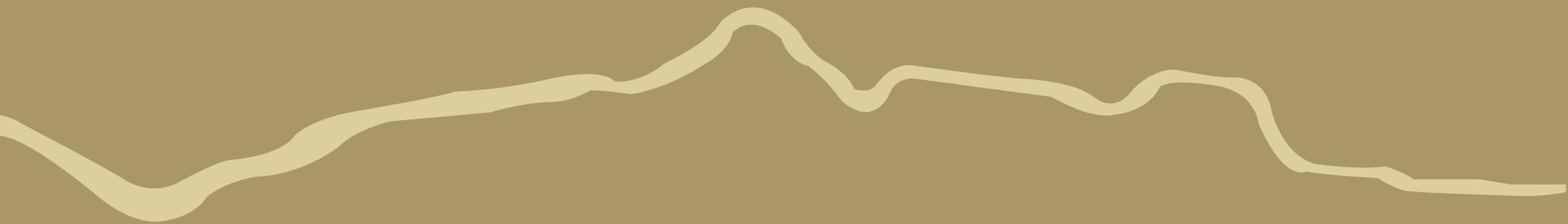




ARROYO SIMI GREENWAY

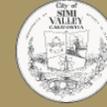
# SPECIFIC PLAN

Winter, 2011





Prepared For:



CITY OF SIMI VALLEY

and

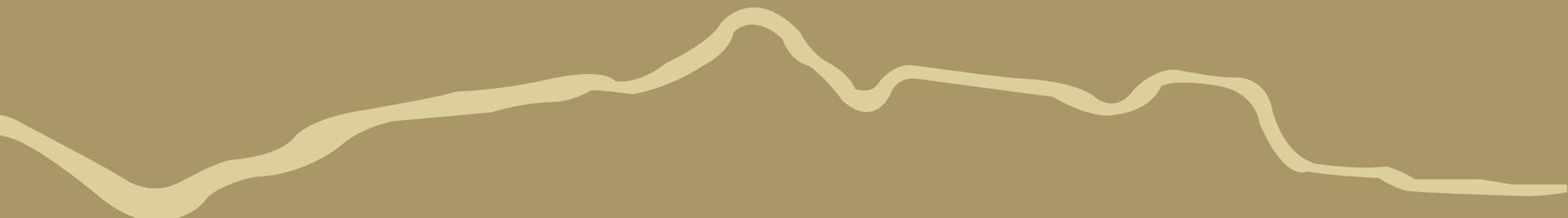


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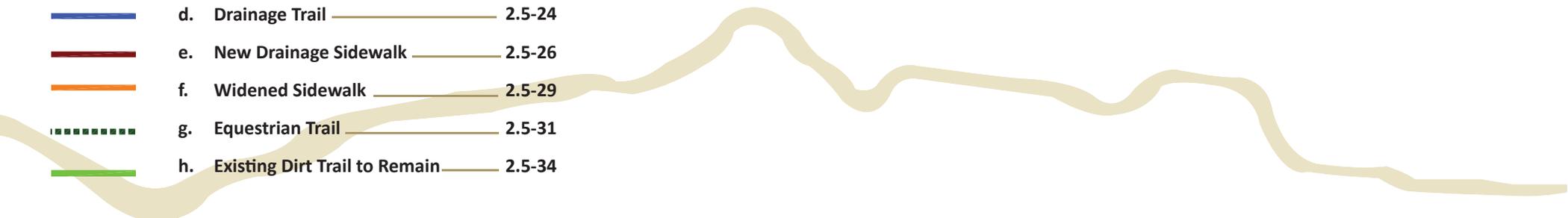
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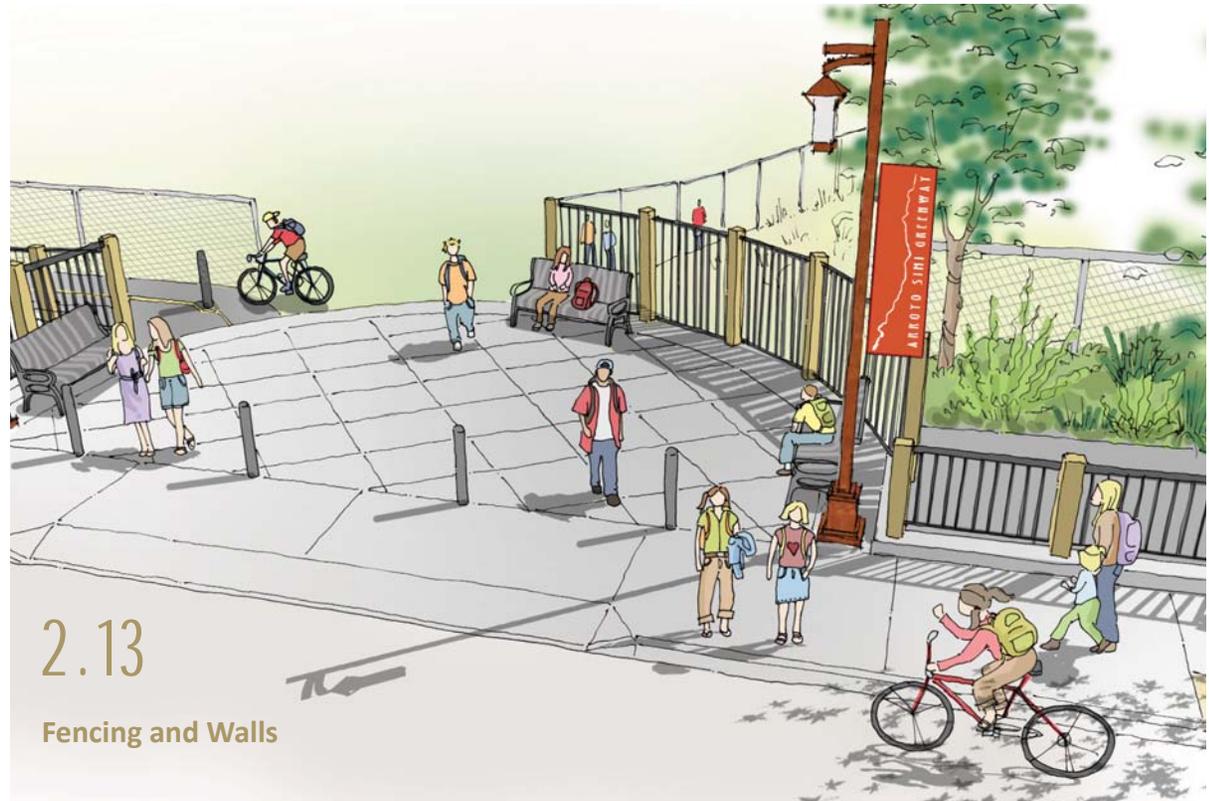
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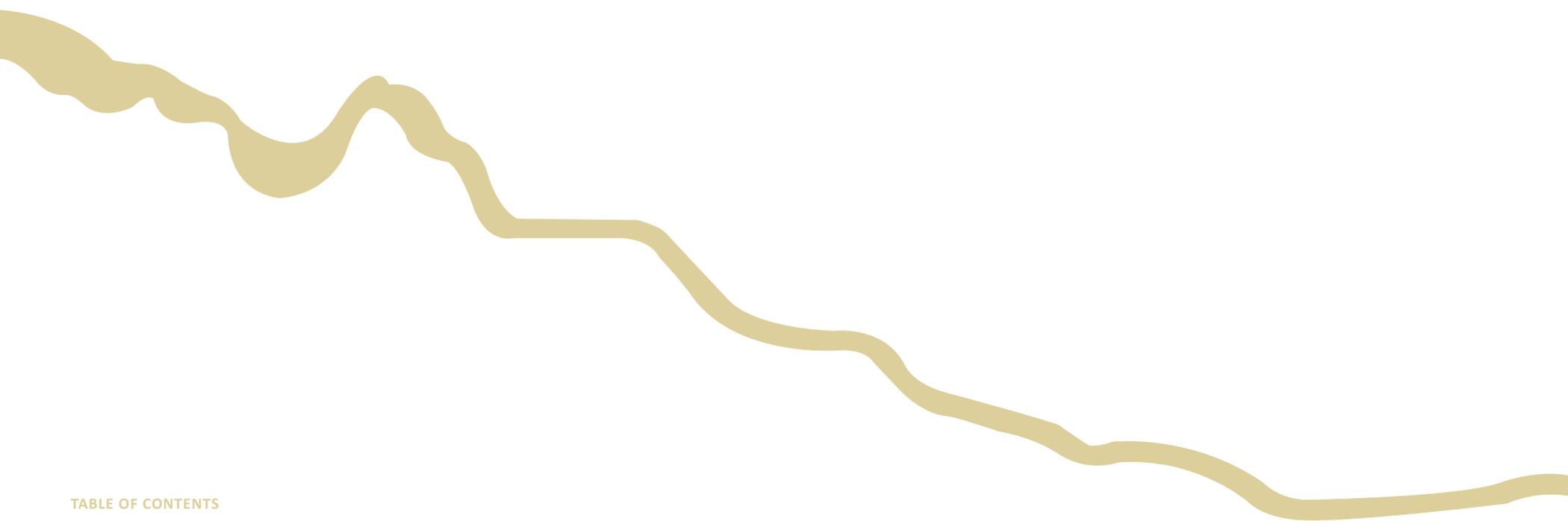
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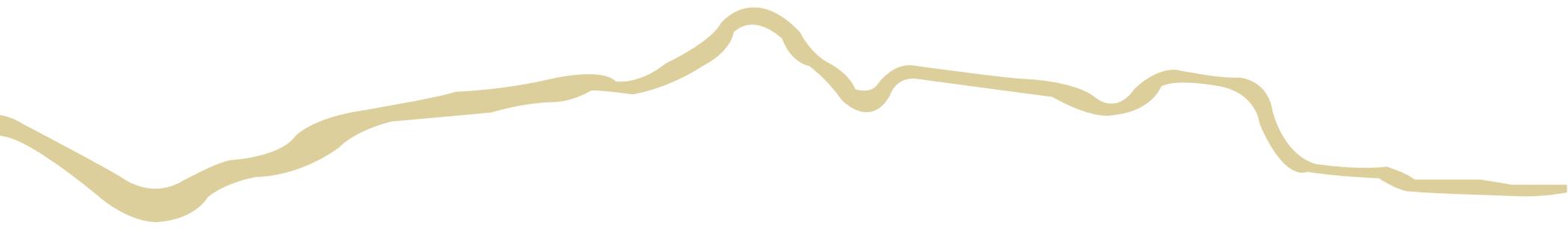
### Stewardship Program





## 1.1

# Project Description



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This Specific Plan describes in detail how to revitalize the Arroyo Simi and develop a scenic Greenway which includes healthy recreational opportunities and provides transportation alternatives other than the automobile.

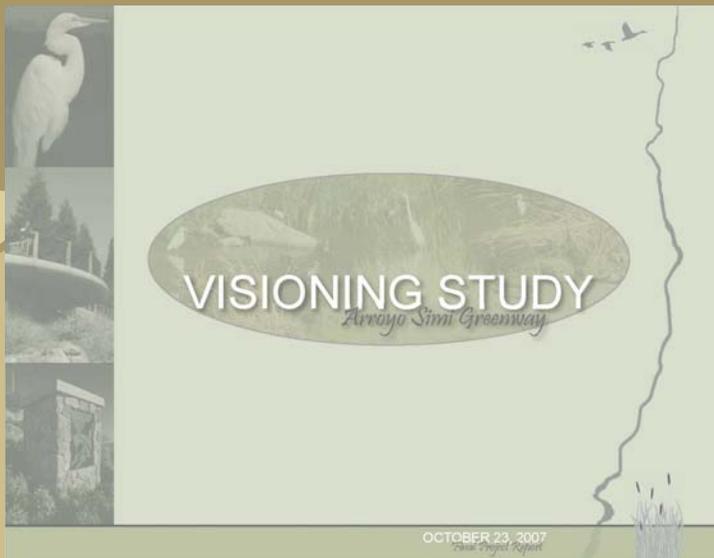
This is a joint effort of the City of Simi Valley (City), Rancho Simi Recreation and Park District (RSRPD) and the Ventura County Watershed Protection District (VCWPD) to revitalize the existing pathway along the top of the Arroyo Simi into a Greenway for multi-modal recreational transportation and with connections to existing and new parks, schools, trails and other community amenities. The Arroyo Simi Greenway will also provide opportunities to enhance the riparian wildlife within the Arroyo Simi and improve water quality while also preserving the Ventura County Watershed Protection District's (VCWPD) flood control capacity and maintenance requirements. The project consists of the following components.

**SP-S-0028** – A request to establish development standards for improvements to the trails along the entire length of the top of both sides of the Arroyo Simi and along portions of the Arroyo's tributaries, rights-of-way improvements where the Arroyo Simi crosses streets and along the west side of Fifth Street, from Los Angeles Avenue to Sinaloa Middle School, and for new parks or expanded parks in several locations along the Arroyo Simi. The overall project area is very large and there are many different components (parks and amenities, trail types, signage, landscaping, lighting, furniture, etc.) that will potentially be built out over the next 20-30 years, depending on funding availability. Therefore, to ensure that the Greenway is built out per a cohesive design, the Specific Plan document includes detailed standards for each project component. Additionally, the Specific Plan includes a Sustainability Program to ensure the Greenway is constructed and maintained in an environmentally sound manner and Implementation and Stewardship Programs for the build-out and long-term maintenance of the Greenway.

**CUP-S-0677** – A request to create a master Conditional Use Permit to construct park improvements per the design standards set forth in SP-S-0028 on the properties within the project area that are owned by the City, the RSRPD, or the VCWPD. Note that the Specific Plan and Zone Change are legislative and will not, by themselves, condition properties within the project area. However, at this time, the privately-owned properties located within the project area are not included within the CUP application, as these property owners have not given their permission at this time to have development conditions placed upon their properties. In the future, should the City and/or RSRPD be successful in acquiring these properties for the purposes of developing new parks per the Specific Plan standards, CUP-S-0677 would be modified at that time.

**Z-S-0677** – A request to apply a "SP" (Specific Plan) Overlay designation over the properties located within the project area. The underlying development standards will not change, and therefore, the properties within the Specific Plan Overlay area will not be affected should they not be developed with recreational uses.

In 2007, City and Park District staff, Simi Valley Unified School District, Ventura County Watershed Protection District, and the community cooperated to develop a Visioning Study and to gather preliminary ideas and identify goals for the revitalization of the Arroyo Simi Visioning Study which was adopted October 23, 2007. Using the Visioning Study as a base, the Arroyo Simi Greenway Specific Plan will build upon the preliminary ideas and concepts from the Visioning Study, and result in implementable development standards and guidelines necessary to turn the Arroyo Simi into a recreational and scenic asset for the community.



The Visioning Study prepared for the City of Simi Valley and the Rancho Simi Recreation and Parks District in 2007 developed the framework for this Specific Plan

## Specific Plan Intent

- Establish standards that are unique to, and allow for, the development of the 12-mile long Arroyo Simi Greenway
- Provide guidelines and standards which describe how to put all the design elements of the Greenway together
- Develop Key Study Areas with plans and sketches to provide tangible visual representation of design aesthetics and required elements
- Create a Specific Plan that is easy to read with ample visual examples of design concepts and concise bulleted text, reference related sections within the Specific Plan to allow the reader to go directly to a specific element, such as a Park or Overlook, and not necessarily need to read the entire document
- Allow for design flexibility as the project progresses to adapt to changing priorities and economic swings as well as varying situations along the Greenway
- Encourage connections to the Greenway, and suggest public transit opportunities where possible
- Create a Greenway trail system and site amenities that are accessible to all users
- Increase safety along the Greenway, especially on routes to schools
- Refine the 2007 Arroyo Simi Greenway Visioning Study into a set of development standards that will ensure that the Greenway is developed into a recreational amenity that is unique to Simi Valley and will be enjoyed by the community for generations to come
- Ensure that the Arroyo Simi will continue to convey the water flow, and will be able to be maintained, per the Ventura County Watershed Protection District's standards
- Discuss sustainable materials, programs and maintenance practices for the Greenway
- Create a phasing plan that remains fluid and blends proposed improvements with existing facilities and new construction

During the Specific Plan development, City and Park District staff and RRM Design Group met with Ventura County Watershed and Protection District to discuss design concepts and flood control requirements and maintenance practices. This Specific Plan provides standards for the Greenway development while maintaining the functional flood control and maintenance aspects of the Arroyo Simi. As specific projects are being implemented along the Greenway, VCWPD shall review design plans and provide comments regarding construction methods and project timing.

The Arroyo Simi Committee has overseen the development of the Specific Plan. The Committee includes members of the Simi Valley City Council, City Planning Commission, Rancho Simi Recreation & Park District Board, representatives from Ventura County Board of Supervisors District 4 office, and the Simi Valley Unified School District.



**Photos from the Public Town Hall Meeting**

Strong consensus has been reached by the agencies that the project needs to be completed. The revitalization of the Arroyo Simi into a Greenway meets many City and Park District policies, including but not limited to the City of Simi Valley General Plan, City of Simi Valley Bicycle Master Plan, Rancho Simi Recreation and Park District 1986 General Plan for Parks, Recreation and Open Space, Calleguas Management Plan Study, and the Integrated Regional Water Management Plan.

The community had the opportunity to review and comment on the Specific Plan progress throughout the design process including at a Public Town Hall Meeting conducted on June 24, 2009, a display of the project at the Simi Valley Public Library, and via information on the City's web site.

With this Specific Plan and associated Conditional Use Permit (CUP), the City is able to create development standards that are unique to the Arroyo Simi Greenway. This Specific Plan reflects policy, outlines a uniformity of methods and procedures, and communicates vital information. This Specific Plan and CUP will allow the City and Park District to implement construction documents as funding comes available and eliminates the need for formal amendments to existing entitlement permits.

The Arroyo Simi Greenway Committee, City and Park District Staff selected several areas out of the Visioning Study to develop plans and sketches as Key Study Areas which portray how areas might be typically treated and be used to develop the standards and guidelines within this Specific Plan.

*Refer to Site Development Plan, Section 2.1a for further discussion of the Key Study Areas*

## a. Project Location and Setting

The project area consists of the Arroyo Simi and adjacent Watershed Protection District's right-of-way for most of the length of the City. The Arroyo Simi Greenway covers an 11.96-mile long project study area, and extends from the western City limits line to Corriganville Park at the Greenway's east end. The Arroyo Simi Greenway runs through the center of the full length of the City of Simi Valley and has numerous points of entry and connects to multiple parks, schools, and neighborhoods.

The Greenway is located along the banks of the Arroyo Simi on primarily flat level ground. There are existing trails along most of the Arroyo Simi, with a paved trail located along most of the northern portion of the Greenway, and unpaved trails generally located along the south side.

