



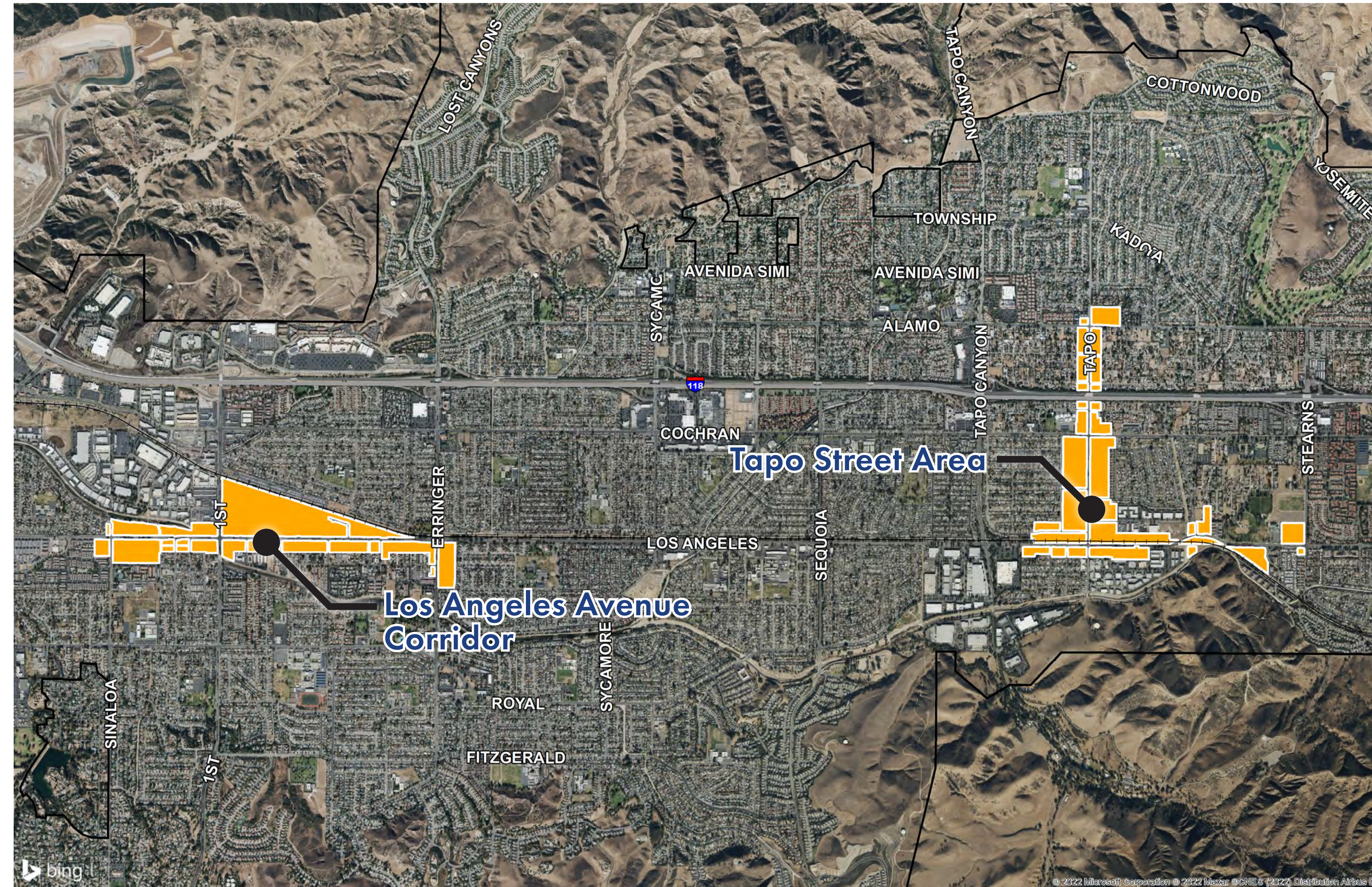
ENVISION SIMI VALLEY: CREATING HOUSING OPPORTUNITIES

IMAGINA SIMI VALLEY: CREANDO OPORTUNIDADES DE VIVIENDA

Envision Simi Valley is an opportunity to re-imagine what our City can become and create housing opportunities, improve transportation systems, develop pedestrian connectivity and venues so that our residents can live, work, shop and be entertained in the City.

The Local Early Action Planning (LEAP) and SB 2 Planning Grants will provide funding and technical assistance to help streamline housing approvals in order to meet our growing housing needs.

Two areas of the City have been identified to be part of this exciting study to create housing opportunities: the **Los Angeles Avenue Corridor** and the **Tapo Street Area** neighborhoods.



We want your input!

Los Angeles Avenue Corridor:

- Varied types of Housing
- Amenities, pocket parks
- Transportation Improvements
- Shopping Centers reactivation
- Create a walkable venue
- Outdoor dining and other amenities

Tapo Street Area:

- Create a Downtown atmosphere
- Mixed-Use and Multi-Family
- Streetscape improvements
- Pocket parks, public art
- Transportation Improvements,
- Shopping Centers reactivation
- Create a walkable venue
- Outdoor dining and other events





ENVISION LOS ANGELES AVENUE CORRIDOR

IMAGINA EL CORREDOR DE LA AVENIDA LOS ANGELES

Use the yellow sticky notes to add comments about issues or opportunities in this neighborhood

