CITY OF SIMI VALLEY

Home of The Ronald Reagan Presidential Library

NOTICE OF THE RELEASE FOR PUBLIC REVIEW BY THE CITY OF SIMI VALLEY OF A MITIGATED NEGATIVE DECLARATION ON THE ENVISION SIMI VALLEY SPECIFIC PLAN (SP-S-2024-0002) TO CREATE A COMMUNITY VISION FOR THE DEVELOPMENT OF AREAS OF LOS ANGELES AVENUE AND TAPO STREET, INCLUDING THE PROVISION OF NEW HOUSING, COMMERCIAL, AND RECREATIONAL OPPORTUNITIES; A GENERAL PLAN AMENDMENT (GPA-2024-0002) TO CHANGE THE LAND USE MAP, AND THE MOBILITY AND INFRASTRUCTURE ELEMENTS TO ACCOMMODATE THE SPECIFIC PLAN; AND ZONE TEXT AMENDMENT AND ZONE CHANGES (Z-S-2024-0002) TO REMOVE THE TAPO AND LAAPO OVERLAY ZONING DISTRICTS AMEND THE ZONING MAPS FOR THE AREAS LOCATED WITHIN THE SPECIFIC PLAN

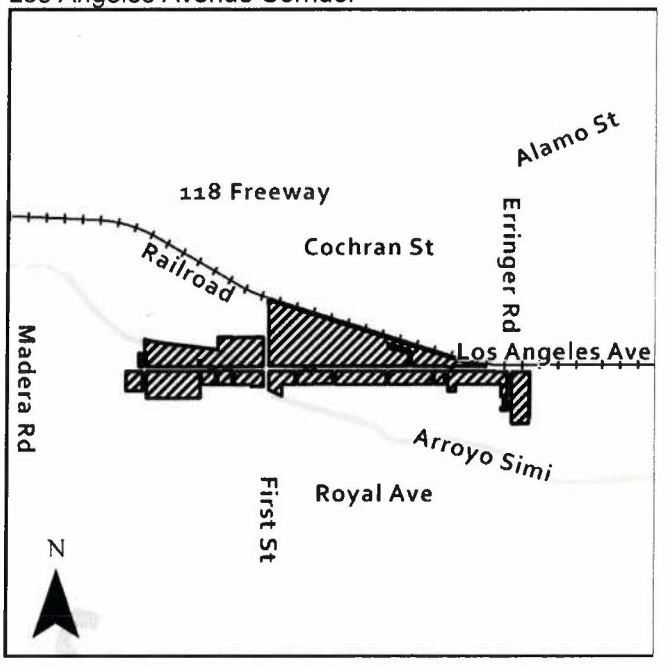
NOTICE IS HEREBY GIVEN of the release for public review of a (Mitigated Negative Declaration/Negative Declaration for SP-S-2024-0002, GPA-2024-0002, and Z-S-2024-0002.

The project consists of a Specific Plan to create a community vision for the development of areas of Los Angeles Avenue and Tapo Street, including the provision of new housing, commercial, and recreational opportunities.

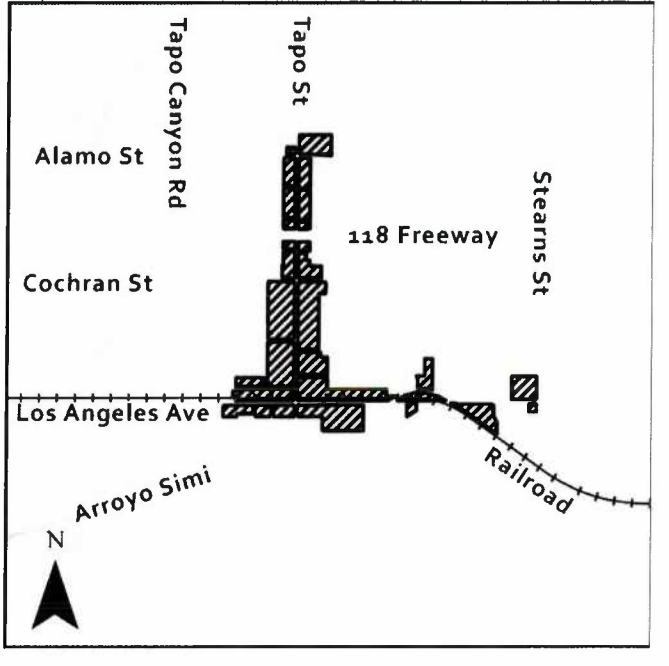
The project is located at the Los Angeles Avenue Corridor (from Sinaloa Road through Erringer Road) and at the Tapo Street Area (from Alamo Street through Los Angeles Avenue, extending towards the Metrolink Station). Copies of the Draft Specific Plan will be available for public review at www.envisionsimivalley.com, City Hall's Planning Counter, and the Simi Valley Public Library's Information Desk.

Based upon the results of the Initial Study prepared for the project, it has been determined that the project would not have a potential for significant effect on the environment. Therefore, a Mitigated Negative Declaration has been prepared. The public review period for the Mitigated Negative Declaration is from August 1, 2024 August 30, 2024. The Mitigated Negative Declaration and Initial Study are available for public review at www.simivalley.org/CEQA; the Department of Environmental Services, 2929 Tapo Canyon Road; and at the Simi Valley Public Library, 2969 Tapo Canyon Road. Copies of the studies cited in the Initial Study can be reviewed at the Department of Environmental Services, 2929 Tapo Canyon Road. Comments or questions should be directed to Naren Gunasekera, Department of Environmental Services, 2929 Tapo Canyon Road, Simi Valley, CA 93063-2199, at NGunasekera@simivalley.org or at (805) 583-6863.

Los Angeles Avenue Corridor



Tapo Street Area



The Public Hearing will be held at City Hall Council Chambers, 2929 Tapo Canyon Road, Simi Valley, California on September 4, 2024, at 6:30 p.m. or as soon thereafter as the matter may be heard. At that time, any interested person is welcome to attend and be heard on this matter.

SEAN GIBSON
Deputy Environmental Services
Director/City Planner
Department of Environmental Services

Naren Gunasekera, Principal Planner
NGunasekera@simivalley.org
(805) 583-6863
Department of Environmental Services

CITY OF SIMI VALLEY

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REVIEW PERIOD: August 1, 2024 – August 30, 2024

TO: All Interested Parties

FROM: Department of Environmental Services

SUBJECT: REQUEST FOR REVIEW OF THE INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION FOR ON THE ENVISION SIMI VALLEY SPECIFIC PLAN (SP-S-2024-0002); A GENERAL PLAN AMENDMENT (GPA-2024-0002); AND ZONE TEXT AMENDMENT AND ZONE CHANGES (Z-S-2024-0002) FOR THE AREAS LOCATED WITHIN THE SPECIFIC PLAN

The attached Mitigated Negative Declaration and Initial Study have been forwarded to you for possible comments relating to your specific area of interest. Comments should be directed to:

Naren Gunasekera
City of Simi Valley
2929 Tapo Canyon Road
Simi Valley, California 93063
(805) 583-6863
ngunasekera@simivalley.org

Copies sent to:

City Council
City Manager
City Attorney's Office
Planning Commission
City Departments:
City Manager's Office
- City Clerk

Environmental Services
- Deputy Director/City Planner
- Principal Planner/Zoning Administrator
- Neighborhood Council Coordinator
- Neighborhood Council #1, #2, #3, #4
- Recording Secretary
- Counter Copy

Public Works Department
- Engineering
- Utilities
- Maintenance

Simi Valley Library
County of Ventura
- Resource Mgmt. Agency
- Watershed Protection District
- Fire Protection District
- LAFCO
- VC Watershed Protection District

Other Government Agencies
- State Clearinghouse
- Caltrans District 07
- California Department of Fish and Wildlife
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- SCAG Clearinghouse
- Calleguas Municipal Water District
- Ventura County Air Pollution Control District
- City of Moorpark
- City of Thousand Oaks

REVIEW PERIOD: August 1, 2024 - August 30, 2024

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- Ventura County Air Pollution Control District
- City of Moorpark
- City of Thousand Oaks

Rancho Simi Recreation and Park District
Santa Monica Mountains
Simi Valley Unified School District
Golden State Water Conservancy
Native American Heritage Commissions
Santa Ynez Band of Chumash Indians
Fernandeño Tataviam Band of Mission Indians

CITY OF SIMI VALLEY

MITIGATED NEGATIVE DECLARATION

(NO SIGNIFICANT IMPACT ON THE ENVIRONMENT)

REVIEW PERIOD: August 1, 2024 - August 30, 2024

APPLICANT: City of Simi Valley,
2929 Tapo Canyon Road
Simi Valley, CA 93063

CASE PLANNER: Naren Gunasekera

PROJECT NO.: SP-S-2024-0002/GPA-2024-0002/Z-S-2024-0002
(Envision Simi Valley)

PROJECT DESCRIPTION: Approval of the Envision Simi Valley Specific Plan, to create a community vision for the development of areas of Los Angeles Avenue and Tapo Street, including the provision of new housing, commercial, and recreational opportunities; a General Plan Amendment to amend the Land Use and related General Plan text; A Zone Change to amend affected zoning maps, and Development Code Amendment to remove the TAPO and LAAPO Overlay Districts; and the adoption of the Mitigated Negative Declaration (MND) and Mitigation Monitoring Plan for the subject application

PROJECT LOCATION: Los Angeles Avenue and Tapo Street areas

On the basis of the Initial Study for the project, it has been determined that the project would not have a potential for a significant effect on the environment. This document constitutes a Mitigated Negative Declaration based upon the inclusion of the following measures into the project by the applicant:

Air Quality (AQ)

AQ-1 Project grading plans must show that for the duration of construction, ozone precursor emissions from construction equipment vehicles must be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Compliance with this measure must be subject to periodic inspections of construction equipment vehicles by the Public Works Director, or designee.

AQ-2 Construction equipment must be outfitted with Best Available Control Technology devices, including Level 3 Diesel Particulate Filters certified by the California Air Resources Board, or equivalent control devices.

AQ-3 The construction contractor must adhere to Ventura County Air Pollution Control District (VCAPCD) Rule 74.2 (Architectural Coatings) for limiting volatile organic

compounds from architectural coatings. This rule specifies requirements for storage, clean up, and labeling of architectural coatings.

AQ-4 During clearing, grading, earthmoving, or excavation operations, excessive fugitive dust emissions must be controlled by regular watering or other dust-preventative measures using the following procedures as specified by the VCAPCD, including, without limitation, VCAPCD Rule 50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust):

- On-site vehicle speed must not exceed 15 miles per hour (project sites must contain posted signs with the speed limit).
- All on-site construction roads with vehicle traffic must be watered periodically.
- Streets adjacent to project sites must be swept as needed to remove silt that may have accumulated from construction activities to prevent excessive amounts of dust.
- All material excavated or graded must be sufficiently watered to prevent excessive amounts of dust. Watering must occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day.
- All clearing, grading, earthmoving, or excavation activities must cease during periods of high winds, (i.e., greater than 25 miles per hour averaged over one hour) to prevent excessive amounts of dust (contact the VCAPCD meteorologist for current information about average wind speeds).
- All material transported off site must be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- Areas disturbed by clearing, grading, earthmoving, or excavation operations must be minimized to prevent excessive amounts of dust. These control techniques must be indicated on grading plans. Applicants and/or contractors must be responsible for implementing these measures, and compliance with this measure must be subject to periodic site inspections by the City.

AQ-5 All trucks that haul excavated or graded materials must comply with California Vehicle Code Section 23114, with special attention to Subsections 23114(b)(2)(F), (e)(2), and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

Biological Resources (BR)

BR-1 All tree removal and tree trimming activities must be performed before or after the bird-breeding season of February 1st through August 31st (i.e., only between September 1st and January 31st). If clearing/vegetation removal or tree trimming is planned to occur during the breeding season, a nest survey must be conducted by a qualified biologist, as defined by the Environmental Services Director, or designee, not more than one week before any clearing or tree trimming activities. Work may proceed only if no active bird nests are detected.

Cultural Resources (CR)

CR-1 If archaeological resources are encountered during ground-disturbing activities, the Environmental Services Director must be immediately informed of the discovery. All work must cease in the area of the find or diverted away from the

discovery to a distance of 50 feet until a qualified archaeologist, as defined by the Environmental Services Director, or designee, evaluates the find in accordance with applicable law, including those set forth in Public Resources Code Section 21083.2. Personnel of the project may not collect or move any archaeological materials or associated materials. Construction activity may continue unimpeded on other portions of the project site. Construction may not resume in the locality of the discovery until the identified resources are properly assessed. The final recommendations on the treatment and disposition of the find must be developed in accordance with all applicable provisions of the Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4 and be reviewed by the Environmental Services Director before implementation. The final recommendations must be implemented, and the Environmental Services Director must be provided with a final report on the treatment and disposition of the find before the Building Official issues a final Certificate of Occupancy.

Geology and Soils (GS)

GS-1 In the event paleontological resources are encountered during construction, the Environmental Services Director must be immediately informed of the discovery. All work must cease in the area of the find and a qualified paleontologist, as defined by the Environmental Services Director, or designee, must be contacted to evaluate the find before restarting work in the area. The Environmental Services Director will require that all paleontological resources identified on the project site be assessed and treated in a manner determined by the qualified paleontologist. The paleontologist has the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) may be removed in a safe and timely manner. Any significant paleontological resources found during construction monitoring must be prepared, identified, analyzed, and permanently curated in an approved regional museum repository under the oversight of the qualified paleontologist. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist. Work in the area of the discovery may resume once the find is properly documented and the qualified paleontologist authorizes resumption of construction work.

Noise (N)

N-1: For all construction-related activities, noise-attenuation techniques must be employed as needed to ensure that noise remains as low as possible during construction. The following noise-attenuation techniques must be incorporated into contract specifications to reduce the impact of construction noise:

- Ensure that construction equipment is properly muffled according to industry standards and in good working condition.
- Place noise-generating construction equipment and located construction-staging areas away from sensitive uses, where feasible.
- Schedule high noise-producing activities between the hours of 7:00 AM and 7:00 PM to minimize disruption on sensitive uses.
- Implement noise attenuation measures, to the extent feasible, which may include, but are not limited to, temporary noise barriers or blankets around stationary construction noise sources.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.

- All stationary construction equipment (e.g., air compressors, generators, impact wrenches, etc.) must be operated as far away from residential uses as possible and must be shielded with temporary sound barriers, sound aprons, or sound skins.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than five minutes.
- Clearly post construction hours, allowable workdays, and the phone number of the job superintendent at all construction entrances to allow for surrounding owners to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent must investigate, take appropriate corrective action, and report the action taken to the reporting party.

Tribal Cultural Resources (TCR)

TCR-1 If the lead agency determines the project is not exempt from review under the California Environmental Quality Act (CEQA), applicant(s) for any proposed construction project(s) within the Envision Simi Valley Los Angeles Avenue Corridor & Tapo Street Area Specific Plan (Specific Plan) must submit a Mandatory Project Intake Form to the Fernandeño Tataviam Band of Mission Indians (FTBMI).

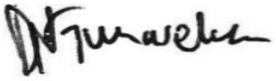
TCR-2 If consultation is required by the Fernandeño Tataviam Band of Mission Indians, the project applicant(s) must submit a Mandatory Consultation Form for the proposed project(s) to the FTBMI.

TCR-3 Following consultation, the project applicant(s) must adhere to the Mitigation Measures set forth by the Fernandeño Tataviam Band of Mission Indians for the proposed project(s).

TCR-4 If cultural resources are discovered during project activities, on any project within the Envision Simi Valley Los Angeles Avenue Corridor & Tapo Street Area Specific Plan, regardless of whether the project is exempt from or subject to review under the California Environmental Quality Act (CEQA), all work in the immediate vicinity of the find (within a 60-foot buffer) must cease and a qualified archaeologist meeting Secretary of Interior standards retained by the project applicant must assess the find. Work on the portions of the project outside of the buffered area may continue during this assessment period. The Fernandeño Tataviam Band of Mission Indians must be contacted about any pre-contact and/or post-contact finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, to provide Tribal input with regards to significance and treatment.

RESPONSIBLE AGENCIES: City of Simi Valley

TRUSTEE AGENCIES: None



Naren Gunasekera, Principal Planner

ENVISION SIMI VALLEY

LOS ANGELES AVENUE CORRIDOR & TAPO STREET AREA SPECIFIC PLAN

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Prepared for

CITY OF SIMI VALLEY
Department of Environmental Services
Planning Division
2929 Tapo Canyon Road
Simi Valley, CA 93063

Prepared by

TERRY A. HAYES ASSOCIATES INC.
3535 Hayden Avenue, Suite 350
Culver City, CA 90232

July 29, 2024

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APPENDICES

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1.0 INTRODUCTION

1.1 BACKGROUND

The City of Simi Valley (City) received state grants from the California Department of Housing and Community Development (HCD) Planning/Technical Assistance and Local Early Action Planning (LEAP) grant programs. The goals behind these two state grants are to financially assist local governments accelerate housing production, streamline housing approvals, and increase California's affordable housing stock. To meet these goals, the City allocated grant funds toward developing the proposed Envision Simi Valley Los Angeles Avenue Corridor & Tapo Street Area Specific Plan (Specific Plan). The proposed Specific Plan would implement the goals and objectives of the City's General Plan and establish a specific vision for the future development of the Los Angeles Avenue Corridor and the Tapo Street Area within the City.

1.2 ENVIRONMENTAL COMPLIANCE REQUIREMENTS

Government Code Sections 65450 through 65457 authorizes cities to adopt Specific Plans. Specific Plans may be adopted by resolution or ordinance. The California Environmental Quality Act ("CEQA") requires environmental review of the Specific Plan. CEQA Guidelines Section 15063(a) provides that a lead agency prepare an Initial Study (IS) to determine if the project may have a significant effect on the environment. The purpose of this document is to inform the City of Simi Valley, public agencies and interested parties of the potential environmental effects resulting from the proposed Specific Plan. To obtain environmental clearance in the form of a Mitigated Negative Declaration (MND), any potential significant adverse effects must be mitigated to a less-than-significant level. This document alone does not determine whether the proposed Specific Plan will be approved. Rather, it is a disclosure document aimed at equally informing all concerned parties and fostering informed discussion and decision-making regarding all aspects of the proposed Specific Plan.

1.3 PROJECT INFORMATION

Project Title:	Envision Simi Valley Los Angeles Avenue Corridor & Tapo Street Area Specific Plan
Lead Agency Name and Address:	City of Simi Valley Department of Environmental Services Planning Division 2929 Tapo Canyon Road Simi Valley, CA 93063
Contact Person and Phone Number:	Naren Gunasekera, Principal Planner/ Zoning Administrator Department of Environmental Services (805) 583-6863

1.4 ORGANIZATION OF THIS INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

The content and format of this Initial Study/Mitigated Negative Declaration (IS/MND) is designed to meet the requirements of CEQA and is organized into the following four sections:

1.0 Introduction. This section provides background information about the proposed Specific Plan and an overview of the environmental review process.

2.0 Project Description. This section identifies the existing land uses within the Specific Plan Area and describes the proposed Specific Plan.

3.0 Initial Study Checklist and Evaluation. This section contains the CEQA Guidelines Appendix G: Initial Study Checklist and identifies the level of impact under each environmental impact category. This section includes a discussion of the environmental impacts and identifies any mitigation measures associated with each category.

4.0 List of Preparers and Sources Consulted. This section provides a list of the consultant team members, and a list of sources and references used in the preparation of this IS/MND.

2.0 PROJECT DESCRIPTION

2.1 INTRODUCTION

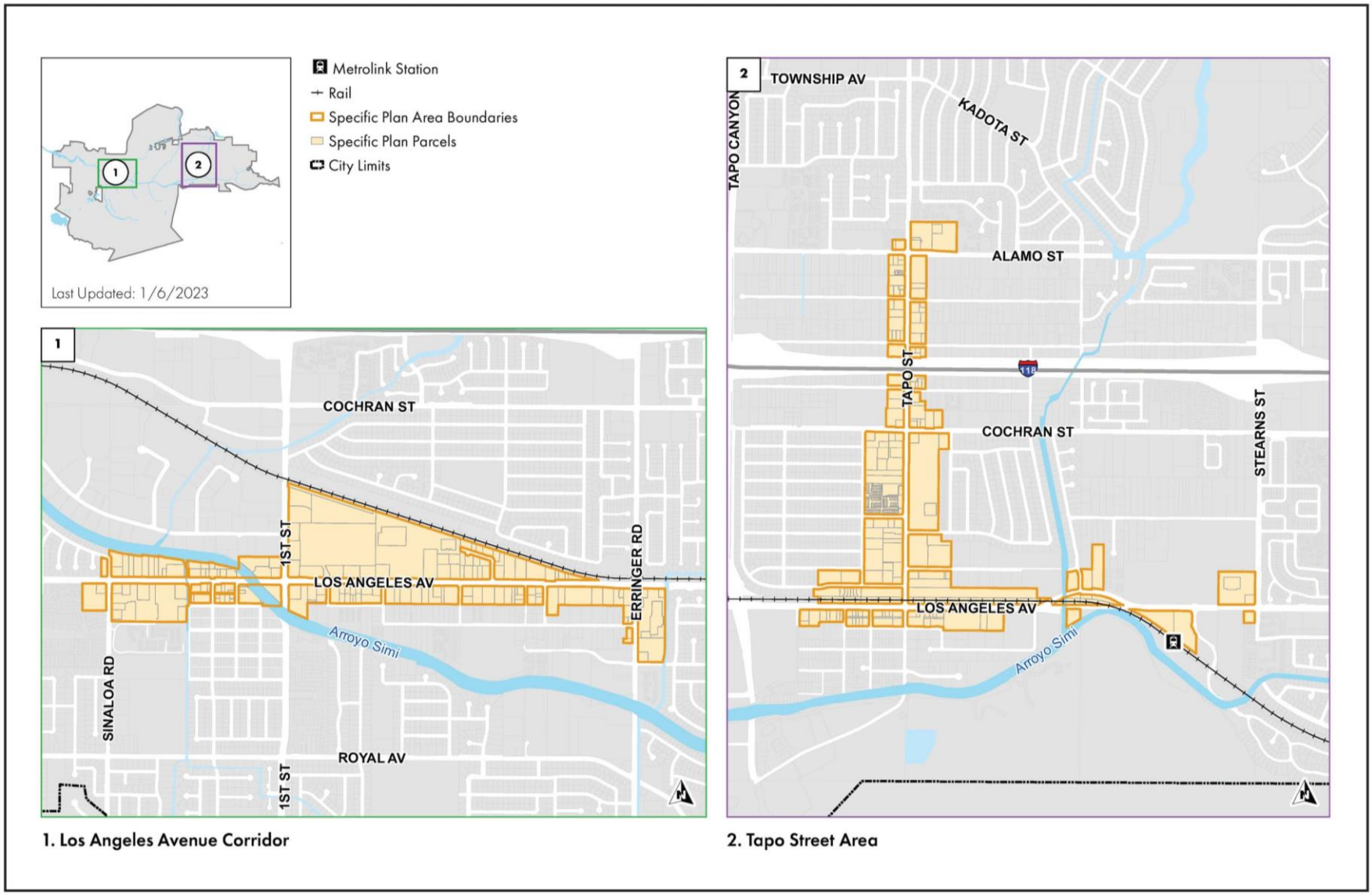
The Specific Plan regulates the future development of the Los Angeles Avenue Corridor (from Sinaloa Road through Erringer Road) and the Tapo Street Area (from Alamo Street through Los Angeles Avenue, extending towards the Metrolink Station). The proposed Specific Plan would replace the current zoning designations with customized zones and design standards to regulate development within the Specific Plan Area. While no development projects are currently proposed as part of the proposed Specific Plan, all future development plans within the Specific Plan Area would be required to comply with the proposed Specific Plan.

2.2 PROJECT LOCATION

Simi Valley lies in southeastern Ventura County next to the northwestern perimeter of the San Fernando Valley. The City consists of 42 square miles of land. It is located 37 miles northwest of downtown Los Angeles within a crescent-shaped valley surrounded by steep hills. The Ronald Reagan Freeway (SR-118) runs through the City. Simi Valley is bordered to the southwest by the cities of Thousand Oaks, Moorpark to the west, and Chatsworth to the east. The Los Angeles Avenue Corridor is primarily comprised of lots adjacent to Los Angeles Avenue between Erringer Road and Sinaloa Road. Between First Street and Erringer Road, this corridor is bounded to the north by railroad tracks. The Tapo Street Area is primarily comprised of lots adjacent to Los Angeles Avenue between Stearns Street and Bishop Lane, and on Tapo Street between Shopping Lane and Alamo Street. The location of the Specific Plan Area is shown in **Figure 2-1**.

Most of the parcels within the Specific Plan Area are currently developed with commercial uses that are primarily comprised of one- to two-story shopping plazas that span larger than average parcels generally ranging from 70-80 feet wide to 300 feet deep. Most buildings are set back from the property line with surface parking lots between the front of the building and the sidewalk. Outside the Specific Plan Area there are several activity centers including the Civic Center, Simi Valley Town Center, Sycamore Square, Simi Institute for Careers and Education, and the Ronald Reagan Library.

Los Angeles Avenue Corridor. The Los Angeles Avenue Corridor is primarily comprised of commercial uses, and much of this plan area consists of the Simi Valley Plaza shopping mall which concentrates many uses at the corner of First Street and Los Angeles Avenue. Simi Valley Plaza includes general retail, small restaurants including drive-thru establishments, and two grocery stores (Vallarta Supermarket and Valley Marketplace). Another grocery store (Smart & Final) is located on the corner of Erringer Road and Los Angeles Avenue. Businesses on the south side of Los Angeles Avenue primarily consist of a variety of auto-oriented commercial uses such as auto repair, auto parts, and car rental shops. There are several small eateries between Williams Street and Erringer Road west of First Street.



Source: Gruen Associates, 2023.

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TAHA 2021-062

Los Angeles Avenue Corridor & Tapo Street Area Specific Plan
Initial Study/Mitigated Negative Declaration

CITY OF SIMI VALLEY

FIGURE 2-1
PROJECT LOCATION

Tapo Street Area. The majority of the Tapo Street Area consists of commercial uses. There are, however, a few pockets of residential development, primarily north of Cochran Street. This area also includes the planned Tapo District Lofts development, a 60-unit Single Room Occupancy (SRO) project to be located on vacant lots at the northwest corner of Tapo Street and Eileen Street, the Santa Susana Plaza Project, a mixed-use development with 280 residential rentals and commercial space at the site of the Santa Susana Plaza shopping center, and the Alamo Street Mixed-Use Project, a 278-unit apartment complex for the corner of Tapo and Alamo Streets. Along the rail line there are several industrial uses. The Tapo Street Corridor Specific Plan Area also contains several large "big-box" businesses. At the southern and eastern ends of the Tapo Street Area along Los Angeles Avenue there are several industrial and business park uses with some residential uses and the Metrolink station.

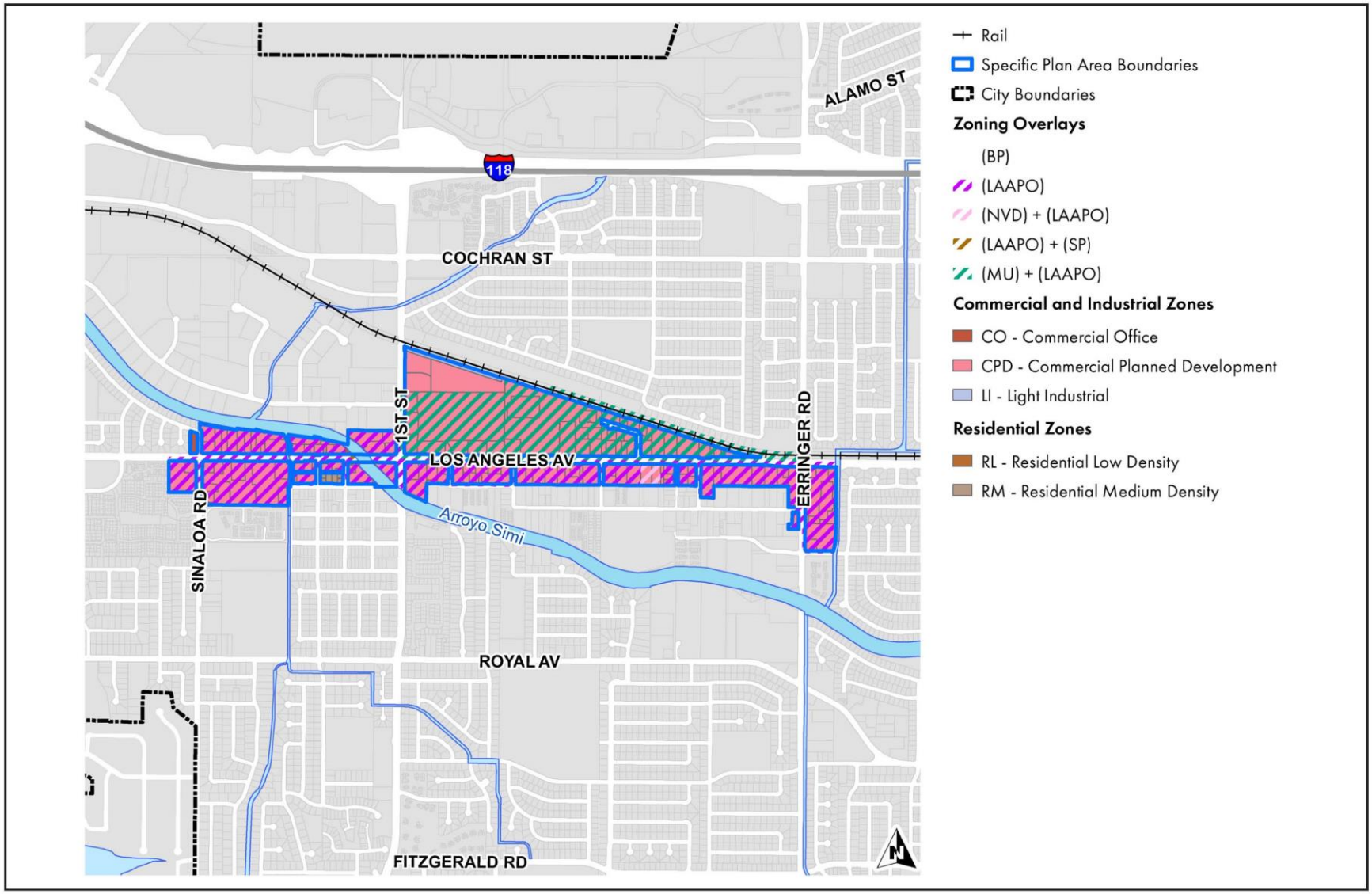
2.4 EXISTING ZONING DESIGNATIONS

Most parcels in the Specific Plan Area are currently zoned for commercial uses through the Commercial Planned Development (CPD) and Commercial Office (CO) zoning districts. Several overlay districts overlap with the Specific Plan Area, and in several cases, parcels are within multiple overlay districts. **Table 2-1** summarizes the existing zoning districts and overlay zones applied to one or more parcels within the Specific Plan Area. Maps depicting the existing zoning within the Specific Plan Area are presented in **Figure 2-2** and **Figure 2-3**.

TABLE 2-1: EXISTING ZONING DESIGNATIONS WITHIN THE SPECIFIC PLAN AREA

Zone	Description	Residential Density	Maximum Height (Primary Structure)
RE	Residential Estate	Up to 1 du/lot	2 stories, not to exceed 30 ft
RVL	Residential Very Low Density	Up to 1 du/lot	2 stories, not to exceed 30 ft
RM	Residential Medium Density	3.6 to 5.0 du/ac	2 stories, not to exceed 30 ft
RVH	Residential Very High Density	20.1 to 35.0 du/ac	3 stories or 40 ft, whichever is less
MU	Mixed-Use Overlay	Up to 35 du/ac	55 ft and 4 stories except as provided by SVMC Section 99-44.105
CPD	Commercial Planned Development	n/a	48 ft and 3 stories, except as provided by SVMC Section 9-26.050
CO	Commercial Office	n/a	48 ft and 3 stories, except as provided by SVMC Section 9-26.050
CI	Commercial Industrial	n/a	48 ft
GI	General Industrial	n/a	48 ft
LI	Light Industrial	n/a	48 ft
LAAPO	Los Angeles Avenue Planning Overlay	n/a	n/a
TAPO	Tapo Area Planning Overlay	n/a	3 stories in area 'D' as provided by SVMC Section 9-28.080
BP	Business Park	n/a	48 ft and 3 stories, except as provided by SVMC Section 9-26.050
NVD	New Vehicle Dealer Overlay	n/a	n/a

Note: du = dwelling unit; ac = acre; ft = feet; n/a = not applicable; SVMC = Simi Valley Municipal Code
SOURCE: City of Simi Valley, 2022



Source: Gruen Associates, 2023.

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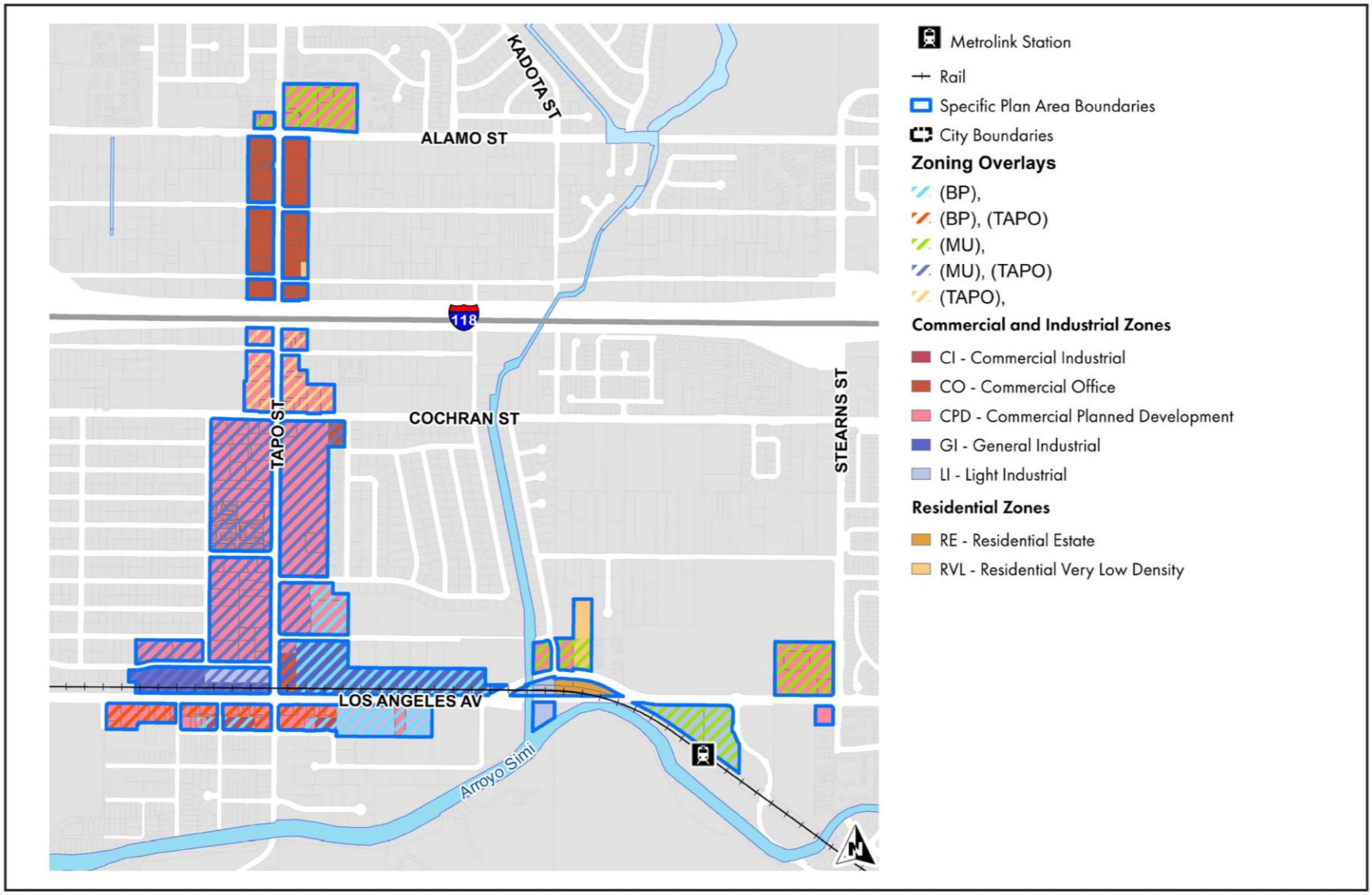
TAHA 2021-062

Los Angeles Avenue Corridor & Tapo Street Area Specific Plan
Initial Study/Mitigated Negative Declaration

CITY OF SIMI VALLEY

FIGURE 2-2

LOS ANGELES AVENUE CORRIDOR EXISTING ZONING



Source: Gruen Associates, 2023.

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Los Angeles Avenue Corridor & Tapo Street Area Specific Plan
Initial Study/Mitigated Negative Declaration

FIGURE 2-3
TAPO STREET AREA EXISTING ZONING

Los Angeles Avenue Corridor. Nearly every parcel in the Los Angeles Avenue Corridor is currently zoned as CPD, commercial uses. Select parcels south of Los Angeles Avenue between 3rd Street and 4th Street are zoned Residential Medium Density (RM) zone. Apart from three parcels north of Mountain Gate Plaza along First Street, all the parcels with the Los Angeles Avenue Corridor Specific Plan Area are within the Los Angeles Avenue Planning Overlay (LAAPO) district. The parcels north of Los Angeles Avenue which comprise two large shopping centers (Mountain Gate Plaza and Simi Valley Plaza) are within the Mixed-Use (MU) overlay.

Tapo Street Area. Generally, the parcels between Cochran Street and Los Angeles Avenue are within the CPD zone and the MU and Tapo Area Planning Overlay (TAPO) districts. Several parcels along the rail corridor are zoned for industrial through the Light Industrial (LI) and General Industrial (GI) zoning districts. These parcels are also within the Business Park (BP) and/or TAPO overlay districts. Parcels north of Alamo Street and east of the Arroyo Simi channel are within the MU Overlay District with varying base zones. Parcels between Cochran Street and Alamo Street are zoned for commercial through the CO or CPD zones.

2.4 GOALS AND OBJECTIVES

The Los Angeles Avenue Corridor is envisioned as Simi Valley's downtown. It is intended to become a pedestrian-friendly mixed-use environment that integrates commercial, entertainment, residential, and open space uses. Several existing shopping centers would be enhanced to include an engage a mix of uses with improved connectivity for multiple modes of transportation. The Tapo Street Area would be enhanced to create a neighborhood identity authentic to its historic scale and character as an intimate place of gathering. A pedestrian-oriented environment that integrates transit and bicycle connectivity improvements would promote and support diversity of high quality commercial and residential uses.

The following goals were developed to establish the proposed Specific Plan as unifying and transitioning districts between the local community fabric and new development along the corridors:

Goal 1: Create a Sense of Place. Enhance the existing commercial corridors with new building types and placemaking strategies to create a unique sense of place which fosters business and pedestrian activities and improves the quality of design for new developments.

Goal 2: Implement Focused Growth. Implement strategies that thematically promote a downtown mixed-use hub (Los Angeles Corridor) and Main Street (Tapo Street Area), preserves and enhances existing residential neighborhoods, maintains or improves access to the Arroyo Simi, maintains hillside views, and allows for transit-supportive development.

Goal 3: Re-purpose Underutilized Properties. Improve the economic vitality and cohesive use of underutilized commercial and industrial properties that are vacant or have large surface parking lots along major streets.

Goal 4: Foster Transit Use. Integrate development in the proximity of the existing Metrolink rail transit station within the Tapo Street Area to foster transit use and reduce dependence on cars, energy consumption, air pollution, and greenhouse gas emissions.

Goal 5: Incentivize Production of Housing. Address the lack of affordable housing, senior housing, and workforce housing. Encourage more housing options, home ownership, and access to public transportation through development incentives and other community benefits.

Goal 6: Improve Connectivity to Key Destinations. Address mobility issues to strengthen connections to destinations and activity centers within and beyond the study areas.

Goal 7: Accommodate All Transportation Modes. Use "complete street"[1] approaches for "right-sizing"[2] streets that improve pedestrian safety and balance the needs of pedestrians, cyclists, and vehicles. Connect to neighboring active transportation assets such as Arroyo Simi and the Simi Valley transit station.

Goal 8: Create Indoor and Outdoor Recreation Opportunities. Introduce a variety of new open space and recreational opportunities at the private realm level through incentives for the provision of community benefits.

Goal 9: Enhance the Public Realm and Streetscapes. Prioritize internal connectivity and a vibrant pedestrian environment along major corridors through wide sidewalks with parkway amenities such as bicycle parking, sitting areas, pedestrian lighting, and street trees.

Goal 10: Adopt Innovative Parking Strategies. Consider multiple parking strategies including streamlined shared parking agreements between adjacent uses, removing required parking minimums near the transit station, and on-street parking through roadway re-striping.

2.5 PROPOSED ZONES AND DESIGN STANDARDS

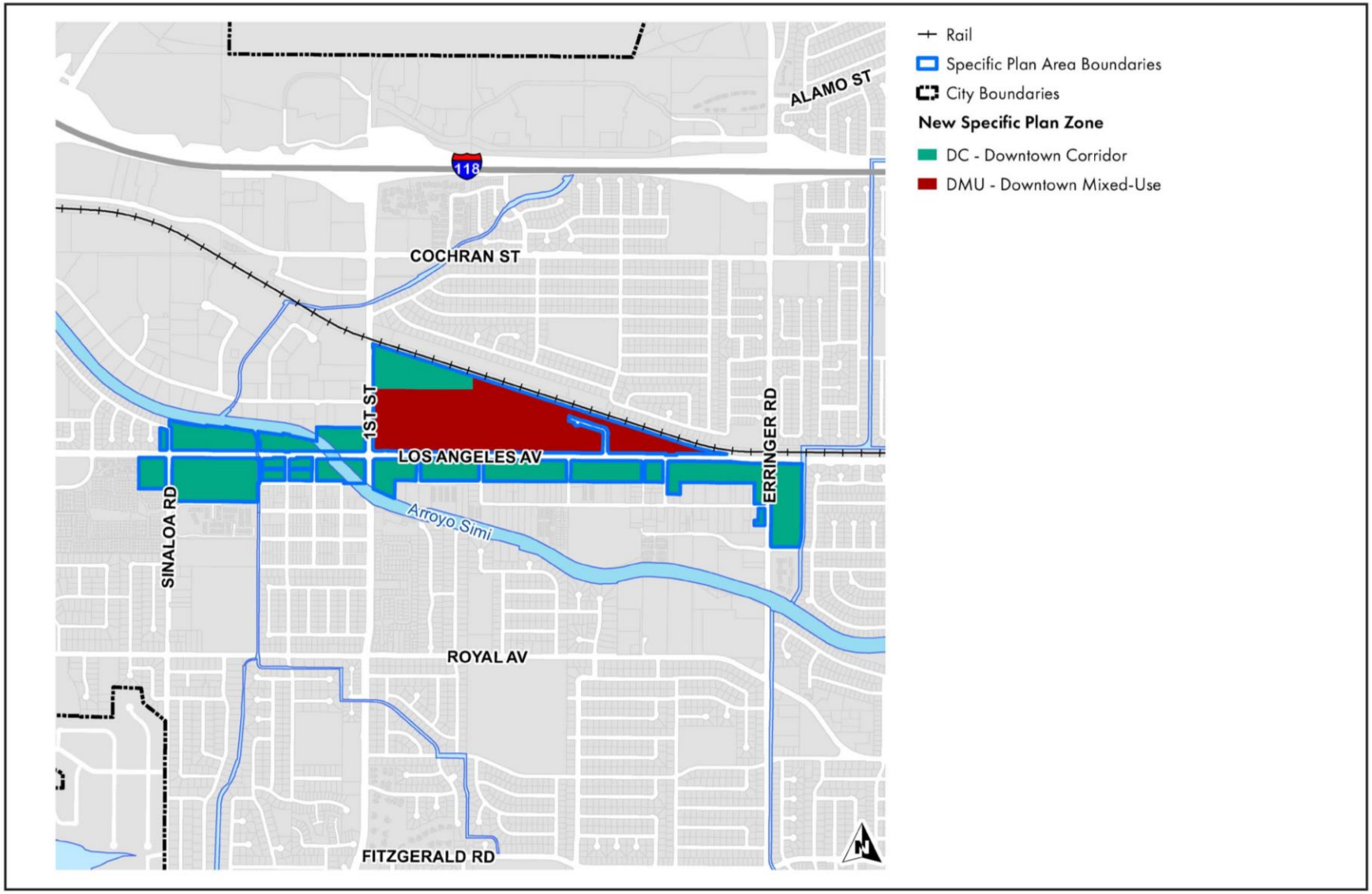
The proposed Specific Plan would replace the current zoning designations within the Specific Plan Area with new zones and customized design standards. The design standards incorporate the intent of several design guidelines from the General Plan, the Los Angeles Avenue Streetscape Improvement Project, the Tapo Street Area Revitalization Plan Design Guidelines, and the Citywide Design Guidelines. The new zones and design standards would regulate the development of land uses, the design of buildings, as well as the design of open spaces. The design standards address different elements of site and building design, including but not limited to, building heights and setbacks, architectural character and massing, the quality of building materials, landscaping and parking requirements. The proposed Specific Plan zones are described below. **Figure 2-4** and **Figure 2-5** shows the proposed zones within the Specific Plan Area.[3]

The General Plan Community Development and Mobility & Infrastructure Elements would be amended to adjust maps to conform to the Specific Plan boundaries to allow for density bonuses in exchange for community benefits. Minor amendments such as allowing both horizontal and vertical mixed use would also be made to the General Plan. General Plan Land Use Maps would be amended per the proposed Specific Plan (see **Figures 2-4** and **2-5**) to expand the area designated for mixed-use in the Los Angeles Avenue Corridor to the Downtown Mixed-Use (DMU) zone and the triangle parcels in the northern part of the DMU zone. Land Use Maps would also be amended for a portion of Tapo Street to allow for mixed-use in the area between Cochran Street and Alamo Street.

[1]Complete Streets refers to streets that have amenities for bicyclists, pedestrians, and motorists. Complete streets often include bike lanes and pleasant landscaping.

[2]Right-sizing streets is a transportation design technique that involves removing travel lanes from a roadway and repurposing the space for other uses to create a community-oriented transportation policy that promotes safety.

[3]The land uses permitted within each of the proposed Specific Plan zones are identified in Table 2.3 in the proposed Specific Plan.



Source: Gruen Associates, 2023.

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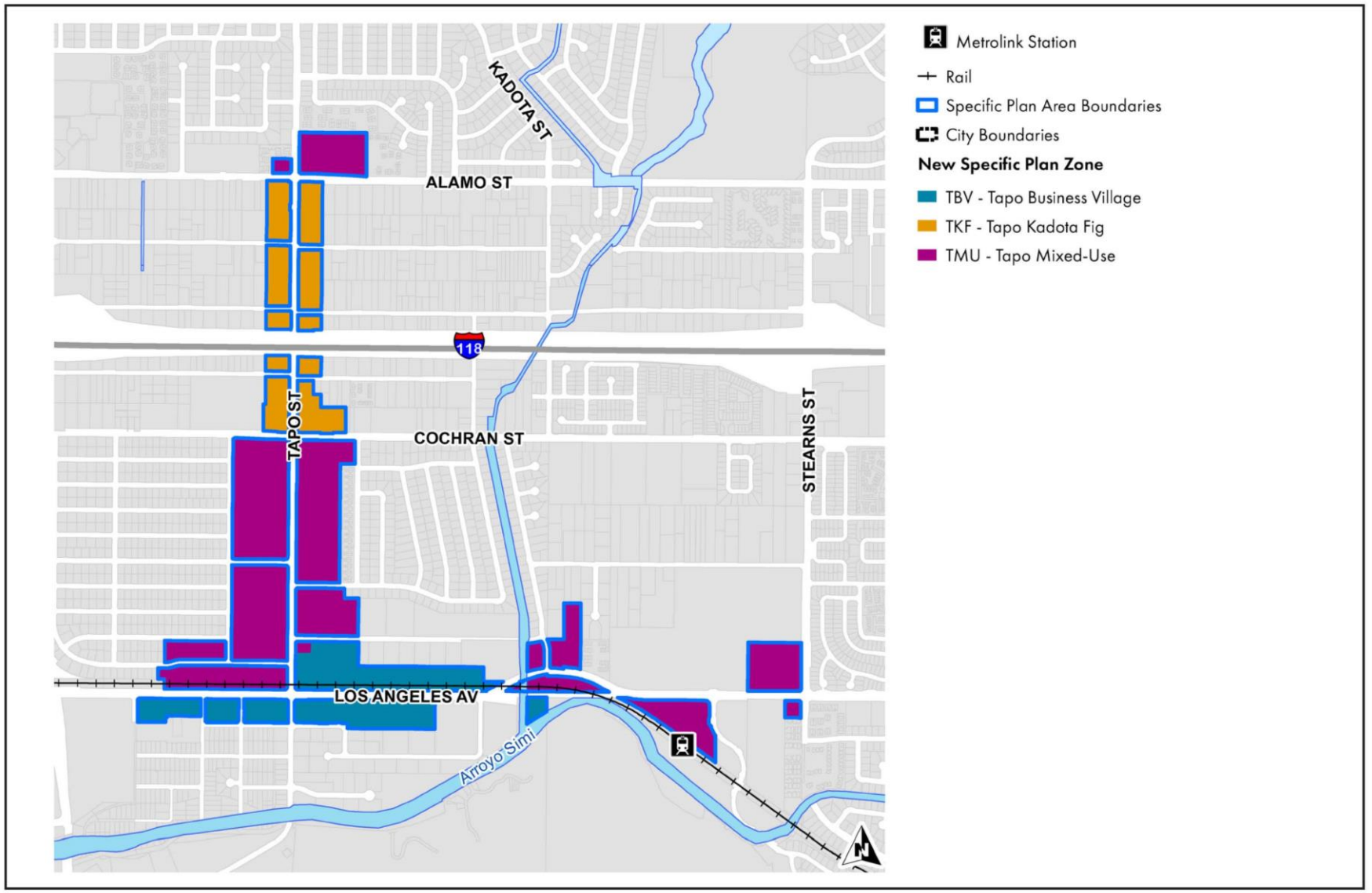
FIGURE 2-4

LOS ANGELES AVENUE CORRIDOR ZONES



Source: Gruen Associates, 2023.

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FIGURE 2-5
TAPO STREET AREA ZONES

LOS ANGELES AVENUE CORRIDOR ZONES

Downtown Mixed-Use (DMU). The DMU zone is intended to foster a vibrant vertical and horizontal mixed-use atmosphere as the heart of Simi Valley's new downtown area and the City's public gateway. Provisions would allow for new housing opportunities, an active pedestrian environment with a mix of daytime and nighttime uses such as commercial retail, employment, and entertainment, publicly accessible open space, and multi-modal connectivity.

The zone is applied to the parcels north of Los Angeles Avenue and east of First Street (currently Mountain Gate Plaza and Simi Valley Plaza), which the General Plan Community Development Element identifies for Mixed-Use. Mixed-Use areas are identified as inventory sites in the Housing Element. The DMU zone would permit developments utilizing a phased approach on the existing surface parking lots to form denser, yet more pedestrian-scaled conditions, while reinforcing walkable streetscape improvements for Los Angeles Avenue and First Street.

The DMU zone is envisioned to preserve some interior tenant spaces in existing shopping centers with modernized street-facing buildings by introducing development standards that would allow an active front setback (e.g., landscaped, plaza or outdoor seating/dining space) along Los Angeles Avenue, require that surface parking lots be located to the rear or side of street-facing buildings, and permit shared-use parking lots and structures between adjacent uses. The DMU zone is also envisioned for a unique downtown pedestrian-scaled urban environment with access to a mix of uses and open space. The DMU zone has the potential for a hierarchy of blocks, buildings, streets, open space, and pedestrian pathways/paseos that address a walkable and active street face along Los Angeles Avenue and First Street and introducing an internal DMU core.

