

CHAPTER 5 **Mobility and Infrastructure**

INTRODUCTION

The City of Simi Valley recognizes the importance of highly effective mobility and infrastructure systems. An efficient transportation network that moves people and goods throughout the City and beyond while minimizing impacts to the environment and local neighborhoods is a critical component of the community. Utilities that distribute water and power, infrastructure that drains stormwater, treats sewage, and collects solid waste, and systems that provide telecommunications services to residents and businesses are necessary for commerce and a high quality of life for the community. The goals and policies in this section address mobility and infrastructure systems in Simi Valley and provide direction to maintain and enhance these key assets and services to keep pace with the growth and development anticipated to occur in Simi Valley over the next twenty years.

MOBILITY (M)

Convenient and safe movement between home, school, work, and shopping is an important component of the quality of life of the community. As Simi Valley reaches its development capacity, increasing traffic volumes result in greater levels of congestion on area streets and highways, and expansion of existing roadways becomes more difficult. The goals and policies in this Mobility section provide sustainable strategies to meet the City’s requirement for safe and efficient travel at the level of development anticipated to occur as the Land Use Plan is built out over the course of the next twenty years. The associated implementation plan for these strategies provides for development of the Land Use plan in a way that is economical and efficient, and minimizes the adverse impacts of traffic to the greatest extent possible.

Simi Valley has adopted several strategies to achieve a safe and efficient transportation system, including a Land Use Plan that encourages mixed-use and transit-oriented development; the largest municipally owned and operated transit system in Ventura County; and the expansion of an intelligent, multi-modal circulation and mobility system. Strategies to reduce the reliance on automobiles include encouraging the use of alternative modes of travel. An important component of this system is the planning and implementation of complete streets.



Local roadway traffic



Bus stop at Simi Valley Town Center



Pedestrian scene at Simi Valley Town Center

The Mobility plan also includes policies to encourage the use of intelligent transportation systems through the use of adaptive traffic controls and smart street design standards along with providing real-time travel

MOBILITY (M)

information to system users to encourage smart travel choices. Also included are policies that encourage the adoption of travel demand management strategies, neighborhood traffic control measures, and land use connectivity to manage traffic on local streets and encourage non-motorized travel alternatives.

Prevention or reduction of traffic congestion involves many different issues ranging from land use decisions and funding sources to the coordination of public and private construction, which can best be achieved through the implementation of the General Plan policies. The following goals and policies provide guidance to ensure that future development within the City supports Simi Valley's commitment to safe, efficient, cost-effective, and high-quality transportation services in the City.

Local and Regional Transportation System

The City of Simi Valley is served by various transportation facilities, including a regional freeway (SR-118), a freight and commuter rail line, an extensive roadway network, and several bus transit lines. The City's Mobility plan acknowledges that though the City's transportation system is integral to the regional network, its local roadway system is designed to provide access for City residents and to protect the City's facilities from the potential impacts of regional traffic as a result of congestion on these regional facilities.

An important component of the City's transportation system is the implementation of complete streets. Complete streets create a true multi-modal transportation network designed and operated so they are safe, comfortable, and convenient for all users including motorists, pedestrians, bicyclists, children, seniors, persons with disabilities, movers of commercial goods, and transit riders of all ages and abilities in a manner that is suitable to the context of the community and the General Plan. By increasing transportation options, complete streets have many societal and public health benefits by reducing congestion, improving public health and air quality, and reducing greenhouse gas emissions. When people have more transportation options, there is less traffic congestion and an increase in the overall capacity of the transportation network. The lack of key elements in the circulation system, or inadequate or inefficient design of transportation facilities and programs places an additional burden on other streets in the network, reduces mobility options, and increases the overall cost of the circulation system.



Bicyclist on arterial street



Metrolink commuter rail



Simi Valley Transit

TRANSPORTATION SYSTEM

Goals and policies in this section are designed to provide a comprehensive and integrated transportation system that serves all sectors of the community. They also address the City's ongoing efforts to establish and pursue sufficient funding sources to construct and maintain the facilities needed to achieve its mobility goals.

The City will continue to work with other public agencies and the private sector to provide the tools and resources to plan, develop, and maintain a safe and high quality mobility system in Simi Valley.

GOAL M-1

Safe and Efficient Transportation System. The safe and efficient movement of people, goods, and services is provided by encouraging the design, construction, and maintenance of an integrated mobility and circulation system, including roads, transit, bike paths, sidewalks, and commuter rail.

Policies

- M-1.1 Comprehensive Mobility System.** Establish a diverse transportation system that provides mobility options for the community, including adequate roads, transit service, bike paths, pedestrian walkways, and commuter rail services. *(Imp A-1, A-2, LU-18, M-1)*
- M-1.2 Integrated Multi-Modal System.** Provide an integrated transportation system that supports the land use plan set forth in the Land Use Element. *(Imp A-1, A-2, LU-18, M-1, M-8, M-10, M-13, M-15)*
- M-1.3 Complete Streets.** Accommodate and balance the needs of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers through all phases of transportation and development projects so that all users can travel safely within the various public rights-of-way. *(Imp A-1, A-2, LU-18, M-4, M-8)*
- M-1.4 Roadway Design Elements.** Incorporate, where practical, complete streets design elements into projects including sidewalks and other measures to improve pedestrian safety, median and intersection curbing treatments, better bus stop placement, traffic-calming measures, bicycle accommodations, and treatments for disabled travelers to improve safety. *(Imp A-1, A-2, LU-18, M-2, M-4, M-8, M-10, M-13, M-15)*
- M-1.5 Capital Improvements Program.** Identify transportation improvement projects for inclusion in the City's Capital Improvements Program and develop prioritization and timing for each project based on the City's mobility needs. Encourage the identified mobility system to be provided in a timely manner to meet the needs of the community. *(Imp A-1, A-2, A-3, LU-18, M-1)*
- M-1.6 Fair Share Costs.** Establish fees on new development for all transportation modes and Transportation Demand Management (TDM) programs and amenities,⁴ and ensure that payment is collected for the fair share of the costs of new and enhanced facilities and programs. *(Imp A-1, A-2, LU-14, LU-18, ED-6, ED-8, M-6)*
- M-1.7 Regional Funding.** Work with the Ventura County Transportation Commission (VCTC) to increase the share of regional funding for pedestrian, bicycle, transit, and transportation systems management projects. *(Imp A-1, A-2, LU-18, M-7)*
- M-1.8 Impediments to Traffic Flow.** Enforce prohibition of illegal vendors in public rights-of-way to allow for safe traffic flow. *(Imp A-1, A-2, LU-12, LU-18, M-16)*

⁴ Refer to Policy M-11.1 through Policy M-11.6.

REGIONAL FACILITIES

The success of Simi Valley’s transportation system is directly connected to the efficiency of the regional roadways. Goals and policies below express the City’s commitment to regional coordination and support for enhancement of the regional transportation system.

GOAL M-2

Regional Facilities. A network of regional facilities and connections to those facilities is provided that ensure the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and minimizes the use of City streets by regional through traffic.

Policies

- M-2.1 State Route 118 Expansion.** Support Caltrans in finding financial assistance for, and the expeditious construction of, additional permanent lanes in each direction of State Route 118 within the City and for other local freeway improvements, and promote and support interim freeway improvements and management to alleviate congestion. *(Imp A-1, A-2, LU-18, ED-5, M-12)*
- M-2.2 Integration of Transportation Systems with the Region.** Maintain a working relationship with regional and surrounding local agencies, to implement systems that serve the needs of regional travelers in a way that minimizes impacts on Simi Valley’s local street network. *(Imp A-1, A-2, LU-18, M-12)*
- M-2.3 Regional Consistency.** Maintain consistency between the City of Simi Valley Master Plan of Streets and the Ventura County Regional Roadway Network. *(Imp A-1, A-2, LU-18, M-12)*
- M-2.4 Regional Traffic Mitigation.** Participate in programs (Congestion Management Program, Growth Management Program, etc.) to reduce regional traffic congestion. *(Imp A-1, A-2, LU-18, M-12)*
- M-2.5 Intersection Improvements.** Work collaboratively with regional agencies to help improve the capacity at intersections in the City that connect to regional facilities to improve traffic flows along major roadways. *(Imp A-1, A-2, LU-18, M-1, M-12)*

ROADWAY DESIGN AND OPERATION STANDARDS

The existing regional and local roadway network in Simi Valley is a hierarchical system of highways and local streets developed to provide regional traffic movement and local access. The City has four street classifications in addition to local streets. Figure M-1 (Roadway Cross Sections) depicts typical cross sections for the roadway classifications. The street classifications for the major facilities in the City are shown in Figure M-2 (Functional Street Classification). The description and cross sections for the City’s arterial and collector roadways are listed in Appendix M (Description of Roadways). The following goals and policies address street classifications and roadway design standards, the application of those standards to the various facility types, the need to protect rights-of-way for the adequate development of future facilities, and the planned expansion of existing streets as conditions warrant and resources are available.

GOAL M-3

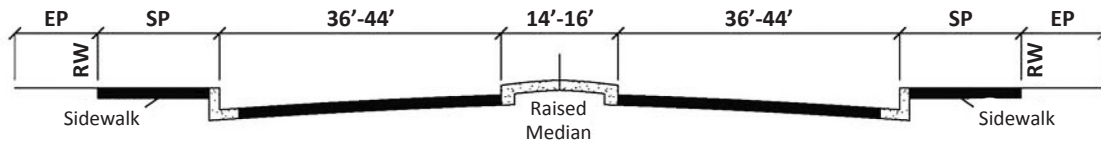
Roadway Design. A safe and efficient roadway circulation system is provided within the City that minimizes the impact on residential areas, maintains the suburban character of the community, and accommodates conservative growth within the City of Simi Valley.