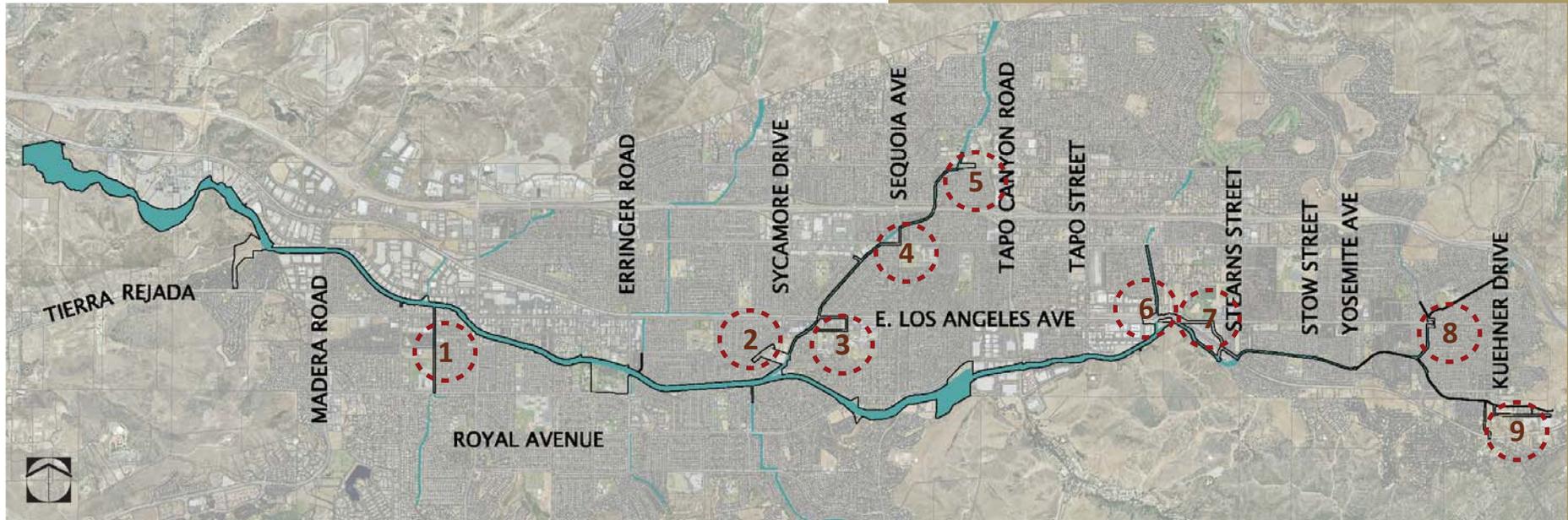
### a.1 Specific Plan Area Boundary

The Arroyo Simi Greenway project is primarily located within an established public right-of-way along the top of the Arroyo Simi channel that is owned by VCWPD or the Park District. The Park District has a joint use agreement with VCWPD that allows the Park District to develop and maintain recreational facilities along most of the Arroyo Simi rights-of-way. The majority of the improvements will occur on VCWPD property along the top of the Arroyo Simi channel, or on property located outside the rights-of-way, on land generally owned by the City or the Park District. All improvements proposed within the Arroyo Simi channel would be subject to VCWPD review and approval and would have to allow the 100-year flood level to be maintained. This will also include locating Greenway improvements, such as landscaping used as project mitigation, furnishings and amenities, out of the 100-year floodplain unless otherwise approved by the VCWPD.

The Specific Plan boundary also includes properties where the Park District currently does not have easements rights. In addition, the properties on Easy Street, Darrah Volunteer Park and S-Curve are privately owned and are proposed for trailhead parking or future parks. Easement rights to allow the trail and permission to develop the Easy Street and at the S-Curve Parks and parking lot at Darrah Volunteer Park will be required in later phases.

The Greenway boundary includes portions of Tierra Rejada Park, portions of Rancho Simi Community Park, and all of Darrah Volunteer Park. The boundary also includes a Park District owned parcel on the northeast side of the Arroyo Simi and Royal Avenue intersection. This parcel currently has Oak trees growing on a grid pattern, and incorporating and naturalizing this area will significantly increase green space along the trail system.

Arroyo Simi Greenway Specific Plan Boundary is shown in black



a. PROJECT LOCATION AND SETTING

The project boundary includes some key street connections along existing sidewalks, such as:

- 1** 5th Street from Sinaloa Middle School to Los Angeles Avenue
- 2** Sycamore Drive from Heywood Street to the Sycamore Drive Community Center
- 3** School Street from the Tapo Canyon Drain to signalized crossing at Church Street
- 4** Cochran Street from the Tapo Canyon Drain to signalized crossing at Sequoia Avenue
- 5** Alamo Street from the Tapo Canyon Drain to signalized crossing at Santa Ynez Avenue
- 6** Los Angeles Avenue from Hidden Ranch Drive to proposed S-Curve Park
- 7** Along Hidden Ranch Drive at the north side of the railroad
- 8** Los Angeles Avenue from the drainage channel leading to White Oak School to the signalized crossing at Christine Avenue
- 9** Smith Road to Corriganville Park

## b. Project Goals and Objectives

The overall goal of this Specific Plan is to outline a comprehensive course of action and set forth design ideas for visual, recreational, habitat, and educational enhancements that aid in redefining the image of the Arroyo Simi and create a special place within the heart of Simi Valley. The Specific Plan will be used to further develop the initial concepts from the Visioning Study, and provide standards and guidelines to direct the implementation of a scenic recreational destination with ample natural resources that attracts local residents and visitors.



The Specific Plan will assist in redefining the image of the Arroyo Simi and create a special place

Upon completion of the Specific Plan, the document will provide plans for the development of the Arroyo Simi Greenway; a phasing and implementation plan for the multi-phased, multi-year project; a sustainability program, to ensure that the Greenway project protects the environment by choosing appropriate construction materials and restoring and preserving the natural environment; and a stewardship program for the long-term maintenance of the Greenway.

The Specific Plan illustrates and describes all primary elements of the Greenway and defines a trail system that is convenient and safe for people of all abilities and ages. The Specific Plan discusses methods of implementing programs and events that foster an enjoyable experience for both frequent and occasional trail users, and encourages social interaction and a healthy lifestyle.

The Specific Plan provides design solutions that identify methods of providing recreational opportunities along the Arroyo Simi Greenway, while allowing for security and privacy of adjacent land owners and maintaining VCWPD flood control functions. The information, guidance, and references contained within this Specific Plan are to be used as a basis for future improvements but they are not intended as a substitute for sound engineering judgment, and cannot realistically cover all the possible design scenarios.

The primary objectives of this Arroyo Simi Greenway Specific Plan are to:

- Meet statutory requirements for Specific Plans under the Government Code
- Provide a phasing plan along with discussions of stewardship programs to allow for informed and flexible implementation of improvements for the Greenway
- Create a Greenway that serves pedestrian and bicycle commuter and recreational needs and to lessen vehicle trips and traffic congestion and improve air quality
- Promote Greenway use with enhanced trail access and transit connections, clearly defined street crossings, the installation of pedestrian/bicycle bridges and under crossings in key locations, and the development of trailhead areas with support facilities such as restrooms and bicycle parking
- Increase recreational opportunities by linking the trail system to existing and proposed adjacent parks and overlooks/rest areas
- Create a unique sense of place for the Arroyo Simi Greenway with ample visitor amenities and improved aesthetics
- Promote the use of sustainable materials, programs and maintenance practices along the Greenway
- Foster awareness of sustainability and conservation along the Greenway to trail users
- Create a pedestrian-friendly environment that emphasizes human scale development, and safe opportunities to rest and gather
- Incorporate existing amenities found along the Arroyo Simi whenever feasible
- Develop a heightened visual awareness of the Greenway from public streets using consistent and recognizable design elements
- Incorporate public art programs to develop a vibrancy and unique identity for the Greenway
- Develop a unified and consistent signage program with maps installed in strategic locations to provide directions and visual indicators of the extent of the Greenway
- Install interpretive exhibits to provide education about the Arroyo Simi such as watershed and water quality, history, and native flora and fauna
- Educate the public and transform the Greenway into a popular destination for school field trips and outdoor classrooms
- Use a consistent landscape palette to create microclimates, highlight desirable areas, and provide buffered pedestrian zones
- Enhance riparian habitats along the Arroyo Simi and improve water quality

## c. Regional Watershed

Watersheds are natural boundaries for water runoff and encompass all areas that drain to a common water body. All water within the watershed either flows to the ocean or percolates through the soil to the groundwater. As the water flows through the watershed it picks up pollutants and debris.



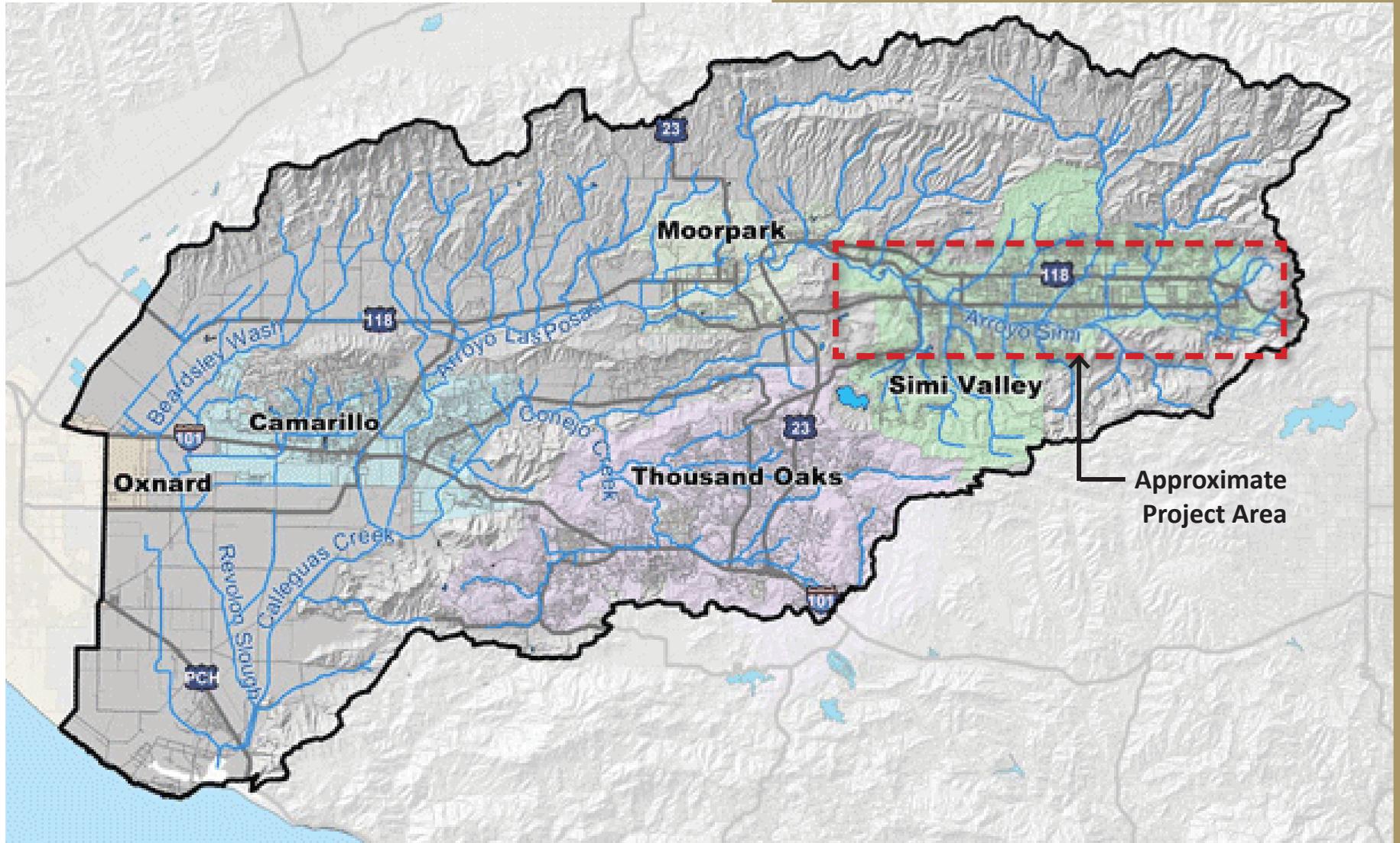
Riparian plants are natural filters for trapping sediment and contaminants

The Arroyo Simi is part of the larger Calleguas Creek Watershed Management Plan area which is implemented by the Ventura County Watershed Protection District to provide a cooperative strategy for resource management and protection of this watershed. The Arroyo Simi is the main drainage channel for the Simi Valley area and there are streams from both the Simi Hills and the Santa Susana Mountains draining into the Arroyo Simi, and it ultimately flows to the Pacific Ocean through Mugu Lagoon. The Arroyo Simi channels and creeks have more than 2,300 acres of floodplain.

Corriganville Park is the most easterly portion of the Greenway and contains the start of the Arroyo Simi. According to the Calleguas Creek Watershed Management Plan, it is very important to preserve essential upland habitat because the quality of water and habitat in the upper watershed has a significant effect on the downstream and ocean health.

Increasing the use along the Arroyo Simi will foster public stewardship of the Greenway, thereby deterring detrimental activities currently occurring in the stream area, such as dumping of trash.

Native plant restoration throughout the Greenway along with increased sustainable maintenance practices and decreased littering will significantly improve the water quality of the Arroyo Simi while creating better habitat areas for local wildlife. Riparian plant communities are very important as habitat, and they are natural filters for trapping fine sediment and decomposing and degrading contaminants.



Calleguas Creek Watershed

## d. Conservation of Natural Resources

The Greenway will be managed for habitat conservation and recreational purposes, and natural resource protection and enhancement is a vital component to the project. Greenway trails will be sensitive of the existing riparian habitat, and protect creek banks and riparian vegetation. Areas where bicyclists and pedestrians have access to the creek will be limited in number and will avoid areas that would require the removal or disruption of significant habitat areas. Preservation and enhancement of the Arroyo Simi and its adjacent open space areas are important to maintain the habitat value that the natural environment brings to residents and visitors.

The development of the Greenway will require consideration of both the natural systems and the community's desire for recreational opportunities. Amenities like recreation and education can help to maintain the stability of the ecological systems because visitors appreciate them and care for them. The Greenway trail system will provide a variety of wildlife viewing and community volunteer activities, and allow for trail users to experience nature within the Arroyo with minimal environmental impacts.

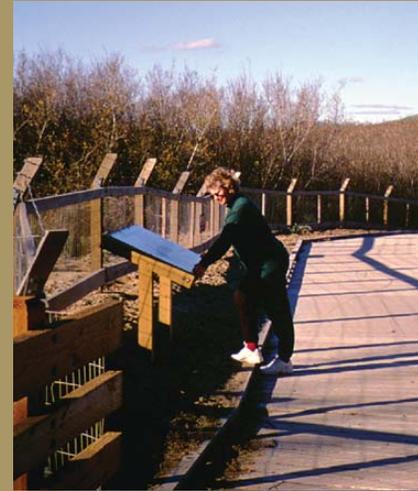


**Preserve the habitat value of the natural environment**

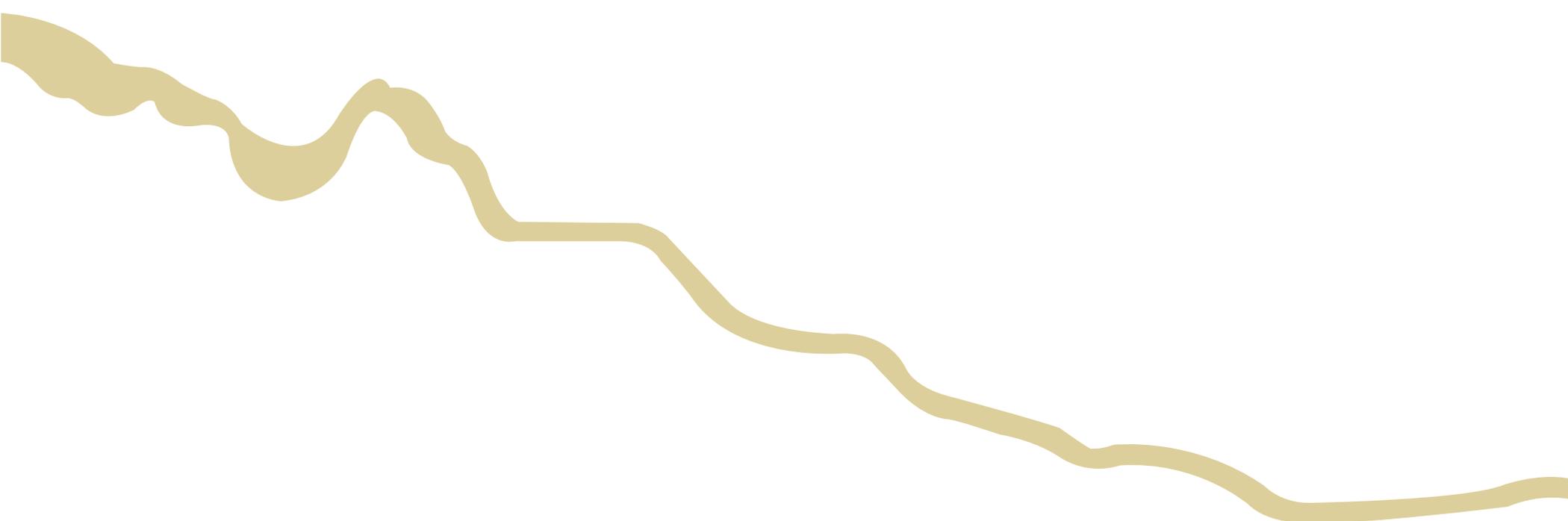


**The Arroyo Simi Greenway will provide environmental education and stewardship opportunities for both adults and children to learn about natural resource protection and enhancement**

An important part of the Arroyo Simi Greenway will include environmental education about natural resource protection and enhancement. Interpretive exhibits will be located along the Greenway to provide information to both adults and children about the importance of preserving habitat areas while learning about Simi Valley's rich cultural heritage.



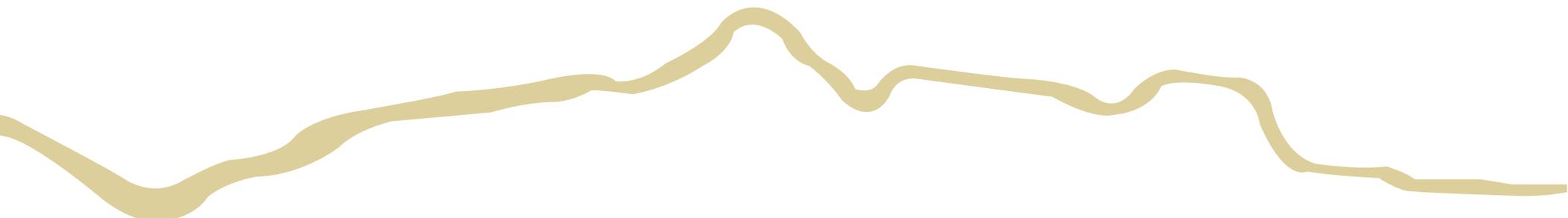
**Interpretive exhibits will be located along the Greenway to provide information about preserving and enhancing habitat areas**



PROJECT DESCRIPTION

## 1.2

# Relationship to Simi Valley Municipal Code and General Plan



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## SECTION 1.2 RELATIONSHIP TO SIMI VALLEY MUNICIPAL CODE AND GENERAL PLAN

A Specific Plan document is a detailed version of the City's General Plan for a focused area. The document specifically provides for concepts, regulations and controls for the specified area. The adoption of the Specific Plan establishes the planned character for the project area and ensures that responsible planning and development of the area occurs by establishing the standards by which development will occur. The Specific Plan, when adopted by the City of Simi Valley, will serve as both planning and regulatory functions.

The authority to prepare, adopt and implement Specific Plans is granted by the California Government Code (Title 7, Division 1, Chapter 3, Article 8, and Sections 65450 through 65457). California Government Code Section 65451 also stipulates that the Specific Plan shall include a statement of the relationship of the Specific Plan to the local government's General Plan.