Downtown Corridor (DC). The DC zone prioritizes infill employment uses that are complementary of the neighboring DMU zone, such as retail, grocery stores, and restaurants along Los Angeles Avenue, including the preservation of long-time existing businesses. The DC zone encourages private consolidation to cluster commercial, retail, and office, to achieve more efficient shared parking and open space arrangements, improved walkability along Los Angeles Avenue, and a more identifiable sense of place that is also pedestrian-scaled and active, but unique from the DMU zone.

New standards for the DC zone would reinforce the street-facing commercial occasionally with residential above along Los Angeles Avenue in visually interesting buildings closer to the sidewalk to foster a more pleasant and attractive pedestrian environment with opportunities for walking, sitting, and dining. Standards would also ensure integration with the Arroyo Simi with additional outdoor passive recreation opportunities in new developments through the provision of increased setbacks and amenities (e.g., outdoor dining, seating, plaza space, landscaping). On larger parcels, or where there is opportunity to consolidate parcels, provisions would allow for and encourage a horizontal mixed-use urban village-like environment to both complement the more vertical DMU zone and be contextually sensitive to adjacent existing conditions.

TAPO STREET AREA ZONES

Tapo Mixed-Use. The Tapo Mixed-Use (TMU) zone is applied to parcels which are currently within the Mixed-Use Overlay to continue to promote the historic character and pedestrian scale of the area, including the benefits and potential of the Simi Valley Transit Station. A village-scale residential mixed-use commercial and entertainment environment would be encouraged in strategic locations along Tapo Street to provide vibrant daytime and nighttime activities such as restaurants, food stores, supermarkets, and indoor recreation. To enhance the pedestrian environment and reinforce a medium-scaled infill "village" atmosphere for this area, development standards are introduced to support a "restaurant cluster" concept. The restaurant cluster is integrated within envisioned horizontal mixed-use residential and entertainment uses in existing surface parking lots.

The TMU zone also applies development standards that require enriched setbacks along the Arroyo Simi, the railway, and the Rancho Santa Susana Community Center & Park to enhance the use of the areas existing assets and destinations. One such destination is the Simi Valley Transit Station, on the eastern boundary of the TMU zone, which would be promoted with uses and standards that reinforce its future development as Transit-Oriented Development (TOD). The Simi Valley Transit Station area has the potential to establish a multi-modal network of public and private realm improvements that allow residents to walk, bike, or take transit to other local or regional destinations.

Tapo Business Village (TBV). The TBV zone is applied to parcels near the Los Angeles Avenue and Tapo Street intersection, which currently has a mix of general retail and primarily light industrial uses. To reinforce the historic urban pattern and street-facing commercial pattern along this segment of Los Angeles Avenue, standards are introduced to permit vertical employment-focused development. To promote traffic calming and connectivity to this historic gateway neighboring Tapo Mixed-Use area, standards encourage the provision of flexible open spaces for both the public and private realm (e.g., pedestrian and multi-use paths, paseos, plazas, etc.) that connect to the neighborhoods to the north. The recently approved housing development in the southwest corner of Buyer Street and Shopping Lane would be an exception to the TBV description above and standards.

Tapo Kadota Fig (TKF). The TKF zone is intended to promote smaller-scale mixed-use development at densities compatible with the surrounding neighborhood in support of its traditional agricultural character. The area is currently zoned Commercial Office (CO) and Commercial Planned Development (CPD) and has several single-family houses. The TKF zone would be unique in that it will complement both the existing suburban fabric and the neighboring TMU zone. Neighborhood-serving commercial and lower-density horizontal mixed-use at select strategic locations along Tapo Street, such as intersections, would be promoted and encouraged to form a smooth transition into the more intense vertical mixed-use character south of Cochran Street and at the Alamo Street/Tapo Street intersection.

2.6 INFRASTRUCTURE AND MOBILITY PLANS

The proposed land use changes have the potential to change impervious conditions, increase sewer generation, water demand, electrical demand, and natural gas demand within the Specific Plan Area. Transportation and mobility conditions would also change within the Specific Plan Area. Therefore, the proposed Specific Plan addresses infrastructure and mobility issues within the Specific Plan Area. The Infrastructure Plan chapter of the proposed Specific Plan provides an overview of the existing infrastructure within the Specific Plan Area and identifies infrastructure needs based on the projected build-out of the Specific Plan Area. With regards to stormwater, all projects within the Specific Plan Area would be required to comply with the City and County requirements to manage stormwater. While the demand for water within the Specific Plan Area would increase compared to current conditions, the Urban Water Management Plans (UWMPs) prepared by the two water purveyors that provide water to the Specific Plan Area account for the City's expected population growth through 2045. For wastewater, the City would monitor the average dry weather flow entering the treatment plant and remain under 75 percent of the treatment capacity. For dry utility infrastructure, any decision to upgrade or make changes to the existing infrastructure to meet a change in electrical power and natural gas demand resulting from the change in zoning would be determined by Southern California Edison (SCE) and SoCalGas in coordination with the City on a project-by-project basis. During the design phase for new projects within the Specific Plan Area, project applicants would need to perform site-specific analysis to assess if the current infrastructure can support the new project in compliance with current regulatory requirements.

The Mobility Plan chapter of the proposed Specific Plan describes the existing streetscape of the roadways in the Specific Plan Area, addresses pedestrian and bicycle circulation, access to transit, vehicular mobility, parking strategies and identifies streetscape improvement alternatives for the Specific Plan Area. The following streetscape alternatives are presented in the proposed Specific Plan:

First Street. No Alternatives were considered. Due to the high traffic volume on First Street, any option that would remove a travel lane would exacerbate the traffic impacts to a level that is not permitted at the intersection of First Street and Los Angeles Avenue. The likely solution is to explore further study in the possibility of creating multi-use paths on private property as new development takes place. Meanwhile, improvements such as adding more street trees are still valuable.

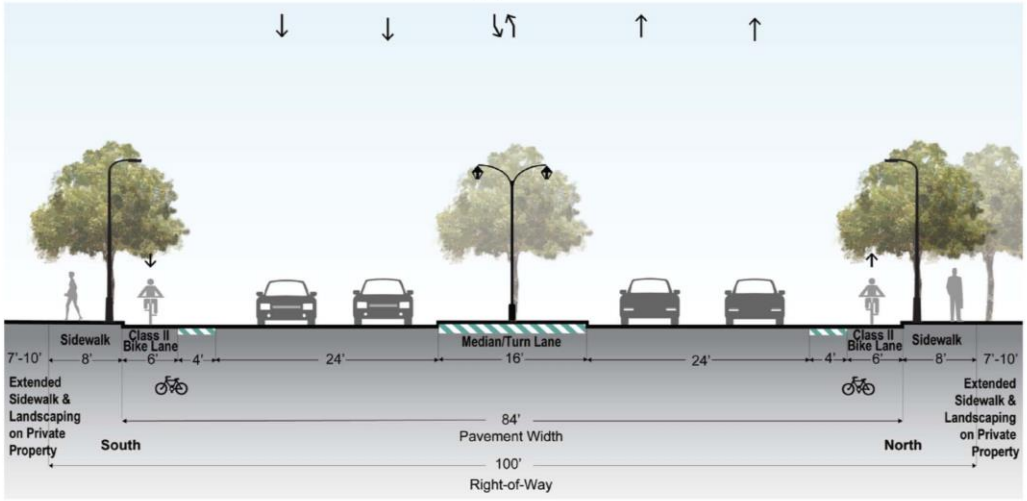
Los Angeles Avenue West Area. The Short-Term Alternative (1) for Los Angeles Avenue West adds buffered bike lanes on both sides of the street to connect to the existing Class II bike lanes that currently end at Erringer Road. To accommodate the bike lanes, the number of travel lanes would be reduced to two lanes in each direction and the center turn lane/median would be preserved where the right-of-way is the typical condition of 100 feet. The reduction in lanes would impact traffic conditions; however, bicycle safety and connectivity would be greatly improved. As the new downtown area, enhanced setbacks would be required on private property to promote active pedestrian uses, such as outdoor dining and courtyards. Adding a row of trees on public right-of-way and an extended sidewalk on private property as properties develop would enhance the overall streetscape and pedestrian experience. This alternative is demonstrated in **Figure 2-6**.

The Long-Term Alternative (2) for Los Angeles Avenue West widens the sidewalk area by introducing requirements for enhanced setbacks on private property. Enhancing the sidewalk area in this manner would not require costly easement or dedications and would improve the pedestrian experience along the major thoroughfare. This alternative, also shown in **Figure 2-6**, would require removing an existing travel lane and replacing it with parking on the south side and reconstructs the curbs and gutters on the north side to provide a multi-use path with separated cycle-track and sidewalk space for enhanced safety. With minimum standards, eight feet would provide enough space for parkway and pedestrian space, an additional eight feet for a two-way cycle track, and three feet for signage and shoulder space without encroaching on the private property, totaling 19 feet as the absolute minimum for a multi-use path to safely integrate all the complete street elements. Where there are no existing street trees, street trees would be added creating double row of trees and would provide shade for the pedestrians and cyclists.

Tapo Street Area. The Short-Term Alternative (1) for Tapo Street will keep the median in place and to its capacity. This alternative, demonstrated in **Figure 2-7**, would remove a travel lane in each direction to provide eight feet width for parking and a typical Class II bike lanes next to the travel lane without buffers given the limited amount of space. The existing street trees would be maintained, and new trees added enhancing the pedestrian environment.

The Long-Term Alternative (2) for Tapo Street would remove two feet from the center median along with a travel lane on each side for parking and buffered bike lanes. The bike lanes would be moved to the curbside with a foot of raised buffer provided to prevent cars from parking on the bike lanes. This alternative, also shown in **Figure 2-7**, would be the safer as bike lanes are protected by the raised buffer and parked cars. Additionally, an eight-foot parallel parking is offered to serve the businesses and surrounding area. This alternative would provide both the community's desire for bike lanes and the business owner's need for parking. The existing street trees would be maintained as there are currently a considerable amount of street trees and landscaping.

Los Angeles Avenue West - Short-Term Alternative (1)



Alternative 1: Typical Class II Bike Lanes

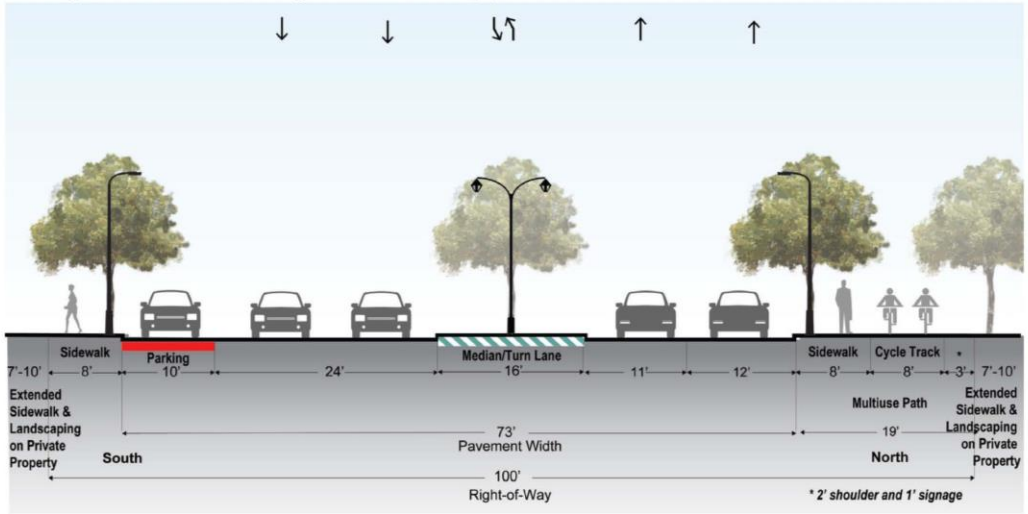
Pros:

- Bike lanes on both sides with 4' striped buffer.
- Extends sidewalks on private property for outdoor dining, landscaping, and/or pedestrian amenities.
- Median would remain in place.
- Potential double row of trees on the north side.

Cons:

- Re-purposes a travel lane on both sides.
- No parking.

Los Angeles Avenue West - Long-Term Alternative (2)



Alternative 2: Cycle Track/Multi-Use Path with Some Parking

Pros:

- 8' cycle track (4' each way) on the north side with 8' sidewalk, 2' shoulder, and 1' for signage.
- Extends sidewalks on private property for outdoor dining, landscaping, and/or pedestrian amenities.
- Median would remain in place.
- Potential for double row of trees on the north side.
- Parking on the south side for typical sections.

Cons:

- Re-purpose a travel lane on both sides.

Source: Gruen Associates, 2023.

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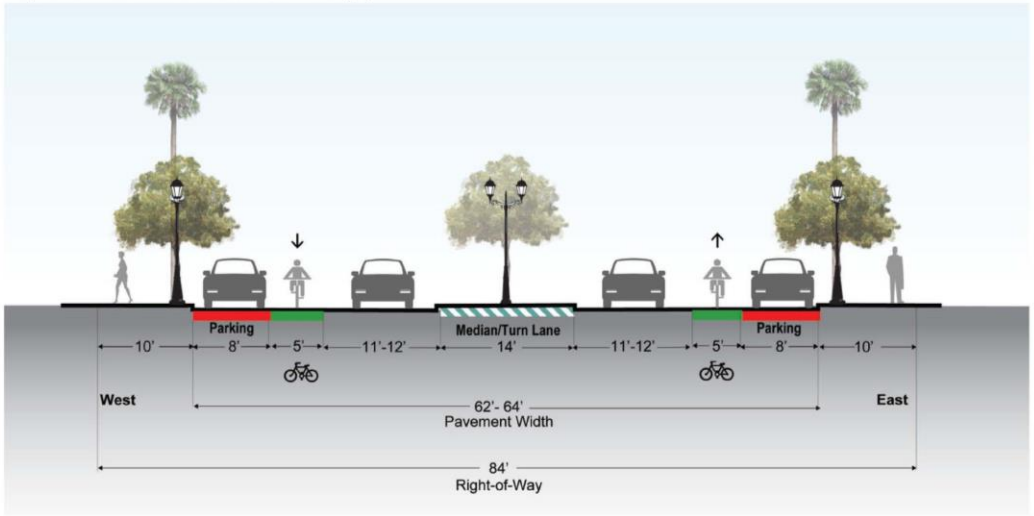
FIGURE 2-6

LOS ANGELES AVENUE WEST ALTERNATIVES

Tapo Street - Short-Term Alternative (1)



Alternative 1: Typical Class II Bike Lanes

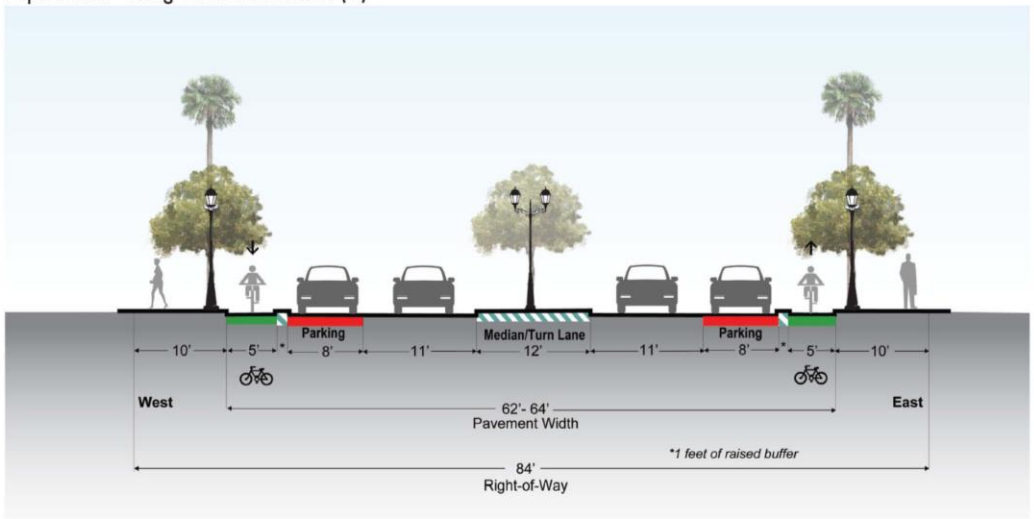
Pros:

- Includes 8-foot parallel parking on both sides.
- Center median would remain in place.
- Class II bicycle lanes would connect to the existing Class II bike lanes along Los Angeles Avenue.

Cons:

- Re-purposes a travel lane on both sides.
- Potentially less safe for bicyclist.

Tapo Street - Long-Term Alternative (2)



Alternative 2: Bike Lanes & Parking as Buffer

Pros:

- Includes 8-foot parallel parking on both sides.
- Separated bicycle lanes on the curb side with a one-foot-wide raised buffer between parking and the bike lanes to prevent cars from parking in the bike lanes.
- Bicycle lanes would connect to the existing Class II bike lanes along Los Angeles Avenue.

Cons:

- Re-purposes a travel lane on both sides.
- Reconstructs the center median and creates a one-foot-wide raised buffer between parking and the bike lanes.

Source: Gruen Associates, 2023.

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FIGURE 2-7

TAPO STREET ALTERNATIVES

Los Angeles Avenue East. Alternative 1 for Los Angeles Avenue East does not require any travel lane removal as there are currently existing Class II bike lanes and parking on the south side. The alternative for this segment would be to enhance the existing bike lanes by creating a three-foot landscape buffer by reducing the travel lanes to 11 feet lanes. The existing parking on the curb side would be shifted internally towards the travel lane and increased to nine feet in width parking for additional passenger safety. Additionally, the center median would be raised to have landscaping and trees, as the existing center median is striped turn lanes. Other improvements would include enhancing the streetscape with more street trees as there are significant gaps.

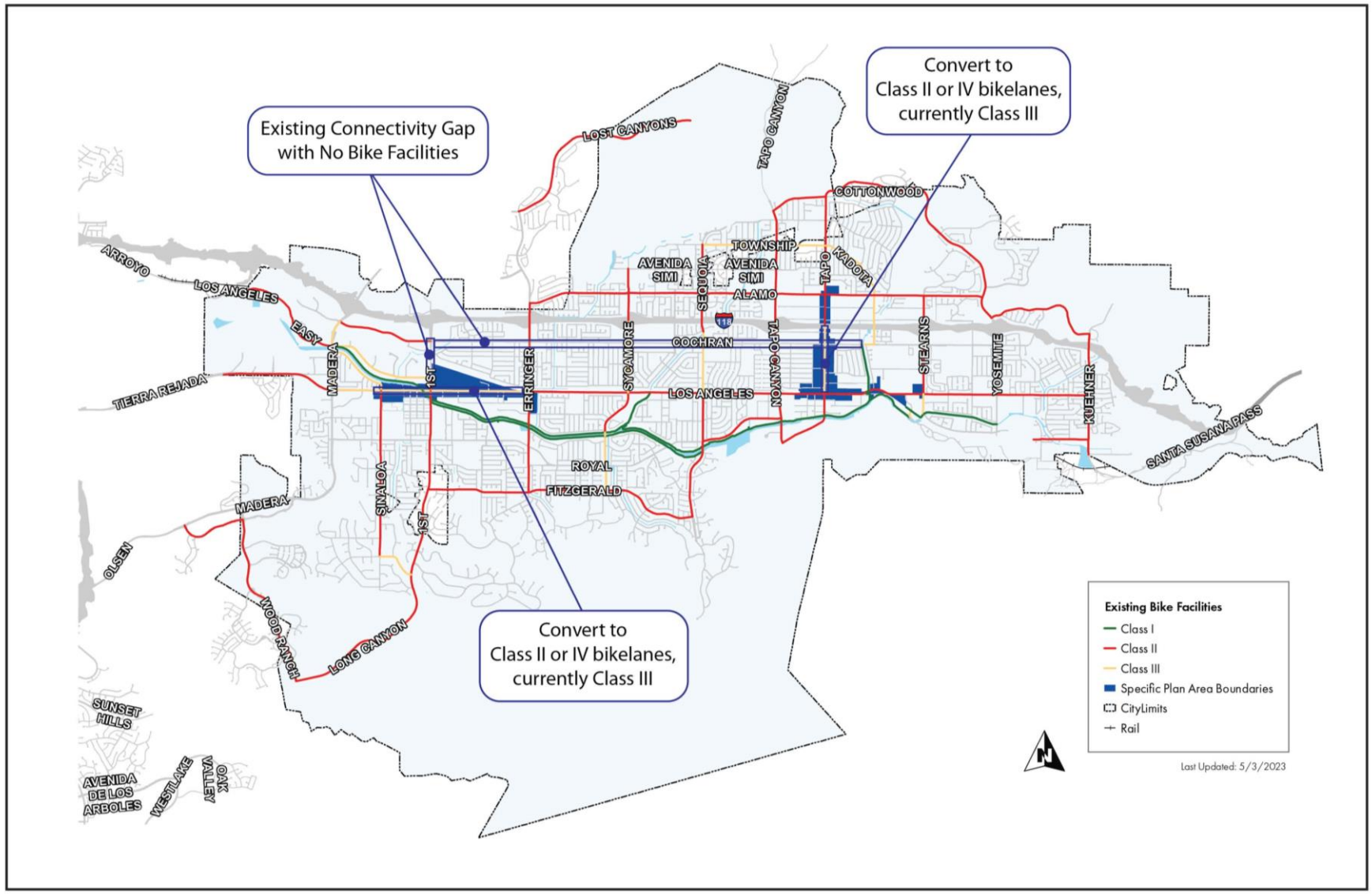
BICYCLE IMPROVEMENTS AND AMENITIES

New bike lanes are proposed in the Specific Plan Area. **Figure 2-8** shows the surrounding bicycle network connecting the two Specific Plan areas and identifies proposed connectivity. In the Tapo Street Area, Class II bike lanes are proposed from Alamo Street on the north to Los Angeles Avenue on the south. The bicycle lanes would provide a linkage to the existing bicycle lanes along Alamo Street and Los Angeles Avenue. In the Los Angeles Avenue Corridor, new Class II bike lanes are proposed from Sinaloa Road on the west to Erringer Road on the east. On the east end, the new bicycle lanes would provide a linkage to the existing bicycle lanes at Erringer Road eastward, as well as the Arroyo Simi Greenway. Bicycle lane wayfinding signage is proposed along roadways that do not have bicycle facilities, such as Tapo Canyon Road and First Street, to direct cyclists to streets where bicycle lanes are provided.

2.7 IMPLEMENTATION PLAN AND GROWTH FORECAST

No specific development projects are currently proposed as part of this Specific Plan. It would, however, allow for a total projected buildout of 9,592 additional housing units and an increase in approximately 80,914 square feet of non-residential uses. The Specific Plan allows (but does not require) density bonuses for City community benefits. The Implementation Plan included as part the proposed Specific Plan identifies actionable strategies to support the vision and goals for the Specific Plan Area. The proposed Specific Plan and future City modifications to the zoning regulations would help streamline approvals and allow a combination of moderate and high-density development while aligning with supportable levels of retail.

The 9,592 additional housing units are the permissible buildout of the area using the maximum densities in the Specific Plan assuming an average of 70 percent of the maximum density. The General Plan Housing Element states that there is no timeline associated with this buildout. Considering the Specific Plan Area is almost totally developed today, the likelihood of all of the properties being redeveloped by 2040 is unlikely. A market study prepared by Land Econ in 2022 estimated the total units from 2023 to 2043 in the Specific Plan would be considerably less (3,550 units total) than this buildout. However, to be conservative the total 9,592 units were analyzed for 2040 to allow for the market rate and affordable housing that may be built under the Specific Plan and both the City's Community Benefit Bonus and under the State Bonus Law.



Source: Gruen Associates, 2023.

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FIGURE 2-8

EXISTING BIKE FACILITIES AND PROPOSED CONNECTIVITY

The Environmental Impact Report (EIR) prepared for the Simi Valley General Plan evaluated the impacts of a maximum of 58,438 housing units and a total population of 178,236 persons at build-out of the General Plan.[4] The General Plan EIR analyzed 7,775 mixed-use units in the Transportation Area Zones (TAZ) that comprise the Specific Plan Area.[5] According to the most recent U.S. Census American Community Survey (ACS) Demographic and Housing data, it is estimated that as of 2021 the City had a total of 45,230 housing units and a population 126,809.[6,7] Based on average persons per household size of 2.87[8], the total buildout of 9,592 additional housing units within the Specific Plan Area is therefore estimated to increase population by approximately 27,529 persons resulting in a total population of 151,927. To ensure that development does not exceed 58,438 housing units and a total population of 178,236 persons for the General Plan planning period, the City will monitor the number of units built each year.

Future development facilitated by the proposed Specific Plan may tier from this IS/MND or a finding may be made that sufficient environmental clearance occurred with this IS/MND (CEQA Guidelines Sections 15152, 15162, and 15168). This IS/MND considers a series of related projects with the intent to streamline subsequent review of future housing development projects consistent with the intent of the proposed Specific Plan. Streamlining under CEQA is a process by which an agency can rely on previously adopted environmental review to approve a future discretionary action. The California State Legislature has also created specific provisions to promote streamlining environmental review for certain types of projects, including infill development (Public Resources Code (PRC) Section 21094.5; CEQA Guidelines Section 15183.3) and some housing projects (PRC Sections 21159.21, 21159.22, 21159.23, 21159.24, 21159.25, 21159.28). Future development facilitated by the proposed Specific Plan may also be subject to subsequent environmental and other discretionary review and permitting, in accordance with the Simi Valley Municipal Code (SVMC). Design review and subsequent environmental review may be required for discretionary actions to entitle future development projects. Before conducting a new environmental analysis for future development projects within the Specific Plan Area, the City will consider whether the project is covered by this IS/MND.

[4]City of Simi Valley, *General Plan Environmental Impact Report, SCH No. 2009121004*, June 2012.

[5]City of Simi Valley, *General Plan Environmental Impact Report, Table 3-1 Existing, Proposed and Net Difference in Land Use*, page 3-18, June 2012.

[6]U.S. Census Bureau, *2017-2021 American Community Survey (ACS) 5-Year Estimate*, *Table DPO5: ACS Demographic and Housing Estimates.*

[7]U.S. Census Bureau, *2017-2021 American Community Survey (ACS) 5-Year Estimate*, *Table DPO4: Selected Housing Characteristics.*

[8]American Community Survey (ACS), 2021.

3.0 INITIAL STUDY CHECKLIST AND EVALUATION

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the proposed Specific Plan, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture/Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency):
On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date _____

Printed Name _____ For _____

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.1 AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☑	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☑	☐
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☑	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐

a) **Less-Than-Significant Impact**. A significant impact would occur if the project had a substantial adverse effect on a scenic vista. Scenic views within the City include views of prominent landscape elements available along roads through various canyons, including Tapo Canyon, Alamos Canyon, Madera Road and Olsen Road, as well as views of manmade landmarks such as Wood Ranch Reservoir and Dam and the Ronald Reagan Presidential Library.[9] The Specific Plan Area is not within a visually sensitive area such as a hillside. Most of the Specific Plan Area is currently developed with commercial uses and surface parking lots and is located on the valley floor within an urbanized area of the City. The SVMC does not protect views from individual valley floor lots. Nonetheless, future development projects would be required to comply with the City's General Plan goals and policies intended to protect scenic vistas. The proposed Specific Plan also includes development and design standards to regulate the development of land uses and the design of buildings within the Specific Plan Area. The development and design standards incorporate the intent of several design guidelines from established City policies and other adopted plans, including the City's General Plan, the Los Angeles Avenue Streetscape Improvement Project, the Tapo Street Area Revitalization Plan Design Guidelines, and Citywide design guidelines. The design standards address different elements of site and building design, including but not limited to, building heights and setbacks, landscaping and parking requirements, architectural character and massing, the quality of building materials and landscaping. Future development projects within the Specific Plan Area would undergo development design review to ensure compliance with the City's General Plan goals and policies intended to protect scenic vista, as part of the permitting process. Therefore, the proposed Specific Plan would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

b) **Less-Than-Significant Impact**. A significant impact would occur if the project would substantially damage scenic resources within a state scenic highway. SR-118 is designated as an Eligible State Scenic Highway from Route 23 to De Soto Avenue near Browns Canyon

[9]City of Simi Valley, *General Plan Environmental Impact Report, SCH No. 2009121004*, June 2012.

within the City.[10] As discussed in Response 3.1a, the Specific Plan Area is located on the valley floor within an urbanized area of the City that is primarily developed with commercial uses and surface parking lots. There are no rock outcroppings or scenic resources within the Specific Plan Area. The proposed Specific Plan would not substantially damage scenic resources within a state scenic highway, and impacts would be less than significant.

c) **Less-Than-Significant Impact**. A significant impact would occur if the project substantially degraded the existing visual character or quality of public views of the site and its surroundings. Most of the Specific Plan Area is currently developed with commercial uses and surface parking lots. The tallest buildings within the Los Angeles Avenue Corridor are multi-family residential developments with three stories. The buildings on the south side of Los Angeles Avenue have much smaller setbacks than those on the north side and directly abut the sidewalk with select instances of surface parking lots visible at the side or front of the building. Buildings on the north side of the street in the Simi Valley Plaza and along Erringer Road have surface parking lots which occupy much of the street frontage. The parcels within the Tapo Street Area are generally configured in superblocks and large parcels along Tapo Street. Buildings are typically setback far from the sidewalk along Tapo Street and separated from the sidewalk by surface parking lots or lawns. Buildings along Los Angeles Avenue are typically placed much closer to the sidewalk with setbacks varying from 0 to roughly 15 feet. Unlike along Tapo Street, there are few surface parking lots visible from Los Angeles Avenue.

Because no development project is currently proposed, the specific impacts of a particular project cannot be assessed. Nonetheless, future development within the Specific Plan Area would be required to comply with the development and design standards included as part of the proposed Specific Plan. The design standards incorporate the intent of several design guidelines from established City policies and do not conflict with any regulations governing scenic quality. While increased density within the Specific Plan Area would change the visual character through the introduction of buildings up to a maximum height of 55 feet and four stories tall, future development is not expected to degrade the existing visual character of the Specific Plan Area or the surrounding area. To the contrary, the visual character of the Specific Plan Area is expected to improve as the design standards address different elements of site and building design, including the scale of new buildings relative to neighboring structures, the relationship of the street to the sidewalk, as well as landscaping and streetscape improvements. Therefore, impacts related to visual character and quality would be less than significant.

d) **Less-Than-Significant Impact**. A significant impact would occur if the project would create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. The Specific Plan Area is within an urbanized area of the City with a moderate level of ambient lighting. Existing nighttime lighting sources in the Specific Plan Area include streetlights, vehicle headlights, and interior and exterior building illumination from the surrounding uses. Future development within the Specific Plan Area would introduce new lighting to the Specific Plan Area. Such projects, however, would be required to adhere to the development and design standards included as part of the proposed Specific Plan and SVMC Section 9-30.040 that regulate exterior light and glare. Therefore, impacts related to light or glare would be less than significant.

[10]California Department of Transportation, *California State Scenic Streets and Highway System*, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed July 12, 2023.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.2 AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☑
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

a-e) **No Impact**. The Specific Plan Area is located within an urbanized area of the City that is primarily developed with commercial uses and surface parking lots. Neither the Specific Plan Area nor the surrounding area is used or zoned for agricultural, forest or timberland use. The City does not have land classified as Prime Farmland or Farmland of Statewide Importance, and no land within the City is subject to Williamson Act Contracts.[11] The City does contain land designated as Unique Farmland and Farmland of Local Important in the southwestern portion of the City and in the northern hillsides.[12] However, this area is not included within the Specific Plan Area. The proposed Specific Plan would not convert important farmland to non-agricultural use, convert forest land to non-forest use, or conflict with existing Williamson Act contracts. Therefore, no impact related to agriculture and forestry resources would occur.

[11]City of Simi Valley, *General Plan Environmental Impact Report, SCH No. 2009121004*, June 2012.
[12]*Ibid.*

		Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.3	**AIR QUALITY**. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☑	☐
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	☐	☑	☐	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☑	☐	☐
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☑	☐

a) **Less-Than-Significant Impact**. A significant impact would occur if the project would conflict with or obstruct implementation of the applicable air quality plan. The Specific Plan Area is located in the South Central Coast Air Basin (SCCAB), which is under the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD). The current air quality plan is the 2022 Ventura County Air Quality Management Plan (AQMP).[13] The AQMP presents Ventura County's strategy to attain the 2015 federal 8-hour ozone standard, as required by the federal Clean Air Act Amendments of 1990. Photochemical air quality modeling indicates that Ventura County will attain the 2015 federal 8-hour ozone standard by 2026 using local, State, and federal clean air programs.

The Ventura County Air Quality Assessment Guidelines published by the VCAPCD clarifies that population growth consistent with the AQMP is a vital component of the overall AQMP ozone control strategy to ensure continued progress towards attaining the federal and state ozone standards.[14] An environmental document for a proposed project must address consistency with the AQMP. Consistency with the AQMP can be determined by comparing the actual population growth in Ventura County with the projected growth rates used in the AQMP because the projected growth rate in population is used as an indicator of future emissions from population-related emission categories in the AQMP. These emission estimates are used, in part, to project the date by which Ventura County will attain the federal ozone standard.

The General Plan evaluated the impacts of a maximum of 58,438 housing units and a total population of 178,236 persons within the City.[15] The City's 2021-2029 Housing Element Update allowed for the rezoning of 10 Opportunity Areas within the City. It is estimated that full build-out of the 2021-2029 Housing Element Update would result in 2,392 housing units and up to 7,033 new residents over the eight-year planning period.[16] The Housing Element stated that impacts related to population and housing would be less than significant because the population growth forecast is accounted for in the General Plan.

[13]VCAPCD, *2022 Ventura County Air Quality Management Plan*, December 13, 2022.
[14]VCAPCD, *Ventura County Air Quality Assessment Guidelines*, October 2023.
[15]City of Simi Valley, *General Plan Environmental Impact Report*, SCH No. 2009121004, June 2012.
[16]City of Simi Valley, *Draft Initial Study-Mitigated Negative Declaration: GPA-2021-0001: Draft Housing Element Update for the 2021-2029 Planning Period*, August 2021.

To ensure that development does not exceed 58,438 housing units analyzed in the City's General Plan, the City monitors the number of units built each year. The proposed Specific Plan would allow for a projected total buildout of 9,592 additional housing units resulting in an estimated population increase of approximately 27,529 persons. The Citywide estimates would be 54,822 housing units and a population of 151,927. While this population estimate exceeds Southern California Association of Governments (SCAG) 2035 population projection of 132,591 by year 2035 and 136,974 by year 2045, full build-out of the Specific Plan Area is not anticipated to occur by 2045. Furthermore, residential growth would continue to be monitored by the City to ensure that development does not exceed a maximum of 58,438 housing units and a total population of 178,236 persons planned for in the City's General Plan and AQMP. The proposed Specific Plan would not have any potential to result in growth that would exceed the projections incorporated into the AQMP, and air quality impacts would be less than significant.

b) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. The SCCAB is a nonattainment area for federal and State ozone state standards along with the State standard for particulate matter ten microns or less in diameter (PM_{10}).

The General Plan contains policies to minimize pollution emissions in the City. Policies relevant to the Specific Plan include:

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.

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.

Policy M-1.3 **Complete Streets**. Accommodate and balance the needs of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers through all phases of transportation and development projects so that all users can travel safely within the various public rights-of-way.

Policy M-2.4 **Regional Traffic Mitigation**. Participate in programs (Congestion Management Program, Growth Management Program, etc.) to reduce regional traffic congestion.

Policy NR-9.1 **Regional Cooperation**. Ensure that air quality standards are consistent with the Countywide recommendations of the Ventura County Air Pollution Control District, which are intended to reduce air quality impacts. In addition, cooperate with SCAG's efforts to implement provisions of the region's AQMP.

Policy NR-9.2 **Truck Deliveries**. Encourage local businesses to alter truck delivery schedules for off-peak delivery times.

Policy NR-9.5 **Dust and Particulate Control**. Adopt procedures to regulate and minimize particulate emissions from paved and unpaved roads, parking lots, and building construction activities.

Policy NR-9.6 **Construction and Operation**. Evaluate development project applications using the procedures and thresholds established in the most recent version of the Ventura County Air Quality Assessment Guidelines as published by the VCAPCD and ensure that projects incorporate all applicable construction and operation mitigation measures contained therein.

Construction activity associated with future development within the Specific Plan Area would generate temporary emissions through the use of heavy-duty construction equipment and through vehicle trips generated by construction worker, vendor, and hauling trips to and from individual development sites. The VCAPCD has established significance thresholds for nitrogen oxide (NO_X) and reactive organic compound (ROC) emissions, which are precursors to ozone formation. These significance thresholds are not intended to be applied to construction emissions since such emissions are temporary.

During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release ROC emissions. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. No specific development projects have been proposed as part of the proposed Specific Plan, and quantification of construction emissions resulting from implementation of the proposed Specific Plan would be speculative. Quantification of short-term construction emissions is generally based on the size of each individual project, the equipment inventory, and the construction schedule. Such detailed information is not available for development within the Specific Plan Area, and it is not practicable to attempt to estimate the incremental increase in construction emissions over the planning period.

The City's permitting process requires individual development projects to comply with CEQA and determine the potential for air quality impacts, if applicable. The proposed Specific Plan would be limited to in-fill projects typically associated with urban development. Construction methods would not be unusual such that substantial emissions would be expected from individual projects. In addition, Mitigation Measures **AQ-1** through **AQ-3** would ensure that construction activities emissions within the Specific Plan Area would not be generated in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public. Therefore, impacts related to construction emissions would be less than significant.

Regarding permanent operational emissions, the proposed Specific Plan allows for concentrated, mixed-use development adjacent to transit corridors. As discussed above, the proposed Specific Plan growth has already been approved by the City in the General Plan EIR and the City monitors development to ensure consistency with the General Plan. Hence, criteria pollutant and ozone precursor emissions from area and stationary sources (i.e., natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation) are considered by the City in the General Plan FEIR. However, the proposed Specific Plan would change mobile source emissions within the City. Mobile source GHG emissions are directly correlated to VMT. Existing population and travel patterns within the City result in 2,764,686 vehicle miles traveled (VMT) per day. Adding the proposed Specific Plan to the existing condition results in 2,761,415 VMT per day, representing a decrease of 3,270 vehicle miles (0.12 percent reduction relative to existing conditions). This 3,270 reduction in daily VMT is a direct result of the proposed Specific Plan reducing reliance on passenger vehicles by creating more walkable neighborhoods and shortening vehicle trips by encouraging mixed-use developments. Mobile source emissions modeling was completed using the CARB EMFAC2021 emissions estimation tool.

The air quality and GHG emission calculations are included as Appendix A of this Draft IS/MND. **Table 3-1** shows that the VMT reduction associated with the Specific Plan would reduce citywide criteria pollutant and ozone precursor emissions. Operational emissions would not exceed VCAPCD significance thresholds for ROC or NO_X. The VCAPCD has not developed screening thresholds based on daily emissions for carbon monoxide (CO), sulfur oxides (SO_X), or particulate matter (PM_{10} and $PM_{2.5}$). Emissions of these pollutants are provided for informational disclosure to demonstrate the environmental benefits of implementing the Specific Plan. Therefore, impacts related to operational emissions would be less than significant.

TABLE 3-1: DAILY CITYWIDE MOBILE SOURCE EMISSIONS

Scenario	Daily Pollutant Emissions (Pounds per Day)					
	ROC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Existing	697.1	1,246.2	9,055.8	23.0	157.4	59.9
Existing Plus Project	696.3	1,244.7	9,045.1	22.9	157.2	59.8
Change from Project	**-0.8**	**-1.5**	**-10.7**	**0**	**-0.2**	**-0.1**
VCAPCD Threshold (Pounds per Day)	***25***	***25***	**-**	**-**	**-**	**-**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

SOURCE: TAHA, 2024; Iteris, 2024.

c) Less-Than-Significant Impact with Mitigation Incorporated. A significant impact would occur if the project would expose sensitive receptors to substantial pollutant concentrations. Construction and operation activities can result in several air pollutants whose effects are often localized near the area of their origin. Such air quality effects are termed local air quality impacts and include, but are not necessarily limited to, fugitive dust, entrained fungal spores that cause San Joaquin Valley Fever, carbon monoxide (CO), and toxic air contaminants (TACs). Many of these pollutants can adversely impact the general population, especially those most likely to suffer adverse health effects from air pollution, such as children, the elderly, and those suffering from acute and chronic medical conditions. Land uses where such people are likely to reside or spend a substantial amount of time include residences, schools, playgrounds, day care centers, job sites, retirement homes, convalescent homes, and hospitals. Many of these land uses are located within the Los Angeles Avenue Corridor and the Tapo Street Area.

The VCAPCD recommends minimizing fugitive dust, especially during grading and excavation operations, rather than quantifying fugitive dust emissions.[17] Control techniques for fugitive dust generally involve watering, chemical dust control agents for soil stabilization, scheduling of activities, and vehicle speed control. Watering, the most common and generally least expensive method, provides only temporary dust control. Watering also usually requires the use of diesel-powered watering trucks or pumps. The effectiveness of water for fugitive dust control depends greatly on the prevailing weather conditions and frequency of application. Chemical dust control agents provide longer dust suppression but are not effective in reducing the large portion of construction dust emissions caused by grading, excavation, and cut-and-fill operations. Dust control agents for soil stabilization are useful primarily for application on completed cuts, fills, and unpaved roadways. Fugitive dust emissions from inactive portions of a construction site can be reduced up to 80 percent with

[17]VCAPCD, *Ventura County Air Quality Assessment Guidelines*, October 2023.

chemical stabilizers. Chemical stabilizers, however, may be costly and should be limited to environmentally-safe materials to avoid adverse effects on plant and animal life.

Scheduling activities during periods of low wind speed will also reduce fugitive dust emissions. Low wind speeds typically occur during morning hours. Highest wind speeds are observed during Santa Ana wind conditions, which commonly occur between October and February with December having the highest frequency of events. Additionally, vehicle speed control can reduce fugitive dust emissions from unpaved roads and areas at construction sites by up to 60 percent, assuming compliance with a 15 miles per hour on-site speed limit. Mitigation Measures **AQ-4** and **AQ-5** would ensure that construction activities associated within the Specific Plan Area would not generate significant fugitive dust emissions. Therefore, impacts related to fugitive dust emissions during construction activities would be less than significant with mitigation.

San Joaquin Valley Fever (formally known as Coccidioidomycosis) is an infectious disease caused by the fungus *Coccidioides immitis*. San Joaquin Valley Fever is also known as Valley Fever, Desert Fever, or Cocci. Infection is caused by inhalation of *Coccidioides immitis* spores that have become airborne when dry, dusty soil or dirt is disturbed by wind, construction, farming, or other activities. The Valley Fever fungus tends to be found at the base of hillsides in undisturbed soil. The VCAPCD does not have a recommended threshold for assessing the potential for a significant impact associated with San Joaquin Valley Fever. Factors that may indicate potential to create significant Valley Fever impacts include disturbance of the top soil of undeveloped land (to a depth of about 12 inches); dry, alkaline, sandy soils; virgin, undisturbed, non-urban areas; windy areas; archaeological resources probable or known to exist in the area (Native American midden sites); special events (fairs, concerts) and motorized activities (motocross track, All Terrain Vehicle activities) on unvegetated soil (non-grass); and non-native population (i.e., out-of-area construction workers).[18] The potential for persons to be exposed to the fungus *Coccidioides immitis* within the Specific Plan Area is low given the that the urban area is completely developed with existing land uses. In addition, Mitigation Measures **AQ-4** and **AQ-5** would limit airborne dust further reducing the risk of exposure to the fungus *Coccidioides immitis*. Therefore, impacts related to San Joaquin Valley Fever would be less than significant.

Elevated CO levels can occur at roadway intersections that experience high traffic volumes and high levels of engine idling. According to the 2004 Revision to the California State Implementation Plan for Carbon Monoxide, requirements for cleaner vehicles, equipment, and fuels have cut peak CO levels in half since 1980 despite growth.[19] However, with cleaner technologies, automobile emissions of CO have steadily declined over the years. In 2003, the South Coast Air Quality Management District evaluated the potential for CO hot-spots at high volume intersections and concluded that CO ambient air quality standards would likely not be exceeded at intersections with less than 400,000 vehicles per day.[20] No intersection in the Specific Plan Area would experience daily trip volumes exceeding 400,000 vehicles. The proposed Specific Plan has no potential to generate localized CO concentrations at intersections that exceed CO standards. Therefore, impacts related to CO hot-spots would be less than significant.

Regarding construction TAC emissions, the use of heavy-duty construction equipment and haul trucks during construction activities would release diesel particulate matter and other air toxics to the atmosphere through exhaust emissions. Diesel particulate matter is a known carcinogen, and extended exposure to elevated concentrations of diesel particulate matter

[18]VCAPCD, *Ventura County Air Quality Assessment Guidelines*, October 2023.
[19]CARB, *2004 Revision to the California State Implementation Plan for Carbon Monoxide*, 2004.
[20]*Ibid.*

can increase excess cancer risks in individuals. However, carcinogenic risks are typically assessed over timescales of several years to decades, as the carcinogenic dose response is cumulative in nature. Short-term exposures to diesel particulate matter would have to involve extremely high concentrations in order to exceed regulatory standards. The proposed Specific Plan would not, in and of itself, generate temporary construction TAC emissions. Future development projects within the Specific Plan Area would be subject to development plan review to determine the potential significant TAC effects based on site-specific locations and development design. It is unlikely that diesel particulate matter concentrations would be of any public health concern during the limited construction periods associated with individual projects, and diesel particulate matter emissions would cease upon completion of construction activities. Therefore, impacts related to construction TAC emissions would be less than significant.

Regarding operational TAC emissions, the primarily residential and commercial land uses reasonably anticipated from implementing the proposed Specific Plan typically do not generate TAC emissions that would expose people to substantial pollutant concentrations. The use of toxic compounds would be strictly regulated through the VCAPCD permitting process, which requires detailed HRAs, when applicable. New sources of TAC emissions (i.e., gas stations) are subject to VCAPCD rules and regulations related to maximum individual cancer risk, cancer burden, and noncancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units that emit TACs. Compliance with the VCAPCD permitting process would ensure that new land uses would not generate TAC emissions exceeding the VCAPCD standards or adversely affect sensitive land uses. Therefore, impacts related to operational TAC emissions would be less than significant.

d) **Less-Than-Significant Impact**. A significant impact would occur if the project would result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Odors are the only potential emissions other than the sources addressed above. Regarding construction activities, potential sources that may produce objectionable odors include equipment exhaust, application of asphalt and architectural coatings, and other interior and exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the construction site and would be temporary in nature and would not persist beyond the termination of construction activities. Future development projects within the Specific Plan Area would utilize standard construction techniques, and the odors would be typical of most construction sites and temporary in nature. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. Therefore, impacts related to construction odors would be less than significant.

Regarding operational activities, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, refineries, landfills, dairies, and fiberglass molding. The proposed Specific Plan does not allow for any of these land uses. Therefore, impacts related to operational odors would be less than significant.

MITIGATION MEASURES

AQ-1 Project grading plans must show that for the duration of construction, ozone precursor emissions from construction equipment vehicles must be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Compliance with this measure must be subject to periodic inspections of construction equipment vehicles by the Public Works Director, or designee.

AQ-2 Construction equipment must be outfitted with Best Available Control Technology devices, including Level 3 Diesel Particulate Filters certified by the California Air Resources Board, or equivalent control devices.

AQ-3 The construction contractor must adhere to Ventura County Air Pollution Control District (VCAPCD) Rule 74.2 (Architectural Coatings) for limiting volatile organic compounds from architectural coatings. This rule specifies requirements for storage, clean up, and labeling of architectural coatings.

AQ-4 During clearing, grading, earthmoving, or excavation operations, excessive fugitive dust emissions must be controlled by regular watering or other dust-preventative measures using the following procedures as specified by the VCAPCD, including, without limitation, VCAPCD Rule 50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust):

- On-site vehicle speed must not exceed 15 miles per hour (project sites must contain posted signs with the speed limit).
- All on-site construction roads with vehicle traffic must be watered periodically.
- Streets adjacent to project sites must be swept as needed to remove silt that may have accumulated from construction activities to prevent excessive amounts of dust.
- All material excavated or graded must be sufficiently watered to prevent excessive amounts of dust. Watering must occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day.
- All clearing, grading, earthmoving, or excavation activities must cease during periods of high winds, (i.e., greater than 25 miles per hour averaged over one hour) to prevent excessive amounts of dust (contact the VCAPCD meteorologist for current information about average wind speeds).
- All material transported off site must be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- Areas disturbed by clearing, grading, earthmoving, or excavation operations must be minimized to prevent excessive amounts of dust. These control techniques must be indicated on grading plans. Applicants and/or contractors must be responsible for implementing these measures, and compliance with this measure must be subject to periodic site inspections by the City.

AQ-5 All trucks that haul excavated or graded materials must comply with California Vehicle Code Section 23114, with special attention to Subsections 23114(b)(2)(F), (e)(2), and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

		Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.4	**BIOLOGICAL RESOURCES.** Would the project:				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☑
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☑
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☑	☐	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☑	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑

a) **No Impact**. A significant impact would occur if the project would cause the loss or destruction of individuals of a candidate, sensitive, or special status species or through the degradation of sensitive habitat. Notable habitats that provide important foraging, dispersal, and migratory corridors for common and special-status species are found mostly in the northern and western edges of the City.[21] The Specific Plan Area is located within an urbanized area of the City that is primarily developed with commercial uses and surface parking lots. Most of the parcels within the Specific Plan Area are currently developed with one- to two-story buildings and surface parking lots. Suitable habitat for special-status species does not occur within the Specific Plan Area. A portion of the Arroyo Simi runs through the plan area; however, future development in proximity of the channelized creek bed would be subject to all applicable local policies and regulations that protect sensitive species and their habitats. The proposed Specific Plan would not have an effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS). Therefore, no impact would occur.

b) **No Impact**. A significant impact would occur if any riparian habitat or natural community were lost or destroyed as a result of urban development. As discussed in Response to Checklist Question 3.4a, the Specific Plan Area is located within an urbanized area of the City and is

[21]City of Simi Valley, *General Plan Environmental Impact Report, SCH No. 2009121004*, June 2012.

primarily developed with commercial uses. A portion of the Arroyo Simi runs through the Specific Plan Area; however, future development within the Specific Plan Area would be subject to all applicable local policies and regulations that protect sensitive species and their habitats. Therefore, the proposed Specific Plan would not have an adverse effect on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations or by CDFW or USFWS, and no impact would occur.

c) **No Impact**. A significant impact would occur if federally protected wetlands were modified or removed as a result of the project. The Specific Plan Area does not contain do not any riparian habitat or any state or federally protected wetlands. As discussed in Response to Checklist Question 3.4b The Specific Plan Area is located within an urbanized area of the City, and although a portion of the Arroyo Simi runs through the plan area, future development would be subject to all applicable local policies and regulations that protect sensitive species and their habitats. The proposed Specific Plan would not have any effect on federally protected wetlands as defined by 33 C.F.R. § 328.3 through direct removal, filling, hydrological interruption, or other means. Therefore, no impact would occur.

d) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. As discussed in Response to Checklist Question 3.4a, the Specific Plan Area is located within an urbanized area that is primarily developed with commercial uses and surface parking lots. No wildlife corridors are on or in proximity to the Specific Plan Area; however, a portion of the Arroyo Simi runs through the plan area. There are no large open space areas or parks in Specific Plan Area; however, there is a large adjacent park and community center (Rancho Santa Susana Community Center) near Los Angeles Avenue and Stearns Street in the Tapo Street Specific Plan Area. Birds are protected under the Migratory Bird Treaty. Birds may nest in areas of the Specific Plan where there is mature vegetation. Future development within the Specific Plan Area would be required to comply with the Migratory Bird Treaty Act (MBTA [22] and the California Fish and Game Code (CFGC).[23] Under the MBTA and CFGC, it is unlawful to take or possess any migratory nongame bird. To ensure that the future development within the Specific Plan Area complies with MBTA and CFGC, Mitigation Measure **BR-1** would require a nesting survey be conducted if tree removal or trimming activities occur during the nesting season (February 1 through August 31). The nesting survey would be conducted prior to tree removal or trimming activities to ensure that no active nests are present. With implementation of Mitigation Measure **BR-1**, the proposed Specific Plan is not expected to interfere with wildlife movement or impede the use of native wildlife nursery sites. Therefore, with mitigation incorporated a less-than-significant impact would occur.

e) **Less-Than-Significant Impact**. A significant impact would occur if the project were inconsistent with local regulations pertaining to biological resources. Future development within the Specific Plan Area would be subject to all applicable local policies and regulations related to the protection of biological resources including trees. Although various tree species including coast live oaks, valley oaks, and other oak tree species, as well as historic would be required to comply with the City's Tree Preservation regulations **(**SVMC Chapter 9-38). The regulations apply to any tree within City limits that is considered an historic tree, mature native oak tree, mature tree, native oak tree, or a protected tree. Therefore, the proposed Specific Plan would not conflict with any local policies or ordinances protecting biological resources, and impacts would be less than significant.

