a list of objectives which guide the policies outlined in the Land Use Plan, Mobility and Public Realm Plan, and Infrastructure Plan chapters.

***GOAL 01:* Create a Sense of Place.** *Enhance the existing commercial corridors with new building types and placemaking strategies to create a unique sense of place which fosters business and pedestrian activities and improves the quality of design for new developments.*

a. Increase the amount, variety, and quality of commercial uses (i.e. restaurants, retail, office, hotel, and indoor recreation) along major streets in the Specific Plans Areas.

b. Permit uses which are compatible with an active and walkable, mixed-use, transit-oriented community that limits new uses which are auto-oriented.

c. Encourage the ground floor frontage of major streets be devoted to active, pedestrian-friendly and street-facing retail, restaurants, gyms, live/work units, and similar uses.

d. For mixed-use and multifamily buildings, locate community rooms, gyms, offices, laundromats, and other active uses along the street.

e. For retail, commercial, and mixed-use buildings, locate building entrances along the street and not along a surface parking lot. Allow secondary building entrances to be located along parking lots located at the rear.

f. For residential and mixed-use buildings locate windows to promote transparency and engagement with street activity and privacy where residential-appropriate.

g. For all developments, locate buildings so that the parking does not dominate the street frontage.

h. Activate the ground floor through the inclusion of attractive overhead signage, awnings and canopies, louvers, seating areas, outdoor dining, and/or landscaping.

i. Create public-private gathering spaces, such as plazas and forecourts, that link to the major streets.

j. Include design standards which encourage "360° design" so that all sides of a building are visually interesting and engaging.

***GOAL 02:* Implement Focused Growth.** *Implement strategies that thematically promote a downtown mixed-use hub (Los Angeles area) and Main Street (Tapo Street area), preserves and enhance existing residential neighborhoods, maintains or improves access to the Arroyo Simi, maintains hillside views, and allows for transit-supportive development.*

a. Locate new retail in clusters at key intersections to maximize the success of businesses and tenants. Intersections of focus include: Los Angeles Avenue/First Street, Los Angeles Avenue/Sinaloa Road, Los Angeles Avenue/Erringer Road, Tapo Street/Alpine Street, Tapo Street/Cochran Street, and Los Angeles Avenue/Hidden Ranch Drive.

b. Permit the highest density of uses at strategic locations along Los Angeles Avenue and Tapo Street away from existing lower- and medium-density neighborhoods such as at these intersections: Los Angeles Avenue/First Street, Tapo Street/Alpine Street.

c. Permit neighborhood-serving community services such as a supermarket or food store, a food hall, ghost kitchen, sit-down restaurants, and/or other commercial dining opportunities, such as outdoor dining, upon likely redevelopment of surface parking lots.

d. Implement height requirements that transition building heights from denser developments along Los Angeles Avenue and Tapo Street to lower density residential on the periphery and outside of the Specific Plans area.

e. Require "step backs" along First Street, Los Angeles Avenue, and Tapo Street so the upper floors of buildings do not "crowd" the street and preserve vistas.

***GOAL 03:* Re-purpose Underutilized Properties.** *Improve the economic vitality and cohesive use of underutilized commercial and industrial properties that are vacant or have large surface parking lots along major streets.*

a. Permit infill developments with vertical and horizontal mixed-use structures consisting of neighborhood serving retail, restaurants, offices, multifamily residential, indoor and outdoor recreation facilities, and entertainment uses on existing underutilized land.

b. Permit convenience retail in mixed-use infill structures along the south side of Los Angeles Avenue, including uses that are complementary of long-time existing establishments for the preservation of the local businesses.

c. Allow for employment focused mixed-use, i.e., retail, offices, recreation projects, located near Tapo Street/Los Angeles Avenue and for the new envisioned downtown redevelopment opportunity at the Mountain Gate Plaza Shopping Center lot, to provide for daytime and night-time uses and activity.

***GOAL 04:* Foster Transit Use.** *Integrate development in the proximity of the existing Metrolink rail transit station within the Tapo Street Specific Plan Area to foster transit use and reduce dependence on cars, energy consumption, air pollution, and greenhouse gas emissions.*

a. Establish Los Angeles Avenue as a transit priority corridor for improved transit programming and local/regional mobility.

b. Include, as part of the streetscape strategy for Los Angeles Avenue and Tapo Street, the inclusion of bus shelters, seating, and other amenities such as bike racks at existing or planned bus stops.

***GOAL 05:* Incentivize Production of Housing.** *Address the lack of affordable housing, senior housing, and workforce housing. Encourage more housing options, home ownership, and access to public transportation through development incentives and other community benefits.*

a. Identify and convert commercial zones into mixed-use zones to allow existing buildings to include dwelling units to achieve live/work conditions.

b. Develop a focused land use and implementation plan that enables density limits appropriate for workforce and affordable housing.

c. Promote lot consolidation of adjacent residential parcels to better utilize available land.

d. Introduce design and development standards which permit a variety of "missing middle" housing types (i.e. duplexes, triplexes, courtyard apartments, etc.) that fit within the existing medium-density context while select locations for higher density to support new commercial development and the use of transit.

e. Permit residential developments in select locations to exceed the 35 dwelling units per acre (du/ac) maximum density for mixed-use if they provide a significant percentage of affordable units and other public benefits pursuant to the State Density Bonus Law.

f. Encourage the provision of new affordable "for sale" units to provide homeownership opportunities.

g. Reduce minimum residential unit sizes to make the construction of new housing developments (for sale and rental) less costly and suitable for young adults and seniors.

GOAL 06: Improve Connectivity to Key Destinations. *Address mobility issues to strengthen connections to destinations and activity centers within and beyond the study areas.*

a. Identify infrastructure projects in the short, medium, and long-term that will be important catalysts for development in the study areas and beyond, including "complete street"(1) improvements for Los Angeles Avenue and Tapo Street.

b. Create pedestrian connections through superblocks along Los Angeles Avenue and Tapo Street to support a walkable environment such as paseos.

c. Provide seamless connections between all of the uses, stores, places, public/private gathering spaces, parking, and activities.

GOAL 07: Accommodate All Transportation Modes. *Use complete street approaches for "right-sizing" streets that improve pedestrian safety and balance the needs of pedestrians, cyclists, and vehicles. Connect to neighboring active transportation assets such as Arroyo Simi and the Simi Valley transit station.*

a. Introduce standards or programs that result in long-term reductions in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT).

b. Evaluate enhanced bike and pedestrian infrastructure along Los Angeles Avenue and Tapo Street for opportunities to connect to the study areas and adjacent destinations such as the Simi Valley transit station and the Arroyo Simi, including key first/last mile connections to from the adjacent neighborhoods.

c. Evaluate impacts of repurposing travel lanes for bike lanes, bus lanes, and/or on-street parking as it relates to truck traffic, local vehicular traffic, and regional vehicular traffic.

d. Integrate the use of emerging technologies and micro-mobility options which may include on-demand scooters and e-bikes.

GOAL 08: Create Indoor and Outdoor Recreation Opportunities. *Introduce a variety of new open space and recreational opportunities at the private realm level through incentives for the provision of community benefits.*

a. Permit indoor recreation uses programmed for older kids, teenagers, or seniors near centers of activity.

b. Encourage the use of balconies, terraces, amenity decks, and other open spaces.

c. Promote paseos, pocket parks, plazas, and other publicly-accessible open space that connect the residential neighborhoods within the study areas and other destinations such as the Arroyo Simi and the Simi Valley Metrolink Station.

d. Require new large development projects to provide access to high-quality on-site publicly-accessible open spaces in commercial or mixed-use centers for respite, socialization, and recreation.

e. Organize active uses next to open spaces to promote accountability and safety.

f. Consider recreational space on rooftops of buildings.

g. Enhance and/or complement the Arroyo Simi and the Metrolink railway as public open space amenities.

h. Permit setbacks along the Arroyo Simi to enhance sidewalks to promote better walkability/bike-ability ~~(meandering paths)~~ and for retail outdoor dining uses.

(1) *"Complete Streets" refers to streets that have amenities for bicyclists, pedestrians, and motorists. Complete streets often include bike lanes and pleasant landscaping.*

GOAL 09: Enhance the Public Realm and Streetscapes. *Prioritize internal connectivity and a vibrant pedestrian environment along major corridors through wide sidewalks with parkway amenities such as bicycle parking, sitting areas, pedestrian lighting, and street trees.*

a. Identify strategic locations along Los Angeles Avenue and Tapo Street, including the Los Angeles Avenue/First Street and Los Angeles Avenue/Tapo Street intersections for pedestrian improvements such as:

   - » Gateway features and plazas.
   - » Traffic-calming measures.
   - » Wayfinding signage and other placemaking signs placed in landscaped medians and along sidewalks.
   - » High visibility crosswalks at all intersections.
   - » Pedestrian amenities and furniture such as street trees, lighting fixtures, benches, bus shelters, and waste receptacles.
   - » Pedestrian refuge islands at raised medians.

b. Consolidate curb cuts that are shared among multiple projects to improve the pedestrian experience.

GOAL 10: Adopt Innovative Parking Strategies. *Consider multiple parking strategies including streamlined shared parking agreements between adjacent uses, removing required parking minimums near the transit station per recent State legislation, and on-street parking through roadway re-striping.*

a. Implement parking reductions for key commercial uses such as restaurants and group fitness.

b. Add on-street parking to Tapo Street to replace surface parking spaces that may be eliminated by future infill development.

c. Near the Simi Valley Metrolink Station along Los Angeles Avenue, eliminate parking minimums to encourage the use of transit, reduce emission of greenhouse gases, and encourage more affordable housing production.

d. Enable a parking district or similar tool to address:

   - » Shared parking structures.
   - » Future commuter parking.
   - » Spill-over parking from and in the adjacent residential areas.
   - » Dispersed parking structures to provide the convenience and ease of access that customers demand.

e. Provide development incentives for shared parking agreements between adjacent or nearby properties.

f. Evaluate impacts of the parking strategies on adjacent local streets, such as potential overflow parking.

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2.0 LAND USE PLAN

2.1 Land Use Plan Methodology

This chapter establishes new Specific Plan designations (zones) for the Los Angeles Avenue and Tapo Street study areas shown in Figure 2.1. These zones apply development standards in line with the City and community's visions for these areas, which are detailed in the subsequent chapter. This subsection describes the methodology used to develop these new zones.

General Plan and Housing Element Consistency

The Land Use Plan is consistent with the intent and policies of the City's General Plan and the most recent Housing Element Update (2023). The Housing Element describes a series of existing policies and programs that address the provision of housing throughout the City and establishes new programs as necessary.

Although the Land Use Plan is consistent with the goals and objectives of the General Plan's growth strategies for the Los Angeles Avenue and Tapo Street Subareas, General Plan amendments will be needed to revise the Subarea maps to reflect the Specific Plan boundaries defined in this plan and the density bonuses for community benefit, provided in the Community Benefits Bonus Section of Chapter 3.

Infill Strategy

Chapter 3: Community Development Element of the General Plan (2021) (Page 3-8) identified both the Los Angeles Avenue Corridor and the Tapo Street Area as areas for "infill" in its Growth Diagram. The General Plan expects these areas "to improve and evolve through infill, reuse, and redevelopment including the addition of new land uses". As such, the Land Use Plan prioritizes an infill-based approach, meaning that much of the anticipated development will take place in vacant land area or parking lots and many of the buildings and long-time businesses that are present today are expected to remain in place, particularly along the south side of Los Angeles Avenue.

General Plan Subareas and Goals

During the General Plan Update process, ten areas ~~(plus the Towne Center)~~ were identified opportunity sites for land use changes, including three which overlap the Specific Plan study area. The Land Use Plan is consistent with the General Plan's intentions for the use, design, character, and implementation of these subareas. Relevant goals listed in the General Plan for these subareas are reproduced below.

Tapo Street Corridor Subarea

See Figure 2.1 for a map of the Tapo Street Corridor subarea as defined by the General Plan. Refer to the General Plan for sub-area labels.

- **General Plan Goal LU-23 Mixed-Use Corridor:** Redevelopment of the Tapo Street corridor enhances the economic vitality of its underutilized commercial properties through their re-positioning as a focal point of neighborhood identity and activity and incorporation of a diversity of commercial, office, business park, and residential uses developed in a pedestrian-oriented environment.

Los Angeles Avenue Subarea

See Figure 2.2 for a map of the Los Angeles Avenue subarea (Mountain Gate Plaza and the Simi Valley Plaza~~Towne Center Shopping Center~~) as defined by the General Plan. Refer to the General Plan for sub-area labels.

- **General Plan Goal LU-24 Enhanced Community Center:** Improvement of the economic vitality and cohesive use of underutilized commercial and industrial properties within the Los Angeles Avenue Corridor, capitalizing on the potential development of a new Metrolink station. This would reposition the area as a focal point of community identity and activity, incorporating a diversity of commercial, office, business park, and residential uses developed in a pedestrian-oriented transit village environment.

Los Angeles Avenue Transit-Oriented Development and Industrial Subarea

See Figure 2.3 for a map of the Los Angeles Avenue Transit-Oriented Development and Industrial Subarea as defined by the General Plan.

- **General Plan Goal LU-30 Transit-Oriented Mixed-Use Development:** Development in the proximity of the existing Metrolink rail transit station is concentrated and unified to foster transit use and reduce automobile trips, energy consumption, air pollution, and greenhouse gas emissions.

Figure 2.1: General Plan Map of Tapo Street Corridor Subarea

Source: City of Simi Valley

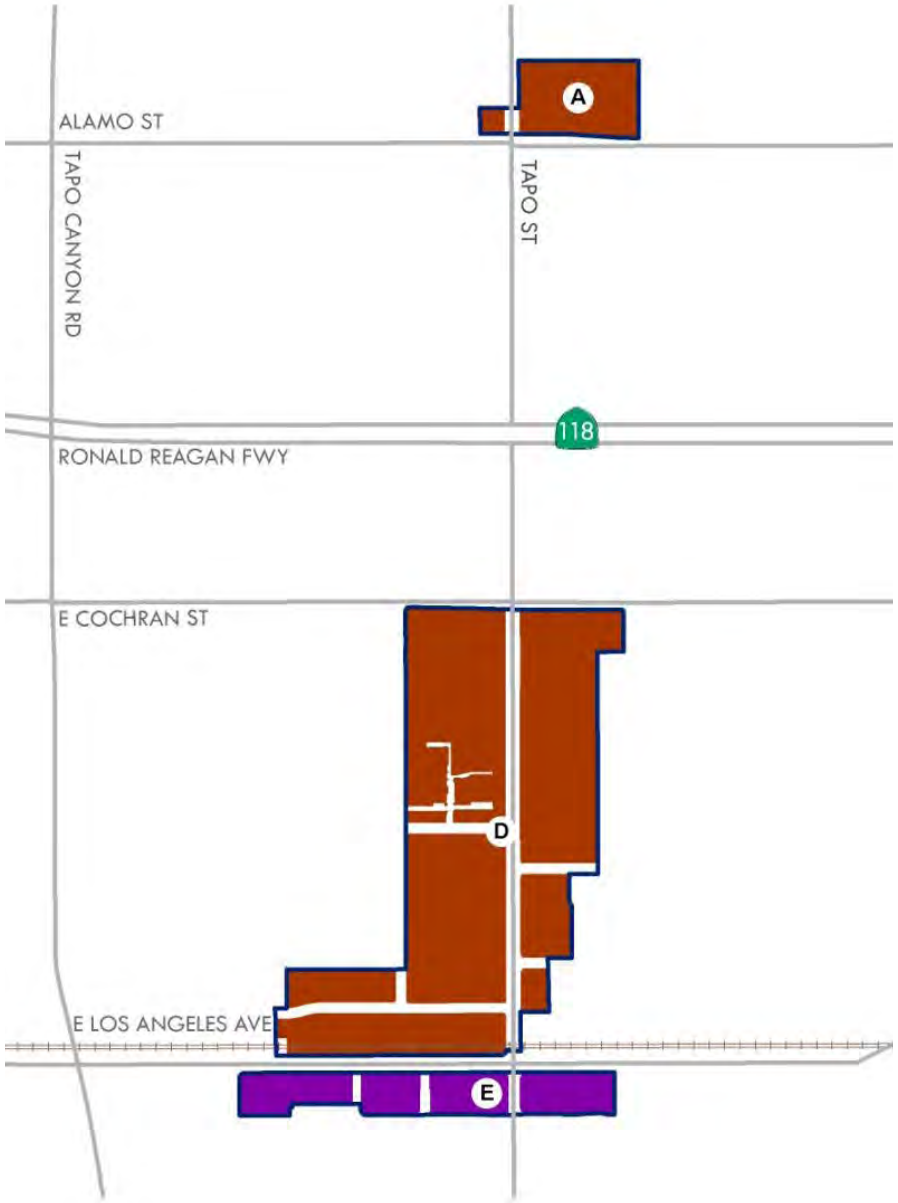
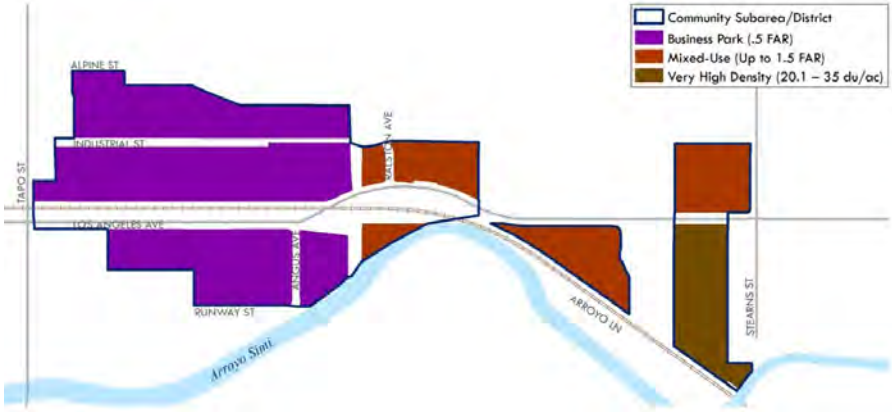


Figure 2.2: General Plan Map of Los Angeles Avenue Corridor Subarea

Source: City of Simi Valley

Figure 2.3: General Plan Map of Los Angeles Avenue Transit-Oriented Development and Industrial Area Subarea

Source: City of Simi Valley



Existing Density Bonus Programs

Currently, the maximum development density permitted in the Specific Plan Area is 35 dwelling units per acre (du/ac). The City has one two existing provisions which permit developments to build above the maximum allowed density permitted by the zoning ordinance,: the Mixed-Use Overlay District Parcel Consolidation Program (Section 9-44.105.H) ~~and the Density Bonus, Incentives and Concessions, Waivers (Section 9-31.020).~~ The City also abides by the applicable provisions of the State's Density Bonus law that allow increases in density. Many of the parcels with infill potential (e.g., large, mostly underutilized surface parking lots along the street) are within the Mixed-Use Overlay Zone and thus are eligible for the parcel consolidation program. The General Plan Community Development Chapter assumes participation in these adopted policies which would result in greater unit densities while still remaining consistent with the General Plan and Housing Element. The Specific Plan Community Benefits Bonus Program incorporates standards from the Parcel Consolidation Program and provides increased density for community benefits.

Housing Element Inventory Sites

The Housing Element sets forth a plan to meet the City's Regional Housing Needs Assessment (RHNA) allocation and identifies opportunity areas where new housing developments may be concentrated. These portions of the City include areas that are underutilized, those that offer opportunities for infill and intensification, and those with economically or physically obsolete development. The Housing Element identified several parcels in and around the Los Angeles Avenue Corridor and Tapo Street Area study areas as inventory sites.

Roughly one third of the City's total RHNA or 898 residential units total (see Table 2.1) were anticipated on inventory sites within the Specific Plan Areas:

- **Los Angeles Avenue Corridor.** Most of the inventory sites are within the Mountain Gate Plaza and Simi Valley Plaza shopping centers, which are currently within the existing Mixed-Use (MU) overlay district.

- **Tapo Street Area.** Most of the inventory sites and envisioned potential unit capacity is located within proximity to the study area: within 0.5 mile of the Metrolink Transit Station (along Cochran Street, Stearns Street, and Los Angeles Avenue); within the existing Mixed-Use Overlay district along Tapo Street south of the freeway.

Table 2.1: Housing Unit Capacity on Inventory Sites within the Specific Plan Areas

Housing Units by Affordability	Los Angeles Avenue Corridor	Tapo Street Area
Total Acres of Inventory Sites	**49 acres**	**14 acres**
Maximum Units for Inventory Sites(1)	**1,712**	**500**
Potential Unit Capacity for Inventory Sites(2)	**590**	**308**
Very Low-Income	24	-
Low-Income	6	-
Moderate-Income	6	-
Above Moderate-Income	2	-

Source: Simi Valley Cycle 6 Housing Element (2021)

(1) *Maximum units determined by using the destiny permitted by current zoning standards (35 units per acre) for the sites multiplied by the acreage.*
(2) *See the Housing Element, Appendix H3 Sites Inventory for a description of how the unit capacity for each site was calculated.*

The Land Use Plan takes into account these RHNA numbers and the Housing Element's assumptions for which subareas are envisioned to accommodate the majority of new units.

Land Use Scenarios

In order to identify the most suitable approach to adjust new land use patterns in the Specific Plan study areas, the Project Team completed a series of analyses on the study areas' existing conditions. One of these analyses included a Land Use Concepts and Alternatives Analysis, illustrates two land use buildout scenarios that tested different building types, densities, and land uses in each Specific Plan Area. The two scenarios were designed to be sensitive to the restrictions of Simi Valley Municipal Code Chapter 9.20, Zoning Map. Scenarios also considered economic, transportation, and infrastructure demands for the area to propose realistic incremental change.

Key takeaways from each scenario were presented to the community at pop-up and community workshop events, and were also posted to the City website with a form for participants to provide feedback. The Project Team and the City, with input from the community, determined the preferred land use scenario which would best suit the future of the study areas would predominantly be based on "Scenario 2: Expanded Infill" with derivatives from "Scenario 1: Strategic Infill".

The core elements incorporated from the preferred land use scenario for the Specific Plan's land use strategy include the following characteristics:

- The infill strategy creates higher-density concentrated nodes at strategic locations in vacant land and surface parking lots.
- The Land Use Plan consolidates several overlapping zones where appropriate and allows for mixed-use developments in more areas near key resources such as the Arroyo Simi and the Metrolink Station.
- The Land Use Plan encourages lot consolidation per the Mixed-Use Overlay zone's lot consolidation incentive for more efficient housing projects and shared parking arrangements.
- The permitted land use matrix permits key commercial land uses within walking distance to housing opportunities to create a pedestrian-friendly environment.

Key Neighborhood Uses

Through an analysis of the existing land use patterns, projected market demands, and community feedback, several desirable primary or accessory uses were identified as "key neighborhood uses." The Specific Plan's land strategy aims to remove barriers to including these critical land uses to achieve the goals and vision of the Specific Plan. This includes permitting these land uses in the Specific Plan zones and adjusting the design and performance standards that may inhibit their development.

- **Affordable Residential Units for Local Renters, Homebuyers, Seniors and Workforce Housing.** Outreach conducted for these Specific Plans has indicated a high demand for affordable housing units for local residents. Local residents, particularly the younger population with families, have expressed concerns with access to local affordable housing. Simi Valley has a proud history of multi-generational families, and the younger demographic wants the opportunity to continue residing in Simi Valley where their parents and grandparents have lived for decades. In addition, California state law requires certain development standards exceptions to allowed dwelling units per acre, height, and other items for projects that provide affordable housing.
- **Youth/Teen Centers.** Indoor recreation facilities with older child- and teenager-focused programming were among the most commonly requested land uses for these areas. These centers should offer local youth and teens regularly scheduled programs and activities to help activate the Specific Plan Areas as well as provide opportunities for indoor and outdoor recreation in the area.
- **Publicly Accessible Open Space.** Both Specific Plan Areas are lacking public park space. As a result, privately owned and operated open space that is publicly accessible is highly desired by the community to provide areas of passive recreation.
- **Publicly Available On-site Parking Spaces.** Outreach participants identified parking availability as a concern for the Specific Plan Areas. While the existing Metrolink/Amtrak station in the Tapo Street Area provides transit connectivity, the provision of publicly available off-street parking spaces especially in the Tapo Street Area is encouraged for medium and larger developments.
- **Food Stores, Supermarkets, and Restaurants.** These represent some of the most commonly requested land uses for the Specific Plan Areas. As such, food stores, supermarkets, and restaurants are permitted in all mixed-use zones.

2.2 Summary of Existing Land Use Conditions

Existing Zoning Designations and Overlays

Table 2.2, Figure 2.4, and Figure 2.5 summarize the several existing zoning districts and overlay zones applied to one or more parcels within the two Specific Plan Areas. The majority of parcels in both areas are zoned for commercial through the CPD (Commercial Planned Development) and CO (Commercial Office) zoning districts. Several overlay districts overlap with the Specific Plan study area, which are generally consistent with General Plan subareas (see page 23). In several cases, parcels are within multiple overlay districts. At present, most parcels within the Mixed-Use Overlay (MU) district are within the Specific Plan Area.

Los Angeles Avenue Corridor

Nearly every parcel is zoned for commercial through the CPD zone. Select few parcels south of Los Angeles Avenue between 3rd Street and 4th Street are zoned for residential through the RM (Residential Medium Density) zone. Apart from three parcels north of Mountain Gate Plaza along First Street, all parcels are within the LAAPO (Los Angeles Avenue Corridor Overlay) overlay district. Additionally, the parcels north of Los Angeles Avenue which comprise two large shopping centers are also within the MU ~~(Mixed-Use Overlay)~~ overlay district.

Tapo Street Area

Generally, the parcels between Cochran Street and Los Angeles Avenue are within the CPD zone and the MU and TAPO (Tapo Street Area Overlay) overlay districts. Several parcels along the rail corridor are zoned for industrial through the LI (Light Industrial) and GI (General Industrial) zoning districts. These parcels are also within the BP (Business Park) and/or TAPO overlay districts. Parcels north of Alamo Street and east of the Arroyo Simi channel are within the MU overlay with varying base zones. Parcels between Cochran Street and Alamo Street are zoned for commercial through the CO or CPD zones.

Existing Land Uses and Development Character

While much of the Specific Plan Areas is zoned for mixed-use through overlay zones, very few parcels have been developed as mixed-use today. The majority of parcels currently contain commercial uses including general retail and restaurants oriented in business centers and shopping centers. There are no parks in either Specific Plan Area, however there is a large adjacent park and community center near Los Angeles Avenue and Stearns Street in the Tapo Street area.

Most of the Specific Plan Areas are comprised of one- to two-story shopping plazas that span larger than average parcels generally ranging from 70-80 feet wide and are typically 300 feet deep. Most buildings are set back from the property line with surface parking lots between the front of the building and the sidewalk. The area along Tapo Street north of Cochran Street and south of Alamo Street is zoned as CO and CPD, however many of these parcels are legal nonconforming very low-density residential uses. Aside from this area, most other parcels within the Specific Plan Areas have land uses which are generally consistent with their assigned zone.

Los Angeles Avenue Corridor - Land Use Opportunities

The highest-density zones, including mixed-use, can be concentrated along the north side of Los Angeles Avenue and east side of First Street to reflect the potential for large-scale future development in the existing Mountain Gate Plaza Shopping Center. This site can catalyze future economic development in the this Specific Plan Area as the new Downtown of Simi Valley. This new Downtown destination can also integrate entertainment and employment-focused mixed-use. Careful consideration in the standards developed for this area will be for the preservation of clear visual connections to the Arroyo Simi. (Downtown Mixed-Use designation - DMU)

The parcels on the south side of Los Angeles Avenue can allow vertical mixed-use which would benefit from lot consolidation, but may be adaptable to lower-scale horizontal mixed-use which will distinguish its character from the rest of the Specific Plan Area. An important feature outside the Mountain Gate Plaza Shopping Center is the Arroyo Simi. To leverage the Arroyo Simi, medium- to high-density vertical and/or horizontal mixed-use can be introduced and

Table 2.2: **Existing Zoning Designations within the Specific Plan Areas**

Zone	Description	Residential Density	Maximum Height (Primary Structure)
RE	Residential Estate	Up to 1 du/lot	2 stories, not to exceed 30 ft
RVL	Residential Very Low Density	Up to 1 du/lot	2 stories, not to exceed 30 ft
RM	Residential Medium Density	3.6 to 5.0 du/ac	2 stories, not to exceed 30 ft
RVH	Residential Very High Density	20.1 to 35.0 du/ac	3 stories or 40 ft, whichever is less
MU	Mixed-Use Overlay	Up to 35 du/ac	55 feet and 4 stories, except as provided by SVMC Section 9-26.050
CPD	Commercial Planned Development	n/a	48 feet and 3 stories, except as provided by SVMC Section 9-26.050
CO	Commercial Office	n/a	48 feet and 3 stories, except as provided by SVMC Section 9-26.050
CI	Commercial Industrial	n/a	48 ft
GI	General Industrial	n/a	48 ft
LI	Light Industrial	n/a	48 ft
LAAPO	Los Angeles Avenue Corridor Overlay	n/a	n/a
TAPO	Tapo Street Area Overlay	n/a	3 stories in area 'D' in **Figure 2.1**
BP	Business Park Overlay	n/a	48 feet and 3 stories, except as provided by SVMC Section 9-26.050
NVD	New Vehicle Dealer Overlay	n/a	n/a

Source: City of Simi Valley, 2022

integrated with pedestrian amenities along the Arroyo. Medium densities are more appropriate along the Arroyo, with publicly accessible features such as courtyards and other forms of open space lining it. The higher densities can located closer to the adjacent corridors Los Angeles Avenue and First Street. For parcels on the south side of Los Angeles Avenue, west of First Street, there is an opportunity to locate another cluster of higher vertical mixed-use densities along Los Angeles Avenue and blending to medium horizontal mixed-use densities where parcel constraints allow, such as the Woodland's Plaza shopping center. The difference in this critical mass of daytime and nighttime uses from the new Downtown at Mountain Gate Plaza could be the introduction of more pedestrian-scaled amenities such as pocket parks, internal walking paths, and open space that is integrated into the building types that blend with the lower intensity surroundings. (Downtown Corridor designation - DC)

Tapo Street - Land Use Opportunities

The highest-density zones can be concentrated along the east side of Tapo Street between Alpine and Cochran Streets for its future development potential on the surface parking lots of Santa Susana Plaza, and the Metrolink Station is a Transit-Oriented Development (TOD) opportunity site for future higher density development. At the Santa Susana Plaza, a high-density residential mixed-use environment complemented by a restaurant cluster, a varied network of public open space, and residential concentrated at the rear of the parcels facing the single-family neighborhoods to the east can distinctively create a "Main Street" sense of place that reflects existing character of the area. The Simi Valley Metrolink Station's surface parking lots have the potential to have high-density residential TOD with limited neighborhood-serving mixed-use primarily for the residents and commuters. Generally, the parcels on the west side of Tapo Street will allow vertical mixed-use, and is adaptable to smaller scale horizontal mixed-use and infill with residential concentrated to the west, facing the single-family neighborhoods. (Tapo Mixed-Use designation - TMU)

To leverage the industrial character in the southern portion of the Tapo Street Specific Plan Area, this area can remain employment-focused within an industrial village-like environment that integrates a diverse set of creative trades with limited retail and restaurants to serve the employees. (Tapo Business Village designation - TBV)

The parcels along Tapo Street, north of the 118 Freeway will allow limited vertical mixed-use densities and blend to medium horizontal mixed-use densities facing the adjacent low-density neighborhoods to preserve the lower-scale single-family, agricultural character of the area. Limited commercial uses will be neighborhood-serving such as a small market. (Tapo Kadota Fig designation - TKF)

Los Angeles and Tapo Street Areas - Land Use Opportunities

There is an opportunity to have "extended sidewalks" on private property with standards that either require or incentivize the provision of publicly-accessible open space. Active ground floor uses or attractively landscaped common open space can be complemented by extended sidewalks to reinforce vibrant and active pedestrian-oriented environments that allow for activities such as outdoor dining to complement potential mixed-use development.

Figure 2.4: Map of Los Angeles Avenue Existing Zoning

Source: Gruen Associates, City of Simi Valley

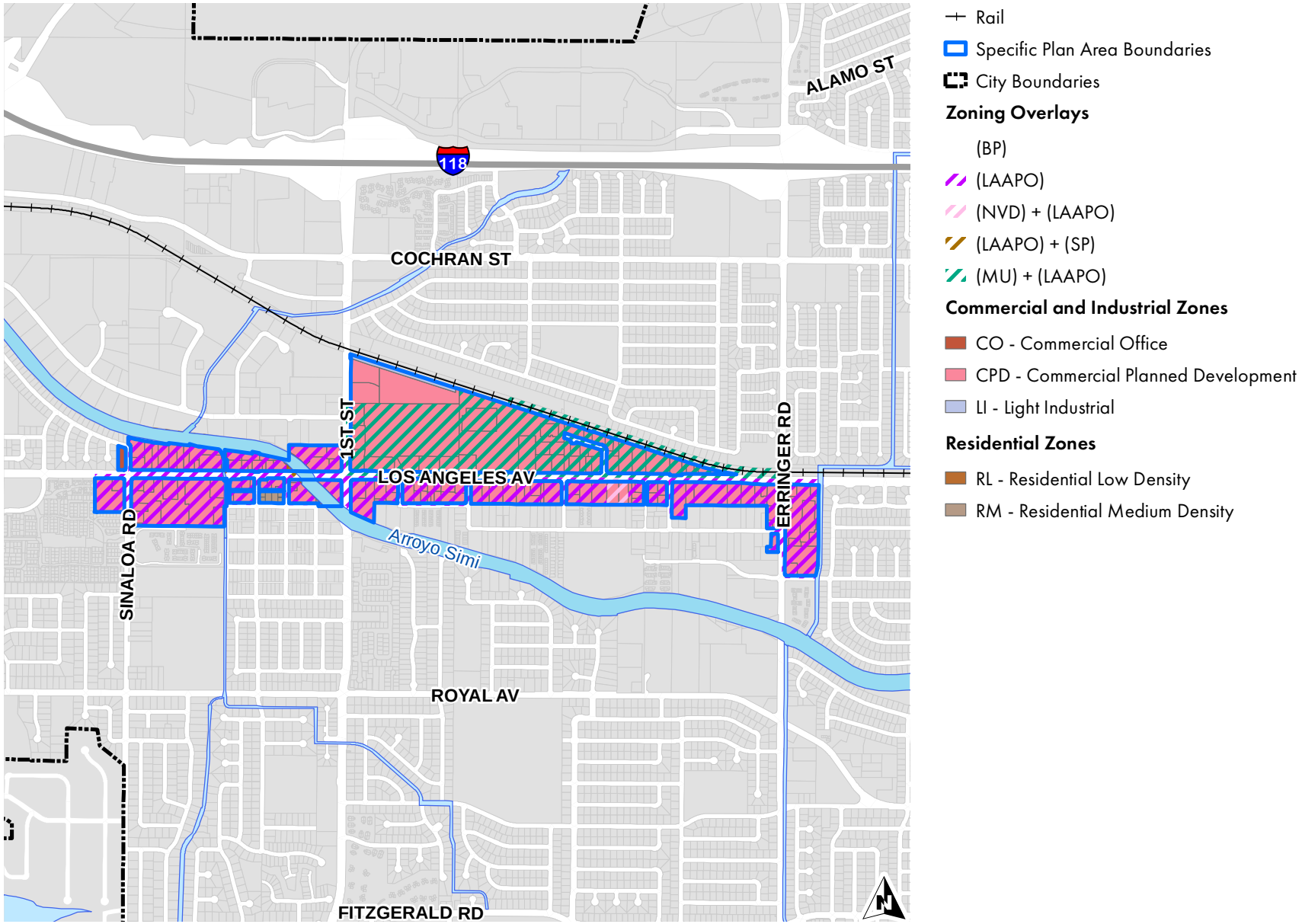
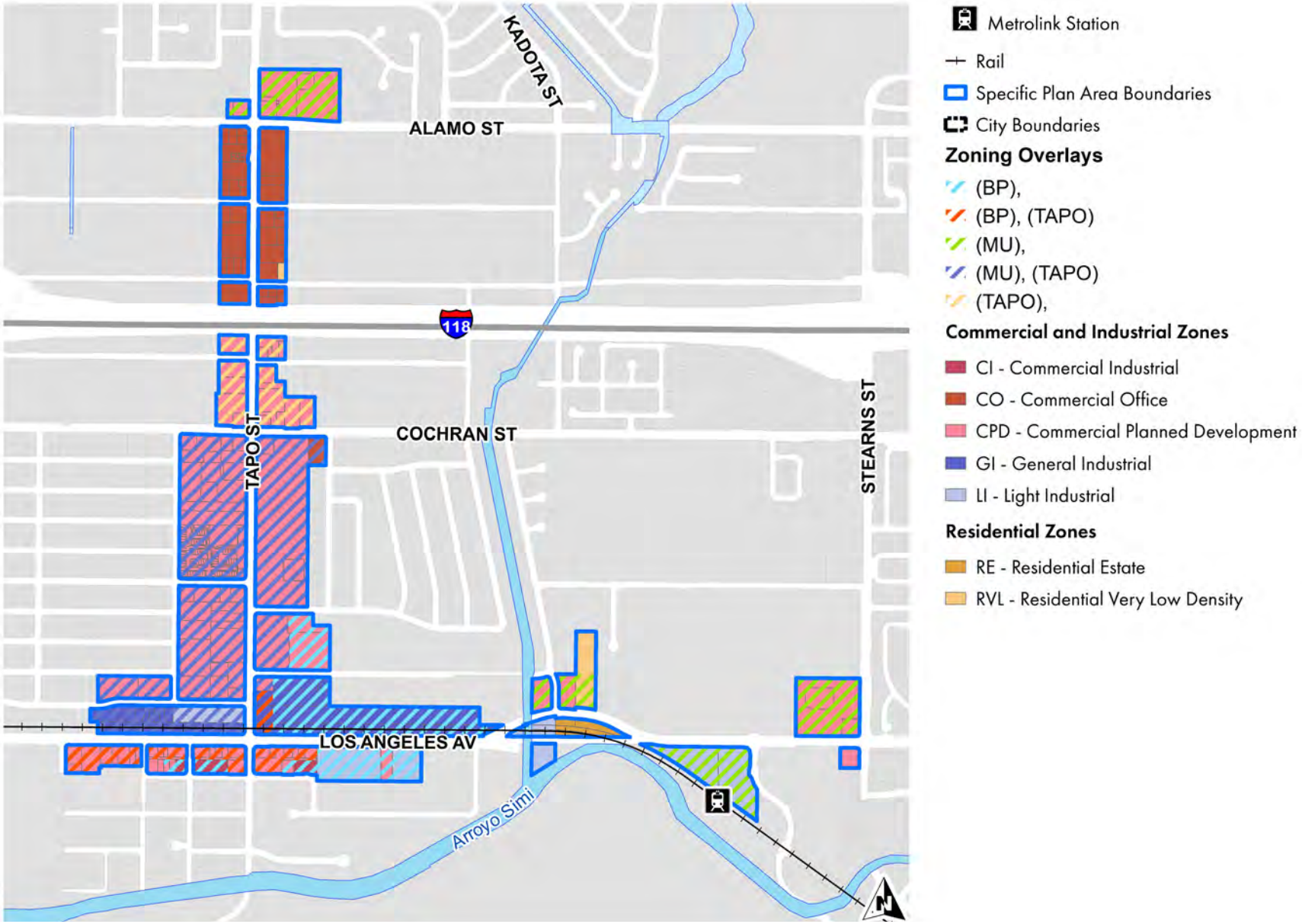


Figure 2.5: Map of Tapo Street Existing Zoning

Source: Gruen Associates, City of Simi Valley



2.3 Establishment of Specific Plan Zones

To establish the Specific Plan Areas as mixed-use, multi-modal districts that realize the vision and goals defined in Chapter 1.0, new specific plan land use designations (zones) which do not yet exist in the City are established. The new designations will take precedent over the Mixed-Use Overlay Zones for the Los Angeles Avenue and Tapo Street areas which includes the General Plan's Subareas and Development Code Mixed-Use overlays. The Zoning Ordinance will be the primary tool for regulating development outside the boundaries of the Los Angeles Avenue and Tapo Street Specific Plan Areas as defined in this subsection. This subsection describes the purpose and character of the five zones proposed in the Specific Plan Area (see Figure 2.6 and Figure 2.7). Permissible uses for each zone are listed in Table 2.3. The development standards applicable to each zone are specified in Chapter 3.0.

Los Angeles Avenue Corridor Specific Plan Zones

DMU – Downtown Mixed-Use

Downtown Mixed-Use is intended to foster a vibrant atmosphere as the heart of Simi Valley's new Downtown area, along with provisions for new housing opportunities and publicly accessible open space. The zone is applied to the parcels north of Los Angeles Avenue and east of First Street (currently Mountain Gate Plaza and Simi Valley Plaza), which the General Plan identifies for Mixed-Use and as inventory sites in the Housing Element. The Downtown Mixed-Use zone permits developments utilizing a phased approach to form a denser, more walkable atmosphere for the Downtown Mixed-Use area.

This zone is envisioned to preserve the interior tenant spaces in existing shopping centers with modernized street-facing buildings by introducing development standards that will allow an active front setback (e.g., landscaped, plaza or outdoor seating/dining space) along Los Angeles Avenue, require that surface parking lots be located to the rear or side of street-facing buildings, and permit shared-use parking lots and structures between adjacent uses.

Supporting General Plan Policies

- **Land Use Element Policy 19.** The City of Simi Valley will stimulate an integrated mix of commercial, office, entertainment, and housing to enhance pedestrian activity, enable residents to live close to businesses and employment, reduce automobile use, and actively engage with one another.
- **Land Use Element Policy 24.** The City of Simi Valley will improve the economic vitality and cohesive use of underutilized commercial and industrial properties and reposition the area as the focal point of the community.

DC – Downtown Corridor

Downtown Corridor continues to prioritize employment uses such as retail, grocery stores, and restaurants along Los Angeles Avenue, including the preservation of long-time existing businesses and residential components to create a downtown feel. The Downtown Corridor zone encourages private consolidation to cluster commercial, retail, and office, to achieve more efficient shared parking arrangements, better walkability, and a more identifiable sense of place.

New standards for this zone will reinforce the street-facing commercial along Los Angeles Avenue in visually interesting buildings closer to the sidewalk to foster a more pleasant and attractive pedestrian environment. Standards also ensure additional outdoor passive recreation opportunities in new developments through the provision of increased setbacks and amenities (e.g., outdoor dining, seating, plaza space, landscaping) along the Arroyo Simi.

Supporting General Plan Policies

- **Land Use Element Policy 4.** The City of Simi Valley will develop in respect, work with, and complement the natural features of the Arroyo Simi.
- **Land Use Element Policy 18.** The City of Simi Valley will continue to foster business activity by providing well-designed and attractive retail centers and corridors.

Tapo Street Area Specific Plan Zones

TMU – Tapo Mixed-Use

Tapo Mixed-Use is applied to parcels which are currently within the Mixed-Use Overlay to continue to promote commercial and entertainment uses in strategic locations that will provide vibrant daytime and nighttime activities such as mixed-use, restaurants, food stores, supermarkets, indoor recreation, and residential. To enhance the pedestrian environment and reinforce a medium-scaled "village" atmosphere for this area, development standards are introduced to encourage a "restaurant cluster." New developments are envisioned to be infill horizontal mixed-use residential and entertainment uses in existing surface parking lots. This zone also applies development standards that require enriched setbacks along the Arroyo Simi, the railway, and the park.

Supporting General Plan Policies

- **Land Use Element Policy 17.** The City of Simi Valley will provide a diversity of goods, services, and entertainment for Simi Valley residents and create a vital and active commercial district.
- **Land Use Element Policy 23.** The City of Simi Valley will enhance the economic vitality of underutilized commercial properties and restructure the Tapo Street corridor as a focal point of the neighborhood.
- **Land Use Element Policy 30.** The City of Simi Valley will utilize its proximity to the existing Metrolink rail transit station to foster transit use and reduce automobile trips, energy consumption, air pollution, and greenhouse gas emissions.

TBV – Tapo Business Village

Tapo Business Village is applied to parcels near the Los Angeles Avenue and Tapo Street intersection, which currently has a mix of general retail and light industrial uses. To reinforce the street-facing commercial along Los Angeles Avenue, standards are introduced to permit vertical employment-focused development. To promote connectivity to the neighboring Tapo Mixed-Use area, standards encourage the provision of flexible open spaces (e.g., pedestrian and multi-use paths, paseos, plazas, etc.) that connect to the neighborhoods to the north. The recently approved housing development in the southwest corner of Buyer Street and Shopping Lane would be an exception to the TBV description above and standards.

Supporting General Plan Policies

- **Land Use Element Policy 20.** The City of Simi Valley will accommodate diverse use of offices, business parks, and light industrial uses to provide Simi residents with a variety of job opportunities while reducing commute time.

TKF – Tapo Kadota Fig

Tapo Kadota Fig is intended to promote smaller-scale development at densities compatible with the surrounding neighborhood. The area is currently zoned Commercial Office (CO) and Commercial Planned Development (CPD), and has several single-family houses. The Tapo Kadota Fig zone will support the neighboring Tapo Mixed-Use zone with neighborhood-serving commercial and lower-density horizontal mixed-use at select locations to form a smooth transition into the more intense mixed-use character south of Cochran and north of Alamo.

