

# Land Use Concepts and Alternatives Summary

Los Angeles Avenue & Tapo Street Area Specific Plans

July 27, 2022

## Goals & Objectives

The preliminary goals were developed to establish the specific plan areas as unifying and transitioning districts between the local community fabric and new development along the corridors. The goals take into account the existing conditions and reflect feedback heard from the community at engagement events. These goals may change over the course of the specific plan project to continue to reflect community and City sentiment.

### **Create a Sense of Place.**

- Enhance the existing commercial corridors with new building types and placemaking strategies to create a unique sense of place which fosters business and pedestrian activities.

### **Implement Focused Growth.**

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

### **Re-purpose Underutilized Properties.**

- Improve the economic standing and cohesive use of underutilized commercial and industrial properties that are vacant or have large surface parking lots along major streets.

### **Foster Transit Use.**

- Integrate development in the proximity of the existing Metrolink rail transit station within the Tapo Street specific plan area to foster transit use and reduce dependence on cars, energy consumption, air pollution, and greenhouse gas emissions.

### **Incentivize Production of Housing.**

- Address the lack of affordable housing, senior housing, and workforce housing. Encourage more housing options, home ownership, and access to public transportation through development incentives and other community benefits.

### **Improve Connectivity to Key Destinations.**

- Address mobility issues to strengthen connections to destinations and activity centers within and beyond the study areas such.

### **Accommodate All Transportation Modes.**

- Use "complete street"<sup>1</sup> approaches for "right-sizing" streets that improve pedestrian safety and balance the needs of pedestrians, cyclists, and vehicles. Connect to neighboring active transportation assets such as Arroyo Simi and the Simi Valley transit station.

### **Create Outdoor Recreation Opportunities.**

- Introduce a variety of new open space and recreational opportunities at the private realm level through incentives for the provision of community benefits.

### **Enhance the Public Realm and Streetscapes.**

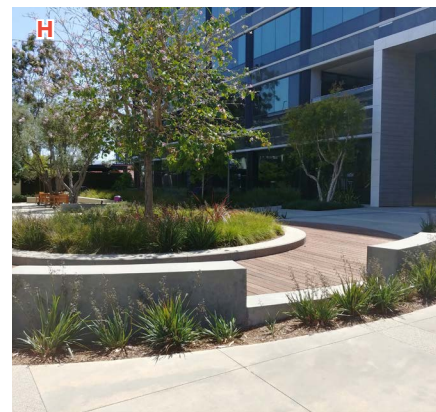
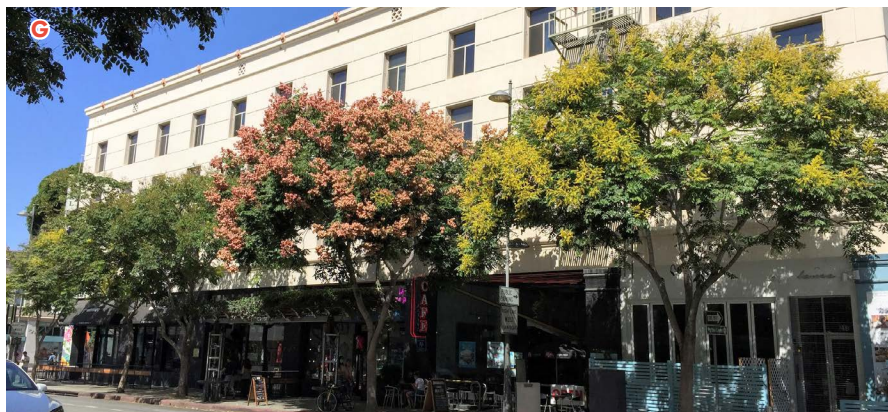
- Prioritize internal connectivity and a vibrant pedestrian environment along major corridors will be prioritized through wide, pleasant sidewalks, potential bicycle facilities, and amenities such as bicycle parking, sitting areas, and street trees.