Policies

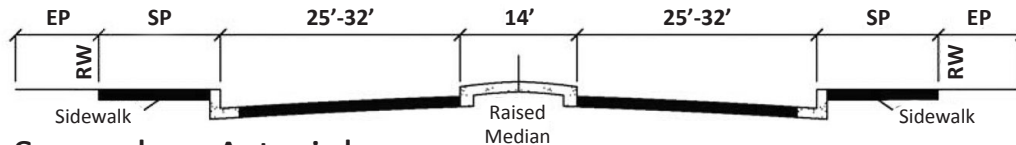
- M-3.1 Street Character.** Design roadways, pedestrian areas, walkways, street name signs, and utilities in applicable outlying areas to provide for low maintenance costs, safe and adequate drainage, and passage of vehicles, pedestrians, and bicyclists. Drought-tolerant natural landscaping should be used in parkways adjacent to open space areas. *(Imp A-1, A-2, LU-18, M-1, M-4)*
- M-3.2 Street Standards.** Maintain a complete set of Public Works Street Standards that shall be updated on a regular basis. All public streets shall meet this standard. *(Imp A-1, A-2, LU-18, M-1, M-2, M-4)*
- M-3.3 Private Streets.** Improve private streets to public street standards prior to dedication to the City. Private streets should provide for adequate circulation and emergency vehicle movement. Private roadways that carry 50 or more vehicles during the peak hour or that are utilized for on-street parking shall be designed to public street standards. *(Imp A-1, A-2, LU-1, LU-18, M-2, M-4)*
- M-3.4 Hillside Streets.** Respect the natural contours of the land, minimize grading requirements, and minimize the percentage of land devoted to streets for new roadways in hillside areas. *(Imp A-1, A-2, LU-7, LU-18, M-4)*
- M-3.5 Street Improvements.** As part of the development of vacant land or as part of an expansion of use on developed land, but not including the construction of room additions or other accessory structures appurtenant to an existing single-family dwelling, the property owner or developer shall dedicate, widen, extend, and construct street and parkway improvements, including necessary drainage structures, within and adjacent to that property, and any off-site improvements reasonably related to the project according to standards set forth in Appendix M (Description of Roadways) and City street standards. Where necessary, variations from Figure M-1 (Roadway Cross Sections) may be approved by the City Engineer if their purpose is to save mature trees, reduce ultimate scarring, provide enriched parkways, separate pedestrians, bicycle riders, and equestrians from vehicles, and meet other General Plan policies as long as safe and adequate passage of vehicles is ensured. The spacing of parkway trees may be modified to preserve viewsheds from the hillsides. *(Imp A-1, A-2, LU-1, LU-18, M-1, M-2, M-4)*
- M-3.6 Protection of Rights-of-Way.** Protect future and existing rights-of-way for designated future streets and highways to the extent possible. *(Imp A-1, A-2, LU-3, LU-18, M-2, M-4)*
- M-3.7 System Completion.** Actively promote the completion of the arterial street system through the elimination of substandard width segments and through the construction of missing links. *(Imp A-1, A-2, LU-18, M-1, M-2)*

GOAL M-4

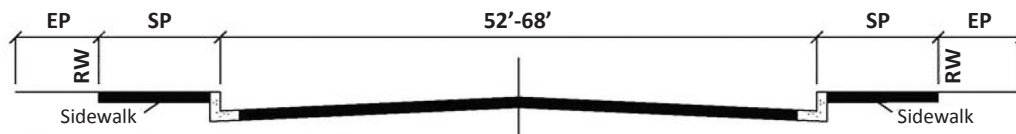
Level of Service. Efficient movement of vehicles, people, and other modes of travel along City streets is provided by maintaining acceptable levels of service at intersections.



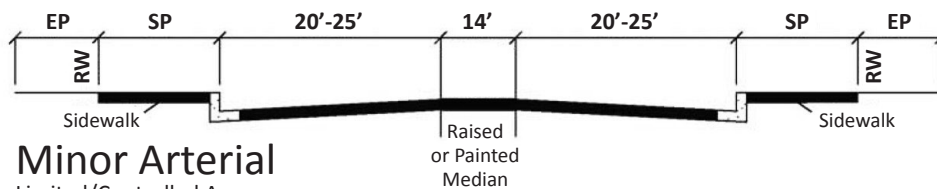
Primary Arterial
Limited/Controlled Access



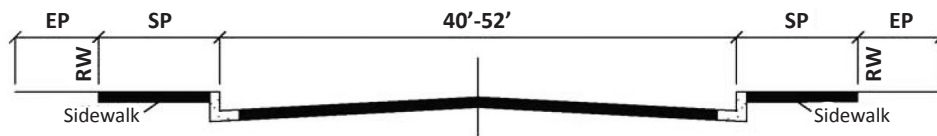
Secondary Arterial
Limited/Controlled Access



Secondary Arterial
Limited/Controlled Access
(may have painted median)



Minor Arterial
Limited/Controlled Access



Collector
Limited/Controlled Access
(may have painted median)

SP - Standard Parkway
EP - Enriched Parkway
R/W - Right-of-Way Line

Not to Scale

Notes:
These cross sections are general in nature and are not intended to be used for design purposes.

Sidewalks may also meander outside of the Standard Parkway within the Enriched Parkway or a separate sidewalk easement.

Where bike lanes are required, an additional 12 feet of right-of-way is necessary.

CITY of SIMI VALLEY
General Plan Update

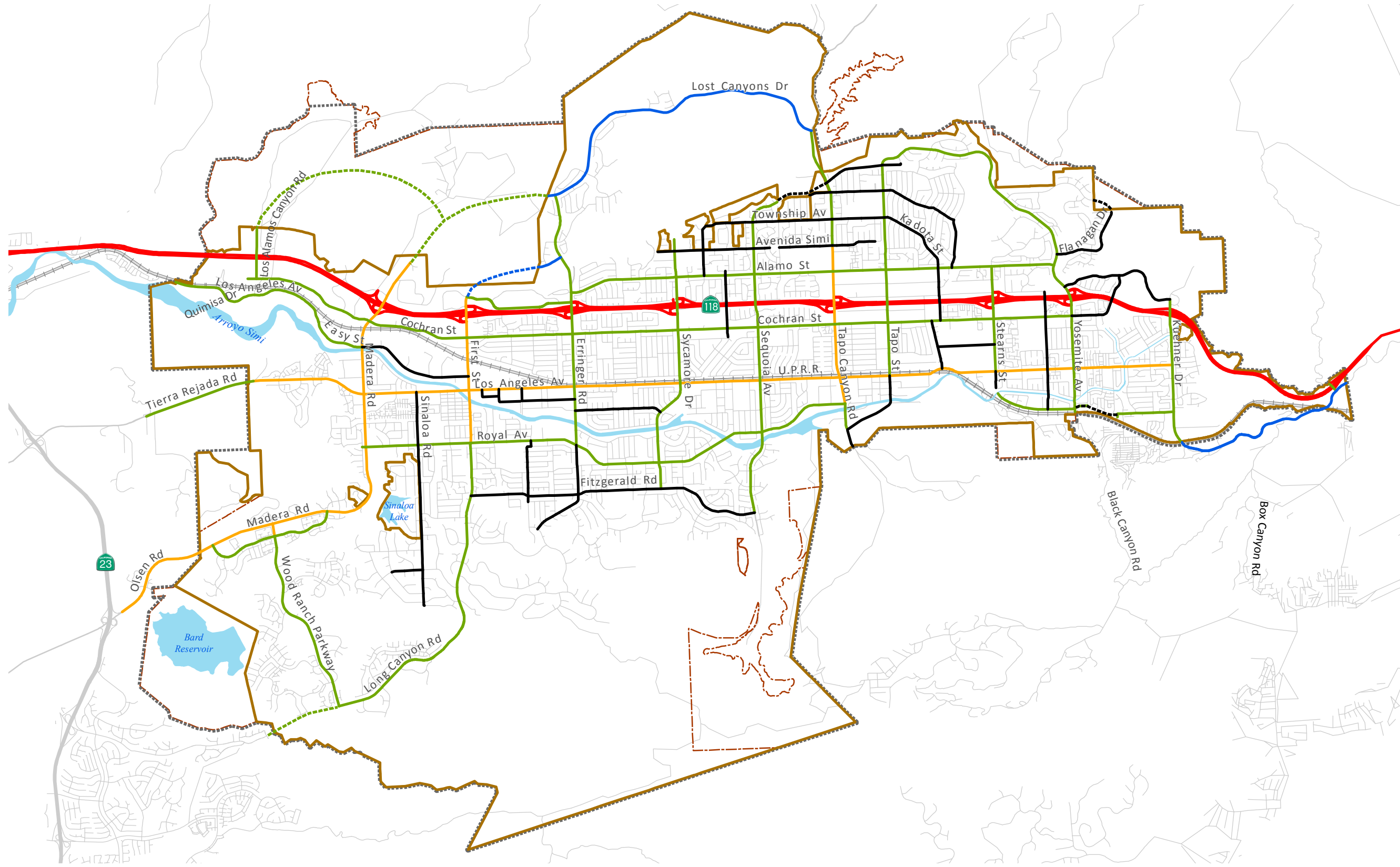
Roadway
Cross Sections

CITY of SIMI VALLEY
General Plan Update

Functional Street
Classification

Legend

- Freeway
- Primary Arterial
- Secondary Arterial
- - - Secondary Arterial (Not Built)
- Minor Arterial
- - - Minor Arterial (Not Built)
- Collector
- - - Collector (Not Built)
- City Boundary
- City Urban Restriction Boundary
- Sphere of Influence
- Water Body
- Railroad



Source: City of Simi Valley, 2007; PBS&J, 2009
Date Revised: October 13, 2011
D21310_Simi_Valley_GPStreetClassification.mxd

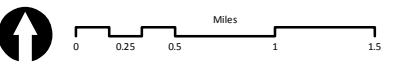


Figure M-2

MOBILITY (M)

Policy

M-4.1 Level of Service (LOS). Design the vehicular circulation system to operate with intersections at level of service (LOS) C or better during peak traffic periods. Street intersections may operate on an interim basis at LOS D during peak hours around major industrial, commercial, and mixed-use centers where the short-term attainment of LOS C may be impractical or not attainable without mitigation that has a far greater negative impact than allowing for a greater level of service. Projected LOS E or F operation at any time of day will not be acceptable. *(Imp A-1, A-2, LU-1, LU-18, M-2)*

System Operations and Traffic Control

Goals and policies in this section address the need to provide and maintain a high-quality and state-of-the-art traffic control system to assist the City with managing traffic flow and providing efficient traffic operations, including the use of advanced technologies and strategies for neighborhood traffic management. There are also goals and policies to address the need for regular monitoring of system performance to identify problems at the outset, maintenance of transportation facilities, and ongoing system enhancement and improvement. Finally, parking is addressed as an essential component of operating a comprehensive transportation system.