Supporting General Plan Policies

- **Land Use Element Policy 5.** The City of Simi Valley will continue to maintain and conserve compatible relationships with adjoining uses.
- **Land Use Element Policy 10.** The City of Simi Valley will promote walkable and neighborhood connectivity with complete streets and amenities that support the needs of its residents.

Figure 2.6: Map of Los Angeles Avenue Corridor Specific Plan Zones

Source: Gruen Associates, City of Simi Valley

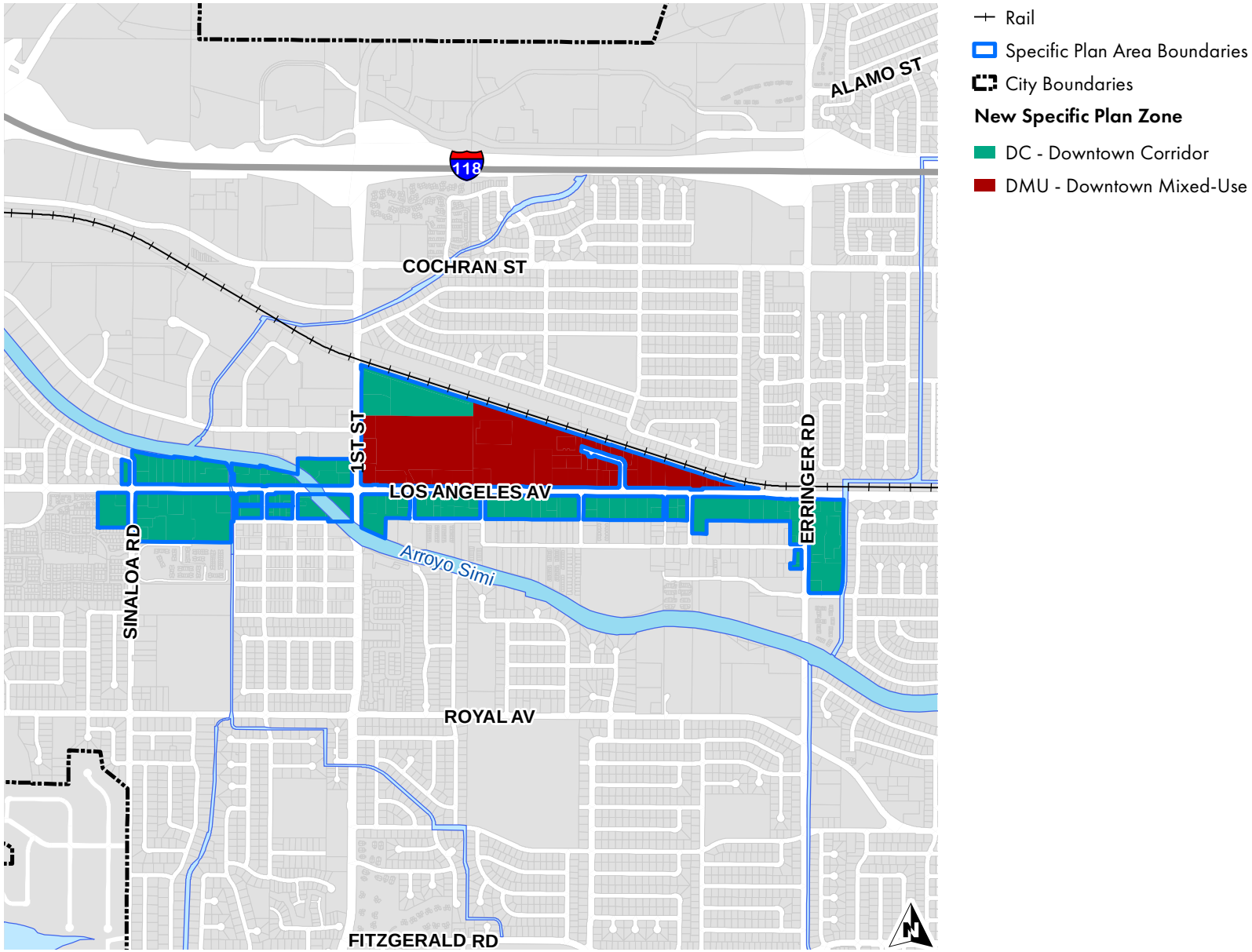
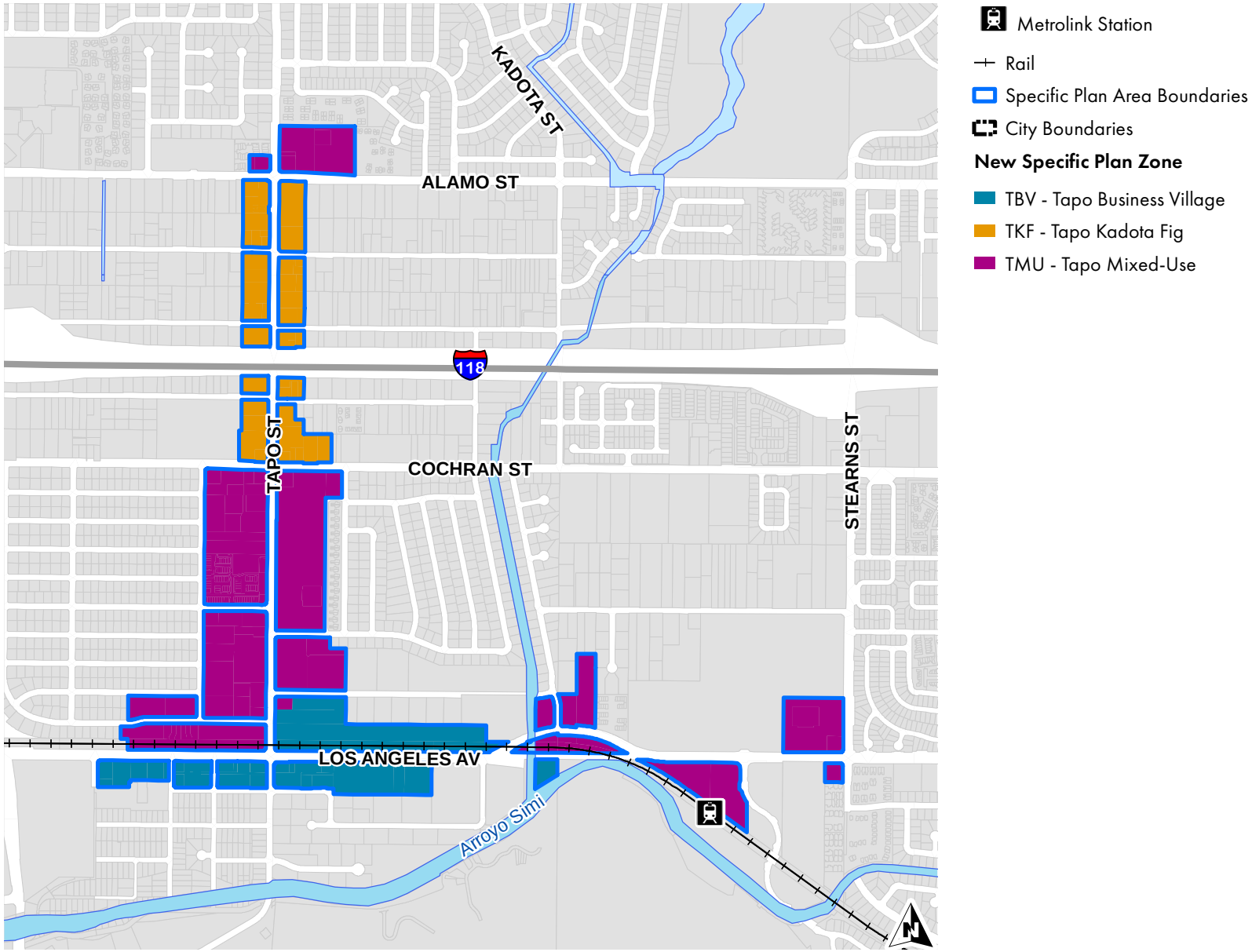


Figure 2.7: Map of Tapo Street Area Specific Plan Zones

Source: Gruen Associates, City of Simi Valley



2.4 Permitted Uses by Zone

Table 2.3 lists the land uses which are permitted for each specific plan zone. The prohibited land uses below lists uses not allowed as informed by the existing underlying zones and as specified in the SVMC 9-26.030 (Commercial, Industrial, Business Park Overlay, and Mixed-Use Overlay District Land Uses and Permit Requirements). The director shall determine the applicability of SVMC 9-26.030 to any land use not specific in Table 2.3 or the Prohibited Land Uses by Zone.

Prohibited Land Uses by Zone

1. Agricultural services, ~~except~~ industrial hemp
2. Non-medicinal or medicinal cannabis collectives and cooperatives
3. Commercial non-medicinal or medicinal cannabis, or industrial hemp uses, operations, and activities
4. Commercial cannabis or medicinal cannabis dispensaries
5. Quarries, surface mines, mining
6. Agricultural product processing, wholesaling/distribution
7. Chemical product manufacture, wholesaling/distribution
8. Concrete, gypsum, and plaster products
9. Contractor storage yards
10. Manufacturing of Food and beverage products, ~~except bakery products~~
11. Furniture/fixtures manufacturing, cabinet shops
12. Glass manufacturing
13. Industrial Laundries, dry cleaning plants, and linen supply
14. Leather tanning and finishing
15. Ordinance and accessories, except missiles or vehicles
16. Petroleum/gas product manufacture, distribution, storage
17. Solid waste disposal facilities
18. Drive-in movie theaters
19. Golf courses and driving ranges, public
20. Sexually oriented business
21. Single-family dwellings
22. Aircraft, motorcycle, watercraft, or RV sales
23. Auto and vehicle sales, leasing, and rental
24. Auto and vehicle sales, used
25. Fuel dealers
26. Storage - Personal storage facilities (mini-storage)
27. Airports and heliports, including terminals
28. Bus service base facilities - Intercity and school routes
29. Bus service base facilities - Local routes
30. Railroad facilities
31. Sewage treatment facilities
32. Maintenance and service facilities
33. Truck and freight terminals
34. Quarries, surface mines, mining

Table 2.3: Permitted Land Uses by Zones

Land Use *(1)* *P Permitted use* *CUP Conditional Use Permit required* *— Use not allowed*	Los Angeles Ave		Tapo Street			Specific Use Regulations
	DMU	DC	TMU	TBV	TKF	
AGRICULTURE, RESOURCE, NON-MEDICINAL AND MEDICINAL CANNABIS, & OPEN SPACE USES						
Crop production, horticulture, orchards and vineyards, except industrial hemp	P	P	P	P	P	
Farm animals - Accessory to nonconforming dwelling	CUP	CUP	CUP	CUP	CUP	SVMC 9-44.060
Oil and gas exploration and extraction	CUP	CUP	CUP	CUP	CUP	
INDUSTRY, MANUFACTURING & PROCESSING USES *(2)*						
Bakery products	—	—	—	P	—	
Carpet/upholstery cleaning plants	—	—	—	CUP	—	
Clothing and fabric products	—	—	—	P	—	
Drug manufacturing	—	—	—	P	—	
Electronics, equipment, and appliance manufacturing	—	—	—	P	—	
Handcraft industries, small scale manufacturing	-	-	-	P	-	
Lumber and wood product manufacturing	—	—	—	CUP	—	
Machinery manufacturing	—	—	—	P	—	
Media production and distribution facilities	P	P	P	P	P	
Metal industries, primary	—	—	—	P	—	
Metal products fabrication, machine/welding shops	—	—	—	P	—	
Motor vehicles and transportation equipment	—	—	—	P	—	
Paper product manufacturing	-	—	—	P	—	
Plastics, other synthetics, and rubber products	—	—	—	P	—	
Printing and publishing	P	P	P	P	P	
Recycling - Collection facility	CUP	CUP	CUP	CUP	CUP	SVMC 9-35
Recycling - Processing facility	—	—	—	CUP	—	SVMC 9-35
Recycling - Scrap and Dismantling Yards	—	—	—	CUP	—	SVMC 9-35
Research and development (R&D)	—	—	—	P	—	

** Permitted active ground floor uses in a mixed-use building*

Table 2.3: Permitted Land Uses by Zones

Land Use *(1)* *P Permitted use* *CUP Conditional Use Permit required* *— Use not allowed*	Los Angeles Ave		Tapo Street			Specific Use Regulations
	DMU	DC	TMU	TBV	TKF	
Stone and cut stone products	—	—	—	P	—	
Structural clay, pottery, and ceramic products	—	—	—	P	—	
Textile and leather product manufacturing	—	—	—	P	—	
Warehouses, wholesaling and distribution facilities	—	—	—	P	—	
RECREATION, EDUCATION & PUBLIC ASSEMBLY USES						
Amplified music/dancing *(3)*	CUP	CUP	CUP	CUP	CUP	
Clubs, lodges, membership meeting halls	CUP	P*	CUP	—	P	
Community centers	CUP	P*	CUP	P*	P*	
Gun clubs, shooting ranges and galleries	CUP	CUP	CUP	CUP	CUP	
Gymnastics instruction and training facilities	P*	P*	P*	CUP	—	
Health and fitness facilities	P*	P*	P*	CUP	P*	
Indoor entertainment and recreation facilities	P*	P*	P*	P*	P*	
Indoor entertainment and recreation facilities-Children	P*	P*	P*	CUP	—	
Libraries	P*	P*	P*	P	P*	
Membership sports and recreation clubs	P*	P*	P*	—	P*	
Museums and art galleries	P*	P*	P*	—	P*	
Outdoor recreation facilities	CUP	CUP	CUP	CUP	CUP	
Religious facilities	CUP	CUP	CUP	CUP	CUP	
Schools	CUP	P	CUP	CUP	CUP	
Studios for art, dance, music, photography, etc.	P*	P*	P*	—	P*	
Theaters, movie theaters, and auditoriums	P	P	P	—	P	
RESIDENTIAL USES						
Accessory dwelling unit	P	P	P	—	P	SVMC 9-44.160
Accessory residential uses and structures	P	P	P	—	P	

** Permitted active ground floor uses in a mixed-use building*

Table 2.3: Permitted Land Uses by Zones

Land Use (1) P Permitted use CUP Conditional Use Permit required — Use not allowed	Los Angeles Ave		Tapo Street			Specific Use Regulations
	DMU	DC	TMU	TBV	TKF	
Boarding and lodging houses	CUP	CUP	CUP	—	CUP	
Group homes, six (6) or fewer persons	P	P	P	—	P	
Multifamily dwelling	P	P	P	—	P	Lobbies, gyms, and other common use facilities as commercial components of a mixed-use
Residential care, six (6) or fewer clients	P	—	P	—	P	
Residential care, seven (7) or more	CUP	—	CUP	—	—	
RETAIL TRADE						
Accessory retail uses	P	P	P	P	P	SVMC 9-44.030
Alcoholic beverage manufacturing - Breweries, distilleries, wineries without tasting or incidental retail services	—	—	—	P	—	SVMC 9-44.085
Alcoholic beverage manufacturing - Breweries, distilleries, wineries with tasting, incidental food and retail services	CUP	CUP	CUP	CUP	—	SVMC 9-44.085
Auto parts sales, without installation	P	P	P	P	P	
Bookstores, magazine stores, newsstands	P*	P*	P*	P	P*	
Building material and hardware stores, all indoor	P*	P*	P*	P	P*	*hardware stores
Building material sales with outdoor sales or storage(1)	P	P	P	P	P	SVMC 9-44.110.A
Construction and other equipment sales, leasing, rental	CUP	CUP	CUP	CUP	CUP	
Convenience stores	P	P	P	—	P	
Drinking places	CUP	CUP	CUP	CUP	CUP	
Drug stores	P*	P*	P*	—	P*	
Food stores, without extended hours of operation	P*	P*	P*	—	P*	
Food stores, with extended hours of operation	P	P	P	—	P	
* Permitted active ground floor uses in a mixed-use building						

(1) DMU, DC, TMU, and TKF are suject to SVMC 9-44.110.A; TBV is subject to SVMC 9-44.110.B

Table 2.3: **Permitted Land Uses by Zones**

Land Use *(1)* *P Permitted use* *CUP Conditional Use Permit required* *— Use not allowed*	Los Angeles Ave		Tapo Street			Specific Use Regulations
	DMU	DC	TMU	TBV	TKF	
Gas stations	CUP	CUP	CUP	CUP	CUP	SVMC 9-44.180
General retail	P*	P*	P*	—	P*	
Gift and souvenir shops	P*	P*	P*	—	P*	
Liquor stores	P	P	P	—	P	
Plant nurseries and garden supply stores	P*	P	P	P	P	
Restaurants - Drive-through	CUP	CUP	—	—	—	
Restaurants - Table service	P*	P*	P*	P	P*	
Restaurants - Take-out only	P*	P*	P*	P*	P*	
Restaurants - With entertainment	CUP	CUP	CUP	CUP	CUP	
Roofed outdoor dining areas in conjunction with a restaurant	P*	P*	P*	P	P*	SVMC Section 9-26.050/ SVMC Section 9-33.030/ SVMC Section 9-44.115 and Design Standards in Chapter 3 of this Specific Plan
Unroofed outdoor dining areas in conjunction with a Restaurant (1)	P*	P*	P*	P*	P*	
Second hand stores, pawnshops	P*	P*	P*	—	P*	
Supermarkets, without extended hours of operation	P*	P*	P*	—	P*	
Supermarkets, with extended hours of operation	CUP	CUP	CUP	—	CUP	
Tasting facility	CUP	CUP	CUP	CUP	CUP	SVMC Section 9-44.085
Tobacco and cigar stores and stands	P*	P*	P	P	P	
SERVICES - BUSINESS AND PROFESSIONAL						
Automated teller machines (ATMs)	P*	P*	P*	P	P	
Banks and financial services	P*	P*	P*	P	P	
** Permitted active ground floor uses in a mixed-use building*						

(1) *Unroofed dining is subject to a noise study in compliance with Chapter 8: Noise (N) of the Generl Plan. Table N-2 Mitigation Measures may be required.*

Table 2.3: Permitted Land Uses by Zones

Land Use *(1)* *P Permitted use* *CUP Conditional Use Permit required* *— Use not allowed*	Los Angeles Ave		Tapo Street			Specific Use Regulations
	DMU	DC	TMU	TBV	TKF	
Business support services	P	P	P	P	P	
Offices - Accessory	P	P	P	P	P	
Offices - Business and service	P	P	P	P	P	
Offices - Construction contractors	P	P	P	P	P	Office use only
Offices - Government	P*	P*	P*	P	P*	
Offices - Processing	P	P	P	P	P	
Offices - Production	P	P	P	P	P	
Offices - Professional	P*	P*	P	P	P	
SERVICES - GENERAL						
Accessory services	P	P	P	P	P	
Adult day care facility	P*	P*	P*	CUP	P*	
Child day care center	CUP	CUP	CUP	CUP	CUP	
Family day care home	P*	P*	P*	CUP	P*	
Emergency Shelter	P	P	P	P	P	
Kennels and animal	CUP	CUP	CUP	CUP	CUP	
Lodging - Camping and RV	—	CUP	—	—	—	
Lodging - Hotels and motels	CUP	P	CUP	CUP	CUP	
Lodging - Organizational houses	CUP	CUP	CUP	CUP	CUP	
Maintenance and repair services, client	P	P	P	P	P	
Medical services, except the following:	P*	P*	P*	CUP	p*	
Hospitals	—	CUP	—	CUP	CUP	
Extended care	—	CUP	—	CUP	CUP	
Medical and dental	P*	P*	P*	P	P*	
Practitioners' offices, clinics	P*	P*	P*	P*	P*	

** Permitted active ground floor uses in a mixed-use building*

Table 2.3: **Permitted Land Uses by Zones**

Land Use *(1)* *P Permitted use* *CUP Conditional Use Permit required* *— Use not allowed*	Los Angeles Ave		Tapo Street			Specific Use Regulations
	DMU	DC	TMU	TBV	TKF	
Mortuaries and funeral homes, with crematories	—	CUP	—	CUP	CUP	
Mortuaries and funeral homes, without crematories	—	P	—	P	P	
Personal services	P*	P*	P*	P	P*	
Pet grooming	P*	P*	P*	—	P*	
Public safety	—	CUP	—	CUP	CUP	
Repair services	P*	P*	P*	P	P*	
Residential care facility	CUP	CUP	CUP	CUP	CUP	SVMC 9-44.210
Single Room Occupancy (SRO) Unit	CUP	CUP	CUP	—	CUP	SVMC 9-44.215
Social services	P*	P*	P*	P	P*	
Storage - Recreational	—	CUP	—	CUP	—	—
Vehicle services - Auto repair and service	—	CUP	—	CUP	—	
Vehicle services - Car	—	CUP	—	CUP	—	
Vehicle services - Truck rental and leasing	—	CUP	—	—	—	SVMC 9-52.070(E)7
Veterinary clinics, animal	P	P*	P	CUP	P	
TRANSPORTATION, COMMUNICATIONS & INFRASTRUCTURE USES *(4)*						
Ambulance and limousine dispatch facilities	P	P	P	P	P	
Broadcasting studios	P	P	P	P	P	
Parking lots and structures, commercial	CUP	CUP	CUP	CUP	CUP	
Post offices (USPS)	P*	P*	P	P	P	
Public utility facilities	P	P	P	P	P	
Taxi service base facility	P	P	P	P	P	Office use only
Telecommunications facilities	CUP	CUP	CUP	CUP	CUP	SVMC 9-46
Transit/transportation system passenger terminals	P	P	P	P	P	
Transmission/distribution pipelines and surface facilities	CUP	CUP	CUP	CUP	CUP	

** Permitted active ground floor uses in a mixed-use building*

Table 2.3: **Permitted Land Uses by Zones**

Land Use *(1)*	Los Angeles Ave		Tapo Street			Specific Use Regulations
P Permitted use *CUP Conditional Use Permit required* *— Use not allowed*	DMU	DC	TMU	TBV	TKF	
Utility infrastructure	P	P	P	P	P	
** Permitted active ground floor uses in a mixed-use building*						

Notes:
(1) See Article 8 of the SVMC for land use definitions.
(2) See SVMC Section 9-10.070(B) for industrial district land use limitations.
(3) May require a CUP depending on location (see SVMC Section 9-44.040).
(4) Wireless Telecommunications Facilities shall not be subject to the CUP requirement for Telecommunications Facilities, as set forth in the above Table, and instead shall be subject to the permit requirements of Chapter 35 of Title 5 of the Simi Valley Municipal Code.

3.0 DEVELOPMENT & DESIGN STANDARDS

3.1 Purpose

The purpose of this chapter is to provide objective standards[1] through which the City shall regulate the development of land uses, the design of buildings, and the design of open spaces within the Specific Plan Areas to create a place for residents and businesses to coexist. With these efforts, the Plan will further establish a future multi-modal Downtown mixed-use hub and Main Street outlined in the previous chapters.

The standards are intended to ensure that private development occurs according to the Specific Plan's vision, goals, and objectives outlined in Chapter 1. The standards presented in this chapter incorporate the intent of several design guidelines from established City policies from other adopted plans to ensure consistency, including with the General Plan, and other Citywide design guidelines where appropriate.

(1) According to the California Department of Housing and Community Development, "Objective design standards are intended to make the requirements that apply to certain eligible residential projects more predictable and easier to interpret for all stakeholders, including decision makers, staff, applicants, and members of the public."

3.2 Administration

A. Applicability.

1. The Specific Plan serves to establish the zoning and standards for properties located within its boundaries. The regulations and standards are in addition to those set in the Simi Valley Municipal Code (SVMC) and are subject to the Director's decision. Other relevant ordinances take precedence when not mentioned in the Specific Plan. In the event of a conflict between the provisions of the Specific Plan and the provisions of the SVMC, the Specific Plan's provisions shall prevail and supersede the applicable provisions of the SVMC and those relevant ordinances, unless otherwise stated in this Specific Plan.

2. All discretionary and ministerial permits for or related to the development or redevelopment of property located within the Specific Plan Area shall be reviewed, as set forth herein, for compliance with this Specific Plan, SVMC, and the Citywide Design Guidelines, as adopted by the City Council.

3. Each standard in this chapter is applicable to all subareas within the Specific Plan Areas unless a particular subarea or series of subareas are explicitly stated.

4. As described in **Section 2.3,** the Specific Plan Subarea Zones include:

   a. ***Downtown Mixed Use (DMU)***
   b. ***Downtown Corridor (DC)***
   c. ***Tapo Mixed Use (TMU)***
   d. ***Tapo Business Village (TBV)***
   e. ***Tapo Kadota Fig (TKF)***

B. Application Filing and Review

1. **Application Contents.** Applications for discretionary permits shall be prepared and filed in compliance with the requirements of Chapter 9-50 (Application Filing and Processing) of the SVMC and pursuant to Section 2.0 and/or as specified in this chapter.

2. **Review Authority.** The review authority for ministerial and discretionary permits for development or redevelopment within the Specific Plan Area shall comply with SVMC Chapter 9-50 (Application and Filing).
3. **Findings for Approval.** Permits for which the Planning Commission is the review authority shall be processed in compliance with SVMC Chapter 9-50 and Chapter 9-52.

Figure 3.1: Active Pedestrian Uses.

3.3 Standards for all Subareas

A summary table of the development standards is provided in **Section 3.10**. The text in **Sections 3.3** through **3.9**, (except for **Section 3.4**) take precedent over the summary table.

A. Land Subdivision. If lot sizes are subdivided, the minimum lot sizes are determined by the subdivision process per SVMC Section 9-61.020 (Tentative Map Preparation, Application Contents) and Section 9-62 (Parcel Maps and Final Maps).

B. Setbacks.

1. For zone specific setback standards, refer to **Section 3.10, Table 3.4** and:
   a. DMU: **Section 3.5.D**, DC: **Section 3.6.D**, TMU: **Section 3.7.D**, TBV: **Section 3.8.C**, TKF: **Section 3.9.D**
2. No parking shall be allowed in the maximum front yard setback area. (See **Section N** for Parking Requirements).
3. Accessory structures: Accessory structure setbacks shall meet the requirements in SVMC Section 9-30.080.

C. Height.

1. For zone specific height standards, refer to **Section 3.10, Table 3.4** and:
   a. DMU: **Section 3.5.E**, DC: **Section 3.6.E**, TMU: **Section 3.7.E**, TBV: **Section 3.8.D**, TKF: **Section 3.9.E**
2. Transitional Height to Adjacent Residential Zones.
   a. Transitional height requirements address the potential adjacency of new mixed-use buildings within the Specific Plan to properties zoned Residential Mixed Use (RM) or a more restrictive zone located outside the Specific Plan Area.
   b. Adjacent to a RM zone, a project is limited to ~~10~~ 30 feet in height at the rear 10-foot setback line and shall not exceed a 45 degree step-back plane. **(See Figure 3.2)**

D. Step-backs.

1. Along a collector or local street, stories above the third story shall be stepped back from the front setback line at a minimum of six feet for over 50 percent of the fronting facade. These step-back areas may be used as a balcony(ies) with an enclosure no higher than 42 inches.

2. For additional step-backs and diagrams, see each zone subareas.

DI. Residential Uses.

1. **Residential Density** (with the exception of TBV: Tapo Business Village)

   a. **Calculation of Residential Density.** To account for infill projects which redevelop an existing parcel, and larger projects which span more than one parcel, residential density shall be calculated as follows:

      (1) Projects occupying a single parcel shall calculate the residential density by dividing the entire square footage of the parcel by the number of residential units.

      (2) Projects occupying two or more parcels shall calculate residential density by dividing the cumulative total residential units by the total cumulative project site area of the application.

2. **Base Residential Density.** The base residential density is 35 units per acre, which is the maximum density allowed in the General Plan for Mixed-Use and without a Community Benefit Bonus or State Density Bonus Law application. See **Section 3.11** for Community Benefit Bonuses.

DII. Non-Residential Uses.

1. **Percentage of Projects as Commercial Uses.** A minimum of five percent of the project's net building square footage (excluding parking areas, decks and patios) ~~floor area~~ must be developed and maintained as commercial uses, except for DMU and TBV zones. See subarea **Section 3.5.C** for DMU zone requirements and **Section 3.8** for TBV zone.

   a. Projects with a total site area of less than 10,000 square feet shall have no minimum commercial floor area requirement.

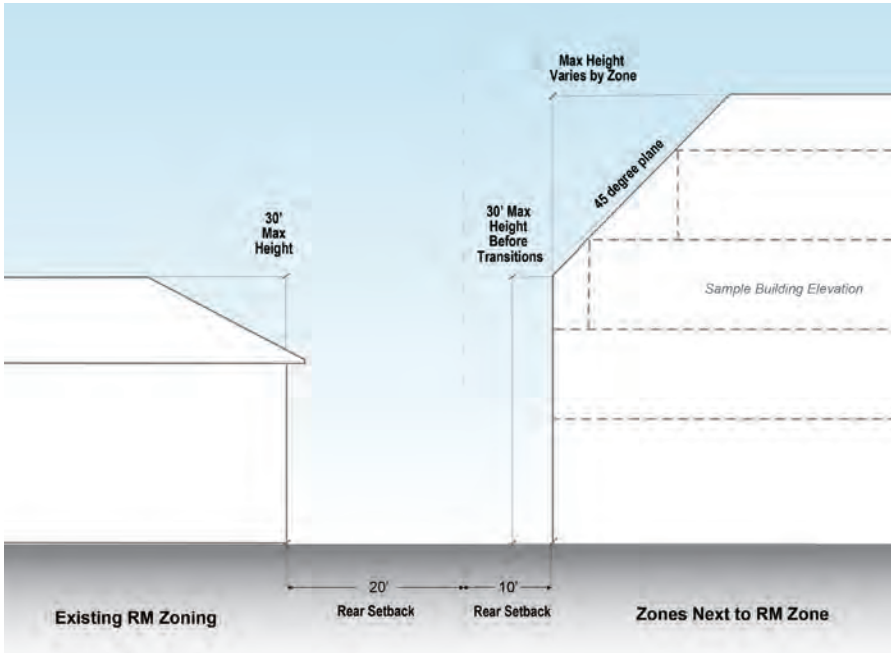
   b. For the purpose of the Specific Plan, the following commercial uses are permitted **(Chapter 2, Table 2.3)**: Recreation, Education, and Public Assembly Uses, Retail Trade, Services - Business and Professional, Services - General, Transportation, Communication, and Infrastructure.

2. **Active Ground Floor Uses.** Ground floor uses along primary and secondary street frontages, internal pedestrian pathways and streets leading to primary streets shall have active uses to ensure a vibrant pedestrian environment.

   a. Active uses include commercial uses such as retail, restaurants, commercial services (e.g. barbershops and beauty salons), creative offices, and food stores.

   b. Other active uses include youth centers, senior centers, community meeting rooms, residential lobbies and gyms, live/work units, childcare, business and professional services, and other recreational facilities.

Figure 3.2: Transitional Height.



c. No residential uses shall be allowed on ground floor of corner lot buildings that front on an arterial. Only active commercial or office uses shall be allowed on ground floor of corner lot buildings to activate the space.

d. Residential units are permitted on the ground floor of buildings fronting non-arterial and internal streets and driveways.

e. Refer to **Table 2.3,** Permitted Land Use by Zone in Chapter 2.

3. **Outdoor Dining Areas.** Roofed and unroofed outdoor dining areas shall be subject to the following standards:

a. The outdoor dining area must be located immediately adjacent to the establishment with which it is associated. It can be located on the extended sidewalk area, but not in the public right of way and within the maximum setback area, as shown in **Figure 3.3**. An outdoor dining area to be shared between establishments within 50 feet of each other with a connecting path may vary from these requirements as approved by the Director and as illustrated in **Figure 3.4.**

b. An accessible path of travel shall be maintained for pedestrian and disabled access and in compliance with the American Disabilities Act to and within the customer dining area. Said path of travel shall be not less than four feet in width and must comply with the California Building Code.

c. The restaurant operator shall maintain the outdoor dining area in a clean and safe condition at all times, and shall properly dispose of all trash generated by the operation.

d. The height of any solid or predominantly solid portion of an enclosure wall, fence, or hedge for an outdoor dining area shall not exceed 36 inches within the Traffic Safety Sight Area (TSSA), in accordance with SVMC Section 9-30.050. Within any setbacks or required landscaping, no fence, wall, or hedge shall exceed 42 inches in height and shall be 50 percent transparent.

e. No identification or advertisement signs shall be allowed on any walls or fencing enclosing an outdoor dining area.

f. Dining establishments that serve alcoholic beverages in a dining area shall comply with all regulations of the

Figure 3.3: Outdoor dining abutting a restaurant in the extended setback and adjacent to the public sidewalk.

Figure 3.4: Outdoor dining area shared between establishments.

State of California Alcoholic Beverage Control Board, and of other state and local agencies with jurisdiction.

G. Site Planning

1. **Internal Bicycle and Pedestrian Circulation.** Superblocks, per the Definitions section of the Introduction Chapter, can be broken up by providing internal connectivity, and activate outdoor spaces. All new internal roadways must meet the standards below:

   a. All buildings shall have a minimum of one pedestrian pathway from the adjoining street and sidewalk to the front of the entrance of the building, courtyard, or individual unit.

   b. If the project has multiple buildings, a system of paseos or pathways shall connect to all building entrances and to the sidewalks along primary and secondary arterials. All pedestrian paths shall be a minimum of five feet wide and include an additional five feet on at least one side for trees and pedestrian-scaled lighting. (**See Section I** for Illumination Standards)

   c. Superblocks shall have a pedestrian connection a minimum of 130 feet and a bicycle connection every 200 feet.

2. **Driveways.**

   a. To minimize conflict with pedestrian, areas dedicated to vehicle use along the frontage (driveways, garage openings, loading entries, or utility access) shall be limited by the width of the lot, measured along the side adjacent to the street.

      (1) Lots with a width of a 150 feet or less shall not have more than one driveway entrance from the front of the site.

      (2) Lots with a width of over 150 feet shall have no more than one driveway entrance from the front of the site for every 100 feet of lot width or portion thereof.

      (3) Each driveway entrance excluding apron shall not exceed 24 feet in width unless width or number of driveways are required by Federal, State or City requirements, or as approved by the Director of Public Works.

H. Illumination.

1. Refer to SVMC Sections 9-30.040 and 8-21.15 for residential buildings and 8-21.16 for non-residential buildings. In addition, the following standards apply to mixed-use developments.

2. An entryway to a building shall be lit with a minimum of one light fixture which provides a minimum of two-foot candle on the ground with a minimum of five feet at the entryway door.

3. All pedestrian paths on private property shall be lit with pedestrian lights of 14 feet or less in height or bollards on at least one side of the path. Lighting shall provide a two-foot candle for the entire length and width of the path for the entire surface and light source shielded to avoid shining into residential units.

4. Additional lighting levels and fixtures shall be provided for entrances of buildings with over ten residential units and for commercial structures along active frontages. Commercial lighting, including outdoor dining and along extended sidewalks, shall be shielded and directed to avoid light intrusion into the residential units within the building or adjoining the buildings. Warmer light illumination shall be provided and limited to below 3,000 Kelvin.

I. Open Space.

1. **Residential Private Open Space.** Residential private open space shall be provided as follows:

   a. Residential private open space for projects less than 20 units per acre, such as townhomes, triplexes, and fourplexes, shall be provided at a ratio of a minimum of 100 square feet per dwelling unit. The minimum private open space dimension shall be seven feet in width. **(See Figure 3.5)**

   b. All other projects shall be required to provide a minimum of 70 square feet of private open space per unit which can be on a balcony(s) or ground floor space with a minimum dimension of seven feet in width. The remaining 50 percent of the units may have no private open space, if the common residential open spaces are increased by 70 square feet per unit, of units not providing Private Open Space.

   c. Residential private open space shall be separated from adjoining units with a privacy wall, and shall be separated from

public open spaces by a wall, fence, or landscaping that is at least 42 inches high, but not greater than 72 inches high.

d. Ground level occupied front yard open space for residential units must be a minimum of ten feet wide and seven feet depth.

2. **Residential Common Recreation Areas.**

a. Residential common areas for active recreation, such as pools, recreation rooms, playgrounds, green roofs, plazas, roof terrace, courtyards etc., and/or for passive recreation, such as picnic tables and barbecue areas, shall be provided at a ratio of a minimum of 75 square feet per dwelling unit. **(See Figure 3.6)**

b. Non-senior projects containing 25 or more residential units shall provide a minimum of 500 square feet of area containing at a minimum: play equipment including climbing and sliding equipment; seating for six; and one 48-inch box shade tree or a shade structure over the seating area. Playground shall be located at grade and the required minimum square footage is inclusive of the minimum of 75 square foot per unit.

c. Residential common recreation areas can be outdoors or indoors, must be located within 800 feet of each dwelling unit on the site, and may incorporate any setback area except at the street side.

d. Residential common recreation areas shall be designed for project residents and their guests only and shall be located internal to the project with signage indicating this or fenced and gated if along a sidewalk.

e. Single Room Occupancy (SRO) projects are required to comply with SVMC Section 9-44.215.

f. Projects within one quarter mile of a public park may reduce the total required common open space by ten percent.

3. **Publicly Accessible Private Open Space.**

a. Public open space (outdoor dining space, gathering areas, promenades, etc.) shall be provided at a ratio of 100 square feet of public open space per 1,000 square feet of gross commercial floor area. Commercial uses shall provide four seats per 100 square feet and shading of 25 percent of the space by trees or

Figure 3.5: Example of private open space area at the ground level.

Figure 3.6: Example of common area amenities and balconies as private open space.

shade structures. A minimum of 50 percent of the site shall have pervious paving and landscaping.

b. To allow visibility and access from the adjoining public sidewalk, the maximum height of any wall enclosure or landscape planting (hedges) adjacent to the sidewalk shall be a maximum of 30 inches tall with openings to the sidewalk of at least 25 percent of the sidewalk frontage.

J. Landscape.

1. **General.** All landscape designs shall at a minimum comply with Chapter 9-33 of the SVMC and the landscape standards included in the City of Simi Valley Design Guidelines, unless addressed in the Specific Plan or any City ordinance adopted to comply with the most recent State regulations, whichever is more restrictive. No landscape buffer is required adjacent to Los Angeles Avenue, Tapo Street or other streets with zero lot line setback requirements or on extended sidewalk areas. Landscape buffers shall be required pursuant to SVMC Chapter 9-33.030 and the Landscape Design Guidelines only adjacent to existing or new parking lots along public streets.

2. **Public-Right-of-Way Landscaping.**

a. Along Los Angeles Avenue and Tapo Street, landscaped areas in the "public realm" (e.g., within the public right-of-way in medians, parkways) shall use the alternative plant palette for each street selected by the City. If a future streetscape plan is adopted by the City, these plant palettes may be modified and be incorporated as a part of the Specific Plan. Refer to **Appendix A** of this Specific Plan for the Public Realm Landscape Plant Palettes for the City to choose.

b. Along Los Angeles Avenue, new canopy trees shall be planted at the curb in minimum four feet by eight feet tree wells to allow for a minimum of four foot wide clear path of travel.

c. Along Tapo Street, canopy trees shall be planted in five feet by eight feet tree wells to allow for a five feet clear path of travel. Root barriers may be substituted for engineered soil as specified in the Simi Valley Landscape Design Guidelines.

d. Existing local and collector streets shall have a minimum clear width of five feet for travel on both sides of the street with a five-foot landscaping buffer with trees on private property adjacent to the sidewalks.

e. New local and collector streets shall have a minimum sidewalk width of ten feet with clear width of five feet for travel on both sides. Street trees shall be planted adjacent to the curb in ~~a~~ minimum four-by-eight feet tree wells or landscaped parkways spaced 30 feet apart.

f. Expandable tree grates or guards shall be provided along sidewalks and in plazas where a continuous walking surface is needed to meet universal accessible standard; otherwise, tree grates on private and public sidewalks are not required.

3. **Minimum Landscape Coverage.** The minimum landscape coverage shall be ten percent of the site area for all zones. Refer to **Appendix B** for the Drought Tolerant Native Landscape Plant Palette for the Private Realm.

4. **Connecting Walkways.** Landscaping adjacent to connecting walkways on private property must be either planted with low or moderate water-use shade trees spaced an average of 30 feet on-center or covered with a shade structure.

5. **Trees and Plants.** Trees shall be selected to provide shade, visual consistency and interest. Existing shade trees shall be preserved, or if removed shall match the size of the tree removed up to a maximum of 48-inch box size. A minimum of one, 36-inch box container size tree shall be planted in residential common areas for each ground level unit. Trees shall be selected from the City's list of Approved Street Trees (Parkway and Median). At least 50 percent of the plants on private property shall be drought tolerant native plants selected from the list in **Appendix B**.

6. **Landscape Planters.** Landscape planters must be at least three feet wide; however, planters less than six feet in width must use engineered soils or other mechanism with a circumference of at least three times the size of root ball within the planter, to allow for the long-term health and maintenance of trees within the planters.

7. **Extended Sidewalk Area Landscaping.**

a. Ten foot-wide extended sidewalk areas provide enhanced pedestrian access to adjoining business entrances and may

contain outdoor dining, seating area, landscaped plants, trees, green walls, and artwork. (See Figure 3.8)

b. Outdoor dining may occupy up to 50 percent of the extended sidewalk area outside public right of way adjacent to a restaurant and contain movable seating, tables, and shade covers. Landscaping of the extended sidewalks shall include either a series of movable plants or canopy trees along the frontage.

8. **Parking Lots and Structures Landscape Requirements.** For surface parking lots, one minimum 24-inch box container-size tree is required at the end of each parking row, and for each 15 parking spaces in a single row.

K. Operational Standards and Use Limitations.

1. **Retail Establishments.** Retail establishments may include accessory wholesaling equal to 20 percent of gross areas, and that is not considered a land use separate from the primary retail use. Wholesale distribution centers are not permitted.

2. **Shopping Carts.** Shopping carts shall be regulated per SVMC Section 9-26.060.A.5.

3. **Refuse, Recyclables, and Mechanical Equipment Enclosures.** Containers for refuse, recyclables, and mechanical equipment enclosures, plus associated infrastructure shall adhere to SVMC Section 9-35.050 and 9-35.060. In addition, the following standards apply to mixed-use developments.

a. Residential units shall maintain separate refuse and recyclables containers from those used by the nonresidential uses, and these containers shall be clearly marked for residential use only.

b. Refuse and recyclables containers shall be located no further than 300 feet from the closest residential unit. If located in multiple buildings, the refuse and recyclable containers shall be no further than 300 feet from each building. Measure the 300 feet from the closest entry/exit point of a building of the closest unit.

c. Mechanical equipment enclosures shall be located in the rear of the property and screened by solid walls of four feet high minimum and the same color and materials as the main structure.

Figure 3.7: Low water-use trees, shrubs, and ground cover.

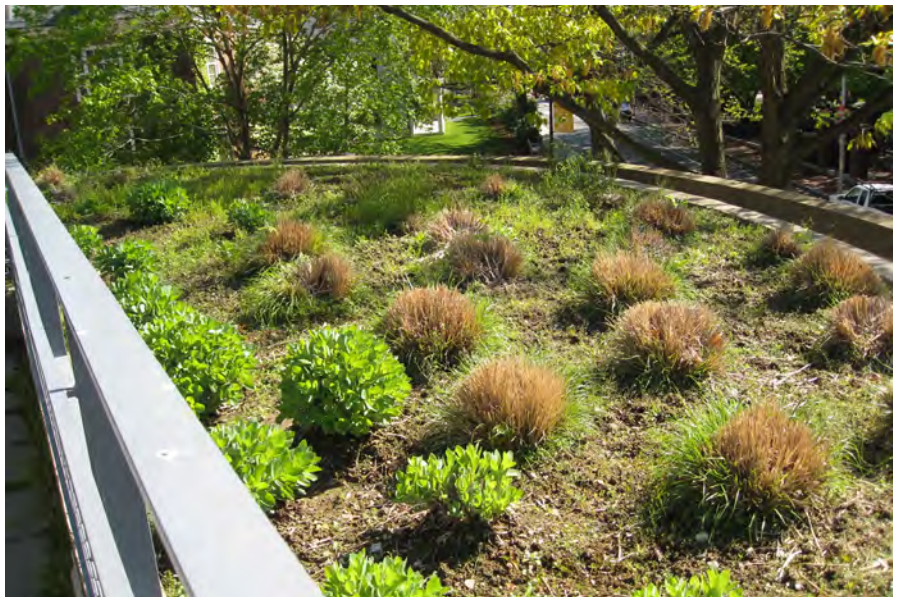


Figure 3.8: Extended sidewalk with seating area, landscape plants and canopies.

L. Storage.

1. Outdoor Storage.

a. The open storage of materials or equipments shall be permitted only when incidental to the permitted use on site; provided that the storage shall be located on the rear half of the site. The storage area shall be screened and in compliance with SVMC 9-44.110.

b. The storage area shall be completely screened from view from any adjoining property or roadway, and the remaining site area shall be landscaped.

M. Roof Equipment.

1. All roof-mounted equipment, vents, or ducts shall not be visible from any abutting lot or any street or roadway. This shall be accomplished in a manner that is architecturally integrated with the main building.

N. Noise/Vibration.

1. Refer to the General Plan Standards and the California Building Code.

2. No commercial use within a mixed-use development shall be conducted between 10 p.m. and 6 a.m. unless approved with a Conditional Use Permit.