To adopt a Specific Plan, the Simi Valley Planning Commission must hold a public hearing before it can make a recommendation for adoption of the Specific Plan to the City Council. The City Council must also hold a public hearing to adopt the Specific Plan. Per the California Government Code, a Specific Plan may be adopted either by a Resolution or an Ordinance. This Specific Plan will be adopted by Ordinance, since the document will establish specific zoning standards for the Greenway project area.

### Specific Plan Authority and Policy Intent

- Ensure that the Greenway will be compatible with surrounding uses and the environment
- Provide for development that is consistent with the Simi Valley General Plan land use and zoning designations
- Discuss recommendations and approvals that are necessary for Specific Plan adoption
- Provide information regarding CEQA compliance
- Develop a Specific Plan administration procedure
- Provide a process for potential future Specific Plan amendments
- Discuss Specific Plan enforcement

## a. Relationship to Simi Valley Municipal Code and General Plan

Due to the length of the Greenway, the project area consists of many General Plan land use designations, which include: Open Space; Low-, Medium, High, and Very High-Density Residential; Mobile Home; Public Services Center; Elementary School; Community Park; Community Park with Community Activity Facility Overlay; Neighborhood Park; Cemetery; Brandeis-Bardin Institute; Office Commercial; District Commercial; and Light Industrial. The Specific Plan does not propose to change these land uses, as the project will either consist of right-of-way improvements or public park improvements, which are considered public services, and which are compatible with all General Plan Land Use designations, per Table A-1 of Simi Valley General Plan, Appendix A. The Simi Valley Greenway Specific Plan is also consistent with the following General Plan policies:

### *Land Use Element*

*Policy III-1.3: Highly visible public improvements should be designed and landscaped to blend into the environment.*

*Policy III-1.3.1: Major linear valley-floor improvements, such as the railroad, arroyo, major roadways and the freeway, should be well landscaped. Major hillside linear improvements should be located to avoid a prominent appearance from urban areas, should blend into the natural topography, and shall utilize attractive, low-maintenance, drought-tolerant materials where appropriate.*

*Policy III-1.3.3: Structures to channel or retain water should be designed and constructed of materials and colors so as to blend with the natural environment.*

*Policy III-1.5: The design of a project should respect, work with, and complement the natural features of the land.*

*Policy III-1.5.1: Natural scenic features such as mature trees, rock outcroppings, watercourses, and views should be integrated into project design.*

The Arroyo Simi Greenway Specific Plan will implement landscaping plans that will protect and enhance the natural landscaping that occurs within the Arroyo Simi. Per Section 2.16 of the Specific Plan, the new landscaping will be native and drought-tolerant, and will be designed to “create a more natural and beautiful environment with wildlife habitats and to incorporate plants to filter pollutants and provide better water quality”, be compatible with FEMA requirements (per Section 2.16.a.3) and also require that “all planting along the Arroyo should be carefully considered in order to minimize operations and maintenance impacts, and preserve unobstructed access to VCWPD facilities.”

*Policy III-1.5.3 Architecture should be integrated with the terrain and should blend with the natural environment.*

Section 2.14.e of the Specific Plan requires Craftsman architecture for Greenway structures, such as restroom facilities and picnic shelters, which will be low and horizontal, and will use natural materials, such as stone, wood and/or earth-tone colors that blend with the natural environment.

*Policy III-1.6: Projects should be designed to provide a compatible relationship with adjoining uses.*

*Policy III-1.6.1: The pattern of existing neighborhoods, land use and architecture should be respected.*

The Arroyo Simi Greenway Specific Plan project will result in improvements to the recreational opportunities currently provided by the Arroyo Simi and the Ventura County Watershed Protection District's rights-of-way along the top of each side of the Arroyo. These improvements will include paving the Watershed Protection District's rights-of-way to provide multi-use (pedestrian/bicycle/equestrian) trails, installing overlooks, rest stops, trail heads, and pedestrian bridges over the Arroyo, expanding or creating parks, creating connections to adjacent residences, businesses and nearby schools, and installing new gateways, signs and lighting along the Greenway. Per General Plan Appendix A, public services, such as parks, are considered compatible with all zones in the City. In addition, the landscaping and amenities installed within the project area will be located and situated to be compatible with surrounding uses. For example, per Specific Plan Section 2.14.e, new buildings within the Greenway will have a Craftsman design, which uses natural materials and warm, earth tone colors, to blend with the surrounding environment, and per Specific Plan Section 2.8.a, "Parks shall provide buffered boundaries with fencing and planting between adjacent residential areas to provide privacy."

*Policy III-1.6.5: Lighting and signs should be designed, located and directed such that they do not disturb adjacent uses.*

Per the Arroyo Simi Greenway Specific Plan Section 2.7.2, lighting within the Greenway will be installed in strategic locations to provide security. However, the light standards will be designed to prevent glare and light spillover onto adjacent properties, per Simi Valley Development Code requirements. Per Specific Plan Section 2.12, Greenway signage will be used both to tie the different elements of the Greenway together and to provide information and safety for the Greenway users. The Greenway signage will be directed toward the Greenway or toward motorists on adjacent streets, and not at adjacent uses (Specific Plan Section 2.12.k).



Greenway lighting and signs will be designed, located and directed such that they do not disturb adjacent uses

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

Per General Plan Appendix A, public services, such as parks, are considered compatible with all zones in the City. In addition, the landscaping and amenities installed within the Arroyo Simi Greenway Specific Plan project area will be designed and situated to be compatible with surrounding uses, as specified in Arroyo Simi Greenway Specific Plan Sections 2.8.a and 2.14.e. Further, the Greenway Specific Plan provides standards that will protect and enhance the natural features of the Arroyo Simi and the trees within the project area (refer to Specific Plan Sections 1.1.b and 2.10.a.1). The Greenway will also provide a multi-modal trail along the entire length of the Specific Plan project area (approximately 12 miles), which will also connect to nearby schools, parks, residential neighborhoods and business areas, thus providing several means of transportation (pedestrian, bicycle, equestrian) other than vehicular, to reduce transportation distances, vehicle miles traveled and air pollution, per Greenway Specific Plan Section 2.5, "Trails Program".

## Open Space and Conservation Element

*Policy IV-1.1.1: Watershed, watercourses, and underground aquifers in outlying areas shall be maintained in their natural state to the fullest extent possible.*

*Policy IV-1.7.4: The City should encourage the use of attractive, low-maintenance, drought-tolerant landscaping materials in all public and private developments and improvements.*

*Policy IV-2.4: Landscaping should complement the character of each neighborhood or area.*

*Policy IV-2.6: Development should be sensitive to the preservation and protection of wildlife and vegetation, which is indigenous to Simi Valley, consistent with the public health, safety or general welfare.*

*Policy IV-2.6.3: Riparian habitat outside of the valley floor or adjacent to the western end of the Arroyo Simi should be preserved and protected to the fullest extent practical, consistent with the public health, safety or general welfare.*

Arroyo Simi Specific Plan Section 2.10 provides standards that will protect the natural features of the Greenway project area, including the riparian habitat adjacent to the western end of the Arroyo. In addition, Specific Plan Section 2.10 mandates the following: “Design for local environmental conditions and incorporate non-invasive/drought-tolerant plants that can adapt to the natural rainfall of the area.” Further, Specific Plan Section 2.8.a requires: “Parks shall provide buffered boundaries with fencing and planting between adjacent residential areas to provide privacy”, to ensure that landscaping compliments the character of the surrounding neighborhoods and areas.



Encourage the use of attractive, low-maintenance, drought-tolerant landscaping materials

## Recreation Element

*Policy VI-1.2: Parks and recreation areas, facilities, programs, and service should be planned on the basis of public interest and need, and reviewed by the City on the basis of local neighborhood input.*

*Policy VI-1.3: The City shall continue to review park and recreation facilities to avoid adverse impacts on adjacent land uses.*

*Policy VI-1.4.1: Activities with high traffic levels, noise and night-lighted recreational facilities should be located in such a manner to minimize impacts on adjacent areas.*

*Policy VI-1.6: Flood control rights-of-way such as arroyos, maintenance roads, open reservoirs, spreading and retention basins, should be developed in such a way that they can also be used for recreational purposes where appropriate.*

A trail/bikeway system has existed along portions of the top of the Arroyo Simi for many years. However, in 2007, with guidance by the Arroyo Simi Committee and with public input from workshops and public meetings, the Arroyo Simi Greenway Visioning Study was completed. Using the Visioning Study as a base, the Arroyo Simi Greenway Specific Plan provides development standards to implement the design concepts of the Visioning Study to improve the project area into a recreational amenity. Opportunities for public input have occurred at four Arroyo Simi Committee meetings, two presentations of the project at each Neighborhood Council, and at informational presentations and workshops at a variety of venues, additionally, the formal application for the project will be presented to the Simi Valley Planning Commission for a recommendation to the City Council and to the City Council for approval at public hearings. As with all parks in the City of Simi Valley, the project is being reviewed through the Conditional Use Permit process to ensure that the proposed improvements, including playgrounds, trailheads and lighting will be sensitive to, and compatible with, surrounding land uses.

*Policy VI-1.13: The City shall encourage and pursue the development of an interconnecting and safe system of paths and trails for pedestrians, joggers, bicyclists and equestrians.*

A primary component of the Arroyo Simi Greenway will be the improvement of the existing bike/walkway along the Ventura County Watershed Protection District's rights-of-way along the top of the Arroyo. Currently, the bike/walkway does not extend in paved sections along the entire length of the Arroyo. Once constructed per the Greenway Specific Plan, the Watershed District's rights-of-way will be fully paved along the entire length of the Greenway project area (approximately 12 miles in length) on the north and/or south sides of the Arroyo. Standards are provided throughout the Greenway Specific Plan document for the development of trails and adjacent amenities. For example, Specific Plan Section 2.5, "Trails Program", provides development standards for pavement surfaces and lane designs for different uses (pedestrians vs. bicyclists), Section 2.12, "Greenway Signage Program" provides standards for directional signage and mile markers, Section 2.7, "Lighting Program" provides trail lighting standards, and Section 2.14, "Site Furnishings Program" provides standards for bike racks, bollards, enhanced paving and structures such as restrooms. New bridges will be installed at strategic locations across the Arroyo Simi to connect the trail to the north and south sides of the Arroyo. Standards for these bridges are provided in Section 2.6 of the Specific Plan. Further, the Greenway will also connect to nearby schools and parks, and to other trail systems, such as the trail that leads from Tierra Rejada park to Mt. McCoy and beyond, and the equestrian trail that leads from the equestrian center near Sequoia Avenue into the hills to the south of the City, per Section 1.3.b of the Specific Plan.

The Greenway will be used for recreational purposes and contain an interconnected safe system of trails for pedestrians, joggers, bicyclists and equestrians



## Circulation Element

*Policy VII-1.2: 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.*

Section 2.16.c of the Arroyo Greenway Specific Plan provides development standards for under crossings below bridges where acceptable clearance heights under the bridges can be accommodated, to minimize points where the Greenway will intersect with roadways. However, where such intersections are necessary, to ensure safety, crosswalks that have a design that is unique to the Greenway, signage and/or synchronized traffic signals are proposed, per Specific Plan Section 2.3, to ensure the smooth and safe flow of vehicles and bicycles.

*Policy VI-1.21: The City shall encourage the provision of off-street bicycle paths. Bicycle racks and storage facilities should be encouraged at public buildings, commercial buildings and industrial building sites with a large work force.*

*Policy VII-2.6: Traffic system management measures such as high-occupancy company-sponsored vehicles, ride-sharing programs, development features to encourage bicycle use, or utilizing the labor force close to the workplace should be developed to reduce vehicle-miles traveled.*

A primary component of the Arroyo Simi Greenway Specific Plan, per Section 1.1, “Project Description”, will be to fully improve the off-street bikeway located along the top of the Arroyo Simi’s banks for the entire 12-mile length of the Greenway project area. Section 2 of the Greenway Specific Plan also provides development standards for dedicated connections to nearby parks, schools, residential neighborhoods and commercial and industrial areas, to encourage students, residents, employees, etc. to use the Greenway as their means of travel, rather than personal vehicles.

## Safety Element

*Policy VIII-3.5: Drainage channels that do not create an unacceptable flood risk or public safety hazard should be retained in their natural state. Required flood improvements, where feasible, shall incorporate aesthetic design treatments.*

Section 2.10 of the Arroyo Simi Greenway Specific Plan provides standards for landscape plans that maintain and enhance the native landscaping found along the Arroyo Simi. Section 2.16.a also mandates that “all planting along the Arroyo Simi Greenway shall minimize operations and maintenance impacts and preserve unobstructed access to VCWPD facilities.” Where enhanced flood improvements are deemed necessary (i.e., at bridge under crossings), enhanced pavement, public art, riprap, etc. will be used, to provide aesthetic design treatments that are unique to the Arroyo Simi Greenway, per Specific Plan Section 2.15.a.

*Policy VIII-8.5.1: The arrangement of buildings, access, outdoor lighting and landscaping should facilitate police protection and ensure resident security. Doors, windows and hardware shall meet minimum burglar-resistant standards.*

Greenway Specific Plan Section 2.14.e requires that “Restrooms shall be safely lit per City standards and have entries oriented towards the trail or main path of travel.” Specific Plan Section 2.10.2, “Landscape Standards” provides several requirements, such as plant heights, massing and location to ensure that “plants must not obscure safe sight lines or pose obstructions which limit the visibility of trail users or patrolling vehicles.” The improvements provided in Sections 2.5 and 2.13 of the Specific Plan to the bike/walkway along the top of the Arroyo channel, such as paving, replacement of wood chicanes with movable bollards and Rhino gates, etc. will improve access for emergency vehicles. Further, the enhancements to the Greenway project area will encourage more users along the Greenway, thus by its nature providing more surveillance and fewer opportunities for crime to occur.

## Community Services Element

*Policy IX-1.1: The City shall promote public participation to encourage public involvement regarding levels of public services, which the community desires.*



The Arroyo Simi Greenway will promote public participation to encourage public involvement regarding levels of public services

In 2007, with guidance by the Arroyo Simi Committee, and with public input from workshops and public meetings, the Arroyo Simi Greenway Visioning Study was completed. Using the Visioning Study as a base, the Arroyo Simi Greenway Specific Plan provides development standards to implement the design concepts of the Visioning Study. Arroyo Simi Committee meetings that were open to the public and a public workshop were held for the Specific Plan, the project was presented to all four Neighborhood Councils and displayed at the Simi Valley Library, and the formal application for the project will be presented to the Simi Valley Planning Commission for a recommendation to the City Council and to the City Council for approval at public hearings.

*Policy IX-1.4: The City shall continue to pursue grants, matching funds, and other available financing mechanisms to provide community services at desirable levels without the imposition of a City general fund property tax.*

The Arroyo Simi Greenway Specific Plan includes an Implementation Program (Section 4.2) and a Stewardship Program (Section 4.3). The purpose of these programs is to explore funding sources other than the City's General Fund for the construction of the Greenway's components and for the long-term maintenance of the Greenway. The park facility improvements within the Greenway project area will be maintained by the Rancho Simi Recreation and Park District, the City's partner in the Greenway project (per Specific Plan Section 4.4.a). However, the Greenway will not only function as a park, but it will also serve as an alternative transportation mode (pedestrian, bicycle, equestrian), and will incorporate sustainable construction and landscaping methods, public art, etc. Therefore, Specific Plan Sections 4.2 and 4.3 explore funding mechanisms related to the development and maintenance of these items, including developer impact fees and sponsorship programs.



The Arroyo Simi Greenway Specific Plan includes an implementation program and a stewardship program

## b. Specific Plan Authority

### b.1 Relationship to the California Environmental Quality Act (CEQA)

A Mitigated Negative Declaration will serve as the CEQA documentation for the Arroyo Simi Greenway Specific Plan.

Subsequent to approval of the following entitlements, all further discretionary review of projects within the Specific Plan project area will be done through the post-approval, plan check process, provided that the plans substantially conform to the standards and conditions of approval established by the Specific Plan and Conditional Use Permit.

### b.2 Concurrent and Subsequent Review and Approval

To implement the Arroyo Simi Greenway Specific Plan, the following formal entitlement applications are concurrently required:

- **Specific Plan SP-S-0028:** Establishes development standards for the Arroyo Simi Greenway project area. The Specific Plan requires Planning Commission recommendation to the City Council and City Council adoption by Ordinance.
- **Zone Change Z-S-0677:** Establishes a “Specific Plan Overlay” over the existing zoning designations within the Greenway project area. The Zone Change requires Planning Commission recommendation to the City Council and City Council adoption by Ordinance.
- **Conditional Use Permit CUP-S-0723:** All parks within the City of Simi Valley must be processed with a Conditional Use Permit (CUP). CUP-S-0723 establishes a master CUP for the Greenway project area. The CUP requires Planning Commission approval only (contingent upon approval of SP-S-0028 and Z-S-0677).

### b.3 Specific Plan Administration

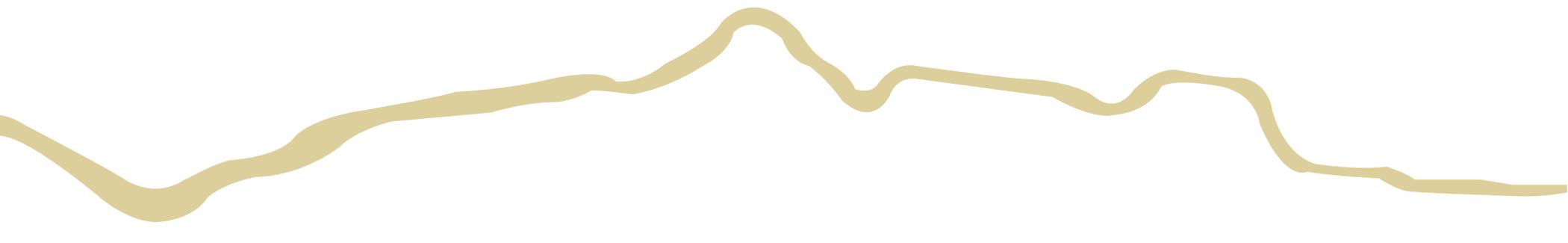
The Arroyo Simi Greenway Specific Plan shall be administered and enforced by the City of Simi Valley Planning Division. Amendments to the Specific Plan will require a formal Specific Plan Amendment application to be filed with the City of Simi Valley, Department of Environmental Services for Planning Commission and City Council action.

Per California Government Code Sections 65453-65454, Specific Plans shall be prepared, adopted and amended in the same manner as General Plans. The Arroyo Simi Greenway Specific Plan may be amended as necessary, with any amendment being approved by Ordinance. These amendments shall not require a concurrent General Plan amendment, unless it is determined by the City of Simi Valley that the proposed amendment would conflict with the General Plan.



1.3

Connections to the Greenway



SECTION	CONTENTS	PAGE
<b>1.3 a</b>	<b>Safe Routes to Schools</b>	<b>1.3-2</b>
1.3 a.1	<i>The SR2S Program</i>	1.3-3
1.3 a.2	<i>The SRTS Program</i>	1.3-4
<b>1.3 b</b>	<b>Expanding the Greenway</b>	<b>1.3-6</b>
1.3 b.1	<i>School Connections</i>	1.3-7
1.3 b.2	<i>Regional Trail Connections</i>	1.3-10
1.3 b.3	<i>Class 2 and 3 Bike Lanes</i>	1.3-11
<b>1.3 c</b>	<b>Transit Improvements</b>	<b>1.3-12</b>

## 1.3 CONNECTIONS TO THE GREENWAY

The Arroyo Simi Greenway is approximately 12 miles in length, and is located in the middle of the City of Simi Valley. The Greenway is within easy walking distance of several schools and parks, and proposes to link to the City's Civic Center. The Greenway is located adjacent to many business and residential areas, and provides proximity and opportunity to commute to work or school. Many employees working along the Greenway could also use the trail system and its amenities during their lunch hour.