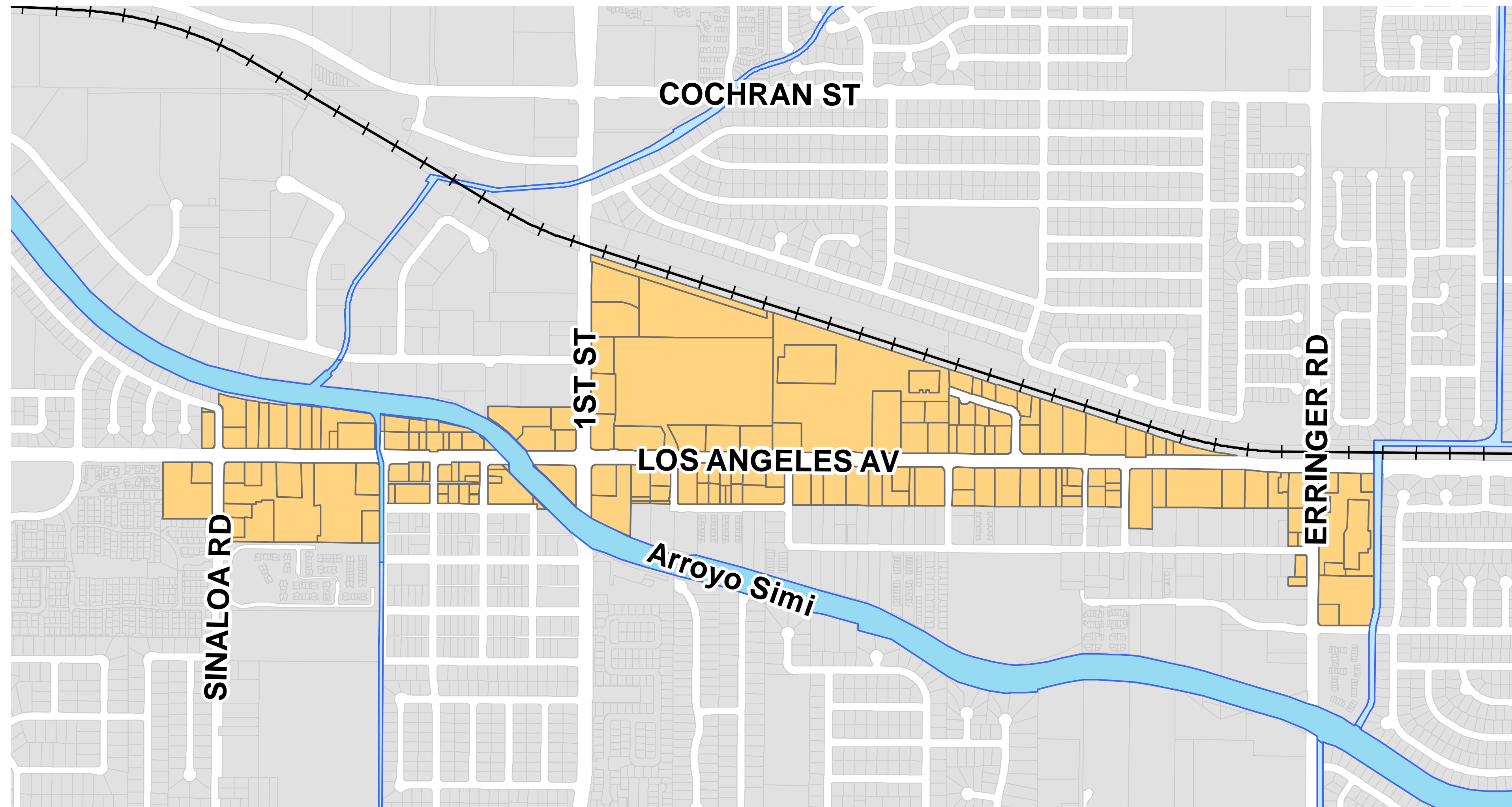
Los Angeles Avenue Corridor - Today



Los Angeles Avenue



Typical retail building condition: 1-story building with multiple tenant spaces separated from the sidewalk by surface parking



Envision the Possibilities



Issues

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

Opportunities

- Modernize existing shopping centers
- Provide more outdoor dining, specialty restaurants and cafes
- Public art on blank walls
- Bike lanes
- Wider sidewalks with amenities to promote pedestrian traffic

Add your own comments on issues or opportunities here!



ENVISION TAPO STREET AREA

IMAGINA LA ÁREA DE LA CALLE TAPO

Use the yellow sticky notes to add comments about issues or opportunities in this neighborhood

Tapo Street Area - Today



Tapo Street



Typical retail building condition: 1-story building with multiple tenant spaces separated from the sidewalk by surface parking

Issues

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

Opportunities

- Existing street trees and pleasant street lighting
- Modernize existing shopping centers
- Potential connections to the Metrolink Station
- Existing bike lanes along Los Angeles Avenue for connectivity

Add your own comments on issues or opportunities here!


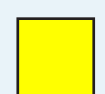
Envision the Possibilities






WHAT ARE YOUR GOALS FOR THESE AREAS?

CUÁLES SON SUS METAS PARA ESTAS ÁREAS?

-  Use the green stickers to indicate your top 3-5 priority project goals and guiding principles listed below
-  Use the yellow sticky notes to add your own goal if not listed below

Goal	Votes
1. Create a Sense of Place. Enhance the existing shopping centers with new buildings and amenities to create a unique identity that fosters business and pedestrian activities.	
2. Implement Focused Growth. Create a new downtown (Los Angeles area) and “main street” (Tapo Street area), preserve and enhance existing residential neighborhoods, and maintain views to the valley and mountains.	
3. Re-purpose Underutilized Properties. Increase the economic activity in underutilized commercial and industrial properties that are vacant or have large parking lots along major streets.	
4. Foster Transit Use. Encourage development near the Metrolink station within the Tapo Street Area to reduce dependence on cars, energy consumption, air pollution, and greenhouse gas emissions.	
5. Incentivize Production of Housing. Address the lack of affordable housing, workforce housing, and jobs. Add more housing options, home ownership opportunities, and access to public transportation.	

Goal	Votes
6. Improve Connectivity to Key Destinations. Address mobility issues to strengthen connections to the local market, bus stops, LYFT station, Metrolink, etc.	
7. Accommodate All Transportation Modes. Adjust streets to be comfortable for pedestrians, cyclists, and vehicles. Connect and improve access to neighboring assets like Arroyo Simi and the Metrolink station.	
8. Create Outdoor Recreation Opportunities. Encourage new private developments to include a variety of open space and recreational opportunities such as parks, natural open space, and green buffers.	
9. Create a Vibrant Pedestrian Environment. Ensure sidewalks along major streets are clear of obstacles and are wide enough to have amenities such as sitting areas and street trees.	
10. Adopt Innovative Parking Strategies. Use parking strategies that don’t result in too many or too few parking spaces. Potentially introduce shared parking structures for local residents, commuters, and visitors.	



WHICH OTHER NEIGHBORHOODS SHOULD INSPIRE THE PLANS?

QUÉ OTROS VECINDARIOS DEBERÍAN INSPIRAR LOS PLANES?

- Use the green stickers to mark which examples you like
- Use the yellow sticky notes to give comments or tell us about other examples.

Precedent Analysis

The Project Team will look to other vibrant neighborhoods or downtowns with a mix of employment and residential uses for inspiration for developing the Los Angeles Avenue and Tapo Street Specific Plans.

Give us feedback on the example neighborhoods we've shown to the right, or tell us about another inspiring neighborhood below!

