CITY OF SIMI VALLEY

DEPARTMENT OF ENVIRONMENTAL SERVICES
PLANNING COMMISSION STAFF REPORT

CASE NO.: CUP-S-812  HEARING DATE: September 4, 2019

STAFF CONTACT: Donna Rosser
(805) 583-6872

REQUEST: Approval of a Conditional Use Permit to construct and
operate a residential care facility with 68 assisted living
units and 40 memory care units

RECOMMENDATION: Approve CUP-S-812 with recommended conditions

APPLICANT: JM Squared Development, LLC
c/o Lauterbach and Associates, Architects, Inc.
300 Montgomery Avenue
Oxnard, CA 93039
Attn: Mark Pettit
(805) 218-1128

GENERAL PLAN / ZONING: Residential Medium Density/Residential Medium Density District, Freeway Combining Overlay [RM (FC)]

LOCATION: On Cochran Street, 150 feet east of Welcome Court

Vicinity Map  Aerial Map
The applicant, JM Squared Development, LLC, proposes to construct a two-story, residential care facility with 68 assisted living and 40 memory care units, known as Melrose West Senior Living Community. The proposed building is located at the base of the hill on an approximately 1.6-acre portion of a 19.2-acre lot. The other approximately 17.6-acres will remain undeveloped. No construction will take place on the hill or the existing dirt road going up the hill.

The project is located on the Valley floor and is not subject to the Hillside Performance Standards. The building is two-stories with basement parking below the building based on the Building Code definition of a basement that states: “The upper floor level will be classified as the first story above grade plane if: the floor level is not more than 12 feet above grade at any point and is not more than six feet above the grade plane.” The proposed basement parking below the building is designed to limit the amount of surface parking noise on-site. At the base of the slope, retaining walls guard against any dirt and/or small cobblestones that may erode down the hill. The fire department is requiring a sidewalk on the east side of the building (near the hillside) for rescue purposes to make easy access to the second floor, and a fire access driveway along the west side of the building to protect all sides of the building. The 15-foot sidewalk on the east side will allow room for the creation of an outdoor patio area for the residents.

Sidewalks and street trees will be installed along the east side of Cochran Street from the project site up to the 118 freeway bridge. The project requires 54 parking spaces and the applicant is proposing 12 parking spaces at grade level and 42 basement spaces (54 total parking spaces). The existing oak tree (not shown in above picture so you can see the building) will be preserved in-place in the landscape planter.

The proposed two-story building massing is visually reduced by creating segments, using stone veneer on the towers and building elevations, wood-like siding, and neutral colored stucco. The applicant has proposed colors to blend in with the existing hillside.
The residential care facility will provide the following:

**Basement**
- 42 parking spaces
- Loading area
- 2 elevators and 2 stairways
- 2 utility storage rooms
- Kitchen
- Laundry
- Staff restroom
- Staff lounge

**First Floor**
- 12 parking spaces
- 49 assisted living units
- Lobby with a reception and concierge desk
Dining room separated from the lobby by a small glass wall
Club room/bar lounge area
Hair salon
Gym/exercise room
Lounges, conference room, and three outdoor courtyards for the assisted living residents

Second Floor
All of the 40 memory care units are located on the second floor
Separate dining room
Warming kitchen
Three lounge areas
An additional separate lounge area is provided for 19 assisted living units

In terms of traffic, the City Traffic Engineer has reviewed the Traffic Study prepared by Associated Transportation Engineers, dated January 31, 2019, and determined that the Level of Service (LOS) for intersection at Yosemite Avenue and Cochran Street will be maintained at a “LOS A” level with or without the project. The project would generate 335 average daily trips with 24 a.m. and 34 p.m. peak hour trips. The residential care facility would contribute to the future improvements by payment of traffic mitigation fees to offset its cumulative traffic impacts.

In May 2000, the previous owners of the property applied for a Preliminary Review to subdivide the 19.2-acre parcel to allow for four single-family residential lots. The applicant did not go forward with the proposal due to project concerns, and lack of public support. The property owner eventually sold the undeveloped parcel.

NEIGHBORHOOD COUNCIL

Executive Board of Neighborhood Council #4 heard the project on August 20, 2019 and recommended denial by a vote of 8.2.0. The audience vote was 42.0.0. A summary of NC #4 meeting is attached as Attachment A.

ANALYSIS

The project is located in Residential Medium (RM) zoning district that requires approval of a Conditional Use Permit for residential care uses. To approve the proposed project, it must be found that the Conditional Use Permit (CUP-S-812) is consistent with the findings pursuant to Simi Valley Municipal Code (SVMC) Section 9-52.070.G, as follows:

1. The proposed use is consistent with the purpose, intent, goals, policies, programs, and land use designations of the General Plan and any applicable specific plan, in that the site’s General Plan Land Use designation is Residential Medium density. The purpose of the Residential Medium density Land Use designation is to encourage a predominantly single-family residential environment with a wide range of lot sizes, but an overall density similar to the bulk of single-family developments on the valley floor.
The Conditional Use Permit is consistent with the following General Plan policies:

a. General Plan Land Use Policy LU-4.8 states: “Design buildings to be architecturally integrated into the terrain and blend with the natural environment;”

b. General Plan Land Use Policy LU-5.4 states: “Buffer different land uses within a neighborhood from one another by walls, fences, and landscaped greenbelts;” and

c. General Plan Housing Policy HE-4.3 states: “Encourage the construction of specialized housing for senior citizens in the community, including planned senior communities.” The proposed project is designed as a two-story building for senior citizens using earth tone colors to blend in with the existing neighborhood and hillside. A block wall, six-foot wide landscaped planter and a 24-foot wide fire access road provides a buffer to the nearest neighbor’s property line. Therefore, project consistency is being met.

The following table shows the existing General Plan Land Use designations, zoning designations, and current use of the project site and surrounding properties:

Table 1

<table>
<thead>
<tr>
<th></th>
<th>GENERAL PLAN</th>
<th>ZONING</th>
<th>LAND USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subject Site:</td>
<td>Residential Medium Density</td>
<td>Residential Medium Density District, Freeway Combining Overlay [RM (FC)]</td>
<td>Undeveloped vacant lot</td>
</tr>
<tr>
<td>North:</td>
<td>Residential Moderate Density</td>
<td>Residential Moderate Density District, Freeway Combining Overlay [RMOD (FC)]</td>
<td>Townhomes</td>
</tr>
<tr>
<td>South:</td>
<td>Residential Medium Density</td>
<td>Residential Medium Density District</td>
<td>Single-family residences</td>
</tr>
<tr>
<td>East:</td>
<td>Residential Medium Density</td>
<td>Residential Medium Density District</td>
<td>Single-family residences</td>
</tr>
<tr>
<td>West:</td>
<td>Residential Medium Density</td>
<td>Residential Medium Density District</td>
<td>Single-family residences</td>
</tr>
</tbody>
</table>

2. The proposed use is allowed with a Conditional Use Permit within the applicable zoning district and complies with all applicable provisions of this Development
The proposed project is zoned Residential Medium Density District, Freeway Combining Overlay [RM (FC)]. The RM zoning district is intended to provide for a suburban single-family residential environment with a range of parcel sizes and some clustering of parcels. The FC overlay district is intended to regulate residential development along the freeway corridor in an effort to minimize the number of people impacted by the negative elements of the freeway. The FC overlay zone is established in recognition of the fact that residential development near the Simi Valley Freeway requires special consideration in construction and design. These special standards are meant to provide acoustic and visual protection for residents of dwellings to be constructed within the freeway impacted area as well as enhance the appearance of the freeway corridor through the City. The project compiles with the applicable Development Code standards as shown in Table 2:

<table>
<thead>
<tr>
<th>Setbacks (SVMC §9-24.050 Table 2-3):</th>
<th>REQUIRED</th>
<th>PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front: Min. 20 Feet</td>
<td>Front: Over 90 Feet</td>
<td></td>
</tr>
<tr>
<td>Side: Min. 10 Feet</td>
<td>Side: 30 Feet</td>
<td></td>
</tr>
<tr>
<td>Rear: Min. 20 Feet</td>
<td>Rear: 22 Feet 6 Inches</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building Height (SVMC §9-44.105.C):</th>
<th>2 Stories, not to exceed 30 Feet</th>
<th>2 Stories, 30 Feet maximum with roof structure exceptions to provide for stairwell</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Parking (SVMC §9-34)</th>
<th>54 parking spaces (0.5 spaces per bed)</th>
<th>54 parking spaces</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Utility Equipment Screening (SVMC §9-30.070)</th>
<th>All aboveground utility equipment must be screened from public view</th>
<th>All aboveground utility equipment must be screened from public view</th>
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A tree report was prepared by LA Johnny, dated October 13, 2018 (Exhibit 4). The site currently contains seven on-site trees and nine off-site trees. Five on-site trees are protected by ordinance by virtue of their size and two trees (Allepo Pine and Valley Oak) are proposed to be removed. The replacement value of these trees are $7,800.00. The other mature trees will be protected by require fencing and root pruning prior to commencing construction. Therefore, project consistency is being met.

3. The project is consistent with the City-adopted design guidelines, in that staff evaluated the project for conformance with the Citywide Design Guidelines (CDG) as follows:

a. Citywide Design Guideline Chapter 2.D.2.a (page 2-16) states: “It is desirable to make new development look “established” as quickly as possible. Planting new trees that are older and better developed is viewed as superior to planting small underdeveloped saplings.” The applicant proposes using 36-inch box and 48-inch box trees (four to nine-feet tall). The Conceptual Landscape Plan shows multi- and single-trunk Valley
Oaks, Coast Live Oaks, California Sycamore, Arbutus “Marina”, Western Redbud, and Toyon trees, to help to provide a more established look in three to four years;

b. Citywide Design Guideline Chapter 2.E.1 (page 2-25) states: “The designed elements that establish high quality architectural style and materials that contribute to good quality architecture include: simple, multi-planed pitched roofs; open rafters/tails with large overhangs; the appearance of “thick” walls; courtyards; building masses with the incorporation of one and two story architecture; stucco, smooth, sand or light lace finish; wood, as an exposed structural material; concrete roof tiles; and brick, as an accent material.” The proposed building incorporates all of the above architectural qualities and adds tower elements for both function (conceal stairways) and design; and

c. Citywide Design Guideline Chapter 2.E.2.a (page 2-26) states: “Color is intended to act as a primary theme conveying element. In general, earth tone wall colors should be predominate including off-white, cream, or light pastels while avoiding the strong pink and salmon hues.” The applicant proposes earth tone colors consisting of light tan, off-white, and dark-brown to blend in with the existing hillside landscape. Therefore, the project is consistent with the City Design Guidelines.

4. The design, location, operating characteristics, and size of the proposed use is compatible with the existing and future land uses in the vicinity, in terms of aesthetics, character, scale, and view protection. The proposed Residential Care Facility’s Cochran Street frontage will provide a four-foot wide sidewalk along with 36” and 48” box oak trees every 40 feet from the driveway entrance to the 118 Freeway to provide shade to along the new sidewalk. The proposed building is setback over 90 feet from Cochran Street, with two-story architecture similar to the townhomes across the street from the project. The building contains a concrete tile roof, neutral color stucco, and stone veneer similar to the house designs in the immediate area to provide compatible aesthetics and character with this residential area. The building scale is softened by having a one-story portion of the building, additional building setbacks, being set closest to the hillside to lower the building visibility and wood-siding.

View protection is not applicable since the project is being built on the valley floor (refer to General Plan Policies NR-3.3 and NR-3.5), and the Development Code does not protect views from individual valley floor lots. Thus, the proposed facility’s design, location, operating characteristics, and size of the proposed use is compatible with the existing and future land uses in the vicinity, in terms of aesthetics, character, scale, and view protection.

5. That the proper standards and conditions have been imposed, which protect the public health, safety, and welfare, in that the City Traffic Engineer has determined that the site has adequate access subject to Conditions of Approval B-14 through *B-17 and that the nearest signalized intersections which are currently operating at LOS A during the morning and evening peak hours will continue to operate at LOS A at General Plan build-out with the project. In addition, the construction of
the proposed Residential Care Facility is required to meet all standards of the California Building Code and will meet City standards for sanitation (Conditions B-18 through B-22). The proposed project is being conditioned to prepare a Storm Water Pollution Prevention Plan (SWPPP) and incorporate permanent Storm Water quality treatment devices into the site improvements to comply with State Water Resources Control Board requirements (Condition B-13). In addition, the Applicant must construct water facilities to comply with the Rules and Regulations of Ventura County Waterworks District No. 8 to ensure the public health and safety (Condition B-23). The Applicant is required to provide a photometric plan to comply with minimum illumination standards for the public parking areas per SVMC Section 9-30.040 to ensure minimum illumination standards at nighttime are met, and that the illumination does not spill onto adjacent properties or create glare (Condition A-13). The Noise Study prepared for the project did not show noise impacts on adjacent properties as reflected in the Mitigated Negative Declaration. Therefore, public health, safety and welfare have been met.

ENVIRONMENTAL REVIEW AND CEQA REQUIREMENTS

An Initial Study was prepared for the project in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines. Based on the conclusions in the Initial Study, it was determined that the project could have significant effects on cultural resources. Refer to Initial Study/Mitigated Negative Declaration (Exhibit 5). The applicant has incorporated the following mitigation measures that would reduce the potentially significant environmental impacts to an insignificant level:

M.M.1 During initial ground disturbance for the project, a qualified archeologist, defined as an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards for archaeology (NPS 1983; hereafter qualified archaeologist), should monitor construction activities within the project site. If, during initial ground disturbance, the monitor determines that the construction activities have little or no potential to impact cultural resources, the qualified archaeologist may recommend that monitoring be reduced or eliminated. If cultural resources are identified during initial monitoring, work in the immediate vicinity should halt until the resource has been evaluated for significance. Should the resource be determined a historical resource under CEQA, additional studies, inducing data recovery efforts may be needed to reduce project impacts. Should the resource(s) prove to be Native American in origin, consultation with local tribes and the City of Simi Valley, acting as lead agency, may be necessary to mitigate any significant impacts.

M.M.2 If cultural resources are encountered during project development, work in the immediate area must halt and a qualified archaeologist must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation and Native American consultation may be warranted to mitigate any significant impacts.

M.M.3 If human remains or funerary objects are encountered during Project grading activities, work in the immediate vicinity (within a 100-foot buffer of the find) must cease and the County Coroner must be contacted immediately regarding the human remains. California Health and Safety Code Section 7050.5 states that no further disturbance must occur until the County Coroner has made the necessary
findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains must be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission as well as a representative from the Fernandeño Tataviam Band of Mission Indians must be contacted within 24 hours of the find. The NAHC must then immediately identify the "most likely descendants (MLD)" for purposes of receiving notification of discovery. The MLD(s) must then make recommendations within 48 hours and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

M.M.4 In the event an unanticipated fossil discovery is made during the course of project construction, then, in accordance with the Society of Vertebrate Paleontology (SVP) (2010) guidelines, it is the responsibility of any worker who observes fossils within the project area to stop work in the immediate vicinity of the find and notify a qualified professional paleontologist who must be retained to evaluate the discovery, determine its significance and if additional mitigation or treatment is warranted. Work in the area of the discovery will resume once the find is properly documented and authorization is given to resume construction work. Any significant paleontological resources will be prepared, identified, analyzed, and permanently curated in an approved regional museum repository.

M.M.5 The Applicant must enter into a cultural resource agreement with the Fernandeño Tataviam Band of Mission Indians (FTBMI) for the protection of cultural resources, in which the FTBMI must be identified to provide Tribal Cultural Resource Monitoring and consult on the treatment and disposition of inadvertently discovered Tribal Cultural Resources.

