

## 4.10 LAND USE/PLANNING

### 4.10.1 Introduction

This section of the EIR analyzes the land use impacts of the Simi Valley General Plan Update and summarizes the City's existing land use characteristics—both the overall land use pattern as well as more detailed analysis by major land use type. This section also analyzes the compatibility of land uses identified in the General Plan Update with existing and planned land uses and evaluates their consistency with applicable land use plans, policies, or regulations. Data for this section were taken from the City of Simi Valley General Plan Update Technical Background Report (2007), the City of Simi Valley 2008–2014 Housing Element, the Simi Valley Municipal Code, and other relevant documents related to land use and planning. Full bibliographic entries for all reference materials are provided in Section 4.10.5 (References) of this section.

Nine comment letters were received in response to the December 1, 2009, Notice of Preparation circulated for the General Plan Update. The letters included three concerns regarding land use including comments regarding community design, compatible density, and the Simi Valley Landfill.

### 4.10.2 Environmental Setting

Existing land use information for the Planning Area, which includes the City's corporate limits and its Sphere of Influence (SOI), was calculated from GIS data provided by the City of Simi Valley. The City is comprised of 27,056 acres or about 42 square miles, while the Sphere of Influence contains 31,057 acres or 48.5 square miles. Figure 4.10-1 (Existing Land Use) displays the existing land use pattern in Simi Valley and Table 4.10-1 (Existing Land Use Distribution [2007]) indicates the acreage and percentage land use by land use category within the City and the SOI as of June 2007.

The most substantial land uses within the City's SOI include the Simi Valley Landfill and Recycling Center located northwest of the City and Bard Reservoir to the southwest. Additional uses in the SOI include undeveloped lands and open space areas. All of the land uses within the City's SOI are unincorporated areas under the jurisdiction of the County of Ventura. The Simi Valley City Urban Restriction Boundary (CURB) encompasses an additional 3,169 acres of land beyond the City limits; however, most of this area is within the SOI.

#### ■ Current Land Use Pattern

Simi Valley is situated among a series of major and minor hills that include the Santa Susana Mountains to the north and the Simi Hills and Santa Monica Mountains to the south. These hills are significant natural features that physically separate the City from neighboring communities. This setting has impacted the shape, location, and types of land uses within the community. There are two general areas of development in the City: the historic valley floor, and the more recently developed hillside, canyon, and specific plan areas.

Early development in Simi Valley was agricultural in nature with a variety of crops and cattle grazing on much of the valley floor. As the City grew, development on the valley floor was characterized by a continuous pattern of suburban construction dominated by one- and two-story buildings, schools, housing, shopping centers, community facilities and places of employment, interspersed with parks and open spaces. As growth continued, available vacant land on the valley floor has become more limited, and outward expansion of residential development into nearby hillsides has occurred. Specific plans have been prepared for several larger-scale projects, in order to preserve the hillside areas as an important natural and visual resource and to provide for the orderly growth of these areas. Examples include the Wood Ranch Specific Plan and the Whiteface Specific Plan. Significant commercial development has also occurred in the community, the most recent being the region-serving Simi Valley Town Center.

The City is virtually built out, with little undeveloped land remaining. The hillside open space areas surrounding the community are expected to remain substantially unchanged as development in these areas is regulated through the City's Hillside Performance Standards, which are designed to preserve the natural resources surrounding the community.

Simi Valley's land use pattern reflects the City's identity as a residential community with significant protected open space and parklands. Residential development represents the predominant land use in the City, making up more than 71 percent of its total land area. Parks and other public and semi-public uses such as schools, cemeteries, a regional landfill, and transportation rights-of-way make up just over 20 percent of the land uses. Industrial and commercial are the remaining land uses in the City occupying approximately 5 percent and 3 percent, respectively, and represent the smallest component of the City's overall land use pattern.

### ***Residential***

Residential land uses represent a significant component of the total land area in Simi Valley (29 percent). The community is characterized by visually and socially distinct residential neighborhoods of single-family (27 percent), multi-family (2 percent), residential areas. Senior housing and mobile homes account for less than 1 percent of the City's land area. The types and forms of residential land uses include "traditional" residential neighborhoods generally located along the valley floor, which typifies much of the older residential developments in Simi Valley. These neighborhoods were typically built during the 1950s to 1980s in large tracts.

Newer types of residential neighborhoods include master planned developments located to the north and south of the community within hillside and canyon areas. These residences are often located on lots along curvilinear street patterns, typically with cul-de-sacs. Single-family development at Big Sky and Wood Ranch are examples of the newer types of development.

There are also large-lot residential communities on the valley floor such as parts of the Kadota Fig and Leeds Street neighborhoods. These neighborhoods typically have larger lots than the newer master planned communities and the homes are often older and custom built by individuals, rather than by a single developer. These large lot properties allow horse keeping and are not fully improved with sidewalks and street lights and typically have a more rural/semi-rural character than other neighborhoods.

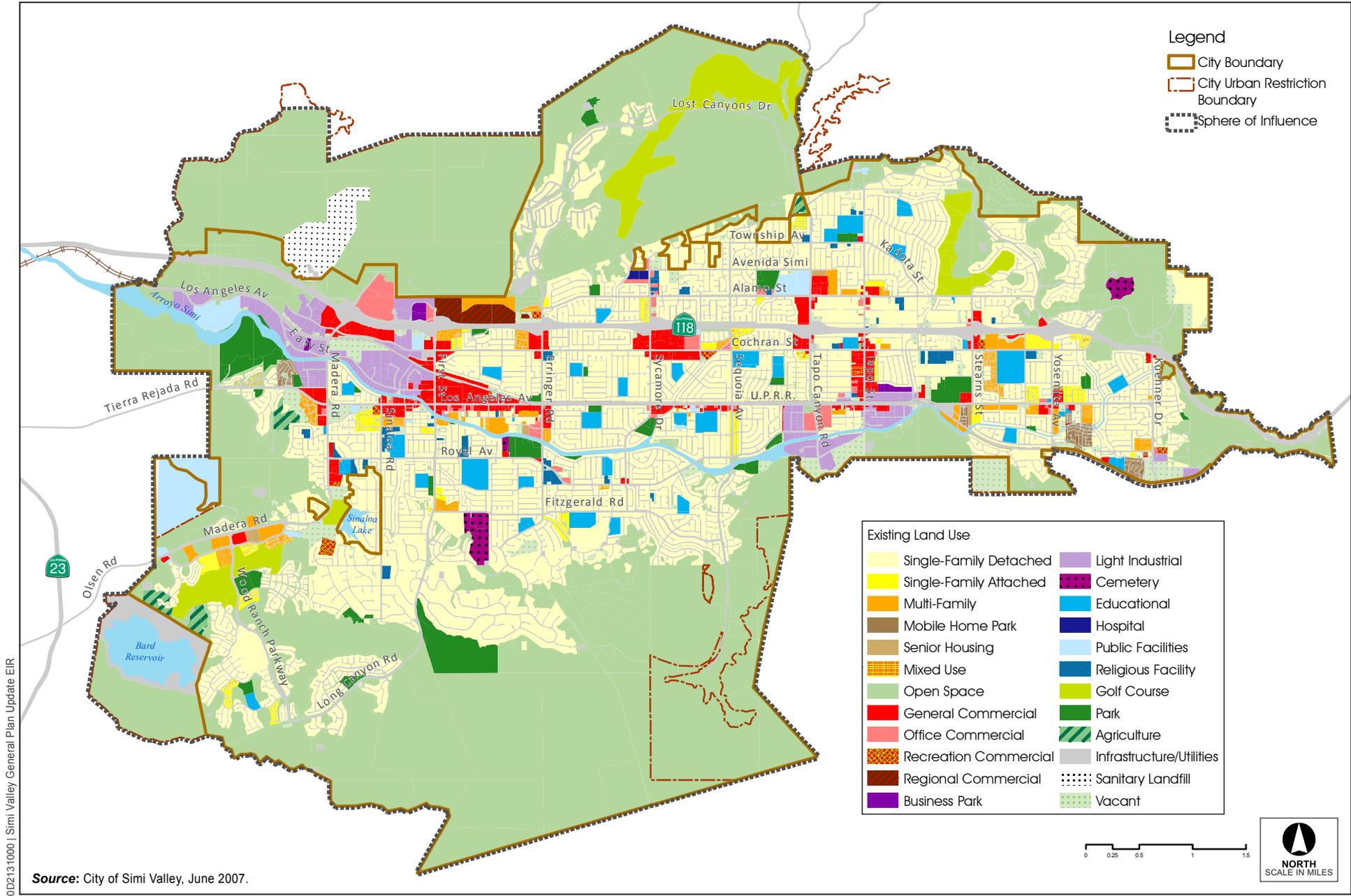


Figure 4.10-1  
Existing Land Use



**Table 4.10-1 Existing Land Use Distribution (2007)**

Land Use	City of Simi Valley (acres)	% of City's Total	Sphere of Influence (acres)	% of City Total and SOI	% of Category	
					City	City/SOI
<b>Residential</b>						
Single-Family Attached	229.3	0.9%	229.3	0.7%	2.9%	2.8%
Single-Family Detached	7,029.1	26.1%	7,255.5	23.4%	91.2%	91.5%
Multi-Family	352.7	1.3%	352.7	1.1%	4.6%	4.5%
Senior Housing	26.3	0.1%	26.3	0.1%	0.3%	0.2%
Mobile Home Park	68.0	0.3%	68.0	0.2%	0.9%	0.9%
<i>Subtotal</i>	<i>7,705.4</i>	<i>28.6%</i>	<i>7,931.8</i>	<i>25.4%</i>	<i>100%</i>	<i>100%</i>
<b>Open Space</b>	<b>11,130.5</b>	<b>41.4%</b>	<b>14,033.9</b>	<b>45.2%</b>	<b>100%</b>	<b>100%</b>
<b>Mixed-Use</b>	<b>6.2</b>	<b>0.02%</b>	<b>6.2</b>	<b>0.01%</b>	<b>100%</b>	<b>100%</b>
<b>Commercial/Office</b>						
General Commercial	586.1	2.2%	586.1	1.9%	65.7%	65.7%
Office Commercial	187.1	0.7%	187.1	0.6%	20.9%	20.9%
Recreational Commercial	32.5	0.1%	32.5	0.1%	3.6%	3.6%
Regional Commercial	86.4	0.3%	86.4	0.3%	9.7%	9.7%
<i>Subtotal</i>	<i>892.1</i>	<i>3.3%</i>	<i>892.1</i>	<i>2.9%</i>	<i>100%</i>	<i>100%</i>
<b>Industrial</b>						
Business Park	28.0	0.1%	28.0	0.1%	4.8%	4.8%
Light Industrial	558.6	2.1%	558.6	1.8%	95.2%	95.2%
<i>Subtotal</i>	<i>586.6</i>	<i>2.2%</i>	<i>586.6</i>	<i>1.9%</i>	<i>100%</i>	<i>100%</i>
<b>Public/Semipublic</b>						
Cemetery	88.5	0.3%	88.5	0.3%	4.1%	3.7%
Educational	469.7	1.7%	469.7	1.5%	21.5%	19.6%
Hospital	9.7	0.1%	9.7	0.1%	0.4%	0.4%
Public Facilities	145.4	0.5%	364.1	1.2%	6.7%	15.2%
Religious Facility	122.5	0.5%	122.5	0.4%	5.6%	5.1%
Golf Course	764.1	2.8%	764.1	2.5%	35.0%	31.8%
Park	582.1	2.2%	582.1	1.9%	26.7%	24.2%
<i>Subtotal</i>	<i>2,181.9</i>	<i>8.1%</i>	<i>2,400.7</i>	<i>7.7%</i>	<i>100%</i>	<i>100.0%</i>
<b>Other</b>						
Agriculture	76.2	0.3%	87.5	0.3%	1.7%	1.7%
Infrastructure/Utilities	3,782.5	14.0%	4,285.5	13.8%	86.1%	82.3%
Land Fill	0	0%	224.5	0.7%	0	4.3%
Vacant	534.3	2.0%	611.5	2.0%	12.2%	11.7%
<i>Subtotal</i>	<i>4,393.0</i>	<i>16.3%</i>	<i>5,209.0</i>	<i>16.8%</i>	<i>100%</i>	<i>100%</i>
<b>Total*</b>	<b>26,895.6**</b>	<b>100.0%*</b>	<b>31,060.3</b>	<b>100.0%*</b>	—	—

SOURCE: City of Simi Valley (June 2007).

Total acreage in the city is 27,225 including the unincorporated county islands within the City boundary.

\* Total land uses may not exactly total 100% due to rounding.

Other types of communities include mixed-density residential neighborhoods. These neighborhoods incorporate a variety of housing types ranging from single-family detached/attached, low-rise townhomes, to garden apartments. The mixed density neighborhoods in Simi Valley vary from primarily newer developments and include portions of Kadota Fig which are subject to the Kadota Fig Specific Plan, to Old Town which includes some of the oldest single-family housing in the City mixed with multi-family developments. The El Paseo Simi development at Tapo Canyon Road and Alamo Street, which includes townhouses and senior apartments, is an example of a more recently developed mixed-density residential area.

Horizontal mixed-use development is located at the northwest intersection of Tapo Street and Eileen Street, and includes a mixture of single-family attached and multi-family units, with commercial development facing Tapo Street. This area is regulated by the Tapo and Mixed-Use Overlays and the Commercial Planned Development Zoning District.

### ***Open Space***

Natural open space resources in the hillsides and canyons that surround the City's development footprint are the largest component of the land uses within Simi Valley (41 percent). Much of this land consists of large, undeveloped privately held parcels and open space areas preserved as a component of Specific Plans, and areas maintained by the Mountain Recreation Conservancy Authority (a joint powers authority comprised of Rancho Simi Recreation and Park District, Santa Monica Mountains Conservancy, and Conejo Recreation & Park District). Portions of the open space in the City's SOI are within the oil permit boundary or the mining permit boundary. As such, many active oil and mineral extraction activities occur within these areas. The majority of the community's open space is classified in the City's General Plan as a residential land use category. Open space areas permit limited residential development (1 unit/40 acres) that is regulated by policies and criteria in the General Plan and the City's Hillside Performance Standards. (Other developed open space uses such as parks and golf courses are included in the Public/Semi Public land uses discussed below).

### ***Mixed-Use***

The City includes just over six acres designated for mixed-use development (0.02 percent). To date, only one mixed-use project has been constructed in the City.

### ***Commercial***

Retail, administrative and professional office, and service commercial uses are located throughout the community and account for approximately three percent of the land uses within the City boundaries and its SOI. Commercial areas in Simi Valley include commercial corridors, strip commercial centers, neighborhood shopping centers, and regional retail centers.

Most commercial development can be found on the City's major corridors including Los Angeles Avenue, Cochran Street, First Street, Tapo Canyon Road, Tapo Street, Yosemite Avenue, and Madera Road. Commercial uses are generally located at the intersection of major roadways such as Yosemite and Los Angeles Avenues, Tapo Canyon Road and Alamo Street, or Cochran Street and Sycamore Drive for example, or along segments of major roadways such as between Sycamore Drive and Sequoia Avenue,

and First Street and Erringer Road along Los Angeles Avenue, and between Alamo Street and Los Angeles Avenue along Tapo Canyon Road. Fortunately, unlike many other communities in the region, Simi Valley's commercial land use pattern is not characterized by extensive uninterrupted stretches of strip commercial development along its major travel corridors. Los Angeles Avenue contains the most extensive amount of commercial development in the community. Much of the commercial uses along this corridor are older retail areas, and mixed commercial districts with small retail shops, located on comparatively small lots (typically 10,000 to 18,000 square feet [sf]), with limited parking. Other commercial uses include strip commercial centers, with shops and businesses located to the rear of parcels with expanses of parking along the street frontage. Examples of commercial strip centers are located along Los Angeles Avenue, Tapo Street, portions of Cochran Street, and portions of Alamo Street.

Corner retail centers are located within some residential areas and provide local retail and services to the immediate neighborhood. These centers are smaller than grocery shopping centers and tend to be more pedestrian-oriented due to proximity to residential neighborhoods. Often these centers contain a mix of retail, medical, professional, and personal services such as restaurants, dental and chiropractic offices, post office services, and dry cleaners.

Regional commercial centers are typically situated on a large site that contains multiple major tenants in an integrated complex of buildings surrounded by parking. The primary regional shopping center in the community is the Simi Valley Town Center located within northwest Simi Valley, north of the Ronald Reagan Freeway (SR-118) and east of First Street. In addition to the Simi Valley Town Center, other large commercial developments include Mountain Gate Plaza, Royal Plaza Shopping Center, Simi at the Plaza (Wal-Mart, Office Depot, Home Depot), El Paseo Simi, Tapo Plaza Shopping Center, and the Simi Valley Civic Center Plaza located at the intersection of Alamo Street and Tapo Canyon Road.

Office commercial uses in Simi Valley include professional legal services, real estate, medical, investment, and other services. Office uses are located in commercial centers throughout the community though several areas of the community have a higher concentration of office uses than typical, such as near the Simi Valley Town Center, along Tapo Canyon Road near the Tapo Canyon Business Park, and along Sycamore Drive near the Simi Valley Hospital.

### ***Industrial***

Light industrial activities typically contain industrial buildings that include warehousing and light manufacturing. Approximately two percent of land uses within the City's municipal boundaries and SOI are industrial. Industrial development within Simi Valley is characterized by light manufacturing land uses, warehousing and distribution, research, office, studio-related industries, and business parks. Most of the City's industrial development is located within the West End Specific Plan area, which is generally located west of First Street, south of the SR-118 Freeway, and along the Easy Street corridor. Other areas of the City with concentrations of industrial and/or business park uses, include the Tapo Canyon Business Park area located in southeastern Simi Valley near Tapo Street and Los Angeles Avenue and an area to the west of these properties generally located at Los Angeles Avenue and Tapo Canyon Road south of the railroad right of way and on both sides of Arroyo Simi. Most industrial land uses in Simi Valley are typically a collection of buildings of medium to large scale, developed in a landscaped, campus-

like setting. Business parks may contain office or high-tech industrial uses, conveying a corporate character that does not distinguish between the two uses.

### ***Public/Semi-public***

Public and semi-public uses are approximately 20 percent of the City's total land uses and include such facilities and uses as City Hall, the East County Courthouse, Senior Citizens Center, Simi Valley Library, and police station in the civic center complex located north of Alamo Street, west of Tapo Canyon Road, the City's Public Services Center (City Yard), fire stations, the Ronald Reagan Presidential Library, and the Simi Valley Hospital. Other public/semi-public land uses include all neighborhood, community, and regional parks; public and private golf courses; and waterbodies such as Arroyo Simi and Bard Reservoir located in the City and its sphere of influence, as well as all transportation and utility rights-of-way such as streets, freeways, and railroad corridors. Cemeteries in Simi Valley include Mount Sinai Memorial Park, Simi Valley Public, and Assumption. Approximately 14 percent of Simi Valley land is used for transportation, communication, and utilities, including roads, railroads, freeways, and other utility rights-of-way, and infrastructure related to the Bard Reservoir located in the SOI.

### ***Other Land Uses***

Other land uses within Simi Valley are approximately five percent of the City and include the Simi Valley Landfill and Recycling Center located in northwestern Simi Valley within the SOI. A limited amount of area within Simi Valley is used for agricultural uses, primarily for grazing and dry farming, with some irrigated agriculture.

## ■ **Areas of Change and Transition**

At the beginning of the General Plan Update process, several areas were identified by the City as areas that could potentially change in the future. These areas were characterized as having substantial properties that are vacant, underutilized, or contain economically or physically obsolete development and thus provide opportunities for infill and intensification. These areas initially identified for potential change and transition are identified on Figure 4.10-2 (Areas of Potential Land Use Change). In some areas, only the land use designation is changed and no additional goals or policies are required to implement the proposed changes. These areas include the Katherine Road Connection Area, the Parker Ranch Expansion Areas, and the Covington Avenue/Rudolf Drive Area. These areas are not included in the following community sub-areas and districts discussion; however, land use changes for these areas are included in the land use map. and are further discussed below.

- **Tapo Street Overlay Area**—This area includes older residential and commercial uses and is included within the City's Redevelopment Project Area. This area offers opportunities for redevelopment and infill development or the need to examine different types or alternative design of land uses.
- **Los Angeles Avenue Overlay Area**—This area is within the City's Redevelopment Project Area, and includes some vacant and underutilized commercial uses including the Mountain Gate Plaza. Future opportunities in this area could include directing efforts to encourage revitalization and reinvestment and/or coordinate redevelopment.