3. For drinking places in residential area, refer to SVMC Chapter 9-44.040 Amplified Music/Dance. Amplified entertainment including live music and karaoke may only be conducted indoors between the hours of 11 a.m. and 10 p.m. No amplified entertainment is permitted outdoors to avoid disturbing residents in the mixed-use area. Exterior doors must be closed when amplified music is being used.

O. Parking Requirements.

1. Calculation of Parking Requirements. For parking requirements of nonresidential uses within a mixed-use project, parking areas are excluded from calculating gross area.

2. Parking Structures. The following requirements apply to all parking structures proposed within Mixed-Use District:

a. Above grade parking structures shall not be located along the frontage of arterial streets or collector streets for a depth of 40 feet unless retail, restaurants, offices, or similar pedestrian-oriented land uses occupy the ground floor portion of the parking structure fronting the street, with the exception of the vehicular entrance/exit to the structure. If in a floodplain zone, 20 percent of the structure may contain decorative masonry units that fully screen grade level parking with the remainder containing active uses. **(See Figure 3.10)**

3. Parking Screening. Parking on the ground floor of a building, structure, or open structure parking area shall not be visible from the adjoining sidewalks and streets.

a. Open parking areas shall be screened from the street by a 36-inch high wall, fence, berm, or landscaping that is measured above the highest adjacent grade.

4. Reciprocal Access and Parking. Reciprocal ingress/egress access and parking shall be provided between all parcels within a project area.

5. Separate and Guest Parking Facilities. Parking areas shall provide separate parking for nonresidential and residential uses. Gated parking shall be provided for residential parking. Assigned residential parking spaces shall be specifically designated by posting, pavement markings, distinctive architectural elements, landscape features, and/or by physical separation. The sharing of guest parking for residential and nonresidential uses within the same mixed-use development is permitted. For SRO units, see SVMC Section 9-44.215.

6. **Residential Parking Space Requirements.** Off-street parking spaces for residential units must be provided in compliance with Table 3.1.

Table 3.1: Parking Requirements for Residential Units (1)

Unit Type	Requirement
Studios and seniors-only units	1 space per unit
One-bedroom units	1 space per unit
Two-bedroom units	1.5 spaces per unit
Units with three or more bedrooms	2 spaces per unit

Table 3.1: Parking Requirements for Residential Units (1)	
Unit Type	**Requirement**
Single Room Occupancy (SRO) Units	Per SVMC Section 9-44.215
A minimum of one guest parking space shall be provided for every five units, regardless of unit type. For SRO guest parking unit requirements see SVMC Section 9-44.215. (1) Per the State Density Bonus Law, projects may qualify for reduced parking requirements.	

a. A minimum of one parking space for each residential unit must be covered **(See Figure 3.9).** Affordable housing units per the State Density Bonus Law and SRO units are not required to provide covered parking spaces.

b. Off-street parking shall be located no more than 300 feet in a straight line from edge of the parking structure lot to the closest dwelling unit for which the parking is provided, except for SRO units. Measure the 300 feet from the closest entry/exit point of a building of the closest unit. **(See Table 3.1)**.

1. **Non-Residential Parking Requirements.** (Excluding industrial uses in the TBV zone, in compliance with **Table 3.4**)

Figure 3.9: Townhomes parking garage accessed from the rear.

Figure 3.10: Example in a floodplain area of ground floor parking completely screened from view with decorative masonry ventilation blocks.

Table 3.2: Parking Requirements for Non-Residential Uses

Standards	DMU	DC	TMU	TKF	TBV
Project 15,000 square feet or less.	One space per 500 square feet				Refer to SVMC Section 9-34 for parking and loading standards.
Projects 15,001 square feet or more.	Standards per SVMC Section 9-34.060 may be reduced by up to 15 percent if interconnectivity provided with an adjacent parcel				
Eating and Drinking Places with on-site consumption of food and beverages.	One space per 300 square feet				
Eating and Drinking Places with no on-site consumption of food and beverages or take-out.	One space per 400 square feet				
Coffee house or bakery as primary use with not table service.	One space per 400 square feet				
Outdoor dining.	No additional parking for up to 50 percent of restaurant or food retailer gross floor area. Thereafter, one space per 125 square feet				

1. **Bicycle Parking Provisions.** Covered, secure bicycle parking shall be provided at a ratio of one bicycle parking per ten residential units and one per 10,000 square footage of commercial use. For Single Room Occupancy (SRO) bicycle parking requirements, see SVMC Section 9-44.215.

A. Loading Spaces Standards. Loading spaces shall be provided in accordance with SVMC Section 9-34.100, except that:

1. Off-street loading spaces for retail, office, restaurant, and other eating and drinking places less than 20,000 square feet in gross floor area may be reduced in size to 11 feet in width by 35 feet in length with a clearance of 14 feet.
2. Loading spaces for retail, office and restaurant uses shall be located within 100 feet to the side or rear of the business being served by the loading space and have direct access from the business served by the space.
3. No loading spaces shall be located facing Los Angeles Avenue, Tapo Street, and First Street frontages.
4. To minimize noise on residential occupants of a mixed-use building, locate nonresidential loading areas in enclosed spaces or allow loading between between 8:00am and 10:00pm.

B. Passenger Loading Standards. Passenger loading shall comply with the following standards:

1. Passenger Loading Dimensions.

a. A standard passenger loading space shall be at least 11 feet wide, 18 feet long, and have a clearance of 8 feet, 8 inches.

b. A premium passenger loading space shall be at least 11 feet wide, 27 feet long, and have a clearance of 8 feet, 8 inches.

2. Number of Passenger Loading Spaces.

a. For residential uses less than 50 units, one standard passenger loading space, equivalent to one parking space, shall be required for ride-sharing and deliveries on-site.

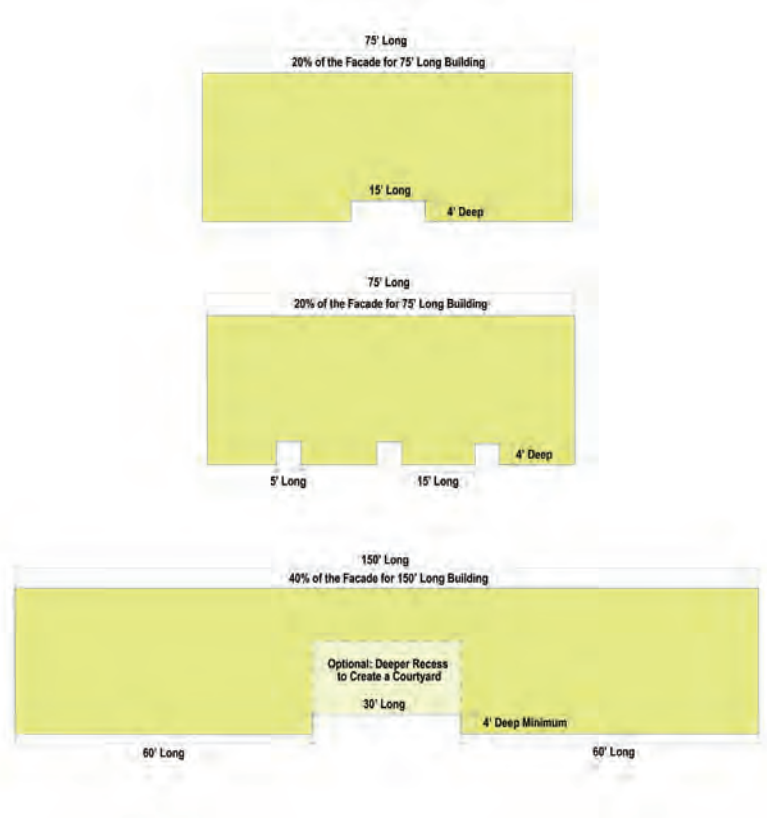
b. For residential uses more than 50 units, one premium passenger loading space shall be required for ride-sharing, deliveries, and moving trucks on-site.

c. For retail, office, restaurant and other eating and drinking places larger than 20,000 square feet, one standard passenger loading space shall be required for ride-sharing and deliveries on-site.

d. For commercial and restaurant uses larger than 50,000 square feet, two passenger loading spaces shall be provided for ride-sharing and deliveries on-site.

3. **Design.** Site design for passenger loading spaces shall not reduce pedestrian orientation of the site or increase the number of curb cuts and shall not require pedestrians to cross a parking aisle, alley, or street in order to reach the building entrance. The passenger loading spaces must be accessible without a fee, key, or access card and located as close as practicable to the building entrance or passenger elevator.

Figure 3.11: Examples of Vertical Recess.



3.4 Architectural Design Standards

A. **Architectural Design Standards.** The following standards are objective. For discretionary projects consider site design guidelines specified in SVMC 9-44.105, in addition to the following Specific Plan Standards reviewing the project:

1. **Architectural Detailing for All Buildings.** To provide architectural variety and visual interest, and to break up large expanses of blank building walls, all exterior façades of a structure shall implement all of the following design strategies.

   a. **Articulation of building façades.** For each 75 feet of building length, recess 20 percent of the front facade by a minimum of four feet deep, in addition to the articulation listed in **Table 3.3,** to avoid long, flat walls, or buildings, façades **(See Figure 3.11)**.

   b. **Pedestrian-scaled design**. To visually distinguish the ground floor level from the upper floor levels and to create a pedestrian-friendly experience along streets and internal pathways, the building shall incorporate at least three of the Pedestrian-Scaled Design strategies listed in **Table 3.3**.

   c. **360-degree design.** To avoid a monotonous façade design, all façades over 20 feet in length and width shall incorporate at least three of the 360 Degree Design strategies listed in **Table 3.3**.

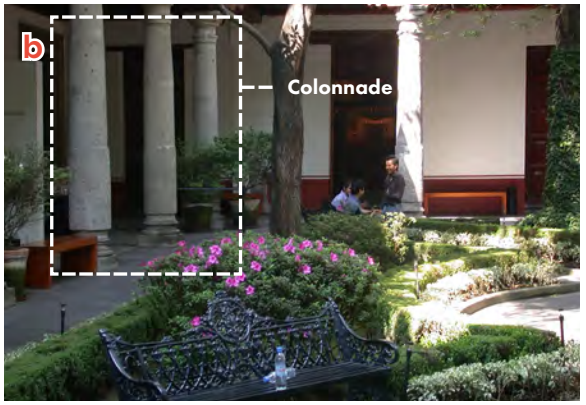
   d. **Building corner design.** The corners of buildings with two or more street frontages (e.g., at intersections) where at least one of the streets is a primary arterial, secondary arterial, or collector shall incorporate at least one Building Corner Design strategy listed in **Table 3.3**.

2. **Accessory Structures.** On-site accessory structures, such as bus shelters, kiosks, gazebos, etc., shall incorporate two colors and materials from the palette used for the principal structure.

3. **Roofs.** Flat or pitched roofs are permitted. Pitched roofs shall have a slope in the range of 3:12 and 6:12, except at architectural roof details (e.g., towers) where the slope may be greater than 6:12. Continuous mansard roofs and false mansard roofs are not permitted.

Table 3.3: Architectural Detailing Strategies *(refer to images on opposing page)*

Detail Strategy	Strategy Type			Minimum Standards (each)
	Pedestrian-Scaled Design *(Choose three)*	360-Degree Design *(Choose three)*	Building Corner Design *(Choose one)*	
• Incorporate a canopy, awning, or marquee that projects horizontally from the façade at the pedestrian entrances to building uses on the ground floor	X			- Dimensions (depth): minimum five feet deep - Dimension (height): eight feet to 14 feet above the entrance - Placement: at least 50 percent of ground floor building entrances along a street frontage
• Incorporate a porch, raised stoop, or patio at the pedestrian entrance to a residential building on the ground floor **(See Figure 3.12, Image a)**	X			- Dimensions (depth): minimum five feet deep - Placement: at least 50 percent of ground floor residential units with street frontage (applies to both street fronts where located on a corner)
• Incorporate a sheltered walkway, arcade, colonnade at the ground floor of south facing facades. **(See Figure 3.12, Image b)**	X			- Dimensions (depth): minimum eight feet deep - Dimensions (width): minimum 60 percent of the façade width - Column Spacing: minimum one every 20 feet on average
• Increase floor-to-floor height of a commercial or mixed-use building's ground floor, with associated increase in windows. **(See Figure 3.12, Image c)**	X			- Dimensions (height): minimum 15 percent increase in floor-to-floor height at the ground floor level relative to the floor-to-floor height of second floor level, up to a maximum height of sixteen (16) feet
• Project the ground-floor level from floors above.	X			- Dimensions (depth): minimum ten feet, maximum 15 feet - Dimensions (width): minimum 80 percent of the width of the façade
• Vary the façade material, texture, or pattern on the ground floor from the upper floors on all buildings visible from streets and pedestrian walkways.	X			- Dimensions (area): minimum 80 percent coverage of the façade wall area on the ground floor shall have a different material, texture, color, or pattern from the upper levels



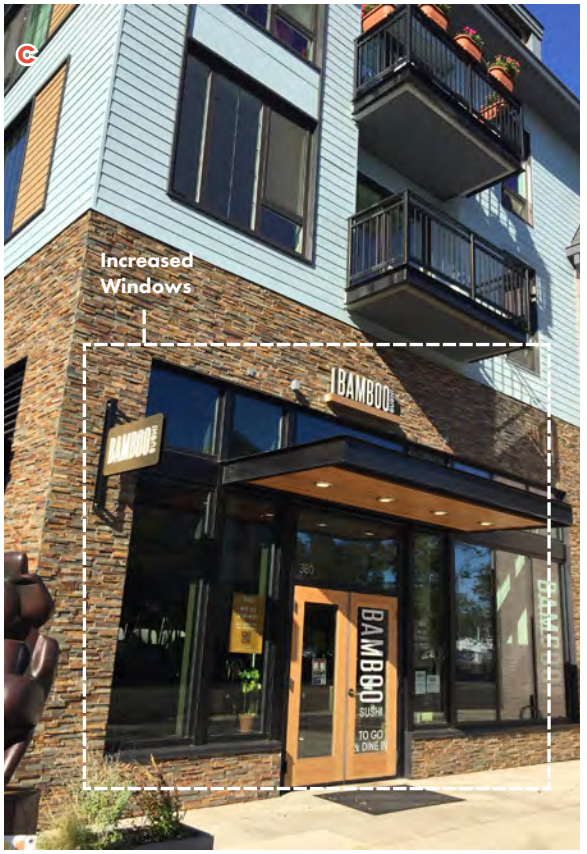


Figure 3.12: Architectural Detailing Strategies - Pedestrian Scaled Design.

Pictured: **(a)** *ground-floor residential unit setback from the sidewalk with a raised stoop on a collector or local street,* **(b)** *colonnade sheltered walkway,* **(c)** *increased windows and different material for ground level and stories above for commercial or mixed-use buildings,* **(d)** *ground floor patio,* **(e)** *vines and landscaping along street frontage,* **(f)** *projected patios and gardens along the street frontage.*

Table 3.3: Architectural Detailing Strategies *(refer to images on opposing page)*

Detail Strategy	Strategy Type			Minimum Standards (each)
	Pedestrian-Scaled Design *(Choose three)*	360-Degree Design *(Choose three)*	Building Corner Design *(Choose one)*	
• Incorporate plants in a green wall or climbing plants (e.g., vines), or other public art along a street frontage to minimize blank walls. **(See Figure 3.12, Image e)**		X		- Dimensions: minimum ten feet wide, minimum 50 percent of the floor level
• Incorporate recessed balconies or projecting balconies along all façades with street frontages. **(See Figure 3.12, Image d)**		X		- Dimensions (depth): minimum five feet deep - Dimensions (width): minimum seven feet wide - Placement: at least 50 percent of the dwelling units with street frontage
• Incorporate bands, horizontal bands, vertical bands or cornices. **(See Figure 3.13, Image g)**		X		- Dimensions (band width): minimum eight inches - Dimensions (band length): minimum 80 percent of the total façade frontage length (horizontal bands), or minimum 80 percent of the total façade height (vertical bands) - Materials: use of contrasting color, material, or arrangement pattern of masonry or tiled bands that are different from the adjacent façade planes.
• Incorporate weather protection or shading devices (e.g., awnings, louvers, or canopies) on the facades. **(See Figure 3.13, Image i)**		X		- Dimensions (depth): minimum three feet deep - Placement: at least 50 percent of the windows and placed for maximum sun protection and should not encroach into the public-right-of-way but can encroach into the extended sidewalk area. - Other: For projects within the TKF zone which have a zero setback, louvers or recessing windows shall be required.
• Project a sill, lintel, or surround at the windows along at least two façades **(See Figure 3.13, Image h)**		X		- Dimensions (height): minimum six inches high - Dimensions (depth): minimum four inches deep - Placement: at least 50 percent of windows along the façade
• Project the building slab or another form of overhang from the rest of the façade at two or more floors of the building(s) **(See Figure 3.13, Image j)**		X		- Dimensions (depth): minimum two feet deep - Dimensions (width): minimum 75 percent of width of the adjacent façade - Other: Projections may be used as balconies, provided they meet all required balcony dimensions

Figure 3.13: Architectural Detailing Strategies - 360-Degree Design.

Pictured: **(g)** *horizontal bands,* **(h)** *windows and balconies around at least two facades,* **(i)** *awning as weather protection or shading device, and* **(j)** *overhanging building slab to provide shade.*

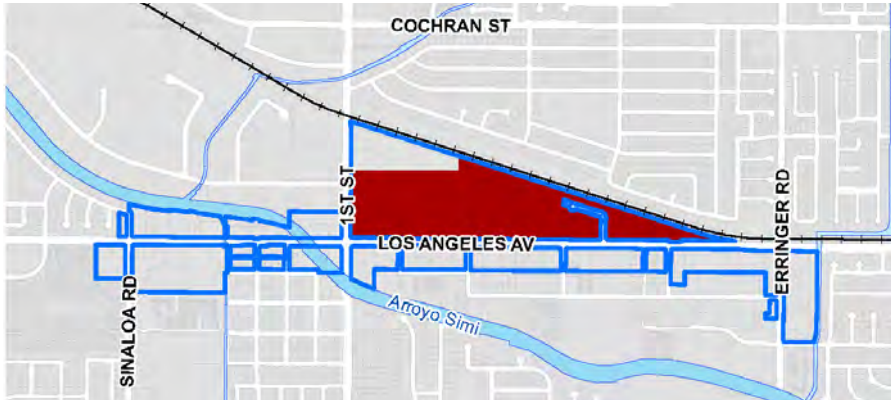
Table 3.3: Architectural Detailing Strategies *(refer to images on opposing page)*

Detail Strategy	Strategy Type			Minimum Standards (each)
	Pedestrian-Scaled Design *(Choose three)*	360-Degree Design *(Choose three)*	Building Corner Design *(Choose one)*	
• Incorporate a corner entry plaza that extends to the pedestrian way at the intersection connecting to an entrance to the building. **(See Figure 3.14, Image o)**			X	- Dimensions (area): minimum 200 square feet - Dimensions (width): minimum 20 feet - Paving: Must be paved with a pattern, material, and/or color which differs from the connecting sidewalk paving - Landscaping: minimum ten percent coverage. Landscaping may be in planters. - May be open to the sky or 20 percent covered by overhangs or awnings, but must be open to the pedestrian sidewalk.
• Incorporate materials, colors, or artwork, fenestration types, or a combination which differs from the rest of the façade, or incorporate climbing plants such as vines at the corner **(See Figure 3.14, Image m)**			X	- Dimensions (width): minimum 20 feet along each side of the building corner - Dimensions (height): minimum 80 percent of the building height at the corner
• Recess or project the corner façades horizontally from the rest of the building. **(See Figure 3.14, Image l)**			X	- Dimensions: minimum ten feet along both sides of the building corner, recessed a minimum three feet from the adjacent façade plane - Notes: The recessed or projected area may be used as a balcony for adjacent units
• Recess or project the roof line vertically from the rest of the building (e.g., a tower) at the corner. **(See Figure 3.14, Image k)**			X	- Dimensions (height): recessed/projected minimum five feet and maximum ten feet below/above the height of the adjacent roof plane. - Dimensions (area): 20 feet wide, minimum 20 feet deep

Figure 3.14: Architectural Detailing Strategies - Building Corner Design.

Pictured: **(k)** *corner tower projection on upper floors,* **(l)** *corner facade extending out at the corner,* **(m)** *increased glazing around the corner of the building and a rounded corner,* **(n)** *Example corner tower with balconies,* **(o)** *Example open space at corner.*

3.5 Downtown Mixed-Use (DMU) Standards



The ***Downtown Mixed-Use (DMU)*** zone is intended to foster a vibrant vertical and/or horizontal mixed-use atmosphere as the heart of Simi Valley's new Downtown area and the City's public gateway. Provisions will allow for new housing opportunities; an active pedestrian environment with a mix of daytime and nighttime uses such as commercial retail, employment, and entertainment; publicly accessible open space; and multi-modal connectivity. The zone is applied to the parcels north of Los Angeles Avenue and east of First Street (currently Mountain Gate Plaza and Simi Valley Plaza), which the General Plan identifies for Mixed-Use and as inventory sites in the Housing Element. The Downtown Mixed-Use zone permits developments utilizing a phased approach on the existing surface parking lots to form denser, pedestrian-scaled conditions, for the Downtown Mixed-Use area while reinforcing walkable streetscape improvements for Los Angeles Avenue.

This zone is envisioned for new development on the site and allows for preservation of some interior tenant spaces in existing shopping centers to be preserved with modernized street-facing buildings by introducing development standards that will:

- Allow an active front setback (e.g., an extended sidewalk with landscaped plaza or outdoor seating/dining space) along Los Angeles Avenue.
- Require that surface parking lots and structures be located to the rear or side of street-facing buildings.

The DMU zone has the potential for a hierarchy of blocks, buildings, streets, open space, and pedestrian pathways/paseos that encourage walkable and active street face along Los Angeles Avenue and First Street.

A. Applicable Zone. All projects shall be compliant with all standards and requirements in the Specific Plan, notwithstanding the following:

B. Residential Uses.

1. **Residential Density.** Projects may develop a minimum of 20.1 dwelling units per acre to up to a maximum of 55 dwelling units per acre if the project meets the requirements listed under the Community Benefits Bonus outlined in **Section 3.11, Table 3.5**.
2. **Percentage of Projects as Residential Uses.** A minimum of 50 percent of the entire project's gross floor area must be developed and maintained as residential uses. Buildings that are part of a larger project with multiple buildings that are not directly fronting Los Angeles Avenue or First Street may have 100 percent residential uses as long as the entire project meets this 50 percent overall standards.
3. **Residential Transparency.** Buildings with residential uses at the ground floor shall have a minimum fenestration of 25 percent along the ground level facade facing streets or internal courtyards.

C. Non-Residential Uses.

1. **Percentage of Project as Commercial Uses.** A minimum of ten percent of the entire project's floor area must be developed and maintained as commercial uses.
2. **Active Ground Floor Uses.**
   a. Buildings along the frontage of Los Angeles Avenue and First Street shall have a minimum of 20 percent ground-floor commercial uses.
   b. **Commercial Transparency.** A minimum of 50 percent of the ground floor facade of a mixed-use building (retail, restaurants, or other uses on the ground floor) along Los Angeles Avenue and First Street shall provide 100 percent transparent and non-tinted

glass windows and doors to avoid obscuring visibility and to create a direct visual connectivity between pedestrians outside and activities occurring inside the buildings. To count towards the fenestration requirement, window and door openings shall have a maximum sill height of 24 inches above grade and a minimum head height of six feet and eight inches above grade.

D. Setbacks and Extended Sidewalk Area.

1. For minimum setback requirements, refer to **Table 3.4.**

   a. Along Los Angeles Avenue and First Street: To provide space for wider sidewalks and pedestrian amenities (extended sidewalks) along the ground floor, provide ten feet minimum, 20 feet maximum setbacks; except publicly accessible open space and private courtyards on the ground level or above the first floor may exceed the maximums. **(See Figure 3.15)**

   b. Along extended sidewalk area: all entrance doors to buildings shall be recessed so doors open outwards and do not open into the extended sidewalk area.

2. No parking is allowed in any of the setback areas.

   a. Exception: All front setbacks apply to all buildings, except landscaped surface parking is permitted for a maximum of ten percent of the Los Angeles frontage for a view of the existing shopping centers (Simi Valley Plaza and Mountain Gate Plaza) if these Shopping Centers are retained and remodeled on the site.

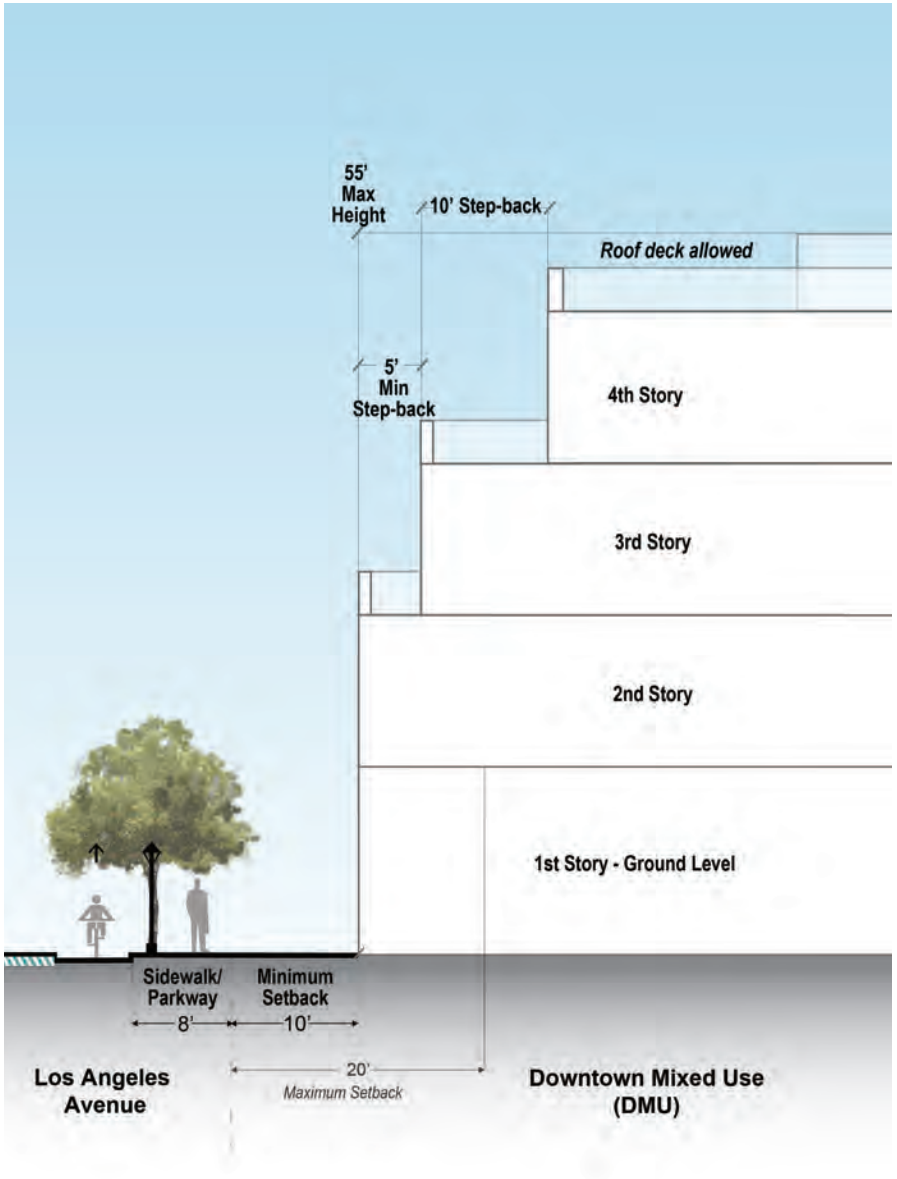
3. Fifty percent of the buildings in a project shall have a maximum setback of five feet from a public or private internal roadway, sidewalk, or paseo.

E. Height.

1. For maximum height standards, refer to **Table 3.4.**

F. Step-backs. Along Los Angeles Avenue, stories above the second floor shall be stepped back from front setback line at a minimum of five feet, and stories above the third floor shall be stepped back an additional ten

Figure 3.15: DMU Development Standards.



feet over 50 percent of the facade. Balconies can occupy the step-back space. **(See Figures 3.17 for examples from other communities)**

G. Internal Vehicular and Pedestrian Circulation.

1. To break up superblocks, provide internal connectivity, and active outdoor spaces, all new internal roadways must meet one of the following standards:

   a. Along Los Angeles Avenue, the existing location of the entry into the Mountain Gate Plaza Shopping Center on Patricia Avenue shall remain as the primary entrance to the project site; however it may be reconfigured and enhanced with sidewalks, bike lanes, and landscaping. Other major access points into the DMU area and their crosswalks shall remain and may be extended with 15 foot-wide sidewalks, bike lanes, and landscaping (the entrances to the Simi Valley Plaza, Hubbard Street and Donville St). **(See Figure 3.16)**

   b. If lot consolidation and planned development occurs between First Street and Erringer Road, the number of driveways shall not exceed 75 percent of the number that are existing.

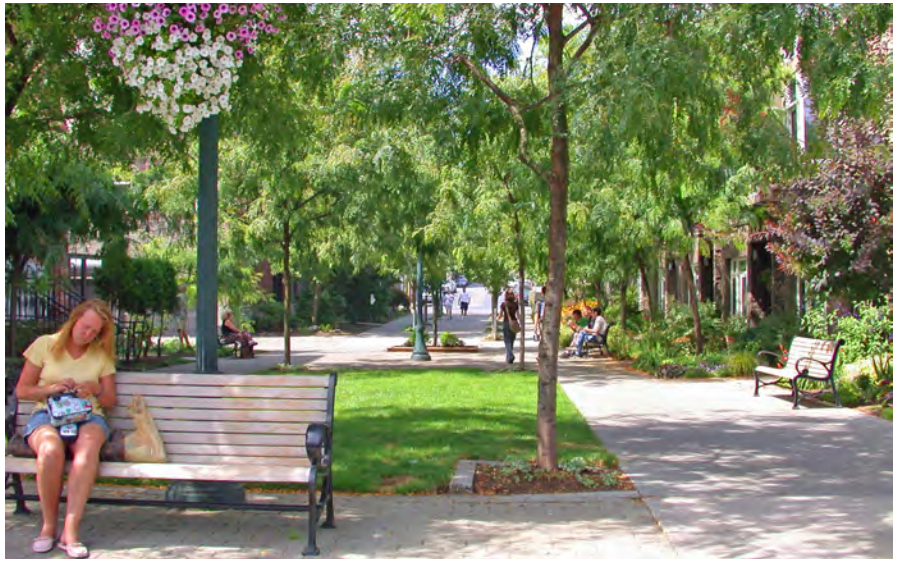
Figure 3.16: Internal Pedestrian Circulation.

Figure 3.17: Examples from Other Communities of Facade Step-backs, Courtyards, Internal Pedestrian Paseos, and Public Gathering Spaces.

Courtyard

Farmer's Market

Paseo



Step-back

3.6 Downtown Corridor (DC) Standards

The ***Downtown Corridor (DC)*** zone continues to prioritize infill employment uses that are complementary of the neighboring Downtown Mixed-Use zone, such as retail, grocery stores, and restaurants along Los Angeles Avenue, including the preservation of long-time existing businesses. The Downtown Corridor zone encourages private consolidation to cluster commercial, retail, and office to achieve more-efficient shared parking and open space arrangements, improved walkability along Los Angeles Avenue, and a more identifiable sense of place that is also pedestrian-scaled and active, but unique from the DMU zone.

New standards for this zone will reinforce street-facing commercial along Los Angeles Avenue in visually interesting buildings closer to the sidewalk to foster a more pleasant and attractive pedestrian environment with opportunities for walking, sitting, and dining. Standards will also ensure integration of the Arroyo Simi with additional outdoor passive recreation opportunities in new developments through the provision of increased setbacks and amenities (e.g., outdoor dining, seating, plaza space, landscaping). On larger parcels, or where there is opportunity to consolidate parcels, provisions will allow for and encourage a horizontal mixed-use urban village-like environment to both complement the more vertical mixed-use DMU zone and be contextually sensitive to adjacent existing conditions.

A. Applicable Zone. All projects shall be compliant with all standards and requirements in this Specific Plan zone.

B. Residential Uses.

1. **Minimum Lot Width.** 150 feet.
2. **Residential Density.** Projects may develop at a minimum of 20.1 dwelling units per acre, up to a maximum of 45 dwelling units per acre if the project meets the requirements listed under the Community Benefits Bonus outlined in **Section 3.11, Table 3.5**.
    a. Residential and nonresidential uses shall be incorporated in a horizontal or vertical mixed-use project. **(See Figure 3.18)**
3. **Percentage of Projects as Residential Uses.** A minimum of 50 percent of the entire project's gross floor area must be developed and maintained as residential uses.
4. **Residential Transparency.** Buildings with residential uses at the ground floor shall have a minimum fenestration of 25 percent along the ground level facade facing the street or internal courtyard.

C. Non-Residential Uses. See Section 3.3 All Subareas.

D. Setbacks and Extended Sidewalk Area.

1. For minimum setback requirements, refer to **Table 3.4**.
    a. Along extended sidewalk area, all entrance doors to buildings shall be recessed so doors open outwards and do not open into the extended sidewalk area.
2. **Arroyo Simi Setback.** To encourage activity along major community assets, new development shall provide a primary structure setback of at least ten feet along any property line which borders the Arroyo Simi and 15 feet for accessory structures.

E. Height.

1. For maximum height requirements, refer to **Table 3.4.**

F. Step-backs. Along Los Angeles Avenue, stories above the second floor shall be stepped back from front setback line at a minimum of five feet over 50 percent of the facade. Balconies can occupy the step-back space (See Figure 3.19)

Figure 3.19: DC Development Standards.

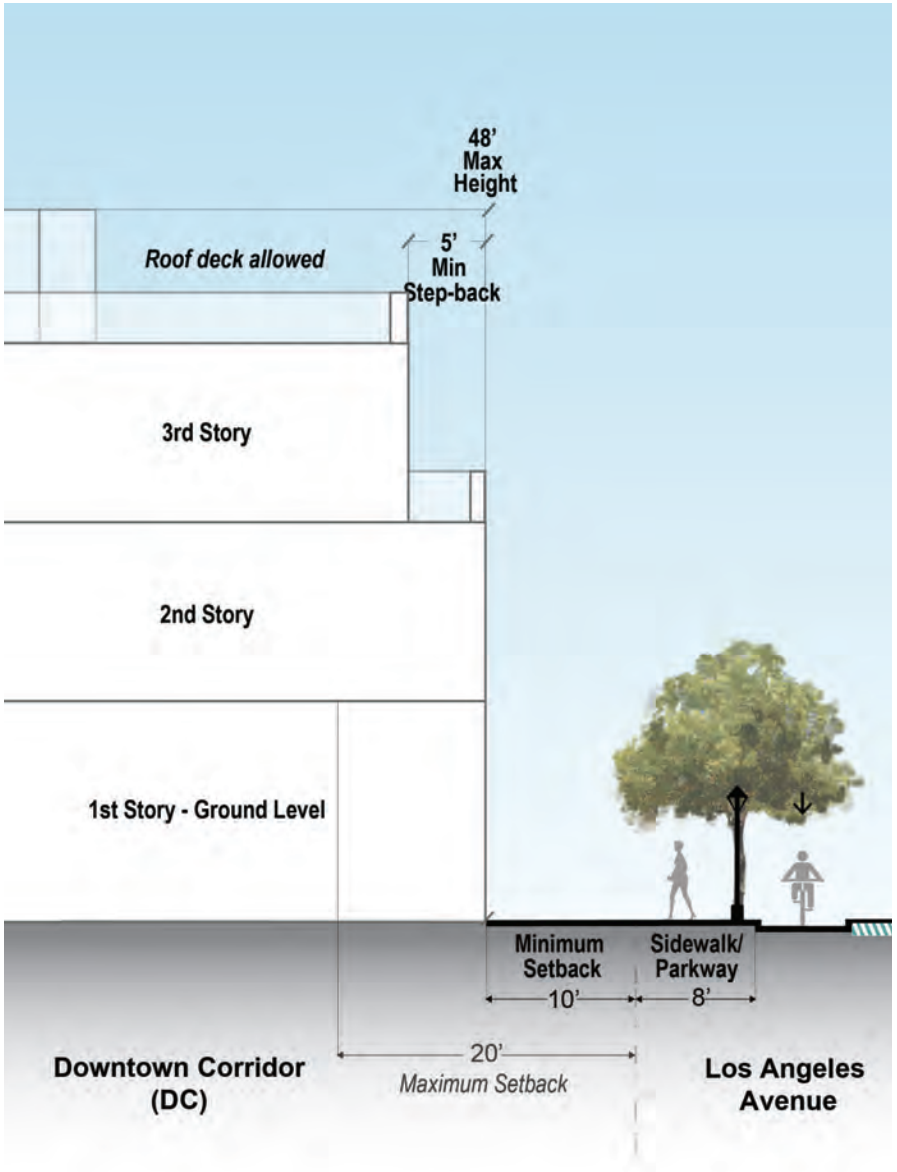
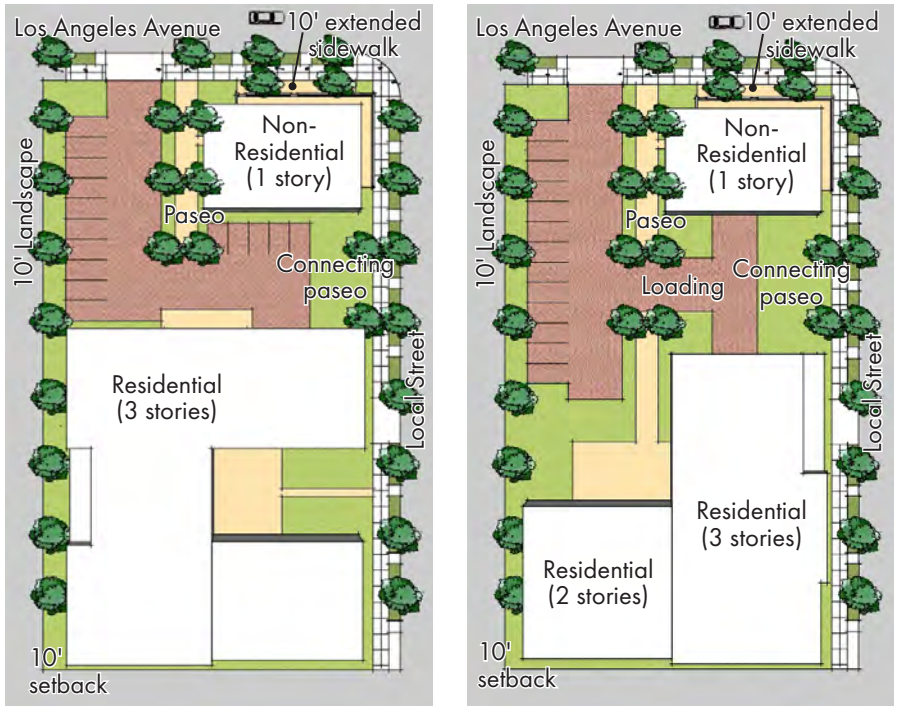
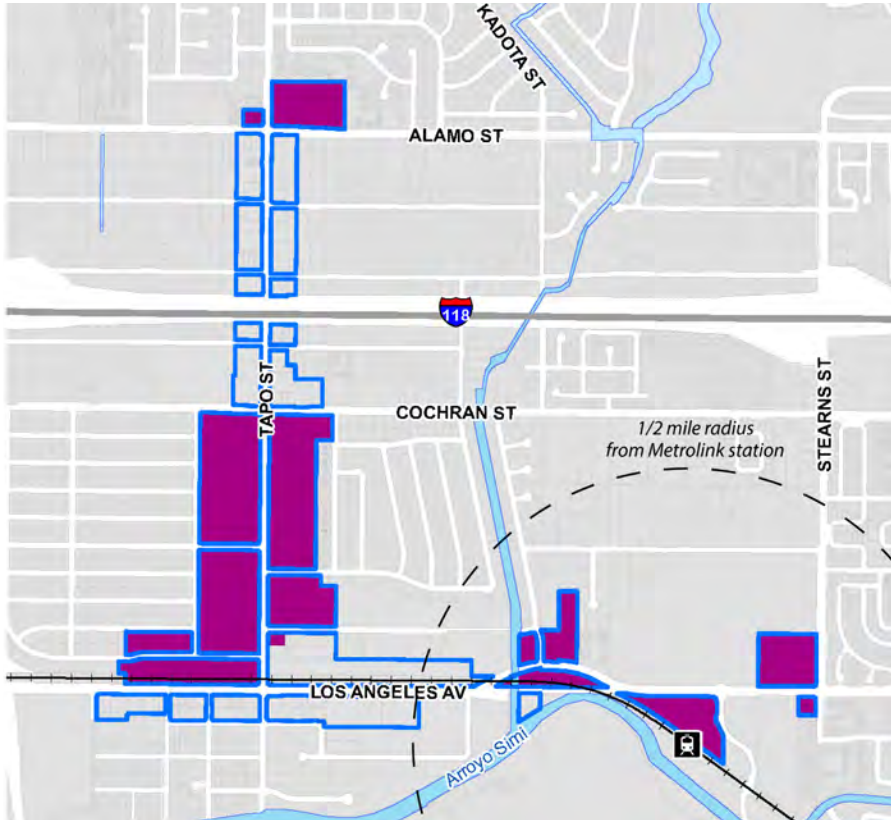


Figure 3.18: Horizontal Mixed-Use. (3D Model Plan Views)



3.7 Tapo Mixed-Use (TMU) Standards



The ***Tapo Mixed-Use (TMU)*** zone is applied to parcels which are currently within the Mixed-Use Overlay to continue to promote the traditional pedestrian scale character of the area, including the benefits and potential of the Simi Valley Transit Station. A village-scale residential mixed-use commercial and entertainment environment will be encouraged in strategic locations along Tapo Street to provide vibrant daytime and nighttime activities such as restaurants, food stores, supermarkets, and indoor recreational uses.

To enhance the pedestrian environment and reinforce a medium-scaled infill "village" atmosphere for this area, development standards are introduced to support a "restaurant cluster" concept. The restaurant cluster is integrated within envisioned horizontal mixed-use residential and entertainment uses in existing surface parking lots. This zone also applies development standards that require enriched setbacks areas along the Arroyo Simi, the railway, and the Rancho Santa Susana Community Park to enhance the use of the areas existing assets and destinations. One such destination is the Simi Valley Transit Station, on the eastern boundary of the TMU zone, which will be promoted with uses and standards that reinforce its future development as Transit-Oriented Development (TOD). The Simi Valley Transit Station area has the potential to establish a multi-modal network of public and private realm improvements that allow residents to walk, bike, or take transit to other local or regional destinations. A vibrant, mixed-use environment that clusters a variety of housing types, employment opportunities, and community amenities will result in environmental, economic, and social benefits such as increased ridership and improved air quality, increased housing, employment, and mobility choices, and can be a catalyst for economic development.

A. **Applicable Zone.** All projects shall be compliant with all standards and requirements in this Specific Plan Area, notwithstanding the following:

B. **Residential Uses.**

1. **Residential Density.** Projects may develop at a minimum of 20.1 dwelling units per acre, up to a maximum of 55 dwelling units per acre if the project meets the requirements listed under the Community Benefits Bonus outlined in **Section 3.11, Table 3.5**.

C. **Non-Residential Uses.**

1. **Ground Floor.** Buildings along the frontage of Tapo Street shall have a minimum of 20 percent ground floor active commercial uses (retail and restaurants).

2. **Commercial Transparency.** A minimum of 50 percent of the ground floor facade of a mixed-use building (retail, restaurants, or other uses on the ground floor) along Los Angeles Avenue and First Street shall provide transparent and non-tinted windows and doors to avoid obscuring visibility and to create a direct visual connectivity between pedestrians outside and activities occurring inside the buildings. To count towards the transparency requirement, window

and door openings shall have a maximum sill height of 24 inches above grade and a minimum head height of six feet and eight inches above grade.

D. Setbacks.

1. For minimum setback requirements, refer to **Table 3.4**.

   a. Along Los Angeles Avenue within a half mile radius of the Metrolink station: To provide space for wider sidewalks and pedestrian amenities (extended sidewalks) along the ground floor, provide ten feet minimum, 20 feet maximum setbacks except publicly accessible open space and private courtyards on the ground level or above the first floor may exceed the maximums. **(See Figure 3.20)**

   b. Along extended sidewalk area, all entrance doors to buildings shall be recessed so doors open outwards and do not open into the extended sidewalk area.

   c. Projects adjacent to the rail line boundary shall provide a minimum 20-foot setback along the rail line boundary.

E. Height.

1. For maximum height requirements, refer to **Table 3.4**

   a. Projects within a half mile radius of the Metrolink station and adjacent to single family residences shall have a maximum height of three stories and 40 feet within the first 100 feet of the parcel in which it is located.