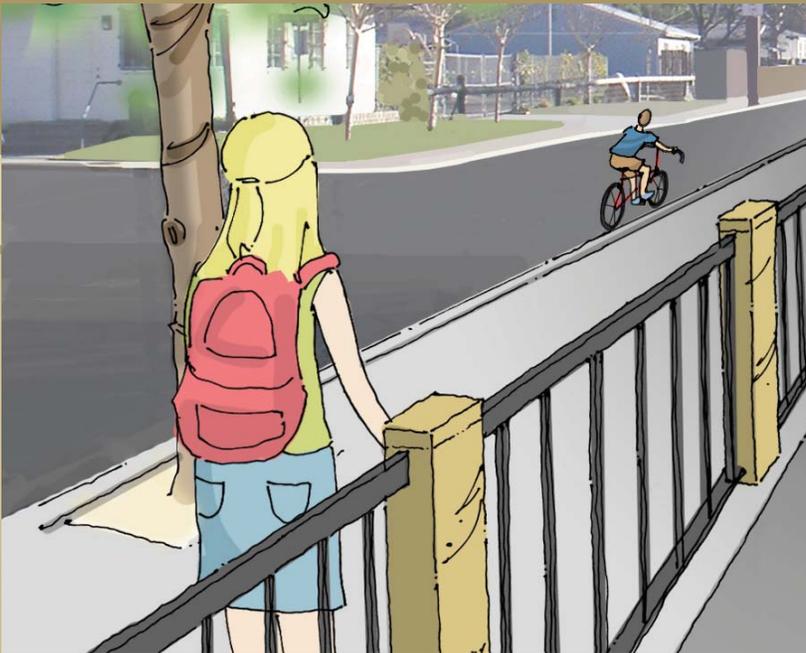
The Arroyo Simi Greenway will also provide regional transportation and commuting opportunities. The Greenway is proposed to eventually connect with the City of Moorpark's planned trail system along the Arroyo Simi, and one day link the trail with other communities. The Greenway will link to the Metrolink/Amtrak Station and multiple bus stops, so trail users can easily take a bus or train as part of their commute. Trailhead facilities will be located throughout the Greenway so trail users can arrive with bikes on their cars, and conveniently access the trail.

### Connections to the Greenway Intent

- Increase the number of children who walk or bicycle to school
- Create safe walking and bicycling conditions for all ages and abilities
- Reduce traffic collisions and slow down vehicles
- Enhance the community so that it is easier to travel locally without a car
- Foster physical activity and encourage healthy lifestyles
- Educate the community about Greenway transit linkages
- Highlight and make use of the multiple connections of the Greenway through town
- Link alternative modes of transportation to the Greenway and make them safe, comfortable and more appealing

## a. Safe Routes to Schools

Walking and bicycling to school is less common today for many students. Today, fewer children walk to school regularly, and even those living close to their school often arrive at school in automobiles or buses. This decline in walking and bicycling has adverse effects on traffic congestion and air quality around schools, as well as decreasing pedestrian and bicycle safety. Many parents feel that traffic dangers and safety issues are currently too great to allow their children to bicycle or walk to school.



The Safe Routes to School program seeks to increase the number of children who choose to walk or bicycle to school

The Safe Routes to School program seeks to increase the number of children who choose to walk or bicycle to school and remove the barriers that prevent them from doing so. The goal is to create safe walking and bicycling conditions for children with accessible crosswalks and well-maintained walkways that are separated from vehicles. The program also aims to slow traffic in neighborhoods and near schools, and have fewer cars at the school entrances.

The concept is to promote and encourage more active children by providing educational programs aimed at children, parents, and the community. The programs will address safety skills and teach children to cross streets at marked crossings. It also involves educating the community and reminding drivers to slow down and watch for bikes and pedestrians on the road.

There are two separate and distinct Safe Routes to School programs.

- SR2S Program: State-Legislated Program for children in grades K-12
- SRTS Program: Federal Program for children in grades K-8

Although both programs have similar goals and objectives, their funding source, local funding match requirements and other program requirements are different.

*Refer to Section 4.2, Implementation Program for addition funding information*

## a.1 The SR2S Program

The State-legislated SR2S program is primarily a construction program, and the improvements must be made on public property. The amount of funds available for the program will depend on how much funding is available for the program in the annual state budget.

SR2S funds can support both infrastructure and non-infrastructure projects. Infrastructure projects must be constructed within a 2-mile radius of the school; non-infrastructure projects are considered incidental and limited to 10% of the construction costs.



**Infrastructure projects must be constructed within a 2-mile radius of schools**

Project implementation activities and infrastructure projects related to the Greenway that are eligible for reimbursement include:

- Preliminary engineering:
  - Environmental clearance
  - Preparation of Plans, Specifications and Estimate (PS&E)
- Right-of-way:
  - Engineering
  - Appraisals and acquisition
  - Utilities
- Construction:
  - Construction costs
  - Construction engineering
- Sidewalks
  - New sidewalks
  - Sidewalk widening and gap closures
  - Curbs and gutters
  - Curb ramps
- On-street and off-street bicycle and pedestrian facilities
  - Pedestrian and bicycle crossing improvements
  - Pedestrian under crossings
  - New or upgraded bikeways and trails
  - Bicycle trail geometric improvements
  - Bicycle trail shoulder widening
  - Bicycle parking facilities, racks and lockers
- Traffic calming and speed reduction
  - Traffic diversion improvements in the vicinity of schools
  - Incorporate Traffic Calming Measures, refer to Section 2.3a, and Traffic Control Devices, refer to Section 2.3c.

## a.2 The SRTS Program

The federal legislation specifies the following purposes for the SRTS program:

- To enable and encourage children in grades K-8, including those with disabilities, to walk and bike to school
- To make bicycling and walking to school a safer and more appealing alternative, thereby encouraging a healthy and active lifestyle from an early age
- To facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools

All components of the SRTS program require coordination with local government officials, law enforcement, school officials, parents, and the general public. The SRTS program application should address issues and strategies related to five main topics:

- Engineering
- Education
- Encouragement
- Enforcement
- Evaluation

**Make bicycling and walking to school a safer and more appealing alternative**



## Engineering

Engineering is a broad concept used to describe the design, implementation, operation and maintenance of traffic control devices or physical measures.

## Education

Education involves: developing a network of community members working together to promote and teach safe walking, bicycling and driving skills; creating a well-rounded group that represents a wide range of interests and expertise, and designate a permanent committee within the PTA, school site council or other group means that SRTS will continue to receive attention and energy, involving children in the SRTS program to learn what is important to them around their school and neighborhood; and making the work fun and positive so that that people will want to continue and others will want to become involved.

## Encouragement

Encouragement strategies are about having fun, and they generate excitement and interest in walking and bicycling. Encouragement programs can be organized by parents, students, teachers or community volunteers.

Encouragement strategies can jumpstart a community's interest in walking and bicycling by generating enthusiasm early in the program and by providing ways for parents and children to discover, or rediscover, that walking and bicycling are a lot of fun.

## Enforcement

Enforcement includes students, parents, crossing guards, school personnel and neighborhood watch programs all working in conjunction with law enforcement to create safe routes to school.

## Evaluation

After the program begins, careful monitoring will identify which strategies are increasing the number of children safely walking and bicycling to school, and how to sustain energy and interest in the program so that children continue to walk and bicycle to school safely.



Consider crossing guards for peak school travel times

## b. Expanding the Greenway

The Arroyo Simi Greenway is not just a linear trail system; it links to multiple areas throughout the City. The Greenway will provide an off-street trail route through the center of the City that has ample opportunities for conveniently and safely linking commuters and recreational riders to other areas in the City and surrounding communities.

The Class 1 trail will encourage walking and biking by providing many connections to schools, parks, work and shopping. The Greenway will link to surrounding regional trails on both the west and east side of the City and significantly increase the recreational opportunities of the trail system. The Greenway will also enhance on-street bike and alternative transportation systems so trail users can easily and comfortably take a bike from the Greenway to a bus or train as part of their commute.



The Arroyo Simi Greenway is within easy walking and biking distance of many schools

## b.1 School Connections

The Arroyo Simi Greenway is within easy walking and biking distance of many schools, including one of the City's largest high schools. There are 24 public schools within 2 miles of the Greenway, and 20 of them are elementary schools. Many of these schools are proposed to be linked by Class 1 trails along existing drainages to the Greenway, and become safe routes to schools.

Schools that meet the 2-mile requirements of the SRTS Program (Grades K-8):

- Arroyo Elementary School
- Atherwood Elementary School
- Berylwood Elementary School
- Crestview Elementary School
- Garden Grove Elementary School
- Hillside Middle School
- Hollow Hills Elementary School
- Justin Elementary School
- Katherine Elementary School
- Knolls Elementary School
- Lincoln Elementary School
- Madera Elementary School
- Mountain View Elementary School
- Park View Elementary School
- Santa Susana Elementary School
- Simi Elementary School
- Sinaloa Middle School
- Sycamore Elementary School
- Vista Elementary School
- White Oak Elementary School

Schools which meet 2 mile requirements of the SR2S Program (Grades K-12), includes all schools listed under SRTS Program, plus:

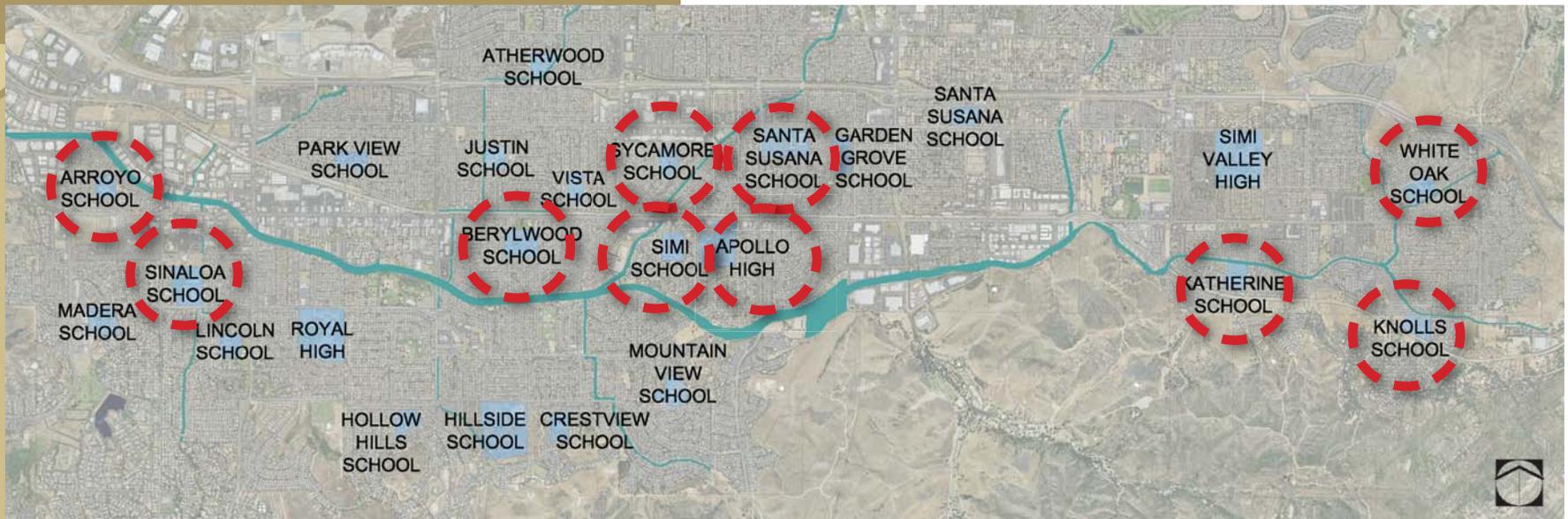
- Apollo High School
- Royal High School
- Santa Susana High School
- Simi Valley High School



There are 24 public schools within 2 miles of the Greenway

Of all the schools within 2 miles of the Greenway, there are 10 specifically linked to the Arroyo Simi Greenway through proposed trail system enhancements (refer to Section 2.2, School Entry Enhancements for additional information):

- Apollo High School
  - New bridge connection at School Street
- Arroyo Elementary School
  - Proposed connection to the Greenway at Aristotle Street and Sinaloa Road
- Berylwood Elementary School
  - New Drainage Trail connection
  - Widened sidewalks along Sycamore Drive
- Santa Susana Elementary School
  - New Drainage Trail connection
- Simi Elementary School
  - New bridge connection at School Street
- Sinaloa Middle School
  - New Drainage Sidewalk connection and entry plaza
  - Refer to Section 2.5e for Key Study Area 4, and 2.2b for Key Study Area 4a
- Sycamore Elementary School
  - New Drainage Trail connection
- Katherine Elementary School
  - New entry and safety enhancements
  - Refer to Section 2.2a
- Knolls Elementary School
  - Connection to the Greenway
- White Oak Elementary School
  - New Drainage Trail connection



There are 10 schools which could use the Greenway as a primary school travel route

One of the items listed under the SRTS education category is to collect traffic injury data that can help identify driver-related safety issues. According to the Simi Valley Bicycle Master Plan, December 2008, most of the bicycle related injuries occurred on roads with high speeds and large traffic volumes. Most incidents in the City occurred on major arterials surrounding the Greenway, and were primarily concentrated on Los Angeles Avenue, Royal Avenue, Cochran Street, First Street, and Erringer Avenue.

Unfortunately many of these roads are current routes students take to schools in the City. The Bicycle Master Plan recommended that projects address diverting bicycle traffic away from some of these busy corridors. The Greenway is located between Los Angeles and Royal Avenue, and having this off-street travel alternative may reduce the number of bicycle accidents in the City.



The Greenway is located between two major roadways within the City, and the enhancement of the Class 1 trail system will divert bicycle traffic away from these busy road corridors

## b.2 Regional Trail Connections

There are several existing regional trails within the City of Simi Valley, and the Arroyo Simi Greenway will conveniently link to most of them. Incorporating these existing amenities into the Greenway will significantly increase potential users from other areas of the City, and also provide for a more extensive recreational trail system.

- On the west, the Greenway will connect to Mt. McCoy Trail at Stargaze Place and Tierra Rejada Road
  - Mt. McCoy Trail is located relatively close to the Wood Ranch Trail and Canyon View Trail
- In the center of the Greenway, the trail system links with the Rim of the Valley Trail
  - The proximity of the existing Arroyo Simi Equestrian Center makes this an ideal trail for horses
- On the east, the proposed future trailhead at Corriganville Park is located close to the Hummingbird Trail entrance
  - The proposed drainage trail to the south of White Oak School could potentially link to this trail through an on-street connection along Kuehner Drive
  - The Hummingbird Trail connects to the Peak Trail, which is in very close proximity to the Chumash Trail which links to the Ridge Trail

The Greenway can connect to many regional trails



The Arroyo Simi Greenway is a vital section of the planned regional system that will ultimately connect to a trail that spans from Mexico to Canada. The Arroyo Simi is envisioned to connect to the City of Moorpark, and eventually provide a regional link to several communities in both Ventura and Los Angeles Counties through the California Coastal Trail. Ultimately the California Coastal Trail is planned to connect various trail routes and link the entire west coast together. The Arroyo Simi Greenway will help complete this regional trail system, and bring it closer to becoming a reality.

### b.3 Class 2 and 3 Bike Lanes

The Simi Valley Bicycle Master Plan was revised in December 2008. This update occurred after the 2007 Visioning Study was completed, and many of the Class 2 and 3 recommendations from the Visioning Study were incorporated into the Bicycle Master Plan.

The Bicycle Master Plan suggests coloring bike lanes to increase visibility to drivers. This has been used in many other cities and makes the bike lanes much more visible to cars. This concept could integrate well around the Greenway to highlight the on-street bicycle connections.

There are two streets, 5th Street and Heywood Drive, that are not indicated by the Bicycle Master Plan as proposed Class 2 or 3 connections. This Specific Plan provides an opportunity to add well marked Class 3 routes, bicycle boulevards or shared lane markings on these roads to raise driver awareness of bicyclists and increase bike safety along routes to schools from the Greenway. Ample signage should be provided with any of these options to indicate safely sharing the road for the bicyclists and motorists.



Consider well marked Class 3 routes, bicycle boulevards or shared lane markings with ample signage to raise driver awareness of bicyclists on roads which can not accommodate Class 2 bike lanes

## c. Transit Improvements

Development standards within this Specific Plan should be coordinated with transit facilities to create a safe and convenient environment for pedestrians and bicyclists and provide a better integration of bicycling with transit facilities. Allow for convenient movement between outlying areas and the Arroyo Simi Greenway by connecting the Class 1 multi-use trail system to transit stops that serve the entire community. Bicycling can be an easy and inexpensive way to get to a transit stop or park-and-ride lot, and improving the bicycle-transit link will make bicycling a larger part of daily life in Simi Valley.

The Amtrak/MetroLink Station is directly adjacent to the Arroyo Simi Greenway, and provides an excellent opportunity for commuters and travelers to use the trail system.

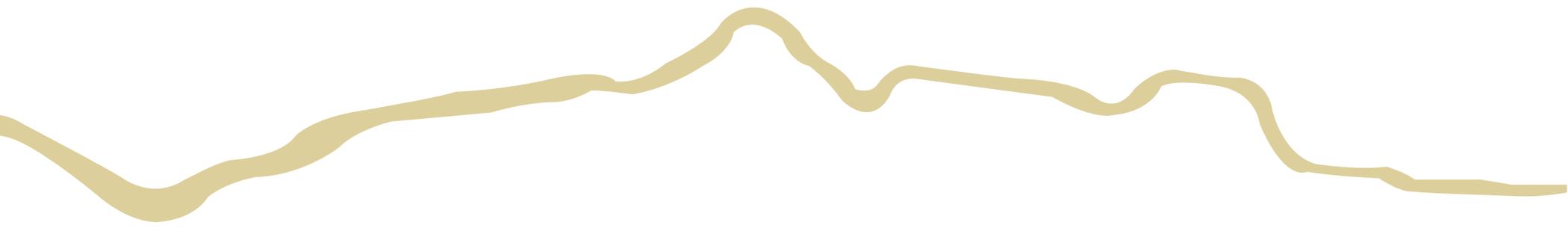
- Link the Greenway to other regional centers by Amtrak and MetroLink
  - MetroLink trains provide space for two bicycles per train car
  - The Simi Valley MetroLink station features 24 bicycle lockers



**Develop alternative transportation programs and foster connections between the Greenway and transit opportunities**

## 2.1

# Site Development Plan



DEV. PLAN SYMBOL	SECTION	CONTENTS	PAGE
N/A	2.1 a	Key Study Areas.....	2.1-2
N/A	2.1 b	Site Development Plan .....	2.1-4
N/A	2.1 c	Visioning Study Refinements .....	2.1-10
N/A	2.1 d	Project Development Standards .....	2.1-14

## 2.1 SITE DEVELOPMENT PLAN

The Site Development Plan is an overall view of the approximately 12-mile long Arroyo Simi Greenway. Viewing the Greenway in its entirety allows relationships and connections to be better understood and master planned. The Site Development Plan provides a cohesive view of the comprehensive elements required to implement the Arroyo Simi Greenway.

There are conceptual symbols within the Site Development Plan that depict locations for existing facilities and proposed improvements, and illustrate the intended arrangement and uses of the Greenway. The legend explains each symbol and makes reference to related sections within this Specific Plan.

