



Community Workshop #2

October 19, 2022 6pm – 8pm

Sinaloa Middle School



Agenda



Agenda 2

Project Background 3

Goals of the Project 4

Goals for this Meeting 5

Existing Conditions 6

What is a Specific Plan? 11

The Mixed Use Zone 12

What We've Heard So Far 13

Los Angeles Avenue Corridor Vision 18

Tapo Street Area Vision 23

Question & Answer Period 28

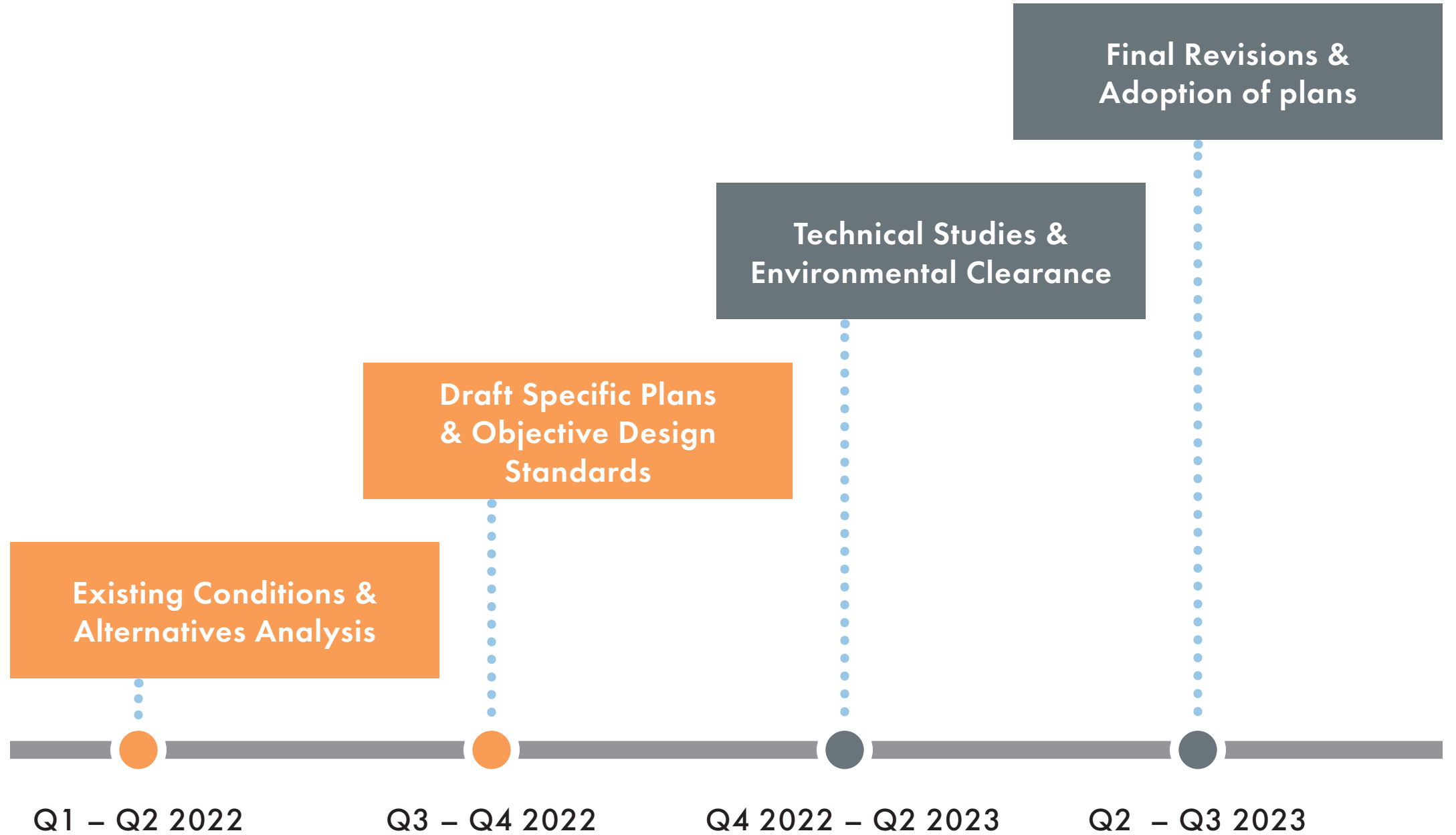


Project Background



Project Background

- Funded by 2 State grants
- Envision Simi Valley will develop:
 - » A community vision for the Los Angeles Avenue Corridor and the historic Tapo Street Area
 - » Objective design standards that ensure new developments are well-designed and respect their surroundings
- Ultimate goal is for the City to establish zoning and policy to encourage housing construction, attract new businesses, and increase the quality of life in Simi Valley





Goals of the Project



The goals listed here will be refined following input from the community at public outreach events and through coordination with the City.

- 1. Create a sense of place**
Make sure these areas have a unique and pleasant atmosphere
- 2. Implement focused growth**
Make sure growth happens in areas that can handle it
- 3. Re-purpose underutilized properties**
Fill in vacant lots and empty tenant spaces with uses the community needs
- 4. Foster transit use**
Reduce traffic on the roads
- 5. Incentivize production of housing**
Make sure new housing that is affordable for current residents can be built
- 6. Improve connectivity to key destinations**
Make sure people can walk from place to place safely
- 7. Accommodate all transportation modes**
Offer bike, bus, and walking routes that don't risk traffic collisions
- 8. Create outdoor recreation opportunities**
Offer new pocket parks, green spaces, and plazas that residents can use
- 9. Enhance the public realm and streetscapes**
Make sure sidewalks are nice and wide and have shading to protect against the sun
- 10. Adopt innovative parking strategies**
Make sure enough parking spaces are included



Goals for this Meeting



*We're here to hear
from you!*

- 1. Introduce the project to the public**
- 2. Present our initial review of existing conditions**
- 3. Get more feedback on what should and shouldn't go in these areas**
- 4. Share some high-level opportunities and constraints**
- 5. Discuss what could be possible for the areas long-term**
- 6. Receive feedback on the vision scenarios for both study areas as the team works towards a land use plan**