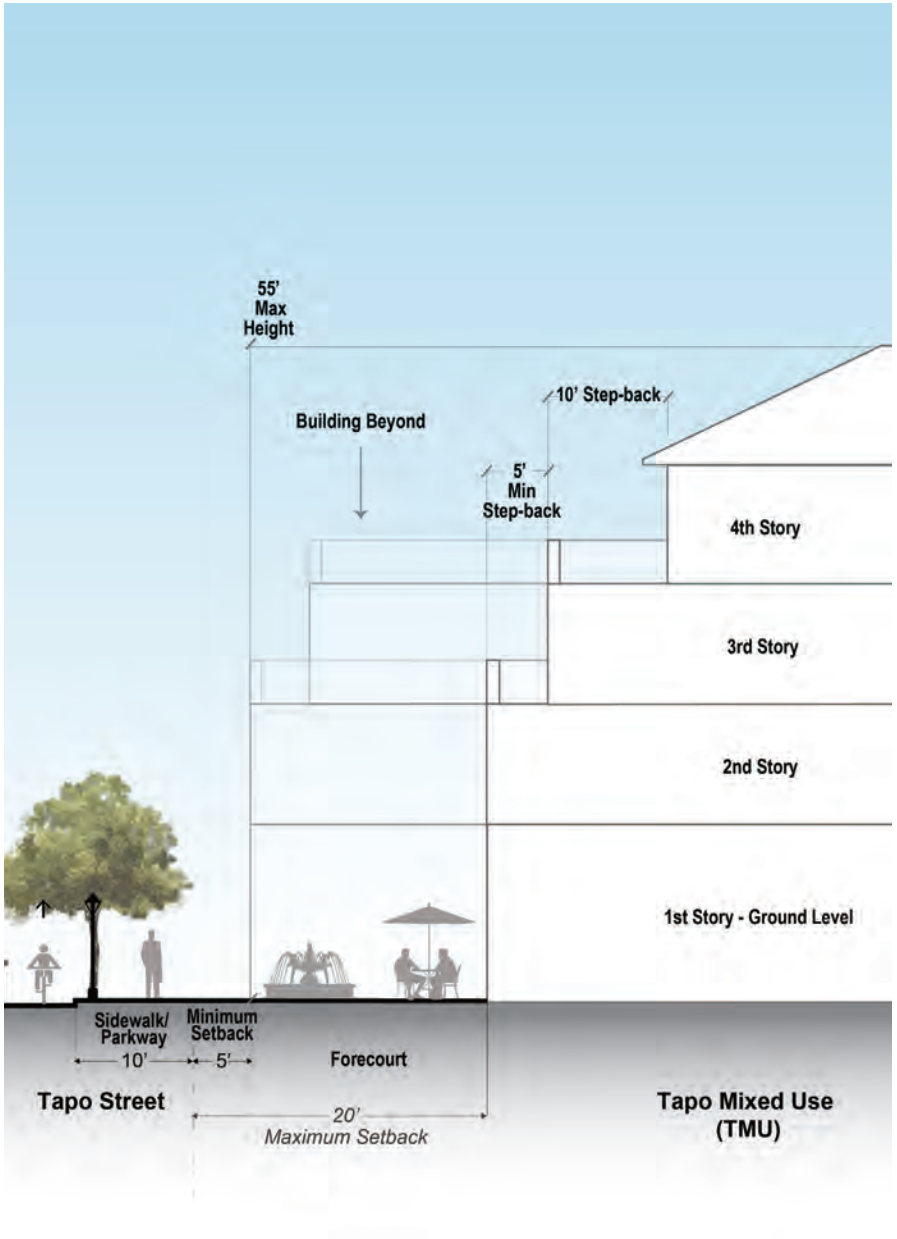
F. Step-backs.

1. Along Tapo Street, stories above the second floor shall be stepped back from front setback line at a minimum of five feet, and stories above the third floor shall be an additional ten feet over 50 percent of the facade. Balconies can occupy the step-back space. **(See Figure 3.22)**

2. **Restaurant Step-back.** Restaurants may provide a second story step-back to provide outdoor dining area located along a plaza, open space, or the street frontage.

G. Metrolink Station. For the Metrolink station site, all new development shall create a direct pedestrian and bicycle connection to the Metrolink station with a minimum width of four feet of pedestrian path, and

Figure 3.20: TMU Development Standards.



shaded by a minimum of one row of trees. Pedestrian paths may be shared by multiple developments. Bicycle paths could be combined or separated or be ~~stripped and~~ striped to be a part of the Metrolink parking lot subject to approval by Metrolink and the City.

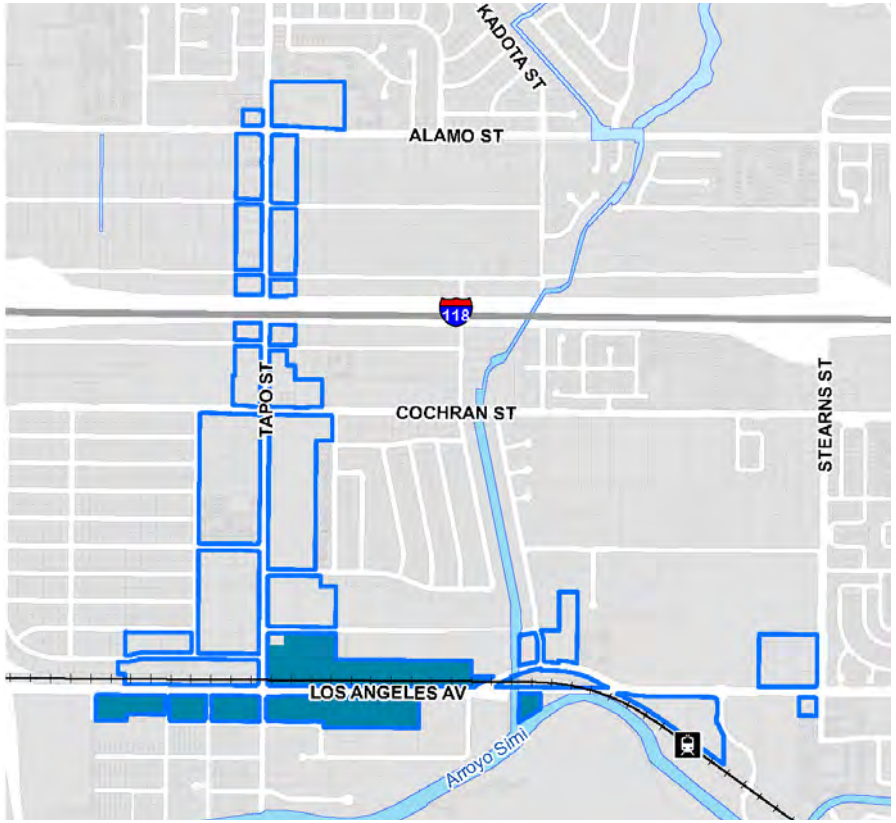
1. **Proximity to the Rail Line.** Projects located at the intersection of Tapo Street and Valley Fair Street, if containing residential, shall orient the residential along Valley Fair Street and away from the rail line. Existing trees along the Valley Fair Street shall be maintained in place. Along street sections which do not contain trees in the parkway or setback, new trees shall be planted to continue streetscape patterns. **(See Figure 3.21)**

2. Landscaped buffer between Los Angeles Avenue and the railroad track shall be maintained or improved.

Figure 3.21: Second Story Step-Back Along a Street Frontage.

Figure 3.22: Second Story Step-Back Along a Street Frontage Alternative Image.

3.8 Tapo Business Village (TBV) Standards



The ***Tapo Business Village (TBV)*** zone is applied to parcels near the Los Angeles Avenue and Tapo Street intersection, which currently has a mix of general retail and light industrial uses. To promote traffic calming and connectivity to this gateway into the neighboring Tapo Mixed-Use area, standards encourage the provision of flexible open spaces for both the public and private realm (e.g., pedestrian and multi-use paths, paseos, plazas, etc.) that connect to the neighborhoods to the north. The landscaped median pathway on the northside of Los Angeles Avenue shall remain as well as the private greenspaces south of Los Angeles Avenue.

A. Applicable Zone. All projects shall be compliant with standards and requirements in this Specific Plan.

B. Residential Uses. No residential uses are permitted in the TBV zone with the exception of the residential apartment complex approved on the southwest corner of Buyer Street and Shopping Lane.

C. Setbacks.

1. For minimum setback requirements, refer to **Table 3.4**.
    a. Zero-foot setbacks are permitted on the southern blocks of Los Angeles Street east and west of Tapo Street. **(See Figure 3.25)**
2. **Proximity to the Rail Line.** Projects adjacent to the rail line boundary shall provide a minimum 20-foot setback from the property line abutting the rail station.
3. **Landscaping Front Setback.**
    a. The ten foot area of the front setback shall be landscaped with canopy shade trees spaced 30 feet on average and staggered with street trees along the sidewalk. If a larger setback area is provided, the front setback area shall include pedestrian and employee amenities such as shade structures, benches, and waste receptacles. **(See Figure 3.26 in the following spread)**
    b. The front setback shall include at least one pedestrian path leading from the sidewalk to the primary building entrance.

D. Maximum Height and Minimum Step-Back.

1. For maximum height requirements, refer to **Table 3.4.**
2. To create a pedestrian scale along Los Angeles Avenue and its sidewalk for new buildings, the building height above 28 feet shall be stepped back ten feet for 50 percent of the facade frontage (**See Figure 3.25**).
3. See SVMC Sections 9-30-060 and 9-26-050 for height measurement and exceptions to these height limits.

E. Outdoor Storage.

1. Accessory outdoor storage shall be confined to the area to the rear of the principal structure or the rear one-half of the property, and screened from view from any adjoining property or roadway by appropriate walls, fencing, earth mounds, or landscaping. The materials stored shall not exceed a height of ten feet as measured from level of abutting land, either on-site or off-site.

2. For uses performed outside of a structure, outdoor storage may only be authorized with the granting of a Conditional Use Permit. In granting the Conditional Use Permit, the applicable review authority shall first find that the outdoor storage will be screened from view from any public or private street by appropriate walls, fencing, earth mounds, and landscaping, or a combination thereof. This finding shall be required in addition to the findings identified in SVMC Section 9-52.070 (Conditional Use Permits).

F. Operational Standards and Use Limitations.

1. **Industrial performance standards.** The following industrial performance standards describe the maximum allowable levels of the operational characteristics resulting from processes or other uses of property. Continuous compliance with these standards shall be required of all uses in all industrial zones, except as otherwise provided by this Section.

   a. Guidelines for objectionable factors. The following should be maintained at levels that are appropriate for the zone and geographic area when its use is in its intended operation.

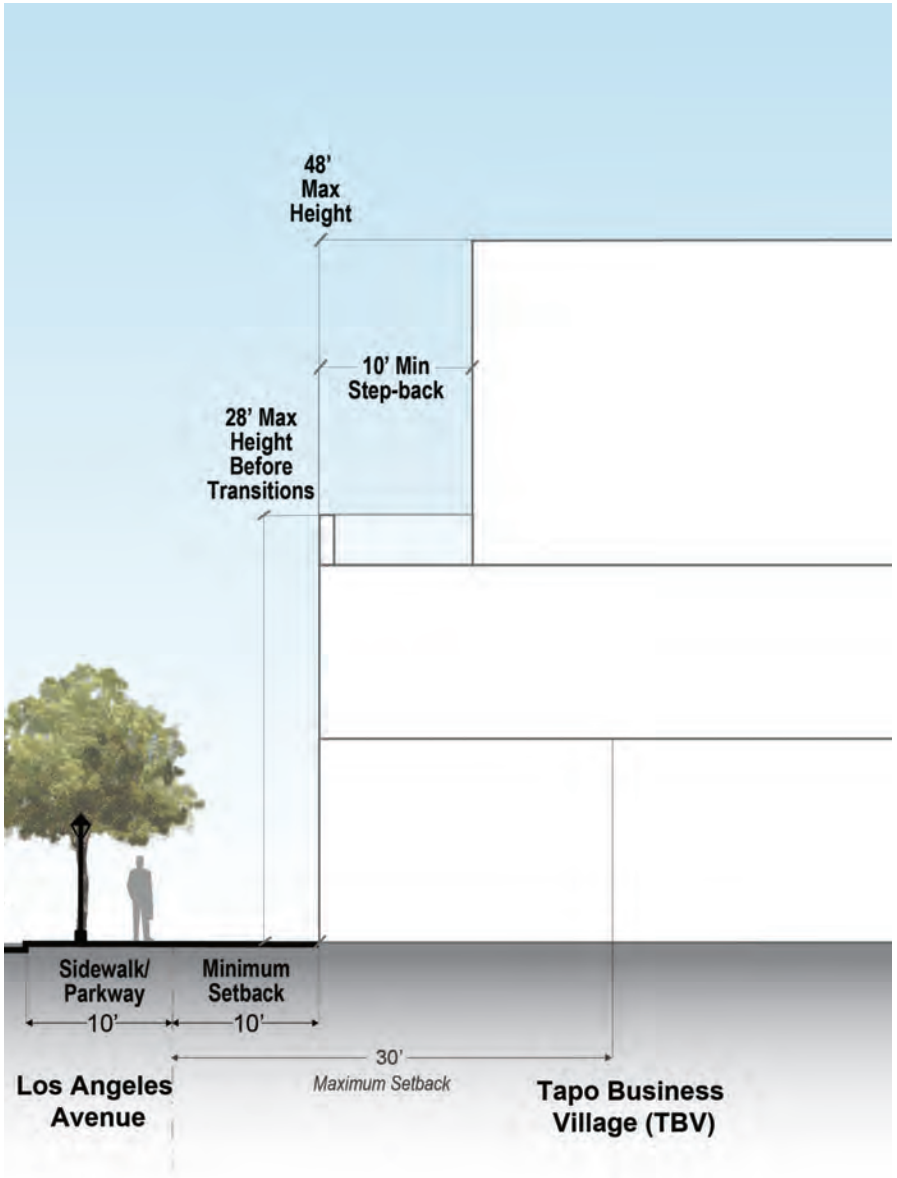
      (1) Smoke, odors, vapors, gases, acids, fumes, dust, dirt, fly ash, or other forms of air pollution;

      (2) Noise, vibration, pulsations, or similar phenomena;

      (3) Glare or heat;

      (4) Radioactivity or electrical disturbance.

Figure 3.26: TBV Standards.



G. Industrial Development Standards. The following standards apply in addition to all applicable provisions of this Chapter and Article 3, and shall apply to proposed development in all industrial zones, except as otherwise provided in these regulations:

1. Enclosed building requirements. All uses shall be conducted within a completely enclosed building, unless the use is specifically listed in Section 9-26.030 (Commercial and Industrial District Land Uses and Permit Requirements) as an outdoor use, is one which must be located outdoors due to safety, health or welfare requirements, or is specifically approved by a Planned Development or Conditional Use Permit. The Director is authorized to determine the reasonable application of this provision in cases of operation hardship or other showing of special circumstances.

2. Multi-tenant building design. Multi-tenant buildings are permitted, provided that the building is designed to appear as a single building with a unified facade.

3. Metal buildings. Primary buildings constructed of metal shall require review and approval by the Commission. Accessory buildings of metal shall have exterior surfaces of a stainless steel, aluminum, painted, baked enamel or similarly finished surface.

H. Retail Sales and Services.

1. Retail sales and service uses incidental to a primary industrial use are allowed provided that:

   a. The operations are housed as a part of the building or buildings comprising the basic operations;

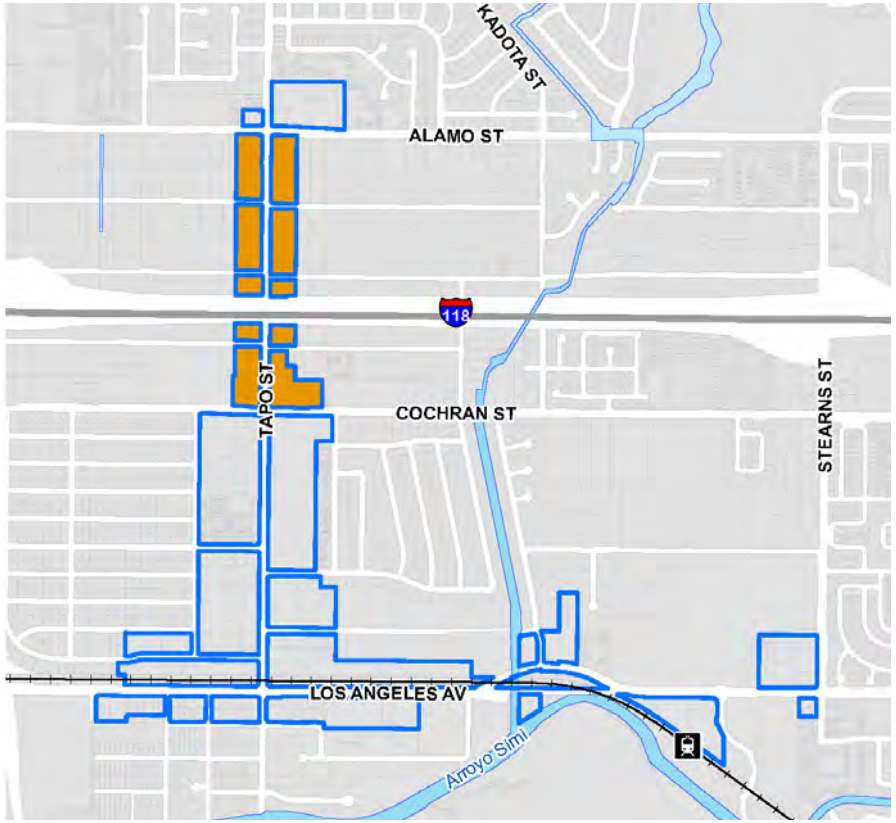
   b. Retail sales represent less than 20 percent of the gross receipts of the company, except for alcoholic beverage manufacturing facilities as referenced under SVMC Section 9-44.085. Receipts and/or other proof of the percentage of gross receipts shall be provided to the City upon request.

   c. No retail sales or display of merchandise occurs outside of the building; and

   d. The retail products sold on the site are manufactured, warehoused, or assembled on the premises.

   e. Conditional Use Permit approval shall be required when retail sales and service incidental to a principally permitted use that conforms to all the standards of this Subsection represent more than 20 percent but less than 50 percent of the gross receipts of the business. Receipts and/or other proof of the percentage of gross receipts shall be provided to the City upon request. The Commission may grant Conditional Use approval when it finds that the retail use is compatible with surrounding land uses and appropriate to the intent of the industrial zone. Parking as required by Chapter 9-34 (Parking and Loading Standards) shall be provided for the area devoted to retail sales in addition to the parking required for the industrial activity.

3.9 Tapo Kadota Fig (TKF) Standards



The ***Tapo Kadota Fig (TKF)*** zone is intended to promote smaller-scale mixed-use development at densities compatible with the surrounding neighborhood. The Tapo Kadota Fig zone will be unique in that it will complement both the surrounding suburban fabric and the neighboring Tapo Mixed-Use zone. Neighborhood-serving commercial and lower-density horizontal and vertical mixed-use at strategic locations along Tapo Street, such as intersections, will be promoted and encouraged to form a smooth transition into the more intense mixed-use character south of Cochran Street and at the Alamo Street/Tapo Street intersection. "Missing middle" housing types such as triplexes, fourplexes, courtyard housing and townhomes are encouraged.

A. Applicable Zone. All projects shall be compliant with all standards and requirements in this Specific Plan**.**

B. Residential Uses.

1. **Minimum Lot Width.** 100 feet.
2. **Residential Density.** Projects may develop at up to a maximum of 45 dwelling units per acre if the project meets the requirements listed under the Community Benefits Bonus outlined in **Section 3.11, Table 3.5**.

    a. The project may be a horizontal or vertical mixed-use project, and the commercial component must front Tapo Street.

    b. To promote the inclusion of "missing middle" housing types and smaller mixed-use buildings, the minimum density shall be 15 units per acre and the base maximum density shall be 35 units per acre. The residential units must be arranged in one or more, triplexes, fourplexes, townhomes, and/or other similar building types such as courtyard housing.

C. Non-Residential Uses. See **Section 3.3** All Subareas and **Table 2.3** Permitted Land Uses by Zones.

D. Setbacks.

1. For minimum setback requirements, refer to **Table 3.4**.
2. ~~Projects adjacent to the Animal Overlay (A) perimeter shall provide a minimum 25-foot setback from abutting property line(s), with five feet for landscaping and a fence at the rear.~~

E. Height.

1. For maximum height requirements, refer to **Table 3.4.**

F. Step-backs.

1. Along Tapo Street, stories above the second floor shall be stepped back from front setback line at a minimum of ten foot over 50 percent of the facade. Balconies can occupy the step-back space. (See Figure 3.27)

G. Freeway Adjacent Air Quality and Sound Requirements.

1. To minimize acoustic, air quality and visual impacts of the 118 freeway, projects with residential units and other TKF uses listed in Table 2.3 and located between Cochran Street and Adam Road shall follow the development standards below.

2. **Exemption.** Minor remodeling of existing residential projects are exempt.

3. **Soundproofing.** Structural soundproofing shall be provided for dwelling units that are projected to have a higher interior noise level than 45 dBA. The amount and type of wall, roof, and window soundproofing shall be sufficient to maintain a maximum ambient noise level in living areas no greater than 45 dBA using projected 2020 traffic figures, with all windows, doors and other openings closed. Soundproofing techniques shall include the following:

   a. Where windows face the freeway or an access ramp: double-paned and double-strength windows, manufactured and installed to specifications that prevent any sound being generated by window vibration caused by heavy vehicle movement on the freeway;

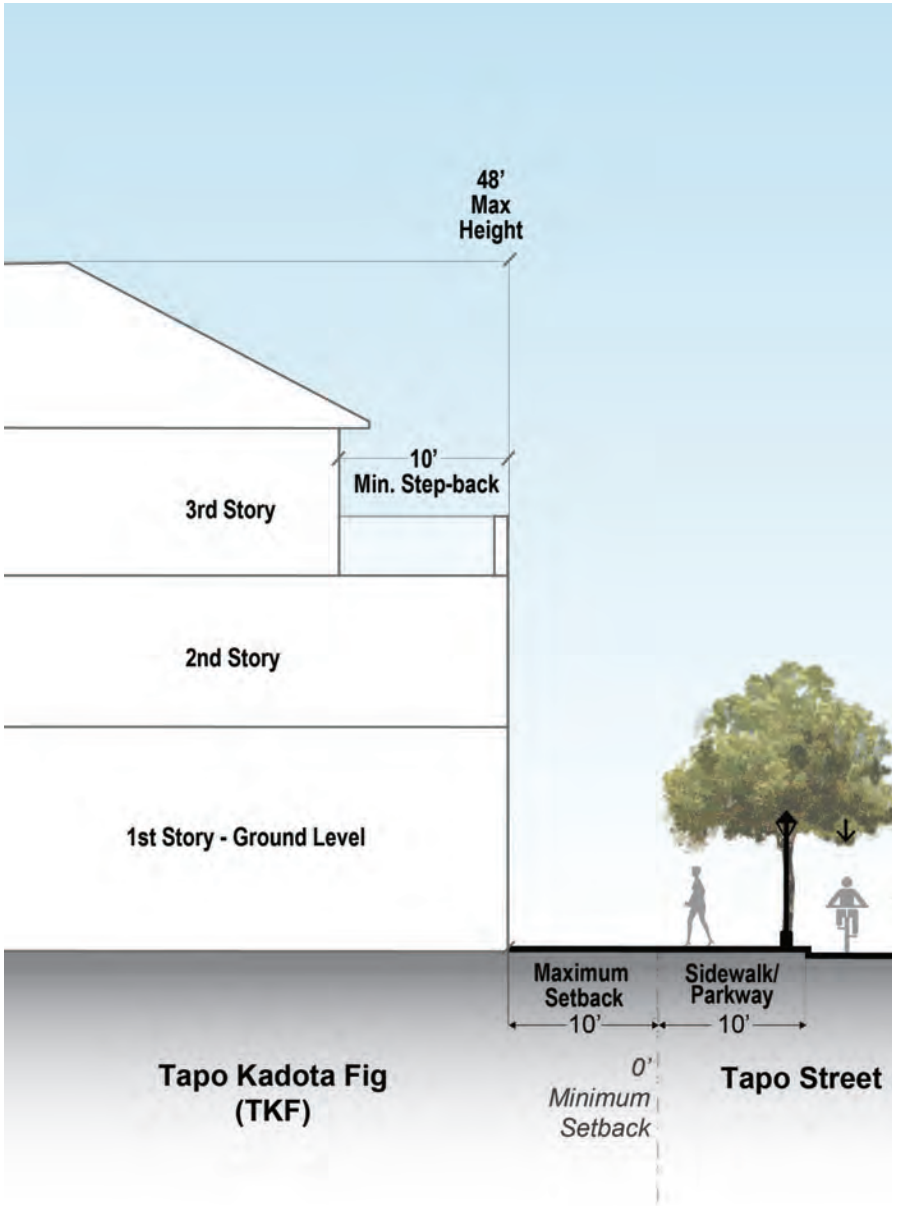
   b. Acoustically designed doors, with gasketed stops and an integral drop seal;

   c. Insulation within the exterior walls of living areas that will provide a sufficiently high sound transmission class (STC) to lower the interior ambient noise level to 45 dBA or less;

   d. Special soundproofing insulation and design features within roofs and ceilings to meet the 45 dBA interior ambient noise level requirement; and

   e. Air conditioning to serve all living areas in all new dwellings within 250 feet of the freeway right-of-way. Dwellings beyond 250 feet but within 700 feet of the right-of-way shall be designed

Figure 3.27: TKF Development Standards



so that spaces for furnaces and utility ducts are large enough to accommodate the future installation of central air conditioning.

4. **Acoustical Report.** Plans submitted to the City for proposed residential development shall include an acoustical report prepared and certified by a qualified engineer. The report shall include a noise survey indicating present and projected noise levels on the proposed building site. Data shall include noise levels at peak hour and late evening/early morning time periods. If the readings are averaged, a maximum one-hour averaging period shall be used. The noise sample data shall be approved by City staff to verify that representative noise sampling points have been included. Noise mitigation measures shall be included as part of the development plans. Noise attenuation measures shall be identified (e.g., barriers, landscaping, separation distance, walls, etc.) in addition to identification of the dBA reduction provided by each measure. **(See Figures 3.28 and 3.29)**

5. **Ambient Noise Levels.** Ambient noise levels for new residential developments within the Freeway Combining (FC) overlay district shall not exceed 60 dBA for exterior areas and 45 dBA for interior areas based on 2020 traffic projections.

Figure 3.28: Noise Barrier with Landscaping

Figure 3.29: Wall Sound Barrier

3.10 Summary Development Standards Table for Each Subarea

Table 3.4: **Development Standards for Each Subarea**

Standards		Downtown Mixed-Use (DMU)	Downtown Corridor (DC)	Tapo Mixed-Use (TMU)	Tapo Business Village (TBV)	Tapo Kadota Fig (TKF)
Maximum Height		55 feet, 4 stories	48 feet, 3 stories	55 feet(1), 4 stories(2)	48 feet	48 feet, 3 stories (35 feet , 2 stories within 50 feet of adjacent single-family residential)
Accessory Structures Height		25 feet max				
Minimum Percent of Commercial Use		10 percent	5 percent	10 percent	0 percent	5 percent
Setbacks	Front(3)	Los Angeles Avenue and First Street: 10 feet min. and 20 feet max. Other streets: 5 feet min. and 25 feet max.	Los Angeles Ave., First Street, Erringer Road: 10 feet min., 20 feet max. Other streets: 5 feet min., 25 feet max.	Tapo Street: 5 feet min., 20 feet max.; Other streets: 5 feet min.	10 feet min, 30 feet max	0 foot min, 10 feet max
	Side	5 feet min.	10 feet min.	10 feet min.	20 feet if adjacent to residentially zoned parcel; zero feet otherwise	10 feet min., 20 feet max.
	Rear	10 feet min.	10 feet min.	10 feet min.; 20 feet if adjacent to rail line boundary	20 feet if adjacent to residentially zoned parcel; zero feet otherwise	10 feet min., with 5 feet for landscaping and fence at rear.

(1) Unless within 1/2 mile radius of the metrolink Station and adjacent to low residentially zoned parcels, which will require a 40' and 3 story maximum within the first 100' of the low density zone.
(2) Buildings that are not directly fronting Los Angeles Avenue or First Street may be 100% residential.
(3) No parking allowed in front setback.

Table 3.4: **Development Standards for Each Subarea**

Standards		Downtown Mixed-Use (DMU)	Downtown Corridor (DC)	Tapo Mixed-Use (TMU)	Tapo Business Village (TBV)	Tapo Kadota Fig (TKF)
Ground Floor	Residential Transparency	25 percent facing street or internal courtyard	25 percent facing street or internal courtyard	N/A	N/A	N/A
	Commercial Transparency(1)	50 percent		50 percent		
	Commercial Area	20 percent of ground floor area		20 percent min. ground floor commercial uses, if fronting Tapo Street		
Landscape	Front Setback Landscaping					Refer to 3.8.C.
	Landscape Coverage	10 percent of site area, excluding parking lots and driveways				15 percent min.

(1) *For retail, restaurants and other ground floor uses, along Los Angeles Avenue and First Street shall provide transparent and non-tinted windows and doors to avoid obscuring visibility and to create a direct visual connectivity. To count towards the transparency requirements, window and door openings shall have a maximum sill height of 24 inches above grade and a minimum head height of 6 feet and 8 inches above grade.*

3.11 Community Benefit Bonus

The community benefit bonus ordinance, an implementation measure for this Specific Plan, provides developers bonuses to the base residential density, for reduced parking, or other requirements which would incentivize the inclusion of these community benefits.

A. Residential Density Base/Maximum Residential Density and State Density Bonus Law. The Specific Plan densities are divided into two tiers.

a. ***The first tier***, Residential Density Base ***(Tier 1)***, is consistent with the maximum density allowed in the Mixed-Use designation in the General Plan.

b. ***The second tier***, the Maximum Residential Density ***(Tier 2)***, can be reached with City Community Benefit Bonuses. (See Table 3.5)

c. The maximum residential densities specified in Tier 1 and Tier 2 are exclusive of State Density Bonus Law. With the State Density Bonus Law, the maximum density may exceed the Maximum Residential Density listed for Specific Plan subareas.

d. On a project basis, the Tier 2 Community Benefit Bonus and the State Density Bonus Law would be added together to determine the maximum.

B. Parcel Consolidation Program. To encourage the consolidation of parcels into one project and to provide for additional design flexibility, consolidation of two or more parcels entitles a ten percent increase in the number of units allowed per acre over the base density.

C. Unit Sizes for All Subareas Except the TBV Zone. To encourage the production of affordable market-rate units, at least 50 percent of units on the project site shall be between 500 to 750 square feet, which can be studio, one-or two-bedroom units which permits a 10 percent increase in the number of units allowed per acre over the base density.

Table 3.5: **Residential Densities and Commercial Intensities**

	Downtown Mixed-Use (DMU)	Downtown Corridor (DC)	Tapo Mixed-Use (TMU)	Tapo Business Village (TBV)	Tapo Kadota Fig (TKF)
Tier 1: Base Residential Density per the General Plan	35 dwelling units/acre	35 dwelling units/acre	35 dwelling units/acre	Zero dwelling units/acre	35 dwelling units/acre
Tier 2: Max Residential Density with Community Benefit Bonus	55 dwelling units/acre	45 dwelling units/acre	55 dwelling units/acre	Zero dwelling units/acre	45 dwelling units/acre
Height	55 feet, 4 stories	48 feet, 3 stories	55 feet, 4 stories	48 feet, 3 stories	48 feet, 3 stories (35 feet , 2 stories within 50 feet of adjacent single-family residential
Commercial FAR	0.3 FAR	0.3 FAR	0.3 FAR	0.32 FAR	0.5 FAR

**Specific Plan maximum densities above are exclusive of densities and FARs allowed under the State Density Bonus Law.*

The other portion of the project may be a mix of one to three bedrooms, without restrictions to size of units.

D. City Community Benefit Bonus for Tier 2.

1. Choose two incentives from Categories 1 and 2 to allow a 25 percent density bonus increase for each category (total of 50 percent increase), ***OR***

2. For DMU zone only, choose all of Category 3 to allow a 30 percent increase and two incentives from Category 2 to allow a 25 percent density increase for a total of 55 percent density bonus increase:

3. **Category 1: Extended Setbacks and Preservation**

   a. Outdoor dining located along 50 percent of the building(s) frontage in the extended setback area along Los Angeles Avenue and Tapo Street.

   b. A minimum 2,000 square feet of open space accessed by the public for a site which is at least 150 linear feet in length along the street frontages of Los Angeles Avenue and Tapo Street for public gathering and/or recreation which is privately owned and maintained. This open space shall be open to the sky and can contain trees, outdoor dining, seating, public recreation and other pedestrian amenities. Shade canopies can occupy more than ten percent of the open space.

      (1) Seating: six persons minimum.

      (2) Trees: one per 30 feet of frontage and a minimum of 36-inch box.

      (3) Bike racks: two minimum.

      (4) Trash receptacles: two minimum.

   c. Preservation or relocation and minimum of $150,000 (in 2023 dollars) of improvements for at least one local business on site in the development that is at least 800 square feet and has been in business for at least ten years along the frontage of Tapo Street or Los Angeles Avenue. The minimum cost of improvements escalated to the time of application by consumer price index or another index accepted by the City and applicant.

   d. Developments adjacent to the Arroyo Simi shall provide pedestrian improvements for the enhancement of the Arroyo Simi including sustainable landscaping and amenities along the Arroyo Simi frontage for a 15 foot depth. Sustainable improvements shall include at least:

      (1) Benches: one per 50 feet of frontage.

      (2) Trees: one per 35 feet of frontage and a minimum size of 36-inch box.

      (3) Bike racks: one per 200 feet which could be consolidated to one or more racks along the project frontage.

      (4) Trash receptacles: one per 200 feet.

      (5) On lots over 4,000 square feet, provide a direct connection to the Arroyo Simi pathway with a controlled gate providing access to the Arroyo Simi pathway.

   di. To provide connectivity to and from Los Angeles Avenue and multiple buildings in the DMU area, a development shall provide a north-south internal landscaped pedestrian, bike and entrance roadway with a total width of 80 feet or more and extend to meet a major internal east-west roadway. The north-south roadway shall take the form of a:

      (1) Main Street with a 12 to 15 feet tree lined sidewalk with pedestrian, amenities, protected bike lanes (8 feet on each side including buffer), a landscape median and a roadway, or

      (2) A rambla with a wide median containing a bike path and pedestrian walkway with pedestrian amenities, such as trees, pedestrian lighting, outdoor dining areas, kiosks, and a roadway.

4. **Category 2: Public Realm and Parking Improvements**

   a. Funding and maintenance of bus shelters, and at least two other associated pedestrian amenities in the public right-of-way or on private property along the primary building frontage for Los Angeles Avenue and Tapo Street. In-lieu fees could be a mechanism for funding the above improvements. Funding and

maintenance mechanism shall be determined by the Public Works Director and Environmental Service Director:

(1) Bus shelters: for existing bus or planned bus stops must be per the Simi Valley Transit requirements.

(2) Benches: minimum two benches.

(3) Bike racks: minimum two bike racks.

(4) Trash receptacles: minimum one trash receptacle per bus stop.

(5) Up to three 14-feet tall light poles with fixtures lighting the bus stop waiting area.

b. On sites over 50,000 square feet, establishing and funding a parking management plan to limit overflow parking in the adjacent neighborhoods.

c. Providing shared parking and vehicle access connections between commercial uses on adjacent or consolidated lots with a total site area of over 10,000 square feet resulting in at least one driveway reduction along the primary or secondary streets.

d. Providing at least 50 percent of the ground floor of a mixed-use building for retail trade including on-site consumption of food and beverage uses shall be allowed a parking reduction to one space per 300 square feet.

e. Providing parking required in Table 3.4 for a project on its site plus also providing required parking for other developments within 1/4 mile of the site as determined in shared parking agreement with the City and other property owners. The other property owners would not need to provide on site parking on their sites.

5. Category 3: DMU Planned and Developed as Unified Projects

a. For the DMU zone, all of the former Mountain Gate Plaza or the Simi Valley Plaza and the smaller parcels along Los Angeles Avenue frontage are consolidated, site planned, and developed as a unified downtown Planned Development with all of the following:

(1) Intersecting north-south and east-west main streets lined with a mix of retail, restaurants, civic, entertainment, educational, office, and cultural uses, and the entrance lobbies of four-story residential buildings.

(2) Intersecting streets shall have a minimum of 10,000 square feet of a public gathering space park with pedestrian amenities.

(3) Private main street sidewalks shall be tree lined and 15 feet wide on each side of the roadway with pedestrian light poles 14 to 15 feet high.

(4) On-street parking shall be provided at a minimum on one side of the main street with curb extensions at local street crossings.

(5) Intersecting these main streets shall be a grid of internal local streets of varying widths not exceeding 60 feet in width including ten to 15 feet sidewalks with pedestrian amenities and on-street parking, forming 400 feet or less blocks for residential buildings. This grid may be modified if existing shopping centers are retained and refurnished.

(6) Standards listed in the **Section 3.3** All Subareas related to DMU and **Section 3.5** - DMU zone standards shall be followed, such as extended sidewalks, setbacks, height, and step-backs, in addition to the standards provided above.

E. Updating the Community Benefit Program and Amenities. To reflect changing market and economic conditions and ensure public benefit are relevant, the bonus system will be reviewed periodically and updated if necessary.

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4.0 MOBILITY PLAN

4.1 Introduction

This Chapter supports the Land Use Plan developed by the project team, providing multimodal improvement and connectivity considerations within both Specific Plan Areas, as well as supporting the appropriate Goals and Objectives of the Plan. The Mobility chapter includes the following:

- Background
- Existing Conditions
- Streetscape Plan
- Pedestrian Circulation
- Bicycle Circulation
- Access to Transit
- Vehicular Mobility
- Parking Strategies

A planning context review of other planning efforts recently undertaken by the City or County included the following:

- Simi Valley General Plan Mobility and Infrastructure Element
- Simi Valley Bicycle Master Plan
- Simi Valley Traffic Impact Nexus Fee Study
- Simi Valley Local Roadway Safety Plan
- Ventura Countywide Bicycle Master Plan
- Arroyo Simi Greenway Specific Plan
- Other applicable transit planning documents

From these documents, the applicable strategies and/or policies that relate to the Envision Simi Specific Plan Areas were prioritized for the development of the Mobility Plan.

4.2 Background

The roadway network in Simi Valley is defined by a classification system that uses a hierarchy of facility types based on differences in size, function, and capacity. The network is comprised of primary arterials, secondary arterials, minor arterials, and collectors. These classifications, which are included in the City's 2030 General Plan Update, are described as follows:

- **Primary Arterials.** Primary arterials are typically six-lane roadways with a raised median and a curb-to-curb width of 86 to 104 feet. On-street parking is restricted, and these streets may have controlled access. Some examples of primary arterials within the City include Los Angeles Avenue, First Street, and Tapo Canyon Road.

- **Secondary Arterials.** Secondary arterials are typically four-lane roadways with or without a raised median and a curb-to-curb width of 52 to 78 feet. These streets may have controlled access. Some examples of secondary arterials within the City include Cochran Street, Tapo Street (north of Los Angeles Avenue), Erringer Road, and Alamo Street.

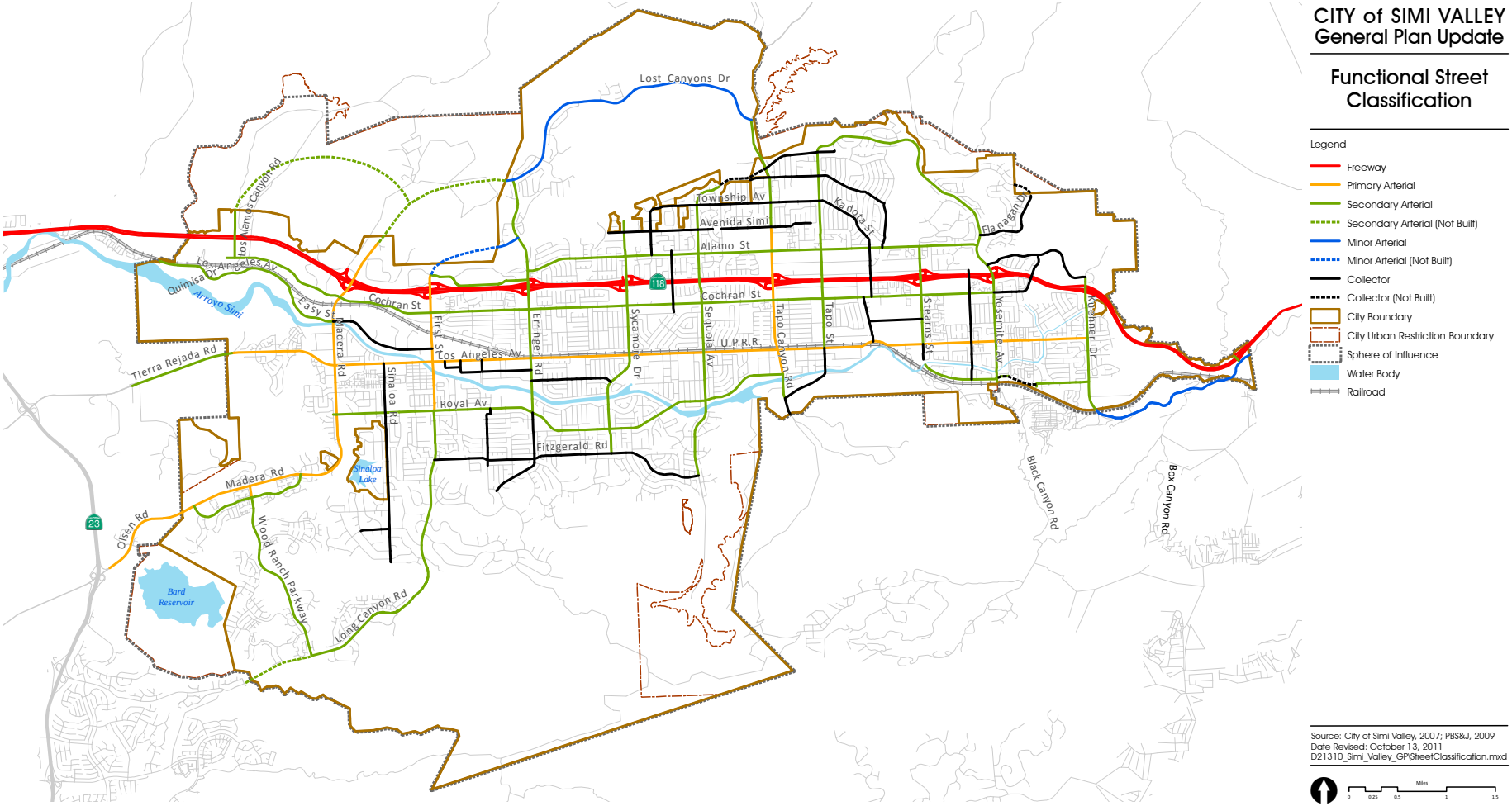
- **Minor Arterials.** Minor arterials are typically two- to four-lane roadways with a raised or painted median and a curb-to-curb width of 54 to 64 feet. These streets have limited or controlled access to serve through movement of traffic within hillside areas of the City. Lost Canyons Road is an examples of minor arterial within the City.

- **Collectors.** Collectors are typically two- to four-lane streets with or without a painted median and a curb-to-curb width of 40 to 52 feet. They gather and disperse traffic between arterial streets and local streets, and may have limited access. Some examples of collectors within the City include Tapo Street (south of Los Angeles Avenue), Sinaloa Road, and Fitzgerald Road.

The current mobility conditions in each study area are described, at a high level, using information from the existing conditions reports (March 2022) with the existing street cross sections provided in **Appendix C**. The key roadways within the two Specific Plan Areas are mapped in **Figure 4.1**.

