



SOUTHEAST KADOTA FIG

SPECIFIC PLAN

CITY OF
SIMI VALLEY



CITY OF SIMI VALLEY

Southeast Kadota Fig Specific Plan (SP-S-20)

**Approved December 9, 1996 by the Simi Valley City Council
City of Simi Valley Ordinance No. 878**

**The City of Simi Valley
Department of Environmental Services
2929 Tapo Canyon Road
Simi Valley, California 93063**

Southeast Kadota Fig Specific Plan

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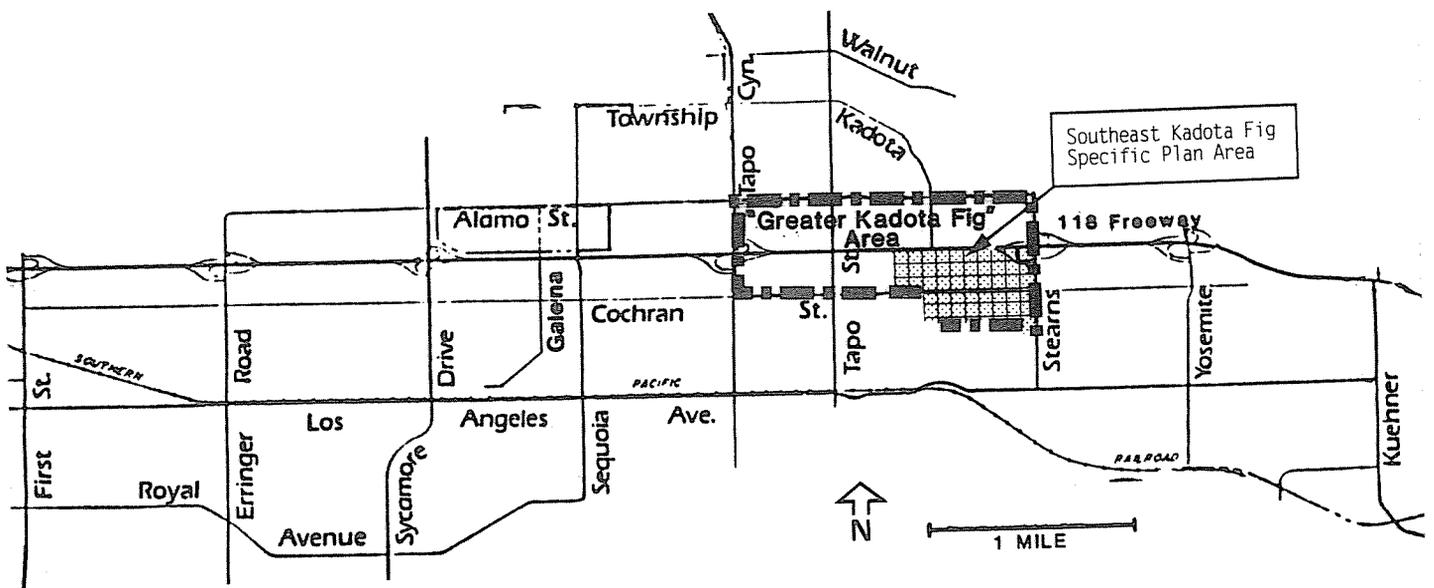
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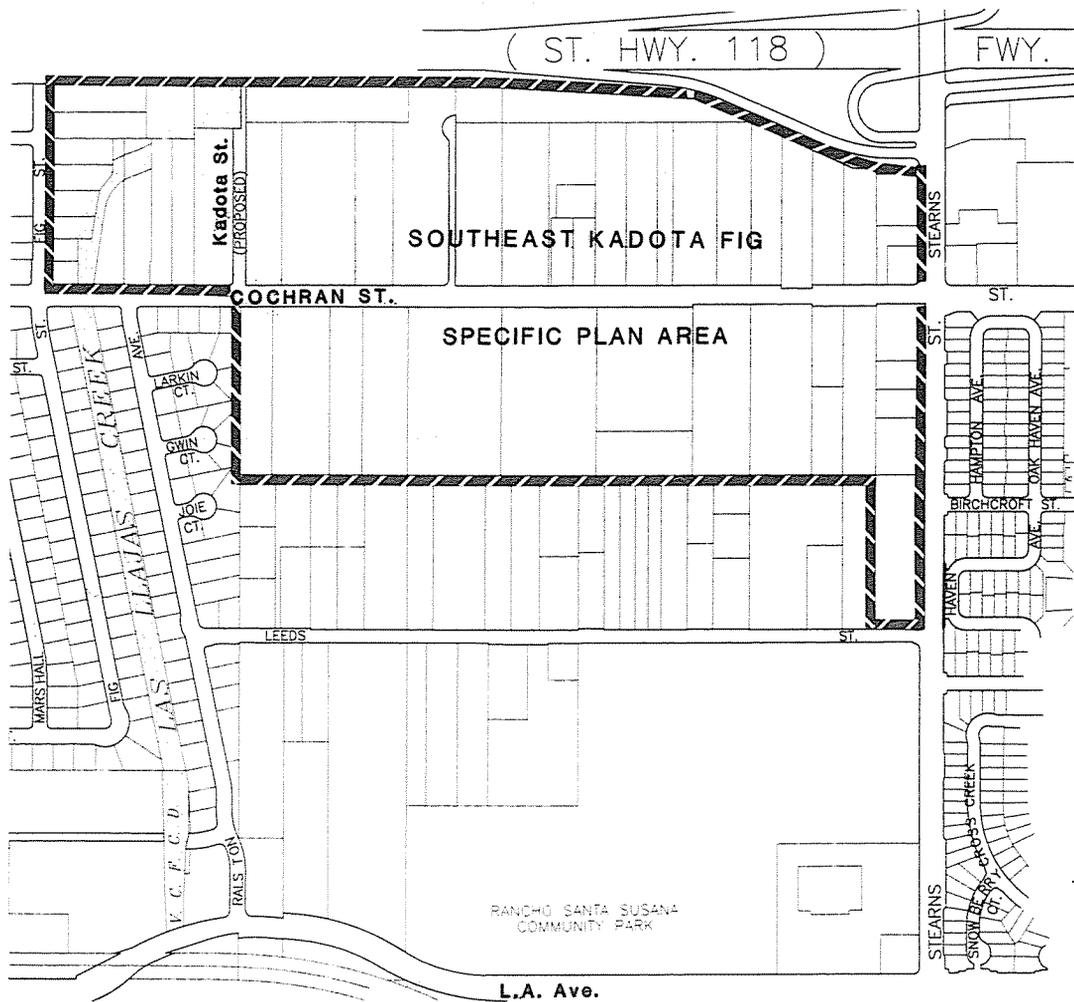
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A. SPECIFIC PLAN PURPOSE AND INTENT/AREA LOCATION

The purpose of the Southeast Kadota Fig Specific Plan is to guide development in the approximately 92-acre portion of the Kadota Fig area located south of the 118 Freeway, primarily along Cochran Street between Fig and Stearns Streets. The Specific Plan Area is part of a larger area known as Kadota Fig. Kadota Fig is one of the earlier residential subdivisions in the Simi Valley and encompasses an original 448-acre area. The City of Simi Valley and Southeast Kadota Fig property owners will be able to look to the Specific Plan to provide a framework in which additional subdivision and processing of Planned Development permits may occur in accordance with designated development densities and standards. Piecemeal development may thus be avoided in a centrally located and highly visible area on the valley floor.

PROJECT AREA LOCATION MAP





1. Southeast Kadota Fig Area

The Southeast Kadota Fig Specific Plan area consists of numerous, separately owned properties of varying shapes and dimensions. Vacant properties and developed properties with existing homes, some with horse-keeping facilities, are adjacent to institutional uses such as churches, schools, and day care centers. The presence of such varied land uses within a residential neighborhood is not necessarily problematic, and is potentially complementary if the unique requirements of each land use are fully considered, and most importantly, there is a cooperative planning effort among the many property owners in the area. The need for a deliberate, comprehensive planning program in the southeast Kadota Fig area has been recognized by the Simi Valley City Council. The City Council is aware that the Kadota Fig area with its convenient access to other areas of the City and region, will continue to be under increased pressure for additional residential development and higher densities. The Southeast Kadota Fig planning program has

resulted in this Specific Plan document, as well as the associated Environmental Impact Report.

A Specific Plan provides a long-range framework to guide development in a designated area of a larger community. In the case of the southeast Kadota Fig area, it is acknowledged that detailed information is presently lacking in regard to ultimate land assembly, building envelopes, and building design. Provisions within the Specific Plan, such as building densities and circulation policies, are directed toward achieving additional development which preserves the character and continuity of existing development, with a minimum of restriction and unwanted impacts. Development guidelines in the Specific Plan are intended to be flexible so as not to hamper the function or creativity of landowners or developers in responding to changing demand for various types of housing over a long-range (10+ years) period.

2. History of the Kadota Fig Planning Program/Project Location

During the 1988 General Plan update, the City Council reviewed existing and potential land use for numerous areas throughout the City, including the Kadota Fig area. Due to the unique nature of the Kadota Fig area, the Council revised the City's General Plan to include direction that additional development occurring in the Kadota Fig area (the 448-acre area historically defined as bounded by Tapo Canyon Road, as well as Alamo, Stearns, Leeds, and Cochran Streets, as illustrated on page 1) be in accordance with one or more specific plans. Policy III-2.2.1 of the General Plan, states as follows:

"The Kadota Fig area shall be designated as a specific plan or specific plans area. Such plan or plans shall consider the needs and desires of property owners within the area, as well as reflect the overall goals of the General Plan. Except where necessary to accommodate density bonuses permitted under State law, no zone change shall be allowed until such time as a survey of the area, which will determine current uses of properties within the area and the desire of property owners, is established and full public hearings are held and a specific plan or specific plans are adopted accordingly."

As directed by the General Plan and City Council, a survey was conducted by City Planning staff to determine the preferences of Kadota Fig area property owners and residents regarding increased development. The survey revealed a wide range of opinions regarding desirable land uses. Survey respondents in certain portions of the Kadota Fig area located south of the SR 118 Freeway were more supportive of more intense land uses than other respondents in the survey area.

To further refine potential land use strategies for the Kadota Fig area, the City Council directed the formation of the Kadota Fig Area Study Committee which was comprised of area residents and property owners. The Study Committee recommendations, which were reviewed by the City Council, included land use changes being confined to areas of Kadota Fig located south of the 118 Freeway. This recommendation, as well as proposed conceptual land use designations, were incorporated into a "benchmark land use scenario" that the City Council directed to be used in completing the Specific Plan and associated Environmental Impact Report.

During development of the Southeast Kadota Fig Specific Plan, the benchmark land use scenario as recommended by the Kadota Fig Area Study Committee, was refined as a result of staff analysis of requests for revision to the land use scenario made by various property owners. Based upon anticipated impacts and land use compatibility, the City Council approved minor revisions to the land use scenario which underwent continued analysis by City staff in the Departments of Environmental Services and Public Works.

City staff conducted two (2) workshops in 1994 for property owners within the Specific Plan area, as well as for area residents residing in adjacent areas. Information was obtained from workshop participants regarding opinions on selected planning issues such as potential circulation alternatives.

3. Southeast Kadota Fig Specific Plan Goals

The following goals are established to guide increased development of the Southeast Kadota Fig Specific Plan area, within planned developments that are integrated with surrounding neighborhoods and the City.