Existing Conditions

Los Angeles Avenue Corridor

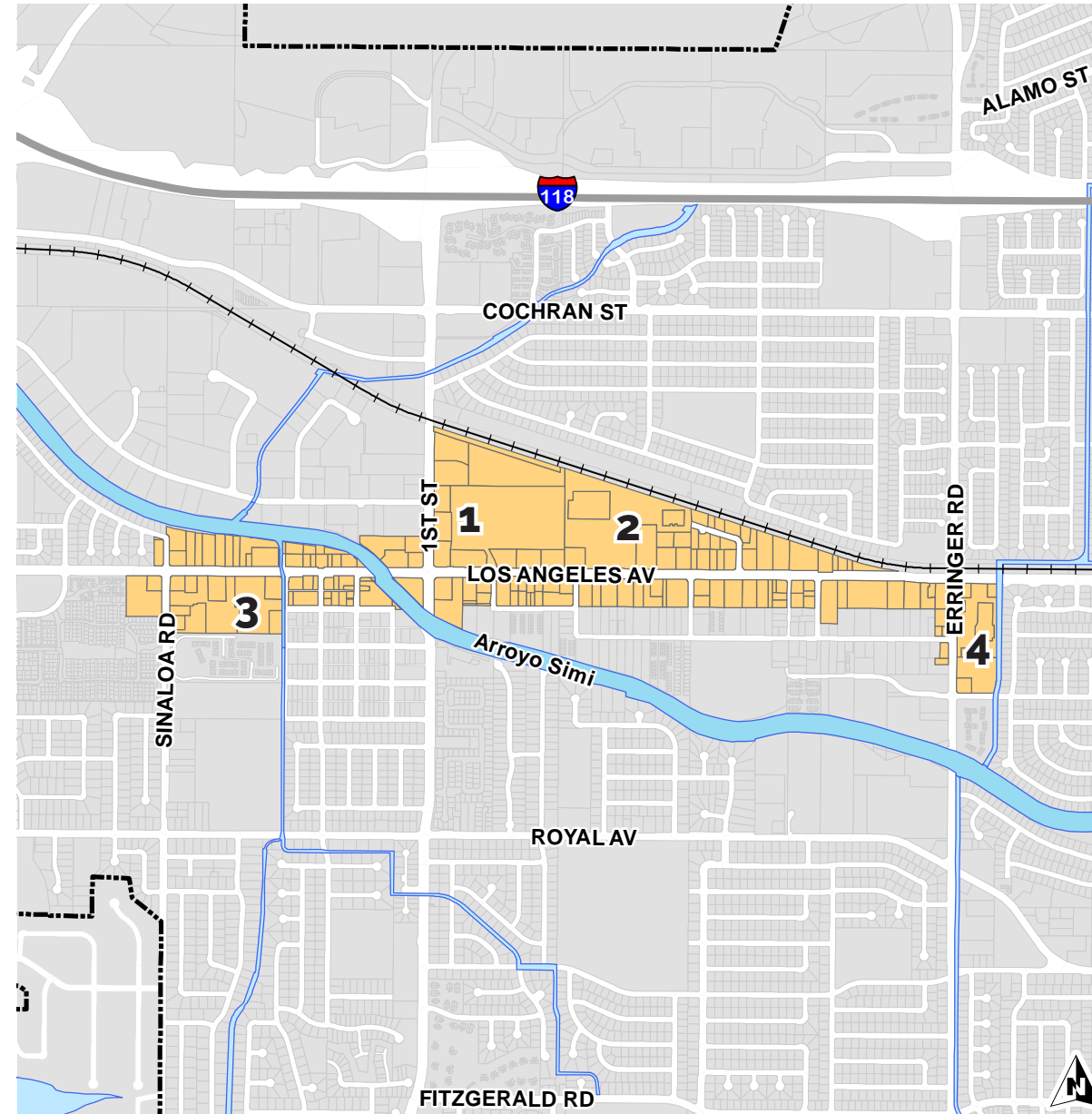


Summary of Existing Conditions

The Los Angeles Avenue Corridor is an area made up of several shopping centers. Most of the employment uses are generic retail, grocery stores, and restaurants along Los Angeles Avenue. There are no existing parks in the area though there is the Arroyo Simi Bike Trail.

The majority of the area permits mixed-use developments through the General Plan and overlay zones.

- 1. Mountain Gate Plaza Shopping Center
- 2. Simi Valley Shopping Center
- 3. Stater Bros. Market
- 4. Smart & Final





Existing Conditions cont. *Los Angeles Avenue Corridor*



Los Angeles Avenue is a six-lane primary arterial with a landscaped median, relatively narrow sidewalks, and bike lanes that don't extend into our boundary



Sinaloa Road is a four-lane roadway with a turn lane within our boundary



Typical retail buildings are 1-story with multiple tenant spaces separated from the sidewalk by surface parking



Smaller commercial center along Los Angeles Avenue with parking between the building and street



First Street is a six-lane primary arterial with a turn lane and median north of Los Angeles Avenue and transitions to a four-lanes south of that intersection



Erringer Road is a four-lane secondary arterial with a turn lane and median



Narrow sidewalks along Los Angeles Avenue with buildings that don't address the street



Existing Conditions cont. Tapo Street Area

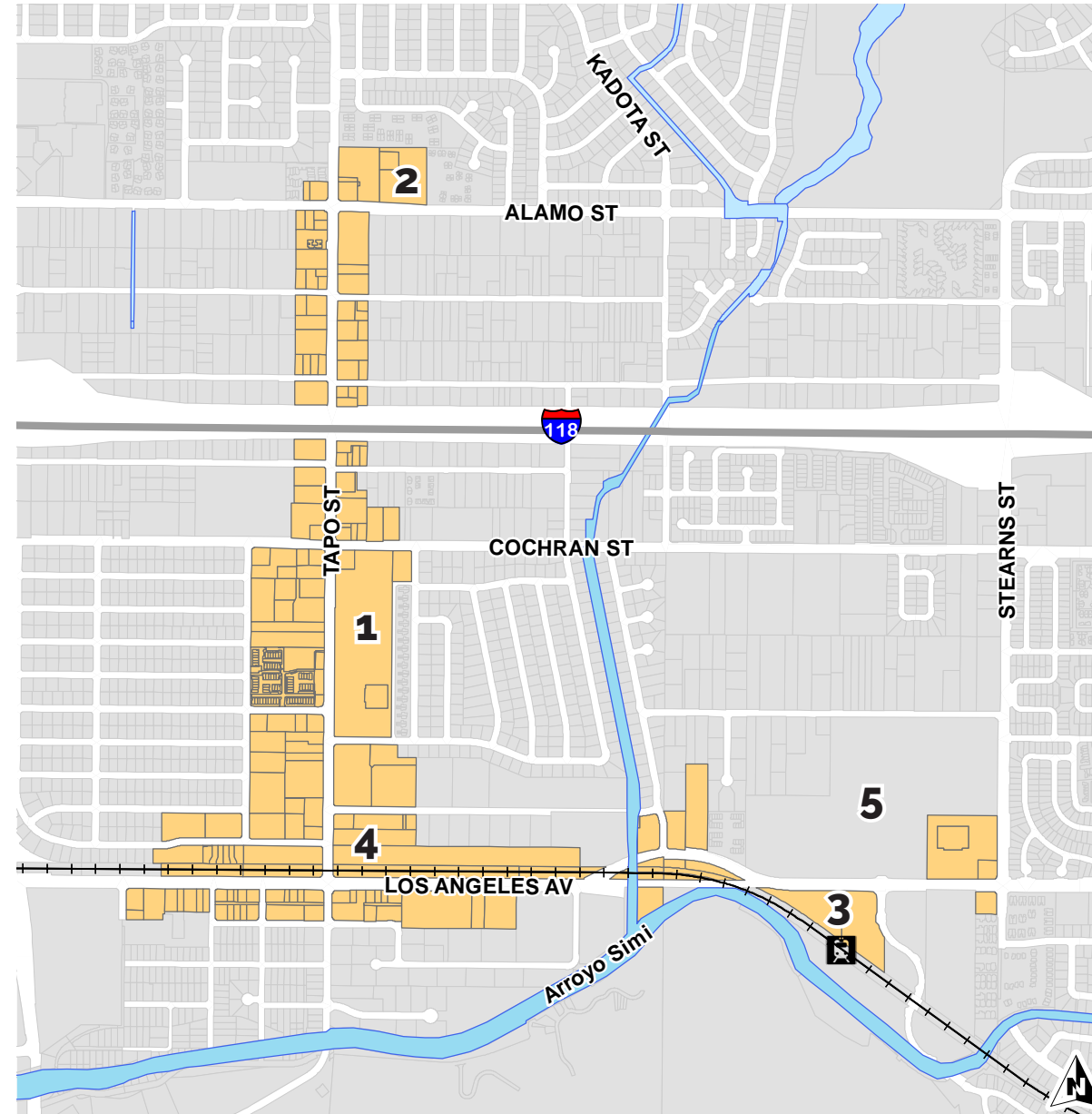


Tapo Street Area

The Corridor is composed almost entirely of employment land uses, with shopping plazas along Tapo Street and industrial along Los Angeles Avenue. Tapo Street has some existing streetscape amenities like lighting and trees, but the sidewalks are narrow.

The majority of the area permits mixed-use developments through the General Plan and overlay zones.

- 1. Santa Susana Shopping Center
- 2. Approved Alamo St. Mixed-Use project
- 3. Transit station parking
- 4. Light Industrial businesses
- 5. Park and Recreation Center



Existing Conditions cont. *Tapo Street Area*



1. Santa Susana Shopping Center Project



2. Approved Alamo St. Mixed-Use project





Existing Conditions cont. *Tapo Street Area*



Tapo Street is a four-lane secondary arterial with a landscaped median and reduced speed limits between Los Angeles Avenue and Cochran Street



Cochran Street is a four-lane secondary arterial with no median or bike lanes



Typical retail buildings are 1-story with multiple tenant spaces separated from the sidewalk by surface parking



One of few vacant parcels in the area at Cochran / Tapo Street intersection across from the future mixed-use project



Alamo Street is a four-lane secondary arterial that includes bike lanes



Metrolink rail right-of-way



2-story retail building in Tapo Street Corridor



What is a Specific Plan?



The Specific Plans will...

- Implement the General Plan
- Set a plan in place for the next few decades that incorporates a community-based vision
- Modify or replace existing zoning code for these neighborhoods
- Control what sorts of land uses can go in the neighborhood and apply special conditions of approval, if applicable
- Identify infrastructure projects to improve that neighborhood
- Streamline project review
- Be adopted by Planning Commission and City Council

The Specific Plan will not...

- Specify exactly what building should go where
- Force property owners to redevelop their land
- Require or suggest specific buildings be torn down and replaced

The Specific Plan can not...