GOAL M-5

Traffic Controls. A high-quality and modern traffic control system is established for the efficient movement of people, goods, and services along City streets.

Policies

M-5.1 Traffic Control Design. Design traffic control measures to ensure City streets and roads function with safety and efficiency, including separate left- or right-turn lanes to improve safety and alleviate traffic congestion or excessive delays. *(Imp A-1, A-2, LU-18, M-5)*

M-5.2 Monitor Traffic Conditions. Monitor traffic conditions and optimize traffic signal operations and coordination on an ongoing basis. *(Imp A-1, A-2, LU-18, M-5)*

M-5.3 Advanced Signal Technology. Implement advanced signal and intersection technologies that improve traffic flow and optimize traffic signal timing and coordination to reduce travel time and delay along major corridors. *(Imp A-1, A-2, LU-18, M-5)*



Traffic signal

GOAL M-6

Monitoring and Maintenance. Optimal roadway system operation is maintained through monitoring of current traffic conditions, maintaining existing roadways, and making improvements to the circulation and mobility network, when necessary.

Policies

- M-6.1 Current Traffic Data.** Monitor traffic conditions on an ongoing basis as necessary to comply with the City’s Congestion Management Program. *(Imp A-1, A-2, A-3, LU-18, M-5)*
- M-6.2 Roadway Maintenance.** Carry out roadway maintenance programs that inspect, repair, and rehabilitate pavement surfaces in order to preserve the quality of City streets and thoroughfares. *(Imp A-1, A-2, LU-18, M-1)*
- M-6.3 Improvements to Reflect Changing Traffic Conditions.** Consider additional improvements in areas with operational issues identified by monitoring traffic conditions, such as intersections with heavy turn volumes. *(Imp A-1, A-2, LU-18, M-1, M-5)*
- M-6.4 Railroad Grade Crossings.** Encourage the railroad entities to continue to improve their railroad grade crossing surfaces and safety devices to minimize crossing delay and street maintenance. *(Imp A-1, A-2, LU-18, M-12)*

INTELLIGENT TRANSPORTATION SYSTEMS

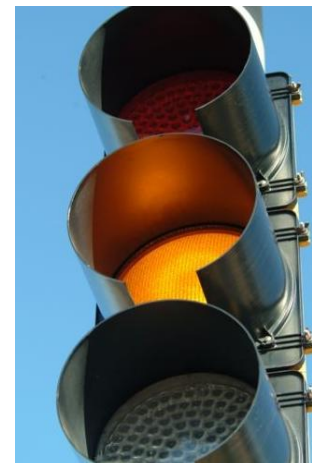
Goals and policies in this section identify innovative strategies, improve the operation and management of transportation systems, and provide travelers with information to make more informed decisions regarding their travel choices.

GOAL M-7

Advanced Technology Systems. An efficient transportation system is established that utilizes Intelligent Transportation Systems (ITS) to improve operations of existing and future facilities through advanced technologies, such as adaptive signal controls, real-time parking availability, and real-time transit information.

Policies

- M-7.1 Intelligent Transportation Systems (ITS) Program and Implementation.** Create and implement ITS programs and infrastructure improvements that will reduce peak-hour traffic volumes and prioritize needs. Implement ITS measures to achieve cost-effective improvements in transportation system performance and operations. *(Imp A-1, A-2, LU-18, M-1, M-5)*
- M-7.2 Traffic Management Devices.** Secure state-of-the-art traffic management devices, such as synchronized traffic signals. *(Imp A-1, A-2, LU-18, M-1, M-5)*
- M-7.3 Traffic Signal Operations.** Improve traffic signal operations by optimizing signal timing, interconnecting signalized intersections along arterial streets, and installing computerized master traffic signal control systems in intensively utilized areas. *(Imp A-1, A-2, LU-18, M-1, M-6)*
- M-7.4 Real-Time Travel.** Work with Caltrans and transit providers to provide real-time travel and parking availability information for transportation system conditions and make the information available to users and operators. *(Imp A-1, A-2, LU-18, M-12)*



Traffic control device

MOBILITY (M)

- M-7.5 Coordination with Adjacent Jurisdictions.** Coordinate operations with adjacent jurisdictions to enhance the efficiency of inter-jurisdictional roadway system operations and to encourage reciprocal bus passes for adjacent jurisdictions. *(Imp A-1, A-2, LU-18, M-12)*

SYSTEM ACCESS AND IMPROVEMENTS

Goals and policies in this section identify the need to balance providing access to development with the need to maintain the efficient safe flow of traffic along roadways in the system through ongoing improvements. Street improvements required of a development must be coordinated with other development activity in the area.

GOAL M-8

System Improvements. Safe and efficient movement of people and goods is provided within the City through the timely improvement of streets and intersections and the restriction of access along streets according to the City's street standards.

Policies

- M-8.1 Existing Streets.** Improve existing roads within the City as discretionary development creates the need. Provide additional roads as needed to complement the General Plan network, and maintain all such roads so that they are safe and functioning at an acceptable LOS. *(Imp A-1, A-2, LU-1, LU-18, M-1, M-2)*
- M-8.2 Resolving Impacts.** Resolve project-related off-site traffic impacts generated by new development and require contributions for cumulative improvements or additions to the mobility system. *(Imp A-1, A-2, LU-1, LU-14, LU-18, M-2, M-6)*
- M-8.3 Cost of Improvements.** Allocate costs associated with resolving cumulative off-site traffic impacts on the basis of trip generation. *(Imp A-1, A-2, LU-1, LU-14, LU-18, M-2, M-6)*
- M-8.4 Accommodate Alternative Modes.** Condition discretionary development to minimize traffic impacts by incorporating sidewalks and bicycle pathways, bicycle racks and lockers, ridesharing programs, transit improvements (bus turnouts, shelters, benches), transportation demand measures, and/or transit subsidies for employees or residents of the proposed development. *(Imp A-1, A-2, LU-1, LU-18, M-2)*
- M-8.5 Coordinate Improvements.** Coordinate project phasing with the construction of on-site and off-site circulation improvements to maintain optimum levels of traffic movement. *(Imp A-1, A-2, LU-1, LU-18, M-2)*
- M-8.6 Driveways and Access.** Limit driveway and local street access on arterial streets to maintain a desired quality of traffic flow. Wherever possible, consolidate driveways and implement access controls during redevelopment of adjacent parcels. A second access to a side street for major projects should be located in the middle of a block adjacent to a limited-access arterial. *(Imp A-1, A-2, LU-1, LU-18, M-2)*
- M-8.7 Emergency Access.** Provide all residential, commercial, and industrial areas with efficient and safe access for emergency vehicles and evacuation routes. *(Imp A-1, A-2, LU-1, LU-18, M-2)*

M-8.8 Funding Measures. Utilize bonding and innovative funding measures to fund identified transportation improvements. *(Imp A-1, A-2, LU-18, M-1, IU-1)*

NEIGHBORHOOD TRAFFIC MANAGEMENT

Goals and policies in this section address the need to manage potential traffic impacts in residential areas as a result of future development and/or capacity issues along nearby arterial and collector streets.

GOAL M-9

Neighborhood Traffic Control. Community character and quality of life are maintained in City neighborhoods through the implementation of neighborhood traffic management techniques.

Policies

M-9.1 Neighborhood Transportation System. New development that proposes or is required to construct street improvements shall develop a transportation network that provides for well-connected neighborhoods wherein local streets are designed to discourage through traffic, but that encourages residents to travel to schools, parks, commercial centers, etc. without driving. *(Imp A-1, A-2, LU-18, M-1, M-2, M-8, M-9, M-10, M-13, M-16)*



Local neighborhood street—no traffic

M-9.2 Neighborhood Traffic Control Measures. Incorporate traffic control measures in residential neighborhoods as part of proposed roadway improvement or development projects to mitigate traffic impacts to residents and reduce the negative impacts of motor vehicle traffic on the residents’ quality of life. *(Imp A-1, A-2, LU-18, M-1, M-2)*

M-9.3 Design of Traffic Calming Devices. Selected traffic management devices should be appropriately designed with consideration to accessibility, drainage, underground utilities, adequate visibility, landscaping, and the needs of emergency, sanitation, and transit vehicles. The devices should not result in unintended consequences, such as increased emergency response times, or unwanted traffic diversion. Balance safety, quality of life, and efficiency when considering traffic calming improvements to local neighborhood streets. *(Imp A-1, A-2, LU-18, M-1, M-2, M-4)*

PARKING

Policies in this section address the need to provide a comprehensive parking strategy to address demand and a set of innovative policies that considers options to traditional parking facilities and operations.

GOAL M-10

Parking. An adequate supply of convenient parking is found throughout the City through a parking system that balances the goals of economic development, advanced Intelligent Transportation Systems (ITS) technologies, reduced travel through Transportation Demand Management (TDM), livable neighborhoods, sustainability, environmental sensitivity, and public safety within the City.