- To increase residential density within a highly visible and centrally located area, by establishing a land use pattern that is integrated with existing development in adjacent areas and provides for a variety of housing types.
- To prohibit piecemeal development by coordinating the design and phasing of development within an area of multiple ownerships which share common constraints regarding access, drainage, and other public improvements required for accommodating increased development.
- To establish design guidelines which are compatible with development in the greater Kadota Fig area which is reflective of a more rustic theme; to include, but not be limited to, Monterey, early California, Ranch, and Hacienda styles.
- To consider freeway-generated noise so that impacts may be mitigated through measures such as appropriate placement of residential units and/or construction of a sound attenuation wall along the freeway.
- To provide an overall circulation system for the entire Specific Plan area which is adequately scaled to the planned residential neighborhood, addresses roadway locations, arterial access, trail locations, design guidelines and landscaping, as well as safety.
- To provide an interim, recreational/multi-purpose trail, upon construction of the Kadota Street extension from Cochran Street northward under the Freeway, until such time as a permanent trail is constructed along the Las Llajas flood control channel, as called for in the City's Master Plan of Trails.
- To provide a buffer zone or other design treatment adjacent to existing residential areas to enhance privacy and encourage pedestrian access.
- To provide enriched parkways along Cochran Street (20 feet from the curb) which shall include berms along with 6 foot high walls where appropriate.

- To provide community design elements which distinguish this area as a unique neighborhood within the City.

B. LEGAL AUTHORITY

The Southeast Kadota Fig Specific Plan has been prepared pursuant to the provisions of California Government Code Sections 65450 et seq. These provisions authorize cities to prepare and adopt specific plans for areas within their jurisdiction as a means of implementing the General Plan.

The adoption of the Specific Plan does not constitute an entitlement or vesting of rights to construct any of the land uses or improvements described herein. No existing provisions of state law, or provisions of state law as may hereafter be adopted, amended or judicially interpreted, shall be construed as authorizing the Specific Plan to constitute an entitlement or vesting of rights to construct. Future entitlements or vesting of rights to construct shall be based upon approval of more precise plans which are submitted in the form of applications for Planned Development permits or other entitlements.

C. RELATIONSHIP TO THE GENERAL PLAN AND OTHER LAND USE POLICIES AND REGULATIONS

Except for a concurrent General Plan Amendment (GPA-21) to establish the land use designations contained herein, the Southeast Kadota Fig Specific Plan is based on the goals and policies of the Simi Valley General Plan. This document includes regulations, standards and guidelines necessary and convenient for the implementation of the Specific Plan. Issues not specifically covered by this Plan (i.e., health and safety regulations, subdivision procedures, Managed Growth Plan, etc.) will be subject to existing City regulations, and no provision of this Plan is intended to repeal or interfere with any existing City ordinance except as is specifically provided by adoption of this Plan.

The goals and policies of the General Plan which relate to the Southeast Kadota Fig Specific Plan are as follows:

1. Land Use Element

The Simi Valley General Plan Land Use Element is concerned with the physical development of the City of Simi Valley and future land use distribution and characteristics. The following General Plan policies are

particularly applicable to the Southeast Kadota Fig Specific Plan, due to its location and residential character:

- "Valley floor development should retain its low suburban profile. Structures taller than two stories should only be permitted in major commercial or industrial areas." (Policy III-1.1)
- "The pattern of existing neighborhoods, land use and architecture should be respected." (Policy III-1.6.1)
- "Single-story structures or extensive setbacks should be required on the periphery of new development which is adjacent to existing single-story structures. The privacy of existing residents should be respected in the design of new development whenever feasible." (Policy III-1.6.3)
- "Noise-sensitive uses should be separated by space buffers from noise-generating sources." (Policy III-1.6.4)

A major consideration in formulating land use alternatives in Southeast Kadota Fig is the presence of existing development including single-family residences within and adjacent to the Specific Plan area. Design considerations require the placement of adequate buffers and open space, as well as architectural treatment which harmonizes with adjacent development, as necessary to implement the above General Plan policies.

- "The overall pattern of land use should promote efficient development, minimize the impacts of traffic congestion, reduce transportation distances and air pollution, ensure compatibility between uses, and protect the natural hillsides, major watercourses, trees and tree rows." (Policy III-2.1)

Increased residential density within the project area would result in an efficient development pattern by placing approximately 447 residences (or a maximum of 708 residences depending upon the extent to which density bonuses for seniors and affordable housing projects are proposed and approved, if any) within an area which is served by existing public and private facilities and services. There are existing commercial centers at Stearns and Cochran Streets, as well as at Stearns Street and Los

Angeles Avenue. Nearby public facilities include Santa Susana Community Park and Recreation Center located immediately to the south, as well as the Metrolink train station. Such nearby facilities and services will result in reduced number and length of vehicle trips driven.

- "The majority of ultimate development should be on the valley floor, with overall densities decreasing in the outlying areas." (Policy III-2.4)

This policy supports the increasing of residential densities in the Southeast Kadota Fig area which is centrally located on the valley floor.

2. Conservation/Open Space Element

It is the intent of the Simi Valley General Plan Conservation/Open Space Element to preserve natural and man-made features that are important to the well-being of Simi Valley and its residents. Related policies include the following:

- "The natural features and open space qualities of the hills and canyons shall be preserved." (Policy IV-1.1)
- "The City shall regulate the location, type, and design of land uses to minimize interference with the conservation and development of limited natural resources." (Policy IV-1.3)

As additional information on development constraints in hillside areas becomes available, such as geo-technical factors and wildlife movements, it is likely that there will be reductions in the number of residential units which can successfully be accommodated in hillside areas as presently called for in the City's General Plan. By redirecting development potential from sensitive hillside areas to areas on the valley floor such as the Southeast Kadota Fig area, increased preservation of open space in hillside areas may be achieved.

- "Land use shall be planned to minimize vehicle miles traveled. Such uses should be balanced with the preservation of other important qualities of life." Policy IV-1.3

In addition to being located near commercial centers at the intersections of Stearns/Cochran Streets and Stearns Street and Los Angeles Avenue, the Specific Plan area is adjacent to the Santa Susana Community Park and Recreation Center. These facilities represent a primary recreational resource within walking distance of the area, thus affording present and future residents the ability to conveniently use these facilities. The Metrolink/Amtrak Train Station is located within one-half mile of the Specific Plan area, which affords residents convenient access to this interregional transit facility.

3. Housing Element

- "To create a balanced community with services and housing opportunities for all economic segments of the community." (General Plan Goal V-1)
- "In order to meet the goal of providing a balanced community, a wide choice of housing should be available featuring a range of styles, types, densities and amenities. Densities should be directed toward an overall 80 percent single-family/20 percent multiple-family mix, except for senior housing." (Policy V-1.1)

A diversity of housing types are possible within the Specific Plan area, such as detached houses, cluster developments, townhouses and condominiums. However, the Specific Plan focuses on the single family, detached residence as the primary type of housing for this neighborhood.

The Specific Plan provides for high density development under certain conditions, which could potentially result in upwards of 158 attached, dwelling units, including high density seniors housing earmarked for particular areas within Planning Unit 3 (south of Cochran Street). The Specific Plan also designates land uses which may accommodate upwards of 289 single-family homes. Such a blend of residential unit types results in a 65 percent single-family/35 percent multiple-family mix within the Specific Plan area. Although this represents a small increase in attached, multi-family units, the City's overall 80/20 goal-based ratio at General Plan buildout is not significantly affected.

4. Recreation Element

- "The City shall encourage and pursue the development of an interconnecting and safe system of paths and trails for pedestrians, joggers, bicyclists and equestrians." (Policy VI-1.13)
- "Open space path and trail areas within Planned Developments shall be designed to ensure the continuity of the City's Master Trails System and to tie into it whenever feasible." (Policy VI-1.14)

The Specific Plan encourages the development of a system of multi-use trail segments which connect new residential areas, as well as connect with existing trail segments located both north and south of the Specific Plan area.

5. Circulation Element

The following policies have been considered in the development of circulation alternatives in the Specific Plan:

- "To ensure the smooth and safe flow of vehicles and bicycles, access points onto arterial roadways should be safe and limited in number and location." (Policy VII-1.2)
- "The City shall coordinate project phasing with the construction of on-site and off-site circulation improvements to maintain optimum levels of traffic movements." (Policy VII-1.3)
- "Local streets shall be designed to discourage through traffic within residential neighborhoods." (General Plan Policy VII-1.6)
- "The City shall consider noise impacts in land use planning decisions. The analysis of traffic noise shall consider future conditions at General Plan buildout." (General Plan Policy X-1.1)
- "The vehicular circulation system shall be designed to operate with intersections at Level of Service C (LOS C), or better during peak traffic periods...." (General Plan Policy VII-1.10)

The estimated additional traffic that is projected to be generated by increased development in the Specific Plan area, was obtained from the Institute of Transportation Engineers Trip Generation Report, Fifth Edition. Increased

development (without maximum allowable densities resulting from the provision of density bonuses for seniors or affordable housing), consisting of 289 single-family residential units and 158 multi-family residential units (including 55 senior housing units), would generate an estimated 3,584 vehicle trips per day. Estimated peak hour trip generation includes 268 AM trips and 364 PM trips.

Anticipated development in the Specific Plan area would result in the maintenance of Level of Service C for nine (9) of the area intersections studied (see Environmental Impact Report). However, with traffic from the proposed development (with or without density bonuses) added to future traffic, the intersection of Tapo Canyon Road and Cochran Street would have a volume to capacity ratio of 0.81 during the p.m. peak period, resulting in Level of Service D for the intersection. To mitigate this impact, a separate northbound right-turn-only lane at Tapo Canyon Road and Cochran Street is required in addition to the intersection improvements identified in the General Plan. The City Council directed that additional improvements to the intersection as identified, be added to the City's Traffic Impact Fee project list.

D. SITE DESCRIPTION/DEVELOPMENT HISTORY

1. Existing Land Uses

As of March 1995, the Specific Plan area contained 35 single-family residences, two (2) duplex residences, four (4) churches, two (2) private schools, and two (2) daycare centers. There were also two (2) commercial establishments located at the northwest corner of Cochran and Stearns Streets, both auto-related services.

Surrounding land uses are: to the north is the 118 Freeway with single-family homes and animal keeping beyond; to the west are single-family homes; to the south are single family homes and animal keeping along Leeds Street, with a neighborhood shopping center and the Santa Susana Community Park beyond, and Metrolink/Amtrak train station located on the south side of Los Angeles Avenue; to the east are single-family homes south of Cochran Street, with a commercial center located at the northeast corner of Cochran and Stearns Streets.

2. Physical Characteristics

The Southeast Kadota Fig area is characterized by relatively flat terrain, with a very gradual slope from northeast to southwest. The major manmade landform is the 118 Freeway which is elevated approximately 25 feet above ground level and defines the northern boundary of the Specific Plan area. The Santa Susana Mountains which form the northern boundary of the Simi Valley, are the primary natural landforms which directly affect the site. The foothills and mountains of the Santa Susanas comprise the Las Lajas Canyon Watershed which drains through the Specific Plan area via the Las Lajas channel. The channel, which is maintained by the Ventura County Flood Control District, cuts diagonally across several properties located in the northwest portion of the Specific Plan area. Natural drainage within the Specific Plan area flows from the northeast to the southwest. The existing storm drain along Cochran Street will accommodate development occurring north of Cochran Street, while off-site drainage improvements will be required to accommodate stormwater flows which will result from increased residential development south of Cochran Street.