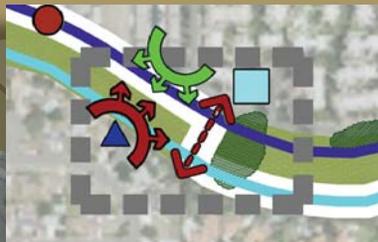
### Site Development Plan Intent

- Incorporate the 2007 Arroyo Simi Greenway Visioning Study as a framework to build upon
- Use the Site Development Plan as a tool for developing the Greenway in an orderly manner, provide a foundation for flexible phasing, and use as a quick reference from the legend to Specific Plan sections
- Graphically depict the 12-mile trail system in a concise and easy to read format, and locate amenities and inventory what is planned for the Greenway
- Locate Key Study Areas on the Site Development Plan to better understand their relationship to the Greenway and reference them to related Specific Plan sections
- Ensure uses depicted on the Site Development Plan are compatible with neighboring properties and that there is a balance between development, recreation and natural resources
- Provide property owners adjacent to the Greenway with knowledge about the type of uses planned in their neighborhood

## a. Key Study Areas

Because it would be very costly and time consuming to look at the entire Greenway in detail, Key Study Areas (KSAs) were chosen to develop plans and sketches which portray how areas might be typically treated. The plans and sketches for these Key Study Areas have been used to develop the standards within this Specific Plan, and they have been designed as typical situations and design elements that might occur along the Arroyo Simi. The Key Study Area plans and sketches correspond to a type of development. For example, Darrah Volunteer Park is a Park Expansion area, and there is a related section within this Specific Plan, which describes it in detail and includes design standards.

Site Development Plan  
Depicts the Key Study Area



Key Study Area -  
Plan View

When designing any type of development designated by this Site Development Plan but outside a Key Study Area, related Key Study Areas should be referred to for design inspiration and guidelines, and it shall meet the standards of the corresponding section of this Specific Plan. For example, a design for a park that is not a Key Study Area shall incorporate the design elements and intent of the Key Study Areas plans and sketches within Section 2.8, Parks, and meet all required standards within this related Specific Plan section.

The Key Study Areas assist in establishing the development standards for the Greenway elements and amenities. In the construction document stage the Key Study Areas may be refined and/or incorporate alternate designs, but the general character, program and aesthetic of the Key Study Areas will be integrated into the final plans. The ultimate construction of the Key Study Areas may vary slightly as long as it meets the standards and design intent of this Specific Plan and contains the elements shown in the Key Study Areas.

Example of plan and sketch  
views of the Cascade Overlook  
Key Study Area



Key Study  
Area - Sketch

The design elements and materials selection shown within this Specific Plan are examples of amenities that meet the Arroyo Simi Greenway design aesthetic, but are not limited to those shown in this Specific Plan. Final selections of design elements and materials may vary based on unforeseen situations such as budget limitations, technological advancements, and manufacturing availability that may occur after this Specific Plan was created. However, the information shown, scale and massing, and character and aesthetic shall be incorporated into final construction plans. Final selections of design elements and materials chosen at time of construction shall consist of amenities that are equal to the selections shown in this section, and meet the design intent and standards of this Specific Plan in regards to scale and the aesthetic look and feel of materials.

The limits of the Key Study Areas are shown on the Site Development Plan, and within it are symbols that depict elements included in the plans and sketches. For example, Darrah Volunteer Park includes symbols for items such as a secondary gateway, playground, workout area, and bridge. Each of these symbols is linked to the Site Development Plan legend which references to a corresponding section of this Specific Plan. The symbols also allow for future variation of the Key Study Area plans and sketches, but identify the elements, which should be included within each area.

The following list of Key Study Areas is shown according to the Specific Plan section where they are described (the numbers refer to the plans, and number with a letter refers to a sketch or section). Sections within this Specific Plan that are not included in the following list are general topics that are incorporated into the Key Study Areas but did not specifically have a plan or sketch prepared, but incorporates concepts from other KSAs. For example, Section 2.7 is the Greenway Lighting Program, and it contains design elements and standards developed from the Key Study Areas.

*Refer to pages 2.1-4 and 2.1-5 for Site Development Plan and Key Study Area locations*

#### Section 2.4, Trailheads/Parking

- **Key Study Area 1:** Tierra Rejada Trailhead
- **Key Study Area 9 and 9a:** Community Center Trailhead

#### Section 2.5, Trails

- **Key Study Area 4 and 4a:** Sinaloa Middle School Connection

#### Section 2.8, Parks

- **Key Study Area 3:** Easy Street Pocket Park
- **Key Study Area 7:** Rancho Simi Community Park
- **Key Study Area 10 and 10a:** Sycamore Community Center Park
- **Key Study Area 11 and 11a:** Darrah Volunteer Park
- **Key Study Area 12 and 12a:** S-Curve Pocket Park

#### Section 2.9, Overlooks/Rest Areas

- **Key Study Area 6 and 6a:** Cascade Overlook

#### Section 2.10, Landscaping

- **Key Study Area 5a:** First Street Views

#### Section 2.11, Project Entries

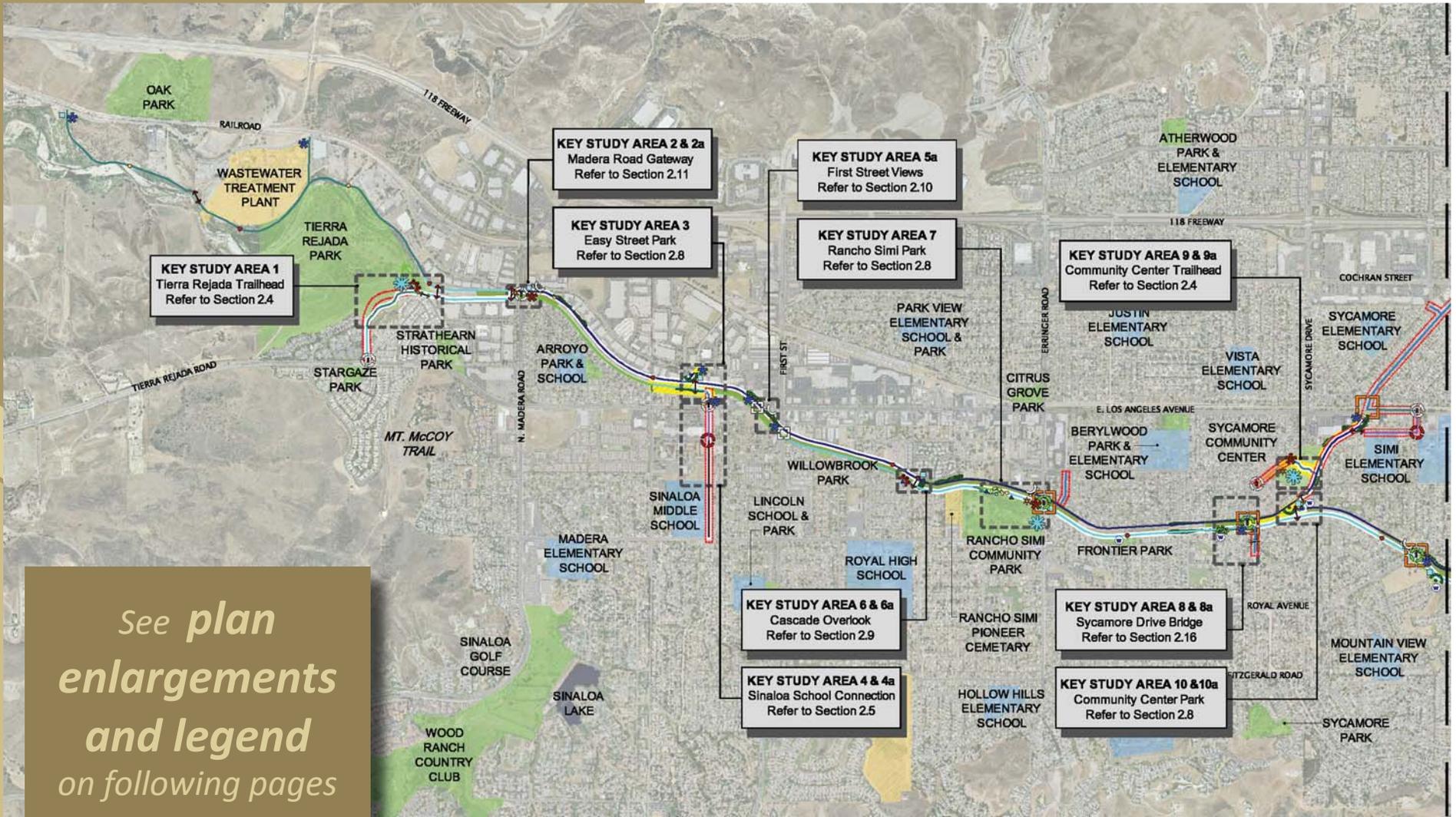
- **Key Study Area 2 and 2a:** Madera Road Gateway
- **Key Study Area 13:** Yosemite Avenue

#### Section 2.16, Arroyo Simi Channel Improvements

- **Key Study Area 8 and 8a:** Sycamore Drive Bridge

### b. Site Development Plan

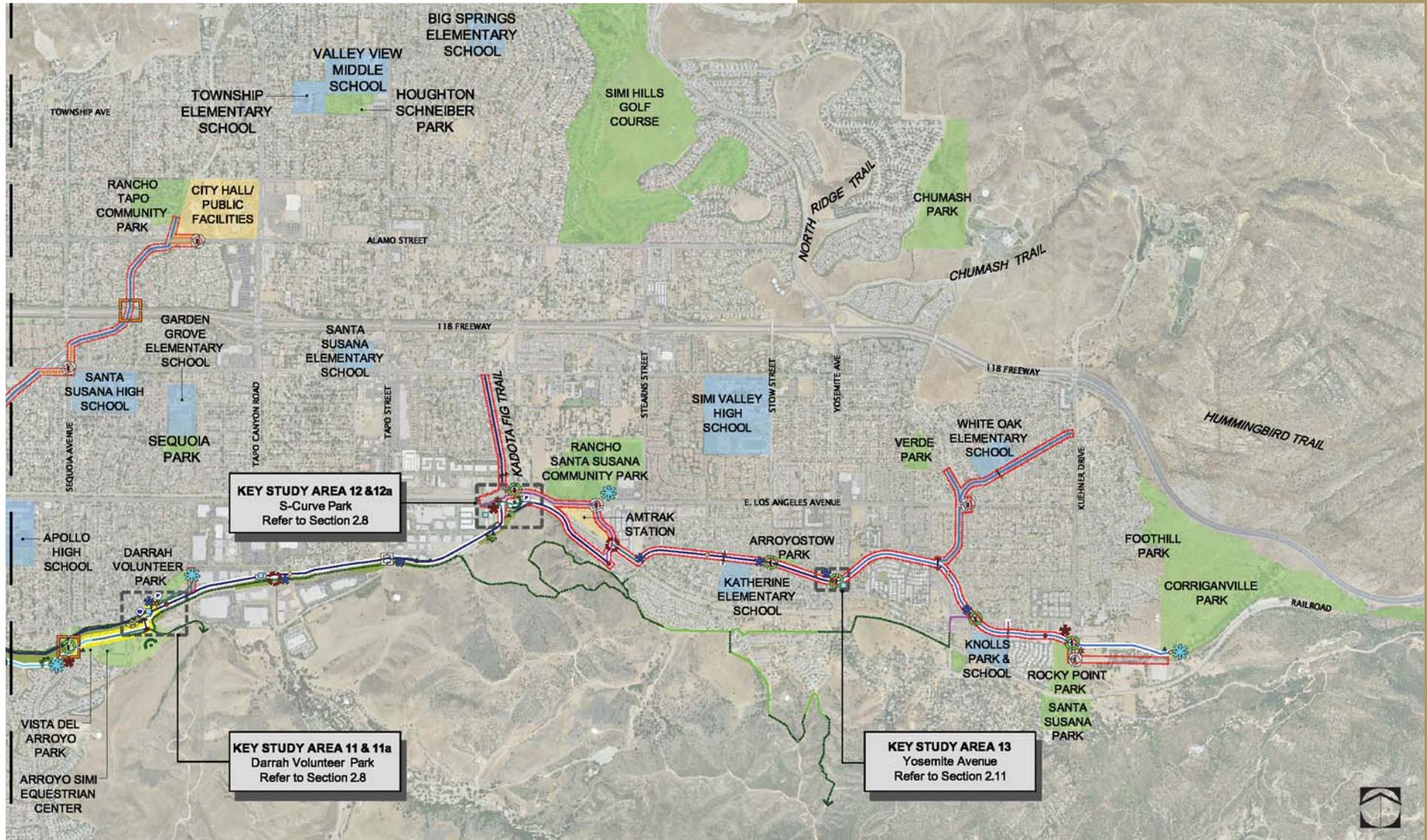
The Site Development Plan allows relationships and connections to be better understood and it provides a cohesive view of the elements required to implement the Greenway.



*See plan enlargements and legend on following pages*

Site Development Plan

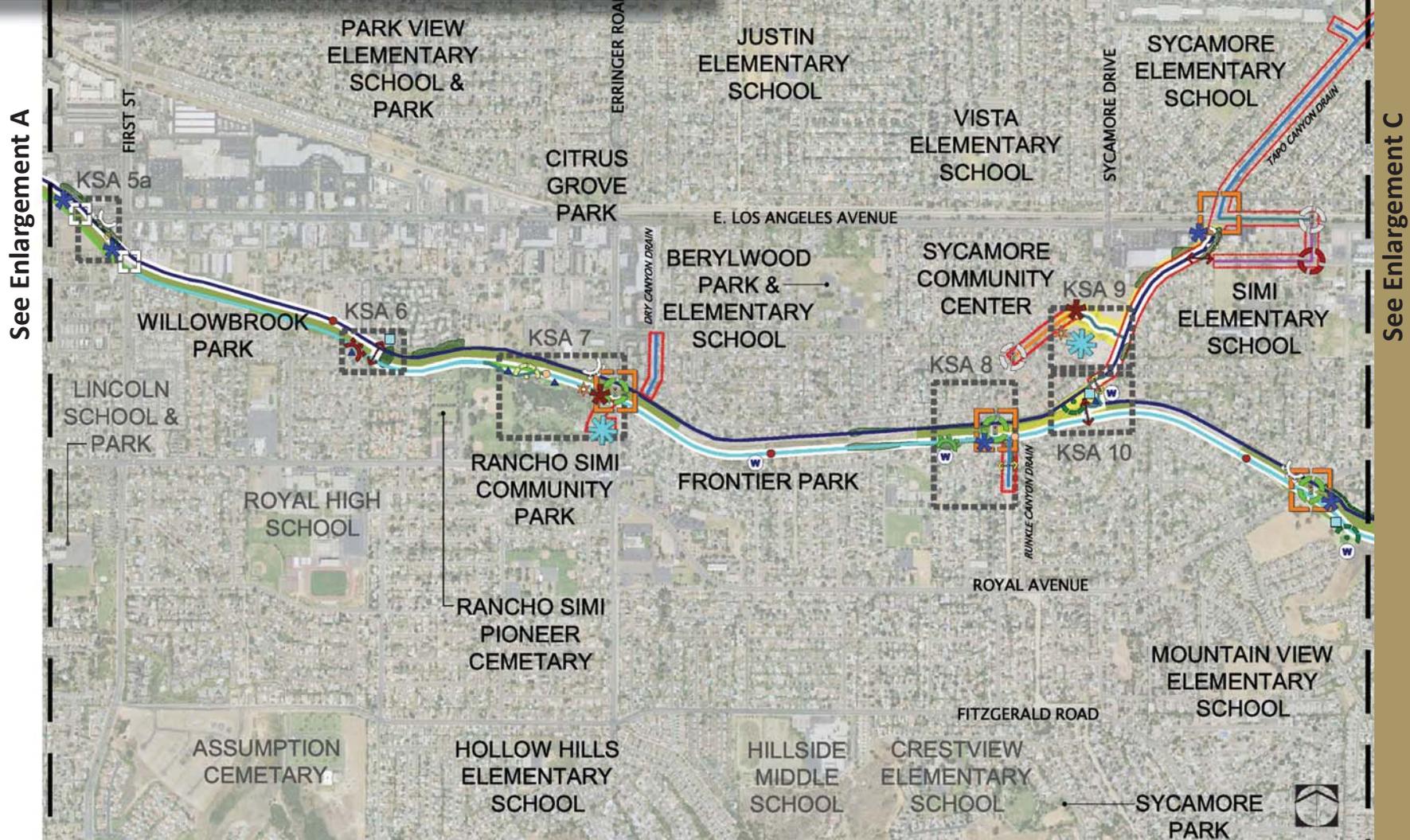
Key Study Areas are located on the Site Development Plan to demonstrate their relationship to the Greenway and reference them to related Specific Plan sections.