[22]Migratory Bird Treaty Act, 16 U.S.C. Section 703.
[23]Fish and Game Code Section 3513.

f) **No Impact**. A significant impact would occur if the project were to conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state HCP. The Specific Plan Area is located in an urbanized area of the City and is not located within or adjacent to the boundaries of any adopted local, regional, or state HCP. Therefore, no impact would occur.

MITIGATION MEASURES

BR-1 All tree removal and tree trimming activities must be performed before or after the bird-breeding season of February 1st through August 31st (i.e., only between September 1st and January 31st). If clearing/vegetation removal or tree trimming is planned to occur during the breeding season, a nest survey must be conducted by a qualified biologist, as defined by the Environmental Services Director, or designee, not more than one week before any clearing or tree trimming activities. Work may proceed only if no active bird nests are detected.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.5 CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☑	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☑	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☑	☐

a) **Less-Than-Significant Impact**. A significant impact would occur if the project would cause a substantial adverse change in the significance of a historical resource. CEQA Guidelines Section 15064.5 generally defines a historical resource as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. According to the FEIR prepared for the City's General Plan, the City contains 28 previously recorded historic resources.[24] None of these identified historic resources are located within the Specific Plan Area. However, the Specific Plan Area may have sites with historic-era resources (45 years old or older). Therefore, future development within the Specific Plan Area may require evaluation for significance before future project construction could begin. This could include a preliminary evaluation by an architectural historian, qualified under the Secretary of the Interior's standards, or a Historic Resources Assessment conducted by someone similarly qualified, depending on the potential degree of impact. The requirement would be determined during the permitting process, pursuant to the City's Cultural Heritage regulations, which requires approval by the Simi Valley Cultural Heritage Board. The Board determines if a site or its structures has historic, aesthetic, or special characters of public interest. Since future development projects within the Specific Plan Area would undergo project-level review to ensure adherence to these regulations, impacts to historical resources would be less than significant.

b) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if a known or unknown archaeological resource were removed, altered, or destroyed as a result of the project. The Specific Plan Area is located within an urbanized area of the City that has been subject to previous grading and development. Any surficial archaeological resources that may have existed in the Specific Plan Area are likely to have been previously disturbed or removed. Although no archaeological resources are known to exist in the Specific Plan Area, encountering unanticipated archaeological resources during ground disturbance is a possibility and would require treatment in accordance with the provisions of PRC Section 21083.2. Mitigation Measure **CR-1** is required to reduce the potential for the destruction of any significant archaeological resource. Mitigation Measure **CR-1** consists of procedural steps to take in the event of an unanticipated discovery during construction. Therefore, with mitigation incorporated impacts related to archaeological resources would be less than significant.

[24]City of Simi Valley, *General Plan Environmental Impact Report, SCH No. 2009121004*, June 2012.

c) **Less-Than-Significant Impact**. A significant impact would occur if previously interred human remains were disturbed during excavation activities. The Specific Plan Area does not include a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. Although no formal cemeteries, other places of human interment, or burial grounds or sites are known to exist within the Specific Plan Area, there is always a possibility that human remains may be unexpectedly encountered during construction. In the unlikely event that human remains are encountered, the proposed project must comply with Health and Safety Code Section 7050.5. If human remains of Native American origin are discovered during construction, future projects within the Specific Plan Area would be required to comply with applicable regulations related to the handling of Native American human remains. See Responses to Checklist Questions 3.18a-b, Tribal Cultural Resources, of this IS/MND. Therefore, impacts related to human remains would be less than significant.

MITIGATION MEASURES

CR-1 If archaeological resources are encountered during ground-disturbing activities, the Environmental Services Director must be immediately informed of the discovery. All work must cease in the area of the find or diverted away from the discovery to a distance of 50 feet until a qualified archaeologist, as defined by the Environmental Services Director, or designee, evaluates the find in accordance with applicable law, including those set forth in Public Resources Code Section 21083.2. Personnel of the project may not collect or move any archaeological materials or associated materials. Construction activity may continue unimpeded on other portions of the project site. Construction may not resume in the locality of the discovery until the identified resources are properly assessed. The final recommendations on the treatment and disposition of the find must be developed in accordance with all applicable provisions of the Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4 and be reviewed by the Environmental Services Director before implementation. The final recommendations must be implemented, and the Environmental Services Director must be provided with a final report on the treatment and disposition of the find before the Building Official issues a final Certificate of Occupancy.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.6 ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☑	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☑	☐

a-b) **Less-Than-Significant Impact**. The main forms of available energy supply are electricity, natural gas, and oil. No development projects are proposed as part of the proposed Specific Plan; however, during construction of the future projects, energy would be primarily consumed in the form of electricity associated with the conveyance of water used for dust control, powering lights, electronic equipment, or other construction activities that require electrical power. Construction activities typically do not involve the consumption of natural gas. Construction activities would consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment, construction worker commuting to and from the active project site(s), and delivery and haul truck trips. Construction activities would comply with California Air Resources Board's (CARB's) "In-Use Off-Road Diesel Fueled Fleets Regulation," which limits engine idling times to reduce harmful emissions and reduce wasteful consumption of petroleum-based fuel.

Additionally, the future development projects within the Specific Plan Area would be required to comply with the California Renewable Portfolio Standard and the Clean Energy and Pollution Reduction Act of 2015 (SB 350). During operations, SCE would provide electricity and SoCalGas would provide natural gas service to future projects within the Specific Plan Area. Energy use associated with operation would be typical of residential, commercial, and mixed-use projects, requiring electricity and natural gas for interior and exterior building lighting; heating, ventilation, and air conditioning; electronic equipment; machinery; refrigeration; appliances; security systems; and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment.

In addition to on-site energy use, future projects within the Specific Plan Area would result in transportation energy use associated with vehicle trips generated by new development. However, future projects would not involve any characteristics or processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or involve the use of equipment that would not conform to current emissions standards and related fuel efficiencies. In 2012, the City adopted a Climate Action Plan (CAP) concurrently with the most recent iteration of the General Plan as part of the General Plan Final EIR. This CAP is based on the United National Environmental Accords which provide a series of goals or "action items" that can be adopted at the local level to achieve urban sustainability, promote healthy economies, advance social equity, and protect the world's ecosystem. The plan includes both renewable energy and energy efficiency goals, as well as the expansion of public transportation throughout the City. Future projects within the Specific Plan Area are not expected to include any feature (i.e., substantially alter energy demands) that would interfere with the implementation of these state and City codes and plans. Therefore, impacts related to energy would be a less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.7 GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to division of Mines and Geology Special Publication 42.	☐	☐	☑	☐
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☑	☐
d) Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☑	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑
f) Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	☐	☑	☐	☐

a.i) **Less-Than-Significant Impact**. A significant impact would occur if the project would exacerbate existing environmental conditions in a manner that would increase the potential to expose people or structures to substantial adverse effects associated with the rupture of a known earthquake fault. The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to mitigate the hazard of surface fault rupture. It prohibits the location of most structures for human occupancy across the trace of active faults. The Act also establishes Earthquake Fault Zones and requires geologic/seismic studies of all proposed developments within 1,000 feet of the zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur.

Simi Valley is located in a seismically active region of southern California, and the Simi-Santa Rosa fault, which is classified as an Alquist-Priolo Fault Zone, traverses the City from the northeast to the southwest. The Los Angeles Avenue Corridor is located approximately 0.4-miles to the south of the Simi-Santa Rosa fault, while the Tapo Street Area is located

approximately 1.3-miles to the south of the Simi-Santa Rosa fault.[25] While no specific projects are proposed as part of the proposed Specific Plan, future development projects within the Specific Plan Area would be required to conform to the California Building Standards Code (CBSC) seismic standards and comply with building regulations and engineering practices to prescribed in the SVMC to protect existing and future residences and commercial properties from identified hazards. These regulations include the provisions in SVMC Chapter 8-11, which requires geotechnical investigations to determine the potential for ground rupture, ground shaking, landslides, and liquefaction impacts due to seismic events, and to assess for expansive soils and subsidence problems for site-specific projects. Therefore, the proposed Specific Plan would not exacerbate existing environmental conditions so as to increase the potential to expose people or structures to the rupture of a known earthquake fault, and a less-than-significant impact would occur.

a.ii) **Less-Than-Significant Impact**. A significant impact would occur if the project would exacerbate existing environmental conditions in a manner that would increase the potential to expose people or structures to substantial adverse effects related to strong ground shaking from severe earthquakes. As with all properties in the seismically active southern California region, the Specific Plan Area is susceptible to ground shaking during a seismic event. The ground motion characteristics of any future earthquakes in the region would depend on the characteristics of the generating fault, the distance to the epicenter, the magnitude of the earthquake, and the site-specific geologic conditions. The proposed Specific Plan is a regulatory plan and does not involve activities that would increase the potential to expose people or structures to the adverse effects associated with strong seismic ground shaking. Additionally, as discussed in Response to Checklist Question 3.7a.i, the design and construction of any future development projects within the Specific Plan Area would be required to conform to the CBSC seismic standards, as well as all other applicable codes and standards to reduce impacts from strong seismic ground shaking. Therefore, a less-than-significant impact would occur.

a.iii) **Less-Than-Significant Impact**. A significant impact would occur if the project would exacerbate existing environmental conditions in a manner that would increase the potential to expose people or structures to substantial adverse effects related to seismic-related ground failure, including liquefaction. Liquefaction typically occurs when a saturated or partially saturated soil becomes malleable and loses strength and stiffness in response to an applied stress caused by earthquake shaking or other sudden change in stress conditions. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from the lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. The Los Angeles Avenue Corridor and Tapo Street Area are both located within a liquefaction hazard zone.[26] The Seismic Hazard Mapping Act requires site specific geotechnical investigations for development within liquefaction zones before construction. Development projects would be required to be constructed in accordance with the CBSC to reduce seismic-related ground failure. Therefore, a less-than-significant impact would occur.

a.iv) **No Impact**. A significant impact would occur if the project would exacerbate existing environmental conditions in a manner that would increase the potential to expose people or

[25]California Department of Conservation, *Earthquake Zone of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed July 23, 2023.
[26]*Ibid.*

structures to substantial adverse effects related to landslides. The Specific Plan Area and its surrounding area are relatively flat. According to the California Department of Conservation's Earthquake Zones of Required Investigation, the Specific Plan Area is not located within an earthquake-induced landslide area.[27] Therefore, no impact would occur.

b) **Less-Than-Significant Impact**. A significant impact would occur if the project would result in substantial soil erosion or loss of topsoil. The Specific Plan Area is within an urbanized area of the City, and future development projects within the Specific Plan Area would primarily be infill development. Future development within the Specific Plan Area would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion impacts, including the latest requirements of the City-enforced National Pollution Discharge Elimination System (NPDES) Construction General Permit, best management practices (BMPs), and the applicable sediment control regulation described in Section 6-12.504, grading and erosion controls described in Section 9-32.110, and sediment controls described in Sections 6-12.501-504 of the SVMC. Therefore, with compliance with these regulations, impacts related to soil erosion and loss of topsoil would be less than significant.

c) **Less-Than-Significant Impact**. A significant impact would occur if the project would cause geologic unit or soil on the project site to become unstable or, if the project site is on unstable geologic unit or soil, the project would exacerbate existing conditions so as to increase the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse. As discussed under Response to Checklist Questions 3.7a.iii-iv, the Specific Plan Area is located within a liquefaction hazard zone but not within an earthquake-induced landslide area.[28] While no specific development projects are proposed as part of the Specific Plan, future development projects within the Specific Plan area would be required to undergo a geotechnical investigations for development within liquefaction zone per City General Plan Policy S-5.3 and the Seismic Hazard Mapping Act. Therefore, the proposed Specific Plan would not increase the potential for liquefaction hazards. Additionally, the Specific Plan Area and the surrounding area are relatively flat and, thus, are not susceptible to landslides and the likelihood of lateral spreading is low.

Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The compaction of subsurface sediments by fluid withdrawal will cause subsidence or ground collapse overlying a pumped reservoir. The Specific Plan Area is primarily developed with commercial uses and surface parking lots and the surrounding area does not contain any subsurface oil extraction facilities or groundwater withdrawal activities.[29] Future development projects within the Specific Plan Area would be constructed in accordance with CBSC to ensure safe construction and identify building requirements appropriate to site-specific conditions. The proposed Specific Plan would not cause or exacerbate existing conditions associated with landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, a less-than-significant impact would occur.

d) **Less-Than-Significant Impact**. A significant impact would occur if the project were built on expansive soils without proper site preparation or adequate building foundations, thus posing a hazard to life and property. Expansive soils have relatively high clay mineral

[27]California Department of Conservation, *Earthquake Zone of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed July 24, 2023.

[28]*Ibid*.

[29]California Department of Conservation, *Well Finder,* https://maps.conservation.ca.gov/doggr/wellfinder/, accessed July 24, 2023.

content and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to its high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Changes in soil moisture content can result from rainfall, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors. The foothills of Simi Valley contain several zones of highly expansive soils, while the relatively flat urban areas of the City contain moderately expansive soils.[30] While the Specific Plan Area is within the flat urban area of the City, future development projects within the Specific Plan Area would face the potential to encounter expansive soils. Nonetheless, future development projects within the Specific Plan Area would be required to comply with all applicable building codes and standards, including the CBSC to ensure safe construction and includes building foundation requirements appropriate to site conditions. Therefore, a less-than-significant impact would occur.

e) **No Impact**. A significant impact would occur if adequate wastewater disposal were not available to the project site. The City is entirely served by established wastewater conveyance and treatment systems. While no projects proposed as part of the proposed Specific Plan, future development projects within the Specific Plan Area would be required to connect to the existing sanitary sewer system and would not include septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

f) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the project would directly or indirectly destroy a unique paleontological resource or unique geologic feature. Paleontological resources are fossils (e.g., preserved bones, shells, exoskeletons, and other remains) and other traces of former living things. Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. While the City is known to have high paleontological sensitivity, the Specific Plan Area is not located in an area classified for high paleontological sensitivity.[31] No unique geologic features exist on or adjacent to the Specific Plan Area which is located within an urbanized area of the City that has been subject to previous grading and development. However, it is possible that unanticipated paleontological resources may be encountered during ground disturbance. As discussed under Response to Checklist Question 3.5a, Mitigation Measure **CR-1** identifies the procedural steps to take in the event of an unanticipated archaeological resource discovery during construction. Implementation of Mitigation Measure **GS-1** would similarly be required to reduce the potential for the destruction of a unique paleontological resource. Therefore, with mitigation incorporated impacts would be less than significant.

[30]City of Simi Valley, *General Plan: Environmental Impact Report SCH No. 2009121004*. June 2012, https://www.simivalley.org/home/showpublisheddocument/6873/636306346286630000, accessed July 24, 2023.
[31]*Ibid.*

MITIGATION MEASURES

GS-1 In the event paleontological resources are encountered during construction, the Environmental Services Director must be immediately informed of the discovery. All work must cease in the area of the find and a qualified paleontologist, as defined by the Environmental Services Director, or designee, must be contacted to evaluate the find before restarting work in the area. The Environmental Services Director will require that all paleontological resources identified on the project site be assessed and treated in a manner determined by the qualified paleontologist. The paleontologist has the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) may be removed in a safe and timely manner. Any significant paleontological resources found during construction monitoring must be prepared, identified, analyzed, and permanently curated in an approved regional museum repository under the oversight of the qualified paleontologist. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist. Work in the area of the discovery may resume once the find is properly documented and the qualified paleontologist authorizes resumption of construction work.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.8 GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☑	☐

a) Less-Than-Significant Impact. A significant impact would occur if the project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), keep the average surface temperature of the Earth close to 60°F. Without the natural greenhouse effect, the Earth's surface would be about 61°F cooler. In addition to CO_2, CH_4, and N_2O, GHGs include hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, black carbon (black carbon is the most strongly light-absorbing component of particulate matter emitted from burning fuels, such as coal, diesel, and biomass), and water vapor.

CO_2 is the most abundant pollutant that contributes to climate change through fossil fuel combustion. The other GHGs are less abundant but have higher global warming potential than CO_2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent of CO_2, denoted as CO_2e. CO_2e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

The General Plan contains policies to minimize GHG emissions in the City. Policies relevant to the Specific Plan include:

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.

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 GHG emissions; ensures compatibility between uses; protects the natural hillsides, major watercourses, and trees; enhances community livability and public health; and sustains economic vitality.

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.

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.

Policy LU-8.4 **Sustainable Land Development Practices**. Promote land development practices that reduce energy and water consumption, pollution, GHG 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

Policy LU-8.9 **Green Buildings**. Require all new construction and/or retrofitting of structures to be built to an identified green building standard.

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.

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.

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.

Policy LU-19.3 **Design**. Design mixed-use development projects to enhance pedestrian activity, including the following elements:

a. Expanded sidewalks along building frontages and incorporation of a public plaza containing benches, landscaping, public art, directional signage, pedestrian-scaled lighting, and other amenities
b. Uses with outdoor seating, such as restaurants
c. Pedestrian corridors connecting parking areas with buildings that are clearly defined by paving materials, landscaping, lighting, and well-designed directional signage

d. Site landscaping that contributes to the aesthetic and economic value of the center and provides a tree canopy reducing the heat island effect and GHG emissions
e. Buildings oriented toward the street with parking located to the rear of the buildings, underground, or in structures

Policy M-13.7 **Interconnected Transit System**. Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car-sharing, bicycling, and walking. Before funding transportation improvements that increase vehicle miles traveled, consider alternatives such as increasing public transit or improving bicycle and pedestrian travel routes.

Regarding construction activities, GHG emissions would be generated through exhaust from off-road equipment and on-road vehicles that consume fuel. No specific development projects are proposed as part of the proposed Specific Plan, and an annualized quantification of the incremental increase in construction emissions resulting from implementation of the Specific Plan would be speculative. Quantification of short-term construction related GHG emissions is generally based on the size of each individual project, the equipment inventory, and the construction schedule. Such detailed information is not available for development within the proposed Specific Plan Area over the planning period, and it is not practicable to attempt to estimate the incremental increase in annual construction-related GHG emissions.

GHG emissions that would be generated by construction of each individual project are temporary, would last only for the duration of construction activities, and would only occur during the use of equipment and vehicles to support those activities. In addition, construction-related GHG emissions currently represent a minute fraction of total regional emissions when considering the emissions generated by mobile, building energy, and other sources, and implementation of the proposed Specific Plan would have a negligible effect on annual average construction-related GHG emissions in the context of the regional and statewide inventories. SCAG estimates that construction emissions account for less than 0.3 percent of total annual emissions within the SCAG region and are relatively minor.[32]

Reasonably anticipated development from the proposed Specific Plan would generate GHG emissions through individual project operations. GHG emissions would specifically arise from direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. GHG emissions are a global concern best assessed over a large geographic area such as citywide. The proposed Specific Plan allows for concentrated, mixed-use development adjacent to transit corridors. GHG emissions (i.e., natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation) from future development within the Specific Plan Area was already considered in the General Plan FEIR.

Importantly, while not increasing the stationary or area source emissions noted above, the proposed Specific Plan would change mobile source emissions within the City. Mobile source GHG emission are directly correlated to VMT. Existing population and travel patterns within the City result in 2,764,686 VMT per day. Adding the proposed Specific Plan to the existing condition results in 2,761,415 VMT per day, representing a decrease of 3,270 vehicle miles. This 3,270 reduction in daily VMT is a direct result of the proposed Specific Plan reducing reliance on passenger vehicles and shortening vehicle trips by encouraging mixed-use developments. Emissions modeling using the CARB EMFAC model shows that

[32]SCAG, *Connect SoCal Plan PEIR*, 2019.

the VMT reduction associated with the proposed Specific Plan would reduce citywide GHG emissions by 449 $MTCO_2e$ per year.

The proposed Specific Plan would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, impacts related to GHG emissions would be less than significant.

b) **Less-Than-Significant Impact**. A significant impact would occur if the project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

California adopted plans and policies designed to reduce regional and local GHG emissions. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. Adoption of the 2020–2045 RTP/SCS substantiated that the growth forecasts for the SCAG region, taking into account efforts to reduce climate change impacts from GHG emissions, were consistent with the goals of California law. The primary goal of the RTP/SCS is to provide a vision for future growth in the SCAG region that decreases per capita GHG emissions from passenger vehicles. However, the strategies contained in the 2020–2045 RTP/SCS produce benefits for the region far beyond simply reducing GHG emissions. The SCS integrates the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of California law. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and on commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development.

The Los Angeles Avenue Corridor is envisioned as Simi Valley's downtown. It is intended to become a pedestrian-friendly mixed-use environment that integrates commercial, entertainment, residential, and open space uses. Several existing shopping centers would be enhanced to include an engage a mix of uses with improved connectivity for multiple modes of transportation. The Tapo Street Area would be enhanced to create a pedestrian-oriented environment that integrates transit and bicycle connectivity improvements which would promote and support diversity of high quality commercial and residential uses. The proposed Specific Plan allows for concentrated, mixed-use development adjacent to transit corridors. The 2020–2045 RTP/SCS identifies this type of growth as a top priority strategy for implementing the Strategic Growth Vision. Focusing increased density in communities surrounding multimodal transit hubs is a fundamental component of SCAG's initiatives to improve transportation efficiency and shorten and displace on-road vehicle trips. As discussed in Section 3.17, Transportation, of this IS/MND, the proposed Specific Plan would reduce the per capita VMT within the City from 15.46 to 15.44. This is consistent with all applicable GHG reduction plans.

The CARB Scoping Plan and associated updates are designed to assist lead agencies in reducing regional and local GHG emissions. Because implementation of the Specific Plan would result in a reduction in per capita emissions compared to baseline conditions, the Specific Plan would contribute to achieving the Scoping Plan per capita targets and would not conflict with the Scoping Plan. The Scoping Plan recommends that local agencies adopt policies to reduce VMT through land use and community design, transit-oriented development, street design policies that prioritize transit, biking and walking, and by increasing low carbon mobility choices. The type of compact, urban development along

public transportation lines that would be developed with implementation of the Specific Plan would be entirely consistent with policies in the Scoping Plan. The proposed Specific Plan promotes concentrated commercial and multi-family residential development, including mixed-use development, in close proximity to transit in order to conserve resources and create more sustainable development pattern by encouraging transit ridership and walking as mobility alternatives to reduce automobile dependence.

The City adopted the Simi Valley-Climate Action Plan (SV-CAP) in 2012, which contains GHG reduction measures organized into four primary sectors: energy, transportation, solid waste, and water. The SV-CAP includes a baseline GHG emissions inventory, a methodology for tracking and reporting emissions in the future, and recommendations for GHG reduction strategies as a foundation for these efforts. The SV-CAP focuses on the various goals and policies of the City's General Plan relative to GHG emissions. The SV-CAP is designed to ensure that the impact of future development on air quality and energy resources is minimized and that land use decisions made by the City and internal operations within the City are consistent with California law. The CAP identifies energy and water use reduction measures.

The proposed Specific Plan, in and of itself, does not propose specific projects but puts forth goals and policies that regulate various aspects of new housing development in Simi Valley. Because it is a planning document, the proposed Specific Plan will not, in and of itself, result in impacts to energy consumption, GHG emissions, or climate change. Future development would require project-specific environmental evaluation to determine compliance with City regulations and the level of any potential environmental impacts.

The proposed Specific Plan integrates transit and bicycle connectivity improvements that support residents within walking or cycling distance. This would reduce per capita GHG emissions related to automobile travel. Any impacts identified for an individual project would be addressed through the project approval process, including design review and (when applicable) environmental review and mitigation measures specific to any potential impacts for that project.

Development within the Specific Plan Area would be required to comply with several ordinances that implement the goals of the SV-CAP. The City adopted an Energy Reach Code, which adopts energy efficiency performance standards that reach higher than is required by California Code of Regulations, Title 24 ("Title 24") minimums. The main focus is on efficiency measures that are simple to achieve and enforce and have the greatest influence on community sustainability. The Reach Code increases energy efficiency requirements for residential and nonresidential structures beyond Title 24, set at 10 and 15 percent respectively for new construction and substantial remodels. SVMC Chapter 9-39 promotes trip reduction and alternative transportation methods (e.g., carpools, vanpools, public transit, bicycles, walking, park-and ride lots, improvement in the balance between jobs and housing), flexible work hours, telecommuting, and parking management programs to address traffic increases from new development. Compliance with the Simi Valley Water Conservation Program regulations would reduce water consumption through conservation, effective water supply planning, prevention of waste, and will maximize the efficient use of water within the City of Simi Valley. The City was an early adopter of the CALGreen Building Code, which is intended to improve sustainability of the built environment and reduce GHG emissions from new construction. The City's adoption of the CBSC and related regulations goes further by including energy use reduction measures, additional landscape water conservation, and increased recycling.

The proposed Specific Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Therefore, impacts related to consistency with GHG reduction plans would be less than significant.

		Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.9	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☑	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☑	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☑	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☑	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☑
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐
g)	Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☑

a-b) **Less-Than-Significant Impact**. A significant impact would occur if the project would create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials, or if it would create a significant hazard through the accidental release of hazardous materials into the environment. The proposed Specific Plan is a regulatory plan and does not propose any development projects. Future development within the Specific Plan Area would be required to comply with applicable law governing the transport, use, and storage of hazardous materials, including the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, California Hazardous Material Management Act, and California Code of Regulations Title 22. Additionally, future development projects within the Specific Plan Area would be required to comply with Goal S-9 and Policies S-9.1 through S-9.9 of the General Plan, which governs the transport, management, and disposal of hazardous waste in the City. Therefore, the proposed Specific Plan would not create a significant hazard to the public or the environment through the transport, use, disposal, and accidental release of hazardous materials, and impacts related would be less than significant.

c) **Less-Than-Significant Impact**. A significant impact would occur if the project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The Santa Susana Elementary School is located adjacent to the Tapo Street Area at Cochran Street. As discussed in Response to Checklist Question 3.9a-b, future development projects that would occur within the Specific Plan Area would be required to comply with all applicable standards

and regulations related to the hazardous materials, including Policy S-12.6 of the City's General Plan which implements land use controls, including development setbacks from sensitive uses such as schools for uses that generate, use, or store hazardous materials.[33] Therefore, a less-than-significant impact would occur.

d) **Less-Than-Significant Impact**. A significant impact would occur if the project were located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) each maintain a database (EnviroStor and GeoTracker, respectively) that provide access to detailed information on hazardous waste sites and their cleanup statuses. EnviroStor focuses on hazardous waste facilities and sites with known contamination or sites with possible reasons for further investigation. GeoTracker focuses on sites that impact or have the potential to impact water quality in California, with an emphasis on groundwater. A search of the EnviroStor database identified two active contamination sites in Los Angeles Avenue Corridor: the Simi Valley Hospital & Healthcare located at 1850 East Haywood, and the Sinaloa Drycleaners located at 660 East Los Angeles Avenue. No active EnviroStor contamination sites were identified in the Tapo Street Area.[34] A search of the Geotracker databases determined that there was one active contamination site, an Exxon Mobile gas station located at 2395 Erringer Road, within the Los Angeles Avenue Corridor, and no active sites within the Tapo Street Area.[35] As discussed in Response to Checklist Question 3.9a-b, future development projects within the Specific Plan Area would be required to comply with all applicable standards and regulations related to the hazardous materials, including Goal S-12 and Policies S-12.5 and S-12.7 of the City's General Plan which require soil and groundwater contamination assessments and clean-up of hazardous waste before development can occur. Therefore, a less-than-significant impact would occur.

e) **No Impact**. A significant impact would occur if the project would be located within an airport land use plan or within two miles of a public airport or public use airport and would result in a safety hazard or excessive noise for people residing or working in the area due to the project site's proximity to a public airport or public use airport. The Specific Plan Area is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. The nearest airports are the Santa Paula Airport, approximately 17 miles northwest; Van Nuys Airport, approximately 17 miles southeast; and Camarillo Airport, approximately 18 miles southwest of Simi Valley. Los Angeles International Airport is approximately 30 miles southeast of the city. The city is outside of the airport influence area for any of these facilities. Therefore, the proposed Specific Plan would not result in an airport- or airstrip-related safety hazard for people residing or working in the area, and no impact would occur.

f) **Less-Than-Significant Impact**. A significant impact would occur if the project impaired implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The City adopted the County of Ventura's Multi-Jurisdictional Hazard Mitigation Plan (HMP), which identifies the City's known natural hazards, capabilities, and vulnerabilities and provides guidance for managing emergency situations associated with

[33]City of Simi Valley, *General Plan: Safety and Noise Element,* https://www.simivalley.org/home/showpublisheddocument/6869/637793268550000000, accessed July 24, 2023.

[34]Department of Toxic Substances Control, *EnviroStor*, https://www.envirostor.dtsc.ca.gov/public/, accessed July 23, 2023.

[35]Department of Toxic Substances Control, *GeoTracker*, https://geotracker.waterboards.ca.gov/, accessed July 23, 2023.

natural and man-made disasters.[36] The City also has an Emergency Operations Plan (EOP) that describes the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The proposed Specific Plan is a regulatory plan and would interfere with either the HMP or the EOP. While no development projects are proposed as part of the Specific Plan, construction activities associated with future projects within the Specific Plan Area could potentially impede emergency access. However, construction activities within the Specific Plan Area requiring road closures would be required to coordinate with the Ventura County Fire Department (VCFD). Future development projects would also be reviewed by the City's Traffic Engineering Division to determine if access design complies with City requirements to ensure adequate and safe access onto a public right-of-way. The VCFD would also review projects to determine that their standards would be satisfied. Therefore, a less-than-significant impact would occur.

g) **No Impact**. A significant impact would occur if the project would expose structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires. As discussed in Response to Checklist Question 3.20a, the foothills surrounding the City are classified as a Very High Fire Hazard Severity Zone (VHFHSZ); however, the Specific Plan Area is not within a VHFHSZ.[37] The Specific Plan Area is located within an urbanized area of the City and primarily developed with commercial uses and surface parking lots. Implementation of the proposed Specific Plan would not involve activities that would expose people or structures to the risk of loss, injury, or death involving wildland fires. Therefore, no impact would occur.

[36]County of Ventura, *Multi-Jurisdictional Hazard Mitigation Plan,* adopted June 2022, https://s29710.pcdn.co/wp-content/uploads/2022/12/2022-06_VenturaHMP_Vol2_Final.Compressed.pdf, accessed July 24, 2023.

[37]California Department of Forestry and Fire Protection, *California Fire Hazard Severity Zone Viewer*, https://egis.fire.ca.gov/FHSZ/, accessed July 24, 2023.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.10 HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☑	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☑	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☑	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☑	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☑	☐
iv) impede or redirect flood flows?	☐	☐	☑	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☑	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☑	☐

a) **Less-Than-Significant Impact**. A significant impact would occur if the project violated any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. The City is under the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB), which is responsible for the preparation and implementation of the water quality control plan for the region. While no development projects proposed as part of the Specific Plan, construction of future projects within the Specific Plan Area could potentially affect surface water quality by generating loose soils, debris, construction wastes, and fuels that could be carried off-site by surface runoff in into local storm drains, which drain into water resources. Future development projects would be required to comply with all federal, state, and local regulations, including SVMC Chapter 12 which incorporates the Ventura County Countywide Stormwater Pollution Control Guidelines for construction sites and requires developers to implement stormwater pollution control requirements for construction activities. For future development projects that disturb more than one acre during construction, provisions of the federal and State Clean Water Act require compliance with the National Pollutant Discharge Elimination System (NPDES) storm water permit. For sites under one acre, the City requires a stormwater pollution control plan (SWPCP). Operators of a construction site would be required to prepare and implement a stormwater pollution prevention plan that outlines project specific Best management Practices (BMPs) to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants in stormwater. Post-construction BMPs are also required by the NPDES. Typical BMPs include covering stockpiled soils, installation of silt fences and erosion control blankets, and proper handling and disposal of wastes. Additionally, future

development projects within the Specific Plan Area would be required to comply with Policies IU-3.12, IU-4.1 through IU-4.8 of the General Plan, which provide guidance on water pollution prevention. Compliance with the NPDES Construction General Permit and applicable regulations in the SVMC would reduce the risk of water degradation from soil erosion and other pollutants related to construction activities. The proposed Specific Plan would not violate any water quality standards or waste discharge requirements during construction and operations. Therefore, impacts related to water quality would be less than significant.

b) **Less-Than-Significant Impact**. A significant impact would occur if the project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Simi Valley's groundwater supply is identified as "impaired" due to the presence of high levels of total dissolved solids and high chloride and nitrate concentrations, largely due to urban development and past agricultural activities. Accordingly, most groundwater utilized in the City goes towards irrigation uses. The proposed Specific Plan is a regulatory plan and does not propose any development projects. Any future development projects within the Specific Plan Area, which is primarily developed with commercial uses, would be infill development overlaying the Simi Valley Groundwater Basin (Basin), which has a surface depth to water table ranging from five to 25 feet.[38] Construction activities such as pile driving and dewatering, could encounter groundwater, any groundwater reduced or displaced by construction activities would not be substantial relative to the volume of the Basin. Thus, construction activities would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Domestic water service is provided to the Los Angeles Avenue Corridor by the Simi Valley Waterworks District #8 (WWD8), while water services to the Tapo Street Area are provided by the Golden State Water Company (GSWC). The Specific Plan Area would be served by available water supply and would not significantly deplete groundwater supplies or interfere with groundwater recharge. Therefore, a less-than-significant impact would occur.

c.i) **Less-Than-Significant Impact**. A significant impact would occur if the project would substantially alter the existing drainage pattern of the project site, including through the alteration of the course of an existing stream or river or through the addition of impervious surfaces, in a manner that would result in a substantial erosion or siltation on or off-site. The Tapo Street Area is located immediately north of the Arroyo Simi, a channelized creek bed. Most of the existing surface water drainage from the Tapo Street Area flows to a 48-inch storm drain flowing south on Tapo Street which eventually discharges to Arroyo Simi. Surface runoff from the Tapo Street Area is currently collected by a series of catch basins along Tapo Street and beneath Alamo Street. The proposed Specific Plan is a regulatory plan and does not propose any development projects. However, due to the high level of impervious area within the Specific Plan Area, future development within the Specific Plan Area is expected to result in a decrease in storm water flow rates. Nonetheless, in accordance with SVMC Section 6-12.501 future development projects within the Specific Plan Area would be required to prepare a SWPCP which identifies pollutant sources, implements BMPs which prevent discharges and reduce pollutants. Additionally, Policy NR-5.2 of the City's General Plan conserves drainage channels and requires new development to use stormwater protection measures consistent with the City's NPDES MS4 Permit, which includes provisions requiring implementation of appropriate BMPs to minimize off-site erosion. Therefore, the proposed Specific Plan would not substantially alter the existing drainage

[38]California Department of Water Resources, *Simi Valley Groundwater Basin,* 2004, https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_009_SimiValley.pdf#:~:text=The%20average%20specific%20yield%20for%20the%20Simi%20Valley,is%20typically%205%20to%2025%20feet%20%28Panaro%202000a%29, accessed July 24, 2023.

pattern in a manner that would result in substantial erosion or siltation, and less-than-significant impacts would occur.

c.ii) **Less-Than-Significant Impact**. A significant impact would occur if the project would substantially alter the existing drainage pattern of the project site, including through the alteration of the course of an existing stream or river or through the addition of impervious surfaces, in a manner that would substantially increase the rate or amount of surface runoff and would result in flooding on- or off-site. The Specific Plan Area is located within an urbanized area of the City with existing stormwater infrastructure in place. Runoff from the Los Angeles Avenue Corridor is currently collected by three mainline storm drains that discharge to Arroyo Simi, while runoff from the Tapo Street Area is collected by a 48-inch storm drain which collects flows to a series of catch basins along Tapo Street and under Alamo Street. Future development projects within the Specific Plan Area are expected to result in a decrease in storm water flow rates due to the high level of impervious area within the Specific Plan Area. Complying with applicable law would minimize adverse effects of any future devel9pment. Additionally, catch basins installed throughout the Specific Plan Area connect to storm drains which convey runoff towards an infiltration system that would clean stormwater first flush and allow stormwater to percolate into the subsurface soils. Any stormwater that is not captured by the underground infiltration system would be discharged in the Arroyo Simi. Therefore, a less-than-significant impact would occur.

c.iii) **Less-Than-Significant Impact**. A significant impact would occur if the project would increase the rate or amount of surface runoff in a manner which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Future development projects within the Specific Plan Area would be required to prepare a SWPCP that includes BMPs to limit the amount of polluted runoff that enter the stormwater drainage system. Compliance with applicable regulations and requirements in the SWPCP would ensure that during construction, impacts related to creating or contributing to runoff that would exceed the capacity of the City's existing storm drain system or provide additional sources of polluted runoff would be less than significant. Similarly, operation of the future development project proposed Specific Plan would not increase stormwater runoff in a manner that would exceed the capacity of the existing stormwater drainage system or provide substantial additional sources of polluted runoff. The Tapo Street Area contains a series of catch basins along Tapo Street and under Alamo Street, and the Los Angeles Avenue Corridor contains three mainline storm drains that discharge to Arroyo Simi. On-site stormwater runoff would be conveyed towards these stormwater drainage systems, filtered, and discharged into the Arroyo Simi. Any stormwater that is not captured by the underground infiltration system would be conveyed to the existing catch basin on Tapo Street. Therefore, less-than-significant impacts would occur.

c.iv) **Less-Than-Significant Impact**. A significant impact would occur if the project would substantially alter the drainage pattern in a manner that would impede or redirect flood flows. A significant portion of both the Los Angeles Avenue Corridor and the Tapo Street Area lie within areas designated as Special Flood Hazard Areas by the Federal Emergency Management Agency (FEMA).[39] The storm drain flowing south on Tapo Street collects flow from a series of catch basins long Tapo Street and underneath Alamo Street. Three mainline storm drains convey stormwater runoff in the Los Angeles Avenue Corridor and discharge in Arroyo Simi. On-site stormwater runoff would be conveyed towards these stormwater drainage facilities. Policies S-8.1 through S-8.8 of the General Plan are intended to protect life and property from risks of flooding within the City. In addition, compliance with the Flood Mitigation Strategies set forth in the HMP would reduce any potential impacts for future

[39]County of Ventura, *Multi-Jurisdictional Hazard Mitigation Plan*, 2022.

projects that are not within the 100-year flood zone. Therefore, the proposed Specific Plan would not alter the Specific Plan Area's drainage patterns in a manner that would impede or redirect flood flows, and a less-than-significant impact would occur.

d) **Less-Than-Significant Impact**. A significant impact would occur if the project is in a flood hazard, tsunami, or seiche zone and would risk the release of pollutants due to project inundation. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a sea wave produced by a significant undersea disturbance. Mudflows result from the down-slope movement of soil and/or rock under the influence of gravity. The Specific Plan Area is not located near a body of water that is large enough to create a seiche during a seismic event. The Specific Plan Area is located approximately 17 miles north of the Pacific Ocean and is not within a coastal zone or tsunami inundation area. However, a significant portion of the Specific Plan Area is located within a Special Flood Hazard Area, and, the City has a history of heavy rains producing flash flooding.[40] The Tapo Street Area is subject to potential inundation in the event of dam failure at the Las Llajas Dam.[41] However, it is unlikely for inundation to occur due to dam failure and, in accordance with Water Code Section 6160, each dam is required to have an Emergency Action Plan in place to guide emergency response in case of dam failure. The proposed Specific Plan would not involve the regular use or storage of large quantities of hazardous materials. While there is little that can be done if the Specific Plan Area is flooded, the risk of releasing pollutants during flooding would be consistent with the existing risks for the Specific Plan Area and its surrounding area. The proposed Specific Plan does not involve uses or activities that would exacerbate this risk. Therefore, less-than-significant impacts would occur.

e) **Less-Than-Significant Impact**. A significant impact would occur if the project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The proposed Specific Plan would result in less-than-significant impacts related to the violation of water quality standards. The proposed Specific Plan would result in less-than-significant impacts related to groundwater depletion. The proposed Specific Plan is located in the Calleguas Creek Watershed. The City imports water from Simi Valley Waterworks District #8 (WWD8) and Golden State Water Company (GSWC), both of whom purchase water from the Metropolitan Water District, which receives its supply from the State Water Project. Water quality standards for Ventura County are set forth by the Los Angeles Regional Water Quality Control Board (LARWQCB) in the *Water Quality Control Plan: Los Angeles Region Basin Plan* (Basin Plan). The Basin Plan establishes water quality objectives to protect the valuable uses of surface waters and groundwater within the Los Angeles and Ventura counties. Under 33 U.S.C. § 1313(d), the Basin Plan is intended to protect surface waters and groundwater from both point and nonpoint sources of pollution within the project area and identifies water quality standards and objectives that protect the beneficial uses of various waters. In order to meet the water quality objectives established in the Basin Plan, LARWQCB established total maximum daily loads, which are implemented through stormwater permits. Future development projects within the Specific Plan Area would be required to comply with applicable regulations associated with water quality. The proposed Specific Plan would not conflict with or obstruct implementation of the Basin Plan and impacts would be less than significant.

[40]California Department of Water Resources. 2023. *California Dam Breach Inundation Maps,* https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2, accessed July 24, 2023.
[41]*Ibid.*

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.11 LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☑
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☑	☐

a) **No Impact**. A significant impact would occur if the project would physically divide an established community. The proposed Specific Plan is a regulatory plan that establishes a vision for the future development of the Los Angeles Avenue Corridor and the Tapo Street Area within the City. No specific development projects are proposed as part of the proposed Specific Plan. Future development facilitated by the proposed Specific Plan would largely constitute infill development when implemented as most of the parcels within the Specific Plan Area are currently developed with commercial uses and surface parking lots. East Los Angeles Avenue currently lacks additional access to commercial and residential properties to the north due to the railway. The Arroyo Simi flows through the Los Angeles Avenue Corridor and crosses underneath Los Angeles Street between First Street and 3rd Street. The Los Angeles Avenue Corridor is currently defined by big box strip retail uses on the north side of Los Angeles Avenue and commercial strip malls on the south side of Los Angeles Avenue. A left turn median along Los Angeles Avenue creates connectivity issues between land uses north and south of Los Angeles Avenue. The Tapo Street Corridor between Los Angeles Avenue and SR-118 is characterized by big box and strip mall retail uses, while north of SR-118 Tapo Street is characterized by low-density commercial and office uses. The retail characteristics of Tapo Street between Los Angeles Avenue and SR-118 result in poor connectivity between land uses on the east and west side of Tapo Street. The proposed Specific Plan does not include the installation of bridges, roadways, or any other elements that would physically divide or block access to or through the community, nor would it result in any permanent road or sidewalk closures. On the contrary, the proposed Specific Plan is intended to improve connectivity to key destinations, unify districts, and create transitions between the current community fabric and new development along the corridors. Therefore, no impact would occur.

b) **Less-Than-Significant Impact**. A significant impact would occur if the project would conflict with applicable land use plans, policies, or regulations in a manner that would result in a significant environmental impact. The proposed Specific Plan is a regulatory plan, and no specific development projects are proposed as part of the Specific Plan. The proposed Specific Plan would replace the current zoning designations with new zones and customized design standards to regulate the development within the Specific Plan Area. In addition, the General Plan would be amended to adjust land use designation maps to conform to the Specific Plan boundaries to allow for density bonuses in exchange for community benefits. Minor text modifications such as allowing both horizontal and vertical mixed use would also be made to the Land Use Element of General Plan. The new zones and design standards incorporate the intent of several land use plans, policy, and regulation, including the General Plan, the Los Angeles Avenue Streetscape Improvement Project, the Tapo Street Area Revitalization Plan Design Guidelines, and other City-wide design guidelines. **Table 3-2** evaluates the proposed Specific Plan consistency with the applicable goals and policies of the Land Use Element of the City's General Plan, and **Table 3-3** evaluates how the proposed Specific Plan would be consistent with the following land use goals and policies of the 2020-2045 RTP/SCS.

TABLE 3-2: SIMI VALLEY GENERAL PLAN LAND USE ELEMENT CONSISTENCY ANALYSIS

Goal/Policy	Consistency Analysis
Goal LU-1: Growth and Change. Sustainable growth and change, achieved through orderly and well-planned development, meet the needs of existing and future residents and businesses, ensure the effective and equitable provision of public services, and efficiently use land and infrastructure.	**Consistent**. The proposed Specific Plan would be consistent and the City's 2021-2029 Housing Element Update which sets forth a plan to meet the City's Regional Housing Needs Assessment (RHNA) allocation and identifies opportunity areas where new housing developments may be concentrated. Roughly one third of the City's total RHNA or 898 residential units were anticipated on inventory sites within the Specific Plan Area. Residential growth within the Specific Plan Area would continue to be monitored by the City.
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 Citywide Urban Restriction Boundary (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.	**Consistent**. The proposed Specific Plan prioritizes an infill-based approach in vacant land area or parking lots. Many of the buildings and long-time businesses that are present today are expected to remain in place, particularly along the south side of Los Angeles Avenue.
Goal LU-2 Land Use Diversity and Choices for Residents. A mix of land uses is provided that meet the diverse needs of Simi Valley's residents, offers a variety of employment opportunities, and allows for the capture of regional population and employment growth.	**Consistent**. The proposed Specific Plan would create new zones which would regulate the development of land uses, the design of buildings, as well as the design of open spaces, with the goals of implementing focused growth, incentivize housing production, and re-purpose underutilized properties.
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.	**Consistent**. The proposed Specific Plan would be consistent and the City's 2021-2029 Housing Element Update which sets forth a plan to meet the City's RHNA allocation. Goal 5 of the proposed Specific Plan incentivizes the production of more housing options, including affordable housing, senior housing, and workforce housing.
GOAL LU-3 City Structure and Form. Land uses are located, designed, and scaled to respect Simi Valley's natural setting; maintain distinct and interconnected places for residents to live, shop, work, and play; and reduce automobile dependence.	**Consistent**. Goal 1 of the proposed Specific Plan aims to use placemaking strategies to improve business activity and pedestrian connectivity. Goal 2 of the proposed Specific Plan would focus on in-fill growth and development to maintain or improve access to the Arroyo Simi, hillside views, and allow for transit-supportive development.
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.	**Consistent**. The proposed Specific Plan would create new zones and customized design standards to regulate the development of land uses in the Specific Plan Area. The new zones and design standards incorporate the intent of several land use plans, policy, and regulations. The standards address different elements of site and building design, including but not limited to, lot coverage, building heights and setbacks, architectural character and massing, the quality of building materials and landscaping and parking requirements.
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 areas of particular importance to the community.	**Consistent**. The proposed Specific Plan aims to use cohesive placemaking strategies to improve business activity and pedestrian connectivity. The proposed Specific Plan would create new zones and customized design standards to regulate the development of land uses in the Specific Plan Area, including residential, commercial, industrial, and mixed-use land uses. The proposed Specific Plan would improve connectivity between parcels within the Specific Plan Area through implementation of pedestrian-oriented improvements.

TABLE 3-2: SIMI VALLEY GENERAL PLAN LAND USE ELEMENT CONSISTENCY ANALYSIS

Goal/Policy	Consistency Analysis
GOAL LU-4 Development Shaped by Environmental Setting. Development is located to respect, work with, and complement the natural features of the land.	**Consistent**. The proposed Specific Plan would focus on in-fill growth and development to maintain or improve access to the Arroyo Simi and allow for transit-supportive development.
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.	**Consistent**. The new zones and design standards of the proposed Specific Plan would regulate the development of land uses, the design of buildings, as well as the design of open spaces
Goal LU-5 Land Use Compatibility. New development is located and designed to assure a compatible relationship with adjoining uses.	**Consistent**. The proposed Specific Plan would implement strategies to focus growth on infill development in underutilized commercial and industrial properties, which would improve cohesiveness between adjoining land uses.
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.	**Consistent**. The proposed Specific Plan would create new zones and customized design standards which address different elements of site and building design, including but not limited to, building heights and setbacks, architectural character and massing, the quality of building materials, landscaping and parking requirements. Refer to Section 3.1 Aesthetics and 3.15 Noise for further information.
Goal LU-9 Fair and Equitable Access. Fair and equitable access to employment, housing, education, recreation, transportation, retail, and public services is provided for all residents.	**Consistent**. The proposed Specific Plan would implement strategies which focus on increasing access and connectivity to key destinations through mobility improvements, “complete street” approaches to development.
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.	**Consistent**. The proposed Specific Plan incentivizes the production of more housing options, including affordable housing, senior housing, and workforce housing.
Goal LU-10 Livable and Quality Neighborhoods. A City composed of neighborhoods with a variety of housing types, densities, and design, and that provide a mix of land uses, services, and amenities that support the needs of its residents.	**Consistent**. The proposed Specific Plan incentivizes the production of more housing options, including affordable housing, senior housing, and workforce housing.
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.	**Consistent**. Goal 7 of the proposed Specific Plan encourages a “complete street” approach for balancing street amenities for pedestrian, cyclist, and vehicle safety. The proposed Specific Plan aims to integrate development in proximity to the existing Metrolink rail transit station within the Tapo Street Area.
Goal LU-11 Neighborhood Urban Form. Residential development is provided that respects Simi Valley’s natural setting and suburban density and scale, while offering opportunities for more intensive use in key activity areas that reduce automobile use and transition smoothly to existing neighborhoods, and open spaces.	**Consistent**. The proposed Specific Plan aims to foster infill development within parcels zoned for mixed use, commercial, industrial, and multi-family uses. The proposed Specific Plan aims to increase connectivity between City districts, reduce automobile dependence, and regulate the design of open spaces.
Goal LU-12 Neighborhood Identity. Residential neighborhoods are provided that are distinctly identified and differentiated from one another in consideration of geography, character, and lifestyle**.**	**Consistent**. The proposed Specific Plan aims to enhance the Specific Plan Area with placemaking strategies to foster a unique sense of identity for the Los Angeles Avenue Corridor and Tapo Street Area.
LU-12.2 Identity through Design. Promote the design of new development to provide a positive sense of uniqueness to aid neighborhood identity and also to be compatible with existing surrounding neighborhoods.	**Consistent**. The proposed Specific Plan aims to use cohesive placemaking strategies to improve business activity and connectivity between land uses. The proposed Specific Plan aims to enhance the Specific Plan Area by fostering a unique sense of identity for the Los Angeles Avenue Corridor and Tapo Street Corridor. The goals of the proposed Specific Plan include improving connectivity between to and from districts and activity centers.