### **Adopt Innovative Parking Strategies.**

- Consider multiple parking strategies including streamlined shared parking agreements between adjacent uses, reduced parking ratios near the transit station, and on-street parking through roadway re-striping.

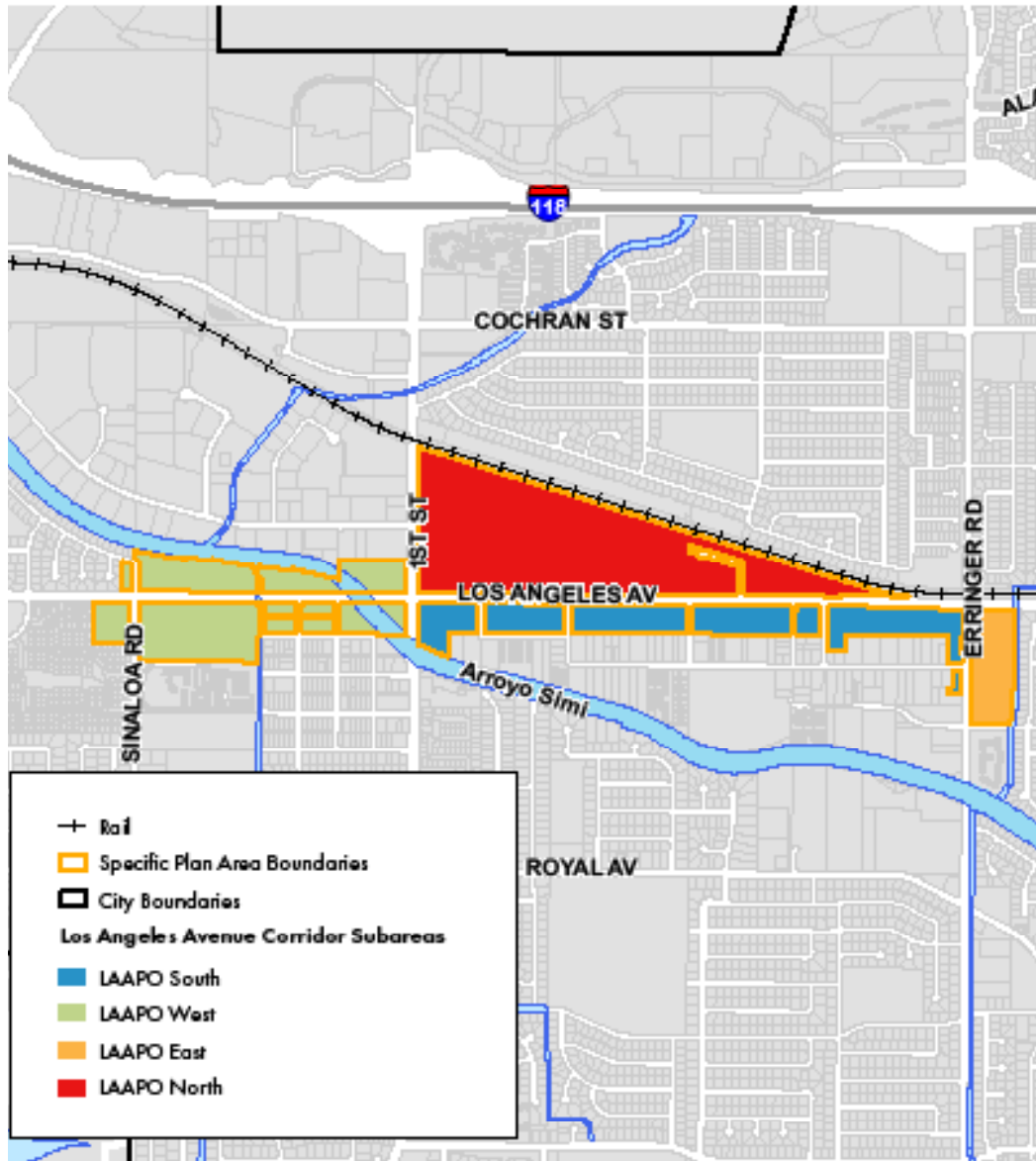
<sup>1</sup> "Complete Streets" refers to streets that have amenities for bicyclists, pedestrians, and motorists. Complete streets often include bike lanes and pleasant landscaping.