Policies

M-10.1 Off-Street and Required Parking. Provide adequate off-street parking in all new or expanded projects as part of project approval or construction. Require that new development provide adequate, convenient parking for residents, guests, business patrons, and visitors. *(Imp A-1, A-2, LU-18, M-2, M-3)*



Commercial parking lot

M-10.2 Curb Cuts. Require new development to minimize curb cuts to protect on-street parking spaces. Close curb cuts to create on-street parking spaces wherever feasible. *(Imp A-1, A-2, LU-18, M-2)*

M-10.3 Parking Configuration. Site and design new developments so as to avoid the use of parking configurations or management programs that will be difficult to maintain and/or enforce. *(Imp A-1, A-2, LU-18, M-2, M-3)*

M-10.4 Up-to-Date Parking Requirements. Periodically review and update off-street parking requirements to ensure that new development provides off-street parking sufficient to serve approved uses. *(Imp A-1, A-2, LU-18, M-3)*

M-10.5 Parking Provisions. Ensure that adequate parking is provided for existing and future uses while considering shared parking opportunities, TDM plans, and availability of alternate modes of travel, based on the site's proximity to transit. *(Imp A-1, A-2, LU-18, M-2, M-3)*

M-10.6 Public-Private Partnerships. Consider public-private partnerships to meet the City's parking demand in areas where it may be desirable for example to remove on-street parking to modify street frontages, increase transit parking opportunities, or provide mixed-use/transit-oriented development opportunities. *(Imp A-1, A-2, LU-18, M-2, M-3)*

M-10.7 Parking and Shared Parking Area. Support measures that help to reduce the space required for parking and parking demand. This may encompass such techniques as shared parking opportunities, automated parking facilities, and flex vehicles in mixed-use, transit-oriented, and pedestrian-oriented areas throughout the City. *(Imp A-1, A-2, LU-18, M-3)*

M-10.8 Parking Requirements for Pedestrian-Oriented and Local-Serving Uses. Consider revised parking requirements for small-scale neighborhood-serving commercial uses in areas that derive most of their trade from walk-in business, especially where on-street or other public parking is available. *(Imp A-1, A-2, LU-18, M-3)*

Alternative Travel Modes

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Major physical improvements to the City's roadway system are costly, require right-of-way, and may disrupt the established character of an area and the quality of life for residents and businesses. It is increasingly recognized that roadway widening is not always the most feasible approach to addressing traffic congestion. Goals and policies in this section provide a comprehensive set of policies that recognize the need for a multi-modal approach to mobility in the community. A key element of this approach is the use of Transportation Demand Management (TDM) that refers to the various measures adopted to change travel behavior to increase transportation system efficiency and to reduce the number of vehicles using the roadway systems and the vehicle miles traveled. This approach also manages travel demand by reducing peak hour vehicle trips, increasing vehicle occupancy, and providing alternative travel modes to the automobile. It recognizes that not everyone can carpool, take transit, or work close to home. However, there are many trips that can be modified using various TDM techniques which include incentives to use alternative forms of travel, reduce the number of vehicle trips, or travel during non-peak times. These goals and policies support and strengthen the City's existing TDM program by encouraging the use of alternative travel modes, including public transit, pedestrian travel, and bicycling. There are also goals and policies to address the movement of goods within the community.

GOAL M-11

Transportation Demand. Single-occupant motor vehicle travel in the City and traffic impacts are reduced through Transportation Demand Management (TDM) measures that ensure efficiency of the existing transportation network and promote the movement of people instead of personal automobiles.

Policies

- M-11.1 Transportation Demand Management (TDM).** Utilize and promote TDM measures to encourage and create incentives for the use of alternative travel modes, reduction of vehicle miles traveled, dispersion of peak traffic, and better utilization of the existing transportation infrastructure. *(Imp A-1, A-2, LU-18, M-9, M-11)*
- M-11.2 Alternative Transportation Modes.** Promote and encourage the use of alternative transportation modes, such as ridesharing, carpools, vanpools, public transit, bicycles, and walking; and provide facilities that support such alternative modes. *(Imp A-1, A-2, LU-18, M-9, M-11)*
- M-11.3 Airport Shuttles.** Work with area transit providers to develop and promote a transportation system that serves the Los Angeles International Airport and the Glendale-Pasadena-Burbank Airport. *(Imp A-1, A-2, LU-18, M-11, M-12)*
- M-11.4 Demand Reduction Programs.** Work with area businesses to develop programs that promote the use of multiple-occupancy vehicle programs for shopping, business, and other uses to reduce vehicle miles traveled. *(Imp A-1, A-2, LU-18, M-11)*
- M-11.5 Transportation Demand Management (TDM) Programs.** Encourage existing major employers to develop and implement TDM programs to reduce peak period trip generation such as the use of

MOBILITY (M)

flex time, staggered working hours, high occupancy company-sponsored vehicles, ride-sharing programs, and any other means to lessen peak-hour commuter traffic. *(Imp A-1, A-2, LU-18, M-11)*

M-11.6 Transportation Demand Amenities. Encourage major employers to provide transit subsidies, bicycle facilities (including changing/shower facilities), alternative work schedules, ridesharing, telecommuting, work-at-home programs, employee education, and preferential parking for carpools/vanpools. *(Imp A-1, A-2, LU-18, M-11)*

BIKEWAYS

Bikeways are an important component of a comprehensive transportation system to provide the opportunity for recreational use and as an alternative means of travel within the community and the region. In Simi Valley, bikeways are anticipated to become even more heavily used as the Bicycle Master Plan is implemented. The City's Bicycle Master Plan contains information on existing and proposed bicycle facilities. Goals and policies in this section address the need to provide a safe, efficient, integrated, and comprehensive bikeway system that will allow for and promote the use of bicycling both for recreation and as a reliable alternative to automobile travel in the City and the region. These policies are intended to complement the City's Bicycle Master Plan, which may be updated without further revision to the General Plan.



Bicycle lane on local roadway

GOAL M-12

Bicycling as a Travel Mode Option. Develop bicycle facilities and programs in Simi Valley by providing an integrated, complete, and safe bicycle system and encourage bicycling as a viable option to automobile travel.

Policies

M-12.1 Bicycle Master Plan. Maintain and update the City's Bicycle Master Plan to determine desired improvements to the City's bicycle network and plan, including the Arroyo Simi Greenway, and prioritize improvements for orderly implementation coordinated with the capital improvement program. *(Imp A-1, A-2, LU-18, M-10)*

M-12.2 Bicycle Usage. Promote bicycling as an option for short trips and allow bicycles to connect to mass transit. *(Imp A-1, A-2, LU-18, M-9)*

M-12.3 Bicycle Facilities. Incorporate bicycle and pedestrian facilities in the design plans for new streets and highways and, where feasible, in plans for improving existing roads. *(Imp A-1, A-2, LU-18, M-1, M-4, M-8, M-13)*

M-12.4 Regional Bikeway System. In cooperation with the adjacent cities and the Ventura County Transportation Commission, plan and provide a system of bicycle lanes and trails within



Bicycle trail

Simi Valley, including the Arroyo Simi Greenway, that links the City to the surrounding region. *(Imp A-1, A-2, LU-18, M-8, M-10, M-12)*

- M-12.5 Bicycle Access.** Require new development projects on existing and potential bicycle routes to provide bicycle and pedestrian access to and through the project and to construct links to adjacent uses where appropriate. *(Imp A-1, A-2, LU-1, LU-18, M-2)*
- M-12.6 Bicycle Network Connections.** Provide a continuous bicycle network, including the Arroyo Simi Greenway, that connects community facilities and other public and private buildings to each other, to the street, and to transit facilities. *(Imp A-1, A-2, LU-1, LU-18, M-2, M-10)*
- M-12.7 Bikeway Amenities.** Require that new development projects (e.g., employment centers, educational institutions, and commercial centers) provide bicycle-support facilities, such as bicycle racks and storage facilities, to promote bicycle use. *(Imp A-1, A-2, LU-1, LU-3, LU-18, M-2)*
- M-12.8 Bicycle Parking.** Coordinate with transit operators to provide for secure short- and long-term bicycle parking at primary transit stations. *(Imp A-1, A-2, LU-18, M-12, M-15)*
- M-12.9 Bicycle and Pedestrian Safety.** Provide for the safety of bicyclists and pedestrians through provision of adequate facilities. *(Imp A-1, A-2, LU-18, M-10)*
- M-12.10 Funding Sources.** Develop new funding sources for maintenance of roadway, pedestrian, and bikeway facilities, including the Arroyo Simi Greenway. *(Imp A-1, A-2, LU-18, ED-5, ED-7)*

PUBLIC TRANSIT

Public transit service in Simi Valley includes Simi Valley Transit's fixed-route bus service, Americans with Disabilities Act and Dial-A-Ride (seniors over the age of 60) paratransit service, VISTA commuter bus service, and Metrolink commuter rail. Simi Valley maintains a well-developed municipal transit service that currently serves approximately 500,000 passengers annually. Goals and policies in this section address the need to provide a comprehensive, efficient, and integrated public transportation system that serves all sectors of the community including commuters and those with special needs. The policies include a comprehensive approach that considers both the local and regional needs of transit riders.

GOAL M-13

Public Transit. A safe, comprehensive, and integrated public transportation system is provided that serves as an essential component of a multi-modal mobility system, provides local and regional mobility for residents, including special transportation needs of the elderly, school children, low income, physically handicapped, and other low mobility groups, and encourages the use of public transportation as an alternative to automobile travel.

Policies

- M-13.1 Transit.** Provide alternative forms of public and private transit and give routing, scheduling, and planning for work force, youth, handicapped, senior citizens, and shoppers a priority. *(Imp A-1, A-2, LU-18, M-9, M-12, M-15)*

MOBILITY (M)

- M-13.2 Transit Design.** Support a well-designed transit system to meet the mobility needs of residents and visitors including senior, disabled, and transit-dependent persons. *(Imp A-1, A-2, LU-18, M-9, M-12, M-15)*
- M-13.3 Transit Frequency.** Support increased frequency transit service and capital investments to serve high-density employment, commercial, residential, or mixed-use areas and activity centers. *(Imp A-1, A-2, LU-18, M-6, M-9, M-12, M-15)*
- M-13.4 Transit Priority Measures.** Consider improvements in transit efficiency and travel times by implementing transit priority measures to help bypass congested areas, which may include transit signal priority, queue bypass lanes, and exclusive transit lanes. *(Imp A-1, A-2, LU-18, M-9, M-12, M-15)*
- M-13.5 Transit Support Facilities.** Participate in efforts to develop transit support facilities, including park-and-ride lots, bus stops, and shelters. *(Imp A-1, A-2, LU-18, M-9, M-12, M-15)*
- M-13.6 Multi-Modal Transit.** Promote a variety of transit services including rail, enhanced buses, express buses, local buses, and school buses to meet the needs of residents, workers, and visitors. *(Imp A-1, A-2, LU-18, M-9, M-12, M-15)*
- M-13.7 Interconnected Transit System.** Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling, and walking. Before funding transportation improvements that increase vehicle miles traveled, consider alternatives such as increasing public transit or improving bicycle and pedestrian travel routes. *(Imp A-1, A-2, LU-18, M-9, M-12, M-15)*
- M-13.8 Transit System Review and Interjurisdictional Cooperation.** Work with the Ventura County Transportation Commission to ensure the full coordination of the City's municipal transit system with other transit systems in adjacent areas. Work collaboratively with regional agencies and adjacent jurisdictions to improve transit service, accessibility, frequency, and connectivity resulting in increased ridership and fewer personal automobile trips. *(Imp A-1, A-2, LU-18, M-9, M-12, M-15)*
- M-13.9 Second Train Station Location.** Work with Union Pacific Railroad (UPRR) and Metrolink to open a west side railroad station in the vicinity of Mountain Gate Plaza when it is shown to be cost effective. *(Imp A-1, A-2, LU-18, M-9, M-12, M-15)*
- M-13.10 Transit Services for Special Needs Populations.** Support efforts to increase accessible transit services and facilities for the elderly, disabled, and other transportation disadvantaged persons. *(Imp A-1, A-2, LU-18, M-9, M-12, M-15)*
- M-13.11 Demand-Responsive Service.** Support the provision of demand-responsive service (e.g., paratransit) and other transportation services for those unable to use conventional transit. *(Imp A-1, A-2, LU-18, M-9, M-12, M-15)*
- M-13.12 Development Contributions.** Require developer contributions for transit facilities and improvements and programs adopted by the City. *(Imp A-1, A-2, LU-18, M-2)*