M.M.6 The Project Applicant must retain a Tribal Cultural Resource monitor procured by the Fernandeño Tataviam Band of Mission Indians to observe all ground disturbing activities until work reaches five feet below the surface of native soil, unless there is evidence to suggest cultural resources extend below the specified depth.

- One monitor will be required on site for all ground disturbing activities within the Project site.
- The Tribal monitor will have the authority to request ground disturbing activities cease within the area of discovery (within a 60-foot buffer of the find) to assess and document potential finds in real time.
- The Tribal Cultural Resource monitor must photo-document ground disturbing activities and maintain a daily monitoring log that contains descriptions of the daily construction activities and documentation of Tribal Cultural Resources identified. The monitoring log and photo documentation, accompanied by a photo key, must be submitted to the applicant upon completion of the aforementioned ground disturbing activities.
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PLANNING COMMISSION PUBLIC HEARING PROCEDURE

HEARING DATE: September 4, 2019

CUP-S-812

1. **CHAIRMAN:**
   a) This is the time and place set for a public hearing on the consideration of CUP-S-812 and the project Mitigated Negative Declaration, and the Mitigation Monitoring Plan
   b) Are there any ex parte communications to report?
   c) May we have an oral report on this matter by staff?

2. **STAFF:**
   (Report)

3. **ANY COMMISSIONER:**
   (Questions of staff)

4. **CHAIRMAN:**
   We will open the public testimony portion of the hearing.

5. **CHAIRMAN:**
   Would the applicant like to present the project?

6. **CHAIRMAN:**
   Are there any questions for the applicant?

7. **CHAIRMAN:**
   Is there anyone in the Chamber wishing to be heard on this matter?

8. **AUDIENCE:**
   (Comments)

9. **CHAIRMAN:**
   a) Are there any comments from staff regarding statements made during the public hearing? (Check with Deputy Environmental Services Director/City Planner, and staff members in the audience.)
   
   (b) Would the applicant like to respond to any of the comments regarding statements made during the public hearing?
   
   c) If there are no further questions, we will close the public testimony portion of the hearing.
   
   d) Are there any comments or questions from members of the Planning Commission?

10. **ANY COMMISSIONER:**
    (Comments)
11. **CHAIRMAN:** May I please have a reading of the Resolution?

12. **RECORDING SECRETARY:** (Reads Number and Title of Resolution)

13. **CHAIRMAN:** The Chair will now entertain a motion.

14. **ANY COMMISSIONER:** I move to adopt a resolution approving CUP-S-812 and the project Mitigated Negative Declaration, and the Mitigation Monitoring Plan

   or

   I move to adopt a resolution denying the project.

   [Staff will prepare the resolution for the Planning Commission to ratify at the next meeting.]

15. **CHAIRMAN:** A motion was made by Commissioner ____________.

16. **CHAIRMAN:** May I have a Second?

17. **ANY COMMISSIONER:** I second the motion.

18. **CHAIRMAN:** Call for the vote.

19. **CHAIRMAN:** The motion (passes or fails).

20. **CHAIRMAN:** The appeal period for the Conditional Use Permit CUP-S-812 is 14 calendar days.

   or

21. **ANY COMMISSIONER:** I move continuation of the matter until the meeting of ____. 

   or

22. **ANY COMMISSIONER:** I move continuation of the matter to a date uncertain.

23. **CHAIRMAN:** Proceed to the next item.
RESOLUTION NO. SVPC 14-2019

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SIMI VALLEY APPROVING A CONDITIONAL USE PERMIT CUP-S-812 TO CONSTRUCT AND OPERATE A RESIDENTIAL CARE FACILITY WITH 68 ASSISTED LIVING UNITS AND 40 MEMORY CARE UNITS AND THE PROJECT MITIGATED NEGATIVE DECLARATION

WHEREAS, the applicant, JM Squared Development, LLC has requested approval for a Conditional Use Permit CUP-S-812 for that certain approximately 1.6-acre portion of 19.2-acre site located on Cochran Street, 150 feet east of Welcome Court, known as Ventura County Assessor's Parcel No. 650-0-260-030; -025, and by the legal description attached hereto as Exhibit A, for the purpose to construct and operate a residential care facility with 68 assisted living units and 40 memory care units; and

WHEREAS, an Initial Study and Mitigated Negative Declaration were prepared for the project, and advertised from August 14, 2019 to September 3, 2019.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF SIMI VALLEY DOES RESOLVE AS FOLLOWS:

SECTION 1. The findings for the Mitigated Negative Declaration contained in the staff report dated September 4, 2019, and incorporated herein by reference, are hereby adopted.

SECTION 2. The Mitigated Negative Declaration prepared for Conditional Use Permit CUP-S-812 is hereby approved.

SECTION 3. The findings, for approval, for Conditional Use Permit CUP-S-812, contained in the staff report dated September 4, 2019, and incorporated herein by reference, are hereby adopted.

SECTION 4. The Conditional Use Permit CUP-S-812 is hereby approved, subject to compliance with all the conditions, attached hereto as Exhibit B. Violation of any such condition will be grounds for revocation of the permit, as well as any other remedy which is available to the City.

SECTION 5. This approval does not constitute a vested entitlement or vesting of rights to construct any of the land uses or improvements described in the Conditional Use Permit CUP-S-812. No existing provisions of state law, or provisions of state law as may hereafter be adopted, amended or judicially interpreted, will be construed as authorizing CUP-S-812 to constitute a vested entitlement or vesting of rights to construct. Approval of the Conditional Use Permit CUP-S-812 will in no way impair the power or the right of the City Council to initiate a general plan amendment, specific plan amendment, zone change or other action to consider alternative land use designations and zoning for the subject property prior to the issuance of building permits and the
construction of substantial improvements in good faith reliance thereon, or prior to the vesting of rights to the extent provided by Government Code Section 66498.1 et seq. or by the express terms of a development agreement adopted pursuant to Government Code Section 65865 et seq.

SECTION 6. The time within which judicial review must be sought for administrative decisions is governed by California Code of Civil Procedure Section 1094.6.

PASSED and ADOPTED this 4th day of September, 2019.

Attest:

__________________________   _______________ _______________
Jennifer Dodson             Tim Hodge, Chairperson
Recording Secretary         Planning Commission

Approved as to Form:  Approved as to Content:

__________________________   _______________ _______________
David Caceres               Stratis Perros, Deputy Environmental
Assistant City Attorney     Services Director/City Planner

I HEREBY CERTIFY that the foregoing Resolution was duly adopted by the Planning Commission of the City of Simi Valley, California, at a regular meeting held on September 4, 2019, by the following vote:

AYES:

NAYS:

ABSTAIN:

ABSENT:

ATTEST:

___________________________
Jennifer Dodson
Recording Secretary
LEGAL DESCRIPTION

All that certain real property situated in the County of Ventura, State of California, described as follows:

PARCEL 1:

That portion of Tract C in Section 4, Township 2 North, Range 17 West, in the Rancho Simi, in the City of Simi Valley, County of Ventura, State of California, as shown by Map on file in Book 5, Page 24 of Maps, in the Office of the County Recorder of said County, described as follows:

Beginning at the southeasterly terminus of that certain course described as South 39˚ 20’ 30” East, 330.28 feet in the exception of Parcel 1 of the land acquired by the State of California, by Deed 40740; 40740-A to 40740F, inclusive, recorded in Book 3049m Page 355 of Official Records; Thence along said certain course North 39˚ 20’ 30” West, 95.00 feet; Thence South 66˚ 25’ 46” East, 125.62 feet; Thence North 60˚ 56’ 07” East, 211.08 feet; Thence South 0˚ 19’ 33” West, 127.15 feet to the southerly line of said Section 4; Thence westerly along said southerly line to the Point of Beginning.

Except all oil, gas, minerals and other hydrocarbon substances by whatsoever name know that me be within or under the herein conveyed Parcel of land, and the rights thereto, together with certain other conditions, as excepted and as reserved in Deed to the State of California, recorded in Book 3049, Page 355 of Official Records.

Assessor’s Parcel No: 650-208-035 (Not a part of the project area)

Parcel 2:

That portion of Tract C in Section 4, Township 2 North, Range 17 West, in the Rancho Simi, in the City of Simi Valley, County of Ventura, State of California, as shown by Map on file in Book 5, Page 24 of Maps, in the Office of the County Recorder of said County, lying southerly of the southwesterly line of the land described in Parcel 1 to the State of California, recorded in Book 3049, Page 355 of Official Records.

Except that portion of said land lying northwesterly of the southeasterly line of the 60 foot strip of land as described in Parcel 2 in said Book 3049, Page 355 of Official Records.

Assessor’s Parcel No, 650-0-280-025
Parcel 3:

A portion of Tracts A and B in Section 9, Township 2 North, Range 17 West, in the Rancho Simi, in the City of Simi Valley, County of Ventura, State of California, as shown by Map on file Book 5, Page 24 of Maps, in the Office of the County Recorder of said County, described as follows:

Beginning at the northwest corner of Section 9, being also the center line of Cochran Street, 60 feet wide, thence along said center ling, North 89° 58’ East 330.38 feet to the northwest corner of land conveyed to McDonnell – Douglas Corporation, by deed recorded in Book 696, Page 306 of Official Records, thence from said point of beginning and along the westerly line thereof.

1st – South 0° 00’ 03” West, 455.00 feet to the northwest corner of Tract No. 2076, as per Map recorded in Book 57, Page 32 of Maps, thence along the northerly line of said Tract No. 2076,

2nd – North 89° 56’ 54” East, 1230.00 feet to the westerly line of Tract No. 2075, as per Map recorded in Book 57, Page 94 of Maps, thence along the westerly line thereof,

3rd – North 0° 00’ 56” West, 455.00 feet to said center line of Cochran Street, thence along said center line,

4th – South 89° 53’ 54” West, 1230.00 feet to the Point of Beginning.


Assessor’s Parcel No. 650-0-260-030
The conditions marked with an asterisk (*) are Special Conditions applicable specifically to this permit. These conditions of approval will supersede any conflicting notations, specifications, dimensions, and typical sections that may be shown on a development plan or exhibit. Unless otherwise stated, all conditions of approval must be complied with prior to the issuance of a Zoning Clearance. Applicant will assume all costs incurred in complying with the conditions contained herein. All facilities and uses other than those specifically approved by the approving authority are prohibited. In consideration of the benefits conferred by this Permit, Applicant, on behalf of him/herself, intending to be bound hereby for the life of this permit, consents to City Personnel entering the Project property during daylight hours without a warrant and with written notice to verify compliance with the terms and conditions of this Permit. "Applicant" or "Developer" or "Owner" as used in these conditions means all applicants, developers, permittees, and all owners of the subject property and all successors and assigns thereto. These conditions are deemed to touch and concern the real property, which is the subject hereof, and will run with the land. Compliance with these conditions must be maintained for the life of the permit. The Simi Valley Municipal Code (SVMC) contains penalty provisions for the violation of development conditions, which could result in any available administrative, civil, or criminal remedies that could include one or more of the following: 1) revocation of the development permit; 2) penalties of up to $1,000 in fines and/or six months in jail for each day of violation; and 3) the prohibition of further violations through court injunction. Applicant must comply with all of the conditions.

A. ENVIRONMENTAL SERVICES CONDITIONS:

Planning Division:

A-1 This permit is granted for all of the buildings, roadways, parking areas, landscaping, lighting, colors and materials, and other features which must be as shown on the formal application and exhibits specifically labeled as Exhibits Site Plan, Topography Map, Enlarged Site Plan, Enlarged Entrance Driveway, Floor Plan -1, Floor Plan -2, Material Board, Details, Elevations, Colored Elevations, Courtyard Elevations, Rendering, Sections, Trellis, Preliminary Grading, Preliminary Grading/Utility Plan, Preliminary Grading/Sections, Landscaping -1, Landscaping -2, and Landscaping -3, dated May 22, 2019.

A-2 If this permit has not been use inaugurated prior to thirty-six (36) months following this approval, the permit will automatically expire.

A-3 Applicant must defend, indemnify, and hold harmless the City, its agents, officials, and employees from any claim, action, or proceeding against the City or its agents, officials, or employees in any action to attack, set aside, void, or annul the approval of this permit. The City will promptly notify Applicant of any claim, action, or proceeding; and the City will cooperate...
fully in the defense. The City shall also have the right to consult and participate with Applicant in the development of litigation strategy. Further, Applicant must select an attorney, acceptable to the City, who will defend such proceeding. Such approval of an attorney will not be unreasonably withheld.

A-4 During the lifetime of the permit, Applicant must comply with all applicable laws and regulations of every local, state, and federal entity; and all such requirements and enactments will be incorporated by reference as conditions of this permit. The duty of inquiry as to such requirements and any amendments thereto will be upon Applicant and his or her transferees or successor in interest.

A-5 Applicant agrees that if any of the conditions or limitations of this permit are held to be invalid by a court of competent jurisdiction, that holding will render this permit to be null and void.

A-6 Applicant must provide to the Deputy Environmental Services Director/City Planner a copy of all conditions of approval recorded with the Ventura County Recorder's Office.

A-7 Applicant must not attach signs, flags, pennants, streamers, or banners of any type to the light poles or landscaping.

A-8 Applicant must submit to the Deputy Environmental Services Director/City Planner for review and approval a trash and recycling enclosure plan. The Deputy Environmental Services Director/City Planner will review the enclosure plan for compliance with the following criteria:

a. The enclosure must incorporate the same architectural treatment and use the same approved exterior colors and the materials of the main building;

b. The enclosure must incorporate an opaque gate and include a roof or trellis, which will be designed to preclude trash from being blown out of the bins;

c. The height of the enclosure walls and gate must be the same or greater than the height of the bins within the enclosure; and

d. Except when the bins are being accessed, the bins must be stored at all times within the enclosure with the gate closed.

A-9 Applicant must submit a utility plan to the Deputy Director/City Planner for review and approval. The plan must include:

a. Size and location of all above-ground utility cabinets and underground utility vaults for electric, telephone, cable
communications, backflow prevention devices, and fire sprinkler pressure detector check valves (utility equipment);

b. Screening design and location for all above-ground utility equipment by method of masonry walls, landscaping, or a combination of both;

c. A minimum of three feet of clearance between all above-ground utility equipment and the screening;

d. Access panels oriented away from all public rights-of-way;

e. Fire sprinkler pressure detector check valves located a minimum of 20 feet from all property lines adjacent to public rights-of-way;

f. Depiction of the Traffic Sight Safety Area (TSSA); and

g. Location of all above-ground utility equipment outside of the TSSA.

A-10 In the event of the encounter of subsurface materials suspected to be of an archaeological or paleontological nature, all grading or excavation must cease in the immediate area, and the find left untouched. Applicant must select and provide a qualified professional archaeologist certified by the Register of Professional Archaeologists or paleontologist with a degree(s) in paleontology or geology to evaluate and make recommendations as to disposition, mitigation and/or salvage. The recommendation must be implemented before work may proceed. Applicant will be liable for all costs associated with the professional investigation and implementation.

A-11 Prior to the time of occupancy inspection, Applicant must provide to the Deputy Environmental Services Director/City Planner and the Building Official written certification from the project architect or engineer that the project has been constructed in accordance with the approved plans.

A-12 Applicant must continually maintain, repair and replace all structures, landscaping, irrigation equipment, sidewalks, parking lot surfacing, and all other improvements within the project described in the approved plans.

A-13 Applicant must submit photometric and luminaire plans which comply with Simi Valley Municipal Code Section 9-30.040. All exterior light fixtures depicted on this plan must have fully recessed lenses and cut-off features that limit illumination at the property line to 0.5 footcandles. A note will be placed on the plan that states: "All downcast light fixtures will be installed and permanently maintained in a horizontal position."