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(A) Shopping center with "parklet"-like open space; Bella Terra shopping center  
 (B) Single story commercial with outdoor dining; Sacramento  
 (C) 2-story shopping center; Tarzana.  
 (D) 1- and 2-story commercial with street landscaping; Monrovia  
 (E) 1-story commercial behind wide sidewalks with amenities; San Gabriel  
 (F) Landscaped building frontage along sidewalk.  
 (G) 3-story mixed-use with commercial on the bottom floor; Santa Monica  
 (H) Landscaped plaza at entrance of commercial/office mixed-use building.

## Los Angeles Avenue Corridor



### Los Angeles Avenue Corridor Vision

- The Los Angeles Avenue Corridor will become mixed-use environment and will be established as a focal point of activity that integrates commercial, entertainment, and residential uses in a mixed-use, multi-modal environment.
- Several existing shopping centers will be enhanced to include an engaging mix of uses with improved connectivity.

### Housing Element Consistency

- The Housing Element identified a total of 49 acres of Inventory Sites for housing 590 - 1,512 new housing units, mostly within the Mountain Gate Plaza and Simi Valley Plaza shopping centers.
- These sites are in the existing Mixed-use (MU) overlay zone which allows for a maximum base density of 35 dwelling units per acre, plus additional units for projects which consolidate lots or provide affordable housing.

## Los Angeles Avenue Corridor

### Scenario 1: Strategic Infill

- **LAAPO West.** Treat the Arroyo Simi as a community asset by increasing setbacks and encourage or require outdoor dining, seating, plaza space, landscaping along the Arroyo Simi.
- **LAAPO North.** Preserve the interior tenant spaces in existing shopping centers with modernized street-facing buildings by requiring an enhanced front setback for landscape, plaza or outdoor seating/dining space along Los Angeles Avenue.
- **LAAPO South.** Focus on infill development and include guidance to reinforce the street-facing commercial along Los Angeles Avenue to be visually interesting (i.e. the right amount of windows, varying colors and textures)
- **LAAPO East.** Support future daytime and nighttime commercial activity and connect to the surrounding residential neighborhoods.
  - » Permit neighborhood-serving commercial, employment-focused mixed-use, and limited residential
  - » Introduce one or more recreational areas that complement the Citrus Grove Park to the north.