- Reduce any parcel's permissible housing density unless the loss is made up somewhere else (state law)



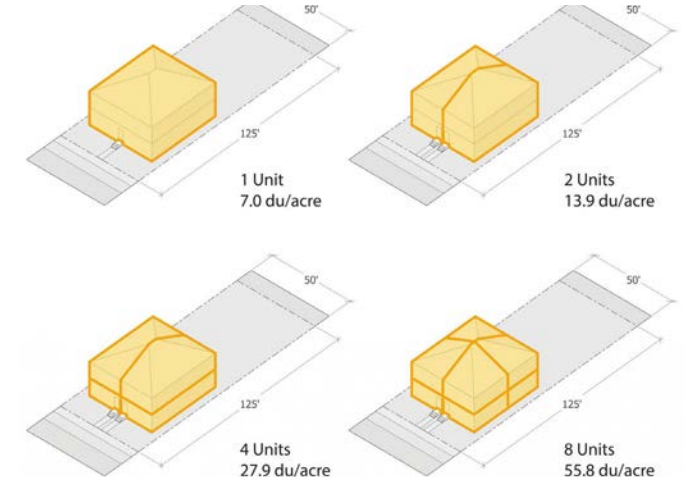
The Mixed Use Zone



Most of both of our project areas are in the Mixed Use Overlay Zone.

Here is what the MU Zone permits people to build, today.

- Developments can be a mix of land uses, including residential, retail, and offices
- **Residential Density.** 20.1 to 35 units per acre
- **Height Limit.** 55 feet
- **Mix of Uses.** At least 50% of the building(s) must be residential, and at least 25% must be nonresidential
- **Ground floor uses.**
 - » Buildings on Arterial Streets: Only commercial uses are permitted on the ground floor
 - » Other: Residential units are permitted on the ground floor of buildings fronting non-arterial and internal streets and driveways.



Source: Opticos



What We've Heard So Far

Amenities / Land Uses

This slide reflects votes from participants of all previous outreach events



Neighborhood Amenity	Votes ● = Like ● = Dislike
Grocery Store	● ● ● ●
Sit-down restaurants	● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ●
Fast-food restaurants	● ● ● ●
Cafe / coffee shop	● ● ● ● ● ● ● ● ● ● ● ●
Art gallery	● ● ● ● ●
Convenience store	●
Community space	● ● ● ● ● ● ● ● ● ●

Neighborhood Amenity	Votes ● = Like ● = Dislike
Bar / Brewery	● ● ● ● ● ● ● ● ● ● ● ●
Indoor physical activity	● ● ● ● ● ● ● ●
Parks / Open Space	● ● ● ● ● ● ● ● ● ● ● ●
Other (write in comments)	<ul style="list-style-type: none"> Affordable home ownership opportunities Housing for seniors near key resources Recreation opportunities for older kids & teenagers



What We've Heard So Far cont.

Building Scale/Height

This slide reflects votes from participants of all previous outreach events



Mixed-Use
Generally favored if low scale

Shopping/Retail
Generally favored if low scale

Office
Generally not favored

Residential
Mixed feedback, preference for low scale senior or first-time homeowner

Most of the area should remain Low – Medium Scale (1 to 3 stories)



Key destinations might be Medium – High Scale (4 to 7 stories)



What We've Heard So Far cont.

Road / Pedestrian Improvements

This slide reflects votes from participants of all previous outreach events



Sidewalks

● = 13 | ● = 0



Culver City, CA



Source: NACTO

Pedestrian Paths

● = 14 | ● = 0



Los Angeles, CA



Platform, Culver City, CA

Pocket Parks

● = 17 | ● = 0



Anaheim, CA



Source: Gruen Associates

Curbside Amenities

● = 5 | ● = 0



Santa Ana, CA



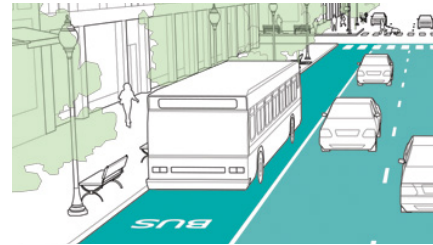
Source: NACTO

Repurposed Lanes

● = 4 | ● = 2



San Bernardino, CA



Source: NACTO

On-Street Parking

● = 0 | ● = 2



Claremont, CA



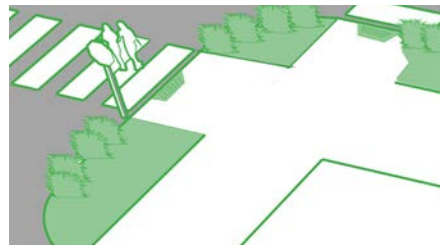
Source: Gruen Associates

Curb Extensions

● = 10 | ● = 0



Long Beach, CA



Source: Gruen Associates

Bicycle Lanes / Paths

● = 17 | ● = 0



Long Beach, CA



Source: NACTO

● = Like
● = Dislike



What We've Heard So Far cont.

Outreach Feedback



Pop-up 1: April Town Center Street Fair

Overarching Themes

- Keep the “small town” atmosphere
- Affordable homeownership is a priority
- Encourage local businesses to stay
- Natural topography and landscapes are assets

Other Common Sentiments

- Provide walkable retail environment
- Pedestrian safety and traffic impacts concerns
- Utilities to support new development
- More senior- or veteran-housing
- Comfort with buildings up to 4 stories
- Recreation facilities and open space
- Reduce need to travel to other cities

Community Engagement Event 1: Library

Overarching Themes

- Preserve and enhance existing businesses, and attract new economic development
- Surface parking lots are consistently empty; there is an excess of existing parking
- Strong support for wide, landscaped sidewalks

Other Common Sentiments

- Concern for flood /liquefaction zone, making mixed-use difficult and costly
- Parking requirements necessitate large parking structures for mixed-use
- Study car-sharing and emerging technologies to lessen parking demand
- Interest in transit connectivity improvements

Pop-up 2: August National Night Out

Overarching Themes

- Require a more affordable units
- Increase mobility options
- Decrease parking for commercial uses
- Improve connectivity to the train station

Other Common Sentiments

- “Scenario 2” received more support
- Interest in bike lanes and semi-dedicated bus lanes
- Lack of interest in on-street parking
- Need for diverse affordable housing
- Reinforce quality design and setbacks for attractive storefronts, landscaping, outdoor dining or other amenities





What We've Heard So Far cont.

Outreach Feedback



Other Community Outreach

Neighborhood Council Presentations

- Protect long time businesses from being pushed out because of the redevelopment
- Ensure that the buildings proposed tie in with the City's current design theme
- Parking reductions raises a concern about parking overflowing into other residential streets
- Removing travel lanes on LA Avenue to provide for wider sidewalks and a bike lane would only create more traffic
- Streamline/fast track a project could if affordable housing is provided
- Providing more housing in an extreme drought is a concern
- How is public transportation going to be promoted
- Can the City require that the units are for sale and not for rent

Project Website

The screenshot displays the project website interface. At the top, there are input fields for 'Name (required)' and 'Email (required)'. Below this, three boards are visible:

- Board 1 - Envision Simi Valley:** Features a map of Simi Valley with project locations marked. Text on the left describes the project's goal to create housing opportunities. A list of 'We want your input!' items includes: Mixed-use of housing, Amenities, pocket parks, Transportation improvements, Shopping Center revitalization, Create a walkable venue, and Outdoor dining and other amenities. A 'Tapo Street Area' section lists: Create a Downtown atmosphere, Mixed-use and Multi-Family, Transportation Improvements, Pocket parks, public art, Shopping Center revitalization, Create a walkable venue, and Outdoor dining and other amenities.
- Board 2 - Envision Los Angeles Avenue Corridor:** Shows a map of the Los Angeles Avenue Corridor. It includes sections for 'Goals', 'Opportunities', and a call to action: 'Add your own comments on issues or opportunities here!'.
- Board 3 - Envision Tapo Street Area:** Displays a map of the Tapo Street Area. It includes sections for 'Goals', 'Opportunities', and a call to action: 'Add your own comments on issues or opportunities here!'.

