



# Existing Conditions Report

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Envision Simi Valley  
**Existing Conditions Report**

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# 1.0 INTRODUCTION

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## 1.1 Project Description

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The City of Simi Valley (City) has recently 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 has allocated these grants toward implementing the housing production strategy tools (Programs) described below, assisted by an experienced team of consultants 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 for economy/market research).

### Objective Design and Development Standards

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According to the HCD, 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. California state law stipulates that objective design standards:

*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.*

The City has several adopted planning documents for design guidelines, however the majority of these guidelines cannot be measured objectively. As a result, projects currently must undergo a discretionary approval process to determine their compliance with the guidelines. The primary goal of this program is to develop objective design standards or pre-approved site and architectural plans that facilitate nondiscretionary permitting. The Objective

Design and Development Standards (Standards) will apply to all residential and mixed-use projects throughout the City.

### Specific Plans coupled with CEQA streamlining

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While the Standards are intended to apply citywide, two priority policy areas have been identified to receive Specific Plans that include zoning and development standards and plan-level environmental analysis that can be used to improve housing capacity, streamline future housing projects and facilitate affordability. This Program is in two (2) parts:

#### Part I: Development of Specific Plan(s) for high impact development areas to ensure continuity, economic vibrancy, and increase housing diversity.

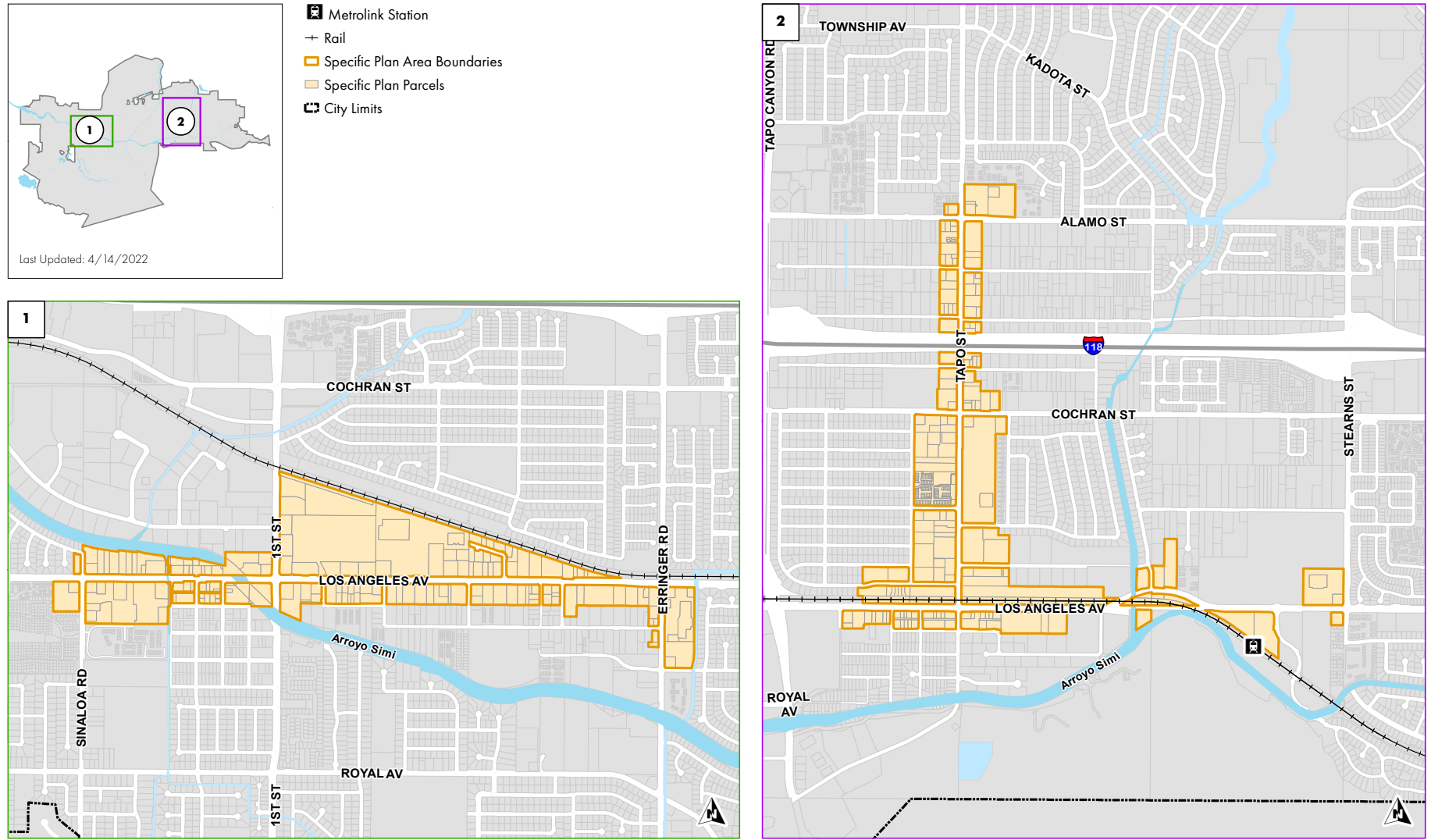
Identified priority policy areas include Los Angeles Avenue Corridor (between Sinaloa Road and Erringer Road), and Tapo Street Corridor (south of 118 Freeway and extending toward the Metrolink Station - high quality transit area). See [Figure 1.1](#) for a map of the specific plan areas. The boundaries for these two areas were informed by the boundaries of opportunity areas defined in the General Plan (see [Figure 2.1 - 2.3](#)) and overlay districts identified in the Municipal Code (see [Figure 2.4](#)) with input from the City.

#### Part II: Development or update of the City's Economic Development strategy/plan to address sustainability, job-housing balance, and fit.

The future development of new multi-family and mixed-use neighborhoods, facilitated by the grant funding, likely creates new economic development opportunities for Simi Valley. The Consultant Team will focus on programs and strategies that will address growing trends of e-commerce and remote work operations caused by the pandemic in the proposed areas. Informed by the foregoing citywide and specific plan area research and case studies from comparable cities, the Consultant Team will prepare an updated set of economic development strategies for discussion with the City' leadership and economic development staff.

Figure 1.1: Priority Policy/Specific Plan Areas Map

Source: Gruen Associates, City of Simi Valley



1. Los Angeles Avenue Corridor

2. Tapo Street Area

## 1.2 Purpose of This Report

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This Existing Conditions Report (ECR) summarizes relevant adopted plans such as the General Plan, existing development guidelines and standards, etc. as well as key characteristics across the City and within the two specific plan areas relating to land use, urban design, and mobility and connectivity review. To develop these summaries, the Consultant Team has collected information regarding inventory of existing land uses, existing transportation/mobility options, existing densities, existing streetscape, underutilized land, infrastructure constraints, and other aspects of the built environment. This report concludes with an assessment of issues, opportunities, and constraints associated with the project location, the City, and the surrounding region in terms of development and circulation feasibility. The information summarized in this report will be used in future reports for this project, as well as the preparation of the final Standards and Specific Plan documents.



# 2.0 ADOPTED PLANS & POLICIES

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## 2.1 Citywide Plans

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### General Plan (2012, updated 2021)

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#### Purpose

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.

#### Relevant Goals and Objectives

##### Citywide Goals and Policies

While most if not all goals and policies of the General Plan are directly relevant to the Citywide Standards and Specific Plan projects, select goals and policies are referenced below:

**Goal LU-1 Growth and Change.** Sustainable growth and change, achieved through orderly and well-planned development, meet the needs of existing and future residents and businesses, ensure the effective and equitable provision of public services, and efficiently use land and infrastructure.

- LU-1.3 Development Priorities. Prioritize future growth as infill and redevelopment of existing developed areas re-using and, where appropriate, intensifying development of vacant and underutilized properties within the Citywide Urban Restriction Boundary (CURB). Allow for growth on the immediate periphery of existing development in limited designated areas, where this is guided by standards to assure seamless integration and connectivity with adjoining areas and open spaces.

**Goal LU-2 Land Use Diversity and Choices for Residents.** A mix of land

uses is provided that meets the diverse needs of Simi Valley's residents, offers a variety of employment opportunities, and allows for the capture of regional population and employment growth.

- LU-2.1 Housing. Provide opportunities for a full range of housing types, locations, and densities to address the community's fair share of regional housing needs and to provide market support to economically sustain commercial land uses in Simi Valley.

**GOAL LU-3 City Structure and Form.** Land uses are located, designed, and scaled to respect Simi Valley's natural setting; maintain distinct and interconnected places for residents to live, shop, work, and play; and reduce automobile dependence.

- LU-3.7 Building Relationship to Public Places. Require buildings in principal commercial and mixed-use districts to be oriented toward the public realm through such features as location, incorporation of windows, avoidance of blank walls, articulation of building elevations fronting sidewalks and public spaces, and location of parking to the rear, side, or underground, as appropriate while minimizing parking in front of buildings. Priority shall be placed on locating parking underground or in structures.
- LU-3.8 Plans for Cohesive Development. Encourage the use of specific plans for residential, commercial, industrial, and mixed-use developments to provide for the cohesive and integrated development of large areas, complex or multi-parcel sites, areas with multiple property owners, and/or areas of particular importance to the community.

**GOAL LU-4 Development Shaped by Environmental Setting.**

Development is located to respect, work with, and complement the natural features of the land.

- LU-4.2 Incorporation of Natural Features. Integrate natural scenic

features, such as mature trees, rock outcroppings, watercourses, and views into project design, except where infeasible for public safety.

**Goal LU-5 Land Use Compatibility.** New development is located and designed to assure a compatible relationship with adjoining uses.

- LU-5.1 Development Compatibility. Locate and design development to assure compatibility among land uses, addressing such elements as building orientation and setbacks, buffering, visibility and privacy, automobile and truck access, impacts of noise and lighting, landscape quality, and aesthetics.

**Goal LU-9 Fair and Equitable Access.** Fair and equitable access to employment, housing, education, recreation, transportation, retail, and public services is provided for all residents.

- LU-9.3 Housing Type Distribution. Promote an equitable distribution of housing types for all income groups throughout the City and promote mixed-income developments.

**Goal LU-10 Livable and Quality Neighborhoods.** A City composed of neighborhoods with a variety of housing types, densities, and design, and that provide a mix of land uses, services, and amenities that support the needs of its residents.

- LU-10.7 Complete Streets. Provide infrastructure consistent with the “Complete Streets” Program that accommodate multiple modes of transportation including the automobile, bicycle, pedestrian, and where appropriate, public transit.

**Goal LU-11 Neighborhood Urban Form.** Residential development is provided that respects Simi Valley’s natural setting and suburban density and scale, while offering opportunities for more intensive use in key activity areas that reduce automobile use and transition smoothly to existing neighborhoods, and open spaces.

**Goal LU-12 Neighborhood Identity.** Residential neighborhoods are provided that are distinctly identified and differentiated from one another in consideration of geography, character, and lifestyle.

- LU-12.2 Identity through Design. Promote the design of new development to provide a positive sense of uniqueness to aid neighborhood identity and also to be compatible with existing surrounding neighborhoods.

**Goal LU-14 Single-Family Neighborhoods.** The characteristics and qualities that distinguish Simi Valley’s distinct single-family residential neighborhoods, such as identity, scale, and character, are maintained.

**Goal LU-15 Multi-Family Neighborhoods.** Multi-family residential neighborhoods that provide ownership and rental opportunities are well designed, exhibit a high quality of architecture, and incorporate amenities for their residents.

- LU-15.3 Development Transitions. Ensure sensitive transitions in building scale between buildings in multifamily residential areas and lower-scale buildings in adjoining residential neighborhoods and commercial districts.
- LU-17.4 Differentiation of Districts. Establish and maintain distinct identities for Simi Valley’s commercial districts differentiating neighborhood, shopping center, and retail service centers and corridors by use, scale and form of development, and amenities.

**GOAL LU-17 Diverse Districts and Corridors.** Vital and active commercial districts are provided that offer a diversity of goods, services, and entertainment for Simi Valley’s residents.

**GOAL LU-18 Well-Designed and Attractive Districts.** Well-designed and attractive retail centers and corridors are provided that foster business activity by contributing to a positive experience for visitors and community residents.

**Goal LU-19 Mixed-Use Villages.** Well-designed districts are developed containing an integrated mix of commercial, office, entertainment, and/or housing that enable Simi Valley’s residents to live close to businesses and employment, reduce automobile use, actively engage and enhance pedestrian activity.

**GOAL LU-20 Quality Business Parks and Industrial Districts.** A diversity of districts accommodating office, business park, and light industrial uses

are developed that provide a variety of job opportunities for Simi Valley’s residents, reducing their need to commute to other communities, while not unduly impacting the residential environment.

**GOAL LU-21 Public and Quasi-Public Uses Supporting Resident Needs.**

Governmental, utility, institutional, educational, recreational, cultural, religious, and social facilities and services are located and designed to complement Simi Valley’s neighborhoods, centers, and corridors.

**Tapo Street Corridor Area Goals and Policies**

See Figure 2.1 for map of area as defined by the 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 Area Goals and Policies**

See Figure 2.2 for map of area as defined by the General Plan.

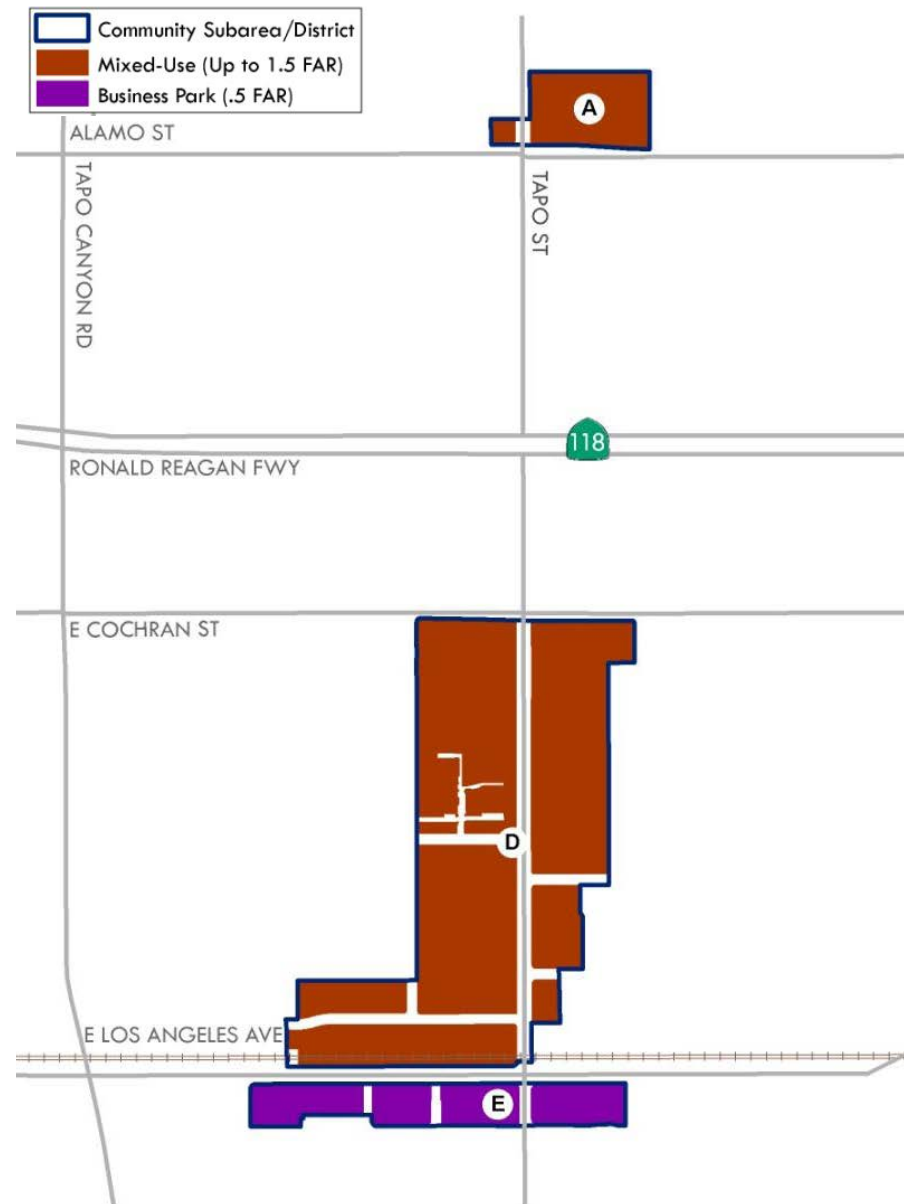
Goal LU-24 Enhanced Community Center. Improvement of the economic vitality and cohesive use of underutilized commercial and industrial properties within the Los Angeles Avenue area, capitalizing on the potential development of a new Metrolink station. This would reposition the area as a focal point of 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 Area Goals and Policies**

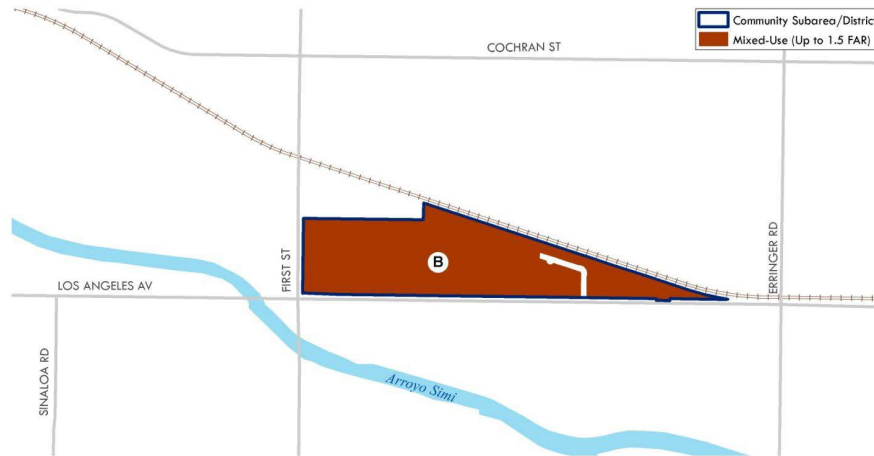
See Figure 2.3 for map of area as defined by the General Plan.

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.

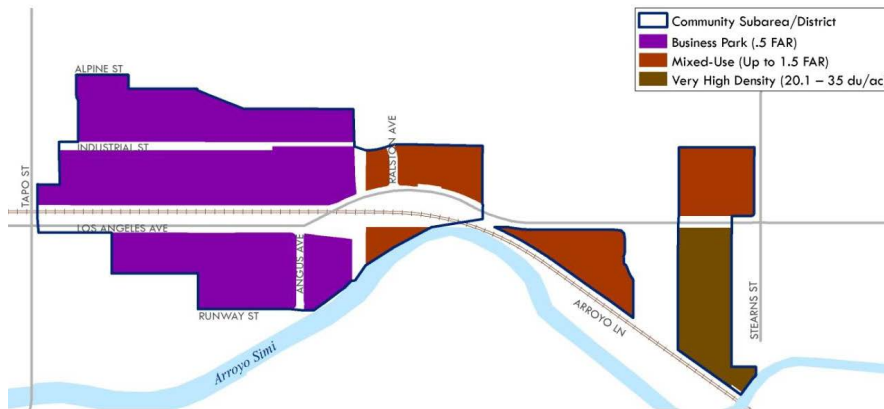
Figure 2.1: General Plan Map of Tapo Street Corridor Subarea/District  
Source: City of Simi Valley



**Figure 2.2: General Plan Map of Los Angeles Avenue Area Subarea/District**  
 Source: City of Simi Valley



**Figure 2.3: General Plan Map of Los Angeles Avenue Transit-Oriented Development and Industrial Area Subarea/District**  
 Source: City of Simi Valley



## Housing Element Update (2021)

### Purpose

The Housing Element is a component of the General Plan and was last updated in 2021. The Housing Element builds upon other General Plan elements and is consistent with the policies and proposals set forth by the General Plan. It is most closely tied to the Land Use Element as residential development capacities established in the Land Use Element are incorporated into the Housing Element.

The Housing Element provides summaries of the City’s socioeconomic conditions, existing housing stock, and regulatory and market-based barriers to the production of quality, equitable, and affordable housing. The Housing Element also identifies the plan to meet the City’s RHNA allocation (2,793 units) and identifies opportunity areas where new housing developments may be concentrated. These portions of the City include areas that are vacant, those that offer opportunities for infill and intensification, and those with economically or physically obsolete development. Both the Los Angeles Avenue Transit-Oriented Development Area and Tapo Street Corridor areas were identified as opportunity areas.

### Relevant Goals and Objectives

Goal HE 1 Balanced Community. A balanced community with services and housing opportunities is created for all.

- HE 1.1 Variety of Housing Types. Provide a wide choice of new housing featuring a range of styles, types, densities, and amenities to accommodate the needs of all socioeconomic segments of the community.
- HE 1.4 Lot Consolidation. Promote good site planning techniques by encouraging lot consolidations in areas where small and/or narrow parcels constrain development.
- HE 1.7 Incentives for Lower-Income Housing. Continue to offer financial and regulatory incentives to developers of lower-income housing projects as funding permits.

Goal HE 2 Existing Housing Stock. The existing residential housing stock is maintained and improved where necessary.

- HE 2.6 Energy Conservation in New Housing. Encourage the use of energy conserving techniques in the siting and design of new housing.

Goal HE 3 Affordable Housing. A wide range of housing types and an adequate supply of affordable housing is provided while maintaining the quality of life for all residents.

- HE 3.3 Affordable Housing Design. Encourage attractive and functional designs for affordable housing during the development review process

Goal HE 4 Special Needs Groups. Programs to meet the special needs of target groups are available.

- HE 4.10 Housing for all Household Sizes. Promote the provision of both purchase and rental housing to meet the needs of families of all sizes.

Goal HE 5 Affirmatively Furthering Fair Housing. Programs to ensure all residents have equal housing opportunities, regardless of their special characteristics as protected under State and Federal fair housing laws.

## Short Range Transit Plan (2019)

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### Purpose

The Short Range Transit Plan is a five-year blueprint for the development and implementation of mobility services in Simi Valley between FY 2019/20 and FY 2023/24. The Plan provides an overview of existing transit services in the City and a series of recommendations for improvements to the services and routes across the City. The majority of recommendations are operational (i.e. changes in fares), and would not affect or be affected by the Standards or Specific Plans.

### Relevant Goals and Policies

1. Provide safe and convenient public transportation services to the residents of Simi Valley for employment, shopping, educations and

social service trips, so long as service can be provided in a cost-effective manner. (Safe and accessible goal)

2. Ensure that all transit programs can be provided at a high quality of service. Quality of service is more important than expansion of service. (Service quality goal)
3. Provide an effective level of service in response to demonstrated community market needs. (Service effectiveness goal)
4. Provide public transportation services that are financially sustainable within existing local, state and federal funding programs and regulations in a cost-efficient manner.