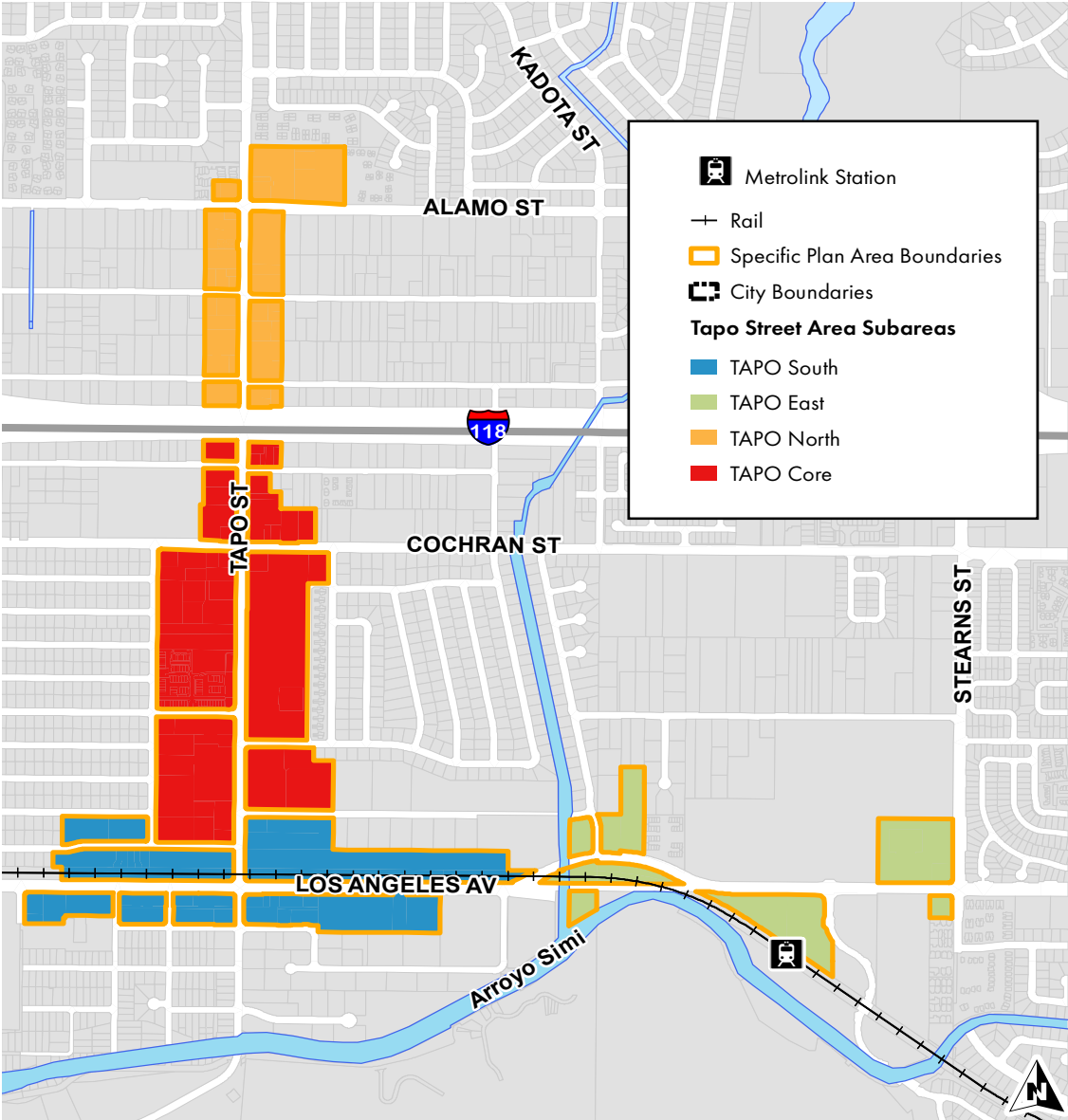


### Scenario 2: Expanded Infill

- **LAAPO West.** Utilize vacant parking lots such as those at Woodlands Plaza and Harley's Simi Bowl for housing development opportunities.
- **LAAPO North.** Foster a vibrant atmosphere as the heart of a new activity center by exploring a phased approach to achieve a more intense vertical mixed-use atmosphere.
  - » Require or encourage the provision of publicly-accessible open space
  - » Connect bike lanes westward through the area.
- **LAAPO South.** Prioritize infill opportunities by encouraging private lot consolidation to cluster commercial retail and office and to achieve more efficient shared parking arrangements
- **LAAPO East.** Prioritize employment-focused neighborhood serving uses through greater opportunities for residential mixed-use in strategic locations to support future daytime and nighttime commercial and activity.



# Tapo Street Area



### Tapo Street Area Vision

- The historic Tapo Street Area will be enhanced to create an authentic and connected neighborhood identity within a pedestrian-oriented "main street" environment and will include a transit village that promotes diversity of commercial and higher-density residential uses.

### Housing Element Consistency

- The Housing Element identified a total of 14 acres of Inventory Sites for housing 308 - 500 new housing units, mostly near the transit station.
- These sites are in the existing Mixed-use (MU) overlay zone which allows for a maximum base density of 35 dwelling units per acre, plus additional units for projects which consolidate lots or provide affordable housing.