*A-14 Applicant must underground existing electrical poles on site.
B. **PUBLIC WORKS CONDITIONS:**

General

B-1 These Conditions of Approval supersede all conflicting notations, specifications, dimensions and typical sections which may be shown on development plans or exhibits. The Conditions stated herein must not be considered a comprehensive listing of all State and Municipal Code requirements and City ordinances and policies. All of the following Conditions, including the payment of all the miscellaneous fees, must be completed prior to the issuance of a Zoning Clearance, unless other timing has been approved by the City Engineer. The conditions marked with an asterisk (*) are Special Conditions applicable specifically to this project. In the event of a conflict between a Standard Condition and a Special Condition, the Special Condition will take precedence.

B-2 Prior to issuance of a Grading Permit, Applicant must submit improvement plans on 24" x 36" sheets having the City's standard signature blocks. All lettering on the plans must be a minimum of .08 inch in size and the plans must be drawn to ensure reproduction and record keeping. All plans must be drawn in ink and must be signed by a California State Registered Civil Engineer at the time of first submittal. All improvement plans must comply with Chapter 7 of the Ventura County Land Development Manual adopted by City Council Resolution No. 69-8. Applicant must submit improvement plans for the entire project as one package and must include all project improvements shown on the approved project exhibits and those to be designed per these Conditions. (Piecemeal submittal of plans is not acceptable.) This package must include all supporting studies. Plans and studies must be signed by a California State Registered Civil Engineer at the time of first submittal.

B-3 Applicant must obtain an encroachment permit for construction of public infrastructure. Prior to the permit's issuance, all improvement plans and submittals must be accepted by the City Engineer, all applicable fees must be paid, all securities must be posted and insurance documentation provided. The above submittals must comply with SVMC Section 7-1.

B-4 Prior to requesting a final inspection for release of securities, Applicant must submit record drawings, certifications, final soils report, and a digital file of record drawings (in an ARC Info or DXF format compatible with the City GIS database) to the Department of Public Works.

B-5 Prior to occupancy, Applicant must complete all improvements per the accepted plans and approved conditions, and obtain acceptance for the improvements from the City.
*B-6  Applicant must design improvements such that all existing and proposed utilities are underground per SVMC Section 9-30 and 9-64.

*B-7  Prior to the issuance of a grading permit, Applicant must provide that all structures must be protected from 100-year frequency storm flows and that finished floors must be a minimum of one-foot above the 100-year high water level of the detention facility in compliance with the City of Simi Valley Drainage Study Guidelines.

Grading

B-8  Prior to issuance of a grading permit, Applicant must submit a site paving, drainage and grading plan, subject to review and approval by the City Engineer. The plans must be in conformance with Chapter 7 of the Ventura County Land Development Manual adopted by City Council Resolution No. 69-8. The site paving, drainage and grading plan must be accompanied by a soils report, prepared to comply with the Guidelines for Geotechnical and Geological Reports in the City of Simi Valley.

B-9  Prior to the issuance of a grading permit, Applicant must post improvement securities for all grading, must pay all applicable fees, and must provide insurance documentation. The above submittals must comply with SVMC Section 7-1.

B-10  Applicant must obtain a grading permit, must complete the grading according to the approved plans, and must provide certifications by the soils engineer and civil engineer.

Drainage

B-11  Prior to the issuance of a grading permit, Applicant must provide a final drainage study prepared by a California State Registered Civil Engineer. This study must include hydrologic and hydraulic calculations and comply with the City of Simi Valley Drainage Study Guidelines, Goal VIII-3 of the General Plan, the Ventura County Hydrology Manual, and the Hydraulic Design Manual of the Los Angeles County and Ventura County Watershed Protection Districts.

B-12  Applicant must incorporate storm water detention into the improvement plans. Detention design must conform to the City of Simi Valley Drainage Study Guidelines. Site runoff cannot exceed the 10-year undeveloped storm runoff from the site area. The hydrograph flood routing method or unit volume method using 1,000/2,500 cubic feet per acre (bypass/flow through respectively) may be used for detention design when the project does not exceed 10 acres of developable area. For projects of 10 acres or more of developable area, the unit volume method must be used. Detention facilities must be privately maintained by the property owner(s).
B-13 Prior to the issuance of a grading permit, Applicant must prepare a Storm Water Pollution Prevention Plan (SWPPP) and must incorporate permanent storm water quality treatment devices into the site improvements for review, prior to approval by the City Engineer. The SWPPP must be prepared and implemented to comply with:


b. State of California, California Regional Water Quality Control Board, Los Angeles Region Order No. R4-2010-0108: Waste Discharge Requirements for Storm Water (Wet Weather) and Non-Storm Water (Dry Weather) Discharges from the Municipal Separate Sewer Systems within the Ventura County Watershed Protection District, County of Ventura, and the Incorporated Cities Therein, dated July 8, 2010; and

c. A Notice of Intent (NOI) must be submitted to the Los Angeles Regional State Water Resources Control Board to comply with General Permit No. 2009-0009-DWQ.

Applicant must identify pollutant sources and must include design and recommended construction, implementation and maintenance measures in order to eliminate or reduce the discharges of pollutants from the project site to the public storm drain system during and after the construction period. For any work in progress, updated SWPPP and erosion control plans must be submitted during the period from November 1 to April 1 of each year.

Traffic and Roadways

B-14 Pursuant to City Standard SV 20-130, applicant must include the line of sight drawn from the project driveway, 10 feet back of the extended curb line and five-foot offset of the center of the driveway on the plans.

*B-15 Applicant must install an LED street light, per City Standard SV 20-10, at the west project driveway curb return.
*B-16 Applicant must pay the Traffic Impact Fee specified in the City of Simi Valley Schedule of Service Charges in effect at the time of payment, as stated in the current Traffic Impact Fee Resolution. The total fee is based on daily vehicle trip ends, with the current fee of $83.00 per trip. The total fee is based on this project generating 335 daily vehicle trip ends based on the revised trip generation letter dated January 31, 2019. Using the current fee of $83.00 per trip, the fee would be $25,813.

*B-17 Applicant must pay the Ventura County Reciprocal Traffic Impact Fee as stated in City Council Resolution No. 2002-22. The total fee is based on daily vehicle trip ends, with the current fee of $5.28 per daily trip end. The total fee is based on this project generating 335 daily vehicle trip ends based on the revised trip generation letter dated January 31, 2019. Using the current fee of $5.28 per trip, the fee would be $1,768.80.

Sanitation


B-19 Applicant must apply for, and obtain, a Sewer Will-Serve Letter from the Sanitation Services Division.

B-20 Prior to issuance of a Sewer Will-Serve Letter, Applicant must submit sewer improvement plans to the Sanitation Services Division for review and approval.

*B-21 Prior to issuance of a Sewer Will-Serve Letter, Applicant must pay all applicable sewer connection fees. The estimated total fee of $288,640 is based on the current rate of $2,624/unit for senior housing consisting of more than 35 units. The actual fees will be determined at the time of payment.

B-22 Applicant must receive approval from the Building and Safety Division for the construction of private on-site sewer facilities. On-site private sewer lines must be designed with a minimum two percent slope per the latest California Plumbing Code.
Water

B-23 Applicant must design and construct all water facilities in compliance with the Water Design and Construction Standards, adopted by the District Board of Directors on June 21, 1999, and subsequent revisions.

B-24 Prior to approval of water improvement plans, Applicant must have the fire hydrant location(s) approved by the Ventura County Fire Protection District (VCFPD).

B-25 Applicant must apply for, and obtain, a Water Will-Serve Letter from Waterworks District No. 8 (WWD8).

B-26 Prior to issuance of a Water Will-Serve Letter, Applicant must submit water improvement plans to WWD8 for review and approval.

B-27 Prior to issuance of a Water Will-Serve Letter, Applicant must submit a Water Supply Fixture Unit (WSFU) count in accordance with the 2013 California Plumbing Code, Appendix A.

B-28 Prior to issuance of a Water Will Serve Letter, Applicant must submit form VCFPD-126A with authorized signatures from VCFPD and WWD8.

B-29 Prior to issuance of a Water Will-Serve Letter, Applicant must pay the Capital Improvement Charge for water service. An estimate of this charge, based on a non-residential, two-inch meter is $26,000. The actual charge will be determined based on actual meter size required and the rates in effect at the time of payment.

B-30 Prior to the installation of landscaping or the issuance of a Certificate of Occupancy, whichever comes first, Applicant must purchase and install the domestic and irrigation water meters.

Maintenance Services

B-31 Applicant must submit, to the Department of Public Works, Final Landscape and Irrigation Plans for review and approval. The plans must be accompanied by an estimate of the costs for these improvements. Plan check fees for all landscape and irrigation improvements proposed to be constructed within the right-of-way must also be remitted at this time.

B-32 Applicant must ensure that the landscape and irrigation design plans include provision for installing root barriers (18 inches deep by 10-feet long, minimum), adjacent to back side of sidewalk, when planting on-site tree(s) within 10 feet from the public rights-of-way and public sidewalk.

B-33 Applicant must include a note on the Final Landscape Plans stating that the street trees/plant material/irrigation system, within the street right-of-way,
are to be maintained by the Applicant/property owner in perpetuity and pursuant to SVMC 7-3.19.

B-34 Prior to the issuance of a Grading Permit, Applicant must have received Public Works approval for the projects Landscape and Irrigation design plans and must pay the public works inspection fee.

B-35 Prior to the issuance of Certificate of Occupancy, Applicant must have completed installation of on-site and Right-of-Way landscape improvements as shown on the City Approved Landscape Plans.

C. LANDSCAPING CONDITIONS:

C-1 Applicant must submit final landscape and irrigation plans, and supporting materials, to the Deputy Environmental Services Director/City Planner for review and approval. The final plans/materials must:

a. Comply with the City of Simi Valley Landscape Design Guidelines;

b. Comply with the conceptual landscape plan as approved by the Planning Commission;

c. Comply with the recommendations of the City’s Consulting Landscape Architect, to ensure plans conform to the Planning Commission approval, the City’s Landscape Design Guidelines, and the 2015 State Model Water Efficient Landscape Ordinance as implemented by the City of Simi Valley;

d. Comply with the approved site plan and Public Works grading and improvement plans;

e. Include an agronomic soils report as specified in the 2015 State Model Water Efficient Landscape Ordinance as implemented by the City of Simi Valley. The soils report must be based on soil conditions after the establishment of final grades, and final landscape plans must incorporate the report recommendations;

f. Include a Water Efficient Landscape Worksheet with each submittal of landscape and irrigation plans;

g. Show all protected trees pursuant to Section 9-38.050 of the SVMC;

h. Provide root barriers for all trees planted in parking lot, perimeter, and foundation planting areas, per Simi Valley Standard Plans 51-20 and 51-60;

i. Include planting and irrigation with native compatible, fire-resistant plants in areas adjacent to existing native vegetation. All plants
materials must be low-water use and must not include any live turf areas. The plant palette must not include invasive plants as listed in the California Invasive Plant Council (Cal-IPC) Invasive Plant Inventory;

j. Clearly identify required temporary landscape-related improvements and irrigation (e.g., for erosion control), separately from permanent systems; and

k. Provide an estimate of the total landscape construction cost.

C-2 All landscaping must be low water use, with drought-tolerant plant materials irrigated by a low-precipitation or drip-irrigation system. Materials must be from the Water Use Classification of Landscape Species (WUCOLS) Low Water-Using Plant List, and the irrigation system will utilize in-ground moisture sensors, which are connected to the automatic controller governing the rate and frequency of irrigation.

C-3 Prior to the issuance of a Zoning Clearance or a Grading Permit, whichever comes first, Applicant must obtain a Tree Removal Permit in accordance with SVMC Section 9-38.070 et. seq. for any protected trees designated for removal on the plan. Unless otherwise approved by the Deputy Environmental Services Director/City Planner, Applicant will not remove any of the mature trees prior to the commencement of any grading.

C-4 From the date of this approval until final inspection or Certificate of Occupancy for the last building to be built pursuant to this permit, Applicant must protect and preserve existing protected trees identified in Exhibit 4, dated October 3, 2017 (tree report), pursuant to SVMC Chapter 9-38 and City’s Landscape Design Guidelines, unless a Tree Removal Permit authorizing their removal has been issued by the Department of Environmental Services.

C-5 For the lifetime of the permit, Applicant must mitigate the loss of all protected trees, relocated trees, and trees identified on the Final Landscape Plan, pursuant to SVMC Chapter 9-38 and the City’s Landscape Design Guidelines.

C-6 Prior to the issuance of a Certificate of Occupancy or a Final Inspection request, whichever comes first, Applicant must:

a. Install all landscaping so as to be consistent with the approved landscape plans referred to in Condition C-1;

b. Require that the landscape architect be present during the final landscape inspection by the City and certify that the installation of
landscape materials and irrigation systems are in compliance with the approved landscape plan; and

c. Provide required Landscape Documentation Package following completion of the landscape installation.

C-7 For the lifetime of this permit, Applicant must adhere to the City's Landscape Maintenance Requirements as follows:

a. Trees will be thinned as defined by the Tree Care Industry Association, ANSI A300 Standards to eliminate crowding or x-crossing branches, to remove dead or broken limbs, and to remove structurally weak branch attachments;

b. Tree canopies will not be topped (to remove or cut the top of the tree) or pollarded (to cut back to the trunk to promote the growth of a dense head of foliage) as defined by the Tree Care Industry Association, ANSI A300 Standards;

c. All pruning will comply with the International Society of Arboriculture, Best Management Practices-Tree Pruning, current edition;

d. No more than 20 percent of tree canopy will be removed during a growing season;

e. Branches will be removed as needed to allow for a 14-foot vehicular path clearance and an eight-foot pedestrian path clearance;

f. All pruning will be supervised by a certified or consulting arborist; and

g. Replace all dead or missing plants so as to comply with the approved landscape plan. The minimum replacement size will be at least a 24" boxed tree or five-gallon shrub/vine, or a one-gallon groundcover.

D. VENTURA COUNTY FIRE PROTECTION DISTRICT:

*D-1 Private roads must comply with Public Road Standards: Access road width of 24 feet must be required with no on-street parking permitted and Aerial Ladder Fire Apparatus Access, multi-family, commercial or industrial buildings or portions of buildings or facilities with perimeter eave lines exceeding 30 feet in height above the lowest level of fire department access must require an approved aerial ladder fire apparatus access roads and driveways. Aerial fire apparatus access roads and driveways must have a minimum clear width of 30 feet. Overhead utility and power lines must not be located within the aerial ladder fire apparatus access roads and driveways. At least one of the required access routes meeting this condition must be located a minimum of 15 feet and a maximum of 30 feet parallel to one side of the buildings, as approved by the Ventura County Fire
Protection District (VCFPD). Buildings exceeding 50,000 square feet must have the required access route along a minimum of two sides. Parking must be prohibited along the required width of the access roads and driveways. Landscaping and other improvements between the required access and the buildings must not interfere with aerial ladder fire apparatus operations, as approved by the VCFPD.

*D-2 Bollards and/or gates must not be installed along fire access roads and driveways.

D-3 Prior to combustible construction, a paved all-weather access roads and driveway suitable for use by a 20 ton Fire District vehicle must be installed at locations approved by the VCFPD.

D-4 Prior to combustible construction, all utilities located within the access road and the first lift of the access road pavement must be installed. A minimum 20-foot clear width must remain free of obstruction during any construction activities within the development once combustible construction starts.

D-5 The access road must be of sufficient width to allow for a 40-foot centerline turning radius at all turns in the road.