## Landscape Design Guidelines (2015)

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### Purpose

The purpose of the Landscape Design Guidelines is to establish minimum landscape design standards without dictating specific planting styles, planting themes or planting arrangements. The manual encourages low water use landscaping. The standards and guidelines are used when preparing landscape plans in association with all new residential, commercial, industrial, institutional and planned development projects including modifications to existing landscapes including areas on private or public property and within the public right-of-way.

### Relevant Goals and Policies

The design guidelines are organized around the following design principles:

- A. **Water Conservation Practices:** All landscape designs shall at a minimum comply with SVMC 8-22.03 Division 4.304, or any City ordinance adopted to comply with the most recent California State Model Water Efficient Landscape Ordinance (MWELO), whichever is more restrictive.
- B. **Plant Materials:** Plant materials should reflect the approved architectural theme of a project while giving careful attention to the “blending” or transitioning of the proposed landscape with the

surrounding landscape. The proposed landscape plantings should include a diverse combination of plant types and plant sizes including combinations of deciduous and evergreen trees and shrubs, vines and ground covers.

- C. **Planting Arrangement:** Plants need room to develop canopy and rooting structure. Plantings should be grouped into “hydrozones” (plants having similar water use and microclimate growing requirements).
- D. **In Fill Landscaping:** In fill developments (defined as new construction adjoining existing, established areas) should strive to blend with adjacent landscape designs, without necessarily matching high water use plants that may be established on adjacent landscape areas.
- E. **Entryway Landscaping:** Entryway landscaping is encouraged and should include design elements which are common to the proposed development.
- F. **Oak Tree and Other Significant Plant Protection Requirements:** The City of Simi Valley requires that proper and necessary steps be taken to protect and preserve mature Oak trees and other ornamental mature trees.

## Residential Design Guidelines (2001)

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### Purpose

The Residential Design Guidelines are intended to promote excellence in the design and development of new residential projects in the City of Simi Valley in a manner that will accomplish the goals listed below.

### Relevant Goals and Policies

- Maintain a high quality of life without causing unnecessary costs for residential development or undue restriction of private enterprise and initiative;
- Implement the goals, policies, and objectives of the General Plan;
- Contribute to a positive residential built environment and community identity through superior residential design;

- Contribute to implementing the concepts and recommendations for aesthetics provided in the City’s Vision 2020 report;
- Provide guidance for the orderly development of the residential portion of the City;
- Supplement the Zoning Ordinance on matters of residential design;
- Promote the common safety of homeowners, pedestrians, and drivers by adhering to all required safety guidelines; and,
- Maintain and enhance residential property values.

## Citywide Design Guidelines (2000)

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### Purpose

The Citywide Design Guidelines are intended to promote a desired level of future development quality in Simi Valley that will accomplish the goals listed below.

### Relevant Goals and Policies

- Contribute to a positive physical image and identity of non-residential development;
- Provide guidance for the orderly development of the City and promote high quality non-residential development;
- Supplement the contents of the Simi Valley Development Code on matters of design and aesthetics;
- Contribute to implementing the concepts and recommendations provided in the City’s Vision 2020 report;
- Stimulate investment in and strengthen the economic vitality of non-residential areas within the City;
- Implement the goals, objectives, and policies of the General Plan;
- Maintain and protect the value of property; and
- Maintain a high quality of life without causing unnecessary public or private development or unduly restricting private enterprise, initiative, or innovation in design.

## 2.2 Priority Policy Areas Plans

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### Municipal Code Chapter 9-28 – Overlay Zoning Districts

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#### Purpose

Chapter 9-28 of the Municipal Code regulates new and existing structures and land uses in the overlay zoning districts established by Section 9-20.020 (Zoning Districts Established). The provisions of this Chapter provide guidance for development in addition to the standards and regulations of the primary zoning districts, where important site, environmental, safety, compatibility, or design issues require particular attention in project planning. In the event of any perceived conflict between the provisions of this Chapter and any other provision of this Development Code, the most restrictive shall apply. The following overlay districts overlap with the Los Angeles Avenue Corridor or Tapo Street Corridor specific plan areas. See [Figure 2.4](#) for maps of these overlay districts.

- **Tapo Area Planning Overlay (TAPO) District.** The TAPO zoning district is intended to encourage and facilitate the development of new commercial establishments and the redevelopment of existing commercial structures along both sides of Tapo Street between the 118 Freeway and Los Angeles Avenue. This zone is established as part of the Revitalization Plan for Tapo Street which is intended to promote investment in the renovation of the aging business district. The TAPO overlay prescribes the boundaries of the area within which a specialized set of design guidelines and a streamlined project review process shall apply. The goal is to achieve high quality, pedestrian-oriented development through innovative application of the design guidelines adopted separately by Council resolution.
- **Los Angeles Avenue Planning Overlay (LAAPO) District.** The purpose of the LAAPO zoning district is to encourage and facilitate the redevelopment of existing commercial structures along both sides of Los Angeles Avenue between approximately Erringer Road and

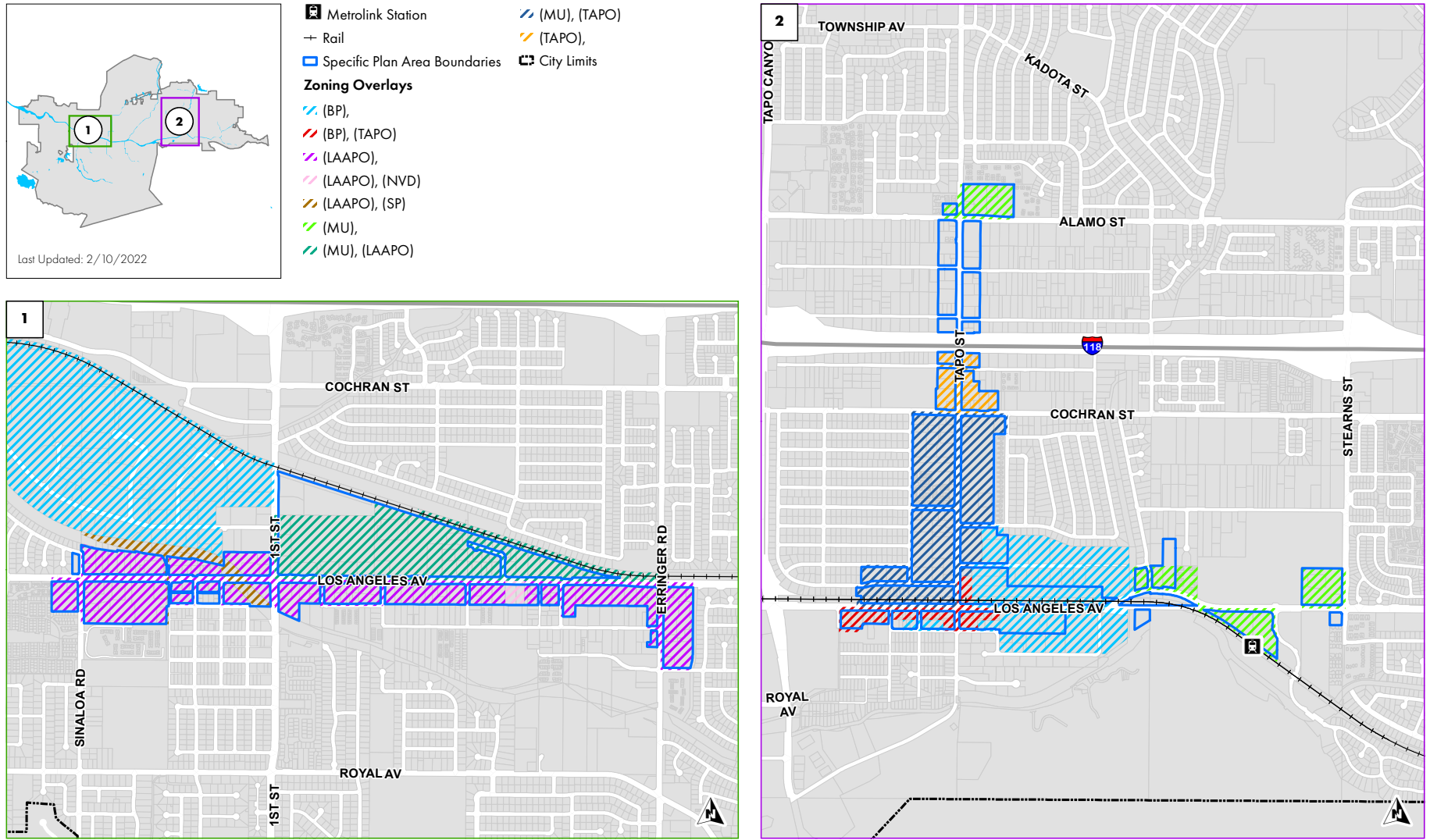
Simi Village Drive, as defined by the Zoning Map (reference Section 9-20.030). This zone is established to promote investment in the renovation of this aging business district. The overlay zone prescribes the boundaries of the area within which a specialized set of development standards shall apply. The goal is to achieve high quality, pedestrian-oriented development through innovative application of the Citywide Design Guidelines. This zone in no way modifies the land uses permitted by the underlying zoning.

- **Mixed-Use (MU) Overlay District.** The purpose of the MU Overlay District designation is to create opportunities within the City to provide for a compatible mix of land uses, including residential, retail, and offices. The Mixed-Use Overlay allows properties to be developed with commercial retail or offices uses on the ground floor and housing on the second floor or above; a mix of differing land uses distributed horizontally on a site; or a single land use, as designated on the Community Subareas and Districts Maps.
- **Business Park (BP) Overlay District.** The purpose of the BP Overlay District is to provide the opportunity for business park development and office activities in campus environments within existing industrial areas of the City. Development sites within this Overlay will be of varying sizes to accommodate both single and multiple user development and will provide flexibility for new development that meets the requirements for industrial or business park uses. Such uses include high performance manufacturing and assembly, administrative offices, laboratories, research and development facilities, and supporting services, such as financial services, and accessory retail uses and restaurants. Properties that are developed for business park uses (rather than the underlying industrial zone) must meet the standards for the Business Park Overlay District.
- **New Vehicle Dealer (NVD) Overlay District.** The Purpose of the NVD Overlay District is to create an area within the City where new vehicle dealers, including new recreational vehicle dealers, may display



Figure 2.4: Map of Overlay Districts

Source: City of Simi Valley



1. Los Angeles Avenue Corridor

2. Tapo Street Corridor

signage and conduct promotional events beyond the currently adopted Development Code standards. Vehicle dealers are specialized retailers that rely heavily on nationwide product advertising and promotional events, which are often in excess of the City's Development Code standards. The NVD Overlay District relaxes architectural, signage, and temporary use standards to promote vehicle sales in the City and to allow dealers to remain competitive in the region.

## Los Angeles Avenue Streetscape Improvement Project (2002)

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### Purpose

The Los Angeles Avenue Streetscape Improvement Project is the result of multiple iterations for designing the Los Angeles Avenue Streetscape improvement project. The Plan identifies strategies for enhancing Los Angeles Avenue to create a memorable, high-quality streetscape that is pleasant for pedestrians and vehicles, attractive and well-landscaped, and supports the economic vitality of the area. The project area encompasses approximately 2 miles of Los Angeles Avenue from Madera Road to Erringer Road, and is bisected by First Street. Madera Road, Erringer Road and First Street are all significant north-south roadways through the City that provide access to local Freeways 118, 23 and 101.

### Relevant Goals and Policies

1. Creating a memorable street with a strong consistent landscaped image day and night which unifies the entire street yet allows for some expression of individual districts by unique improvements.
2. Creating a boulevard with trees, places for walking, sitting, and interacting and better integration with surrounding neighborhoods, and adjoining businesses.
3. Creating a multi-modal street with spaces for motorists, pedestrians, bicyclists, and bus transit users.
4. Encouraging a Los Angeles Avenue that supports and enhances the existing viable commercial area and reflects the City's unique historic

and physical character, and non-urban image.

5. Formulating a streetscape plan that can be developed over time as adjacent properties improve and that reflects funding realities.

## Tapo Street Area Revitalization Plan Design Guidelines (1997)

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### Purpose

The Tapo Street Area Revitalization Plan Design Guidelines are intended to be used as a tool to generally steer the course of development and improvement within the Tapo Street project area. The guidelines and images were assembled and written to provide an avenue to achieve the vision that evolved out of the planning process with the community. The vision is not to create a downtown in the sense that the project area will mimic or replicate a traditional California small town. Rather, the plan and guidelines are structured to incorporate some of the best principles and qualities of a downtown retail area. The primary goal for the project is to assist in the physical and economic revitalization of the project area. The guidelines focus on the physical site design and architectural revitalization of the area.

### Relevant Goals and Policies

- **Downtown-like Atmosphere.** Site plans, architecture and landscapes should be organized in a way that emphasizes "downtown" characteristics rather than suburban shopping center characteristics.
- **Pedestrian Spaces.** All projects should emphasize a pedestrian friendly atmosphere and scale. Spaces such as plazas, paseos and walkways should be well detailed and go beyond simple functionality.
- **Carlotta Street Extension.** The guidelines identified the possibility of extending this street but this option has since been deemed infeasible.
- **Connections.** The guidelines identified the former Sears and Pic'n Save sites as opportunities for redevelopment with the requirement to provide pedestrian and auto linkages to adjacent properties. These sites have since been developed.

- **Corner Buildings.** To create a stronger street presence, buildings must be pushed to the corners wherever possible. The space between the public right-of way and building should be patios, plazas, or landscape areas. The corners should not have drive-throughs or parking.
- **Materials and Detailing.** Buildings and outdoor spaces should be constructed with quality materials and ample detailing. Significant attention being paid to the character of building and landscapes will increase the likelihood of successful revitalization.
- **Parking.** Parking lots should not dominate the street scene. Convenient and ample parking should be located away from Tapo Street.

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# 3.0 DEMOGRAPHIC/ ECONOMIC PROFILE & MARKET CONDITIONS

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## 3.1 Overview

This demographic/economic profile and existing market conditions serves as a basis for the development of a specific plan and the economic development plan strategy. This section of the Existing Conditions Report presents a current demographic and economic profile for Simi Valley and the two planning areas, Los Angeles Avenue Specific Plan Area and Tapo Street Specific Plan Area. Data trends are compared to the nearby Cities of Moorpark and Thousand Oaks (see Figure 3.1). Data for population, household, employment and real estate trends focus on the area within a quarter mile of each Specific Plan Area, shown in Figure 3.2 below. Population and demographic data are presented in the Appendix in Table A.1 through Table A.6.

Figure 3.1: Map of Specific Plan Areas, Simi Valley and Adjacent Cities

Source: LEG

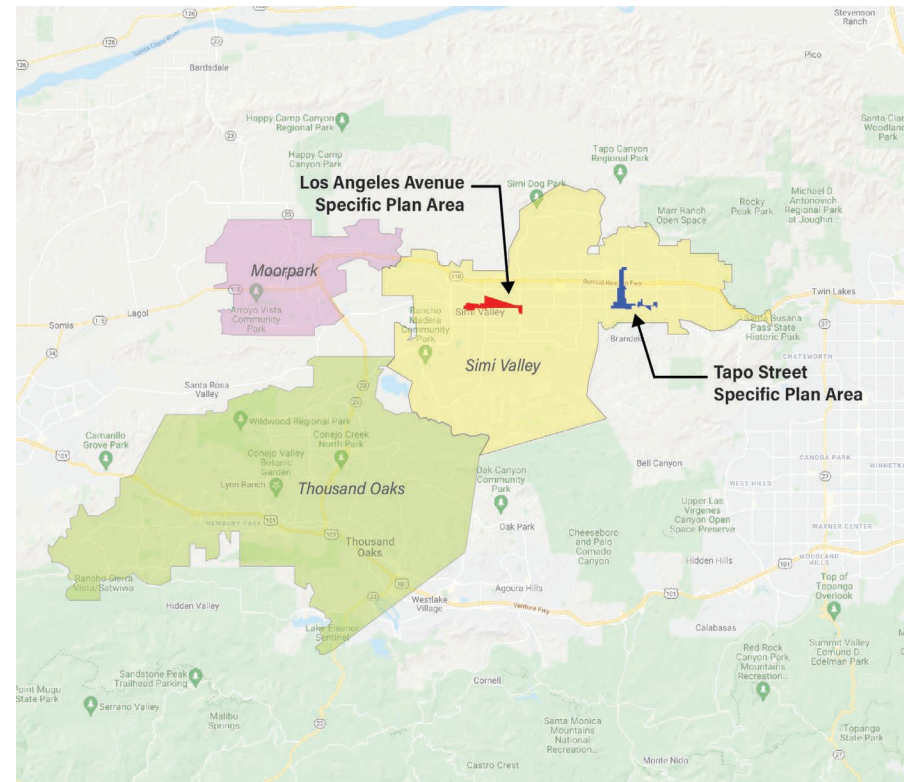
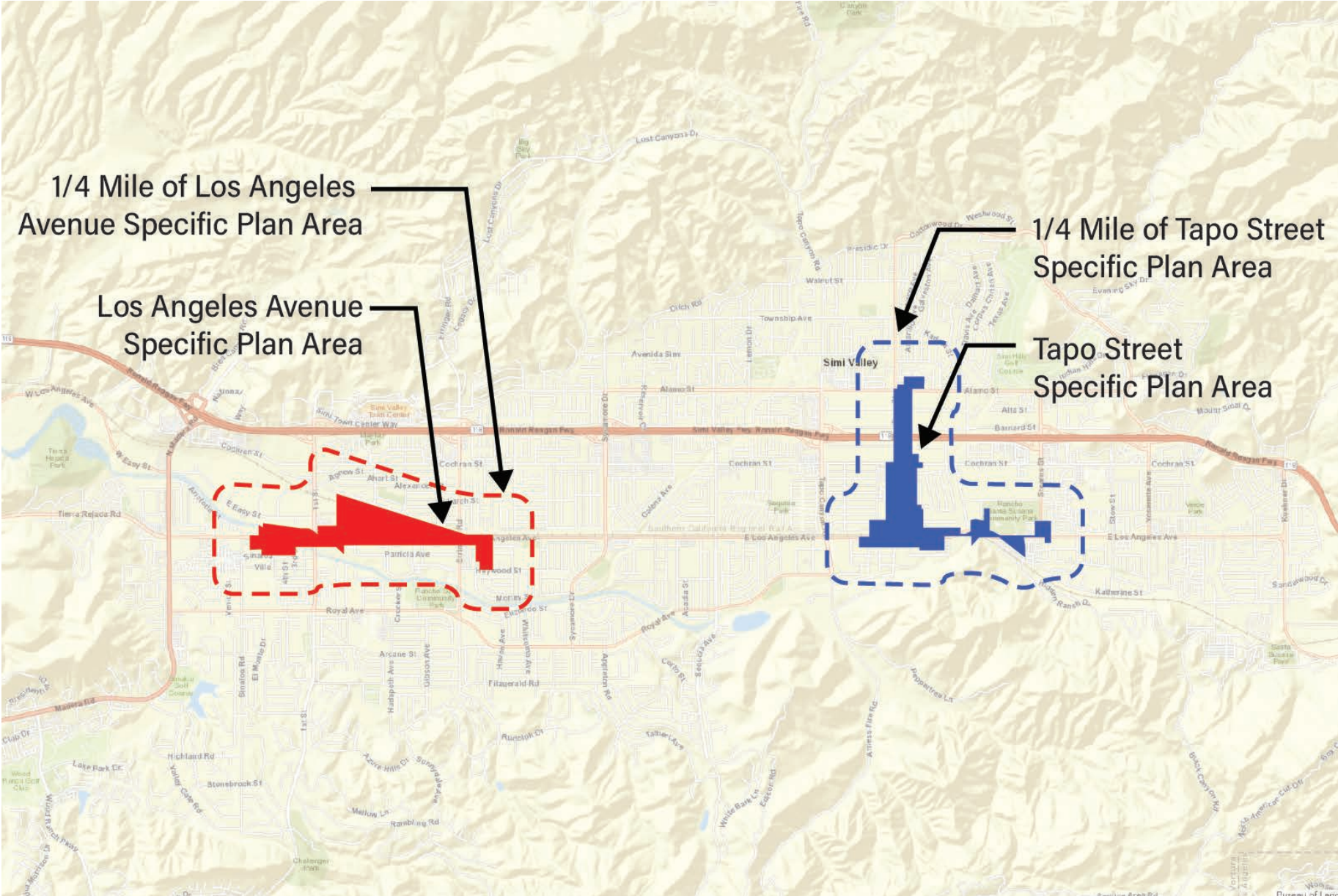


Figure 3.2: Map of Los Angeles Avenue and Tapo Street Specific Areas  
Source: LEG



## 3.2 Simi Valley

### Population and Demographics

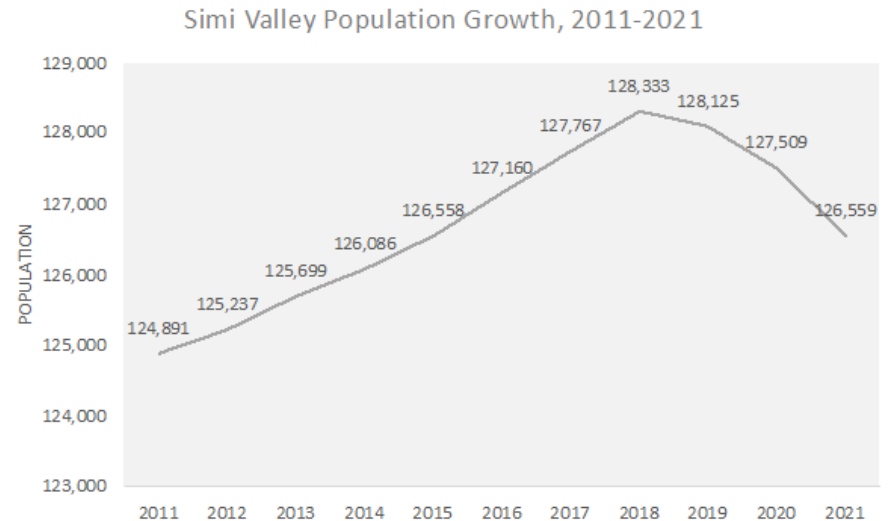
The City of Simi Valley was home to an estimated 126,560 residents and 41,860 households in 2021. According to Esri Business Analyst estimates (based on U.S. Census data), the City’s population grew by about 3,400 residents from 2011 to 2018. In 2018, Simi Valley had 128,300 residents and 42,500 households. From 2019 through 2021 the population declined by about 1,770 residents, as shown in [Figure 3.3](#). The average annual growth rate over the past decade was 0.1 percent. Similarly, the neighboring cities of Thousand Oaks and Moorpark, and Ventura County as a whole, saw population numbers peak in 2018 and then decline from 2019 through 2021. Over the last ten years, the population of Simi Valley has consistently represented 15 percent of the county-wide population.