What other communities should we draw inspiration from? Add them below!



South Pasadena Station Area



Mixed-use, medium-density neighborhood with tree-lined streets anchored by a transit station



Fullerton Station Area



Lower-density residential area with employment, entertainment, and civic uses



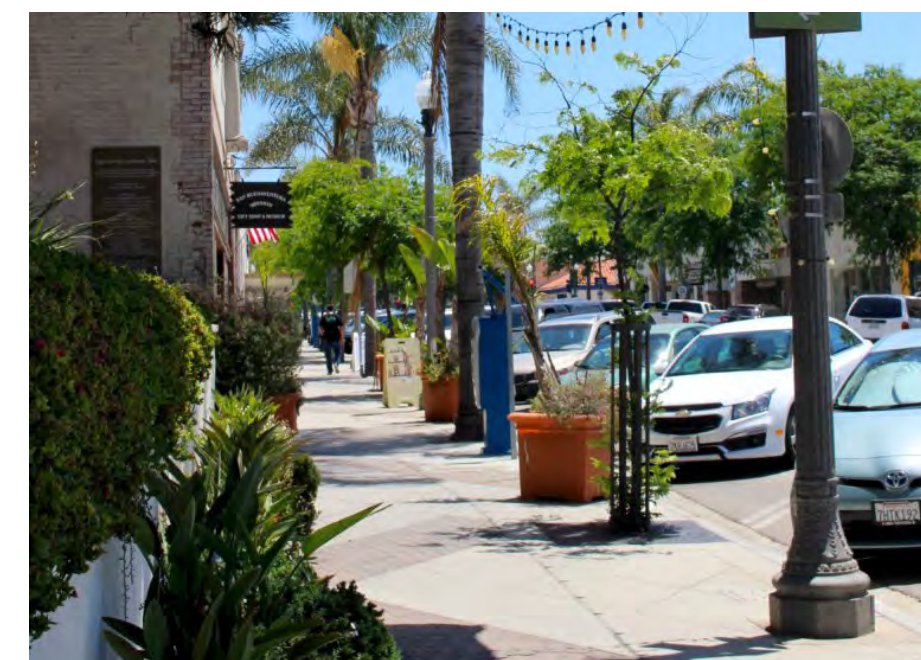
Claremont Station Area



Medium-density neighborhood with a high concentration of parks and civic uses



Downtown Ventura



Compact, walkable downtown with retail-oriented streets and on-street parking



Downtown Santa Barbara



Retail-oriented downtown supported by a system of public parking lots and structures



Main Street, Santa Monica



Bike-friendly restaurant-focused street with employment uses and public parking structures





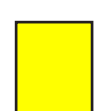
WHAT FACILITIES AND AMENITIES DO YOU ENVISION IN THESE NEIGHBORHOODS?

QUÉ INSTALACIONES Y SERVICIOS IMAGINA EN ESTOS VECINDARIOS?

- Place green stickers for land uses or densities you want in the study area
- Place red stickers for land uses or densities you don't want in the study area

Neighborhood Amenity	Votes
Grocery Store <i>Tienda de comestibles</i>	
Sit-down restaurants <i>Restaurante sentado</i>	
Fast-food restaurants <i>Restaurante de comida rápida</i>	
Cafe / coffee shop <i>Cafetería / Cafe</i>	
Art gallery <i>Galería de arte</i>	
Convenience store <i>Tienda de conveniencia</i>	
Community space <i>Espacio comunitario</i>	
Bar / Brewery <i>Bar / cervecería</i>	
Indoor physical activity <i>Actividad física en interiores</i>	
Parks / Open Space <i>Parques / espacios abiertos</i>	

Want another amenity not listed above? Write them below!



	Low – Medium Scale (1 to 3 stories) [How do you feel about the size, not the architecture]	Medium – High Scale (4 to 7 stories) [How do you feel about the size, not the architecture]
Mixed-Use	<div style="border: 1px dashed gray; width: 100%; height: 100%; position: relative;"> ● </div>	<div style="border: 1px dashed gray; width: 100%; height: 100%;"></div>
Shopping/Retail	<div style="border: 1px dashed gray; width: 100%; height: 100%;"></div>	<div style="border: 1px dashed gray; width: 100%; height: 100%;"></div>
Office	<div style="border: 1px dashed gray; width: 100%; height: 100%;"></div>	<div style="border: 1px dashed gray; width: 100%; height: 100%;"></div>
Residential	<div style="border: 1px dashed gray; width: 100%; height: 100%;"></div>	<div style="border: 1px dashed gray; width: 100%; height: 100%;"></div>





ENVISION OUR STREETS, SIDEWALKS AND PUBLIC OPEN SPACE

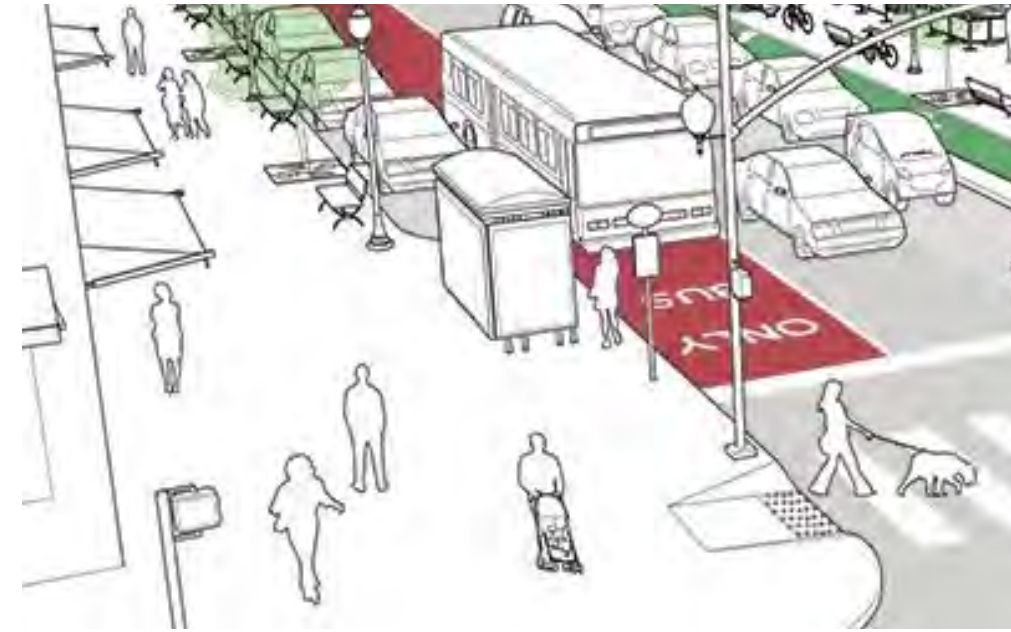
IMAGINA NUESTRAS CALLES, ACERAS Y ESPACIOS PÚBLICOS ABIERTOS

● Use the green stickers to mark your top 3 - 5 streetscape improvements
■ Use the yellow sticky notes to give comments or tell us about other examples.