4.3 Existing Conditions for Roadways

Figure 4.1: Map of Functional Street Classifications from the General Plan.
Source: City of Simi Valley



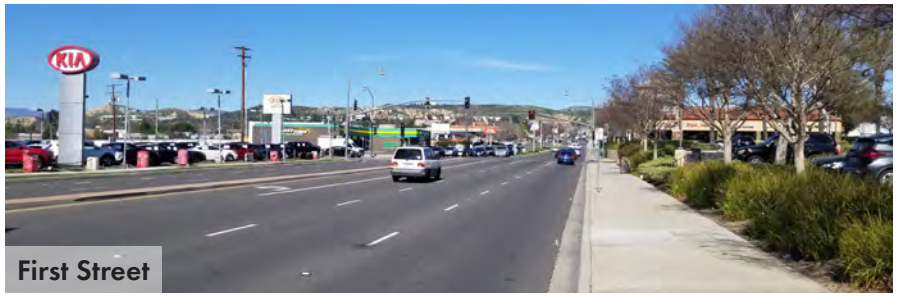
Los Angeles Avenue Corridor Existing Traffic Conditions

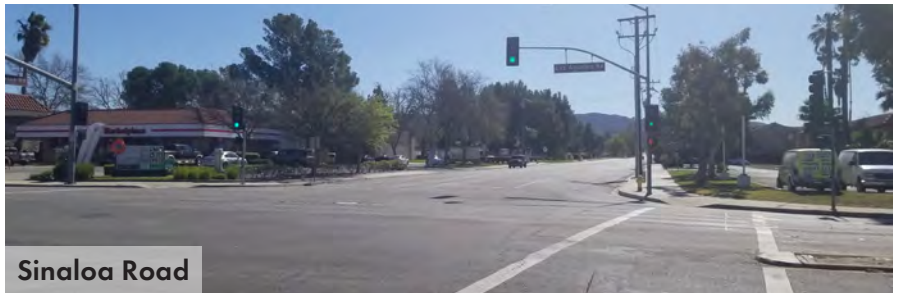
The characteristics of the Los Angeles Avenue portion of the Specific Plan Area are described below with supporting images provided in Figure 4.2:

- **Los Angeles Avenue** is a six-lane divided roadway, oriented in an east-west direction, and designated as a primary arterial in the City's functional street classification system. Within the area, Los Angeles Avenue carries approximately 2,500 vehicles in the a.m. peak hour and 2,800 vehicles in the p.m. peak hour on a typical day (based on 2019 intersection turning movement data from the Traffic Impact Fee Nexus Study Update). The street has a posted speed limit of 45 miles per hour. Along the 1.57-mile segment, the corridor includes nine signalized intersections (from Sinaloa Road on the west to Erringer Road on the east).
- **First Street** is a six-lane divided roadway north of Los Angeles Avenue and transitions to a four-lane divided roadway south of Los Angeles Avenue. The roadway is oriented in a north-south direction and is designated as a primary arterial in the City's functional street classification system for the area. South of Royal Avenue, the roadway is classified as a secondary arterial. Within the area, First Street carries approximately 2,100 vehicles in the a.m. peak hour and 2,300 vehicles in the p.m. peak hour on a typical weekday. The street has a posted speed limit of 40 miles per hour.
- **Sinaloa Road** is primarily a two-lane undivided roadway that expands to a four-lane divided roadway near Los Angeles Avenue in the northbound approach. The roadway is oriented in a north-south direction and is designated as a collector in the City's functional street classification system for the area. Within the area, Sinaloa Road carries approximately 600 vehicles in the a.m. peak hour and 500 vehicles in the p.m. peak hour on a typical weekday. The street has a posted speed limit of 45 miles per hour.
- **Erringer Road** is a four-lane divided roadway, which is oriented in a north-south direction and designated as a secondary arterial in the City's functional street classification system. Within the area, Erringer Road carries approximately 2,000 vehicles in the a.m. peak hour and 2,200 vehicles in the p.m. peak hour on a typical weekday. The street has a posted speed limit of 45 miles per hour.

Figure 4.3 presents the current daily volumes along the roadways within the Los Angeles Avenue Specific Plan Area, grouped within volume ranges.

Figure 4.2: Existing Conditions Photos for Major Streets in Los Angeles Avenue Area.





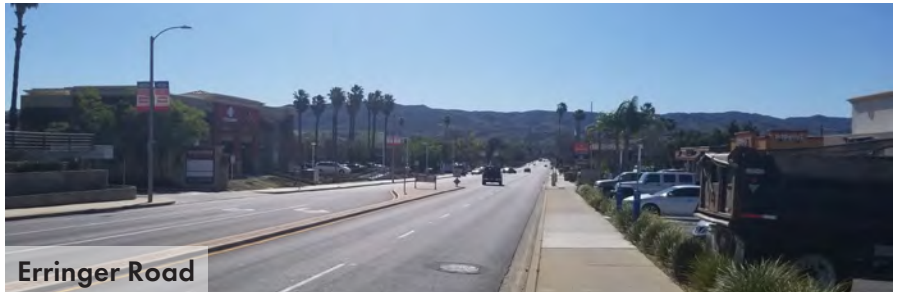
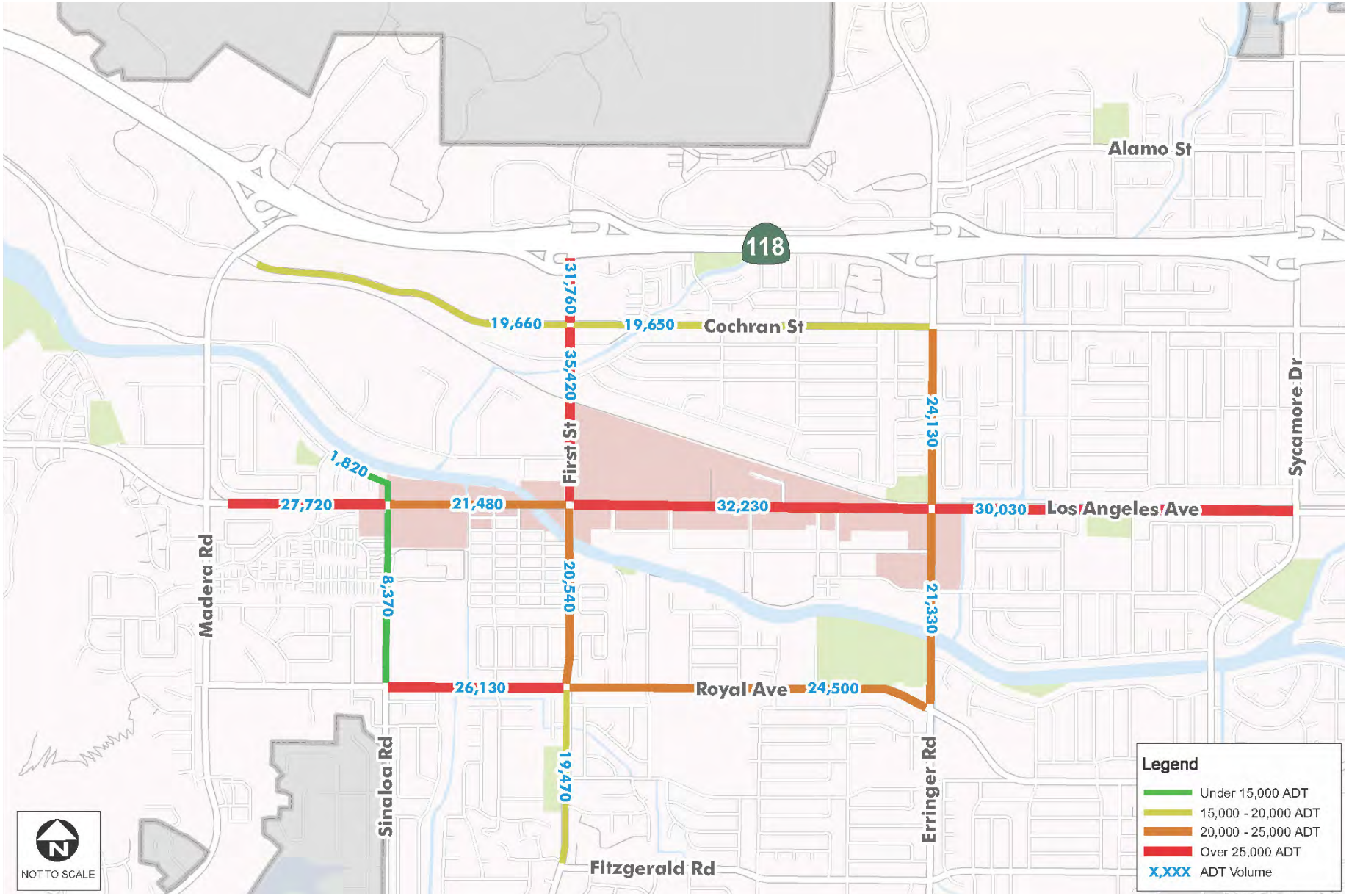


Figure 4.3: Los Angeles Avenue Corridor Existing Average Daily Traffic (ADT) Volumes

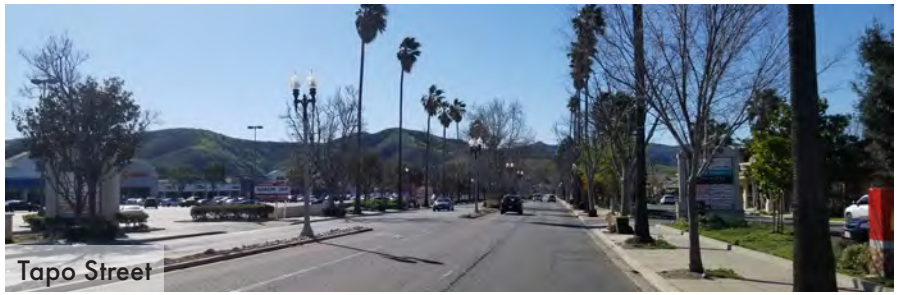


Tapo Street Area Existing Traffic Conditions

The characteristics of the Tapo Street portion of the Specific Plan Area are described below with supporting images provided in **Figure 4.4**:

- **Tapo Street** is a four-lane divided roadway, which is oriented in a north-south direction, and primarily designated as a secondary arterial in the City's functional street classification system. South of Los Angeles Avenue, the roadway is designated as a collector. Within the area, Tapo Street carries approximately 1,400 vehicles in the a.m. peak hour and 1,300 vehicles in the p.m. peak hour on a typical weekday. The street has a posted speed limit of 45 miles per hour to the north of Cochran Street, 40 miles per hour between Los Angeles Avenue and Cochran Street, and 35 miles per hour to the south of Los Angeles Avenue. Along the 1.13-mile segment within the area, the corridor includes four signalized intersections (from Alamo Street on the north to Los Angeles on the south).
- **Los Angeles Avenue**, within the Tapo Street Corridor, is a four-lane divided roadway, with a center two-way left-turn median, oriented in an east-west direction, and designated as a primary arterial in the City's functional street classification system. Within the area, Los Angeles Avenue carries approximately 1,700 vehicles in the a.m. peak hour and 1,800 vehicles in the p.m. peak hour on a typical day (based on 2019 intersection turning movement data from the Traffic Impact Fee Nexus Study Update). The street has a posted speed limit of 45 miles per hour. Along the 1.25-mile segment within the area, the corridor includes three signalized intersections (from west of Tapo Street to Stearns Street on the east).
- **Alamo Street** is a four-lane divided roadway, which is oriented in an east-west direction, and designated as a secondary arterial in the City's functional street classification system. Within the area, Alamo Street carries approximately 1,200 vehicles in both a.m. and p.m. peak hours on a typical weekday. The street has a posted speed limit of 45 miles per hour.
- **Cochran Street** is a four-lane divided roadway, which is oriented in an east-west direction, and designated as a secondary arterial in the City's functional street classification system. Within the area, Cochran Street carries approximately 1,100 vehicles in the a.m. peak hour and 1,300 vehicles in the p.m. peak hour on a typical weekday. The street has a posted speed limit of 45 miles per hour. **Figure 4.5** presents the current daily volumes along the roadways within the area, grouped within volume ranges.

Figure 4.4: Existing Conditions Photos for Major Streets in Tapo Street Area.



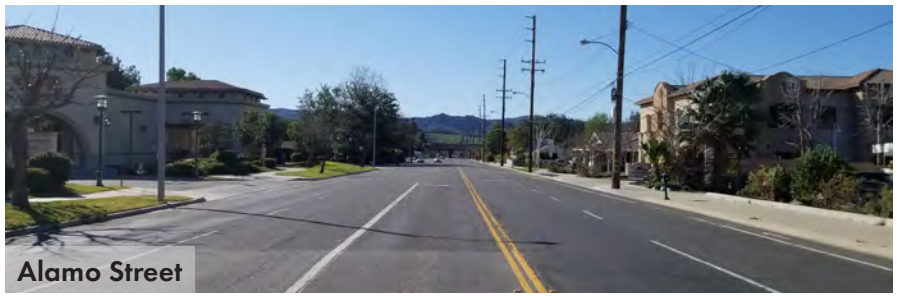


Figure 4.5: Tapo Street Area Existing Average Daily Traffic (ADT) Volumes

4.4 Streetscape Plan

This section describes the existing streetscape (e.g., utilities, signage, and medians) of the roadway in the Specific Plan Area **(Figures 4.6 and 4.7)**. The preferred alternatives for the short-term and long-term configurations include proposed streetscape and complete streets (i.e., bicycle, pedestrian, and transit) designs and are mapped out in the streetscape improvements subsection. A summary and list of pros and cons for the streetscape and complete streets alternatives are included. The complete streets elements are further explored in their own sections of this chapter. Additional alternatives explored are outlined in **Appendix C**.

Existing Streetscape

Los Angeles Avenue West (Figure 4.8): A raised median, with a maximum width of roughly 15 feet, is installed along the corridor within the Specific Plan Area, with openings at all intersections. There is a moderate density of utility poles installed in the westbound direction to the west of Sinaloa Road. Other utility installations such as service cabinets and streetlights are placed in a low density in both directions. Signage, which consist of speed limit, parking, bicycle, bus stop, and truck routes, are installed in a moderate density through the corridor in both directions.

Tapo Street (Figure 4.9): Center medians on Tapo Street range from two to 14 feet in width and are installed in most parts of Tapo Street. Utility lines run along Tapo Street from the north end of the Specific Plan Area boundary to Cochran Street, and the utility poles are installed in the southbound direction in a moderate density. There are also streetlights installed in a moderate density from the south end of the Specific Plan Area boundary to Cochran Street in both directions. Signage is installed in a low density, consisting of speed limit, bike route, no parking, and bus stop signs.

Los Angeles Avenue East (Figure 4.9): Los Angeles Avenue is equipped with a combination of a four to 15-foot-wide median and a 15-foot-wide two-way left turn lane. Both utilities and signage are installed in a low density throughout the Specific Plan segment.

Figure 4.6: Existing Signages.

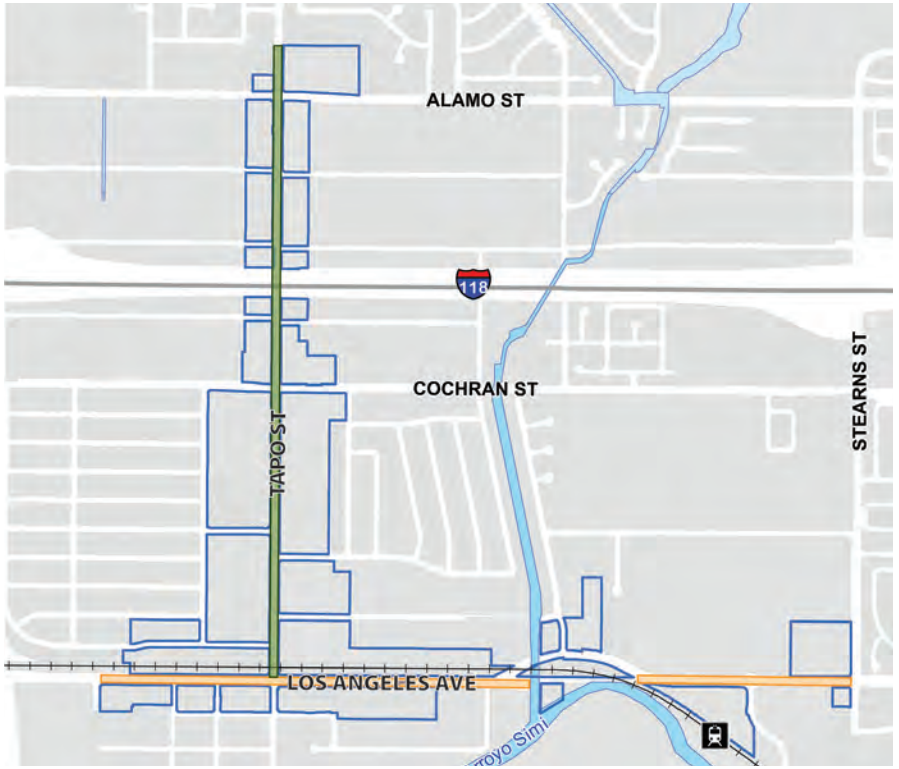
Figure 4.7: Existing Median and Street Lamps.

Figure 4.8: Road Segment Map of Los Angeles Avenue Corridor - Existing Condition

Source: Gruen Associates, City of Simi Valley

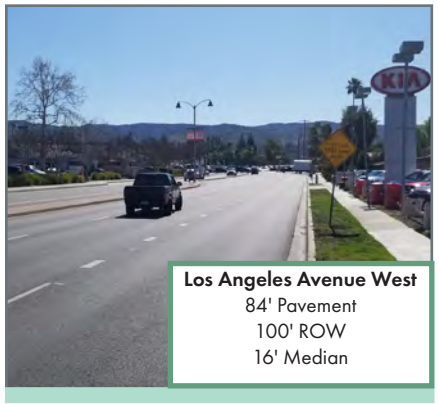
Figure 4.9: Road Segment Map of Tapo Street Area - Existing Condition

Source: Gruen Associates, City of Simi Valley



*ROW - Right-of-Way

First Street
84' Pavement
102'-104' ROW
14' Median



Los Angeles Avenue West
84' Pavement
100' ROW
16' Median

Tapo Street North
62'-64' Pavement
84' ROW
14' Median

Los Angeles Avenue East
84'-90' Pavement
100'-106' ROW
16' Median

Streetscape and Complete Streets Improvements

The following alternatives are presented to explore bike, pedestrian, and on-street parking improvements for each of the major streets within the Specific Plan Areas.

First Street

No Alternatives Would be Considered. Due to the high traffic volume on First Street, any option that would remove a travel lane would exacerbate the traffic impacts to a level that is not permitted at the intersection of First Street and Los Angeles Avenue. The likely solution is to explore the possibility of creating multi-use paths on private property as new development takes place. Meanwhile, improvements such as adding more street trees are valuable.

Los Angeles Avenue West

The Short-Term Alternative (1) for Los Angeles Avenue West adds buffered bike lanes on both sides of the street to connect to the existing Class II bike lanes that currently end at Erringer Road. To accommodate the bike lanes, the number of travel lanes would be reduced to two lanes in each direction and the center turn lane/median would be preserved where the right-of-way is the typical condition of 100 feet. The reduction in lanes would affect traffic conditions; however, bicycle safety and connectivity would be greatly improved. As the new downtown area, enhanced setbacks are required on private property to promote active pedestrian uses, such as outdoor dining and courtyards. Adding a second row of trees in some locations on private property would enhance the overall streetscape and pedestrian experience. This alternative is demonstrated in Figure 4.12 on the following page with a sample image demonstrated in Figure 4.10.

The Long-Term Alternative (2) for Los Angeles Avenue West widens the sidewalk area by introducing requirements for enhanced setbacks on private property. Enhancing the sidewalk area in this manner would not require costly dedications, and would improve the pedestrian experience along the major thoroughfare. This alternative, shown in Figure 4.13 (Figure 4.11 demonstrates an example) , would require removing existing travel lanes in each direction and replacing them with parking on the south side and a multi-use path on

Figure 4.10: Typical Class II Bike Lane.

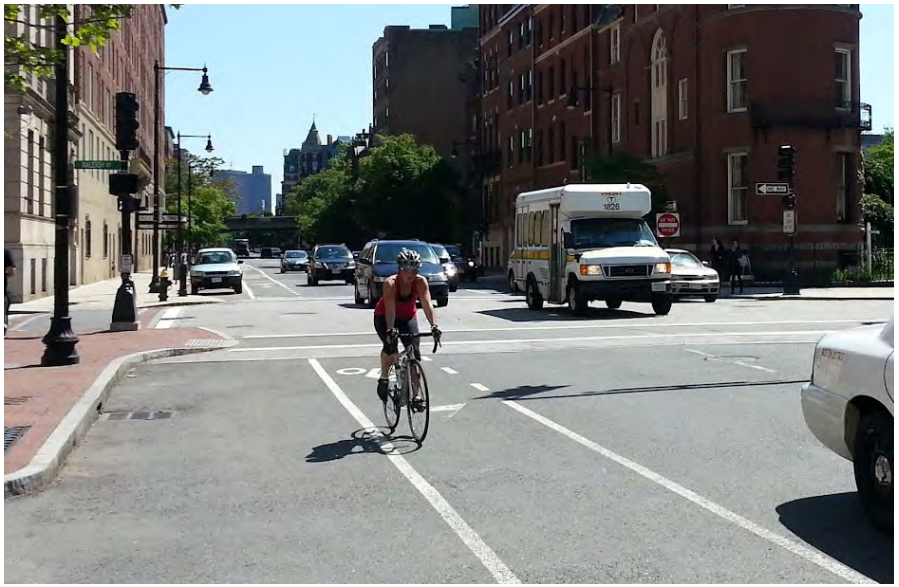


Figure 4.11: Multi-use Path with a Cycle Track Next to the Sidewalk.

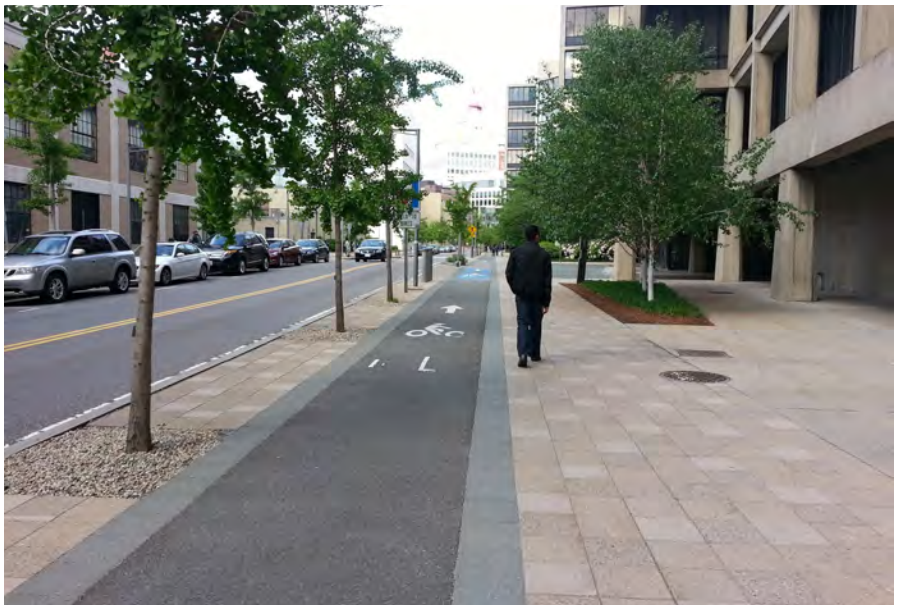


Figure 4.12: Los Angeles Avenue West - Short-Term Alternative (1)

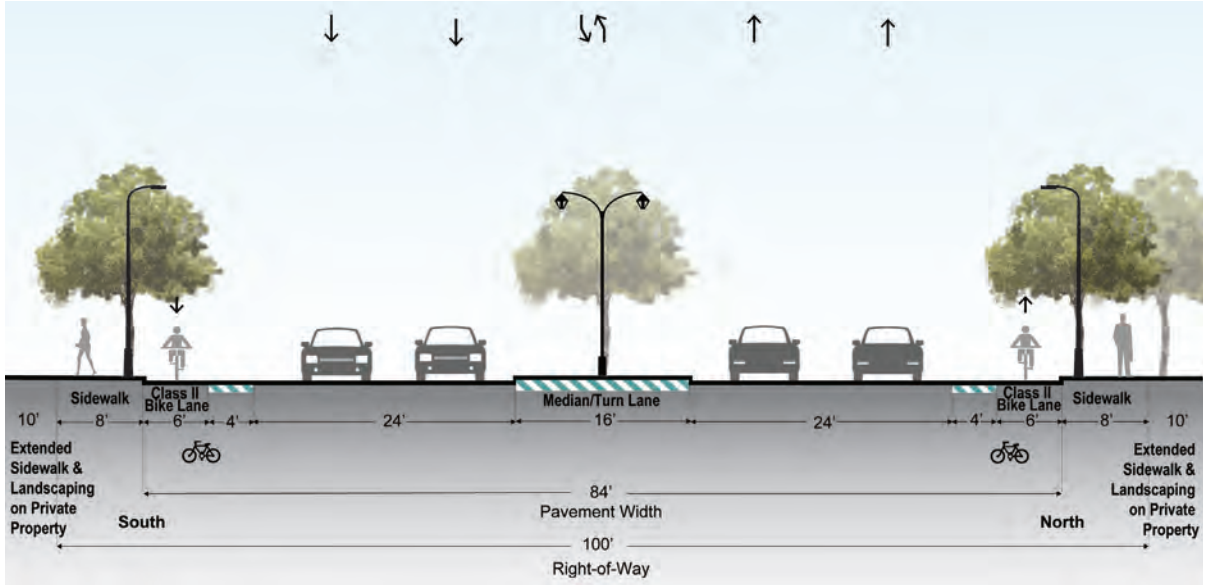
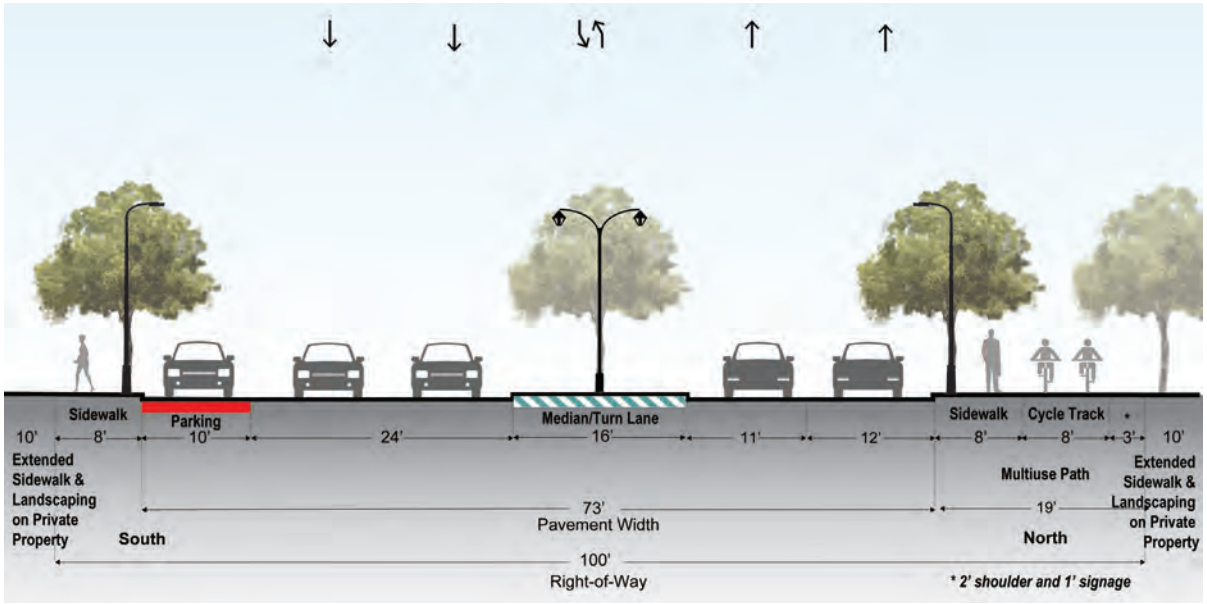


Figure 4.13: Los Angeles Avenue West - Long-Term Alternative (2)



Alternative 1: Typical Class II Bike Lanes

Pros:

- Bike lanes on both sides with 4' striped buffer.
- Extends sidewalks on private property for outdoor dining, landscaping, and/or pedestrian amenities.
- Median would remain in place.
- Potential double row of trees on the north side.

Cons:

- Re-purposes a travel lane on both sides.
- No parking, however none exists today.

Alternative 2: Cycle Track/Multi-Use Path with Some Parking

Pros:

- 8' cycle track (4' each way) on the north side with 8' sidewalk, 2' shoulder, and 1' for signage.
- Extends sidewalks on private property for outdoor dining, landscaping, and/or pedestrian amenities.
- Median would remain in place.
- Potential for double row of trees on the north side.
- Parking on the south side for typical sections.

Cons:

- Re-purpose a travel lane on both sides.

the north side with separated cycle-track and sidewalk space for enhanced safety. This alternative would require reconstructing the curbs and gutters and is therefore set forth as a long-term plan. With minimum standards, eight feet in width would provide space for a parkway and pedestrian space, an additional eight feet for a two-way cycle track, and three feet for signage and shoulder space without encroaching on private property, totaling 19 feet as the absolute minimum for a multi-use path to safely integrate all the complete street elements. Where there are no existing street trees, street trees would be added to create shade for the pedestrians and cyclists.

Tapo Street Area

The Short-Term Alternative (1) for Tapo Street is one-out-of-the-five alternatives studied. In this alternative, the median would remain in place and to its capacity. This alternative, demonstrated in **Figure 4.16**, would result in the removal of a travel lane in each direction to provide eight-feet-wide parking lanes and typical Class II bike lanes next to the travel lane without buffers (given the limited amount of space). **Figure 4.14** demonstrates an example of the alternative. The existing street trees include trees and landscaping which can be maintained and enhanced. ~~Other alternatives considered and studied are provided in **Appendix C.**~~

The Long-Term Alternative (2) for Tapo Street would shave two feet from the center median and result in the removal of a travel lane on each side, the relocation of bike lanes to the curb sides, a one-foot raised buffer, and no vehicular parking where bike lanes are present. This alternative, shown in **Figure 4.17**, includes a raised buffer, which would be the safest for bicyclist as there would be reductions in conflicts with the moving vehicles. Additionally, an eight-foot-wide parallel parking lane is offered to serve the businesses and surrounding area. This alternative would provide both the community's desire for bike lanes and businesses' need for parking. **Figure 4.15** demonstrates a precedent with a similar design. The existing street trees would be maintained as there are currently a considerable amount of street trees and landscaping. Further study would be required to determine optimal strategies for bus stop relocations.

Figure 4.14: Typical Class II Bike Lane with Striped Buffer.

Figure 4.15: Two-Way Bike Path with Raised Buffer.

Figure 4.16: Tapo Street - Short-Term Alternative (1).

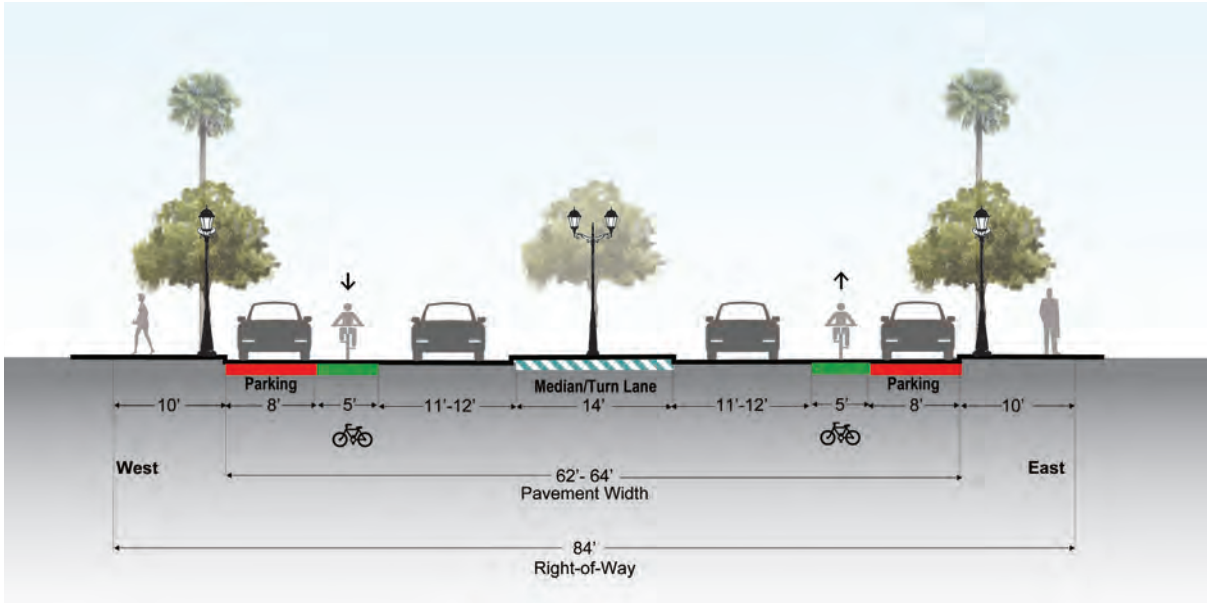
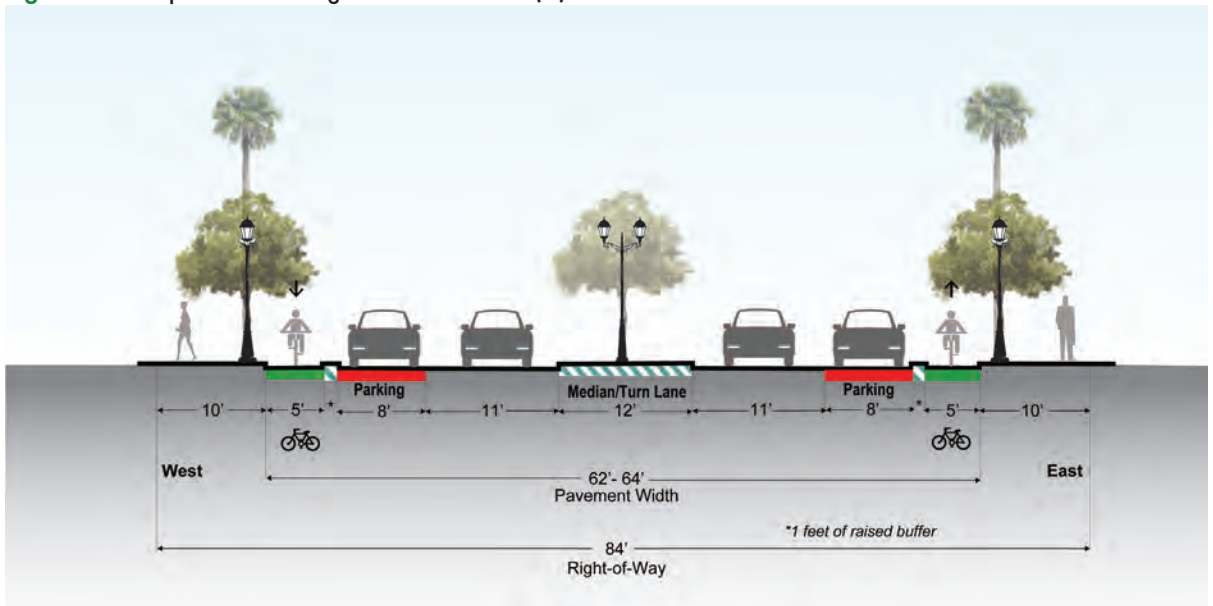


Figure 4.17: Tapo Street - Long-Term Alternative (2).



Alternative 1: Typical Class II Bike Lanes

Pros:

- Includes 8-foot parallel parking on both sides.
- Center median and curbs would remain in place.
- Class II bicycle lanes would connect to the existing Class II bike lanes along Los Angeles Avenue.

Cons:

- Re-purposes a travel lane on both sides.
- Potentially less safe for bicyclist, than the long-term alternative.

Alternative 2: Bike Lanes & Parking as Buffer

Pros:

- Includes 8-foot parallel parking on both sides.
- Separated bicycle lanes on the curb side with a one-foot-wide raised buffer between parking and the bike lanes to prevent cars from parking in the bike lanes.
- Bicycle lanes would connect to the existing Class II bike lanes along Los Angeles Avenue.

Cons:

- Re-purposes a travel lane on both sides.
- Reconstructs the center median and creates a one-foot-wide raised buffer between parking and the bike lanes.

Los Angeles Avenue East

Alternative 1 for Los Angeles Avenue East does not require any travel lane removal as there are currently existing Class II bike lanes in both directions and parking provided on the south side. The alternative, shown in **Figure 4.19**, would be to enhance the existing bike lanes by creating a three-foot landscaped buffer by reducing the travel lanes to 11 feet lanes. The existing parking on the curb side would be shifted internally towards the travel lane and increased to 9 feet wide in parking for additional passenger safety. **Figure 4.18** demonstrates a built project with a similar design. Additionally, the center median would be raised to have landscaping and trees, as the existing center median is striped turn lanes. Other improvements would include enhancing the streetscape with more street trees as there are significant gaps.

Figure 4.18: Planted Buffered Bike Lanes.

Alternative 1: Planted Buffered Bike Lanes with Parking on One-Side

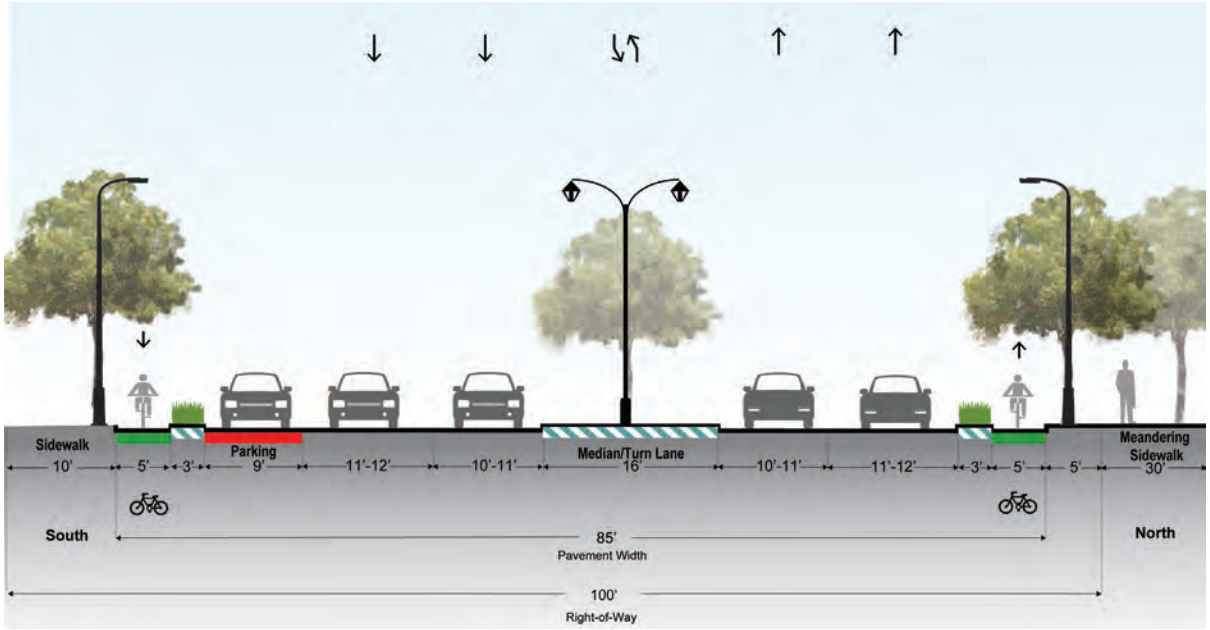
Pros:

- 5-foot bicycle lanes with 3-foot planted buffers on both sides.
- Includes 9-foot parallel parking Eastbound.
- Stripped median will be converted to raised median with planting.

Cons:

- Travel lane widths will be reduced.

Figure 4.19: Los Angeles Avenue East - Alternative (1).



4.5 Pedestrian Circulation

This section of the Plan presents the project's influence on the pedestrian realm including recommendations for improving circulation and safety. These measures are focused around providing a "complete streets" approach, and includes enhanced pedestrian infrastructure along Los Angeles Avenue and Tapo Street, curb extensions, reduction in curb cuts, and high-visibility crosswalks. **Figures 4.20 and 4.21,** in the following pages, show proposed locations of the pedestrian enhancements in both Specific Plan Areas, reflecting the final streetscape components for Los Angeles Avenue and Tapo Street.

The strategies in this section are developed in support of the Envision Simi Valley Plan Goals and Objectives, specifically ***Goal 6 (Improve Connectivity to Key Destinations)***, and ***Goal 9 (Enhance the Public Realm and Streetscapes)***, as well as their associated objectives.

Pedestrian Improvements

Sidewalk/Parkway Widths

The Los Angeles Avenue West streetscape is equipped with approximately eight-foot-wide sidewalks in both eastbound and westbound directions. There are no parkways and few shade trees that separate the sidewalks from the roadways. Sidewalks are generally in good condition, but due to the narrow width, there are few streetscape amenities.

The Tapo Street streetscape has sidewalks in both northbound and southbound directions, between four and ten feet clear in width. The sidewalks are generally in good condition and are ten feet wide which also includes trees in tree wells, utility poles, and signage. There are some parkways, adjacent to the sidewalk and curb, in limited locations north and south of the 118 Freeway near Alamo Street, north of Eileen Street and south of Valley Fair Street. As shown in the Mobility Chapter of the General Plan, raised planted medians are installed intermittently along Tapo Street from Los Angeles Avenue north to the 118 Freeway. Overall, Tapo Street south of the 118 Freeway is a very walkable, pedestrian-friendly environment. Tapo Street north of the 118 Freeway to Alamo Street has the existing streetscape conditions and dimensions, as identified in the General Plan as a Secondary Arterial, to enhance its already walkable sidewalks.

The Los Angeles Avenue East streetscape within the Tapo Street Area is equipped with sidewalks in the eastbound direction, of varying widths from four to 12 feet clear in width. However, the sidewalk only extends from Stearns Street to Angus Avenue in the westbound direction due to the railroad located north of Los Angeles Avenue in the Study Area. All sidewalks are observed to be in good condition. Parkways are installed more prevalently near the Simi Valley Amtrak Station parking lot between Angus Avenue and Stearns Street.

Sidewalks need to provide at least four feet of clear space to allow pedestrians and those in wheelchairs to pass. However, this is the absolute minimum specification, and most corridors would benefit from at least five to ten feet of clear space, plus additional space for street trees, street lighting, signage, bus stops, and utility poles as necessary.

For highly trafficked areas, such as Los Angeles Avenue and Tapo Street, ten feet of clear space with a five-foot-wide parkway for a total of 15 feet should be provided in order to support increasing pedestrian volumes in the mixed-use area and to also be able to accommodate the street trees, benches, outdoor seating, and other amenities in support of storefront frontage within commercial or mixed-use designated zones.

For other streets within the Specific Plan Areas, sidewalks can be slightly narrower in width (a minimum width of eight feet) to accommodate moderate levels of pedestrian activity and some pedestrian amenities. The Specific Plan recommends widening the existing eight-foot sidewalks and parkways along Los Angeles Avenue and Tapo Street to at least 15 feet wide with extended sidewalks into the private property. Accommodating for a multimodal environment can be accomplished through a road reconfiguration that narrows the pavement width for vehicular travel, and through requiring new development to dedicate area to the public realm that can be used for pedestrian and bicycle facilities.

Curb Ramps

While most intersections already include curb ramps, curb ramps should be updated to include tactile warning strips and be oriented to align with the pedestrian travel path that is perpendicular to crossing streets, which in many instances leads to dual curb ramps at each corner. This is preferable to the

existing condition of a single curb ramp at the corner of an intersection that opens to the diagonally opposite corner.

Pedestrian Visibility

Maintaining high-visibility crossings creates an intuitive and safe environment for all users. Existing crossings should be upgraded to include continental crosswalks. Continental crosswalks use striped bands to mark the crossing area in order to provide the highest visibility for both pedestrians and motorists. They indicate where pedestrians should cross streets and indicate to motorists where pedestrians have the right-of-way. This is especially true for those junctions along Los Angeles Avenue and Tapo Street.

Visibility also applies to sight distance. Pedestrians should be clearly visible by motorists up to 250 feet away, which is enhanced by curb extensions as noted below.

Curb Extensions (Bulb-out)

A curb extension is a portion of the sidewalk that is extended into the on-street parking lane, typically at intersections. Where there is on-street parking approaching an intersection along Los Angeles Avenue or Tapo Street, a curb extension should be created. Curb extensions reduce the distance that pedestrians need to walk to cross the street, make pedestrians more visible to motor vehicles, cause drivers to reduce speed by narrowing the roadway, and provide space for pedestrian amenities (e.g., street furniture, bike racks, etc.) and environmental elements (e.g., bioswales).

Curb extensions must be installed in locations where they won't interfere with bicycle lanes or separated bikeways. If these treatments are needed, then additional design features such as ramps, or half-sized curb extensions should be considered. Curb extensions are optimal at intersections where right-turning volumes are limited, as the design precludes the ability to provide a dedicated right-turn lane.

Pedestrian Scale Lighting

A dark, unlit sidewalk is a deterrent to many when considering a short walk to or from a mixed-use environment including recreational open space. Pedestrian scale lighting can create a more aesthetically pleasing and comfortable environment to walk in. Street lighting improves streetscapes by improving security and visibility for pedestrians and rolling modes. As the Specific Plan Area is developed and redeveloped and streetscape design and engineering drawings are proposed for the conceptual improvements shown in Section 4.4 prepared, pedestrian scale lighting should be evaluated to ensure lighting uniformity within the Specific Plan Areas. Multi-use paths can also benefit from pedestrian-scale lighting. Intersections often require additional lighting to allow motorists to see pedestrians crossing. Future lighting should also be integrated with potential smart city infrastructure.

Street Amenities

Street furniture should be utilized to promote walkable and active corridors, and enhance a sense of place. Benches, water fountains, trash receptacles, and bicycle parking racks are recommended types of street furniture because they address needs that a pedestrian may have, such as a place to rest. Street furniture should be placed outside of the walking zone as to not create a hazard to pedestrians. In constrained sidewalk conditions, street furniture should be placed on curb extensions or integrated into private development within a required area dedicated to the public realm.

In addition, transit stop amenities such as shelters with overhead protection, seating, and lighting are important amenities for encouraging people to make use of public transit.

Street Trees

The City of Simi Valley is recognized by the Arbor Day Foundation as a Tree City USA and Tree Growth Community in honor of its commitment to effective urban forest management. Street trees serve a variety of urban design functions such as acting as a pedestrian buffer from vehicular traffic, accentuating spaces, creating a sense of enclosure, improving air quality, reducing of heat island effect by providing shade and filtered light, and improving visual aesthetics along corridors. Street trees shall be incorporated whenever possible in accordance with the landscape standards. The preservation of mature, healthy trees is a goal for the Specific Plan Areas. Some portions of sidewalk parkways include mature trees which narrow the sidewalk area for pedestrians. It is recommended that in cases where streetscape improvements require relocation of mature trees, they be moved to curb extensions where conditions permit, and/or within the width of the dedicated portion of sidewalk in the adjacent private property setbacks.