LEGEND

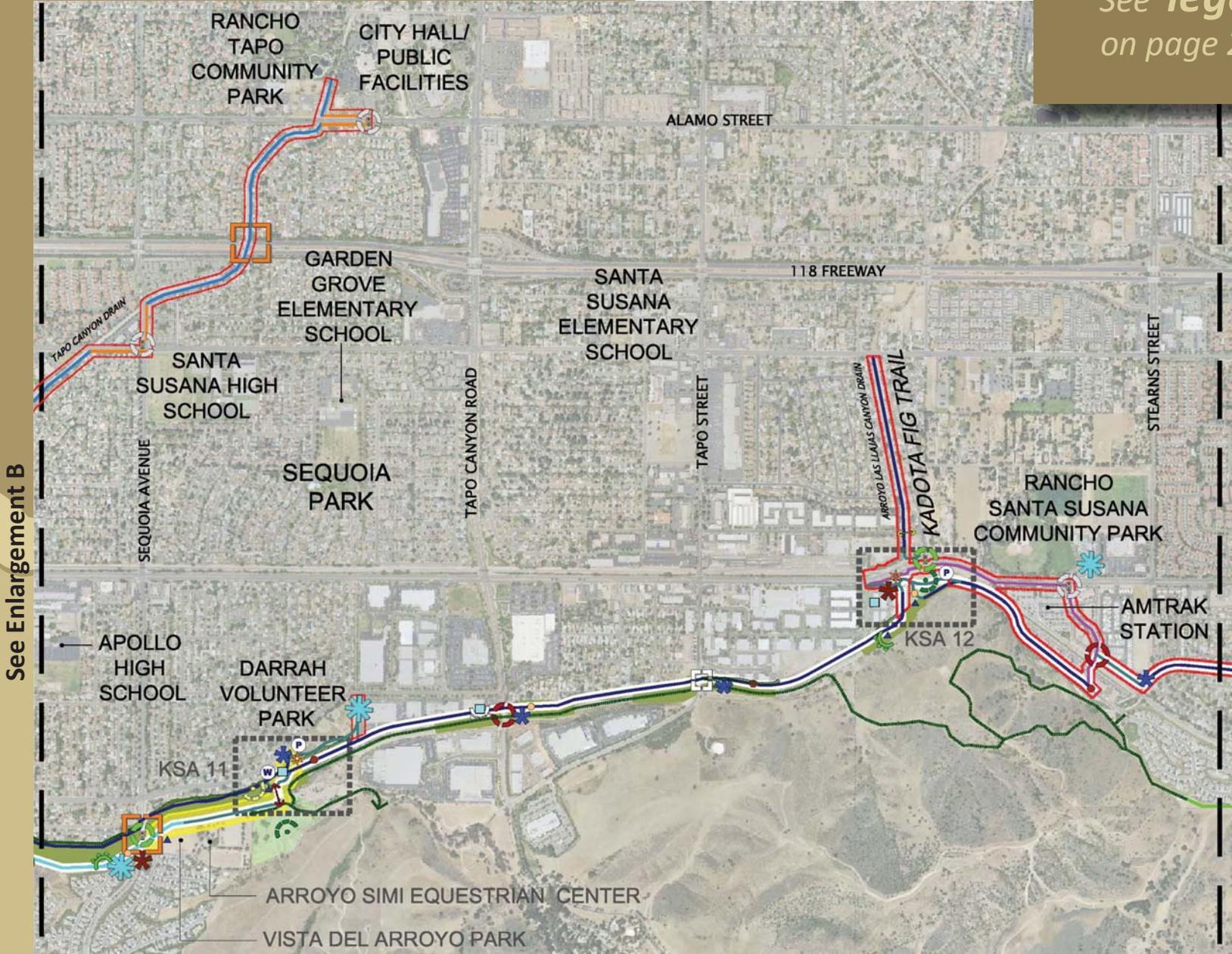
			At Grade Crossing	Refer to Section 2.3
			Proposed Trailhead/ Parking & Informational Kiosks	Refer to Sections 2.4 & 2.12
			Existing Paved Trail To Remain	Refer to Section 2.5
			Existing Dirt Trail to Pave	Refer to Section 2.5
			New Paved Trail	Refer to Section 2.5
			New Drainage Trail	Refer to Section 2.5
			New Drainage Sidewalk	Refer to Section 2.5
			Existing Sidewalk	Refer to Section 2.5
			Widened Sidewalk	Refer to Section 2.5
			New Equestrian Trail	Refer to Section 2.5
			Existing Dirt Trail to Remain	Refer to Section 2.5
			Pedestrian/Bicycle Bridge	Refer to Section 2.6
			Trail Lighting Zone	Refer to Section 2.7
			Pocket Park	Refer to Section 2.8
			Overlook/Rest Area	Refer to Section 2.9
			Landscape Enhancement/ Screening Areas	Refer to Section 2.10
			Proposed Gateway & Gateway Monuments	Refer to Sections 2.11 & 2.12
			Interpretive Exhibit	Refer to Section 2.12
			Major Directional Signage	Refer to Section 2.12
			Mile Markers	Refer to Section 2.12
			Greenway Banners	Refer to Section 2.12
			Workout/Playground Area	Refer to Section 2.14
			Focal Point/Public Art Opportunity	Refer to Section 2.15
			Habitat Enhancement Areas	Refer to Section 2.16
			Bridge Undercrossing	Refer to Section 2.16



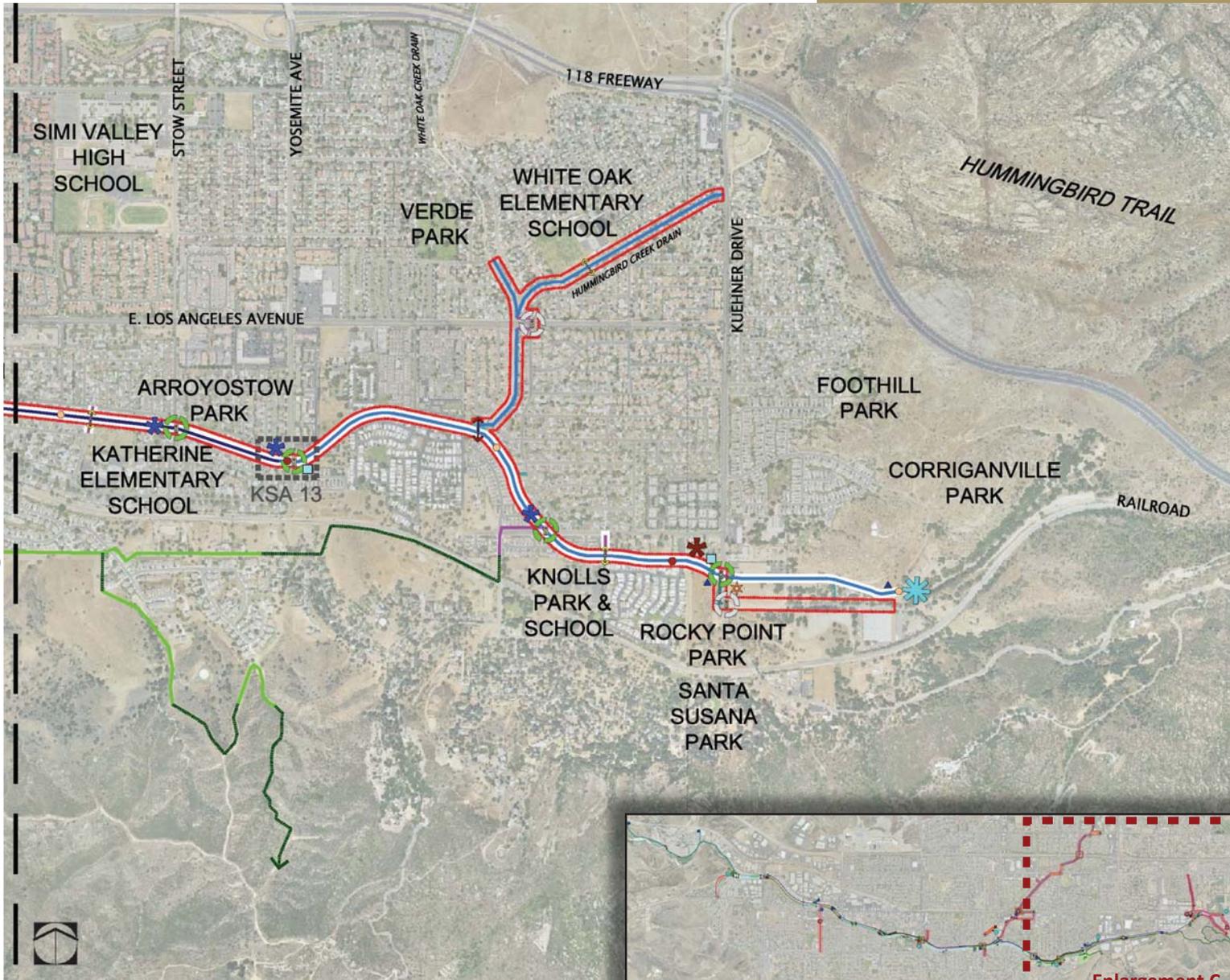
b. SITE DEVELOPMENT PLAN

Site Development Plan  
Enlargement B

See *legend*  
on page 2.1-6



See Enlargement C



Site Development Plan  
Enlargement D



KEY MAP

Enlargement C  
PAGE 2.1-8

Enlargement D  
PAGE 2.1-9

## c. Visioning Study Refinements

The Site Development Plan has taken the 2007 Visioning Study and built upon it to further develop the Greenway concepts and to design key areas and specify site amenities to create a unified Greenway trail system.

There were some refinements to the trail alignment that occurred in the creation of the Specific Plan. Refer to the map comparisons on the following page:

1

The Visioning Study showed Strathearn Historical Park as a trailhead, and the Site Development Plan has replaced it with Tierra Rejada Trailhead

- Strathearn Historical Park is farther away from the Arroyo Simi and would require Class 3 on-street bicycle use through an industrial area, and parking was not as convenient to access the Greenway
- The Tierra Rejada Trailhead is directly adjacent to the Arroyo Simi, and a Class 1 trail could connect it to the Greenway. It has outstanding views and the potential for further development as a larger park, and connections to other trail systems such as Mt. McCoy Trail.

2

The Visioning Study showed the drainage trail south of the Arroyo Simi east of Sycamore Drive extending south to Royal Avenue, but the Site Development Plan shows the drainage trail ending at Elizondo Avenue. There is existing private property ownership west of the drainage connection at Royal Avenue with a developed parking lot where the schematic trail was shown in the Visioning Study.

3

The Site Development Plan shows the trail continuing up the Tapo Canyon Drainage east of Sycamore Drive to Alamo Street to connect with City Hall and Rancho Tapo Community Park, and this trail terminated at East Los Angeles in the Visioning Study

- The trail connection did not seem feasible at the time of the Visioning Study, but it was shown on the City's revised Bicycle Master Plan and upon closer inspection deemed a possibility for future development with some under crossings and widened sidewalks

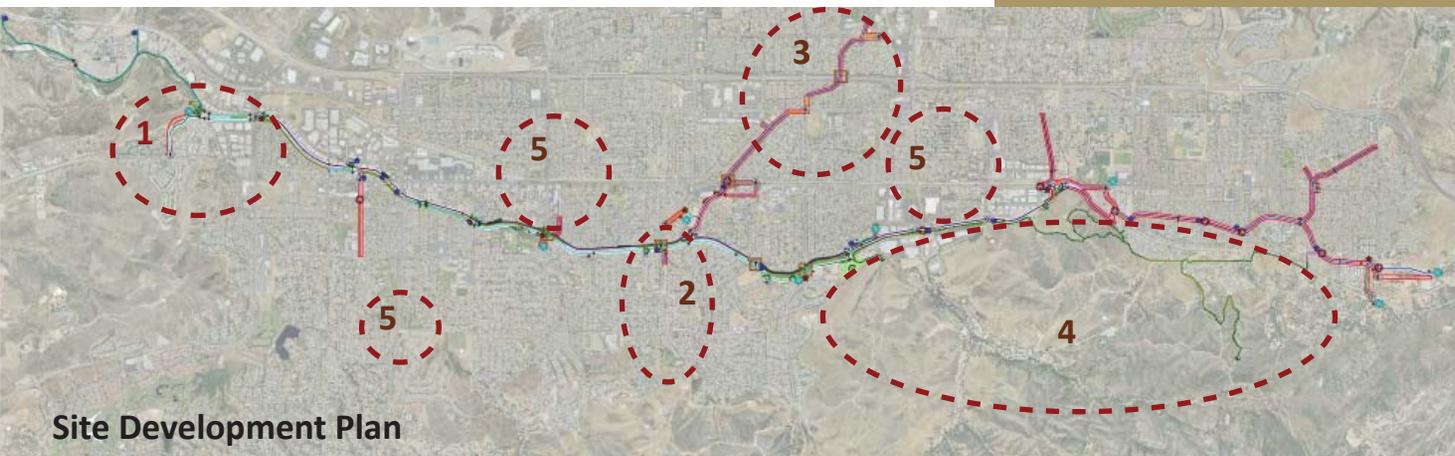
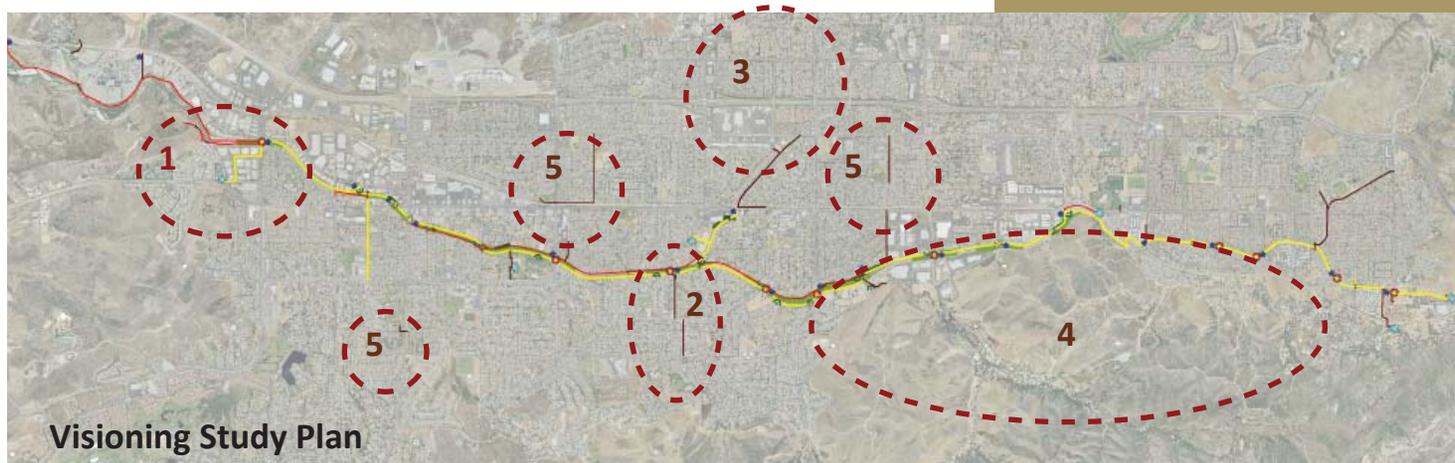
4

The Site Development Plan shows potential areas for new equestrian trails, and the Visioning Study mentioned them but did not specify areas on the plan

- The Site Development Plan carefully looked at existing equestrian use areas adjacent to the Arroyo Simi and studied patterns of existing horse trails, and connected them in a comprehensive trail system (refer to Trails, Section 2.5g)

5

In developing the Specific Plan boundary, the Connector Trail Alignments from the Visioning Study were carefully studied, and some were removed if they were not directly linking into the Greenway. However, should the opportunity become available, the Greenway is flexible in design to allow future connections to these Connector Trail Alignments.



There were some general refinements that occurred during the preparation of the Specific Plan:

- The trail alignments in the Site Development Plan were updated based on designing the Key Study Areas and categorized by method of construction. For example, a trail segment labeled “Primary Trail Alignment” in the Visioning Study occurred on both north side (paved) and south side (unpaved). In the Site Development Plan, the south side became “Existing Dirt Trail to Pave” and the north side became “Existing Paved Trail to Remain” because the trails method of construction is different
- The Site Development Plan located additional traffic signals on the plan

Visioning Study Plan



Site Development Plan



Trail alignments in the Site Development Plan are categorized by method of construction

- Under crossings were discussed in the Visioning Study text but not on the Overall Map. However, they are located on the Site Development Plan.
  - Some under crossings were removed if further site investigation and engineering consultation proved them impractical or infeasible (*refer to Section 2.16c*)
- The Site Development Plan locates trail alignments envisioned to have lighting, and the Visioning Study did not (*refer to Section 2.7*)
- The Visioning Study located Pocket Parks, however, the Site Development Plan further breaks them down into potential new Pocket Parks and Park Expansion (*refer to Section 2.8*)
- The Site Development Plan shows Overlook/Rest Areas as Major, Minor and Existing, where the Visioning Study depicted them as Overlook/Rest Areas (*refer to Section 2.9*)
- The Site Development Plan determines the location of Primary and Secondary Gateways where the Visioning Study grouped them all Gateways and generally discussed the fact that some were to be Primary (*refer to Section 2.11*)
- The Site Development Plan locates several signage elements based on the Greenway Signage Program which was developed for the Specific Plan (*refer to Section 2.12*):
  - Major Directional Signage
  - Mile Markers
  - Greenway Banners
- The Site Development Plan locates potential playground and work out facilities (*refer to Section 2.14f and 2.14g*)
- The Site Development Plan locates Focal Point/Public Art Opportunities based on Key Study Area refinements (*refer to Section 2.15*)

Another change from the 2007 Visioning Study is that the Visioning Study developed concepts for on-street bicycle linkages, but the Site Development Plan focuses on the land within immediate Arroyo Simi Greenway boundary, and suggests connections to it but does not specify where they should occur. The recently updated City of Simi Valley Bicycle Master Plan incorporated many of the on-street connections suggested in the Visioning Study, but this Specific Plan identifies some additional opportunities for key Class 3 routes, bicycle boulevards or shared lane markings to raise awareness of bicyclists and increase bike safety along routes to schools from the Greenway.

(*Refer to Section 1.3b.3 for additional information*)

## d. Project Development Standards

The Site Development Plan legend is tied to related Specific Plan sections, and each symbol shown in the legend has been developed into standards and guidelines within this document.

The Specific Plan sections are also tied to the Site Development Plan and when elements are discussed in the text, there is a symbol that matches the plan placed in the upper corner and within the Table of Contents. This provides an easy way to locate information for the type of construction planned for the Greenway.

ARROYO SIMI GREENWAY SPECIFIC PLAN		2.9
		Overlooks/ Rest Areas
<b>Section 2.8: Parks</b>		
2.8.1 Sustainable Elements	2.8-3	
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a.1 Pocket Park Standards	2.8-4	
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b.1 Park Expansion Standards	2.8-17	
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<b>Section 2.9: Overlooks/Rest Areas</b>		
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a.2 Madonna Road Overlook/Rest Area	2.9-8	
a.3 Eringer Road Overlook/Rest Area	2.9-10	
<b>b. Minor Overlooks/Rest Areas</b>	2.9-12	
b.1 Minor Overlook/Rest Area Standards	2.9-13	
b.2 Spence Drive Overlook/Rest Area	2.9-14	
<b>c. Major Overlooks/Rest Areas</b>	2.9-16	
c.1 Major Overlook/Rest Area Standards	2.9-17	
c.2 Tierra Rejada Overlook/Rest Area	2.9-18	
c.3 Cascade Overlook/Rest Area	2.9-20	
<b>Section 2.10: Landscaping Program</b>		
2.10.1 Sustainable Elements	2.10-3	
2.10.2 Landscape Standards	2.10	
<b>a. Landscape Screening/Enhancement</b>	2.10-7	
a.1 Landscape Enhancement	2.10-7	
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<b>b. Habitat Enhancement</b>	2.10-10	
b.1 Wildlife Habitat	2.10-11	
b.2 Trees and Woody Plants	2.10-16	
b.3 Arroyo Simi Levee Areas	2.10-17	
b.4 Filter Restoration Strategy	2.10-18	
<b>c. Preliminary Plant List</b>	2.10-1	
<b>Section 2.11: Project Entries</b>		
2.11.1 Project Entry Standards	2.11-4	
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<b>a. Landscape Screening/Enhancement</b>	2.11-6	
a.1 Primary Gateway Entry Standards	2.11-6	
a.2 Accent Paving Standards	2.11-7	
a.3 Madonna Road Gateway	2.11-8	
a.4 Eringer Road Gateway	2.11-12	
a.5 Community Center Gateway	2.11-14	
a.6 S-Curve Park Gateway	2.11-18	
<b>b. Secondary Gateway Entry</b>	2.10-22	
b.1 Secondary Gateway Standards	2.11-22	
b.2 Thornhill Avenue Gateway	2.11-24	



Sample page from the Project Entries section of the Specific Plan depicts the use of a Site Development Plan symbol to indicate that information in this section relates to a particular element from the Site Development Plan

Example page from the Table of Contents depicts use of Site Development Plan symbols linking to relevant sections within the Specific Plan

2.2

School Entry Enhancements

DEV. PLAN SYMBOL	SECTION	CONTENTS	PAGE
N/A	2.2 a	School Entry Plaza Standards	2.2-2
N/A	2.2 b	Katherine Elementary School	2.2-2
	2.2 b.1	Katherine School Entry Plaza Standards	2.2-3
N/A	2.2 c	Sinaloa Middle School	2.2-4
	2.2 c.1	Sinaloa School Entry Plaza Standards	2.2-4

## 2.2 SCHOOL ENTRY ENHANCEMENTS

There are several schools that will be directly connecting to the Greenway due to proximity. Connections to Katherine Elementary School and Sinaloa Middle School were conceptually developed to improve the aesthetics and safety of the school entrances as part of this Specific Plan. These concepts will be used at other school connections along the Greenway to highlight the Greenway connectivity while developing a safer and more functional area for the children.