Sidewalks



Culver City, CA



Source: NACTO

Pedestrian Paths



Los Angeles, CA

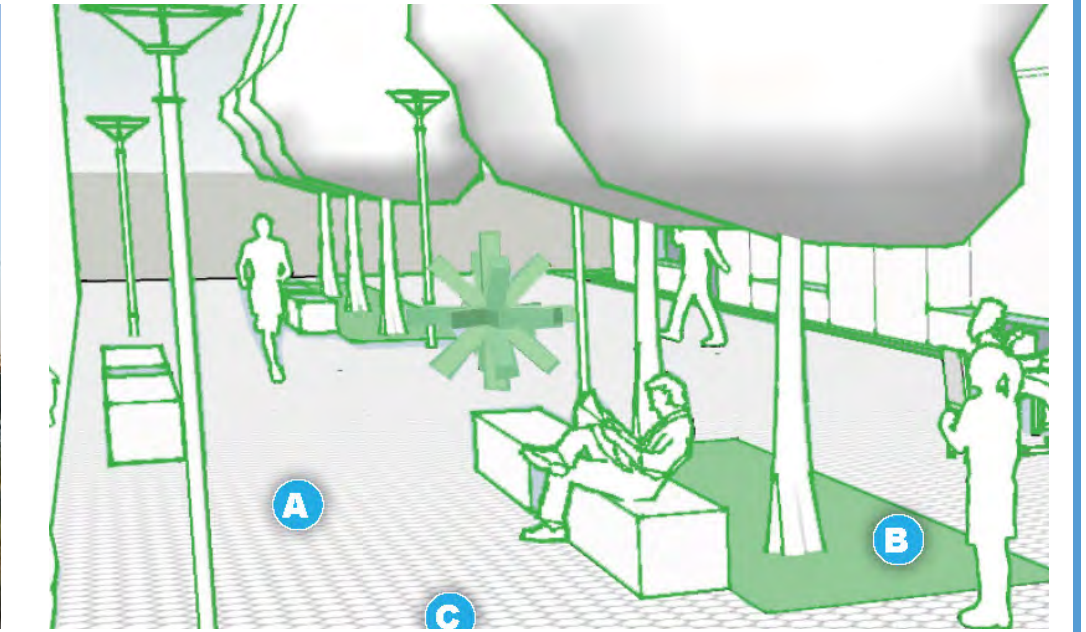


Platform, Culver City, CA

Pocket Parks



Anaheim, CA

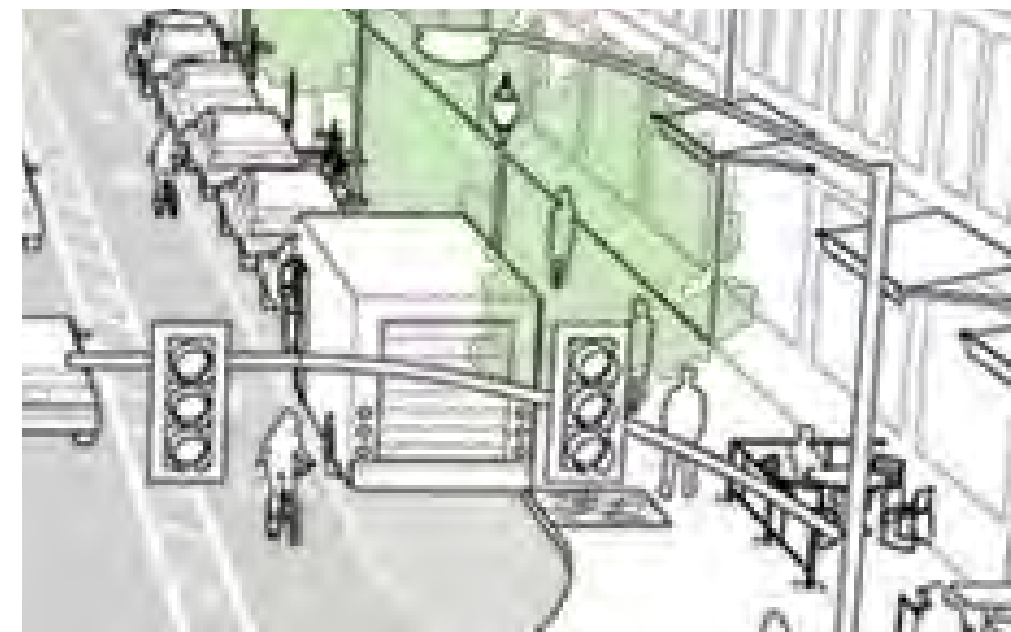


Source: Gruen Associates

Curbside Amenities



Santa Ana, CA

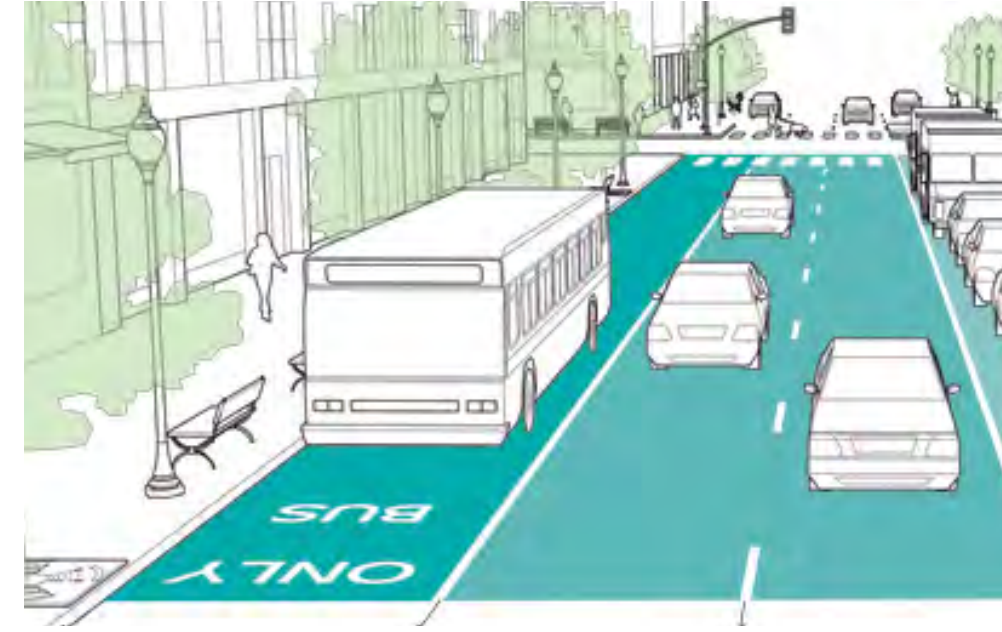


Source: NACTO

Repurposed Lanes



San Bernardino, CA



Source: NACTO

On-Street Parallel and Diagonal Parking



Claremont, CA

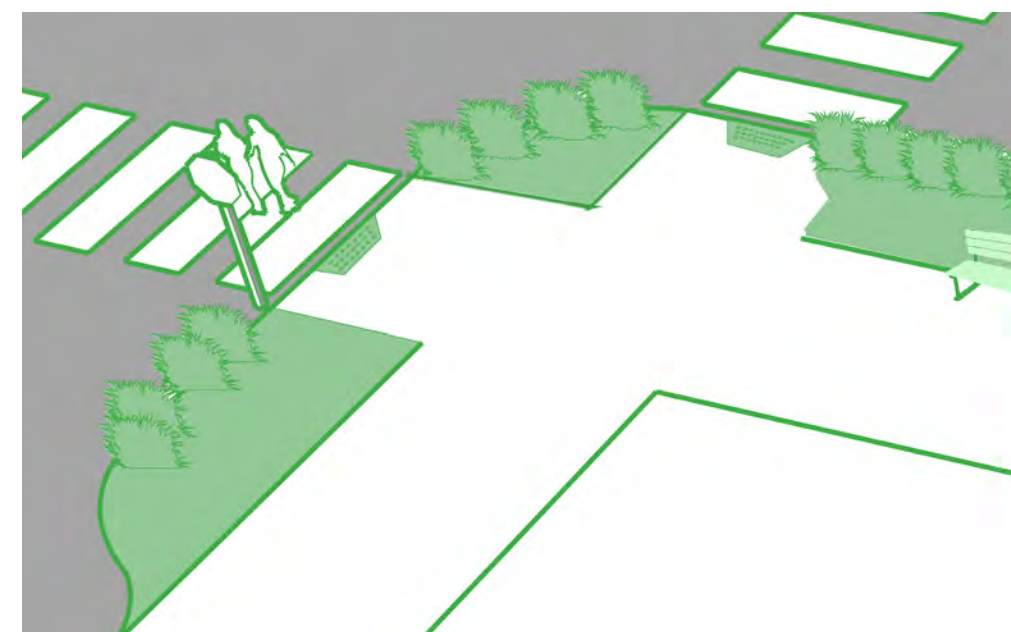


Source: Gruen Associates

Curb Extensions



Long Beach, CA



Source: Gruen Associates

Bicycle Lanes / Paths



Long Beach, CA



Source: NACTO


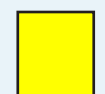
Want another street, sidewalk, or open space amenity that isn't listed here? Place your comments here!