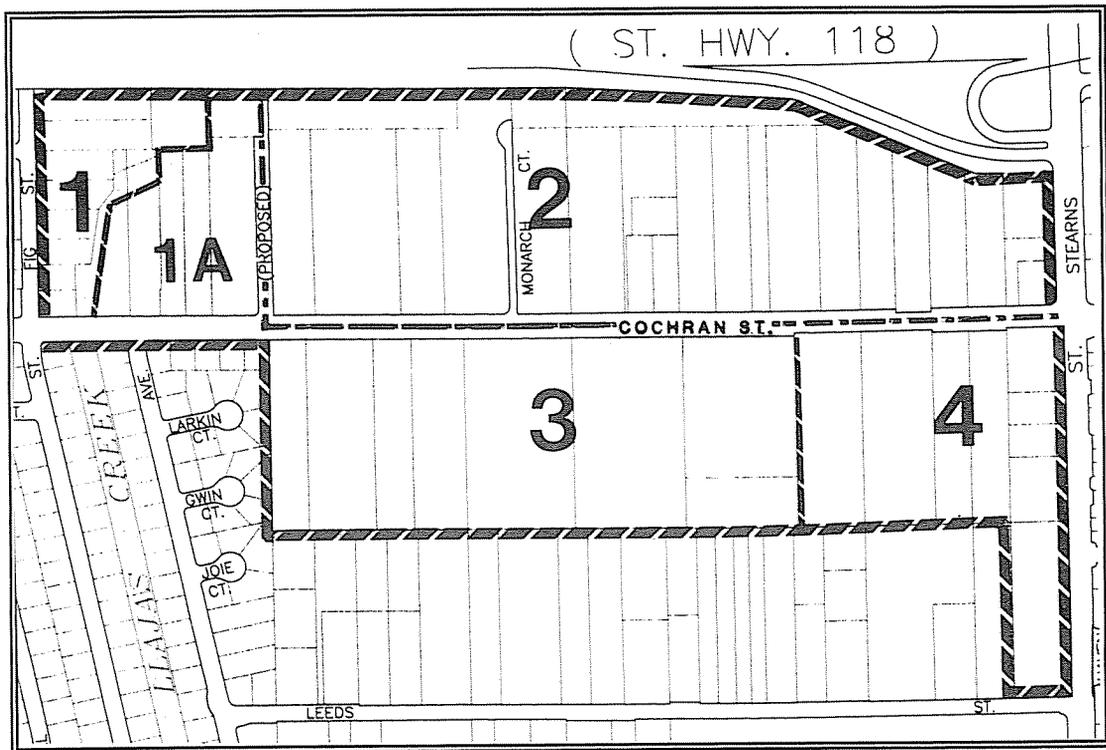
3. Development History of the Kadota Fig Area

As was the case for most of the valley floor, the area historically defined and subdivided as the "Kadota Fig Farms" prior to the City's incorporation, was once part of a large collective agricultural operation which included row crops and citrus. While the rest of Simi Valley experienced rapid development and population growth beginning in the 1950's, the Kadota Fig area continued to retain a large amount of agricultural activity and began a gradual transition to low density residential and farm animal keeping uses. Extensive subdivision and residential development have continued in adjacent areas, placing the Kadota Fig area in the unusual situation of remaining low density with farm animal keeping, while at the same time being adjacent to higher density uses and major roadways. Existing land uses within and adjacent to the Specific Plan area include lower density residential uses, with farm animal keeping permitted via established farm animal overlay zones. Through the years, relatively low land costs and arterial street access have attracted institutional uses which have resulted in the construction of several schools and churches within the Specific Plan area. The variety of parcel sizes, fragmented ownership pattern, and cross-lot drainage conditions further necessitate a comprehensive approach for accommodating new development in the area.

E. SOUTHEAST KADOTA FIG LAND USE PLAN

The purpose of this chapter is to describe and summarize the evolution of the Land Use Plan.

1. Designated Planning Units and Evolution of Land Use Concepts



As illustrated above, the area west of the Las Llajas drainage channel and the area to the south of Cochran Street, comprise Planning Units 1 and 3. These Planning Units consist of clearly defined, stand-alone development areas which are comprised of relatively few parcels.

The remaining Planning Units (Planning Units 1A, 2, and 4), consist of numerous parcels of varying sizes, many of which include existing or nearby development. Accommodating a coherent plan for increased development is more difficult in these Planning Units, due to the patchwork of separate ownerships and the presence of existing development interspersed throughout developable areas. To adequately address various development constraints, cooperative planning efforts are strongly encouraged among affected property owners. Toward this end, implementation measures have been established for

Planning Units 1A, 2, and 4 which provide for potential increases in residential density based upon the size of proposed Planned Developments (See Chapter G - Plan Implementation).

As described in Chapter A, the Southeast Kadota Fig Specific Plan is the result of a number of steps beginning with the update of the City's General Plan in 1988, the surveying of Kadota Fig property owners and residents regarding increased development, and the examination of pertinent issues and concerns by the Kadota Fig Area Study Committee. The Study Committee's recommendations regarding land use served as the basis for the benchmark land use scenario which was utilized in the development of the Specific Plan.

2. **Principal Land Use Categories**

The project site is presently designated in the General Plan as Very Low Density and General Commercial. The Southeast Kadota Fig Specific Plan would add several new General Plan land use designations of Medium, Moderate, and High Density residential (See Exhibit G-1, page 36). The following is a description of these General Plan land use designations included in the Specific Plan area:

Very Low Density (0-2 Units Per Acre; 20,000 sq. ft. Minimum Lot Size; Top of the Development Range = 2.0 Units Per Acre)

Purpose: To create a single-family residential environment typified by half acre or larger sized lots which are not clustered. It is intended that this designation be used in areas proposed for animal keeping and similar semi-rural uses.

Medium Density (3.26-5.0 Units Per Acre; Top of the Development Range = 5.0 Units Per Acre)

Purpose: To encourage a predominantly single-family residential environment with a wide range of lot sizes, but an overall density similar to the bulk of single-family developments on the valley floor.

Moderate Density (5.1-10.0 Units Per Acre; Top of the Development Range = 7.0 Units Per Acre; Top of the Bonus Range = 10.0 Units Per Acre)

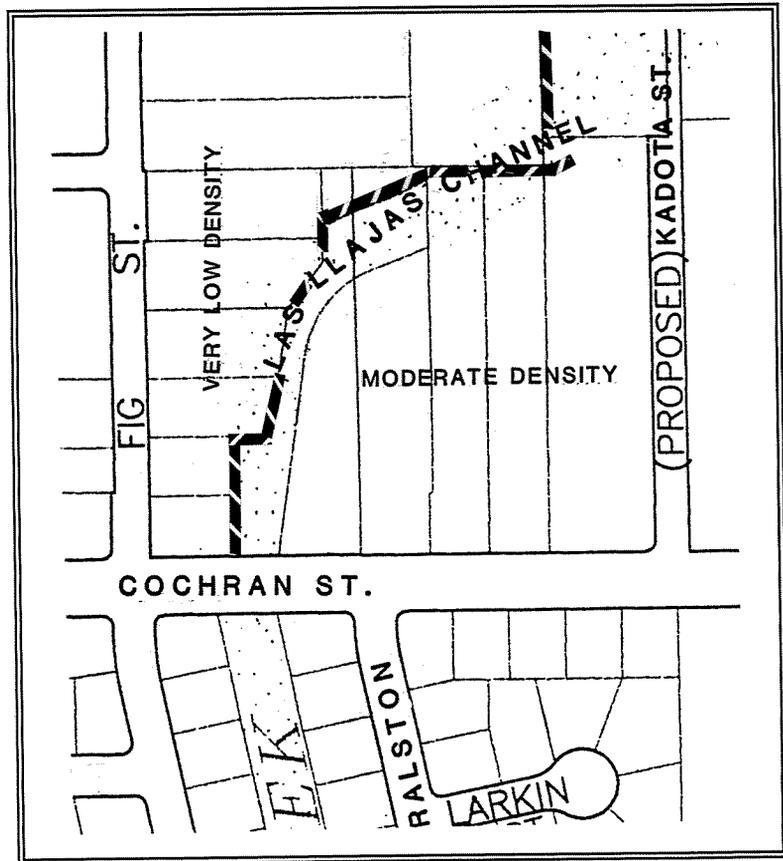
Purpose: To create residential areas composed primarily of detached, single-family dwelling units on small lots. The construction of attached residential projects within this designation would be permitted only if the project would not exceed the single-family/multiple family dwelling mix policy of the Housing Element and the attached configuration was intended to provide senior or affordable housing units or was necessary to mitigate design constraints of the site.

High Density (10.1-18.75 Units Per Acre; Top of the Development Range = 15.0 Units Per Acre; Top of the Bonus Range = 18.75 Units Per Acre)

Purpose: To encourage a residential environment typified by higher density townhouses, low density garden apartments and other multiple use developments.

3. Residential Densities

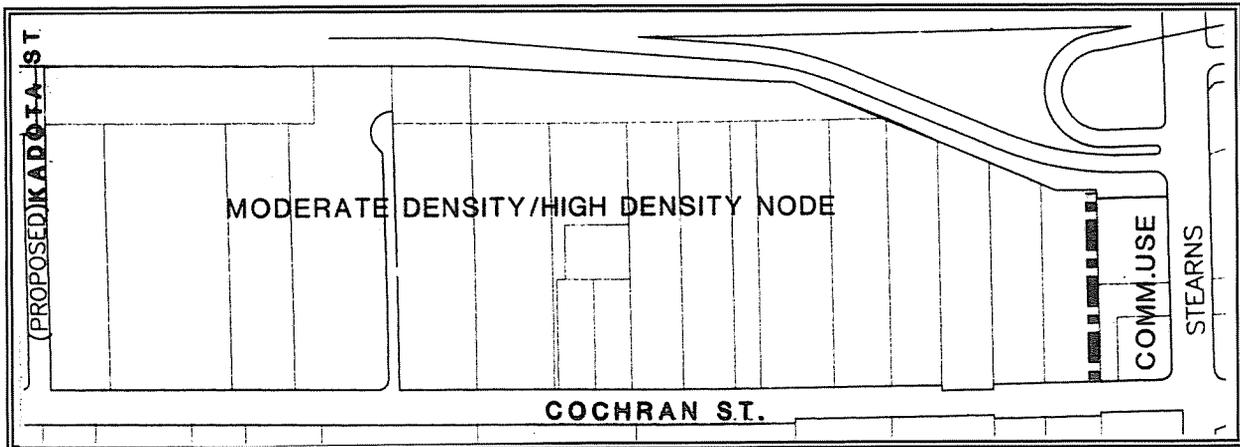
Planning Units 1 and 1A



As depicted on the above map for Planning Units 1 and 1A, parcels on the north side of Cochran Street between the Kadota Street right-of-way and Fig Street include residential densities of Very Low and Moderate.