The residents of Simi Valley largely identified as white, with 72 percent reporting their race as “White Alone” in 2021. The City also had significant Asian populations with 11 percent reporting their race as “Asian Alone.” In terms of ethnicity, 27 percent of residents were of Hispanic Origin. The diversity index measures the probability that two people from the same area will be from different racial/ethnic groups. Based on Esri Business Analyst reports, the diversity index for Simi Valley was 68.3. Compared to neighboring cities’ diversity index, this made Simi Valley more racially and ethnically diverse than Thousand Oaks and slightly less diverse than Moorpark.

In 2021 the median age of Simi Valley residents was 39.5. Residents of Thousand Oaks were older, with a median age of 43.7, while residents of Moorpark were slightly younger, with a median age of 36.6. In terms of educational attainment and household income, the residents of Simi Valley were relatively lower in both compared to Thousand Oaks and Moorpark. About 36 percent of Simi Valley residents aged 25 and over had attained a bachelor’s degree or higher in 2021, compared to 53 percent for Thousand Oaks and 46 percent for Moorpark. In 2021 the median household income in Simi Valley was \$103,200, which was between eight and nine percent lower than the median household incomes of Thousand Oaks and Moorpark.

**Figure 3.3: Simi Valley Population Growth, 2011-2021**

Source: LEG



### Housing Construction

Building permit data from the U.S. Census show that between 2010 and 2021, a total of 1,180 building permits were issued for privately-owned residential units in Simi Valley. Approximately 75 percent of the new housing units built in Simi Valley were single-family units and 25 percent were multi-family units. Building permits were issued for 291 multi-family units over three years, in 2016, 2017 and 2018. These were the only multi-family units built in Simi Valley between 2010 and 2020. Building permit data for Simi Valley and neighboring cities are presented in [Table 3.1](#).

Building permit data over this ten-year period indicates that Simi Valley built significantly more privately-owned residential units each year on average compared to both Thousand Oaks and Moorpark.



**Table 3.1: Simi Valley and Surrounding Area New, Privately-Owned Residential Building Permits, 2021**

Source: LEG, U.S. Census

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2010 - 2020	
												Annual Avg	% of Total
<b>Simi Valley</b>													
Single Family Units	18	6	75	57	3	103	127	114	90	142	155	81	75%
Multi Family Units	0	0	0	0	0	0	102	36	153	0	0	26	25%
Total Units	18	6	75	57	3	103	229	150	243	142	155	107	
<b>Thousand Oaks</b>													
Single Family Units	20	18	9	37	16	39	61	17	18	31	50	29	38%
Multi Family Units	15	21	63	42	32	82	36	45	43	0	146	48	62%
Total Units	35	39	72	79	48	121	97	62	61	31	196	76	
<b>Moorpark</b>													
Single Family Units	40	14	11	89	178	183	85	63	28	4	4	64	100%
Multi Family Units	0	0	0	0	0	0	0	0	0	0	0	0	0%
Total Units	40	14	11	89	178	183	85	63	28	4	4	64	
<b>Ventura County</b>													
Single Family Units	209	281	278	430	536	678	669	1070	625	609	669	550	45%
Multi Family Units	381	287	288	571	778	755	940	1495	579	537	832	677	55%
Total Units	590	568	566	1,001	1,314	1,433	1,609	2,565	1,204	1,146	1,501	1,227	

### 3.3 Los Angeles Avenue Specific Plan Area

#### Population and Demographics

In 2021 there was an estimated 11,590 residents and 3,590 households within a quarter mile of the Los Angeles Avenue Specific Plan Area. The population has increased by about 630 residents and 180 households over the past ten years. While the population growth across the City as a whole peaked in 2018 and then declined, the population around the Los Angeles Avenue Specific Plan Area did not follow the same pattern. Although the rate of growth slowed slightly in 2018, the population continued to increase every year between 2011 and 2021, as shown in Figure 3.4. The average annual growth rate over the ten-year period was 0.6 percent, compared to 0.1 percent for the City of Simi Valley overall.

The residents within a quarter mile of Los Angeles Avenue Specific Plan Area were more ethnically diverse and younger compared to the City as a whole. While the Los Angeles Avenue Specific Plan Area population was still predominantly white, only 58 percent reported their race as “White Alone” in 2021, compared to 72 percent for the City as a whole. The area also had a slightly higher percentage that reported their race as “Asian Alone” at nearly 12 percent. Approximately 43 percent of the residents were of Hispanic Origin. With a diversity index of 82, the Los Angeles Avenue Specific Plan Area was the most racially and ethnically diverse compared to Simi Valley overall and the neighboring cities of Thousand Oaks and Moorpark.

In comparison to surrounding communities, the population within a quarter mile of the Los Angeles Avenue Specific Plan Area were the youngest in age, had the lowest level of educational attainment, and among the lowest household incomes. In 2021 the median age of residents was 34.6 years old, five years younger than that of the City of Simi Valley and over nine years younger than the median age for the neighboring City of Thousand Oaks. Approximately nine percent of the population aged 25 and over had less than a ninth-grade education and 15 percent did not earn a high school diploma.

Figure 3.4: Los Angeles Avenue Specific Plan Area Population Growth, 2011-2021  
Source: LEG

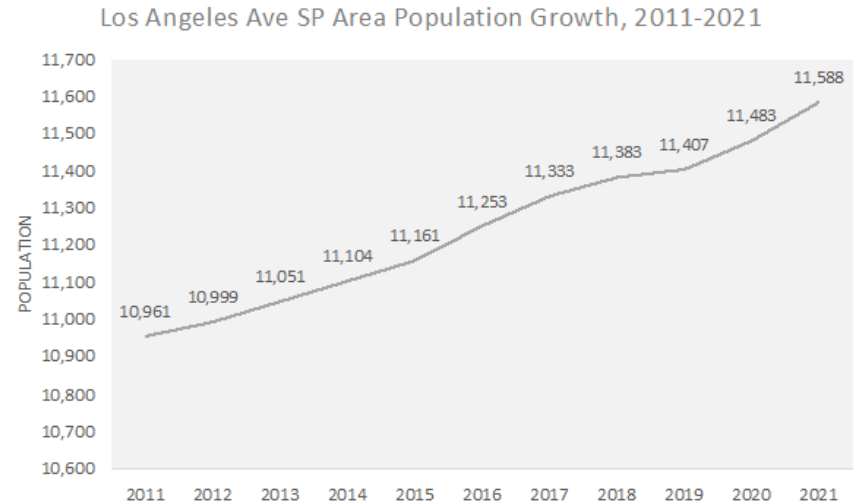


Figure 3.5: Photo of Existing Retail Use in Los Angeles Avenue Specific Plan Area  
Source: LEG



Only about 26 percent had a bachelor's degree or higher in 2021. The median household income in the Los Angeles Avenue Specific Plan Area was \$85,200.

## Employment

In 2021, there was a labor force of 5,700 non-military population aged 16 and older within a quarter mile of the Los Angeles Avenue Specific Plan Area. The unemployment rate among this group was 5.5 percent. Nearly 60 percent held white-collar jobs, primarily in office/administrative support, sales/sales related and management positions. Approximately 22 percent were blue-collar jobs, mainly in transportation/material moving and construction/extraction positions. The remaining 18 percent held service sector positions. Employment by occupation and industry are presented below in [Table 3.2](#) and [Table 3.3](#).

The major industries that employed these residents were Retail Trade, Health Care and Social Assistance and Manufacturing. Together these three industries employed over 36 percent of the labor force within the Los Angeles Avenue Specific Plan Area. The top ten employers by annual sales and by number of employees are listed in [Table 3.4](#).

## Multi-Family Residential Space Trends

According to CoStar, a national commercial property database, there were 1,060 multi-family units in 31 buildings within a quarter mile of the Los Angeles Avenue Specific Plan Area. In 2021, average unit size was 770 square feet, the effective rent per unit was \$2,120 and the vacancy rate was 2.3 percent. Rents have increased by 70 percent since 2011. Over the most recent five-year period from 2016 to 2021, the average annual absorption was 24 units, and the average vacancy rate was 3.9 percent.

## Retail, Office and Industrial Space Trends

There has been almost no shift in the supply of retail, office and industrial space within a quarter mile of the Los Angeles Avenue Specific Plan Area over

the past decade. Retail and office space rents have not changed much since 2011, however industrial space rents have more than doubled over the same period of time.

There was 1.6 million square feet of retail space within a quarter mile of the Los Angeles Avenue Specific Plan Area in 2021. Over the last decade, the lowest vacancy rate was 3.7 percent in 2017. Since then, the vacancy rate has increased and in 2021 it was 7.0 percent. Between 2011 through 2021 the average vacancy rate was 5.6 percent, and the average absorption was negative 1,500 square feet per year, which means that retail tenants are moving out of this area. Retail space rents have seen only very slight fluctuations over the last ten years, from a high of \$20.33 NNN in 2013 to a low of \$17.21 NNN in 2016. Retail rents were \$18.62 NNN in 2021. Triple net lease (NNN) agreements are common in commercial real estate where the tenants assume expenses such as real estate taxes, building insurance and maintenance, in addition to rent and utilities.

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.

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 year. Over this period, rents for industrial space grew from \$7.26 NNN in 2011 to \$20.00 NNN in 2021.

**Table 3.2: Employed Population 16+ by Occupation (Within ¼ Mile of Los Angeles Avenue Specific Plan Area), 2021**

Source: LEG, ArcGIS Esri Business Analyst 2022

	1/4 Miles of Los Angeles Ave SP Area	
	Employed	Percent
<b>Total Employed Population (Age 16+)</b>	<b>5,700</b>	
<b>White Collar</b>	<b>3,412</b>	<b>59.9%</b>
Management	563	
Business/Financial	204	
Computer/Mathematical	293	
Architecture/Engineering	103	
Life/Physical/Social Sciences	17	
Community/Social Service	70	
Legal	27	
Education/Training/Library	282	
Arts/Design/Entertainment	258	
Healthcare Practitioner	273	
Sales/Sales Related	617	
Office/Administrative Support	705	
<b>Blue Collar</b>	<b>1,244</b>	<b>21.8%</b>
Farming/Fishing/Forestry	14	
Construction/Extraction	394	
Installation/Maintenance/Repair	173	
Production	258	
Transportation/Material Moving	405	
<b>Services</b>	<b>1,046</b>	<b>18.4%</b>
Healthcare Support	264	
Protective Service	98	
Food Preparation/Serving	210	
Building Maintenance	324	
Personal Care/Service	150	

**Table 3.3: Employed Population 16+ by Industry (Within ¼ Mile of Los Angeles Avenue Specific Plan Area), 2021**

Source: LEG, ArcGIS Esri Business Analyst 2022

	Within 1/4 Miles of Los Angeles Ave SP Area	
	Employed	Percent
<b>Total Employed Population (Age 16+)</b>	<b>5,700</b>	
Agriculture/Forestry/Fishing	21	0.4%
Mining/Quarrying/Oil & Gas	-	0.0%
Construction	509	8.9%
<b>Manufacturing</b>	<b>560</b>	<b>9.8%</b>
Wholesale Trade	98	1.7%
<b>Retail Trade</b>	<b>895</b>	<b>15.7%</b>
Transportation/Warehousing	179	3.1%
Utilities	53	0.9%
Information	209	3.7%
Finance/Insurance	368	6.5%
Real Estate/Rental/Leasing	125	2.2%
Professional/Scientific/Tech	355	6.2%
Management of Companies	1	0.0%
Admin/Support/Waste Management	268	4.7%
Educational Services	422	7.4%
<b>Health Care/Social Assistance</b>	<b>606</b>	<b>10.6%</b>
Arts/Entertainment/Recreation	96	1.7%
Accommodation/Food Services	259	4.5%
Other Services (Excluding Public)	542	9.5%
Public Administration	132	2.3%

**Table 3.4: Top Ten Employers by Sales and Number of Employees (Within Los Angeles Avenue SP Area), 2021**

Source: LEG, ArcGIS Esri Business Analyst 2022

Top Ten Employers by Sales (\$000)		Sales (\$000)	Top Ten Employers by Number of Employees		# of Employees
1	Alexander Buick Gmc-Simi Vly	\$ 33,134	1	Gold's Gym	100
2	Stater Bros Markets	23,381	2	Yolanda's Inc	100
3	Chevron Corp	20,222	3	Stater Bros Markets	80
4	Alyna Personalized Entrtn	13,158	4	Mcdonald's Restaurants	60
5	5 Star Car Title Loans	10,044	5	Alexander Buick Gmc-Simi Vly	52
6	Montana Capital Car Title Lns	10,044	6	Coco's Restaurant	50
7	Simi Rv	9,905	7	Valley Veterinary Clinic	50
8	Lighting Resources Llc	9,597	8	Valley Produce	40
9	401 Plans	9,106	9	Black Bear Diner	37
10	Preferred Glass & Windows	7,634	10	99 Cents Only Stores	35

**Table 3.5: Multi-Family Residential Trends Within ¼ Mile of Los Angeles Avenue Specific Plan Area**

Source: LEG, CoStar

Period	Inventory Bldgs	Inventory Units	Inventory Avg SF/Unit	Effective Rent Per Unit	Vacancy Percent	Occupancy Units	Absorption Units
2022 YTD	31	1,059	768	\$2,124	2.3%	1,035	(1)
2021	31	1,059	768	\$2,150	2.1%	1,036	11
2020	31	1,059	768	\$1,809	3.1%	1,026	22
2019	31	1,059	768	\$1,710	5.1%	1,005	49
2018	30	994	766	\$1,622	3.7%	957	8
2017	29	991	762	\$1,552	4.2%	950	12
2016	29	991	762	\$1,510	5.4%	937	42
2015	29	991	762	\$1,499	9.7%	895	(33)
2014	29	991	762	\$1,391	6.3%	929	(26)
2013	29	991	762	\$1,320	3.5%	956	8
2012	29	991	762	\$1,267	4.5%	947	(7)
<u>2011</u>	<u>29</u>	<u>991</u>	<u>762</u>	<u>\$1,250</u>	<u>3.8%</u>	<u>954</u>	<u>6</u>
2016-2021	Average Annual Absorption (units)		24	Average Vacancy %		3.9%	
2011-2016	Average Annual Absorption (units)		(2)	Average Vacancy %		5.5%	

**Table 3.7: Office Space Trends Within ¼ Mile of Los Angeles Avenue Specific Plan Area**

Source: LEG, CoStar

Period	Inventory Bldgs	Inventory SF	Occupancy SF	Vacancy Percent	Net Absorption SF Direct	Office Gross Rent Direct
2022 YTD	28	250,306	212,126	15.3%	974	\$28.39
2021	28	250,306	211,152	15.6%	3,745	\$28.39
2020	28	250,306	207,407	17.1%	(9,322)	\$28.29
2019	28	250,306	216,729	13.4%	(11,715)	\$26.03
2018	28	250,306	228,444	8.7%	2,687	\$24.95
2017	28	250,306	225,757	9.8%	6,774	\$23.68
2016	28	250,306	218,983	12.5%	3,748	\$24.26
2015	28	250,306	215,235	14.0%	(7,154)	\$27.67
2014	28	250,306	222,389	11.2%	(12,249)	\$24.17
2013	28	250,306	234,638	6.3%	10,856	\$23.96
2012	28	250,306	223,782	10.6%	(11,118)	\$25.51
<u>2011</u>	<u>28</u>	<u>250,306</u>	<u>234,900</u>	<u>6.2%</u>	<u>(8,618)</u>	<u>\$30.37</u>
Average Annual Growth of Occupied SF (2011-2021)				(2,942)		
Average Vacancy % (2011-2021)				11.4%		

**Table 3.6: Retail Space Trends Within ¼ Mile of Los Angeles Avenue Specific Plan Area**

Source: LEG, CoStar

Period	Inventory Bldgs	Inventory SF	Occupancy SF	Vacancy Percent	Net Absorption SF Direct	NNN Rent Direct
2022 YTD	134	1,573,313	1,472,343	6.4%	8,766	\$19.06
2021	134	1,573,313	1,463,577	7.0%	(7,187)	\$18.62
2020	134	1,573,313	1,471,989	6.4%	(25,621)	\$17.54
2019	134	1,573,313	1,497,610	4.8%	58	\$17.61
2018	134	1,573,313	1,495,552	4.9%	(18,092)	\$18.38
2017	134	1,573,313	1,515,644	3.7%	24,710	\$17.83
2016	134	1,573,313	1,490,934	5.2%	384	\$17.21
2015	135	1,574,105	1,450,032	7.9%	(17,399)	\$17.65
2014	135	1,574,105	1,507,949	4.2%	18,352	\$18.59
2013	135	1,574,105	1,489,597	5.4%	871	\$20.33
2012	135	1,574,105	1,488,726	5.4%	20,477	\$19.56
<u>2011</u>	<u>135</u>	<u>1,574,105</u>	<u>1,468,249</u>	<u>6.7%</u>	<u>(12,761)</u>	<u>\$18.73</u>
Average Annual Growth of Occupied SF (2011-2021)				(1,473)		
Average Vacancy % (2011-2021)				5.6%		

**Table 3.8: Industrial Space Trends Within ¼ Mile of Los Angeles Avenue Specific Plan Area**

Source: LEG, CoStar

Period	Inventory Bldgs	Inventory SF	Occupancy SF	Vacancy Percent	Net Absorption SF Direct	NNN Rent Direct
2022 YTD	48	942,376	911,769	3.2%	4,956	\$19.00
2021	48	942,376	906,813	3.8%	(949)	\$20.00
2020	48	942,376	907,762	3.7%	3,634	\$9.00
2019	48	942,376	904,128	4.1%	-	-
2018	48	942,376	900,128	4.5%	(12,252)	\$9.53
2017	48	942,376	916,380	2.8%	(25,996)	\$9.48
2016	48	942,376	942,376	0.0%	64,417	\$5.88
2015	48	942,376	877,959	6.8%	(64,417)	\$9.14
2014	48	942,376	942,376	0.0%	27,180	\$7.80
2013	48	942,376	915,196	2.9%	14,024	\$7.44
2012	48	942,376	901,172	4.4%	(68,629)	\$7.26
<u>2011</u>	<u>48</u>	<u>986,184</u>	<u>969,801</u>	<u>1.7%</u>	<u>63,035</u>	<u>\$7.26</u>
Average Annual Growth of Occupied SF (2011-2021)				5		
Average Vacancy % (2011-2021)				3.2%		

## 3.4 Tapo Street Specific Plan Area

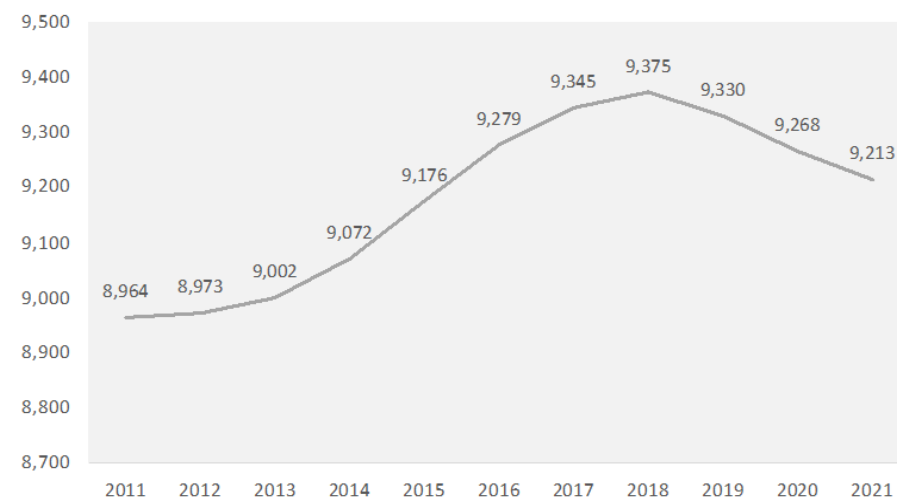
### Population and Demographics

Within a quarter mile of the Tapo Street Specific Area there were an estimated 9,210 residents and 3,230 households in 2021. Between 2011 and 2021, the population in this area increased by about 250 residents and 70 households. Over the ten-year period, the population growth trend tracked that of the City of Simi Valley as a whole, peaking in 2018 and then declining from 2019 through 2021, as shown in [Figure 3.6](#). From 2011 through 2021, the population within a quarter mile of the Tapo Street Specific Plan Area grew at an average annual rate was 0.3 percent, compared to 0.1 percent for the City of Simi Valley overall.

The residents within this area were more ethnically diverse and just slightly younger compared to the City as a whole. The Tapo Street Specific Plan Area population was still predominantly white, with over 69 percent reporting their race as “White Alone” in 2021, compared to 72 percent for the City as a whole. About 10 percent reported their race as “Asian Alone” and 34 percent of the residents were of Hispanic Origin. With a diversity index of 73, the Tapo Street Specific Plan Area was more racially and ethnically diverse compared to Simi Valley overall, but less diverse compared to the residents within the Los Angeles Avenue Specific Plan Area. In 2021 the median age of residents was 39.0 years old, just a half year younger than the median age for City of Simi Valley overall.

Nearly 11 percent of the population aged 25 and over did not earn a high school diploma compared to seven percent for the City as a whole. Approximately 30 percent had a bachelor’s degree or higher in 2021. Although the level educational attainment was higher compared to the residents in the Los Angeles Avenue Specific Plan Area the median household income in this area was the lowest of the surrounding communities, at \$84,200 in 2021.

**Figure 3.6: Tapo Street Specific Plan Area Population Growth, 2011-2021**  
Source: LEG



### Employment

There was a labor force of approximately 4,400 non-military population aged 16 and older within a quarter mile of the Tapo Street Specific Plan Area in 2021. The unemployment rate was 7.3 percent. Nearly 69 percent held white-collar jobs. The dominant occupations were management and office/administrative support positions. Approximately 19 percent were blue-collar 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 3.9](#) and [Table 3.10](#). The top ten employers by annual sales and by number of employees are listed in [Table 3.11](#).

## Multi-Family Residential Space Trends

In 2021, there were 840 multi-family 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 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.

## Retail, Office and Industrial Space Trends

Within a quarter mile of the Tapo Street Specific Plan Area the inventory of office space has contracted since 2018, while the supply of industrial space has increased. The supply of retail space has remained relatively unchanged since 2011.

There was 683,000 square feet of retail space within a quarter mile of the Tapo Street Specific Plan Area in 2021. Over the last decade, the average vacancy rate was 9.6 percent. Vacancy rates increased to 12.8 percent in 2020 during the COVID pandemic but recovered to 9.6 percent in 2021. The average absorption between 2011 and 2021 was 1,400 square feet per year. Over the last ten years, retail space rents started at \$18.25 NNN in 2011 and increased to \$21.88 NNN in 2014. In 2021, rental rates for retail space within this area were back to \$18.67 NNN.