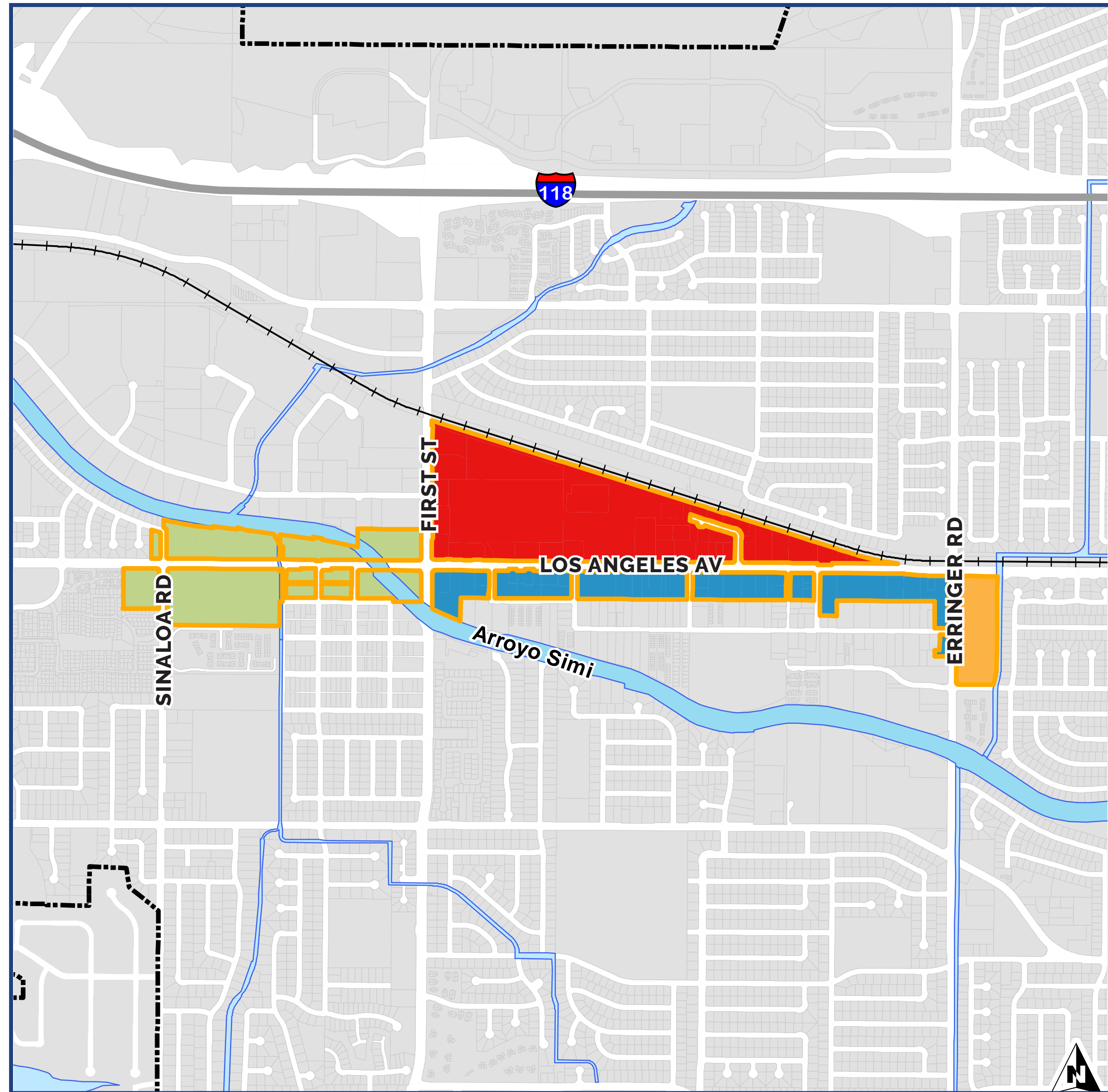




ENVISION LOS ANGELES AVENUE CORRIDOR


IMAGINA LA ÁREA DE LA CALLE LOS ANGELES

 Use the green or red stickers to indicate your thoughts on the strategies listed below
 Use the yellow sticky notes to add your own strategy if not listed below



Want another scenario strategy not listed on the right? Place your comments here on post-its!




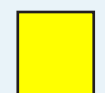
	Scenario 1		Scenario 2	
	Strategy	Votes	Strategy	Votes
LAAPO West	<p>Treat the Arroyo Simi as a community asset</p> <p><i>(e.g. increase setbacks and encourage or require outdoor dining, seating, plaza space, landscaping along the Arroyo Simi)</i></p>		<p>Utilize vacant parking lots for housing development opportunities</p> <p><i>(e.g. parking lots near Woodlands Plaza and Harley's Simi Bowl)</i></p>	
LAAPO North	<p>Preserve the interior tenant spaces in existing shopping centers with pedestrian-friendly street-facing buildings</p> <p><i>(e.g. by requiring things like landscape, plaza or outdoor seating/dining along Los Angeles Avenue)</i></p>		<p>Foster a vibrant atmosphere as the heart of a new activity center</p> <p><i>(e.g. exploring a phased approach to achieve a more intense vertical mixed-use atmosphere)</i></p>	