D-6 All access roads and driveways must have a minimum vertical clearance of 13 feet 6 inches (13’ 6”). Clear of building to sky.

D-7 Approved turnaround areas for fire apparatus must be provided when dead-end Fire Department access roads and driveways exceed 150 feet. Turnaround areas must not exceed a five percent cross slope in any direction and must be located within 150 feet of the end of the access road and driveway. Turnaround areas must not be used for parking and must be kept free of obstructions at all times. Turnaround areas must be posted as Fire Lanes in accordance with Fire District Fire Lane Standards.

*D-8 The property owner(s) are hereby advised that parking on access roads and driveways and fire department turnarounds is prohibited. Applicant may paint the fire access roads and driveways red to indicate no parking permitted.

D-9 The access road and driveway must be extended to within 150 feet of all portions of the exterior walls of the first story of any building and must be in accordance with VCFPD access standards. Where the access roadway cannot be provided, approved fire protection system or systems must be installed as required and acceptable to the VCFPD.

D-10 That the access road and driveway must be certified by a registered civil engineer as having an all-weather surface in conformance with Public
Works and/or VCFPD standards. This certification must be submitted to the VCFPD for review and approval prior to occupancy.

*D-11 Applicant must submit two (2) site plans to the VCFPD for approval of the location of fire lanes. Prior to occupancy, all fire lanes must be posted “NO PARKING-FIRE LANE-TOW AWAY” in accordance with California Vehicle Code, the International Fire Code and current VCFPD Fire Lane Standards. All signs and or Fire Lane markings must be within recorded access easements.

D-12 Approved walkways must be provided from all building openings to the public way or fire department access road and driveway.

D-13 Building address numbers, a minimum of ten inches (10") high, must be installed prior to occupancy, must be of contrasting color to the background, and must be readily visible at night. Brass or gold plated numbers must not be used. Where structures are set back more than 150 feet from the street, larger numbers will be required so that they are distinguishable from the street. In the event a structure(s) is not visible from the street, the address number(s) must be posted adjacent to the driveway entrance on an elevated post. Individual unit numbers must be a minimum of four inches in height and must be posted at the front and rear entrance to each unit. Additional address directional signs may be required at common building entrances and stairways.

D-14 An address directory must be provided at all entrances to the project at locations approved by the VCFPD. Design must be in accordance with VCFPD Addressing Standards. Directory plans must be submitted to the Fire Prevention Division for review and approval prior to installation.

D-15 All accessory room doors must be labeled on the doors indicating use of the room (i.e., Electrical Room, Riser Room, Fire Alarm Panel Inside, Storage Room, Janitor, Roof Access, etc.).

D-16 All exit doors must swing in the direction of travel (outwards) when leaving the building.

D-17 All exit doors must be provided with panic hardware when serving A, E, I occupancies with an occupant load of 50 or more persons.

D-18 Access controlled doors, delayed egress devices and security grills must comply with California Building Code (CBC) Chapter 10 and must be approved by both the Building and Fire Departments, prior to installation. A final acceptance inspection by both Building and VCFPD is required prior to activating the egress controls.
D-19 All required egress aisles must be maintained clear of obstructions at any time.

D-20 All emergency lights and exit signs must be maintained in an operable condition at all times.

D-21 Prior to construction, Applicant must submit plans to the VCFPD for placement of fire hydrants. On plans, show existing hydrants within 500 feet of the development. Indicate the type of hydrant, number and size of outlets.

D-22 Fire hydrant(s) must be provided in accordance with current adopted edition of the International Fire Code, Appendix C and adopted amendments. On-site fire hydrants may be required as determined by the VCFPD.

D-23 Fire hydrants must be installed and in service prior to combustible construction and must conform to the minimum standard of the Simi Valley Water Works Manual and the following:

a. Each hydrant must be a six-inch wet barrel design and must have one (1) four-inch and two (2) 2 ½-inch outlet(s);

b. The required fire flow must be achieved at no less than 20-psi residual pressure;

c. Fire hydrants must be spaced 300 feet on center and so located that no structure will be farther than 150 feet from any one hydrant;

d. Fire hydrants must be set back in from the curb face 24 inches on center;

e. No obstructions, including walls, trees, light and sign posts, meter, must be placed within three (3) feet of any hydrant;

f. A concrete pad must be installed extending 18 inches out from the fire hydrant; and

g. Ground clearance to the lowest operating nut must be between 18 to 24 inches.

D-24 Prior to occupancy of any structure, blue reflective hydrant location markers must be placed on the access roads in accordance with VCFPD standards. If the final asphalt cap is not in place at time of occupancy, hydrant location markers must still be installed and must be replaced when the final asphalt cap in completed.
D-25 The minimum fire flow required must be determined as specified by the current adopted edition of the International Fire Code Appendix B with adopted Amendments and the applicable Water Manual for the jurisdiction (with ever is more restrictive). Applicant must verify that the water purveyor can provide the required volume and duration at the project prior to obtaining a building permit.

D-26 Prior to map recordation, the applicant must provide to the VCFPD, verification from the water purveyor that the purveyor can provide the required fire flow of 1,850 gallons per minute at 20 psi for a minimum two-hour duration.

D-27 Plans for water systems supplying fire hydrants and/or fire sprinkler systems and not located within a water purveyor’s easement, must be submitted to the VCFPD for review and approval prior to issuance of grading and/or building permits or signing of Mylar plans, whichever is first. Plans must reflect only dedicated private fire service lines and associated appurtenances. Plan must be design and submitted with the appropriate fees in accordance with VCFPD Standard 14.7.2.

D-28 All structures must be provided with an automatic fire sprinkler system in accordance with current VCFPD Ordinance at time of building permit application.

D-29 Plans for all fire protection systems (sprinklers, dry chemical, hood systems, etc.) must be submitted, with payment for plan check, to VCFPD for review and approval prior to installation. Note: Fire sprinkler systems with 20 or more heads must be supervised by a fire alarm system in accordance with VCFPD requirements.

D-30 A fire alarm system must be installed in all buildings in accordance with California Building and Fire Code requirements.

D-31 The building fire sprinkler system must be serviced and maintained in a proper working order at all times. Required maintenance inspections and service personnel must be in accordance with CCR Title 19, and VCFPD Ordinance. Service and maintenance records must be maintained on-site and available for review by the Fire Department upon request.

D-32 A current Five-Year Fire Sprinkler System certification must be maintained at all times in accordance with CCR Title-19 and VCFPD requirements. The required Five-Year Report must be submitted to the VCFPD, prior to expiration of the previous Five-Year certification.

D-33 The building fire alarm system must be serviced and maintained in a proper working order at all times. Required maintenance inspections and service
personnel must be in accordance with NFPA 72. Service records must be maintained on-site and available for review by the Fire Department upon request.

D-34 Building plans of all A, E, I, H, R-1, R-2 or R-4 occupancies must be submitted, with payment for plan check, to the VCFPD for review and approval, prior to obtaining a building permit.

D-35 Fire extinguishers must be installed in accordance with the International Fire Code. The placement of extinguishers must be subject to review by the VCFPD.

D-36 Commercial trash dumpsters and containers with an individual capacity of 1.5 cubic yards or greater must not be stored or placed within five feet of openings, combustible walls, or combustible roof eave lines unless protected by approved automatic fire sprinklers.

D-37 Applicant must obtain VCFD Form #126 "Requirements for Construction" prior to obtaining a building permit for any new structures or additions to existing structures.

D-38 Applicant and property owner must obtain all applicable International Fire Code (IFC) permits prior to occupancy or use of any system or item requiring an IFC permit.

I. MITIGATION MONITORING CONDITIONS

*I-1 During initial ground disturbance for the project, a qualified archeologist, defined as an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards for archaeology (NPS 1983; hereafter qualified archaeologist), should monitor construction activities within the project site. If, during initial ground disturbance, the monitor determines that the construction activities have little or no potential to impact cultural resources, the qualified archaeologist may recommend that monitoring be reduced or eliminated. If cultural resources are identified during initial monitoring, work in the immediate vicinity should halt until the resource has been evaluated for significance. Should the resource be determined a historical resource under CEQA, additional studies, inducing data recovery efforts may be needed to reduce project impacts. Should the resource(s) prove to be Native American in origin, consultation with local tribes and the City of Simi Valley, acting as lead agency, may be necessary to mitigate any significant impacts.

*I-2 If cultural resources are encountered during project development, work in the immediate area must halt and a qualified archaeologist must be contacted immediately to evaluate the find. If the discovery proves to be
significant under CEQA, additional work such as data recovery excavation and Native American consultation may be warranted to mitigate any significant impacts.

*I-3 If human remains or funerary objects are encountered during Project grading activities, work in the immediate vicinity (within a 100-foot buffer of the find) must cease and the County Coroner must be contacted immediately regarding the human remains. California Health and Safety Code Section 7050.5 states that no further disturbance must occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains must be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission as well as a representative from the Fernandeño Tataviam Band of Mission Indians must be contacted within 24 hours of the find. The NAHC must then immediately identify the "most likely descendants (MLD)" for purposes of receiving notification of discovery. The MLD(s) must then make recommendations within 48 hours and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

*I-4 In the event an unanticipated fossil discovery is made during the course of project construction, then, in accordance with the Society of Vertebrate Paleontology (SVP) (2010) guidelines, it is the responsibility of any worker who observes fossils within the project area to stop work in the immediate vicinity of the find and notify a qualified professional paleontologist who must be retained to evaluate the discovery, determine its significance and if additional mitigation or treatment is warranted. Work in the area of the discovery will resume once the find is properly documented and authorization is given to resume construction work. Any significant paleontological resources will be prepared, identified, analyzed, and permanently curated in an approved regional museum repository.

*I-5 Applicant must enter into a cultural resource agreement with the Fernandeño Tataviam Band of Mission Indians (FTBMI) for the protection of cultural resources, in which the FTBMI must be identified to provide Tribal Cultural Resource Monitoring and consult on the treatment and disposition of inadvertently discovered Tribal Cultural Resources.

*I-6 Applicant must retain a Tribal Cultural Resource monitor procured by the Fernandeño Tataviam Band of Mission Indians to observe all ground disturbing activities until work reaches five feet below the surface of native soil, unless there is evidence to suggest cultural resources extend below the specified depth.
• One monitor will be required on site for all ground disturbing activities within the Project site.

• The Tribal monitor will have the authority to request ground disturbing activities cease within the area of discovery (within a 60-foot buffer of the find) to assess and document potential finds in real time.

• The Tribal Cultural Resource monitor must photo-document ground disturbing activities and maintain a daily monitoring log that contains descriptions of the daily construction activities and documentation of Tribal Cultural Resources identified. The monitoring log and photo documentation, accompanied by a photo key, must be submitted to the applicant upon completion of the aforementioned ground disturbing activities.

END OF ALL CONDITIONS
Neighborhood Council  
Development Review  
Meeting Summary

Neighborhood Council No: 4  
NC Meeting Date: August 20, 2019  
Project No(s): CUP-S-812  
Project Description: Request for a Conditional Use Permit to construct and operate a residential care facility with 68 assisted living units and 40 memory care units on Cochran Street 150 feet east of Welcome Court

Case Planner: Donna Rosser

Questions from the audience and responses from the applicant:
None.

Comments:
Numerous residents of the surrounding area expressed the following concerns about the project:
• This is a business and it does not belong in a residential area.
• The use will decrease property values.
• The building will be three stories tall, large and boxy. It will adversely affect the views of the hill from Welcome Court and other streets.
• There is already too much traffic on Cochran Street. People drive very fast, and it is difficult to turn onto the road. This project will make the situation worse by adding more vehicles to the neighborhood, including cars, emergency vehicles, large delivery trucks and construction traffic.
• There will be glare from the exterior lighting down into the neighborhood.
• The sirens of emergency vehicles at all hours will be disruptive.
• The number of parking spaces proposed is inadequate and visitors/staff will park in the streets below, exacerbating the existing lack of street parking.
Fewer residents of the surrounding area expressed the following concerns about the project:

- It will decrease privacy for the current residents living immediately below the project on Welcome Court.
- Fumes from diesel trucks will be offensive.
- The sewers in the area cannot accommodate the additional residents/workers.
- In the event of an emergency or natural disaster, it will be difficult to safely evacuate residents and due to location of project, lives may be lost.
- Wildlife from the area, such as coyotes, will be driven down into the surrounding neighborhoods, increasing the danger to people, pets and the wildlife itself.
- The operator of the facility may not adhere to the conditions of approval.

**Questions from the Executive Board and responses from the applicant:**

**How many parking spaces will be included in the project?**
There will be .5 spaces per unit.

**How large will the typical delivery truck be?**
No semi-trucks will be allowed, only panel trucks.

**Comments:**

One executive Board member commented that he had worked in the residential care industry for over 40 years, and he believed the following will be true:

- In the event of an emergency or natural disaster, it will be very difficult to evacuate residents safely due to the location.
- There is already too much traffic on Cochran Street, and in the neighborhood, and this project will make the situation worse.
- Deliveries will happen at all hours, not those specified by the permit.
- Delivery trucks will not unload in the basement, but at various places in the property.
- Visitors/staff will park in the streets below, exacerbating the existing lack of street parking.
- This not an appropriate location for this project.

One Executive Board member expressed concern about current/future traffic speeds and visitors/staff parking in the streets below.

One Executive Board member stated that she did not believe that property values would be affected and that such projects are very necessary as the population ages.

One Executive Board member questioned whether traffic and speeds would increase because of the project.
Upon conclusion of the discussion, the following motion was made by Pete Stong and seconded by Sheri Rangel:

Recommend that the Planning Commission deny the request for a Conditional Use Permit to construct and operate a residential care facility with 68 assisted living units and 40 memory care units on Cochran Street 150 feet east of Welcome Court.

Executive Board vote: 8 Ayes; 2 Noes; 0 Abstentions
Audience vote: 42 Ayes; 0 Noes; 0 Abstentions
Unincorporated Area vote: None

The motion carried.
EXHIBIT 1

CUP-S-812

REDUCED PROJECT EXHIBITS
A. CONCRETE ROOF TILE: BRONZE PEARL BLEND, SAXONY 900 BY SORAL

D. ACCENT STONE: BUCKS COUNTRY ROCKFACE BY BORAL

E1. WALL FIELD STUCCO: CULTURED PEARL BY SHERWIN WILLIAMS PAINTS

B1. WALL TEXTURE: LIGHT SAND FINISH

C. TRIM / DOORS: IBIS WHITE OR BY SHERWIN WILLIAMS PAINTS

F. WINDOWS / STOREFRONT: DUAL GLAZED LOW E CLEAR GLASS IN DARK ANODIZED ALUMINUM FRAMES

G. EXTERIOR LIGHT FIXTURE

H. PATHWAY LIGHT FIXTURE

I. BIKE RACK

J. METAL PERIMETER FENCE

E. EXTERIOR WOOD LIKE SIDING: ASSISTED LIVING BLDG. JH30-30 WOOD STOCK BROWN (E1) by JAMES HARDIE
City of Simi Valley
Environmental Services Department
May 22, 2019
Case No. CUP-S-812 & PR-712
Exhibit: Preliminary Grading
**PLANTING SCHEME**

The design of planting schemes and materials will be utilized from the City of Simi Valley's inventory list. Additional plants can be utilized as needed to achieve the goals of the project. The City of Simi Valley will be utilized for the natural indigenous plant materials.

---

**THE SENIOR LIVING BUILDING**

The building will be designed to incorporate plant materials that support the building's sustainability goals. The building will integrate green roofs and green walls to enhance its thermal performance and reduce energy consumption.