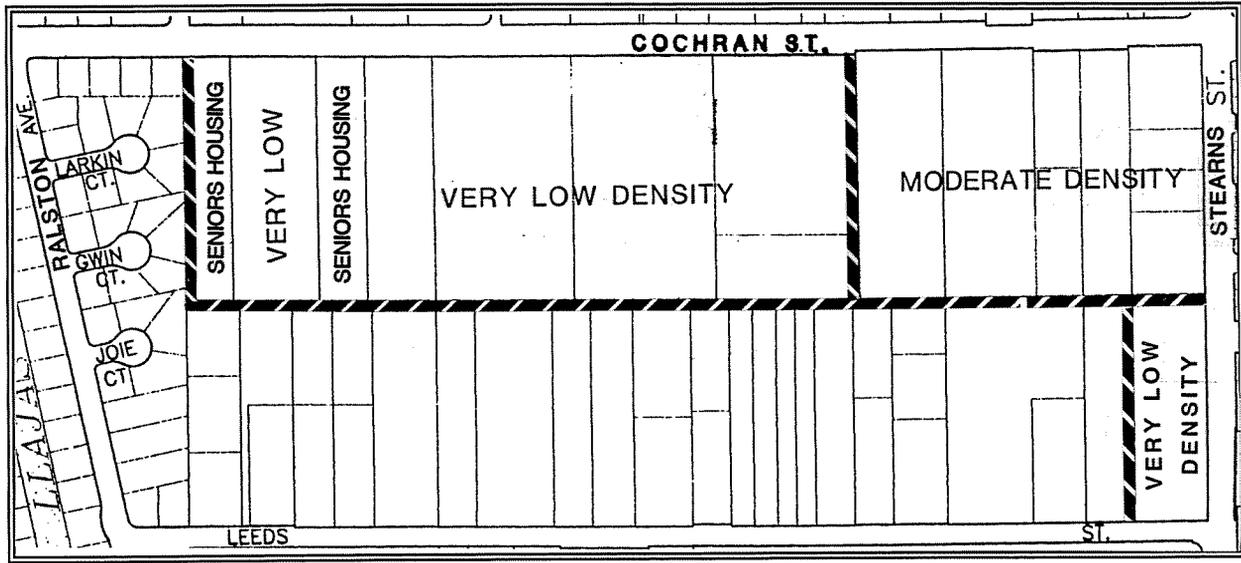
Very Low density is retained for properties located along Fig Street and to and including the Las Lajas channel, while Moderate density is designated for properties located east of the Las Lajas channel. The presence of the drainage channel, which bisects the area, will continue to be a major constraint to increased residential development.

Planning Unit 2



East of the Kadota Street right-of-way to Stearns Street, a residential density of Moderate is indicated, with a potential for High density for Planned Developments which are proposed under certain conditions - See Chapter F - Plan Implementation. Planning Unit 2 also includes some existing commercial uses in the form of auto service stations, as well as day care facilities, located in the eastern portion of the Planning Unit. Attached, multi-family housing proposed in Planned Developments eligible for High density development, should be located northward and away from Cochran Street. Detached, single-family housing should be located southward along Cochran Street, thus preserving a sense of lower density development reflective of existing development throughout the Kadota Fig area.

Planning Units 3 and 4



On the south side of Cochran Street, within Planning Unit 3, two parcels are designated as High density residential and are earmarked for Senior Citizen housing only. The remaining parcels in Planning Unit 3, consisting of institutional uses such as churches and schools, retain the designation of Very Low Density residential.

Planning Unit 4 is designated Moderate density residential, with initial zoning of Medium density. Moderate density zoning may be permitted, based upon the size of proposed Planned Developments (see Chapter F - Plan Implementation). The single residential parcel located at the northwest corner of Leeds and Stearns Streets in Planning Unit 4, retains a Very Low residential density which reflects existing homes located to the west along Leeds Street.

The following table (Table E-1, next page) identifies initial land use densities for each of the 5 Planning Units in the Specific Plan area, and also indicates a maximum number of residential units. Fixed, maximum densities have been established for Planning Units 1 and 3. Within Planning Units 1A, 2, and 4, initial residential densities have been established and may be increased to a maximum as indicated, based upon the size of proposed Planned Developments.

Table E-1

**SOUTHEAST KADOTA FIG SPECIFIC PLAN
MAXIMUM RESIDENTIAL LAND USE DENSITIES**

Planning Unit	Approximate Developable Acreage	Residential Density (Units per Acre)	Number of Residential Units
#1 East side of Fig Street to and including the Las Llajas Channel	6.1 acres.....	Very Low (2.0/acre).....	12 units total
#1.A East of the Las Llajas Channel to the Kadota St. extension	6.3 acres.....	Moderate (7.0/acre)..... (P.D. must be minimum 5 acres for density of 7/acre.)	44 units total
#2 East of the Kadota St. extension to Stearns St.	34.5 acres..... or 6.9 acres..... 27.6 acres.....	Moderate (7.0/acre)..... or High (15.0/acre)..... Moderate (5.1/acre)..... (P.D. must be minimum 5 acres for Moderate and 13 acres for High.)	241 units total or 103 units <u>141 units</u> 244 units total with some High Density development.
#3 Church of Latter Day Saints west to Specific Plan Boundary	9.9 acres..... 3.7 acres.....	Very Low (2.0/acre)..... High (15.0/acre)..... (High Density for Seniors Housing Only.)	19 units <u>55 units</u> 74 units total
#4 East of Church of Latter Day Saints to Stearns St	2.6 acres..... 13.5 acres.....	Very Low (2.0/acre)..... Moderate (5.1/acre)..... (P.D. must be minimum 6 acres for Moderate.)	5 units <u>68 units</u> 73 units total
			444 total units or 447 total units with some High Density in P.U.#2.

Planning Unit 2 Land Use Densities

As previously described, Planning Unit 2 includes the bulk of undeveloped parcels in the Specific Plan area. Planning Unit 2 includes a base land use density of Moderate, along with a floating, High density node which may be utilized in achieving higher density development (See Chapter G - Plan Implementation).

The precise locations of particular land use densities will be determined upon review and approval of detailed Planned Development permits. As previously indicated, it is anticipated that lower density development will generally be located further south, adjacent to Cochran Street, while higher density development will occur further north, adjacent to the 118 Freeway.

Development in those areas affected by noise from the 118 Freeway will utilize appropriate sound mitigation techniques including, but not limited to: noise attenuation barriers, such as earthen berms or walls, as well as other measures such as setbacks and building orientation. Consideration shall be given to construction of a freeway noise wall, to be designed in cooperation with the California State Department of Transportation.

4. Development Standards/Design Strategies

To accommodate increased residential development in the Southeast Kadota Fig area, special design standards/strategies are designated which reflect the character of existing development throughout the Kadota Fig area, and identify the area as one of the city's unique residential neighborhoods. Generally, design standards/strategies are intended to complement an overall image which can be described as semi-rural, rather than urban, and more traditional, rather than contemporary. Design themes are intended to evoke images of early California Ranch, Monterey or Hacienda styles. The following delineates key elements of this design strategy:

Strategies to reinforce predominant design characteristics of the Kadota Fig area:

- Provide a variety of architectural styles for each project.

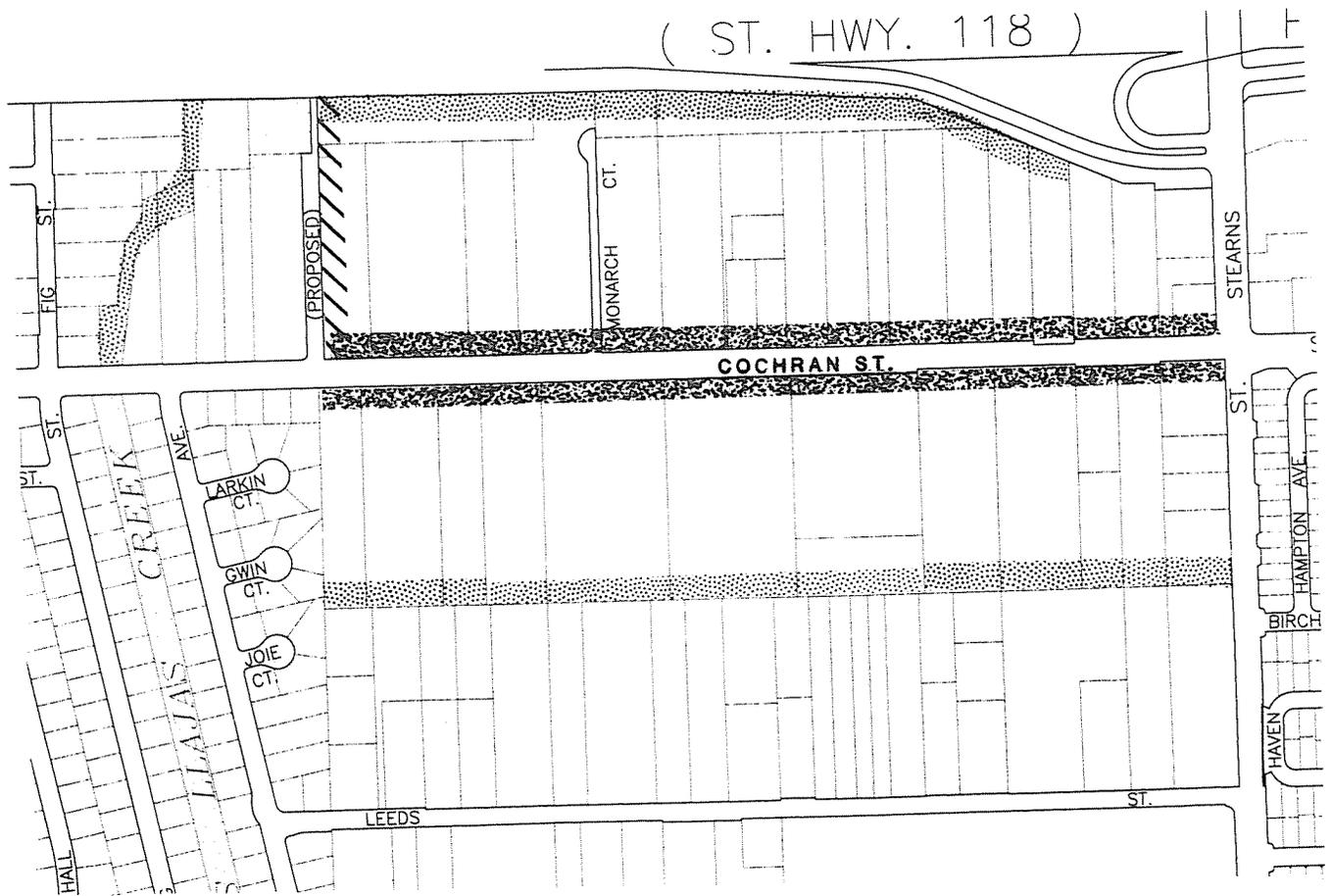
- Utilize features and materials such as earthtone colors, porches, wood siding, brick or stone, and picket or split rail fences, while prohibiting a predominance of Mediterranean design features, such as the extensive use of stucco and vivid accent colors. The use of stucco on new structures shall be confined to no more than 50% of the surface area of all single-plane exterior walls. Exterior colors shall be white, beige, brown, dark green, dark blue, or dark red.
- Require facade designs which accommodate garages in such a way that they do not dominate the street scene.
- Enriched parkways of twenty feet (20') are required in new development areas adjacent to Cochran Street (See Map E-3, page 23).
- Allow and encourage private streets and auto courts, similar to existing private driveways serving Leeds Street and other areas of Kadota Fig. (The use of private streets is intended to encourage innovative site planning which could incorporate roadway standards which differ from the City's public roadway standards - See Public/Private Improvements - Chapter F).
- Require varied lot sizes and widths (including flag lots) within a tract.
- Provide adequate space for large street trees.
- Provide adequate space for buffer areas between new development and existing development to mitigate impacts from properties in animal keeping areas.
- Use of flexible building setback standards to encourage use of detached versus attached housing types.