TABLE 3-2: SIMI VALLEY GENERAL PLAN LAND USE ELEMENT CONSISTENCY ANALYSIS

Goal/Policy	Consistency Analysis
Goal LU-15 Multi-Family Neighborhoods. Multi-family residential neighborhoods that provide ownership and rental opportunities are well designed, exhibit a high quality of architecture, and incorporate amenities for their residents.	**Consistent**. The proposed Specific Plan would provide opportunities to create mixed-use environments concentrated near centers of employment, retail, and other resident amenities. The new design standards of the proposed Specific Plan address different elements of site and building design, including but not limited to, building heights and setbacks, architectural character and massing, the quality of building materials, landscaping and parking requirements.
LU-15.3 Development Transitions. Ensure sensitive transitions in building scale between buildings in multifamily residential areas and lower-scale buildings in adjoining residential neighborhoods and commercial districts.	**Consistent**. The proposed Specific Plan aims to strengthen connections to destinations and activity centers within and between districts within the Specific Plan Area, while Goal 2 would promote infill growth to maintain access to sensitive land uses and improve connectivity between centers of activity.
LU-17.4 Differentiation of Districts. Establish and maintain distinct identities for Simi Valley's commercial districts differentiating neighborhood, shopping center, and retail service centers and corridors by use, scale and form of development, and amenities.	**Consistent**. The proposed Specific Plan would use new building types and placemaking strategies to maintain and create the unique identities of the impacted districts.
GOAL LU-17 Diverse Districts and Corridors. Vital and active commercial districts are provided that offer a diversity of goods, services, and entertainment for Simi Valley's residents.	**Consistent**. The proposed Specific Plan would create new zones with new design standards for commercial districts. These standards are intended to incentivize the creation of mixed-use land uses which replace existing surface parking lots and big box retail uses.
GOAL LU-18 Well-Designed and Attractive Districts. Well-designed and attractive retail centers and corridors are provided that foster business activity by contributing to a positive experience for visitors and community residents.	**Consistent**. The proposed Specific Plan would create new design standards for commercial and retail areas of the Specific Plan Area, addressing elements such as building heights and setbacks, architectural character and massing, the quality of building materials, landscaping and parking requirements.
Goal LU-19 Mixed-Use Villages. Well-designed districts are developed containing an integrated mix of commercial, office, entertainment, and/or housing that enable Simi Valley's residents to live close to businesses and employment, reduce automobile use, actively engage and enhance pedestrian activity.	**Consistent**. The proposed Specific Plan would create new zones with new design standards for commercial districts. These standards are intended to incentivize the creation of mixed-use land uses which replace existing surface parking lots and big box retail uses.
GOAL LU-20 Quality Business Parks and Industrial Districts. A diversity of districts accommodating office, business park, and light industrial uses.	**Consistent**. The proposed Specific Plan would create new zones which would foster improved economic vitality and cohesive uses of underutilized commercial districts. Within the Los Angeles Avenue Corridor, the new DMU – Downtown Mixed-Use and DC – Downtown Corridor Zones would encourage consolidation and clustering of commercial land uses to improve connectivity, access, and allow a variety of business types to operate within the Specific Plan Zone.
Goal LU-23 Mixed-Use Corridor. Redevelopment of the Tapo Street Area enhances the economic vitality of its underutilized commercial properties through their re-positioning as a focal point of neighborhood identity and activity and incorporation of a diversity of commercial, office, business park, and residential uses developed in a pedestrian-oriented environment.	**Consistent**. The proposed Specific Plan would promote a Main Street in the Tapo Street Area through infill development which promotes connectivity and economic vitality. The proposed Specific Plan would create new zones for mixed use, including the DMU – Downtown Mixed-Use zone in the Los Angeles Avenue Corridor and the TMU – Tapo Mixed-Use zone in the Tapo Street Corridor. These zones would incorporate placemaking strategies, improved pedestrian-oriented design standards, and vertical employment-focused mixed-use areas.

TABLE 3-2: SIMI VALLEY GENERAL PLAN LAND USE ELEMENT CONSISTENCY ANALYSIS

Goal/Policy	Consistency Analysis
Goal LU-24 Enhanced Community Center. Improvement of the economic vitality and cohesive use of underutilized commercial and industrial properties within the Los Angeles Avenue area, capitalizing on the potential development of a new Metrolink station. This would reposition the area as a focal point of community identity and activity, incorporating a diversity of commercial, office, business park, and residential uses developed in a pedestrian-oriented transit village environment.	**Consistent**. The proposed Specific Plan would capitalize on integrating infill development in proximity to the existing Metrolink rail transit station within the Tapo Street Specific Plan. The proposed Specific Plan aims to improve connections to destinations and activity centers within and beyond the Specific Plan Area through new design standards that prioritize pedestrian oriented environments and access to public transportation.
Goal LU-30 Transit-Oriented Mixed-Use Development. Development in the proximity of the existing Metrolink rail transit station is concentrated and unified to foster transit use and reduce automobile trips, energy consumption, air pollution, and greenhouse gas emissions.	**Consistent**. The proposed Specific Plan would capitalize on integrating infill development in proximity to the existing Metrolink rail transit station within the Tapo Street Specific Plan. The Simi Valley Transit Station, on the eastern boundary of the TMU zone, would be promoted with uses and standards that reinforce its future development as Transit Oriented Development (TOD).

SOURCE: TAHA, 2023

The General Plan identifies both the Los Angeles Avenue Corridor and the Tapo Street Area as areas for "infill" in its Growth Diagram (Page 3-8 of Chapter 3: Community Development). The General Plan anticipates these areas "to improve and evolve through infill, reuse, and redevelopment including the addition of new land uses." The proposed Specific Plan provides that much of the anticipated development will take place in vacant land area or parking lots and many of the buildings and long-time businesses that are present today are expected to remain in place.

The proposed Specific Plan would allow for a projected total buildout of 9,592 additional housing units and increase the population by approximately 27,529 persons resulting in a maximum of up to 54,822 housing units and a population of 151,927. While this population estimate exceeds SCAG's 2035 and 2045 population projections, full build-out of the proposed Specific Plan is not anticipated to occur by 2045, and residential growth would continue to be monitored by the City. Therefore, the proposed Specific Plan would not conflict with any land use plan, policy, or regulation, and impacts would be less than significant.

TABLE 3-3: SCAG 2020-2045 RTP/SCS CONSISTENCY ANALYSIS

GOAL/PRINCIPLE	CONSISTENCY ANALYSIS
Goal 1. Encourage regional economic prosperity and global competitiveness.	**Consistent.** The proposed Specific Plan would improve the economic vitality of the implement strategies to improve connectivity between destinations, repurpose underutilized properties, and implement focused growth in commercial and industrial zones.
Goal 2. Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** The proposed Specific Plan would integrate development in proximity to the existing Metrolink rail travel station, address mobility issues to strengthen connections between destinations, and use a "complete street" approach to balance the needs of multiple forms of transportation.
Goal 3. Enhance the preservation, security, and resilience of the regional transportation system.	**Consistent.** The proposed Specific Plan would address mobility issues and improve connectivity within the City's transportation system.
Goal 4. Increase person and goods movement and travel choices within the transportation system.	**Consistent.** The proposed Specific Plan would integrate development in proximity to the existing Metrolink rail travel station and address mobility issues to strengthen connections between destinations and key destinations in the City.
Goal 5. Reduce greenhouse gas emissions and improve air quality.	**Consistent.** The proposed Specific Plan would integrate development in proximity to the existing Metrolink rail travel station to foster transit use and reduce greenhouse gas emissions.
Goal 6. Support healthy and equitable communities.	**Consistent.** The proposed Specific Plan would use a "complete street" approach to improve neighborhood connectivity for all modes of travel, thereby decreasing automobile dependency.
Goal 7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent.** The proposed Specific Plan would implement infill development, foster transit use, and accommodate
Goal 8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Consistent.** The proposed Specific Plan would use a "complete street" approach to improve neighborhood connectivity for all modes of travel, thereby decreasing automobile dependency.
Goal 9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.	The proposed Specific Plan incentivizes the production of more housing options and uses a "complete street" approach to improve neighborhood connectivity for all modes of travel

SOURCE: TAHA 2023.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.12 MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☑

a-b) **No Impact**. A significant impact would occur if the project would result in the loss of availability of known mineral resources of regional value or result in the loss of a locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan. The Specific Plan Area is located within an urbanized area of the City that is primarily developed with commercial uses and surface parking lots. The Specific Plan Area is not located near any oil fields, and no oil extraction and/or mineral extraction activities have historically occurred on or are presently conducted within the vicinity of the Specific Plan Area. Additionally, the Specific Plan Area is not within a mineral producing area as classified by the California Geological Survey. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.13 NOISE. Would the project:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☑	☐	☐
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☑	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	☐	☐	☑	☐

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or annoying sound. The standard unit of measurement for noise is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA.

A noise analysis of the proposed Specific Plan was conducted as part of this Initial Study. The noise data included as Appendix B of this Draft IS/MND. The noise analysis discusses sound levels in terms of Equivalent Noise Level (L_{eq}) and Day-Night Noise Level (L_{dn}). L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA. L_{dn} is an average sound level during a 24-hour period. L_{dn} is a noise measurement scale, which accounts for noise source, distance, single-event duration, single-event occurrence, frequency and time of day. Due to the lower background noise level, human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. Hence, the L_{dn} is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or "point source," decreases by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level is 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet. Noise generated by a mobile sources decreases by approximately 3 dBA over hard surfaces and 4.8 dBA over soft surfaces for each doubling of the distance. Generally, noise is most audible when the source is in a direct line-of-sight of the receiver. Barriers, such as walls, berms, or buildings that break the line-of-sight between the source and the receiver greatly reduce noise levels from the source since sound can only reach the receiver by bending

over the top of the barrier. However, if a barrier is not sufficiently high or long to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and may evoke a community reaction. A 10-dBA increase is subjectively heard as a doubling in loudness and would likely cause a negative community reaction.

The most obvious negative effects of noise are physical damage to hearing. Other obvious effects are the interference of noise with certain activities, such as sleeping and conversation. Less obvious are the stress effects of noise. A person exposed to high noise levels can suffer hearing damage, either gradual or traumatic. Sustained exposure to moderately high noise levels over a period of time can cause gradual hearing loss. It starts out as a temporary hearing loss, such as immediately after a loud rock concert. The hearing usually restores itself within a few hours after exposure, although not quite to its pre-exposure level. This is also called a temporary threshold shift. Although the permanent deterioration may be negligible, it will become significant after many repetitions of the exposure. At that time, it is considered permanent hearing damage. The primary cause of permanent hearing damage is daily exposure to industrial noise. Short, sudden exposure to an extremely high noise level, such as a gunshot or explosion at very close range, can cause a traumatic hearing loss, which is very sudden and can be permanent. Occupational exposure to noise is controlled at the federal level by Occupational Safety and Health Administration and at the state level by the state level by the California Division of Safety and Health.

Noise can cause stress in humans and may be responsible for stress-related diseases, such as hypertension, anxiety, and heart disease. Although noise is probably not the sole culprit in these diseases, it can be a contributor. The degree to which noise contributes to stress-related diseases depends on noise frequencies, their bandwidths, noise levels, and time patterns. In general, higher frequencies, pure tones, and fluctuating noise levels tend to be more stressful than lower frequencies, broadband, and constant-level noise.

Land uses sensitive to noise are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Sensitive uses typically include residences, transient lodgings, schools (both public and private), libraries, churches, hospitals, playgrounds, and parks. The Los Angeles Avenue Corridor Specific Plan Area is primarily comprised of commercial uses. The majority of the Tapo Street Corridor Specific Plan Area consists of commercial uses; however, there are a few pockets of residential development, primarily north of Cochran Street.

The primary sources of noise within the Specific Plan Area includes major and minor arterial roads, SR-118, a Union Pacific Company railroad line that is used for freight, and by Metrolink and Amtrak, and various stationary sources such as commercial heating, ventilation, and air conditioning units (HVAC). Existing noise levels within the Specific Plan Area were monitored on August 2, 2023 from 12:00 p.m. to 2:30 p.m. in 15-minute timespans. This time of day represents a typical construction time without the added noise source of peak hour traffic. Monitored noise levels ranged from 52.9 to 71.6 dBA L_{eq}. The monitored noise levels are shown in **Table 3-4**.

TABLE 3-4: EXISTING AMBIENT NOISE LEVELS

Noise Measurement Site	Noise Monitoring Location	Noise Level (dBA, L_{eq})
1	Sinaloa Rd.	69.8
2	Residence (890 California Ave.)	53.9
3	First St. and Easy St.	67.6
4	Simi Health Center	71.6
5	Residence (1791 Erringer Rd.)	69.8
6	Residence (4257 Alamo St.)	69.8
7	Cochran St. and Tapo St.	68.4
8	Residence (4472 Bidwell St.)	52.9
9	Los Angeles Ave./Tapo St.	71.2
10	Hidden Ranch Dr.	61.0

SOURCE: TAHA, 2023.

The SVMC and the General Plan include regulations and policies to control noise levels within the City. SVMC Section 5-16.02 governs noise generated by construction (and other) activities. It generally prohibits construction noise between 7:00 p.m. and 7:00 a.m.

Policies to regulate noise from the Safety and Noise Element of the General Plan include:

Policy N-1.1 **Noise Standards**. Require noise attenuation for all development where the projected exterior and interior noise levels exceed those shown in Table N-1 (Interior and Exterior Noise Standards), to the extent feasible. [**Table 3-5** of this IS/MND]

TABLE 3-5: INTERIOR AND EXTERIOR NOISE STANDARDS

Land Use Categories		L_{dn}	
Categories	**Uses**	**Interior[a]**	**Exterior[b]**
Residential	Single Family, Duplex, Multiple Family	45[c]	63
	Mobile Home	45[d]	63[d]
Commercial/Institutional	Hotel, Motel, Transient Lodging	45	--
	Hospitals, School Classroom	45	
	Church, Library	45	

a. Includes bathrooms, toilets, closets, corridors.
b. Limited to the following:
- Private yard of single-family residences.
- Multi-family private patio or balcony that is served by a means of exit from inside the dwelling.
- Mobile home park.

c. Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC
d. Exterior noise level should be such that interior noise level will not exceed 45 L_{dn}.
SOURCE: City of Simi Valley, *Simi Valley 2030 General Plan*, June 2012 (Updated 2021).

Policy N-1.2 **Noise between Adjacent Uses**. Require that mixed-use and multi-family residential developments demonstrate that the design of the structure will adequately isolate noise between adjacent uses (orientation, window insulation, common wall separation, common floor/ceilings separation, etc.).

Policy N-1.3 **Mixed-Use Development Standards**. Require, whenever physically possible, new mixed-use developments to locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development, and apply physical construction standards (equipment, construction standards) to reduce noise between uses.

Policy N-1.4 **Noise Attenuation Measures**. Ensure that all new development provides adequate sound insulation or other protection from existing and anticipated noise sources.

Policy N-1.5 **Sensitive Receptors**. Incorporate ambient noise level considerations into land use decisions involving schools, hospitals, and similar noise-sensitive uses.

Policy N-2.1 **State Motor Vehicle Noise Standards**. Encourage the enforcement of state motor vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and Simi Valley Police Department.

Policy N-2.2 **Roadway Noise Sensitivity Measures**. Ensure the employment of noise attenuation measures in the design of roadway improvement projects consistent with funding capability. Support efforts by the California Department of Transportation and others to provide for acoustical protection of existing noise-sensitive land uses affected by these projects.

Policy N-2.3 **Noise Attenuation along Major Arterials and Railroad Tracks**. Require the use of walls and berms in the design of residential and other noise-sensitive land uses that are adjacent to the 118 Freeway, major arterials, and railroad tracks.

Policy N-2.4 **Noise Studies for New Development**. Require the preparation of noise studies, as deemed necessary by the Department of Environmental Services, for new development (especially residential projects) along the freeway corridor, major thoroughfares, and railroad tracks to ensure that adequate sound attenuation from these noise sources is provided.

Policy N-3.1 **Protection from Stationary Noise Sources**. Continue to enforce interior and exterior noise standards to ensure that sensitive noise receptors are not exposed to excessive noise levels from stationary noise sources, such as machinery, equipment, fans, and air conditioning equipment.

Policy N-3.2 **Regulation of Sound-Amplifying Equipment**. Continue to regulate the use of sound-amplifying equipment.

Policy N-3.3 **Enforcement of Hours of Construction Activity**. Continue to enforce restrictions on hours of construction activity to minimize the impacts of noise and vibration from the use of trucks, heavy drilling equipment, and other heavy machinery to adjacent uses, particularly in residential areas.

a) **Less-Than-Significant Impact with Mitigation**. A significant impact would occur if the project would generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Regarding noise from construction activities, projects developed within the Specific Plan Area could require the use of heavy equipment for demolition, excavation, grading, utility installation, and building assembly. Future construction activity occurring in the Specific Plan Area would result in temporary increases in ambient noise levels on an intermittent basis. Typical noise levels at 50 feet from various types of equipment that may be used during construction are listed in **Table 3-6**. The loudest noise levels are typically generated by impact equipment (e.g., pile drivers) and heavy-duty equipment (e.g., scrapers and graders). Construction noise would occur intermittently throughout construction and, in some instances, multiple pieces of equipment may operate simultaneously, generating overall noise levels that are incrementally higher than what is shown in the table. **Table 3-7** shows noise levels by construction phase at 50 feet. The grading/excavation and finishing phases typically generate the loudest noise levels at 89 dBA L_{eq} without equipment mufflers, and 86 dBA L_{eq} with equipment mufflers.

TABLE 3-6: MAXIMUM NOISE LEVELS OF COMMON CONSTRUCTION EQUIPMENT

Construction Phase	Noise Level at 50 Feet (dBA, L_{eq})
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	73-95
Backhoe	73-107
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

SOURCE: USEPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.

TABLE 3-7: OUTDOOR CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level at 50 Feet (dBA, L_{eq})	Noise Level at 50 Feet with Mufflers (dBA, L_{eq})
Ground Clearing	84	82
Grading/Excavation	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

SOURCE: USEPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.

Construction noise generated by development projects fluctuates depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, presence or absence of noise attenuation barriers, atmospheric conditions, among other factors. Specific development plans have not been determined at individual sites within the Specific Plan Area. However, construction activities could be located near land uses sensitive to increased noise levels. Development proposals for individual projects would be subject to adopted development guidelines, including the following policy from the Safety and Noise Element of the General Plan.

The General Plan establishes noise standards for residential, commercial, and institutional land uses. Residential standards are 45 dBA L_{dn} for interior noise and 63 dBA L_{dn} for exterior noise. Commercial and Institutional standards are 45 dBA L_{dn} for interior noise. SVMC Section 5-16.02 regulates noise from construction activities. Generally, construction noise levels would be considered a temporary nuisance, as the increase in noise level would only occur during the use of construction equipment associated with the specific development project.

The Specific Plan does not propose any development project. Any future construction project, however, would comply with the SVMC and Mitigation Measure **N-1**. This would ensure that impacts associated with construction-related noise would be minimized and only occur during the approved hours for construction activity. Therefore, with mitigation, impacts related to construction noise would be less than significant.

Regarding permanent operational noise levels, the Los Angeles Avenue Corridor is envisioned as Simi Valley's downtown. It is intended to become a pedestrian-friendly mixed-use environment that integrates commercial, entertainment, residential, and open space uses. Several existing shopping centers would be enhanced to include an engage a mix of uses with improved connectivity for multiple modes of transportation. The Tapo Street Corridor would be enhanced to create a neighborhood identity authentic to its historic scale and character as an intimate place of gathering. A pedestrian-oriented environment that integrates transit and bicycle connectivity improvements would promote and support diversity of high quality commercial and residential uses.

The primary sources of permanent noise associated with new development would be stationary mechanical equipment (e.g., heating, ventilation, and air conditioning (HVAC) systems), mobile source roadway noise, and outdoor seating/dining spaces. Large HVAC systems associated with this development can result in noise levels that average between 50 and 65 dBA L_{eq} at 50 feet from the equipment. SVMC Section 5-16.02(d) prohibits stationary mechanical equipment such as HVAC from producing plainly audible noise levels at a distance of 50 feet or within 10 feet of a residence. Compliance with SVMC Section 5-16.02(d) would involve providing for shielding and placing the HVAC systems within wells on the roofs of buildings in order to ensure that the new systems would not exceed the standards set forth in SVMC Section 5-16.02(d).

For mobile sources, an analysis was completed to determine if implementation of the project would significantly increase mobile noise levels in the Specific Plan Area compared to existing conditions. Traffic noise levels were modeled utilizing the Federal Highway Administration's Traffic Noise Model Version 3.1. The noise data is included as Appendix B of this Draft IS/MND. **Table 3-8** shows predicted day-night (L_{dn}) mobile source noise levels for the existing and existing plus project traffic scenarios. Roadway segments were selected to represent a wide variety of noise conditions in the Specific Plan Area (e.g., busy roadways and residential neighborhoods). The highest incremental noise level increase would occur on Cochran Avenue west of Tapo Street.

TABLE 3-8: MODELED TRAFFIC NOISE LEVELS

Roadway Segment	Traffic Noise Level (dBA, L_{dn})		
	Existing	Existing Plus Project	Change
Los Angeles Ave. west of Sinaloa Rd.	73.0	73.4	0.4
Los Angeles Ave. between Sinaloa Rd. and First St.	72.3	72.7	0.4
Los Angeles Ave. between First St. and Erringer Rd.	71.7	72.2	0.5
Los Angeles Ave. east of Erringer Rd.	71.5	71.7	0.2
Sinaloa Rd. south of Los Angeles Ave.	68.8	69.0	0.2
First St. between Easy St. and Los Angeles Ave.	71.3	72.1	0.8
Erringer Rd. north of Los Angeles Ave.	71.8	72.2	0.4
Erringer Rd. south of Los Angeles Ave.	70.2	70.5	0.2
Alamo St. west of Tapo St.	70.6	70.8	0.2
Alamo St. east of Tapo St.	69.6	69.9	0.3
Cochran Ave. west of Tapo St.	71.7	72.7	1.0
Cochran Ave. east of Tapo St.	70.5	71.4	0.9
Los Angeles Ave. between Tapo Cyn Rd. and Tapo St.	71.0	71.4	0.4
Los Angeles Ave. between Tapo St. and Ralston Ave.	69.8	70.2	0.4
Los Angeles Ave. between Ralston Ave. and Stearns St.	71.1	71.2	0.1
Tapo Cyn Rd. south of Los Angeles Ave.	69.5	69.9	0.4
Tapo St. between Alamo St. and SR-118	70.1	70.5	0.4
Tapo St. between SR-118 and Cochran Ave.	69.7	70.2	0.5
Tapo St. between Cochran Ave. and Los Angeles Ave.	69.0	69.3	0.3
Stearns St. north of Los Angeles Ave.	68.2	68.0	-0.2

SOURCE: TAHA, 2023; FHWA, Traffic Noise Model Version 3.1.

At this street segment, future mobile noise levels would increase by 1.0 dBA L_{dn}. A 10-dBA L_{dn} increase is subjectively heard as a doubling in loudness and would likely cause a negative community reaction. The project would not increase roadway noise by more than 10-dBA L_{dn} along any roadway. As part of the Specific Plan, some roadways are planned to have lane reductions to accommodate transit and bicycle connectivity improvements. The lane reductions may result in traffic diverting to different roadways resulting in a potential increase in noise. However, it is unlikely all traffic would divert to one or two roadways which could cause a doubling in traffic volumes, which is what is required to audibly increase noise levels. Furthermore, the transit and bicycle improvements may result in a reduction in passenger vehicle trips thereby reducing traffic noise. Lane reductions also tend to lower travel speeds which lowers vehicle noise levels along roadways. The General Plan contains Goal N-2 (Sensitive Receptors), which states, "Motor vehicle traffic and railroad noise impacts on sensitive noise receptors are minimized." To achieve this goal, the General Plan identifies a variety of policies to reduce the potential noise impacts to sensitive receptors. With implementation of Policy N-2.1 (State Motor Vehicle Noise Standards), Policy N-2.2 (Roadway Noise Sensitivity Measures), Policy N-2.3 (Noise Attenuation along Major Arterials and Railroad Tracks), and Policy N-2.4 (Noise Studies for New Development).

The Specific Plan encourages a pedestrian-friendly mixed-use environment with outdoor seating/dining spaces. In social situations, people often talk at distances of approximately three to 12 feet. A typical normal voice level at this distance is approximately 57.8 dBA.[42] Conservatively, this analysis assumes that 50 people would be conversing in an outdoor restaurant or bar area in a development accommodated by the project which would result in a noise level of approximately 50.0 dBA, L_{eq} at a distance of 50 feet. As shown in **Table 3-4**,

[42]SoundPLAN Essential, Version 4.0.

above, existing noise levels in the Specific Plan Area range from 52.9 to 71.6 dBA L_{eq} dBA L_{eq}. Outdoor gathering areas would not significantly contribute to increases existing noise levels based on existing noise conditions.

The Specific Plan would not, by itself, generate temporary construction noise or permanent operational noise. Future development projects within the Specific Plan Area require separate CEQA review to determine potential noise effects based on site-specific locations and development design. Development proposals for individual projects would be subject to adopted development guidelines, including Policies N-1.1 through N-3.3, shown above, from the General Plan. In addition, the preceding analysis demonstrates that stationary and mobile sources of noise would not exceed standards established in the General Plan or SVMC. Therefore, impacts related to construction and operational noise would be less than significant.

b) **Less-Than-Significant Impact**. A significant impact would occur if the project would generate excessive ground-borne vibration or ground-borne noise levels. Vibration refers to ground-borne noise and perceptible motion. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; for example, the rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the United States. The vibration velocity level threshold of perception for humans is approximately 65 VdB.

Temporary construction activities can result in varying degrees of ground vibration depending on the equipment and methods employed. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. Buildings founded on the soil in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibrations at moderate levels, and slight damage at the highest levels. Construction vibration is a localized event and is typically only perceptible to a receptor that is in close proximity to the vibration source. **Table 3-9** shows construction equipment vibration levels based on various reference distances. For context, a vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 90 VdB, which is the general threshold where minor damage can occur in fragile buildings.[43]

The SVMC prohibits construction-related vibration between 7:00 a.m. and 7:00 p.m. The Specific Plan would not, in and of itself, generate ground-borne construction-related vibration or noise. Future development projects within the Specific Plan Area would be subject to development plan review to determine potential vibration effects based on site-specific locations and development design (e.g., atypical pile driving). Development proposals for individual projects would be subject to adopted development guidelines, including Policy N-3.3, shown above, from the General Plan. Therefore, impacts related to construction vibration would be less than significant.

[43]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

TABLE 3-9: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

	Approximate VdB	
Equipment	**50 Feet**	**100 Feet**
Caisson Drilled Piles	81	75
Large Bulldozer	81	75
Loaded Trucks	80	74
Jackhammer	73	67
Small Bulldozer	52	46

SOURCE: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

Regarding permanent operational activities, the project does not include substantial sources of vibration (e.g., blasting operations). Operational ground-borne vibration in the vicinity of new development associated with the project would be primarily generated by vehicular travel on local roadways. Rubber tires and suspension systems dampen vibration levels from trucks to a level that is rarely perceptible.[44] Traffic-related vibration levels would be similar to existing conditions and would not be perceptible by sensitive receptors. Therefore, no impact would occur related to operational activities.

c) **No Impact**. A significant impact would occur if the project would expose people residing or working in the project area to excessive airport noise. There are no airports located within two miles of the Specific Plan Area. There is no potential for the project to expose people residing or working in the project area to excessive airport noise. Therefore, no impact would occur.

MITIGATION MEASURES

N-1: For all construction-related activities, noise-attenuation techniques must be employed as needed to ensure that noise remains as low as possible during construction. The following noise-attenuation techniques must be incorporated into contract specifications to reduce the impact of construction noise:

- Ensure that construction equipment is properly muffled according to industry standards and in good working condition.
- Place noise-generating construction equipment and located construction-staging areas away from sensitive uses, where feasible.
- Schedule high noise-producing activities between the hours of 7:00 AM and 7:00 PM to minimize disruption on sensitive uses.
- Implement noise attenuation measures, to the extent feasible, which may include, but are not limited to, temporary noise barriers or blankets around stationary construction noise sources.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- All stationary construction equipment (e.g., air compressors, generators, impact wrenches, etc.) must be operated as far away from residential uses as possible and must be shielded with temporary sound barriers, sound aprons, or sound skins.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than five minutes.
- Clearly post construction hours, allowable workdays, and the phone number of the job superintendent at all construction entrances to allow for surrounding owners to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent must investigate, take appropriate corrective action, and report the action taken to the reporting party.

[44]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.14 POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☑	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☑	☐

a) **Less-Than-Significant Impact**. A significant impact would occur if the project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The General Plan FEIR evaluated the impacts of a maximum of 58,438 housing units and a total population of 178,236 persons at build-out of the General Plan.[45] The General Plan FEIR noted that build-out of the General Plan is not likely to occur prior to 2035. To ensure that development does not exceed 58,438 housing units for the General Plan planning period, the City would monitor the number of residential building permits that may be issued on an annual basis. General Plan Policy LU-1.1 specifically states the development within the City may not exceed 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 for the General Plan planning period.

The City's 2021-2029 Housing Element Update allows for rezoning of 12 Opportunity Areas within the City. The IS/MND prepared for the 2021-2029 Housing Element Update estimates that full build-out of the Housing Element Update would result in 2,392 housing units and up to 7,033 new residents over the eight-year planning period.[46] It also states that the population of the City was 124,468 as of January 1, 2021 and concludes that impacts related to population and housing would be less than significant because the population and housing growth forecast is accounted for in the FEIR prepared City's General Plan.

According to the most recent U.S. Census American Community Survey (ACS) Demographic and Housing data, it is estimated that as of 2021 the City had a total of 45,230 housing units and a population 126,809.[47,48] SCAG forecasts the City to have a population of 132,591 by year 2035 and 136,974 by year 2045, which is an increase of approximately 10,165 persons over the next 22 years.[49] The proposed Specific Plan would allow for a projected total buildout of 9,592 additional housing units and an increase in approximately 80,914 square feet of non-residential uses. Based on average persons per household size of 2.87, the proposed Specific Plan is therefore estimated to increase population by approximately 27,529 persons, and full buildout of the proposed Specific Plan would result in a maximum of up to 54,822 housing units and a population of 151,927. While

[45]City of Simi Valley, *General Plan Environmental Impact Report, SCH No. 2009121004*, June 2012.
[46]Draft Initial Study-Mitigated Negative Declaration: GPA-2021-0001: Draft Housing Element Update for the 2021-2029 Planning Period, August 2021.
[47]U.S. Census Bureau, *2017-2021 American Community Survey (ACS) 5-Year Estimate*, Table DPO5: ACS Demographic and Housing Estimates, 2022.
[48]U.S. Census Bureau, *2017-2021 American Community Survey (ACS) 5-Year Estimate*, Table DPO4: Selected Housing Characteristics, 2022.
[49]SCAG, *2020-2045 RTP/SCS Final Demographics and Growth Forecast Technical Report,* adopted September 3, 2020.

this estimate exceeds SCAG's population projections for the City, build-out of the proposed Specific Plan is not anticipated to occur by 2045. SCAG also projects that employment within the City would be 51,670 in 2035 and 53,813 in 2045. While buildout of the Specific Plan Area would increase employment opportunities, the EIR prepared for the City's General Plan estimated that total employment in the City could be 75,599.[50] Furthermore, residential growth would continue to be monitored by the City to ensure that development does not exceed a maximum of 58,438 housing units and a total population of 178,236 persons at build-out of the General Plan. Therefore, the proposed Specific Plan would not directly or indirectly induce substantial unplanned population growth, and impacts would be less-than-significant.

b) **Less-Than-Significant Impact**. A significant impact would occur if the project would displace substantial numbers of existing people or housing. The proposed Specific Plan facilitates residential development that would provide additional opportunities for housing by expanding areas where housing (including affordable housing) is allowed, and by increasing the allowable density. Most of the parcels within the Specific Plan Area consist of commercial uses and surface parking lots; however, there are a few parcels south of Los Angeles Avenue between 3rd Street and 4th Street within the Los Angeles Avenue Corridor Specific Plan Area that are zoned for residential through the Residential Medium Density (RM) zone. Nonetheless, the proposed Specific Plan would facilitate development that would create a net increase in the number of available housing units in the City. Therefore, impacts related to displacement would be less than significant.

[50]City of Simi Valley, *General Plan Environmental Impact Report, SCH No. 2009121004*, June 2012.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.15 PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☑	☐
ii) Police protection?	☐	☐	☑	☐
iii) Schools?	☐	☐	☑	☐
iv) Parks?	☐	☐	☑	☐
v) Other public facilities?	☐	☐	☑	☐

a.i) **Less-Than-Significant Impact**. A significant impact would occur if the project would result additional fire services or would negatively affect existing fire services. The Ventura County Fire Department (VCFD) provides fire prevention, fire suppression, and emergency services for Ventura County using five battalions comprising 31 fire stations. Battalion 4 serves the City of Simi Valley. In 2022, the VCFD responded to over 52,000 calls for service, for a mix of incidents from medical to fire.[51] The VCFD does not currently have a set standard or formula for determining acceptable levels of service; however, VCFD strives to achieve a response time of five to seven minutes for emergency calls, and nine to 12 minutes for non-emergency calls throughout the County of Ventura.

The proposed Specific Plan would allow for a projected total buildout of 9,592 additional housing units and increase the population within the City by approximately 27,529 persons. This population increase would result in additional demand for fire protection services which could result in the need for new or physically altered fire protection facilities. However, of the need for fire stations is not directly associated with population increases. Rather, the need is identified more as a function of the geographic distribution of structures, vehicular incidents, and vacant land with combustible vegetation. The VCFD's service goals are based on accepted service levels, such as response times, incident loads, resident and transient population, and square footage thresholds. The City is currently served by five fire stations, and two new stations are currently under construction (whereby one of the new stations is replacing an existing station). Based on current service goals and levels of service, the VCFD is operating at acceptable levels of fire protection service.

The increase in population growth was envisioned and assessed in the FEIR prepared for the General Plan which evaluated the impacts of total population of 178,236 persons at build-out of the General Plan.[52] Residential growth would also continue to be managed through implementation of the City's Managed Growth Plan. SVMC Section 9-62.040 requires that VCFD verify that adequate fire protection facilities are planned for any proposed subdivision. Policy S-7.13 of the General Plan also requires new developments to pay a pro-rata share for increased fire protection as necessitated by their construction,

[51]Ventura County Fire Department, *Ventura County Fire Department District Snapshot,* 2022, https://vcfd.org/wp-content/uploads/2023/06/AnnualReport2022.pdf, accessed July 24, 2023.
[52]City of Simi Valley, *General Plan Environmental Impact Report, SCH No. 2009121004*, June 2012.

and Ventura County Ordinance No. 4386 requires development projects to pay Fire Protection Fees in. By itself, the proposed Specific Plan would not result in the need for and/or the provision of new or physically altered fire protection facilities, and a less-than-significant impact would occur.

a.ii) **Less-Than-Significant Impact**. A significant impact would occur if the project would result in the provision of or need for new or physically altered police protection services, the construction and/or operation of which would cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives. The Simi Valley Police Department (SVPD) provides police services within the City and operates out of the SVPD headquarters located at 3901 Alamo Street. As of 2021, the SVPD employed 120 sworn officers and 51 professional staff members.[53] With the City's population of 126,809 as of 2021,[54] the SVPD provides approximately one officer per 1,000 residents. The SVPD does not consider evaluating service standards based on personnel to population ratios to be an appropriate measure of the level of services needed.[55] Instead, other measures of police protection services are taken into consideration such as response times (emergency and non-emergency), traffic accident rates and ratios, crime rates, citizen complaint to call ratios, and case clearance ratios.

The proposed Specific Plan would increase the population within the City by approximately 27,529 persons and would therefore result in additional demand for police protection services which could impact emergency and non-emergency response times and potentially result in the need for new or physically altered police protection facilities. However, this increase in population growth was envisioned and assessed in the General Plan which evaluated the impacts of total population of 178,236 persons at build-out of the General Plan.[56], Residential growth would also continue to be managed through implementation of the City's Managed Growth Plan. Additionally, Policy S-4.7 of the General Plan supports the use the crime prevention through environmental design (CPED) elements (site and building lighting, visual observation of open spaces, secured areas, etc.) in new development projects, and General Plan Policy S-4.8 requires new development projects to be reviewed by the SVPD for security measures. Therefore, the proposed Specific Plan would not result in the need for and/or the provision of new or physically altered police protection facilities, and a less-than-significant impact would occur.

a.iii) **Less-Than-Significant Impact**. A significant impact would occur if the project would induce substantial employment or population growth, which could increase demand for school facilities that would exceed the capacity of the schools, necessitating a new school or physical alteration of an existing school, the construction of which would cause a significant environmental impact. The Simi Valley Unified School District (SVUSD) provides most primary and secondary education for Simi Valley residents. The SVUSD presently operates eighteen elementary schools (grades K–6), three middle schools (grades 6–8), three high schools (grades 9–12), one continuation high school (grade 10–12), one adult school, one

[53]City of Simi Valley, *Simi Valley Police Department Employee Demographic Profile.* https://www.simivalley.org/home/showpublisheddocument/22639/637707599883970000, accessed July 31, 2023.

[54]U.S. Census Bureau, *2017-2021 American Community Survey (ACS) 5-Year Estimate,* Table DPO5: ACS Demographic and Housing Estimates.

[55]California Department of Housing and Community Development, California Planning Roundtable, *Myths & Facts about Affordable and High-Density Housing*. June 1997.

[56]City of Simi Valley, *General Plan Environmental Impact Report, SCH No. 2009121004*, June 2012.

independent/alternative school, and one early childhood center, which collectively service 15,899 students.[57,58]

The proposed Specific Plan would increase the population within the City by approximately 27,529 persons, would therefore result in additional demand for school services which could result in the need for new or physically altered school facilities. However, future development within the Specific Plan Area would be required to pay school impact fees to offset impacts to the SVUSD's requirements. Pursuant to California law, the payment of those impact fees would constitute full mitigation of any impacts on schools[59] Therefore, the proposed Specific Plan would not result in the need for and/or the provision of new or physically altered school facilities, and a less-than-significant impact would occur.

a.iv) **Less-Than-Significant Impact**. A significant impact would occur if the project would induce substantial population growth resulting in the need for and/or the provision of new or physically altered parks, the construction of which would cause significant environmental impacts. The Rancho Simi Recreation and Park District (Park District) owns, operates, and maintains 39 parks in the City which cover approximately 1,212.3 acres. Each park is designated as either a Community Park (four), Special Use Park (eight), Neighborhood Park (24), Natural Park (four), or Mini Park (two) depending on the size and recreational facilities offered. The Park District uses the standard of five acres of parkland per 1,000 residents of local open space set by the National Recreation and Park Association and aims to have two acres of neighborhood parks and three acres of community parks for every 1,000 residents.

The proposed Specific Plan would allow for a projected total buildout of 9,592 additional housing units and increase the population within the City by approximately 27,529 persons. This population increase would result in additional demand for parks and recreational areas, and possibly result in the need for and/or the provision of new or physically altered parks. However, this increase in population growth was envisioned and assessed in the General Plan which evaluated the impacts of total population of 178,236 persons at build-out of the General Plan.[60] Furthermore, future development within the Specific Plan Area would be required to comply with SVMC Chapter 9-68, "Dedication of Land for Park and Recreational Purposes", which requires development fees paid to the Park District for the purpose of establishing and developing park and recreational facilities. Therefore, the proposed Specific Plan would not result in the need for and/or the provision of new or physically altered parks, and a less-than-significant impact would occur.

a.v) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would induce substantial population growth resulting in the need for and/or the provision of new or physically altered other public facilities, such as libraries, the construction of which would cause significant environmental impacts. The Simi Valley Public Library (SVPL) provides library services for residents of Simi Valley from its location at 2969 Tapo Canyon Road. The proposed Specific Plan would allow for a projected total buildout of 9,592 additional housing units and increase the population within the City by approximately 27,529 persons. This population increase would result in additional demand for library services, and possibly result in the need for and/or the provision of new or physically altered libraries. However, this increase in population growth was envisioned and assessed in the FEIR

[57]Simi Valley Unified School District, *School Finder,* https://www.simivalleyusd.org/about-simi-schools/school-finder, accessed July 24, 2024.

[58]California Department of Education, *2022-2023 Enrollment by Grade: Simi Valley Unified Report (57-72603),* https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=5672603&agglevel=district&year=2022-23, accessed July 24, 2023.

[59]Government Code Section 65996(b).

[60]City of Simi Valley, *General Plan Environmental Impact Report, SCH No. 2009121004*, June 2012.

prepared for the City General Plan which evaluated the impacts of total population of 178,236 persons.[61] Therefore, less-than-significant impacts related to library facilities would occur.

[61]City of Simi Valley, *General Plan Environmental Impact Report, SCH No. 2009121004*, June 2012.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.16 RECREATION. Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☑	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☑	☐

a-b) Less-Than-Significant Impact. A significant impact would occur if the project would result in an increased use of existing parkland and recreational facilities in a manner that would accelerate or induce their physical deterioration or expansion of recreational facilities which might have an adverse physical effect on the environment. The proposed Specific Plan is a regulatory plan that establishes a vision for the future development of the Los Angeles Avenue Corridor and the Tapo Street Area within the City. There are no parks or recreational facilities within the Specific Plan Area. The proposed Specific Plan would allow for a projected total buildout of 9,592 additional housing units and increase the population within the City by approximately 27,529 persons. This population increase would result in additional demand for park and recreational areas. However, this increase in population growth was envisioned and assessed in the FEIR prepared for the City's General Plan which evaluated the impacts of total population of 178,236 persons at build-out.[62] Future development projects within the Specific Plan Area would also be required to pay development fees in accordance with SVMC Chapter 9-68, "Dedication of Land for Park and Recreational Purposes" to fund parks and recreational facilities. Therefore, a less-than-significant impact would occur.

[62]City of Simi Valley, *General Plan Environmental Impact Report, SCH No. 2009121004*, June 2012.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.17 TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☑	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☑	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☑	☐
d) Result in inadequate emergency access?	☐	☐	☑	☐

a) **Less-Than-Significant Impact**. A significant impact would occur if the project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The proposed Specific Plan's planned transportation networks, goals and policies provide consistency with regional active transportation plans, transit plans, and other mobility infrastructure including the Southern California Association of Governments (SCAG) RTP/SCS and Ventura County Transportation Commission (VCTC) Comprehensive Transportation Plan.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

Simi Valley is a member of the SCAG Regional Council, the decision-making body of the SCAG Joint Powers Authority under California law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The RTP/SCS, Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The RTP/SCS is a planning document for the region, allowing project sponsors to qualify for federal funding. In addition, Connect SoCal 2024 will identify a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, and support our vital goods movement industry.

The RTP/SCS is updated every four years, and it is anticipated that the City will work with SCAG to update the RTP/SCS to be consistent with the Specific Plan. The Specific Plan includes strategies for mixed-use development, which allows multiple land uses to work together, to reduce vehicle trip lengths. The CARB 2016 Mobile Source Strategy recognizes that coordinated regional planning can improve California's land use patterns and transportation policy in a way that reduces transportation related emissions by reducing growth in VMT.

The following relevant goals and policies, as part of the proposed Specific Plan, would support consistency with these plans:

- **Goal 4: Foster Transit Use:** *Integrate development in the proximity of the existing Metrolink rail transit station within the Tapo Street Specific Plan area to foster transit use and reduce dependence on cars, energy consumption, air pollution, and greenhouse gas emissions.*
  - **a.** Establish Los Angeles Avenue as a transit priority corridor for improved transit programming and local/regional mobility.
  - **b.** Include, as part of the streetscape strategy for Los Angeles Avenue and Tapo Street, the inclusion of bus shelters, seating, and other amenities such as bike racks at existing or planned bus stops.

- **Goal 6: Improve Connectivity to Key Destinations:** *Address mobility issues to strengthen connections to destinations and activity centers within and beyond the study areas.*
  - **a.** Identify infrastructure projects in the short, medium, and long-term that will be important catalysts for development in the study areas and beyond, including "complete street" improvements for Los Angeles Avenue and Tapo Street.
  - **b.** Create pedestrian connections through superblocks along Los Angeles Avenue and Tapo Street to support a walkable environment such as paseos.
  - **c.** Provide seamless connections between all of the uses, stores, places, public/private gathering spaces, parking, and activities.

- **Goal 7: Accommodate All Transportation Modes:** *Use complete street approaches for "right-sizing" streets that improve pedestrian safety and balance the needs of pedestrians, cyclists, and vehicles. Connect to neighboring active transportation assets such as Arroyo Simi and the Simi Valley transit station.*
  - **a.** Introduce standards or programs that result in long-term reductions in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT).
  - **b.** Evaluate enhanced bike and pedestrian infrastructure along Los Angeles Avenue and Tapo Street for opportunities to connect to the study areas and adjacent destinations such as the Simi Valley transit station and the Arroyo Simi, including key first/last mile connections to from the adjacent neighborhoods.
  - **c.** Evaluate impacts of repurposing travel lanes for bike lanes, bus lanes, and/or on-street parking as it relates to truck traffic, local vehicular traffic, and regional vehicular traffic.
  - **d.** Integrate the use of emerging technologies and micromobility options.

The proposed Specific Plan is consistent with programs, plans, ordinances and policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, this impact would be less than significant.

b) **Less-Than-Significant Impact.** A significant impact would occur if the project was inconsistent with CEQA Guidelines Section 15064.3(b). CEQA Guidelines Section 15064.3 identifies VMT as a criteria for evaluating a project's transportation impact. The City currently evaluates VMT impacts of individual development projects using the following thresholds of significance:

- A project will be considered to have an impact if it generates VMT per capita and/or per employee in excess of five percent less than the background VMT for the City of Simi Valley.

This threshold was applied to evaluate the potential transportation impacts of the proposed Specific Plan. Since the project includes residential and non-residential land use, VMT per service population (i.e., residents plus jobs) was used as the analysis metric. Applying the described land use projections, citywide VMT (i.e., regional average) and Specific Plan Area VMT outputs were developed using the Simi Valley Transportation Analysis Model (SVTAM). **Table 3-10** summarizes the daily citywide VMT per service population for the existing scenario and Specific Plan area daily VMT per service population for the existing plus project scenario. Detailed VMT calculations are provided in **Appendix C** of this Draft IS/MND.

TABLE 3-10: SPECIFIC PLAN VMT SUMMARY (VERSUS REGIONAL AVERAGE)

Scenario (Area)	Total Home-based Daily VMT	Total Work-based Daily VMT	Total Daily VMT	Service Population /a/	VMT / Service Population
Existing City of Simi Valley (citywide)	2,264710	499,976	2,764,686	178804	15.5
Existing Plus Project (Specific Plan Area)	442,744	93,055	535,799	36,913	14.5

/a/ Service Population equals the total of residents and employees.
SOURCE: Iteris, 2023.

As shown in **Table 3-10**, the existing plus project VMT per service population for the Specific Plan Area is forecast to be 14.5, while the existing citywide VMT per service population is currently 15.5. As such, five percent below existing citywide VMT per service population is 14.7. Therefore, the existing plus project Specific Plan area VMT per service population (14.5) is not forecast to exceed the City's CEQA threshold. In addition, the following goals and policies are included as part of the Specific Plan, would have an effect on reducing VMT:

- **Goal 7: Accommodate All Transportation Modes:** *Use complete street approaches for "right-sizing" streets that improve pedestrian safety and balance the needs of pedestrians, cyclists, and vehicles. Connect to neighboring active transportation assets such as Arroyo Simi and the Simi Valley transit station.*
  - **a.** Introduce standards or programs that result in long-term reductions in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT).
  - **b.** Evaluate enhanced bike and pedestrian infrastructure along Los Angeles Avenue and Tapo Street for opportunities to connect to the study areas and adjacent destinations such as the Simi Valley transit station and the Arroyo Simi, including key first/last mile connections to from the adjacent neighborhoods.
  - **c.** Evaluate impacts of repurposing travel lanes for bike lanes, bus lanes, and/or on-street parking as it relates to truck traffic, local vehicular traffic, and regional vehicular traffic.
  - **d.** Integrate the use of emerging technologies and micromobility options which may include on-demand scooters and e-bikes.

Therefore, the proposed Specific Plan would be inconsistent with CEQA Guidelines Section 15064.3(b), and impacts related to VMT would be less than significant.

c) **Less-Than-Significant Impact**. A significant impact would occur if the project would introduce design features or incompatible uses that would increase hazards. The proposed project would not require the construction of any new roads, or the modification of any existing roads or pedestrian pathways that would result in an increase in hazards due to a design feature. One of the objectives of the Specific Plan is to ensure future development

and transportation facilities would improve connectivity and linkages within the two areas. Any proposed roadway modifications included in the Specific Plan will be designed to City and State engineering design standards to meet sight distance requirements, including visibility of pedestrians and bicyclists. The Specific Plan does not propose any incompatible uses that would increase hazards. As a result, the Specific Plan will have a beneficial impact on geometric design features and incompatible uses. In addition, the following relevant goal and policies, as part of the Specific Plan, would have a positive effect on geometric design and safety:

- **Goal 9: Enhance the Public Realm and Streetscapes:** *Prioritize internal connectivity and a vibrant pedestrian environment along major corridors through wide sidewalks with parkway amenities such as bicycle parking, sitting areas, pedestrian lighting, and street trees.*
  - **a.** Identify strategic locations along Los Angeles Avenue and Tapo Street, including the Los Angeles Avenue/First Street and Los Angeles Avenue/Tapo Street intersections for pedestrian improvements such as:
    - Gateway features and plazas.
    - Traffic-calming measures.
    - Wayfinding signage and other placemaking signs placed in landscaped medians and along sidewalks.
    - High visibility crosswalks at all intersections.
    - Pedestrian amenities and furniture such as street trees, lighting fixtures, benches, bus shelters, and waste receptacles.
    - Pedestrian refuge islands at raised medians.
  - **b.** Consolidate curb cuts that are shared among multiple projects to improve the pedestrian experience.

The proposed Specific Plan would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). This impact would be less than significant.

d) **Less-Than-Significant Impact**. A significant impact would occur if the project would result in inadequate emergency access. The proposed Specific Plan does not include elements that would impede emergency vehicle access. Public roadways within the Specific Plan Area would be designed to comply with applicable standards for access, as would buildings included within new developments. Construction activities within the Specific Plan Area requiring road closures would be required to coordinate with the VCFD. Future development projects would also be reviewed by the City's Traffic Engineering Division to determine if access design complies with City requirements to ensure adequate and safe access onto a public right-of-way. Therefore, impacts related to emergency access would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.18 TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☑	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☑	☐	☐

a-b) Less-Than-Significant Impact with Mitigation Incorporated. A significant impact would occur if the project would cause a substantial adverse change in the significance of a tribal cultural resource. The Specific Plan Area is within an urbanized area of the City, and future development within the Specific Plan Area would primarily occur on infill sites in areas in that have been developed and disturbed previously. Therefore, it is likely that previous grading, construction, and use of the parcels within the Specific Plan Area would have either removed or destroyed tribal cultural resources within surficial soils. Nonetheless, the City is considered to have a high sensitivity for cultural and Native American resources, and it is possible that tribal cultural resources could possibly be discovered during ground disturbing activities.[63] The effects on tribal cultural resources depend on the individual project site conditions and the characteristics of the proposed activity. Therefore, the effects of the proposed Specific Plan on tribal cultural resources can only be determined once a specific project has been proposed. As specific projects are proposed with the Specific Plan Area, consultation with tribes under California law, if applicable, must occur per the requirements of these laws to determine if any tribal cultural resources may be impacted by project specific elements.

California Native American tribes traditionally and culturally affiliated with the area were notified of the proposed Specific Plan on July 21, 2023 and August 18, 2023, respectively. The Fernandeño Tataviam Band of Mission Indians responded and recommended that mitigation measures be imposed on future development projects within the Specific Plan Area to ensure that any inadvertent discovery of tribal cultural resources encountered during ground-disturbing activities are properly documented, salvaged, and protected. Therefore, with implementation of Mitigation Measures **TCR-1** through **TCR-4** impacts related to the tribal cultural resources would be less than significant.

[63]City of Simi Valley, *General Plan Environmental Impact Report, SCH No. 2009121004*, June 2012.

MITIGATION MEASURES

TCR-1 If the lead agency determines the project is not exempt from review under the California Environmental Quality Act (CEQA), applicant(s) for any proposed construction project(s) within the Envision Simi Valley Los Angeles Avenue Corridor & Tapo Street Area Specific Plan (Specific Plan) must submit a Mandatory Project Intake Form to the Fernandeño Tataviam Band of Mission Indians (FTBMI).

TCR-2 If consultation is required by the Fernandeño Tataviam Band of Mission Indians, the project applicant(s) must submit a Mandatory Consultation Form for the proposed project(s) to the FTBMI.

TCR-3 Following consultation, the project applicant(s) must adhere to the Mitigation Measures set forth by the Fernandeño Tataviam Band of Mission Indians for the proposed project(s).