LAAPO South	<p>Focus on infill development and include guidance to reinforce the street-facing commercial to be visually interesting</p> <p><i>(i.e. requiring the right amount of windows, varying colors and textures)</i></p>		<p>Enable new developments to achieve more efficient shared parking arrangements</p> <p><i>(e.g. encouraging private lot consolidation to cluster commercial retail and office)</i></p>	
LAAPO East	<p>Support future daytime and nighttime commercial activity and connect to the surrounding residential neighborhoods</p>		<p>Prioritize employment-focused neighborhood serving uses to support future daytime and nighttime activity</p> <p><i>(e.g. through greater opportunities for residential mixed-use in strategic locations)</i></p>	

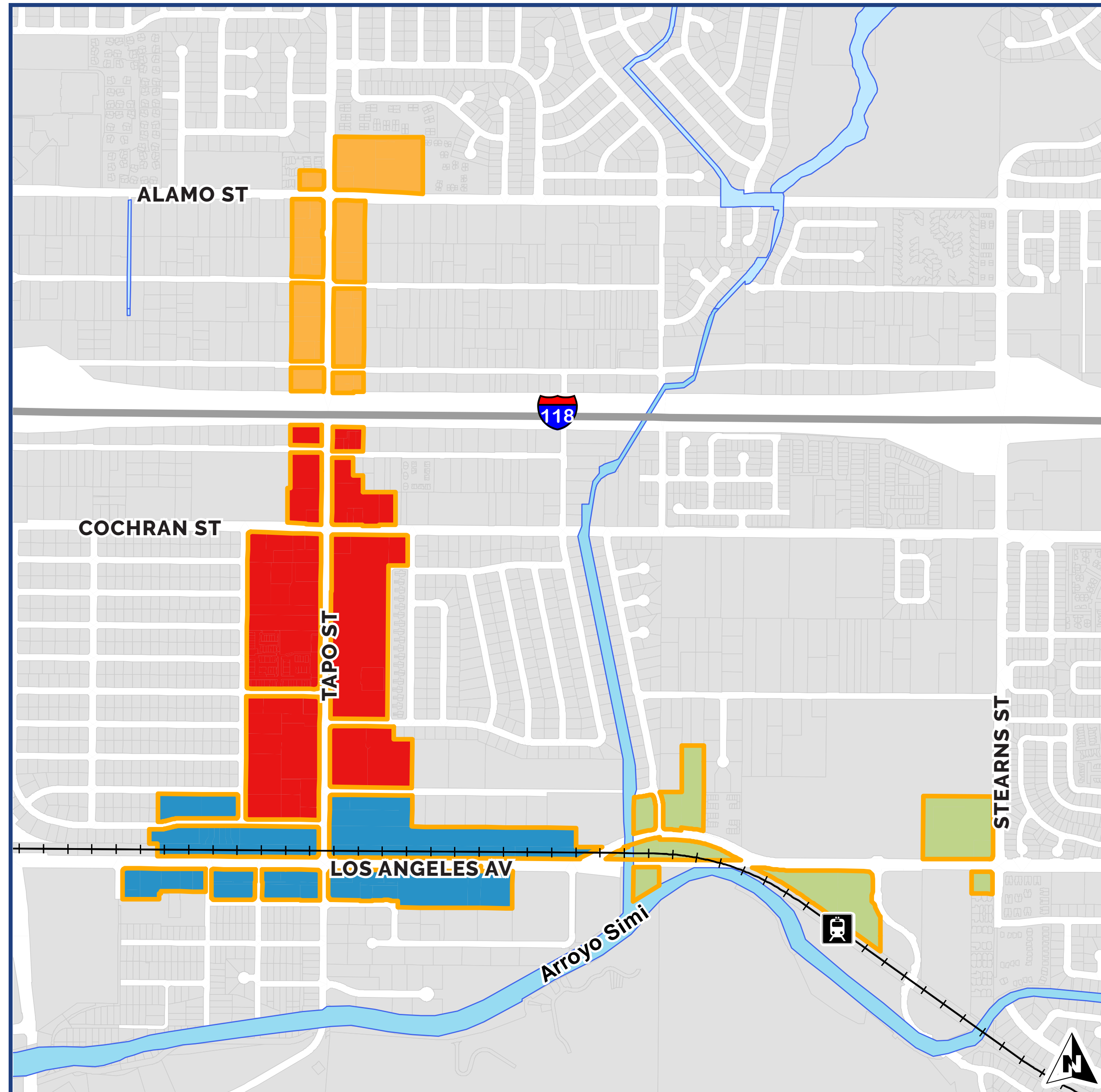




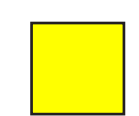
ENVISION TAPO STREET AREA


IMAGINA LA ÁREA DE LA CALLE TAPO

-  Use the green or red stickers to indicate your thoughts on the strategies listed below
-  Use the yellow sticky notes to add your own strategy if not listed below



Want another scenario strategy not listed on the right? Place your comments here on post-its!