Strategies to reinforce community identity and residential privacy:

- Establish a multi-use trail segment (See Map E-3) to encourage pedestrian movement within the Specific Plan area.

- Provide entry element(s) which help define the community within the Specific Plan area.
- Limit number and placement of 2-story structures.
- Encourage zero lot lines.
- Separate local and collector traffic using private auto courts.

Selected Design Elements - Map E-3



- /// INTERIM TRAIL (Future Enriched Parkway with Meandering Sidewalks)
- ENRICHED PARKWAYS
- BUFFER AREAS

F. OTHER PUBLIC/PRIVATE IMPROVEMENTS

The purpose of this chapter is to provide an overview of other improvements required to accommodate increased residential development in the Specific Plan area.

1. Existing Vehicular/Pedestrian Circulation

The Specific Plan area includes two existing secondary arterial roadways as identified in the Circulation Element of the Simi Valley General Plan: Cochran Street and Stearns Street, which intersect at the eastern edge of the Specific Plan area.

Cochran Street, an east-west roadway which provides primary access to most developable properties in the Specific Plan area, is presently completed to the full paved curb-to-curb width of sixty-four feet (64') as called for in the City's General Plan. The General Plan identifies the need for an additional left-hand turn lane on eastbound Cochran Street at Stearns Street, to be added when anticipated increases in area traffic indicate that the Level of Service (LOS) at area intersections exceed LOS C.

Stearns Street is a north-south roadway which defines the eastern boundary of the Specific Plan area. Stearns Street is to be widened to a full paved curb-to-curb width of sixty-four feet (64') south of Cochran Street to Los Angeles Avenue, as called for in the City's General Plan. As is the case with Cochran Street, roadway improvements to Stearns Street will be completed when anticipated increases in area traffic indicate that the Level of Service at area intersections exceed LOS C.

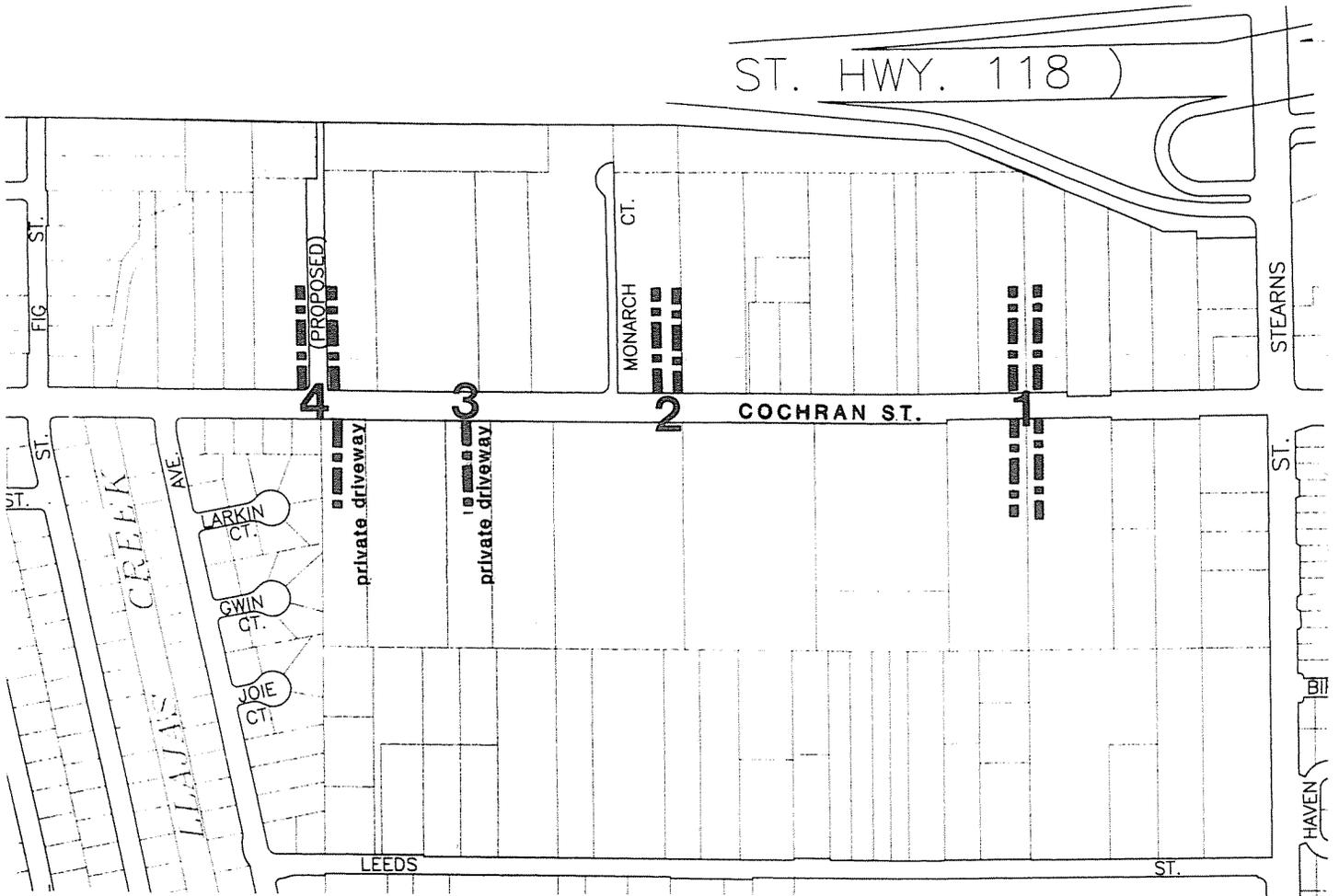
The City's General Plan establishes a system of trails throughout the valley, including a north-south trail which bisects the Southeast Kadota Fig Specific Plan area along the Las Llajas channel. A paved bicycle path has been completed along the west side of the Las Llajas channel and unpaved trail completed along the east side of the channel, south of Cochran Street and just west of the Specific Plan area. Both the existing trail and bike path connect with segments on the south side of Los Angeles Avenue, thus providing access to the established bike path along the Arroyo Simi, as well as the Equestrian Center maintained by the Rancho Simi Recreation and Park District. The other primary improvement to the existing roadway system called for in the General Plan is the

extension of Kadota Street southward to Cochran Street, from its present termination at the existing 118 Freeway overpass which is immediately north of Planning Units 1 and 3.

2. New Street Intersections

A primary goal of the conceptual circulation plan is to limit vehicle access points onto Cochran and Stearns Streets. In order to minimize vehicle and pedestrian conflicts, access to and from Cochran Street will be restricted to four additional intersections. New intersections along Cochran Street and their northbound or southbound roadways shall provide access to internal streets which will serve new residential neighborhoods. The following exhibit illustrates the approximate locations of new intersections on Cochran Street.

Exhibit F-1 New Intersections



New Intersections (#1 thru #4)
(Approximate Locations)

As previously indicated, Planning Units 2 and 4 are immediately west of the intersection of Cochran and Stearns Streets. This proximity to a major signalized intersection with associated turn lanes, requires that any new street intersection located to the west be at a location which is at least four hundred and twenty feet (420') away from the intersection. New intersection #1, depicted on Exhibit F-1 (previous page), is located approximately six hundred and fifty feet (650') west of the intersection. This location provides access to the most likely eastern-most developable area in Planning Unit 2, north of Cochran Street. New intersection #1 also provides access to the most likely developable area south of Cochran Street in Planning Unit 3, which includes those parcels located immediately to the east of the Church of Latter Day Saints.

The approximate location of another new intersection on Cochran Street is indicated on Exhibit F-1 as new intersection #4. This intersection results from the southward extension of Kadota Street from its present terminus at an existing freeway overpass, as called for in the General Plan. New intersection #4 would also provide access to one of the development areas south of Cochran Street in Planning Unit 3, which is earmarked for senior citizen housing, located to the west of the Presbyterian Church site. The other nearby development area in Planning Unit 3 is also earmarked for senior citizen housing and is located to the east of the Presbyterian Church site, approximately 300 feet east of new intersection #4. A driveway serving the senior citizen housing east of the Presbyterian church is indicated on Exhibit F-1 as new intersection #3. Intersection #3 will comprise a T-intersection since a roadway extending north of Cochran Street is not warranted at this location due to the close proximity of the Kadota Street extension which will be the primary roadway extending north from Cochran Street serving new development areas in the western portions of Planning Unit 2, as well as areas in Planning Unit 1A. Another new t-intersection (labeled as new intersection #2 on Exhibit F-1) is located between new intersections #1 and #4, and will provide access to central portions of the development area located north of Cochran Street in Planning Unit 2. Although there is presently one-half of a public street extending north from Cochran Street which has already been dedicated (indicated as "Monarch Ct." on Exhibit F-1), the Specific Plan is not mandating use of this half-street so that increased flexibility is

afforded in designing an internal street system north of Cochran Street.

The presence of numerous private driveways serving individual residences, schools, and churches will continue to comprise a design constraint in the placement of new roadway intersections throughout the Specific Plan area. Additional residential units in the Specific Plan area shall not utilize individual driveways for direct access onto Cochran or Stearns Streets. However, existing development with individual driveways onto Cochran or Stearns Streets will not be required to alter their present access.

3. Internal Circulation - New Roadways

Internal street systems will be established as part of the design review process for new development areas in each of the Specific Plan's four (4) Planning Units. Circulation plans should take into consideration general guidelines as described for each Planning Unit on the following pages.