Bus stop with shelter

- M-13.13 Development Review.** Development projects should provide for transit right-of-way needs to offset impacts of the development on the Simi Valley transit system. *(Imp A-1, A-2, LU-18, M-2)*
- M-13.14 Bus Turnouts.** Provide bus turnouts in new development projects when located on established bus routes. *(Imp A-1, A-2, LU-18, M-2)*

WALKABLE COMMUNITIES

Goals and policies in this section provide a comprehensive set of policies to improve the pedestrian-friendliness of the community, improve the quality of life through design enhancements, and promote walking as an alternative to automobile travel.

GOAL M-14

Pedestrian Travel. A safe and comfortable pedestrian environment is provided that results in walking as a desirable travel choice, particularly for short trips, within the City.

Policies

- M-14.1 Pedestrian Safety.** Design and maintain sidewalks along all roadways, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions. *(Imp A-1, A-2, LU-18, M-1, M-2, M-13)*
- M-14.2 Pedestrian Crossings.** Provide well-marked crossings at controlled intersections and not at mid-block locations. *(Imp A-1, A-2, LU-18, M-4, M-13)*
- M-14.3 Streetscape Enhancements.** Update or prepare Design Guidelines that foster the enhancement of streets, sidewalks, and other public rights-of-way, including the Arroyo Simi Greenway, with amenities such as lighting, street trees, benches, plazas, public art, or other measures to encourage walking. *(Imp A-1, A-2, LU-18, M-13)*
- M-14.4 Pedestrian Improvements.** Design safe pedestrian routes, including the Arroyo Simi Greenway, by collaborating with community groups to identify and implement needed and desirable improvements. *(Imp A-1, A-2, LU-18, M-13)*
- M-14.5 Pedestrian Network—Cohesiveness.** Develop a cohesive pedestrian network of public sidewalks and street crossings that makes walking a convenient and safe way to travel. *(Imp A-1, A-2, LU-18, M-8, M-9, M-13)*
- M-14.6 Pedestrian Network—Connections.** Provide a continuous pedestrian network that connects community facilities and other public and private buildings to each other, to the street, and to transit facilities. *(Imp A-1, A-2, LU-18, M-8, M-9, M-13)*
- M-14.7 Pedestrian Network—Private.** Design access to new developments and buildings to encourage walking. *(Imp A-1, A-2, LU-3, LU-18, M-2)*



Pedestrian route

MOBILITY (M)

M-14.8 Pedestrian Access to Parking. Require new developments to design new parking facilities to facilitate safe and convenient pedestrian access. *(Imp A-1, A-2, LU-18, M-2)*

M-14.9 American with Disabilities Act. Prioritize projects and establish funding for implementing and improving pedestrian street crossings and installing curb ramps where needed to meet ADA specifications. *(Imp A-1, A-2, LU-18, ED-5, M-1)*

M-14.10 Safe Routes to Schools. Work with local school officials in the development, review, and implementation of a Safe Route to Schools Program that includes identification of design and operational elements along designated student routes to and from schools for both new development and existing areas in the City, including the Arroyo Simi Greenway. Incorporate these elements into the development and review of street, development, improvement, and maintenance plans in those areas. *(Imp A-1, A-2, LU-18, M-14)*

GOODS MOVEMENT

Both truck and rail freight services are provided in Simi Valley. Designated truck routes in the City are to be identified with street signs to guide truck traffic through the City away from residential neighborhoods, decreasing the air and noise pollution to which residents may be exposed. Rail freight passes through the City daily through intra-state and transcontinental service on the Union Pacific Rail lines. The goals and policies in this section support a system of facilities that will provide for the efficient flow of goods and services in the City and the region



Rail freight service

including truck and rail freight, with a minimum amount of impact to residents and businesses.

GOAL M-15

Truck and Rail Routes. The safe and efficient movement of goods is provided to support commerce within the City.

Policies

M-15.1 Accommodate Trucks. Provide appropriately designed and maintained roadways to safely accommodate truck travel and minimize noise and vibration. *(Imp A-1, A-2, LU-18, M-1, M-4)*

M-15.2 Truck Impacts and Deliveries. Minimize noise and other impacts of truck traffic, deliveries, and staging in residential and mixed-use neighborhoods. *(Imp A-1, A-2, LU-1, LU-2, LU-18, M-2)*

M-15.3 Freight Service. Continue to work with regional rail agencies to minimize noise and other impacts of freight rail service within Simi Valley. *(Imp A-1, A-2, LU-18, M-12)*

Implementation Program

Each General Plan policy is correlated with one or more implementation measure. The Mobility Implementation Program, presented in Table M-1 (Mobility Implementation Program) describes the measures or actions to be taken by the City to carry out the goals and policies defined in this section.

Table M-1 Mobility Implementation Program		2011	2012-2015	2016-2035	Annual	Ongoing
M-1	Traffic Improvements Plan (TIP). The City shall continue to implement a TIP that identifies: street improvements needed to achieve buildout of the General Plan Mobility Plan for inclusion in the City’s Capital Improvements Program (CIP); improvements that affect the City’s transportation network, such as priorities for new and upgraded traffic signals, street widening priorities, and street repaving; the ongoing maintenance of sidewalks, parkways, and landscaping; improvements to implement an Intelligent Transportation System (ITS); and potential funding sources.				●	
Implements Which Policy(ies)	LU-1.5, LU-1.6, M-1.1, M-1.2, M-1.5, M-2.5, M-3.1, M-3.2, M-3.5, M-3.7, M-6.2, M-6.3, M-7.1~M-7.3, M-8.1, M-8.8, M-9.1~M-9.3, M-12.3, M-14.1, M-14.9, M-15.1					
M-2	Development Review Process. The City shall continue to regulate development for compliance with the City’s General Plan through Public Works’ participation in the Development Review Process to ensure that access onto arterials allows the smooth and safe flow of vehicles and bicycles; a secondary access is provided by major projects; local residential neighborhood street design, alignment, or other characteristics discourage through traffic; noise and other impacts of truck traffic in residential areas are minimized; and all intersections operate at LOS C or better.					●
Implements Which Policy(ies)	LU-17.6, M-1.4, M-3.2, M-3.3, M-3.5~M-3.7, M-4.1, M-8.1~M-8.7, M-9.1~M-9.3, M-10.1~M-10.3, M-10.5, M-10.6, M-12.5~M-12.7, M-13.12~M-13.14, M-14.1, M-14.7, M-14.8, M-15.2					
M-3	Simi Valley Municipal Code. The City shall use the Development Code to determine off-street parking requirements for all new or expanded projects as part of construction. The City shall review and update the Development Code to address parking standards for mixed-use and transit-oriented development, for small-scale neighborhood serving commercial uses, and to allow for public-private partnerships. Parking requirements shall periodically be reviewed to ensure that adequate off-street parking is provided to serve approved uses.	●				
Implements Which Policy(ies)	M-10.1, M-10.3~M-10.8					
M-4	Public Works Street Standards. The City shall maintain, and update on a regular basis, City Street Standards that shall be applied to all public streets, private streets prior to dedication to the City, private roadways accommodating more than 50 vehicles per hour, and streets providing on-street parking.					●
Implements Which Policy(ies)	LU-10.7, M-1.3, M-1.4, M-3.1~M-3.6, M-9.3, M-12.3, M-14.2, M-15.1					

MOBILITY (M)

Table M-1 Mobility Implementation Program		2011	2012-2015	2016-2035	Annual	Ongoing
M-5 Traffic and Roadway Management Strategies. The City shall implement traffic and roadway management strategies, including monitoring traffic and congestion, modifying arterial roadways to allow more efficient bus operation, and signal synchronization, to improve mobility and efficiency and reduce associated emissions.						●
Implements Which Policy(ies)	M-5.1~M-5.3, M-6.1, M-6.3, M-7.1, M-7.2					
M-6 Traffic Impact Fee Program. The City shall collect Traffic Impact Fees for new development projects, which will be used to fund transportation improvements identified per the Traffic Impact Fee Program.						●
Implements Which Policy(ies)	LU-1.6, M-1.6, M-7.3, M-8.2, M-8.3, M-13.3					
M-7 Regional Transportation Fees. The City will continue to work with the Ventura County Transportation Commission (VCTC) to ensure that Simi Valley obtains its share of regional transportation funding for pedestrian, bicycle, and transportation systems management projects.						●
Implements Which Policy(ies)	M-1.7					
M-8 Complete Streets Program. The City shall develop and implement a Complete Streets Program for the City's roadway network in compliance with AB 1358, which requires streets and roadway systems to accommodate all modes of travel for people of all ages and abilities.			●			
Implements Which Policy(ies)	LU-10.7, LU-18.5, M-1.2~M-1.4, M-9.1, M-12.3, M-12.4, M-14.5, M-14.6					
M-9 Alternative Travel Modes Program. The City shall promote and enhance an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride-sharing, car-sharing, bicycling, and walking.						●
Implements Which Policy(ies)	M-9.1, M-11.1, M-11.2, M-12.2, M-13.1~M-13.11, M-14.5, M-14.6					
M-10 Bicycle Master Plan. The City shall maintain and update the City's Bicycle Master Plan to identify improvements for the City's bicycle network and prioritize improvements for orderly implementation with the City's Capital Improvement Program (CIP).						●
Implements Which Policy(ies)	LU-10.7, M-1.2, M-1.4, M-9.1, M-12.1, M-12.4, M-12.6, M-12.9, PR-3.7					
M-11 Transportation Demand Management (TDM) Programs. The City shall continue to implement a TDM Program and educate major employers located within the City regarding TDM Programs to reduce vehicle trips and single-occupancy vehicle travel. The City shall also encourage major employers to provide Transportation Demand Amenities, including transit subsidies, ride-share incentives, bicycle facilities, alternative work schedules, and preferential parking for carpools/vanpools.						●
Implements Which Policy(ies)	M-11.1~M-11.6					