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. The average vacancy rate since between 2011 and 2021 was 9.9 percent. 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.

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

**Table 3.9: Employed Population 16+ by Occupation (Within ¼ Mile of Tapo Street Specific Plan Area), 2021**

Source: LEG, ArcGIS Esri Business Analyst 2022

	Within 1/4 Miles of Tapo Street SP Area	
	Employed	Percent
<b>Total Employed Population (Age 16+)</b>	<b>4,378</b>	
<b>White Collar</b>	<b>3,007</b>	<b>68.7%</b>
Management	664	
Business/Financial	339	
Computer/Mathematical	175	
Architecture/Engineering	107	
Life/Physical/Social Sciences	14	
Community/Social Service	29	
Legal	81	
Education/Training/Library	259	
Arts/Design/Entertainment	124	
Healthcare Practitioner	170	
Sales/Sales Related	397	
Office/Administrative Support	648	
<b>Blue Collar</b>	<b>824</b>	<b>18.8%</b>
Farming/Fishing/Forestry	74	
Construction/Extraction	245	
Installation/Maintenance/Repair	190	
Production	118	
Transportation/Material Moving	197	
<b>Services</b>	<b>546</b>	<b>12.5%</b>
Healthcare Support	73	
Protective Service	116	
Food Preparation/Serving	126	
Building Maintenance	130	
Personal Care/Service	101	

25,400 square feet per year. Rents for industrial space grew from \$8.64 NNN in 2011 to \$10.65 NNN in 2021.

**Table 3.10:** Employed Population 16+ by Industry (Within ¼ Mile of Tapo Street Specific Plan Area), 2021

Source: LEG, ArcGIS Esri Business Analyst 2022

	Within 1/4 Miles of Tapo Street SP Area	
	Employed	Percent
<b>Total Employed Population (Age 16+)</b>	<b>4,378</b>	
Agriculture/Forestry/Fishing	85	1.5%
Mining/Quarrying/Oil & Gas	5	0.1%
Construction	382	6.7%
<b>Manufacturing</b>	<b>488</b>	<b>8.6%</b>
Wholesale Trade	75	1.3%
<b>Retail Trade</b>	<b>463</b>	<b>8.1%</b>
Transportation/Warehousing	150	2.6%
Utilities	40	0.7%
Information	134	2.4%
<b>Finance/Insurance</b>	<b>403</b>	<b>7.1%</b>
Real Estate/Rental/Leasing	85	1.5%
Professional/Scientific/Tech	301	5.3%
Management of Companies	-	0.0%
Admin/Support/Waste Management	152	2.7%
<b>Educational Services</b>	<b>451</b>	<b>7.9%</b>
Health Care/Social Assistance	321	5.6%
Arts/Entertainment/Recreation	135	2.4%
Accommodation/Food Services	212	3.7%
Other Services (Excluding Public)	250	4.4%
Public Administration	245	4.3%

**Table 3.11:** Top Ten Employers by Sales and Number of Employees (Within Tapo Street SP Area), 2021

Source: LEG, ArcGIS Esri Business Analyst 2022

Top Ten Employers by Sales (\$000)		Sales (\$000)	Top Ten Employers by Number of Employees		# of Employees
1	Gen Right	\$ 30,091	1	Coast to Coast	194
2	Coast to Coast	27,898	2	Walmart Neighborhood Market	65
3	Genright Off Road	21,493	3	Cornerstone Community Church	60
4	Stock Building Supply	21,247	4	Slm Services	60
5	Walmart Neighborhood Market	18,997	5	Specialized Landscape Mgmt Svc	60
6	Smart & Final Extra!	11,691	6	Pacific Coast Homecare	55
7	Montana Capital Car Title Lns	10,044	7	Mcdonald's Restaurants	54
8	Greenback Funding	9,637	8	B & M Contractors Inc	50
9	Insurance West Corp	8,063	9	Chi Chis	50
10	B & M Contractors Inc	7,220	10	Insurance West Corp	50

**Figure 3.7:** Photo of Existing Retail Use in Tapo Street Specific Avenue Plan Area

Source: LEG





**Table 3.12: Multi-Family Residential Trends Within ¼ Mile of Tapo Street Specific Plan Area**

Source: LEG, CoStar

Period	Inventory Bldgs	Inventory Units	Inventory Avg SF/Unit	Effective Rent Per Unit	Vacancy Percent	Occupancy Units	Absorption Units
2022 YTD	15	839	882	\$1,936	1.8%	824	-
2021	15	839	882	\$1,928	1.8%	824	(3)
2020	15	839	882	\$1,707	1.5%	827	3
2019	15	839	882	\$1,664	1.8%	824	6
2018	15	839	882	\$1,574	2.6%	817	21
2017	14	825	862	\$1,575	3.5%	796	(6)
2016	13	815	857	\$1,572	1.7%	801	2
2015	13	815	857	\$1,473	2.0%	799	10
2014	13	815	857	\$1,419	3.1%	789	(5)
2013	13	815	857	\$1,350	2.5%	795	5
2012	13	815	857	\$1,224	3.1%	789	40
<u>2011</u>	<u>12</u>	<u>777</u>	<u>829</u>	<u>\$1,161</u>	<u>3.4%</u>	<u>750</u>	<u>(1)</u>
2016-2021	Average Annual Absorption (units)		4	Average Vacancy %		2.2%	
<u>2011-2016</u>	Average Annual Absorption (units)		9	Average Vacancy %		2.6%	

**Table 3.14: Office Space Trends Within ¼ Mile of Tapo Street Specific Plan Area**

Source: LEG, CoStar

Period	Inventory Bldgs	Inventory SF	Occupancy SF	Vacancy Percent	Net Absorption SF Direct	Office Gross Rent Direct
2022 YTD	25	143,596	138,642	3.4%	-	-
2021	25	143,596	138,642	3.4%	11,466	-
2020	26	416,837	127,176	69.5%	(281,911)	\$17.40
2019	26	416,837	409,087	1.9%	(7,750)	\$22.56
2018	27	596,194	416,837	30.1%	(177,062)	\$18.70
2017	27	596,194	593,899	0.4%	1,782	\$18.75
2016	27	596,194	592,117	0.7%	(2,877)	\$18.76
2015	27	596,194	594,994	0.2%	700	\$18.55
2014	27	596,194	594,294	0.3%	4,053	\$17.58
2013	27	596,194	590,241	1.0%	(1,093)	\$16.44
2012	27	596,194	591,334	0.8%	(3,360)	\$14.45
<u>2011</u>	<u>27</u>	<u>596,194</u>	<u>594,694</u>	<u>0.3%</u>	<u>5,581</u>	<u>\$13.74</u>
Average Annual Growth of Occupied SF (2011-2021)				(40,952)		
Average Vacancy % (2011-2021)				9.9%		

**Table 3.13: Retail Space Trends Within ¼ Mile of Tapo Street Specific Plan Area**

Source: LEG, CoStar

Period	Inventory Bldgs	Inventory SF	Occupancy SF	Vacancy Percent	Net Absorption SF Direct	NNN Rent Direct
2022 YTD	78	682,846	639,707	6.3%	22,616	\$18.67
2021	78	682,846	617,091	9.6%	21,017	\$18.67
2020	78	682,846	595,714	12.8%	(31,668)	\$18.99
2019	78	682,846	628,222	8.0%	1,545	\$18.05
2018	78	682,846	626,677	8.2%	(1,814)	\$18.27
2017	78	682,846	629,451	7.8%	(5,614)	\$18.87
2016	78	682,846	635,065	7.0%	(45)	\$21.00
2015	78	682,846	594,657	12.9%	(5,857)	\$21.56
2014	78	682,846	640,967	6.1%	34,034	\$21.88
2013	78	682,846	606,933	11.1%	859	\$21.08
2012	78	682,846	606,074	11.2%	(5,183)	\$20.31
<u>2011</u>	<u>79</u>	<u>683,659</u>	<u>611,257</u>	<u>10.6%</u>	<u>8,186</u>	<u>\$18.25</u>
Average Annual Growth of Occupied SF (2011-2021)				1,405		
Average Vacancy % (2011-2021)				9.6%		

**Table 3.15: Industrial Space Within ¼ Mile of Tapo Street Specific Plan Area**

Source: LEG, CoStar

Period	Inventory Bldgs	Inventory SF	Occupancy SF	Vacancy Percent	Net Absorption SF Direct	NNN Rent Direct
2022 YTD	78	1,347,142	1,319,689	2.0%	(5,240)	-
2021	78	1,347,142	1,324,929	1.6%	(19,493)	-
2020	78	1,347,142	1,344,422	0.2%	224,975	\$10.65
2019	77	1,135,427	1,119,447	1.4%	53,497	\$10.80
2018	76	1,079,121	1,058,288	1.9%	(13,171)	\$10.80
2017	76	1,079,121	1,079,121	0.0%	2,000	\$7.92
2016	76	1,079,121	1,077,121	0.2%	4,440	\$12.00
2015	76	1,079,121	1,072,681	0.6%	105,272	\$6.96
2014	76	1,079,121	967,409	10.4%	(69,184)	\$8.09
2013	76	1,079,121	955,396	11.5%	44,488	\$8.51
2012	76	1,079,121	990,480	8.2%	(20,785)	\$8.67
<u>2011</u>	<u>78</u>	<u>1,088,886</u>	<u>931,693</u>	<u>14.4%</u>	<u>(32,852)</u>	<u>\$8.64</u>
Average Annual Growth of Occupied SF (2011-2021)				25,381		
Average Vacancy % (2011-2021)				4.6%		

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# 4.0 LAND USE & URBAN DESIGN

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## 4.1 Existing Land Use

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### Los Angeles Avenue Corridor Specific Plan Area

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The vast majority of the land area in the Los Angeles Avenue Corridor specific plan area is comprised of commercial uses. The Simi Valley Plaza shopping mall concentrates many of these uses at the corner of First Street and Los Angeles Avenue. Simi Valley Plaza includes general retail, small restaurants including drive-thru establishments, and two grocery stores (Vallarta and Valley Marketplace). Another grocery store (Smart & Final) is located on the corner of Erringer and Los Angeles Avenue.

Businesses on the south side of Los Angeles Avenue primarily consist of a variety of auto-oriented commercial as well as a large grocery store such as auto repair, auto parts, and car rental shops. There are several small eateries between Williams Street and Erringer Road west of First Street.

### Tapo Street Corridor Specific Plan Area

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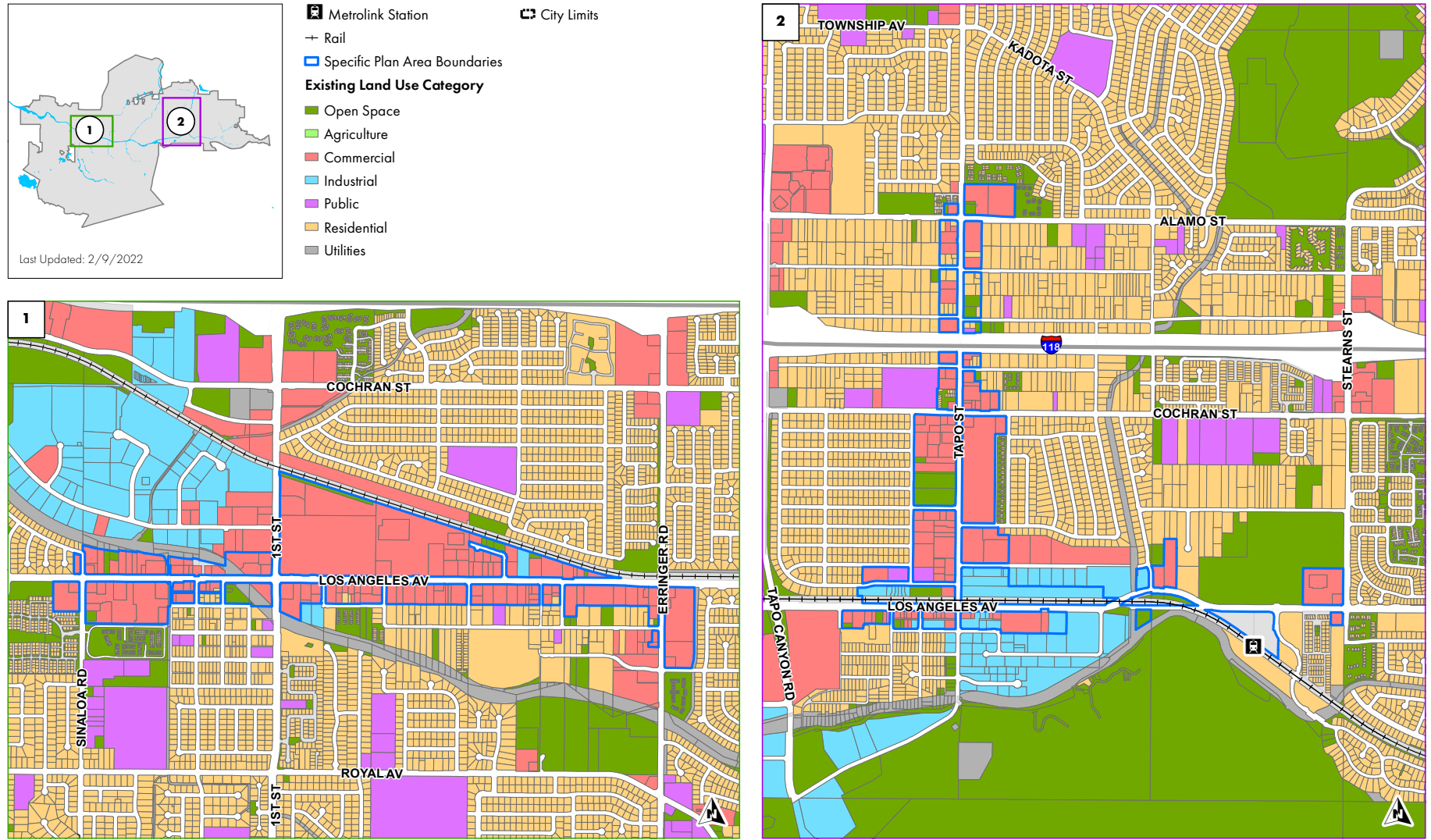
The majority of the Tapo Street Corridor specific plan area consists of commercial uses. There are a few pockets of residential development, primarily north of Cochran Street. This area will also include the planned Tapo District Lofts development, a 60-unit Single Room Occupancy (SRO) project to be located on vacant lots at the northwest corner of Tapo Street and Eileen Street which could serve as a model 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.

At the southern and eastern ends of the Tapo Street Corridor specific plan area along Los Angeles Avenue are several industrial and business park uses with select residential sites and a Metrolink station and surface parking lot. This portion of the site's proximity to the station could support higher density housing than what is currently present (low density single family housing). There is a grocery store on the northwest corner of the Los Angeles Avenue and Stearns Street intersection which has a surface parking lot that may serve as a future redevelopment opportunity.

Existing land uses include the Metrolink rail line and Metrolink station at the southwest corner of Los Angeles Avenue and Hidden Ranch Drive and Commercial with Mixed Use straddling Ralston Avenue. Mixed Use is allowed in both of these areas and no rezones would be necessary to accommodate densities that are compatible with the development of lower-income household units. The Metrolink Station is the community's only rail transit hub, and it provides a unique opportunity to target higher density residential and mixed-use development near transit use.

Figure 4.1: Map of Specific Plan Areas Existing Land Uses

Source: City of Simi Valley



1. Los Angeles Avenue Corridor

2. Tapo Street Corridor

## 4.2 Proposed Land Use

Nearly every parcel within both specific plan areas are zoned for mixed-use through overlay districts. Table 4.1 summarizes the permitted densities for residential zoning districts in the City:

Zone	Density Requirements
<b>RE (Residential Estate)</b>	The minimum lot area in this zoning district is one acre and the maximum residential density is one dwelling per lot.
<b>RVL (Residential Very Low Density)</b>	The minimum lot area in this zoning district is 20,000 square feet, and the maximum residential density is one dwelling per lot.
<b>RL (Residential Low Density)</b>	The residential density in this zoning district may range from 2.1 to 3.5 dwelling units per acre. The maximum density is one dwelling per lot.
<b>RM (Residential Medium Density)</b>	The residential density in this zoning district may range from 3.6 to 5.0 units per acre. The maximum density is one dwelling per lot.
<b>RMod (Residential Moderate Density)</b>	The residential density in this zoning district may range from 5.1 to 10.0 units per acre.
<b>RH (Residential High Density)</b>	The residential density in this zoning district may range from 10.1 to 20 units per acre.
<b>RVH (Residential Very High Density)</b>	The residential density in this zoning district may range from 20.1 to 35.0 units per acre.
<b>MH (Mobile Home)</b>	The residential density in this zoning district may range from 0 to 8 units per acre.

*Source: City of Municipal Code, 2022*

See Table 4.2 and Figure 4.3 for a list and map of recent developments in and around the specific plan areas that have been proposed or are currently under construction.

### Los Angeles Avenue Corridor Specific Plan Area

Nearly all of the parcels in the Los Angeles Avenue Corridor are zoned as CPD - Commercial Planned Development. The parcels are also subject to a variety of overlay districts including MU (Mixed Use), LAAPO (Los Angeles Avenue Planning Overlay), and NVD (New Vehicle Dealer). This combination of base zone and overlay districts encourages mixed use development to include both commercial and medium to high density residential development.

Most of the parcels surrounding the specific plan area are zoned for Residential Medium Density, Residential High Density, or Residential Very High Density.

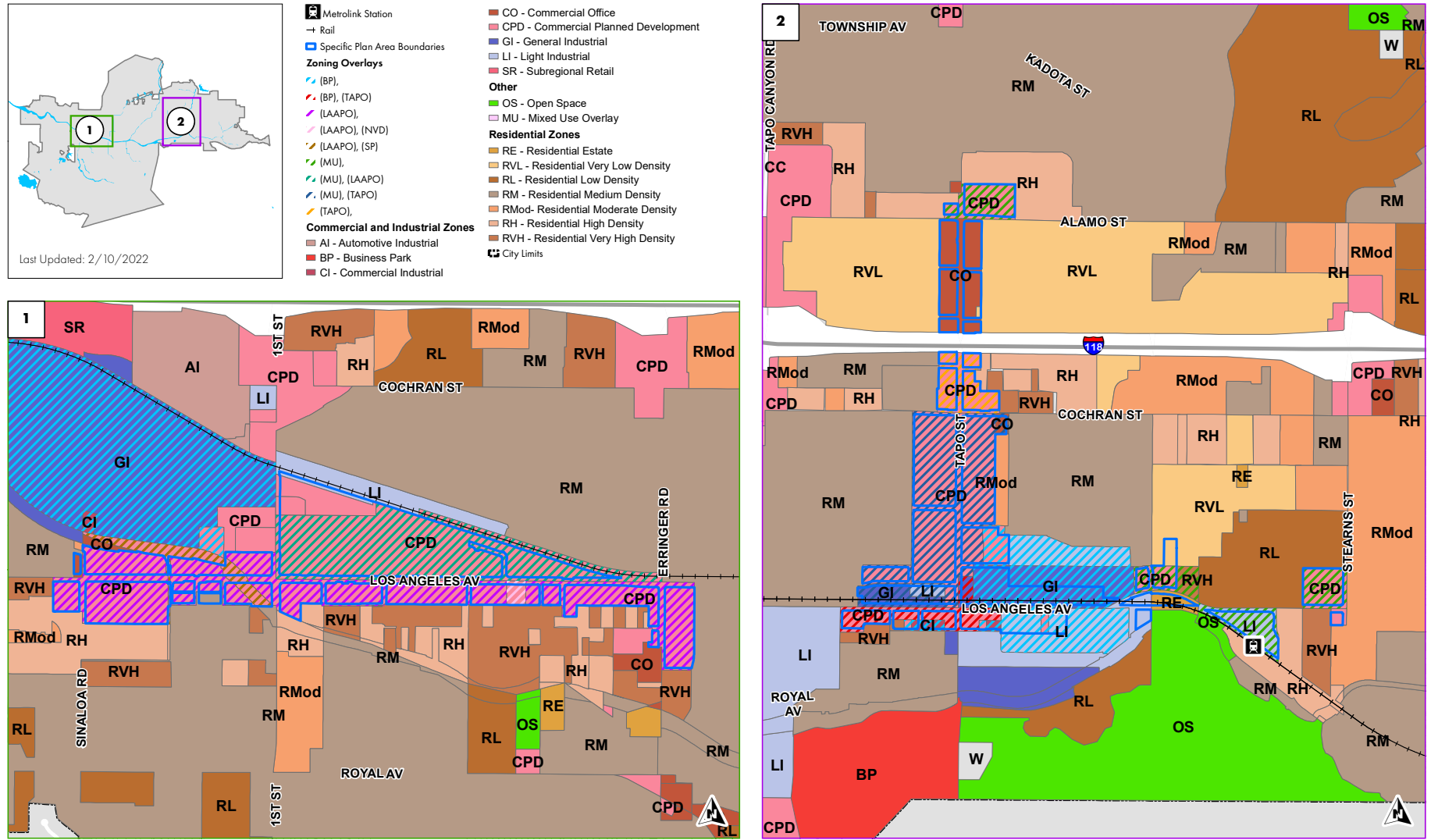
### Tapo Street Corridor Specific Plan Area

The Tapo Street Corridor has a mix of GI - General Industrial, CO-Commercial Office, and various overlay zones including the Mixed Use Overlay, BP (Business Park), and TAPO (Tapo Street Overlay). The areas directly adjacent to the specific plan area are planned for a variety of other land uses, mostly residential:

- **North of SR-118:** mostly Residential Very Low Density
- **Between SR-118 and Los Angeles Avenue:** mostly Residential Medium Density
- **South of Los Angeles Avenue:** a mix of General Industrial, Light Industrial, Open Space, and Residential Medium Density

Figure 4.2: Map of Specific Plan Areas Proposed Land Uses (Zoning)