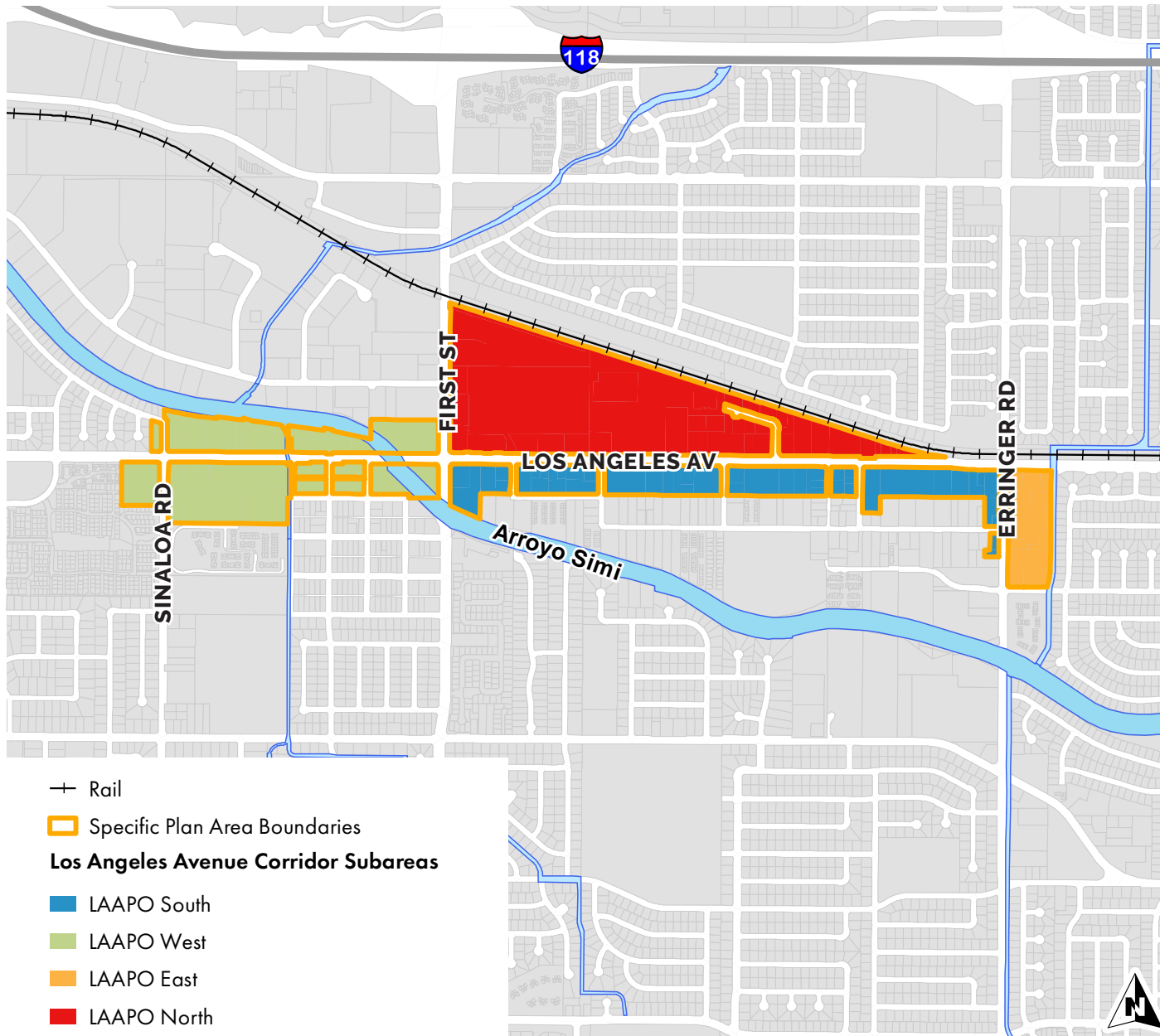
Economic Development Strategy Update

Stakeholder Interviews

- Mixing in affordable units with market rate gained parking flexibility
- The General Plan allows four stories/55 feet, but the overlay zone only allows three stories/55 feet
- The landscape requirements feel suburban.
- Included 30% affordable units to qualify for housing affordability act, which will include tax credit financing
- The lengthy entitlement process is problematic
- Apply shared parking to a district
- Fees or in-lieu fees for public parking to provide flexibility
- Giving staff more approval ability on minor issues allows for time savings
- The suburban standards was a challenge
- The Walmart grocery store is the only grocery store on the eastside of town.



Los Angeles Avenue Corridor Vision



Los Angeles Avenue Corridor Vision

- *Mixed-use, bike- and pedestrian-friendly environment*
- *Established as a focal point of activity that integrates commercial, entertainment, and residential uses.*
- *Enhanced existing shopping centers with engaging mix of uses and improved connectivity.*

Housing Element Consistency

- *A total of 49 acres of Inventory Sites identified for housing 590 - 1,512 new housing units,*
- *Inventory Sites primarily within the Mountain Gate Plaza and Simi Valley Plaza shopping centers.*
- *Sites are in the existing Mixed-use (MU) overlay zone (maximum base density of 35 du/acre).*
- *Additional units for projects which consolidate lots or provide affordable housing.*



Los Angeles Avenue Corridor Vision cont. *Land Use Scenarios*



Scenario 1: Strategic Infill

- **LAAPO West.** Treat the Arroyo Simi as a community asset by enhancing its frontage such as requiring or promoting outdoor dining, and landscaping along the Arroyo Simi.
- **LAAPO North.** Preserve the interior tenant spaces in existing shopping centers with modernized street-facing buildings 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.
- **LAAPO East.** Support future daytime and nighttime commercial activity and connect to the surrounding residential neighborhoods.



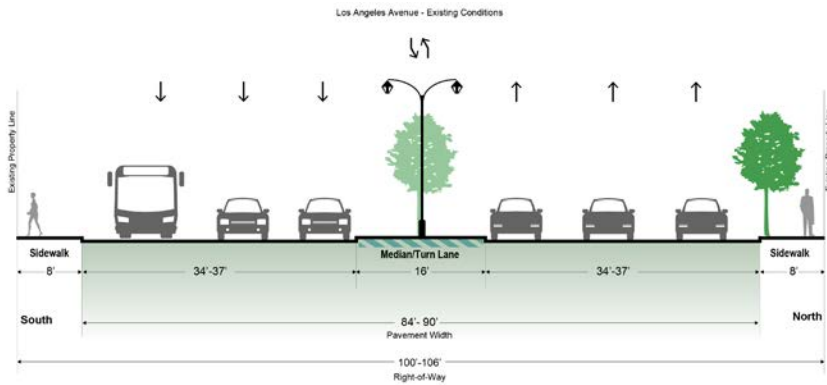
Scenario 2: Expanded Infill

- **LAAPO West.** Utilize vacant parking lots 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 vertical mixed-use atmosphere.
- **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 to support future daytime and nighttime activity.