Table M-1 Mobility Implementation Program

		2011	2012-2015	2016-2035	Annual	Ongoing
M-12 Interagency Coordination and Partnership. The City shall continue to coordinate with appropriate agencies, including Caltrans, Ventura County, and the Ventura County Transportation Commission, to implement local, state, and regional transportation mandates and local transportation and mobility objectives, including locating a second train station on the west side of the City.						●
Implements Which Policy(ies)	LU-26.2, M-2.1~M-2.5, M-6.4, M-7.4, M-7.5, M-11.3, M-12.4, M-12.8, M-13.1~M-13.11, M-15.3					
M-13 Walkable Community Program. The City shall continue to promote a pedestrian-friendly community by providing a cohesive pedestrian network of sidewalks and street crossings, and by encouraging streetscape enhancements, such as lighting, street trees, benches, and plazas per the City's Design Guidelines.						●
Implements Which Policy(ies)	LU-3.3, LU-10.5, LU-10.6, LU-15.4, LU-18.4, LU-18.5, LU-23.5, LU-24.5, M-1.2, M-1.4, M-9.1, M-12.3, M-14.1~M-14.6					
M-14 Safe Routes to School Program. The City shall work with the Simi Valley Unified School District (SVUSD) to establish a Safe Route to Schools Program, including design and operational elements, for both new development and existing areas in the City, and ensure that these elements are included in development projects.			●			
Implements Which Policy(ies)	LU-13.2, LU-21.5, M-14.10					
M-15 Simi Valley Transit Service. The City will continue to provide transit service to address the transportation needs of City residents, and maintain and upgrade transit system infrastructure to enhance public use, including adequate transit stops, transit shelters, park-and-ride lots, and bicycle parking.						●
Implements Which Policy(ies)	LU-24.2, M-1.2, M-1.4, M-12.8, M-13.1~M-13.11					
M-16 Safe Traffic Flow. The City shall enforce the prohibition of illegal vendors in public rights-of-way to allow for safe traffic flow.						●
Implements Which Policy(ies)	M-1.8, M-9.1					

INFRASTRUCTURE AND UTILITIES (IU)

The provision of adequate infrastructure and utilities to accommodate the growth and development anticipated to occur in Simi Valley as the General Plan is built out is critical in supporting the needs of residents and businesses and ensuring a high quality of life. Water, wastewater, stormwater drainage, solid waste, energy, and telecommunications systems will continue to be expanded concurrently with new development, population, and employment growth. Emphasis is placed on improving infrastructure in areas that will accommodate infill development, particularly along transit corridors and near transit stations to support intensified development consistent with the City’s priorities for compact development.



Simi Valley Water Quality Control Plant



Simi Valley Public Services Center

Water

Goals and policies in this section address providing current and future residents a reliable water supply by utilizing the City’s water rights and maintaining long-term water supply plans. Water service to more than two-thirds of the City is provided by Ventura County Waterworks, District No. 8, which is operated and managed by the District Board of Directors. Water service to the remaining third of the City is provided by the Golden State Water Company, a private utility. Existing water infrastructure managed by the City will be maintained and priority given to fund critical improvements, while new development will not be constructed until adequate infrastructure is in place.

GOAL IU-1

Reliable Water Supply. A high-quality water supply, water treatment, distribution, pumping, and storage system that is reliable for meeting the current and projected future daily and peak water demands of Simi Valley residents is provided for the community.

Policies

- IU-1.1 Water Treatment Infrastructure.** Plan, secure funding for, and procure sufficient water treatment infrastructure with the capacity to meet projected water demands. *(Imp A-1, A-2, LU-18, IU-1, IU-2)*
- IU-1.2 Service for New Development.** Require new development to provide adequate facilities or pay its fair share of the cost for facilities required to support growth. *(Imp A-1, A-2, LU-1, LU-14, LU-18, IU-11, IU-13)*

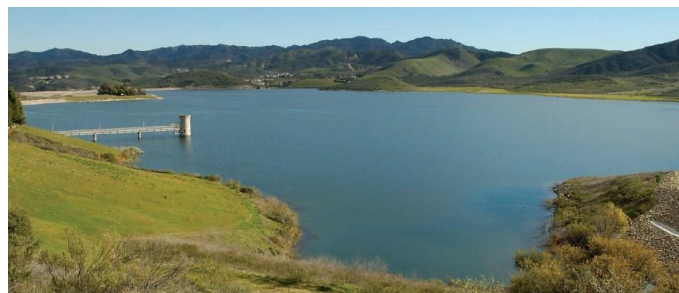
- IU-1.3 Priority for Water Infrastructure.** Give a priority in capital improvement programming to funding rehabilitation or replacement of critical infrastructure that has reached the end of its useful life. *(Imp A-1, A-2, LU-18, IU-1)*
- IU-1.4 Comprehensive Water Supply Plans.** Prepare, implement, and maintain long-term, comprehensive water supply plans. *(Imp A-1, A-2, LU-18, IU-2)*
- IU-1.5 Regulatory Standards.** Provide water service that meets or exceeds state and federal drinking water standards. *(Imp A-1, A-2, LU-18, IU-2, IU-13)*
- IU-1.6 Water Supply During Emergencies.** Maintain an adequate water supply during emergencies. *(Imp A-1, A-2, LU-18, IU-2)*
- IU-1.7 Recycled Water.** Construct and develop infrastructure that provides for recycled water service throughout the community. *(Imp A-1, A-2, LU-18, IU-1, IU-4)*
- IU-1.8 Infill Areas.** Identify and prioritize infrastructure improvements in infill areas to accommodate the mix of uses and densities prescribed in the Land Use Plan. *(Imp A-1, A-2, LU-18, IU-1, IU-2)*
- IU-1.9 Facility Design.** Ensure that water utility facilities are designed to be safe, aesthetically pleasing, and compatible with adjacent uses. *(Imp A-1, A-2, LU-18, IU-2, IU-12, IU-13)*
- IU-1.10 Efficient Irrigation Systems.** Require that water-efficient irrigation systems be installed for all private and City landscaping and parkways. *(Imp A-1, A-2, LU-18, IU-1, IU-12, IU-13)*
- IU-1.11 Irrigation System Timing.** Require that public and private irrigation systems use weather sensors to facilitate optimum irrigation timing. Utilize technology to monitor and enforce restrictions on the timing of irrigation to reduce water consumption. *(Imp A-1, A-2, LU-18, IU-12, IU-13)*

GOAL IU-2

Alternative Water Sources. Expand use of alternative water sources that provide adequate water supplies for present uses and future growth.

Policies

- IU-2.1 Alternative Water Sources.** Explore new sources of water to serve the community, including the expansion of the City's recycled water distribution system. *(Imp A-1, A-2, LU-18, IU-2, IU-4)*
- IU-2.2 Recycled Water Master Plan.** Expand the Recycled Water Master Plan to explore the feasibility of installing infrastructure to provide recycled water for nonpotable uses such as landscape irrigation and fire fighting. *(Imp A-1, A-2, LU-18, IU-4)*



Bard Reservoir

- IU-2.3 Funding Sources.** Apply for state, federal, and private grants to assist the City in expanding the recycled water infrastructure. Explore opportunities to partner with other agencies and the feasibility of issuing bonds for this purpose. *(Imp A-1, A-2, LU-18, IU-4, IU-14)*

Wastewater

The Sanitation Services Division of the Simi Valley Department of Public Works operates the City’s sanitary sewer system including a Water Quality Control Plant that treats all the wastewater in Simi Valley. Policies in this section provide for adequate and reliable wastewater service by requiring continued monitoring, maintenance, and upgrading of existing facilities and planning for new capacity to accommodate anticipated growth in the City. Businesses and residents are monitored and educated to prevent toxic substances from entering wastewater facilities to reduce adverse effects on water quality.

GOAL IU-3

Service for Current and Future Development. A sewer collection and treatment system that supports existing and planned development is provided that minimizes adverse effects to water quality.

Policies

- IU-3.1 Peak Flow Service.** Provide sufficient wastewater conveyance, pumping, and treatment capacity for peak sewer flows and infiltration. *(Imp A-1, A-2, LU-18, IU-5)*
- IU-3.2 Analysis for New Development.** Require that new development and major renovation projects submit an analysis outlining sewer capacity and improvements needed prior to the issuance of building permits. *(Imp A-1, A-2, LU-18, IU-12, IU-13)*
- IU-3.3 Water Conservation.** Require that wastewater flows be minimized in existing and future developments through water conservation and recycling efforts. *(Imp A-1, A-2, LU-18, IU-12)*
- IU-3.4 Public Outreach.** Administer public outreach campaign to communicate requirements to residents and businesses to limit the amount of oils, pesticides, and toxic chemicals entering the sewer system. *(Imp A-1, A-2, LU-18, IU-6)*
- IU-3.5 Fats, Oils, and Grease (FOG) Control Program.** Continue to monitor, inspect, and educate businesses and residents about FOG to prevent sanitary sewer overflows caused by fats, oils, and grease accumulation. *(Imp A-1, A-2, LU-18, IU-6, IU-9)*
- IU-3.6 Monitoring of Toxins.** Continue to monitor businesses or uses that may generate, transport, release, and/or receive toxic or potentially hazardous substances to prevent discharge into the wastewater system. *(Imp A-1, A-2, LU-18, IU-6, IU-9)*
- IU-3.7 System Asset Evaluation and Rehabilitation Plan.** Manage the Rehabilitation Plan to prevent infrastructure failures caused by aging and deteriorating sewer pipelines. *(Imp A-1, A-2, LU-18, IU-1, IU-5)*
- IU-3.8 Sewer System Maintenance.** Continue to clean and video inspect the City’s sewer infrastructure to mitigate sanitary sewer overflows, locate deficiencies, and reduce leaks and contamination. *(Imp A-1, A-2, LU-18, IU-5)*
- IU-3.9 Penalties and Fines.** Implement severe penalties and fines for dumping hazardous materials into the City’s sewer and storm drain systems. *(Imp A-1, A-2, LU-18, IU-6, IU-9)*