---

**THE OPEN SPACE**

The open space areas will be designed to enhance the visual appeal of the project. They will include areas for outdoor activities and relaxation. The open space areas will be designed to be accessible by the public.

---

**SUSTAINABILITY**

The design will incorporate sustainable practices, such as water conservation and energy-efficient systems. The project will strive to achieve LEED certification and incorporate renewable energy systems where feasible.

---

**PLANNED EVENTS**

The project will host regular community events, such as workshops, educational sessions, and social gatherings, to promote community engagement and civic participation.
Matchline-see sheet L-1
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EXHIBIT 2

CUP-S-812

NOISE STUDY REPORT
Cochran Street Senior Living & Memory Care Project

Noise Study

prepared by

JM Squared Development
c/o Lauterbach & Associates Architects, Inc.
300 Montgomery Avenue
Oxnard, California 93036
Contact: Mark S. Pettit, AIA, NCARB

prepared with the assistance of

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

February 2018
Cochran Street Senior Living & Memory Care Project

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February 2018
This report prepared on 50% recycled paper with 50% post-consumer content.
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1 Project Description

This report analyzes the potential noise impacts of the proposed Cochran Street Senior Living & Memory Care Project in the City of Simi Valley. The report has been prepared by Rincon Consultants, Inc. (Rincon) under contract to JM Squared Development for use by the City of Simi Valley (City), in support of the project application with the City. The purpose of this study is to evaluate the potential temporary noise impacts associated with project construction activity, long-term noise impacts associated with project operation, including roadway noise from vehicle trips generated by the project, and the potential exposure of future site residents to traffic noise from Cochran Street and State Route 118 (SR 118). The analyses herein rely on Institute of Transportation Engineers (ITE) 9th Edition trip generation estimate rates, the City of Simi Valley General Plan Environmental Impact Report (2012), and the California Department of Transportation (Caltrans) 2016 Traffic Volumes on California State Highways Report.

The project site measures approximately 19.2 acres and is located east of Cochran Street and south of SR 118. The project site includes two parcels, one 6.4-acre parcel and one 12.8-acre parcel. The project site is designated in the Simi Valley General Plan as a residential, medium density (3.6-5.0 dwelling units per acre) land use, and zoned residential medium density with the freeway combining overlay (RM [FC]). The project site is currently vacant.

The project involves the construction of a 74,277 square foot assisted senior living building including two-stories of residential units over one story of parking on the southwestern portion of the project site, and 10 independent living cottages on the central northern portion of the project site. The project includes a total of 130 residential units. Figure 1 shows the project site boundary and noise measurement locations.

1.1 Noise and Vibration Background

Overview of Sound Measurement

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.
Figure 1  Project Site and Noise Measurement Locations
Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as industrial machinery). Noise from non-point sources, such as roadways, typically attenuates at a rate of 4.5 dBA per doubling of distance from lightly traveled roads and 3 dBA per doubling of distance from heavily travelled roads. Noise levels may also be reduced by intervening structures. Generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA. The manner in which newer structures in California are constructed generally provides a reduction of exterior-to-interior noise levels of about 25 dBA with closed windows (Federal Transit Administration [FTA] 2006).

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. For other time periods, the duration is shown in brackets; for example, a 30-minute Leq would be shown as Leq[30]. Lmax is the highest root mean squared (RMS) sound pressure level within the measuring period, and Lmin is the lowest RMS sound pressure level within the measuring period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10 p.m. to 7 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a 10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. Noise levels described by Ldn and CNEL typically do not differ by more than 1 dBA. In practice, CNEL and Ldn are often used interchangeably.

**Vibration**

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible, but without the effects associated with the shaking of a building, there is less adverse reaction. Ground-borne vibration related to human annoyance is generally related to RMS velocity levels expressed in vibration decibels (VdB). However, construction-related ground-borne vibration in relation to its potential for building damage can also be measured in inches per second (in/sec) peak particle velocity (PPV) (FTA 2006). Based on the FTA *Transit Noise and Vibration Impact Assessment*, vibration levels decrease by 6 VdB with every doubling of distance.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB (Federal Highway Administration [FHWA] 2006). A vibration velocity level 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 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The general human response to different levels of ground-borne vibration velocity levels is described in Table 1.
Table 1  Human Response to Different Levels of Ground-borne Vibration

<table>
<thead>
<tr>
<th>Vibration Velocity Level (VdB)</th>
<th>Human Reaction</th>
</tr>
</thead>
<tbody>
<tr>
<td>65</td>
<td>Approximate threshold of perception for many people</td>
</tr>
<tr>
<td>75</td>
<td>Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable</td>
</tr>
<tr>
<td>85</td>
<td>Vibration acceptable only if there are an infrequent number of events per day</td>
</tr>
</tbody>
</table>

Notes: VdB = vibration decibels
Source: FHWA 2006

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise sensitive land uses typically include residences, hospitals, schools, guest lodging, libraries, and parks. The predominant noise sensitive land uses in the area of the project site are residences, which are in the vicinity of the project site to the west, south, and east. The closest residences to the proposed new development on the site are adjacent to the project site boundary to the west, 80 feet to the south of the project site boundary, and approximately 90 feet to the west across Cochran Street. The project would also include residential uses, which would be new noise sensitive receptors on the project site. Cochran Street (approximately 120 feet from centerline to the nearest proposed on-site receptor), and SR 118 (approximately 250 feet from centerline to nearest proposed on-site receptor) are the noise sources closest to the proposed residential units.

Project Site Setting

The project site is located in Simi Valley, and is bordered by residential condominiums and single-family homes to the west, south, and east, Cochran Street to the northwest, and SR 118 to the north. The primary sources of noise in the project site vicinity are motor vehicles (e.g., automobiles, buses, trucks, and motorcycles) along Cochran Street and SR 118. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to noise sensitive uses. The project site is located on the east side of Cochran Street and south of SR 118. The project site is located in the City’s designated Freeway Combining (FC) Zone (Simi Valley 2015).

There are no substantial existing sources of noise on the project site. The site is currently undeveloped. To determine existing noise levels on the project site, Rincon conducted four peak-hour weekday morning 15-minute noise measurements using an ANSI Type II integrating sound level meter on January 22, 2018. These noise measurements represent peak-hour traffic noise and, therefore, provide a conservative estimate of existing on-site sound levels at four locations on the project site. Table 2 identifies the measured noise levels. Figure 1 shows the on-site noise measurement locations.
<table>
<thead>
<tr>
<th>Measurement Number</th>
<th>Measurement Location</th>
<th>Primary Noise Source</th>
<th>Sample Time</th>
<th>Leq[15] (dBA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>North side of project site, near proposed cottages</td>
<td>SR 118 (200 feet from southbound lanes, 300 feet from northbound lanes¹)</td>
<td>7:16 a.m. – 7:31 a.m.</td>
<td>56.4</td>
</tr>
<tr>
<td>2</td>
<td>North side of project site, near proposed cottages</td>
<td>SR 118 (230 feet from southbound lanes, 330 feet from northbound lanes¹)</td>
<td>7:35 a.m. – 7:50 a.m.</td>
<td>59.5</td>
</tr>
<tr>
<td>3</td>
<td>West side of project site, near proposed cottages</td>
<td>SR 118 (420 feet from southbound lanes, 520 feet from northbound lanes¹)</td>
<td>7:56 a.m. – 8:11 a.m.</td>
<td>59.0</td>
</tr>
<tr>
<td>4</td>
<td>West side of project site, near proposed assisted living facility</td>
<td>Cochran Street (130 feet¹)</td>
<td>8:20 a.m. – 8:35 a.m.</td>
<td>51.2</td>
</tr>
</tbody>
</table>

¹ Distance measured from centerline of roadway
See Figure 1 for noise measurement locations
See Appendix A for ambient noise monitoring data sheets
Source: Field visit on January 22, 2018 using ANSI Type II Integrating Sound Level Meter

The City of Simi Valley has created a Freeway Combining District Overlay to identify portions of the City that are subject to freeway noise from SR 118. Noise levels at residential properties within the Freeway Combining District may not exceed 60 dBA Ldn for outdoor living environments and may not exceed 45 dBA Ldn for interior living areas based on year 2020 traffic projections. Additionally, when evaluating noise within the Freeway Combining District, readings must include representative values for peak traffic hours as well as late evening/early morning time periods. Because the project site is located within the Freeway Combining District Overlay, noise measurements were taken during early morning, and peak hour times, between 7:16 a.m. and 8:35 a.m.

As shown in Figure 1, the measurement locations above are located between the proposed residential units and the primary noise source. Measurements 2, 3, and 4 were measured with a clear line-of-sight to the primary noise source.

 Regulatory Setting

Simi Valley General Plan Safety and Noise Element

The Safety and Noise Element of the City of Simi Valley General Plan identifies sources of noise and provides objectives and policies that are designed to include noise control in the planning process. Goals and policies aim to maintain compatible land uses with acceptable environmental noise levels to protect Simi Valley residents from excessive noise. Overall, the City’s Safety and Noise Element describes the noise environment (including noise sources) in the City for existing (2006) and future (2030) levels, addresses noise mitigation regulations, strategies, and programs, and addresses noise compatibility with different land uses within the City.

The Safety and Noise Element establishes interior and exterior noise standards for residential and commercial/institutional land use classifications. The goal of the City’s noise standards is to maintain identified ambient noise levels and to limit, mitigate, or eliminate intrusive noise that exceeds the
ambient noise levels within a specified zone. Table 3 shows the adopted interior and exterior noise standards for different land uses within the City.

Table 3 Interior and Exterior Noise Standards

<table>
<thead>
<tr>
<th>Categories</th>
<th>Land Use Categories</th>
<th>CNEL</th>
<th>CNEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Single Family, Duplex, Multi-Family</td>
<td>45(^a)</td>
<td>63</td>
</tr>
<tr>
<td></td>
<td>Mobile Home</td>
<td>45(^a)</td>
<td>63(^b)</td>
</tr>
<tr>
<td>Commercial/Institutional</td>
<td>Hotel, Motel, Transient Lodging, Hospitals, School Classroom, Church, Library</td>
<td>45</td>
<td>–</td>
</tr>
</tbody>
</table>

1 Includes bathrooms, toilets, closets, corridors
2 Limited to the following: (1) private yard of single-family residence, (2) multi-family private patio or balcony that is served by a means of exit from inside the dwelling, (3) mobile home park
3 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 Uniform Building Code.
4 Exterior noise level should be such that interior noise level will not exceed 45 CNEL.

City of Simi Valley Municipal Code

The City’s noise ordinance is in Title 5, Public Welfare, Chapter 16, Noise, of the City of Simi Valley Municipal Code (SVMC). The noise ordinance sets forth hours of operation for certain uses standards for determining when noise is deemed to be a disturbance, and legal remedies for violations. Key provisions of the City’s noise ordinance are discussed below.

Section 5-16.02(i) of SVMC prohibits the erection, excavation, demolition, alteration, construction, or repair of any structure or building, outside the hours of 7:00 a.m. and 7:00 p.m. Further, sections 5.16.02 (d) and (h), restrict the operation of noise generating equipment such as mechanical devices and appliances that generate loud or unusual noise to daytime hours. Noise generated by construction or equipment operation during established daytime hours of 7:00 a.m. to 7:00 p.m. is not considered a nuisance.

Section 9-28.040.C(3) of the SVMC establishes noise standards for the FC Overlay District as 60 dBA for outdoor living areas and 45 dBA for interior living areas. Per Section 9-28.040.C(4), to comply with these standards, all dwelling units shall have structural soundproofing if interior noise levels are projected to have a higher interior noise level than 45 dBA in 2020. Soundproofing techniques to reduce interior noise include double-paned and double-strength windows, acoustically designed doors with gasketed stops and an integral drop seal, insulation of the exterior walls, special soundproofing insulation and design features within the roofs and ceilings, and air conditioning units to serve all living areas within 250 feet of the freeway right-of-way. Additionally, Section 9-28.040.D states that development adjacent to the freeway should provide decorative block walls, dense landscaping, and mounding/earth berms within a buffer strip to ensure the maximum protection from freeway-generated noise and particulate emissions.

As previously mentioned, applicants for projects within the FC Overlay District must prepare an acoustical analysis report (prepared by a qualified acoustical engineer) describing the existing and projected year 2020 noise levels on the proposed project site, including noise levels at peak hour and late evening/early morning time periods. Acoustical design features and the dBA reduction of each of the structures necessary to satisfy the exterior and interior noise standards are required to be included in an acoustical analysis report. The report must include satisfactory evidence that the measures specified in the report have been, or will be, incorporated into the design of the project.
2 Impact Analysis

2.1 Methodology and Significance Thresholds

2.1.1 Noise

Construction noise estimates are based upon noise levels reported by the reported by the FHWA Highway Construction Noise Handbook (2006), the FTA Transit Noise and Vibration Impact Assessment (2006), and the distance to nearby sensitive receptors. Reference levels from that document were then used to estimate noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Construction noise level estimates do not account for the presence of intervening structures or topography, which could reduce noise levels at receptor locations. Additionally, construction equipment included in this analysis is based on industry standards for equipment typically used in urban building construction. This analysis assumes that construction equipment would be operating concurrently during different phases of the project. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual construction noise. As discussed above, the City of Simi Valley does not consider temporary construction noise to create a nuisance if it occurs between the hours of 7:00 a.m. and 7:00 p.m.

The noise analysis is based on existing and projected year 2030 traffic levels from the City’s General Plan Environmental Impact Report. The traffic volumes are specific to the segment of Cochran Street east of Yosemite Avenue.

As discussed in the Regulatory Setting, the SVMC establishes noise standards for the FC Overlay District as 60 dBA CNEL for outdoor living areas and 45 dBA CNEL for interior living areas.

2.1.2 Vibration

Ground-borne vibration estimate levels are based upon noise levels reported by the reported by the FHWA Highway Construction Noise Handbook (2006), the FTA Transit Noise and Vibration Impact Assessment (2006), and the distance to nearby sensitive receptors. Reference levels from that document were then used to estimate vibration levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 VdB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise).

The City of Simi Valley has not adopted vibration guidelines or standards, either as part of the General Plan or SVMC. The following vibration thresholds have been established by the FTA for disturbance of people: 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools). These thresholds apply to “frequent events,” which the FTA defines as vibration events occurring more than 70 times per day. The thresholds for frequent events are considered appropriate because of the scale and duration of proposed construction activity. In addition, this analysis applies thresholds for intermittent sources in the Caltrans Transportation and
Construction Vibration Guidance Manual (2013) for potential damage to buildings. Caltrans considers the architectural damage risk level to be between 0.08 and 0.5 inches per second (in/sec) peak particle velocity (PPV) depending on the type of building that is affected (Caltrans 2013). Table 4 shows the thresholds applied by Caltrans, which are expressed in terms of maximum inches per second (in/sec) of peak particle velocity (PPV):

### Table 4  Vibration-Related Building Damage Thresholds

<table>
<thead>
<tr>
<th>Structure and Condition</th>
<th>Transient Sources¹</th>
<th>Continuous/ Intermittent Sources²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extremely fragile historic buildings, ruins, ancient monuments</td>
<td>0.12</td>
<td>0.08</td>
</tr>
<tr>
<td>Fragile buildings</td>
<td>0.20</td>
<td>0.10</td>
</tr>
<tr>
<td>Historic and some old buildings</td>
<td>0.50</td>
<td>0.25</td>
</tr>
<tr>
<td>Older residential buildings</td>
<td>0.50</td>
<td>0.30</td>
</tr>
<tr>
<td>New residential buildings</td>
<td>1.00</td>
<td>0.50</td>
</tr>
<tr>
<td>Modern industrial/commercial buildings</td>
<td>2.00</td>
<td>0.50</td>
</tr>
</tbody>
</table>

Notes: in/sec = inches per second, PPV = peak particle velocity  
¹ Transient sources create a single, isolated vibration event, such as blasting or drop balls.  
² Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.  
Source: Caltrans 2013

A formula provided in the Caltrans guidance manual is used to calculate the attenuation of vibration from a reference distance of 25 feet to the distances of the nearest noise sensitive receptors:

\[ PPV = PPV_{ref} \times (25/D)^n \text{ (in/sec)} \]

This formula takes into account the reference vibration level (PPV_{ref}), the distance from vibration-generating equipment to the receptor (D), and a constant value related to the attenuation rate through the ground (n). The n-value is assumed to be 1.1, Caltrans’ suggested value for conservative analysis. This value applies to the dense, compacted soil that is appropriate for a developed urban environment.

