APPLICATION FOR: **CONDITIONAL/MINOR USE PERMIT**

FILE #: **CUP18-0005**

ASSESSOR’S PARCEL NO.(s) 117-490-01-100

PROJECT NAME/REQUEST: (Describe proposed use) **Quantum Care Place**

Proposed use is for an assisted senior living facility and a medical office building.

APPLICANT/AGENT  
Anthony G. Scotch

Mailing Address  
3225 Stonehurst Drive  
El Dorado Hills  
CA 95762

Phone (916) 425-3330  
EMAIL: agscotchassoc@gmail.com

PROPERTY OWNER  
Quantum Care Place EDH, LLC

Mailing Address  
4528 Gresham Drive  
El Dorado Hills  
CA 95762

Phone (916) 425-3330  
EMAIL: agscotchassoc@gmail.com

ENGINEER/ARCHITECT  
Brian Williams - PWC Architects

Mailing Address  
3320 Data Drive, Suite 200  
Rancho Cordova  
CA 95670

Phone (916) 851-1400  
EMAIL: brianw@pwarchitects.com

LOCATION: The property is located on the West side of Carson Crossing Road, 0 feet/miles South of the intersection with White Rock Road, in the Carson Creek area. PROPERTY SIZE +/- 4.11 AC (179,032 S.F.)

List additional property owners on separate sheet if applicable.

Signature of property owner or authorized agent: [Signature]  
Date: 5/22/2018

FOR OFFICE USE ONLY

Date: 5/22/2018  
Zoning C-OS GPD  
Supervisor Dist 1 Sec 14 T15 W 9 N Rng 8 E

ACTION BY  
PLANNING COMMISSION ZONING ADMINISTRATOR

Hearing Date  
Approved Denied  
findings and/or conditions attached

ACTION BY BOARD OF SUPERVISORS

Hearing Date  
Approved Denied  
findings and/or conditions attached

APPEAL: Approved Denied

Executive Secretary

CUP18-0005

Revised 11/2017
The following items 1 through 9 must be provided with all applications. The remaining items shall be required where applicable. If all the required and applicable information is not provided, the application will be deemed incomplete and will not be accepted. For your convenience, please use the check (✓) column on the left to be sure you have all the required and applicable information. All plans and maps MUST be folded to 8½" x 11".

FORMS AND MAPS REQUIRED

Check (✓)

<table>
<thead>
<tr>
<th>Applicant County</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓   1) Application form, completed and signed.</td>
</tr>
<tr>
<td>N/A 2) Letter of authorization from all property owners authorizing agent to act as applicant, when applicable.</td>
</tr>
<tr>
<td>✓   3) Proof of ownership (Grant Deed), if the property has changed title since the last tax roll.</td>
</tr>
<tr>
<td>✓   4) A copy of official Assessor's map, showing the property outlined in red.</td>
</tr>
<tr>
<td>✓   5) An 8 ½ x 11&quot; vicinity map showing the location of the project in relation to the distance to major roads, intersections, and town sites.</td>
</tr>
<tr>
<td>✓   6) Environmental Questionnaire form, completed and signed.</td>
</tr>
<tr>
<td>✓   7) Provide name, mailing address and phone number of all property owners and their agents.</td>
</tr>
<tr>
<td>N/A 8) A record search for archaeological resources shall be conducted through the North Central Information Center located at CSU-Sacramento, 6000 J Street, Adams Bldg, #103, Sacramento, CA 95819-6100, phone number (916) 278-6217. If the record search identifies a need for a field survey, a survey shall be required. (A list of Archaeological Consultants and survey requirements is available at the Planning Department.) Archaeological surveys shall meet the “Guidelines for Cultural Resource Studies” approved by the Board of Supervisors, available at the Planning Department.</td>
</tr>
<tr>
<td>✓   9) A traffic impact determination shall be provided utilizing El Dorado County’s “Transportation Impact Study (TIS) – Initial Determination Form, located on the Planning Services website under “Applications and Forms”.</td>
</tr>
<tr>
<td>✓   10) If public sewer or water service is proposed, obtain and provide a Facilities Improvement Letter if the project is located within the EID service area, or a similar letter if located in another sewer/water district.</td>
</tr>
</tbody>
</table>
FORMS AND MAPS REQUIRED
Check (✓)
Applicant County

11) If off-site sewer or water facilities are proposed to serve the project, provide four (4) copies of a map showing location and size of proposed facilities. If ground water is to be used for domestic water, submit a report noting well production data for adjacent parcels, or submit a hydrological report prepared by a geologist noting the potential for water based on the nature of project site geology.