## Tapo Street Area

### Scenario 1: Strategic Infill

- **TAPO South.** Reinforce the street-facing commercial along Los Angeles Avenue and promote connectivity to the TAPO Core area by encouraging or requiring flexible open space such as pedestrian paths, paseos, plazas, etc. that connect to the neighborhoods to the north.
- **TAPO Core.** Enhance the pedestrian environment and reinforce a low-to medium-scaled atmosphere for this area by adopting shared-use parking strategies for restaurants to encourage a "restaurant cluster".
- **TAPO North.** Envisioned to be neighborhood serving uses, focused on multifamily housing with limited commercial to complement the active mixed-use character of TAPO Core.
- **TAPO East.** Use the Arroyo Simi and the Metrolink Station as assets utilizing standards for pedestrian activated setbacks along the Arroyo Simi, the railway, and the park.

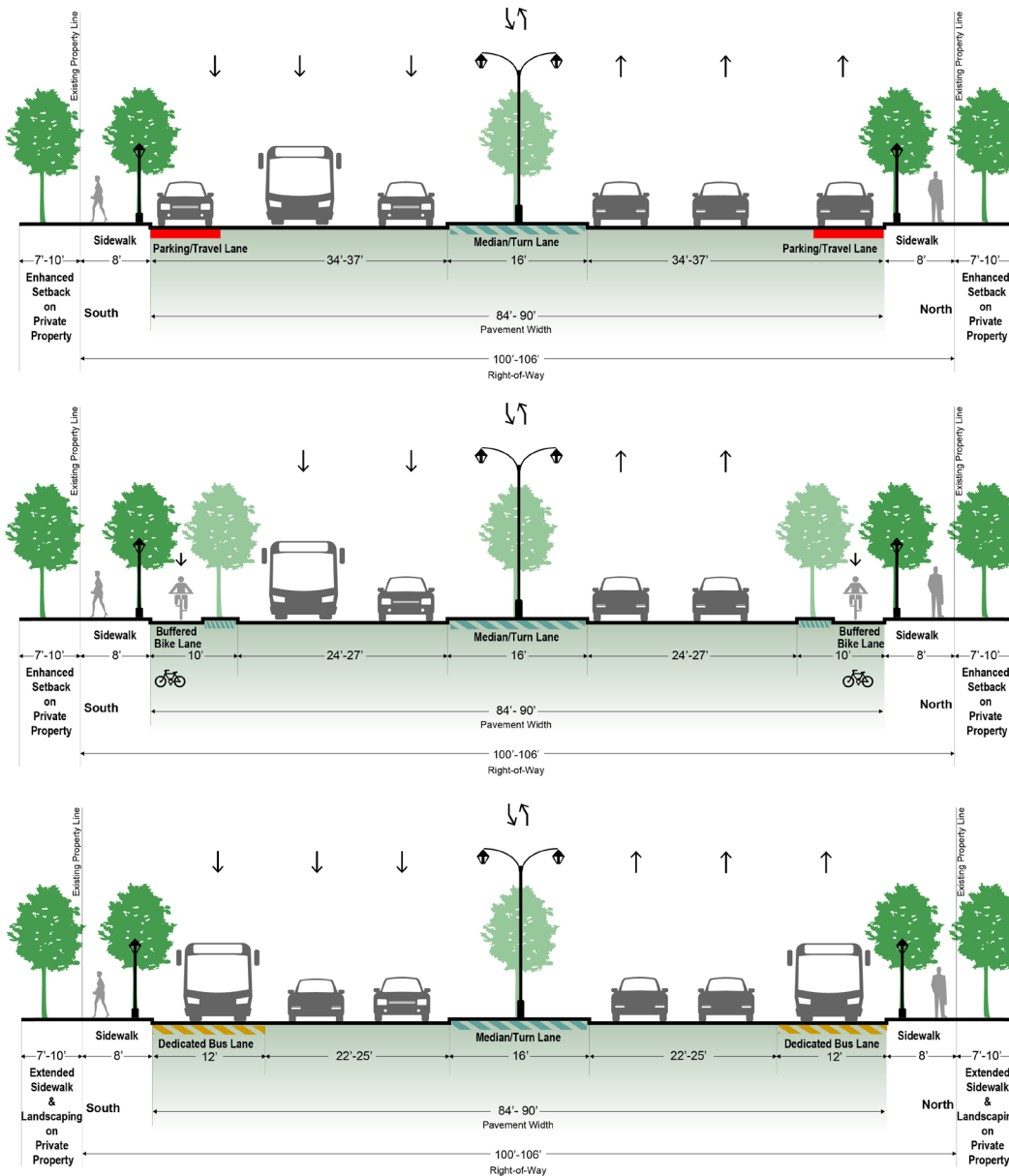


### Scenario 2: Expanded Infill

- **TAPO South.** Improve connectivity between this segment along Los Angeles Avenue and TAPO North by introducing more pedestrian-friendly treatments that position the railway as the front door and southern gateway into the area.