Source: City of Simi Valley



1. Los Angeles Avenue Corridor

2. Tapo Street Corridor

**Table 4.2:** Recent Development Activity Table

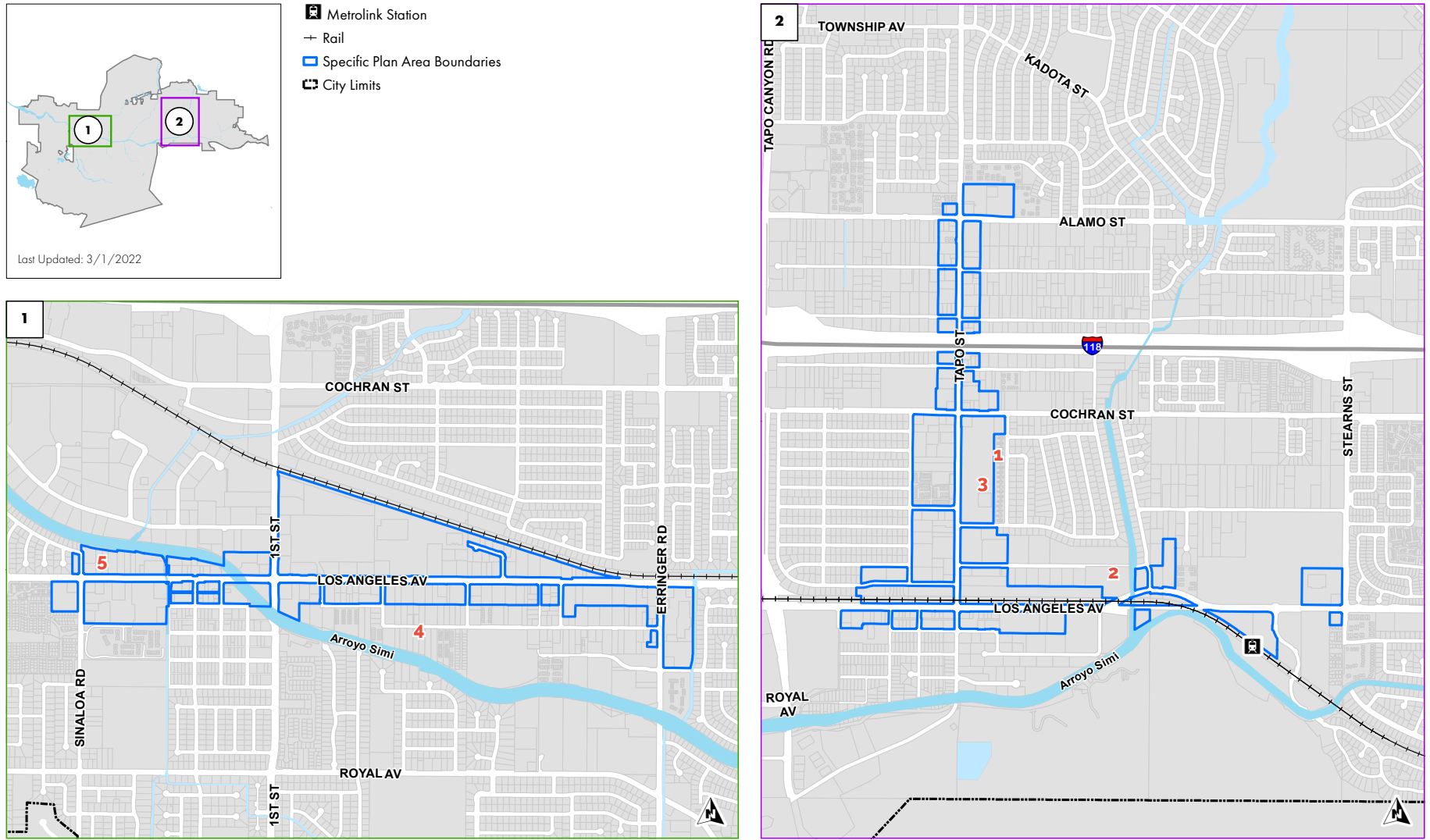
Project	Description	Status
1. <b>Tapo District Lofts</b>	Construct a 60 room micro-apartment (Single-room occupancy) complex.	Approved/Unbuilt
2. <b>Extra Space Storage</b>	Construct a self-storage facility and three industrial buildings to create an industrial complex	Under Construction
3. <b>Santa Susana Plaza Mixed Use</b>	Mixed Use Project	Pending
4. <b>1392/1408 Patricia Avenue Multifamily Development</b>	Construct 25 multi-family units with affordable units with an Affordable Housing Agreement	Approved/Unbuilt
5. <b>Meridian Assisted Living Facility</b>	Construct a three story assisted living facility	Approved/Unbuilt

Source: City of Simi Valley Development Summary, 2021 Q4



Figure 4.3: Recent Development Activity Map

Source: Gruen Associates, City of Simi Valley



1. Los Angeles Avenue Corridor

2. Tapo Street Corridor

## 4.3 Activity Centers and Major Businesses

Much of the Los Angeles Avenue Corridor area is comprised of the Simi Valley Plaza shopping mall. The Tapo Street Corridor area also contains several large “big-box” businesses as well as the City’s Metrolink station. Outside the specific plan areas there are several activity centers in the City including the Civic Center, Simi Valley Town Center, Sycamore Square, Simi Institute for Careers and Education, and the Ronald Reagan Library. These activity centers are displayed in the photos below and mapped in Figure 4.4.



**Mountain Gate Plaza**  
Source: Merlone Geier Partners



**Metrolink Station**  
Source: Gruen Associates



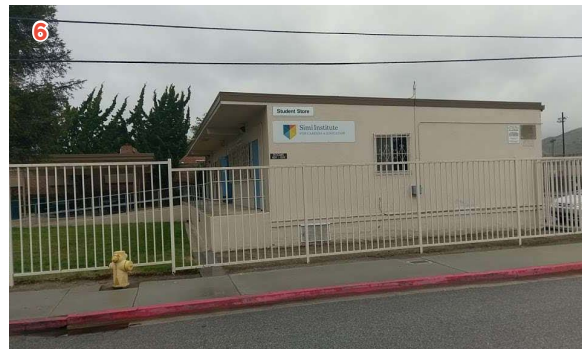
**Senior Center within Simi Valley Civic Center Plaza**  
Source: City of Simi Valley



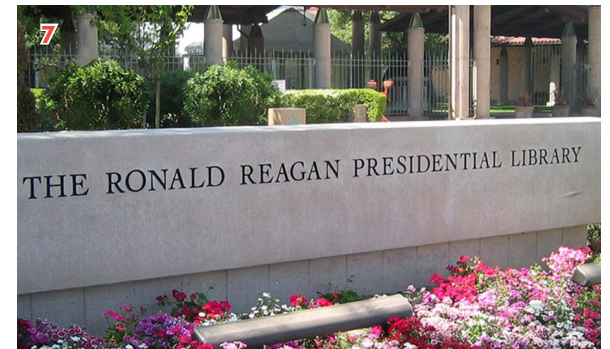
**Simi Valley Town Center**  
Source: Simi Valley Town Center



**Sycamore Square**  
Source: Google Street View

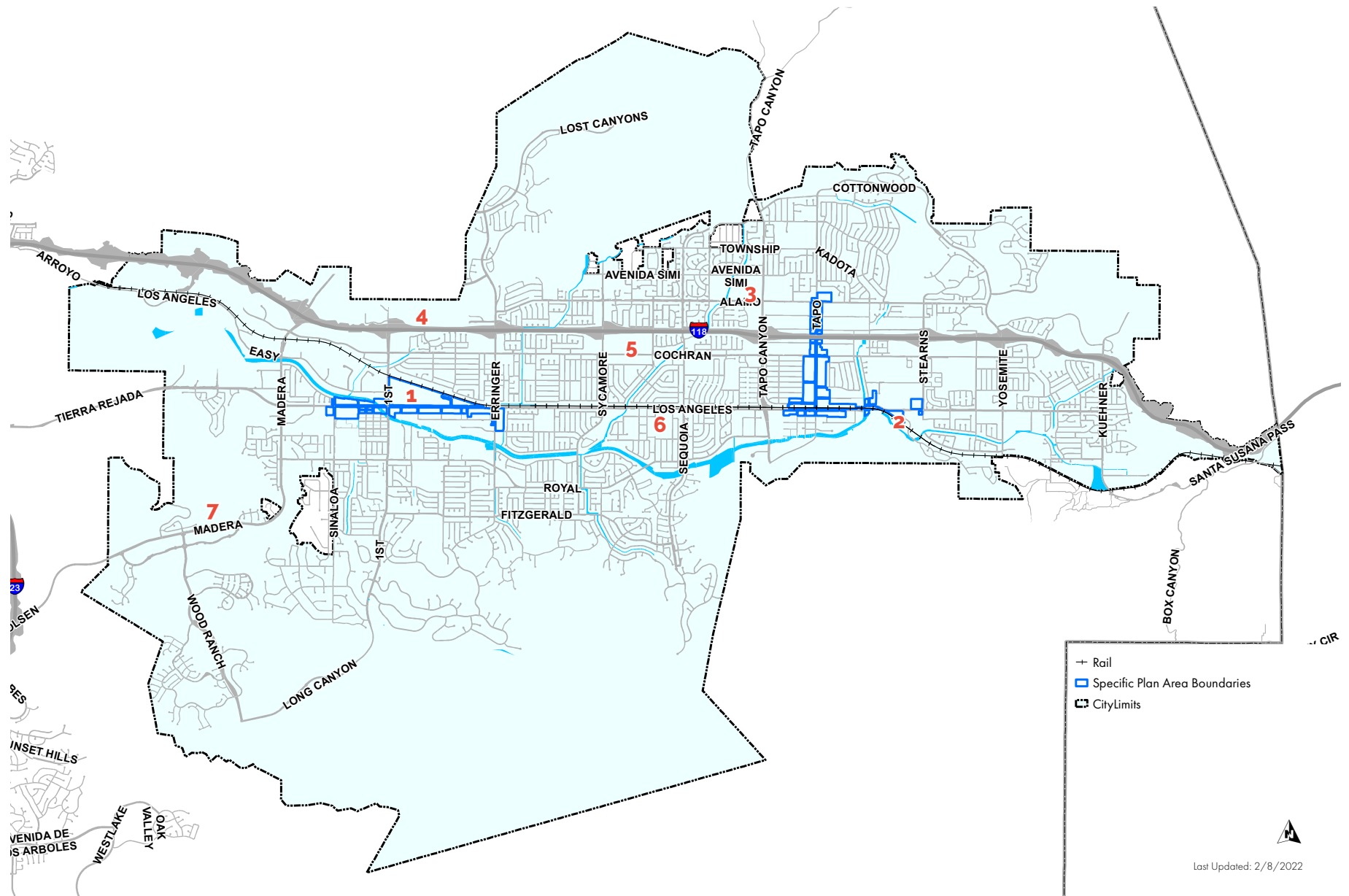


**Simi Institute for Careers and Education;**  
Source: Sandy Ganz



**Ronald Reagan Library**  
Source: Ronald Reagan Foundation

Figure 4.4: Map of Activity Centers and Major Businesses  
 Source: City of Simi Valley



## 4.4 Vacant and Publicly Owned Parcels

### Los Angeles Avenue Corridor Specific Plan Area

Few parcels in the specific plan area are publicly owned, and are mostly parcels along the Arroyo Simi Greenway and the rail 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 along Los Angeles Avenue and Erringer Road.

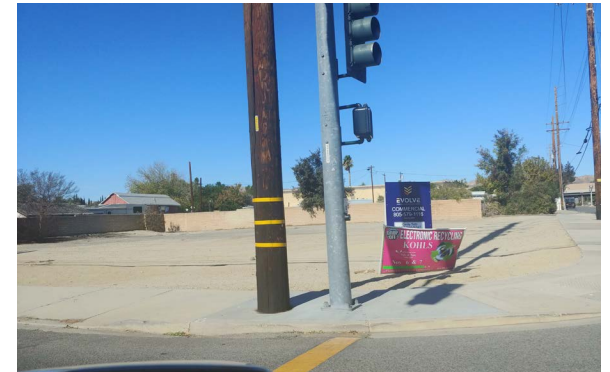
### Tapo Street Corridor Specific Plan Area

There are two vacant and several not fully 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 comprise the Metrolink station and parking lot, owned by the City of Simi Valley.



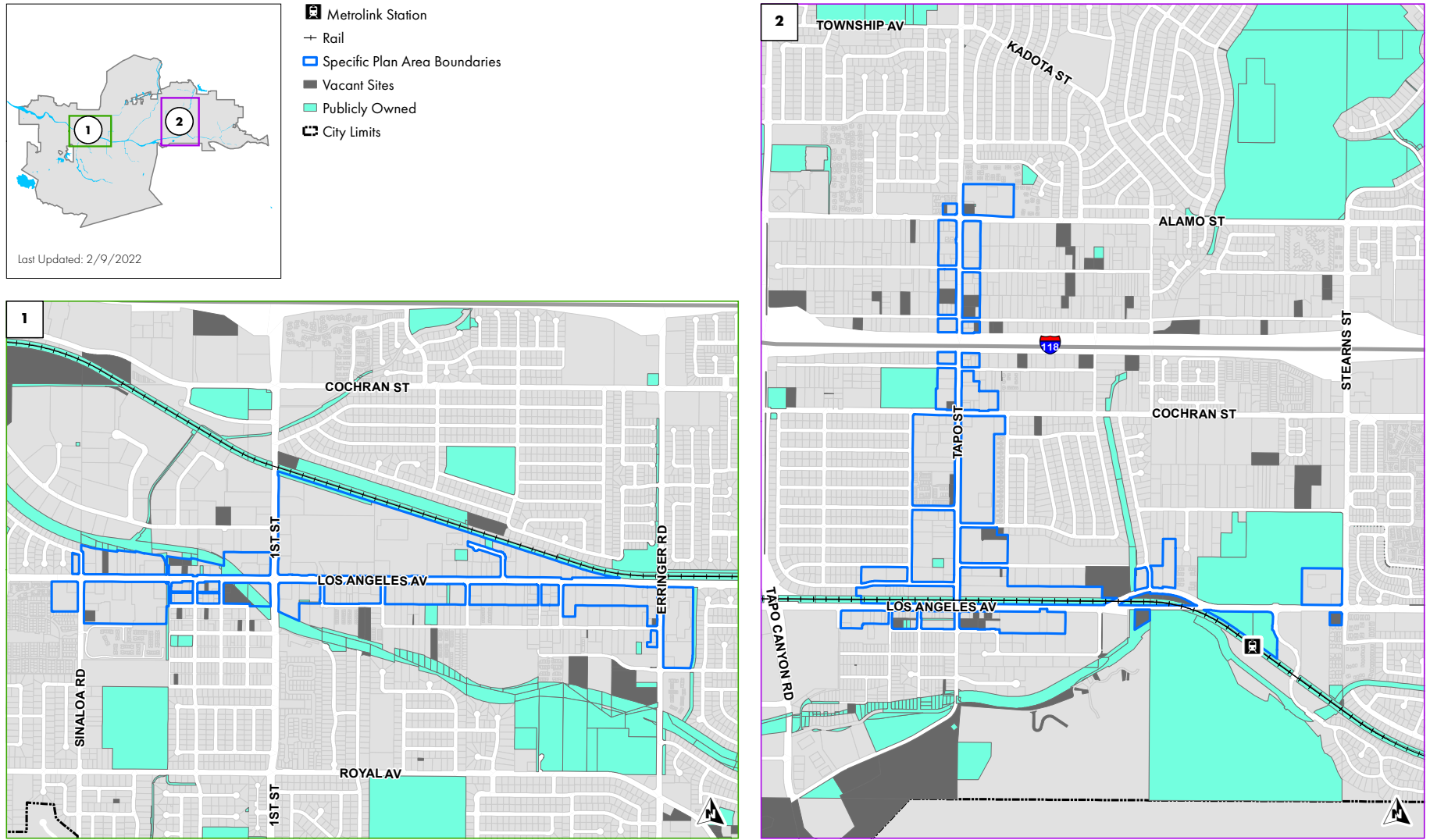
Metrolink rail right-of-way



Vacant parcel at Cochran / Tapo Street intersection

Figure 4.5: Map of Vacant and Publicly Owned Parcels

Source: City of Simi Valley



1. Los Angeles Avenue Corridor

2. Tapo Street Corridor

## 4.5 General Neighborhood Character

### Los Angeles Avenue Corridor Specific Plan Area

#### Block Size & Parcelization

Generally configured in superblocks and large parcels along Los Angeles Avenue that can be candidates for mixed-use redevelopment to transform the character and economy of the area. Typically, parcels are wider on the north side of Los Angeles Avenue than along the south side. Typical parcel widths range from 75' to 150', with select parcels reaching greater widths.

#### Building Height, Massing, and Relationship to the Street

Most buildings throughout the City are 1-2 stories tall. Within the specific plan areas, the tallest buildings are multifamily residential developments with 3 stories.

The buildings on the south side of Los Angeles Avenue have much smaller setbacks than those on the north side. Most buildings on the south side directly abut the sidewalk with select instances of surface parking lots visible at the side or front of the building. Buildings on the north side of the street in the Simi Valley Plaza and along Erringer Road have surface parking lots which occupy much of the street frontage.

### Tapo Street Corridor Specific Plan Area

#### 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 setback far from the sidewalk along Tapo Street. For most developments, the buildings are separated from the sidewalk by surface



Typical retail building condition (Los Angeles Avenue Corridor): 1-story building with multiple tenant spaces separated from the sidewalk by surface parking

parking lots or lawns. Buildings along Los Angeles Avenue are typically placed much closer to the sidewalk with setbacks varying from 0 to roughly 15 feet. Unlike along Tapo Street, there are few surface parking lots visible from Los Angeles Avenue.



Typical retail building condition (Tapo Street Corridor): 1-story building with multiple tenant spaces separated from the sidewalk by surface parking



2-story retail building in Tapo Street Corridor

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# 5.0 CIRCULATION & MOBILITY

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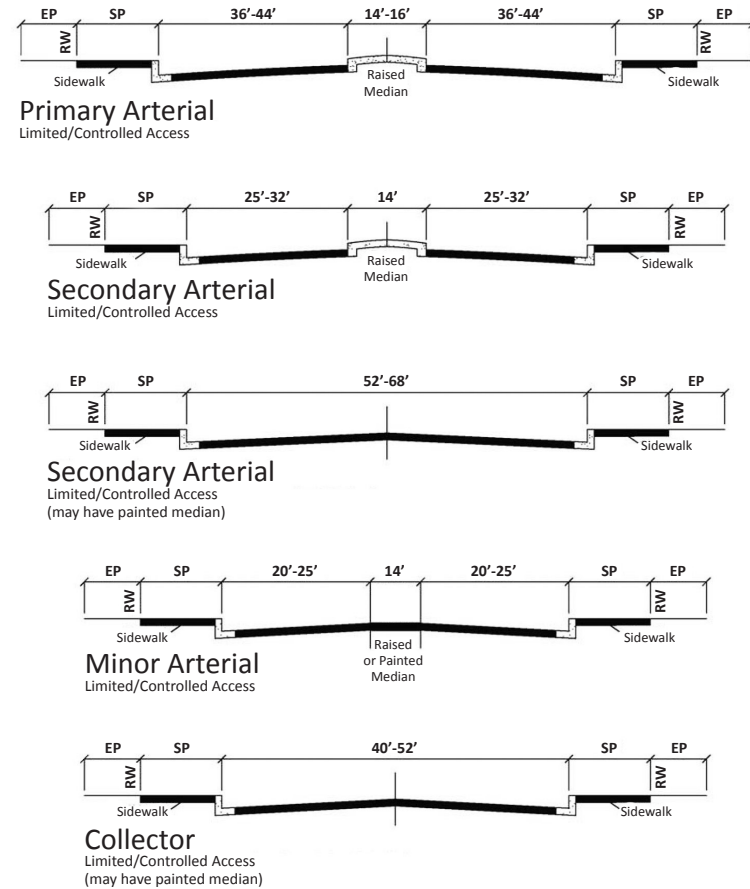
## 5.1 Roadway Classifications and Major Streets

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 and Falcon Street are examples of minor arterials 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 key roadways within the two specific plan areas are described in the following sections, [Figure 5.1](#) for typical cross sections, and [Figure 5.2](#) for a map locating these roadways.

**Figure 5.1: Map of Typical Roadway Cross Sections from General Plan**  
Source: City of Simi Valley



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.

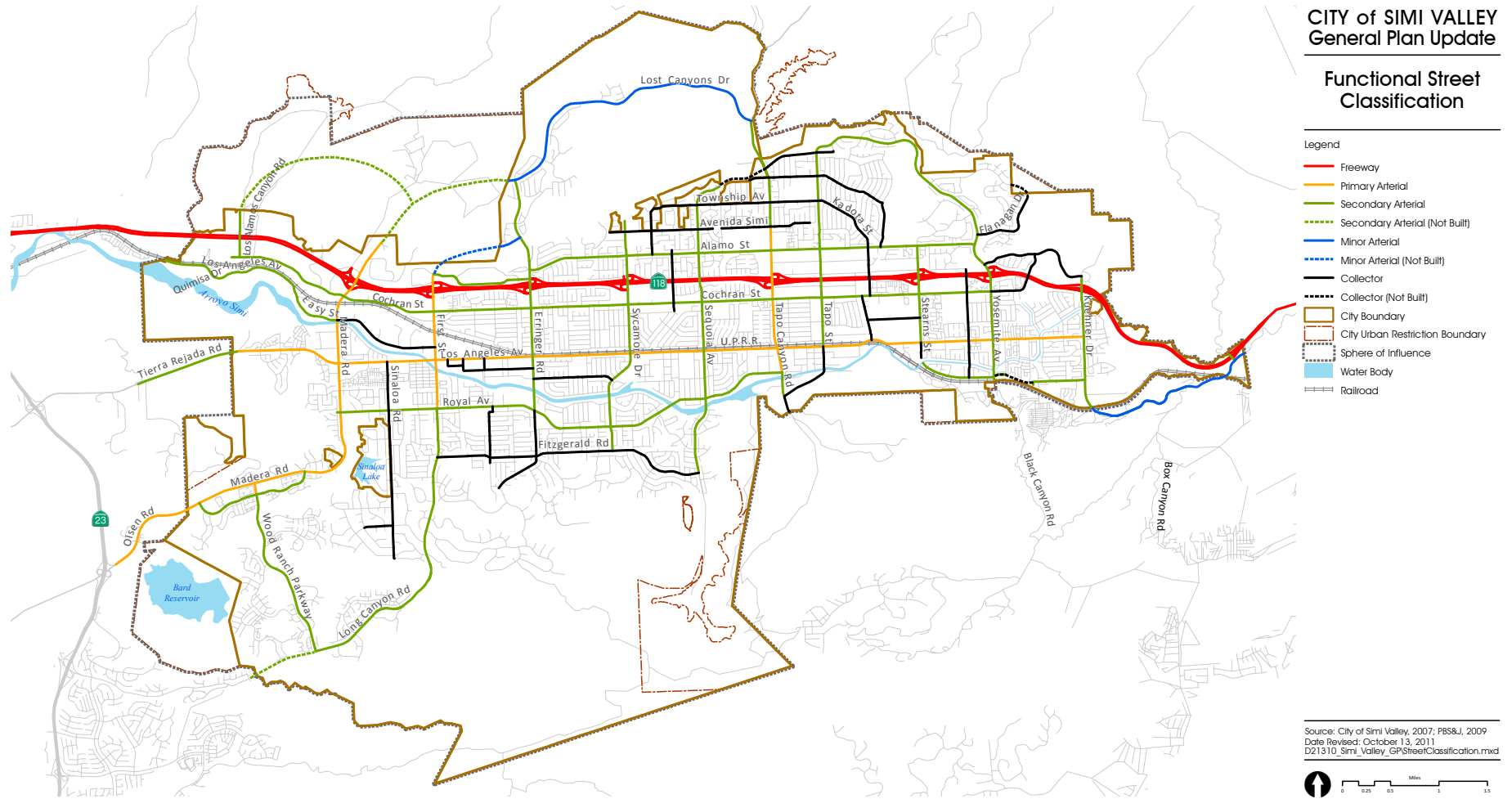
Sidewalks may also meander outside of the Standard Parkway within the Enriched Parkway or a separate sidewalk easement.