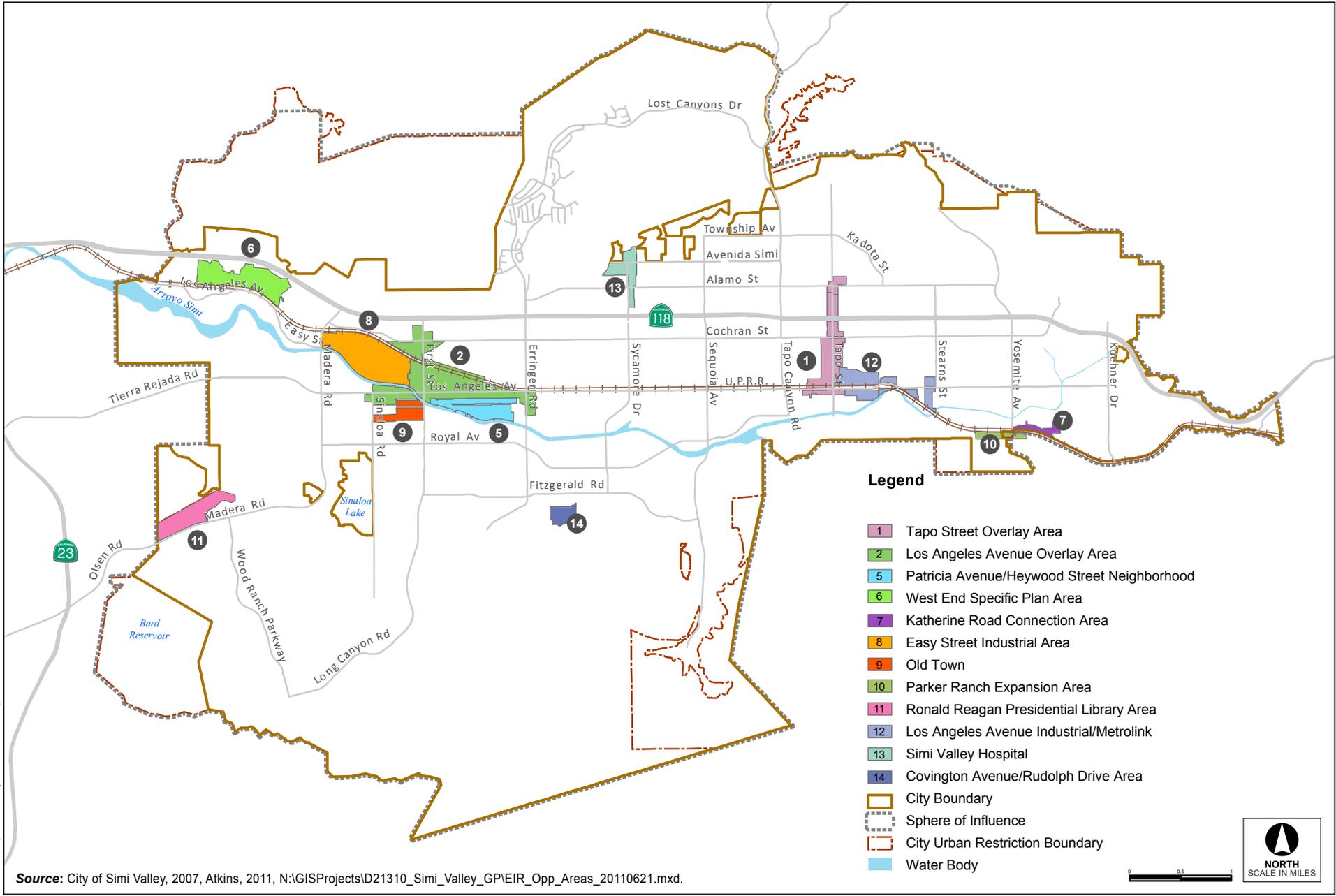


Figure 4.10-2  
Areas of Potential Land Use Change



- **Patricia Avenue Neighborhood**—The residential portion of the neighborhood, historically characterized as a semi-rural area of single-family homes. This neighborhood is currently undergoing significant change as large lots in the area have been changed to a more urban density with multi-family housing. Developing a more cohesive identity and development plan can be considered for this area.
- **West End Industrial Specific Plan Area**—This area is characterized with industrial, business park and automotive uses and is included within the City’s Redevelopment Project Area. This area is part of the West End Specific Plan (1999). As the Specific Plan is several years old, the area should be revisited to provide direction for future development.
- **Easy Street Industrial Area**—This area is characterized by industrial and automotive uses and is included within the City’s Redevelopment Project Area. Alternative land uses for the underdeveloped parcels should be considered for this area.
- **Old Town**—This area is characterized with older homes including homes of historical significance. This area offers an opportunity to examine methods for historical preservation and/or encouraging new development that visually blends with the existing character of the area.
- **Ronald Reagan Presidential Library Area**—This area of gently rolling hills is located directly south of the Presidential Library along Madera Road and provides the opportunity for amenities to support visitors to the Library such as hotels, restaurants, and other related commercial services.
- **Los Angeles Avenue Industrial/Metro Link Area**—The Metrolink commuter rail station located in this area provides the opportunity to target higher density mixed-use development and business parks near transit. This would concentrate residents within walking distance of transit and enable them to access jobs, services, and entertainment in the vicinity of transit. Similarly, the location of employment near the station transit affords the opportunity for employees living outside Simi Valley to use transit to access these jobs.
- **Simi Valley Hospital Area**—There is the opportunity to concentrate medical offices and medical-related facilities in the Sycamore Avenue corridor to foster the provision of professional jobs and limit travel outside of the City for medical-related needs.
- **Katherine Road Connection Area, Parker Ranch Expansion Area, and Covington Avenue/Rudolph Drive Area**—The General Plan land use designation would be changed for these three areas, but no additional goals or policies are required to implement the proposed changes.
  - > The Katherine Road area is located in the eastern portion of Simi Valley, north of the community’s southeastern boundary near the Santa Susana unincorporated area. The Union Pacific Railroad line is located immediately south of the Katherine Road area. Single-family, multi-family and mobile homes are located immediately north and east of the Katherine Road area, and single-family homes are located to the west. The right-of-way for the proposed Katherine Road connection is currently bisected by a mobile home park, vacant land, and undeveloped parcels. Nineteen of these mobile homes currently occupy property that is designated as public right-of-way that will be built to connect Katherine Road at Yosemite Avenue on the west and south of Kitsy Lane on the east. The General Plan land use designations for the area are Residential Mobile Homes and Moderate Density Residential. Some of the existing land uses are not consistent with the existing General Plan. Opportunities for potential change have been identified in this area to provide infill residential development in areas that are vacant and/or underutilized and are not consistent

with the existing General Plan. Potential development could include townhomes with open space that acts as a buffer between residential uses and the Union Pacific Railroad line.

- > The Parker Ranch Extension Area is located in the southeastern corner of the City and consists of five undeveloped parcels, totaling approximately 11.1 acres, generally located between the Union Pacific Railroad to the north, Crinklaw Lane to the south, Hidden Ranch Drive to the west, and Rainey Road to the east. An opportunity for potential change has been identified within this area to complement the adjacent Parker Ranch community. There are several single-family detached units within this subarea with horses and farm animals allowed by the zoning. A majority of the land is undeveloped. Surrounding this subarea to the north are medium density single-family homes, and to the south, east, and west is low-density, single-family development within the Parker Ranch community. Existing land uses within the area are consistent with the General Plan land use designations of Residential Low and Very Low. Parker Ranch, which is immediately adjacent to this subarea, is designated in the General Plan as Residential Medium. The properties located within this area could be re-designated from their current General Plan designation of Residential Very Low to Residential Medium, consistent with the adjacent land uses within the Parker Ranch community.
- > The Covington Avenue/Rudolph Drive Area is located south of Fitzgerald Road just east of Stanford Drive and Covington Avenue. This area is currently designated on the Land Use Map as Open Space, and a portion of it would be changed to Residential Mixed Density (Estate/Moderate Residential), as shown on Figure 4.10-2.

### 4.10.3 Regulatory Framework

#### ■ Federal

There are no federal regulations related to land use that apply to the proposed project.

#### ■ State

There are no state regulations related to land use that apply to the proposed project.

#### ■ Regional

##### ***Southern California Association of Governments (SCAG)***

##### **SCAG 2008 Regional Transportation Plan (RTP)**

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality.

On May 8, 2008, the Regional Council of SCAG adopted the 2008 Regional Transportation Plan (RTP): Making the Connections. The 2008 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the

environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. Relevant goals and policies of the RTP are presented in Table 4.10-7 (SCAG Regional Transportation Plan and Growth Visioning Principles) in Section 4.10.3 (Project Impacts and Mitigation).

### **SCAG 2008 Regional Comprehensive Plan (RCP)**

In 2004, SCAG's Regional Council directed the preparation of a Regional Comprehensive Plan (RCP) as part of its Ten-Year Strategic Plan. Specifically, the Regional Council established the agency's goal to create a RCP to guide regional development, with the RCP representing "a comprehensive overview of the region's economic, social, and environmental future with special attention being given to housing and transportation." The 2008 RCP is a long-term comprehensive plan that addresses the region's many challenges, and provides a strategic vision for handling the region's land use, housing, economic, transportation, environmental and overall quality of life needs. The RCP complements and builds on both the RTP and the Compass Blueprint and calls for improved coordination and mitigation of transportation plans, and further advocates bolder policies to achieve a healthier, more sustainable region.

### **SCAG 2004 Compass Blueprint**

The fundamental goal of the Compass Blueprint, which is a key implementation component of the RCP, is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. As reflected in the regional growth visioning principles of the Compass Blueprint, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. Specific growth visioning principles and strategies are discussed in Table 4.10-7.

## **■ Local**

### ***Ventura County General Plan and Zoning Ordinance***

The Ventura County General Plan (1988) consists of (a) Countywide Goals, Policies, and Programs containing four chapters (Resources, Hazards, Land Use, and Public Facilities and Services); (b) four Appendices (Resources, Hazards, Land Use, and Public Facilities and Services), which contain background information and data in support of the Countywide Goals, Policies, and Programs; and (c) several Area Plans, which contain specific goals, policies, and programs for specific geographical areas of the County.

At the local level, the Ventura County Zoning Ordinance states that no Planned Development Permit, Conditional Use Permit, or Zoning Clearance may be approved that is inconsistent with the County General Plan. Furthermore, the Ventura County Subdivision Ordinance states that no subdivision may be approved that is inconsistent with the County General Plan.

In the unincorporated area of Ventura County, zoning and any permits issued, any subdivision of land, any public works project, any public (County, Special District, or Local Government) land acquisition or

disposition, and any specific plan must be consistent with the Ventura County General Plan Goals, Policies, and Programs, and where applicable, the adopted Area Plan.

### ***Ventura County Guidelines for Orderly Development***

The Ventura County Board of Supervisors, Ventura County LAFCO, and all incorporated cities in the County have adopted guidelines to facilitate a more concerted set of development standards and fees across the County, facilitate intergovernmental coordination, clearly set forth the roles regarding urban planning between the County and the cities, and to identify the appropriate governmental agency responsible for land use determinations based on development applications. The guidelines set forth standardized and appropriate development process protocols. The major general policies include limiting new development with urban land uses to within incorporated cities, the provision of efficient and available infrastructure, and future general plans, ordinances, and policies which fulfill these guidelines.

### ***City Urban Restriction Boundary (CURB)***

The unique character of Simi Valley and many aspects of the quality of life in the community are influenced by the substantial amount of open space, rural and agricultural lands that surround the community. In November 1988, the electorate of Simi Valley adopted an urban growth boundary line named the Simi Valley Urban Restriction Boundary (Simi Valley CURB line) to protect existing agricultural, open-space, viewsheds, wildlife areas, and watershed land surrounding the community from the impact of development and to limit urban sprawl.

Until December 31, 2020, the City of Simi Valley must restrict urban services (except temporary mutual assistance with other jurisdictions) and urban land uses within the CURB. Urban land uses are defined as any development that would require establishment of a new community sewer system or the significant extension of existing community sewers, the creation of residential lots less than 10 acres, or establishment of non-agriculture or mineral-related commercial or industrial uses. Exceptions to this include completing roadways identified in the 1988 General Plan Circulation Element, construction of public potable water facilities, public schools, public parks, and other government facilities.

### ***Existing City of Simi Valley General Plan (1988)***

The City of Simi Valley was incorporated from unincorporated Ventura County in 1969 and the existing General Plan was comprehensively updated in 1988. Although the General Plan has not been comprehensively revised until now, there have been periodic amendments to several elements since that time. The Housing Element was certified by the State Department of Community Development in 2002 in response to the Regional Housing Needs Assessment requirements. Although the Land Use Element was updated to reflect the establishment of an urban growth boundary around the community in 1988, a comprehensive land use analysis has not been completed since that time.

The General Plan clarifies and articulates the City's intentions with respect to the rights and expectations of the general public, property owners, special interest groups, prospective investors, and business interests. Through the General Plan, the City informs the community of its goals, policies, and development standards, thereby communicating the City's expectations to the private sector regarding

the City’s vision for growth and new development in the community. Under state law, California Government Code Sections 65303 et seq., each general plan must contain seven elements:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety

The Government Code permits local jurisdictions to formulate other elements, which, in the “judgment of the planning agency,” relate to the physical development of a region. Once adopted, these “optional” elements are as legally binding as a mandatory element. The existing Simi Valley General Plan includes four optional elements: Recreation, Community Services, Economic Development, and Air Quality.

A list of the ten elements of the existing General Plan and the dates of their last revisions are shown in Table 4.10-2 (Existing General Plan Elements [1988]), along with a list of the state-required elements.

### Land Use Designations

The Land Use Plan included in the General Plan is a map or diagram that expresses the City’s policy for the location, use, and intensity of development for all lands in the City. These land use designations, or categories as they are sometimes referred in the existing General Plan (1988) include:

- Residential/Open Space
- Commercial
- Industrial
- Public and Semipublic

These major land use designation may be broken into detailed subcategories, and though the designation reflects the predominant use, different land uses may be permitted within a subcategory as further described below.

<b>Table 4.10-2 Existing General Plan Elements (1988)</b>	
<i>State-Required Elements</i>	<i>Existing General Plan</i>
Land Use	Land Use (1988, Amended periodically. Last Amendment: 2005)
Housing	Housing (certified by HCD in 2002)
Open Space	Open Space/Conservation (1988, Amended 2001)
Conservation	
Circulation	Circulation (1988, Amended 2001)
Safety	Safety (1988, Technical Appendix Updated in 1999)
Noise	Noise (1988)
Optional Elements, per local discretion	Recreation (1988)
	Community Services (1988)
	Economic Development (1988)
	Air Quality (1988, updated 1991)

## Residential/Open Space

The residential land use designation includes the following subcategories: Open Space, Residential Estate, Very Low Density, Low Density, Medium Density, Moderate Density, and High Density. The Development Range is defined as the range of residential densities normally associated with a given land use designation. When a property is being zoned or re-zoned, it will normally be designated with a zone which falls within the General Plan development range, depending on the circumstances affecting the site and the density of the surrounding development. The Bonus Range allows for increases in residential density to encourage the development of affordable housing units.

- **Open Space (1 unit per 40 net acres; top development range + 0.025 unit per acre).** The intended land use pattern in this land use category is to provide for open space, recreational uses, agricultural uses, grazing, and very large lot estate or farm homes. To encourage the keeping of areas designated as Open Space in a largely undeveloped state, the allowable dwelling units may be transferred to portions of the subject parcel which are not designated Open Space.
- **Residential Estate (0–1 unit per net acre; 1-acre minimum lot size; top development range + 1.0 unit per acre).** The purpose of this land use category is to provide a residential environment for lots of 1 acre and over. Residential Estate homes are to be grouped and be of such a sufficient number as to create an identifiable neighborhood image.
- **Very Low Density (0–2 units per net acre; 20,000 sf minimum lot size; top of the development range = 2.0 units per acre).** The land use category is typified by single-family homes on 0.5-acre or large-sized lots that are not clustered. Animal keeping and other semi-rural uses may be permitted.
- **Low Density (0–3.25 units per net acre; top development range = 2.6 units per acre; top of bonus range = 3.25 units per acre).** This land use category is intended for use in the peripheral areas of the valley floor as well as in the outlying canyon areas which are under 20 percent slope. This land use category includes single-family homes in a suburban or rural setting with a wide range of lot sizes but a low overall density.
- **Medium Density (3.26–5.0 units per net acre; top development range = 3.7 units per acre; top of bonus range = 5.0 units per acre).** The Medium Density land use category has been applied to areas on the valley floor as well as outlying canyon areas which are under 20 percent slope. The land uses category encourages a single-family residential environment that has a wide range of lot sizes, with an overall density similar to the bulk of single-family developments on the valley floor.
- **Moderate Density (5.1–10.0 units per net acre; top of development range = 7.0 units per acre; top of bonus range = 10.0 units per acre).** The Moderate Density designation is applied for use mainly on the central portion of the valley floor with limited use in outlying canyon areas. The purpose of the land use category is to create residential areas primarily composed of detached, single-family dwellings on small lots and multi-family units (senior and affordable).
- **High Density (10.1–18.75 units per net acre; top of the development range = 15 units per acre; top of the bonus range = 18.75 units per acre).** This designation is applied to the central areas of the community, near shopping, transit and on arterial or collector streets. Permitted uses in this category include townhomes, low-density garden apartments, and other multi-family housing.
- **Very High Density (18.75–50 units per net acre; top of development range = 25 units per acre; top of bonus range = 50 units per acre).** This land use designation is located within the

central portion of the valley floor, on arterial streets, near shopping, transit and other public facilities. Permitted residential development includes apartments and townhomes, usually of two stories in height.

- **Mobile Home (5.1–12.0 units per net acre; top of development range = 8.0 units per acre; top of bonus range = 12.0 units per acre).** The Mobile Home land use category is specifically for mobile home development.

## Commercial

The commercial land use designation is divided into six categories: Neighborhood Commercial, Office Commercial, Recreation Commercial, General Commercial, District Commercial, and Regional Center. These specific land use categories are described below. Also defined are intensity limits, which usually take the form of a Floor Area Ratio (FAR) or a specific square footage limit. Floor Area Ratio is defined as the ratio of gross floor area within the structure to total site area. Floor Area Ratio does not include area within parking structures.

- **Neighborhood Commercial (FAR 0.20)**—These areas are intended to provide for small commercial centers that provided a limited range of products and services to residents of surrounding neighborhoods. Typical uses include professional offices, laundry and dry cleaning establishments, drug stores, beauty and barbershops, and other personal services.
- **Office Commercial (FAR 0.50)**—Applied to areas that are predominantly used for offices that are compatible with adjacent land uses. Typical office uses include law, real estate, investment, and other services.
- **Recreation Commercial (FAR 0.10)**—Areas for commercial activities of a low-intensity, recreational nature, such as miniature and 3-par golf courses, camping grounds, athletic clubs, and other commercial recreation facilities.
- **General Commercial (FAR 0.20)**—Areas designed to serve four purposes: (1) satisfy the daily shopping needs of a localized area (1- to 2-mile radius); these uses include supermarkets, drug stores, small restaurants, personal services and retail shops; (2) set aside land for a broad range of commercial offices; (3) allow the location of new automobile dealerships in specified overlay areas; and (4) encourage spending by travelers passing through Simi Valley on SR-118. These types of uses would include coffee shops and restaurants, gas stations, specialty retail shops and entertainment.
- **District Commercial (FAR 0.25)**—Located along major arterial roads within Simi Valley, these areas are intended to serve a large area. Each commercial center is encouraged to include a variety of stores such as one or two supermarkets, drug store, restaurants, banks, and a variety of other stores.
- **Regional Center (FAR 0.25-0.40)**—Areas intended for major commercial centers such as Simi Valley Town Center that serve the entire community and nearby areas. Centers are anchored by two or major department stores with intervening specialty stores.

## Industrial

Industrial land use designations are divided into two categories: Business Park and Light Industrial.

- **Business Park (FAR 0.32)**—This type of land use is designated for a variety of office, research and development, and light industrial uses, including a limited range of commercial uses. Business

Park uses are within the West End Industrial area as well as near the American Jewish University in southern Simi Valley.

- **Light Industrial (FAR 0.32)**—This land use category is primarily located near the community’s Business Park land uses in the western border of the community within the West End Industrial area as well as near the Metrolink station in southeastern Simi Valley.

### Public and Semi-Public Designations

These land use categories have been applied to areas developed with uses that form the physical and social “infrastructure” of the community. Public and Semi-public land use designations are applied to facilities and uses as the Civic Center, fire and police stations, hospitals, libraries, schools, parks, cemeteries, and other public uses. The detailed sub land use categories include:

- **Civic Center**—This category includes governmental and public facilities including local, federal, state offices, court facilities, senior citizen center, girls and boys clubs, cultural centers, and related commercial office and retail shops.
- **Public Services Center**—This land use category includes public, supportive facilities of an industrial nature such as vehicle equipment maintenance, equipment and records storage, administrative offices, sanitation treatment plant, water quality testing, and related facilities.
- **Fire Station**—Includes locations for fire stations, including related residential quarters.
- **Police Station**—This land use category includes city and county law enforcement operations, but not permanent jail facilities.
- **Library**—Includes locations for branch-facilities of the Ventura County Public Library or other publicly operated libraries.
- **Public and Private Schools (K–12)**—These land use categories include locations for public and private elementary, junior high, senior high, and special education schools.
- **Regional Park**—This land use category provides for larger parks operated by agencies other than the Rancho Simi Park and Recreation District providing a variety of recreational and open space uses and serving the entire Simi Valley area or larger areas.
- **Community Park**—Community parks are major facilities that are “drive-to” centers where families or organizations can find a variety of activities and opportunities to occupy several hours or an entire day. They generally range in size from a minimum of 20 to 200 acres or more, depending on size and location.
- **Neighborhood Parks**—Neighborhood parks are designed to meet the need for open areas of aesthetic value within a neighborhood and to allow active or passive recreation, usually for comparatively short periods of time for residents and visitors. Typically, they range in size from two to 20 acres, and are intended to serve from 2,500 to 5,000 residents living within a one half mile radius.
- **Cemetery**—This land use category reserves land for cemeteries and mausoleums.
- **American Jewish University**—Provides for the open space, recreation, conference and retreat uses of the American Jewish University.
- **Sanitary Landfill**—Designates land uses relating to a sanitary landfill operation, landfill-related gas recovery and collection systems and ancillary electrical power generating and transportation facilities as well as equipment storage, and administration facilities. However, this land use category does not apply to landfills that receive hazardous wastes.