Planning Units 1 and 1A

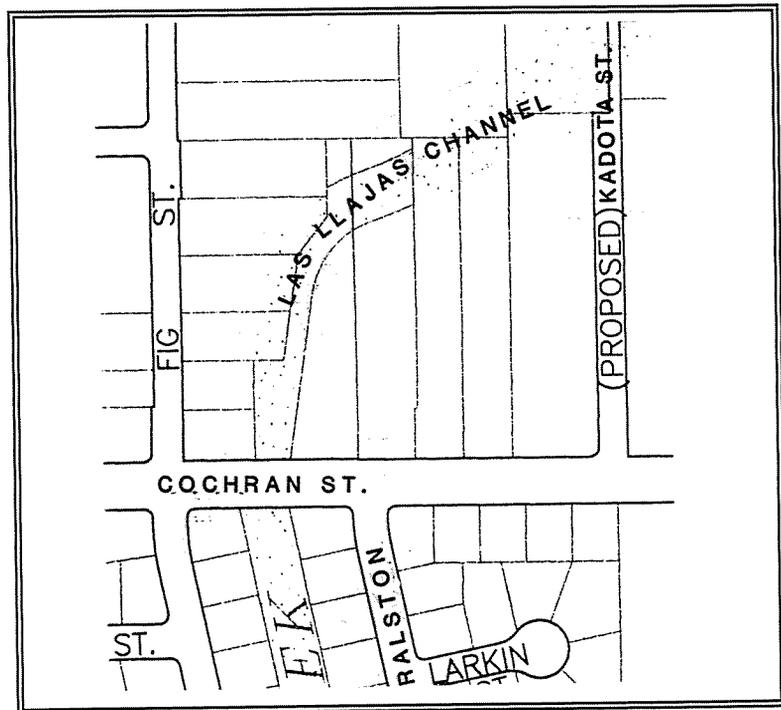
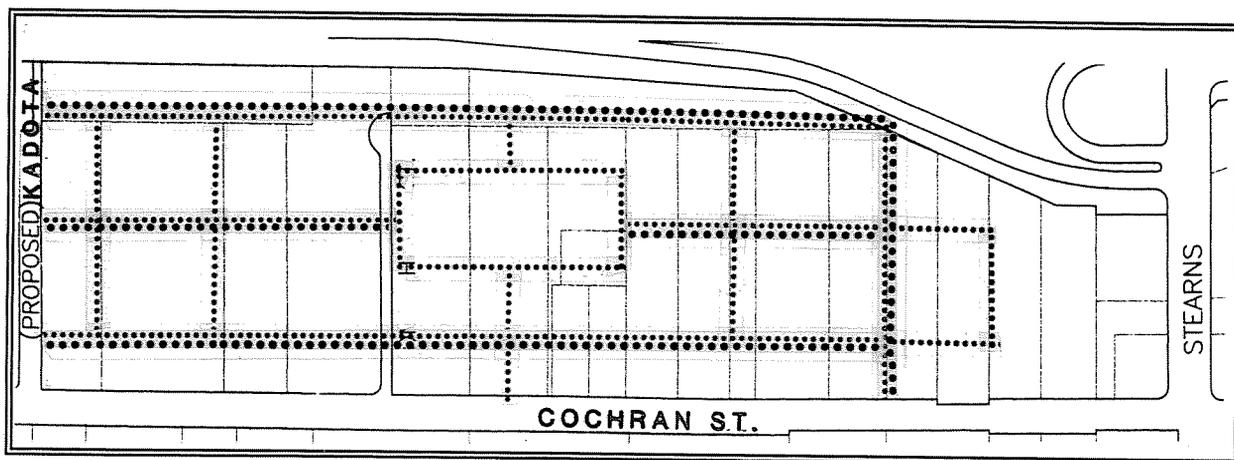


Exhibit F-2

As previously indicated, Planning Unit 1 will retain its present designation of Very Low density residential. It is anticipated that additional residential development in Planning Unit 1 will obtain access from Fig Street. New development in Planning Unit 1A will be served by a series of private driveways or auto courts (or possibly a single public street) providing access onto Kadota Street (potential alternatives not illustrated above). Although there are private driveways serving existing residences on Cochran Street in Planning Unit 1A, additional private driveways will not be allowed onto Cochran Street due to its status as a limited access arterial.

The feasibility of continuing the trail segments which presently extend along the Las Lajas Channel south of Cochran Street will be explored during review of proposed development in Planning Units 1 and 1A.

Exhibit F-2 Planning Unit 2 Conceptual Circulation



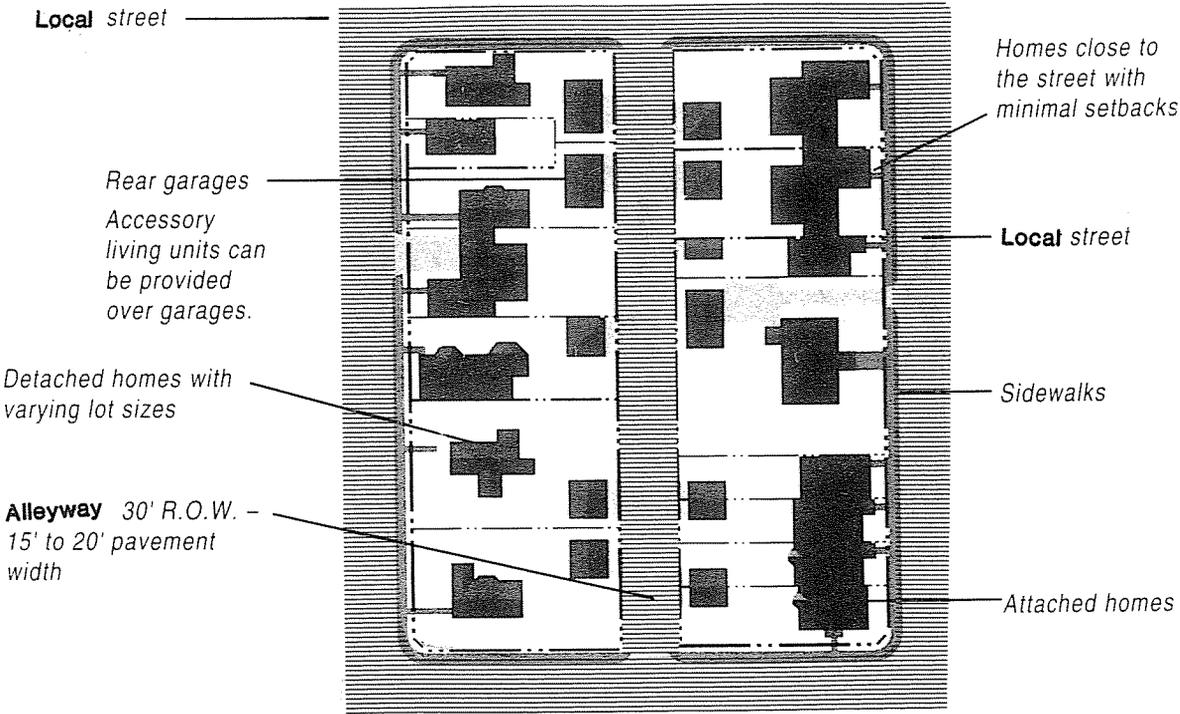
Planning Unit 2 is of sufficient size for development of an integrated internal circulation system which facilitates pedestrian movements while providing a sense of identity within individual neighborhoods and throughout the new development area.

Exhibit F-2 depicts a potential rectilinear system of streets in Planning Unit 2, which includes a "central square" serving as a focal point. Development of a grid pattern for area streets is one aspect of what has been labeled as Neotraditional Town Planning in which a grid/street block pattern typical of pre-1950 development is emphasized. Such principles have been applied to entire communities or new towns with the intent of significantly reducing automobile travel through mixing of land uses and increasing pedestrian opportunities. Such a comprehensive approach to community-wide transportation planning would not be a consideration in regard to Planning Unit 2. However, an overall grid/street block pattern for new development would resemble the pre-1950 rectilinear development pattern which predominates throughout the Kadota Fig area, and would create a recognizable identity for new development in Planning Unit 2. Such a grid system also facilitates phased expansion to incorporate additional development areas based upon demand for residential units.

A grid/street development pattern can also accommodate both single-family detached and multi-family attached homes within a single traditional neighborhood block. As illustrated on Exhibit F-3 below, varying lot sizes may be created for a variety of building footprints.

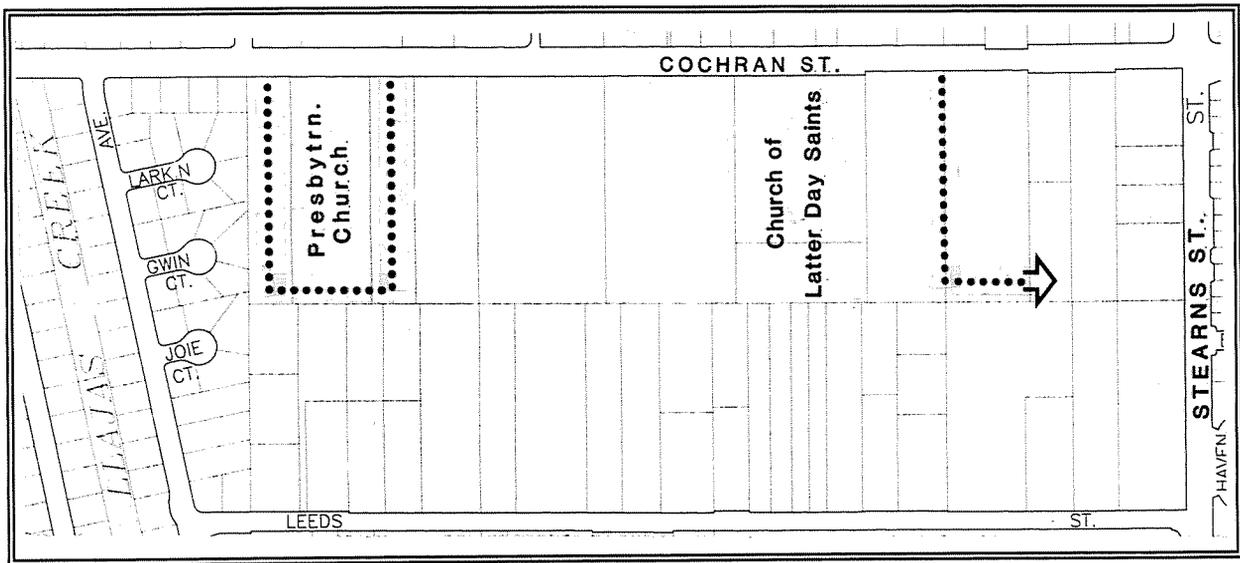
As also illustrated, neighborhood blocks can accommodate rear alleyways which provide additional access and increased flexibility to locate garages in backyards. Detached garages in rear yards, combined with varied building setbacks along local residential streets, could create a streetscape which is more attractive and reminiscent of existing neighborhoods in the Kadota Fig area.

Exhibit F-3 Planning Unit 2 Illustrative Site Plan



Source: National Association of Home Builders

Exhibit F-4 Planning Units 3 and 4 Conceptual Circulation



As previously indicated, Planning Unit 3 includes new development areas earmarked for senior citizen housing. This area of senior citizen housing includes one parcel to the east of the Presbyterian Church site and one parcel to the west of the church site. It is anticipated that private driveways will be utilized in servicing new housing. It is strongly encouraged (but is not mandatory) that new development on the two parcels with senior citizen housing, be linked via a loop road to be constructed at the south end of both parcels including the church site. Such a loop system depicted in Exhibit F-4 above, would facilitate access and internal circulation and also serve as a potential easement to accommodate sewer and storm water facilities.