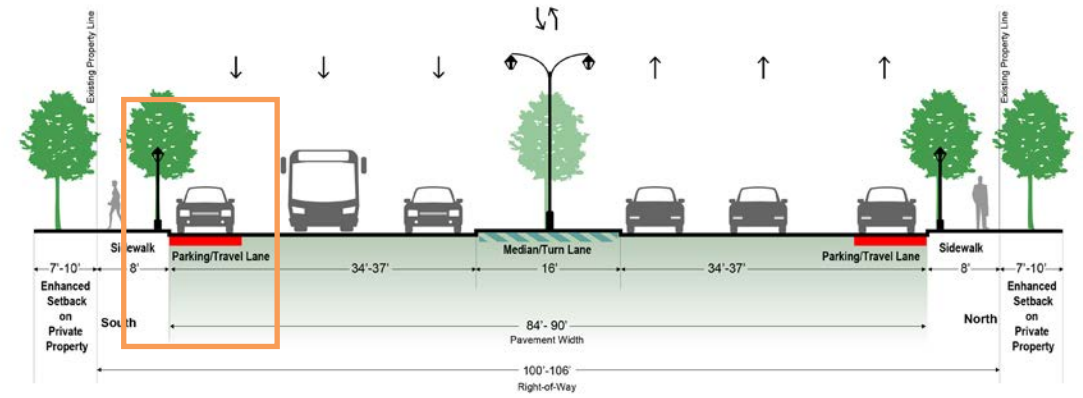




Existing Conditions

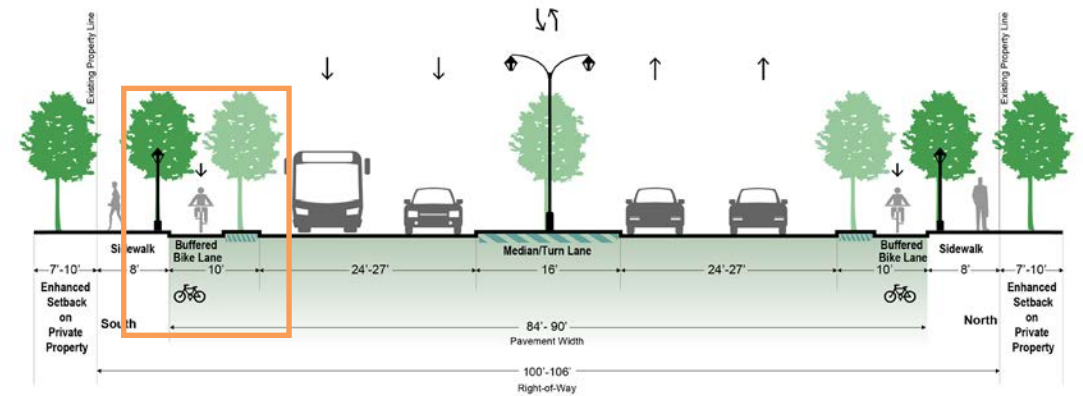


Alternative 1: Parallel Parking



What Los Angeles Avenue looks like today

Alternative 2: Buffered Bike Lanes

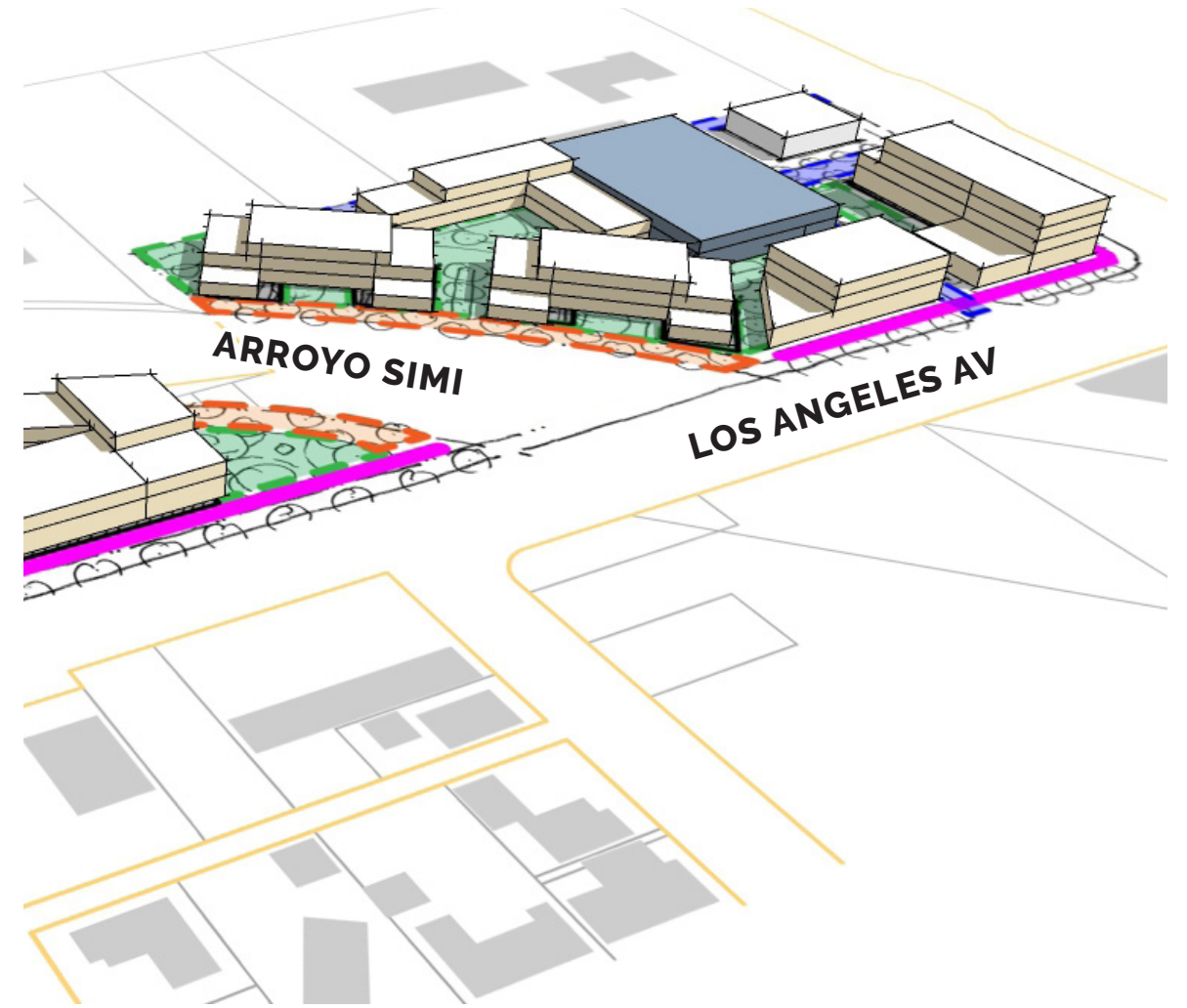
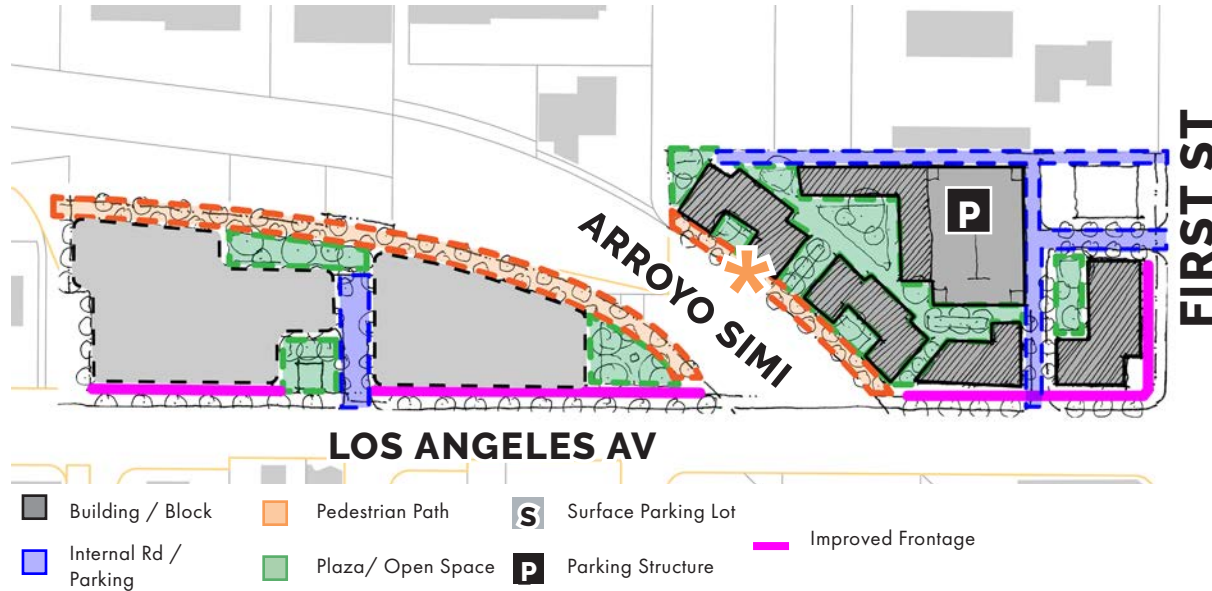


Other potential configurations: dedicated bus lanes

Los Angeles Avenue Corridor Vision cont. *Concept Plans*

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.