- IU-3.10 Federal and County Regulations.** Continue to implement the latest requirements of the National Pollutant Discharge and Elimination System (NPDES) and Ventura County Air Pollution Control District (APCD) regulations, including the use of Best Management Practices by businesses in the City. *(Imp A-1, A-2, LU-18, IU-6, IU-9)*

Stormwater Drainage

The major drainage course through Simi Valley is the Arroyo Simi, which drains from the City’s watershed eventually out to the Pacific Ocean. Goals and policies in this section provide for reliable management of the City’s stormwater drainage systems, while reducing water quality impacts of new development, by requiring continued monitoring and upgrading of existing facilities; planning for new development to reduce impervious surfaces and for infrastructure to be sized to meet anticipated growth; and avoiding unnecessary future replacement. As a committed steward of the community’s natural resources, the City will minimize pollutants entering stormwater outflows to the maximum extent practical using Source Control and Treatment Best Management Practices (BMPs) to reduce adverse effects on water quality.

GOAL IU-4

Drainage Facilities. Adequate stormwater drainage facilities and services are available that are environmentally sensitive, accommodate growth, and protect residents and property.

Policies

- IU-4.1 Storm Drain Improvement.** Upgrade existing stormwater collection and treatment facilities as necessary. *(Imp A-1, A-2, LU-18, IU-1, IU-3, IU-13)*

- IU-4.2 Adequate Drainage Facilities and Master Plan.** Ensure that all new drainage facilities are adequately sized and constructed to accommodate stormwater runoff and prevent flooding. Update the City’s Master Plan of Drainage on a ten-year cycle, as practical. *(Imp A-1, A-2, LU-18, IU-3)*



Storm drain channel

- IU-4.3 Drainage Plans.** Require developers to prepare project-specific drainage plans for proposed developments that meet integrated water quality, flow reduction, and resources management criteria, as technically feasible; define needed drainage treatment and runoff controls (BMPs) per City standards; and comply with the City’s most current National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit and Master Plan of Drainage. *(Imp A-1, A-2, LU-18, IU-3, IU-6, IU-12, IU-13)*

- IU-4.4 Post-Construction Runoff.** Impose requirements to control post-construction stormwater runoff discharge rates and velocities to prevent or reduce downstream erosion and protect stream habitat and private property. The requirements should conform to the standards and practices outlined in the City’s most current NPDES MS4 permit and the Master Plan of Drainage. *(Imp A-1, A-2, LU-18, IU-6, IU-12, IU-13)*

INFRASTRUCTURE AND UTILITIES (IU)

- IU-4.5 Permeable Surfaces.** Limit the percentage of impervious surfaces (such as asphalt) for large new or renovated development consistent with the Low Impact Development requirements for new and redevelopment projects in the City’s most current NPDES MS4 Permit. *(Imp A-1, A-2, LU-18, IU-2, IU-12, IU-13)*
- IU-4.6 Conservation of Open Space Areas.** Conserve undeveloped open space areas and drainage channels as practical for the purpose of protecting water resources and water quality in the City’s watersheds. *(Imp A-1, A-2, LU-18, LU-8, IU-6, IU-13)*
- IU-4.7 Protection of Water Bodies.** Require new development to protect the quality of water bodies and natural drainage systems through site design, stormwater treatment, and stormwater best management practices (BMPs) consistent with the City’s most current NPDES MS4 Permit. *(Imp A-1, A-2, LU-18, IU-3, IU-5, IU-6)*
- IU-4.8 Public Information and Participation Programs.** Implement watershed awareness, stormwater pollution prevention, and water quality educational programs for City staff, community groups, schools, the public, and other appropriate groups. *(Imp A-1, A-2, LU-18, IU-6)*
- IU-4.9 Removal of Debris.** Require that parking lots, public and private streets, and alleys be cleaned as frequently as necessary, and in a manner that minimizes noise and water consumption, to remove debris and contaminated residue. *(Imp A-1, A-2, LU-18, IU-12)*

Solid Waste

Goals and policies in this section support a wide range of programs to reduce solid waste, use recycled building materials, and support the recycling of construction and landscaping waste. As Simi Valley is currently home to the Simi Valley Landfill and Recycling Center, located within the City’s sphere of influence, the City continues to monitor Landfill operations and maintain ongoing efforts to minimize the impacts of the Landfill on the environment and adjacent land uses.

GOAL IU-5

Solid Waste Facilities. Solid waste facilities that meet or exceed requirements of state law, and utilize strategies for economic and efficient collection, transfer, recycling, storage, and disposal of refuse are provided.

Policies

- IU-5.1 Waste Collection Services.** Maintain adequate solid waste collection for commercial, industrial, and residential developments in accordance with state law. *(Imp A-1, A-2, LU-18, IU-7)*
- IU-5.2 Waste Collection Operations.** Monitor the operations of the waste collection contractor to ensure that service levels are adequate. *(Imp A-1, A-2, LU-18, IU-7)*



Simi Valley Landfill

- IU-5.3 Diversion of Waste.** Require recycling, composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities, with the objective of diverting 50 percent of non-hazardous waste through source reduction, reuse, and recycling. *(Imp A-1, A-2, LU-18, IU-7, IU-8)*
- IU-5.4 Electronic Waste Recycling.** Coordinate with businesses that recycle electronic waste to provide convenient collection/drop off locations for City residents. *(Imp A-1, A-2, LU-18, IU-8, IU-9)*
- IU-5.5 Hazardous Waste.** Continue the Household Hazardous Waste Disposal Program that provides free disposal of household hazardous waste to City residents several times during the year. *(Imp A-1, A-2, LU-18, IU-8, IU-9)*
- IU-5.6 Composting and Green Waste Recycling Programs.** Sponsor solid waste educational programs on backyard waste composting and grass recycling (i.e., mulching grass clippings back into the lawn). *(Imp A-1, A-2, LU-18, IU-7, IU-8)*
- IU-5.7 Recycling and Reuse of Construction Wastes.** Require recycling and reuse of construction wastes, including recycling materials generated by the demolition and remodeling of buildings, with the objective of diverting 85 percent of construction wastes through source reduction, reuse, and recycling. *(Imp A-1, A-2, LU-18, IU-8, IU-12)*
- IU-5.8 Methane Monitoring and Control.** Promote methods for methane monitoring, control, and recapture in landfills and other sustainable strategies to reduce the release of greenhouse gas (GHG) emissions from waste disposal or management sites and to generate additional energy such as electricity. *(Imp A-1, A-2, LU-18, IU-7)*
- IU-5.9 Educational Programs.** Sponsor public educational programs regarding the benefits of solid waste diversion and recycling and encourage residents and businesses to redistribute reusable materials (e.g., at garage sales or materials exchanges). *(Imp A-1, A-2, LU-18, IU-8)*

Energy

Electrical energy is supplied to Simi Valley residents and businesses by Southern California Edison, serviced by two substations in the City, and natural gas is supplied by the Southern California Gas Company, the nation's largest natural gas distribution utility. As natural gas is a "fossil fuel" similar to other hydrocarbons such as coal or oil, the City seeks to reduce consumption of this natural resource, as well as consumption of electrical energy. Goals and policies in this section address a balance between providing adequate energy to meet the City's current and future needs while improving energy efficiency and encourage residents and businesses to reduce energy consumption. Policies also support increased reliance on renewable energy to reduce Simi Valley's dependence on non-renewable energy sources. Implementation of the City's Green Building Ordinance will promote energy conservation.

GOAL IU-6

Reliable Energy Resources. Affordable, reliable, and environmentally sensitive energy resources are available for the City's residents and businesses.

INFRASTRUCTURE AND UTILITIES (IU)

Policies

- IU-6.1 New Development.** Require that new development is approved contingent upon its ability to be served with adequate natural gas, electricity, and infrastructure. *(Imp A-1, A-2, LU-1, IU-12, IU-13)*
- IU-6.2 Adequate Facilities.** Coordinate with Southern California Edison and the Southern California Gas Company to ensure that adequate electric and natural gas facilities are available to meet the demands of existing and future development and to encourage conservation techniques. *(Imp A-1, A-2, LU-18, IU-14)*
- IU-6.3 Energy Conservation.** Install energy efficient appliances and alternative energy infrastructure such as photovoltaic panels (solar power panels) on all City facilities. *(Imp A-1, A-2, LU-18, IU-1, IU-10, NR-6)*
- IU-6.4 Renewable Energy.** Promote the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities where appropriate. *(Imp A-1, A-2, LU-18, IU-10, NR-6)*
- IU-6.5 Photovoltaic Panels for Private Projects.** Expand the provision of incentives for the installation of solar energy panels on private development. *(Imp A-1, A-2, LU-18, IU-10, NR-6)*
- IU-6.6 Photovoltaic Panels for Public Projects.** Satisfy some or all of the City's electrical power needs through the installation of photovoltaic panels (solar power panels). These panels could be located on parking structures and roofs. *(Imp A-1, A-2, LU-18, IU-10, NR-6)*
- IU-6.7 Energy Efficiency Audits.** Conduct energy efficiency audits of existing buildings by evaluating, repairing, and readjusting heating, ventilation, air conditioning, and lighting systems. *(Imp A-1, A-2, LU-18, IU-10, NR-6)*
- IU-6.8 Education.** Continue to promote energy conservation measures and options to all residents, businesses, consultants, contractors, etc., through a variety of methods including newsletters, brochures, and the City's website. *(Imp A-1, A-2, LU-18, IU-10, NR-6)*



Solar panels

Telecommunications

Goals and policies in this section provide a range of innovative telecommunications services to attract and retain state-of-the-art businesses, provide access to all residents, and facilitate public education. Telecommunication infrastructure will be designed to be compatible with adjacent uses and to minimize visual impacts.