TCR-4 If cultural resources are discovered during project activities, on any project within the Envision Simi Valley Los Angeles Avenue Corridor & Tapo Street Area Specific Plan, regardless of whether the project is exempt from or subject to review under the California Environmental Quality Act (CEQA), all work in the immediate vicinity of the find (within a 60-foot buffer) must cease and a qualified archaeologist meeting Secretary of Interior standards retained by the project applicant must assess the find. Work on the portions of the project outside of the buffered area may continue during this assessment period. The Fernandeño Tataviam Band of Mission Indians must be contacted about any pre-contact and/or post-contact finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, to provide Tribal input with regards to significance and treatment.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.19 UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☑	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☑	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☑	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☑	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☑	☐

a) **Less-Than-Significant Impact**. A significant impact would occur if the project required or resulted in the relocation or construction of new utilities facilities or service systems, which would cause significant environmental effects. No specific development projects are proposed as part of the proposed Specific Plan; however, future projects proposed within the Specific Plan Area would be assessed on a project-by-project basis to determine if current infrastructure can support the proposed project in compliance with regulatory requirements. To consider the broad environmental effects of the proposed Specific Plan, an Infrastructure Technical Report has been prepared for sanitary sewer, storm drainage, domestic water, electrical power, and natural gas within the Specific Plan Area. This report, which was prepared by KPFF Consulting Engineers and reviewed by the City's Department of Public Works, is the basis of this analysis and is included in Appendix D of this IS/MND.

Water Supply. Domestic water service is provided to the Los Angeles Avenue Corridor by the Simi Valley Ventura County Waterworks District No. 8 (WWD8). Water service to the Tapo Street Area is provided by the Golden State Water Company (GSWC) and WWD8. According to the 2020 WWD8 Urban Water Management Plan (UWMP) and the Capacity Evaluation and Analysis of Waterworks Distribution System report (2021), WWD8 delivers water through its 12 turnout stations (capacity of 83.4 million of gallons per day [MGD]), 312 miles of water lines, 22 pump stations, and 40 storage tanks (capacity of 43.7 MGD). Its two groundwater wells have a combined capacity of 1.0 MGD. The WWD8 UWMP states that the WWD8 Simi Valley service area population in 2020 was 94,738, with a per capita demand of 168 gallons per capita per day (GPCD) and a total water demand of 15.5 MGD. According to its UWMP, GSWC has five connections from Calleguas to the Simi Valley system, totaling a combined capacity of 34.2 MGD. The GSWC UWMP states that the GSWC Simi Valley service area population in 2020 was 45,764, with a per capita demand of 126 GPCD and total water demand of 5.3 MGD. Of this total demand, 4.8 MGD was purchased from Calleguas, and 1.0 MGD was extracted from Simi Valley Groundwater Basin wells.

The GSWC UWMP assumes a population increase of almost 6,000 through the year 2045, with the water demand increasing to 5.9 MGD from 5.3 MGD and concludes that GSWC would be able to provide water service through the year 2045. This factors in the population growth and a normal, single dry, and five consecutive dry years over a 25-year period. The WWD8 UWMP expects a population growth of 0.5 percent per year, with a predicted population of 104,369 in 2045. The estimated total water demand based off this population increase is 21.6 MGD from 15.5 MGD. An analysis of WWD8's services during a 2045 four-year multiple-dry year event determined that WWD8 would have adequate supply. Each new development within the WWD8 jurisdiction would be required to prepare a hydraulic water study to determine capacity, demand, and supply issues related to each project.

To study the anticipated water demand increase within the Specific Plan Area, a 1:1 ratio was applied to the calculated peak sewer generation rates. This implies an anticipated peak water demand is 6.66 MGD for the Specific Plan Area. The Tapo Street Area is serviced by both GSWC and WWD8. Based on the water purveyors planned expansions, the anticipated increase within the corridor, 3.15 MGD, is projected to be supplied by the two water purveyors. The Los Angeles Avenue Corridor water supply is from WWD8. Based on the 2020 UWMP conclusion on projected water demands, the WWD8 can supply the anticipated water demand increase of 3.51 MGD.

Based on the new development capacities set forth in the proposed Specific Plan, the water demand would increase from current conditions. Through the implementation of the UWMP the expected increase based on the Specific Plan is accounted for if the areas served by the water district outside of the Specific Plan area do not exceed the difference in the total projected water usage and the net increase per the Specific Plan. The need for new site-specific water supply infrastructure or upgrades would be determined in coordination with the City at the time specific development projects are proposed within the Specific Plan Area. Future development within the Specific Plan Area would be required to comply with Sections 4.303 and 4.304 of the CalGreen Code, as adopted by the City, which require indoor and outdoor water conservation measures to be implemented for residential development, such as low flush toilets, aerators on sinks and showerheads, water efficient appliances, and water-efficient automatic irrigation system controllers. Additionally, Policy IU-1.2 of the General Plan requires that before the construction new development must verify that the City's water system can accommodate a project's fire flows and all potable water demand. Therefore, through implementation of the policies set forth in the General Plan and following current regulatory framework, impacts related to water supply would be less than significant.

Wastewater. Wastewater generated from the Specific Plan Area would be collected by sewer pipelines that are maintained by the Sanitation Services Division of the City's Department of Public Works and processed by the City's Water Quality Control Plant (WQCP). Per the 2019 Sewer System Reliability Assessment and Financial Plan Update, the WQCP is designed to treat a peak daily flow up to 15.5 MGD and an average daily flow capacity of 12.5 MGD. Existing sewer infrastructure and the main trunk lines that collect sewage within the Specific Plan Area are identified in the Infrastructure Technical Report included in Appendix D.

The estimated existing sewer flows, and the capacity of the identified trunk lines was used to determine potential system deficiency. Each trunk line's maximum capacity was calculated using the City's Public Works Sewerage Manual. The tables in Appendix D summarize the trunk line maximum flow capacity based on existing pipe size, slope, and material accounting for maximum depth at the design peak. According to the Infrastructure Technical Report, there appears to be no limitations due to trunk line capacity within the Los Angeles Avenue Corridor; however, all pipe capacities would need to be monitored. Within the Tapo Street Area, the conveyance 10-inch pipe under the railroads that feeds into a 24-

inch pipe in Los Angeles Avenue would restrict the flow. The pipe capacity would be monitored. Any potential improvements that connect to this pipe may trigger the need to up the size of the pipe. This would be determined by a project-by-project basis and up to the City's discretion.

The Specific Plan Area expects an additional 9,592 dwelling units in total for both corridors. In addition, 70 percent buildout was assumed to be a realistic capacity for this Specific Plan Area and was factored into the proposed sewer generation calculations. For the commercial component of mixed-use applications, a floor area ratio (FAR) was used to account for multiple levels of buildings. The adjusted area was multiplied by maximum density (taken from the Residential Development Capacity summary provided in the proposed Specific Plan) to calculate a total amount of dwelling units. Table 2.2 from the Simi Valley Sewer Manual was used to assign an Equivalent Dwelling Unit (EDU) number for each type of land use outlined in the Specific Plan. Refer to the Infrastructure Technical Report in Appendix D for the estimated sewer generation flow rates. The anticipated increase in sewer flows amounts to 0.43 MGD within the Los Angeles Avenue Corridor. Within the Tapo Street Area the anticipated increase in sewer flows is 0.48 MGD.

Based on Water Code Section 13300, the sewer treatment capacity plant would be required to plan for an increase in capacity once it reaches 75 percent average dry weather daily design flow. Based on the treatment plants average daily design flow of 12.5 MGD 75 percent of the average daily design flow would equate to 9.375 MGD. The metered average dry weather daily sewer flows entering the treatment plant as of 2023 was recorded to be 8 MGD. This results in a remaining 1.375 MGD while within the 75 percent average dry weather daily flow threshold. The estimated average daily sewer flow for the Specific Plan totals 2.42 MGD.

Based Water Code Section 13300, the development within the proposed Specific Plan Area would likely trigger requirements to increase the capacity of the wastewater treatment plant. The determination and method of the improvement would be under the discretion of the City. A Five-Year Capital Improvement Plan for the fiscal year 2023-2024 includes multiple projects to replace the existing asbestos cement sewer pipes. During the design phase for projects within the Specific Plan Area, a developer would need to assess if the current infrastructure can support each project in compliance with the current regulatory requirements. Therefore, impacts related to wastewater would be less than significant.

Stormwater Drainage. The City owns and operates storm drain pipes collecting stormwater from the surface via catch basins within the Specific Plan Area. All of the storm drain pipes within the Los Angeles Avenue and Tapo Street Area drain to the Arroyo Simi, an open channel bisecting the City that drains toward the west. This open channel is operated by the Ventura County Watershed Protection District (VCWPD). All storm drain facilities designed within the Specific Plan Areas would be required to conform with the Ventura County Design Hydrology Manual and the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures (TGM), which will establish BMPs that need to be installed on site. Additionally, the City's Master Plan of Drainage identified a series of storm drain capital improvement projects to be paid for through developer fees. The expected use of pocket parks, paseos, and open spaces outlined in the Specific Plan indicate that pervious space within the Specific Plan Area would increase, resulting in lower stormwater runoff rates being generated compared to existing conditions. In addition, SVMC Section 6-12.501 requires all future developments to provide a SWPCP and implement BMPs to prevent stormwater discharges to the maximum extent practical. Additionally, Policy NR-5.2 of the General Plan conserves drainage channels, and future development within the Specific Plan Area would be subject to the latest requirements of the NPDES permit program, the RWQCB, and applicable pollution control and stormwater drainage measures. Therefore, the proposed Specific Plan would

not cause a substantial increase in the peak flow rates or volumes that would exceed the drainage capacity of existing stormwater drainage facilities or cause new or expanded stormwater drainage facilities beyond those that would be installed by the proposed project would not be required, and impacts would be less than significant.

Electric Power and Natural Gas. Energy use associated with the proposed Special Plan at full build-out would be typical of residential and commercial uses, requiring electricity and natural gas for interior and exterior building lighting, HVAC, electronic equipment, machinery, refrigeration, appliances, security systems, and more. The Specific Plan Area would be served by SCE for electricity and SoCalGas for natural gas. The Specific Plan Area is in a developed, urbanized portion of the City that is served by existing electrical power and natural gas services. Future developments within the Specific Plan Area would require new electricity and natural gas connections be established, and decisions to upgrade or make changes to the existing infrastructure to meet a change in electrical power and natural gas demand would be determined by SCE and/or SoCalGas in coordination with the City. No substantial electrical or natural gas infrastructure would need to be relocated to accommodate the proposed Specific Plan. Therefore, impacts associated with electric power and natural gas facilities would be less than significant.

Telecommunications. Telecommunication services include phone, television, and internet providers. The Specific Plan Area consists of an urbanized portion of the City that is served by existing telecommunications services. Future development would potentially require additions of new telecommunications infrastructure to serve the Specific Plan Area and potential upgrades and/or relocation of existing telecommunications infrastructure. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the existing system. Any work that may affect services to the existing telecommunications lines would be coordinated with service providers and is not expected to cause significant environmental effects. Therefore, impacts associated with telecommunication services would be less than significant.

b) **Less-Than-Significant Impact**. A significant impact would occur if the project increased water usage such that the project site would not have enough water supplies during normal, dry and multiple dry years. WWD8 and GSWC's have sufficient water supplies would be available to serve the Specific Plan Area during normal, single dry, and multiple dry years through 2045. Therefore, impacts related to water supplies would be less than significant.

c) **Less-Than-Significant Impact**. A significant impact would occur if the project's water demand exceeded the capacity of the project site's wastewater treatment provider. Wastewater generated within the Specific Plan Area is treated at the City's WQCP and future development within the Specific Plan Area would increase wastewater generation within the Specific Plan Area by approximately 2.42 MGD. Based on Water Code Section 13300, development within the proposed Specific Plan Area would likely trigger requirements to increase the capacity of the wastewater treatment plant. The determination and method of the improvement would be under the discretion of the City. A Five-Year Capital Improvement Plan for the fiscal year 2023-2024 includes multiple projects to replace the existing asbestos cement sewer pipes. During the design phase for projects proposed within the Specific Plan Area, the developer would need to assess if the current infrastructure can support each project in compliance with the current regulatory requirements. Therefore, with compliance with the current regulatory requirements, impacts related to wastewater would be less than significant.

d-e) Less-Than-Significant Impact. A significant impact would occur if the project would generate solid waste in excess of state or local standards, in excess of the capacity of local infrastructure, impair the attainment of solid waste reduction goals, or would not comply with federal, state, and local management and reduction statutes and regulations related to solid waste. The City has a current franchise agreement with Waste Management (WM) which provides solid waste recycling and solid waste collection services to residents and businesses. Solid waste collected by WM is transported to the Simi Valley Landfill and Recycling Center (SVLRC) located at 2801 Madera Road. The SVLRC has a capacity of 119.6 million cubic yards of waste. Based on the maximum permitted disposal rate of 64,750 tons per week, and the remaining capacity of over 82.9 million tons, the site could operate until 2063.[64] No specific development projects are proposed as part of the Specific Plan; however, the proposed Specific Plan would allow for a projected total buildout of 9,592 additional housing units and increase the population within the City by approximately 27,529 persons. Buildout, therefore, would increase the level of solid waste generated within the Specific Plan Area. However, the SVLRC has sufficient capacity to accommodate the increased solid waste disposal needs. Furthermore, programs in SV-CAP address the reduction of solid waste through a variety of recycling and reuse requirements that are underway. SVMC Sections 6-3.060, 6-13.712, and 9-35.606 also govern recycling facilities and requirements. In addition, future development within the Specific Plan Area would be required to comply with the CalGreen Code, which requires that at least 65 percent of demolition and construction debris be diverted from landfills by recycling and/or salvage for reuse. Future projects within the Specific Plan Area would be required to comply with these and other regulations related to solid waste. Therefore, impacts related to solid waste would be less than significant.

[64] CalRecycle, *Simi Valley Landfill & Recycling Center (56-AA-0007),* https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/608?siteID=3954, accessed August 1, 2023.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.20 WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☑	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☑	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☑	☐

a) **Less-Than-Significant Impact**. A significant impact would occur if the project would be located in or near a state responsibility area or land classified as a very high fire hazard severity zone (VHFHSZ) and would substantially impair an adopted emergency response plan or emergency evacuation plan. A fire hazard severity zone is a mapped area developed by the California Department of Forestry and Fire Protection (CalFire) that designates zones with varying degrees of fire hazard (i.e., moderate, high, and very high). Areas that are designated as Very High or High Fire Hazard Severity Zones are the most likely to experience wildfire. Areas at risk for wildfire in Simi Valley are concentrated around the perimeter of the City within the undeveloped foothills and mountainous areas, and along SR-118. The Specific Plan Area is located on the valley floor within an urbanized area of the City and is not located in a VHFHSZ, as identified by CalFire.[65] Therefore, the Specific Plan Area would not be subject to severe wildfires or wildfires of greater concern.

No development projects are proposed as part of the proposed Specific Plan; however, construction activities associated with future projects within the Specific Plan Area could potentially interfere with the City's adopted emergency response or evacuation plans. However, temporary construction activities that could impede emergency access would be subject to the City's permitting process, and any road closures would be required to coordinate with the SVFD. Additionally, increased housing development density under the proposed Specific Plan could result in additional traffic on area roadways. However, in the event of a wildfire, implementation of the County of Ventura's Multi-Jurisdictional Hazard Mitigation Plan (HMP) and the City's Emergency Operations Plan (EOP) would provide guidance to City personnel in the event of an evacuation. The City's Traffic Engineering Division would also review and determine if access design of future project within the Specific Plan Area comply with City standards for access City permitting requirements and implementation of applicable policies and regulations would ensure that future development under the proposed Specific Plan would not impair or physically interfere with adopted

[65]California Department of Forestry and Fire Protection, *California Fire Hazard Severity Zone Viewer*, https://egis.fire.ca.gov/FHSZ/, accessed July 24, 2023.

emergency response or evacuation procedures. Therefore, impacts would be less than significant.

b) **Less-Than-Significant Impact**. A significant impact would occur if the project would be located in or near a state responsibility area or land classified as VHFHSZ and would exacerbate wildfire risks that would expose project occupants to pollutant concentrations for a wildfire or the uncontrolled spread of a wildfire. The southern California region, including the Simi Valley, is susceptible to strong wind gusts that typically have little to no accommodating precipitation, which are known as windstorms. Because southern California is generally a windstorm susceptible region, much of this region encounters winds capable of spreading wildfire and wildfire pollutants. Areas that are especially susceptible to exacerbating such fire risks are those that receive high gusts of wind and are within a fire hazard severity zone and has been a historically burn area. The City is typically affected by the Santa Ana winds, which are generally warm, offshore dry winds that originate from the east or northeast.[66] However, the Specific Plan Area is not within a fire hazard severity zone or a historic burn area.[67] The Specific Plan Area is relatively flat and located on the valley floor in an urbanized area. As a result, it is unlikely that future development within the Specific Plan Area would expose project occupants to uncontrolled spread of wildfire or pollutant concentrations from wildfire. Furthermore, projects would be required to adhere also to the City's fire code requirements and the goals and policies of the General Plan that increase fire protection. Therefore, a less-than-significant impact would occur.

c) **Less-Than-Significant Impact**. A significant impact would occur if the project would be located in or near a state responsibility area or land classified as VHFHSZ and would require the installation or maintenance of infrastructure that may exacerbate the risk of fire or ongoing impacts to the environment. The Specific Plan Area is not located in or near a state responsibility area or in a VHFHSZ. The Specific Plan Area is located on the valley floor in an urbanized area which is adequately served by existing facilities and utilities. Due to its developed characteristics, future development within the Specific Plan Area would not require additional installation or maintenance of roads, fuel breaks, or emergency water sources. Thus, the proposed project would not exacerbate fire risk or that may require temporary or ongoing impacts to the environment. Furthermore, future development within the Specific Plan Area would be required to adhere to relevant building codes, including the City's fire regulations. Therefore, a less-than-significant impact would occur.

d) **Less-Than-Significant Impact**. A significant impact would occur if the project would be located in or near a state responsibility area or land classified as VHFHSZ and would expose people or structures to significant risks after a wildfire, such as downslope or downstream flooding or landslides. The Specific Plan Area is not located in or near a state responsibility area or in a VHFHSZ. The Specific Plan Area is located on the valley floor in an urbanized area. No slopes or hills are located in the immediate vicinity of the Specific Plan Area and, thus, people or structures would not be exposed to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, a less-than-significant impact would occur.

[66]City of Simi Valley, *Multi-Hazard Mitigation Plan: Section 5.1.1: Damaging Winds,* https://www.simivalley.org/home/showpublisheddocument/26180/638079167705630000, accessed July 2023.

[67]California Department of Forestry and Fire Protection, *California Fire Hazard Severity Zone Viewer*, https://egis.fire.ca.gov/FHSZ/, accessed July 24, 2023.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.21 MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☑	☐	☐
b) Does the project have impacts which are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☑	☐	☐
c) Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐

a) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the project would have the potential to degrade the quality of the environment; substantially reduce, threaten, or eliminate fish, plant, or wildlife habitats or population, including rare or endangered species; or eliminate historical, archaeological, or paleontological resources. The preceding analyses conclude that no significant unmitigated impacts to the environment would occur. The Specific Plan Area is located within an urbanized area of the City and does not contain suitable habitat for special-status wildlife species (including rare, threatened, and endangered species). While the Arroyo Simi runs through the plan area, future development in proximity of the creek would be subject to all applicable local policies and regulations that protect sensitive species and their habitats including the General Plan goals and policies to minimize impacts to special status species. Therefore, the proposed Specific Plan would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Mitigation Measure **BR-1** would be implemented to ensure that nesting birds would not be adversely affected by any tree removals. No historic resources are located within the Specific Plan Area. Similarly, no archaeological, paleontological, or tribal cultural resources are known to exist within the Specific Plan Area (Response to Checklist Questions 3.5b and 3.18a-b). However, it is possible that unanticipated archaeological, paleontological, or tribal cultural resources may be encountered during ground disturbance activities. Mitigation Measures **CR-1**, **GS-1**, and **TCR-1** through **TCR-4** would reduce the potential for the destruction of any significant archaeological, paleontological, and tribal cultural resources. Therefore, with implementation of Mitigation Measures, the proposed project would not eliminate important examples of major periods of California history or prehistory, and impacts would be less than significant.

b) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. The analysis of the proposed Specific Plan is cumulative in nature because the project is a plan that establishes a vision for the future development of the Los Angeles Avenue Corridor and the Tapo Street Area of the City. As discussed in this IS/MND, potential impacts on air quality, biological resources; cultural resources, geology and soils, noise, and tribal cultural resources would be reduced to less than significant levels with implementation of mitigation measures. The proposed Specific Plan would have either no impact or less-than-significant impacts for all other environmental topic areas considered in this IS/MND. As a result, the proposed Specific Plan's contribution to cumulative impacts would not be cumulatively considerable. A less-than-significant impact would occur with incorporation of the mitigation measures identified in this IS/MND.

c) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact may occur if the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Impacts to human beings are generally associated with air quality contaminants, hazards related to adverse geologic conditions, exposure to hazards and hazardous materials, and excessive noise. As discussed in this IS/MND, the proposed Specific Plan would have less-than-significant impacts (with and without incorporation of mitigation measures) or no impacts on the environment. Specifically, the proposed Specific Plan would have a less-than-significant impact with implementation of mitigation measures for the following environmental topic areas: air quality, biological resources; cultural resources, geology and soils, noise, and tribal cultural resources. The proposed Specific Plan would have less-than-significant impacts or no impacts for all other environmental topic areas. All potential impacts of the proposed Specific Plan have been identified, and mitigation measures have been prescribed to reduce all potential impacts to less-than-significant levels, where applicable. Upon implementation of mitigation measures included in this IS/MND and compliance with the regulations, the proposed Specific Plan would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. A less-than-significant impact would occur with incorporation of the mitigation measures identified in this IS/MND.

4.0 LIST OF PREPARERS AND SOURCES CONSULTED

4.1 LEAD AGENCY

City of Simi Valley
Department of Environmental Services
Planning Division
2929 Tapo Canyon Road
Simi Valley, CA 93063

Contact: Naren Gunasekera, Principal Planner/Zoning Administrator
(805) 583-6863

4.2 INITIAL STUDY PREPARERS

Terry A. Hayes Associates Inc.
3535 Hayden Avenue, Suite 350
Culver City, CA 90232

Contact: Kevin Ferrier, Senior Planner
Blaire Frei, Planner
Sam Silverman, Air Quality/Greenhouse Gas
Kieran Bartholow, Noise
Henry Hapov, GIS Specialist
Natasha Mapp, Document Production

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Appendix A

Air Quality and Greenhouse Gas Emissions Calculations

Simi Valley Specific Plan Mobile Source Emissions Analysis

	ROG	NOX	CO	SOX	PM10	PM2.5	CO2e	CO2	CH4	N2O
EMFAC2021 Emission Factors (g/mi)	0.11437777	0.20445	1.485760299	0.003767	0.0258196	0.0098203	395.849633	389.225	0.02033	0.02053

Envision Simi Valley SP - Post-processed VMT Output Summary (Citywide)

Scenario (Area)	Total Daily VMT	Service Population	VMT / Service Population	Daily Emissions (Lbs/day) ROG	NOX	CO	SOX	PM10	PM2.5	Annual Emissions (MTCO2e/year) GHG
Existing (City of Simi Valley)	2,764,686	178,804	15.46	697.1	1,246.2	9,055.8	23.0	157.4	59.9	379,756.8
Ex Plus Proj, no pop growth (City of Simi Valley)	2,761,415	178,804	15.44	696.3	1,244.7	9,045.1	22.9	157.2	59.8	379,307.5
Difference Between Project & Existing				-0.8	-1.5	-10.7	0.0	-0.2	-0.1	-449.3

EMFAC2021 Output and Aggregate Average Emission Factor Calculations

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units:
miles/day for CVMT and EVMT
trips/day for Trips,
g/mile for RUNEX, PMBW and PMTW

g/trip for STREX, HOTSOAK and RUNLOSS

NOX Agg. Avg EF (g/mi)
0.20445272

Region	Calendar Year	Vehicle Category	Fuel	Total VMT	CVMT	EVMT	NOx_RUNEX	NOx_STREX	NOX_STREX/VMT	NOX_Tot
Los Angeles (SC)	2023	HHDT	Gasoline	3231.284725	3231.284725	0	7.221009549	0.820965416	0.266575813	7.487585362
Los Angeles (SC)	2023	HHDT	Diesel	6491636.944	6491636.944	0	1.914200662	2.754727476	0.330463744	2.244664406
Los Angeles (SC)	2023	HHDT	Electricity	2558.522067	0	2558.522067	0	0	0	0
Los Angeles (SC)	2023	HHDT	Natural Gas	350604.881	350604.881	0	0.934857649	0	0	0.934857649
Los Angeles (SC)	2023	LDA	Gasoline	133132108	133132108	0	0.048129106	0.256470175	0.030149139	0.078278245
Los Angeles (SC)	2023	LDA	Diesel	279606.0153	279606.0153	0	0.268660312	0	0	0.268660312
Los Angeles (SC)	2023	LDA	Electricity	6967760.765	0	6967760.765	0	0	0	0
Los Angeles (SC)	2023	LDA	Plug-in Hybrid	3983693.819	2007927.363	1975766.456	0.003506801	0.111485465	0.009819491	0.013326292
Los Angeles (SC)	2023	LDT1	Gasoline	11498860.94	11498860.94	0	0.198700185	0.438485735	0.053165896	0.251866081
Los Angeles (SC)	2023	LDT1	Diesel	2649.862279	2649.862279	0	1.518383894	0	0	1.518383894
Los Angeles (SC)	2023	LDT1	Electricity	27045.91094	0	27045.91094	0	0	0	0
Los Angeles (SC)	2023	LDT1	Plug-in Hybrid	15799.36792	7268.198583	8531.16934	0.003200635	0.111485465	0.00890982	0.012110454
Los Angeles (SC)	2023	LDT2	Gasoline	63204640.7	63204640.7	0	0.087194428	0.345183672	0.039413147	0.126607576
Los Angeles (SC)	2023	LDT2	Diesel	203904.1794	203904.1794	0	0.056090085	0	0	0.056090085
Los Angeles (SC)	2023	LDT2	Electricity	271839.3938	0	271839.3938	0	0	0	0
Los Angeles (SC)	2023	LDT2	Plug-in Hybrid	559555.6037	267320.0773	292235.5263	0.003323819	0.111485465	0.00920747	0.012531289
Los Angeles (SC)	2023	LHDT1	Gasoline	4875651.462	4875651.462	0	0.187347836	0.632501756	0.23885155	0.426199386
Los Angeles (SC)	2023	LHDT1	Diesel	2309885.271	2309885.271	0	1.329231978	0	0	1.329231978
Los Angeles (SC)	2023	LHDT2	Gasoline	707424.2091	707424.2091	0	0.185990933	0.647506384	0.258989674	0.444980607
Los Angeles (SC)	2023	LHDT2	Diesel	1017094.138	1017094.138	0	1.161849533	0	0	1.161849533
Los Angeles (SC)	2023	MCY	Gasoline	942493.4885	942493.4885	0	0.555639219	0.133392203	0.040566913	0.596206132
Los Angeles (SC)	2023	MDV	Gasoline	35296866.04	35296866.04	0	0.144677838	0.472324443	0.057620569	0.202298406
Los Angeles (SC)	2023	MDV	Diesel	417108.5847	417108.5847	0	0.110777258	0	0	0.110777258
Los Angeles (SC)	2023	MDV	Electricity	292645.8028	0	292645.8028	0	0	0	0
Los Angeles (SC)	2023	MDV	Plug-in Hybrid	281038.1518	138168.2151	142869.9367	0.003420518	0.111485465	0.010223274	0.013643792
Los Angeles (SC)	2023	MH	Gasoline	150959.242	150959.242	0	0.447561101	0.393482684	0.004052993	0.451614094
Los Angeles (SC)	2023	MH	Diesel	54121.46359	54121.46359	0	3.624349938	0	0	3.624349938
Los Angeles (SC)	2023	MHDT	Gasoline	818409.0416	818409.0416	0	0.499693621	0.434620757	0.160388406	0.660082027
Los Angeles (SC)	2023	MHDT	Diesel	2482452.845	2482452.845	0	1.156470134	1.603938948	0.46189267	1.618362804
Los Angeles (SC)	2023	MHDT	Electricity	586.3876593	0	586.3876593	0	0	0	0
Los Angeles (SC)	2023	MHDT	Natural Gas	40273.29738	40273.29738	0	0.115741831	0	0	0.115741831
Los Angeles (SC)	2023	OBUS	Gasoline	153201.689	153201.689	0	0.506714275	0.400213947	0.19907611	0.705790385
Los Angeles (SC)	2023	OBUS	Diesel	166622.2233	166622.2233	0	1.839135151	1.67535408	0.268067873	2.107203024
Los Angeles (SC)	2023	OBUS	Natural Gas	19541.02621	19541.02621	0	0.156633944	0	0	0.156633944
Los Angeles (SC)	2023	SBUS	Gasoline	59008.65529	59008.65529	0	0.523207315	0.728489215	0.065867001	0.589074315
Los Angeles (SC)	2023	SBUS	Diesel	33210.41415	33210.41415	0	9.288773238	0.169510532	0.121346826	9.410120064
Los Angeles (SC)	2023	SBUS	Electricity	19.09632517	0	19.09632517	0	0	0	0
Los Angeles (SC)	2023	SBUS	Natural Gas	36139.19841	36139.19841	0	0.887542575	0	0	0.887542575
Los Angeles (SC)	2023	UBUS	Gasoline	31153.4128	31153.4128	0	0.249297204	0.881577523	0.049660147	0.298957351
Los Angeles (SC)	2023	UBUS	Diesel	1269.074735	1269.074735	0	0.851911324	0	0	0.851911324
Los Angeles (SC)	2023	UBUS	Electricity	2415.769471	0	2415.769471	0	0	0	0
Los Angeles (SC)	2023	UBUS	Natural Gas	417623.3217	417623.3217	0	0.685910025	0	0	0.685910025

EMFAC2021 Output and Aggregate Average Emission Factor Calculations

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units:
miles/day for CVMT and EVMT
trips/day for Trips,
g/mile for RUNEX, PMBW and PMTW

g/trip for STREX, HOTSOAK and RUNLOSS

ROG Agg. Avg EF (g/mi)
0.11437777

Calendar Year	Vehicle Category	Fuel	Total VMT	CVMT	EVMT	ROG_RUNEX	ROG_STREX	ROG_STREX/VMT	ROG_HOTSOAK	ROG_HOTSOAK/VMT	ROG_RUNLOSS	ROG_RUNLOSS/VMT	ROG_Tot
2023	HHDT	Gasoline	3231.284725	3231.284725	0	0.965968741	0.000457616	0.000148593	0.109274588	0.035482569	0.927453253	0.301153496	1.302753398
2023	HHDT	Diesel	6491636.944	6491636.944	0	0.01410795	0	0	0	0	0	0	0.01410795
2023	HHDT	Electricity	2558.522067	0	2558.522067	0	0	0	0	0	0	0	0
2023	HHDT	Natural Gas	350604.881	350604.881	0	0.04196208	0	0	0	0	0	0	0.04196208
2023	LDA	Gasoline	133132108	133132108	0	0.012478719	0.330737989	0.038879631	0.096578194	0.01135317	0.23940418	0.02814296	0.090854479
2023	LDA	Diesel	279606.0153	279606.0153	0	0.049938615	0	0	0	0	0	0	0.049938615
2023	LDA	Electricity	6967760.765	0	6967760.765	0	0	0	0	0	0	0	0
2023	LDA	Plug-in Hybrid	3983693.819	2007927.363	1975766.456	0.001727555	0.162848759	0.014343502	0.04093344	0.003605363	0.035440071	0.003121514	0.022797934
2023	LDT1	Gasoline	11498860.94	11498860.94	0	0.050402545	0.632654462	0.076708633	0.210461538	0.025518222	0.608058455	0.073726395	0.226355796
2023	LDT1	Diesel	2649.862279	2649.862279	0	0.330066952	0	0	0	0	0	0	0.330066952
2023	LDT1	Electricity	27045.91094	0	27045.91094	0	0	0	0	0	0	0	0
2023	LDT1	Plug-in Hybrid	15799.36792	7268.198583	8531.16934	0.001576729	0.162848759	0.013014729	0.024991385	0.001997289	0.021755434	0.001738675	0.018327421
2023	LDT2	Gasoline	63204640.7	63204640.7	0	0.016728792	0.389790788	0.044506398	0.086528344	0.009879825	0.227797882	0.026010012	0.097125027
2023	LDT2	Diesel	203904.1794	203904.1794	0	0.02060151	0	0	0	0	0	0	0.02060151
2023	LDT2	Electricity	271839.3938	0	271839.3938	0	0	0	0	0	0	0	0
2023	LDT2	Plug-in Hybrid	559555.6037	267320.0773	292235.5263	0.001637413	0.162848759	0.013449512	0.026465484	0.002185757	0.024112521	0.001991428	0.019264111
2023	LHDT1	Gasoline	4875651.462	4875651.462	0	0.033471461	0.165137716	0.062360933	0.052144608	0.019691361	0.28191449	0.106459329	0.221983084
2023	LHDT1	Diesel	2309885.271	2309885.271	0	0.099060098	0	0	0	0	0	0	0.099060098
2023	LHDT2	Gasoline	707424.2091	707424.2091	0	0.022269574	0.16779735	0.067115603	0.051068147	0.020426243	0.268711417	0.107479222	0.217290642
2023	LHDT2	Diesel	1017094.138	1017094.138	0	0.097161936	0	0	0	0	0	0	0.097161936
2023	MCY	Gasoline	942493.4885	942493.4885	0	1.190928694	1.259451429	0.38302131	3.611924917	1.098449834	3.66558278	1.114768133	3.787167972
2023	MDV	Gasoline	35296866.04	35296866.04	0	0.027852137	0.550503696	0.067157939	0.107527831	0.013117709	0.303543881	0.037030417	0.145158201
2023	MDV	Diesel	417108.5847	417108.5847	0	0.020048023	0	0	0	0	0	0	0.020048023
2023	MDV	Electricity	292645.8028	0	292645.8028	0	0	0	0	0	0	0	0
2023	MDV	Plug-in Hybrid	281038.1518	138168.2151	142869.9367	0.00168505	0.162848759	0.014933314	0.02968368	0.002722009	0.027333116	0.002506461	0.021846833
2023	MH	Gasoline	150959.242	150959.242	0	0.073325296	0.155597714	0.001602705	12.84811604	0.132339566	0.289144449	0.002978277	0.210245844
2023	MH	Diesel	54121.46359	54121.46359	0	0.068983259	0	0	0	0	0	0	0.068983259
2023	MHDT	Gasoline	818409.0416	818409.0416	0	0.068317551	0.263242791	0.097144674	0.037149691	0.013709377	0.286906755	0.105877403	0.285049005
2023	MHDT	Diesel	2482452.845	2482452.845	0	0.024058851	0	0	0	0	0	0	0.024058851
2023	MHDT	Electricity	586.3876593	0	586.3876593	0	0	0	0	0	0	0	0
2023	MHDT	Natural Gas	40273.29738	40273.29738	0	0.007579029	0	0	0	0	0	0	0.007579029
2023	OBUS	Gasoline	153201.689	153201.689	0	0.062022904	0.189657803	0.094340384	0.036860473	0.018335292	0.161480386	0.080324255	0.255022835
2023	OBUS	Diesel	166622.2233	166622.2233	0	0.05708452	0	0	0	0	0	0	0.05708452
2023	OBUS	Natural Gas	19541.02621	19541.02621	0	0.00759299	0	0	0	0	0	0	0.00759299
2023	SBUS	Gasoline	59008.65529	59008.65529	0	0.072364548	0.403954067	0.036523867	0.125917629	0.011384955	0.298144335	0.026956985	0.147230354
2023	SBUS	Diesel	33210.41415	33210.41415	0	0.164352232	0	0	0	0	0	0	0.164352232
2023	SBUS	Electricity	19.09632517	0	19.09632517	0	0	0	0	0	0	0	0
2023	SBUS	Natural Gas	36139.19841	36139.19841	0	0.067785819	0	0	0	0	0	0	0.067785819
2023	UBUS	Gasoline	31153.4128	31153.4128	0	0.016808203	0.48982017	0.027592062	0.054469025	0.003068295	0.113385667	0.006387129	0.053855689
2023	UBUS	Diesel	1269.074735	1269.074735	0	0.104106732	0	0	0	0	0	0	0.104106732
2023	UBUS	Electricity	2415.769471	0	2415.769471	0	0	0	0	0	0	0	0
2023	UBUS	Natural Gas	417623.3217	417623.3217	0	0.037845795	0	0	0	0	0	0	0.037845795

EMFAC2021 Output and Aggregate Average Emission Factor Calculations

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units:
miles/day for CVMT and EVMT
trips/day for Trips,
g/mile for RUNEX, PMBW and PMTW

g/trip for STREX, HOTSOAK and RUNLOSS

PM2.5 Agg. Avg EF (g/mi)
0.009820268

PM10 Agg. Avg EF (g/mi)
0.025819628

Calendar Year	Vehicle Category	Fuel	Total VMT	CVMT	EVMT	PM2.5_STREX	STREX/VMT	PM2.5_RUNEX	PM2.5_PMTW	PM2.5_PMBW	**PM2.5_Tot**	PM10_STREX	PM10_STREX/VMT	PM10_RUNEX	PM10_PMTW	PM10_PMBW	**PM10_Tot**
2023	HHDT	Gasoline	3231.284725	3231.284725	0	0.001387447	0.000450518	0.001782144	0.005000001	0.034508827	0.04174149	0.001508975	0.000489979	0.00193824	0.02	0.0986	0.121024876
2023	HHDT	Diesel	6491636.944	6491636.944	0	0	0	0.023422855	0.008853147	0.028482454	0.060758457	0	0	0.02448193	0.0354126	0.08138	0.141272962
2023	HHDT	Electricity	2558.522067	0	2558.522067	0	0	0	0.008828252	0.014293037	0.02312129	0	0	0	0.035313	0.04084	0.076150259
2023	HHDT	Natural Gas	350604.881	350604.881	0	0	0	0.002433641	0.009000003	0.054055068	0.065488712	0	0	0.00264681	0.036	0.15444	0.193089869
2023	LDA	Gasoline	133132108	133132108	0	0.002023722	0.000237897	0.001463899	0.002000001	0.003078421	0.006780218	0.002200906	0.000258726	0.0015921	0.008	0.0088	0.01864632
2023	LDA	Diesel	279606.0153	279606.0153	0	0	0	0.031046539	0.002000001	0.003129055	0.036175595	0	0	0.03245033	0.008	0.00894	0.049390485
2023	LDA	Electricity	6967760.765	0	6967760.765	0	0	0	0.002000001	0.001528334	0.003528335	0	0	0	0.008	0.00437	0.012366672
2023	LDA	Plug-in Hybrid	3983693.819	2007927.363	1975766.456	0.002092139	0.000184273	0.000756563	0.002000001	0.00144658	0.004387416	0.002275392	0.000200413	0.00082283	0.008	0.00413	0.013156333
2023	LDT1	Gasoline	11498860.94	11498860.94	0	0.003172586	0.000384672	0.002589777	0.002000001	0.003810661	0.008785111	0.003450243	0.000418338	0.00281645	0.008	0.01089	0.022122391
2023	LDT1	Diesel	2649.862279	2649.862279	0	0	0	0.257321756	0.002000001	0.004363295	0.263685051	0	0	0.2689567	0.008	0.01247	0.289423264
2023	LDT1	Electricity	27045.91094	0	27045.91094	0	0	0	0.002000001	0.001537257	0.003537257	0	0	0	0.008	0.00439	0.012392164
2023	LDT1	Plug-in Hybrid	15799.36792	7268.198583	8531.16934	0.001398875	0.000111797	0.000457012	0.002000001	0.001449392	0.004018202	0.001521404	0.000121589	0.00049704	0.008	0.00414	0.012759755
2023	LDT2	Gasoline	63204640.7	63204640.7	0	0.002017377	0.000230345	0.001522706	0.002000001	0.003631476	0.007384526	0.002194056	0.000250518	0.00165606	0.008	0.01038	0.020282228
2023	LDT2	Diesel	203904.1794	203904.1794	0	0	0	0.006686059	0.002000001	0.003553011	0.012239071	0	0	0.00698837	0.008	0.01015	0.025139836
2023	LDT2	Electricity	271839.3938	0	271839.3938	0	0	0	0.002000001	0.001524269	0.00352427	0	0	0	0.008	0.00436	0.012355057
2023	LDT2	Plug-in Hybrid	559555.6037	267320.0773	292235.5263	0.001702924	0.000140643	0.000578951	0.002000001	0.001447756	0.00416735	0.001852085	0.000152962	0.00062966	0.008	0.00414	0.012919073
2023	LHDT1	Gasoline	4875651.462	4875651.462	0	0.00034728	0.000131143	0.001125322	0.002000001	0.027300008	0.030556473	0.000377698	0.00014263	0.00122389	0.008	0.078	0.087366545
2023	LHDT1	Diesel	2309885.271	2309885.271	0	0	0	0.021868399	0.003000001	0.027300008	0.052168408	0	0	0.02285719	0.012	0.078	0.112857217
2023	LHDT2	Gasoline	707424.2091	707424.2091	0	0.00028036	0.000112138	0.001001828	0.002000001	0.031850009	0.034963976	0.000304917	0.000121961	0.00108958	0.008	0.091	0.100211568
2023	LHDT2	Diesel	1017094.138	1017094.138	0	0	0	0.021532854	0.003000001	0.031850009	0.056382864	0	0	0.02250647	0.012	0.091	0.125506503
2023	MCY	Gasoline	942493.4885	942493.4885	0	0.003506934	0.00106652	0.002135154	0.001	0.004200001	0.008401675	0.003727011	0.00113345	0.00228243	0.004	0.012	0.019415883
2023	MDV	Gasoline	35296866.04	35296866.04	0	0.002172937	0.000265084	0.001602719	0.002000001	0.003732198	0.007600002	0.002362955	0.000288265	0.00174286	0.008	0.01066	0.020694552
2023	MDV	Diesel	417108.5847	417108.5847	0	0	0	0.008985953	0.002000001	0.003686561	0.014672514	0	0	0.00939226	0.008	0.01053	0.027925291
2023	MDV	Electricity	292645.8028	0	292645.8028	0	0	0	0.002000001	0.00152379	0.003523791	0	0	0	0.008	0.00435	0.012353689
2023	MDV	Plug-in Hybrid	281038.1518	138168.2151	142869.9367	0.00206545	0.000189403	0.000724545	0.002000001	0.001447479	0.004361428	0.002246365	0.000205993	0.00078801	0.008	0.00414	0.013129659
2023	MH	Gasoline	150959.242	150959.242	0	0.00043691	4.5003E-06	0.001407914	0.003000001	0.015258677	0.019671092	0.000475179	4.89449E-06	0.00153124	0.012	0.0436	0.057132353
2023	MH	Diesel	54121.46359	54121.46359	0	0	0	0.090578026	0.004000001	0.015160812	0.109738839	0	0	0.09467356	0.016	0.04332	0.153990173
2023	MHDT	Gasoline	818409.0416	818409.0416	0	0.000492101	0.0001816	0.000954012	0.003000001	0.015258677	0.01939429	0.000535204	0.000197507	0.00103757	0.012	0.0436	0.056831306
2023	MHDT	Diesel	2482452.845	2482452.845	0	0	0	0.013461812	0.003000001	0.015289298	0.031751111	0	0	0.0140705	0.012	0.04368	0.069754206
2023	MHDT	Electricity	586.3876593	0	586.3876593	0	0	0	0.003000001	0.007646934	0.010646935	0	0	0	0.012	0.02185	0.033848386
2023	MHDT	Natural Gas	40273.29738	40273.29738	0	0	0	0.000827547	0.003000001	0.0152302	0.019057748	0	0	0.00090003	0.012	0.04351	0.056414894
2023	OBUS	Gasoline	153201.689	153201.689	0	0.000278353	0.00013846	0.000782368	0.003000001	0.015407243	0.019328071	0.000302735	0.000150588	0.0008509	0.012	0.04402	0.057022181
2023	OBUS	Diesel	166622.2233	166622.2233	0	0	0	0.033700553	0.003000001	0.023256131	0.059956685	0	0	0.03522434	0.012	0.06645	0.113670435
2023	OBUS	Natural Gas	19541.02621	19541.02621	0	0	0	0.000684716	0.003000001	0.015407243	0.01909196	0	0	0.00074469	0.012	0.04402	0.056765388
2023	SBUS	Gasoline	59008.65529	59008.65529	0	0.000476381	4.30724E-05	0.001067882	0.002000001	0.016395759	0.019506714	0.000518108	4.68452E-05	0.00116142	0.008	0.04685	0.056053292
2023	SBUS	Diesel	33210.41415	33210.41415	0	0	0	0.052305598	0.003000001	0.016395759	0.071701358	0	0	0.05467063	0.012	0.04685	0.113515654
2023	SBUS	Electricity	19.09632517	0	19.09632517	0	0	0	0.003000001	0.008197879	0.01119788	0	0	0	0.012	0.02342	0.035422516
2023	SBUS	Natural Gas	36139.19841	36139.19841	0	0	0	0.004121837	0.003000001	0.016395759	0.023517597	0	0	0.00448287	0.012	0.04685	0.063327903
2023	UBUS	Gasoline	31153.4128	31153.4128	0	0.000511819	2.88313E-05	0.001161081	0.002739944	0.036770633	0.040700489	0.00055665	3.13566E-05	0.00126278	0.0109598	0.10506	0.117312866
2023	UBUS	Diesel	1269.074735	1269.074735	0	0	0	0.006052262	0.008751476	0.038499667	0.053303405	0	0	0.00632592	0.0350059	0.11	0.151330873
2023	UBUS	Electricity	2415.769471	0	2415.769471	0	0	0	0.006528235	0.019078001	0.025606236	0	0	0	0.0261129	0.05451	0.080621514
2023	UBUS	Natural Gas	417623.3217	417623.3217	0	0	0	0.000371815	0.008385337	0.038456187	0.04721334	0	0	0.00038863	0.0335413	0.10987	0.143804797

EMFAC2021 Output and Aggregate Average Emission Factor Calculations

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units:
miles/day for CVMT and EVMT
trips/day for Trips,
g/mile for RUNEX, PMBW and PMTW
g/trip for STREX, HOTSOAK and RUNLOSS

CO Agg. Avg EF (g/mi)	**SOX Agg. Avg EF (g/mi)**
1.485760299	0.00376675

Calendar Year	Vehicle Category	Fuel	Total VMT	CVMT	EVMT	CO_RUNEX	CO_STREX	CO_STREX/VMT	**CO_Tot**	SOx_RUNEX	SOx_STREX	Sox_STREX/VMT	**SOX_Tot**
2023	HHDT	Gasoline	3231.284725	3231.284725	0	50.38588627	4.604259728	1.49504992	51.88093619	0.021344419	0.000547511	0.000177783	0.021522201
2023	HHDT	Diesel	6491636.944	6491636.944	0	0.085348199	0	0	0.085348199	0.01518799	0	0	0.01518799
2023	HHDT	Electricity	2558.522067	0	2558.522067	0	0	0	0	0	0	0	0
2023	HHDT	Natural Gas	350604.881	350604.881	0	8.658950529	0	0	8.658950529	0	0	0	0
2023	LDA	Gasoline	133132108	133132108	0	0.876016809	3.181895668	0.374045112	1.250061921	0.002912398	0.000701764	8.24952E-05	0.002994893
2023	LDA	Diesel	279606.0153	279606.0153	0	0.48092984	0	0	0.48092984	0.002431214	0	0	0.002431214
2023	LDA	Electricity	6967760.765	0	6967760.765	0	0	0	0	0	0	0	0
2023	LDA	Plug-in Hybrid	3983693.819	2007927.363	1975766.456	0.249928663	1.238667723	0.109100205	0.359028869	0.00151106	0.000647381	5.70205E-05	0.001568081
2023	LDT1	Gasoline	11498860.94	11498860.94	0	2.156341926	6.056110965	0.734296559	2.890638486	0.003475839	0.00088371	0.000107149	0.003582987
2023	LDT1	Diesel	2649.862279	2649.862279	0	1.795873026	0	0	1.795873026	0.004192383	0	0	0.004192383
2023	LDT1	Electricity	27045.91094	0	27045.91094	0	0	0	0	0	0	0	0
2023	LDT1	Plug-in Hybrid	15799.36792	7268.198583	8531.16934	0.22882858	1.238667723	0.098993226	0.327821807	0.001380478	0.000697757	5.57641E-05	0.001436243
2023	LDT2	Gasoline	63204640.7	63204640.7	0	1.040162083	3.64722359	0.416440788	1.456602871	0.003584156	0.000872567	9.96298E-05	0.003683786
2023	LDT2	Diesel	203904.1794	203904.1794	0	0.180769902	0	0	0.180769902	0.003133645	0	0	0.003133645
2023	LDT2	Electricity	271839.3938	0	271839.3938	0	0	0	0	0	0	0	0
2023	LDT2	Plug-in Hybrid	559555.6037	267320.0773	292235.5263	0.237423199	1.238667723	0.102300299	0.339723498	0.001433213	0.000756041	6.24407E-05	0.001495654
2023	LHDT1	Gasoline	4875651.462	4875651.462	0	1.170630382	3.055714848	1.153929171	2.324559553	0.006348887	0.000256475	9.68526E-05	0.006445739
2023	LHDT1	Diesel	2309885.271	2309885.271	0	0.274795435	0	0	0.274795435	0.004725892	0	0	0.004725892
2023	LHDT2	Gasoline	707424.2091	707424.2091	0	0.884657441	3.009677091	1.203810972	2.088468413	0.007258313	0.000254088	0.00010163	0.007359944
2023	LHDT2	Diesel	1017094.138	1017094.138	0	0.245599955	0	0	0.245599955	0.005609238	0	0	0.005609238
2023	MCY	Gasoline	942493.4885	942493.4885	0	12.97594226	7.416010959	2.255339244	15.2312815	0.001934707	0.00046809	0.000142354	0.002077061
2023	MDV	Gasoline	35296866.04	35296866.04	0	1.349859062	4.126920862	0.503458014	1.853317077	0.004390516	0.001072922	0.00013089	0.004521406
2023	MDV	Diesel	417108.5847	417108.5847	0	0.309426131	0	0	0.309426131	0.004173522	0	0	0.004173522
2023	MDV	Electricity	292645.8028	0	292645.8028	0	0	0	0	0	0	0	0
2023	MDV	Plug-in Hybrid	281038.1518	138168.2151	142869.9367	0.244053482	1.238667723	0.113586458	0.357639941	0.001474393	0.000946657	8.68089E-05	0.001561202
2023	MH	Gasoline	150959.242	150959.242	0	2.219697104	3.511418594	0.036168697	2.255865801	0.017585435	0.000313003	3.22403E-06	0.017588659
2023	MH	Diesel	54121.46359	54121.46359	0	0.290934195	0	0	0.290934195	0.009663892	0	0	0.009663892
2023	MHDT	Gasoline	818409.0416	818409.0416	0	1.773225182	5.573375829	2.056746833	3.829972015	0.016423632	0.000460861	0.000170072	0.016593704
2023	MHDT	Diesel	2482452.845	2482452.845	0	0.097384245	0	0	0.097384245	0.010344599	0	0	0.010344599
2023	MHDT	Electricity	586.3876593	0	586.3876593	0	0	0	0	0	0	0	0
2023	MHDT	Natural Gas	40273.29738	40273.29738	0	2.356232215	0	0	2.356232215	0	0	0	0
2023	OBUS	Gasoline	153201.689	153201.689	0	1.583803822	3.885936692	1.932959021	3.516762843	0.016782606	0.000312361	0.000155376	0.016937982
2023	OBUS	Diesel	166622.2233	166622.2233	0	0.222764403	0	0	0.222764403	0.013580301	0	0	0.013580301
2023	OBUS	Natural Gas	19541.02621	19541.02621	0	2.597993418	0	0	2.597993418	0	0	0	0
2023	SBUS	Gasoline	59008.65529	59008.65529	0	1.432049531	9.384848359	0.848539418	2.280588949	0.008915358	0.000563187	5.0921E-05	0.008966279
2023	SBUS	Diesel	33210.41415	33210.41415	0	0.387858201	0	0	0.387858201	0.012087228	0	0	0.012087228
2023	SBUS	Electricity	19.09632517	0	19.09632517	0	0	0	0	0	0	0	0
2023	SBUS	Natural Gas	36139.19841	36139.19841	0	16.47934312	0	0	16.47934312	0	0	0	0
2023	UBUS	Gasoline	31153.4128	31153.4128	0	0.419446356	8.493294455	0.478435809	0.897882165	0.018525323	0.00094164	5.30435E-05	0.018578366
2023	UBUS	Diesel	1269.074735	1269.074735	0	0.134529037	0	0	0.134529037	0.016438767	0	0	0.016438767
2023	UBUS	Electricity	2415.769471	0	2415.769471	0	0	0	0	0	0	0	0
2023	UBUS	Natural Gas	417623.3217	417623.3217	0	38.89442927	0	0	38.89442927	0	0	0	0