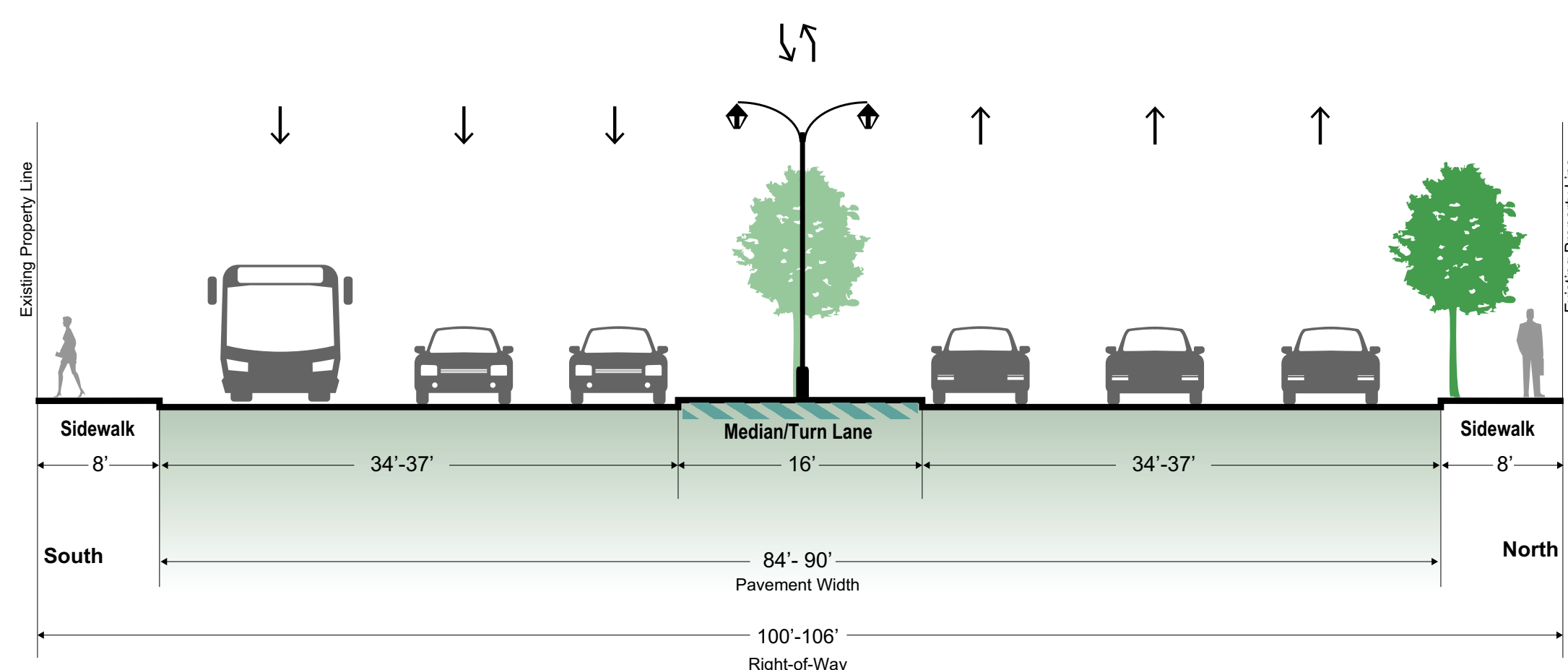
	Scenario 1		Scenario 2	
	Strategy	Votes	Strategy	Votes
TAPO South	<p>Reinforce the street-facing commercial and promote connectivity to the TAPO Core area</p> <p><i>(e.g. encouraging or requiring flexible open space such as pedestrian paths, paseos, plazas, etc. that connect to the neighborhoods to the north)</i></p>		<p>Improve connectivity between this segment along Los Angeles Avenue and TAPO North</p> <p><i>(e.g. introducing more pedestrian-friendly treatments that position the railway as the front door and southern gateway into the area)</i></p>	
TAPO Core	<p>Enhance the pedestrian environment and reinforce a low- to medium-scaled atmosphere with a "restaurant cluster"</p> <p><i>(e.g. adopting shared-use parking strategies for restaurants)</i></p>		<p>Prioritize a pedestrian environment through enhanced walkability to form a "Main Street"</p> <p><i>(e.g. reconfiguring Tapo Street's travel lanes to provide parallel or angled on-street parking, or bike lanes, and wider sidewalks)</i></p>	
TAPO North	<p>Neighborhood serving uses, focused on multifamily housing with limited commercial to complement the active mixed-use character of TAPO Core</p>		<p>Prioritize the area north of Cochran Street as neighborhood serving uses, with potential mixed-use commercial at select locations</p>	
TAPO East	<p>Use the Arroyo Simi and the Metrolink Station as assets</p> <p><i>(e.g. utilizing standards for pedestrian activated setbacks along the Arroyo Simi, the railway, and the park)</i></p>		<p>Prioritize the Arroyo Simi and the Metrolink Station as assets with nearby mixed-use opportunities at the eastern end</p>	



Use the green or red stickers to indicate your thoughts on the alternatives listed below
 Use the yellow sticky notes to add additional comments