*Refer to Section 1.3b.1 for a list of schools in close proximity to the Arroyo Simi Greenway*

### Intent of School Entry Enhancements

- Increase the number of children who walk or bicycle to school
- Make biking and walking more socially acceptable and more appealing
- Enhance the existing entrances to schools where they intersect with the Greenway
- Foster physical activity and encourage healthy lifestyles
- Educate the community about the Greenway's linkage to schools

## a. School Entry Plaza Standards

The school entry plazas connecting to the Arroyo Simi Greenway shall contain:

- Benches and pedestrian scale lighting
- Decorative paving
- Trees and planting
- Bollards to restrict vehicular entry if necessary
- Greenway Banners if feasible (*refer to the Greenway Signage Program, Section 2.12g*)
- New fencing or screen or improve existing fencing if feasible (*refer to Section 2.13, Fencing and Walls*)
- Vandal resistant materials
- A formal drop-off area and/or bus turnout if space permits

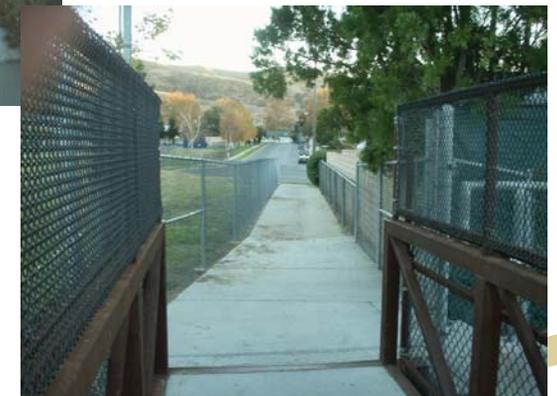
Katherine Elementary School has linkage from Aurelia Street over the Arroyo Simi to the school entrance off Kristen Avenue. This linkage contains the only pedestrian bridge currently crossing the Arroyo, and a recently completed portion of the Greenway trail system on the north side of the Arroyo.

The Katherine Elementary School entrance linkage has a lot of potential to turn a relatively bare space into a beautiful and functional gateway. This entrance has a relatively new concrete walkway, but there is no landscaping and the fencing and bridge are not visually attractive. When viewed from Aurelia Street it appears stark and needs to be enhanced. There is no lighting currently installed and many children use this linkage in the fall or winter evenings.



existing views  
looking south

**Katherine Elementary School entrance linkage has the potential to turn a bare space into a beautiful and functional gateway**



## b.1 Katherine School Entry Plaza Standards

Katherine School entry plaza shall incorporate the standards from Section 2.2a, and:

- Concrete stain applied to the existing walkway for decorative paving
- Cut into the existing walkway to provide planting areas
- Line planting areas with river rock
- Upgrade the existing pedestrian bridge to have a design consistent with the other Greenway bridges as described in Section 2.6 of this Specific Plan

Proposed view with new bench, stained concrete, lighting and landscaping



*Katherine Elementary School Connection  
looking south*

### c. Sinaloa Middle School

The Sinaloa Middle School entry plaza is Key Study Area 4a, and is located on the southern terminus of the New Drainage Sidewalk in Key Study Area 4 (refer to Section 2.5e for additional information). The Key Study Areas addressed how the trail would connect with the school, and developed a conceptual design for an entry plaza.

The entry plaza is proposed at an existing entrance at the back of Sinaloa Middle School. The current entrance is a dirt path flanked on all sides by chain link fencing. The area does not have landscaping or lighting, and many children are currently using this entrance. Parents currently drop off and pick up their children in this location.

#### c.1 Sinaloa Middle School Entry Plaza Standards

Sinaloa Middle School entry plaza shall incorporate the standards from Section 2.2a, and contain:

- Provide new fencing around the Sinaloa School entry plaza and trail, but keep existing fencing along property lines



Location of the Sinaloa Middle School Connection



1 View looking north at the existing drainage, trail would be on the right side

looking southwest



2 Group of photos show the area proposed for school entry plaza improvements

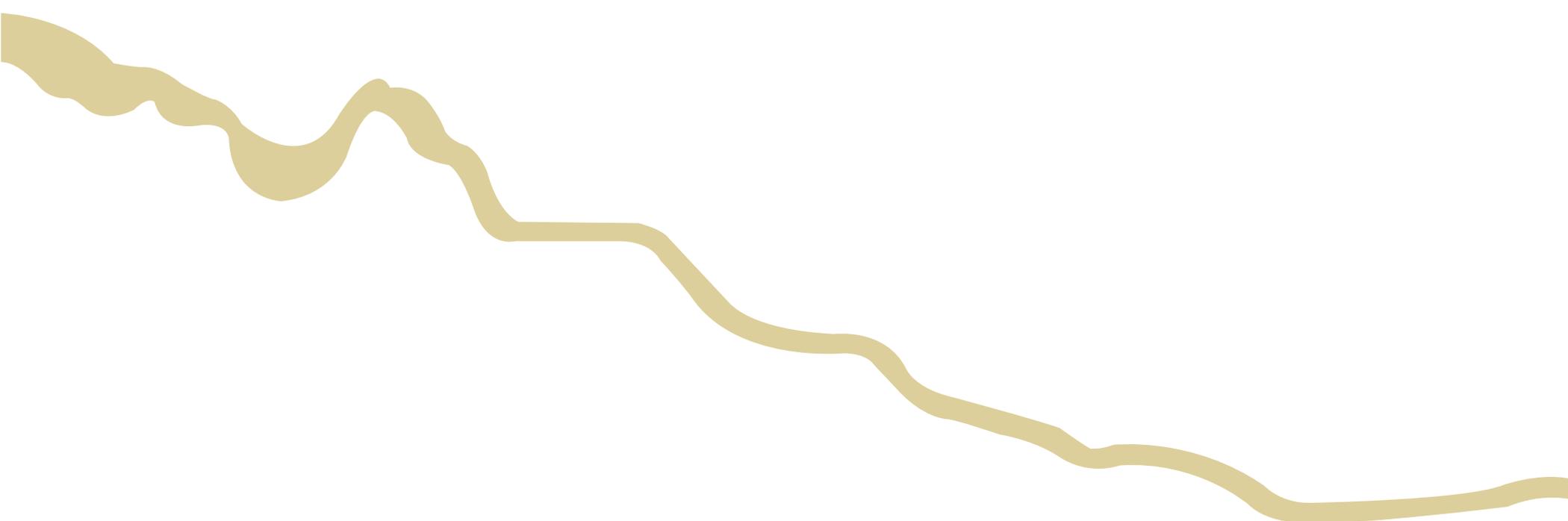
looking northwest



*Sinaloa Middle School Connection*  
looking west



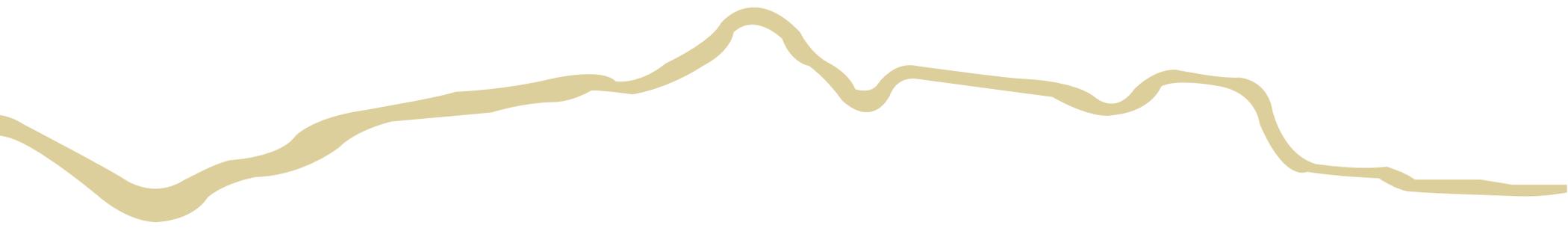
Proposed view with new paving,  
benches, lighting, banners and fencing



SCHOOL ENTRY ENHANCEMENTS

## 2.3

# At Grade Crossings



DEV. PLAN SYMBOL	SECTION	CONTENTS	PAGE
N/A	2.3 a	Traffic Calming Measures	2.3-2
N/A	2.3 b	Decorative Crosswalks	2.3-6
	2.3 b.1	Crosswalk Standards	2.3-6
	2.3 b.2	Street Crosswalk Standards	2.3-8
	2.3 b.3	Driveway Crosswalk Standards	2.3-9
	2.3 b.4	Sustainable Crosswalk Elements	2.3-9
	2.3 c	Signalized Intersections	2.3-10
	2.3 d	Unsignalized Intersections	2.3-12

## 2.3 AT GRADE CROSSINGS

It is essential that any improvements to the trail system address pedestrian safety at intersections. Whenever possible, new trail alignments should take advantage of existing crosswalks and traffic signals in order to allow trail users to travel safely across vehicle lanes.

At Grade Crossings standards within this section describe the roadway intersections from the back side of a corner or sidewalk within the Arroyo Simi Greenway. Project entries describe the area adjacent to the At Grade Crossings and they are described in Section 2.11. At Grade Crossings must be consistent with Project Entries improvements and create a seamless transition from the street into the Arroyo Simi Greenway.

### At Grade Crossings Intent

- Incorporate traffic calming measures that reduce potential conflicts with trail users and motor vehicles, and make drivers more aware of upcoming Greenway crossings
- Reduce pedestrian crossing time and limit pedestrian exposure to interfaces with automobiles
- Use traffic calming features which enhance the community's appearance and provide safe street crossings, and highlight the Arroyo Simi Greenway street crossings and roadway connectivity
- Develop uniform and consistent crosswalks that can conform to variable situations that occur along the 12-mile long Greenway
- Incorporate traffic calming measures that improve sight distances

## a. Traffic Calming Measures

Traffic calming measures may be implemented along streets, which intersect the Arroyo Simi Greenway, and shall be consistent with City of Simi Valley's regulations regarding traffic volumes and speed limits.

The City of Simi Public Works Department shall determine the most appropriate forms of traffic calming measures to implement on the various street crossings along the Greenway.

Gateway Monuments and Roadway Approach Signs should be placed to identify upcoming crossings to passing motorists.

*Refer to Greenway Signage Program, Section 2.12 for additional information*

- Where possible, bulb-outs may be used to reduce pedestrian crossing distances
- Bulb-outs may be used to improve the visibility of pedestrians and motorists by eliminating sight distance problems due to parked cars
- Bulb-outs may be used to allow for a consistent curb ramp design along the Greenway
- Bulb-outs should continue to allow uninterrupted street drainage to the extent feasible
- Bulb-outs should extend to the width of the parking lane, which is typically 8 feet
- Avoid interrupting bicycle traffic with bulb-outs
  - Streets with bike lanes shall maintain City of Simi Valley standards for travel lanes and bike lanes, with bicycle lanes clearly marked around the bulb-outs and through the intersection whenever possible
  - Streets without bike lanes should maintain City of Simi Valley standards for travel lanes around bulb-outs for bikes to pass safely



**Incorporate bulb-outs to reduce pedestrian crossing distance**



- Curb ramps are required at all Greenway and roadway intersection corners and midblock crossings to provide an accessible connection, and must meet ADA requirements for wheelchair access
- Curb ramps and barrier-free passageways are to provide a smooth transition between the shared-use path and the roadway
- Determine the grades along the curb line and verify that the base of the curb ramp is not the lowest point of the gutter to minimize chances of flooding
- Provide catch basins or inlets to prevent the flooding of the ramps
  - Drainage grates must be bicycle safe, and grates should be perpendicular to path of travel
  - Curb ramps should be provided which match the gutter grade without an elevated lip
- Design curb ramps with a width equal to the shared-use path width
- Consider a 5-foot radius or flare to facilitate right turns for bicycles



Install curb ramps that highlight the crossing and facilitate direction-finding for the visually impaired



Use signage to clearly identify upcoming crossings to passing motorists

- Center islands and refuge islands may be considered at uncontrolled crossings, especially on roadways with the following criteria:
  - Large pedestrian volumes
  - High use by the elderly, children, or disabled users
  - Reducing pedestrian collisions
  - High motor vehicle traffic volume and speeds above 45 mph
  - Roadways with four or more lanes
  - Crossing distance exceeds 60 feet
  - Complex or irregularly shaped intersections
- Center medians and refuge islands should be used to reduce pedestrian crossing distances and allow pedestrians to confront traffic one direction at a time
- Detectable warning surfaces are required on both sides of a median cut-through
- The minimum width of a raised median refuge area is 6 feet to provide pedestrian refuge
- The width of the pedestrian pass-through (perpendicular to the direction of pedestrian travel) is recommended to be a minimum of 5 feet, 10 feet desired, and cannot exceed a grade of 5 percent



Incorporate refuge islands on large busy roadways to reduce pedestrian crossing distances

➤ Additional traffic calming measures to consider for the Greenway:

- Prohibit right turns on red lights at locations where streets intersect with the Greenway
- Restrict left turns at certain times or on green arrows only
- Raised crosswalks or intersections
- Decorative paving within intersections
- Narrowed traffic lanes or lane reductions
- Vehicle speed feedback signs

*Refer to Section 2.3d for additional traffic calming concepts*



**Consider decorative paving within intersections to slow down motorists**



**Raised crosswalks could be implemented to increase visibility of pedestrians**

## b. Decorative Crosswalks

All crosswalks along the Arroyo Simi Greenway should have a consistent decorative crosswalk treatment to create a unifying theme and indicate gateways, while maintaining Simi Valley Public Works Department standards and ADA accessibility. Decorative crosswalks should only occur on direct crossings from one trail to another, while other crosswalks in the intersection should remain as typical crosswalk patterns to further highlight the Greenway and reduce costs.

Crosswalk size, angle and curb alignment varies considerably along the Greenway. A method of constructing the crosswalks should be developed which allows for similar patterns with varying end treatments, and accounts for all crosswalk types prior to construction.

There are two types of crosswalks proposed for the Arroyo Simi Greenway:

1. **Street Crosswalks**, used at roadway and Greenway intersections
2. **Driveway Crosswalks**, used at driveways which cross sidewalks indicated on the Site Development Plan as Greenway connections (*refer to Section 2.1*)

### b.1 Crosswalk Standards

Greenway crosswalks should enhance both the Greenway and pedestrian safety. Crosswalks should be unique to the Greenway, and develop an easily recognizable and consistent element for trail crossings. All crosswalks shall incorporate the following features where feasible:

- Crosswalk pattern shall be consistent and unique to the Arroyo Simi Greenway
- Crosswalks should use a repeating pattern to reduce costs and allow for consistency throughout the Greenway
- All pedestrian crossings need to provide an accessible route that meets ADA guidelines with a relatively smooth and trip free surface
- Crosswalks at a 75° angle are acceptable, but 90° is preferred
- Incorporate 1-foot wide bands of white paint (yellow if school crossing) on both sides of the crosswalk
- Align with center line of trails on both sides of the street when possible
- Provide truncated domes to indicate the crossing to the visually impaired, but not conflict with bicycle travel
- Crosswalk pattern and color shall be highly visible to both automobile driver and trail users
- Crosswalks shall be low maintenance, and repairs and re-coloring should be relatively seamless
- Consider raised asphalt crosswalks on existing concrete bridges to provide higher visibility and allow for a consistent crosswalk treatment throughout the Greenway

Consider using the following products or an equivalent for Greenway crosswalks. The first two are decorative surfacing systems that come in a variety of patterns and colors, and allow for the implementation of custom designs. They are designed specifically for high-traffic crosswalks, and they are very durable and will last for many years. Fast installation and easy maintenance and seamless repairs means there will be minimal community disruption.

1. **DuraTherm**, used for high-traffic street crosswalks - thermoplastic material inlaid into imprinted asphalt
2. **StreetPrint**, used for driveway crossings – heats the asphalt base, applies a template, and coats with polymer and cement mixture
3. **Painted**, used for concrete street and/or driveway crossings – pattern developed for the DuraTherm and StreetPrint crossings is reproduced in a template for painting

There are many design options available, and the City can develop a unique pattern or use a pattern similar to those shown in this Specific Plan for the Greenway. As the project is implemented a final selection of crosswalk design and color shall be decided upon, and used consistently throughout the project.



The DuraTherm and StreetPrint process involves heating the asphalt base and inlaying a pattern and color, and there are many design options available



Four examples of decorative custom paving designs by DuraTherm & StreetPrint



b. DECORATIVE CROSSWALKS

## b.2 Street Crosswalk Standards

All street crosswalks should incorporate the Crosswalk Standards from Section 2.3b.1, and also have the following features:

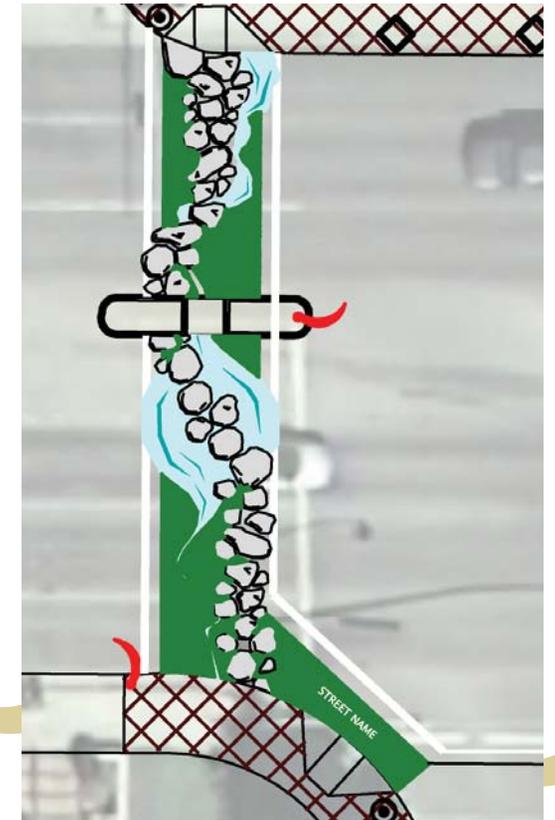
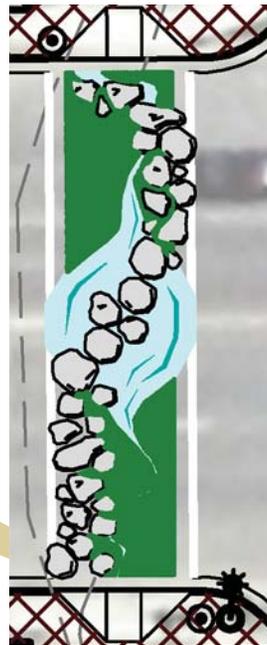
- Crosswalks shall be 12 feet wide typical, with a minimum width of 10 feet
- Crosswalks may display street names in clear, bold lettering when space allows
- Warning signs about the crossing should be located along the trail and on the vehicular approach (refer to Roadway Approach Signs, Section 2.12k, and Traffic and Safety Signage in Section 2.12l)



Street Crosswalks could be a traditional stone pattern such as examples on the left, or a custom design such as shown on right



Crosswalk patterns should be able to fit multiple configurations



### b.3 Driveway Crosswalk Standards

There are many locations along the Greenway where sidewalks and trails cross driveways. These driveways can be barriers for persons with disabilities, and potentially hazardous for trail users, and crosswalks should be provided to caution trail users and automobile drivers of the crossing.

All driveway crosswalks should incorporate the Crosswalk Standards from Section 2.3b.1, and also have the following features:

- Crosswalks shall have a minimum width of adjoining trails or sidewalks
- Warning signs about the crossing should be located along the sidewalk and at vehicular entries and exits (*refer to Roadway Approach Signs, Section 2.12k, and Traffic and Safety Signage in Section 2.12l*)



**Driveways along the Greenway linkages should incorporate crosswalks to warn trail users and drivers of the crossing**

### b.4 Sustainable Crosswalk Elements

Crosswalks shall include sustainable materials and maintenance practices whenever feasible.