EMFAC2021 Output and Aggregate Average Emission Factor Calculations

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units:
miles/day for CVMT and EVMT
trips/day for Trips,
g/mile for RUNEX, PMBW and PMTW
g/trip for STREX, HOTSOAK and RUNLOSS

									CO2 Agg. Avg EF (g/mi)				**CH4 Agg. Avg EF (g/mi)**				**N2O Agg. Avg EF (g/mi)**
									389.2245689				0.020330565				0.020526174
Calendar Year	Vehicle Category	Fuel	Total VMT	CVMT	EVMT	CO2_RUNEX	CO2_STREX	CO2_STREX/VMT	**CO2_Tot**	CH4_RUNEX	CH4_STREX	CH4_STREX/VMT	**CH4-Tot**	N2O_RUNEX	N2O_STREX	N2O_STREX/VMT	N2O_Tot
2023	HHDT	Gasoline	3231.284725	3231.284725	0	2159.051171	55.3824092	17.98323103	2177.034402	0.17169816	8.85476E-05	2.87523E-05	0.171726912	0.204008248	0.022424473	0.007281454	0.211289702
2023	HHDT	Diesel	6491636.944	6491636.944	0	1603.901674	0	0	1603.901674	0.000655278	0	0	0.000655278	0.252695362	0	0	0.252695362
2023	HHDT	Electricity	2558.522067	0	2558.522067	0	0	0	0	0	0	0	0	0	0	0	0
2023	HHDT	Natural Gas	350604.881	350604.881	0	1238.284071	0	0	1238.284071	1.498557611	0	0	1.498557611	0.252432308	0	0	0.252432308
2023	LDA	Gasoline	133132108	133132108	0	294.5976701	70.98547117	8.344638308	302.9423084	0.003192778	0.072090664	0.008474558	0.011667336	0.005094293	0.032920206	0.003869908	0.0089642
2023	LDA	Diesel	279606.0153	279606.0153	0	256.5787682	0	0	256.5787682	0.002319553	0	0	0.002319553	0.040424089	0	0	0.040424089
2023	LDA	Electricity	6967760.765	0	6967760.765	0	0	0	0	0	0	0	0	0	0	0	0
2023	LDA	Plug-in Hybrid	3983693.819	2007927.363	1975766.456	152.8482162	65.48451524	5.767788989	158.6160052	0.000551482	0.040446509	0.003562475	0.004113957	0.000644788	0.020481896	0.001804018	0.002448806
2023	LDT1	Gasoline	11498860.94	11498860.94	0	351.5913655	89.38986516	10.83841937	362.4297849	0.011150478	0.120302921	0.014586592	0.025737071	0.013364619	0.040994445	0.00497053	0.018335149
2023	LDT1	Diesel	2649.862279	2649.862279	0	442.4440847	0	0	442.4440847	0.015330979	0	0	0.015330979	0.069707246	0	0	0.069707246
2023	LDT1	Electricity	27045.91094	0	27045.91094	0	0	0	0	0	0	0	0	0	0	0	0
2023	LDT1	Plug-in Hybrid	15799.36792	7268.198583	8531.16934	139.6394815	70.58014866	5.640702918	145.2801844	0.000503598	0.040481427	0.00323524	0.003738837	0.000589082	0.020515619	0.00163959	0.002228672
2023	LDT2	Gasoline	63204640.7	63204640.7	0	362.5479638	88.26268632	10.07785285	372.6258167	0.004154596	0.083925046	0.00958258	0.013737176	0.006981993	0.03767703	0.004301971	0.011283964
2023	LDT2	Diesel	203904.1794	203904.1794	0	330.7100017	0	0	330.7100017	0.000956901	0	0	0.000956901	0.052103495	0	0	0.052103495
2023	LDT2	Electricity	271839.3938	0	271839.3938	0	0	0	0	0	0	0	0	0	0	0	0
2023	LDT2	Plug-in Hybrid	559555.6037	267320.0773	292235.5263	144.9737772	76.47579187	6.316057377	151.2898345	0.000523287	0.040504225	0.003345202	0.003868489	0.000612435	0.020537536	0.001696174	0.002308609
2023	LHDT1	Gasoline	4875651.462	4875651.462	0	642.2086693	25.9431886	9.796922683	652.005592	0.006644047	0.033790307	0.012760229	0.019404276	0.010408049	0.051464495	0.01943453	0.029842579
2023	LHDT1	Diesel	2309885.271	2309885.271	0	498.7481481	0	0	498.7481481	0.004601152	0	0	0.004601152	0.078577974	0	0	0.078577974
2023	LHDT2	Gasoline	707424.2091	707424.2091	0	734.199892	25.70176747	10.28019577	744.4800878	0.004740442	0.03429637	0.013717866	0.018458308	0.011067917	0.050934999	0.020372986	0.031440903
2023	LHDT2	Diesel	1017094.138	1017094.138	0	591.9722574	0	0	591.9722574	0.004512986	0	0	0.004512986	0.09326547	0	0	0.09326547
2023	MCY	Gasoline	942493.4885	942493.4885	0	195.7013448	47.34869284	14.39956948	210.1009143	0.181879611	0.16936493	0.051506851	0.233386462	0.038933688	0.007996064	0.002431743	0.041365432
2023	MDV	Gasoline	35296866.04	35296866.04	0	444.1137322	108.5292748	13.23987907	457.3536113	0.006421102	0.108902771	0.013285443	0.019706545	0.010048251	0.042847101	0.005227073	0.015275324
2023	MDV	Diesel	417108.5847	417108.5847	0	440.4536317	0	0	440.4536317	0.000931192	0	0	0.000931192	0.069393649	0	0	0.069393649
2023	MDV	Electricity	292645.8028	0	292645.8028	0	0	0	0	0	0	0	0	0	0	0	0
2023	MDV	Plug-in Hybrid	281038.1518	138168.2151	142869.9367	149.1392074	95.75715691	8.78097985	157.9201873	0.000533713	0.040143037	0.003681137	0.00421485	0.000619595	0.020189875	0.001851422	0.002471017
2023	MH	Gasoline	150959.242	150959.242	0	1778.81886	31.66120027	0.326120147	1779.144981	0.016046077	0.037379933	0.000385025	0.016431102	0.02637913	0.042082572	0.000433463	0.026812593
2023	MH	Diesel	54121.46359	54121.46359	0	1019.881148	0	0	1019.881148	0.003204141	0	0	0.003204141	0.16068269	0	0	0.16068269
2023	MHDT	Gasoline	818409.0416	818409.0416	0	1661.299002	46.61749096	17.20328573	1678.502288	0.013865139	0.048198014	0.017786547	0.031651686	0.024374329	0.032861861	0.012127036	0.036501364
2023	MHDT	Diesel	2482452.845	2482452.845	0	1092.423674	0	0	1092.423674	0.001117471	0	0	0.001117471	0.172111795	0	0	0.172111795
2023	MHDT	Electricity	586.3876593	0	586.3876593	0	0	0	0	0	0	0	0	0	0	0	0
2023	MHDT	Natural Gas	40273.29738	40273.29738	0	857.4585063	0	0	857.4585063	0.53044618	0	0	0.53044618	0.174798526	0	0	0.174798526
2023	OBUS	Gasoline	153201.689	153201.689	0	1697.610321	31.59621506	15.71672258	1713.327043	0.012672662	0.035517862	0.017667445	0.030340107	0.023975018	0.029855598	0.014850897	0.038825915
2023	OBUS	Diesel	166622.2233	166622.2233	0	1434.124426	0	0	1434.124426	0.002651428	0	0	0.002651428	0.225946887	0	0	0.225946887
2023	OBUS	Natural Gas	19541.02621	19541.02621	0	892.3564843	0	0	892.3564843	0.531423257	0	0	0.531423257	0.181912707	0	0	0.181912707
2023	SBUS	Gasoline	59008.65529	59008.65529	0	901.8148253	56.96801705	5.150813969	906.9656392	0.014496288	0.069769458	0.006308268	0.020804555	0.028021467	0.06487629	0.005865847	0.033887314
2023	SBUS	Diesel	33210.41415	33210.41415	0	1276.451008	0	0	1276.451008	0.007633735	0	0	0.007633735	0.201105376	0	0	0.201105376
2023	SBUS	Electricity	19.09632517	0	19.09632517	0	0	0	0	0	0	0	0	0	0	0	0
2023	SBUS	Natural Gas	36139.19841	36139.19841	0	1720.617027	0	0	1720.617027	4.744239337	0	0	4.744239337	0.350759037	0	0	0.350759037
2023	UBUS	Gasoline	31153.4128	31153.4128	0	1873.891258	95.24967476	5.365509863	1879.256768	0.005052508	0.114410131	0.006444838	0.011497345	0.021047824	0.07973845	0.004491747	0.025539571
2023	UBUS	Diesel	1269.074735	1269.074735	0	1734.869133	0	0	1734.869133	0.004835488	0	0	0.004835488	0.273329338	0	0	0.273329338
2023	UBUS	Electricity	2415.769471	0	2415.769471	0	0	0	0	0	0	0	0	0	0	0	0
2023	UBUS	Natural Gas	417623.3217	417623.3217	0	2577.175773	0	0	2577.175773	2.622329172	0	0	2.622329172	0.525374141	0	0	0.525374141

Appendix B

Noise Data

Noise Monitoring Data

Site 1: Sinola Road

Session Report

8/2/2023

Information Panel

Name	Simi Valley Design Guidelines and Specific Plan_Site1
Start Time	8/2/2023 2:10:05 PM
Stop Time	8/2/2023 2:25:35 PM
Device Name	BHJ050013
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

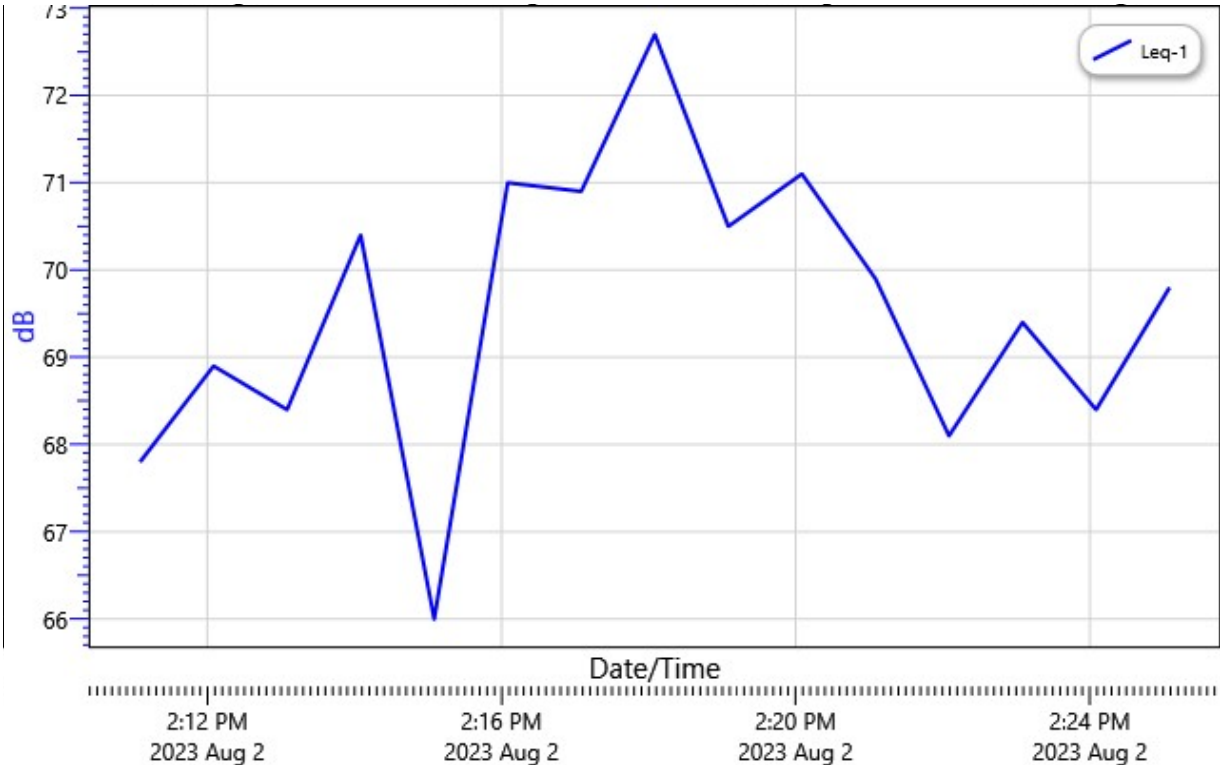
Description	Meter	Value	Description	Meter	Value
Leq	1	69.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	C
Response	2	FAST			

Logged Data Table

Date/Time	Leq-1
8/2/2023 2:11:05 PM	67.8
2:12:05 PM	68.9
2:13:05 PM	68.4
2:14:05 PM	70.4
2:15:05 PM	66
2:16:05 PM	71
2:17:05 PM	70.9
2:18:05 PM	72.7
2:19:05 PM	70.5
2:20:05 PM	71.1
2:21:05 PM	69.9
2:22:05 PM	68.1
2:23:05 PM	69.4
2:24:05 PM	68.4
2:25:05 PM	69.8

Logged Data Chart

Simi Valley Design Guidelines and Specific Plan_Site1: Logged Data Chart



Site 2: Residence (890 California Avenue)

Session Report

8/2/2023

Information Panel

Name	Simi Valley Design Guidelines and Specific Plan_Site2
Start Time	8/2/2023 1:43:10 PM
Stop Time	8/2/2023 1:58:10 PM
Device Name	BHJ050013
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

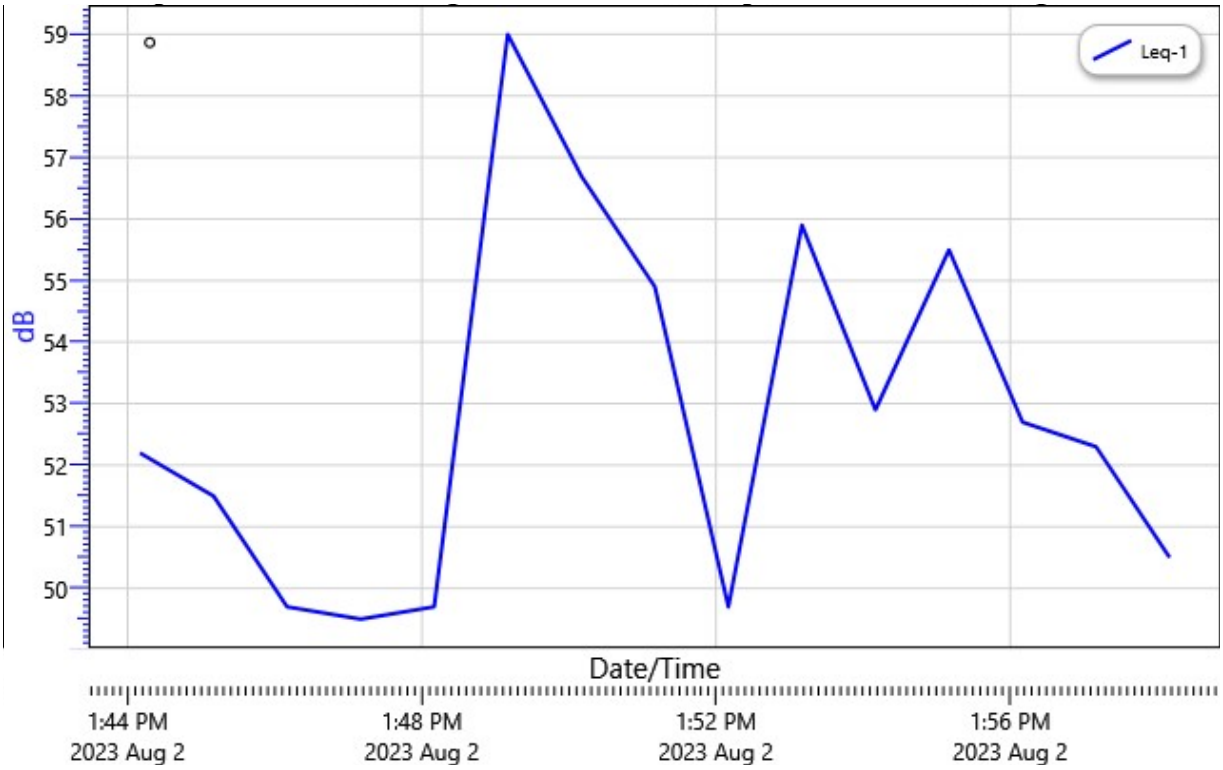
Description	Meter	Value	Description	Meter	Value
Leq	1	53.8 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	C
Response	2	FAST			

Logged Data Table

Date/Time	Leq-1
8/2/2023 1:44:10 PM	52.2
1:45:10 PM	51.5
1:46:10 PM	49.7
1:47:10 PM	49.5
1:48:10 PM	49.7
1:49:10 PM	59
1:50:10 PM	56.7
1:51:10 PM	54.9
1:52:10 PM	49.7
1:53:10 PM	55.9
1:54:10 PM	52.9
1:55:10 PM	55.5
1:56:10 PM	52.7
1:57:10 PM	52.3
1:58:10 PM	50.5

Logged Data Chart

Simi Valley Design Guidelines and Specific Plan_Site2: Logged Data Chart



Site 3: First Street and Easy Street

Session Report

8/2/2023

Information Panel

Name	Simi Valley Design Guidelines and Specific Plan_Site3
Start Time	8/2/2023 1:16:53 PM
Stop Time	8/2/2023 1:31:53 PM
Device Name	BHJ050013
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

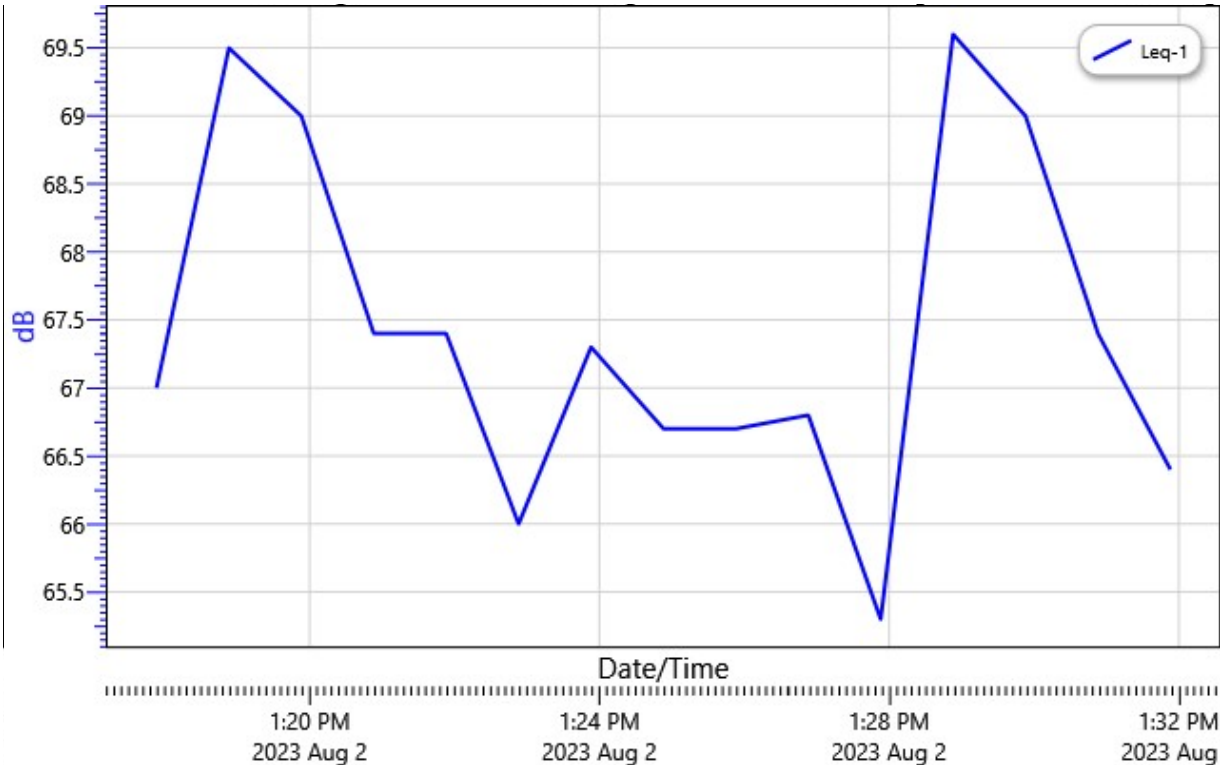
Description	Meter	Value	Description	Meter	Value
Leq	1	67.6 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	C
Response	2	FAST			

Logged Data Table

Date/Time	Leq-1
8/2/2023 1:17:53 PM	67
1:18:53 PM	69.5
1:19:53 PM	69
1:20:53 PM	67.4
1:21:53 PM	67.4
1:22:53 PM	66
1:23:53 PM	67.3
1:24:53 PM	66.7
1:25:53 PM	66.7
1:26:53 PM	66.8
1:27:53 PM	65.3
1:28:53 PM	69.6
1:29:53 PM	69
1:30:53 PM	67.4
1:31:53 PM	66.4

Logged Data Chart

Simi Valley Design Guidelines and Specific Plan_Site3: Logged Data Chart



Site 4: Simi Health Center

Session Report

8/2/2023

Information Panel

Name	Simi Valley Design Guidelines and Specific Plan_Site4
Start Time	8/2/2023 12:42:05 PM
Stop Time	8/2/2023 12:57:05 PM
Device Name	BHJ050013
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

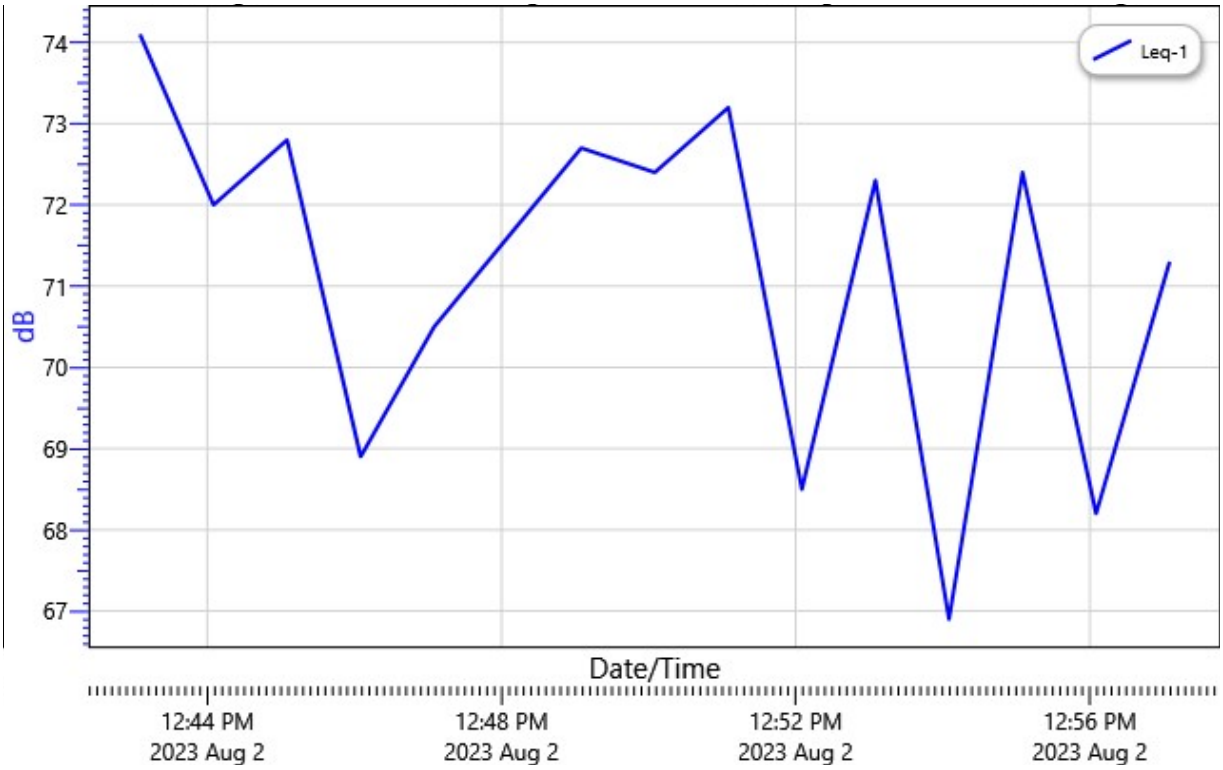
Description	Meter	Value	Description	Meter	Value
Leq	1	71.6 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	C
Response	2	FAST			

Logged Data Table

Date/Time	Leq-1
8/2/2023 12:43:05 PM	74.1
12:44:05 PM	72
12:45:05 PM	72.8
12:46:05 PM	68.9
12:47:05 PM	70.5
12:48:05 PM	71.6
12:49:05 PM	72.7
12:50:05 PM	72.4
12:51:05 PM	73.2
12:52:05 PM	68.5
12:53:05 PM	72.3
12:54:05 PM	66.9
12:55:05 PM	72.4
12:56:05 PM	68.2
12:57:05 PM	71.3

Logged Data Chart

Simi Valley Design Guidelines and Specific Plan_Site4: Logged Data Chart



Site 5: Residence (1791 Erringer Road)

Session Report

8/2/2023

Information Panel

Name	Simi Valley Design Guidelines and Specific Plan_Site5
Start Time	8/2/2023 12:12:17 PM
Stop Time	8/2/2023 12:27:17 PM
Device Name	BHJ050013
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

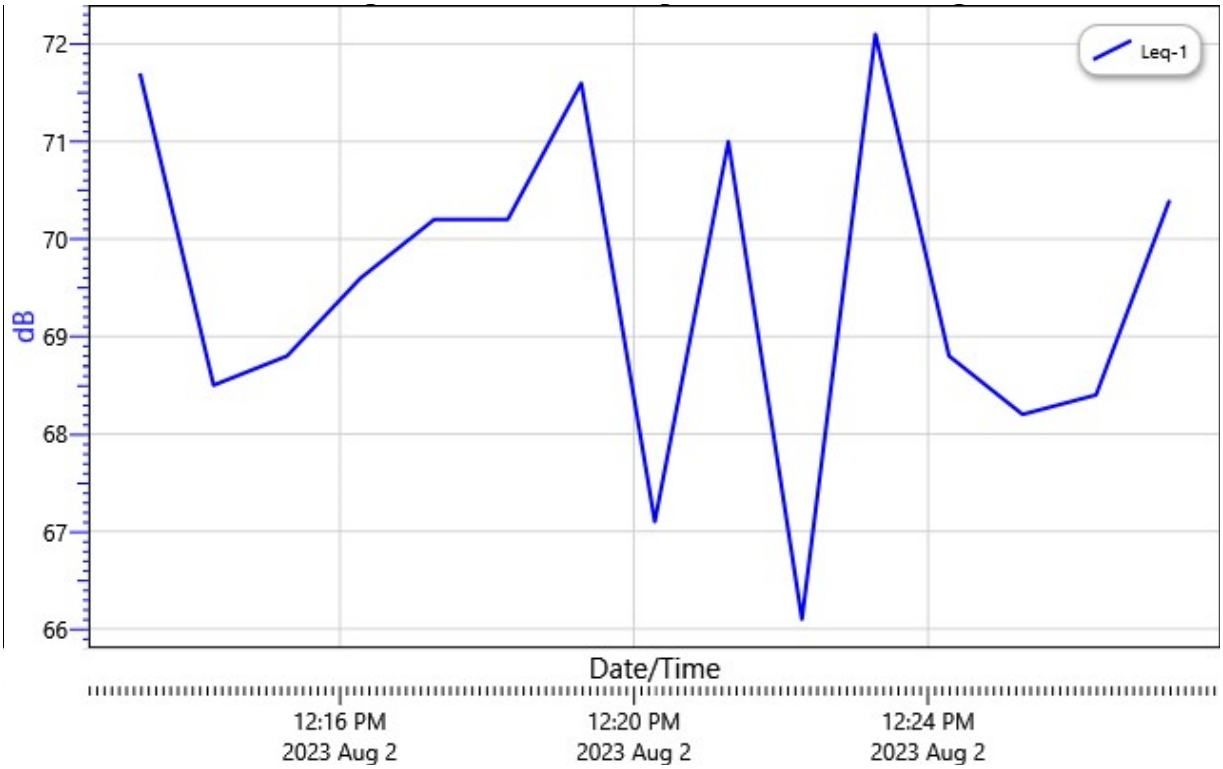
Description	Meter	Value	Description	Meter	Value
Leq	1	69.8 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	3 dB	Weighting	2	C
Response	2	FAST			

Logged Data Table

Date/Time	Leq-1
8/2/2023 12:13:17 PM	71.7
12:14:17 PM	68.5
12:15:17 PM	68.8
12:16:17 PM	69.6
12:17:17 PM	70.2
12:18:17 PM	70.2
12:19:17 PM	71.6
12:20:17 PM	67.1
12:21:17 PM	71
12:22:17 PM	66.1
12:23:17 PM	72.1
12:24:17 PM	68.8
12:25:17 PM	68.2
12:26:17 PM	68.4
12:27:17 PM	70.4

Logged Data Chart

Simi Valley Design Guidelines and Specific Plan_Site5: Logged Data Chart



Site 6: Residence (4257 Alamo Street)

Session Report

8/2/2023

Information Panel

Name	Simi Valley Design Guidelines and Specific Plan_Site6
Start Time	8/2/2023 12:04:15 PM
Stop Time	8/2/2023 12:19:15 PM
Device Name	BIJ090032
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

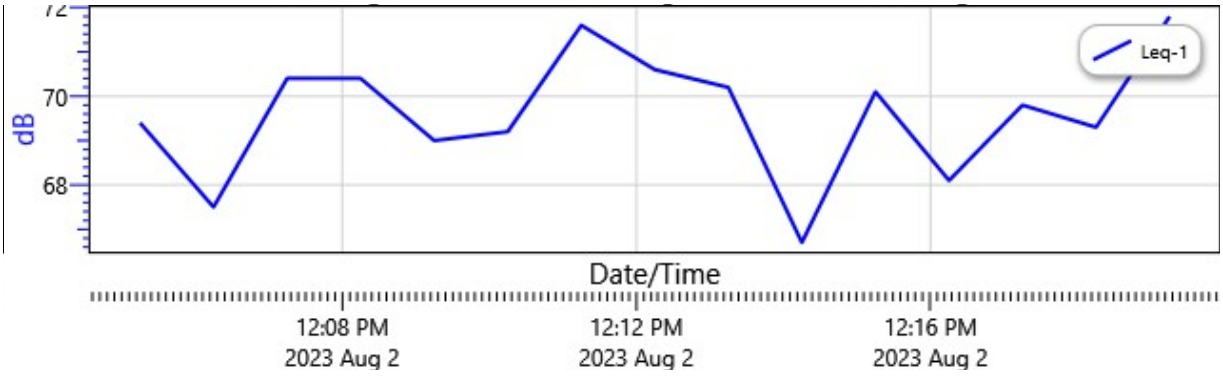
Description	Meter	Value	Description	Meter	Value
Leq	1	69.8 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	5 dB	Weighting	2	A
Response	2	FAST			

Logged Data Table

Date/Time	Leq-1
8/2/2023 12:05:15 PM	69.4
12:06:15 PM	67.5
12:07:15 PM	70.4
12:08:15 PM	70.4
12:09:15 PM	69
12:10:15 PM	69.2
12:11:15 PM	71.6
12:12:15 PM	70.6
12:13:15 PM	70.2
12:14:15 PM	66.7
12:15:15 PM	70.1
12:16:15 PM	68.1
12:17:15 PM	69.8
12:18:15 PM	69.3
12:19:15 PM	71.8

Logged Data Chart

Simi Valley Design Guidelines and Specific Plan_Site6: Logged Data Chart



Site 7: Cochran Street and Tapo Street

Session Report

8/2/2023

Information Panel

Name	Simi Valley Design Guidelines and Specific Plan_Site7
Start Time	8/2/2023 12:31:52 PM
Stop Time	8/2/2023 12:46:52 PM
Device Name	BIJ090032
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

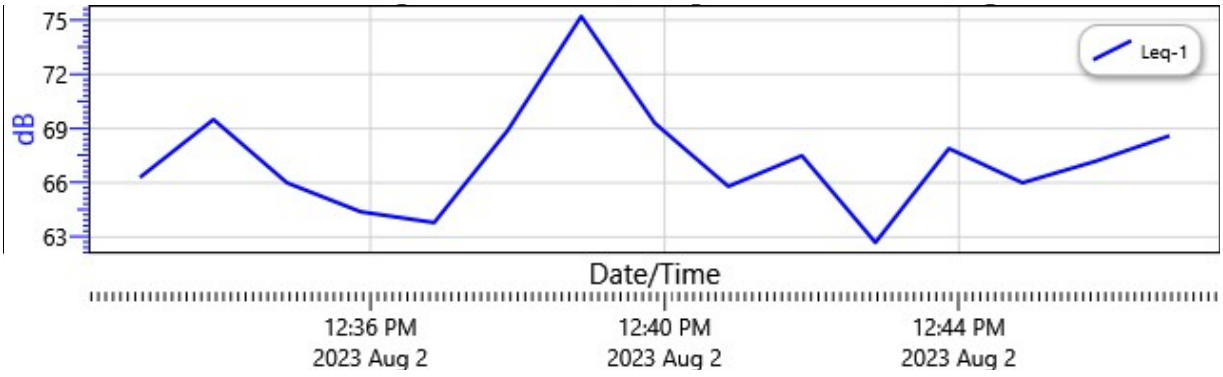
Description	Meter	Value	Description	Meter	Value
Leq	1	68.4 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	5 dB	Weighting	2	A
Response	2	FAST			

Logged Data Table

Date/Time	Leq-1
8/2/2023 12:32:52 PM	66.3
12:33:52 PM	69.5
12:34:52 PM	66
12:35:52 PM	64.4
12:36:52 PM	63.8
12:37:52 PM	68.9
12:38:52 PM	75.2
12:39:52 PM	69.3
12:40:52 PM	65.8
12:41:52 PM	67.5
12:42:52 PM	62.7
12:43:52 PM	67.9
12:44:52 PM	66
12:45:52 PM	67.2
12:46:52 PM	68.6

Logged Data Chart

Simi Valley Design Guidelines and Specific Plan_Site7: Logged Data Chart



Site 8: Residence (4472 Bidwell Street)

Session Report

8/2/2023

Information Panel

Name	Simi Valley Design Guidelines and Specific Plan_Site8
Start Time	8/2/2023 1:04:23 PM
Stop Time	8/2/2023 1:19:23 PM
Device Name	BIJ090032
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

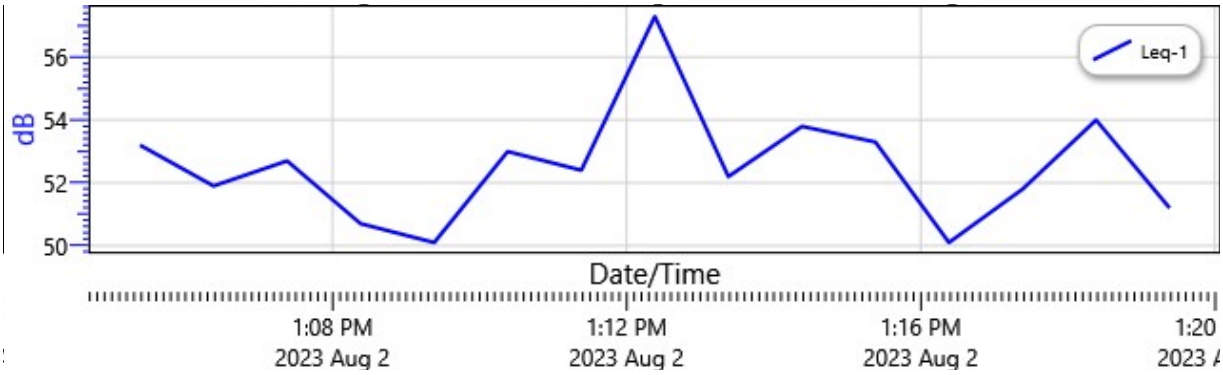
Description	Meter	Value	Description	Meter	Value
Leq	1	52.9 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	5 dB	Weighting	2	A
Response	2	FAST			

Logged Data Table

Date/Time	Leq-1
8/2/2023 1:05:23 PM	53.2
1:06:23 PM	51.9
1:07:23 PM	52.7
1:08:23 PM	50.7
1:09:23 PM	50.1
1:10:23 PM	53
1:11:23 PM	52.4
1:12:23 PM	57.3
1:13:23 PM	52.2
1:14:23 PM	53.8
1:15:23 PM	53.3
1:16:23 PM	50.1
1:17:23 PM	51.8
1:18:23 PM	54
1:19:23 PM	51.2

Logged Data Chart

Simi Valley Design Guidelines and Specific Plan_Site8: Logged Data Chart



Site 9: Los Angeles Avenue and Tapo Street

Session Report

8/2/2023

Information Panel

Name	Simi Valley Design Guidelines and Specific Plan_Site9
Start Time	8/2/2023 1:28:32 PM
Stop Time	8/2/2023 1:43:32 PM
Device Name	BIJ090032
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

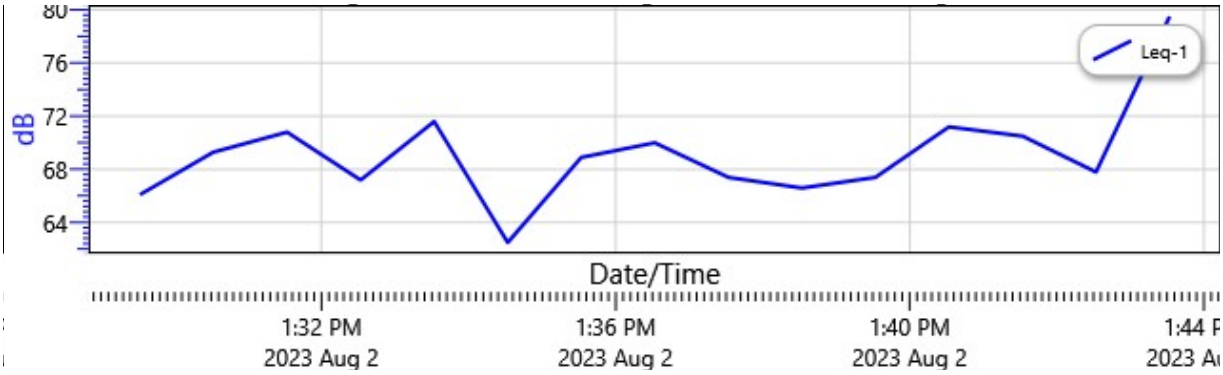
Description	Meter	Value	Description	Meter	Value
Leq	1	71.2 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	5 dB	Weighting	2	A
Response	2	FAST			

Logged Data Table

Date/Time	Leq-1
8/2/2023 1:29:32 PM	66.1
1:30:32 PM	69.3
1:31:32 PM	70.8
1:32:32 PM	67.2
1:33:32 PM	71.6
1:34:32 PM	62.5
1:35:32 PM	68.9
1:36:32 PM	70
1:37:32 PM	67.4
1:38:32 PM	66.6
1:39:32 PM	67.4
1:40:32 PM	71.2
1:41:32 PM	70.5
1:42:32 PM	67.8
1:43:32 PM	79.5

Logged Data Chart

Simi Valley Design Guidelines and Specific Plan_Site9: Logged Data Chart



Site 10: Hidden Ranch Drive

Session Report

8/2/2023

Information Panel

Name	Simi Valley Design Guidelines and Specific Plan_Site10
Start Time	8/2/2023 1:52:59 PM
Stop Time	8/2/2023 2:07:59 PM
Device Name	BIJ090032
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	61 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	5 dB	Weighting	2	A
Response	2	FAST			

Logged Data Table

Date/Time	Leq-1
8/2/2023 1:53:59 PM	58.2
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1:55:59 PM	57.6
1:56:59 PM	63.9
1:57:59 PM	59.5
1:58:59 PM	62.7
1:59:59 PM	60.1
2:00:59 PM	63.3
2:01:59 PM	59.1
2:02:59 PM	63.3
2:03:59 PM	54.6
2:04:59 PM	60.2
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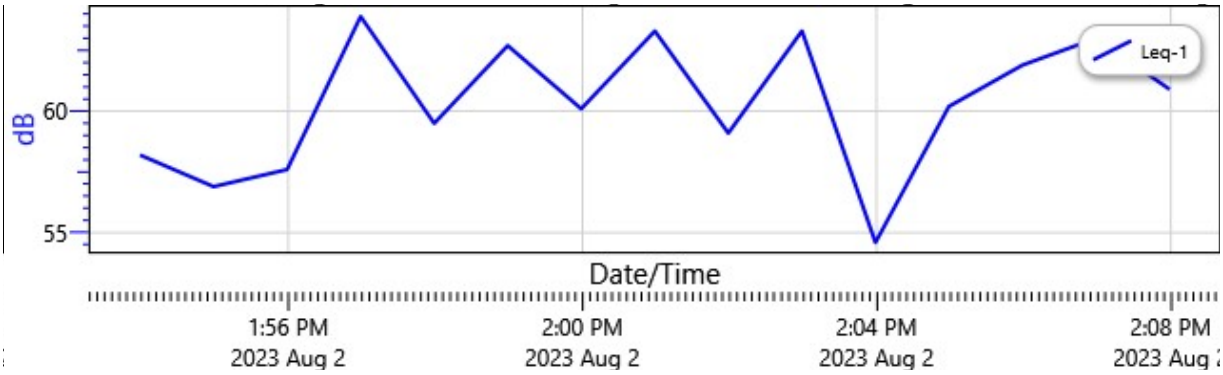
2:06:59 PM	63
2:07:59 PM	60.9

Logged Data Chart

Simi Valley Design Guidelines and Specific Plan_Site10: Logged Data Chart



Traffic Noise Monitoring Reports

REPORT:	**Results: Sound Levels - No Barrier Objects**		
TNM VERSION	3.1.7970.37608	REPORT DATE:	7 September 2023
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	9/7/2023 4:21:42 PM
CASE:	Simi Valley_Existing	ORGANIZATION:	
UNITS:	English	ANALYSIS BY:	KTo
DEFAULT GROUND TYPE:	Pavement	PROJECT/CONTRACT	
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency substantiates the use of a different type with approval FHWA.	
PAVEMENT TYPE(S) USED:	Average		

Receiver				Modeled Traffic Noise Levels				
				Ldn		Increase over Existing		
Name	No.	Nb. R.R.	Existing Ldn	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact
			dBA	dBA	dBA	dBA	dBA	
1. Los Angeles Ave west of Sinaloa Rd	1	1	---	73.0	0.0	---	---	Sound Level
2. Los Angeles Ave between Sinaloa Rd & First St	2	1	---	72.3	0.0	---	---	Sound Level
3. Los Angeles Ave between First St & Erringer Rd	3	1	---	71.7	0.0	---	---	Sound Level
4. Los Angeles Ave east of Erringer Rd	4	1	---	71.5	0.0	---	---	Sound Level
5. Sinaloa Rd south of Los Angeles Ave	5	1	---	68.8	0.0	---	---	Sound Level
6. First St between Easy St & Los Angeles Ave	6	1	---	71.3	0.0	---	---	Sound Level
7. Erringer Rd north of Los Angeles Ave	7	1	---	71.8	0.0	---	---	Sound Level
8. Erringer Rd south of Los Angeles Ave	8	1	---	70.2	0.0	---	---	Sound Level
9. Alamo St west of Tapo St	9	1	---	70.6	0.0	---	---	Sound Level
10. Alamo St east of Tapo St	10	1	---	69.6	0.0	---	---	Sound Level
11. Cochran Ave west of Tapo St	11	1	---	71.7	0.0	---	---	Sound Level
12. Cochran Ave east of Tapo St	12	1	---	70.5	0.0	---	---	Sound Level
13. Los Angeles Ave between Tapo Cyn Rd & Tapo St	13	1	---	71.0	0.0	---	---	Sound Level
14. Los Angeles Ave between Tapo St & Ralston Ave	14	1	---	69.8	0.0	---	---	Sound Level

REPORT:	**Results: Sound Levels - No Barrier Objects**		
TNM VERSION	3.1.7970.37608	REPORT DATE:	7 September 2023
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	9/7/2023 4:21:42 PM
CASE:	Simi Valley_Existing	ORGANIZATION:	
UNITS:	English	ANALYSIS BY:	KTo
DEFAULT GROUND TYPE:	Pavement	PROJECT/CONTRACT	
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state	
PAVEMENT TYPE(S) USED:	Average	highway agency substantiates the use of a different	
		type with approval FHWA.	

Receiver				Modeled Traffic Noise Levels				
				Ldn		Increase over Existing		
Name	No.	Nb. R.R.	Existing Ldn	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact
			dBA	dBA	dBA	dBA	dBA	
15. Los Angeles Ave between Ralston Ave & Stearns St	15	1	---	71.1	0.0	---	---	Sound Level
16. Tapo Cyn Rd south of Los Angeles Ave	16	1	---	69.5	0.0	---	---	Sound Level
17. Tapo St between Alamo St & SR-118	17	1	---	70.1	0.0	---	---	Sound Level
18. Tapo St between SR-118 & Cochran Ave	18	1	---	69.7	0.0	---	---	Sound Level
19. Tapo St between Cochran Ave & Los Angeles Ave	19	1	---	69.0	0.0	---	---	Sound Level
20. Stearns St north of Los Angeles Ave	20	1	---	68.2	0.0	---	---	Sound Level

REPORT:	**Results: Sound Levels - No Barrier Objects**		
TNM VERSION	3.1.7970.37608	REPORT DATE:	7 September 2023
CALCULATED WITH:	3.1.7970.37608	CALCULATION DATE:	9/7/2023 4:29:49 PM
CASE:	Simi Valley_FutureProject	ORGANIZATION:	
UNITS:	English	ANALYSIS BY:	KTo
DEFAULT GROUND TYPE:	Pavement	PROJECT/CONTRACT	
ATMOSPHERICS:	68°F, 50%	Average pavement type shall be used unless a state highway agency substantiates the use of a different type with approval FHWA.	
PAVEMENT TYPE(S) USED:	Average		

Receiver				Modeled Traffic Noise Levels				
				Ldn		Increase over Existing		
Name	No.	Nb. R.R.	Existing Ldn	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact
			dBA	dBA	dBA	dBA	dBA	
1. Los Angeles Ave west of Sinaloa Rd	1	1	---	73.4	0.0	---	---	Sound Level
2. Los Angeles Ave between Sinaloa Rd & First St	2	1	---	72.7	0.0	---	---	Sound Level
3. Los Angeles Ave between First St & Erringer Rd	3	1	---	72.2	0.0	---	---	Sound Level
4. Los Angeles Ave east of Erringer Rd	4	1	---	71.7	0.0	---	---	Sound Level
5. Sinaloa Rd south of Los Angeles Ave	5	1	---	69.0	0.0	---	---	Sound Level
6. First St between Easy St & Los Angeles Ave	6	1	---	72.1	0.0	---	---	Sound Level
7. Erringer Rd north of Los Angeles Ave	7	1	---	72.2	0.0	---	---	Sound Level
8. Erringer Rd south of Los Angeles Ave	8	1	---	70.5	0.0	---	---	Sound Level
9. Alamo St west of Tapo St	9	1	---	70.8	0.0	---	---	Sound Level
10. Alamo St east of Tapo St	10	1	---	69.9	0.0	---	---	Sound Level
11. Cochran Ave west of Tapo St	11	1	---	72.7	0.0	---	---	Sound Level
12. Cochran Ave east of Tapo St	12	1	---	71.4	0.0	---	---	Sound Level
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Receiver				Modeled Traffic Noise Levels				
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Name	No.	Nb. R.R.	Existing Ldn	Calc.	Absolute Criterion	Calc.	Relative Criterion	Type of Impact
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14. Los Angeles Ave between Tapo St & Ralston Ave	14	1	---	70.2	0.0	---	---	Sound Level
15. Los Angeles Ave between Ralston Ave & Stearns St	15	1	---	71.2	0.0	---	---	Sound Level
16. Tapo Cyn Rd south of Los Angeles Ave	16	1	---	69.9	0.0	---	---	Sound Level
17. Tapo St between Alamo St & SR-118	17	1	---	70.5	0.0	---	---	Sound Level
18. Tapo St between SR-118 & Cochran Ave	18	1	---	70.2	0.0	---	---	Sound Level
19. Tapo St between Cochran Ave & Los Angeles Ave	19	1	---	69.3	0.0	---	---	Sound Level
20. Stearns St north of Los Angeles Ave	20	1	---	68.0	0.0	---	---	Sound Level

Appendix C

Transportation Impact Analysis

iteris®
213.488.0345
iteris.com
801 South Grand Avenue, Suite 750
Los Angeles, CA 90017

MEMORANDUM

To: City of Simi Valley	**From:** Iteris, Inc.
Date: June 18, 2024	
RE: Envision Simi Valley Specific Plan – CEQA Transportation Impact Analysis	

INTRODUCTION

This memorandum describes the California Environmental Quality Act (CEQA) transportation impact analysis for the Envision Simi Valley Specific Plan project. The evaluation is consistent with CEQA Guidelines effective December 28, 2018. The Specific Plan's impacts are evaluated per Appendix G Environmental Checklist Form of the current CEQA guidelines, which assesses projects by the four criteria listed below:

T-1 *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

T-2 *Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

T-3 *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

T-4 *Would the project result in inadequate emergency access?*

PROJECT SETTING

The Envision Simi Valley Los Angeles Avenue Corridor and Tapo Street Area Specific Plan (Specific Plan) is a regulatory plan that implements the goals and objectives of the City's General Plan. The study area for the Specific Plan includes two areas: Los Angeles Avenue Corridor (from Sinaloa Road through Erringer Road) and Tapo Street Area (from Alamo Street through Los Angeles Avenue, extending towards the Metrolink Station - high quality transit area). The boundaries for these two areas were informed by the boundaries of opportunity areas defined in the General Plan and overlay districts identified in the Municipal Code with input from the City.

ANALYSIS METHODOLOGY

For impact criteria T-1, T-3, and T-4, a qualitative assessment was prepared, through review of the Specific Plan goals and policies (and comparing against relevant plans as appropriate) to determine if any potential significant impacts would occur as a result of the Project.

For impact criteria T-2, a technical analysis was performed using the Simi Valley Transportation Model

(SVTM), a computerized travel demand model maintained by the City of Simi Valley. Iteris utilized the SVTM to generate the VMT statistics. The model consists of a 2019 base year scenario and 2030 future year scenario. The SVTM consists of a detailed traffic analysis zone (TAZ) structure in the City of Simi Valley, including 333 TAZ's within the City. The Specific Plan area includes 34 TAZ's (total of Los Angeles Avenue and Tapo Street areas).

For the impact criteria T-2 analysis, all VMT for trips beginning or ending in the City were accounted for, consistent with the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA. While other methodologies measure only the amount of VMT traveling on streets within the City, or only half the distance of trips from outside of the City (as in SB 375 Regional Plan Climate Target analysis), the Specific Plan analyzes the full extent of vehicle travel from the Project.