Although Planning Unit 4 includes Medium and possibly Moderate residential densities, additional development is anticipated primarily in the presently vacant area located immediately to the east of the Church of Latter Day Saints. A local public street is anticipated down the center of this area as depicted on Exhibit F-4. To ensure an integrated circulation system within Planning Unit 4, a stub street (or dedicated right-of-way) terminating at the east boundary of the developable area east of the Church of Latter Day Saints, may be required so that access may be provided to areas adjacent to Stearns Street. This stub street could coincide with the establishment of an easement which may be needed for sewer and storm water systems required by new development in Planning Unit 4. Additional development in Planning Unit 4 shall utilize a public or

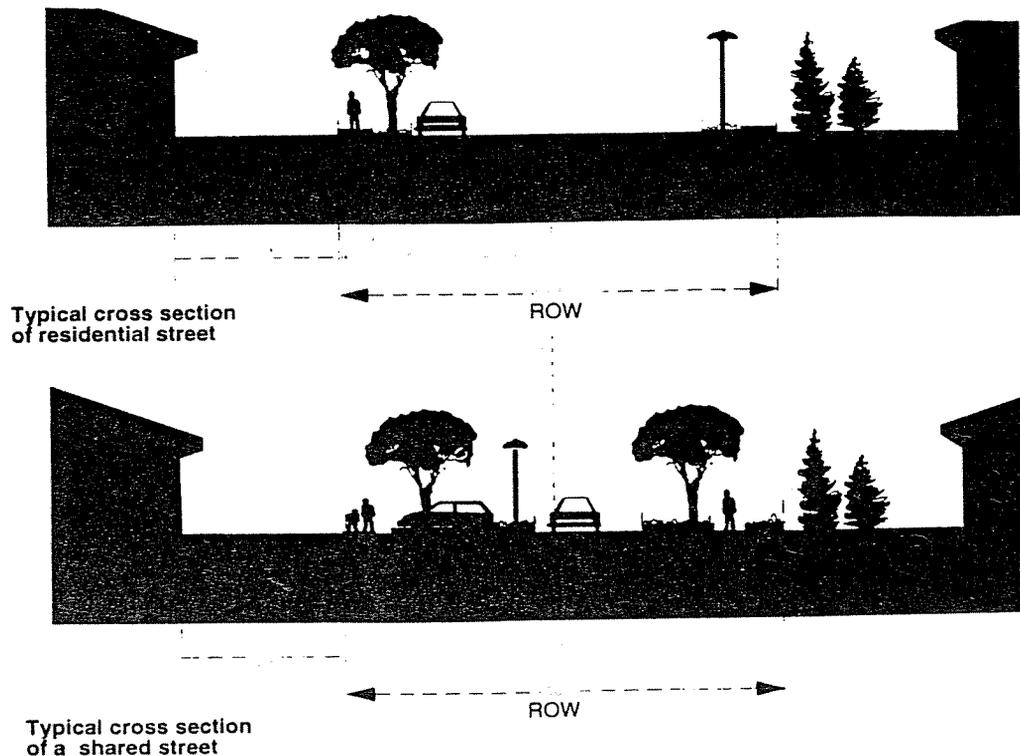
private internal street system, or shall utilize private driveways which are configured to allow egress of vehicles onto Stearns Street without the need of vehicles backing onto the street.

4. Street Standards

Due to the varied development history of the Kadota Fig area, existing streets and related construction standards are not the same as other, newer areas of the City. A lack of street curbs, for example, lends a more rustic appearance which has become identifiable as "Kadota Fig." In order to carry on such a theme within new development areas in the Southeast Kadota Fig Specific Plan, the use of private streets constructed at standards which are appropriate for residential neighborhoods, encourage a pedestrian-oriented streetscape, and emulate a more rustic appearance, are encouraged. Such a theme is contained within a "shared street" concept. Under this approach residential streets have first and foremost the function of a residence, a playground, and a meeting area. It has the additional functions of carrying access traffic and providing parking spaces, but is not designed for intentional through traffic.

As illustrated on Exhibit F-5 on the following page, a reduction of paved surface within the shared street concept has the immediate benefit of providing additional planting areas for large street trees, which is an identifiable feature of the Kadota Fig area. Another aspect of such development is reduced street setbacks for structures. Present allowances for reduced setbacks are contained within the City's Municipal Code in regard to Cluster Development permits, which are strongly encouraged in the Southeast Kadota Fig Specific Plan area.

Exhibit F-5 "Shared Street" Concept



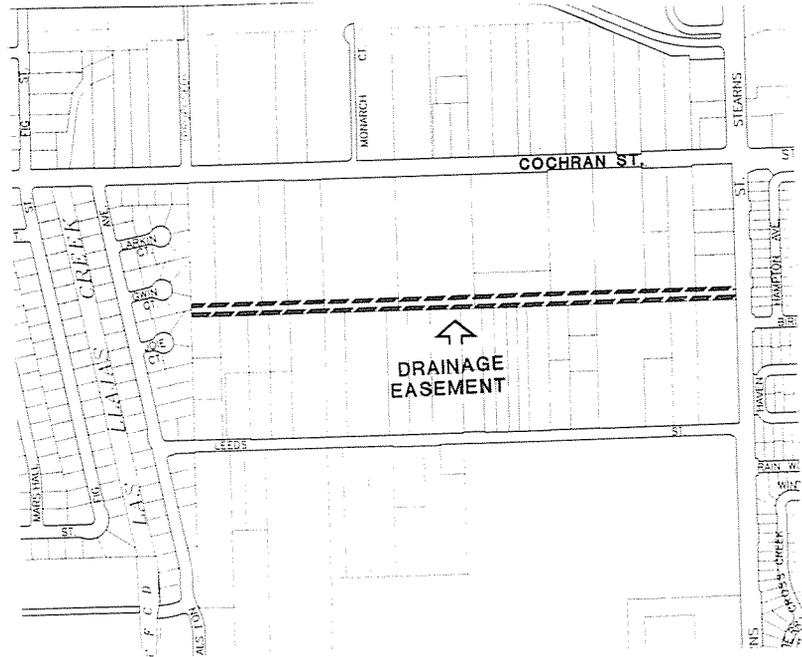
5. Pedestrian Circulation

The existing bike and multi-purpose trails along opposite sides of the Las Lajas channel, presently terminate at the south side of Cochran Street. The Specific Plan includes construction of an interim trail segment on the east side of the Kadota Street extension in Planning Unit 2, until such time as the permanent trail segment along the Las Lajas channel is completed.

6. Storm Drains

New development areas north of Cochran Street will be able to direct runoff into existing storm water facilities along Cochran Street or directly into the Las Lajas channel. New development areas south of Cochran Street (Planning Units 3 and 4) will require construction of drainage facilities directing runoff through neighboring properties to the south or east, or to a possible storm drain that would be constructed along the south boundary line of Planning Units 3 and 4. The stormwater would then be collected into existing facilities and potential new facilities along Ralston Avenue at Leeds Street.

Completion of detailed development plans in these areas may indicate the need for a special assessment district or other funding mechanism to construct drainage facilities required by new and existing development. The following map illustrates the location of a proposed drainage easement along the south boundary of the Southeast Kadota Fig Specific Plan area, which may be necessary to facilitate construction of potential drainage facilities.

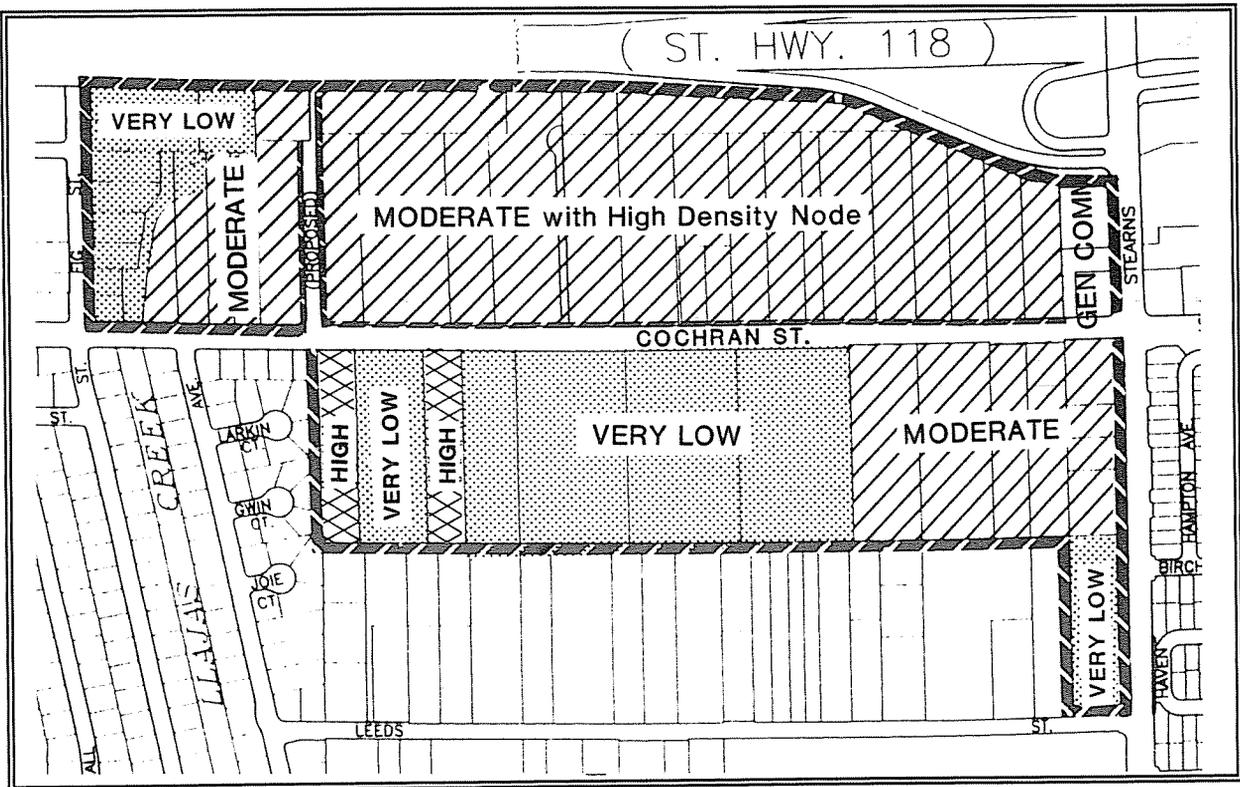


G. PLAN IMPLEMENTATION

It is anticipated that new development provided for in the Southeast Kadota Fig Specific Plan will be completed as a result of several Planned Development proposals submitted to the City for review and approval. The processing of Planned (or Cluster) Development proposals shall be subject to those review procedures currently in effect at the time of proposal submittal, as described in the City's Municipal Code. All applicable development/design standards and codes of the City will apply to development within the Specific Plan area, except where specifically modified in the Specific Plan. The Southeast Kadota Fig Specific Plan shall be referred to when evaluating proposed projects based upon the objectives and development standards contained herein.

The following sections describe General Plan land use designations, zoning and eligibility for increased residential densities, project phasing, and other special requirements.

Exhibit G-1 General Plan Land Use Designations



As indicated on the above exhibit, General Plan land use designations for the Specific Plan area, are as follows:

Planning Unit 1 includes the General Plan land use designation of Very Low Residential.