- Crosswalk designs shall use existing asphalt rather than remove it when it is in good condition
- Crosswalks shall use water-based coatings which contain no harsh chemical solvents if applicable
- Low VOC paints shall be used



## c. Signalized Intersections

Standards and guidelines within this section apply to Existing Signals to Remain and Proposed Additional Signals on the Site Development Plan in Section 2.1.

Locations listed as primary relate to the primary trail alignments identified in the Site Development Plan, and improvements should occur as the trail is developed. Locations designated as secondary may occur in later phases as needed.



Locations of Existing Traffic Signals along the Greenway

Primary Existing Signalized Intersections to Remain are located at:

- Tierra Rejada Road and Stargaze Place
- Madera Road and Easy Street/ West Los Angeles Avenue (Key Study Area 2)
- Los Angeles Avenue and 5th Street (Key Study Area 4)
- Los Angeles Avenue and Hidden Ranch Drive
- Kuehner Drive and Smith Road

Secondary Existing Signalized to Remain are located at:

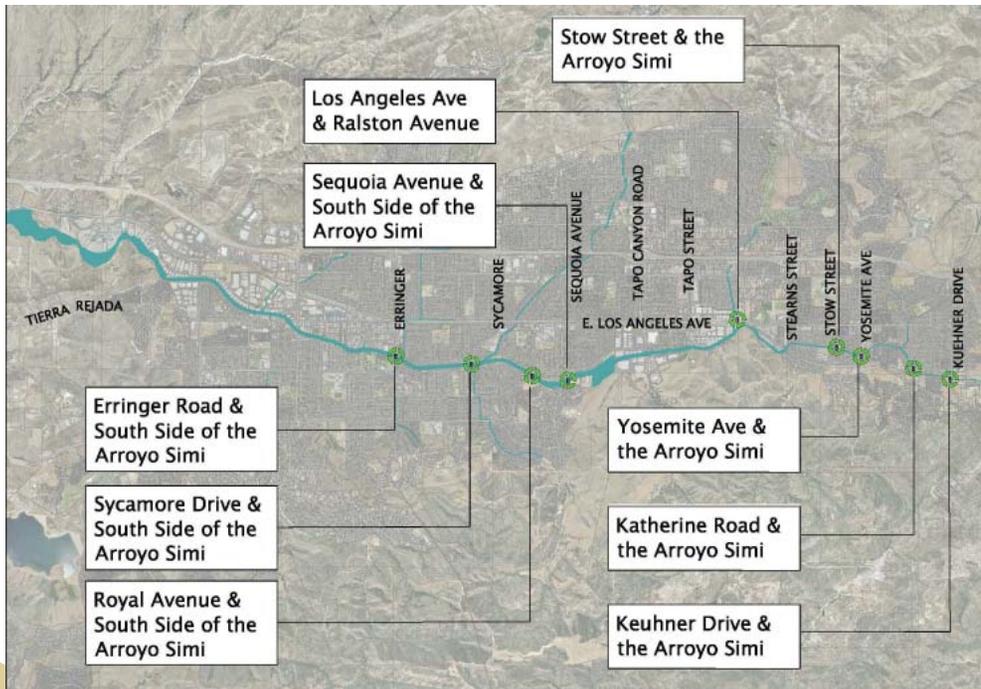
- Erringer Road and north side of the Arroyo Simi (Key Study Area 7)
- Royal Avenue and north side of the Arroyo Simi
- Sycamore Drive and Heywood Street
- Los Angeles Avenue and Church Street
- Cochran Street and Sequoia Avenue
- Alamo Street and Santa Ynez Avenue
- Los Angeles Avenue and Christine Avenue



Signalized intersections shall include applicable Traffic Calming Measures from Section 2.3a and Decorative Crosswalks as described in Section 2.3b, plus include the following:

- Provide smart crossings or pedestrian activated signals in areas with existing traffic signals
- Provide traffic signals with countdown clocks where appropriate
- Place the manually operated signal button in a location that complies with ADA requirements and within reasonable proximity to the curb ramp and crosswalk (see the Manual on Uniform Traffic Control Devices)
  - Provide a level surface at each push button for wheelchair users
  - Locate push button a maximum height of 3 feet 6 inches from level landing surface and place them so cyclists can activate them without dismounting

**Locations of Proposed Traffic Signals along the Greenway**



Proposed Additional Signals are located on the south primary side of the Greenway to allow for safe controlled crossings on busy streets. Where these new signals occur, there is typically an existing signal on the north side of the Arroyo Simi, which would remain (not at Sequoia Avenue). Proposed Additional Signals shall be timed with the existing signal on the north side.

Primary Proposed Additional Signals are located at:

- Erringer Road and south side of the Arroyo Simi (Key Study Area 7)
- Sycamore Drive and south side of the Arroyo Simi
- Royal Avenue and south side of the Arroyo Simi
- Sequoia Avenue and south side of the Arroyo Simi
- Los Angeles Avenue and Ralston Avenue (Key Study Area 12)
- Stow Street and the Arroyo Simi
- Yosemite Avenue and the Arroyo Simi (Key Study Area 13)
- Katherine Road and the Arroyo Simi
- Kuehner Drive and the Arroyo Simi



## d. Unsignalized Intersections

Many unsignalized intersections exist along the Arroyo Simi Greenway, and although traffic volumes do not warrant a new traffic signal, traffic calming measures may be implemented to provide for safer street crossings.

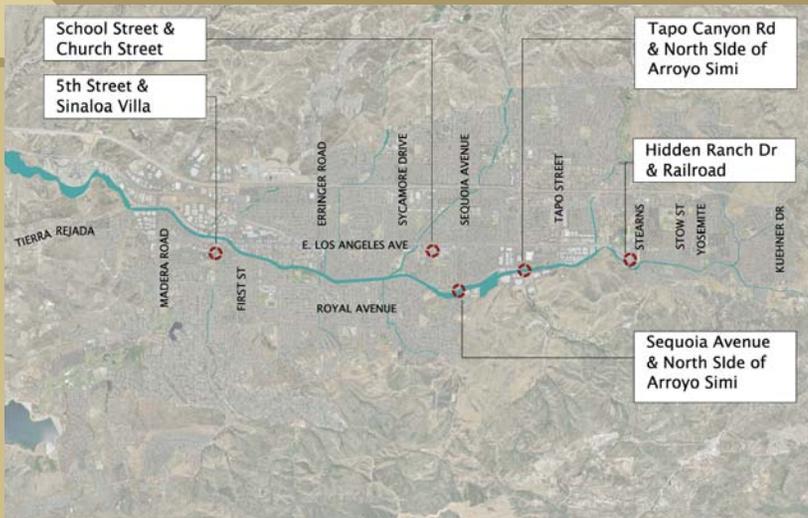
Locations listed as primary relate to the primary trail alignments identified in the Site Development Plan, and improvements should occur as trail is developed. Locations designated as secondary may occur in later phases as needed.

Primary Unsignalized Intersections are located at:

- 5<sup>th</sup> Street and Sinaloa Villa – Driveway Crossing (Key Study Area 4)
- Tapo Canyon Road and north side of Arroyo Simi
- Hidden Valley Drive at the Railroad

Secondary Unsignalized Intersections are located at:

- School Street and Church Street
- Sequoia Avenue and north side of Arroyo Simi



Locations of Unsignalized Intersections along the Greenway

Unsignalized intersections may include applicable Traffic Calming Measures from Section 2.3a and Decorative Crosswalks as described in Section 2.3b, and include the following:

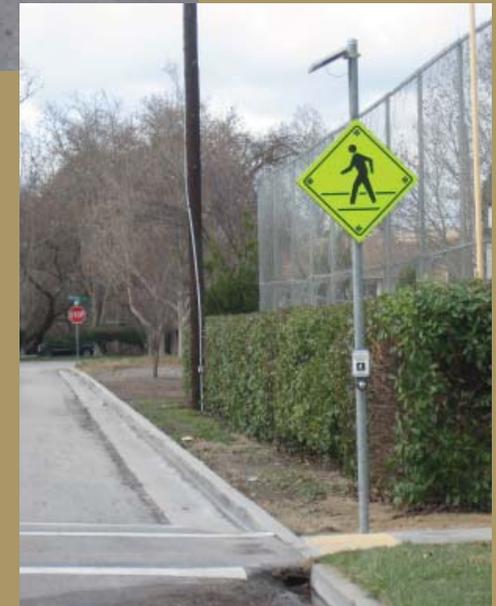
- Rumble strips, dots, street painting and/or speed bumps to warn and slow vehicles
- Speed bumps are not permitted on bike lanes to provide a smooth ride for bikes
- In addition to City of Simi Valley Department of Public Works Signing and Striping for Speed Humps, street painting and signage should be use to clearly indicate a crossing ahead
- Decorative crosswalks should include smart crossings with pedestrian activated flashing lights to signal when pedestrians are in the crosswalk when feasible



Smart crossing with flashing lights to warn drivers when a pedestrian is in the crosswalk

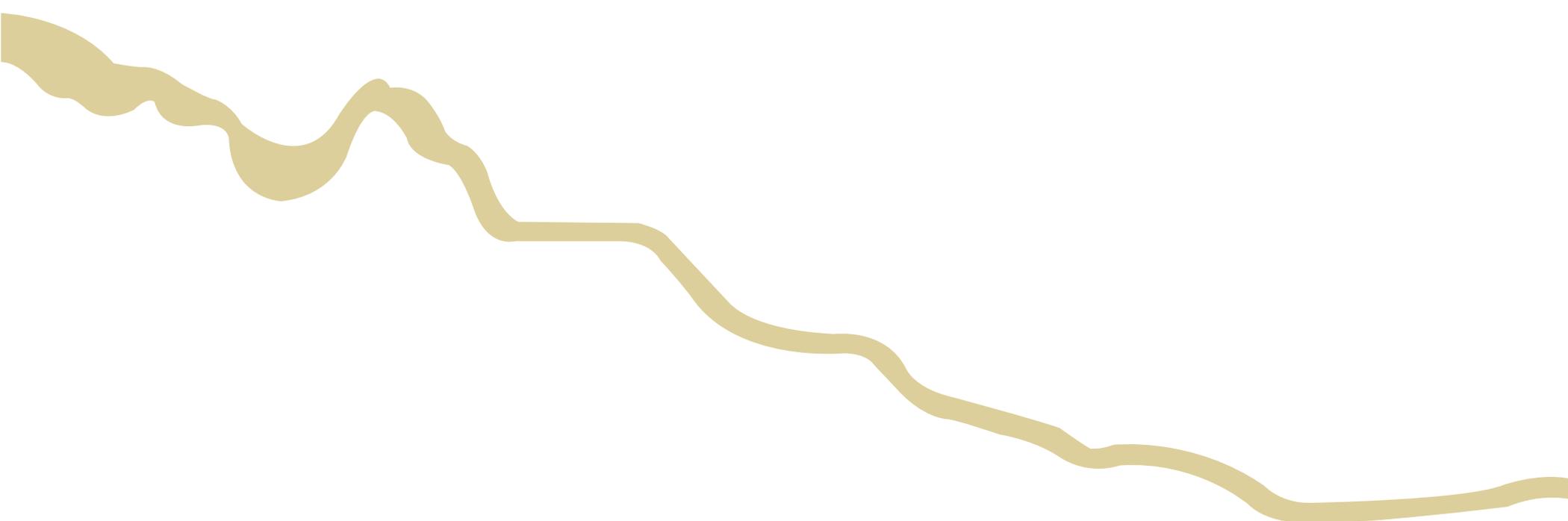


Dots on a roadway to slow drivers and alert them of an upcoming crossing



Solar powered crossing sign that flashes when pedestrian activated

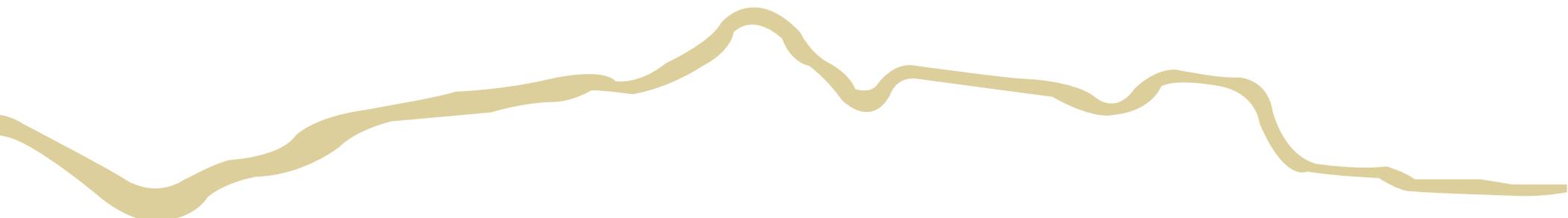




AT GRADE CROSSINGS

## 2.4

# Trailheads/Parking



DEV. PLAN SYMBOL	SECTION	CONTENTS	PAGE
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## 2.4 TRAILHEADS/PARKING



Arroyo Simi Greenway Trailhead/Parking areas generally occur at regional or community parks with existing available parking and public amenities such as a restroom. Trailhead/Parking areas are located near or on the Greenway and allow trail users to park their car and walk, run or take a bike ride along the Greenway. Trailhead/Parking areas will also facilitate convenient drop-off and pick up areas, and provide a location for groups to meet before embarking.

Trailhead/Parking areas will be very visible from the public streets and in most cases will be used to highlight the Greenway and encourage those who live further away from the Greenway to use the trail system. The use of signage, lighting and landscaping will enhance the trailhead in its setting and provide a visual link to unique character found in Arroyo Simi Greenway.

### Trailhead Intent

- Allow for safe and convenient parking for Greenway
- Develop a uniform and consistent trailhead design and character
- Highlight the Greenway and the ability to park and use the trail
- Draw attention to the trailhead with special planting, paving, signage and seating



## 2.4.1 Trailhead/Parking Standards

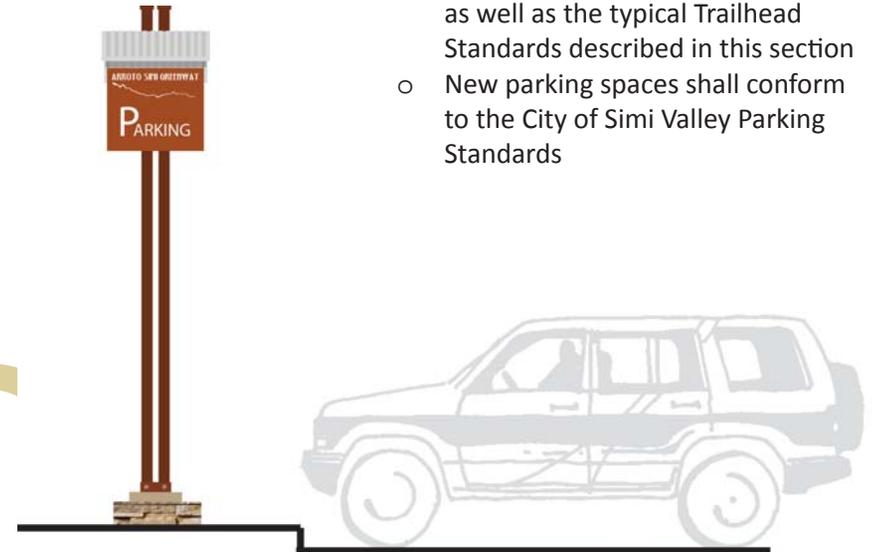
The following amenities shall be considered as part of the trailhead development:

- Accent or Enhanced Paving (refer to Section 2.11a.2 and Section 2.14d)
- Trash and Recycling Receptacles (refer to Section 2.14a)
- Bicycle racks and/or lockers (refer to Section 2.14b)
- Landscape Enhancements (refer to Section 2.10a)
- Greenway Light Fixtures (in select locations)
- Restrooms and drinking fountains (in select locations)
- Bus stops or bus shelters (in select locations)
- Vehicle drop-offs with painted curbs for unloading (in select locations)
- At least one police parking space shall be clearly designated at all trailhead parking area with signage
- Greenway Signage (refer to Section 2.12)
  - Trailhead Parking Signage
  - Informational kiosks and/or directional signs
  - Greenway Banners



Trailhead/Parking areas will allow trail users to park their car, unload, and take a bike ride along the Greenway

- Reserved parking spaces for Greenway trail users
  - The number of Greenway parking spaces is flexible based on site availability, but a minimum of 5 spaces is recommended
  - Consider clearly designated police parking areas to highlight police presence
  - Some Greenway Trailheads may not have specified parking spaces due to high existing use, but will have Trailhead Parking Signs and Informational Kiosks (refer to Greenway Signage Program) as well as the typical Trailhead Standards described in this section
  - New parking spaces shall conform to the City of Simi Valley Parking Standards



Parking Entry Signs will be easily seen from roadways to highlight Greenway parking

## 2.4.2 Trailhead Key Study Areas

Several trailheads described within this section are shown in the Key Study Areas (KSAs). In order to consolidate information and reduce repetition, this section may reference plans and sketches from other sections within this Specific Plan.

- **Tierra Rejada Trailhead:** Key Study Area 1
  - Refer to Page 2.4-4
- **Rancho Simi Community Park Trailhead:** Key Study Area 7
  - Refer to Page 2.4-6
- **Sycamore Drive Community Center Trailhead:** Key Study Area 9 and 9a
  - Refer to Page 2.4-8

There are other trailheads within the Greenway that are not Key Study Areas, and they are described in Section 2.4d.



Locations of Trailhead/Parking Key Study Areas

## 2.4.3 Sustainable Elements

Trailheads shall include sustainable materials and maintenance practices whenever feasible.

*Refer to Section 3.0 for additional information*

- Use permeable paving where feasible, specify recycled materials for paving (such as concrete, tiles, and blue glass), and use reclaimed materials (such as boulders, river rock, bricks, pavers, and granite cobblestones)
- Specify native and/or drought-tolerant vegetation
- Consider using Reclaimed Asphalt Pavement (RAP) to remove and/or reprocess asphalt pavement materials
- Incorporate sustainable sealants such as Solar Reflective Coating, Recyclable Paving Mats, Cementitious Surface Treatments, and/or Tire Rubber Modified Surface Seal
- Use low VOC paints





a. TIERRA REJADA TRAILHEAD

## a. Tierra Rejada Trailhead

Tierra Rejada Trailhead has been schematically designed within Key Study Area 1 and will be the Greenway’s westernmost trailhead. The close proximity to the Arroyo, abundant open space currently owned by the Rancho Simi Park and Recreation District, existing dirt roads and developable flat areas makes this area an ideal potential trailhead facility. Tierra Rejada Park is directly adjacent to the Arroyo Simi, a Class 1 trail could connect it to the Greenway, and it has an excellent viewshed.

Tierra Rejada Trailhead incorporates all standards from Section 2.4.1, and also includes the following:

- Incorporate permeable parking areas
- Use the existing graded roadway to the extent feasible
- Incorporate gates and fencing at the entry road to close the trailhead in the evening (*refer to Section 2.13*)
- Tie the trailhead into the existing adjacent trail networks and proposed overlook/rest areas
- Consider equestrian trailer parking
- Install landscaping to screen views onto adjacent residential properties while still maintaining views of the surrounding hills



Location of the Tierra Rejada Trailhead



1 View of the area proposed for trailhead improvements looking northwest



3 View of the existing dirt road looking north



2 View of the existing cascade waterfall looking east