In order to determine the Specific Plan project's potential level of impact, a new SVTM scenario was prepared, incorporating the land use projections of the Specific Plan. For land use plans which include both residential and employment uses, the appropriate analysis metric is VMT per service population, where service population is defined as the number of residents plus the number of jobs. The land use plan includes additional residential and non-residential land use summarized as follows:

- Los Angeles Avenue Area:
  - 5,372 net new residential units
  - 26,393 square feet of net new commercial (i.e., non-residential) uses
- Tapo Street Area:
  - 4,220 net new residential units
  - 19,278 square feet of net new commercial (i.e., non-residential) uses
  - 35,243 square feet of net new industrial uses

IMPACT ANALYSIS

This section presents the CEQA impact evaluation for each of the four criteria.

T-1 Impact Evaluation

The Specific Plan project's planned transportation networks, goals and policies provide consistency related to the Short-Range Transit Plan, Local Road Safety Plan, and Bicycle Master Plan.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

Simi Valley is a member of the SCAG Regional Council, the decision-making body of the SCAG Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG **Regional Transportation Plan/Sustainable Communities Strategy** (RTP/SCS), Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The Connect SoCal RTP/SCS is a planning document for the

region, allowing project sponsors to qualify for federal funding. In addition, Connect SoCal 2024 will identify a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, and support our vital goods movement industry.

The RTP/SCS is updated every four years and it is anticipated that the City will work with SCAG to update the RTP/SCS to be consistent with the Specific Plan. The Specific Plan includes strategies for mixed-use development, which allows multiple land uses to work together, to reduce vehicle trip lengths. The California Air Resources Board's (CARB) 2016 Mobile Source Strategy recognizes that coordinated regional planning can improve California's land use patterns and transportation policy in a way that reduces transportation related emissions by reducing growth in VMT.

The following relevant goals and policies, as part of Specific Plan, would support consistency with these plans:

- **Goal 4: Foster Transit Use:** *Integrate development in the proximity of the existing Metrolink rail transit station within the Tapo Street Specific Plan area to foster transit use and reduce dependence on cars, energy consumption, air pollution, and greenhouse gas emissions.*
    - **a.** Establish Los Angeles Avenue as a transit priority corridor for improved transit programming and local/regional mobility.
    - **b.** Include, as part of the streetscape strategy for Los Angeles Avenue and Tapo Street, the inclusion of bus shelters, seating, and other amenities such as bike racks at existing or planned bus stops.

- **Goal 6: Improve Connectivity to Key Destinations:** *Address mobility issues to strengthen connections to destinations and activity centers within and beyond the study areas.*
    - **a.** Identify infrastructure projects in the short, medium, and long-term that will be important catalysts for development in the study areas and beyond, including "complete street" improvements for Los Angeles Avenue and Tapo Street.
    - **b.** Create pedestrian connections through superblocks along Los Angeles Avenue and Tapo Street to support a walkable environment such as paseos.
    - **c.** Provide seamless connections between all of the uses, stores, places, public/private gathering spaces, parking, and activities.

- **Goal 7: Accommodate All Transportation Modes:** *Use complete street approaches for "right-sizing" streets that improve pedestrian safety and balance the needs of pedestrians, cyclists, and vehicles. Connect to neighboring active transportation assets such as Arroyo Simi and the Simi Valley transit station.*
    - **a.** Introduce standards or programs that result in long-term reductions in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT).
    - **b.** Evaluate enhanced bike and pedestrian infrastructure along Los Angeles Avenue and Tapo Street for opportunities to connect to the study areas and adjacent destinations such as the Simi Valley transit station and the Arroyo Simi, including key first/last mile connections to from the adjacent neighborhoods.

- **c.** Evaluate impacts of repurposing travel lanes for bike lanes and/or on-street parking as it relates to truck traffic, local vehicular traffic, and regional vehicular traffic.
- **d.** Integrate the use of emerging technologies and micromobility options.

The Envision Simi Valley Specific Plan is consistent with programs, plans, ordinances and policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, making the impact **less-than-significant** and no further mitigation would be required.

T-2 Impact Evaluation

Under criteria T-2, the proposed Specific Plan's effects on Vehicle Miles Traveled (VMT) are evaluated, as described in the following sub-sections.

VMT Impact Analysis

The City currently evaluates VMT impacts of individual development projects using the following thresholds of significance:

- A project will be considered to have an impact if it generates VMT per capita and/or per employee in excess of 5% less than the background VMT for the City of Simi Valley.

This threshold was applied to evaluate the potential transportation impacts of the Specific Plan. As mentioned, since the project includes residential and non-residential land use, VMT per service population (i.e., residents plus jobs) was used as the analysis metric.

Applying the described land use projections, citywide VMT (i.e., regional average) and Specific Plan area VMT outputs were developed using the SVTM. **Table 2** summarizes the daily citywide VMT per service population for the existing scenario and Specific Plan area daily VMT per service population for the existing plus project scenario. Detailed VMT calculations are provided in **Appendix A**.

Table 1: Specific Plan VMT Summary (versus regional average)

Scenario (Area)	Total Home-based Daily VMT	Total Work-based Daily VMT	Total Daily VMT	Service Population*	VMT / Service Population
Existing (City of Simi Valley)	2,264,710	499,976	2,764,686	178,804	15.5
Existing Plus Project (SP Area)	442,744	93,055	535,799	36,913	14.5

* Service Population equals the total of residents and employees

As shown in **Table 2**, the existing plus project VMT per service population for the Specific Plan area is forecast to be 14.5, while the existing citywide VMT per service population is currently 15.5. As such, 5% below existing citywide VMT per service population is 14.7. Therefore, the existing plus project Specific

Plan area VMT per service population (14.5) is not forecast to exceed the City's CEQA threshold.

Thus, this impact is considered **less than significant**.

Goals and Policies Affecting VMT Reduction

The following relevant goals and policies, as part of the Specific Plan, would have an effect on reducing VMT:

- **Goal 7: Accommodate All Transportation Modes:** *Use complete street approaches for "right-sizing" streets that improve pedestrian safety and balance the needs of pedestrians, cyclists, and vehicles. Connect to neighboring active transportation assets such as Arroyo Simi and the Simi Valley transit station.*
    - **a.** Introduce standards or programs that result in long-term reductions in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT).
    - **b.** Evaluate enhanced bike and pedestrian infrastructure along Los Angeles Avenue and Tapo Street for opportunities to connect to the study areas and adjacent destinations such as the Simi Valley transit station and the Arroyo Simi, including key first/last mile connections to from the adjacent neighborhoods.
    - **c.** Evaluate impacts of repurposing travel lanes for bike lanes, bus lanes, and/or on-street parking as it relates to truck traffic, local vehicular traffic, and regional vehicular traffic.
    - **d.** Integrate the use of emerging technologies and micromobility options which may include on-demand scooters and e-bikes.

T-3 Impact Evaluation

One of the objectives of the Specific Plan is to ensure future development and transportation facilities would improve connectivity and linkages within the two areas. Any proposed roadway modifications included in the Specific Plan will be designed to City and State engineering design standards to meet sight distance requirements, including visibility of pedestrians and bicyclists. The Specific Plan does not propose any incompatible uses that would increase hazards. As a result, the Specific Plan will have a beneficial impact on geometric design features and incompatible uses. In addition, the following relevant goal and policies, as part of the Specific Plan, would have a positive effect on geometric design and safety:

- **Goal 9: Enhance the Public Realm and Streetscapes:** *Prioritize internal connectivity and a vibrant pedestrian environment along major corridors through wide sidewalks with parkway amenities such as bicycle parking, sitting areas, pedestrian lighting, and street trees.*
    - **a.** Identify strategic locations along Los Angeles Avenue and Tapo Street, including the Los Angeles Avenue/First Street and Los Angeles Avenue/Tapo Street intersections for pedestrian improvements such as:
        - Gateway features and plazas.
        - Traffic-calming measures.
        - Wayfinding signage and other placemaking signs placed in landscaped medians and along sidewalks.
        - High visibility crosswalks at all intersections.

        - Pedestrian amenities and furniture such as street trees, lighting fixtures, benches, bus shelters, and waste receptacles.
        - Pedestrian refuge islands at raised medians.
    - **b.** Consolidate curb cuts that are shared among multiple projects to improve the pedestrian experience.

As such, the Specific Plan would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment. Thus, this impact is considered **less than significant**.

T-4 Impact Evaluation

The Specific Plan does not include elements that would impede emergency vehicle access. As mentioned, public roadways would be designed to conform to City and County Fire Department standards for access, as would buildings included within new developments.

Thus, this impact is considered **less than significant**.

APPENDIX A – VMT Calculations

Existing/No Project

Simi Valley				
ID	**Purpose**		**Productions**	**Attractions**
1	Home-based Work		513,711	364,961
2	Home-based School		171,181	163,704
3	Home-based Other		1,579,818	1,581,567
4	Work-Based Other		135,015	126,142
5	Other Based Other		769,180	774,611
	Total VMT		3,168,905	3,010,984
	Total Home-based VMT			2,264,710
	Total Work-based VMT			499,976
	Total Population		132,941	
	Total Employees		45,863	
	Total Home-based VMT/Capita		**17.0**	
	Total Work-based VMT/Employee		**10.9**	
	Total VMT/Service Population			**15.5**

With Project

Project Area			
ID	**Purpose**	**Productions**	**Attractions**
1	Home-based Work	177,465	89,697
2	Home-based School	68,291	63,083
3	Home-based Other	370,143	373,828
4	Work-Based Other	31,966	30,332
5	Other Based Other	191,698	193,083
	Total VMT	839,563	750,023
	Total Home-based VMT		615,898
	Total Work-based VMT		121,664
	Total Population	28,866	
	Total Employees	8,047	
	Total Home-based VMT/Capita	**21.3**	
	Total Work-based VMT/Employee	**15.1**	
	Total VMT/Service Population		**20.0**
	VMT Reduction (from project features)		*(201,763)*
	Total VMT/Service Population		**14.5**

Appendix D

Infrastructure Technical Report

LOS ANGELES AVENUE CORRIDOR & TAPO STREET AREA SPECIFIC PLAN

INFRASTRUCTURE TECHNICAL REPORT

Storm Drain, Sewer, Water, and Dry Utilities

KPFF Consulting Engineers
213.418.0201

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Acronyms & Abbreviations

AC	Acre
ACP	Asbestos Cement Pipe
AFY	Acre-Feet per Year
ATS	Active Treatment System
BAT	Best Available Technology Economically Available
BCT	Best Conventional Pollutant Control Technology
BMP	Best Management Practice
CEQA	California Environmental Quality Act
cfs	Cubic Feet per Second
CIP	Capital Improvement Projects
CIPP	Cured-in-Place Pipe
CMP	Corrugated Metal Pipe
CWA	Clean Water Act
d/D	Maximum Flow within Pipe Over Depth Ration
DCV	Design Capture Volume
DU	Dwelling Unit
EIR	Environment Impact Report
EDU	Equivalent Dwelling Unit
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GCP	General Construction Permit
GIS	Geographic Information Systems
GPD	gallons per day
LF	Linear Feet
LID	Low Impact Development
MGD	Million Gallons per Day
MS4	Municipal Separate Storm Drain Systems
MWD	Metropolitan Water District of Southern California
NAL	Numeric Action Levels
NEL	Numeric Effluent Limits
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
RCB	Reinforced Concrete Box

RCP	Reinforced Concrete Pipe
ROW	Right-of-Way
RWQCB	Regional Water Quality Control Board
SF	Square Feet
SFHA	Special Flood Hazard Area
SSMH	Sanitary Sewer Manhole
SWPPP	Storm Water Pollution Prevention Program
SWRCB	State Water Resources Control Board
TDS	Total Dissolved Solids
TMDL	Total Maximum Daily Load
UWMP	Urban Water Management Plan
WDR	Waste Discharge Requirement
WQO	Water Quality Objective

1. INTRODUCTION & BACKGROUND

The Infrastructure Plan Report for sanitary sewer, storm drainage, domestic water, electrical power, and natural gas, provides a program-level analysis intended to consider the broad environmental effects of the overall proposed Envision Simi Valley Los Angeles Avenue Corridor & Tapo Street Area Specific Plan (Specific Plan). The Specific Plan will implement the goals and objectives of the City's General Plan and establish a specific vision for the further development of the Los Angeles Avenue Corridor (from Sinaloa Road through Erringer Road) and the Tapo Street Area (from Alamo Street through Los Angeles Avenue, extending towards the Metrolink Station). See Figure 1 for the Specific Plan Vicinity Map. The Specific Plan will update current commercial and residential zones with new design standards.

The City of Simi Valley is located within Ventura County and is primarily accessible by the California State Routes 118 and 23. In addition, various large surface streets like Madera Road, Santa Susana Pass Road, West Los Angeles Avenue and Tierra Rejada Road provide access to the city. Simi Valley has a population of 126,380 (2022) and encompasses 42 square miles of area. Simi Valley is located 37 miles northwest of downtown Los Angeles. The city is bordered to the southwest by Thousand Oaks, Moorpark to the west, and Chatsworth to the east. See Figure 2 for ariel extent and key features.

Table 1 summarizes the Specific Plan study areas existing zoning designations (Figure 3).

Table 1 Existing Specific Plan Zoning Designations	
• Residential Estate	• General Industrial
• Residential Very Low Density	• Light Industrial
• Residential Medium Density	• Los Angeles Avenue Corridor Overlay
• Mixed-Use Overlay	• Tapo Street Area Overlay
• Commercial Planned Development	• Business Park Overlay
• Commercial Office	• New Vehicle Dealer Overlay
• Commercial Industrial	
Source: City of Simi Valley, 2022	

Table 2 summarizes the Specific Plan study areas proposed zoning designations (Figure 4). The right-of-way (ROW) land uses will not change under the Specific Plan.

Table 2 Specific Plan Zoning Designations
Los Angeles Avenue Corridor
• DMU – Downtown Mixed-Use
• DC – Downtown Corridor
Tapo Street Area
• TMU – Tapo Mixed-Use
• TBV – Tapo Business Village
• TKF – Tapo Kadota Fig
Source: Gruen Associates

The City's 2012 General Plan Environmental Impact Report (EIR) identifies significant or potentially significant levels of impact and mediation measures whether through the imposition of code

requirements, mitigation measures, or through the implementation of alternatives to the Project to accommodate the potential impacts. The 2012 General Plan presents The Infrastructure and Utility Implementation Program that describes measures and actions the city of Simi Valley will need to implement to meet the goals and policies defined in the General Plan. The 2012 EIR evaluated the impacts of a maximum of 58,438 housing units and a total population of 178,236 persons. The full buildout of the Specific Plan would result in a maximum of up to 54,822 housing units and a population of 151,927 persons in the city. A reduction of 6.19% of maximum housing units.

As part of the California Environmental Quality Act (CEQA) process, infrastructure such as storm drainage, sanitary sewer, water systems, and water quality that support the existing and proposed land uses will be analyzed at a level consistent with the program-level analysis. The land use changes under the new zoning designations have the potential to change impervious conditions, sewer generation rates, water demands, electrical demands, and natural gas demands.

The Infrastructure Plan Report includes a high-level analysis to evaluate the impacts within the Los Angeles Avenue Corridor and Tapo Street Area for the proposed changes presented in the Specific Plan based on review of available record drawings, public master plan documents, and a high-level study of the increase demands limited to the study areas. New site-specific infrastructure and/or upgrades or changes to the existing city infrastructure would be determined in coordination with the local entities through the plan check process.

2. ENVIRONMENTAL SETTING

2.1 Storm Drain Infrastructure

2.1.1 Watershed Setting and Existing Drainage Facilities

The Specific Plan areas are located within the Calleguas Creek Watershed in the Los Angeles Region. The watershed encompasses an area approximately 30 miles long and 14 miles wide extending from the Santa Susana Mountains to the north and the Santa Monica Mountains to the south. The major tributary areas to the watershed include Revolon Slough, Conejo Creek, Arroyo Santa Rosa, and Arroyo Simi. It has an estimated area of 343 square miles.

The Specific Plan areas are made up of different parcels that have been developed at different times and therefore the amount of structural BMPs for treatment of stormwater is expected to vary across the Specific Plan Area. It is expected to be a range of non-structural BMPs and environmental water quality measures that are currently utilized at the Specific Plan Area to minimize the impact of pollutant sources. These include general housekeeping practices such as regular trash collection, spill prevention, and response activities where applicable; proper storage of hazardous materials and wastes; and substituting environmentally friendly products for environmentally hazardous products, such as soaps, solvents, and pesticides. In addition, stormwater runoff from the minimal existing pervious surfaces such as the landscaped areas is naturally treated to some extent by existing vegetation and the absorptive properties of the existing soils.

The study area overlies the Simi Valley Groundwater Basin, which falls under the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). According to LARWQCB's Basin Plan, water quality objectives applying to all ground waters of the region include bacteria, chemical constituents and

radioactivity, mineral quality, nitrogen (nitrate, nitrite), and taste and odor.[1] Given the high imperviousness within the Specific Plan Areas, it is unlikely that the existing sites contribute significantly to groundwater recharge. Stormwater is routed from the site to catch basins on public roadways. The Specific Plan is comprised of two different corridors, the Tapo Street Area, and the Los Angeles Avenue Corridor.

Los Angeles Avenue Corridor

The Los Angeles Avenue Corridor is comprised of parcels adjacent to Los Angeles Avenue between Sinaloa Road and Erringer Road; and parcels adjacent to First Street between Arroyo Simi and the railroad tracks north of Arroyo Simi. This section of the city generally drains from northeast to southwest and the Arroyo Simi flows from east to west along the full extents of the corridor. These lots drain onto public right-of-way (ROW) before entering the City of Simi Valley maintained storm drain system through curb opening catch basins located along the streets. Some lots drain directly into Arroyo Simi, bypassing the city storm drain system. Arroyo Simi is maintained by Ventur County Watershed Protection District (VCWPD) and would require approval from VCWPD prior to development.

Table 3 Los Angeles Avenue Corridor Existing Drainage Facilities	
Duncan Street	The storm drain line is a 27-in RCP flowing north to south from Los Angeles Avenue to Patricia Avenue and transitions to 36-in RCP from Patricia Avenue to the discharge in Arroyo Simi.
Williams Street	The storm drain line is a 36-in RCP flowing north to south from Los Angeles Avenue discharging in Arroyo Simi. The storm drain line is a 24-in PVC pipe flowing north to south from Mall north of Williams Street to Los Angeles Avenue.
First Street	The storm drain line is a 30-in RCP flowing from south to north crossing Los Angeles Avenue then transitions to a 48-in CMP flowing east to west discharging in Arroyo Simi
5th Street	The storm drain line is a 90-in RCB flowing from south to north from California Ave discharging in Arroyo Simi
Sinaloa Road	The storm drain line is a 48-in RCP flowing from south to north from Sinaloa Villa Road discharging in Arroyo Simi.
Source: City of Simi Valley Department of Public Works record drawings	

Tapo Street Area

The Tapo Street Area is comprised of parcels adjacent to Tapo Street between Alamo Street and Los Angeles Avenue; and parcels adjacent to Los Angeles Avenue between Stearns Street and Bishop Lane.

[1] Los Angeles Regional Water Quality Control Board, Basin Plan, April 2013, https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.html accessed January 24, 2023.

These lots drain onto public right-of-way (ROW) before entering the City of Simi Valley maintained storm drain system through curb opening catch basins located along the streets. Some lots drain directly into Arroyo Simi, bypassing the city storm drain system. Arroyo Simi is maintained by VCWPD and would require approval from VCWPD prior to development.

Table 4 Tapo Street Area Existing Drainage Facilities	
Tapo Street	The storm drain line is a 48-in RCP flowing north to south from Lubbock Court to Alamo Street. The storm drain line transitions to a 36-in RCP flowing north to south from Alamo Street to Eve Road. The storm drain line transitions to a 42-in RCP flowing north to south from Eve Road to Cochran Street. The storm drain line transitions to a 48-in RCP flowing north to south from Cochran Street to Los Angeles Avenue. The storm drain line transitions to a 54-in RCP flowing north to south from Los Angeles Avenue to southern Project boundary. The storm drain line is a 36-in RCP flowing north to south from Lubbock Court to Alamo Street. The storm drain line is a 24-in CMP flowing west to east immediately north of Eve Road from the western edge of Tapo Street connecting to the storm drain line running north to south. The storm drain line is a 24-in CMP flowing west to east north of Cochran Street from the western edge of Tapo Street connecting to the storm drain line running north to south. The storm drain line is a 24-in CMP flowing west to east south of Cochran Street from the western edge of Tapo Street connecting to the storm drain line running north to south. The storm drain line is a 24-in CMP flowing west to east south of Alpine Street from the western edge of Tapo Street connecting to the storm drain line running north to south. The storm drain line is a 24-in CMP flowing west to east North of Los Angeles Avenue from the western edge of Tapo Street connecting to the storm drain line running north to south.
Alamo Street	The storm drain line is a 30-in RCP flowing east to west from eastern Project limit to Tapo Street. The storm drain line transitions to a 36-in RCP flowing east to west crossing Tapo Street. The storm drain line transitions to a 48-in RCP flowing east to west from the western side of Tapo Street to the western Project boundary.
Cochran Street	The storm drain line is a 30-in RCP flowing east to west from Workman Avenue connecting to the Tapo Street storm drain line running north to south.
Los Angeles Avenue	The storm drain line is a 30-in RCB flowing east to west from the Rancho Santa Susana Community Center to the western edge of the Simi Rotary Club. The storm drain line transitions to an 84-in RCB flowing east to west from the Simi Valley Rotary Club to discharge in Arroyo Simi. The storm drain line is 24-in RCP flowing east to west from Hidden Ranch Drive to the western extent of the Simi Valley Station Parking Lot and discharging in Arroyo Simi.

Hidden Ranch Drive	The storm drain line is a 24-in RCP flowing from south to north from southern Project boundary to Hidden Park Court. The storm drain line is a 30-in RCP flowing from east to west from Hidden Ranch Drive to the Amtrak line crossing the Simi Valley Station Parking lot. The storm drain line is a 30-in RCP flowing south to north along the Amtrak line discharging in Arroyo Simi to the north
Source: City of Simi Valley Department of Public Works record drawings	

2.1.1.1 City of Simi Valley Storm Drain Master Plans

City of Simi Valley Master Plan for Drainage 2014

The Master Plan for Drainage for the City of Simi Valley presents an overview of the engineering analysis conducted on the unique drainage features within the Simi Valley watershed. It also outlines a set of proposed infrastructure enhancements designed to safeguard the community against the risks of localized flooding. This comprehensive plan not only details the methods utilized but also emphasizes the outcomes achieved. The City's Master Plan of Drainage concludes that the existing storm drain infrastructure can generally convey the 10-, 25-, and 50-year storm events within the city streets and the VCWPD channels, however the 100-year storm event still poses a flood damage threat to the city along the Arroyo Simi and many of its tributaries.

To prioritize the recommended drainage projects the Master Plan of Drainage 2014 relied on professional flood protection and engineering judgement. Page 65 lists the following tables of the projects and the tier system identified.

Table 7-1 Summary Drainage Improvement Costs		
1	Recommended CIP Projects	$ 42.4 M
2	Current LA Avenue Widening & Tract 5601 Projects Excluded	$ 3.5 M
3	Projects To Be Paid For With Land Development Fees or Developers	$ 12.0 M
SUM	All Project Identified	$ 57.9 M

Table 7-2 Total Prioritized CIP Project Cost		
1	Tier 1 Projects @ $200k Per Year	$ 3.4 M
2	Tier 2 Projects @ $500K Per Year	$ 7.1 M
3	Tier 3 Projects @ $1M Per Year	$ 15.0 M
4	Tier 4 Projects @ $2M Per Year	$ 30.0 M
5	Tier 5 Projects @ $3M Per Year	$ 42.4 M

There is overlap between the proposed Capital Improvement Projects (CIP) identified in the 2014 Master Plan for Drainage and the study area of the Specific Plan. Tier 3 level Project ID SSW-01 identifies improvements of the existing storm drain infrastructure along Tapo Street between Highway 118 and the Arroyo Simi Channel. A Development Fee level Project ID SYC-01 plans improvements of the existing

storm drain infrastructure along Sinaloa Road from Terra Glen Way to the outfall at the Arroyo Simi Channel. See Figure 11 – City of Simi Valley MPD 2014 Prioritized CIP.

2.1.1.2 Existing Floodplain Mapping

The National Flood Insurance Act (1968) established the National Flood Insurance Program, which is based on the minimal requirements for flood plain management and is designed to minimize flood damage within the Special Flood Hazard Area. The Federal Emergency Management Agency (FEMA) is the agency that administrates the National Flood Insurance Program. Special Flood Hazard Areas (SFHA) are defined as areas that have a 1 percent chance of flooding within a given year, also referred to as the 100-year flood. Flood Insurance Rate Maps (FIRMs) are developed to identify areas of flood hazards within a community.

This Specific Plan Area is within multiple different FEMA Zones.

Los Angeles Avenue Corridor

The Los Angeles Avenue Corridor is located largely within FEMA Zone X (Area of Minimal Flood Hazard). However, portions of the corridor are within Zone AO (Flood depths of 1 to 3 feet, usually sheet flow on sloping terrain). It is highly unlikely that Zone X locations will experience flooding, but Zone AO areas are subject to flooding by the 1% (100-yr) annual storm event. Proposed developments within the Zone AO will have to work with the City of Simi Valley, VCWPD, and FEMA to ensure that proposed developments do not experience flooding.

Tapo Street Area

The Tapo Street Area lies mostly within Zone X (Area of Minimal Flood Hazard). Other portions of the corridor fall within Zone AH (Flood Depths of 1 to 3 feet, usually areas of ponding) and Zone AO (Flood Depths of 1 to 3 feet, usually sheet flow on sloping terrain). It is highly unlikely that Zone X locations will experience flooding, but Zone AO and Zone AH areas are subject to flooding by the 1% (100-yr) annual storm event. Proposed developments within the Zone AO will have to work with the City of Simi Valley, VCWPD, and FEMA to ensure that proposed developments do not experience flooding.

2.2 Sewer Infrastructure

2.2.1 Existing Sewer System and Facilities

Per the Simi Valley 2019 Sewer System Management Plan, Simi Valley's sanitary sewer system currently has over 350 miles of mainline sewers. All wastewater is treated by the Water Quality Control Plant (WQCP), which is managed by the Sanitation Services Division of the City of Simi Valley Department of Public Works. Per the 2019 Sewer System Reliability Assessment and Financial Plan Update (provided by the Simi Valley Public Works department), the WQCP is designed to treat a peak daily flow up to 15.5 million gallons per day (MGD) and an average daily flow capacity of 12.5 MGD. The average daily flow capacity will be used for the sewer capacity analysis within this report. Based off 2023 hourly influent data provided by Simi Valley Public Works, the metered average daily flow is 7.9 MGD.

Table IU-1 in Chapter 5 – Mobility and Infrastructure of the 2012 General Plan outlines several programs that currently govern how sewer infrastructure is to be managed. The Sewer System Management Plan addresses sewer maintenance and the evaluation for future improvements. The Sewer Treatment Plant Condition Assessment manages the maintenance of the treatment plant.

Existing sewer infrastructure within the Specific Plan Los Angeles Avenue Corridor are listed in Tables 5 & 6 below. The corridor has been separated into two sections. Table 5 lists the existing sewer mains based on record drawings. Table 6 identifies the main trunk lines that collect the overall sewage of each section of the Los Angeles Avenue Corridor. The estimated existing sewer flows, and the capacity of the identified trunk lines will be used to determine potential system deficiency.

Table 5 Los Angeles Avenue Corridor Existing Sewer Infrastructure

Erringer Road	Two existing sewer lines are expected to service the lots along Erringer Road. One is a 33-in ACP pipe flowing south until reaching Patricia Avenue before turning to flow west along Patricia Avenue. The second is a 12-in ACP line that flows south along Erringer Road.
Patricia Avenue	The sewer trunk main is a 33-in ACP from Erringer Road to Hubbard Street. The sewer trunk main is 36-in from Hubbard Street to Williams Street and transitions to a 39-in ACP to Los Angeles Avenue.
Duncan Street	The sewer line is an 8-in PVC that flows from north to south and connects to the 33-in ACP sewer trunk running east to west along Patricia Avenue.
Donville Avenue	The sewer line is an 8-in PVC flowing south to the intersection of Donville Avenue/Los Angeles Avenue.
Hubbard Street	The sewer line is an 8-in PVC flowing south and connecting to the 33-in line on Patricia Ave.
First Street	The trunk main is 39-in ACP from Los Angeles Avenue to Easy Street. The sewer line is a 10-in VCP sewer line from Los Angeles Avenue to Easy Street, crossing through the First Street to Easy Way easement. The 8-in ACP Sewer line is between the railroad and Easy Street. The 12-in PVC sewer line is between the railroad and Easy Street.
Fifth Street	The trunk main is a 24-in ACP from Ventura Avenue to Los Angeles Avenue northbound.
Sinaloa Road	The sewer line is 15-in ACP from Royal Avenue to Los Angeles Avenue flowing northbound.

Source: City of Simi Valley GIS & City of Simi Valley Department of Public Works record drawings

Table 6 Los Angeles Avenue Corridor Existing Sewer Trunk Lines		
Service Area	Acreage	Existing Main Trunk Line
East of First Street	117	32-in ACP City line along Easy Street
West of First Street	43	24-in HOBAS City line along Los Angeles Avenue
Source: City of Simi Valley GIS & City of Simi Valley Department of Public Works record drawings		

Existing sewer infrastructure within the Specific Plan Tapo Street Area are listed in Table 7 & 8 below. The Tapo Street Area has been separated into two sections. Table 7 lists the individual sewer mains documented in record drawings. Table 8 identifies the trunk lines within Tapo Street Area. The estimated existing sewer flows, and the capacity of the identified trunk lines will be used to determine potential system deficiency.

Table 7 Tapo Street Area Existing Sewer Infrastructure	
Alamo Street	The sewer line from eastern edge of the Project limits to Tapo Street is an 18-in ACP flowing westbound.
Adam Road	The sewer line from the eastern edge of the Project limits to Tapo Street is an 8-in ACP flowing westbound.
Apricot Road	The sewer line from Tapo Street flowing west down Apricot Road is an 8-in PVC.
Barnard Street	The sewer line from the eastern edge of the Project limit to Tapo Steet is an 8-in ACP flowing westbound.
Cochran Street	The sewer line from the eastern edge of the Project limit to Tapo street is an 8-in PVC flowing westbound. The sewer trunk main from Tapo Street to Winifred Street is an 18-in PVC flowing westbound.
Industrial Street	The Sewer line from Tapo Street to the eastern Project limit is an 8-in ACP flowing eastbound. Sewer line outside of Project limits to the east is an 8-in PVC flowing westbound to SSMH located at the eastern edge of the Project limit.
Los Angeles Avenue	The sewer trunk main is 24-in RCP from Arroyo Simi to western edge of the Project limits flowing westbound along the northern edge of Los Angeles Avenue. A second sewer trunk is 18-in ACP from Ralston Street to the eastern edge of Shopping Lane flowing westbound, located on the southern portion of the roadway. The sewer line is 10-in ACP feeding into the 24-in ACP flowing southbound located midway along Los Angeles Avenue.
Shopping Lane	The sewer trunk main is 20-in ACP from the eastern edge of the Project limit to Buyers Street flowing westbound.
Tapo Street	An 8-in ACP flows south down Tapo Street north of Alamo Street and becomes an 18-in ACP pipe from Alamo Street to Apricot Road. From Apricot Road to Cochran Street, the sewer is collected into a 21-in ACP pipe, which turns west and flows down Cochran

	Street. At Eileen Street, an 8-in VCP pipe flows south down Tapo Street until it turns east down Industrial Street.
Buyers Street	The sewer line is 20-in ACP from Shopping Lane to Bishop Lane flowing westbound. The sewer line follows the property line after deviating from Buyers Street.
Source: City of Simi Valley GIS & City of Simi Valley Department of Public Works record drawings	

Table 8 Tapo Street Area Existing Sewer Trunk Lines

Service Area	Acreage	Existing Main Trunk Line
North of Cochran Avenue, South of Alamo Street	28	18-in PVC City line along Cochran Street
South of Cochran Avenue, North of Shopping Lane	121	24-in RCP City line along Los Angeles Avenue
Source: City of Simi Valley GIS & City of Simi Valley Department of Public Works record drawings		

2.2.2. Existing Sewer Flows

The City of Simi Valley Department of Public Works provided the peck flow data for the Project area. The information provided is based on existing flow data. The peak flow in cubic feet per second (cfs) is approximate and based on planned future land use per Table 2.2 of the City Sewer Manual & Standard Plans Manual, August 2006. The note below Table 2.2 provides a conversion of EDU to GPD using the following factor:

1 EDU = 275 gal/day

Tables 9, 10, 11, and 12 summarize the estimated peak flow rates for the existing conditions.

Los Angeles Avenue Corridor

Table 9 Los Angeles Avenue Corridor, East of First Street Estimated Existing Flow Rates					
	MANHOLE[1]	**EDU[1]**	**Flow Characteristic (1 EDU=275 gal/d/DU) [2]**	**Average Flow (gpd)**	**Flow Rate (MGD)**
UPSTREAM (EAST)	N9-112	1,364	275	375100	0.38
	M9-120	24,253	275	6669575	6.67
	TOTAL	**25617**			**7.04**
DOWNSTREAM TRUNKLINE (EAST)	N8-136	27,375	275	7528125	7.53
	DIFFERENCE				**0.48**
Table 10 Los Angeles Avenue Corridor, West of First Street Estimated Existing Flow Rates					
UPSTREAM (WEST)	M8-117	13,048	275	3588200	3.59
	TOTAL				**3.59**
DOWNSTREAM TRUNKLINE (WEST)	M7-186	14,363	275	3949825	3.95
	DIFFERENCE				**0.36**

1 Source: City of Simi Valley, 2022
2 Flow characteristic taken from City of Simi Valley Public Works Agency Sewerage Manual.

Tapo Street Area

Table 11 Tapo Street Area, North of Cochran Street Estimated Existing Flow Rates					
	MANHOLE[1]	**EDU[1]**	**Flow Characteristic (1 EDU=275 gal/d/DU) [2]**	**Average Flow (gpd)**	**Flow Rate (MGD)**
UPSTREAM (NORTH)	P16-126		275	0	0.00
	P16-124	571	275	157025	0.16
	P16-145	1,344	275	369600	0.37
	P16-158	62	275	17050	0.02
	O16-107	56	275	15400	0.02
	O16-120	40	275	11000	0.01
	TOTAL	**2073.00**			**0.57**
DOWNSTREAM TRUNKLINE (NORTH)	O15-141	3,736	275	1027400	1.03
	DIFFERENCE				**0.46**
Table 12 Tapo Street Area, South of Cochran Street Estimated Existing Flow Rates					
UPSTREAM (SOUTH)	N15-162	20	275	5500	0.01
	N16-141	66	275	18150	0.02
	N16-157	328	275	90200	0.09
	N16-162	149	275	40975	0.04
	N16-159	461	275	126775	0.13
	M17-157	9	275	2475	0.00
	M17-108	6,773	275	1862575	1.86
	TOTAL				**2.15**
DOWNSTREAM TRUNKLINE (SOUTH)	M15-109	8,560	275	2354000	2.35
	DIFFERENCE				**0.21**

1 Source: City of Simi Valley, 2022
2 Flow characteristic taken from City of Simi Valley Public Works Agency Sewerage Manual.

2.2.3. Existing Sewer Capacity Assessment

Each trunk line's maximum capacity was calculated using the following from the City of Simi Valley Public Works Sewerage Manual:

Pipe Diameter	Maximum Depth at Design Peak Flow
Less than 12"	1/2 Pipe Diam.
12" & greater	2/3 Pipe Diam.

Tables 13 and 14 summarize the trunk line maximum flow capacity based on existing pipe size, slope, and material accounting for maximum depth at the design peak.

Table 13 Los Angeles Avenue Corridor Trunk Line Maximum Capacity Analysis

Corridor	Street	Pipe Diameter	Slope (%)	Material	Roughness Coefficient	Maximum Pipe Capacity (cfs)	Maximum Pipe Capacity (MGD)
Los Angeles (WEST)	Los Angeles Avenue	24-in[1]	0.60%	HOBAS	0.011	17.01	9.15
Los Angeles (EAST)	Easy Street	32-in[1]	0.50%	ACP/CIPP	0.011	31.91	17.17

[1] 2/3 full was assumed for calculations

There appears to be no limitations due to trunk line capacity within the Los Angeles Avenue Corridor. All pipe capacities will need to be monitored.

Table 14 Tapo Street Area Trunk Line Maximum Capacity Analysis

Corridor	Street	Pipe Diameter (in)	Slope (%)	Material	Roughness Coefficient	Maximum Pipe Capacity (cfs)	Maximum Pipe Capacity (MGD)
Tapo (NORTH)	Cochran Street	18-in[1]	0.44%	ACP	0.011	6.46	3.48
Tapo (SOUTH)	Railroad	10-in[2]	0.43%	ACP	0.011	1.33	0.86
Tapo (SOUTH)	Los Angeles Avenue	24-in[1]	0.47%	RCP	0.013	12.16	6.54

[1] 2/3 full was assumed for calculations
[2] Simi Valley Public Works assumes 2/3 full for calculating the capacity of the 10-inch pipe.

Within the Tapo Street Area, the conveyance 10-inch pipe under the railroads that feeds into a 24-inch pipe in Los Angeles Avenue will restrict the flow. The pipe capacity will be monitored. Any potential

improvements that connect to this pipe may trigger the need to up the size of the pipe. This will be determined by a project-by-project basis and up to the city's discretion.

2.3 Water Infrastructure

This section describes the existing water distribution system. Analysis of the existing system is based on as-builts, and reports provided by the water purveyors servicing the two corridor areas.

2.3.1 Existing Water System

Two water purveyors provide water to the City of Simi Valley, Ventura County Waterworks District #8 (WWD8) and Golden State Water Company (GSW). A majority of WWD8's and GSW's water supply is purchased from Calleguas, a member of the Metropolitan Water District of Southern California. The city is supplied by local groundwater from 2 basins as well, the Gillibrand Basin and the Simi Valley Groundwater Basin.

The Urban Water Management Plan Act (UWMPA) established in 1983 requires urban water suppliers serving over 3,000 customers or supplying at least 3,000 acre-feet of water annually to prepare and adopt an Urban Water Management Plan (UWMP). Both water purveyors fall within these minimum requirements, and in 2020, prepared UWMPs.

According to this UWMP and the Capacity Evaluation and Analysis of Waterworks Distribution System report (2021), WWD8 delivers water through its 12 turnout stations (capacity of 83.4 MGD), 312 miles of water lines, 22 pump stations, and 40 storage tanks (capacity of 43.7 million gallons). Its 2 groundwater wells have a combined capacity of 1.0 MGD.

According to its UWMP, GSWC has 5 connections from Calleguas to the Simi Valley system, totaling a combined capacity of 34.2 MGD.

Los Angeles Avenue Corridor

Table 15 Los Angeles Avenue Corridor Existing Water Infrastructure	
First Street	The water main line is a 20-in Asbestos Cement Pipe (ACP) from the southern Project limit to Los Angeles Avenue. The water main line transitions to a 12-in ACP from Los Angeles Avenue to the northern Project limits.
Los Angeles Avenue	The water main line is a 16-in steel pipe from Sinaloa Road to First Street. The water main line transitions to a 12-in steel pipe from First Street to Hubbard Street. The water main line transitions to an 8-in ACP from Hubbard Street to 850 feet east of Galt Street, then reduces to a 6-in ACP to Erringer Road.
Sinaloa Road	The water main line is a 12-in ACP from the southern Project boundary to northern Project boundary.
Patricia Street	The water main line is a 6-in ACP from Patricia Avenue to Los Angeles Avenue.
Patricia Avenue	The water main line is a 6-in ACP From Patricia Street to Williams Street.
Duncan Street	The water main line is 6-in ACP from southern Project boundary to Los Angeles Avenue.
Galt Street	The water main line is 6-in ACP from southern Project boundary to Los Angeles Avenue.
Erringer Road	The water main is an 8-in ACP from Patricia Avenue to Heywood Street. GSWC services the area east of Erringer Road.
Source: WWD8 as-builts & City of Simi Valley record drawings	

Tapo Street Area

Table 16 Tapo Street Area Existing Water Infrastructure	
Tapo Street	The water main is a 10-in line running from Eileen Street to Alamo Street, serving customers west of Tapo Street. East of Tapo Street is served by GSWC.
Source: WWD8 as-builts & City of Simi Valley record drawings	

2.3.2 Existing Water Demand

The GSWC UWMP states that the current GSWC Simi Valley service area population in 2020 was 45,764, with a per capita demand of 126 GPCD and total water demand of 5.8 MGD. Of this total demand, 4.8 MGD was purchased from Calleguas, and 1 MGD was extracted from Simi Valley Groundwater Basin wells.

The WWD8 UWMP states that the current WWD8 Simi Valley service area population in 2020 was 94,738, with a per capita demand of 168 GPCD and a total water demand of 15.5 MGD.

The scope of this Specific Plan indicates that the majority of the Los Angeles Avenue Corridor will be within the WWD8 service area. The Tapo Street Area is serviced by both purveyors.

2.4 Dry Utility Infrastructure

2.4.1 Electrical & Natural Gas

The study area is serviced by Southern California Edison (SCE) for electrical power and SoCalGas for natural gas. Based on review of available record drawings we understand the following existing infrastructure is within the street corridors.

Table 17 Specific Plan Area Existing Electrical Infrastructure	
Los Angeles Avenue Corridor	
Los Angeles Avenue	Underground electrical and underground telecommunication lines from Sinaloa Street to Erringer Road.
Erringer Road	Underground electrical and underground telecommunication lines from Heywood Street to Los Angeles Avenue.
Galt Street	Overhead electrical lines transitioning underground prior to Los Angeles Avenue.
Duncan Street	Overhead electrical lines transitioning underground prior to Los Angeles Avenue.
Hubbard Street	Overhead electrical lines transitioning underground prior to Los Angeles Avenue.
Williams Street	Underground electrical lines from Patricia Avenue to Los Angeles Avenue.
Patricia Street	Underground electrical lines from Patricia Avenue to Los Angeles Avenue.
1st Street	Underground electrical and underground telecommunication lines from Arroyo Simi to Agnew Street.
3rd Street	Overhead electrical lines transitioning underground prior to Los Angeles Avenue.
4th Street	overhead electrical lines transitioning underground prior to Los Angeles Avenue.
5th Street	underground electrical lines from California Avenue to Los Angeles Avenue.
Sinaloa Street	Overhead electrical lines transitioning underground prior to Los Angeles Avenue.
Tapo Street Area	
Tapo Street	overhead electrical lines from Alamo Street to Cochran Street. There appears to be underground telecommunications and electrical lines from Cochran Street to Shopping Lane.
Alamo Street	underground telecommunications and electrical lines from El Paso Avenue to Tapo Street. There appears to be overhead electrical lines from Fairbanks Avenue to Tapo Street.
Adam Road	overhead electrical and telecommunications lines along the length of Adam Road.
Barnard Street	overhead electrical and telecommunications lines along the length of Barnard Street.
Eve Road	overhead electrical and telecommunications lines along the length of Eve Road.
Apricot Road	overhead electrical and telecommunications lines transitioning underground prior to Tapo Street.
Cochran Street	overhead electrical and telecommunications lines along the length of Cochran Street
Eileen Street	underground telecommunications and electrical lines from Winfred Street to Tapo Street
Alpine Street	overhead electrical lines transitioning underground prior to Tapo Street.

Industrial Street	overhead electrical lines transitioning underground prior to Tapo Street.
Valley Fair	overhead electrical and telecommunication lines transitioning underground prior to Tapo Street.
Los Angeles Avenue	underground electrical and telecommunications lines from Bishop Lane to Angus Avenue. There appears to be overhead electrical lines from Angus Avenue transitioning underground prior to the Rancho Santa Susana Community Park.
Source: City of Simi Valley Department of Public Works record drawings	

Table 18 Specific Plan Area Existing Natural Gas Infrastructure	
Los Angeles Avenue Corridor	SoCalGas has a 8-inch high-pressure distribution line along Los Angeles Avenue for the entire extent of the street within the corridor boundaries.
Tapo Street Area	SoCalGas has a 8-inch high-pressure distribution line along Los Angeles Avenue for the entire extent of the street within the corridor boundaries.
Source: SoCalGas Gas Asset Map	

3. SPECIFIC PLAN IMPACTS

The purpose of the proposed conditions evaluation is to determine potential impacts related to the proposed zoning changes associated with the Envision Simi Specific Plan. Based on the proposed zoning changes, surface water runoff is anticipated to decrease overall while sewer, water, and dry utility demands are anticipated to increase. Through mitigation measures outlined in the 2012 General Plan, planned growth of GSWC and WWD8, CIP identified in the Master Plan of Drainage, targeted growth of WQCP, in coordination with SoCalGas and SCE, and through city permitting processes, the planned zoning changes will be less than significant.

3.1 Storm Drain Infrastructure

3.1.1 Hydrology & Water Quality

All storm drain facilities designed within the Specific Plan Areas will be required to conform with the Ventura County Design Hydrology Manual and the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures (TGM). These documents will guide the allowable stormwater runoff from the site as well as Low Impact Development (LID) Best Management Practices (BMP) that need to be installed on site. The TGM outlines design objectives to reduce the hydrologic and water quality impacts associated with land development.

The LID requirements for proposed projects within the Specific Plan Area would outline the stormwater treatment post-construction BMPs required to control pollutants. Project BMPs will mitigate the stormwater runoff quality and quantity. The LID requirements for the Project Site would outline the stormwater treatment post-construction BMPs required to control pollutants associated with storm events up to the 85th percentile – 24-hr storm event, per the County of Ventura Technical Guidance Manual and Ventura County Hydrology Manual. The Project BMPs implemented will control runoff without an increase relative to the existing condition.

The high level of impervious areas within the Specific Plan Areas is expected to decrease due to the intended future zoning. This change will lead to a decrease in storm water flow rates being generated by private development. The study areas identified in the Specific Plan discharge into the Arroyo Simi

channel. Based on the Master Plan of Drainage, the existing infrastructure can generally convey the 10-, 25- and 50- year storm events.

The proposed projects within the Specific Plan Area are not anticipated to have a significant net impact on stormwater flows. Also, in accordance with City and County requirements, projects would be required to implement BMPs to manage stormwater runoff in accordance with LID guidelines. The City of Simi Valley review projects on a case-by-case basis to ensure sufficient local and regional infrastructure is available to accommodate stormwater runoff. Implementation of LID BMPs would, at a minimum, decrease runoff to match the 10-yr flow rate in the proposed condition.

During the design phase for projects within the study areas, and on a project-by-project basis, the developer will need to assess if the current infrastructure can support the new project in compliance with the current regulatory requirements.

3.2 Sewer & Wastewater Infrastructure

3.2.1 Proposed Wastewater System Flows

This analysis calculates the estimated daily average and peak sewer flows for the study area. The Specific Plan expects an additional 9,592 dwelling units in total for both corridors. In addition, 70% buildout was assumed to be a realistic capacity for this Specific Plan area and was factored into the proposed sewer generation calculations. For the commercial component of mixed-use applications, a floor area ratio (FAR) was used to account for multiple levels of buildings. The adjusted area was multiplied by maximum density (taken from the Residential Development Capacity summary provided in the Specific Plan) to calculate a total amount of dwelling units. Table 2.2 from the Simi Valley Sewer Manual was used to assign an EDU number for each type of land use outlined in the Specific PlanThe same conversion from section 2.2.2 was used to convert EDU to flow. Peaking factor is based on the City of Simi Valley Sewer Standard Plate, SV 40-310. Refer to Table 19 & 20 for the estimated sewer generation flow rates.

The analysis was limited to the Specific Plan Area only, tributary flows upstream of the Specific Plan Area were not known and were not included in the analysis. For accuracy, a sewer study may be required.

Table 19 Los Angeles Avenue Corridor Estimated Proposed Sewage Generation

	Proposed Zoning	Area (ac)	Adjusted area - 70% buildout (ac)	FAR	Max Density (du/ac)	EDU (Shop and Store Buildings)	EDU (Multiple Family)	Flow Characteristic (1 EDU=275 gal/d/DU)	Average Flow (MGD)	Peaking Factor	Peak Flow Rate (MGD)
WEST	DC (Downtown Corridor)	71.2	49.8	0.30	45	0.33	0.75	275	0.52	2.70	1.41
	DMU (Downtown Mixed Use)	0	0.0	0.30	55	0.33	0.75	275	0	0	0.00
EAST	DC (Downtown Corridor)	28	19.6	0.30	45	0.33	0.75	275	0.32	3.00	0.62
	DMU (Downtown Mixed Use)	61	42.7	0.30	55	0.33	0.75	275	0.85	2.70	1.48
	TOTAL	160	112						1.28		3.51

Table 20 Tapo Street Area Estimated Proposed Sewage Generation

	Proposed Zoning	Area (ac)	Adjusted area - 70% buildout (ac)	Land Use Avg Coefficient (cfs/ac)	FAR	Max Density (du/ac)	EDU (Shop and Store Buildings)	EDU (Multiple Family)	Flow Characteristic (1 EDU=275 gal/d/DU)	Average Flow (MGD)	Peaking Factor	Peak Flow Rate (MGD)
NORTH	TKF (Tapo Kadota Fig)	26.0	18.2	0.0	0.50	45	0.33	0.75	275	0.21	3.00	0.62
	TMU (Tapo Mixed Use)	7.1	5.0	0.0	0.30	55	0.33	0.75	275	0.06	3.20	0.20
SOUTH	TMU (Tapo Mixed Use)	84.0	58.8	0.0	0.30	55	0.33	0.75	275	0.76	2.60	1.96
	TBV (Tapo Business Village)	32.4	22.7	0.008	0.32	0	0.33	0.75	275	0.12	3.10	0.36
	TOTAL	150	105							1.14		3.15

The anticipated increase in sewer flows, as projected from the estimated proposed figures (Table 19) and the modeled sewer flow provided by the City of Simi Valley Public Works, amounts to 0.43 MGD within the Los Angeles Avenue Corridor. Within the Tapo Street Area the anticipated increase in sewer flows is 0.48 MGD.

Table 21 outlines the summary of the city's modeled sewer flows and estimated proposed sewer generation for all Project areas, as well as the net increase.

Table 21 Summary

Corridor	Proposed Average Daily Flow (MGD)	Proposed Peak Flow (MGD)	City of Simi Valley Modeled Flow (MGD)	Average Flow Difference between Modeled and Proposed (MGD)
Los Angeles (West)	0.52	1.41	0.36	+0.16
Los Angeles (East)	0.75	2.10	0.48	+0.27
LA TOTAL	1.28	3.51	0.85	+0.43
Tapo (North)	0.27	0.82	0.46	-0.19
Tapo (South)	0.87	2.33	0.21	+0.66
TAPO TOTAL	1.14	3.15	0.66	+0.48
SPECIFIC PLAN TOTAL	2.42	4.20	1.51	0.91

The expected increase in sewer generation is being quantified as a percentage of the overall pipe capacity. The sewer generation increase values are used because the upstream sewer flow outside the two corridors is not within the scope of this report. Table 21 below shows a summary of the expected increase in sewer generation relative to the overall trunk line capacities.

Table 22 Specific Plan Area Trunk Line Analysis

Corridor	Street	Pipe Diameter (in)	Slope[1]	Material	Sewer Generation Increase (cfs)	Maximum Pipe Capacity (cfs)	Increase / Capacity
Los Angeles (West)	Los Angeles Avenue	24-in	0.60%	HOBAS	+0.16	17.01	0.94%
Los Angeles (East)	Easy Street	32-in	0.50%	ACP/CIPP	+0.27	31.91	0.84%
Tapo (North)	Cochran Street	18-in	0.44%	ACP	-0.19	6.46	-2.94%
Tapo (South)	Los Angeles Avenue	24-in	0.47%	RCP	+0.66	12.16	5.42%

[1] Slope was derived from available as built information.