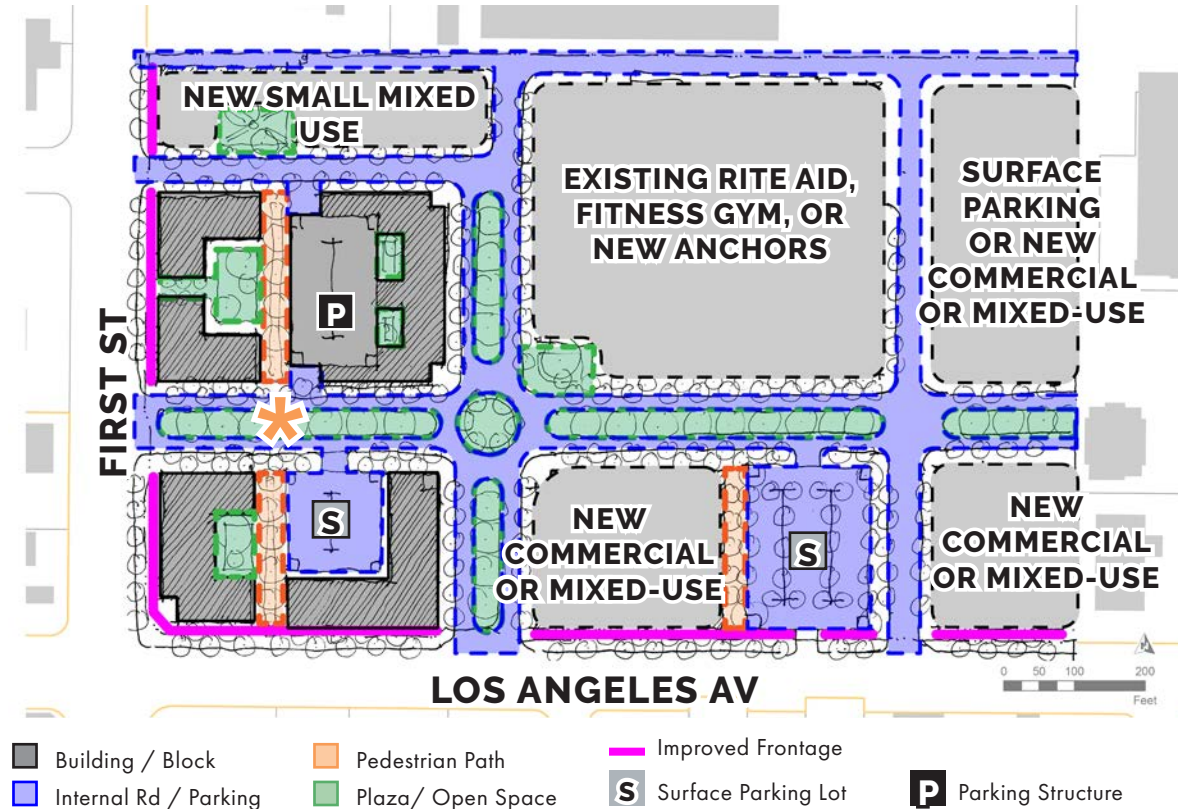


Housing located along a landscaped pedestrian path. Source: Gruen Associates

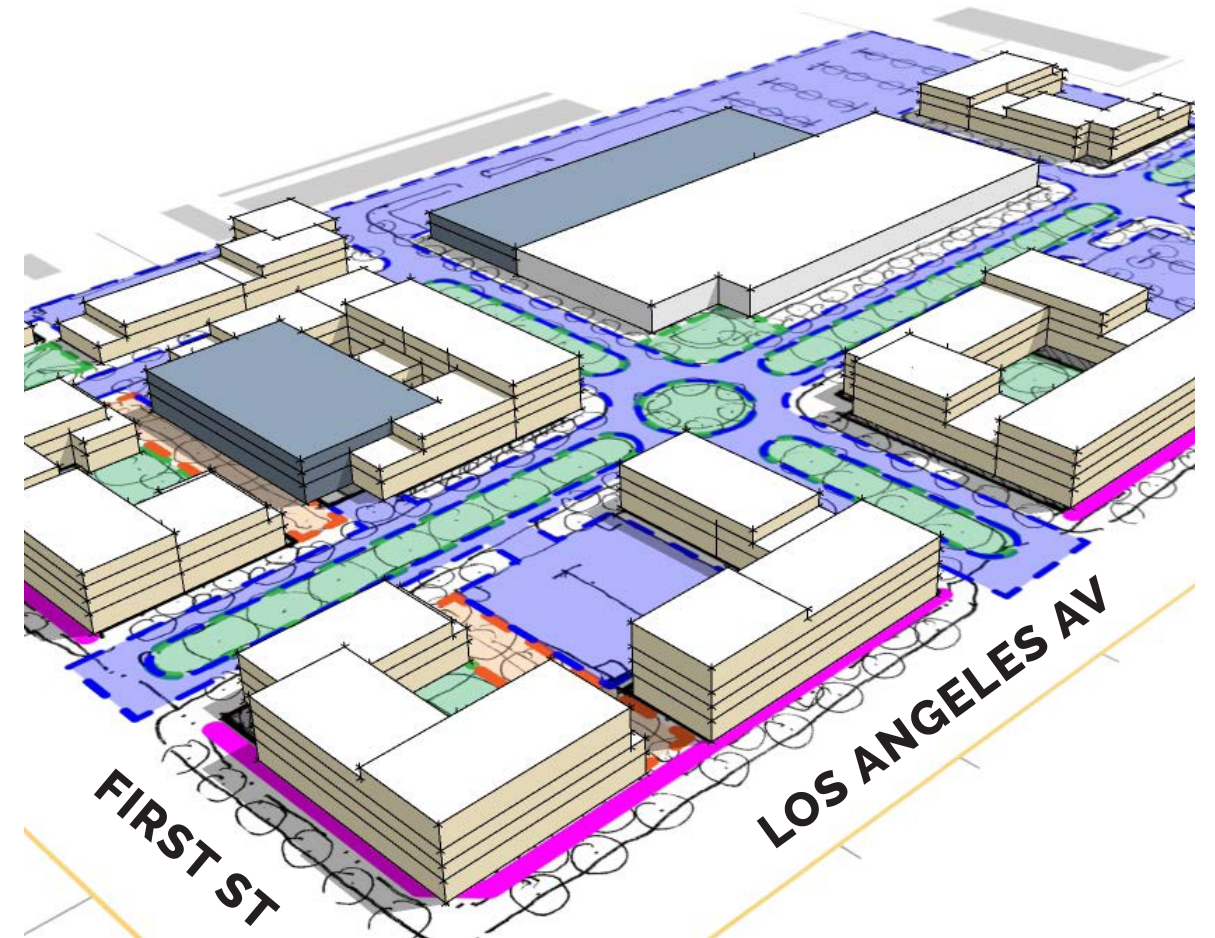
Los Angeles Avenue Corridor Vision cont. *Concept Plans*