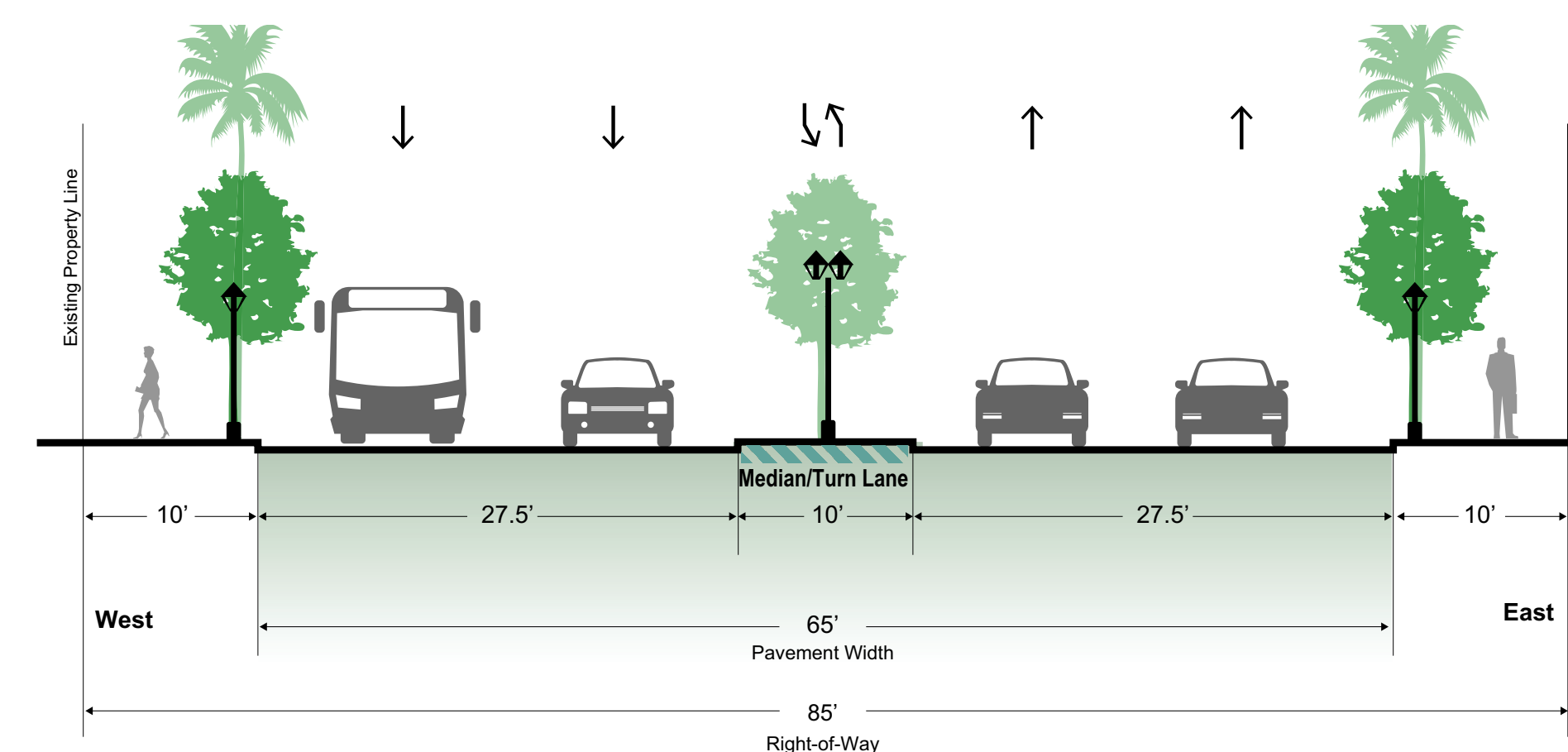
Los Angeles Avenue: Existing Street Section

Three lanes of travel in each direction, center turn lane and median, 8-foot sidewalks



Tapo Street: Existing Street Section

Two lanes of travel in each direction, center turn lane and median, 10-foot sidewalks



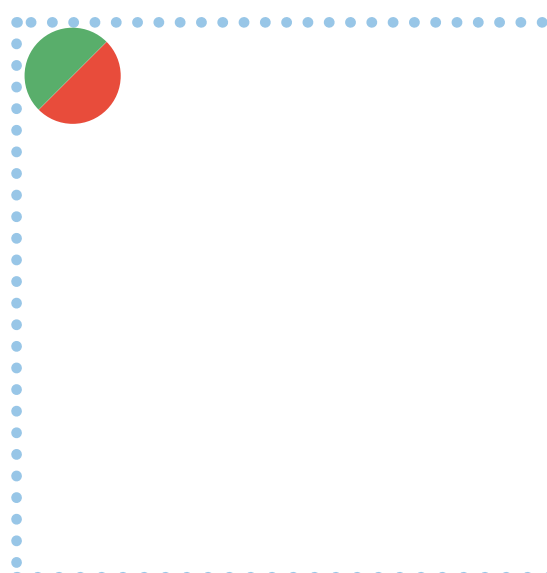
Potential Improvements

Example

Votes

Alternative 1: Parallel Parking

This scenario replaces a travel lane on both sides of the street with on-street parking. The landscaped median/turn lane remains in place.



Alternative 2: Bike Lanes

This scenario replaces a travel lane on both sides of the street with a buffered bike lane to connect with existing bike lanes east of Erringer. The landscaped median/turn lane remains in place.



Alternative 3: Semi-Dedicated Bus Lane

This scenario replaces a travel lane on both sides of the street with a semi-dedicated bus lane to improve bus headways. The landscaped median/turn lane remains in place. In off-peak hours, the bus lane could allow on-street parking or become a regular travel lane.



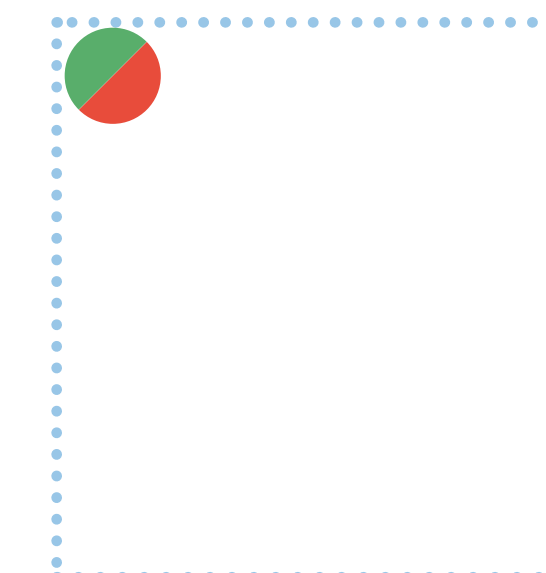
Potential Improvements

Example

Votes

Alternative 1: Diagonal Parking

This scenario replaces a travel lane on both sides of the street as well as the turn lane with on-street diagonal parking.



Alternative 2: Parallel Parking

This scenario replaces a travel lane on both sides of the street with on-street parallel parking. The landscaped median/turn lane remains in place.



Alternative 3: Bike Lanes

This scenario widens the roadway to keep the travel lanes and median/turn lane in order to add a buffered bike lane and setbacks on the eastern side of the street.