- **Railroad Depot**—Includes land for a railroad depot and related uses.
- **Natural Resource Areas**—This land use category includes mineral and aggregate resource areas for extraction.
- **Community Activity Facility Overlay**—This overlay designation is for potential sites for specialized, temporary, outdoor activities such as fairs, carnivals, rodeos, circuses, Simi Valley days, and musical events.
- **Hospital**—Designates lands used for hospitals and associated medical uses.

The General Plan land uses within the City are listed in Table 4.10-3 (Existing General Plan Land Use Categories [1988]) and illustrated in Figure 4.10-3 (1988 General Plan Land Use Map). For purposes of displaying information graphically, some of the land use categories have been combined in this map.

### ***Specific Plans***

Many development projects in the City are implemented through specific plans. These provide detailed plans, standards, and guidelines for development that are consistent with and carry out General Plan policies. A specific plan may take the place of zoning, and thus provides greater flexibility in laying out land uses and prescribing detailed development standards specific to the plan area. The California Government Code allows specific plans to regulate site development including uses permitted, density, building placement and bulk, and the provision of open space, landscaping, streets, and utilities. Table 4.10-4 (Specific Plans) lists those areas where a specific plan has been adopted and the general standards for the plan. A specific plan is a document that identifies policy, detailed land use, site development, and infrastructure plans and implementation measures for a single project or planned community that may be adopted by ordinance or by resolution.

Several areas within Simi Valley have been identified for special treatment by means of a specific plan. These areas are primarily those which have (1) potential circulation problems that need to be resolved prior to development of any of the individual parcels; (2) a lot size and shape pattern which may contribute to substandard development in the absence of a coordinating mechanism; (3) areas critical to the economic development of the community; and (4) relatively large vacant areas for which a wide variety of specific land uses, design and a circulation pattern should be detailed prior to any one portion developing by itself. Figure 4.10-4 (Specific Plans) displays adopted specific plan areas within Simi Valley. All specific plans within the City have been adopted by ordinance. The specific plans include standards and guidelines that govern all future development of areas within the boundaries of the plans' areas.

### ***Simi Valley Municipal Code***

#### **Development Code**

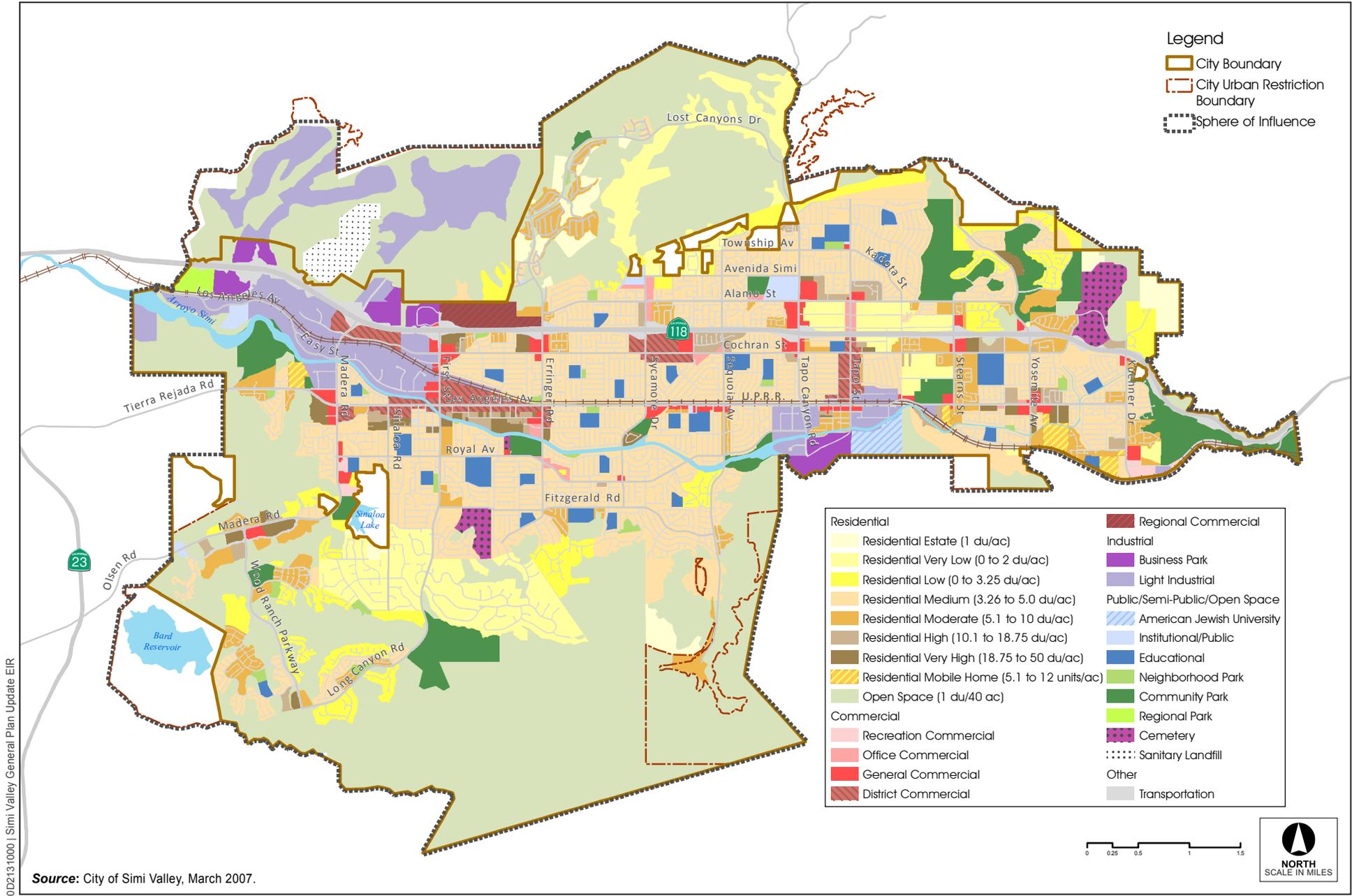
The City of Simi Valley Development Code (Article IX of the Simi Valley Municipal Code), last revised in 2006, serves as the primary implementation tool of the General Plan. Whereas the General Plan is a policy document and sets forth direction for development decisions, the Development Code is a regulatory document that establishes specific standards for the use and development of all properties in the City. The Code regulates development intensity using a variety of methods, such as establishing zoning districts for specific land uses (zones), and other specific standards such as building setbacks,

**Table 4.10-3 Existing General Plan Land Use Categories (1988)**

<i>Land Use Designations</i>	<i>Acres</i>	<i>Percent of Category</i>	<i>Percent of Total</i>
<b>Residential</b>			
Residential Estate (1 du/ net ac)	397.9	2.1%	1.5%
Residential Very Low (0 to 2 du/ net ac)	1,640.6	8.5%	6.1%
Residential Low (0 to 3.25 du/ net ac)	981.0	5.1%	3.7%
Residential Medium (3.26 to 5.0 du/ net ac)	4,930.0	25.6%	18.3%
Residential Moderate (5.1 to 10 du/ net ac)	1,074.0	5.6%	3.9%
Residential High (10.1 to 18.75 du/ net ac)	308.6	1.6%	1.12%
Residential Very High (18.76 to 50 du/ net ac)	264.4	1.4%	0.9%
Residential Mobile Home (5.1 to 12 units/ net ac)	104.7	0.5%	0.34%
Open Space (1 du/40 net ac)	9,527.1	49.6%	35.4%
<i>Subtotal Residential</i>	<i>19,228.3</i>	<i>100%</i>	<i>71.3 %</i>
<b>Commercial</b>			
Commercial District	380.9	40.6%	1.4%
Commercial General	306.2	32.7%	1.1%
Commercial Office	77.2	8.2%	0.3%
Commercial Recreation	45.1	4.8%	0.2%
Commercial Regional	128.2	13.7%	0.5%
<i>Subtotal Commercial</i>	<i>937.5</i>	<i>100%</i>	<i>3.5%</i>
<b>Industrial</b>			
Industrial—Light	962.8	77.4%	3.6%
Business Park	280.9	22.6%	1.1%
<i>Subtotal Industrial</i>	<i>1,243.7</i>	<i>100%</i>	<i>4.7%</i>
<b>Public/Semipublic</b>			
Institutional/Public (fire, police, civic facilities and hospitals)	98.6	4.4%	0.4%
American Jewish University	90.9	4.0%	0.3%
Educational/Schools	463.0	20.5%	1.7%
Community Park	1,198.3	53.2%	4.5%
Neighborhood Park	111.6	4.9%	0.4%
Regional Park	51.7	2.3%	0.2%
Cemetery	240.6	10.7%	0.9%
<i>Subtotal Public/Semipublic</i>	<i>2,254.7</i>	<i>100%</i>	<i>7.5%</i>
<b>Other</b>			
Transportation	3,231.7	93.1%	12.0%
Sanitary Landfill (outside City limits)	0	0	0
<i>Subtotal Other</i>	<i>3,231.7</i>	<i>100%</i>	<i>12.9%</i>
<b>Total City</b>	<b>26,895.6*</b>	<b>100%</b>	<b>100%</b>

SOURCE: City of Simi Valley (June 2007)

\* Total land uses may not exactly total 100% due to rounding



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Source: City of Simi Valley, March 2007.

Figure 4.10-3  
1988 General Plan Land Use Map



Table 4.10-4 Specific Plans

Specific Plan	Location	Acres	Units		Description
			SF	MF	
<b>Specific Plans</b>					
Civic Center Plaza Specific Plan (1992)	Southwest corner of Tapo Canyon Road and Alamo Street.	38	93	—	Residential, office, visitor-serving uses, open space. 93 residential units,
Brandeis-Bardin Institute Specific Plan (Revised 1993)	South of Arroyo Simi in southeast Simi Valley.	100	n/a	n/a	Plan includes business park and open space uses. Approximately 69 acres of the property is proposed for residential development.
Douglas Ranch Specific Plan (1996)	SR-118 Freeway between Yosemite Av. and Kuehner Dr.	381	227	115	227 low-density homes, 115 high-density homes, 110 ac. open space and 185 ac. park.
First/Royal Specific Plan (1998)	Northeast corner of First Street and Royal Avenue.	23	121	—	121 single-family detached homes (6 du/ac)
Southeast Kadota Fig Specific Plan (1996)	SR-118 Freeway and Cochran St. between Fig and Stearns Sts.	92	444		444 housing units on separately developed parcels of various sizes and densities.
Royal Corto Specific Plan (1984)	Royal Avenue between Appleton Road and Arroyo Simi.	47.3	195		Dwelling units not to exceed 195 units.
Royal/Madera Specific Plan (1994)	Southeast corner of Royal Avenue and Madera Road	26.8			Includes 13.4 acres of general commercial and 13.4 acres of recreation commercial uses.
The Runkle Canyon Specific Plan (2004)	Fitzgerald Road and west of the Brandeis-Bardin Institute.	1,595	323	138 senior	Includes 461 dwelling units on 139.7 acres. The open space consists of 1,455 acres.
Sequoia Heights Specific Plan (1988)	South of the Arroyo Simi along the extension of Sequoia Avenue	277	350		233 medium-density SFD, 116 low-density SFD, and a node of residential estate homes.
Simi Valley Town Ctr. Specific Plan (2003)	SR-118, between First Street and Erringer Road	125		500	Regional mall, big box commercial areas, 500 multi-family units, hotel, and open space.
West End Specific Plan (1999)	SR-118, between First Street and Oak Park	869			Auto-Industrial (44 ac), Retail (54 ac), Lt. Industrial (185 ac), General Industrial (39 ac), Business Pk. (165) Commercial Office (7 ac).
Whiteface Specific Plan (1992, rev. 2001)	Erringer Road, Sycamore Drive, and Tapo Canyon Road	2,686	1,209		Residential Estate, Medium and Moderate density, parks, fire station, golf course, club house, and open space.
Wood Ranch Specific Plan (1980, rev. 2003)	Madera Road, across the Bard Reservoir up into the SOI	3,010		1,216	Mixed density residential, commercial, parks, school, fire station, and open space.
Paseo Del Sol Specific Plan (2003)	Alamo Street between Fairbanks Avenue and Tapo Canyon Road.	13.8		186	186 multi-family units, walking areas, community pool, and playground.

SOURCE: City of Simi Valley (2006).

floor area ratios, and building heights. Table 4.10-5 (Existing Zoning Districts) lists zoning districts within the City's Development Code.

## Zoning Districts

As shown on Figure 4.10-5 (Existing Zoning), the majority of residential zoning in the City is on the Valley floor. Within the hillside areas, the predominant zoning is for lower density residential uses and open space preservation. Commercial districts such as Commercial Office (CO), Commercial Industrial (CI), Commercial Recreation (CR), and Regional Commercial Center (RCC) are located along major

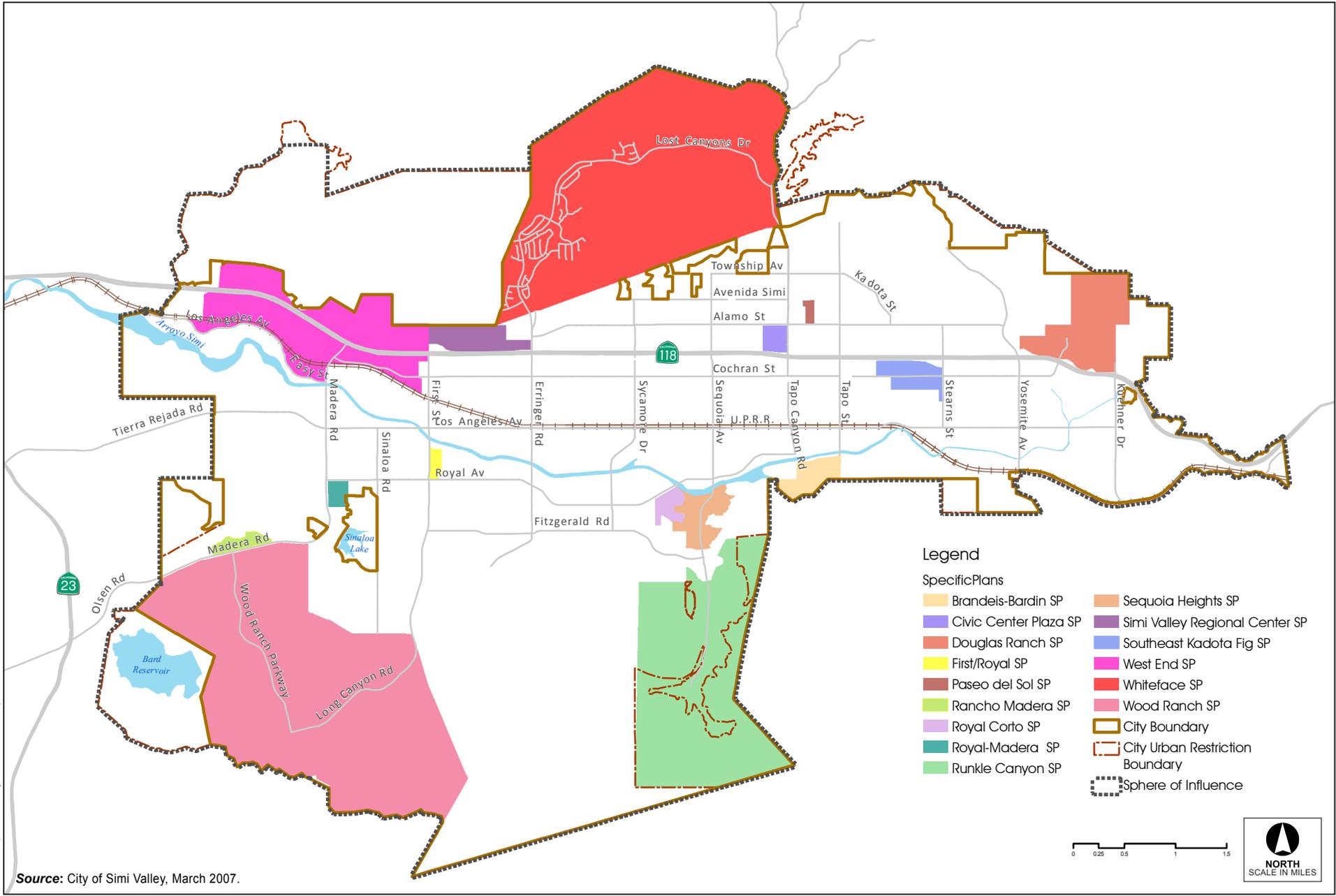
Table 4.10-5 Existing Zoning Districts		
Category	Symbol	Zoning District
Residential and Open Space	OS	Open Space
	RE	Residential Estate
	RVL	Residential Very Low
	RL	Residential Low
	RM	Residential Medium
	RMod	Residential Moderate
	RH	Residential High
	RVH	Residential Very High
	MH	Mobile Homes
	W	Water Service Facility (Public )
WP	Water Service Facility (Private)	
Commercial and Industrial	CO	Commercial Office
	CN	Commercial Neighborhood
	CR	Commercial Recreation
	CC	Civic Center
	CPD	Commercial Planned Development
	C	Commercial Industrial
	RCC	Regional Commercial Center
	BP	Business Park
	LI	Light Industrial
	GI	General Industrial
Overlay Zones	(A)	Farm Animal
	(L)	Limited Farm Animal
	(H)	Horse
	(FC)	Freeway Combining
	(SB)	Sexually Oriented Business
	(SP)	Specific Plan
	(TAPO)	Tapo Area Planning Overlay
	(LAAPO)	Los Angeles Avenue Planning Overlay
	(NVD)	New Vehicle Dealer
(MU)	Mixed-Use	

SOURCE: City of Simi Valley Development Code (2010)

corridors, particularly along Los Angeles Avenue, Tapo Street, and the SR-118 Freeway. Industrial zones are primarily located in western Simi Valley and in southeastern Simi Valley. Zoning districts and land uses are described as follows.

*Residential and Open Space Zoning Districts*

- **OS (Open Space) District**—The OS zoning district is intended to provide for the conservation of renewable and nonrenewable natural resources, to preserve and enhance environmental quality, and to provide for the retention of the maximum number of future land use options while allowing reasonable and compatible uses on open lands in the City that have not been altered to any major extent by human activities. The maximum density for residential uses is one primary dwelling unit for each 40 acres.
- **RE (Residential Estate) District**—The RE zoning district is intended to provide for a custom-designed residential environment with very large lots, houses of an individual style, and a distinct single-family neighborhood image. The minimum lot area in this zoning district is one acre and the maximum residential density is one dwelling per lot.



Source: City of Simi Valley, March 2007.