GOAL IU-7

Telecommunications Infrastructure. Provision of adequate, safe, innovative, and aesthetically designed telecommunication infrastructure to support existing and future land uses is provided within the City.

Policies

- IU-7.1 Access and Availability.** Work with service providers to ensure access to, and availability of, a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, and public agencies throughout the City. *(Imp A-1, A-2, LU-18, IU-14)*
- IU-7.2 Adequate Facilities and Service.** Work with utility companies to retrofit areas that are not served by current telecommunication technologies, and prepare long-range plans to provide telecommunication service to newly developing areas, as feasible. *(Imp A-1, A-2, LU-18, IU-14)*
- IU-7.3 State-of-the-Art Technology.** Encourage local industries, libraries, educational institutions, and other entities to support innovation in the design and implementation of state-of-the-art telecommunication technologies and facilities. *(Imp A-1, A-2, LU-18, IU-14)*
- IU-7.4 Design and Siting of Utilities.** Require that the installation of large telecommunications infrastructure, such as cellular towers, be designed to minimize visual impacts on the surrounding environment and to be as unobtrusive as possible. *(Imp A-1, A-2, LU-18, IU-12, IU-13)*
- IU-7.5 Large Scale Developments.** Establish requirements for the installation of state-of-the-art telecommunications technologies in new large-scale mixed-used developments, residential communities, and office/commercial projects (e.g., wiring of new development). *(Imp A-1, A-2, LU-18, IU-12, IU-13)*
- IU-7.6 Evolving Technologies.** Continue to implement, as appropriate, new systems and technologies that may enhance City operations and services to the public, and require City Departments to adopt new technologies. *(Imp A-1, A-2, LU-18, IU-1)*



Telecommunication facilities

Implementation Program

Each General Plan policy is correlated with one or more implementation measure. The Infrastructure and Utility Implementation Program, presented in Table IU-1 (Infrastructure and Utility Implementation Program), describes the measures or actions to be taken by the City to carry out the goals and policies defined in this section.

Table IU-1 Infrastructure and Utility Implementation Program		2011	2012-2015	2016-2035	Annual	Ongoing
IU-1 Capital Improvement Program (CIP). The City shall continue to: identify, prioritize, and implement the City’s Capital Improvement Plan (CIP) to eliminate deficiencies in public facilities; give priority to funding rehabilitation or replacement of critical infrastructure that has reached the end of its useful life; accomplish the goals, policies, and programs of the General Plan, giving priority to infrastructure improvements in infill areas; and continue to implement new systems and technologies that may enhance City operations and services to the public, including providing reclaimed water service throughout the community.					●	
Implements Which Policy(ies)	M-8.8, IU-1.1, IU-1.3, IU-1.7, IU-1.8, IU-1.10, IU-3.7, IU-4.1, IU-6.3, IU-7.6, NR-4.7, NR-4.8, NR-6.1, NR-6.3					
IU-2 Urban Water Management Plan. The City shall continue to coordinate with Ventura County Waterworks District No. 8 and Golden State Water Company in the preparation of their Urban Water Management Plans to guide long-range planning for water supplies and conservation programs; provide water service that meets or exceeds state and federal drinking water standards; and plan, secure funding for, and procure sufficient water treatment infrastructure with the capacity to meet projected water demands.		●				●
Implements Which Policy(ies)	IU-1.1, IU-1.4~IU-1.6, IU-1.8, IU-1.9, IU-2.1, IU-4.5, NR-4.1~NR-4.3, NR-4.8, NR-4.9, NR-8.2, S-6.3					
IU-3 Master Plan of Drainage. The City shall regularly update the City’s Master Plan of Drainage to: ensure storm runoff is adequately handled; upgrade existing stormwater collection and treatment facilities, where needed; ensure that all new drainage facilities are constructed and maintained to accommodate stormwater runoff and prevent flooding; and require developers to prepare drainage plans for development proposals to identify necessary drainage improvements, improve downstream deficiencies, and address federal and state discharge requirements.						●
Implements Which Policy(ies)	IU-4.1~IU-4.3, IU-4.7					
IU-4 Recycled Water Master Plan. The City shall follow the Recycled Water Master Plan as a guide to consider providing recycled water for non-potable uses, such as landscape irrigation and fire fighting, explore additional funding sources to expand recycled water infrastructure, and apply for additional funding to expand the recycled water infrastructure.				●		
Implements Which Policy(ies)	IU-1.7, IU-2.1~IU-2.3, PR-1.12					
IU-5 Sewer System Management Plan and Treatment Plant Condition Assessment. The City shall maintain the Sewer System Management Plan to meet the sewer needs of the community, identify spill response measures, address sewer system maintenance, and establish measures for pollution mitigation, including inspections, upgrades, and improvements to the system, as necessary. A Sewer Treatment Plant Condition Assessment shall be maintained by the City to prioritize and schedule equipment and building repair/maintenance needs.						●
Implements Which Policy(ies)	IU-3.1, IU-3.7~IU-3.9, IU-4.7, NR-6.1					

Table IU-1 Infrastructure and Utility Implementation Program		2011	2012-2015	2016-2035	Annual	Ongoing
IU-6 National Pollutant Discharge Elimination System (Water Quality) Permit(s). The City shall ensure that new development proposals protect the quality of water bodies and natural drainage systems through site design, stormwater treatment, and best management practices consistent with the City's MS4 and NPDES Permit, including the following: monitor and inspect businesses and residences regarding Fats, Oils, and Grease (FOG) Control Program; monitor businesses that generate toxic/hazardous substances to prevent discharge into wastewater system; and provide watershed awareness public education programs.						●
Implements Which Policy(ies)	IU-3.4~IU-3.6, IU-3.9, IU-3.10, IU-4.3, IU-4.4, IU-4.6~IU-4.8, NR-5.1~NR-5.4, NR-6.2, NR-6.4					
IU-7 Solid Waste Management Monitoring Program. The City shall coordinate with and monitor operations of the City's franchised waste haulers to ensure the provision of an adequate and orderly system of operation, services, and programs for the collection, recycling, or disposal of all solid waste for new and existing development in the City. The City shall require recycling, composting, and waste separation to reduce the volume and toxicity of solid wastes sent to the landfill, with the objective of diverting 50 percent of non-hazardous wastes. The City shall promote methods for methane monitoring, control, and recapture at the landfill to reduce the release of GHG emissions and generate additional energy, if feasible.						●
Implements Which Policy(ies)	IU-5.1~IU-5.3, IU-5.6, IU-5.8					
IU-8 Solid Waste Recycling Education Programs. The City shall sponsor and provide educational programs to encourage residents and businesses to recycle, redistribute, and/or reuse suitable materials.						●
Implements Which Policy(ies)	IU-5.3~IU-5.7, IU-5.9					
IU-9 Household Hazardous Waste Disposal Program. The City shall continue to provide a household hazardous waste disposal program to allow for the disposal of household hazardous wastes, such as automotive products, cleaning products, pesticides, and swimming pool chemicals, for City residents. In addition, the City shall coordinate with businesses that recycle electronic waste to provide convenient collection/drop off locations for City residents.						●
Implements Which Policy(ies)	IU-3.5, IU-3.6, IU-3.9, IU-3.10, IU-5.4, IU-5.5					
IU-10 Energy Conservation Programs. The City shall conduct energy efficiency audits and install energy efficient appliances and infrastructure, such as photovoltaic panels, at all City facilities; provide incentives and promote the installation and construction of renewable energy systems, such as wind, solar, hydropower, geothermal, and biomass facilities, where feasible; conduct workshops for residents and business owners to provide information about energy efficiency and solar power; promote energy conservation measures through public information and education opportunities; and provide assistance to residents for energy efficient residential retrofits.						●
Implements Which Policy(ies)	IU-6.3~IU-6.8, NR-7.2, NR-7.3, NR-8.2, NR-9.3					

INFRASTRUCTURE AND UTILITIES (IU)

Table IU-1 Infrastructure and Utility Implementation Program		2011	2012-2015	2016-2035	Annual	Ongoing
<p>IU-11 Development Impact Fees. The City shall continue to require that new development provide adequate infrastructure facilities or provide fees to pay for its share of the infrastructure facilities in order to support growth in the community.</p>						●
Implements Which Policy(ies)	IU-1.2					
<p>IU-12 Simi Valley Municipal Code. The City shall review and update the Development Code to establish requirements for new development proposals, as follows: require submittal of a sewer capacity analysis; require submittal of drainage plans that comply with the City’s Master Plan of Drainage and the NPDES permit; limit the percentage of permeable surfaces to comply with NPDES permit; protect water bodies and natural drainage systems; provide incentives for installation of solar energy panels; require wireless telecommunications facilities to be designed to minimize visual impacts on surrounding area; require the recycling and reuse of construction wastes; require the installation of state-of-the-art telecommunications technologies in new large-scale mixed-use developments, residential developments, and office/commercial projects; require that irrigation systems use weather sensors to facilitate optimum irrigation timing; and require that wastewater flows be minimized in existing and future development through water conservation and recycling efforts.</p>			●			
Implements Which Policy(ies)	IU-1.9~IU-1.11, IU-3.2, IU-3.3, IU-4.3~IU-4.5, IU-4.9, IU-5.7, IU-6.1, IU-7.4, IU-7.5					
<p>IU-13 Development Review Process. The City shall continue to utilize the Development Review Process to ensure that adequate natural gas, electricity, and other utilities and infrastructure are provided for new development and redevelopment projects and that they are appropriately designed to address City standards and federal and state discharge requirements.</p>						●
Implements Which Policy(ies)	IU-1.2, IU-1.5, IU-1.9~IU-1.11, IU-3.2, IU-4.1, IU-4.3~IU-4.6, IU-6.1, IU-7.4, IU-7.5					
<p>IU-14 Interagency Coordination and Partnership. The City shall coordinate with appropriate agencies, such as Golden State Water Company, Waste Management Company, Southern California Gas Company, Southern California Edison, and telecommunications providers regarding issues addressing water, wastewater, stormwater drainage, solid waste, energy, and telecommunications.</p>						●
Implements Which Policy(ies)	IU-2.3, IU-6.2, IU-7.1~IU-7.3					