- **TAPO Core.** Prioritize a pedestrian environment through enhanced walkability to form a "Main Street" by reconfiguring Tapo Street's travel lanes to provide parallel or angled on-street parking, or bike lanes, and wider sidewalks.
- **TAPO North.** Prioritize the area north of Cochran Street as neighborhood serving uses, primarily focused on multifamily housing with potential mixed-use commercial at select locations to complement the more intense mixed-use character of TAPO Core.
- **TAPO East.** Prioritize the Arroyo Simi and the Metrolink Station as assets by enabling a framework for higher density mixed-use opportunities at the eastern end as a unique transit-oriented village destination.



# Los Angeles Avenue Corridor Conceptual Street Sections



## Alternative 1: Parallel Parking

This scenario replaces a travel lane on both sides of the street with on-street parking and requires enhanced setbacks or improved frontages (i.e. large windows, outdoor dining, seating areas, landscaping) on private property. The landscaped median/turn lane remains in place.

## Alternative 2: Bike Lanes

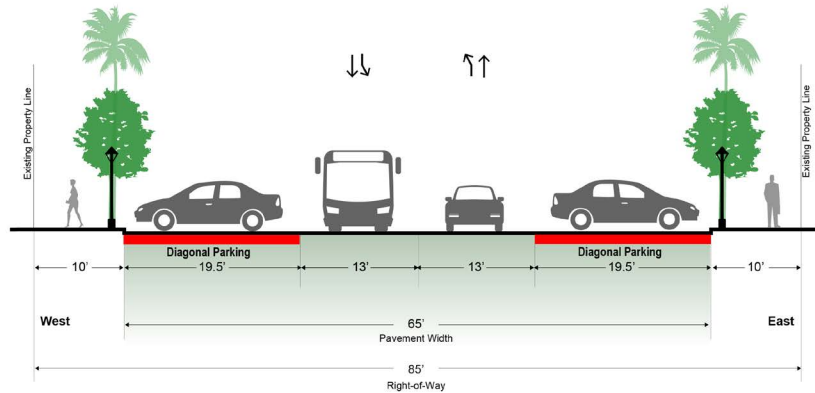
This scenario replaces a travel lane on both sides of the street with a buffered bike lane to connect with existing bike lanes east of Erringer and requires enhanced setbacks on private property. The landscaped median/turn lane remains in place.