Figure 4.10-4  
Specific Plans



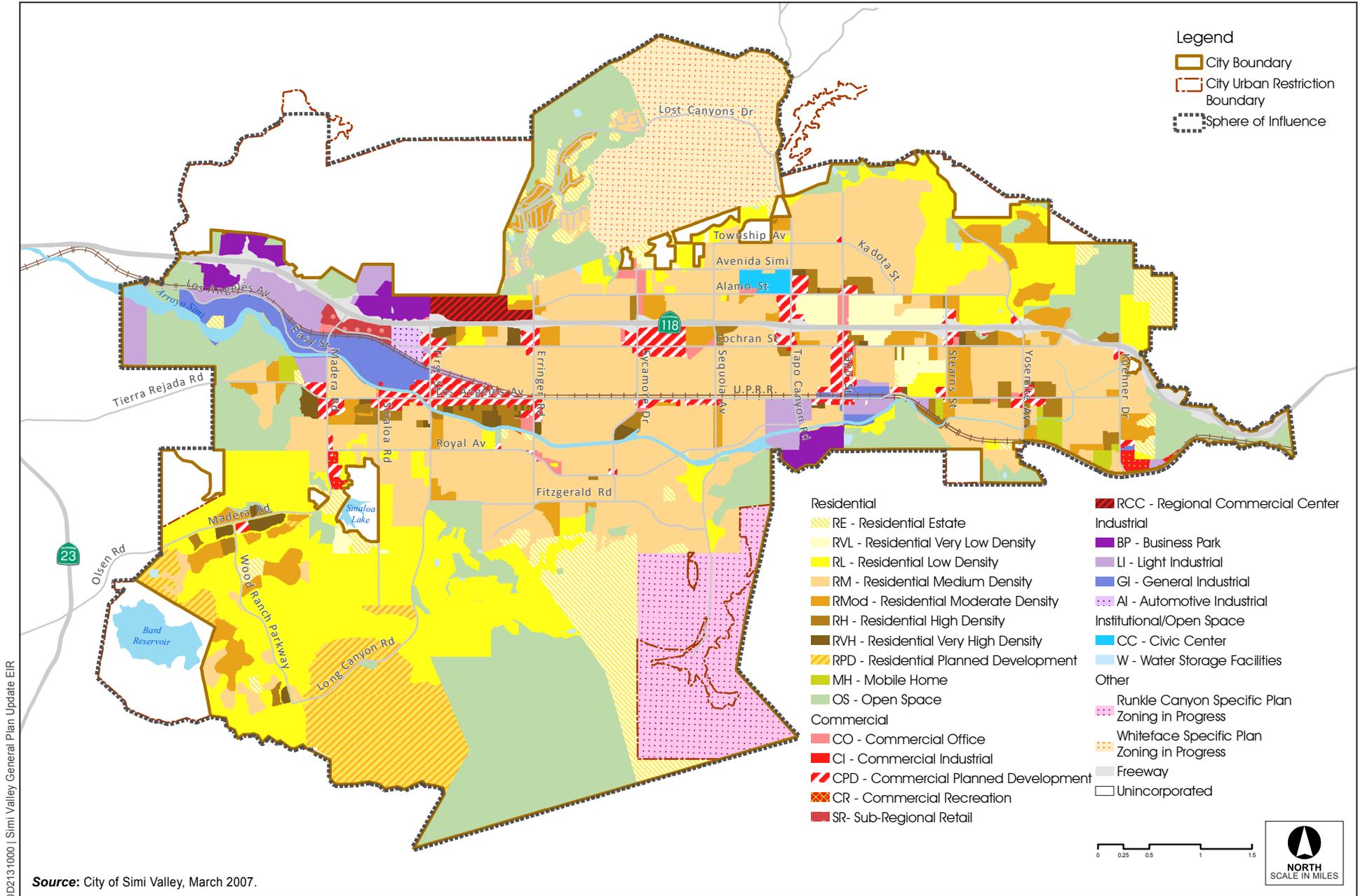


Figure 4.10-5  
Existing Zoning

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- **RVL (Residential Very Low Density) District**—The RVL zoning district is intended to provide for a semi-rural single-family residential environment with relatively large lots. The minimum lot area in this zoning district is 20,000 sf, and the maximum residential density is one dwelling per lot.
- **RL (Residential Low Density) District**—The RL zoning district is intended to provide for a suburban single-family residential environment with a range of parcel sizes, but with generally low density and some clustering of parcels. The residential density in this zoning district may range from 0 to 3.25 units per acre; the top of the development range equals 2.6 units per acre; and the top of the bonus range equals 3.25 units per acre. The maximum density is one dwelling per lot.
- **RM (Residential Medium Density) District**—The RM zoning district is intended to provide for a suburban single-family residential environment with a range of parcel sizes and some clustering of parcels. Density may range from 0 to 5 units per acre; the top of the development range equals 3.7 units per acre; and the top of the bonus range equals 5 units per acre. The maximum density is one dwelling per lot.
- **RMod (Residential Moderate Density) District**—The RMod zoning district is intended to provide for moderate density detached single-family or multi-family dwellings. Density in this zoning district may range from 3.26 to 10 units per acre; the top of the development range equals 7 units per acre; and the top of the bonus range equals 10 units per acre.
- **RH (Residential High Density) District**—The RH zoning district is intended for areas of more compact multi-family residential developments, such as townhouses, garden apartments, and other multiple-unit dwellings. The residential density may range from 5.1 to 18.75 units per acre; the top of the development range equals 15.0 units per acre; and the top of the bonus range equals 18.75 units per acre.
- **RVH (Residential Very High Density) District**—The RVH zoning district is intended to provide for areas of relatively high density, compact multi-family residential development near district or community shopping centers. The residential density in this zoning district may range from 10.1 to 50 units per acre; the top of the development range equals 25 units per acre; and the top of the bonus range equals 50 units per acre.
- **MH (Mobile Home) District**—The MH zoning district is intended to accommodate mobile home parks, to expand the range of housing opportunities available in the community. The residential density in this zoning district may range from 5.1 to 12 units per acre; the top of the development range equals 8 units per acre; and the top of the bonus range equals 12 units per acre.
- **W (Water Storage Facilities) District**—The W zoning district establishes areas within the City reserved for the location of water storage facilities and wireless telecommunications facilities on property owned by government agencies.
- **WP (Water Storage Facilities) District**—The WP zoning district establishes areas in the City reserved for the location of water storage tanks, on privately owned property, and properly situated for the placement and safe aesthetic operation of wireless telecommunications facilities on property containing water storage facilities with ownerships other than government agencies or utilities regulated by the Public Utilities Commission while minimizing impacts on the immediately natural environment.

### *Commercial and Industrial Zoning Districts*

- **CO (Commercial Office) District**—The CO zoning district is intended to provide areas for business and professional offices, related services, and other uses compatible with and especially sensitive to the surrounding land uses.
- **CN (Commercial Neighborhood) District**—The CN zoning district is intended to provide a limited range of products and services to the residents of the surrounding neighborhood. Restrictions may be placed on permitted uses, hours of operation, intensity of use, lighting, and delivery hours.
- **CR (Commercial Recreation) District**—The CR zoning district is intended to provide for the development of recreational, entertainment, and associated retail and service activities meant to serve primarily the needs of the local population.
- **CC (Civic Center) District**—The CC zoning district is intended to provide an area devoted primarily to public facilities and supportive commercial activities, and to encourage a concentration of these facilities in a centralized location.
- **CPD (Commercial Planned Development) District**—The CPD zoning district is intended to encourage the development of attractive, innovative, and efficient commercial sites containing a broad range of retail, office, and service commercial uses.
- **CI (Commercial Industrial) District**—The CI zoning district is intended to provide an area combining light industrial uses with commercial activities that are frequently incompatible with conventional retail or office areas.
- **RCC (Regional Commercial Center) District**—The RCC zoning district is intended to designate a site for an enclosed mall anchored by two or more major department stores with intervening specialty stores.
- **BP (Business Park) District**—The BP zoning district is intended to provide areas for quality industrial development, together with supportive and compatible, but not necessarily accessory retail, office, and commercial uses, in unique geographic areas. Development and performance standards for this zoning district will be developed on a case-by-case basis through a required Specific Plan to protect the unique qualities of these areas while still providing development opportunities.
- **LI (Light Industrial) District**—The LI zoning district is intended to provide areas for a variety of light manufacturing, service, technical research, and related business office uses, operating under performance standards which will result in very few outside impacts.
- **GI (General Industrial) District**—The GI zoning district is intended to provide areas for a broad range of manufacturing and quasi-industrial activities, while providing appropriate safeguards for adjoining industrial property, nearby non-industrial property, and the community in general.

### **Hillside Performance Standards**

The City's Hillside Performance Standards (HPS) have been adopted to implement the provisions of the General Plan that relate to the preservation of hillside areas, maintenance of open space, retention of scenic and recreational resources, and protection of the public health, safety, and welfare by regulating development in hillside areas.

The HPS utilize slope gradients to limit the amount of residential development on hillsides in an effort to protect the prominent viewshed and physical features in the City. The HPS allow for development of residential units in slope areas up to 20 percent. Above slopes of 20 percent, only certain improvements are allowed. These improvements include, but are not limited to, construction related to maintaining and improving soil stability, construction of public roadway improvements and drainage channels, and construction of public recreation facilities. Grading, drainage and design standards are also included within the Hillside Performance Standards to minimize the disruption of terrain and help development blend in with the natural contours of the hillsides.

The following slopes/densities are used to calculate the allowable number of dwelling units:<sup>6</sup>

<u>Slope</u>	<u>Density</u>
■ 0–10 percent slope	Underlying General Plan designation at the top of the development range or 7 units/acre, whichever is less
■ 10–15 percent slope	2 units per acre or the top of the Development Range, whichever is less
■ 15–20 percent	1 unit/4 acres
■ 20 percent or more	1 unit/40 acres

### **Redevelopment Project Areas**

The City of Simi Valley formed the Simi Valley Community Development Agency in 1974. The Agency was established to help to eliminate blighted conditions and thus ensure Simi Valley’s economic base would grow and remain healthy through the provision of new public improvements, commercial and industrial developments, and by providing affordable housing. Figure 4.10-6 (Redevelopment Areas) depicts the project area locations.

### ***Simi Valley Growth Management Plan***

The Simi Valley Growth Management Plan was adopted to ensure that growth does not exceed the population limits in the Ventura County Air Quality Management Plan. This plan is intended to achieve federal mandates to improve air quality as well as promote public health, welfare, and safety. More specifically, the plan was implemented to encourage orderly development within the City while reducing air pollution, protecting the unique hill-surrounded environment, and to promote affordable housing. A key feature of the Growth Management Plan is the allocation of building permits on an annual basis through a Residential Building Permit Allocation System. This is done through the issuance of “grants” for each residential project of four dwelling units or more.

The Residential Permit Allocation System is characterized into queues which give priority to permits for affordable housing as follows:

- Affordable Housing Queue: At least 30 percent of the adjusted available grants for projects that provide, on site, 25 percent of the dwelling units affordable to persons earning no more than 80 percent of the Area’s Median Income, as guaranteed by a City approved Affordable Housing

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<sup>6</sup> Two exceptions: (1) Housing projects for seniors; or (2) residential projects located on a parcel not visible from viewpoints from the valley floor and containing at least 25 percent of the units which are affordable for low income and very low income households which do not exceed a maximum density of 10 units per gross acre, including density bonus and density transfer.

Agreement. This reservation of grants is established as a separate individual queue and can accumulate up to 100 grants.

- Custom Lot Sales Tract/Infill Projects Queue: At least 10 percent of the adjusted available grants are set aside for approved custom lot sales tracts or infill projects.
- All Other Projects Queue: At least 40 percent of the adjusted available grants are set aside for all other projects that do not qualify for the Custom Lot Sales Tract/Infill Projects or Affordable Housing Queues.

Development Agreement Queue: At least 20 percent of the adjusted available grants are reserved for projects with development agreements. Development agreements for residential projects must meet three criteria: (1) reducing air quality impacts by satisfying all applicable Air Quality Criteria points within the Prioritization Criteria; (2) protecting the hillsides by constructing a park or trail system within the project area or dedication of a large open space area; and (3) providing for affordable housing by designating a minimum of 20 percent of the units affordable to low- and very low-income households, or contributing to an affordable housing fund.

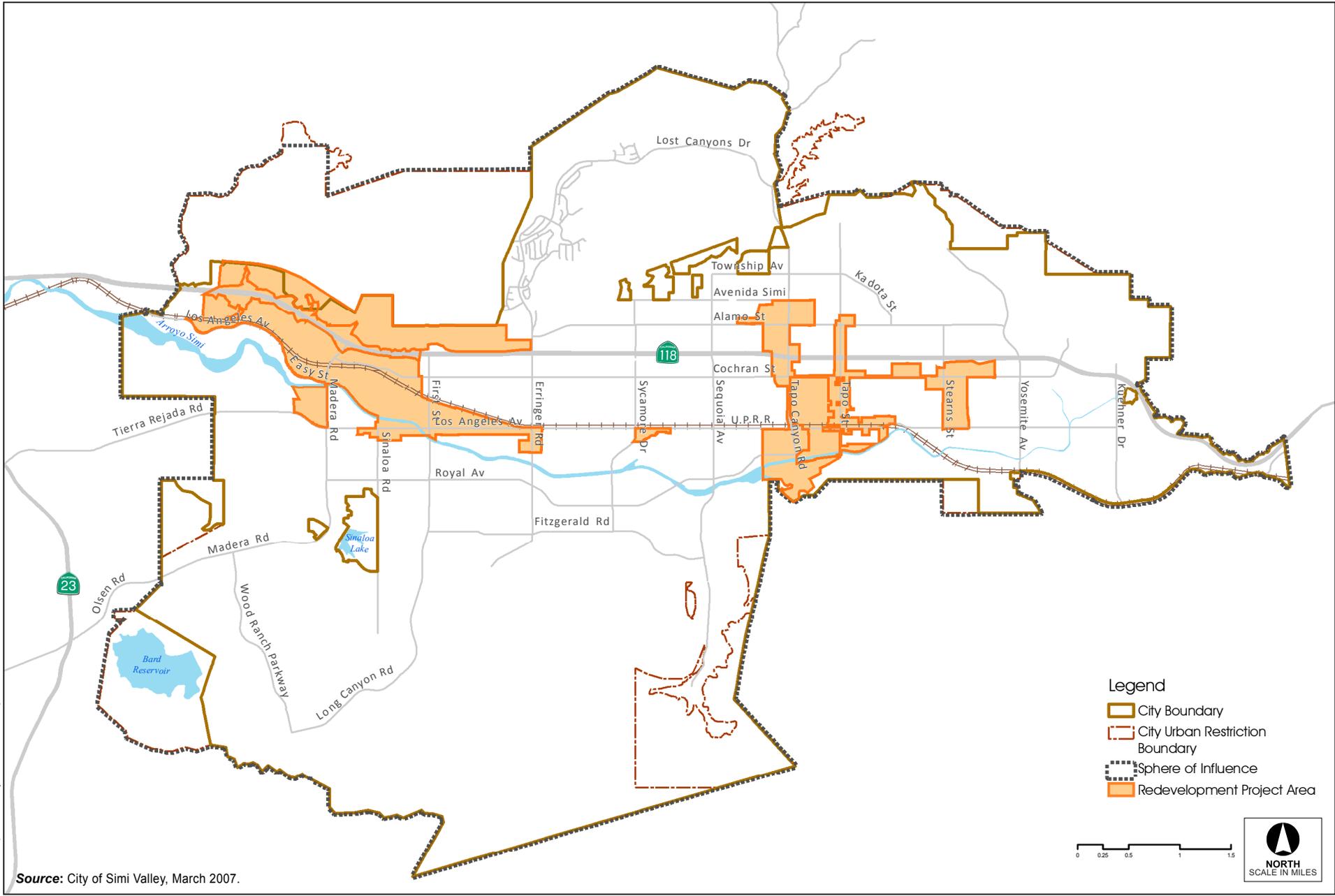
### ***Simi Valley General Plan Update (2011)***

The General Plan Update includes a comprehensive update of the goals and policies based on technical assessment and evaluation of land use, traffic, and fiscal data, and current information provided by City staff. The goals and policies in the General Plan Update have been crafted to assure that the Plan reflects the community's vision for its future growth and development and existing community conditions. The Draft Housing Element (2008–2014) has recently been completed and is pending City approval for submittal to the state for certification.

The Community Development Element consists of three sections: Land Use and Community Design, Economic Development, and Historic and Cultural Resources, which include updated goals and policies for land use, economic development, and historic and cultural resources. Consistent with state legislation, the community development policies guide development of Simi Valley's built environment through the year 2035. They provide a set of coordinated actions that direct how existing neighborhoods, commercial centers, business districts, and open spaces will be conserved and how growth and development within targeted areas will be managed to protect the qualities that distinguish the community. Implicitly, the land use policies serve as the framework for decisions regarding how the City will evolve and mature over the next 25 years as the General Plan is implemented.

The land use goals and policies within the Community Development Element provide for strategic growth and change that preserve existing neighborhoods and target new development to infill areas that are vacant or underutilized. New development will be scaled to complement adjoining land uses. Changes in policies focus on enhancing the quality of life with reduced need for automobile trips, increased walkability, connectivity among neighborhoods and community services and commercial areas, and the completion of cohesive and well-defined districts.

To accommodate and direct proposed growth, a new land use category, Mixed-Use, is being established to promote the development of a mixed-use environment where residents can live in close proximity to transit routes, commercial services, and employment centers. This category would include the retail and office uses permitted in the Commercial land use categories, as well as housing units on the same sites.



Source: City of Simi Valley, March 2007.

Figure 4.10-6  
Redevelopment Areas



A breakdown of the land use categories in the Simi Valley General Plan Update is provided in Table 4.10-6 (Existing, Proposed, and Net Difference in Land Uses). The Community Development chapter of the General Plan Update identifies and describes allowable land uses and development densities, details land use issues and objectives, and establishes criteria to guide land use and development decisions within the City. Figure 4.10-7 (General Plan Land Use Map) identifies the general locations and intensities of uses in conformance with the objectives of the General Plan Update.

For planning purposes, the Simi Valley General Plan Update Land Use Map designates six categories of land uses with subcategories included under each. These six categories include residential, commercial, mixed-use, industrial, public/semi-public, and regional institutions or facilities, as further described below.

#### 4.10.4 Project Impacts and Mitigation

##### ■ Analytic Method

The analysis in this section focuses on whether implementation of the General Plan Update would conflict with applicable land use plans and policies. Because conflict with applicable plans, policies, and regulations could occur as a result of policy changes or from physical development, this analysis considers all physical components (changes in functional land use or intensification) that could occur as a result of development under the General Plan Update as well as consistency of the proposed policies with these plans. Because policy changes would affect the entire Planning Area, the analysis considers the Planning Area as a whole. In addition, the analysis focuses on those applicable land use plan policies that were adopted for the purpose of avoiding or mitigating an environmental effect.

##### ■ Thresholds of Significance

The following thresholds of significance are based on Appendix G of the 2011 CEQA Guidelines. For the purposes of this EIR, implementation of the proposed project may result in a potentially significant impact if the proposed project would:

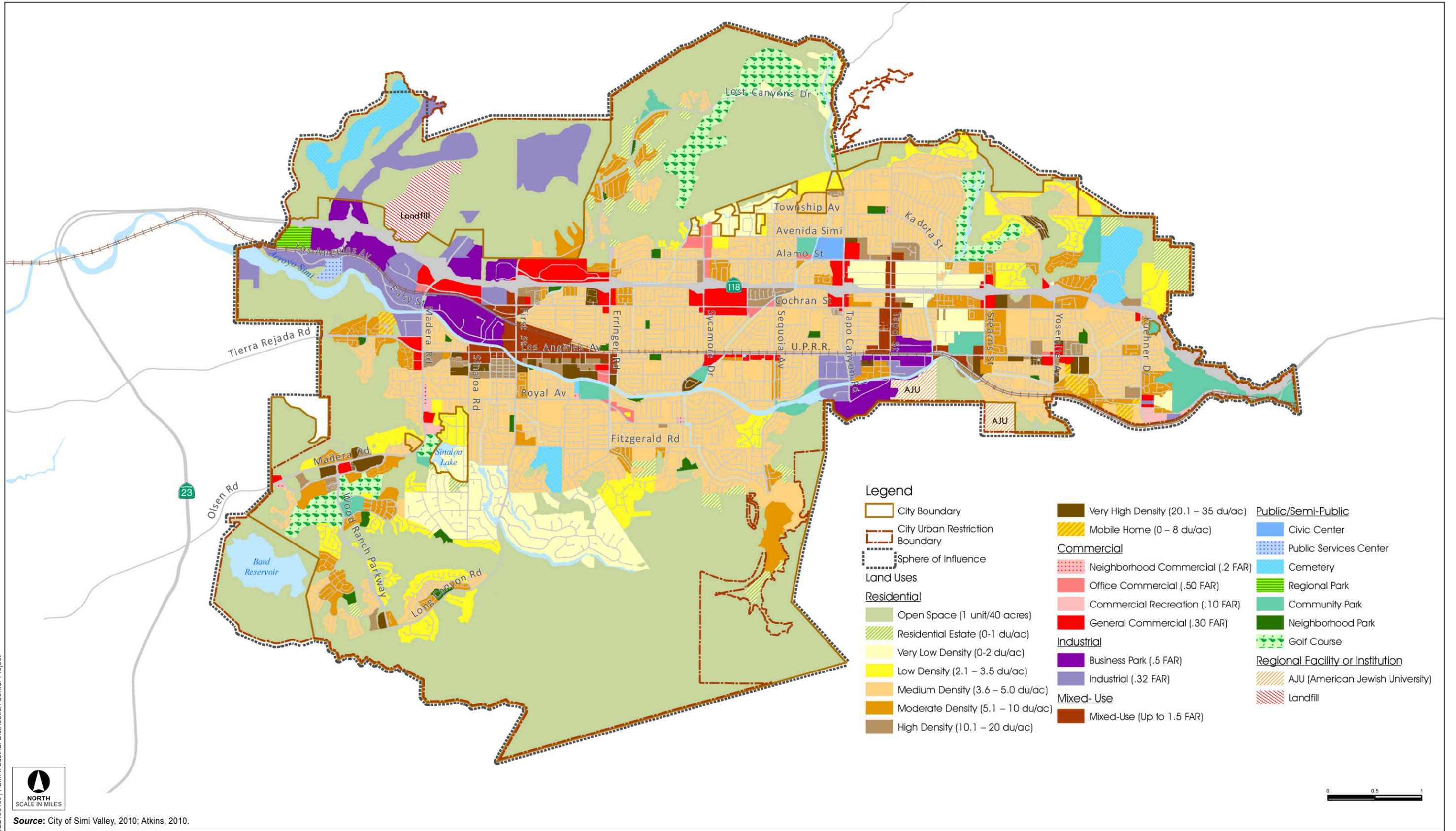
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect

##### ■ General Plan Policies that Mitigate Potential Impacts on Land Use and Planning

Policies and goals from the Community Development, Mobility and Infrastructure and Community Services Chapters that would mitigate potential impacts on land use include the following. All General Plan policies are followed by a set of numbers in parentheses. These numbers reference applicable measures that will be undertaken by the City to implement the policy.