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

Figure 5.2: Map of Functional Street Classifications from General Plan  
 Source: City of Simi Valley



## Los Angeles Avenue Corridor Specific Plan Area

The characteristics of the key roadways within the Los Angeles Avenue Specific Plan area are described below:

- **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 within the specific plan area, the corridor includes 9 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 within 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 within 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



Los Angeles Avenue



First Street



Sinaloa Road



Erringer Road

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.

## Tapo Street Corridor Specific Plan Area

The characteristics of the key roadways within the Tapo Street Specific Plan area are described below:

- **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 specific plan area, the corridor includes 4 signalized intersections (from Alamo Street on the north to Los Angeles on the south).
- **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.
- **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 specific plan area, the corridor includes 3 signalized intersections (from west of Tapo Street on the west to Stearns Street on the east).



Tapo Street



Alamo Street



Cochran Street

## 5.2 Streetscape and Complete Streets

This section includes descriptions of streetscape (i.e., utilities, signages, and medians) and complete street features (i.e., bicycles, pedestrians, and transit) of the roadways in the study area for the two Specific Plan areas; see Figure 5.3 for a map of complete street amenities in these areas. Appendix A.2 summarizes the detailed information about streetscape and complete street features.

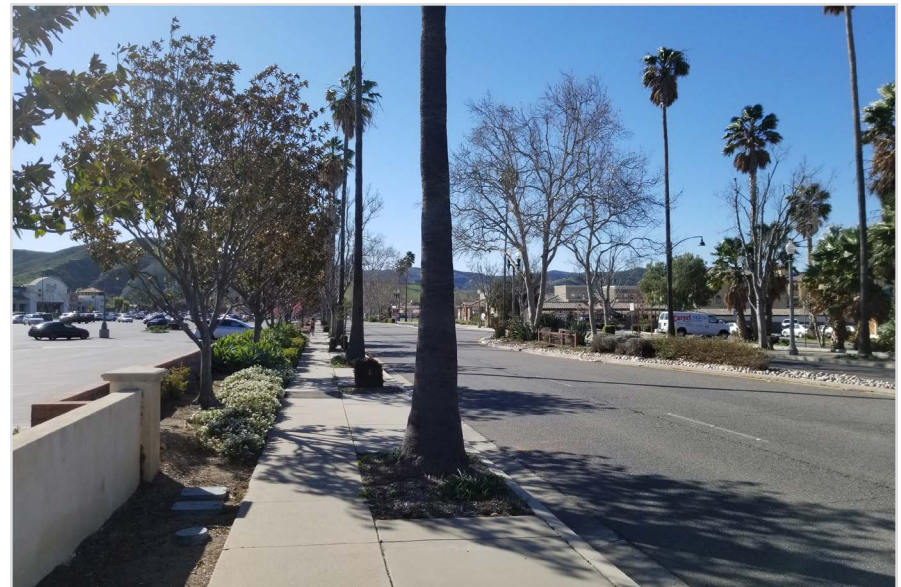
### Los Angeles Avenue Corridor Specific Plan Area

The Los Angeles Avenue streetscape is equipped with approximately 8-foot-wide sidewalks in both eastbound and westbound directions. There are no parkways that separate the sidewalks from the roadways along the corridor and sidewalks are generally in good condition. Los Angeles Avenue is designated as a Class 3 bikeway, where the bike routes are established by multiple bike route signs and no shared roadway marking (sharrows) along the corridor. The Los Angeles Avenue Corridor connects to the Arroyo Simi Greenway, which is a Class 1 bikeway, and First Street and Erringer Road, which are Class 2 bikeways.

Los Angeles Avenue is served by two Simi Valley Transit routes (Routes 20 and 30) with six bus stops in the eastbound direction and two bus stops in the westbound direction. Two of the eastbound and one of the westbound bus stops are equipped with bus shelters. A raised median, with a maximum width of roughly 15 feet, is installed along the corridor within the study 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.



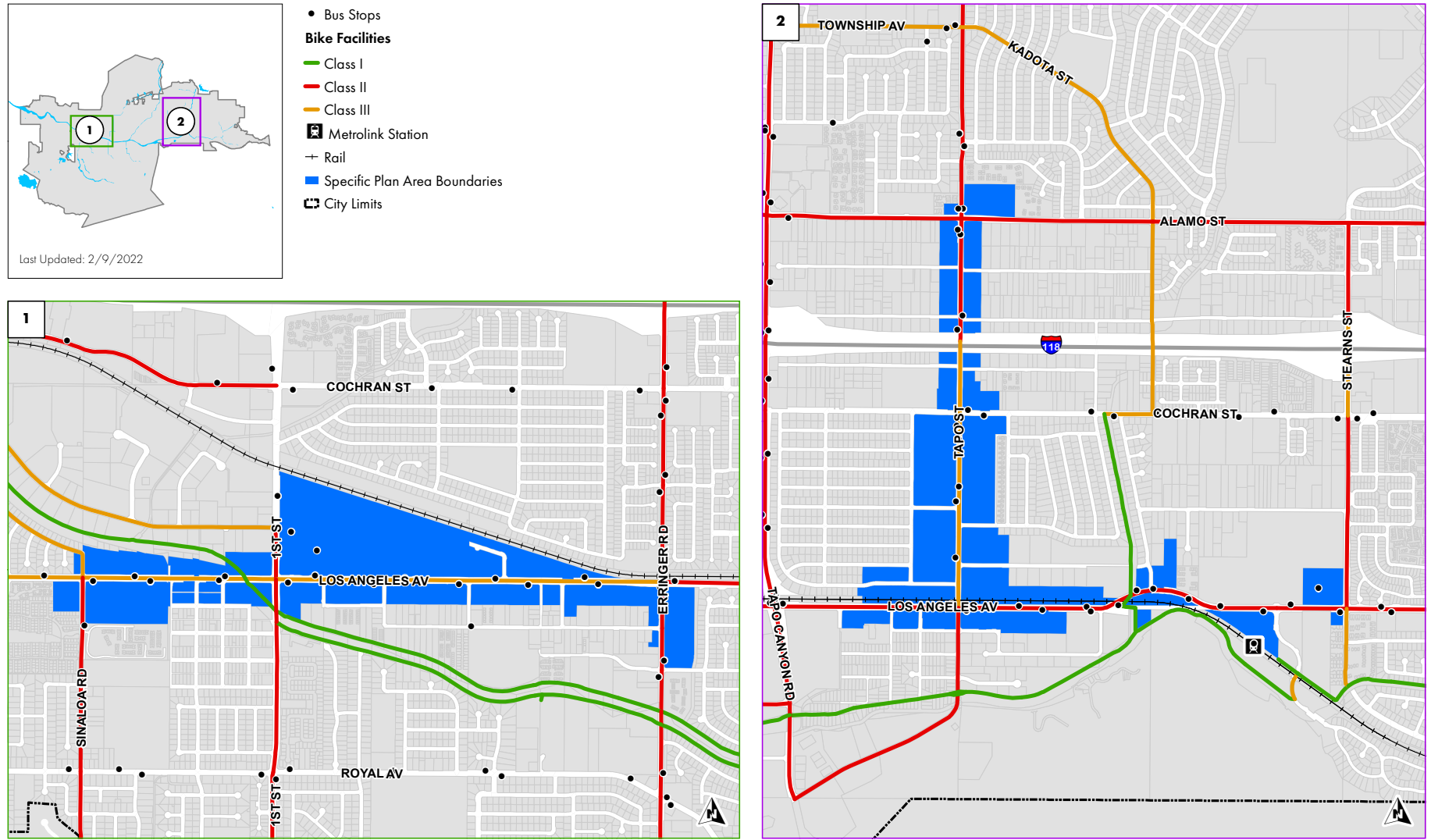
Los Angeles Avenue



Tapo Street streetscape amenities at sidewalk and median

Figure 5.3: Map of Bike Facilities and Bus Stops

Source: City of Simi Valley



1. Los Angeles Avenue Corridor

2. Tapo Street Corridor

## Tapo Street Corridor Specific Plan Area

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The Tapo Street streetscape is equipped with sidewalks in both northbound and southbound directions, of varying width from 4 to 10 feet. The sidewalks are generally 10 feet wide; however, pedestrians are unable to utilize the full 10 feet of space due to obstacles such as trees, utility poles, and signages. Parkways are only installed between Alamo Street and Eileen Street. The sidewalks are generally in good conditions, except between Cochran Street and Industrial Street, where sidewalk slabs are lifted due to a higher density of trees compared to other parts of Tapo Street.

Tapo Street between the north end of the study area boundary and Eve Road/Barnard Street is designated as a Class 2 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 3 bikeway, where the bike routes are established by multiple bike route signs and no sharrows. Tapo Street connects to Alamo Street and Los Angeles Avenue, which are Class 2 bikeways.

Tapo Street is served by two Simi Valley Transit routes (Routes 10 and 20) with three bus stops in the northbound direction and five bus stops in the southbound direction. Only one of the eight stops is equipped with a bus shelter. Center medians on Tapo Street range from 2 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 study 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 study 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.

The Los Angeles Avenue streetscape is equipped with sidewalks in the eastbound direction, of varying width from 4 to 12 feet. 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 a good condition, and parkways are installed more prevalently near the Simi Valley Amtrak Station Parking Lot between Angus Avenue and Stearns Street.

Los Angeles Avenue is designated as a Class 2 bikeway and is equipped with bike lanes in both directions. Los Angeles Avenue connects to Tapo Street, which is a Class 3 bikeway, and Arroyo Simi – Las Lajas Creek Spur, which is a Class 1 bikeway.

Los Angeles Avenue is served by Simi Valley Transit Line Route 10 in the study area with four bus stops in the eastbound direction and two bus stops in the westbound direction. Three of the four bus stops in the eastbound direction have bus shelters installed. 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. Los Angeles Avenue is equipped with a combination of a 4 to 15-foot-wide median and a 15-foot-wide two-way left turn lane. Both utilities and signages are installed in a low density throughout the study segment.



## 5.3 Connectivity

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### Los Angeles Avenue Corridor Specific Plan Area

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This specific plan area has very limited connectivity due to big box strip retail character. The area north of Los Angeles Avenue is defined by driveways to access the large surface lots. South of Los Angeles Avenue contains more streets for access to multi-family residential developments along the Arroyo Simi.

### Tapo Street Corridor Specific Plan Area

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This specific plan area has very limited connectivity due to big box strip retail character. Tapo Street is defined by driveways to access the large surface lots. East Los Angeles Avenue lacks any additional access to commercial and residential properties to the north due to the railway. The south side of E. Los Angeles Avenue has few streets (west of Tapo St.) accessing the single-family residential neighborhood, but is primarily defined by driveways into surface parking lots for the industrial uses.

## 5.4 Parking Facilities

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Parking facilities are typically comprised of two types: On-street parking (striped or unstriped) and Off-street parking (surface parking lots or parking structures). This section presents the current parking conditions within the two Specific Plan areas. Appendix A summarizes the detailed information about parking space availabilities of both specific plan areas along Los Angeles Avenue and Tapo Street.

### Los Angeles Avenue Corridor Specific Plan Area

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The Los Angeles Avenue Corridor extends from Sinaloa Road on the west to Erringer Road on the east. Along the corridor, on-street parking spaces are only available on Sinaloa Road north of Los Angeles Avenue in both northbound and southbound directions. Numerous driveways into surface parking lots span across the corridor. Notable parking lots include those of Woodlands Plaza located between Sinaloa Road and 5th Street on the south side, where more than 800 parking spaces are available. On the north, there are Mountain Gate Plaza and Simi Valley Plaza located between First Street and Hubbard Street, where more than 2,500 parking spaces are available. Additionally, hundreds of off-street parking spaces are available to numerous businesses (retail, auto shop, small plaza, offices, clinics, and restaurants) in both directions along the corridor.

### Tapo Street Corridor Specific Plan Area

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The Tapo Street Corridor consists of Tapo Street from Alamo Street on the north to Los Angeles Avenue on the south, and Los Angeles Avenue from Bishop Lane on the west to Stearns Street on the east. Along the corridor, on-street parking spaces are only available on Los Angeles Avenue between the 4200 block and 4500 block, and Stearns Street south of Los Angeles Avenue in both northbound and southbound directions. Numerous driveways into surface parking lots span across the corridor on both Tapo Street and Los Angeles Avenue. On Tapo Street, notable parking lots include those of religious facilities and a commercial plaza located between Eileen Street and

Los Angeles Avenue, where approximately 800 parking spaces are available. In the northbound direction, there is Santa Susana Plaza, which is located between Cochran Street and Alpine Street, where approximately 750 parking spaces are available.

Along Los Angeles Avenue, on the south side, the Simi Valley Amtrak/Metrolink Station Parking Lot, which is located between Angus Avenue and Hidden Ranch Drive, includes 570 parking spaces. Finally, on the north side, the Simi Valley Promenade and Rancho Santa Susana Community Center, which are located between Hidden Ranch Drive and Stearns Street, provide approximately 450 parking spaces. While hundreds of additional off-street parking spaces are available to numerous businesses (retail, auto shop, car rental, plaza, commercial, industrial) in both corridors, there are fewer spaces on Los Angeles Avenue on the north side due to the railroad located north of Los Angeles Avenue within the corridor.

# 6.0 INFRASTRUCTURE

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## 6.1 Sanitary Sewer System

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The sanitary sewer service provider for the proposed specific plan area is City of Simi Valley Sanitation Services. Plans for the existing infrastructure were provided by sanitation services and from a review of the plans, it appears that there is extensive sewer infrastructure in both corridors.

### Los Angeles Avenue Corridor Specific Plan Area

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Sewage flow within the Los Angeles Avenue Corridor mainly drains from east to west. It is collected into two different sewer trunk lines that ultimately all flow to the Simi Valley Sanitation Treatment Plant to the west.

The portion of the corridor located southwest of Arroyo Simi towards the west via a 27" RCP sewer line located on the south side of Los Angeles Ave. This line collects flow from secondary lines located within residential neighborhoods south of Los Angeles Avenue. Service laterals from this 27" trunk line extend to the north to collect flow from individual lots adjacent to Arroyo Simi. See the [Figure 6.1](#) for the existing sewer facilities in this area.

The eastern most portion of this corridor on Erringer Road is collected by a 33" ACP line. This 33" ACP line flows south on Erringer Road then west on Patricia Avenue. Flow in this pipe comes from residential neighborhoods located east of Erringer Road.

Flow from parcels located north of Los Angeles Avenue and the Railroad ROW are collected in an 8" ACP line flowing west on Los Angeles Avenue. Minimal flow is expected within this line since it does not collect flow from upstream locations. See [Figure 6.2](#) below for the existing sewer infrastructure in this area.

Flow from the 33" ACP and 8" ACP continue to flow west from Hubbard Street towards first street. Over this span each of the sewer mainlines increase in diameter to account for added flow being collected by the pipes. The 8" ACP line is upsized to a 10" pipe then a 12" pipe at the intersection with First Street. The 33" ACP line is upsized to 36" then 39" at the intersection with First Street. See [Figure 6.3](#) for the existing sewer infrastructure in this area.

Flow from these lines continue west then north onto First Street. Flow from these lines as well as lines flowing south on First Street are consolidated into a single pipe flowing west on Easy Street. The northern portion of First street contains two sewer main lines. These two lines are 12" ACP and an 8" ACP. See [Figure 6.4](#) for the existing sewer infrastructure in this area.

### Tapo Street Corridor Specific Plan Area

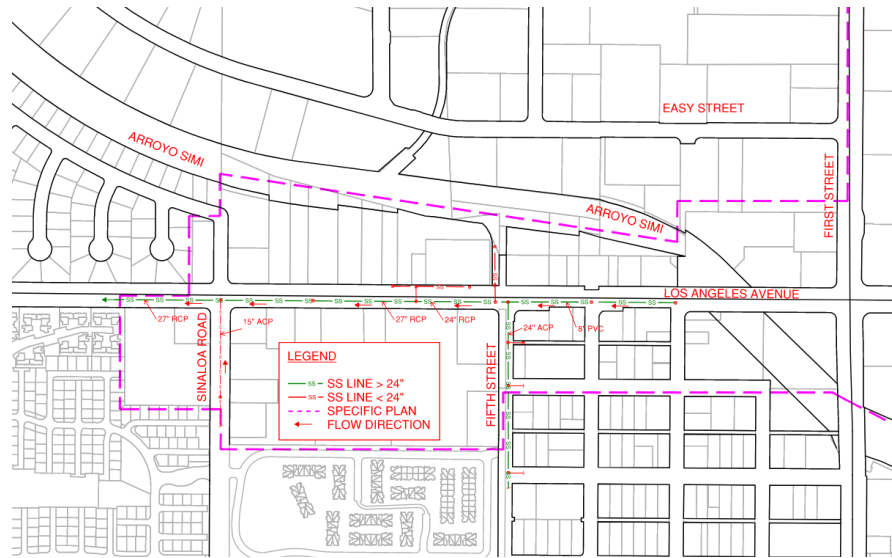
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Sewage flow within the Tapo Street Corridor mainly drains from north to south and east to west. It is collected into two different sewer trunk lines that ultimately all flow to the Simi Valley Sanitation Treatment Plant to the west.

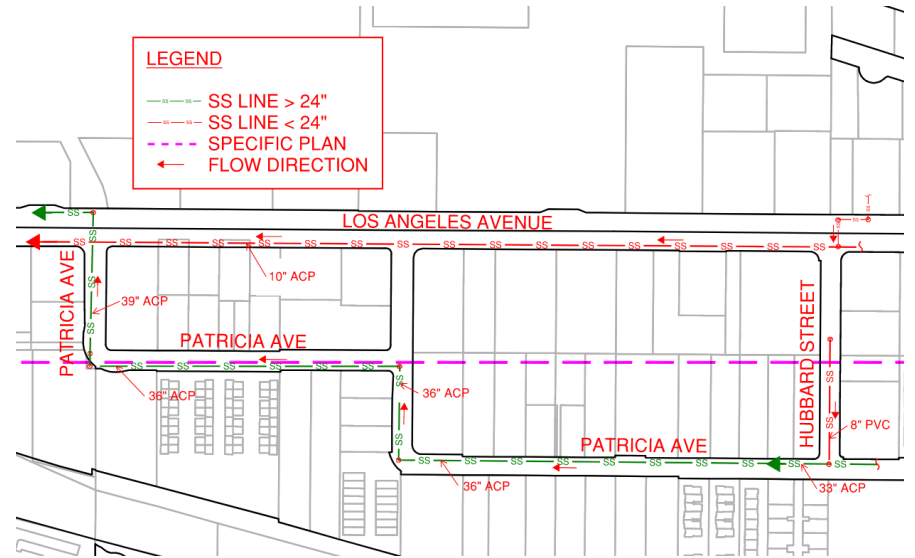
The portion of this corridor north of Cochran Street drains north to south along an 18" RCP line. This line collects flow from residential streets east of Tapo Street. This main line turns west at the Cochran Street intersection before continuing onto Angela Street. See [Figure 6.5](#) for the existing infrastructure in this area.

Sewer flow for the portion south of Cochran Street drains north to south in an 8" RCP line. This line then continues east on industrial before flowing south towards Los Angeles Avenue. This line combines with other lines and continues west on Los Angeles Avenue. See [Figure 6.6](#) for existing infrastructure in this area.