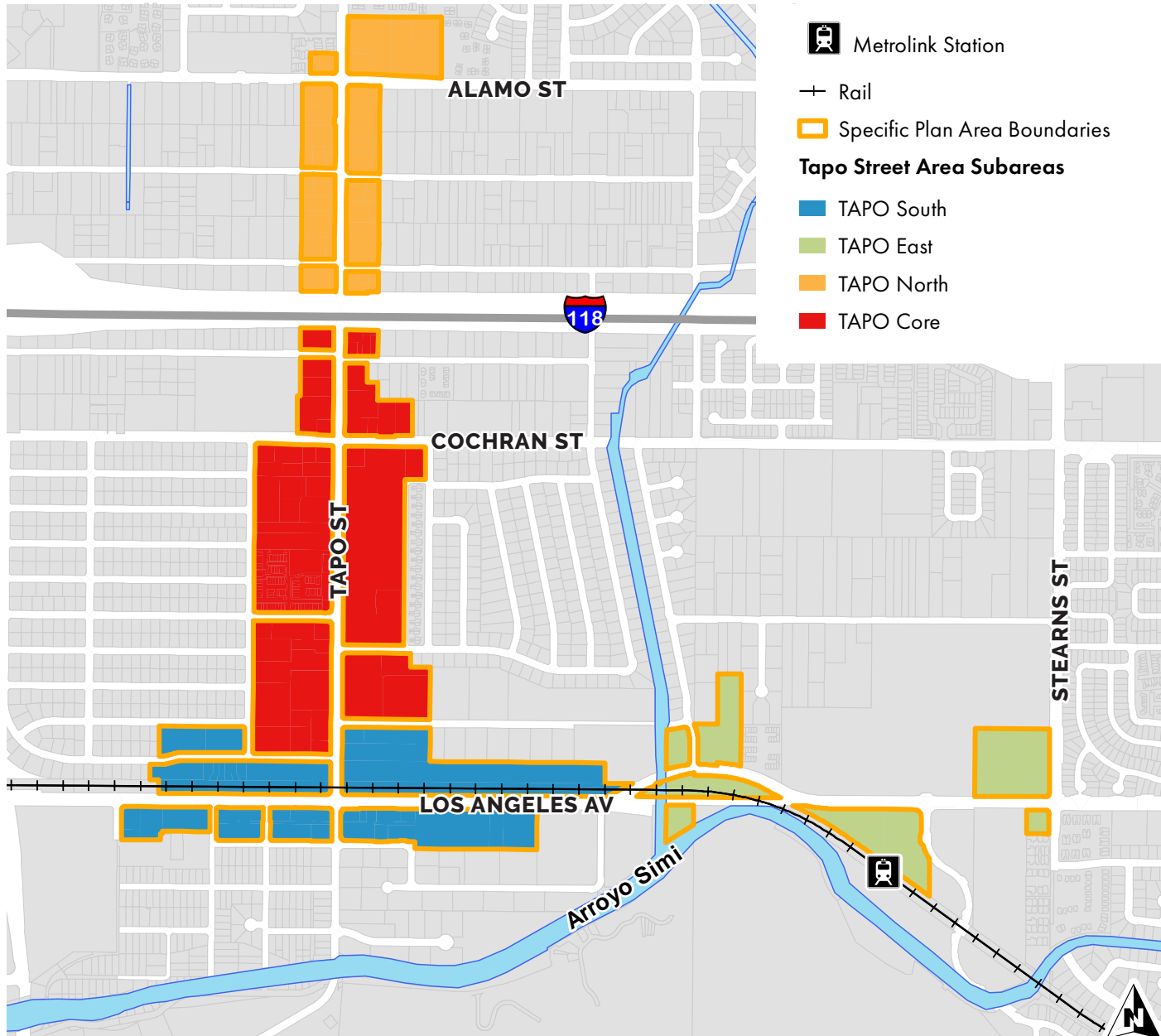
LAC 2

- These eight parcels make up the Mountain Gate Plaza shopping center and were identified in the Housing Element.
- Infill development in much of the surface parking lot to replace the retail pads along First and Los Angeles.
- Preserves a portion of the existing center building to house the current uses or a new anchor.
- Ensures visibility from Los Angeles Avenue by placing surface parking along a portion of the street.



Landscaping and seating areas in a "rambla" type wide median; Santa Row. Source: Gruen Associates





Tapo Street Area Vision

- *Enhanced to create an authentic and connected neighborhood identity.*
- *Pedestrian-oriented "main street" environment.*
- *Include a transit village near the Metrolink station that promotes diversity of commercial and higher-density residential uses.*

Housing Element Consistency

- *A total of 14 acres of Inventory Sites identified for housing 308 - 500 new housing units, mostly near the transit station.*
- *Sites are in the existing Mixed-use (MU) overlay zone (maximum base density of 35 du/acre)*
- *Additional units for projects which consolidate lots or provide affordable housing.*



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 open space that connect to the neighborhoods to the north.
- **TAPO Core.** Enhance the pedestrian environment and reinforce a low- to medium-scaled atmosphere by adopting shared-use parking strategies 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.



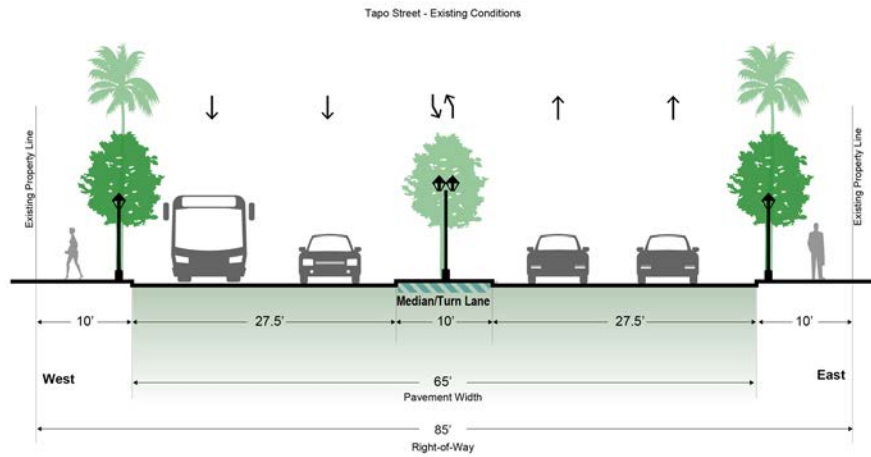
Scenario 2: Expanded Infill

- **TAPO South.** Improve connectivity between this segment along Los Angeles Avenue and TAPO North with pedestrian-friendly treatments that position the railway as the front door and southern gateway.
- **TAPO Core.** Prioritize a pedestrian environment through enhanced walkability to form a "Main Street" by reconfiguring Tapo Street with bike or pedestrian amenities.
- **TAPO North.** Prioritize north of Cochran Street as neighborhood serving uses, focused on multifamily housing with potential mixed-use commercial to complement the mixed-use character of TAPO Core.
- **TAPO East.** Prioritize the Arroyo Simi and the Metrolink Station as assets by enabling a framework for mixed-use opportunities such as a transit-oriented village destination.

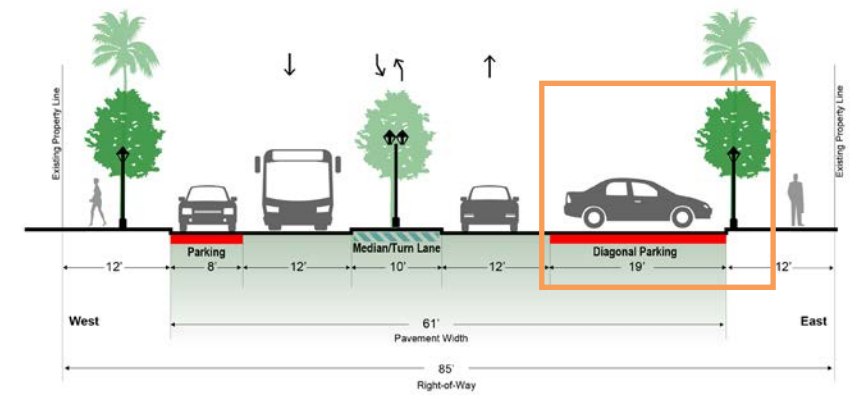




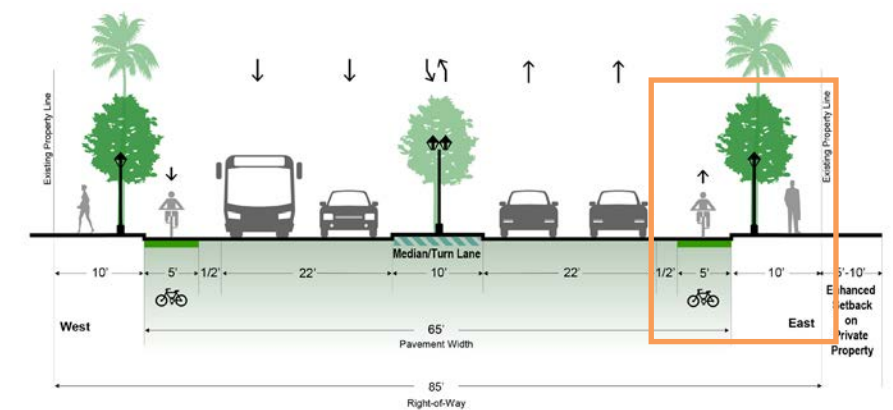
Existing Conditions



Alternative 1: Diagonal and Parallel Parking



Alternative 2: Bike Lanes



What Tapo Street (between Cochran and Alpine) looks like today

Other potential configurations: parallel parking on both sides, diagonal parking on both sides, no median



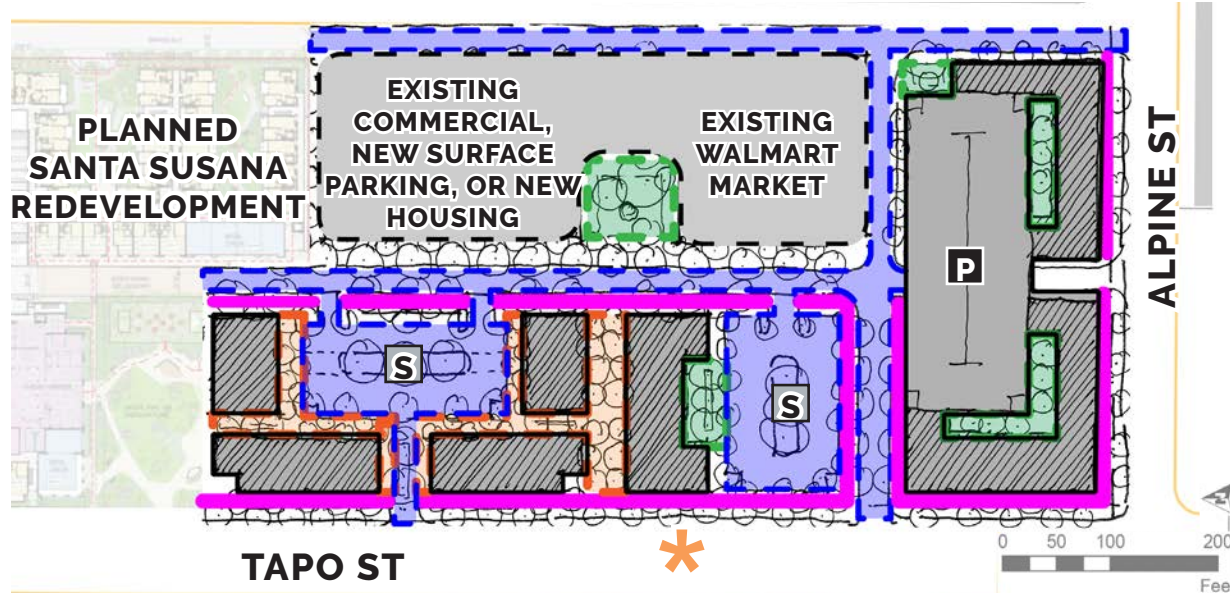
Tapo Street Area Vision cont.