Figure 4.20: Los Angeles Avenue Area Public Realm Improvements.

Pedestrian Signals

Pedestrian push buttons, countdown signals, and signal timing modifications provide additional control and information for pedestrian crossing decisions. Pedestrian push buttons shall be in compliance with the Accessible Pedestrian Signals (APS). APS should include countdown timing functionality in order to improve pedestrian safety by displaying the amount of time available to finish crossing before the end of the signal phase, as well as audible walk indications and beaconing.

Wayfinding

Key intersections such as the Los Angeles Avenue and First Street junction and the gateways such as the Los Angeles Avenue and Tapo Street junction require greater attention to detail due to their prominent locations and sensitive relationship to the public realm.

Wayfinding improvements can help visitors navigate to major destinations and transit connections. Special wayfinding signage can mark the entrance or direction to a particular destination. Wayfinding signage can be divided into three categories. Identification signage marks important destinations, while informational signage provides more background information on a point of interest. Directional signage shows the optimal route between key destinations. A successful strategy will incorporate all three types.

In addition, the treatment of buildings and the public realm at key locations creates a landmark and establishes a unique sense of identity.

Smart City Infrastructure

There are many emerging technologies that could be implemented in a way to help improve the pedestrian environment and livability of places. These range from smart lighting to parking occupancy information, multi-modal data collection, WiFi access points, and traffic safety monitoring solutions. These technologies can enable the City to make proactive decisions on corrective measures. As technology continues to evolve, the addition of Smart City Infrastructure shall be evaluated at the time a detailed streetscape design and engineerings are prepared.

Connectivity Enhancements

While crosswalks are provided at all major intersections, the spacing of the crosswalks in some instances is over 1,000 feet along Los Angeles Avenue and Tapo Street. The lack of safe crossings reduces the overall connectivity and hence walkability of the area with over 20,000 vehicles per day along Los Angeles Avenue and over 10,000 vehicles per day along Tapo Street. As the are develops, new crossings should be considered that reduces block size to enhance connectivity and pedestrian safety in the Specific Plan Areas.

These crossings should be paired with additional traffic-control devices such as signals, Pedestrian Hybrid Beacons (PHBs), Rectangular Rapid Flashing Beacons (RRFBs), or LED enhanced flashing signs as appropriate to assist pedestrians in crossing a street via a marked crosswalk. Signals and warning devices should in turn be paired with additional pedestrian improvements, where appropriate, such as curb extensions, lighting, median refuge islands, and corresponding signage.

For the Simi Valley Metrolink station, first/last mile connections from the station to the Specific Plan Areas will go a long way in enhancing transit ridership and providing alternatives to vehicular modes.

Driveways

Driveway curb cuts that extend into the through passage zone can create major inconveniences to people on foot or in wheelchairs. Driveways expose pedestrians on the sidewalk to motor vehicle cross traffic, and cars parked in driveways often block sidewalks. Driveways can also reduce the available space for street trees, lighting, and street furniture.

As redevelopment or new development allows, driveway frequencies shall be permitted by this Plan's Section 3.0 Development Standards. ~~Wherever possible, entrances should be consolidated such that multiple users share a common curb cut for vehicular access. The ramp portion of a drive entrance should be located within the utility zone where possible. Driveways should also be spaced at a minimum of 200 feet to reduce the amount of curbside parking eliminated where parking exists and/or is projected per this Specific Plan.~~ Driveways shall be planned/designed to meet minimum standards set forth by the City of Simi Valley.

Figure 4.21: Tapo Street Area Public Realm Improvements.

Connect Class II Bike Lanes south of Tapo with the Class III Bike Route north with a signalized bicycle intersection and railroad crossing.

Connect the Class I Arroyo Simi Multi-Use Path by adding bicycle and pedestrian crossing and signalized railroad crossing.

Convert excess ROW as linear park fronting the Arroyo Simi, and enhance the existing bus stop with overhead shelter and seating.

Pedestrian and bike crossing would connect the Rancho Susana Park to the north with the Amtrak station to the south, and connect the Amtrak station with the Class II bike lanes throughout Los Angeles Ave. A bike hub is also proposed within the parking lot.

4.6 Bicycle Circulation

This section of the Plan presents the project's influence on the bicyclist's experience including recommendations for improving circulation and safety. The map shown in Figure 4.22, with existing facilities informed by the General Plan and the Simi Valley Bicycle Master Plan, demonstrates the surrounding bicycle network connecting the two Specific Plan Areas.

Figures 4.20 and 4.21 illustrate pedestrian and bicycle improvements to be included in the implementation of the streetscape plans for Los Angeles Avenue and Tapo Street.

Existing Bicycle Network

Los Angeles Avenue West is designated as a Class III bikeway, where the bike routes are established by multiple bike route signs along the corridor, although there are no shared roadway markings (sharrows). The Los Angeles Avenue Corridor connects to the Arroyo Simi Greenway, which is a Class I bikeway, and First Street and Erringer Road, which are Class II bikeways.

First Street, north of Los Angeles ~~Street~~ Avenue, does not have any existing bicycle designation or bike facilities. First Street South of Los Angeles Avenue, and Cochran Street northwest of First Street are Class II bike lane designation. The segment of First Street within the Specific Plan Area creates a gap between Cochran and Easy Street.

Tapo Street between the north end of the study area boundary and Eve Road/ Barnard Street is designated as a Class II bikeway and is equipped with bike lanes in both directions. Tapo Street to the south of Eve Road/Barnard Street is designated as a Class III bikeway, where the bike routes are established by multiple bike route signs but lack sharrows. Tapo Street connects to Alamo Street and Los Angeles Avenue, which are Class II bikeways.

Los Angeles Avenue East is designated as a Class II bikeway and is equipped with bike lanes in both directions. Los Angeles Avenue connects to Tapo Street, which is a Class III bikeway, and Arroyo Simi – Las Llajas Creek Spur, which is a Class I bikeway.

Bicycle Improvements/Amenities

Bike Lanes

As mentioned within the streetscape discussion, new bike lanes are proposed in both Specific Plan Areas. In the Tapo Street area, Class II bike lanes are proposed south of the freeway to Los Angeles Avenue. The bicycle lanes would provide a linkage to the existing bicycle lanes north of the freeway to and west of Los Angeles Avenue as shown in Figure 4.22.

In the Los Angeles Avenue Corridor, new Class II bike lanes are proposed from Sinaloa Road on the west to Erringer Road on the east. On the east end, the new bicycle lanes would provide a linkage to the existing bicycle lanes at Erringer Road eastward, as well as the Arroyo Simi Greenway.

Signage and Wayfinding

Signage along bicycle lanes is proposed in order to provide cyclists with information on nearby destinations (commercial, public facilities, and transit). Bicycle lane wayfinding signage is proposed along roadways that do not have bicycle facilities, such as Tapo Canyon Road and First Street, to direct cyclists to streets where bicycle lanes are provided.

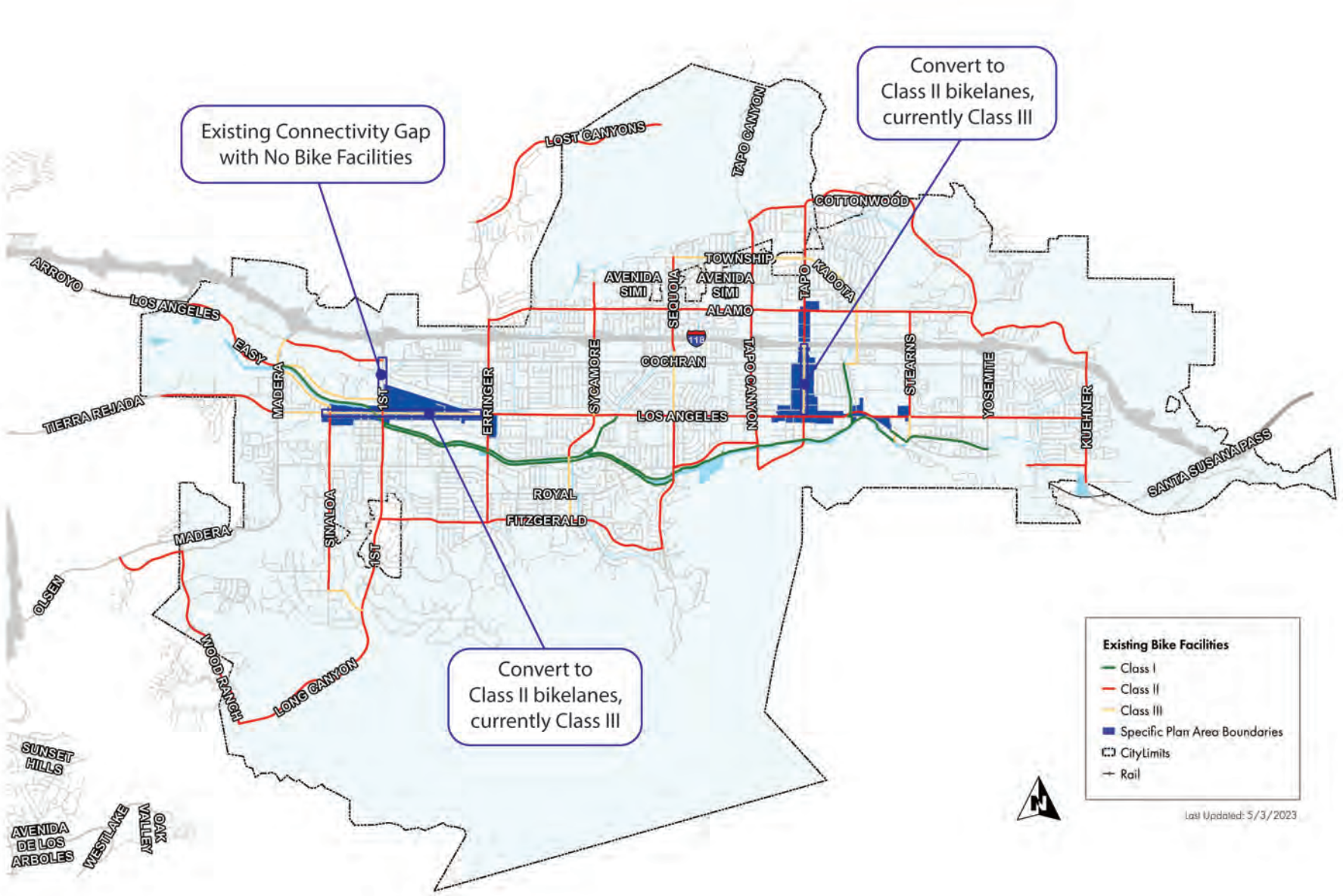
Bicycle Parking

Bicycle parking can be provided in various ways in the public realm. For example, near transit or outdoor public gathering space. Bicycle racks could be provided as a low-cost measure, with capacity to park several bikes in a relatively small area. In addition, bicycle lockers provide a greater sense of security, although they require additional space and maintenance. Bicycle parking should be provided with new development, per Section 3.3.N.9.

Bicycle Hubs

Bicycle Hubs are most suitable for locations serving major transit, such as the proposed bicycle hub at the Metrolink station. The intent would be to encourage the use of bicycles as a first/last mile connection to the station. This facility could include bicycle share stations, bicycle parking, and bike repair tools as a Metrolink, Simi Valley Transit or City project.

Figure 4.22: Map of Existing Bike Facilities and Proposed Connectivity (Call-outs).



4.7 Access to Transit

This section provides an assessment of how the Land Use Plan will influence access to transit, particularly the Metrolink rail station adjacent to the Tapo Street Specific Plan Area. This section includes maps showing the proximity of transit lines and stations to proposed development, as demonstrated in **Figure 4.23**.

Existing Transit Infrastructure

Los Angeles Avenue West is served by two Simi Valley Transit routes: Routes 20 and 30. Route 20W has four bus stops (Galt, Executive Way, First St, and Socrates) and route 20E with five bus stops (Sinaloa Rd, Fifth St, First St, Hubbard St and Donville Ave). Three of the eastbound and one of the westbound bus stops are equipped with bus shelters.

Tapo Street is served by two Simi Valley Transit routes: Route 10 and Route 20. Route 10 has three bus stops in each direction (10E with stops at Alamo, Eve and Cochran; and 10W with stops at Cochran, Barnard and Alamo). One of them are equipped with bus shelters. Route 20W has two bus stops (Eileen and Barnard) and Route 20E has five bus stops (Alamo, Eve, Cochran, Eileen and Industrial).

Los Angeles Avenue East is served by Simi Valley Transit Route 20. Route 20W has two bus stops (Metrolink Station and Ralston) and 20E has three bus stops (Tapo, Angus, and Metrolink Station), with two bus shelter in each direction. One of the bus stops is located at the Simi Valley Amtrak Station to connect to the Pacific Surfliner, Coast Starlight, Metrolink's Ventura County Line, and VCTC's Cross Country Limited Line bus service to Moorpark, Camarillo, and Ventura.

Transit Access Improvements

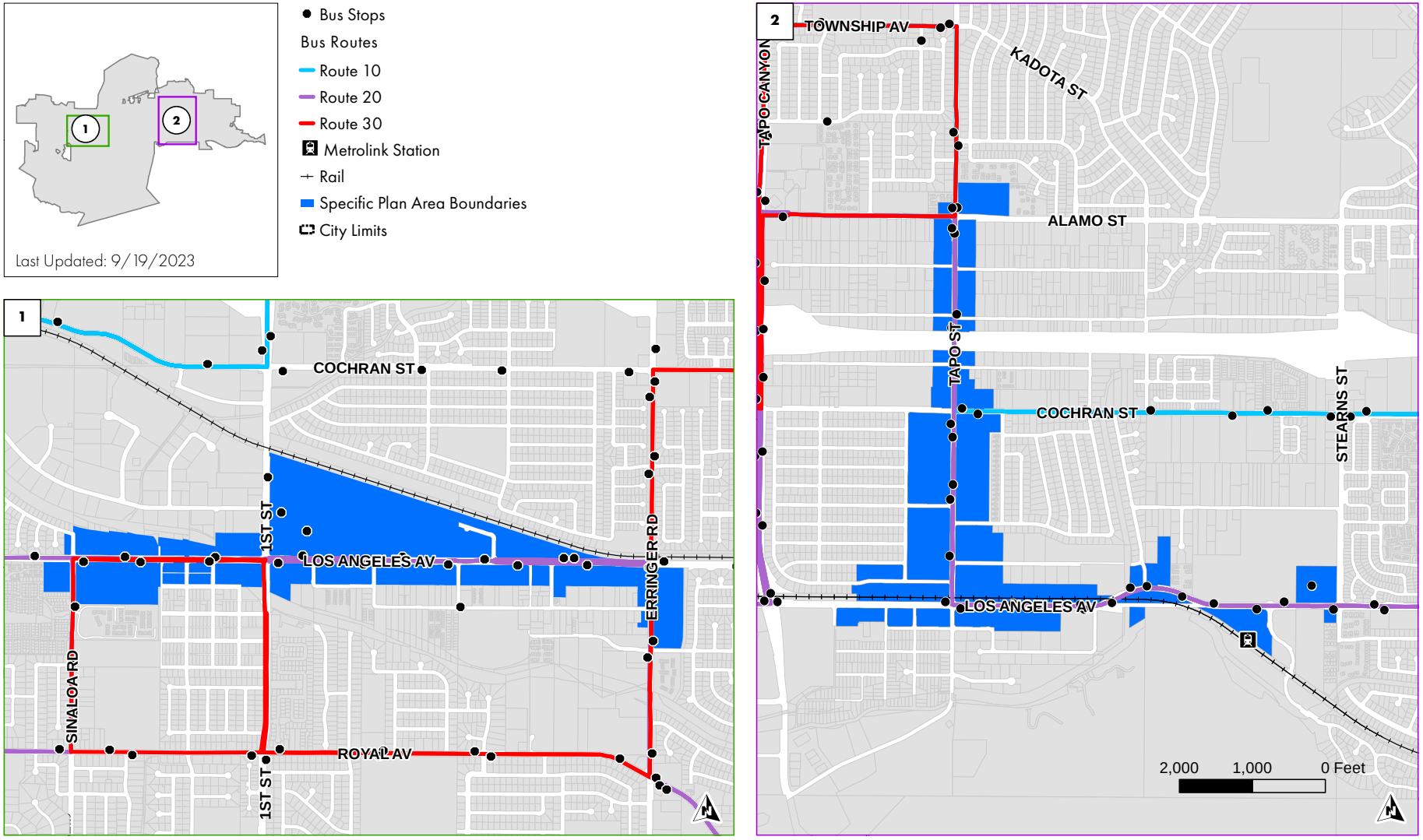
The strategies for improved access to transit and increased transit usage will be developed in support of the Envision Simi Valley Plan ***Goal 4 (Foster Transit Use)*** and its associated objectives which include establishing Los Angeles Avenue as a transit priority corridor and inclusion of new bus shelters and seating at bus stops. Where feasible, the Plan recommends adding bus shelters at all bus stop locations within the area. This will depend on the balance between available right-of-way and sidewalk widths at each individual location.

Consideration of first/last mile connectivity will be important. The planned pedestrian crossings will be located near current transit stops to facilitate easier access. For example, new pedestrian crossings are proposed at the Tapo Street/Barnard Street-Eve Road intersection where SVTA Lines 10 and 20 have a stop in both directions. Similarly, sidewalk widths are proposed to be widened/extended in some locations by roughly seven to ten feet, utilizing private property.

In addition, the new bicycle lanes within the Tapo Street area will provide a link from bicycle lanes along Alamo Street on the north to Los Angeles Avenue on the south, which would then provide access to the Metrolink site. This increases access to the bicycle lanes adjacent to the station site.

As heard during community outreach, there is a desire for improved transit service and reliability, which could ultimately lead to increased usage. However, in 2020, Simi Valley Transit (SVT) restructured all routes to increase route frequency and improve passenger transfers from one route to another. As the land use plan builds out, the City (specifically SVTA) could continue to study transit demand and patterns.

Figure 4.23: Map of Existing Bike Facilities and Bus Stops.
Source: City of Simi Valley



1. Los Angeles Avenue Corridor

2. Tapo Street Area

4.8 Vehicular Mobility

This section describes considerations related to vehicular mobility, based on the proposed Land Use Plan and circulation network modifications. The vehicular mobility considerations are developed in support of the Envision Simi Valley Plan ***Goal 7 (Accommodate All Transportation Modes)***, which includes an objective to evaluate the impacts of repurposing vehicle travel lanes on average vehicle delay and peak hour LOS. A Traffic Impact Analysis was prepared by Iteris1 ~~and is provided in Appendix D~~.

Existing Traffic Volumes

Existing traffic counts were obtained from the City. The counts were collected in either 2018 or 2019, during typical weekdays with local schools in session. All counts were conducted during the morning peak period (7:00 – 9:00 a.m.) and evening peak period (4:00 – 6:00 p.m.). The existing conditions analysis is based on the highest single hour of traffic during each time period at each location. **Figures 4.3 and 4.5** show the existing Average Daily Traffic (ADT) volumes along the roadways in each area, based off the peak period traffic counts.

Proposed Project Traffic Forecasting

The circulation modifications proposed as part of the Specific Plan consist of the following:

- Reduction in roadway capacity of Los Angeles Avenue from six lanes to four lanes (total of both directions) from Sinaloa Road to Erringer Road, in order to provide new on-street bicycle lanes.
- Reduction in roadway capacity of Tapo Street from four lanes to two lanes (total of both directions) from Alamo Road to Los Angeles Avenue, in order to provide new on-street bicycle lanes.

The land use plan includes additional residential and non-residential land use summarized as follows:

Los Angeles Avenue Corridor:

- 770 net new residential units
- 280,00 square feet of net new commercial (i.e., non-residential) uses

Tapo Street Area:

- 2,780 net new residential units

Traffic Forecasting

The project team used the Simi Valley Transportation Model (SVTM) to forecast changes in traffic patterns and volumes as a result of the Specific Plan. The traffic model adds vehicles to the highway network from geographic areas known as Traffic Analysis Zones (TAZ's), which are representative of land uses within the zone. The proposed land use modifications were applied to the applicable TAZ's based on the land use plan developed by the project team.

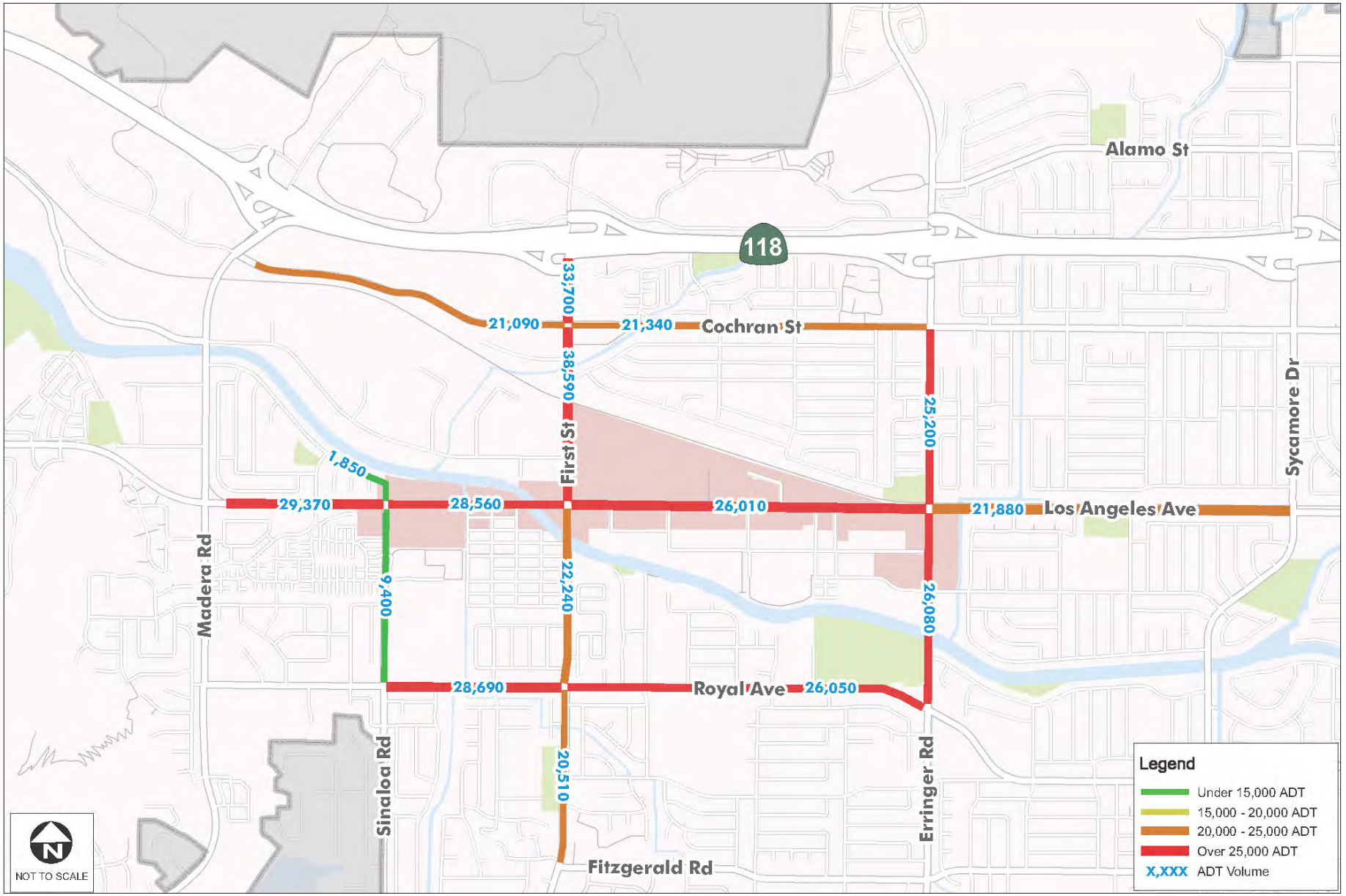
In order to derive the intersection turning movement volumes from model outputs, the National Cooperative Highway Research Program (NCHRP) Report methodology for intersection "post processing" was utilized. Both a.m. and p.m. peak hour turning movement volumes were post-processed at each study intersection using the existing and existing plus project (i.e., with Specific Plan land use and circulation modifications) model link volumes in conjunction with the existing turning movement counts.

Existing Plus Project Intersection LOS Analysis

Based on the traffic forecasting results, intersection LOS was evaluated at the study intersections. **Figures 4.24 ~~(page 107)~~ and 4.25 ~~(see page 109)~~** show the plus project Average Daily Traffic (ADT) volumes along the roadways in each area, based off the peak period traffic counts. With the described circulation modifications (reduced roadway capacity to accommodate bicycle lanes), the study intersection lane configurations were modified as such, within this scenario:

- **Sinaloa Road/Los Angeles Avenue** – Removal of one eastbound through lane;
- **First Street/Los Angeles Avenue** – Removal of one westbound through lane;
- **Patricia Avenue/Los Angeles Avenue** – Removal of one eastbound and one westbound through lane;

Figure 4.24: Los Angeles Avenue Corridor Area Existing Plus Project Average Daily Traffic (ADT) Volumes.



- **Hubbard Street/Los Angeles Avenue** – Removal of one eastbound and one westbound through lane;
- **Erringer Road/Los Angeles Avenue** – Removal of one westbound through lane;
- **Tapo Street/Alamo Street** – Removal of one southbound through lane;
- **Tapo Street/Cochran Street** – Removal of one northbound and one southbound through lane; and
- **Tapo Street/Los Angeles Avenue** – Removal of one northbound through lane, removal of one eastbound left-turn lane, and modifying the southbound approach to consist of one shared left turn/ through lane and one right-turn lane.

Conclusion

The purpose of the LOS analysis is to identify locations where additional traffic volumes could potentially result in deficient operations. However, these deficiencies are not tied to or caused by any one particular development, rather the buildout of the Specific Plan. As new developments within the plan area build out over the life of the Specific Plan, those individual developments will be required to perform detailed traffic analyses of transportation facilities within their immediate area (per City guidelines and/or General Plan Goals/ Policies). Those detailed analyses will be used by City staff to potentially address strategies to improve traffic operations where needed.

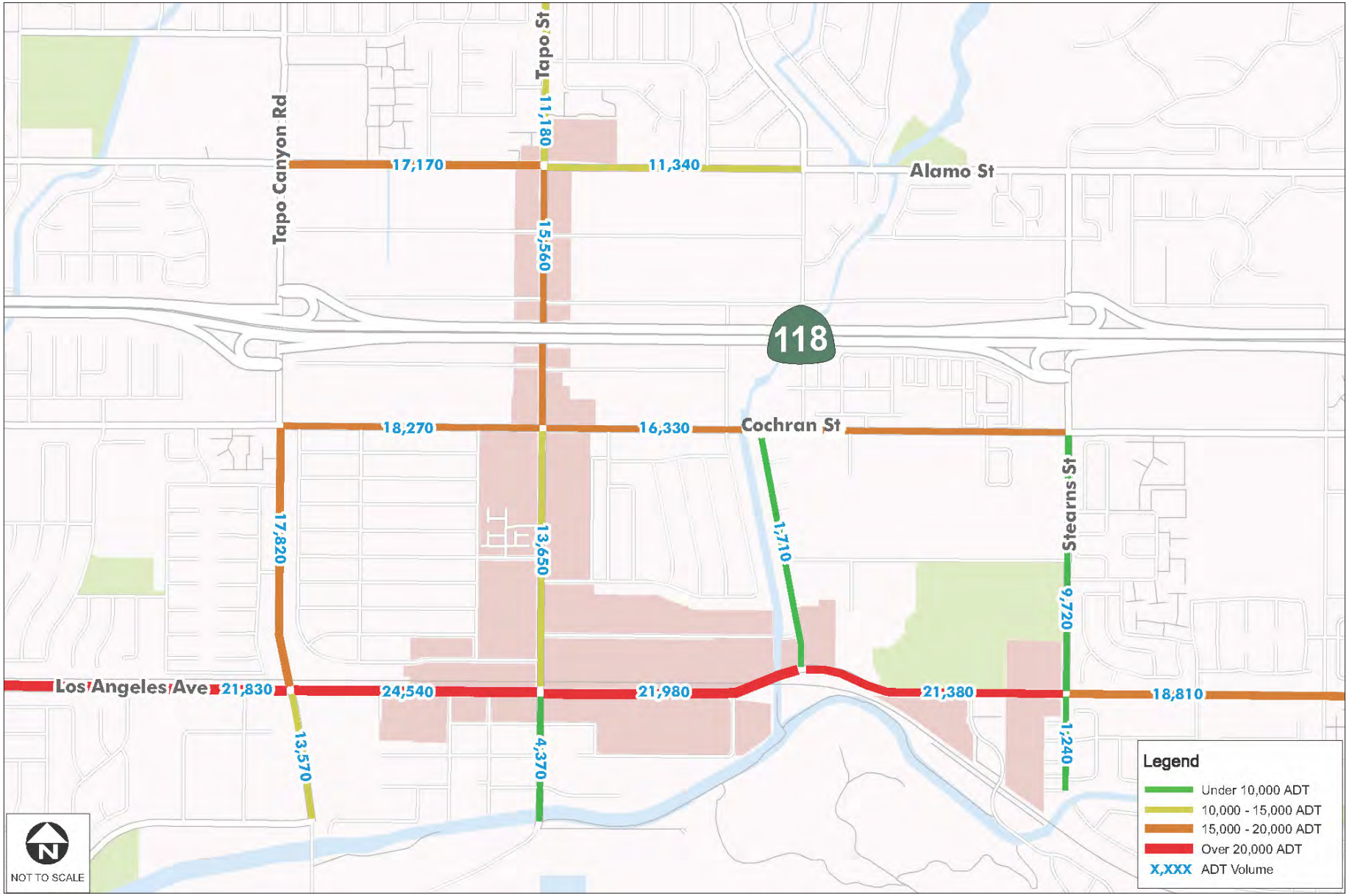
Three signalized intersections are currently operating at LOS D within the Los Angeles Avenue area, while all signalized intersections are currently operating at LOS C or better within the Tapo Street area.

With the circulation network modifications and buildout of the project's land use plan, multiple study intersections are forecast to worsen to LOS D or E operations (during one or both peak hours). The intersections within the Los Angeles Avenue Corridor generally carry more traffic volume than those within the Tapo Street Area, thus more locations are forecast to operate at LOS D or worse. However, none of the signalized intersections are forecast to worsen to LOS F, in either area.

~~The full Traffic Impact Analysis is provided in Appendix D.~~

As part of the Specific Plan MND process, a California Environmental Quality Act (CEQA) Transportation Impact Analysis was performed. Within the analysis, an evaluation of the Specific Plan's effects on Vehicle Miles Traveled (VMT) was performed. The results showed that the Plan's VMT per service population is not forecast to exceed the City's CEQA impact threshold. Thus, the impact is considered less than significant.

Figure 4.25: Tapo Street Area Existing Plus Project Average Daily Traffic (ADT) Volumes.



4.9 Parking

This section focuses on strategies and policies related to required parking for land uses included within the Plan. A summary of any potential impacts to on-street and off-street parking, as a result of both circulation network and land use changes, is outlined in this section. See Chapter 3.0 Development and Design Standards for parking requirements for all subareas and each individual subarea.

Existing Parking Infrastructure

The existing parking requirements are prohibitive for new development of several commercial uses which may help to create a vibrant atmosphere in the two Specific Plan Areas, such as restaurants. Several of the large surface parking lots which abut the major corridors are underutilized throughout the weekday, and community members indicated that these parking lots are underutilized year-round. Many community members indicated parking availability in and near the Study area was a major concern, but that they support more business-friendly parking requirements.

Parking Improvements

On-street parking capacity may be reduced with roadway reconfiguration that prioritizes bicycle lanes, while off-street parking capacity may be reduced with new development at opportunity sites. Thus, this section discusses the potential for shared parking agreements, as well as either reduced or no parking minimums in the vicinity of the Metrolink rail station (consistent with AB 2097).

The parking strategies are developed in support of the Envision Simi Valley Plan ***Goal 10 (Adopt Innovative Parking Strategies)*** and its associated objectives which include establishing a parking district with shared parking structures, among other potential measures.

Parking management strategies include the following:

- **Parking Demand Tools:** address the demand for parking and include elements such as travel demand management interventions, promoting alternative modes, establishing intervention thresholds based on parking occupancy, parking compliance, and parking ratios among several other considerations that impact the demand for parking.
- **Location Tools/Considerations:** address who parks where with the premise of spreading the demand over a larger area such as utilizing remote parking facilities, signage strategies, etc.
- **Time Considerations:** that use parking frequency, turnover, and time stays as part of a parking management toolbox.
- **Pricing Tools:** those that consider paid parking programs and demand-based pricing.
- **Supply Considerations:** include maximizing the number of available parking spaces typically by the provision of new parking spaces off-street.
- **Shared Parking Lots:** incentivize development by lowering the cost of providing parking shared structures or lots by identifying and developing a strategy for City acquisition of ideal sites to help align parking supply and transition to more transit-oriented and pedestrian friendly uses.
- **Parking-in-lieu fees:** collect fees as an alternative to the developer/property owner building the parking on site; the fees fund additional public parking to satisfy parking demand and enhance the vitality of businesses.

5.0 INFRASTRUCTURE PLAN

5.1 Introduction

This Chapter implements the goals and objectives of the City's General Plan and establishes a infrastructure plan for the further development of the Los Angeles Avenue Corridor (from Sinaloa Road through Erringer Road) and the Tapo Street Area (from Alamo Street through Los Angeles Avenue, extending towards the Metrolink Station). ~~The~~ An Infrastructure Plan Report1, ~~provided in Appendix E~~, for sanitary sewer, storm drainage, domestic water, electrical power, and natural gas, was prepared to provide a ~~provides a~~ program-level analysis ~~intended to consider~~ of the broader environmental effects of the overall proposed Envision Simi Valley Los Angeles Avenue Corridor & Tapo Street Area Specific Plan (Specific Plan).

The City's 2012 General Plan Environmental Impact Report (EIR) identifies significant or potentially significant levels of impact and mediation measures whether through the imposition of code requirements, mitigation measures, or through the implementation of alternatives to the project to accommodate the potential impacts. The 2012 General Plan presents The Infrastructure and Utility Implementation Program that describes measures and actions the ~~c~~City of Simi Valley will need to implement to meet the goals and policies defined in the General Plan. The 2012 EIR evaluated the impacts of a maximum of 58,438 housing units and a total population of 178,236 persons in the City. The implementation of the Specific Plan would result in a maximum of up to 54,822 housing units and a population of 151,927 persons in the City. The General Plan states that there is no timeline associated with the buildout and it is unlikely that the Specific Plan would reach full buildout by 2045. A market study by Land Econ Group ~~discussed in the appendix, estimates that the total units would be considerably less in the years between 2023 and 2043 (3,550 units).~~

Environmental Implications

As part of the California Environmental Quality Act (CEQA) process, infrastructure such as storm drainage, sanitary sewer, water systems, and water quality that support the existing and proposed land uses will be analyzed at a level consistent with the program-level analysis. The land use changes under the new zoning designations have the potential to change impervious conditions, sewer generation rates, water demands, electrical demands, and natural gas demands.

The Specific Plan is not anticipated to have significant net impacts on stormwater flows. All new projects will be required to conform to the City and County requirements to manage stormwater. Based on the high-level analysis and due to the decrease in population, it is concluded that the existing water infrastructure facilities have the capacity to support the proposed population growth as supported by the 2012 General Plan through the Infrastructure and Utility Implementation Program. Consistent with Policy IU-5 in the 2012 General Plan, the City shall maintain the Sewer Management Plan and Sewer Treatment Plant Condition Assessment. Following the Water Code 13300, the City will monitor the average dry weather flow entering the treatment plant and remain under 75% of the treatment capacity, 9.375 MGD. This analysis is not project specific; instead, it is based on zoning. During the design phase for projects within the corridors, and on a project-by-project basis, the developer will need to perform a project specific analysis to assess if the current infrastructure can support the new project in compliance with current regulatory requirements.

For dry utility infrastructure, any decision to upgrade or make changes to the existing infrastructure to meet a change in electrical power and natural gas demand resulting from the change in zoning will be determined by Southern California Edison and SoCalGas in coordination with the City during the design phase for projects within the corridors and on a project-by-project basis.

5.2 Storm Drain Infrastructure

The storm drain infrastructure for both Specific Plan Areas is summarized in this subsection. ~~A complete report of the existing conditions and watershed setting is listed in the appendix.~~

Existing Conditions

Los Angeles Avenue Corridor

The Los Angeles Avenue corridor is comprised of parcels adjacent to Los Angeles Avenue between Sinaloa Road and Erringer Road; and parcels adjacent to First Street between Arroyo Simi and the railroad tracks north of Arroyo Simi. This section of the city generally drains from northeast to southwest and the Arroyo Simi flows from east to west along the full extents of the Corridor. These lots drain onto the public right-of-way (ROW) before entering the City of Simi Valley maintained storm drain system through curb opening catch basins located along the streets. Some lots drain directly into Arroyo Simi, bypassing the city storm drain system. Arroyo Simi is maintained by Ventura County Watershed Protection District (VCWPD) and would require approval from VCWPD prior to development.

Tapo Street Area

The Tapo Street Area is comprised of parcels adjacent to Tapo Street between Alamo Street and Los Angeles Avenue; and parcels adjacent to Los Angeles Avenue between Stearns Street and Bishop Lane. These lots drain onto the public right-of-way (ROW) before entering the City of Simi Valley maintained storm drain system through curb opening catch basins located along the streets. Some lots drain directly into Arroyo Simi, bypassing the city storm drain system. Arroyo Simi is ~~maintained by VCWPD and would require approval from VCWPD prior to development.~~

City of Simi Valley Master Plan for Drainage 2014

The Master Plan for Drainage for the City of Simi Valley presents an overview of the engineering analysis conducted on the unique drainage features within the Simi Valley watershed. It also outlines a set of proposed infrastructure enhancements designed to safeguard the community against the risks of localized flooding. This comprehensive plan not only details the methods utilized but also emphasizes the outcomes achieved. The City's Master Plan of Drainage concludes that the existing storm drain infrastructure can generally convey the 10-, 25-, and 50-year storm events within the city streets and the VCWPD channels, however the 100-year storm event still poses a flood damage threat to the city along the Arroyo Simi and many of its tributaries.

To prioritize the recommended drainage projects the Master Plan of Drainage 2014 relied on professional flood protection and engineering judgment.

There is overlap between the proposed capital improvement projects (CIP) identified in the 2014 Master Plan for Drainage and the study area of the Specific Plan. Tier 3 level Project ID SSW-01 identifies improvements of the existing storm drain infrastructure along Tapo Street between Highway 118 and the Arroyo Simi Channel. A Development Fee level Project ID SYC-01 plans improvements of the existing storm drain infrastructure along Sinaloa Road from Terra Glen Way to the outfall at the Arroyo Simi Channel. See Figure 5.1 – City of Simi Valley MPD 2014 Prioritized CIP.

Existing Floodplain Mapping

The National Flood Insurance Act (1968) established the National Flood Insurance Program, which is based on the minimal requirements for flood plain management and is designed to minimize flood damage within the Special Flood Hazard Area. The Federal Emergency Management Agency (FEMA) is the agency that administrates the National Flood Insurance Program. Special Flood Hazard Areas (SFHA) are defined as areas that have a 1 percent chance of flooding within a given year, also referred to as the 100-year flood. Flood Insurance Rate Maps (FIRMs) are developed to identify areas of flood hazards within a community.

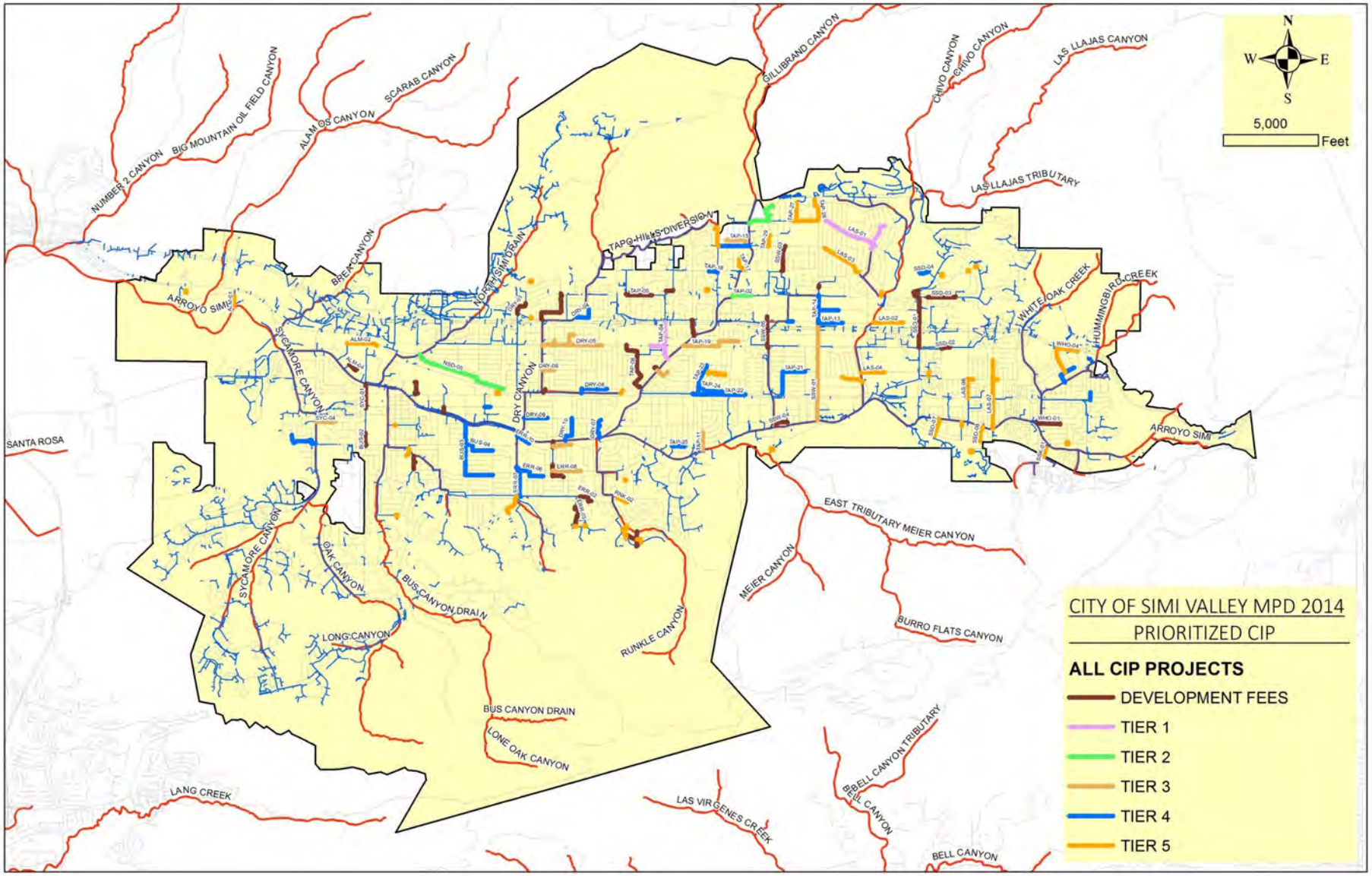
This Specific Plan Area is within multiple different FEMA Zones.

Los Angeles Avenue Corridor

The Los Angeles Avenue Corridor is located largely within a FEMA Zone X (Area of Minimal Flood Hazard). However, portions of the Corridor are within Zone AO (Flood depths of 1 to 3 feet, usually sheet flow on sloping terrain). It is highly unlikely that Zone X locations will experience flooding, but Zone AO areas are subject to flooding by the 1% (100-yr) annual storm event.

Figure 5.1: City of Simi Valley MPD 2014 Prioritized CIP

Source: Kasraie Consulting, City of Simi Valley



Proposed developments within the Zone AO will have to work with the City of Simi Valley, VCWPD, and FEMA to ensure that proposed developments do not experience flooding.

Tapo Street Area

The Tapo Street Area lies mostly within Zone X (Area of Minimal Flood Hazard). Other portions of the Area fall within Zone AH (Flood Depths of 1 to 3 feet, usually areas of ponding) and Zone AO (Flood Depths of 1 to 3 feet, usually sheet flow on sloping terrain). It is highly unlikely that Zone X locations will experience flooding, but Zone AO and Zone AH areas are subject to flooding by the 1% (100-year) annual storm event. Proposed developments within the Zone AO will have to work with the City of Simi Valley, VCWPD, and FEMA to ensure that proposed developments do not experience flooding.

Hydrology and Water Quality

All storm drain facilities designed within the Specific Plan Areas will be required to conform with the Ventura County Design Hydrology Manual and the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures (TGM). These documents will guide the allowable stormwater runoff from the site as well as Low Impact Development (LID) Best Management Practices (BMP) that need to be installed on site for the proposed projects. The TGM outlines design objectives to reduce the hydrologic and water quality impacts associated with land development.