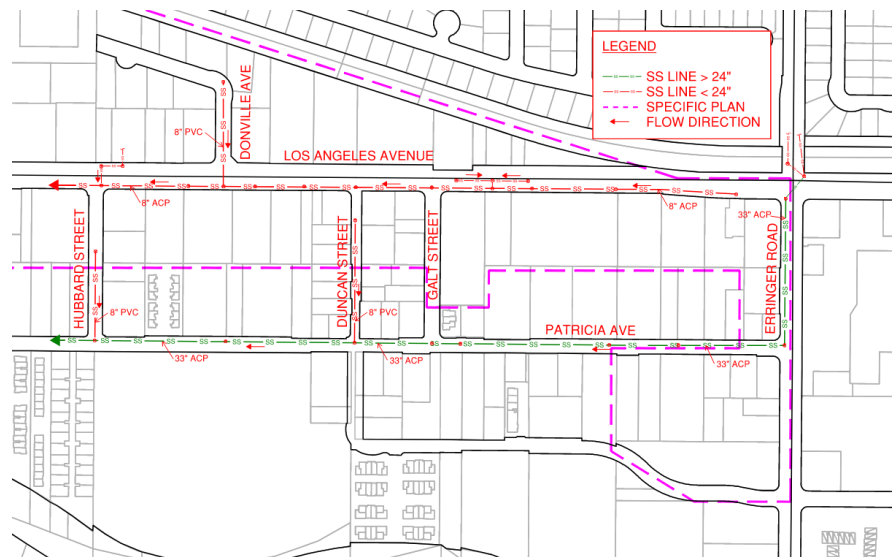
**Figure 6.1: Sanitary Sewer Map – Southwest of Arroyo Simi**  
Source: KPFF



**Figure 6.3: Sanitary Sewer Map – Los Angeles Avenue**  
Source: KPFF



**Figure 6.2: Sanitary Sewer Map – Erringer Road**  
Source: KPFF



**Figure 6.4: Sanitary Sewer Map – First Street**  
Source: KPFF

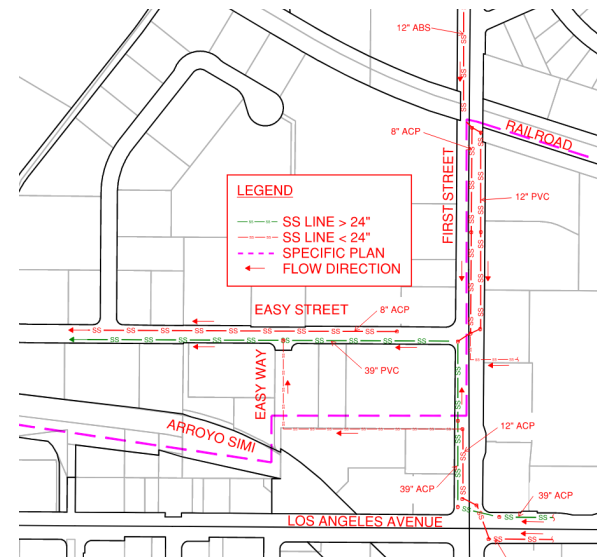


Figure 6.5: Sanitary Sewer Map – Tapo Street North  
Source: KPFF

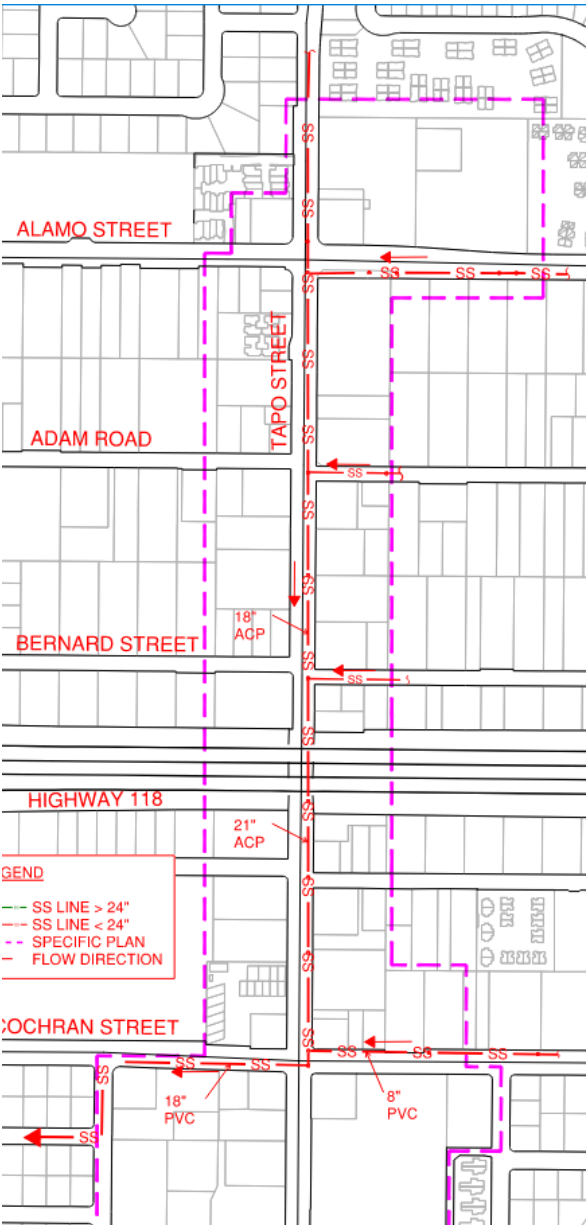
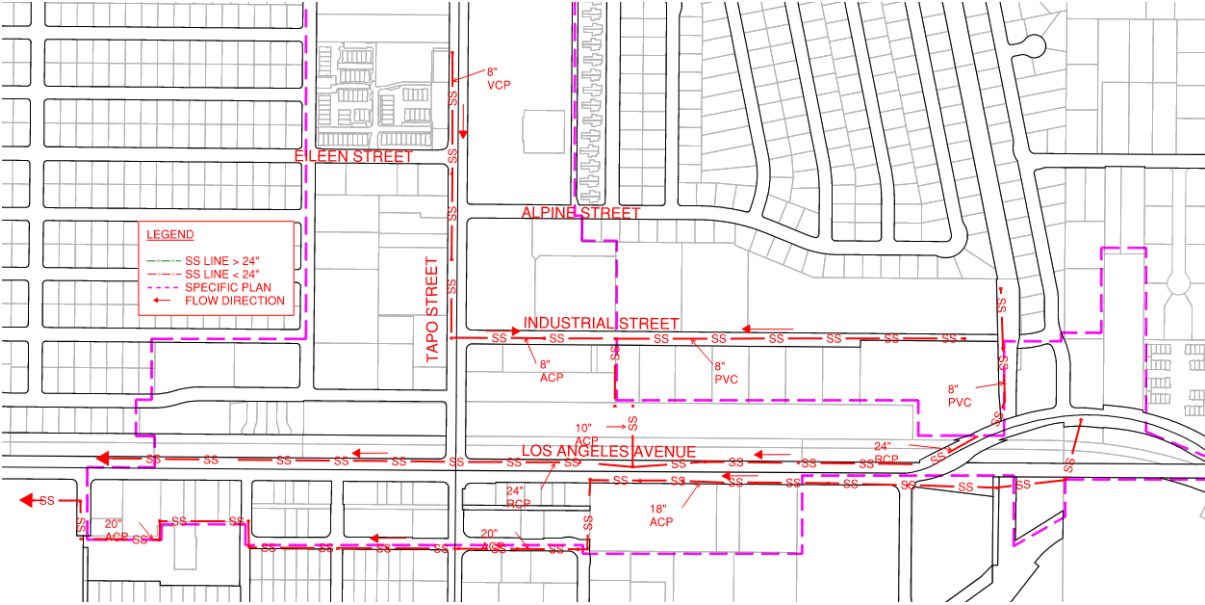


Figure 6.6: Sanitary Sewer Map – Tapo Street South  
Source: KPFF



## 6.2 Water System

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Two water purveyors are responsible for servicing the City of Simi Valley: Ventura County Waterworks District #8 and Golden State Water (Simi Valley). The Los Angeles Avenue Corridor is entirely within the service area of Ventura County Waterworks District #8. The Tapo Street Corridor is split between the two service providers. See [Figure 6.7](#) and [Figure 6.8](#) for a representation of the areas serviced by the two water purveyors in the area.

### Simi Valley Waterworks District #8

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Simi Valley Waterworks District #8 (WWD8) was formed in the 1960's to provide water service to the Simi Valley area. The responsibility for administering this function was transferred to the City of Simi Valley from the County of Ventura in 1977. Their system includes 43 storage facilities, 2,600 fire hydrants, 22 pump stations, 2 production wells, 15 pressure reducing stations, and 5 groundwater management wells that discharge to Arroyo Simi. From 2016 to 2020, WWD8 distributed an average of 18,829 AF of potable water, annually.

The entirety of the area covered by the Los Angeles Avenue corridor and a portion of the Tapo Street Corridor are to be serviced by the WWD8. Most lots within this the WWD8 service area and the Specific Plan area are zoned as CPD (Commercial Planned Development) with overlay districts including MU (mixed-use) which would allow for medium to high density residential development. The latest iteration of the WWD8's Urban Water Management Plan (UWMP) projects water use within the WWD8 service area through 2045 and accounts for expected population growth within the City of Simi Valley, indicating that Mixed-Use development within the Specific Plan area can be adequately served by WWD8. The UWMP is updated every five years with the next iteration being in 2025, in the event that the Specific Plan is adopted, the areas within the Los Angeles Avenue and Tapo Street corridors should be accounted for within the Mixed-Use category.

Within the Los Angeles Avenue Corridor, WWD8 maintains water mainlines on First Street and Los Angeles Avenue within the Los Angeles Avenue

including a 16" main on Los Angeles Avenue west of First Street; a 12" main on Los Angeles Avenue east of First Street; and a 20" main along First Street. These main lines serve as feeder lines to smaller diameter pipes servicing secondary streets adjacent to Los Angeles Avenue and First Street.

Within the Tapo Street Corridor, WWD8 maintains a 6" line on Los Angeles Avenue east of Ralston Avenue.

### Golden State Water

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Golden State Water Company – Simi Valley (GSWC) services a portion of the City of Simi Valley and a portion of unincorporated Ventura county including Runkle Canyon. It's main sources of potable water supply are local groundwater and water purchased from Calleguas Municipal Water District. GSWC owns and operates two wells pumping groundwater from the Simi Valley Groundwater Basin. This basin encompasses approximately 19 square miles. There exists one emergency connection between GSWC and WWD8.

GSWC services none of the Los Angeles Street Corridor but services the majority of the Tapo Street Corridor. Tapo Street Corridor comprises mostly of General Industrial (GI) and Commercial Office (CO) zoning but also contains overlay zones including Mixed Use (MU) which would allow for medium to high density residential development. The UWMP prepared by GSWC accounts for anticipated demand growth based on the observed growth in single family growth rate of the period of 2016-2020. Expected water demand and supply have been calculated by GSWC through 2045. This shows an availability of GSWC to accommodate increased demand based on populations growth. GSWC prepares an updated UWMP every five years with the next iteration being in 2025. Should the Specific Plan be adopted, the areas within the Tapo Street Corridor should be accounted for as mixed-use within the water demand calculations.

Within the Tapo Street Corridor, GSWC maintains mainlines along Tapo Street, Cochran Avenue, and Los Angeles Avenue.

Figure 6.7: Water Map – Los Angeles Avenue Corridor

Source: KPFF

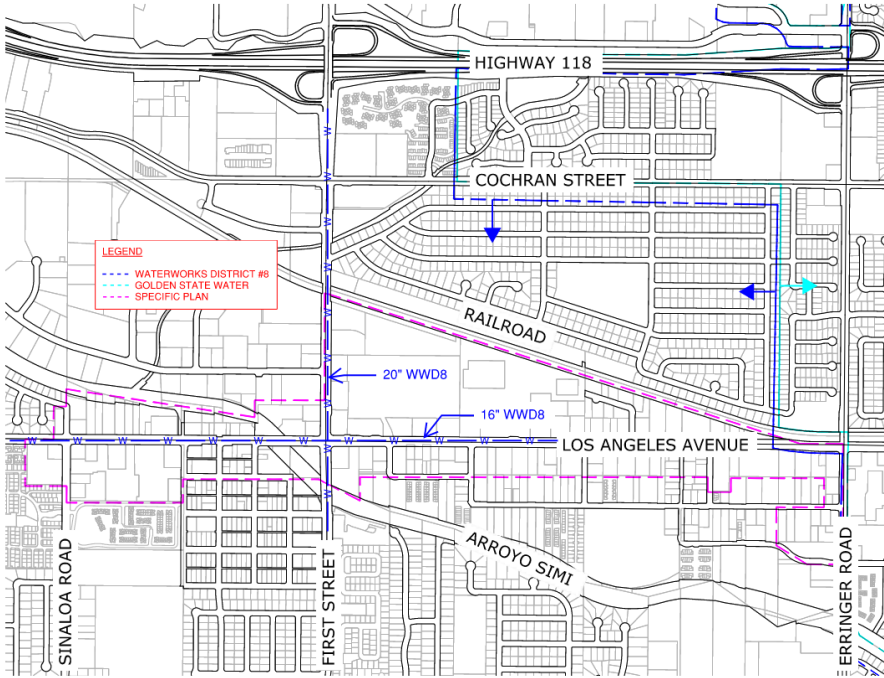
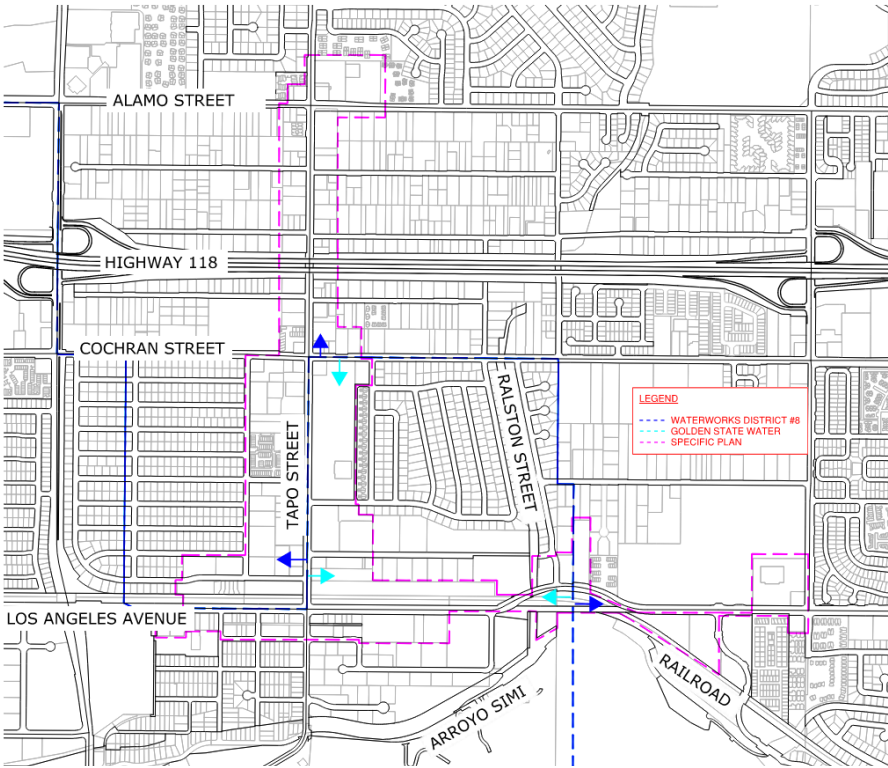


Figure 6.8: Water Map – Tapo Street Corridor

Source: KPFF





## 6.3 Storm Drain System

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Storm Drain facilities in the area are maintained by two different jurisdictions. There is sub-surface reinforced concrete pipe collecting flow pipe from catch basin in the specific plan area. This network is owned and maintained by the City of Simi Valley. These storm drains outlet to Arroyo Simi, a redline channel maintained by Ventura County Flood Control District (VCWPD). Portions of this channel lie within the Specific Plan area. Arroyo Simi drains to the East and is a part of the Calleguas Creek Watershed.

### Los Angeles Avenue Corridor Specific Plan Area

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The Los Angeles Avenue corridor stretches along Los Angeles Avenue between Sinaloa Road and Erringer Road. This area drains mostly via overland flow and channelized surface flow towards public Right-of-Way (ROW) where it is collected by street gutters and routed to catch basins located at major intersections. Some parcels located directly adjacent to Arroyo Simi drain directly into the channel with no visible structural BMP elements.

Storm drain infrastructure in this area is minimal as most Storm drain mainlines run North-South and all flow in the East-West direction is conveyed at the surface. Within this Corridor, there are three mainlines maintained by the City of Simi Valley that discharge to Arroyo Simi. Further review of the capacity of these storm drains will be provided pending receipt of asbuilt drawings from the City of Simi Valley and VCWPD.

A significant portion of this corridor lies within a FEMA Flood Zone. Any future development within this Flood Zone will likely be required to undergo a permitting process through FEMA. See [Figure 6.9](#) for existing Storm Drain infrastructure within the Los Angeles Avenue Corridor.

### Tapo Street Corridor Specific Plan Area

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The Tapo Street corridor stretches along Los Angeles Avenue between Bishop Lane and Stearns Street and along Tapo Street between Fort Worth Drive and Shopping Lane. This area drains mostly via overland flow and channelized

surface flow towards public Right-of-Way (ROW) where it is collected by street gutters and routed to catch basins.

Most of this Corridor drains to a 48" RCP storm drain flowing south on Tapo Street. This storm drain collects flow from a series of catch basins along Tapo Street as well as from other mainlines beneath Alamo Street. Two vegetated ditches collecting flow from the 118 Highway and surface parking lot also drain to this mainline. This 48" SD line eventually discharges to Arroyo Simi.

A significant portion of this corridor lies within a FEMA Flood Zone. Any future development within this Flood Zone will likely be required to undergo a permitting process through FEMA. See [Figure 6.10](#) for the Storm Drain infrastructure within the Tapo Street Corridor.

Figure 6.9: Storm Drain Map – Los Angeles Avenue Corridor

Source: KPFF

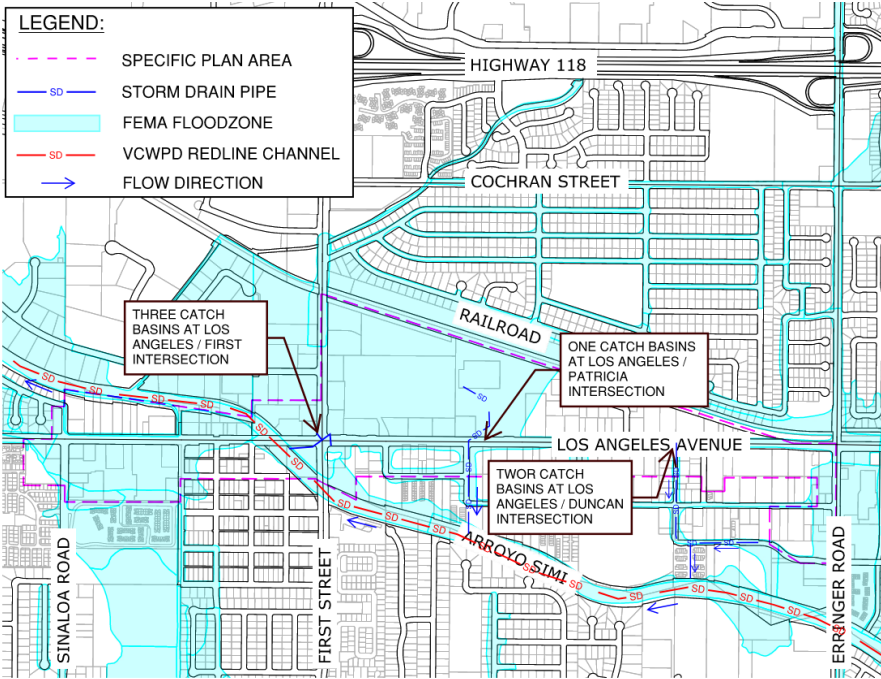
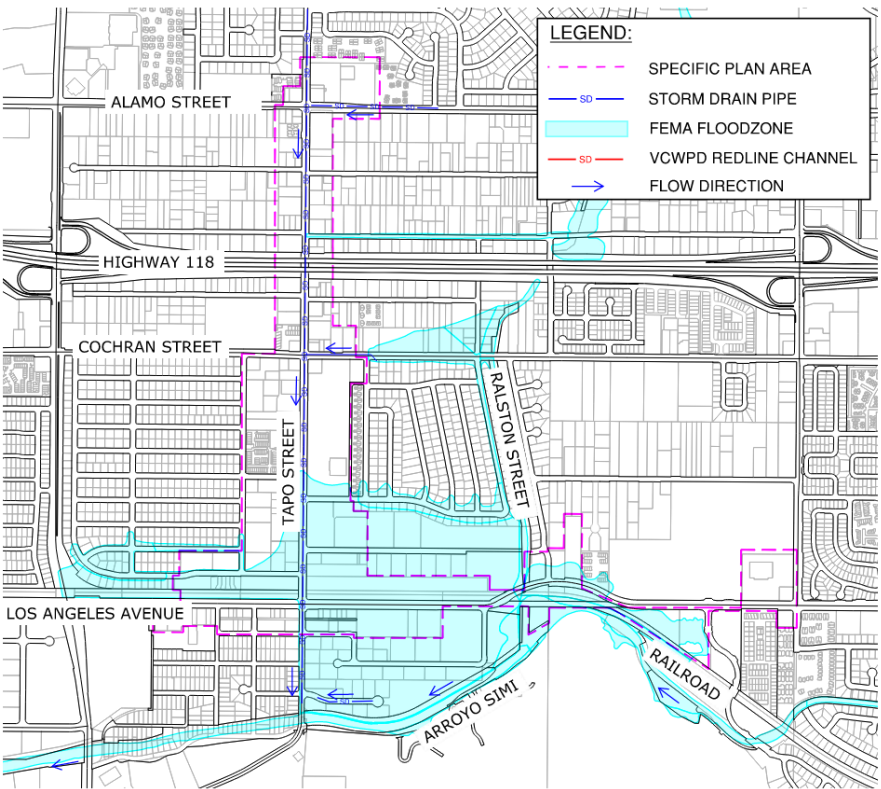


Figure 6.10: Storm Drain Map – Tapo Street Corridor

Source: KPFF



# 7.0 CONCLUSIONS & NEXT STEPS

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## 7.1 Issues and Opportunities

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### Los Angeles Avenue Corridor Specific Plan Area

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#### Issues

- Underutilized parking lots along the street
- Narrow sidewalks with little shade
- Long blocks with no visual interest to promote pedestrian traffic

#### Opportunities

- Conversion potential of unused property for a public open space amenity
- Existing bike lanes along Los Angeles Avenue for connectivity
- Potential pedestrian enhancements at major intersections
- Modernize existing shopping centers
- Provide more outdoor dining, specialty restaurants and cafes
- Wider sidewalks with amenities to promote pedestrian traffic

### Tapo Street Corridor Specific Plan Area

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#### Issues

- Underutilized street-facing surface parking lots
- Long blocks with few crossing points and no visual interest to promote pedestrian traffic

#### Opportunities

- Existing streetscape landscaping and pedestrian lighting
- Large surface parking lots which may be used for infill development
- Modernize existing shopping centers
- Potential connections to the Metrolink Station
- Existing bike lanes along Los Angeles Avenue for connectivity

Figure 7.1: Map of Opportunities & Constraints

Source: City of Simi Valley



1. Los Angeles Avenue Corridor

2. Tapo Street Corridor

## 7.2 Next Steps

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The issues, opportunities, and constraints identified in this Existing Conditions Report illustrate the great potential, as well as challenges, for the two specific plan areas. Information collected in this report will be used to inform later tasks and documents for the Specific Plan project, including an alternatives analysis of potential solutions to the identified issues. This information will also inform public outreach efforts for the project in terms of topics discussed with the community to help focus the feedback solicited. The draft and final Specific Plan and Specific Plan EIR will be informed by the Existing Conditions Report and intermediary studies completed for the project.