### 2.2  Temporary Construction Noise

Table 5 shows typical peak noise levels associated with various types of heavy construction equipment that would be used during each phase of project construction. Noise levels are based on the FHWA Highway Construction Noise Handbook (2006). Peak noise levels associated with the use of individual pieces of heavy equipment can range from approximately 67 to 85 dBA at a reference distance of 50 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction (FHWA 2006).

The closest residences are located approximately 25 feet from the western boundary of the project site, approximately 80 feet south of the southern project boundary, and approximately 90 feet west from the western project boundary, on the opposite side of Cochran Street. Table 6 shows the
maximum expected noise levels at those distances. Average construction noise levels are based on a standard noise attenuation rate of 6 dBA per doubling of distance, and combined construction phase equipment and associated noise levels, shown in Table 5, using a calculation of estimated combined work hours for each piece of equipment running simultaneously.

Due to site and equipment limitations, only a limited amount of equipment can operate near a given location at a particular time. Distance from active construction equipment to sensitive receptors around the project site would vary throughout project construction phases. Therefore, this analysis assumes an average minimum distance of 25 feet from equipment operation to the project site boundary, and a distance of 80 feet from equipment operation to receptors located south of the project site and 90 feet from the project site for receptors located west, across Cochran Street.

In addition, construction equipment estimates used for the analysis for demolition, site preparation and grading, and building construction noise levels are representative of worse case conditions, since it is assumed that all the equipment would operate simultaneously and continuously for varying percentages of the work day. Estimated construction noise levels shown in Table 6 are based on line-of-sight noise attenuation, and do not account for additional attenuation from intervening barriers, such as walls, structures, or topography. Therefore, the noise levels presented in Table 6 represent a conservative estimate of temporary construction noise.
Table 5  Typical Maximum Noise Levels (L\text{max}) Generated by Construction Equipment During Different Phases of Construction

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Type</th>
<th>Typical L\text{max} (dBA) 50 Feet from the Source</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site Preparation Phase</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dozer</td>
<td>Mobile</td>
<td>85</td>
</tr>
<tr>
<td>Tractor</td>
<td>Mobile</td>
<td>84</td>
</tr>
<tr>
<td>Backhoe</td>
<td>Mobile</td>
<td>80</td>
</tr>
<tr>
<td><strong>Grading Phase</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grader</td>
<td>Mobile</td>
<td>85</td>
</tr>
<tr>
<td>Excavator</td>
<td>Mobile</td>
<td>85</td>
</tr>
<tr>
<td>Dozer</td>
<td>Mobile</td>
<td>85</td>
</tr>
<tr>
<td>Tractor</td>
<td>Mobile</td>
<td>84</td>
</tr>
<tr>
<td>Backhoe</td>
<td>Mobile</td>
<td>80</td>
</tr>
<tr>
<td><strong>Building Construction Phase</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crane</td>
<td>Mobile</td>
<td>85</td>
</tr>
<tr>
<td>Generator</td>
<td>Stationary</td>
<td>82</td>
</tr>
<tr>
<td>Forklift</td>
<td>Mobile</td>
<td>67</td>
</tr>
<tr>
<td>Welder</td>
<td>Stationary</td>
<td>73</td>
</tr>
<tr>
<td>Tractor</td>
<td>Mobile</td>
<td>84</td>
</tr>
<tr>
<td>Backhoe</td>
<td>Mobile</td>
<td>80</td>
</tr>
<tr>
<td><strong>Paving Phase</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Concrete Mixer Truck</td>
<td>Stationary</td>
<td>85</td>
</tr>
<tr>
<td>Paver</td>
<td>Mobile</td>
<td>85</td>
</tr>
<tr>
<td>Roller</td>
<td>Mobile</td>
<td>85</td>
</tr>
<tr>
<td>Tractor</td>
<td>Mobile</td>
<td>84</td>
</tr>
<tr>
<td>Backhoe</td>
<td>Mobile</td>
<td>80</td>
</tr>
<tr>
<td><strong>Architectural Coating Phase</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air Compressor</td>
<td>Stationary</td>
<td>80</td>
</tr>
</tbody>
</table>

Source: FHWA 2006, Harris 1979
Impact Analysis

Table 6  Unmitigated Combined Average Noise Levels (Leq) During Different Phases of Construction

<table>
<thead>
<tr>
<th>Construction Phase</th>
<th>Equipment¹</th>
<th>Combined Maximum Hourly Noise Level (dBA Leq)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>25 feet</td>
</tr>
<tr>
<td>Site Preparation</td>
<td>Grader</td>
<td>91</td>
</tr>
<tr>
<td></td>
<td>Dozer</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tractor</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Backhoe</td>
<td></td>
</tr>
<tr>
<td>Grading</td>
<td>Grader</td>
<td>91</td>
</tr>
<tr>
<td></td>
<td>Dozer</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tractor</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Backhoe</td>
<td></td>
</tr>
<tr>
<td>Building Construction</td>
<td>Crane</td>
<td>89</td>
</tr>
<tr>
<td></td>
<td>Generator</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Welder</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tractor</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Backhoe</td>
<td></td>
</tr>
<tr>
<td>Paving</td>
<td>Concrete Mixer Truck</td>
<td>88</td>
</tr>
<tr>
<td></td>
<td>Paver</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Roller</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tractor</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Backhoe</td>
<td></td>
</tr>
<tr>
<td>Architectural Coating</td>
<td>Air Compressor</td>
<td>77</td>
</tr>
</tbody>
</table>

¹ Individual noise levels from the construction equipment are shown in Table 5.
Source: FHWA 2006, Section 9, Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

As shown in Table 6, peak construction noise levels from the combined construction phase equipment could be up to 91 dBA Leq at sensitive receptors located adjacent to the project site, up to 81 dBA Leq for sensitive receptors approximately 80 feet south and approximately 80 dBA Leq for sensitive receptors approximately 90 feet south of the project site. However, as discussed above, per the SVMC noise generated by temporary construction activities is not considered a nuisance providing activities take place between the hours of 7:00 a.m. and 7:00 p.m. Therefore, with adherence to allowed construction hours per the SVMC Section 5-16.02, impacts associated with temporary construction activities would be less than significant.
2.3 Construction Vibration

Construction activity associated with the project would create temporary ground-borne vibration on and adjacent to the project site. Buildings in the vicinity of a construction site respond to vibration to varying degrees ranging from imperceptible effects at the lowest levels, to low rumbling sounds and perceptible vibrations at moderate levels, and up to minor damage at the highest vibration levels. As previously discussed, the nearest sensitive receptors are residences that are in the vicinity of the project site to the west and south. The closest residences are approximately 25 feet from the western boundary of the project site, approximately 80 feet to the south of the project site, and approximately 90 feet to the west of the project site across Cochran Street. Table 7 lists ground-borne vibration levels from various types of construction equipment at distances of 25 feet, 80 feet, and 90 feet from construction activity. Pile driving is not included as a potential source of vibration in this analysis because the project does not include structures that would typically require driven piles or caissons.

Table 7 Vibration Source Levels for Construction Equipment

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Approximate VdB</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>25 Feet</td>
</tr>
<tr>
<td>Large Bulldozer</td>
<td>87</td>
</tr>
<tr>
<td>Loaded Trucks</td>
<td>86</td>
</tr>
<tr>
<td>Small Bulldozer</td>
<td>58</td>
</tr>
</tbody>
</table>

Notes: VdB = vibration decibel. Vibration levels assume an attenuation rate of 6 VdB per doubling of distance.
Source: FTA 2006

As shown in Table 7 vibration levels from construction equipment would range from 58 VdB to 87 VdB at 25 feet from the source. Vibration levels that exceed 80 VdB are typically detectable by people living in the vicinity of the activity causing ground-borne vibration. As shown in Table 7, ground-borne vibration at the nearest sensitive receptor would be detectable when loaded trucks are delivering construction material or large bulldozers are operating near Cochran Street. However, construction activity would only occur during daytime hours in compliance with SVMC Section 5-16.02, which would avoid sleep disruption. Therefore, construction vibration would be detectable at the nearest residences, but would not be expected to result in a significant impact to nearby residents.

Table 8 shows vibration levels at the nearest buildings, in terms of in/sec PPV.

Table 8 Vibration Levels for Construction Equipment at Nearby Buildings

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Approximate in/sec PPV at Nearest Receptors</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>25 Feet</td>
</tr>
<tr>
<td>Large Bulldozer</td>
<td>0.089</td>
</tr>
<tr>
<td>Loaded Trucks</td>
<td>0.076</td>
</tr>
<tr>
<td>Small Bulldozer</td>
<td>0.003</td>
</tr>
</tbody>
</table>

Notes: in/sec = inches per second, PPV = peak particle velocity
Source: FTA 2006, Caltrans 2013
As shown in Table 8, vibration levels at adjacent structures would reach 0.089 in/sec PPV during use of bulldozers, which would not exceed the Caltrans threshold of 0.25 in/sec PPV for intermittent sources of vibration at historic/some old buildings, or the Caltrans threshold 0.30 in/sec PPV for intermittent sources of vibration at older residential structures. Therefore, vibration impacts at adjacent structures would be less than significant.

2.4 Off-site Traffic Noise

The project would result in changes to traffic on local roadways by adding new vehicle trips associated with the assisted senior living facility and independent living cottages/apartments. Project-generate traffic was estimated based on ITE’s 9th Edition trip generation rates for senior adult housing (detached) and assisted living. Based on the trip generation rate of 3.68 trips (weekday) for each senior adult housing (detached) dwelling unit and 2.74 trips (weekday) for each occupied bed at the assisted living facility, the project would result in approximately 373 new daily vehicle trips to and from the project site.

The estimated average traffic level on Cochran Street, east of Yosemite Avenue is approximately 2,400 daily vehicle trips (City of Simi Valley 2012). An increase of 373 daily trips associated with proposed new development on the project site would represent a 15.5 percent increase in daily vehicle traffic along Cochran Street. A doubling of traffic (100 percent increase) would be required to increase traffic noise by approximately 3 dBA. The estimated 15.5 percent increase in traffic would increase traffic noise along Cochran by less than 1 dBA, which would not be a noticeable change in noise at existing noise sensitive receptors. Therefore, the project would not result in a substantial traffic noise increase that would affect existing off-site receptors along Cochran Street, and the project’s impact on off-site traffic noise would be less than significant.

2.5 On-site Traffic Noise

The project includes new residential receptors that would be exposed to noise from vehicular traffic along Cochran Street and SR 118. The buildings located at the northern boundary of the project site would be one floor in height, and the assisted living facility located at the southwestern portion of the project site would be three floors in height (two stories of residential above ground floor dedicated to parking). The proposed outdoor use area located at the northern entrance of the assisted living facility would be exposed to roadway noise from Cochran Street.

The City of Simi Valley’s ambient noise compatibility standards are defined in CNEL and Ldn, which represent a weighted 24-hour average noise level. The measured hourly Leq values shown in Table 2 are used to inform estimates of CNEL, to determine whether proposed sensitive receptors may be exposed to a significant noise impact. The relationship between peak hourly traffic noise and the 24-hour traffic noise level depends on the distribution of traffic over the 24-hour period. In suburban areas, the daily CNEL value is typically roughly equivalent to the Leq value. In urban areas near heavy traffic, such as the project site’s frontage along SR 118, the daily CNEL value is typically 2-4 dBA higher than the peak hourly Leq. The project site is located in a generally suburban area, but due to the project site’s proximity to SR 118, this analysis uses a CNEL value of 2 dBA above the peak hour Leq value as a conservative estimate of 24-hour traffic noise.

Table 9 shows the estimated CNEL under existing conditions at each of the noise measurement locations depicted in Figure 1.
Table 9  Existing 24-Hour Roadway Noise Levels at Noise Measurement Locations

<table>
<thead>
<tr>
<th>Location</th>
<th>Estimated 24-hour Roadway Noise Level (dBA CNEL)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. North side of project site, near proposed cottages</td>
<td>58.4</td>
</tr>
<tr>
<td>2. North side of project site, near proposed cottages</td>
<td>61.5</td>
</tr>
<tr>
<td>3. Western side of project site, near proposed cottages</td>
<td>61.0</td>
</tr>
<tr>
<td>4. Western side of project site, near proposed assisted living facility</td>
<td>53.2</td>
</tr>
</tbody>
</table>

See Figure 1 for noise measurement locations.

Future traffic noise levels on the project site are estimated using on the measured existing noise level, and existing and future traffic volumes along Cochran Street and SR 118, based on traffic data from The City of Simi Valley’s General Plan Environmental Impact Report, Caltrans 2016 Traffic Volumes on the California State Highway System, and Caltrans’ Transportation Concept Report. Based on these sources of traffic data, the traffic volume along Cochran Street is expected to increase approximately 21% by 2030 without project-added vehicle trips, and up to 36% with project-added vehicle trips. The traffic volume along SR 118 is expected to increase approximately 33% by 2035 without project-added vehicle trips, and up to 34% with project-added vehicle trips. Existing and future traffic volumes are shown in Table 10.

Table 10  Existing (2018) and Future (2030/2035) Daily Traffic Estimates With and Without Proposed Project-Added Traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>Daily Trips</th>
<th>Percent Increase in Traffic Above Existing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cochran Street, East of Yosemite Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing (2006)</td>
<td>2,400</td>
<td>–</td>
</tr>
<tr>
<td>Existing + Project</td>
<td>2,773</td>
<td>15.5%</td>
</tr>
<tr>
<td>Future (2030)</td>
<td>2,900</td>
<td>20.8%</td>
</tr>
<tr>
<td>Future + Project</td>
<td>3,273</td>
<td>36.4%</td>
</tr>
<tr>
<td>State Route 118</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing (2016)</td>
<td>139,000</td>
<td>–</td>
</tr>
<tr>
<td>Existing + Project</td>
<td>139,373</td>
<td>0.3%</td>
</tr>
<tr>
<td>Future (2035)</td>
<td>185,400</td>
<td>33.4%</td>
</tr>
<tr>
<td>Future + Project</td>
<td>185,773</td>
<td>33.6%</td>
</tr>
</tbody>
</table>

1. Caltrans estimates for future traffic levels are estimated to the year 2035.
   Trips generated by the proposed project are estimated, based on ITE, 9th generation estimates for senior adult housing (detached) dwelling unit and the assisted living facility.

Source: City of Simi Valley 2006, Caltrans 2016, Caltrans 2015

1 City of Simi Valley standards require an evaluation of traffic noise for 2030. Caltrans’ Transportation Concept Report provides future traffic projected for the year 2035, which would be higher than estimated traffic for 2030. Therefore, using the available 2035 data for future traffic on SR 118 represents a conservative estimate of future traffic noise level, relative to the City’s requirement.
Table 11 shows the estimated CNEL under with-project and future conditions at each of the noise measurement locations depicted in Figure 1.