The LID requirements for proposed projects within the Specific Plan Area would outline the stormwater treatment post-construction BMPs required to control pollutants. Project BMPs will mitigate the stormwater runoff quality and quantity. The LID requirements for the Project Site would outline the stormwater treatment post-construction BMPs required to control pollutants associated with storm events up to the 85th percentile – 24-hour storm event, per the County of Ventura Technical Guidance Manual and Ventura County Hydrology Manual. The project BMPs implemented will control runoff without an increase relative to the existing condition.

The amount of impervious areas within the Specific Plan Areas is expected to decrease due to the intended future zoning. This change will lead to a decrease in storm water flow rates being generated by private development. The study areas identified in the Specific Plan discharge into the Arroyo Simi channel. Based on the Master Plan of Drainage, the existing infrastructure can generally convey the 10-, 25- and 50- year storm events.

The proposed projects within the Specific Plan Area are not anticipated to have a significant net impact on stormwater flows. Also, in accordance with City and County requirements, projects would be required to implement BMPs to manage stormwater runoff in accordance with LID guidelines. The City of Simi Valley review projects on a case-by-case basis to ensure sufficient local and regional infrastructure is available to accommodate stormwater runoff. Implementation of LID BMPs would, at a minimum, decrease runoff to match the 10-year flow rate in the proposed condition.

During the design phase for projects within the study areas, and on a project-by-project basis, the developer will need to assess if the current infrastructure can support the new project in compliance with the current regulatory requirements.

5.3 Sewer Infrastructure

Per the Simi Valley 2019 Sewer System Management Plan, Simi Valley's sanitary sewer system currently has over 350 miles of mainline sewers. All wastewater is treated by the Water Quality Control Plant (WQCP), which is managed by the Sanitation Services Division of the City of Simi Valley Department of Public Works. Per the 2019 Sewer System Reliability Assessment and Financial Plan Update (provided by the Simi Valley Public Works department), the WQCP is designed to treat a peak daily flow up to 15.5 million gallons per day (MGD) and an average daily flow capacity of 12.5 MGD. The average daily flow capacity ~~will be~~ was used for the sewer capacity analysis detailed in ~~within~~ the Infrastructure Technical Report1 ~~in the Appendix E~~. Based off 2023 hourly influent data provided by Simi Valley Public Works, the metered average daily flow is 8 MGD.

Existing Conditions

~~Existing sewer infrastructure within the Specific Plan Los Angeles Avenue and Tapo Street Area are listed in the appendix. The corridor has been separated into two sections. The tables in the appendix list the existing sewer mains based on record drawings. It identifies the main trunk lines that collect the overall sewage of each section of the corridor areas.~~ The estimated existing sewer flows, and the capacity of the identified trunk lines were analyzed in the Infrastructure Technical Report 1~~will be were used~~ to determine potential system deficiency.

Remaining Capacity

Each trunk line's maximum capacity was calculated using the City of Simi Valley Public Works Sewerage Manual. ~~The tables in the appendix summarize the trunk line maximum flow capacity based on existing pipe size, slope, and material accounting for maximum depth at the design peak.~~

There appears to be no limitations due to trunk line capacity within the Los Angeles Avenue Corridor, however, all pipe capacities will need to be monitored. Within the Tapo Street Area, the conveyance 10-inch pipe under the railroads that feeds into a 24-inch pipe in Los Angeles Avenue will restrict the flow. The pipe capacity will also be monitored. Any potential improvements that connect to this pipe may trigger the need to up the size of the pipe. This will be determined by a project-by-project basis and up to the city's discretion.

Proposed Sewer & Wastewater Flows

This analysis calculates the estimated daily average and peak sewer flows for the study area. The Specific Plan expects an additional 9,592 dwelling units in total for both corridors. In addition, 70% buildout was assumed to be a realistic capacity for this Specific Plan area and was factored into the proposed sewer generation calculations. For the commercial component of mixed-use applications, a floor area ratio (FAR) was used to account for multiple levels of buildings. The adjusted area was multiplied by maximum density (taken from the Residential Development Capacity summary provided in the Specific Plan) to calculate a total amount of dwelling units. Table 2.2 from the Simi Valley Sewer Manual was used to assign an EDU number for each type of land use outlined in the Specific Plan. The same conversion from section 2.2.2 was used to convert EDU to flow. Peaking factor is based on the City of Simi Valley Sewer Standard Plate, SV 40-310. ~~Refer to Table 19 and 20 in the Infrastructure Technical Report in the appendix for the estimated sewer generation flow rates.~~

The analysis was limited to the Specific Plan Area only, tributary flows upstream of the Specific Plan Area were not known and were not included in the analysis. For accuracy, a sewer study may be required.

Sewer & Wastewater System Thresholds

The analysis does not consider the impacts on the existing system beyond the Specific Plan area and the existing upstream demands. Based on the available information and input from Simi Valley Public Works, there are no anticipated impacts on the Los Angeles Corridor sewer trunk lines. ~~Due to an existing 10-inch sewer line within the southern Tapo Street Corridor there are anticipated limitation of capacity.~~ Cumulative flows from the southern Tapo Street Corridor through a single 10-inch sewer line may limit the build out sewer flow capacity.

Based on Water Code section 13300 the sewer treatment capacity plant will be required to plan for an increase in capacity once it reaches 75% average dry weather daily design flow. We understand the treatment plants average daily design flow is 12.5 MGD. 75% of the average daily design flow would equate to 9.375 MGD. The metered average dry weather daily sewer flows

entering the treatment plant as of 2023 was recorded to be 8 MGD. This results in a remaining 1.375 MGD while within the 75% average dry weather daily flow threshold. The estimated average daily sewer flow for the Specific Plan totals 2.42 MGD.

Based on the Water Code section 13300, the Specific Plan Project will likely trigger requirements to increase the capacity of the wastewater treatment plant. The determination and method of the improvement will be under the discretion of the City of Simi Valley. A Five-Year Capital Improvement Plan for the fiscal year 2023-2024 includes multiple projects to replace the existing asbestos cement sewer pipes. Subsequent projects under the proposed Specific Plan will be evaluated based off the Mitigated Negative Declaration (MND). This MND enforces what mitigation is necessary to ensure less-than-significant effects to the environment. During the design phase for projects within the study areas, and on a project-by-project basis, the developer will need to assess if the current infrastructure can support the new project in compliance with the current regulatory requirements.

A monitoring measures plan is outlined in the Implementation Section, Table 6.4.

5.4 Water Infrastructure

This section describes the existing water distribution system. Analysis of the existing system is based on as-builts, and reports provided by the water purveyors servicing the two corridor areas.

Existing Water System

Two water purveyors provide water to the City of Simi Valley, Ventura County Waterworks District #8 (WWD8) and Golden State Water Company (GSWC). A majority of WWD8's and GSWC's water supply is purchased from Calleguas, a member of the Metropolitan Water District of Southern California. The city is supplied by local groundwater from 2 basins as well, the Gillibrand Basin and the Simi Valley Groundwater Basin.

The Urban Water Management Plan Act (UWMPA) established in 1983 requires urban water suppliers serving over 3,000 customers or supplying at least 3,000 acre-feet of water annually to prepare and adopt an Urban Water Management Plan (UWMP). Both water purveyors fall within these minimum requirements, and in 2020, prepared UWMPs.

According to this UWMP and the Capacity Evaluation and Analysis of Waterworks Distribution System report (2021), WWD8 delivers water through its 12 turnout stations (capacity of 83.4 MGD), 312 miles of water lines, 22 pump stations, and 40 storage tanks (capacity of 43.7 million gallons). Its 2 groundwater wells have a combined capacity of 1.0 MGD. According to its UWMP, GSWC has 5 connections from Calleguas to the Simi Valley system, totaling a combined capacity of 34.2 MGD.

~~A detailed breakdown of the existing water infrastructure by Specific Plan Area is provided in the Infrastructure Plan Report in the appendix.~~

Existing Water Demand

The GSWC UWMP states that the current GSWC Simi Valley service area population in 2020 was 45,764, with a per capita demand of 126 GPCD and total water demand of 5.8 MGD. Of this total demand, 4.8 MGD was

purchased from Calleguas, and 1 MGD was extracted from Simi Valley Groundwater Basin wells.

The WWD8 UWMP states that the current WWD8 Simi Valley service area population in 2020 was 94,738, with a per capita demand of 168 GPCD and a total water demand of 15.5 MGD.

The scope of this Specific Plan indicates that the majority of the Los Angeles Avenue Corridor will be within the WWD8 service area. The Tapo Street Area is serviced by both purveyors.

Proposed Water Demand

The GSWC UWMP is expecting a population increase of almost 6,000 through the year 2045, with the water demand to increase to 5.9 MGD from 5.3 MGD. The conclusion of the UWMP states that GSW will be able to provide a stable and reliable water service through the year 2045. This factors in the population growth and a normal, single dry, and five consecutive dry years over a 25-year period. Note that this ~~past year~~, in 2022 the City experienced a significant drought and implemented many water restrictions. It is not certain whether the conclusions reached in the UWMP include the change in zoning resulting from this UWMP and the potential change in demand resulting from the change in land use.

The WWD8 UWMP is expecting a project population growth of 0.5% per year, with a predicted population of 104,369 in 2045. The estimated total water demand based off this population increase is 21.6 MGD from 15.5 MGD. In addition, an analysis of WWD8's services during a 2045 four-year multiple dry year event determined that WWD8 will have adequate supply. Each new development within the WWD8 jurisdiction will be required to prepare a hydraulic water study to determine capacity, demand, and supply issues related to the project.

Proposed Water System

To study the anticipated water demand increase within the study area, a 1:1 ratio was applied to the calculated peak sewer generation rates. This implies an anticipated increase of 6.66 MGD of water demand. The Tapo Street Area is serviced by both GSWC and WWD8. Based on the water purveyors planned expansions, the anticipated increase within the corridor, 3.15 MGD, is projected to be supplied by the two water purveyors. The Los Angeles Avenue Corridor water supply is from WWD8. Based on the 2020 UWMP conclusion on projected water demands, the WWD8 can supply the anticipated water demand increase of 3.51 MGD.

Based on the new development capacities set forth in the Specific Plan, the water demand will increase from current conditions. Through the implementation of the Urban Water Management Plan the expected increase based on the Specific Plan is accounted for if the areas served by the either of the water districts outside of the Specific Plan area do not exceed the difference in the total projected water usage and the net increase per the Specific Plan. This impact would be less-than-significant levels through implementation of the policies set forth in the General Plan and following current regulatory framework.

The Specific Plan will meet mitigated negative declaration for the proposed development capacities. Based on our analysis of the defined Specific Plan areas and with the understanding that the parameters set forth in the General Plan are being followed, the potential increase in demands for both WWD8 and GSW's potable water distribution system will be less than significant.

During the design phase for projects within the study areas, and on a project-by-project basis, the developer will need to assess if the current infrastructure can support the new project in compliance with the current regulatory requirements.

5.5 Dry Utility Infrastructure

Existing Electrical & Natural Gas

The study area is serviced by Southern California Edison (SCE) for electrical power and SoCalGas for natural gas. ~~Based on review of available record drawings, the following existing infrastructure within the street corridors are outlined in the appendix.~~

Electrical – Future Impacts

Southern California Edison (SCE) is the sole electrical purveyor within the City of Simi Valley. Any decision to upgrade or make changes to the existing infrastructure to meet a change in electrical power demand resulting from the change in zoning will be determined by SCE in coordination with the City once the expected demand from proposed development within the specific plan is known.

Natural Gas – Future Impacts

It is recommended that the natural gas demand be estimated once proposed site plans for developments within the Specific Plan Areas are known and that will serve letters be requested from SoCalGas to ensure that sufficient demand is available to service the proposed developments.

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6.0 IMPLEMENTATION PLAN

6.1 Background

The key objective of the SB 2 and Leap Grant Programs, which funded the Envision Simi Valley Specific Plans, is to increase the production of multifamily housing. Since Simi Valley's economic growth is currently constrained by the shortage of affordable housing, senior housing, and workforce housing, the Specific Plan and the economic studies recommend policy, development standards, and incentive changes plus implementation measures and funding sources that will accelerate multifamily housing production to facilitate economic development. For example, the financial feasibility analysis of multiple development prototypes concluded that the parking standards created for primarily single family, suburban multifamily and shopping center development are not well suited for the next generation of denser mixed-use development to satisfy the critical shortage of housing.

Summary of Existing Conditions

This demographic/economic profile and existing market conditions summary serve as a basis for the development of the specific plan and economic development plan strategy. This section summarizes a current demographic and economic profile for Simi Valley and the Specific Plan Areas, Los Angeles Avenue Corridor Specific Plan Area and Tapo Street Specific Plan Area. Data for population, household, employment and real estate trends focus on the area within a quarter mile of each Specific Plan Area.

Housing Construction in Simi Valley

Table 6.1 compares Simi Valley's housing annual average for multifamily and single-family housing to Ventura County and Thousand Oaks. Approximately 25 percent were multifamily new housing units and the remainder were single family. Building permit data for Thousand Oaks, a neighboring city, had 62 percent multifamily, and Ventura County had 55 percent multifamily, which are much higher percentages of multifamily than Simi Valley.

Table 6.1: **Residential Inventory - Annual Average (2010 to 2020)**

Tenure	Simi Valley		Thousand Oaks		Ventura County	
Single Family	81	75%	29	38%	550	45%
Source: U.S. Census (2010-2020)						

Table 6.1: **Residential Inventory - Annual Average (2010 to 2020)**

Tenure	Simi Valley		Thousand Oaks		Ventura County	
Multi Family	26	25%	48	62%	677	55%
Total	107	100%	76	100%	51,227	100%
Source: U.S. Census (2010-2020)						

Los Angeles Avenue Existing Land Uses

Land Use Mix.

The Los Angeles Avenue Corridor is composed almost entirely of commercial land uses, the largest being the Mountain Gate Plaza and ~~Towne Center~~ Simi Valley Plaza shopping areas. The shopping centers include general retail, small restaurants including drive-thru establishments, and grocery stores. Another grocery store is located on the corner of Erringer Road and Los Angeles Avenue.

Businesses on the south side of Los Angeles Avenue primarily consist of a variety of auto-oriented commercial businesses such as auto repair, auto parts, and car rental shops as well as a large grocery store. There are several small eateries between Williams Street and Erringer Road west of First Street.

Mixed-Use.

The General Plan identifies the parcels north of Los Angeles Avenue and east of First Street (Mountain Gate Plaza and Simi Valley Shopping Center) for mixed-use. Much of the Specific Plan Area is zoned as Mixed-Use through overlay zones, however no parcels are currently developed as mixed-use.

Residential.

Very few parcels currently contain residential uses. The residential parcels located on California Avenue south of Los Angeles Avenue are primarily single family residential, while those along Patricia Avenue are mostly low-rise courtyard-style apartment buildings. According to CoStar in 2023, the Specific Plan Area had only 46 housing units, however, since the mixed-use overlay was created for a portion of the Specific Plan Area, some projects with multifamily have been constructed or are pending.

Employment.

Within a quarter mile of the Los Angeles Avenue Specific Plan Area, existing land uses are primarily retail, restaurants, and service uses. The area includes four shopping plazas: Woodlands Plaza at Sinaloa Road, Mountain Gate

Plaza and Simi Valley Plaza ~~and Towne Center Shopping Center~~ at First Street, and Simi Valley Shopping Center at Erringer Road. Retail trade has the highest number of employees at 15.7%, followed by Healthcare/Social Assistance and Manufacturing, as shown in Table 6.2.

Table 6.2: **Employed by Industry (Age 16+) within 1/4 mile of the Los Angeles Avenue Corridor**

Industry	Los Angeles Avenue	
	Employed	Percent
Retail Trade	895	15.7%
Health Care/Social Assistance	606	10.6%
Manufacturing	560	9.8%
Other Services (Excluding Public)	542	9.5%
Construction	509	8.9%
Finance/Insurance	368	6.5%
Professional/Scientific/Tech	355	6.2%
Admin/Support/Waste Management	268	4.7%
Accommodation/Food Service	259	4.5%
Information	209	3.7%
Transportation/Warehousing	179	3.1%
Public Administration	132	2.3%
Real Estate/Rental/Leasing	125	2.2%
Wholesale Trade	98	1.7%
Arts/Entertainment/Recreation	96	1.7%

Source: ArcGIS Esri Business Analyst, 2022

Open Space.

While there are no parks in the Los Angeles Avenue Specific Plan Area, the Arroyo Simi cuts through the boundary and contains hiking trails. Directly adjacent to the Plan Area, along Erringer Road, is Citrus Grove Park a neighborhood park with play equipment, barbeques, picnic tables, a walking path, and lots of trees.

Vacant Parcels.

There are very few vacant parcels; however, considerable land area is devoted to surface parking lots. Few parcels in the Specific Plan Area are publicly owned, and are mostly parcels along the Arroyo Simi Greenway and the railroad right-of-way. The largest vacant parcel is an irregularly shaped lot on the southwest corner of 3rd Street and Los Angeles Avenue, and is adjacent to the Greenway. The limited availability of vacant parcels means that future development within this area will be infill development, including renovations to existing buildings and new construction in surface parking lots fronting Los Angeles Avenue and Erringer Road. See Figure 6.1 for a map of vacant and publicly owned parcels.

Development Character.

Block Size & Parcelization. The shopping plazas parcels span larger than typical parcels sizes. Parcels along the south side of Los Angeles Avenue range from 70 to 80 feet wide and are typically 300 feet deep.

Building Height, Massing, and Relationship to the Street. Most buildings are one-to-two-stories tall, where the largest buildings are multifamily residential developments with three stories. The buildings on the south side of Los Angeles Avenue have less setbacks than the north side which has surface parking lots between the front of the building and the sidewalk.

Tapo Street Area Existing Land Uses

Land Use Mix.

The majority of the Tapo Street Specific Plan Area consists of commercial uses. There are a few pockets of residential development, primarily north of Cochran Street. This area will also include the planned Tapo District Lofts development, a 60-unit Single Room Occupancy (SRO) project to be located on vacant lots at the northwest corner of Tapo Street and Eileen Street which will serve as a model for future affordable housing projects in and around the area. Along the rail line there are several industrial uses. The remainder of uses in the area are one-to two-story strip commercial buildings along Tapo Street, with larger commercial centers located at key intersections including the Santa Susana Plaza shopping center at the southeast corner of Cochran and Tapo Streets.

Mixed-Use.

Between 2021 and 2023, there were two significant redevelopment projects along the Tapo Street Area that indicate transitions from underperforming

shopping centers to predominantly multifamily housing. The first is the Alamo/Tapo Mixed Use project. The project is located at the northeast corner of Tapo and Alamo Streets, and the existing Belwood Shopping Center on the site will be mostly demolished. In its place will be 278 apartments and 8,000 square feet of remodeled commercial space. The apartments will include two-, three- and four-bedroom units with 30 percent set aside for below market housing, including 75 units for low-income and 8 units for very low-income. In addition, the City of Simi Valley recently approved a plan for 280 residential rental units and 5,000 square feet commercial space at the northern portion of the Santa Susana Plaza Shopping Center located at the corner of Tapo and Cochran Streets. This project will be built on 5.3 acres of the 14.6-acre shopping center site anchored by Walmart. Of the 280 units, 14 units will be affordable. The other 60 percent of the center, including Walmart, is currently planned to remain.

Residential.

In 2021, there were 840 multifamily units in 15 buildings within a quarter mile of the Tapo Street Specific Plan Area. The average unit size was 880 square feet, the effective rent per unit was $1,940, and the vacancy rate was 1.8 percent. The effective rent per unit has increased by 67 percent since 2011. Over the most recent five-year period from 2016 to 2021, the average annual absorption was 4 units, and the average vacancy rate was 2.2 percent.

Employment.

In 2021, the unemployment rate was 7.3 percent. Nearly 69 percent of population 16 years of age and older held white-collar jobs. The dominant occupations were management and office/administrative support positions. Approximately 19 percent were bluecollar jobs, mainly in construction/extraction positions. The remaining 12 percent held service sector positions. The major industries that employed these residents were Manufacturing, Retail Trade, Educational Services, and Finance/Insurance. Together these four industries employed 32 percent of the labor force within the Tapo Street Specific Plan Area. Employment by occupation and industry are presented in Table 6.3.

Table 6.3: **Employed by Industry (Age 16+) within 1/4 mile of the Tapo Street Area**

Industry	Tapo Street	
	Employed	Percent
Manufacturing	488	8.6%
Retail Trade	463	8.1%
Finance/Insurance	403	7.1%
Construction	382	6.7%
Health Care/Social Assistance	321	5.6%
Professional/Scientific/Tech	301	5.3%
Other Services (Excluding Public)	250	4.4%
Public Administration	245	4.3%
Accommodation/Food Service	212	3.7%
Admin/Support/Waste Management	152	2.7%
Transportation/Warehousing	150	2.6%
Arts/Entertainment/Recreation	135	2.4%
Information	134	2.4%
Real Estate/Rental/Leasing	85	1.5%
Wholesale Trade	75	1.3%

Source: ArcGIS Esri Business Analyst, 2022

Open Space.

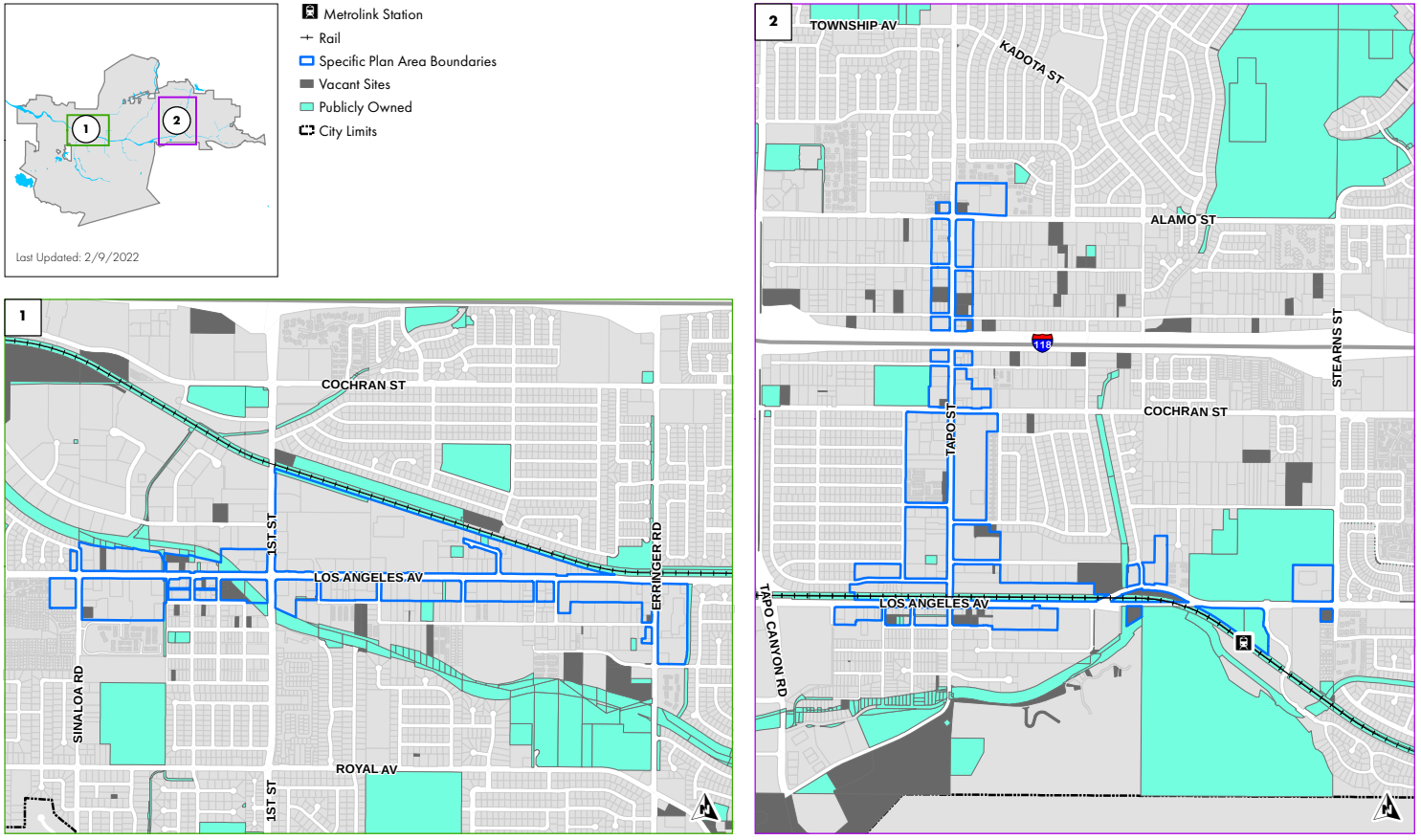
Directly across from the Metrolink Station on Los Angeles Avenue, but outside the Specific Plan boundary, is Rancho Santa Susana Community Park/Center. The park includes baseball diamonds, horseshoe pits, shaded picnic areas, barbeques, soccer fields, a playground area, walking/running trails, and a community center. The community center provides recreational programs serving tots through seniors and coordinates several community events. The center includes a gymnasium, multipurpose rooms, a catering kitchen, a dance room, and an outdoor patio.

Vacant Parcels.

There are two vacant and several partially occupied properties that could be repurposed at the northwest corner of Tapo Street and Alamo Street, north of the SR-118 Freeway. There are also two properties with potential for redevelopment at a shopping area known as the Charleston Center. These sites would not require rezoning and could accommodate densities that are compatible with the development of lower-income household units. The only publicly owned parcels within the Specific Plan Area of note are the two parcels which are comprised of the Metrolink station and parking lot, owned by the City of Simi Valley. See Figure 6.1 for a map of vacant and publicly owned parcels.

Figure 6.1: Map of Vacant and Publicly Owned Parcels

Source: City of Simi Valley



1. Los Angeles Avenue Corridor

2. Tapo Street Corridor

Development Character.

Block Size & Parcelization. Parcels along the corridor are generally configured in superblocks and large parcels along Tapo Street that can be candidates for mixed-use redevelopment.

Building Height, Massing, and Relationship to the Street. Buildings are typically set back far from the sidewalk along Tapo Street. For most developments, the buildings are separated from the sidewalk by surface parking lots or lawns.

Market Demand and Testing of Prototypes for Development Standards

~~The~~ A Residential and Retail Market Analysis Memorandum1 and the Economic Development1 Report ~~in Appendix F and G a~~ were prepared to guide the Specific Plan. ~~re summarized in this subsection~~.

Los Angeles Avenue Corridor

Commercial. The occupied retail space within one-half mile of the Los Angeles Avenue Specific Plan Area declined from 4.52 million square feet in 2011 to 4.35 million square feet in 2022. Over the same period, vacancies have increased and rents have fallen, especially in real dollar terms. By 2043, new retail demand is forecast to be primarily based on the new population living in multifamily units in the primary and secondary market areas. However, the demand forecast ranges from 28,400 to 47,600 square feet of retail space and 7,900 to 12,700 square feet of restaurant and bar space.

Office. According to CoStar, the Los Angeles Avenue Specific Plan Area had 250,300 square feet of office space in 28 buildings in 2021. The average vacancy rate since 2011 was 11.4 percent. Over the past ten years, office tenants have been moving out of this area as shown by an average annual absorption of negative 2,900 square feet per year. Gross rent per square foot was $28.39 in 2021.

Industrial. Since 2011, the inventory of industrial space within a quarter mile of the Los Angeles Avenue Specific Plan Area has been 942,000 square feet. The average vacancy rate was 3.2 percent, and while there have been movements both in and out of industrial space within the area, the average absorption over the past ten years was just five square feet per period, rents for industrial space grew from $7.26 Triple Net Lease (NNN) in 2011 to $20.00 NNN in 2021.

Tapo Street Area

Commercial. The employment demand forecast is between 15,300 to 28,500 square feet of retail space and between 4,700 to 22,200 square feet of restaurant and bar space. Some of this new retail demand will be able to locate in existing vacant space. The higher restaurant demand forecast for Tapo Street is contingent upon a well-crafted restaurant development strategy.

Office. The Tapo Street Specific Plan Area had 596,200 square feet of office space in 27 buildings in 2011. Since 2018, the area lost two buildings containing 452,600 square feet of office space, and in 2021 there was 143,600 square feet of office space in 25 buildings. Over the past ten years, the average annual absorption was negative 41,000 square feet per year. Gross rent per square foot was $17.40 in 2020.

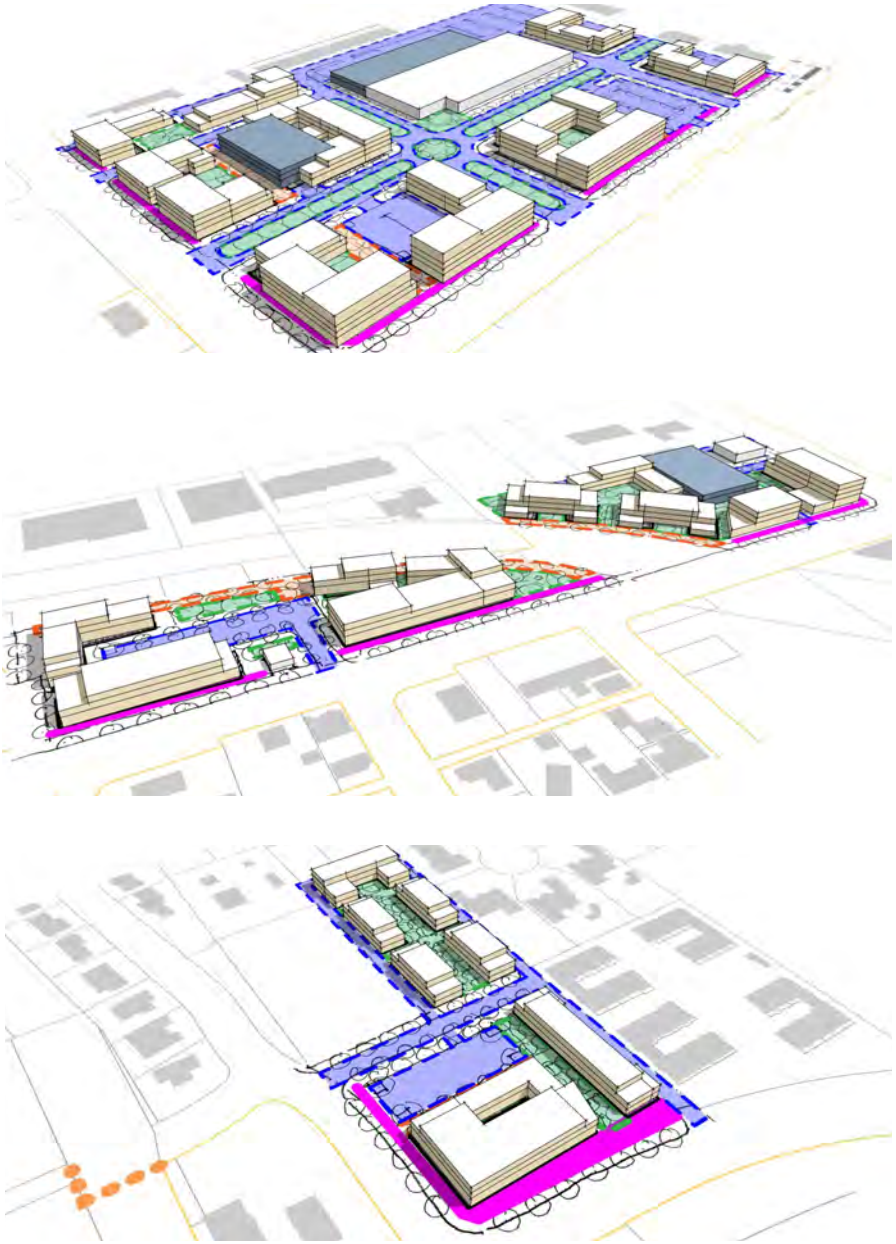
Industrial. Since 2011, industrial space within a quarter mile of the Tapo Street Specific Plan Area has increased by about 260,000 square feet to a total inventory of 1.35 million square feet in 2021. The average vacancy rate over the past decade is 4.6 percent and the average absorption was approximately 25,400 square feet per year. Rents for industrial space grew from $8.64 NNN in 2011 to $10.65 NNN in 2021.

Testing of Prototypes for Development Standards

Early in the preparation of the Specific Plan, as mentioned in Chapter 2.0, conceptual site plans, massing diagrams, and development programs were prepared for two sites in the Los Angeles Avenue Corridor and two sites in the Tapo Street Area. **Figure 6.2** and **Figure 4.28.a** in Chapter 4.0, illustrate these earlier concepts. These conceptual plans and programs were shared at community outreach events and tested for financial feasibility, and the results informed the development standards in the Specific Plan. The feasibility analysis represents current market and land value conditions; over time in the next couple decades as land values in Simi Valley increase, the potential for more intense mixed use development will increase as well. In preparing site plans for projects, conceptual site plans depicted in **Figure 6.2** should not be taken literally for building sizes, placement, massing, parking massing, and connections. The Specific Plan development standards allow for flexibility for

ADD FOOTNOTE THAT 1. TECHNICAL BACKGROUND DOCUMENTS ARE AVAILABLE AT THE PLANNING DIVISION, ENVIRONMENTAL SERVICES DEPARTMENT, CITY OF SIMI VALLEY

Figure 6.2: Land Use Concepts Prototypes.



site development to occur in many other ways to respond to changing market conditions while satisfying the goals and objectives of the Specific Plan.

Opportunities and Challenges for Economic Development

Maintaining the current land use designations risks economic stagnation and a mismatch between job growth and housing production. While Simi Valley is experiencing stagnant job growth in light manufacturing, logistics and warehousing, developer interest in the past has been focused upon senior and continuing-care housing reflecting the city's aging population. The Economic Study by LEG shows 490 jobs from 2023 to 2043, however, most service employees live out of Simi Valley due to the City's housing shortage. There is clearly a growing need for workforce housing, which tends to be rental apartments, condominiums and townhouses. Some of the entitled multifamily projects have not proceeded to construction due to supply chain uncertainty, labor shortages, cost escalation and rising interest rates.

The key objective of this Specific Plan, funded by the SB 2 and Leap Grants Programs, is to encourage the production of multifamily housing which acts as a catalyst for economic development. From the perspective of a real estate developer, there are four strategies for the City of Simi Valley to undertake that would encourage the production of multifamily housing:

1. **Encourage Job Growth** – The growth in industrial space cited in the previous section indicates that the City is achieving success in this area, although the jobs/square feet of building area of modern industrial and warehouse uses is fairly low.

5. **Increase Zoning Capacity** – Under current market conditions, developers interviewed did not express concerns that zoning capacity inhibited multifamily development. Because land values are fairly low at approximately $20 per square foot in Simi Valley in 2021, the development economics favor horizontal rather than vertical expansion.

7. **Flexible Parking Standards** – Parking requirements in the Simi Valley Municipal Code (SVMC) have a major impact on a developer's proforma. The current parking requirements were designed for the first generation of Simi Valley development which were on greenfield

properties. New development today will primarily be on underutilized developed land which is more challenging. Reducing mandatory parking requirements will allow developers to build to market needs and would stimulate both commercial and multifamily development.

16. **Use Investment in Public Infrastructure and Amenities to Stimulate Private Development** – This strategy can take many forms. The provision of publicly accessible open space, such as parks, plazas, gardens, and walkways along the Arroyo Simi and along the major streets are incentivized for more density to improve the private sector development economics on adjacent and nearby properties. Public/pivate streetscape investments in sidewalks and extended sidewalks, such as outdoor dining, pedestrian amenities, and bike improvements, will provide more active pedestrian-friendly places along key streets and connect existing and new development. The improvements typically come in the form of higher rents or sale prices while construction costs do not change.

6.2 Implementation Framework

The Market Demand summary, in the previous subsection, informed the land-use challenges and contributed to the Specific Plan Areas Visions, Goals, and Objectives. The preliminary goals were developed to establish the Specific Plan Areas as unifying and transitioning districts between the local community fabric and new development along the corridors. The goals reflect feedback heard from the community at engagement events and throughout the iterations of the Specific Plan project. This implementation framework maps out an organized vision and goals into sets of actionable strategies that support the larger land use vision and goals for both areas. The Specific Plan goals include:

- **Create a Sense of Place.** Enhance the existing commercial corridors with new building types and placemaking strategies (such as quality public/private spaces that prioritize people, social interaction and sustainability) to create a unique sense of place which fosters business and pedestrian activities.
- **Implement Focused Growth.** Implement strategies that thematically promote a mixed-use hub (Los Angeles area) and "Main Street" (Tapo Street area), preserve and enhance existing residential neighborhoods, maintain or improve access to the Arroyo Simi, and allow for transit-supportive development.
- **Re-purpose Underutilized Properties.** Improve the economic standing and cohesive use of underutilized commercial and industrial properties that are vacant or have large surface parking lots along major streets.
- **Foster Transit Use.** Integrate development in the proximity of the existing Metrolink rail transit station within the Tapo Street Specific Plan Area to foster transit use and reduce dependence on cars, energy consumption, air pollution, and greenhouse gas emissions.
- **Incentivize Production of Housing.** Address the lack of affordable housing, senior housing, and workforce housing. Encourage more housing options, home ownership, and access to public transportation through development incentives and other community benefits.

- **Improve Connectivity to Key Destinations.** Address mobility issues to strengthen connections to destinations and activity centers within and beyond the Specific Plan Areas.
- **Accommodate All Transportation Modes.** Use "complete street"(1) approaches for streets that improve pedestrian safety and balance the needs of pedestrians, cyclists, and vehicles. Connect to neighboring active transportation assets such as Arroyo Simi and the Simi Valley transit station.
- **Create Indoor and Outdoor Recreational Opportunities.** Introduce a variety of new open space and recreational opportunities on private properties through incentives for the provision of community benefits.
- **Enhance the Public Realm and Streetscapes.** Prioritize internal connectivity and a vibrant pedestrian environment along major corridors, through the use of wide, clear sidewalks, bicycle facilities, and amenities such as bicycle parking, sitting areas, and street trees.
- **Adopt Innovative Parking Strategies.** Consider multiple parking strategies including streamlined shared parking agreements between adjacent uses, reduced parking ratios near the transit station, and on-street parking through roadway re-striping.

These goals will guide the following strategies to leverage land use policy, affordable housing incentives, value creation and capture, and public realm investments as a catalyst to the administration and implementation elements of the Specific Plan Areas.

Community Fiscal Benefit Summary

~~The~~ A Fiscal Benefits Memorandum1 was prepared to analyze the ~~in Appendix H focuses specifically on the~~ potential direct impact to the General Fund from the net new development induced by adoption of the Envision Simi Valley Specific Plan over the next two decades, through 2043. Induced developments in both the Los Angeles Avenue and Tapo Street Specific Plan Areas are projected to have greater annual revenues than expenditures, resulting in net positive fiscal surplus.

(1) "Complete Streets" refers to streets that are multimodal and often have amenities for bicyclists, pedestrians, transit rides and motorists. Complete streets often include bike lanes, canopy street trees, and pleasant landscaping.

Figure 6.3: Simi Valley Net General Fund Impact with Specific Plan Adoption for Selected Years

Source: Land Econ Group

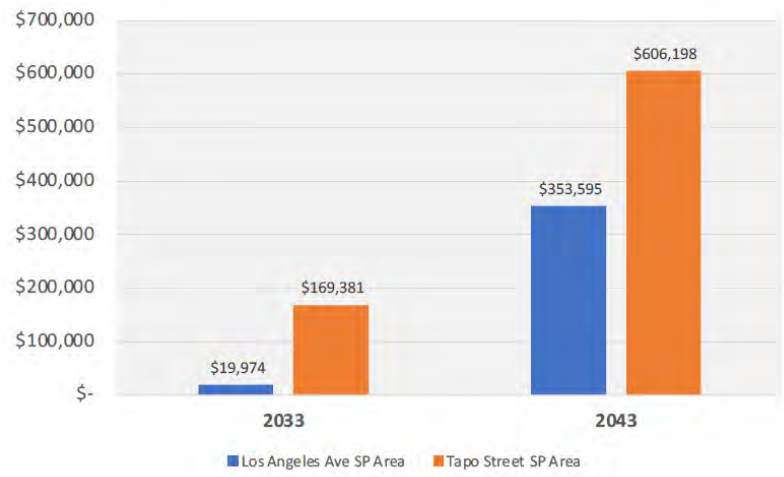
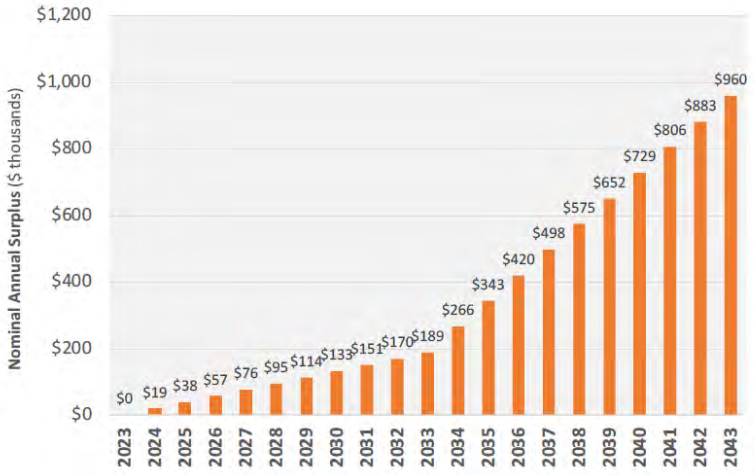


Figure 6.4: Total Net General Fund Fiscal Surplus with Specific Plan Adoption

Source: Land Econ Group



1. TECHNICAL BACKGROUND DOCUMENTS ARE AVAILABLE AT THE PLANNING DIVISION, ENVIRONMENTAL SERVICES DEPARTMENT, CITY OF SIMI VALLEY

Figure 6.5: Net New Development in the Los Angeles Avenue and Tapo Street Specific Plan Areas

	2023 Existing Inventory (CoStar)			2023 - 2033		2033 - 2043		2023 - 2043
	Los Angeles Ave SP Area	Tapo Street SP Area	Pipeline	Los Angeles Ave SP Area	Tapo Street SP Area	Los Angeles Ave SP Area	Tapo Street SP Area	TOTAL
NO SPECIFIC PLAN ADOPTION								
Housing (units)	-	46	800	90	410	220	980	2,500
Condo								*200*
Apartment								*2,070*
BMR Apartment								*230*
Retail / Restaurant (SF)	991,639	604,271		-	(60,400)	75,000	50,000	64,600
Office (SF)	120,075	143,838		-	(21,600)	80,000	-	58,400
Industrial (SF)	30,709	248,025		-	-	-	-	-
WITH SPECIFIC PLAN ADOPTION								
Housing (units)	-	46	800	120	680	450	1,500	3,550
Condo								*320*
Apartment								*2,907*
BMR Apartment								*323*
Retail / Restaurant (SF)	991,639	604,271		-	(60,400)	120,000	80,000	139,600
Office (SF)	120,075	143,838		-	(21,600)	160,000	-	138,400
Industrial (SF)	30,709	248,025		-	-		-	-
DIFFERENCE - *FOR FISCAL IMPACT ANALYSIS*								
Housing (units)				**30**	**270**	**230**	**520**	1,050
Condo					*20*	*40*	*60*	*120*
Apartment				*30*	*222*	*165*	*420*	*837*
BMR Apartment					*28*	*25*	*40*	*93*
Retail / Restaurant (SF)				-	-	**45,000**	**30,000**	**75,000**
Office (SF)				-	-	**80,000**	-	**80,000**
Industrial (SF)				-	-	-	-	-

Source: Existing Data from CoStar and Market Based Projections by Land Econ Group

For new development induced by adoption of the Specific Plan, the net fiscal impact is estimated to be $20,030 annually by 2033, and $350,160 annually by 2043, based on current 2023 dollars. The resulting annual impact on the General Fund induced by the Tapo Street Specific Plan is estimated at $169,870 by 2033, and $598,500 by 2043,0 based on current 2023 dollars. The net one-year fiscal impacts in 2033 and 2043 are summarized in **Figure 6.2**.

The combined annual fiscal surpluses from induced development in both Specific Plan Areas over the next 20 years, from 2023 through 2043, are presented in **Figure 6.3**. The net present value of 20 years of projected fiscal surplus amounts to $3.8 million in current 2023 dollars.

Additionally, the value of other properties around the new developments is likely to grow. As the properties turn over, their assessed value will increase significantly and generate additional property tax revenue. Because of the challenges of estimating this secondary effect, it has not been included in this fiscal analysis. For this reason, this direct fiscal impact analysis likely understates the overall revenue impact on the City's General Fund.

The new population accommodated by the adoption of this Specific Plan will also contribute to the regional economy, providing housing to attract needed workforce to local businesses and institutions. With the adoption of the Specific Plans, the additional 1,050 housing units will increase the population by approximately 2,348 individuals. With an estimated 2023 Simi Valley per capita income of $50,000, the added income would amount to $117 million. Using a conservative multiplier of 1.7 to account for the recirculation of the expenditures from this income, the benefit to the regional economy would amount to nearly $200 million yearly. Certainly, not all of this benefit would accrue to Simi Valley. The primary area of benefit would include most of Ventura County and the western portion of Los Angeles County.

Since May of 2022, the real estate market has changed in part in response to the policy attention that the City has focused on these areas by retaining a planning and design team to create a specific plan that stimulates residential development. The updated market forecast demonstrated in **Figure 6.4** reflects this focus and the fact that two major development projects are being proposed that add nearly 600 units into the development pipeline.