**Table 4.10-6 Existing, Proposed, and Net Difference in Land Uses**

<i>Land Use Category</i>	<i>Unit</i>	<i>Existing</i>	<i>Proposed</i>	<i>Net Difference</i>
Estate/Very Low Residential	DU	1,997	3,884	1,887
Low Residential	DU	2,591	3,206	615
Medium/Moderate Residential	DU	28,587	30,951	2,364
High Residential	DU	4,602	5,413	811
Very High Residential	DU	3,917	5,316	1,399
Mobile Home	DU	649	530	(119)
Senior Housing	DU	1,140	1,383	243
Commercial Retail	KSF	1,685	3,916	2,231
Office/Business Park	KSF	903	5,743	4,840
Industrial	KSF	8,216	12,134	3,918
Govt. Office/Civic Center	KSF	302	364	62
Elem./Junior High School	Stu	15,979	15,787	(192)
High School	Stu	7,582	7,355	(227)
Post Office	KSF	44	23	(21)
Auto Dealer	KSF	247	522	275
Pre-School	Stu	1,976	2,227	251
Hotel/Motel	Room	673	1,066	393
Hospital	Bed	145	99	(46)
Church	KSF	746	576	(170)
Golf Course	Acre	862	1,135	273
Cemetery	Acre	182	375	0
Recreational Commercial	Acre	11	34	23
Landfill	Acre	229	230	1
Metrolink Station	Stat	1	2	1
Rocketdyne	Emp	523	523	0
American Jewish University	Emp	50	50	0
Neighborhood Commercial	KSF	0	0	0
General Commercial	KSF	2,704	221	(2,483)
District Comm.	KSF	3,727	25	(3,702)
Business Park	KSF	1,144	5,743	4,599
Ronald Reagan Presidential Library	KSF	153	153	0
Cultural Arts Center	Seat	220	200	(20)
Boys & Girls Club	KSF	24	25	1
Park	Acre	1,156	1,306	150
Mixed-Use Commercial	KSF	—	4,568	4,568
Mixed-Use Office	KSF	—	2,757	2,757
Mixed-Use Residential	DU	—	7,755	7,755



002133100 | Palm-Industrial Distribution Center Project



Source: City of Simi Valley, 2010; Atkins, 2010.



Figure 4.10-7  
General Plan Land Use Map



- Policy LU-1.1** **Building Intensity and Population Density.**<sup>7</sup> Accommodate the densities and intensities of land use development in accordance with the designations and standards of the Simi Valley Municipal Code. Development shall not exceed 58,438 housing units, 8,764,000 square feet of retail, 7,642,000 square feet of office uses, 5,743,000 square feet of business park uses, and 12,134,000 square feet of industrial uses. (*Imp A-1, A-2, LU-1, LU-3, LU-5, LU-10, LU-18*)
- Policy LU-1.2** **Development Location.** Limit development to lands within the Simi Valley City Urban Restriction Boundary (CURB), as shown in Figure LU-1, thereby protecting existing agriculture, open space, viewsheds, wildlife, and watersheds surrounding the City from development impacts and limiting urban sprawl. (*Imp A-1, A-2, LU-6, LU-10, LU-18*)
- Policy LU-1.3** **Development Priorities.** Prioritize future growth as infill and redevelopment of existing developed areas re-using and, where appropriate, intensifying development of vacant and underutilized properties within the CURB. Allow for growth on the immediate periphery of existing development in limited designated areas, where this is guided by standards to assure seamless integration and connectivity with adjoining areas and open spaces. The Growth Diagram below illustrates the locations in which new development will be permitted. (*Imp A-1, A-2, A-3, LU-6, LU-10, LU-18*)
- Policy LU-1.4** **Growth Management.** Manage growth to assure that it does not exceed the limits of Simi Valley's Measure C, adopted in 2004, by the annual allocation of residential building permits, with priorities for the development of affordable housing. (*Imp A-1, A-2, A-3, LU-5, LU-18*)
- Policy LU-1.5** **Development and Services Concurrency.** Work with applicable public entities and providers to assure that adequate public facilities are available at the time of occupancy. (*Imp A-1, A-2, A-3, LU-1, LU-2, LU-13, LU-18, ED-6, ED-8, M-1, NR-2*)
- Policy LU-1.6** **Fair Share Costs of Development.** Require new development to contribute its share of the cost of providing necessary public services and facilities through equitable fees and exactions. (*Imp A-1, A-2, A-3, LU-1, LU-14, LU-18, ED-6, ED-8, M-1, M-6*)
- Policy LU-1.7** **Annexation Coordination.** Coordinate with the County of Ventura, landowners, and pertinent service agencies to assure that development within the SOI complements and does not adversely compete with existing land uses in the City of Simi Valley. (*Imp A-1, A-2, A-3, LU-1, LU-13, LU-18*)
- Policy LU-1.8** **Consistency of Annexations with General Plan.** Ensure that annexations to the City are consistent with the overall goals and policies of the General Plan and do not adversely affect the City's fiscal viability, environmental resources, infrastructure, services, or quality of life. (*Imp A-1, A-2, A-3, LU-1, LU-2, LU-13, LU-17, LU-18, ED-7, NR-2*)

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<sup>7</sup> These limits represent the maximum development capacity analyzed in the General Plan Environmental Impact Report. Any development that exceeds these limits may be subject to additional environmental analysis.

- Policy LU-1.9 Complementary Land Uses.** Require that existing and future land uses in proposed annexation areas complement adjoining City uses and character. (*Imp A-1, A-2, LU-1, LU-17, LU-18*)
- Policy LU-2.1 Housing.** Provide opportunities for a full range of housing types, locations, and densities to address the community's fair share of regional housing needs and to provide market support to economically sustain commercial land uses in Simi Valley. The mix, density, size, and location of housing shall be determined based on the projected needs specified in the Housing Element, as amended periodically. (*Imp A-1, A-2, A-3, LU-1, LU-3, LU-4, LU-5, LU-10, LU-16, LU-18*)
- Policy LU-2.2 Retail Services.** Provide for, and encourage, the development of a broad range of uses in Simi Valley's commercial centers and corridors that reduce the need to travel to adjoining communities, and which subsequently capture a greater share of local spending. (*Imp A-1, A-2, A-3, LU-1, LU-3, LU-4, LU-16, LU-18, ED-9*)
- Policy LU-2.3 Employment Opportunities.** Provide for a broad spectrum of land uses that offer job opportunities for Simi Valley's residents, including commercial, office, industrial, and business parks. (*Imp A-1, A-2, A-3, LU-1, LU-3, LU-4, LU-15, LU-18, ED-9*)
- Policy LU-2.4 Visitor-Serving Uses.** Provide for visitor-serving commercial uses that respect and benefit from the presence of Simi Valley's natural setting and cultural resources, including the Ronald Reagan Presidential Library and Strathearn Historical Park. (*Imp A-1, A-2, A-3, LU-1, LU-3, LU-4, LU-18, ED-9*)
- Policy LU-2.5 Community Services.** Provide a diversity of uses and services supporting Simi Valley's residents such as facilities for civic governance and administration, public safety (police), seniors and youth, community gatherings, and comparable activities. Work with external agencies to encourage the provision of services and facilities not under the City's jurisdiction, such as public schools, parks and recreation, fire protection, and quasi-public infrastructure. (*Imp A-1, A-2, A-3, LU-1, LU-4, LU-13, LU-18*)
- Policy LU-3.1 Primary Contributor to Urban Form.** Locate and design development to respect Simi Valley's environmental setting, concentrating development on the valley floor and configuring development to respect hillside slopes, topographic contours, and drainage corridors, when located in hillside areas. Figure LU-2 (Environmental Setting) depicts the key environmental elements that shape the City. (*Imp A-1, A-2, LU-1, LU-2, LU-3, LU-4, LU-5, LU-7, LU-8, LU-11, LU-17, LU-18, NR-1, NR-2, NR-3*)
- Policy LU-3.2 Citywide Development Pattern.** Provide for an overall pattern of land uses that promotes efficient development; minimizes the impact of traffic congestion; reduces transportation distances, energy consumption, air pollution, and greenhouse gas emissions; ensures compatibility between uses; protects the natural hillsides, major watercourses, and trees; enhances community livability and public health; and sustains economic vitality. (*Imp A-1, A-2, LU-1, LU-2, LU-3, LU-4, LU-5, LU-6, LU-7, LU-8, LU-9, LU-10, LU-18, NR-1, NR-2, NR-3*)
- Policy LU-3.3 Connected Open Space Network.** Maintain and, where incomplete, develop a Citywide network of open spaces that is connected to and provides access for all

neighborhoods and districts incorporating greenbelts, drainage corridors, parklands, bicycle and pedestrian paths, equestrian trails, and natural open spaces and coordinate with other agencies, such as Rancho Simi Recreation and Park District and Santa Monica Mountains Conservancy. (*Imp A-1, A-2, A-3, LU-1, LU-4, LU-8, LU-10, LU-13, LU-18, M-13, NR-1*)

- Policy LU-3.4 Organization of Places.** Maintain a development pattern of distinct residential neighborhoods oriented around parks, schools, and community meeting facilities that are connected with neighborhood-serving businesses. Provide business park/employment uses in centers and along the freeway corridor to minimize traffic congestion. (*Imp A-1, A-2, LU-1, LU-3, LU-4, LU-15, LU-18*)
- Policy LU-3.5 Development Scale.** Encourage development on the valley floor to retain its low suburban profile. Limit structures taller than two stories to major commercial or industrial areas, mixed-use developments, or very high-density residential uses so as not to adversely impact the primary or daily activities of nearby residents. (*Imp A-1, A-2, LU-1, LU-3, LU-4, LU-11, LU-18*)
- Policy LU-3.6 Building Scale and Design.** Encourage the development of buildings whose scale and ground floor elevations and exterior spaces are designed to relate to and encourage pedestrian activity. (*Imp A-1, A-2, LU-1, LU-3, LU-9, LU-11, LU-16, LU-18*)
- Policy LU-3.7 Building Relationship to Public Places.** Require buildings in principal commercial and mixed-use districts to be oriented toward the public realm through such features as location, incorporation of windows, avoidance of blank walls, articulation of building elevations fronting sidewalks and public spaces, and location of parking to the rear, side, or underground, as appropriate while minimizing parking in front of buildings. Priority shall be placed on locating parking underground or in structures. (*Imp A-1, A-2, LU-1, LU-3, LU-4, LU-11, LU-16, LU-18*)
- Policy LU-3.8 Plans for Cohesive Development.** Encourage the use of specific plans for residential, commercial, industrial, and mixed-use developments to provide for the cohesive and integrated development of large areas, complex or multi-parcel sites, areas with multiple property owners, and/or in areas of particular importance to the community. (*Imp A-1, A-2, LU-4, LU-18*)
- Policy LU-4.1 Preservation of Natural Features.** Maintain significant natural landmarks, such as prominent ridgelines visible from the valley floor, and other natural scenic features in their natural state, to the extent feasible. (*Imp A-1, A-2, A-3, LU-1, LU-2, LU-3, LU-4, LU-7, LU-8, LU-11, LU-18, NR-1, NR-2, NR-3*)
- Policy LU-4.2 Incorporation of Natural Features.** Integrate natural scenic features, such as mature trees, rock outcroppings, watercourses, and views into project design, except where infeasible for public safety. (*Imp A-1, A-2, LU-1, LU-2, LU-3, LU-4, LU-7, LU-8, LU-11, LU-18, NR-1, NR-2, NR-3*)
- Policy LU-4.3 Open Space Character.** Locate and design structures and open space areas to assure that open space qualities of a development are generally apparent from adjoining areas. (*Imp A-1, A-2, LU-1, LU-2, LU-3, LU-3, LU-4, LU-7, LU-8, LU-11, LU-18, NR-1, NR-2, NR-3*)

- Policy LU-4.4 Hillside Development.** Locate and design development to maintain the existing visual character of the hillsides as a natural backdrop. (*Imp A-1, A-2, LU-1, LU-2, LU-3, LU-4, LU-7, LU-8, LU-11, LU-18, NR-1, NR-2, NR-3*)
- Policy LU-4.5 Hillside Grading.** Minimize terrain disruption and design grading using generally accepted principles of civil engineering with the objective to blend the project into the natural topography. (*Imp A-1, A-2, LU-1, LU-2, LU-3, LU-4, LU-7, LU-18, NR-2, NR-3*)
- Policy LU-4.6 Hillside Development Density.** Maintain land outside the valley floor having a slope of over 20 percent as permanent open space. Commercial and industrial development shall be limited to slopes of 10 percent or less, unless otherwise allowed under the Hillside Performance Standards of the Simi Valley Municipal Code or approved by a specific plan that justifies and provides appropriate design measures for the development of these areas, in which case development shall be limited to slopes of 20 percent or less. (*Imp A-1, A-2, LU-1, LU-2, LU-3, LU-7, LU-8, LU-18, NR-1, NR-2, NR-3*)
- Policy LU-4.7 Development Compatibility with Hillside Character.** Ensure the compatibility of proposed structures with the surrounding terrain in hillside areas by using varying setbacks, building heights, building forms, and other applicable features. (*Imp A-1, A-2, LU-1, LU-2, LU-3, LU-4, LU-7, LU-11, LU-18, NR-2, NR-3*)
- Policy LU-4.8 Architecture and Building Design.** Design buildings to be architecturally integrated into the terrain and blend with the natural environment. (*Imp A-1, A-2, LU-1, LU-2, LU-3, LU-4, LU-7, LU-11, LU-18, NR-2, NR-3*)
- Policy LU-4.9 Building Colors in Hillsides.** Use earth tones or subdued colors for development in hillside areas with bright hues used only as accents so they will complement the natural setting. (*Imp A-1, A-2, LU-1, LU-3, LU-7, LU-11, LU-18, NR-3*)
- Policy LU-4.10 Specific Plan Approval.** Require the approval of a specific plan for commercial and industrial development in hillside areas. (*Imp A-1, A-2, A-3, LU-4, LU-7, LU-18, NR-3*)
- Policy LU-5.1 Development Compatibility.** Locate and design development to assure compatibility among land uses, addressing such elements as building orientation and setbacks, buffering, visibility and privacy, automobile and truck access, impacts of noise and lighting, landscape quality, and aesthetics. (*Imp A-1, A-2, LU-1, LU-2, LU-3, LU-4, LU-11, LU-18, NR-2*)
- Policy LU-5.2 Development Transitions.** Incorporate transitions of development mass and building heights where districts with differing permitted densities and intensities are located adjacent to one another. (*Imp A-1, A-2, LU-1, LU-3, LU-4, LU-11, LU-18*)
- Policy LU-5.3 Residential Neighborhood Character.** Respect the scale and character of the land uses and architecture within the neighborhoods when considering new development and renovation of buildings in existing neighborhoods. (*Imp A-1, A-2, LU-1, LU-4, LU-11, LU-18*)

- Policy LU-5.4 Integration of Nonresidential Uses in Neighborhoods.** Buffer different land uses within a neighborhood from one another by walls, fences, and landscaped greenbelts. (*Imp A-1, A-2, LU-1, LU-3, LU-4, LU-11, LU-18*)
- Policy LU-5.5 Development Adjacent to Single-Story Buildings.** Locate single-story structures or extensive setbacks on the periphery of new development that is adjacent to existing single-story residential structures. (*Imp A-1, A-2, LU-1, LU-3, LU-11, LU-18*)
- Policy LU-5.6 Residential Privacy.** Respect the privacy of existing residents in the design of new development that abuts existing residential neighborhoods. (*Imp A-1, A-2, LU-1, LU-3, LU-18*)
- Policy LU-5.9 Freeway Compatibility.** Minimize the impacts of the noise, air pollution, and other noxious elements from the freeway and enhance the appearance of the freeway corridor through landscape, building design, and other elements for development located within the freeway corridor. (*Imp A-1, A-2, LU-1, LU-2, LU-3, LU-11, LU-18, NR-2*)
- Policy LU-5.12 Mineral Extraction/Landfill Activities.** Continue to monitor mineral extraction activities and sanitary landfill activities within the City's Area of Interest to ensure that such uses are compatible with and minimize impacts on adjoining uses. (*Imp A-1, A-2, LU-17, LU-18*)
- Policy LU-6.1 Scenic and Natural Areas.** Provide for the preservation of significant scenic areas and corridors, plant and animal habitat, riparian areas, and significant geologic features within the City. (*Imp A-1, A-2, A-3, LU-1, LU-2, LU-3, LU-4, LU-7, LU-8, LU-13, LU-18, NR-1, NR-2, NR-3*)
- Policy LU-8.1 Regulating Sustainable Development.** Implement the most current version of the California Green Building Standards Code with amendments and update periodically to reflect future amendments and require development projects, major renovations, and municipal structures to be consistent with these. (*Imp A-1, A-2, A-3, LU-1, LU-9, LU-18*)
- Policy LU-8.2 Sustainable Building Practices.** Promote sustainable building practices that utilize architectural design features, materials, interior fixtures and finishes, and construction techniques to reduce energy and water consumption, human exposure to toxic and chemical pollution, and disposal of waste materials. (*Imp A-1, A-2, LU-1, LU-9, LU-11, LU-18*)
- Policy LU-8.3 Existing Structure Reuse.** Encourage the retention, adaptive reuse, and renovation of existing buildings with "green" building technologies and standards. (*Imp A-1, A-2, LU-1, LU-9, LU-11, LU-18*)
- Policy LU-8.4 Sustainable Land Development Practices.** Promote land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and disposal of waste materials incorporating such techniques as:
- a. Concentration of uses and design of development to promote walking and use of public transit in lieu of the automobile
  - b. Capture and re-use of stormwater on-site for irrigation
  - c. Management of wastewater and use of recycled water

- d. Orientation of buildings to maximize opportunities for solar energy use, daylighting, and ventilation
- e. Use of landscapes that protect native soil, conserve water, provide for wildlife, reduce green waste, and reduce the risk of wildfires
- f. Use of permeable paving materials or reduction of paved surfaces
- g. Shading of surface parking, walkways, and plazas
- h. Recycling and/or salvaging for reuse of construction and demolition debris  
(*Imp A-1, A-2, LU-1, LU-2, LU-3, LU-4, LU-9, LU-10, LU-16, LU-18, NR-2*)

- Policy LU-8.5** **Revitalization of Obsolete and Underused Properties.** Encourage use of redevelopment tools such as tax increment financing, consolidation of small parcels, joint public-private partnerships, and land clearance and resale, to facilitate revitalization of underused and obsolete commercial and industrial properties. (*Imp A-1, A-2, LU-10, LU-13, LU-18, ED-2*)
- Policy LU-8.8** **Affordable Housing.** Target local funds to assist affordable housing developers in incorporating sustainable building and site design and features. (*Imp A-1, A-2, LU-9, LU-18*)
- Policy LU-8.9** **Green Buildings.** Require all new construction and/or retrofitting of structures to be built to an identified green building standard. (*Imp A-1, A-2, LU-3, LU-9, LU-18*)
- Policy LU-9.1** **Equitable Distribution of Uses and Amenities.** Strive to ensure that uses and amenities that foster livable and complete neighborhoods such as parks and community facilities are distributed equitably throughout the City. (*Imp A-1, A-2, A-3, LU-1, LU-2, LU-13, LU-18, NR-2*)
- Policy LU-9.2** **High-Impact Uses.** Avoid the concentration of uses and facilities required to support community activities, such as corporate yards, waste transfer sites, and electrical substations, in a manner that disproportionately affects a particular neighborhood or district to ensure that such uses do not result in an inequitable environmental burden being placed on any location or demographic group. (*Imp A-1, A-2, LU-1, LU-2, LU-13, LU-18, NR-2*)
- Policy LU-9.3** **Housing Type Distribution.** Promote an equitable distribution of housing types for all income groups throughout the City and promote mixed-income developments. (*Imp A-1, A-2, LU-1, LU-13, LU-18*)
- Policy LU-9.4** **Jobs-Housing Balance.** Encourage a balance between job type, the workforce, and housing development to reduce the negative impacts of long commutes and provide a range of employment opportunities for all residents. (*Imp A-1, A-2, A-3, LU-1, LU-4, LU-9, LU-18*)
- Policy LU-10.1** **Neighborhood Conservation.** Maintain the uses, densities, character, amenities, and quality of Simi Valley’s residential neighborhoods, recognizing their contribution to the City’s identity, economic value, and quality of life for residents. (*Imp A-1, A-2, A-3, LU-1, LU-10, LU-11, LU-12, LU-18*)
- Policy LU-10.2** **Housing Character and Design.** Locate and design new and renovated housing within existing single- and multi-family neighborhoods to maintain their distinguishing characteristics and qualities of the neighborhoods, including

prevailing lot sizes; building form, scale, massing, and relationship to street frontages; architectural design; landscape; property setbacks; and comparable elements. (*Imp A-1, A-2, LU-1, LU-3, LU-11, LU-18*)