3.2.2 Proposed Sewer & Wastewater System

The analysis does not consider the impacts on the existing system beyond the Specific Plan area and the existing upstream demands. Based on the available information and input from Simi Valley Public Works, there are not anticipated impacts on the Los Angeles Corridor sewer trunk lines. Due to an existing 10-inch sewer line within the southern Tapo Street Corridor there are anticipated limitation of capacity. Based on Water Code section 13300 the sewer treatment capacity plant will be required to plan for an increase in capacity once it reaches 75% average dry weather daily design flow. We understand the

treatment plants average daily design flow is 12.5 MGD. 75% of the average daily design flow would equate to 9.375 MGD. The metered average dry weather daily sewer flows entering the treatment plant as of 2023 was recorded to be 8 MGD. This results in a remaining 1.375 MGD while within the 75% average dry weather daily flow threshold. The estimated average daily sewer flow for the Specific Plan totals 2.42 MGD.

Based Water Code section 13300, the Specific Plan Project will likely trigger requirements to increase the capacity of the wastewater treatment plant. The determination and method of the improvement will be under the discretion of the City of Simi Valley. A Five-Year Capital Improvement Plan for the fiscal year 2023-2024 includes multiple projects to replace the existing asbestos cement sewer pipes. Subsequent projects under the proposed Specific Plan will be evaluated based off the Mitigated Negative Declaration (MND). This MND enforces what mitigation is necessary to ensure less-than-significant effects to the environment. During the design phase for projects within the study areas, and on a project-by-project basis, the developer will need to assess if the current infrastructure can support the new project in compliance with the current regulatory requirements.

3.3 Water Infrastructure

3.3.1 Proposed Water System Growth

The GSWC UWMP is expecting a population increase of almost 6,000 through the year 2045, with the water demand to increase to 5.9 MGD from 5.3 MGD. The conclusion of the UWMP states that GSW will be able to provide a stable and reliable water service through the year 2045. This factors in the population growth and a normal, single dry, and five consecutive dry years over a 25-year period. Note that this past year, the City experienced a significant drought and implemented many water restrictions. It is not certain whether the conclusions reached in the UWMP include the change in zoning resulting from this UWMP and the potential change in demand resulting from the change in land use.

The WWD8 UWMP is expecting a project population growth of 0.5% per year, with a predicted population of 104,369 in 2045. The estimated total water demand based off this population increase is 21.6 MGD from 15.5 MGD. In addition, an analysis of WWD8's services during a 2045 four-year multiple-dry year event determined that WWD8 will have adequate supply. Each new development within the WWD8 jurisdiction will be required to prepare a hydraulic water study to determine capacity, demand, and supply issues related to the project.

3.3.2 Proposed Water System Demand

To study the anticipated water demand increase within the study area, a 1:1 ratio was applied to the calculated peak sewer generation rates. This implies an anticipated peak water demand is 6.66 MGD for the Specific Plan area. The Tapo Street Area is serviced by both GSWC and WWD8. Based on the water purveyors planned expansions, the anticipated increase within the corridor, 3.15 MGD, is projected to be supplied by the two water purveyors. The Los Angeles Avenue Corridor water supply is from WWD8. Based on the 2020 UWMP conclusion on projected water demands, the WWD8 can supply the anticipated water demand increase of 3.51 MGD.

Based on the new development capacities set forth in the Specific Plan, the water demand will increase from current conditions. Through the implementation of the Urban Water Management Plan the expected increase based on the Specific Plan is accounted for if the areas served by the water district

outside of the Specific Plan area do not exceed the difference in the total projected water usage and the net increase per the Specific Plan. This impact would be less-than-significant levels through implementation of the policies set forth in the General Plan and following current regulatory framework.

The Specific Plan will meet mitigated negative declaration for the proposed development capacities. Based on our analysis of the defined Specific Plan areas and with the understanding that the parameters set forth in the General Plan are being followed, the potential increase in demands for both WWD8 and GSW's potable water distribution system will be less than significant.

During the design phase for projects within the study areas, and on a project-by-project basis, the developer will need to assess if the current infrastructure can support the new project in compliance with the current regulatory requirements.

3.4 Dry Utility Infrastructure

3.4.1 Electrical

Southern California Edison (SCE) is the sole electrical purveyor within the City of Simi Valley. Any decision to upgrade or make changes to the existing infrastructure to meet a change in electrical power demand resulting from the change in zoning will be determined by SCE in coordination with the city once the expected demand from proposed development within the specific plan is known.

3.4.2 Natural Gas

It is recommended that the natural gas demand be estimated once proposed site plans for developments within the Specific Plan Areas are known and that will serve letters be requested from SoCalGas to ensure that sufficient demand is available to service the proposed developments.

4. CONCLUSION

The proposed zoning changes under the Envision Simi Valley Specific Plan will increase the demand of potable water, sewer flows, and increase the demand of dry utilities while decreasing the runoff conditions.

The Specific Plan is not anticipated to have significant net impacts on stormwater flows. All new projects will be required to conform to the City and County requirements to manage stormwater. Based on the high-level analysis and due to the decrease in population, it is concluded that the existing water infrastructure facilities have the capacity to support the proposed population growth as supported by the 2012 General Plan through the Infrastructure and Utility Implementation Program. Consistent with Policy IU-5 in the 2012 General Plan, the City shall maintain the Sewer Management Plan and Sewer Treatment Plant Condition Assessment. Following the Water Code 13300, the City will monitor the average dry weather flow entering the treatment plant and remain under 75% of the treatment capacity, 9.375 MGD. This analysis is not project specific; instead, it is based on zoning. During the design phase for projects within the corridors, and on a project-by-project basis, the developer will need to perform a project specific analysis to assess if the current infrastructure can support the new project in compliance with current regulatory requirements.

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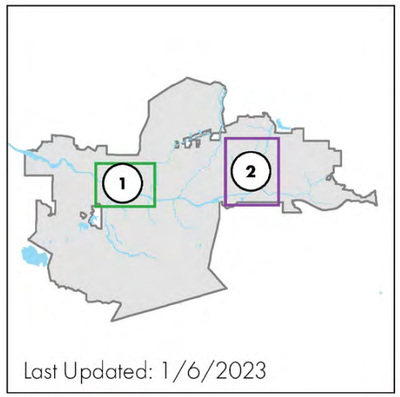
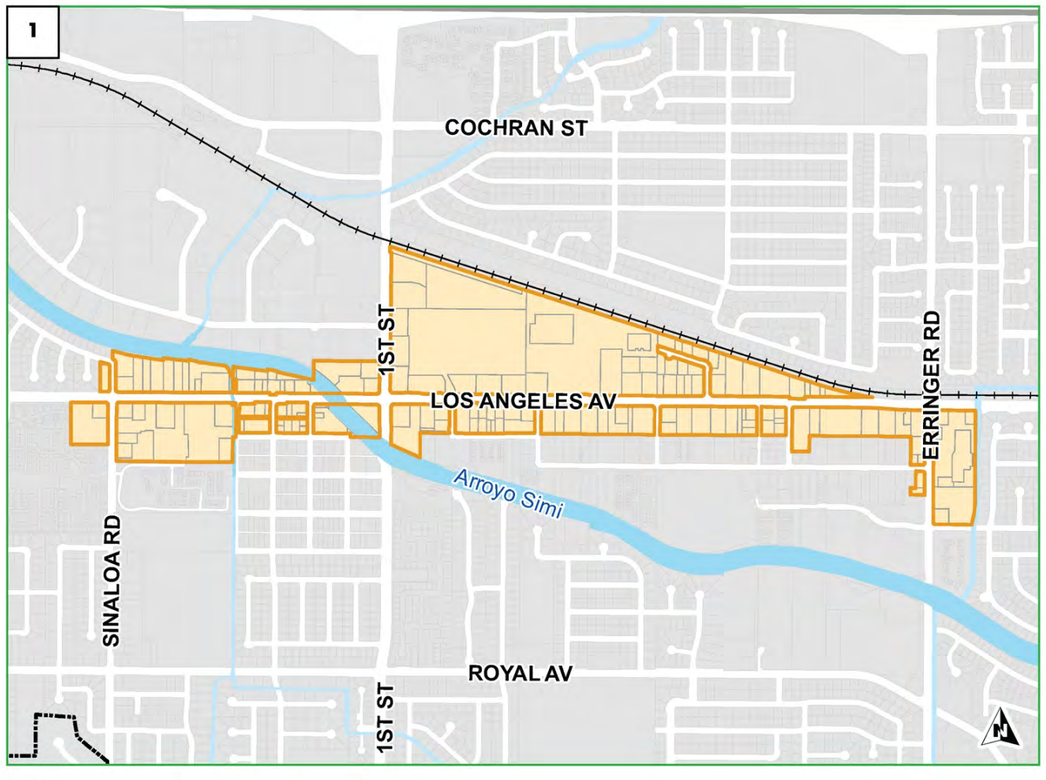


Last Updated: 1/6/2023

- Metrolink Station
- Rail
- Specific Plan Area Boundaries
- Specific Plan Parcels
- City Limits



1. Los Angeles Avenue Corridor

2. Tapo Street Area

SIMI VALLEY SPECIFIC PLAN

Source: Gruen Associates, City of Simi Valley

FIGURE 1: SPECIFIC PLAN VICINITY MAP

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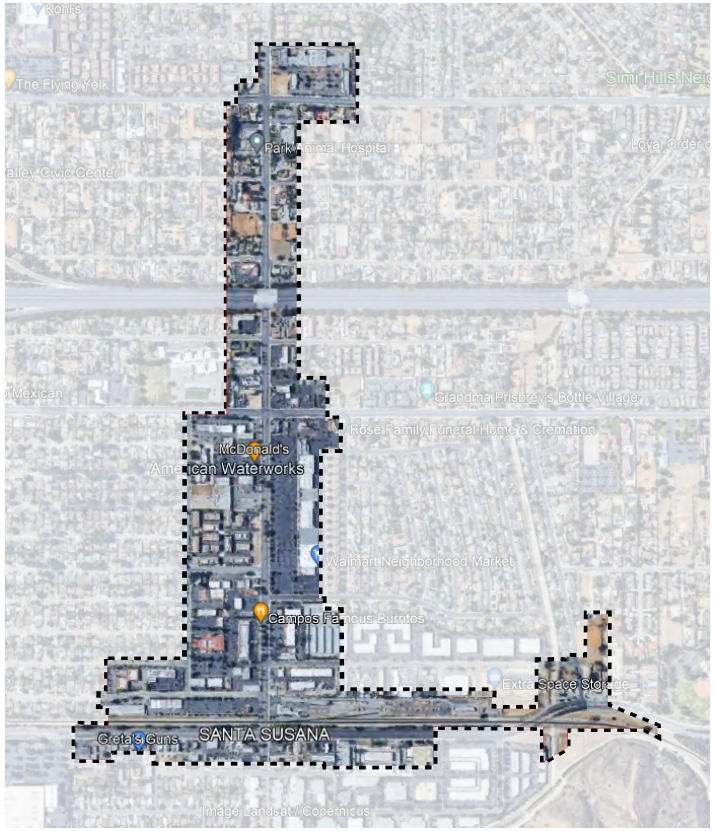
Los Angeles Avenue Corridor



Tapo Street Area

SIMI VALLEY SPECIFIC PLAN

FIGURE 2:

Specific Plan Aerial Extent with Key Features

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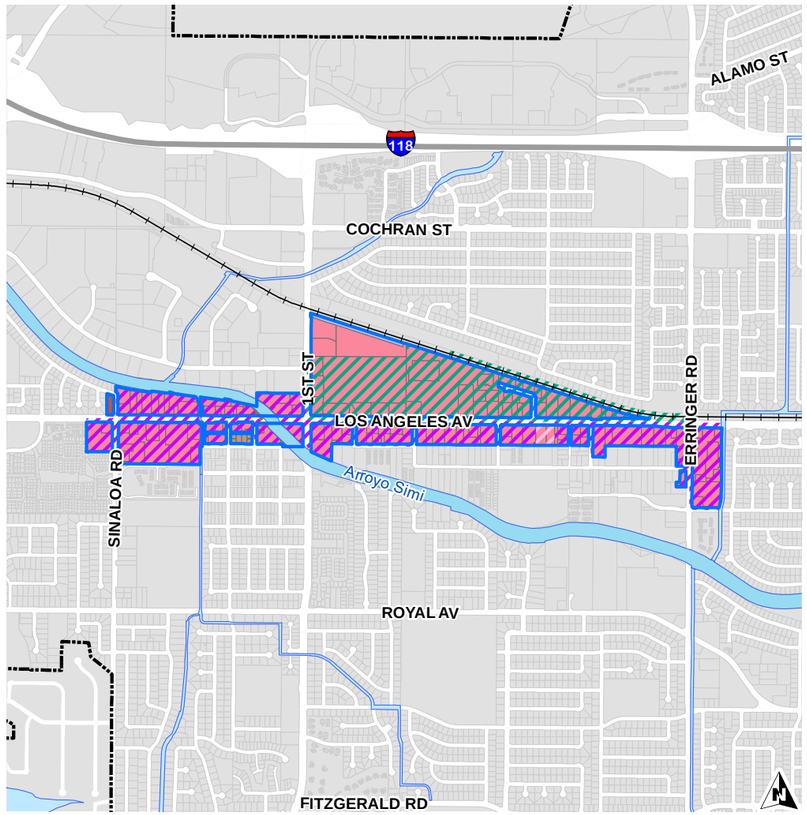


Rail
Specific Plan Area Boundaries
City Boundaries

Zoning Overlays

(BP)
(LAAPO)
(NVD) + (LAAPO)
(LAAPO) + (SP)
(MU) + (LAAPO)

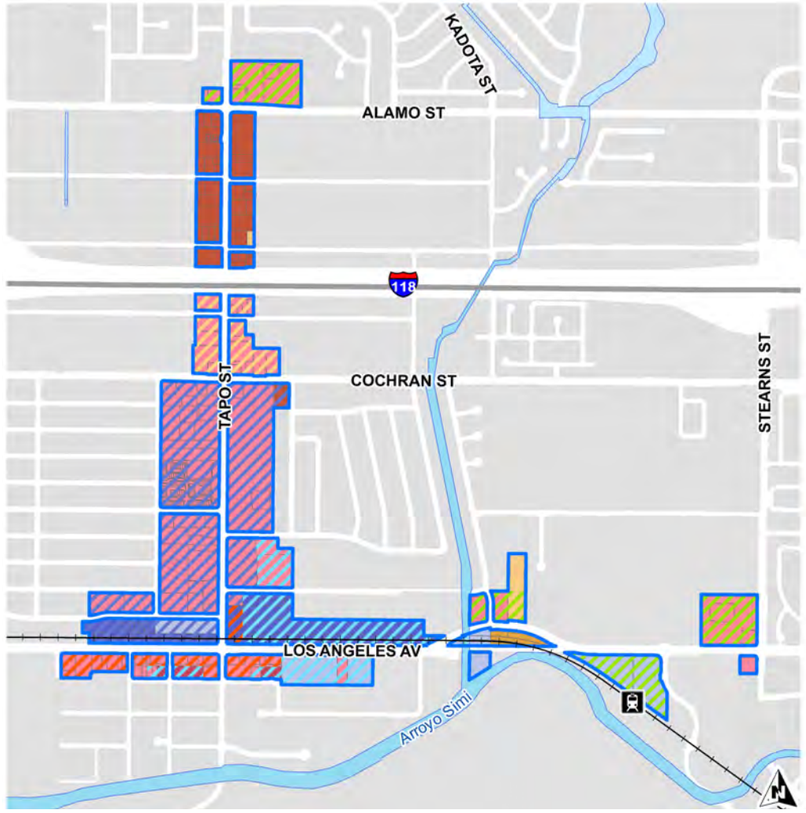
Commercial and Industrial Zones

CO - Commercial Office
CPD - Commercial Planned Development
LI - Light Industrial

Residential Zones

RL - Residential Low Density
RM - Residential Medium Density

Los Angeles Avenue Corridor



Metrolink Station
Rail
Specific Plan Area Boundaries
City Boundaries

Zoning Overlays

(BP),
(BP), (TAPO)
(MU),
(MU), (TAPO)
(TAPO),

Commercial and Industrial Zones

CI - Commercial Industrial
CO - Commercial Office
CPD - Commercial Planned Development
GI - General Industrial
LI - Light Industrial

Residential Zones

RE - Residential Estate
RVL - Residential Very Low Density

Tapo Street Area

SIMI VALLEY SPECIFIC PLAN

Source: Gruen Associates, City of Simi Valley

FIGURE 3: SPECIFIC PLAN EXISTING ZONING

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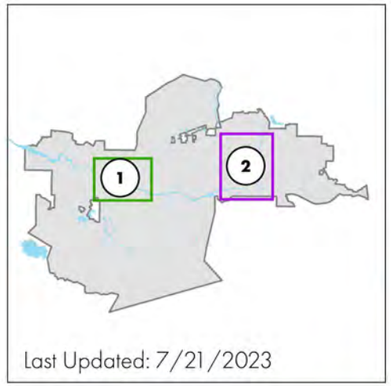


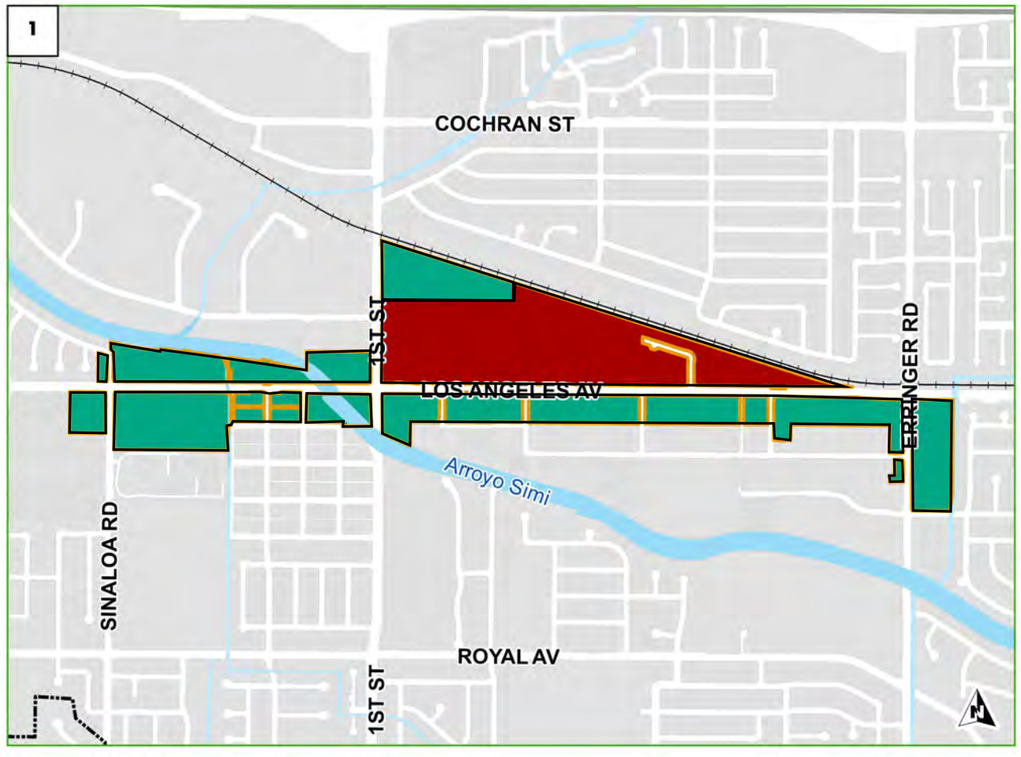
- Metrolink Station
- Rail
- Specific Plan Area Boundaries

Specific Plan Parcels

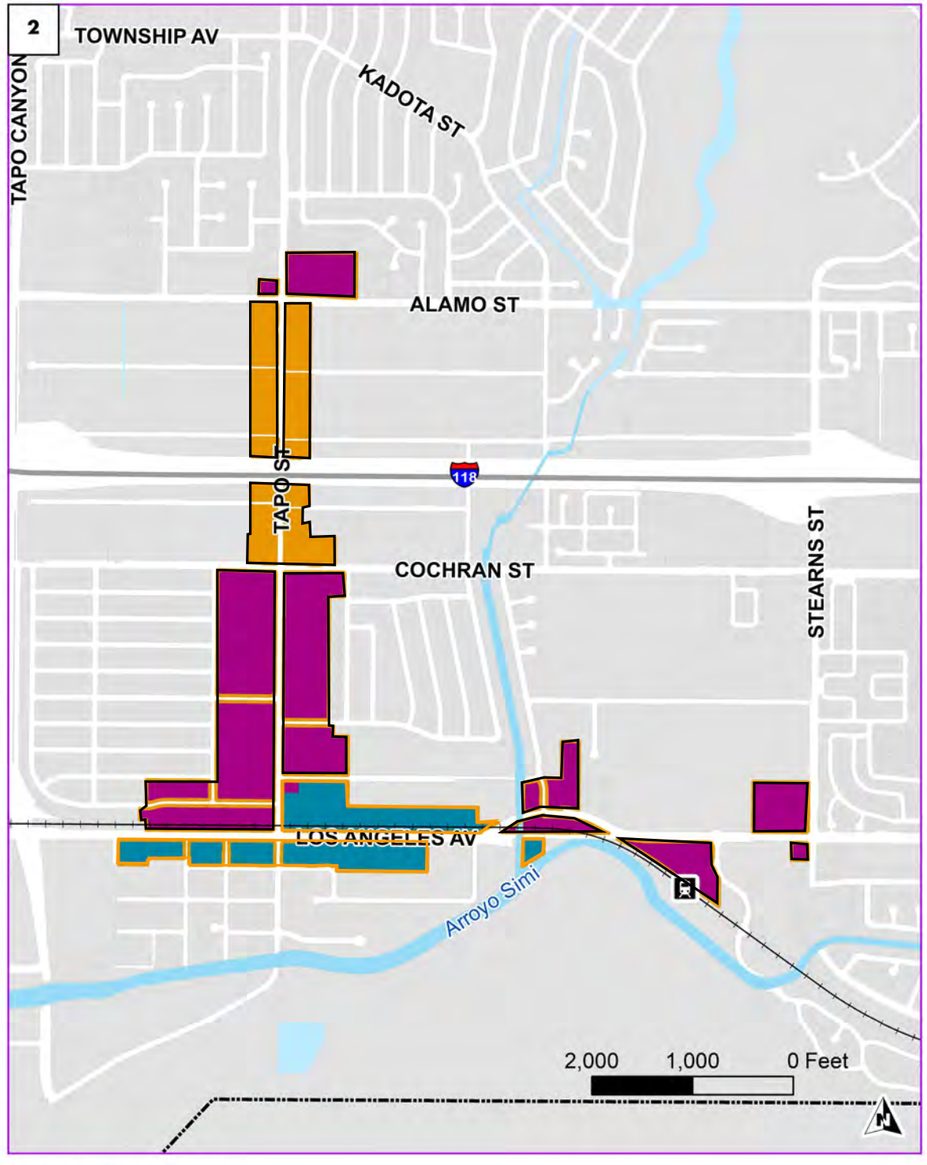
- Suggested for removal from boundary

New Specific Plan Zone

- DC - Downtown Corridor
- DMU - Downtown Mixed-Use
- TBV - Tapo Business Village
- TKF - Tapo Kadota Fig
- TMU - Tapo Mixed-Use
- City Limits



1. Los Angeles Avenue Corridor



2. Tapo Street Area

SIMI VALLEY SPECIFIC PLAN

Source: Gruen Associates, City of Simi Valley

FIGURE 4: SPECIFIC PLAN PROPOSED ZONING

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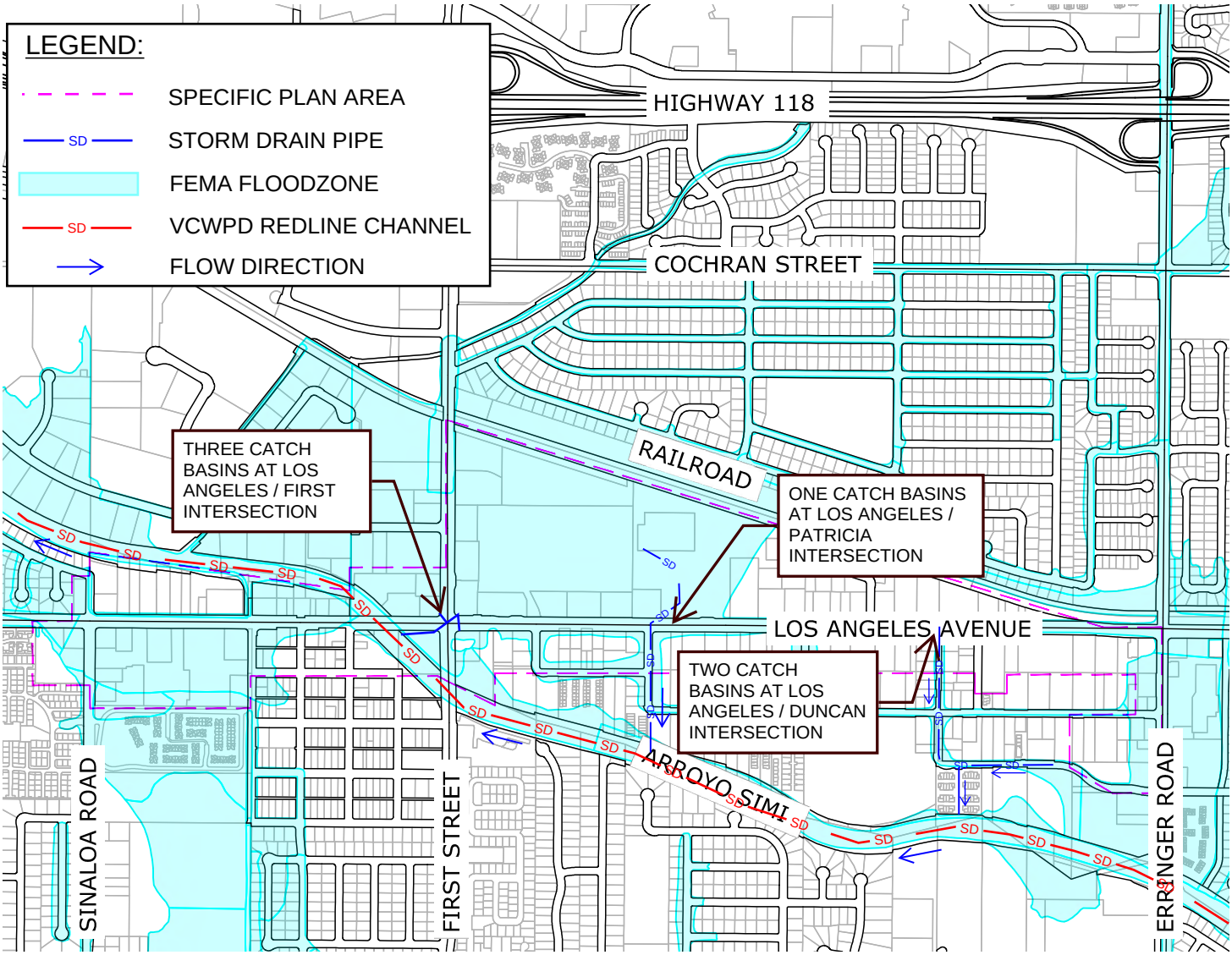

SIMI VALLEY SPECIFIC PLAN

FIGURE 5:

SPECIFIC PLAN EXISTING STORM DRAIN SYSTEMS - LOS ANGELES AVENUE CORRIDOR

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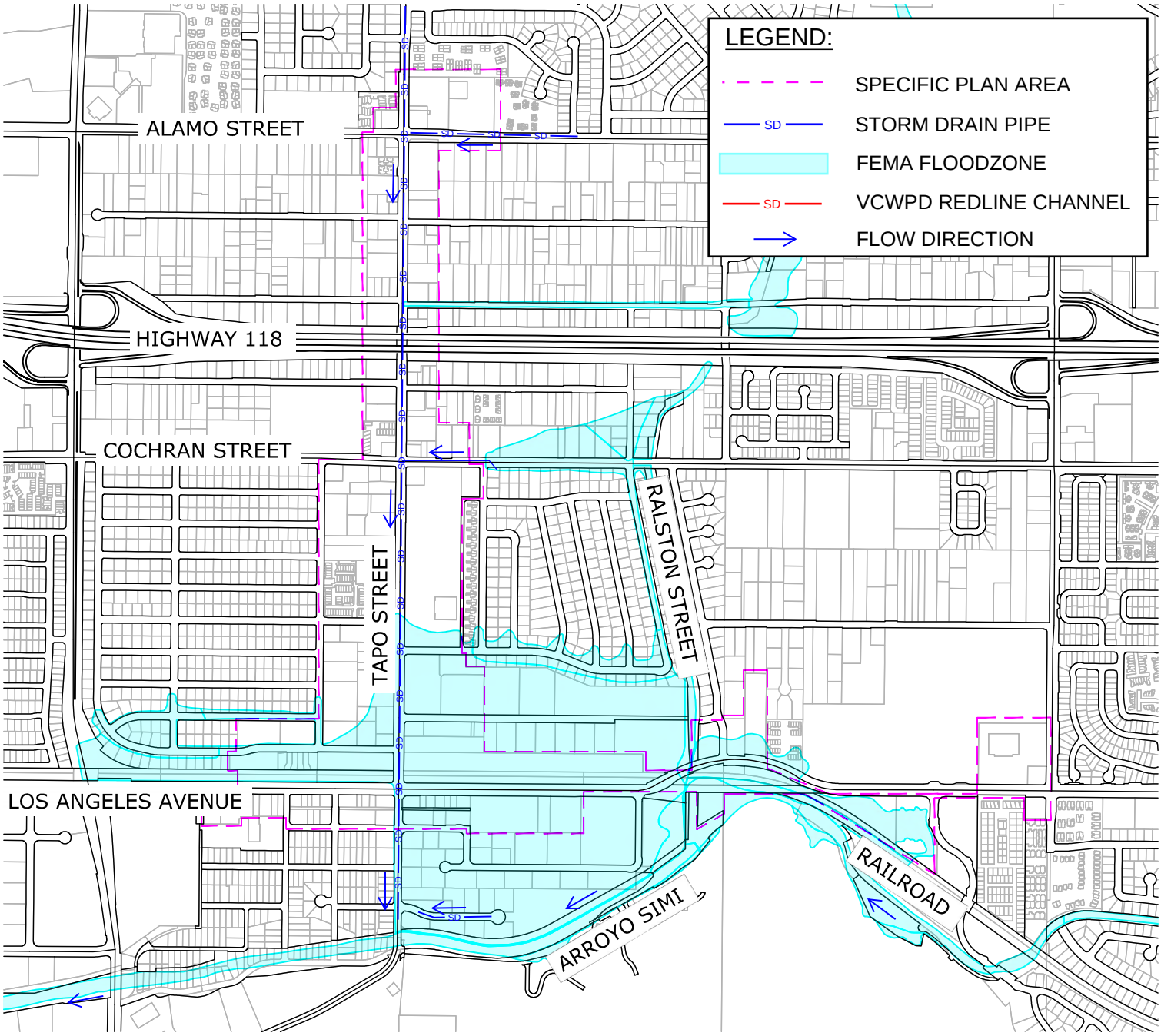

SIMI VALLEY SPECIFIC PLAN

FIGURE 6:

SPECIFIC PLAN EXISTING STORM DRAIN SYSTEMS - TAPO STREET AREA

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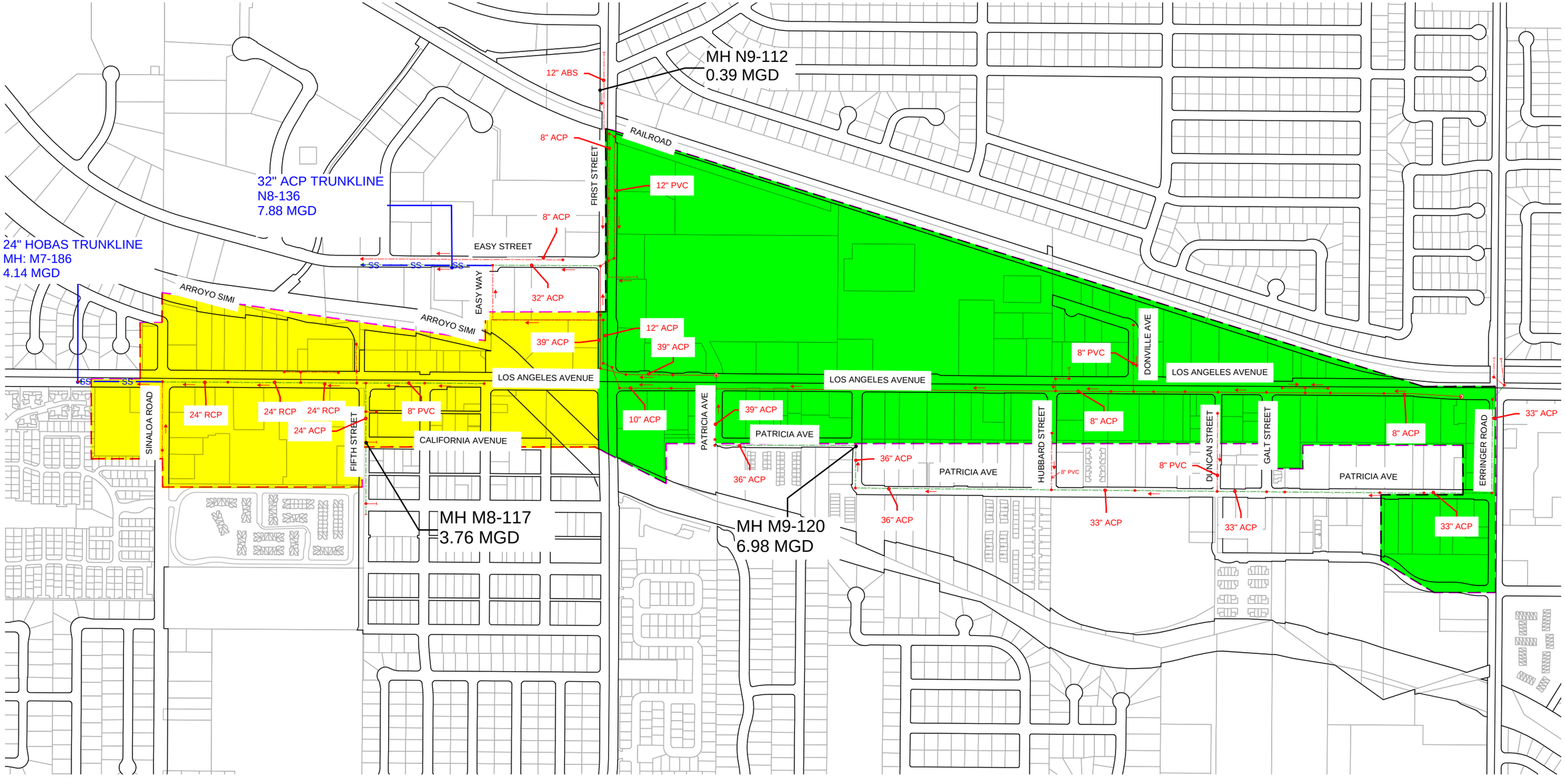

Source: City of Simi Valley GIS Sewer Map

LEGEND

- SPECIFIC PLAN BOUNDARY - 160 ACRES
- SANITARY SEWER LINE >24"
- SANITARY SEWER LINE <24"
- FLOW DIRECTION
- SANITARY SEWER MANHOLE
- STUDY AREA SERVICED BY 24" HOBAS SEWER TRUNK LINE
- STUDY AREA SERVICED BY 32" ACP SEWER TRUNK LINE
- SS — SEWER TRUNK LINE

SIMI VALLEY SPECIFIC PLAN

FIGURE 7:

SPECIFIC PLAN EXISITNG SEWER SYSTEMS -
LOS ANGELES AVENUE CORRIDOR

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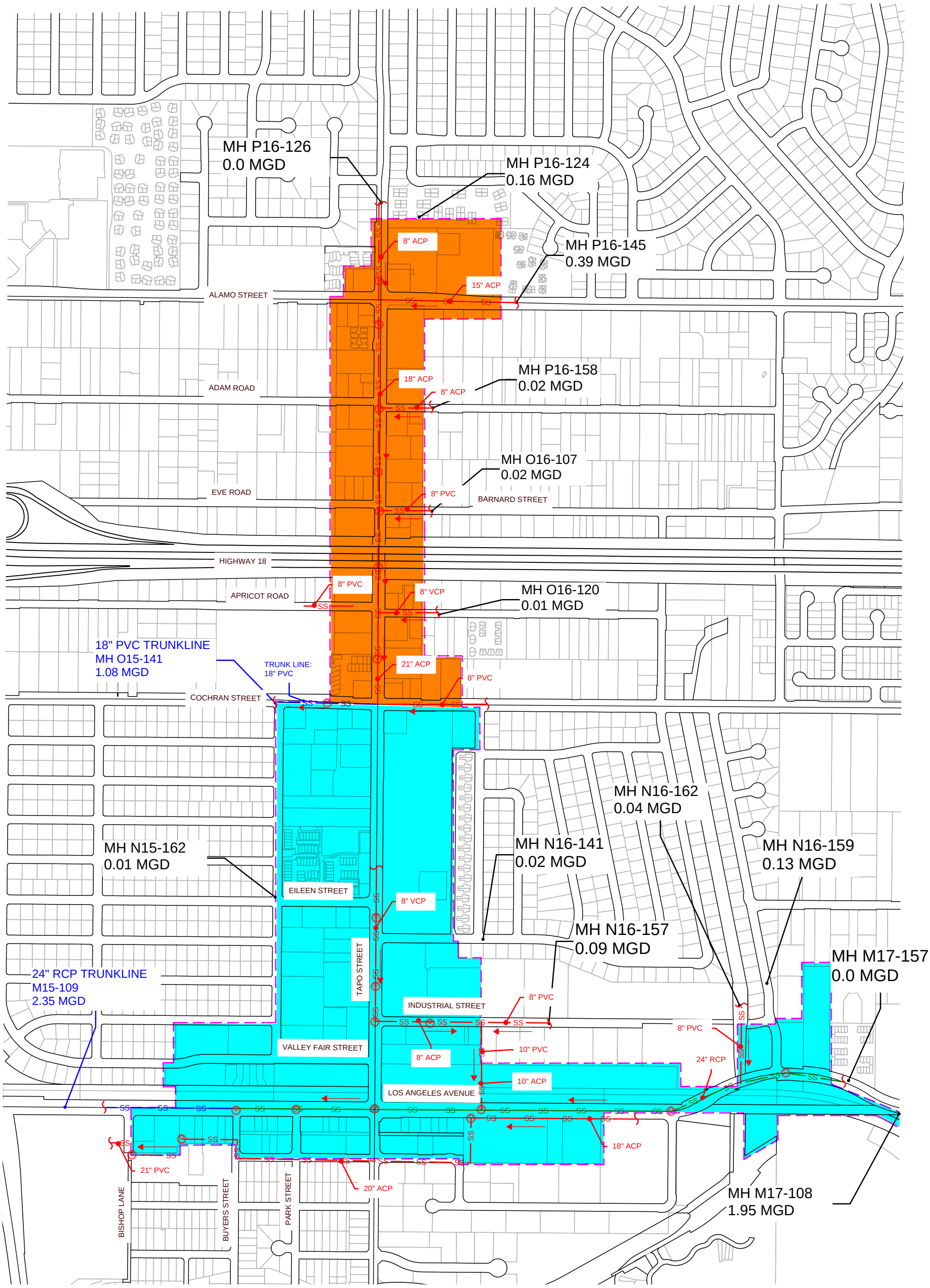

Source: City of Simi Valley GIS Sewer Map

LEGEND

- SPECIFIC PLAN BOUNDARY - 160 ACRES
- SANITARY SEWER LINE >24"
- SANITARY SEWER LINE <24"
- FLOW DIRECTION
- SANITARY SEWER MANHOLE
- SEWER TRUNK LINE

STUDY AREA SERVICED BY 18" PVC SEWER TRUNK LINE

STUDY AREA SERVICED BY 24" RCP SEWER TRUNK LINE

SIMI VALLEY SPECIFIC PLAN

FIGURE 8

SPECIFIC PLAN EXISITNG SEWER SYSTEMS - TAPO STREET AREA

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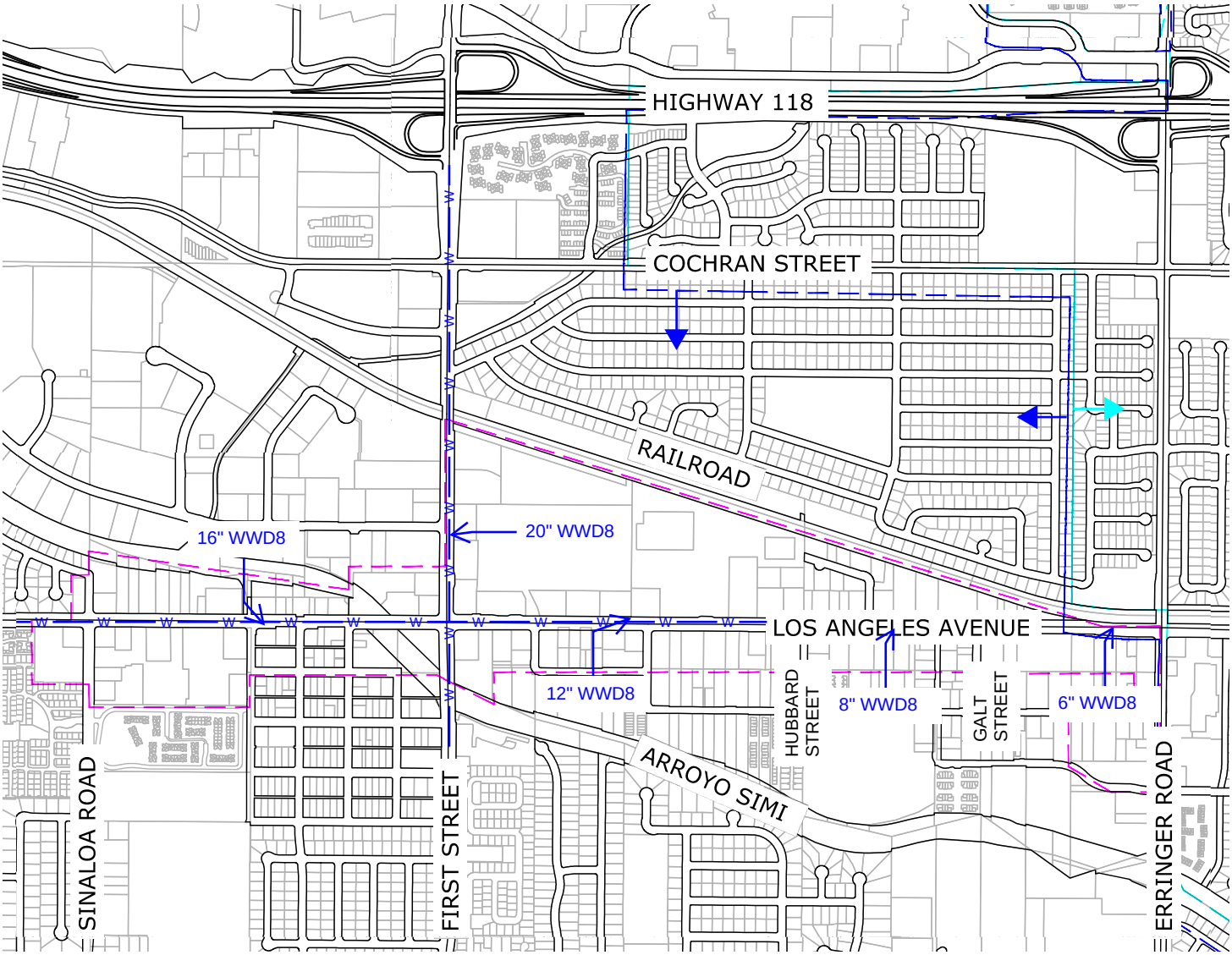

LEGEND

- WATERWORKS DISTRICT #8
- GOLDEN STATE WATER
- SPECIFIC PLAN

SIMI VALLEY SPECIFIC PLAN

FIGURE 9:

SPECIFIC PLAN EXISTING WATER SYSTEMS - LOS ANGELES AVENUE CORRIDOR

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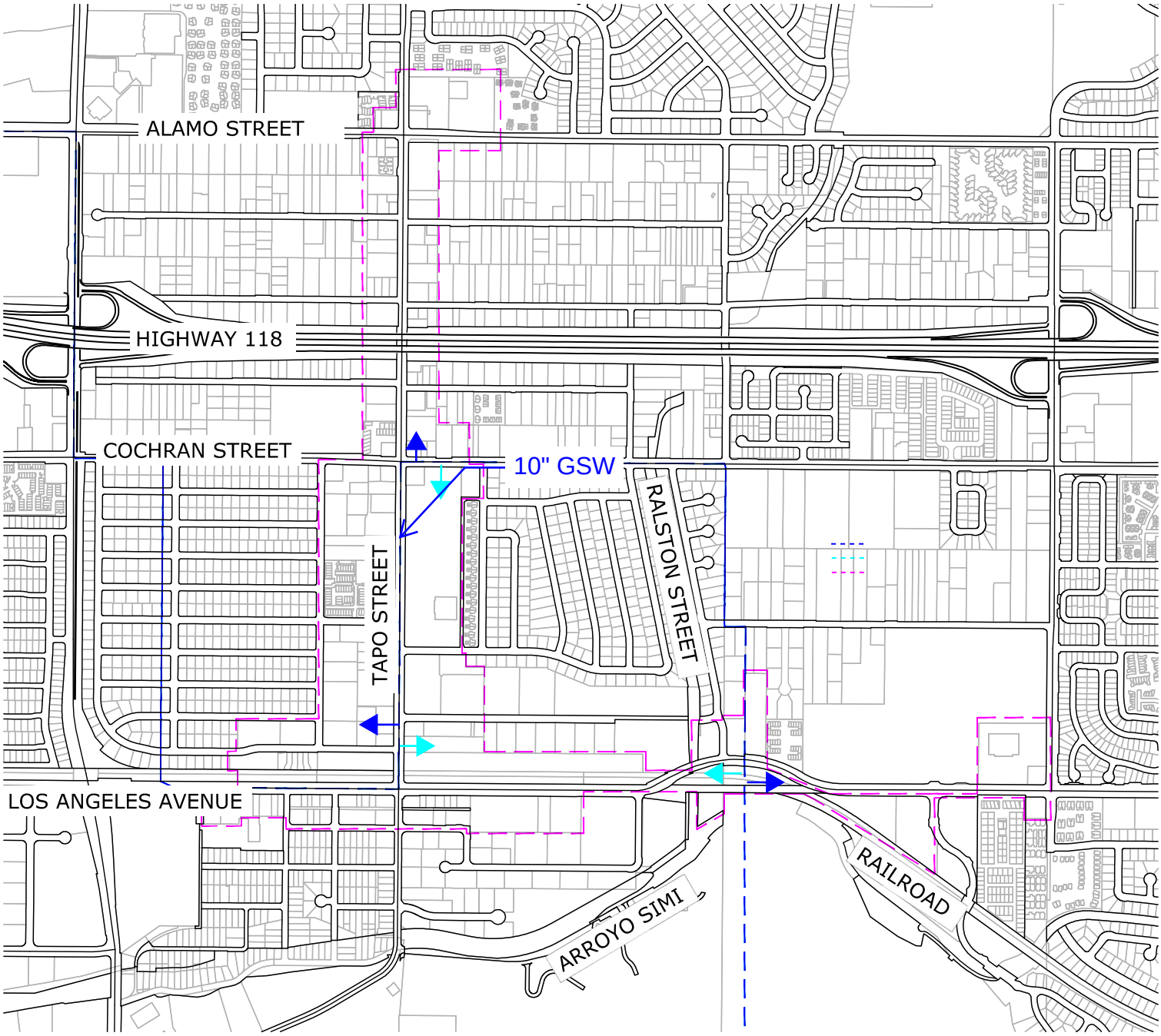

LEGEND

- WATERWORKS DISTRICT #8
- GOLDEN STATE WATER
- SPECIFIC PLAN

SIMI VALLEY SPECIFIC PLAN

FIGURE 10:

SPECIFIC PLAN EXISTING WATER SYSTEMS - TAPO STREET AREA

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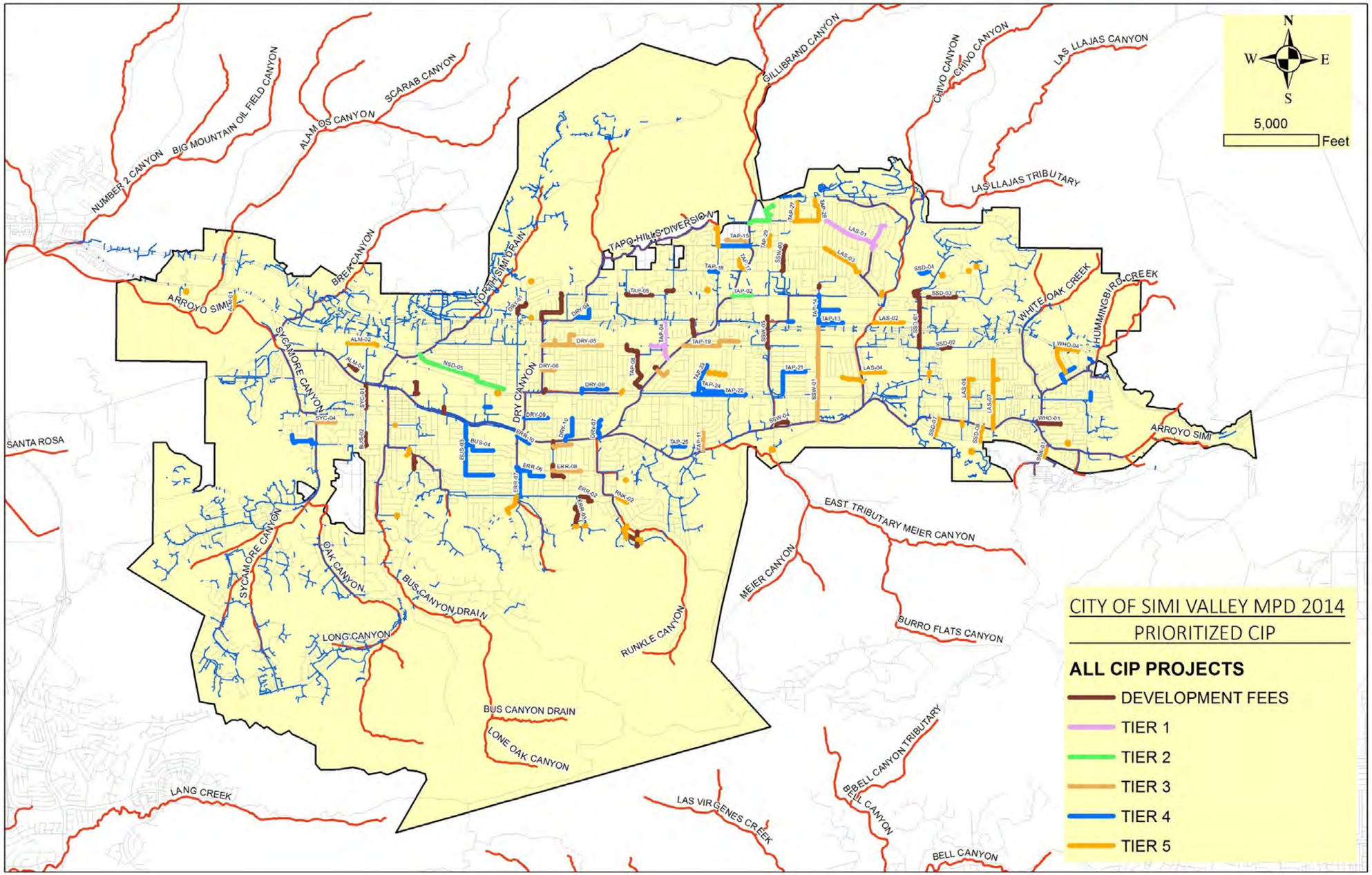

SIMI VALLEY SPECIFIC PLAN

Source: Kasraie Consulting, City of Simi Valley

FIGURE 11: MASTER PLAN OF DRAINAGE CIP

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