## 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.

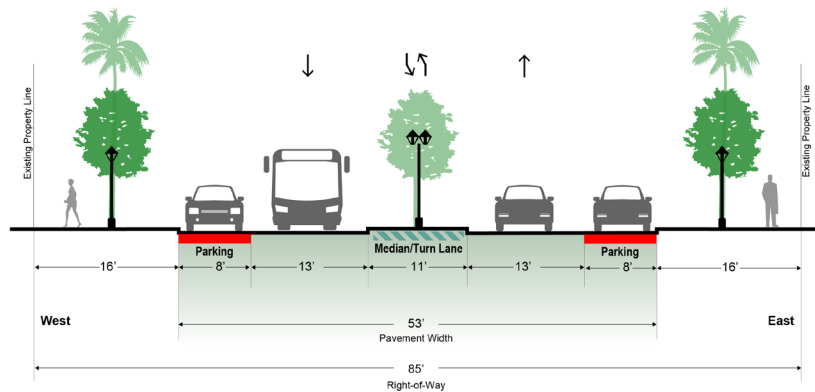


## Tapo Street Conceptual Street Sections



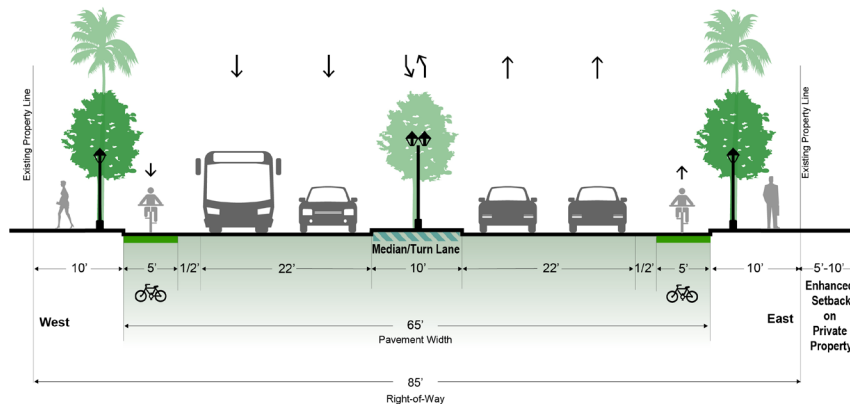
### Alternative 1: Diagonal Parking

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

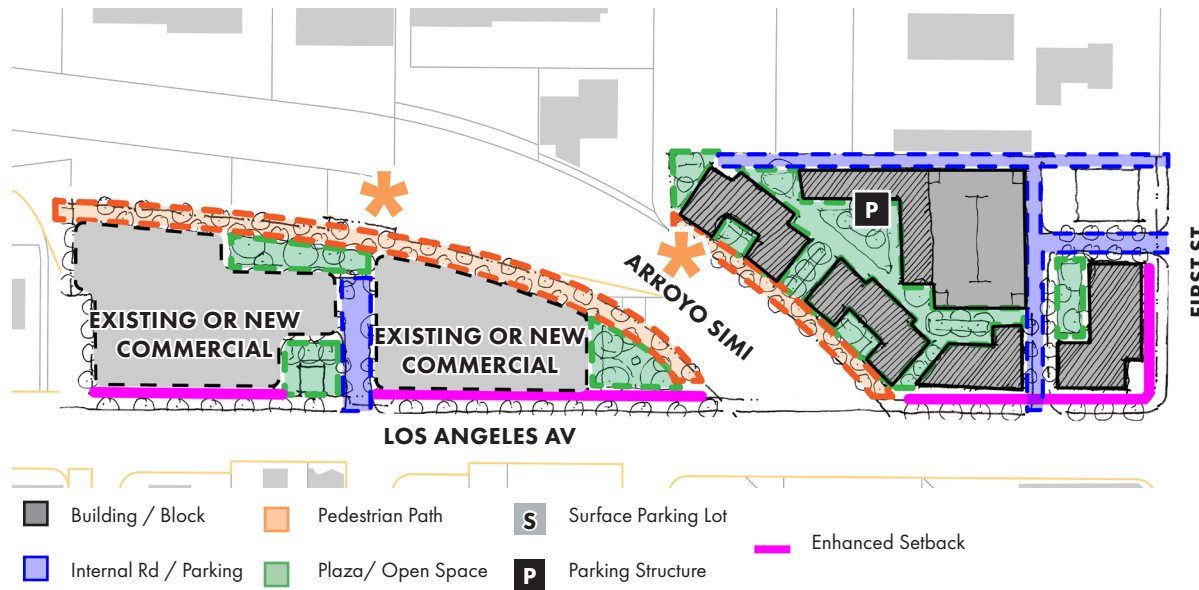
This scenario replaces a travel lane on both sides of the street with on-street parallel parking and extends the sidewalk into private property. The landscaped median/turn lane remains in place.