Implementation Strategies

Table 6.4 outlines short and long-term implementation strategies.

Table 6.4: Implementation Strategies

Term	Strategy
Regulatory Actions	
Short-Term	**Adopt the Specific Plan, the General Plan Amendment, and certify the Environmental documents.** The adoption of the Specific Plan, General Plan amendment, and environmental documents are the catalyst for the Specific Plan Areas, and the recommended land use, development standards, and other proactive policies are designed to spur economic investment and visual enhancement of the area. **Remove the Mixed-Use Overlay from the Specific Plan Area.** With adoption of the Specific Plan, remove the Mixed-Use Overlay from the Specific Plan Areas which includes mixed-use standards specifically for the Specific Plan Area.
Land Use Policy - Jump start housing development	
Short-Term	**Streamline the development approvals framework and prepare clear public-facing documents of entitlement processes and other tools available to support development.** Streamlining approvals helps encourage development by reducing the timeline for development. Initial land and entitlement costs are challenging to finance, and the sooner that a developer can receive permits and complete construction, the greater their financial rate of return; this makes projects more attractive compared to other locations or investment types. (For the City to streamline the approval process and marketing the relevant funding and financing tools from the sources included at the end of this implementation plan could be the first steps to increasing developer interest). To streamline the development process, remove constraints to development and as a follow up to the Housing Element Update, the City will be amending the SVMC and the process shall be applied to the Specific Plan. To meet the goals of the Specific Plan, incentivize the production of affordable housing and other types of housing by adopting streamlining standards such as: projects with at least 20% affordable housing, meet all of the development standards, and do not request a waiver, shall be approved administratively. Projects with at least 20% or more affordable housing and request a waiver(s) shall be approved only by the Planning Commission. **Differentiate moderate- and high-density residential in mixed-use areas along Los Angeles Avenue and Tapo Street.** Allowing a combination of moderate- and high-density development will reduce barriers to redevelopment, while aligning with supportable levels of residential, retail, and commercial space. Under current conditions, blanket zoning for high density mixed-use along Los Angeles Avenue and Tapo Street might create a surplus of retail and commercial entitlements that exceed demand and may also create a disconnect between land values/land speculation and financial feasibility of new development, making short- to mid-term redevelopment less likely. Focused moderate-density entitlements will help to support the redevelopment of these areas in the short term as higher-density development becomes viable as developments in the Specific Plan Areas begin to achieve higher rents. The Specific Plan allows for a range of densities, and amending the General Plan language for horizontal and vertical development will reinforce this strategy.

Table 6.4: Implementation Strategies

Term	Strategy
Short/Long-Term	**Identify sites for shared parking structures to shift parking away from individual properties in the DMU area and along the TMU area including the Metrolink station and into shared facilities.** Shared parking structures will help incentivize development by lowering the cost of providing parking. Identifying and developing a strategy for City acquisition of ideal sites can help align parking supply with transit goals and development goals, and as shared parking comes online, the Specific Plan Area could transition to more transit-oriented and pedestrian friendly curbside uses. **Addressing and consolidating parking will be a critical element to transform the DMU area to an active downtown, the Tapo Street area with a mix of uses with parking amenities and spaces, and implement Transit-Oriented Development (TODs) around the Metrolink station on its existing parking lot, and in the surrounding sites. The City shall undertake the following actions to reduce parking needs and free up space for development:** • Market large key parcels to developers such as in the DMU area, encouraging consolidated parking lots/structures where visitors park once in a structure and make multiple stops in a district without having to move their cars. Residents can also use a parking structure. See Figure 3.18 in the DC section of Chapter 3 for a conceptual illustration of shared parking structures in the horizontal mixed-use development. The Community Benefit program provides an incentive for additional residential densities if shared parking is provided. • Develop a strategy for purchase by the City or a public/private partnership of key sites for shared parking while the land purchase prices are low, and then develop the sites later as a parking structure or a high-density site or mixed-use site. Depending on the timing, the parking could be free or be for a fee. • Work with Metrolink to evalute the capacity needed for shared parking where commuters are the primary daytime users and future residents use more of the parking spaces at night. Also determine with Metrolink the usage of the existing parking lots and where initial TOD development could occur.
Long Term	Work with Metrolink on implementing fee-based parking on the station site, with dynamic pricing to fund improvements and the cost of shared parking.
Affordable Housing - Support the development of mixed-income and a range of affordable including 100% affordable housing	
Short-Term	**Explore grant funding programs for a financial feasibility study for affordable housing that applies to projects of a certain size.** The City can commission a feasibility study to determine a project size threshold to ensure the creation of affordable units without undermining feasibility. Funding may be available from the California Department of Housing and Community Development, the Southern California Association of Governments, and others. **Encourage use of the State of California's Density Bonus Law to support mixed-income development.** Encouraging the use of the State Density Bonus Law by developers could facilitate the development of affordable units and ensure that higher density residential development is feasible. This can help developers by creating additional value that offsets the cost of affordable units.

Table 6.4: Implementation Strategies

Term	Strategy
Short/Long-Term	**Market opportunities for the creation of 100% affordable housing along Los Angeles Avenue and Tapo Street.** By marketing opportunities to potential non-profits, affordable housing developers, and brokers, the City can attract prospective affordable housing developers to the area, particularly as transit improvements come online, which can make it easier to secure affordable housing funding. With relative advantages in terms of how these projects are funded, affordable housing developments could be important first movers that bring residential density, foster inclusivity, and support new retail.
Long-Term	**The City will monitor traffic operations over time and acknowledges that the Specific Plan may result in traffic deficiencies upon buildout, but would be monitored as developments build out.** The traffic operations analysis will identify locations where additional traffic volumes could potentially result in deficient operations. However, these deficiencies are not tied to or caused by any one particular development, rather the buildout of the Specific Plan. As new developments within the plan area build out over the life of the Specific Plan, those individual developments will be required to perform detailed traffic analyses of transportation facilities within their immediate area (per City guidelines and/or General Plan Goals/Policies). Those detailed analyses will be used by City staff to potentially address strategies to improve traffic operations where needed.
Value Creation and Capture - Create funding streams for future improvements	
Short-Term	**Explore the potential of a tax increment financing tool, such as an EIFD, around the study area to support broader infrastructure needs and affordable housing.** An enhanced infrastructure financing district (EIFD) will increase funds over time by capturing the tax increment gained from increased property values. This tax increment will be separately allocated from the General Fund to be used toward a specific set of capital investments that support long-term goals listed in Chapter 1.0 of the Specific Plan. **Development Agreements** Development Agreements are structured negotiated agreements between the City and developers to provide improvements and fund infrastructure projects in exchange for expanded development rights.

ADD IMPLEMENTATION MEASURE (Gruen, feel free to tinker with the language): Short-Term - City's Transit Department to identify improvements to transit infrastructure within the Specific Plan area . These could be funded via developer fees, etc.

Table 6.4: Implementation Strategies

Term	Strategy
Short/Long-Term	**Impact Fees** Development impact fees are a one-time charge imposed on new development. The fees are charged to mitigate negative impacts resulting from the development itself or to enhance the public sphere in the immediate vicinity of the development. For example, the City may levy a development fee to help fund sidewalk improvements, streetscape and street tree plantings in the public realm adjacent to the development. However, in areas and situations where the City is more interested in inducing new development, like the current case in Simi Valley, additional fees of any kind will elevate the development project's feasibility threshold. In strong real estate markets, a minor fee will not impede development; however, when the market cools due to economic slowdown and/or high interest rates, those fees could impede new development and delay projects into future real estate cycles. **Perform financial analysis/nexus study to determine reasonable/feasible development fees that could be used to support plan goals and implement accordingly.** Along with tax-based value capture mechanisms, development fees can also help raise revenue to fund project goals. ~~That said, it~~ It is important to ensure that these fees do not unduly impede development that might otherwise occur. Performing these financial analyses early will provide a benchmark for feasible fees under both current and projected economic conditions, allowing the City to balance increasing revenues for project goals and enabling development. Development requirements can be eased in exchange for specific community benefits that support plan goals. In addition to tax tools and development fees, developers may be willing to contribute community benefits if certain development requirements are relaxed allowing them to build larger buildings or receive more certainty for larger, phased development projects. If the City prepares an internal list of community benefit interests, potentially negotiable development standards and fixed requirements, it may be able to streamline the negotiation process. **Ease development standards in exchange for specific community benefits that support plan goals.** In addition to tax tools and development fees, developers may be willing to contribute community benefits if certain development standards are relaxed allowing them to build larger buildings or receive more certainty for larger, phased development projects. If the City prepares an internal list of community benefit interests, potentially negotiable development standards and fixed requirements, it may be able to streamline the negotiation process for a discretionary project. The Community Benefit Bonus in Section 3.0 of the Specific Plan provides a list of community benefits for increased density.

Table 6.4: Implementation Strategies

Term	Strategy
Investment - Incentivize catalytic development by supporting infrastructure investments	
Short-Term	**Inventory and market opportunities sites that offer potential for catalytic development, helping with acquisition where possible.** Attracting interest to underutilized sites in key locations can be crucial to generate momentum and "first movers" that help revitalize the Specific Plan Area. Working with partners to develop these strategic catalyst sites in alignment with the goals of this plan can encourage new complimentary development nearby and can jump-start economic growth. Collaborate with land use groups to bring together experts to envision development programs for key sites used by the city. **Seek local, state, and federal funding including grants to invest in streetscape and public open space improvements.** Streetscapes and open spaces can be powerful economic and place-making tools. Streetscape and open space improvements can increase real estate values, increase walkability, promote active transportation, and make the City more attractive to prospective developers. The City shall prepare, or retain a consultant to prepare, a streetscape detailed design and construction documents for Los Angeles Avenue and Tapo Street to be consistent with the Specific Plan. In addition to ongoing programs at the local and state level, the City should position for potential funding listed in Table 6.6. **Determine a strategy for public use of extended sidewalks on private property.** Extended sidewalks improve the pedestrian experience and enhance adjacent businesses by allowing more space for walking, entries to businesses, and pedestrian amenitie, such as outdoor dining. The City needs to determine if this land should be an easement on private property, a dedication, or just a Specific Plan requirement. **Work closely with Metrolink and other agencies to develop first/last mile plan(s) for the Metrolink station to secure funding for these improvements.** As Metrolink, Simi Valley Transit and Ventura County transportation continue their planning process for the areas around the Metrolink station, the City of Simi Valley should be proactively involved in seeking partnerships and funding opportunities with those agencies and other regional and transit agencies to help fund the anticipated public realm and infrastructure improvements. Adjustments may need to be made to accommodate the improvements identified in first/last mile plans produced by Metrolink, Simi Valley Transit, and Ventura County transit. **Work closely with Metrolink in improving Metrolink operational improvements which will support TOD development on City parking lots.** Developing TOD and improving the Metrolink ridership and services is critical so that residents may only need one car or in some cases none. The City should encourage Metrolink provide an increase in service levels and frequency that will support TOD and improve mobility throughout the day. **Parking Management Strategies** To remove barriers to multifamily and mixed-use development and to encourage sit-down restaurants, the minimum amount of parking for these uses have been reduced in the Specific Plan (Section 3.3) based on recommendations in the Housing Element and the economic analysis. Over time as multiple mixed-use projects are developed in the Specific Plan Area and if parking becomes an issue, the City shall prepare a parking study and implement parking management strategies outlined in Sections 4.9 Parking Improvements.

Table 6.4: Implementation Strategies

Term	Strategy
Short/Long-Term	**Work closely with Simi Valley Transit to improve bus services to the Specific Plan Areas.** As development occurs, encourage the Simi Valley Transit to increase bus service to the Specific Plan Areas and provide additional connections to the Metrolink station. **Identify public/private partnership opportunities for the City to support the upfront cost of a shared parking structure that is built, operated, and maintained by a private developer.** Parking is a significant cost associated with new development. By supporting the upfront costs or financing of shared parking structures, the City can use those structures to ease the parking requirements associated with development without sacrificing parking capacity, which will make development more feasible. **Parking-in-Lieu Fee** In many older commercial areas where lot sizes are too small to allow financially realistic redevelopment with on-site parking that meet code, the Parking-in-Lieu Fee is an effective instrument to circumvent that challenge. Typically, the City collects the fee as an alternative to the developer/property owner building the parking on site and then constructs a common public parking facility nearby to satisfy parking demand. In the case of these Specific Plan Areas, the Specific Plan proposes to reduce parking requirements to stimulate new higher quality restaurant development and housing. In the more distant future, when Simi Valley has one or two robust restaurant districts and a parking shortage occurs, using the parking-in-lieu fee to help fund additional public parking to enhance the vitality of those district would be an appropriate strategy.
Long-Term	**The City will include an increase in the capacity of the sewer treatment plant in its Capital Improvement Plan (CIP) and obtain funding to accomodate the increase in housing units.** • The City's CIP will maintain regulatory compliance for sewer treatment and collection systems for phased improvements to accomodate the increase in units in the Specific Plan area from 2030 to 2035 of the General Plan. • The City Department of Public Works and the City's Water Quality Control Plant (WQCP) provide regional wastewater treatment services. The City prepares updates on Sewer System Reliability Assessment and Financial Plan every five to 10 years and an annual CIP. If required, the City will plan an expansion of the WQCP to accomodate growth. The City will monitor the numbers of units and commercial development yearly, make necessary WQCP capacity and infrastructure system improvements in phases to accomodate buildout of the Specific Plan. • Consistent with Policty IU-1 in the General Plan, the City will include and prioritize in its CIP capacity improvements to its sewer treatment plant and plan and construct these improvements over time to accomodate the twenty-year buildout estimated by the economic study (3,550 units) and plan for the buildout beyond the twenty-year period.

Table 6.4: Implementation Strategies

Term	Strategy
Assist Businesses and Build Partnerships	
Short/Long-Term	**Explore partnerships with community development organizations that can help attract services that are missing in the Specific Plan Area, like neighborhood grocery, educational facilities, and open space.** Non-profit partners, community developers, and community development finance organizations can help attract and build important services that the study area needs. Attracting these services will increase quality of life in the Specific Plan Area. Consider opportunities to build and support local entrepreneurs to expand their businesses permanently in the Specific Plan Areas. **Consider establishing a Specific Plan team to focus on businesses retention/improvements, potential business relocation, and establishment of new businesses.** The City of Simi Valley has an Office of Economic Development which is available to assist businesses. The Specific Plan area is projected to receive most of the new intake mixed-use development in the City. A separate team within their office could focus on businesses retention/improvements, potential business relocation for businesses to or from new mixed-use development projects, and creating new businesses. Businesses retention and expansion programs can benefit the community by job preservation and creation, provide economic stability, and provide tax revenue for improvements. Effective Strategies and programs include: • Providing business development support assistance in existing expansion opportunities, accessing capital, providing mentorship, collaborating marketing, identifying workforcce controls, and identifying potential land, state and federal grant programs for businesses revitalization. • Supporting educational and workforce training programs that train prospective hires in skills needed for local businesses. • Maintaining a database of all existing businesses, contact information, visits to businesses to determine needs, and guiding them to potential programs and financing. • Providing streamlined regulatory proces for commercial businesses projects that are part of mixed-use development and include at least 20% affordable housing as described previously. • Pursuing grants for the state, and SBA, and explore eligibility for new federal programs such as the Recompete Pilot Program. • Considering establishing small facade and improvement grant programs for enhancing and improving the appearance of proporties along Los Angeles Avenue and Tapo Street such as extending facades and outdoor dining close to the sidewalks, property clean-ups, pressure washing, landscape planting, and murals and public art. • Developing a wayfinging signage systyem as part of a future streetscape construction drawings package.

Specific Plan Streetscape and Infrastructure Projects

This section of the Implementation Framework maps out a list of short and long term strategies and mentions some improvement projects that, if completed, will enhance the Specific Plan Areas in alignment with the vision and goals of the Specific Plan. These improvements are listed in Table 6.5 and are organized by the following timescale:

- **Short Term.** 0 - 5 years
- **Long Term.** 5 - 20 years

Table 6.5: Specific Plan Projects

Project Name	Term	Location
Plans		
Preparea detailed streetscape design and engineering construction documents for Los Angeles Avenue and Tapo Street based on Specific Plan Streetscaoe Alternative and that may be phased.	Short Term	• Los Angeles Avenue • Tapo Street
Prepare a Citywide public art program	Short Term	• Specific Plan Area
Establish a business revitalization pilot program as mentioned in the strategy section.	Short Term	• Specific Plan Area
Prepare updates on Sewer System Reliability Assessment and Financial Plan every five to 10 years.	Long Term	• Sewer Treatment Plant

Table 6.5: Specific Plan Projects

Project Name	Term	Location
Pedestrian Improvements		
Filling street tree gaps and/or new shade structures	Short Term	• Wherever there are tree gaps and lack of shade canopies
Implementing street amenities (such as benches, trash receptacles, way-finding, street and pedestrian lights, planters, etc.)	Short Term to Long Term	• Throughout the Specific Plan Areas
Improving existing crosswalks by adding continental/ ladder stripping to signalized intersections	Short to Long Term	• Fifth Street • First Street • Patricia Street • Hubbard Street • Galt Street • Erringer Road • First Street • Eileen Street • Cochran Street • Alamo Street

Table 6.5: Specific Plan Projects

Project Name	Term	Location
Bicycle Improvements		
Installing bike lanes	Short Term	• Class II bike lanes along Los Angeles Avenue from Sinaloa Road to Erringer Road • Class II bike lanes along Tapo Street from the 118 Freeway to Los Angeles Avenue
Adding a cycle track and buffer	Long Term	• Buffered bike lanes along Tapo Street (refer to ***Mobility section, Alternative 2***) • Cycle track on Los Angeles Avenue (refer to ***Mobility section, Alternative 2***)
Adding bicycle parking	Short Term	• Near transit stops and/or developments
Creating bicycle hubs	Short to Long Term	• Metrolink Station • Arroyo Simi Greenway
Bicycle connectivity to the Arroyo Simi Greenway	Short to Long Term	• The north and south side entrances of the Arroyo Simi Greenway

Table 6.5: Specific Plan Projects

Project Name	Term	Location
Transit Improvements		
Enhancing bus stops and stations with shelters, next bus, wayfinding signage, digital signage, trash receptacles, and lights for rider convenience and comfort features	Short to Long Term	• All existing bus stop areas
Identifying with property owners shared parking structures	Short to Long Term	• At identified potential locations
Smart City Infrastructure (see Mobility Section 4.5)	Short to Long Term	• Smart City Infrastructure includes emerging technologies that could be implemented to improve the pedestrian environment and livability of places. Over time the City shall monitor emerging technologies, research and collect multimodal data, and explore funding mechanisms for the enchancement of complete streets (pedestrian, bike, transit, and safety) and parking management; and utilize this in preparing streetscape design and engineering drawings for Los Angeles Avenue and Tapo Street.

Funding Opportunities

In order to facilitate the value creation previously outlined, the following funding sources may be useful to secure immediate and substantial funding towards the specific strategies and project plans. These funding sources change over time, and other sources should be considered as they become available.

Table 6.6: Example of Funding Sources

Potential Funding Source	Allocation Authority	Applicant	Funding Type	Potential Applications
Local and Regional Funding Sources				
User Fees and rates, such as transit fares or picnic area rentals	N/A	Users	Fees	System improvements for public recreation facilities and utilities such as fares, water and sewer, etc.
Caltrans/SCAG Active Transportation Program (ATP) or similar grants programs	N/A	N/A	Grant (requires a local funding match)	Pedestrian and bicycle improvements and planning
Enhanced Infrastructure Financing District (EIFD)	State of California	The City of Simi Valley	Financing	Infrastructure
Impact Fees	City Council Ordinance	Public Improvements that Benefit the Private Development Paying the Fees (Nexus Requirement)	Fees on New Development	
Development Agreements	Negotiation agreement between the City and a Developer			
Parking-in-Lieu Fees	City Council		Part of Zoning Ordinance	
Capital Improvement Plan (CIP)	City	The City Department of Public Works and the City's Water Quality Control Plant (WQCP)	Financing	The City's CIP will maintain regulatory compliance for sewer treatment and collection systems for phased improvements to accomodate the increase in units in the Specific Plan area.

Table 6.6: Example of Funding Sources

Potential Funding Source	Allocation Authority	Applicant	Funding Type	Potential Applications
State and Federal Funding Sources				
Active Transportation Program (ATP)	State of California	City of Simi Valley	Grant	The Active Transportation Program was created by Senate Bill 99 to encourage increased use of active modes of transportation (e.g., walking and biking). The primary goals of the ATP are to increase the proportion of walking and biking trips, increase the safety and mobility of non-motorized users, advance efforts of regional agencies to achieve greenhouse gas reduction goals, enhance public health, and provide a wide array of projects to benefit many types of mobility users, including those in disadvantaged communities. The ATP consolidated various transportation programs into a single program and was originally funded at roughly $123 million a year from a combination of state and federal funds.
California HCD Housing-Related Parks Program	State of California	Local Governments and Developers	Grant	Low-income housing, including new parks and rehabilitation or improvement to existing parks
California HCD Infill Infrastructure Grant (IIG) Program	State of California	Local Governments and Developers	Grant	New constructions or rehabilitation of infrastructure that supports higher-density and mixed income housing in infill designated locations.
Community Development Block Grant (CDBG) and Home Investment Partnerships (HOME)	U.S Department of Housing and Urban Development (US-HUD)	State, Local Governments, and Developers	Grant and Loan	Affordable housing development, capital improvement plan program (such as street improvements and ADA improvements), and other business assistance and community development activities.

Table 6.6: Example of Funding Sources

Potential Funding Source	Allocation Authority	Applicant	Funding Type	Potential Applications
Safe Streets and Roads for All (SS4A)	U.S. Department of Transportation (US-DOT)	Local, Regional, and Tribal	Grant	The SS4A program supports the development of a comprehensive safety action plan that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. The Bipartisan Infrastructure Law (BIL) established this new discretionary program, with $5 billion in appropriated funds over five (5) years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.
Surface Transportation Block Grant (STBG) Program	U.S. Department of Transportation (US-DOT)	State and Local	Grant	The STBG program is the most flexible of all Federal-aid highway programs. The program allows for recipients to use funds as needed to meet state and local transportation priorities. Included within these priorities are activities relating to construction of highways or other eligible facilities (including acquisition of right-of-way) as consistent with state and metropolitan long-range transportation plans. Eligible uses for STBG funding include projects designed to improve climate resilience of transportation facilities, infrastructure, and systems, as well as related planning and vulnerability assessment activities.
Transportation Alternatives Program	Federal MAP21	State and Local Governments, and Transit Agencies	Grant	Construction, planning , and design of on-road trail facilities for pedestrians and bicyclists, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting, and other safety-related infrastructure. Trails and bikeways leading to and from the Simi Valley Amtrak Station and the Arroyo Simi Greenway may be candidates for this program.
Infrastructure State Revolving Fund (ISRF)	Federal	State and Local Governments	Loan	Water and wastewater treatments plant upgrades or construction, venue or airport construction, street repair and upgrades.

Table 6.6: Example of Funding Sources

Potential Funding Source	Allocation Authority	Applicant	Funding Type	Potential Applications
Sustainable Transportation Planning Grant Program	California Department of Transportation (Caltrans)	Cities	Planning Grant	Planning goals include; 1) improve multimodal mobility and accessibility for all people; 2) preserve the multimodal transportation system; 3) support a vibrant economy; 4) foster livable and healthy communities and promote social equity; and 5) practice environmental stewardship.
California Urban Greening Grant Program	Federal Highway Administration (FHWA)	Cities, Counties, others California	Grant	Eligible urban greening projects will reduce GHG emissions and provide multiple additional benefits, including a decrease in air and water pollution, conversion of an existing built environment into green space, incorporating green infrastructure solutions that improve sustainability.
Affordable Housing and Sustainable Communities (AHSC) Program	California Department of Housing and Community Development (CAHCD)	Developers	Loan/Grant	Eligible activities include affordable housing development, housing-related infrastructure, sustainable transportation infrastructure, transportation-related amenities, and program costs.
Infill Infrastructure Grant Program (IIG)	California Department of Housing and Community Development (CAHCD)	Developers	Grant	IIG is grant assistance, available as gap funding to infrastructure improvements required for specific residential or mixed-use infill development. IIG serves to aid in new construction and rehabilitation of infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill.
Local Transit Funds (LTF) Transportation Development Act (TDA) SB 325	California Department of Transportation (Caltrans)	Cities	Grant	These funds can be used for transit capital expenditures, operations, or a combination thereof. Standard practice is LTF funds are assumed to be used for operations first, then as a local match for federally funded capital projects when State Transit Assistance (STA) funds can't be used.

Table 6.6: Example of Funding Sources

Potential Funding Source	Allocation Authority	Applicant	Funding Type	Potential Applications
Cap and Trade - Transit and Intercity Rail Capital Program	California Department of Transportation (Caltrans)	Cities	Grant	Primary Criteria: Reduce GHG emissions; Increase ridership; Integrate the services of the State's various rail and transit operations; Improve safety. Secondary Criteria: Reducing VMT; Promoting housing development near transit; Improve area for more jobs and housing to increase locational efficiency; Expanding existing rail and public transit systems; Enhancing the connectivity, integration, and coordination of the State's various transit agencies; Implementing clean vehicle technology.
Cap and Trade - Low Carbon Transit Operations Program (LCTOP)	California Department of Transportation (Caltrans)	Cities	Grant	The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities.
Buses and Bus Facilities Grant Program - 5339	Federal Transit Administration (FTA)	Cities	Grant	FTA will prioritize projects that demonstrate how they will address significant repair and maintenance needs, improve the safety of transit systems, deploy connective projects that include advanced technologies to connect bus systems with other networks, and support the creation of ladders of opportunity.
Urbanized Area Formula Grants - 5307	Federal Transit Administration	Cities	Capital/Planning Grant	Funds are primarily used for operations and maintenance but can be used for capital projects, including the purchase of vehicles. Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportationrelated studies.

Table 6.6: **Example of Funding Sources**

Potential Funding Source	Allocation Authority	Applicant	Funding Type	Potential Applications
California Infrastructure State Revolving Loan Fund (I-Bank)	State of California	Cities	Financing	Applicant must demonstrate project readiness and feasibility to complete construction within 2 years after the I-Bank's financing approval. In this context, "complete a project" the portion of the project financed by the I-Bank must meet construction contract specifications for completeness and/or ability to operate.
Transportation Infrastructure Finance and Innovation Act (TIFIA)	U.S. Department of Transportation (US-DOT)	Cities	Financing/ Guarantee	The TIFIA credit program offers three distinct types of financial assistance – direct loans, loan guarantees, and standby lines of credits. Major criteria include creditworthiness; foster partnerships that attract public and private investment for the project; ability to proceed at an earlier date or reduced lifecycle costs; Reduces contribution of federal grant assistance to the project; construction contracting process can commence no more than 90 days from execution of a TIFIA credit instrument.
Pilot Program for TOD Planning funded by CIG program	Federal Transit Administration (FTA)	Cities	Planning Grant	Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations. This TOD program is authorized for $68.9 million over 5 years, with approximately $13.4 million in competitive grants issued yearly (FY 2022-2026).
Capital Investment Grant (Small Starts) - 5309	Federal Transit Administration (FTA)	Cities	Grant	Project Justification Criteria: Mobility improvements; Environmental benefits; Congestion relief; Cost-effectiveness; Economic development; Supportive land uses and land use policy. Financial Commitment Criteria: Current financial conditions of project operator; Commitment of funds; Financial capacity and reasonableness of assumptions.

Table 6.6: Example of Funding Sources

Potential Funding Source	Allocation Authority	Applicant	Funding Type	Potential Applications
Choice Neighborhoods Implementation Grants	United States Department of Housing and Urban Development (US-HUD)	Cities/Developers	Planning/Capital Grant	Planning Grants enable local leaders to undertake a comprehensive planning process, working closely with housing residents, broader community members, businesses, and a range of local stakeholders.Implementation Grants support communities that have undergone a comprehensive planning process and are ready to implement their plans.
National Housing Trust Fund	United States Department of Housing and Urban Development (US-HUD)	Cities/Developers	Soft Loans	Assist in new construction of permanent housing for extremely low-income households through deferred payment loan or forgivable loans (soft loans).
Multifamily Bond Financing	Los Angeles Community Development Commission (LACDC)	Developers	Financing	The projects need to adhere to the Federal and State requirements for tax-exempt multifamily housing bonds. The developers need to set aside 20 percent of the units for low-income tenants. The projects must be located in unincorporated County of Los Angeles.

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Appendix B: Drought Tolerant Native Landscape Plant Palette for Private Realm

Table 6.5: Drought Tolerant Native Plant List

Common Name	Scientific Name	H x W	Attributes
	Trees		
Marina Strawberry	Arbutus 'Marina' Tree	40' X 30'	Low water/ CA Native
Mexican Blue Palm	Brahea Armata	30' X15'	Low water/ Evergreen/ CA Native
Tecate Cypress	Cupressus forbesii	35' X 35'	Low water/ Evergreen/ CA Native
Wax Myrtle	Myrica californica Pacific	30' X 20'	Low water/ Evergreen/ CA Native
Desert Museum Palo Verde	Parkinsonia x 'Desert Museum'	25' X 25'	Low water/ Semi-deciduous/ CA Native
Torrey Pine	Pinus torreyana	40' X 40'	Low water/ CA Native
California Sycamore	Platanus racemosa	40' X 40'	Low water/ CA Native
Coast Live Oak	Quercus agrifolia	40' X 40'	Low water/ CA Native
Manzanita	Arctostaphylos spp.	Varies	Low to moderate water/ Full Sun/ CA Native
Western Redbud	Cercis Occidentalis	15' X 15'	Low water/ Sun or Shade/ CA Native
NCN	Chitalpa tashkentensis	20' X 15'	Low water/ CA Native
Toyon	Heteromeles arbutifolia	15' X 8'	Low water/ Sun or Shade/ CA Native
	Shrubs		
California Sagebrush	Artemisia californica	8' X 5'	Low water/ Full Sun/ CA Native
Glory' Flannel Bush	Fremontodendron 'California	10' X 10'	Low water/ Full Sun/ CA Native
Narrow-leaf Willow	Salix exigua	15' X 10'	Low water/ Deciduous/ CA Native
Arroyo Willow	Salix lasiolepis	12' X 10'	Low water/ Deciduous/ CA Native
Jojoba	Simmondsia chinensis	5' X 5'	Low water/ Full Sun/ CA Native
Yarrow Varies	Achillea millifolium	36 inches	Low water/ Full Sun/ CA Native
Desert Agave	Agave deserti	2' X 2'	Low water/ Full Sun/ Succulent/ CA Native

Table 6.5: Drought Tolerant Native Plant List

Common Name	Scientific Name	H x W	Attributes
Shaw agave	Agave shawii	2′ X 3′	Low water/ Full Sun/ Succulent/ CA Native
Pacific Mist Manzanita	Arctostaphylos 'Pacific Mist'	2′ X 8′	Low water/ Sun or Shade/ CA Native
Pigeon Point Coyote Brush	Baccharis pilularis 'Pigeon Point'	24 inches	Low water/ CA Native
Red Baja Fairy Duster	Calliandra californica	36 inches	Low water/ Full Sun/ CA Native
Yankee Point California Lilac	Ceanothus griseus horizontalis 'Yankee Point'	24-36 inches	Low water. Wide growth requires larger planter. CA Native
Ceanothus Varies	Cenothus spp	(<36 inches)	Low water/ Sun or Shade/ CA Native
California Coast Sunflower	Encelia californica	3′ X 2′	Low water/ Full Sun/ CA Native
California fuchsia	Epilobium canum	3′ X 5′	Low water/ Sun or Shade/ CA Native
Santa Barbara Daisy	Erigeron karvinskianus	2′ X 2′	Low water/ Sun or Shade/ CA Native
'Warriner Lytle' California Buckwheat	Eriogonum fasciculatum	1′ X 4′	Low water/ Full Sun/ CA Native
California Fescue	Festuca californica	2′ X 2′	Low water/ Sun or Shade/ CA Native
Island Snapdragon	Galvezia speciosa	3′ X 5′	Low water/ Full Sun/ CA Native
Red Yucca	Hesperaloe parviflora	3′ X 3′	Low water/ Full Sun/ Succulent/ CA Native
Coralbells	Heuchera sanguinea	1′ X 1′	Low water/ Filtered Sun/ CA Native
California Gray Rush	Juncus patens	1.5′ X 1.5′	Low water/ CA Native
Canyon Prince Wild Rye	Leymus condensatus 'Canyon Prince'	2′ X 4′	Low water/ Full Sun/ CA Native
Deer Grass	Muhlenbergia rigens	3′ X 4′	Low water/ CA Native

Table 6.5: Drought Tolerant Native Plant List

Common Name	Scientific Name	H x W	Attributes
Coffeeberry	Rhamnus californica 'Mound San Bruno'	3' X 6'	Low water/ Sun or Shade/ CA Native
Lemonade Berry	Rhus integrifolia	8' X 10'	Low water/ Full Sun/ CA Native
Catalina Currant	Ribes viburnifolium	2' X 5'	Low water/ Sun or Shade/ CA Native
White Sage	Salvia apiana	4' X 4'	Low water/ Full Sun/ CA Native
Cleveland Sage	Salvia clevelandii	4' X 4'	Low water/ Full Sun/ CA Native
Purple Sage	Salvia leucophylla	2' X 8'	Low water/ Full Sun/ CA Native
Black Sage	Salvia millifera	2' X 4'	Low water/ Full Sun/ CA Native
Cedros Island Verbena	Verbena lilacina 'De La Mina'	3' X 3'	Low water/ CA Native
Ground Cover & Vines			
Manzanita Varies	Arctostaphylos spp.	<36	Low to moderate water/ CA Native
Island Morning Glory	Calystegia macrostegia	Climbing	Low water/ Sun or Shade/ CA Native
Centennial Ceanothus	Ceanothus 'Centennial'	12 inches	Low water/ Use low growing species only/ CA Native
Clustered Field Sedge	Carex praegracilis	4-12 inches	Medium water/ Good turf substitute/ CA Native
Blood-red trumpet vine	Distictis buccinatoria	Climbing	Medium water/ CA Native
Red California Grape	Vitis 'Roger's Red' Rogers	Climbing	Low water/ Sun or Shade/ Deciduous/ CA Native

Appendix A: Public Realm Landscape Plant Palette and Private Extended Sidewalk Options

LOS ANGELES AVENUE		
Median	**Parkway**	**Front Setback (Private Realm)**
Option 1: Evergreen/ Deciduous with low water use, shrubs and ground cover		
Trees		
(1) Existing Bottlebrush Tree Callistemon viminalis *(2)* Fruitless Chinese Pistache1 Pistacia chinesis *'Keith Davey'* *Protect existing mature trees	*(1)* London Plane Tree Platanus x acerifolia *(2)* Existing Oak spp. *Protect existing mature trees	*(1)* Afghan Pine Pinus eldarica *(2)* Fruitless Chinese Pistache1 Pistacia chinesis *'Keith Davey'* *(3)* Southern Live Oak1 Quercus virginina *Protect existing mature trees
Shrubs		
(1) Little John Dwarf Bottlebrush Callistemon *'Little John'* *(2)* Dwarf Mock Orange Pittosporum tobira *'Wheeler's Dwarf'*	*(1)* Little John Dwarf Bottlebrush Callistemon *'Little John'* *(2)* Dwarf Mock Orange Pittosporum tobira *'Wheeler's Dwarf'*	*(1)* Dwarf Mock Orange Pittosporum tobira *'Wheeler's Dwarf'* *(2)* Coffeeberry Rhamnus californica ssp. *(3)* Black Sage Salvia mellifera ***Screening:*** *(1)* Golden Abundance Oregon *Grape Berberis aquifolium 'Golden Abundance'* *(2)* Toyon *Heteromeles arbutifolia*

LOS ANGELES AVENUE		
Median	**Parkway**	**Front Setback (Private Realm)**
Ground Cover		
(1) Coastal Agave Agave shawii *(2)* Coral Aloe Aloe striata *(3)* Red Spider Aloe Aloe × spinosissima *(4)* Dwarf Coyote Brush Baccharis pilularis 'Pigeon Point' *(5)* Canyon Prince Wild Rye Elymus condensatus 'Canyon Prince' *(6)* Variegated False Agave Furcraea foetida 'Variegata' *(7)* Yellow Yucca Hesperaloe parviflora 'Yellow' *(8)* Paddle Plant Kalanchoe thyrsiflora *(9)* New Zealand Flax Firebird Phormium 'Firebird	*(1)* Dwarf Coyote Brush Baccharis pilularis *'Pigeon Point'* *(2)* Canyon Prince Wild Rye Elymus condensatus *'Canyon Prince'* *(3)* Yellow Yucca Hesperaloe parviflora *'Yellow'* *(4)* New Zealand Flax Firebird Phormium *'Firebird'*	*(1)* Coastal Agave Agave shawii *(2)* Coral Aloe Aloe striata *(3)* Red Spider Aloe Aloe × spinosissima *(4)* Dwarf Coyote Brush Baccharis pilularis *'Pigeon Point'* *(5)* Canyon Prince Wild Rye Elymus condensatus *'Canyon Prince'* *(6)* Variegated False Agave Furcraea foetida *'Variegata'* *(7)* Yellow Yucca Hesperaloe parviflora *'Yellow'* *(8)* Paddle Plant Kalanchoe thyrsiflora *(9)* New Zealand Flax Firebird Phormium *'Firebird'*

LOS ANGELES AVENUE		
Median	**Parkway**	**Front Setback (Private Realm)**
Option 2: Flowering Shade Trees		
Trees		
(1) Chinese Flame Tree1 Koelreuteria bipinnata *(2)* Existing Hybrid Crape Myrtle1 Lagerstroemia indica x fauriei *Protect existing mature trees	*(1)* London Plane Tree¬¬1 Platanus x acerifolia *(2)* Existing Flowering Pear Pyrus calleryana *Protect existing mature trees	*(1)* Chinese Flame Tree1 Koelreuteria bipinnata *(2)* London Plane Tree¬¬1 Platanus x acerifolia *(3)* Chinese Evergreen Elm1 Ulmus parvifolia 'Athena' *Protect existing mature trees
Shrubs		
(1) Natal Plum Carissa Macrocarpa spp. *(2)* Coast Rosemary Westringia fruticosa 'Morning Light'	*(1)* Natal Plum Carissa Macrocarpa spp. *(2)* Coast Rosemary Westringia fruticosa 'Morning Light'	*(1)* Natal Plum Carissa Macrocarpa spp. *(2)* White Autumn Sage Salvia Greggii 'White' *(3)* Mexican Bush Sage Salvia leucantha *(4)* Coast Rosemary Westringia fruticosa 'Morning Light' ***Screening:*** Texas Privet Ligustrum japonicum 'Texanum' California Wax Myrtle Morella californica

LOS ANGELES AVENUE		
Median	**Parkway**	**Front Setback (Private Realm)**
Ground Cover		
(1) Variegated Fox Tail Agave Agave attenuata 'Variegata' *(2)* Agave guiengola Agave guiengola *(3)* Canyon Prince Wild Rye Elymus condensatus 'Canyon Prince' *(4)* Variegated False Agave Furcraea foetida 'Variegata' *(5)* Huntington Carpet Rosemary Rosmarinus officinalis 'Huntington Carpet' *(6)* Bee's Bliss Sage Salvia 'Bee's Bliss' *(7)* White Autumn Sage Salvia Greggii 'White'	*(1)* Canyon Prince Wild Rye Elymus condensatus 'Canyon Prince' *(2)* Huntington Carpet Rosemary Rosmarinus officinalis 'Huntington Carpet' *(3)* Bee's Bliss Sage Salvia 'Bee's Bliss'	*(1)* Variegated Fox Tail Agave Agave attenuata 'Variegata' *(2)* Agave guiengola Agave guiengola *(3)* Canyon Prince Wild Rye Elymus condensatus 'Canyon Prince' *(4)* Variegated False Agave Furcraea foetida 'Variegata' *(5)* Huntington Carpet Rosemary Rosmarinus officinalis 'Huntington Carpet' *(6)* Bee's Bliss Sage Salvia 'Bee's Bliss'

TAPO STREET		
Median	**Parkway**	**Front Setback (Private Realm)**
Option 1: Sycamore Corridor		
Trees		
(1) Existing London Plane Tree¬¬1 Platanus x acerifolia *(2)* Morning Cloud Chitalpa x Chitalpa tashkentensis 'Morning Cloud' *Protect existing mature trees	*(1)* Existing Raywood Ash Fraxinus oxycarpa 'Raywood' *(2)* Existing London Plane Tree¬¬1 Platanus x acerifolia *(3)* Existing Mexican Fan Palm (Accent Tree) Washingtonia Robusta *Protect existing mature trees	*(1)* Australian Willow1 Geijera parviflora *(2)* Canary Pine Pinus canariensis *(3)* Oak1 Quercus spp. *Protect existing mature trees
Shrubs		
(1) Coast Rosemary Westringia fruticosa 'Morning Light' **Vines:** *(1)* Purple Lilac Vine Hardenbergia violacea	*(1)* Coast Rosemary Westringia fruticosa 'Morning Light'	*(1)* Lynn's Legacy Texas Sage Leucophyllum langmaniae 'Lynn's Legacy' *(2)* Little Ollie Dwarf Olive Olea europaea 'Montra' *(3)* Black Sage Salvia mellifera *(4)* Coast Rosemary Westringia fruticosa spp. ***Screening:*** *(1)* Lemonade Berry Rhus integrifolia *(2)* Sugar Bush Rhus ovata

TAPO STREET		
Median	**Parkway**	**Front Setback (Private Realm)**
Ground Cover		
(1) Ghost Aloe Aloe striata hybrid *(2)* Purple Three Awn Aristida purpurea *(3)* Golden Barrel Cactus Echinocactus grusonii *(4)* New Gold Lantana Lantana x 'New Gold' *(5)* White Gaura Oenothera lindheimeri *(6)* New Zealand Flax Firebird Phormium 'Firebird'	*(1)* Purple Three Awn Aristida purpurea *(2)* New Gold Lantana Lantana x 'New Gold' *(3)* White Gaura Oenothera lindheimeri	*(1)* Ghost Aloe Aloe striata hybrid *(2)* Purple Three Awn Aristida purpurea *(3)* New Gold Lantana Lantana x 'New Gold' *(4)* Deer Grass Muhlenbergia rigens *(5)* White Gaura Oenothera lindheimeri *(6)* New Zealand Flax Firebird Phormium 'Firebird'
TAPO STREET		
Median	**Parkway**	**Front Setback (Private Realm)**
Option 2: Sycamore CA Native Corridor		
Trees		
(1) Western Redbud Cercis occidentalis *(2)* California Sycamore Platanus racemosa *Protect existing mature trees	*(1)* Island Oak Quercus tomentella¬ *(2)* California Sycamore Platanus racemosa *(3)* California Fan Palm Washingtonia filifera *Protect existing mature trees	*(1)* Western Redbud Cercis occidentalis *(2)* California Sycamore Platanus racemosa *(3)* Oak1 Quercus spp. *Protect existing mature trees

TAPO STREET		
Median	**Parkway**	**Front Setback (Private Realm)**
Shrubs		
(1) Fairyduster Calliandra eriophylla ***Vines:*** Roger's Red Grape Vitis 'Roger's Red'	*(1)* Fairyduster Calliandra eriophylla	*(1)* Fairyduster Calliandra eriophylla *(2)* Coffeeberry Rhamnus californica ssp. *(3)* Black Sage Salvia mellifera *(4)* Jojoba, Goat Nut Simmondsia chinensis ***Screening:*** *(1)* Golden Abundance Oregon Grape Berberis aquifolium 'Golden Abundance' *(2)* Lemonade Berry Rhus integrifolia *(3)* Sugar Bush Rhus ovata

TAPO STREET		
Median	**Parkway**	**Front Setback (Private Realm)**
Ground Cover		
(1) Bearberry, Kinnikinnick Arctostaphylos uva-ursi *(2)* Purple Three Awn Aristida purpurea *(3)* Common Yarrow Pink Achillea millefolium rosea *(4)* California poppy Eschscholzia californica *(5)* Dwarf Coyote Brush Baccharis pilularis 'Pigeon Point' *(6)* Santa Cruz Island Buckwheat Eriogonum arborescens *(7)* Bee's Bliss Sage Salvia 'Bee's Bliss'	*(1)* Bearberry, Kinnikinnick Arctostaphylos uva-ursi *(2)* Purple Three Awn Aristida purpurea *(3)* Common Yarrow Pink Achillea millefolium rosea *(4)* California poppy Eschscholzia californica *(5)* Dwarf Coyote Brush Baccharis pilularis 'Pigeon Point' *(6)* Santa Cruz Island Buckwheat Eriogonum arborescens *(7)* Bee's Bliss Sage Salvia 'Bee's Bliss'	*(1)* Bearberry, Kinnikinnick Arctostaphylos uva-ursi *(2)* Purple Three Awn Aristida purpurea *(3)* Common Yarrow Pink Achillea millefolium rosea *(4)* California poppy Eschscholzia californica *(5)* Dwarf Coyote Brush Baccharis pilularis 'Pigeon Point' *(6)* Santa Cruz Island Buckwheat Eriogonum arborescens *(7)* Deergrass Muhlenbergia rigens *(8)* Bee's Bliss Sage Salvia 'Bee's Bliss'