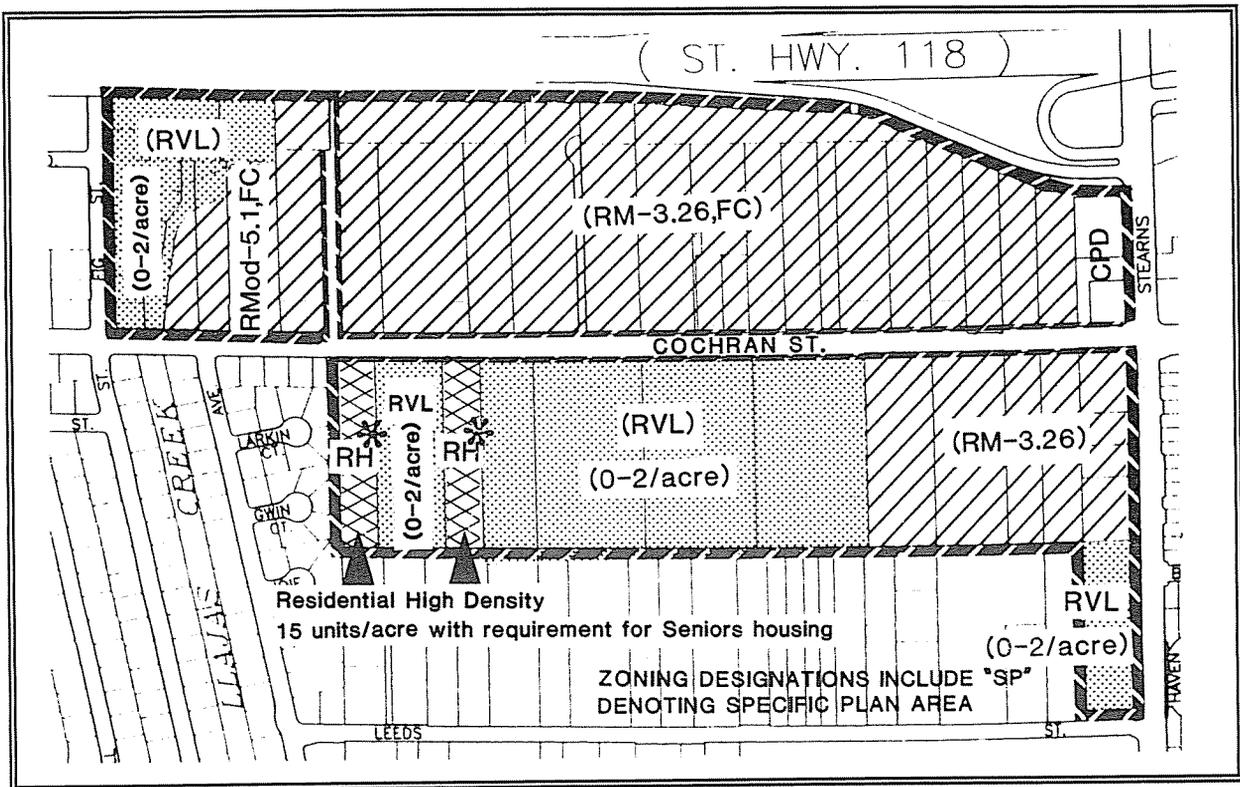
Planning Unit 1A includes the General Plan land use designation of Moderate Residential.

Planning Unit 2 includes the General Plan land use designation of Moderate Residential, along with a High Density Residential Node.

Planning Unit 3 includes the General Plan land use designation of Residential Very Low, and High Density Residential for those parcels earmarked for senior citizen housing.

Planning Unit 4 includes the General Plan land use designation of Moderate Residential, with one parcel at the northwest corner of Leeds and Stearns Streets retaining a land use designation of Very Low Residential.

Exhibit G-2 Zoning - Initial Designations



As indicated on the above exhibit, zoning designations for each Planning Unit are established as follows:

Planning Unit 1 retains the existing zoning designation of Residential Very Low (RVL)(FC)(0-2 units/acre; 20,000 square foot minimum lot size).

Planning Unit 1A includes an initial zoning designation of Residential Moderate, 5.1 units per acre (RMod-5.1 units/acre)(FC)(SP).

Planning Unit 2 will retain zoning of Commercial Planned Development (CPD) for the auto service stations at the corner of Stearns and Cochran Streets. Planning Unit 2 will also include an initial zoning designation of Residential Medium, 3.26 units per acre (RM-3.26)(FC)(SP).

Planning Unit 3 retains the existing zoning designation of Residential Very Low (RVL)(SP) for properties with existing institutional uses such as churches and schools. The two (2) parcels located on either side of the Presbyterian Church will include a conditional requirement

for seniors housing only, as related to a zoning designation of Residential High, 15 units per acre (RH-15*)(SP).

Planning Unit 4 includes an initial zoning designation of Residential Medium, 3.26 units per acre (RM-3.26, SP). The single parcel at the northwest corner of Leeds and Stearns Streets retains the existing zoning designation of Residential Very Low (RVL)(SP).

3. Overlay Zones and Animal Keeping Uses

The Freeway Combining Overlay Zone will remain in place for areas adjacent to the 118 Freeway, with affected parcels being denoted with additional Zoning designation of (FC). The zoning designation of Specific Plan (SP) will be applicable to all Specific Plan areas, denoting the applicability of requirements in the Southeast Kadota Fig Specific Plan in determining the completeness of proposed development proposals and applications.

The Animal Keeping (A) Overlay Zone has been deleted from the Specific Plan area as a result of adopting higher density residential land use designations. All property owners with existing, farm animal uses will be permitted to continue as a legal, non-conforming use until such time as is provided for in the Simi Valley Municipal Code.

4. Project Phasing and Special Requirements

The phasing of residential development shall be determined as part of a Planned Development Permit application. If a Planned Development application proposes development involving increases in density based upon density bonuses and associated Zone Changes as described in the following sections, an application for Zone change must be submitted along with the Planned Development application. If a Planned Development application includes properties located in more than one Planning Unit, maximum densities to be based upon density bonuses in affect for the respective portion of the proposed Planned Development in each Planning Unit.

The following special requirements shall apply to each Planning Unit as indicated below:

Planning Unit 1A

Access: Overall access requirements will require careful consideration during the formation of area development plans, to ensure that all parcels are provided with access to the Kadota Street extension between its present terminus at the 118 Freeway and Cochran Street.

Las Lajas Trail Segment: Development adjacent to the Las Lajas channel will include continuation of the permanent trail system along the channel, which is presently completed south of Cochran Street and north of Barnard Street.

Landscaped Buffer Area: New residential development which is located immediately adjacent to existing development located along Fig Street, shall include a minimum landscape buffer of ten feet (10') with at least one (1) specimen tree for each two hundred (200) square feet of landscaped area. [A specimen tree shall be defined as a forty-eight inch (48") box tree with a trunk diameter of three inches (3") as measured four and one-half feet (4.5') above the root crown].

Density Bonus Incentive: The initial development density for Planning Unit 1A is established at Residential Moderate, 5.1 units per acre. Planned Developments of at least five (5) acres, will be eligible for a Zone Change to Residential Moderate, 7.0 units per acre, upon submittal and approval of Planned Development and Zone Change applications.

Planning Unit 2

New Intersections/Circulation: As described in Section F (Public and Private Improvements), roadway improvements related to new development in Planning Unit 2 shall include construction of no more than two (2) additional roadway intersections on Cochran Street between the Kadota Street extension and Stearns Street. New roadway intersections should align with new roadways serving new development on the south side of Cochran Street in Planning Units 3 and 4. Internal circulation is strongly encouraged to reflect a "rectilinear grid" system as conceptually illustrated on Exhibit F-2, page 30. A system of auto courts within the overall rectilinear grid system is encouraged to define neighborhood areas.

Enriched Parkways/118 Freeway Open Space Area: As indicated on Map E-3, page 23, a twenty foot (20') enriched parkway shall be located along Cochran Street. An interim, fifteen foot (15') multi-purpose trail segment within a twenty foot (20') enriched parkway shall be located on the east side of the Kadota Street extension. A linear open space area of twenty foot (20') minimum width shall be located adjacent to the 118 Freeway right-of-way, immediately south of the north boundary of Planning Unit 2.

Density Bonus Incentive: The initial residential development density for Planning Unit 2 is established at Residential Medium, 3.26 units per acre. Planned Developments of at least five (5) acres, will be eligible for a Zone Change to Residential Moderate, 5.1 units per acre, upon submittal and approval of Planned Development and Zone Change applications. Planned Developments of at least thirteen (13) acres, will be eligible for a Zone Change to Residential Moderate, 5.1 units per acre on 80% of the Planned Development and Residential High, 15 units per acre on 20% of the Planned Development, upon submittal and approval of Planned Development and Zone Change applications. Note: If a Planned Development is eligible for High density residential development, the High density residential units may be constructed instead as additional Moderate density up to Residential Moderate, 7 units per acre.

Planning Unit 3

Building Height Limitation: There shall be no structures exceeding 1-story in height within 150 feet of the south property line in Planning Unit 3.

Enriched Parkway/Buffer Area: A twenty foot (20') enriched parkway shall be located along Cochran Street as indicated on Map E-3. Development in Planning Unit 3 shall also include a fifty (50) foot buffer area along the south property boundary, with a minimum twenty-five (25) foot landscaped area immediately adjacent to the south property line which includes at least one (1) specimen tree for each two hundred (200) square feet of landscaped area. The north half of the 50-foot buffer area shall not be utilized for the placement of residences or other structures, but may contain streets, parking lots, and yard areas.

Privacy Wall: An 8-foot high wall (measured from Leeds Street properties to the south) shall be constructed along the south property boundary. Note: The 8-foot high wall could be comprised of a 6-foot high wall atop a 2-foot high berm or retaining wall.

Planning Unit 4

Enriched Parkway/Buffer Area: A twenty foot (20') enriched parkway shall be located along Cochran Street as indicated on Map E-3, page 23. Development in Planning Unit 4 shall include a fifty (50) foot buffer area along the south property boundary, with a minimum twenty-five (25) foot landscaped area immediately adjacent to the south property line which includes at least one (1) specimen tree for each two hundred (200) square feet of landscaped area. The north half of the 50-foot buffer area shall not be utilized for the placement of residences or other structures, but may contain streets, parking lots, and yard areas.

Privacy Wall: An 8-foot high wall (measured from Leeds Street properties to the south) shall be constructed along the south property boundary. Note: The 8-foot high wall could be comprised of a 6-foot high wall atop a 2-foot high berm or retaining wall.

Density Bonus Incentive: The initial residential development density for Planning Unit 4 is established at Residential Medium, 3.26 units per acre, except for the single parcel located at the northwest corner of Leeds and Stearns Streets, which shall retain a Very Low residential density. Planned Developments of at least six (6) acres (not to include the Leeds Street parcel), will be eligible for a Zone Change to Residential Moderate, 5.1 units per acre.

Other Selected Requirements For All Planning Units

Streets: Public streets shall adhere to all of the City's applicable construction standards. If private streets are proposed, construction standards shall be appropriate for local residential streets based upon traffic safety and emergency access requirements of the City of Simi Valley and the Ventura County Fire Protection District.

Setbacks: A variety of building setbacks from roadways are encouraged, with a minimum of ten feet (10') to be provided, pursuant to requirements in the City's Municipal Code related to Cluster Development Permits.

Parking: For single-family detached residences, there shall be two (2) designated covered parking spaces provided for each dwelling unit, located immediately adjacent to each dwelling unit. For single-family detached residences abutting a private street, one (1) guest parking space shall be provided for each single-family dwelling unit, which shall be located within three hundred feet (300') of each dwelling unit.

Architecture: To further aid in creating a streetscape character which is reminiscent of the Kadota Fig area, architectural treatments for single-family residences shall be varied and distinct, with no two homes located next to one another with the same architectural style.

5. Public Improvements Funding

During the Planned Development review process, City fees related to domestic water, sewer, and storm water systems will be assessed. The Planned Development review process will also involve the dedication of easements necessary for public streets, trails, and other infrastructure.

Other costs associated with public improvements will be reviewed during the Planned Development review process. Potential funding mechanisms for completing required public improvements include the establishment of Assessment Districts and Maintenance Districts, as well as Reimbursement Agreements between area property owners and the City.

NOTES