### 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 enhanced setbacks on the eastern side of the street.

## Los Angeles Avenue Corridor Conceptual Site Plan



### LAC 1

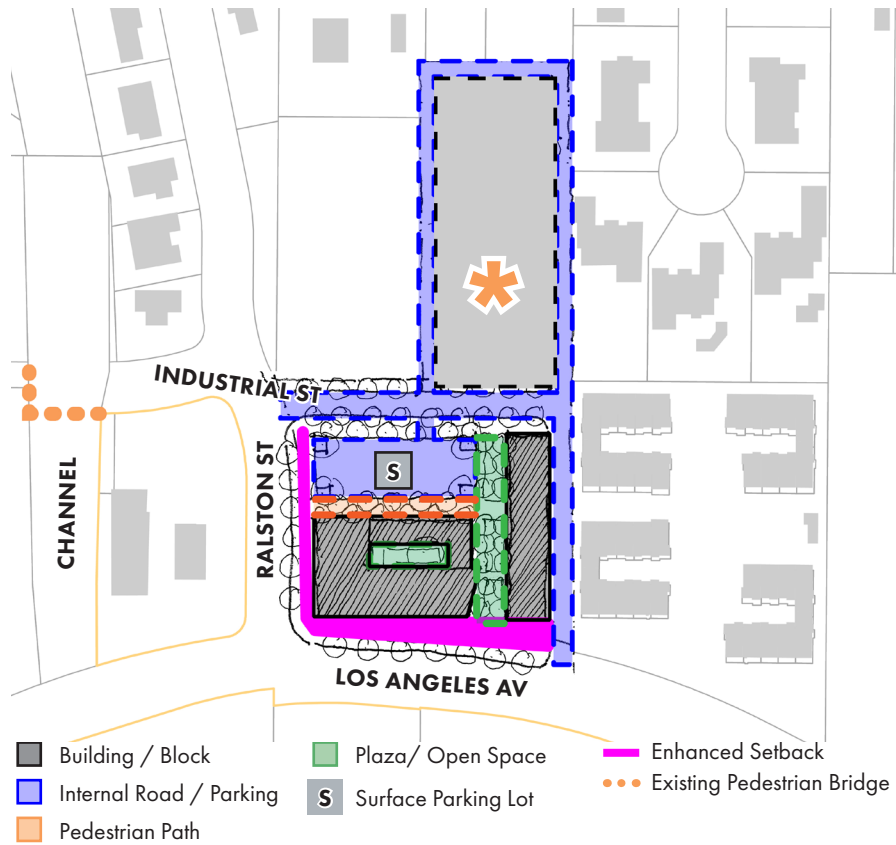
- The proximity to the Arroyo Simi and the bike trail presents an opportunity for a create housing or mixed-use project.
- Bicycle-friendly pedestrian path along Arroyo Simi connecting to internal open space.
- Retail and restaurant uses front First Street and Los Angeles to activate the frontage.
- 2 – 4 story vertical mixed-use with creative office above retail or entertainment.



Housing located along a landscaped pedestrian path. Source: Gruen Associates



## Tapo Street Area Conceptual Site Plan



Example residential units arranged around a courtyard; Redlands. Source: Gruen Associates

### TSA 2

- These parcels could serve as a model for transitional transit-oriented development due to its proximity to the train station.
- Provides a transitional buffer between a single-family neighborhood and Los Angeles Avenue.
- Limited commercial such as a coffee shop is envisioned along Los Angeles Avenue.
- An internal roadway extends Industrial St eastward to provide vehicular access to the surface parking lot.