Concept Plans



TSA 1

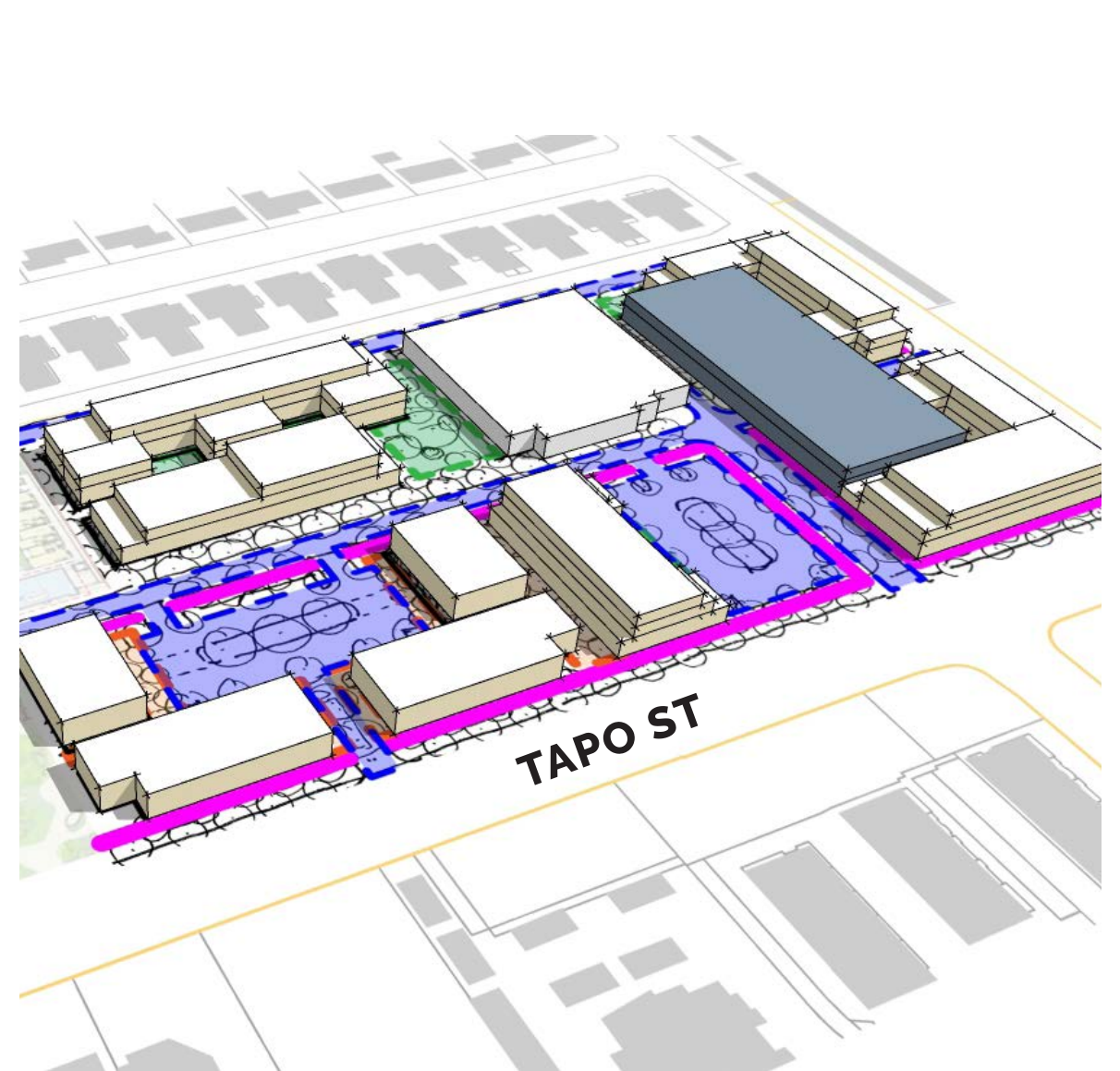
- These parcels make up the Santa Susana shopping center.
- Preserving the Walmart Market while adding a new cluster of restaurants near the proposed pocket park to act as magnet for outdoor dining.
- Envisioned to reinforce a pedestrian-scaled main street atmosphere with activated frontages along Tapo Street and the internal roadways.
- Considers restructuring Tapo Street from Cochran to Alpine Street to provide on-street parking.



- Building / Block
- Internal Rd / Parking
- Pedestrian Path
- Plaza / Open Space
- S Surface Parking Lot
- P Parking Structure
- Improved Frontage



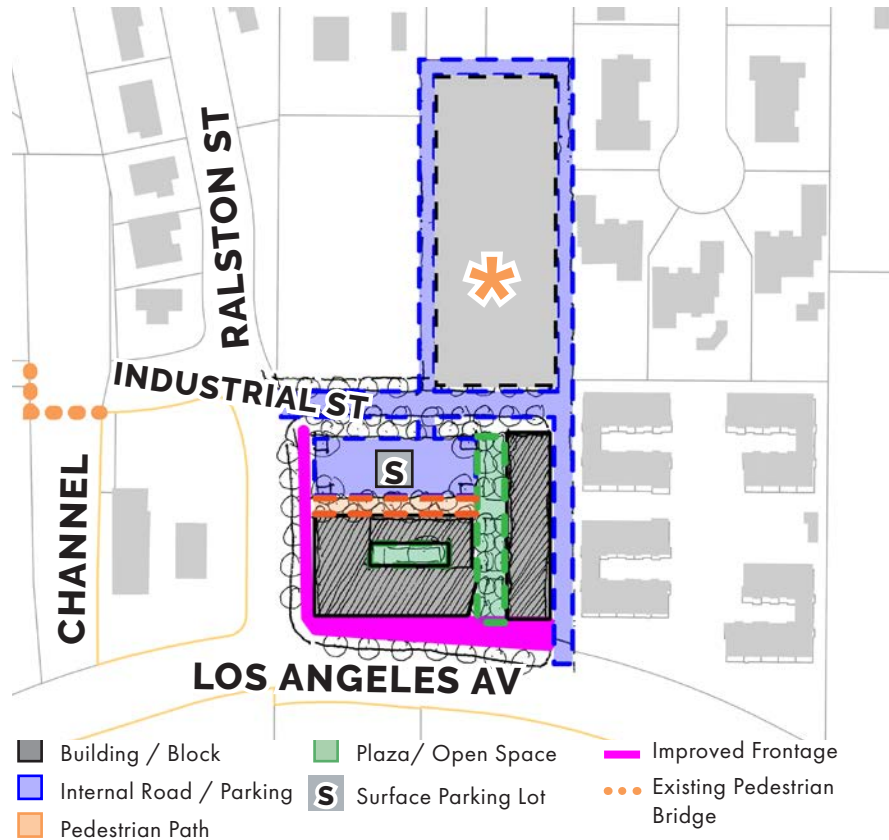
Example street with pedestrian lighting, shade trees, decorative paving, and diagonal parking. Source: Gruen Associates





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.



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





Question & Answer Period



We're here to answer your questions and collect your feedback! Ask us directly, or add your comments to the boards placed around the room.

Remember to bookmark our website

EnvisionSimiValley.com

to stay up-to-date on all our project updates and continue providing feedback on the project content.

1. Pop Up Event #1	X
2. Community Event #1	X
3. Pop Up Event #2	X
4. Steering Committee #1	X
5. Community Event #2 (Today)	X
6. Pop Up Event #3	
7. Community Event #3	
8. Economic Development Interviews	X
9. Other Outreach Opportunities	X