- Policy LU-10.3 Senior Housing.** Provide senior housing that is accessible to commercial services, health and community facilities, and public transit. (*Imp A-1, A-2, LU-1, LU-3, LU-13, LU-18*)
- Policy LU-10.4 Complete Neighborhoods.** Maintain, improve, and, where necessary, expand parklands and community facilities to serve and provide easy access from Simi Valley’s neighborhoods. (*Imp A-1, A-2, A-3, LU-1, LU-4, LU-13, LU-18*)
- Policy LU-10.5 Walkable Neighborhoods.** Maintain sidewalks, parkways, street tree canopies, and landscaping throughout the residential neighborhoods to promote walking as an enjoyable and healthy activity and alternative to automobile use. (*Imp A-1, A-2, LU-1, LU-3, LU-4, LU-9, LU-11, LU-18, M-13*)
- Policy LU-10.6 Neighborhood Connectivity.** Maintain sidewalks or other means of pedestrian and bicycle connections to neighborhood commercial centers, parks, schools, work places, and other community activity centers. (*Imp A-1, A-2, LU-1, LU-3, LU-4, LU-11, LU-18, M-13*)
- Policy LU-10.7 Complete Streets.** Provide infrastructure consistent with the “Complete Streets” Program that accommodate multiple modes of transportation including the automobile, bicycle, pedestrian, and where appropriate, public transit. (*Imp A-1, A-2, A-3, LU-1, LU-3, LU-4, LU-11, LU-18, M-4, M-8, M-10*)
- Policy LU-13.1 Incompatible Uses.** Prohibit the development of uses that are incompatible with and physically divide neighborhoods. (*Imp A-1, A-2, LU-1, LU-3, LU-18*)
- Policy LU-13.4 Oil Facilities.** Prohibit the development of oil pumping, storage, and processing facilities and exclude the development of new residential uses in or near areas containing existing and permitted oil pumping, storage, and processing equipment until such facilities have been relocated or discontinued. (*Imp A-1, A-2, LU-3, LU-18*)
- Policy LU-13.5 Code Enforcement.** Preserve and enhance residential neighborhoods through enforcement of land use and property standards, ensuring that adjacent nonresidential uses are buffered from residences in harmonious and attractive ways. (*Imp A-1, A-2, LU-12, LU-18*)
- Policy LU-13.6 Housing Maintenance.** Maintain the City's housing stock as a high priority. (*Imp A-1, A-2, LU-3, LU-11, LU-12, LU-18*)
- Policy LU-14.2 Second Units.** Allow second units in single-family residential districts as required by state legislation. (*Imp A-1, A-2, LU-3, LU-5, LU-9, LU-10, LU-18*)
- Policy LU-15.2 Amenities.** Encourage new multi-family development to provide amenities for residents, such as on-site recreational facilities and community meeting spaces. (*Imp A-1, A-2, LU-1, LU-4, LU-11, LU-18*)
- Policy LU-15.3 Development Transitions.** Ensure sensitive transitions in building scale between buildings in multi-family residential areas and lower-scale buildings in

adjoining residential neighborhoods and commercial districts. (*Imp A-1, A-2, LU-1, LU-3, LU-4, LU-11, LU-18*)

- Policy LU-16.1 Home Occupations.** Accommodate home occupation uses in residential neighborhoods provided that they have no significant traffic, parking, delivery, or other impacts associated with the business activity on the neighborhood. (*Imp A-1, A-2, LU-2, LU-3, LU-12, LU-18, NR-2*)
- Policy LU-16.2 Daycare Centers.** Maintain regulations for large-family daycare facilities (as defined by the State of California) and childcare centers to minimize impacts on residential neighborhoods, to the extent permitted by state law. (*Imp A-1, A-2, LU-2, LU-3, LU-13, LU-18, NR-2*)
- Policy LU-16.3 Religious Institutions.** Regulate the location and use of religious institutions in and adjoining residential neighborhoods to prevent significant traffic, parking, noise, and other impacts. (*Imp A-1, A-2, LU-2, LU-3, LU-18, NR-2*)
- Policy LU-17.1 Diversity of Uses.** Provide for, and encourage the development of, a broad range of uses in Simi Valley's commercial centers and corridors that reduce the need to travel to adjoining communities, and capture a greater share of local spending. (*Imp A-1, A-2, LU-1, LU-3, LU-4, LU-9, LU-18*)
- Policy LU-17.2 Economic Vitality.** Promote the development of commercial centers that provide a strong fiscal base for the City. (*Imp A-1, A-2, A-3, LU-1, LU-3, LU-18*)
- Policy LU-17.3 Revitalization.** Promote the redevelopment of older commercial areas, allowing upgrades with exceptions from current Development Code standards as deemed necessary to achieve an economically feasible project that benefits the community, as long as all health and safety requirements are met. (*Imp A-1, A-2, A-3, LU-1, LU-3, LU-4, LU-18*)
- Policy LU-18.5 Connectivity to Neighborhoods.** Link commercial districts to adjoining residential neighborhoods and other districts, where appropriate, by well-designed and attractive pedestrian sidewalks and corridors. (*Imp A-1, A-2, LU-1, LU-4, LU-9, LU-11, LU-18, M-8, M-13*)
- Policy LU-18.6 Bicycle Facilities.** Encourage developers of commercial centers to incorporate facilities that promote customer and employee access by bicycles, such as secured storage, and showers and lockers for employees. (*Imp A-1, A-2, LU-1, LU-4, LU-9, LU-18*)
- Policy LU-19.1 Land Use Mix.** Allow for mixed-use districts that integrate housing with retail, office, entertainment, and public uses where the housing may be developed on the upper floors of multi-use buildings or located in stand-alone buildings on the project site. (*Imp A-1, A-2, LU-3, LU-4, LU-9, LU-16, LU-18*)
- Policy LU-19.4 On-Site Amenities.** Incorporate recreational areas and other pedestrian-scale amenities in mixed-use projects, such as benches, fountains, and landscaping, to support residents or contribute to their development within proximity of the project. (*Imp A-1, A-2, LU-1, LU-3, LU-4, LU-11, LU-16, LU-18*)
- Policy LU-19.6 Compatibility of Residential and Nonresidential Uses.** Design buildings that integrate housing with nonresidential uses to assure compatibility among uses and public safety, including separate accesses, fire suppression barriers, secured

resident parking, noise insulation, and other similar elements. (*Imp A-1, A-2, LU-1, LU-3, LU-4, LU-11, LU-16, LU-18, S-6, N-1*)

- Policy LU-20.1 Diversity of Uses.** Provide for a variety of office, industrial, and research and development uses that offer job opportunities for Simi Valley’s residents. (*Imp A-1, A-2, LU-3, LU-15, LU-18*)
- Policy LU-20.2 Supporting Uses.** Encourage the integration of compatible uses in business park and industrial districts that serve the needs of employees and reduce their need to travel off-site during the workday, including such uses as financial services, business services, restaurants, and health clubs. (*Imp A-1, A-2, LU-1, LU-3, LU-15, LU-18*)
- Policy LU-20.3 Location.** Locate industrial and business park areas near major transportation routes such as freeways, railways, or arterials to reduce traffic on residential streets while providing efficient transportation of supplies and workers. (*Imp A-1, A-2, LU-3, LU-4, LU-15, LU-18*)
- Policy LU-20.4 Childcare Facilities.** Encourage major business park and industrial development projects to incorporate childcare facilities on site. (*Imp A-1, A-2, LU-1, LU-3, LU-15, LU-18*)
- Policy LU-20.5 Bicycle Facilities.** Encourage major business park and industrial projects to incorporate facilities that promote employee access by bicycles such as secured storage, showers, and lockers. (*Imp A-1, A-2, LU-1, LU-3, LU-9, LU-15, LU-18*)
- Policy LU-21.1 Adequate Community-Supporting Uses.** Seek to ensure that adequate public and private community-supportive facilities and services, such as schools, parks, and public gathering places, are located throughout the City. (*Imp A-1, A-2, LU-1, LU-3, LU-4, LU-13, LU-18*)
- Policy LU-21.2 Location.** Locate community service facilities in consideration of public safety, efficiency of service, and cost. (*Imp A-1, A-2, LU-1, LU-3, LU-4, LU-13, LU-18*)
- Policy LU-21.3 Co-Location of Community Facilities.** Promote the co-location of parks, schools, libraries, health services, recreation facilities, and other community facilities to support resident needs and leverage limited resources. (*Imp A-1, A-2, LU-9, LU-13, LU-18*)
- Policy LU-21.4 Coordination with Non-City Public Service Providers.** Coordinate, partner with, and encourage school and utility districts and other government and independent agencies that may be exempt from City land use control and approval to plan and improve their properties and design improvements to achieve a high level of visual and architectural quality that maintains the character of the neighborhood or district in which they are located. (*Imp A-1, A-2, LU-13, LU-18*)
- Policy LU-21.5 School Parking and Access.** Work with schools to ensure that parking and student drop-offs are located to minimize impacts on adjoining residential neighborhoods. (*Imp A-1, A-2, LU-13, LU-18, M-14*)
- Policy LU-21.6 Care Facilities.** Encourage the development of senior daycare facilities, assisted living facilities, hospice, child care, and other care facilities in areas where they can be located, designed, and managed to assure compatibility with and the safety of

adjoining uses and in accordance with state legislation. (*Imp A-1, A-2, LU-1, LU-3, LU-13, LU-18*)

- Policy LU-21.7 Assembly Facilities.** Encourage and support the development of assembly facilities for social, cultural, educational, and religious organizations in locations where they can be located, designed, and managed to assure compatibility with and the safety of adjoining uses. (*Imp A-1, A-2, LU-1, LU-3, LU-13, LU-18*)
- Policy LU-21.8 Parks and Open Spaces.** Seek to expand the City’s parklands, greenways, and open spaces as land becomes available and coordinate with other agencies, such as Rancho Simi Recreation and Park District and Santa Monica Mountains Conservancy. (*Imp A-1, A-2, LU-3, LU-8, LU-13, LU-18, NR-1*)
- Policy LU-22.2 Agricultural Uses.** Require that agricultural land uses devoted to the growing of crops be located and managed to ensure compatibility with adjacent land uses. Agricultural land uses devoted to the raising or maintaining of livestock should be buffered from urbanized areas. (*Imp A-1, A-2, LU-1, LU-3, LU-6, LU-17, LU-18*)
- Policy LU-23.1 Mixed-Use Development.** Encourage the improvement and higher economic use of properties along the Tapo Street corridor as a series of distinct centers and nodes containing a mix of retail, office, and residential uses, as follows:<sup>8</sup>
- a. Area A
    - > Vertical mixed-use development, with commercial on the ground floor and residential on the upper floors
    - > General Commercial
    - > Office Commercial
    - > Very High Density Residential
  - b. Area B
    - > Mixed-use Office and Residential uses
    - > Office Commercial
    - > Very High Density Residential
  - c. Area C
    - > Two- and three-story vertical mixed-use, with retail commercial on the ground floor and residential on the upper floors
    - > General Commercial
  - d. Area D
    - > Three-story vertical mixed-use commercial and residential
    - > Retail Commercial
    - > Office Commercial
    - > Very High Density Residential uses (*Imp A-1, A-2, LU-1, LU-3, LU-4, LU-9, LU-10, LU-16, LU-18*)

<sup>8</sup> Any land use listed for each subarea may be developed within that area. Refer to Land Use Element, Section 5 (Land Use Designations) for description of land use categories and permitted development densities (units per acre) and floor area ratio (FAR) for each specified land use category.

- Policy LU-23.2 Business Park Node.** Promote the infill and enhancement of properties in Area E, south of Los Angeles Avenue, for business park and supporting uses, as the southern anchor of the Tapo Street corridor. (*Imp A-1, A-2, LU-3, LU-15, LU-18*)
- Policy LU-23.3 Mixed-Use Village.** Promote the redevelopment of underutilized commercial properties east of Tapo Street in Area D as a pedestrian-oriented, mixed-use “village environment,” where buildings are clustered along and front sidewalks, plazas, and open spaces. (*Imp A-1, A-2, LU-3, LU-4, LU-9, LU-16, LU-18*)
- Policy LU-24.1 Mixed-Use Development.** Encourage the improvement and higher economic use of properties along the Los Angeles Avenue and First Street corridors as a series of distinct centers and nodes containing a mix of retail, office, business park, and residential uses, as follows:
- a. Area A
    - Three or more stories mixed-use buildings, with ground floor retail and/or office uses and residential on the upper floors
    - General Commercial
    - Very High Density Residential
  - b. Area B
    - Vertical Mixed-use developments to include housing, commercial, and entertainment uses
    - General Commercial
    - Very High Density Residential
  - c. Area C
    - Mixed-use development with commercial on the ground floor and residential on the upper floors
    - General Commercial
    - Commercial Office uses of two-three stories
    - Very High Density Residential (*Imp A-1, A-2, LU-1, LU-3, LU-4, LU-10, LU-16, LU-18*)
- Policy LU-24.2 Transit-Oriented Development.** Promote the development of a new Metrolink transit station to serve the western portion of Simi Valley and intensify development within its proximity to foster transit use and reduce automobile trips, energy consumption, air pollution, and greenhouse gas emissions. Incorporate retail uses in the ground floor of street-facing elevations of parking structures developed to serve transit riders and or office uses that are designed for continuity with development on adjoining parcels. (*Imp A-1, A-2, A-3, LU-3, LU-9, LU-10, LU-16, LU-18, ED-9, M-15*)
- Policy LU-24.3 Mountain Gate Mixed-Use Village.** Promote the redevelopment of the Mountain Gate commercial center as a pedestrian-oriented mixed-use “village environment,” where buildings are clustered along and front sidewalks, plazas, and open spaces, capitalizing on the development of a Metrolink station. (*Imp A-1, A-2, LU-3, LU-4, LU-9, LU-10, LU-16, LU-18, ED-1, ED-9*)
- Policy LU-24.6 Planned Development.** Develop a master or specific plan to guide development of the Los Angeles Avenue and First Street corridors as a distinct and cohesive

district that integrates a diversity of uses, promotes architectural consistency, and provides for unifying streetscape amenities and improvements. (*Imp A-1, A-2, LU-4, LU-18*)

- Policy LU-25.1 Uses and Connectivity.** Accommodate High Density and Very High Density Residential development projects in this area to be connected by sidewalks, crosswalks, and bikeways to mixed-use development along and north of Los Angeles Avenue and the Arroyo Simi. (*Imp A-1, A-2, LU-3, LU-4, LU-9, LU-10, LU-11, LU-14, LU-18*)
- Policy LU-25.3 Lot Consolidation Incentives.** Provide incentives for the merging of lots to allow for more cohesive, better-designed projects. (*Imp A-1, A-2, LU-3, LU-10, LU-18, ED-1*)
- Policy LU-27.1 Office and Business Park Uses.** Promote the development of vacant and underutilized properties for office and business park uses that provide job opportunities for Simi Valley’s residents, while capitalizing on its proximity to a potential Metrolink transit station. Consider locating the highest densities within walking distance of the transit station. (*Imp A-1, A-2, LU-3, LU-10, LU-15, LU-18, ED-9*)
- Policy LU-27.2 Lot Consolidation Incentives.** Include incentives that result in the merging of lots to allow for more cohesive, better designed projects. (*Imp A-1, A-2, LU-3, LU-10, LU-15, LU-18*)
- Policy LU-27.3 Connectivity to Transit.** Promote the development of sidewalks and bikeways connecting and providing direct access between the business park and a potential Metrolink transit station serving the western portion of Simi Valley. (*Imp A-1, A-2, LU-1, LU-3, LU-9, LU-14, LU-18*)
- Policy LU-28.1 High Density Residential Corridors.** Accommodate the development of High Density Residential uses, up to three stories in height, between California Avenue and Pacific Avenue, in Area A. (*Imp A-1, A-2, LU-3, LU-9, LU-10, LU-18*)
- Policy LU-28.2 Specific Plan.** Prepare a specific plan that guides development in Area B as a distinct and cohesive neighborhood reflecting Simi Valley’s history. The plan should define incentives for lot consolidation, provide for unifying streetscape amenities and improvements (e.g., trees, signage, sidewalk and crosswalk paving, pedestrian-oriented lighting, and other), and guide development of a mix of housing types, including Medium, Moderate, and High Density Residential uses. (*Imp A-1, A-2, LU-4, LU-18*)
- Policy LU-28.3 Compatibility with Single-Family Residential Uses.** Incorporate adequate buffers and transitions between higher density residential uses and existing single-family residential uses for new development. (*Imp A-1, A-2, LU-3, LU-4, LU-18*)
- Policy LU-29.1 Specific Plan.** Prepare a specific plan to promote the development of a boutique or resort hotel, with restaurants, gift shops, and conference/community event facilities to support the adjoining Ronald Reagan Presidential Library. (*Imp A-1, A-2, LU-4, LU-18, ED-3*)
- Policy LU-30.1 Business Park Enhancement.** Promote the infill and enhancement of properties in Area A for business park development with improved pedestrian

access to support the adjacent transit oriented development area. (*Imp A-1, A-2, LU-3, LU-15, LU-18*)

- Policy LU-30.2 Mixed-Use Development and Transit-Oriented Uses.** Promote the development of a mix of business park, commercial, and multi-family residential uses in proximity to the Metrolink Station. Accommodate mixed-use projects in any of the following areas:
- a. Area B
    - Vertical mixed-use with residential located above ground floor retail or office uses
    - General Commercial
  - b. Area C
    - Vertical mixed-use with residential located above ground floor retail or office uses
    - General Commercial
    - Commercial Office (*Imp A-1, A-2, LU-3, LU-4, LU-9, LU-10, LU-16, LU-18*)
- Policy LU-30.3 Transit Village.** Locate and design development adjacent to the Metrolink station in Area C to create a cohesive and distinctly identifiable transit village. Parking should be accommodated in a structure. (*Imp A-1, A-2, LU-1, LU-3, LU-4, LU-9, LU-11, LU-16, LU-18*)
- Policy LU-30.5 Very High Density Residential Development.** Promote the development of Very High Density Residential uses in Area D to support the adjacent transit-oriented development area and assist in the City’s efforts to achieve its regional fair share housing allocation. (*Imp A-1, A-2, LU-3, LU-9, LU-10, LU-18*)
- Policy LU-31.1 Medical-Related Uses.** Promote the development of offices, commercial services, care facilities, and other uses that are related to and support the activities of the Simi Valley Hospital. (*Imp A-1, A-2, LU-3, LU-9, LU-10, LU-18, ED-9*)
- Policy LU-31.2 Overlay Zone.** Adopt a Hospital Overlay Zone that guides development of the Simi Valley Hospital/Sycamore Drive corridor as a distinct and cohesive district. (*Imp A-1, A-2, LU-4, LU-18*)
- Policy LU-32.1 Consistency Guidelines.** Require that new development proposals be consistent with General Plan policies, land use designations, and zoning as shown in Table LU-2 (General Plan/Zoning Consistency Matrix) and Table LU-2 (Zoning Districts). A development proposal shall be determined consistent with the General Plan if it meets applicable policies of the General Plan to the greatest extent possible, and complies with the following criteria and principles:
- Applicable Policies—A development proposal is consistent with the General Plan if it meets all applicable policies of the General Plan, to the maximum extent possible.
  - Land Uses—A development proposal is consistent with the General Plan if the existing or proposed land uses are the same as, or consistent with, those identified for the land use designation.

- **Number of Units**—For residential development proposals, the existing or proposed number of units per gross acre must fall within the range of units allowed for that land use designation or the next lower one in order to be determined to be consistent with the General Plan.
- **Proportion of Land Uses**—If a development proposal includes parcels with multiple land use designations, some flexibility is allowed in the arrangement of those uses within the total project area; however, the proposed land uses must be in the same proportion as those identified on the land use map in order to determine that the development proposal is consistent with the General Plan.
- **HPS Designation**—In some cases, land designated on the Land Use Map, as Open Space, Low Density Residential, or another designation, may not meet the criteria for that designation per the Hillside Performance Standards, based on actual topography. In such cases, the predominant land use for adjacent properties may be considered for that property, which will be determined to be consistent with the General Plan.
- **Parcels Less Than 1 Acre**—A parcel of 1 acre or less may have a different zone than what is allowed by the General Plan land use designation if the following criteria are met: (a) the proposed use is consistent with the policies of the General Plan, and (b) the proposed use is consistent with the parcel size, zoning, and uses of adjacent properties. (*Imp A-1, A-2, LU-1, LU-2, LU-18, NR-2*)

- Policy M-1.1 Comprehensive Mobility System.** Establish a diverse transportation system that provides mobility options for the community, including adequate roads, transit service, bike paths, pedestrian walkways, and commuter rail services. (*Imp A-1, A-2, LU-18, M-1*)
- Policy M-1.2 Integrated Multi-Modal System.** Provide an integrated transportation system that supports the land use plan set forth in the Land Use Element. (*Imp A-1, A-2, LU-18, M-1, M-8, M-10, M-13, M-15*)
- Policy M-1.4 Roadway Design Elements.** Incorporate, where practical, complete streets design elements into projects including sidewalks and other measures to improve pedestrian safety, median and intersection curbing treatments, better bus stop placement, traffic-calming measures, bicycle accommodations, and treatments for disabled travelers to improve safety. (*Imp A-1, A-2, LU-18, M-2, M-4, M-8, M-10, M-13, M-15*)
- Policy M-1.7 Regional Funding.** Work with the Ventura County Transportation Commission (VCTC) to increase the share of regional funding for pedestrian, bicycle, transit, and transportation systems management projects. (*Imp A-1, A-2, LU-18, M-7*)
- Policy M-2.2 Integration of Transportation Systems with the Region.** Maintain a working relationship with regional and surrounding local agencies, to implement systems that serve the needs of regional travelers in a way that minimizes impacts on Simi Valley’s local street network. (*Imp A-1, A-2, LU-18, M-12*)