**Table 11 With Project and Future 24-Hour Roadway Noise Levels at Noise Measurement Locations**

<table>
<thead>
<tr>
<th>Location</th>
<th>Primary Noise Source</th>
<th>Estimated 24-hour Roadway Noise Level (dBA CNEL)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing Plus Project</td>
<td>Future (2030/2035)</td>
</tr>
<tr>
<td>1. North side of project site, near proposed cottages</td>
<td>SR 118</td>
<td>58.4 59.7</td>
</tr>
<tr>
<td>2. North side of project site, near proposed cottages</td>
<td>SR 118</td>
<td>61.5 62.8</td>
</tr>
<tr>
<td>3. West side of project site, near proposed cottages</td>
<td>SR 118</td>
<td>61.0 62.3</td>
</tr>
<tr>
<td>4. West side of project site, near proposed assisted living facility</td>
<td>Cochran Street</td>
<td>53.8 54.0</td>
</tr>
</tbody>
</table>

See Figure 1 for noise measurement locations.

SVMC establishes noise standards for the FC Overlay District as 60 dBA for outdoor living areas. Anticipated exterior traffic noise at proposed cottage units with direct line-of-sight to SR 118 would potentially exceed this standard; therefore, a noise barrier is recommended for these proposed residential units.

Additionally, Section 9-28.040.C(3) of the SVMC identifies 45 dBA as the maximum noise level for interior residential living areas. The manner in which newer dwelling units in California are constructed generally provides a reduction of exterior-to-interior noise levels of about 25 dBA with closed windows (FTA 2006). Therefore, on-site interior noise levels would not exceed 37.8 dBA CNEL, which does not exceed the City’s interior residential noise standard for the FC Overlay District.

### 2.6 Mitigation

Installation of a permanent noise barrier would reduce the exterior noise level associated with traffic along SR 118 at the proposed cottage units with direct line-of-sight to SR 118.

**State Route 118 Noise Barrier.** A masonry noise barrier or alternative barrier, such as a landscaped berm, shall be installed along the northern property line of the project site where it overlooks SR 118 to protect the proposed cottage units with direct line-of-sight to SR 118 from sound intrusion from traffic along SR 118. The noise barrier or berm shall provide, at minimum, a 6-foot high barrier between SR 118 and the proposed cottage units. If a masonry noise barrier is implemented, the noise barrier shall be constructed of any masonry material with a surface density of at least three pounds per square foot, and shall have no openings or gaps. If an alternative material is used, the developer shall submit a report to the City of Simi Valley by a
qualified acoustical consultant certifying that the specific exterior noise reduction techniques included would achieve exterior noise levels that would not exceed 60 dBA CNEL.

A properly-designed noise barrier would attain an insertion loss of approximately 10 dBA (FHWA 2011). With implementation of this measure, exterior noise levels at the proposed cottage units would not exceed the City’s exterior standard (60 dBA CNEL).
References

http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf

www.dot.ca.gov/dist07/divisions/planning/cm/SR-118%20FINAL.pdf

http://www.dot.ca.gov/trafficops/census/docs/2016_aadt_volumes.pdf


http://www.simivalley.org/home/showdocument?id=6893


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Appendix A

Noise Measurement Data
### Ambient Noise Survey Data Sheet

**Instructions:** Document noise measurement locations with a photo of the site, including the noise meter. Additionally, take notes on general and secondary noise sources, including the instantaneous noise level if possible. As a reminder, A/C weighting should be set to “A” and generally response time should be set to “fast.” For additional information, please review the Noise Measurement Protocol in the pelican case.

**Project Name:** Cochran Senior Living Noise  
**Job Number:** 17-05386  
**Date:** 01/22/2018  
**Operator Name:** Abagale Taylor

#### Measurement #1

<table>
<thead>
<tr>
<th>Location:</th>
<th>NM #1 MidWest</th>
<th>Begin time:</th>
<th>7:16A</th>
<th>Finish time:</th>
<th>7:31A</th>
</tr>
</thead>
</table>

**Measurement No.:**  
**Wind (mph):** 6  
**Direction:** U-NW  
**Cloud Cover Class:** Overcast (>80%) ☐  
**Light (20-80%)** ☐  
**Sunny (<20%)** ☑  
**Calibration (dB):**  
Start: 114.0  
End: 114.0  
**Primary Noise Sources:** 118  
**Distance:** ~370 ft W

**Secondary Noise Sources:**

**Notes:** Some gusts of wind.  
Seven towers last minute of survey.

**Traffic Count:**  
Passenger Cars:  
Medium to Heavy Duty Trucks (3 axles):  
Heavy Duty Trucks (4+ axles):

**Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.):**

<table>
<thead>
<tr>
<th>Leq:</th>
<th>56.4</th>
<th>SEL:</th>
<th>Lmax:</th>
<th>65.0</th>
<th>Lmin:</th>
<th>51.0</th>
<th>PK:</th>
</tr>
</thead>
<tbody>
<tr>
<td>L(05):</td>
<td></td>
<td>L(10):</td>
<td></td>
<td>L(50):</td>
<td></td>
<td>L(90):</td>
<td></td>
</tr>
<tr>
<td>Response:</td>
<td>Slow ☐</td>
<td>Fast ☑</td>
<td>Peak ☐</td>
<td>Impulse ☐</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Measurement #2

<table>
<thead>
<tr>
<th>Location:</th>
<th>NM #2 North</th>
<th>Begin time:</th>
<th>7:35A</th>
<th>Finish time:</th>
<th>7:50A</th>
</tr>
</thead>
</table>

**Measurement No.:**  
**Wind (mph):** 6  
**Direction:** U-NW  
**Cloud Cover Class:** Overcast (>80%) ☐  
**Light (20-80%)** ☐  
**Sunny (<20%)** ☑  
**Calibration (dB):**  
Start: 114.0  
End: 114.0  
**Primary Noise Sources:** 118  
**Distance:** ~300 ft North

**Secondary Noise Sources:**

**Notes:** Live of right to pathway, birds chirping

**Traffic Count:**  
Passenger Cars:  
Medium to Heavy Duty Trucks (3 axles):  
Heavy Duty Trucks (4+ axles):

**Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.):**

<table>
<thead>
<tr>
<th>Leq:</th>
<th>59.5</th>
<th>SEL:</th>
<th>Lmax:</th>
<th>67.3</th>
<th>Lmin:</th>
<th>53.0</th>
<th>PK:</th>
</tr>
</thead>
<tbody>
<tr>
<td>L(05):</td>
<td></td>
<td>L(10):</td>
<td></td>
<td>L(50):</td>
<td></td>
<td>L(90):</td>
<td></td>
</tr>
<tr>
<td>Response:</td>
<td>Slow ☐</td>
<td>Fast ☑</td>
<td>Peak ☐</td>
<td>Impulse ☐</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Form Updated: 10/2/2017
### Ambient Noise Survey Data Sheet

**Instructions:** Document noise measurement locations with a photo of the site, including the noise meter. Additionally, take notes on general and secondary noise sources, including the instantaneous noise level if possible. As a reminder, A/C weighting should be set to “A” and generally response time should be set to “fast.” For additional information, please review the *Noise Measurement Protocol* in the pelican case.

**Project Name:** Cochran Senior Living Noise  
**Job Number:** 17-05386  
**Operator Name:** Abagale Taylor  
**Date:** 01/22/2018

#### Measurement #1

<table>
<thead>
<tr>
<th>Location:</th>
<th>NM #3 W - NW</th>
<th>Begin time:</th>
<th>7:50a</th>
<th>Finish time:</th>
<th>8:11a</th>
</tr>
</thead>
<tbody>
<tr>
<td>Measurement No.:</td>
<td></td>
<td>Wind (mph):</td>
<td>N</td>
<td>Direction:</td>
<td>NW</td>
</tr>
<tr>
<td>Cloud Cover Class:</td>
<td>Overcast (&gt;80%)</td>
<td>Light (20-80%)</td>
<td>Sunny (&lt;20%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Calibration (dB):</td>
<td>Start: 114.0</td>
<td>End: 114.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary Noise Sources:</td>
<td>118</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary Noise Sources:</td>
<td>Coelho St.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Notes:</td>
<td>Week start to 10. EB 118 head start, clear @ 8:10a</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Traffic Count:**  
- Passenger Cars: 114  
- Heavy Duty Trucks (4+ axles):  

**Instantaneous Noise Sources/Levels** (e.g., airplane, bus airbrake, etc.):  
- Leq: 59.0  
- SEL:  
- Lmax: 67.0  
- Lmin: 53.3  
- PK:  
- L(05):  
- L(10):  
- L(50):  
- L(90):  
- L(95):  

**Response:**  
- Slow  
- Fast  
- Peak  
- Impulse

#### Measurement #2

<table>
<thead>
<tr>
<th>Location:</th>
<th>NM #4 W</th>
<th>Begin time:</th>
<th>8:20a</th>
<th>Finish time:</th>
<th>8:35a</th>
</tr>
</thead>
<tbody>
<tr>
<td>Measurement No.:</td>
<td></td>
<td>Wind (mph):</td>
<td>N</td>
<td>Direction:</td>
<td>NW</td>
</tr>
<tr>
<td>Cloud Cover Class:</td>
<td>Overcast (&gt;80%)</td>
<td>Light (20-80%)</td>
<td>Sunny (&lt;20%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Calibration (dB):</td>
<td>Start: 114.0</td>
<td>End: 114.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary Noise Sources:</td>
<td>Coelho St.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary Noise Sources:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**  
- Distant Games, barely continues  
- Beds, chirping, clear! Wind gusts at 8:20a, 8:24a, 8:34a

**Traffic Count:**  
- Passenger Cars: 114  
- Heavy Duty Trucks (4+ axles):  

**Instantaneous Noise Sources/Levels** (e.g., airplane, bus airbrake, etc.):  
- Leq: 51.2  
- SEL:  
- Lmax: 68.4  
- Lmin: 43.7  
- PK:  
- L(05):  
- L(10):  
- L(50):  
- L(90):  
- L(95):  

**Response:**  
- Slow  
- Fast  
- Peak  
- Impulse
Instrument Model | CEL-633C
---|---
End Date & Time | 1/22/2018 6:31:49 AM
Day Start | 7
Evening Start | 19
Night Start | 23
Day Penalty | 0.000000000
Evening Penalty | 5.000000000
Night Penalty | 10.000000000
LAFmax with Time | 65.0 dB (1/22/2018 6:19:00 AM)
LAFmin with Time | 51.0 dB (1/22/2018 6:21:52 AM)
LAImax with Time | 65.6 dB (1/22/2018 6:19:00 AM)
LAImin with Time | 51.3 dB (1/22/2018 6:21:52 AM)
LCpeak with Time | 91.2 dB (1/22/2018 6:26:29 AM)
LAEq | 56.4 dB
LAeq | 85.9 dB
LAeq | 57.1 dB
LCeq | 72.2 dB
LCeq | 15.8 dB
LCeq-LAeq | 56.4 dB
Lepd(Projected) | 56.4 dB
Lex8h(Projected) | 56.4 dB
LZeq | 75.2 dB
Lepd | 41.3 dB
Lex8h | 41.3 dB

Duration | 00:15:00 HH:MM:SS
Result Period | 1/22/2018 6:16:49 AM
## Report On CEL-63X

**Instrument Model:** CEL-633C

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>End Date &amp; Time</td>
<td>1/22/2018 6:50:18 AM</td>
<td>LAF 95%</td>
</tr>
<tr>
<td>Day Start</td>
<td>7</td>
<td>N/A</td>
</tr>
<tr>
<td>Evening Start</td>
<td>19</td>
<td>N/A</td>
</tr>
<tr>
<td>Night Start</td>
<td>23</td>
<td>N/A</td>
</tr>
<tr>
<td>Day Penalty</td>
<td>0.0000000000</td>
<td>N/A</td>
</tr>
<tr>
<td>Evening Penalty</td>
<td>5.0000000000</td>
<td>N/A</td>
</tr>
<tr>
<td>Night Penalty</td>
<td>10.000000000</td>
<td>N/A</td>
</tr>
<tr>
<td>LAFmax with Time</td>
<td>67.3 dB (1/22/2018 6:44:30 AM)</td>
<td>LAF 95%</td>
</tr>
<tr>
<td>LAFmin with Time</td>
<td>53.0 dB (1/22/2018 6:35:25 AM)</td>
<td>LZF variable%</td>
</tr>
<tr>
<td>LAlmax with Time</td>
<td>68.3 dB (1/22/2018 6:44:30 AM)</td>
<td>LCF 10%</td>
</tr>
<tr>
<td>LAlmin with Time</td>
<td>53.7 dB (1/22/2018 6:35:26 AM)</td>
<td>LCF variable%</td>
</tr>
<tr>
<td>LCpeak with Time</td>
<td>98.4 dB (1/22/2018 6:44:22 AM)</td>
<td>LCF 95%</td>
</tr>
<tr>
<td>LAdn</td>
<td>59.5 dB</td>
<td>LCF 90%</td>
</tr>
<tr>
<td>LAE</td>
<td>89 dB</td>
<td>LCF 50%</td>
</tr>
<tr>
<td>LAleq</td>
<td>60.1 dB</td>
<td>LCF 50%</td>
</tr>
<tr>
<td>LCeq</td>
<td>73 dB</td>
<td>LDN 0</td>
</tr>
<tr>
<td>LCFc-LAdq</td>
<td>13.5 dB</td>
<td>LDEN 0</td>
</tr>
<tr>
<td>Lepd(Projected)</td>
<td>59.5 dB</td>
<td>Duration 00:15:00 HH:MM:SS</td>
</tr>
<tr>
<td>Lex8h(Projected)</td>
<td>59.5 dB</td>
<td>Run Number 2</td>
</tr>
<tr>
<td>LZeq</td>
<td>79.4 dB</td>
<td>Start Date &amp; Time 1/22/2018 6:35:18 AM</td>
</tr>
<tr>
<td>Lepd</td>
<td>44.4 dB</td>
<td>Result Period</td>
</tr>
<tr>
<td>Lex8h</td>
<td>44.4 dB</td>
<td></td>
</tr>
</tbody>
</table>