# A

# APPENDIX

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## A.1 Demographic/Economic Profile & Market Conditions

**Table A.1: Simi Valley and Specific Plan Area Population Trends**

Source: LEG, ArcGIS Business Analyst, 2022

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2011 - 2021	
												AbsGrowth	CAGR
Simi Valley	124,891	125,237	125,699	126,086	126,558	127,160	127,767	128,333	128,125	127,509	126,559	1,668	0.1%
1/4 mile of:													
Los Angeles Avenue SP Area	10,961	10,999	11,051	11,104	11,161	11,253	11,333	11,383	11,407	11,483	11,588	627	0.6%
Tapo Street SP Area	8,964	8,973	9,002	9,072	9,176	9,279	9,345	9,375	9,330	9,268	9,213	249	0.3%
<u>Surrounding Communities</u>													
Thousand Oaks	126,849	127,200	127,811	128,336	128,986	129,730	130,386	130,581	129,741	128,702	127,295	446	0.0%
Moorpark	34,454	34,603	34,785	35,190	35,582	36,128	36,487	36,761	36,738	36,508	36,094	1,640	0.5%
Ventura County	824,559	826,899	830,586	835,074	840,470	847,019	853,750	858,195	857,207	853,645	847,478	22,919	0.3%

**Table A.2: Simi Valley and Specific Plan Area Household Trends**

Source: LEG, ArcGIS Business Analyst, 2022

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2011 - 2021	
												AbsGrowth	CAGR
Simi Valley	41,450	41,557	41,682	41,795	41,939	42,142	42,327	42,498	42,416	42,184	41,859	409	0.1%
1/4 mile of:													
Los Angeles Avenue SP Area	3,414	3,422	3,437	3,452	3,466	3,494	3,515	3,528	3,534	3,557	3,593	179	0.5%
Tapo Street SP Area	3,158	3,160	3,170	3,194	3,227	3,265	3,285	3,295	3,277	3,253	3,232	74	0.2%
<u>Surrounding Communities</u>													
Thousand Oaks	45,876	45,984	46,177	46,348	46,541	46,827	47,009	47,054	46,732	46,314	45,787	(89)	0.0%
Moorpark	10,503	10,548	10,597	10,712	10,825	10,987	11,089	11,168	11,158	11,085	10,961	458	0.4%
Ventura County	267,206	267,813	268,852	270,158	271,625	273,812	275,660	276,970	276,522	275,167	273,091	5,885	0.2%



**Table A.3: Simi Valley and Specific Plan Area Population by Race / Ethnicity, 2021**

Source: LEG, ArcGIS Business Analyst, 2022

	Simi Valley	1/4 Mile of:		Surrounding Communities		
		Los Angeles Ave SP Area	Tapo Street SP Area	Thousand Oaks	Moorpark	Ventura County
Total Population	126,558	11,588	9,213	127,295	36,095	847,478
White Alone	71.6%	57.9%	69.3%	76.8%	71.1%	65.5%
Black Alone	1.6%	1.7%	1.4%	1.6%	1.7%	2.1%
American Indian Alone	0.6%	0.8%	0.9%	0.4%	0.8%	1.0%
Asian Alone	10.6%	11.9%	10.2%	10.2%	7.9%	7.6%
Pacific Island Alone	0.2%	0.2%	0.1%	0.1%	0.2%	0.2%
Some other Race Alone	10.0%	21.4%	12.9%	6.4%	12.9%	18.6%
Two or More Races	5.4%	6.2%	5.1%	4.5%	5.4%	5.0%
Hispanic Origin	27.2%	43.0%	33.8%	19.8%	36.3%	43.9%
Diversity Index	68.3	82.2	72.8	59.0	72.5	77.9

**Table A.4: Simi Valley and Specific Plan Area Population by Age, 2021**

Source: LEG, ArcGIS Business Analyst, 2022

	Simi Valley	1/4 Mile of:		Surrounding Communities		
		Los Angeles Ave SP Area	Tapo Street SP Area	Thousand Oaks	Moorpark	Ventura County
Under 15 years	17.8%	21.2%	18.0%	16.5%	21.0%	19.4%
15 to 34 years	25.7%	29.4%	26.4%	23.0%	26.7%	26.7%
35 - 54 years	26.9%	27.9%	26.9%	25.8%	27.9%	25.2%
55 - 74 years	23.3%	17.2%	22.3%	26.3%	20.9%	22.2%
75 years and over	6.0%	4.3%	6.4%	8.5%	3.5%	6.5%
Median age (years)	39.5	34.6	39.0	43.7	36.6	37.9

**Table A.5:** Simi Valley and Specific Plan Area Population by Educational Attainment (Age 25+), 2021

Source: LEG

	1/4 Mile of:			Surrounding Communities		
	Simi Valley	Los Angeles Ave SP Area	Tapo Street SP Area	Thousand Oaks	Moorpark	Ventura County
Less than 9th Grade	3.3%	8.8%	6.5%	2.9%	5.6%	8.4%
9th - 12th Grade, No Diploma	4.1%	6.1%	4.3%	2.9%	3.5%	5.5%
High School Graduate	19.0%	18.4%	18.3%	11.4%	11.9%	17.3%
GED/Alternative Credential	2.6%	2.9%	5.0%	1.0%	1.7%	1.8%
Some College, No Degree	24.1%	24.7%	24.0%	19.7%	21.2%	21.9%
Associates Degree	11.3%	13.0%	11.6%	9.0%	10.4%	9.3%
Bachelor's Degree	24.2%	18.1%	20.9%	30.8%	29.4%	22.6%
Graduate/Professional Degree	11.5%	8.0%	9.4%	22.3%	16.2%	13.2%

Source: ArcGIS Esri Business Analyst, 2022

**Table A.6:** Simi Valley and Specific Plan Area Household Income, 2021

Source: LEG

	1/4 Mile of:			Surrounding Communities		
	Simi Valley	Los Angeles Ave SP Area	Tapo Street SP Area	Thousand Oaks	Moorpark	Ventura County
< \$15,000	3.8%	6.5%	6.3%	4.5%	2.3%	5.1%
\$15,000 - \$24,999	4.1%	4.8%	7.1%	3.3%	2.6%	4.9%
\$25,000 - \$34,999	4.2%	6.0%	5.8%	4.0%	4.0%	5.3%
\$35,000 - \$49,999	7.8%	11.3%	11.1%	7.1%	7.0%	9.6%
\$50,000 - \$74,999	12.3%	13.3%	13.7%	10.6%	12.0%	14.1%
\$75,000 - \$99,999	15.4%	16.8%	13.7%	12.7%	14.6%	14.8%
\$100,000 - \$149,999	22.8%	21.2%	19.4%	21.1%	21.9%	20.7%
\$150,000 - \$199,999	15.4%	12.8%	15.1%	14.3%	13.8%	12.1%
\$200,000+	14.1%	7.4%	7.8%	22.4%	21.8%	13.4%
<b>Median Household Income</b>	<b>\$103,216</b>	<b>\$85,209</b>	<b>\$84,187</b>	<b>\$113,869</b>	<b>\$112,517</b>	<b>\$92,208</b>

Source: ArcGIS Esri Business Analyst, 2022

## A.2 Mobility Tables and Figures

**Table A.7: Tapo Street**

Source: KOA

**On Street Parking**

Only available on Los Angeles Avenue between 4200 block and 4500 block; Stearns Street south of Los Angeles Avenue

**Sidewalk Condition**

Tapo Street		Southbound					Northbound				
From	To	Availability	Width (ft)	Condition	Parkway	Comments	Availability	Width (ft)	Condition	Parkway	Comments
Study Area Boundary - North	Alamo Street	Y	10	Good	N		Y	10	Good	N	
Alamo Street	Adam Road	Y	6~10	Good	Y/N	6-foot sidewalk with the parkway; 10-	Y	6~10	Good	Y/N	6-foot sidewalk with the parkway; 10-foot sidewalk without the parkway
Adam Road	Eve Road/Barnard Street	Y	9	Good	N		Y	4~10	Good	N	4-foot sidewalk by the empty lots
Eve Road/Barnard Street	Apricot Road	Y	6~10	Good	Y/N	6-foot sidewalk with the parkway; 10-	Y	10	Good	N	
Apricot Road	Cochran Street	Y	10	Good	N		Y	10	Good	N	
Cochran Street	Eileen Street	Y	5~10	Good	Y/N	5-foot sidewalk with the parkway;10-	Y	10	Moderate	N	Pavement condition moderate due to uneven surfaces caused by vegetation roots
Eileen Street	Alpine Street	Y	10	Moderate	N	Pavement condition moderate due to	Y	10	Moderate	N	Pavement condition moderate due to uneven surfaces caused by vegetation roots
Alpine Street	Industrial Street	Y	10	Moderate	N	Pavement condition moderate due to	Y	10	Moderate	N	Pavement condition moderate due to uneven surfaces caused by vegetation roots
Industrial Street	Valley Fair Street	Y	10	Good	N		Y	10	Good	N	
Valley Fair Street	Los Angeles Avenue	Y	4	Good	Y		Y	10	Good	N	
Los Angeles Avenue	Study Area Boundary - South	Y	10	Good	N		Y	10	Good	N	

\*Sidewalks often narrow down to less than 5 feet due to trees and utility poles

**Multimodal Condition**

Tapo Street		Southbound					Northbound				
From	To	Bikeway	Class	Bus Stop	Bus Shelter	Comments	Bikeway	Class	Bus Stop	Bus Shelter	Comments
Study Area Boundary - North	Alamo Street	Y	2	0	0	Alamo Street is a Class 2 Bikeway	Y	2	1	1	Alamo Street is a Class 2 Bikeway
Alamo Street	Adam Road	Y	2	1	0		Y	2	0	0	
Adam Road	Eve Road/Barnard Street	Y	2	0	0		Y	2	1	0	
Eve Road/Barnard Street	Apricot Road	Y	3	1	0		Y	3	0	0	
Apricot Road	Cochran Street	Y	3	0	0		Y	3	0	0	
Cochran Street	Eileen Street	Y	3	2	0		Y	3	1	0	
Eileen Street	Alpine Street	Y	3	0	0		Y	3	0	0	
Alpine Street	Industrial Street	Y	3	1	0		Y	3	0	0	
Industrial Street	Valley Fair Street	Y	3	0	0		Y	3	0	0	
Valley Fair Street	Los Angeles Avenue	Y	3	0	0	Los Angeles Avenue is a Class 2 Bikew	Y	3	0	0	Los Angeles Avenue is a Class 2 Bikeway
Los Angeles Avenue	Study Area Boundary - South	Y	3	0	0		Y	3	0	0	

General Comment: Bike path with signage, but no sharrows

Bus: Simi Valley Transit Line 10 and 20

**Miscellaneous**

Tapo Street		Southbound					Northbound				
From	To	Median	Width (ft)	Utility	Signage	Comments	Median	Width (ft)	Utility	Signage	Comments
Study Area Boundary - North	Alamo Street	Y	2	Moderate	Low	Utility Poles	Y	2	Low	Low	
Alamo Street	Adam Road	N	0	Moderate	Low	Utility Poles	N	0	Low	Low	
Adam Road	Eve Road/Barnard Street	N	0	Moderate	Low	Utility Poles	N	0	Low	Low	
Eve Road/Barnard Street	Apricot Road	Y	4~14	Moderate	Low	Utility Poles	Y	4~14	Low	Low	
Apricot Road	Cochran Street	Y	4	Moderate	Low	Utility Poles intersect at Cochran Street	Y	4	Moderate	Low	Utility Poles intersect at Cochran Street
Cochran Street	Eileen Street	Y	4~14	Moderate	Low	Street lights	Y	4~14	Moderate	Low	Street lights
Eileen Street	Alpine Street	Y	4	Moderate	Low	Street lights	Y	4	Moderate	Low	Street lights
Alpine Street	Industrial Street	Y	4~14	Moderate	Low	Street lights	Y	4~14	Moderate	Low	Street lights
Industrial Street	Valley Fair Street	Y	4	Moderate	Moderate	Street lights	Y	4	Moderate	Moderate	Street lights
Valley Fair Street	Los Angeles Avenue	Y	4	Moderate	Moderate	Street lights	Y	4	Moderate	Moderate	Street lights
Los Angeles Avenue	Study Area Boundary - South	N	0	Moderate	Moderate	Street lights	N	0	Moderate	Moderate	Street lights

\*Utility poles along Tapo Street in the southbound direction to Cochran Street

**Table A.7 (cont.): Tapo Street**

Source: KOA

Los Angeles Avenue		Eastbound					Westbound				
From	To	Availability	Width (ft)	Condition	Parkway	Comments	Availability	Width (ft)	Condition	Parkway	Comments
Bishop Lane	Buyers Street	Y	10	Good	N		N	0	N/A	N	Railroad north of Los Angeles Avenue
Buyers Street	Park Street	Y	10	Good	N		N	0	N/A	N	Railroad north of Los Angeles Avenue
Park Street	Tapo Street	Y	10	Good	N		N	0	N/A	N	Railroad north of Los Angeles Avenue
Tapo Street	Angus Avenue	Y	10	Good	N		N	0	N/A	N	Railroad north of Los Angeles Avenue
Angus Avenue	Hidden Ranch Drive	Y	4~12	Good	Y/N	Parkway near the Simi Valley Station	Y	8	Good	N	
Hidden Ranch Drive	Stearns Street	Y	10	Good	Y		Y	8	Good	N	

Los Angeles Avenue		Eastbound					Westbound				
From	To	Bikeway	Class	Bus Stop	Bus Shelter	Comments	Bikeway	Class	Bus Stop	Bus Shelter	Comments
Bishop Lane	Buyers Street	Y	2	1	1		Y	2	0	0	
Buyers Street	Park Street	Y	2	0	0		Y	2	0	0	
Park Street	Tapo Street	Y	2	0	0		Y	2	0	0	
Tapo Street	Angus Avenue	Y	2	2	1		Y	2	0	0	
Angus Avenue	Hidden Ranch Drive	Y	2	1	1	Simi Valley amtrak station	Y	2	1	0	Connection to Arroyo Simi - Las Lajas Creek Spur Class 1 bikeway
Hidden Ranch Drive	Stearns Street	Y	2	0	0		Y	2	1	0	

Los Angeles Avenue		Eastbound					Westbound				
From	To	Median	Width (ft)	Utility	Signage	Comments	Median	Width (ft)	Utility	Signage	Comments
Bishop Lane	Buyers Street	Y	15	Low	Low	Combination of a two-way left turn lane	Y	15	Low	Low	
Buyers Street	Park Street	N	0	Low	Low	15-foot Two-Way left turn lane	N	0	Low	Low	
Park Street	Tapo Street	Y	4	Low	Low		Y	4	Low	Low	
Tapo Street	Angus Avenue	N	0	Low	Low	17-foot Two-way left turn lane	N	0	Low	Low	
Angus Avenue	Hidden Ranch Drive	Y	15	Moderate	Moderate	ation of a two-way left turn lane with	Y	15	Moderate	Moderate	
Hidden Ranch Drive	Stearns Street	Y	4	Moderate	Moderate		Y	4	Low	Moderate	

**Table A.8: Los Angeles Avenue**

Source: KOA

Sidewalk (width/condition/parkway)/Median/Street Furniture (Bike Amenities, Transit Shelters, Utility Boxes, style/condition)

**Sidewalk Condition**

Los Angeles Avenue		Eastbound					Westbound				
From	To	Availability	Width (ft)	Condition	Parkway	Comments	Availability	Width (ft)	Condition	Parkway	Comments
Study Area Boundary - West	Sinaloa Road	Y	6	Good	N		Y	5	Good	N	
Sinaloa Road	5th Street	Y	8	Good	N		Y	8	Good	N	
5th Street	4th Street	Y	8	Good	N		Y	8	Good	N	
4th Street	3rd Street	Y	8	Good	N		Y	8	Good	N	
3rd Street	First Street	Y	8	Good	N	5-foot sidewalk across the bridge	Y	8	Good	N	5-foot sidewalk across the bridge
First Street	Patricia Avenue	Y	8	Good	N		Y	8	Good	N	
Patricia Avenue	Williams Street	Y	8	Good	N		Y	8	Good	N	
Williams Street	Hubbard Street	Y	8	Good	N		Y	8	Good	N	
Hubbard Street	Donville Avenue	Y	8	Good	N		Y	8	Good	N	
Donville Avenue	Duncan Street	Y	8	Good	N		Y	8	Good	N	
Duncan Street	Galt Street	Y	8	Good	N		Y	8	Good	N	
Galt Street	Erringer Road	Y	8	Good	N		Y	8	Good	N	

General Comment: Sidewalks frequently narrow to 4-foot due to landscapes, utility boxes, signage, etc.)

**Multimodal Condition**

Los Angeles Avenue		Eastbound					Westbound				
From	To	Bikeway	Class	Bus Stop	Bus Shelter	Comments	Bikeway	Class	Bus Stop	Bus Shelter	Comments
Study Area Boundary - West	Sinaloa Road	Y	3	0	0		Y	3	0	0	
Sinaloa Road	5th Street	Y	3	2	1		Y	3	0	0	connection to Arroyo Simi Greenway
5th Street	4th Street	Y	3	0	0		Y	3	0	0	
4th Street	3rd Street	Y	3	0	0		Y	3	0	0	
3rd Street	First Street	Y	3	0	0	connection to Arroyo Simi Greenway	Y	3	0	0	connection to Arroyo Simi Greenway
First Street	Patricia Avenue	Y	3	1	0	First Street is a Class 2 bikeway south of	Y	3	1	1	First Street is a Class 2 bikeway south of Los Angeles Avenue
Patricia Avenue	Williams Street	Y	3	0	0		Y	3	0	0	
Williams Street	Hubbard Street	Y	3	1	1		Y	3	1	0	
Hubbard Street	Donville Avenue	Y	3	0	0		Y	3	0	0	
Donville Avenue	Duncan Street	Y	3	1	0		Y	3	0	0	
Duncan Street	Galt Street	Y	3	0	0		Y	3	0	0	
Galt Street	Erringer Road	Y	3	0	0	Erringer Road is a Class 2 bikeway	Y	3	0	0	

General Comment: Bike path with signage, but no sharrows

Bus Service: Simi Valley Transit Line 20 and 30

**Miscellaneous**

Los Angeles Avenue		Eastbound					Westbound				
From	To	Median	Width (ft)	Utility	Signage	Comments	Median	Width (ft)	Utility	Signage	Comments
Study Area Boundary - West	Sinaloa Road	Y	15	Low	Low		Y	15	Moderate	Moderate	Utility poles westbound
Sinaloa Road	5th Street	Y	15	Low	High		Y	15	Low	Moderate	
5th Street	4th Street	Y	15	Low	Low		Y	15	Low	Low	
4th Street	3rd Street	Y	15	Low	Low		Y	15	Low	Low	
3rd Street	First Street	Y	15	Low	Low		Y	15	Low	Moderate	
First Street	Patricia Avenue	Y	15	Low	Moderate		Y	15	Low	Moderate	
Patricia Avenue	Williams Street	Y	15	Low	Moderate		Y	15	Low	Low	
Williams Street	Hubbard Street	Y	15	Low	Moderate		Y	15	Low	Moderate	
Hubbard Street	Donville Avenue	Y	15	Low	Moderate		Y	15	Low	Low	
Donville Avenue	Duncan Street	Y	15	Low	Low		Y	15	Low	Low	
Duncan Street	Galt Street	Y	15	Low	Low		Y	15	Low	Low	
Galt Street	Erringer Road	Y	15	Low	Moderate		Y	15	Low	Moderate	

\*Utility includes power, traffic signal cabinet, service cabinets, street lights, trash bins, mail boxes, and other miscellaneous cabinets

\*signage includes speed limit, parking, bicycle, bus stop, truck routes, and others

**Table A.9: Tapo Street**

Source: KOA

**On Street Parking**

Only available on Los Angeles Avenue between 4200 block and 4500 block; Stearns Street south of Los Angeles Avenue

**Off Street Parking**

Tapo Street		Southbound			Northbound		
From	To	Driveway	Parking	General Comment	Driveway	Parking	General Comment
Study Area Boundary - North	Alamo Street	1	10	Auto shop	2	260	plaza
Alamo Street	Adam Road	4	80	Residential; office	4	50	drug store
Adam Road	Eve Road/Barnard Street	6	10	Residential	2	10	residential
Eve Road/Barnard Street	Apricot Road	2	100	Small plaza; clinic	3	10	small office; residential
Apricot Road	Cochran Street	5	40	Office; Auto shop	4	200	car dealer; office; other retail
Cochran Street	Eileen Street	7	300	Plaza; Residential community	2	750	Santa Susana Plaza (752 parking spaces)
Eileen Street	Alpine Street	3			0		
Alpine Street	Industrial Street	3	600	Religious Facility; plaza	2	120	Plaza; Storage
Industrial Street	Valley Fair Street	1			2		
Valley Fair Street	Los Angeles Avenue	0	200	Religious Facility	2	50	industrial
Los Angeles Avenue	Study Area Boundary - South	3	50	Auto shop, retail	3	10	Autoshop; propane storage

<https://www.loopnet.com/Listing/2196-2360-Tapo-St-Simi-Valley-CA/12238425/>

Los Angeles Avenue		Eastbound			Westbound		
From	To	Driveway	Parking	General Comment	Driveway	Parking	General Comment
Bishop Lane	Buyers Street	6	100	small retail	0	0	
Buyers Street	Park Street	4	20	small retail	0	0	
Park Street	Tapo Street	4	50	auto shops	0	0	
Tapo Street	Angus Avenue	11	500	storage; industrial; offices; commercial	0	0	
Angus Avenue	Hidden Ranch Drive	2	750	Simi Valley Station Parking Lot (569 parking spaces); industrial	7	20	Industrial
Hidden Ranch Drive	Stearns Street	3	0	empty lot	2	450	simi valley promenade; community center

<https://metrolinktrains.com/rider-info/general-info/stations/simi-valley/>

**Table A.10: Los Angeles Avenue**

Source: KOA

On Street Parking

Only Available on Sinaloa Road north of Los Angeles Avenue

Off Street Parking

Los Angeles Avenue		Eastbound			Westbound		
From	To	Driveway	Parking	General Comment	Driveway	Parking	General Comment
Study Area Boundary - West	Sinaloa Road	2	150	Liquor Store; Bowling Alley; Large Parking Lot	0	20	Medical
Sinaloa Road	5th Street	6	850	Woodlands Plaza (Grocery; Restaurants; Other Retail); Gas Station	9	200	Small plaza; auto shop
5th Street	4th Street	4	50	Gas Station; Convenience Store; Car Rental; other retail	4	20	Retail
4th Street	3rd Street	3	20	Auto Shops; Other retail	2	100	Retail; Vet
3rd Street	First Street	2	70	Car Rental; Other retail	5	150	car dealer; car rental; auto shop; retail
First Street	Patricia Avenue	6	50	Car wash; auto shop; gas station; fast food	1	1400	Mountain Gate Plaza (1359 parking spaces) ; car dealer; auto shop
Patricia Avenue	Williams Street	10	200	Office space; bank; other retail	2		
Williams Street	Hubbard Street	9	250	Auto shop, hospital, other retails	5	1100	Simi Valley Plaza (1089 parking spaces)
Hubbard Street	Donville Avenue	5	130	small plaza	2	80	Auto shop; fast food
Donville Avenue	Duncan Street	4	30	Car dealer; other retail	5	50	Car rental; fast food
Duncan Street	Galt Street	2	40	small retail; small office	3	100	Commercial plaza (small restaurants and retail)
Galt Street	Erringer Road	10	400	Plaza (grocery; restaurants; etc.); small offices; restaurants; auto shop	5	80	Office; small retail; auto shop

<https://images1.loopnet.com/d2/YczOp7U9QJrucaeEdALXEUqg4XtG4b5aRbGuQHkYDu0/document.pdf>

<https://www.loopnet.com/Listing/1317-1457-E-Los-Angeles-Ave-Simi-Valley-CA/16549565/>