- Policy M-2.3**      **Regional Consistency.** Maintain consistency between the City of Simi Valley Master Plan of Streets and the Ventura County Regional Roadway Network. *(Imp A-1, A-2, LU-18, M-12)*
- Policy M-2.4**      **Regional Traffic Mitigation.** Participate in programs (Congestion Management Program, Growth Management Program, etc.) to reduce regional traffic congestion. *(Imp A-1, A-2, LU-18, M-12)*
- Policy M-2.5**      **Intersection Improvements.** Work collaboratively with regional agencies to help improve the capacity at intersections in the City that connect to regional facilities to improve traffic flows along major roadways. *(Imp A-1, A-2, LU-18, M-1, M-12)*
- Policy M-3.6**      **Protection of Rights-of-Way.** Protect future and existing rights-of-way for designated future streets and highways to the extent possible. *(Imp A-1, A-2, LU-3, LU-18, M-2, M-4)*
- Policy M-5.1**      **Traffic Control Design.** Design traffic control measures to ensure City streets and roads function with safety and efficiency, including separate left- or right-turn lanes to improve safety and alleviate traffic congestion or excessive delays. *(Imp A-1, A-2, LU-18, M-5)*
- Policy M-5.2**      **Monitor Traffic Conditions.** Monitor traffic conditions and optimize traffic signal operations and coordination on an ongoing basis. *(Imp A-1, A-2, LU-18, M-5)*
- Policy M-5.3**      **Advanced Signal Technology.** Implement advanced signal and intersection technologies that improve traffic flow and optimize traffic signal timing and coordination to reduce travel time and delay along major corridors. *(Imp A-1, A-2, LU-18, M-5)*
- Policy M-6.1**      **Current Traffic Data.** Monitor traffic conditions on an ongoing basis as necessary to comply with the City’s Congestion Management Program. *(Imp A-1, A-2, A-3, LU-18, M-5)*
- Policy M-6.2**      **Roadway Maintenance.** Carry out roadway maintenance programs that inspect, repair, and rehabilitate pavement surfaces in order to preserve the quality of City streets and thoroughfares. *(Imp A-1, A-2, LU-18, M-1)*
- Policy M-6.4**      **Railroad Grade Crossings.** Encourage the railroad entities to continue to improve their railroad grade crossing surfaces and safety devices to minimize crossing delay and street maintenance. *(Imp A-1, A-2, LU-18, M-12)*
- Policy M-7.1**      **Intelligent Transportation Systems (ITS) Program and Implementation.** Create and implement ITS programs and infrastructure improvements that will reduce peak-hour traffic volumes and prioritizes needs. Implement ITS measures to achieve cost-effective improvements in transportation system performance and operations. *(Imp A-1, A-2, LU-18, M-1, M-5)*
- Policy M-7.4**      **Real-Time Travel.** Work with Caltrans and transit providers to provide real-time travel and parking availability information for transportation system conditions and make the information available to users and operators. *(Imp A-1, A-2, LU-18, M-12)*

- Policy M-7.5**      **Coordination with Adjacent Jurisdictions.** Coordinate operations with adjacent jurisdictions to enhance the efficiency of inter-jurisdictional roadway system operations and to encourage reciprocal bus passes for adjacent jurisdictions. (*Imp A-1, A-2, LU-18, M-12*)
- Policy M-8.1**      **Existing Streets.** Improve existing roads within the City as discretionary development creates the need. Provide additional roads as needed to complement the General Plan network, and maintain all such roads so that they are safe and functioning at an acceptable LOS. (*Imp A-1, A-2, LU-1, LU-18, M-1, M-2*)
- Policy M-8.4**      **Accommodate Alternative Modes.** Condition discretionary development to minimize traffic impacts by incorporating sidewalks and bicycle pathways, bicycle racks and lockers, ridesharing programs, transit improvements (bus turnouts, shelters, benches), transportation demand measures, and/or transit subsidies for employees or residents of the proposed development. (*Imp A-1, A-2, LU-1, LU-18, M-2*)
- Policy M-8.5**      **Coordinate Improvements.** Coordinate project phasing with the construction of on-site and off-site circulation improvements to maintain optimum levels of traffic movement. (*Imp A-1, A-2, LU-1, LU-18, M-2*)
- Policy M-9.1**      **Neighborhood Transportation System.** New development that proposes or is required to construct street improvements shall develop a transportation network that provides for well-connected neighborhoods wherein local streets are designed to discourage through traffic, but that encourage residents to travel to schools, parks, commercial centers, etc. without driving. (*Imp A-1, A-2, LU-18, M-1, M-2, M-8, M-9, M-10, M-13, M-16*)
- Policy M-11.1**     **Transportation Demand Management (TDM).** Utilize and promote TDM measures to encourage and create incentives for the use of alternative travel modes, reduce vehicle miles traveled, disperse peak traffic, and better utilize the existing transportation infrastructure. (*Imp A-1, A-2, LU-18, M-9, M-11*)
- Policy M-11.2**     **Alternative Transportation Modes.** Promote and encourage the use of alternative transportation modes, such as ridesharing, carpools, van pools, public transit, bicycles, and walking; and provide facilities that support such alternative modes. (*Imp A-1, A-2, LU-18, M-9, M-11*)
- Policy M-12.1**     **Bicycle Master Plan.** Maintain and update the City's Bicycle Master Plan to determine desired improvements to the City's bicycle network and plan, including the Arroyo Simi Greenway, and prioritize improvements for orderly implementation coordinated with the capital improvement program. (*Imp A-1, A-2, LU-18, M-10*)
- Policy M-13.2**     **Transit Design.** Support a well-designed transit system to meet the mobility needs of residents and visitors including seniors, disabled, and transit-dependent persons. (*Imp A-1, A-2, LU-18, M-9, M-12, M-15*)
- Policy M-14.3**     **Streetscape Enhancements.** Update or prepare Design Guidelines that foster the enhancement of streets, sidewalks, and other public rights-of-way, including the Arroyo Simi Greenway, with amenities such as lighting, street trees, benches, plazas, public art, or other measures to encourage walking. (*Imp A-1, A-2, LU-18, M-13*)

- Policy M-14.10 Safe Routes to Schools.** Work with local school officials in the development, review, and implementation of a Safe Route to Schools Program that includes identification of design and operational elements along designated student routes to and from schools for both new development and existing areas in the City, including the Arroyo Simi Greenway. Incorporate these elements into the development and review of street, development, improvement, and maintenance plans in those areas. (*Imp A-1, A-2, LU-18, M-14*)
- Policy M-15.1 Accommodate Trucks.** Provide appropriately designed and maintained roadways to safely accommodate truck travel and minimize noise and vibration. (*Imp A-1, A-2, LU-18, M-1, M-4*)
- Policy M-15.3 Freight Service.** Continue to work with regional rail agencies to minimize noise and other impacts of freight rail service within Simi Valley. (*Imp A-1, A-2, LU-18, M-12*)
- Policy CS-1.8 Community Services and Volunteer Opportunities.** Work with public and non-profit agencies and service providers to publicize, promote, and coordinate volunteer opportunities for community services and programs. (*Imp A-1, A-2, LU-18, CS-1*)

## ■ Effects Not Found to Be Significant

No Effects Not Found to Be Significant have been identified with respect to land use/planning.

## ■ Less-Than-Significant Impacts

**Impact 4.10-1 Implementation of the General Plan Update would not result in a conflict with any applicable land use plan, policy, or regulation. This is a *less-than-significant* impact.**

Several regionally and locally adopted land use plans, policies, and regulations would be applicable to development under the General Plan Update. These include SCAG's 2008 Regional Transportation Plan (RTP), the 2004 Compass Blueprint Growth Visioning Principles, which are incorporated in SCAG's 2008 Regional Comprehensive Plan (RCP), and the Ventura County General Plan.

The SCAG regional plans cover Ventura County, which includes the City of Simi Valley, and five other counties in Southern California. The regional plans that require a consistency discussion in this section of the EIR are the RTP and the Compass Growth Visioning Principles, which are implemented by SCAG. A consistency analysis is provided in Table 4.10-7 (Regional Transportation Plan and Compass Growth Visioning Principles), which provides a discussion of the General Plan Update's consistency with both of these plans.

As discussed in Table 4.10-7, the General Plan Update would be consistent with policies in the RTP and the Compass Blueprint growth visioning principles. Therefore, implementation of the General Plan Update would not result in significant land use impacts due to conflict with applicable land use plans such as SCAG's.

**Table 4.10-7 SCAG Regional Transportation Plan and Growth Visioning Principles**

SCAG RTP Policies	Project Consistency	
REGIONAL TRANSPORTATION PLAN		
RTP Goal 1	Maximize mobility and accessibility for all people and goods in the region.	<p><b>Consistent:</b> The General Plan Update contains multiple policies that support the provision of a comprehensive multi-modal and interconnected transportation system, and the use of public transit as an alternative to automobile travel. Further, policies in the plan support the concept of “complete streets” that include all modes and users of all abilities. There are policies that require enhancement of bikeway linkages and pedestrian connections between residential areas and community facilities and services to maximize the use of alternative modes of travel. The updated Mobility Element supports the concept of “complete streets,” as well as identification of truck routes and freight service to move people and good in the community. The land use changes proposed in the updated plan enhances the mixed-use development options in areas accessible to transit and employment centers, thus enhancing accessibility to transit as well as jobs.</p> <p><u>General Plan Policies:</u> M-1.1 Comprehensive Mobility System; M-1.2 Integrated Multi-Modal System; M-1.3 Complete Streets; M-1.5 Capital Improvements Program; M-1.6 Fair Share Costs; M-1.7 Regional Funding; M-2.1 State Route 118 Expansion; M-2.2 Integration of Transportation Systems with the Region; M-2.3 Regional Consistency; M-2.4 Regional Traffic Mitigation; M-2.5 Intersection Improvements; M-4.1 Level of Service (LOS); M-5.1 Traffic Control Design; M-5.2 Monitor Traffic Conditions; M-5.3 Advanced Signal Technology; M-7.1 Intelligent Transportation System (ITS) Program and Implementation; M-7.4 Real-time Travel; M-7.5 Coordination with Adjacent Jurisdictions; M-8.4 Accommodate Alternative Modes; M-11.1 Transportation Demand Management; M-11.2 Alternative Transportation Modes, M-13.1 Transit; M-13.2 Transit Design; M-13.3 Transit Frequency; M-13.4 Transit Priority Measures; M-13.5 Transit Support Facilities; M-13.6 Multi-Modal Transit; M-13.7 Interconnected Transit System; M-13.8 Transit System Review and Interjurisdictional Cooperation; M-13.10 Transit Services for Special Needs Populations; M-13.11 Demand-Responsive Services; M-14.3 Pedestrian Network Cohesiveness; M-15.1 Truck Routes, M-15.3 Freight Services.</p>
RTP Goal 2	Ensure travel safety and reliability for all people and goods in the region.	<p><b>Consistent:</b> The General Plan Update includes goals, policies, and programs that support the creation of a comprehensive multi-modal transportation network that maximizes efficiency and safety for vehicles, transit users, bicyclists, and pedestrians. These policies include measures to enhance safety such as roadway design, traffic control design, advanced signal technology, improved grade crossings, and safe routes to school among others. In addition to safety, these measures also enhance the efficiency of the circulation system and reduce total vehicular miles traveled in the City.</p> <p><u>General Plan Policies:</u> M-1.3 Complete Streets, M-1.4 Roadway Design, M-5.1 Traffic Control Design, M-5.3 Advance Signal Technology, M-6.2 Roadway Maintenance; M-6.4 Railroad Grade Crossings, M-8.1 Existing Streets; M-8.7 Emergency Access; M-9.3 Design of Traffic Calming Devices; M-12.9 Bicycle and Pedestrian Safety; M-13.2 Safety; M-14.1 Pedestrian Safety; M-14.10 Safe Routes to School.</p>
RTP Goal 3	Preserve and ensure a sustainable regional transportation system.	<p><b>Consistent:</b> The General Plan Update includes policies and programs to work with adjacent jurisdictions and regional agencies to coordinate improvement projects that relieve regional congestion and to maintain consistency with the regional system, including improvements to the Ronald Reagan Freeway (SR-118) that traverses the City. Policies are also included to determining funding sources that will support a sustainable regional transportation system.</p> <p><u>General Plan Policies:</u> M-1.1 Comprehensive Mobility System; M-1.2 Integrated Multi-Modal System; M-1.3 Complete Streets; M-1.5 Capital Improvements Program; M-1.6 Fair Share Costs; M-1.7 Regional Funding; M-2.1 State Route 118 Expansion; M-2.2 Integration of Transportation Systems with the Region; M-2.3 Regional Consistency; M-2.4 Regional Traffic Mitigation; M-2.5 Intersection Improvements; M-4.1 Level of Service (LOS); M-5.1 Traffic Control Design; M-5.2 Monitor Traffic Conditions; M-5.3 Advanced Signal Technology; M-7.1 Intelligent Transportation System (ITS) Program and Implementation; M-7.4 Real-time Travel; M-7.5 Coordination with Adjacent Jurisdictions; M-8.4 Accommodate Alternative Modes; M-11.1 Transportation Demand Management; M-11.2 Alternative Transportation Modes, M-13.1 Transit; M-13.2 Transit Design; M-13.3 Transit Frequency; M-13.4 Transit Priority Measures; M-13.5 Transit Support Facilities; M-13.6 Multi-Modal Transit; M-13.7 Interconnected Transit System; M-13.8 Transit System Review and Interjurisdictional Cooperation; M-13.10 Transit Services for Special Needs Populations; M-13.11 Demand-Responsive Services; M-14.3 Pedestrian Network Cohesiveness; M-15.1 Truck Routes, M-15.3 Freight Services.</p>

Table 4.10-7 SCAG Regional Transportation Plan and Growth Visioning Principles

SCAG RTP Policies		Project Consistency
RTP Goal 4	Maximize the productivity of our transportation system.	<p><b>Consistent:</b> The General Plan Update goals and policies support the creation of a well-connected, productive transportation network that includes completion of the City's arterial roadway system, providing current traffic data to reduce congestion, and system improvements such as ongoing maintenance and improvements, coordination with adjacent jurisdictions, and coordination of system improvements with development. Further, the updated land use plan increases densities in transit-oriented villages to enhance transit ridership in these areas, or walking or bicycling for short trips.</p> <p><u>General Plan Policies:</u> M-1.1 Comprehensive Mobility System; M-1.2 Integrated Multi-Modal System; M-1.3 Complete Streets; M-1.5 Capital Improvements Program; M-1.6 Fair Share Costs; M-1.7 Regional Funding; M-2.1 State Route 118 Expansion; M-2.2 Integration of Transportation Systems with the Region; M-2.3 Regional Consistency; M-2.4 Regional Traffic Mitigation; M-2.5 Intersection Improvements; M-4.1 Level of Service (LOS); M-5.1 Traffic Control Design; M-5.2 Monitor Traffic Conditions; M-5.3 Advanced Signal Technology; M-7.1 Intelligent Transportation System (ITS) Program and Implementation; M-7.4 Real-time Travel; M-7.5 Coordination with Adjacent Jurisdictions; M-8.4 Accommodate Alternative Modes; M-11.1 Transportation Demand Management; M-11.2 Alternative Transportation Modes, M-13.1 Transit; M-13.2 Transit Design; M-13.3 Transit Frequency; M-13.4 Transit Priority Measures; M-13.5 Transit Support Facilities; M-13.6 Multi-Modal Transit; M-13.7 Interconnected Transit System; M-13.8 Transit System Review and Interjurisdictional Cooperation; M-13.10 Transit Services for Special Needs Populations; M-13.11 Demand-Responsive Services; M-14.3 Pedestrian Network Cohesiveness; M-15.1 Truck Routes, M-15.3 Freight Services.</p>
RTP Goal 5	Protect the environment, improve air quality, and promote energy efficiency.	<p><b>Consistent:</b> The General Plan Update incorporates policies aimed at relieving congestion, improving air quality and protecting the environment through implementation of a growth management plan consistent with the Ventura County AQMP, support for regional traffic mitigation and intersection improvements that reduce congestion in compliance with the Congestion Management Program, TDM strategies that reduce VMT, focusing new development in infill areas away from sensitive habitat and near existing uses, and supporting sustainable land development practices that promote energy efficiency.</p> <p><u>General Plan Policies:</u> M-1.1 Comprehensive Mobility System; M-1.2 Integrated Multi-Modal System; M-1.3 Complete Streets; M-1.5 Capital Improvements Program; M-1.6 Fair Share Costs; M-1.7 Regional Funding; M-2.1 State Route 118 Expansion; M-2.2 Integration of Transportation Systems with the Region; M-2.3 Regional Consistency; M-2.4 Regional Traffic Mitigation; M-2.5 Intersection Improvements; M-4.1 Level of Service (LOS); M-5.1 Traffic Control Design; M-5.2 Monitor Traffic Conditions; M-5.3 Advanced Signal Technology; M-7.1 Intelligent Transportation System (ITS) Program and Implementation; M-7.4 Real-time Travel; M-7.5 Coordination with Adjacent Jurisdictions; M-8.4 Accommodate Alternative Modes; M-11.1 Transportation Demand Management; M-11.2 Alternative Transportation Modes, M-13.1 Transit; M-13.2 Transit Design; M-13.3 Transit Frequency; M-13.4 Transit Priority Measures; M-13.5 Transit Support Facilities; M-13.6 Multi-Modal Transit; M-13.7 Interconnected Transit System; M-13.8 Transit System Review and Interjurisdictional Cooperation; M-13.10 Transit Services for Special Needs Populations; M-13.11 Demand-Responsive Services; M-14.3 Pedestrian Network Cohesiveness; M-15.1 Truck Routes, M-15.3 Freight Services.</p>
RTP Goal 6	Encourage land use and growth patterns that complement our transportation investments and improve the cost-effectiveness of expenditures.	<p><b>Consistent:</b> Growth and development under the General Plan Update would prioritize infill development and redevelopment, provide greater connectivity among existing development, and promote a development pattern that maximizes provision of community facilities and services to residents which minimizes the need for auto travel and minimizes costs of infrastructure. These policies promote efficient development patterns that enhance the use and efficiency of existing transportation systems and enhancements.</p> <p><u>General Plan Policies:</u> LU-1.2 Development Location; LU-1.3 Growth Management; LU-3.2 Citywide Development Pattern; LU-3.4 Organization of Places; M-1.1 Comprehensive Mobility System; M-1.2 Integrated Multi-Modal System; M-1.3 Complete Streets; M-1.5 Capital Improvements Program; M-1.6 Fair Share Costs; M-1.7 Regional Funding; LU-20.3 Location; LU-21.1 Adequate Community-Supporting Uses; LU-21.1 Location.</p>

**Table 4.10-7 SCAG Regional Transportation Plan and Growth Visioning Principles**

<i>SCAG RTP Policies</i>		<i>Project Consistency</i>
RTP Goal 7	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	<p><b>Consistent:</b> The General Plan Update incorporates goals and policies to maintain a safe, efficient, and coherent circulation system. Policies include improved system monitoring and coordination with regional agencies and adjacent jurisdictions to improve transit service, accessibility, security, frequency, and connectivity.</p> <p><u>General Plan Policies:</u> M-1.1 Comprehensive Mobility System; M-1.2 Integrated Multi-Modal System; M-5.2 Monitor Traffic Conditions; M-7.1 Intelligent Transportation System (ITS) Program and Implementation; M-7.4 Real-time Travel; M-7.5 Coordination with Adjacent Jurisdictions; M-11.2 Alternative Transportation Modes; M-13.7 Interconnected Transit System; M-13.8 Transit System Review and Interjurisdictional Cooperation; M-8.7 Emergency Access.</p>

**SCAG COMPASS GROWTH VISIONING PRINCIPLES**

**Principle 1: Improve mobility for all residents**

GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	<p><b>Consistent:</b> A key vision of the General Plan Update is to support efficient land use and development patterns that integrate land use and infrastructure decisions, particularly transportation so that investments in the system result in maximum mobility and reduced congestion and environmental impacts. Community Development policies related to land use patterns are mutually supportive and closely correlated to mobility policies as a means to reduce vehicle trips and relieve traffic congestion. Relevant policies are intended to create a transportation system that supports the land use pattern of mixed uses, community services, and public facilities in close proximity to residential areas, and street improvements and amenities that support walking, and biking for short trips. Further policies are designed to limit sprawl, by prioritizing infill development and reuse of existing buildings, and general organization of land uses that promotes efficient development and the organization of land uses that minimizes travel and congestion in the community. There are also policies to protect future roadway right of way to assure that the transportation system can be built to accommodate growth as it occurs and improvements are needed. Further, the General Plan Update provided opportunities for additional job growth in the City to improve the existing jobs/housing ratio.</p> <p><u>General Plan Policies:</u> LU-1.2 Development Location; LU-1.3 Growth Management; LU-3.2 Citywide Development Pattern; LU-3.4 Organization of Places; M-1.1 Comprehensive Mobility System; M-1.2 Integrated Multi-Modal System; M-1.3 Complete Streets; M-1.5 Capital Improvements Program; M-1.6 Fair Share Costs; M-1.7 Regional Funding; LU-20.3 Location; LU-21.1 Adequate Community-Supporting Uses; LU-21.1 Location.</p>
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing	<p><b>Consistent:</b> The General Plan Update provides enhanced opportunities for a full range of housing types, locations, and densities to address the community's fair share of regional housing needs, and provide market support to economically sustain commercial land uses. The land use plan includes an emphasis on mixed-use areas that provide opportunities for higher density housing near employment in transit-oriented villages. Mixed-use developments are encouraged so that new residential projects are located within walking distance of employment, transit, and community services.</p> <p><u>General Plan Policies:</u> LU-1.2 Development Location; LU-1.3 Growth Management; LU-3.2 Citywide Development Pattern; LU-3.4 Organization of Places; M-1.1 Comprehensive Mobility System; M-1.2 Integrated Multi-Modal System; LU-23.1 Mixed-Use Development; LU-23.2 Business Park Node; LU-23.3 Mixed-Use Village.</p>