![Graph](image_url)
## Report On CEL-63X

### Instrument Model

<table>
<thead>
<tr>
<th></th>
<th>CEL-633C</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>End Date &amp; Time</strong></td>
<td>1/22/2018 7:11:32 AM</td>
</tr>
<tr>
<td><strong>Day Start</strong></td>
<td>7</td>
</tr>
<tr>
<td><strong>Evening Start</strong></td>
<td>19</td>
</tr>
<tr>
<td><strong>Night Start</strong></td>
<td>23</td>
</tr>
<tr>
<td><strong>Day Penalty</strong></td>
<td>0.000000000</td>
</tr>
<tr>
<td><strong>Evening Penalty</strong></td>
<td>5.000000000</td>
</tr>
<tr>
<td><strong>Night Penalty</strong></td>
<td>10.000000000</td>
</tr>
<tr>
<td><strong>LAFmax with Time</strong></td>
<td>67.6 dB (1/22/2018 6:58:09 AM)</td>
</tr>
<tr>
<td><strong>LAFmin with Time</strong></td>
<td>51.3 dB (1/22/2018 6:59:14 AM)</td>
</tr>
<tr>
<td><strong>LAImax with Time</strong></td>
<td>69.0 dB (1/22/2018 6:58:09 AM)</td>
</tr>
<tr>
<td><strong>LAImin with Time</strong></td>
<td>51.8 dB (1/22/2018 6:59:15 AM)</td>
</tr>
<tr>
<td><strong>LCpeak with Time</strong></td>
<td>98.4 dB (1/22/2018 7:04:31 AM)</td>
</tr>
<tr>
<td><strong>LAE</strong></td>
<td>59 dB</td>
</tr>
<tr>
<td><strong>LAEq</strong></td>
<td>88.5 dB</td>
</tr>
<tr>
<td><strong>LAeq</strong></td>
<td>60 dB</td>
</tr>
<tr>
<td><strong>LCeq</strong></td>
<td>73.9 dB</td>
</tr>
<tr>
<td><strong>LCEq-LAEq</strong></td>
<td>14.9 dB</td>
</tr>
<tr>
<td><strong>Lepd(Projected)</strong></td>
<td>59 dB</td>
</tr>
<tr>
<td><strong>Lex8h(Projected)</strong></td>
<td>59 dB</td>
</tr>
<tr>
<td><strong>LZeq</strong></td>
<td>83.3 dB</td>
</tr>
<tr>
<td><strong>LDN</strong></td>
<td>0</td>
</tr>
<tr>
<td><strong>LDEN</strong></td>
<td>0</td>
</tr>
<tr>
<td><strong>CNEL</strong></td>
<td>0</td>
</tr>
<tr>
<td><strong>Day Start</strong></td>
<td>7</td>
</tr>
<tr>
<td><strong>Evening Start</strong></td>
<td>19</td>
</tr>
<tr>
<td><strong>Night Start</strong></td>
<td>23</td>
</tr>
<tr>
<td><strong>Day Penalty</strong></td>
<td>0.000000000</td>
</tr>
<tr>
<td><strong>Evening Penalty</strong></td>
<td>5.000000000</td>
</tr>
<tr>
<td><strong>Night Penalty</strong></td>
<td>10.000000000</td>
</tr>
<tr>
<td><strong>Duration</strong></td>
<td>00:15:00 HH:MM:SS</td>
</tr>
<tr>
<td><strong>Run Number</strong></td>
<td>3</td>
</tr>
<tr>
<td><strong>Start Date &amp; Time</strong></td>
<td>1/22/2018 6:56:32 AM</td>
</tr>
<tr>
<td><strong>Result Period</strong></td>
<td>1/22/2018 7:11:32 AM</td>
</tr>
</tbody>
</table>

![Graph of sound levels over time]
<table>
<thead>
<tr>
<th>Instrument Model</th>
<th>CEL-633C</th>
</tr>
</thead>
<tbody>
<tr>
<td>End Date &amp; Time</td>
<td>1/22/2018 8:35:42 AM</td>
</tr>
<tr>
<td>Day Start</td>
<td>7</td>
</tr>
<tr>
<td>Evening Start</td>
<td>19</td>
</tr>
<tr>
<td>Night Start</td>
<td>23</td>
</tr>
<tr>
<td>Day Penalty</td>
<td>0.000000000</td>
</tr>
<tr>
<td>Evening Penalty</td>
<td>5.000000000</td>
</tr>
<tr>
<td>Night Penalty</td>
<td>10.000000000</td>
</tr>
<tr>
<td>LAFmax with Time</td>
<td>68.4 dB (1/22/2018 8:35:27 AM)</td>
</tr>
<tr>
<td>LAFmin with Time</td>
<td>43.7 dB (1/22/2018 8:29:49 AM)</td>
</tr>
<tr>
<td>LAImax with Time</td>
<td>70.5 dB (1/22/2018 8:35:31 AM)</td>
</tr>
<tr>
<td>LAImin with Time</td>
<td>44.1 dB (1/22/2018 8:29:49 AM)</td>
</tr>
<tr>
<td>LCpeak with Time</td>
<td>100.6 dB (1/22/2018 8:23:58 AM)</td>
</tr>
<tr>
<td>LAeq</td>
<td>51.2 dB</td>
</tr>
<tr>
<td>LAE</td>
<td>80.7 dB</td>
</tr>
<tr>
<td>LAeq</td>
<td>53 dB</td>
</tr>
<tr>
<td>LCeq</td>
<td>68.7 dB</td>
</tr>
<tr>
<td>LCeq-LAeq</td>
<td>17.5 dB</td>
</tr>
<tr>
<td>Lepd(Projected)</td>
<td>51.2 dB</td>
</tr>
<tr>
<td>Lex8h(Projected)</td>
<td>51.2 dB</td>
</tr>
<tr>
<td>LZeq</td>
<td>77.2 dB</td>
</tr>
</tbody>
</table>

**Graph:**

- **LAFmax**: 68.4 dB @ 8:35:27 AM
- **LAFmin**: 43.7 dB @ 8:29:49 AM
- **LAImax**: 70.5 dB @ 8:35:31 AM
- **LAImin**: 44.1 dB @ 8:29:49 AM
- **LCpeak**: 100.6 dB @ 8:23:58 AM
- **LAeq**: 51.2 dB
- **LAE**: 80.7 dB
- **LAeq**: 53 dB
- **LCeq**: 68.7 dB
- **LCeq-LAeq**: 17.5 dB
- **Lepd(Projected)**: 51.2 dB
- **Lex8h(Projected)**: 51.2 dB
- **LZeq**: 77.2 dB

**Penalties:**
- **Day Penalty**: 0
- **Evening Penalty**: 5
- **Night Penalty**: 10

**Noise Levels:**
- **LAF 95%**: N/A
- **LAF 90%**: N/A
- **LAF 50%**: N/A
- **LAF 10%**: N/A
- **LAF 95%**: N/A
- **LAF 90%**: N/A
- **LAF 50%**: N/A
- **LAF 10%**: N/A
- **LAF 10%**: N/A
- **LAF 50%**: N/A
- **LAF 90%**: N/A
- **LAF 95%**: N/A
- **LAF 95%**: N/A
- **LAF 90%**: N/A
- **LAF 50%**: N/A
- **LAF 10%**: N/A
- **LAF 95%**: N/A
- **LAF 90%**: N/A
- **LAF 50%**: N/A
- **LAF 10%**: N/A
- **LAF 95%**: N/A
- **LAF 90%**: N/A
- **LAF 50%**: N/A
- **LAF 10%**: N/A
- **LAF 95%**: N/A
- **LAF 90%**: N/A
- **LAF 50%**: N/A
- **LAF 10%**: N/A
- **LAeq**: 51.2 dB
- **LAE**: 80.7 dB
- **LAeq**: 53 dB
- **LCeq**: 68.7 dB
- **LDEN**: 0

**Penalties:**
- **Day Penalty**: 0.000000000
- **Evening Penalty**: 5.000000000
- **Night Penalty**: 10.000000000

**Duration:** 00:15:00 HH:MM:SS

**Result Period:**
- **Lepd**: 36.1 dB
- **Lex8h**: 36.1 dB

**Graph:**

- **LAFmax**: 68.4 dB @ 8:35:27 AM
- **LAFmin**: 43.7 dB @ 8:29:49 AM
- **LAImax**: 70.5 dB @ 8:35:31 AM
- **LAImin**: 44.1 dB @ 8:29:49 AM
- **LCpeak**: 100.6 dB @ 8:23:58 AM
- **LAeq**: 51.2 dB
- **LAE**: 80.7 dB
- **LAeq**: 53 dB
- **LCeq**: 68.7 dB
- **LDEN**: 0

**Penalties:**
- **Day Penalty**: 0.000000000
- **Evening Penalty**: 5.000000000
- **Night Penalty**: 10.000000000

**Duration:** 00:15:00 HH:MM:SS

**Result Period:**
- **Lepd**: 36.1 dB
- **Lex8h**: 36.1 dB
EXHIBIT 3

CUP-S-812

TRAFFIC REPORT
January 31, 2019

Mr. John Metoyer
JM Square Development, LLC
18960 Keswick Street
Reseda, CA 91335

TRAFFIC STUDY ADDENDUM FOR THE SENIOR LIVING & MEMORY CARE - CITY OF SIMI VALLEY

Associated Transportation Engineers (ATE) has prepared this addendum to the traffic and circulation study dated February 16, 2018 prepared for the Senior Living and Memory Care Project to address the change in Project land use description and the resulting change in trip generation.

PROJECT DESCRIPTION

The Project site is located south of State Route 118 on the south side of Cochran Street just east of Welcome Court. The attached Figure 1 illustrates the proposed site plan for the current Project. The prior Project proposed to develop the two vacant parcels totaling 19.20 acres with 20 senior apartment units, 40 memory care units (40 beds) and 70 assisted living units (90 beds). The current Project is proposing to develop the two vacant parcels with 40 memory care units (40 beds) and 70 assisted living units (89 beds) eliminating the 20 senior apartment units.

PROJECT TRIP GENERATION

Trip generation estimates were calculated for the current Project based on rates published in the Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition for Assisted Living (Land Use Code 254). This manual is a standard reference used by jurisdictions throughout the United States and is based on trip generation studies conducted at numerous locations in areas of various populations. Table 1 summarizes the average daily, A.M. and P.M. peak hour

\[ \text{Table 1} \]

---

\[ ^{1} \text{Trip Generation, Institute of Transportation Engineers, Tenth Edition, 2017.} \]
trip generation estimates for the current Project and the prior Project evaluated in the February 16, 2018 traffic and circulation study prepared by ATE.

**Table 1**  
**Project Weekday Trip Generation**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Size</th>
<th>ADT</th>
<th>A.M. Peak Hour</th>
<th>P.M. Peak Hour</th>
<th>Total Trip Generation:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Prior Project:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior Apartments</td>
<td>20 units</td>
<td>74</td>
<td>1</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Assisted Living/Memory Care</td>
<td>130 beds</td>
<td>338</td>
<td>16</td>
<td>9</td>
<td>25</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td>412</td>
<td>17</td>
<td>29</td>
</tr>
<tr>
<td><strong>Current Project:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assisted Living/Memory Care</td>
<td>129 beds</td>
<td>335</td>
<td>15</td>
<td>9</td>
<td>24</td>
</tr>
<tr>
<td><strong>Net Trip Generation Change:</strong></td>
<td></td>
<td></td>
<td>-77</td>
<td>-2</td>
<td>-5</td>
</tr>
</tbody>
</table>

The data presented in Table 1 shows that the prior Project would generate 412 average daily trips, 29 A.M. and 39 P.M. peak hour trips. The current Project would generate 335 average daily trips, 24 A.M. and 34 P.M. peak hour trips. The current Project therefore results in a net reduction of 77 average daily trips, 5 A.M. and 5 P.M. peak hour trips.

**PROJECT IMPACTS**

Tables 2 and 3 summarize the intersection levels of service presented in the February 16, 2018 traffic and circulation study prepared by ATE for the Senior Living and Memory Care Project.

**Table 2**  
**Summary of Intersection Levels of Service — A.M. Peak Hour**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>V/C - Level of Service</th>
<th>V/C - Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing</td>
<td>Existing + Proj.</td>
</tr>
<tr>
<td>State Route 118 WB Ramps/Yosemite Avenue</td>
<td>0.37 - A</td>
<td>0.37 - A</td>
</tr>
<tr>
<td>State Route 118 EB Ramps/Yosemite Avenue</td>
<td>0.47 - A</td>
<td>0.47 - A</td>
</tr>
<tr>
<td>Yosemite Avenue/Cochran Street</td>
<td>0.47 - A</td>
<td>0.47 - A</td>
</tr>
</tbody>
</table>
Table 3
Summary of Intersection Levels of Service – P.M. Peak Hour

<table>
<thead>
<tr>
<th>Intersection</th>
<th>V/C - Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing</td>
</tr>
<tr>
<td>State Route 118 WB Ramps/Yosemite Avenue</td>
<td>0.35 - A</td>
</tr>
<tr>
<td>State Route 118 EB Ramps/Yosemite Avenue</td>
<td>0.35 - A</td>
</tr>
<tr>
<td>Yosemite Avenue/Cochran Street</td>
<td>0.33 - A</td>
</tr>
</tbody>
</table>

As shown in tables the prior Senior Living and Memory Care Project was not expected to generate significant impacts at the study-area intersections in the Existing + Project or General Plan Buildout + Project scenarios, as all locations would continue to operate acceptably in the LOS A range with the addition of project-generated traffic volumes. The traffic impacts related to the current Project would be less than the prior Project given the reduction in Project generated traffic volumes.

MITIGATION MEASURES

The current Project is subject to the City traffic mitigation fee program, with collected fees used for the future transportation improvements required to accommodate future traffic volumes. The General Plan Buildout analysis showed that the future service levels at the study-area intersections would be maintained at LOS A assuming the transportation improvements planned by the City. The City’s CIP identifies these improvements and funds them via traffic fees required of new developments. The Senior Living and Memory Care Project would contribute to the future improvements by payment of traffic mitigation fees to offset its cumulative traffic contributions.

Associated Transportation Engineers

By: Scott A. Schell, AICP, PTP
Vice President

SAS/DFN

Attachments: Figure 1 - Project Site Plan
Traffic Count Data for January 10, 2018
Yosemite Ave & SR 118 EB Ramps
Peak Hour Turning Movement Count

Day: Wednesday
Date: 01/10/2018

ID: 18-05020-002
City: Simi Valley

Yosemite Ave

SOUTHBOUND

<table>
<thead>
<tr>
<th></th>
<th>AM</th>
<th>NOON</th>
<th>PM</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>07:15 AM - 08:15 AM</td>
<td>381</td>
<td>0</td>
<td>137</td>
<td></td>
</tr>
<tr>
<td>NOON</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>04:30 PM - 05:30 PM</td>
<td>137</td>
<td>0</td>
<td>494</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>0</td>
<td>576</td>
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</tbody>
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CONTROL

Signalized

<table>
<thead>
<tr>
<th></th>
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<th>NOON</th>
<th>PM</th>
</tr>
</thead>
<tbody>
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<td>0200</td>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td>148</td>
<td>0</td>
<td>1663</td>
<td>0</td>
</tr>
</tbody>
</table>

SR 118 EB Ramps

EASTBOUND

<table>
<thead>
<tr>
<th></th>
<th>AM</th>
<th>NOON</th>
<th>PM</th>
<th></th>
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NORTHBOUND

<table>
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<td>0</td>
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</tr>
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<tr>
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Total Vehicles (AM)

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<thead>
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<th>PM</th>
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<tbody>
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<td>137</td>
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Total Vehicles (Noon)

<table>
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Total Vehicles (PM)

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RTOR (AM)

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RTOR (Noon)

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RTOR (PM)

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</thead>
<tbody>
<tr>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

Pedestrians (Crosswalks)

- AM: 0
- NOON: 0
- PM: 0

Prepared by National Data & Surveying Services
**Yosemite Ave & SR 118 WB Ramps**

**Peak Hour Turning Movement Count**

**ID:** 18-05020-003  
**City:** Simi Valley

<table>
<thead>
<tr>
<th>AM</th>
<th>PM</th>
<th>NOON</th>
<th>AM</th>
<th>PM</th>
<th>NOON</th>
<th>AM</th>
<th>PM</th>
<th>NOON</th>
</tr>
</thead>
<tbody>
<tr>
<td>246</td>
<td>179</td>
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<td>614</td>
<td>684</td>
<td>0</td>
<td>179</td>
<td>335</td>
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**CONTROL**  
**Signalized**

- TEV AM: 2082
- TEV PM: 1725
- PHF AM: 0.89
- PHF PM: 0.95

**Total Vehicles (AM)**

- PM: 632
- NOON: 838
- AM: 1267

**Total Vehicles (PM)**

- PM: 337
- NOON: 335
- AM: 384

**Total Vehicles (Noon)**

- PM: 537
- NOON: 537
- AM: 537

**Pedestrians (Crosswalks)**

- PM: 0
- NOON: 0
- AM: 0

**Day:** Wednesday  
**Date:** 01/10/2018