**Table 4.10-7 SCAG Regional Transportation Plan and Growth Visioning Principles**

<i>SCAG RTP Policies</i>		<i>Project Consistency</i>
GV P1.3	Encourage transit-oriented development.	<p><b>Consistent:</b> Simi Valley Transit provides fixed-route transit service in the City, VISTA provides commuter transit, and Metrolink commuter rail service is provided at a Simi Valley station. The community's development pattern is not transit-oriented as current transit options are limited, and single-family residential development is the predominant land use with automobiles as the primary transportation mode. Policies in the General Plan Update are designed to promote efficient development patterns that include enhanced transit-oriented development around the existing Metrolink station and to encourage development of a second Metrolink station on the west side of Simi Valley. The new Metrolink station, upon its ultimate development, would be located in an area that will transition to a transit-oriented village with the development of high-density housing and adjacent commercial activity and employment centers. The land use pattern focuses new development as infill located in proximity to existing development and near existing transit routes where possible. Policies also support a variety of transit services and pedestrian uses to meet the needs of residents, workers, and visitors.</p> <p><u>General Plan Policies:</u> LU-1.2 Development Location; LU-1.3 Growth Management; LU-3.2 Citywide Development Pattern; LU-3.4 Organization of Places; LU-23.1 Mixed-Use Development; LU-23.2 Business Park Node; LU-23.3 Mixed-Use Village; LU-24.2 Transit-Oriented Development; LU-30.2 Mixed-Use Development and Transit-Oriented Uses; LU-30.3 Transit Village.</p>
GV P1.4	Promote a variety of travel choices.	<p><b>Consistent:</b> The Mobility Element of the General Plan Update and the updated Land Use Map are highly correlated to promote a variety of travel mode choices including walking, biking, and transit. Updated policies and strategies promote the development of complete pedestrian and vehicular connections that provide access from residential neighborhoods to commercial, employment, cultural, civic, recreational, and open space destinations. While many residents of Simi Valley rely on single-occupancy vehicles for daily tasks, the updated goals and policies are intended to reduce this reliance. Policies that encourage complete neighborhoods and pedestrian and bikeway connectivity to nearby commercial uses, will promote alternative travel modes in the community. Policies require new development to provide pedestrian, bicycle and transit amenities, such as sidewalks, benches, bicycle racks, etc., will promote travel by alternative modes.</p> <p><u>General Plan Policies:</u> M-8.4 Accommodate Alternative Modes; M-11.1 Transportation Demand Management; M-11.2 Alternative Transportation Modes, M-13.1 Transit; M-13.2 Transit Design; M-13.3 Transit Frequency; M-13.4 Transit Priority Measures; M-13.5 Transit Support Facilities; M-13.6 Multi-Modal Transit; M-13.7 Interconnected Transit System; M-13.8 Transit System Review and Interjurisdictional Cooperation; M-13.10 Transit Services for Special Needs Populations; M-13.11 Demand-Responsive Services; M-14.3 Pedestrian Network Cohesiveness.</p>
<b>Principle 2: Foster livability in all communities</b>		
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	<p><b>Consistent:</b> The General Plan Update targets new growth as infill in areas with vacant land, underutilized/under-performing or obsolescent development. Policies provide for strategic growth and change that preserves existing neighborhoods and targets infill areas for new development scaled to complement existing uses and to provide enhanced economic vitality and jobs in the community. Changes focus on enhancing the quality of life with reduced need for automobile trips and increased walkability, connectivity among neighborhoods and districts, and the completion of cohesive and well-defined districts.</p> <p><u>General Plan Policies:</u> LU-1.2 Development Location; LU-1.3 Growth Management; LU-2.1 Housing; LU-2.2 Retail Services; LU-2.3 Employment Opportunities; LU-2.4 Visitor-Serving Uses; LU-2.5 Community Services; LU-3.2 Citywide Development Pattern; LU-3.4 Organization of Places; LU-3.8 Plans for Cohesive Development; LU-17.1 Diversity of Uses; LU-17.2 Economic Vitality; LU-17.3 Revitalization; LU-17.6 Traffic Impacts; LU-19.1 Land Use Mix; LU-20.1 Diversity of Uses; LU-20.2 Supporting Uses.</p>

**Table 4.10-7 SCAG Regional Transportation Plan and Growth Visioning Principles**

<i>SCAG RTP Policies</i>		<i>Project Consistency</i>
GV P2.2	Promote developments which provide a mix of uses.	<p><b>Consistent:</b> The General Plan Update includes a number of areas designated as mixed-use districts designed to allow new vertical mixed-use developments as well as horizontal mixed uses along certain commercial corridors that would allow residential, commercial, office and service uses within mixed-use villages or districts. Mixed uses would create a more walkable community and are intended to provide opportunities for an individual to participate in multiple activities at a site (shopping, working, living, and recreating), thereby reducing automobile trips, air pollution, greenhouse gas emissions, energy consumption, and noise.</p> <p><u>General Plan Policies:</u> LU-1.2 Development Location; LU-1.3 Growth Management; LU-3.2 Citywide Development Pattern; LU-3.4 Organization of Places; LU-23.1 Mixed-Use Development; LU-23.2 Business Park Node; LU-23.3 Mixed-Use Village.</p>
GV P2.3	Promote “people-scaled,” walkable communities.	<p><b>Consistent:</b> The General Plan Update mobility and land use strategies are correlated to enhance pedestrian activity as a quality of life issue as well as a mode choice that aims to reduce the need for automobile trips and increase walkability by requiring connectivity among neighborhoods and districts, and the completion of cohesive and well-defined districts.</p> <p><u>General Plan Policies:</u> LU-3.5 Development Scale; LU-3.6 Building Scale and Design; LU-3.7 Building Relationship to Public Places; LU-10.5 Walkable Neighborhoods; LU-10.6 Neighborhood Connectivity; LU-11.2 Greenbelts; LU-18.4 Retail Streetscapes; LU-18.6 Bicycle Facilities; LU-19.2 Development Scale; LU-19.4 On-Site Amenities.</p>
GV P2.4	Support the preservation of stable, single-family neighborhoods	<p><b>Consistent:</b> Single-family residential development is the predominant land use in the City. Most of the City is made up of stable residential and commercial areas that will not change substantially under the General Plan Update due to the strategy to target growth as infill and along major corridors. Updated policies seek to ensure that the scale and character of established neighborhoods is preserved and fully shielded from potential adverse impacts of new development and that homes and neighborhoods are well maintained.</p> <p><u>General Plan Policies:</u> LU-5.3 Residential Neighborhood Character; LU-5.4 Integration of Nonresidential Uses in Neighborhoods; LU-5.5 Development Adjacent to Single-Story Buildings; LU-10.1 Neighborhood Conservation; LU-10.2 Housing Character and Design; LU-14.1 Neighborhood Identity.</p>
<b>Principle 3: Enable prosperity for all people</b>		
GV P3.1	Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	<p><b>Consistent:</b> The General Plan Update provides opportunities for a full range of housing types, locations, and densities to address all household income types while addressing regional housing needs, and assuring the availability of affordable housing. The mix, density, size, and location are specifically determined by the projected needs specified in the Housing Element.</p> <p><u>General Plan Policies:</u> HE-1.1 Diverse Housing Choice, LU-2.1 Housing, LU-8.8 Affordable Housing; LU-9.3 Housing Type Distribution; LU-10.2 Housing Character and Design; LU-10.3 Senior Housing</p>
GV P3.2	Support educational opportunities that promote balanced growth.	<p><b>Consistent:</b> The General Plan Update supports public and private schools in the City. In addition, goals and policies of the General Plan Update support other community educational facilities, and the accessibility of these uses to residential neighborhoods.</p> <p><u>General Plan Policies:</u> LU-21.1 Adequate Community-Supporting Uses, LU-21.2 Location; LU-21.3 Co-location of Community Facilities, LU-21.4 Coordination with Non-City Public Service Providers, LU-21.5 School Parking and Access.</p>
GV P3.3	Ensure environmental justice regardless of race, ethnicity, or income class.	<p><b>Consistent:</b> The General Plan Update seeks to continually monitor land use in the City to ensure a balanced inventory of sufficient land offering appropriate use designations and development intensities in strategic locations, which would help ensure environmental justice and encourage balanced growth. Policies also avoid the concentration of high impact uses in a manner that disproportionately affect a particular neighborhood or area.</p> <p><u>General Plan Policies:</u> LU-9.1 Equitable Distribution of Uses and Amenities; LU-9.2 High Impact Uses; LU-9.3 Housing Type Distribution; LU-9.4 Jobs-Housing Balance.</p>

**Table 4.10-7 SCAG Regional Transportation Plan and Growth Visioning Principles**

<i>SCAG RTP Policies</i>		<i>Project Consistency</i>
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	<p><b>Consistent:</b> A focus of the Land Use Plan is the development and preservation of land uses that will assist the City in maintaining a strong diversified economic base that provides employment opportunities while generating sufficient revenues for ongoing City operations, infrastructure, and public services, in light of sustainability goals, and new development paying its fair share for infrastructure and services. Policies are also included to support a jobs-housing balance in the community which supports balanced growth.</p> <p><u>General Plan Policies:</u> LU-1.2 Development Location; LU-1.3 Growth Management; LU-2.1 Housing; LU-2.2 Retail Services; LU-2.3 Employment Opportunities; LU-2.4 Visitor-Serving Uses; LU-2.5 Community Services; LU-3.2 Citywide Development Pattern; LU-3.4 Organization of Places; .LU-3.8 Plans for Cohesive Development; LU-17.1 Diversity of Uses; LU-17.2 Economic Vitality; LU-17.3 Revitalization; LU-17.6 Traffic Impacts; LU-19.1 Land Use Mix; LU-20.1 Diversity of Uses; LU-20.2 Supporting Uses; LU-9.4 Jobs-Housing Balance.</p>
GV P3.5	Encourage civic engagement.	<p><b>Consistent:</b> Goals and policies within the General Plan Update provide for the development and maintenance of civic, park, school, utility, institutional, and other public uses to assure adequate distribution and access for residents and businesses; consistency with the pattern, scale, and quality of development; and prevention of adverse impacts on the community. Other goals and policies encourage public education, engagement, and participation in community activities and cultural and recreational events. In particular, Community Service policies encourage civic engagement and volunteer service within Simi Valley.</p> <p><u>General Plan Policies:</u> LU-21.9 Design of Civic Buildings and Spaces, CS-1.8 Community Services and Volunteer Opportunities; CS-2.1 Arts and Cultural Partnerships; CS-2.7 Cooperative Partnerships.</p>

**Principle 4: Promote sustainability for future generations**

GV P4.1	Preserve rural, agricultural, recreational, and environmentally sensitive areas.	<p><b>Consistent:</b> The General Plan Update contains goals and policies that preserve the City's sensitive ecological areas and protect its open space and recreational resources. These policies are consistent with a local growth management initiative and an urban growth boundary (CURB) designed to protect natural resources and air quality and focus most new growth as infill development near existing developed areas, which helps to use resources efficiently. In addition, development in these areas is also intended to be sited and designed to respect natural site characteristics, such as topography, slope, drainage, and landscapes.</p> <p><u>General Plan Policies:</u> LU-1.2 Development Location; LU 1.4; LU-4.1 Preservation of Natural Features; LU-4.2 Incorporation of Natural Features; LU-4.3 Open Space Character; LU-4.4 Hillside Development; LU-4.5 Hillside Grading; LU-6.1 Scenic and Natural Areas; LU-6.2 Mature Trees; LU-6.3 Creeks and Natural Drainages; IU-4.4 Post-Construction Runoff; IU-4.6 Conservation of Open Space Areas; IU-4.7 Protection of Water Bodies; IU-4.8 Public Information and Participation Programs; IU-4.9 Removal of Debris; IU-5.3 Diversion of Waste; IU-5.5 Hazardous Waste; IU-5.6 Composting and Green Waste Recycling Programs; NR-1.1 Open Space Preservation and Buffer Zone; NR-1.2 Slope Preservation; NR-1.3 Partnerships to Fund Open Space Protection; NR-1.4 Tierra Rejada Greenbelt; NR-1.5 Development Regulations; NR-1.6 Open Space for Wildlife Habitat; NR-1.7 Tools to Preserve Open Space; NR-1.8 Density Transfer; NR-1.9 Restoration of Degraded Areas; NR-1.10 Restoration of Landfill Area; NR-1.11 Arroyo Simi; NR-2.1 Tree Preservation; NR-2.2 Wildlife Crossings; NR-2.3 Agency Collaboration; NR-2.4 Habitat Connectivity; NR-2.5 Wetland and Sensitive Habitat Mitigation; NR-2.6 Site Assessments; NR-2.7 Projects Outside the Valley Floor; NR-2.8 Compatibility of Trails to Habitat; NR-3.1 Maintenance of Natural Topography.</p>
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**Table 4.10-7 SCAG Regional Transportation Plan and Growth Visioning Principles**

<i>SCAG RTP Policies</i>		<i>Project Consistency</i>
GV P4.2	Focus development in urban centers and existing cities.	<p><b>Consistent:</b> The General Plan Update conserves the majority of land uses in Simi Valley at the existing type and density. New growth will occur in limited areas that have been previously planned to accept growth; enable existing commercial centers and business districts to sustain their economic vitality and evolve in response to changing market dynamics; and to meet mandates for more sustainable forms of development that reduce reliance on the automobile, consume less energy and water, and produce less pollution and greenhouse gas emissions.</p> <p><u>General Plan Policies:</u> LU-1.2 Development Location; LU-1.3 Growth Management; LU-2.1 Housing; LU-2.2 Retail Services; LU-2.3 Employment Opportunities; LU-2.4 Visitor-Serving Uses; LU-2.5 Community Services; LU-3.2 Citywide Development Pattern; LU-3.4 Organization of Places; .LU-3.8 Plans for Cohesive Development; LU-17.1 Diversity of Uses; LU-17.2 Economic Vitality; LU-17.3 Revitalization; LU-17.6 Traffic Impacts; LU-19.1 Land Use Mix; LU-20.1 Diversity of Uses; LU-20.2 Supporting Uses.</p>
GV P4.3	Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.	<p><b>Consistent:</b> The General Plan Update provides an overall pattern of land uses that promotes efficient development; minimizes the impact of traffic congestion; reduces transportation distances, energy consumption, air pollution, and greenhouse gas emissions; ensures compatibility between uses; protects the natural hillsides, major watercourses, and trees; enhances community livability and public health; sustains economic vitality, and reduces waste through the reuse of existing structures.</p> <p><u>General Plan Policies:</u> LU-1.2 Development Location; LU 1.4; LU-4.1 Preservation of Natural Features; LU-4.2 Incorporation of Natural Features; LU-4.3 Open Space Character; LU-4.4 Hillside Development; LU-4.5 Hillside Grading; LU-6.1 Scenic and Natural Areas; LU-6.2 Mature Trees; LU-6.3 Creeks and Natural Drainages; LU-8.1 Regulating Sustainable Development; LU-8.2 Sustainable Building Practices; LU-8.3 Existing Structure Reuse; LU-8.4 Sustainable Land Development Practices; LU-8.9 Green Buildings; IU-2.1 Alternative Water Sources; IU-2.2 Recycled Water Master Plan; IU-2.3 Funding Sources; IU-3.2 System Management Plan; IU-3.4 Water Conservation; IU-3.5 Public Outreach; IU-3.6 Fats, Oils, and Grease (FOG) Control Program; IU-3.7 Monitoring of Toxins; IU-3.9 Sewer System Maintenance; IU-3.12 Federal and County Regulations; IU-4.3 Drainage Plans; IU-4.4 Post-Construction Runoff; IU-4.6 Conservation of Open Space Areas; IU-4.7 Protection of Water Bodies; IU-4.8 Public Information and Participation Programs; IU-4.9 Removal of Debris; IU-5.3 Diversion of Waste; IU-5.5 Hazardous Waste; IU-5.6 Composting and Green Waste Recycling Programs; IU-5.7 Recycling and Reuse of Construction Wastes; IU-5.9 Educational Programs; IU-6.2 Adequate Facilities; IU-6.3 Energy Conservation; IU-6.4 Renewable Energy; IU-6.5 Photovoltaic Panels for Private Projects; IU-6.6 Photovoltaic Panels for Public Projects; IU-6.7 Energy Efficiency Audits; IU-6.8 Education; NR-1.1 Open Space Preservation and Buffer Zone; NR-1.2 Slope Preservation; NR-1.3 Partnerships to Fund Open Space Protection; NR-1.4 Tierra Rejada Greenbelt; NR-1.5 Development Regulations; NR-1.6 Open Space for Wildlife Habitat; NR-1.7 Tools to Preserve Open Space; NR-1.8 Density Transfer; NR-1.9 Restoration of Degraded Areas; NR-1.10 Restoration of Landfill Area; NR-1.11 Arroyo Simi; NR-2.1 Tree Preservation; NR-2.2 Wildlife Crossings; NR-2.3 Agency Collaboration; NR-2.4 Habitat Connectivity; NR-2.5 Wetland and Sensitive Habitat Mitigation; NR-2.6 Site Assessments; NR-2.7 Projects Outside the Valley Floor; NR-2.8 Compatibility of Trails to Habitat; NR-3.1 Maintenance of Natural Topography; NR-4.1 Water Conservation; NR-4.2 Public Education; NR-4.3 Water Conservation Measures; NR-4.4 Partnerships for Conservation; NR-4.5 Water-Efficient Landscaping; NR-4.6 Irrigation Timing; NR-4.7 Monitoring System; NR-4.8 Infrastructure Upgrades.</p>
GV P4.4	Utilize “green” development techniques.	<p><b>Consistent:</b> The General Plan Update contains policies relating to environmental sustainability and “green” development techniques which minimizes consumption of scarce resources, pollution, greenhouse gas emissions, wastes and the exposure of residents and visitors to toxics and hazards. Policies encourage the incorporation of green building principles and practices to the extent practicable and financially feasible, into the planning, design, construction, management, renovation, operations, and demolition of new development in the community.</p> <p><u>General Plan Policies:</u> LU-8.1 Regulating Sustainable Development; LU-8.2 Sustainable Building Practices; LU-8.3 Existing Structure Reuse; LU-8.4 Sustainable Land Development Practices; LU-8.1 Regulate Sustainable Development Patterns ;LU-8.2 Sustainable Building Practices; LU-8.9 Green Building New Construction / Retrofits; NR-8.1 Green Building Retrofit; NR-8.2 Community Education for Green Building Practices; NR-8.3 Urban Heat Island Effects; NR-8.4 Solar Homes Partnership.</p>

The Simi Valley Area of Interest extends past the City's CURB boundary and into areas currently under the jurisdiction of the County of Ventura. The purpose of the Area of Interest in the General Plan Update is to allow the City to examine land uses under the jurisdiction of adjacent agencies that may affect the City's growth and development. Goals and policies in the Ventura County General Plan would apply to the unincorporated areas within the Simi Valley SOI and Area of Interest. However, as the General Plan Update does not propose changes to any unincorporated lands in Ventura County, the proposed project would not be inconsistent with the policies and programs in the County General Plan.

The City of Simi Valley Municipal Code is one of the primary means of implementing the General Plan Update. Adoption of the General Plan Update would require a review of the Zoning Ordinance and policies pertaining to land use, density/intensity, design and development, resource conservation, public safety, and other pertinent topics to assure consistency. In particular, the Zoning Map would need to be revised as appropriate to be consistent with the General Plan Update Land Use Plan, incorporating new land use categories and density limits for parcels subject to new or different land use designations, and other recommended design and development standards. Further, the General Plan Update proposes new land designations in specific areas that would need to be reflected in the Zoning Ordinance, including zoning that supports mixed-use residential/commercial development. However, state law requires that the Zoning Ordinance be revised to reflect the adopted General Plan Update within a reasonable period of time, which is typically one year after the General Plan Update adoption. During this time, there would be temporary conflicts between the Zoning Ordinance and the General Plan Update; however, development within the City would be required to adhere to the General Plan Update.

As discussed, implementation of the General Plan Update would not be inconsistent with any applicable adopted plans, regulations, or policies. Therefore, impacts would be *less than significant* as associated with potential inconsistencies with applicable land use plans for the City.

### ■ Significant and Unavoidable Impacts

No significant and unavoidable impacts have been identified with respect to land use/planning.

### ■ Cumulative Impacts

The geographic context for the cumulative impacts associated with land use issues is the SCAG Region, which assumes full build-out of the updated Simi Valley General Plan, in combination with build-out of the region as currently planned and reflected in member communities' general plans (which include the Ventura County General Plan and those of neighboring cities). Cumulative impacts are only addressed for those thresholds that have a project-related impact, whether it is less than significant, significant, or significant and unavoidable. If "no impact" occurs, no cumulative analysis is provided for that threshold.

Past cumulative development in this geographic context has been reviewed by each jurisdiction's decision-making body for consistency with land use plans, policies, and regulations of an agency with jurisdiction over the project. Given that all development in California is required by the state Zoning and Planning Law and Subdivision Map Act to assure plan and policy consistency prior to approval of entitlements for development, the cumulative impact of development in the region with respect to this threshold is less than significant. It is anticipated that future regional growth would continue to be

reviewed for consistency with adopted land use plans and policies by the County, SCAG, City of Simi Valley, and other incorporated cities, in accordance with the requirements of CEQA and state law. For this reason, cumulative impacts associated with implementation of the General Plan Update would be *less than significant*.

#### 4.10.5 References

Simi Valley, City of. 1989. *Simi Valley General Plan*, October.

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Ventura, County of. 1988. *Ventura County General Plan*, May 24.