12) In an accompanying report, provide the following data for area on each proposed parcel that is to be used for sewage disposal:
   a) Percolation rate and location of test on 4.5 acres or smaller
   b) Depth of soil and location of test
   c) Depth of groundwater and location of test
   d) Direction and percent of slope of the ground
   e) Location, if present, of rivers, streams, springs, areas subject to inundation, rock outcropping, lava caps, cuts, fills, and easements
   f) Identify the area to be used for sewage disposal
   g) Such additional data and information as may be required by the Division Director of Environmental Management to assess the source of potable water, the disposal of sewage and other liquid wastes, the disposal of solid wastes, drainage, and erosion control

13) Preceding parcel map, final map, or record of survey, if any exists.

14) Preliminary grading, drainage plan, and report. The plan should be of sufficient detail to identify the scope of grading, including quantities, depths of cut and fills (for roads and driveways where cuts/fills exceed 6 feet, and mass pad graded lots), location of existing drainage, proposed modifications, and impacts to downstream facilities. (See Section 110.14.240 of County Grading Ordinance for submittal detail)

15) If located within one of the five Ecological Preserve - EP overlay zones (Mitigation Area 0), rare plants may exist on-site. The State Department of Fish & Wildlife will require an on-site biological plant survey to determine the extent and location of rare plants on the project site. Such a survey can only occur from March 15 through August 15 when plants are readily visible. Therefore, if the State Department of Fish & Wildlife requires the plant survey, a substantial delay in the processing of your application could result. To avoid potential delays, you may choose to provide this survey with application submittal. (A list of possible Botanical Consultants is available at Planning Services.)

16) Name and address of Homeowner's Association, CSA 9 Zone of Benefit, or other road maintenance entity if it exists in the project area.

17) A site-specific wetland investigation shall be required on projects with identified wetlands as delineated on the applicable U.S.G.S. Quadrangle and/or by site visit, when proposed improvements will directly impact the wetland (reduce the size of the wetland area) or lie near the wetlands. (Available from Planning Services are the U.S. Corps of Engineers requirements for a wetlands delineation study. A list of qualified consultants is also available.)
18) An acoustical analysis shall be provided whenever a noise-sensitive land use (residences, hospitals, churches, libraries) are proposed adjacent to a major transportation source, or adjacent or near existing stationary noise sources. Such study shall define the existing and projected noise levels and define how the project will comply with standards set forth in the General Plan.

19) Where potential for special status plant and/or animal habitats are identified on the parcel(s), an on-site biological study shall be required to determine if the site contains special status plant or animal species or natural communities and habitats.

20) An air quality impact analysis shall be provided utilizing the El Dorado County Air Pollution Control District's "Guide to Air Quality Assessment."

OAK TREE/OAK WOODLAND REMOVAL

The following supplemental information shall be required if any Oak Woodlands, Individual Native Oak Trees, or Heritage Trees, as defined in Section 130.39.030 (Definitions) will be impacted by the project (i.e. cut down) consistent with Section 130.39.070 (Oak Tree and Oak Woodland Removal Permits – Discretionary Development Projects).

Check (✓)

1) Oak Resources Code Compliance Certificate.

2) Oak Resources Technical Report prepared by a Qualified Professional consistent with Section 2.5 (Oak Resources Technical Reports) of the Oak Resources Management Plan.

3) Completed Oak Resources Technical Report Checklist, including supplemental data for impacted Individual Native Oak Trees within Oak Woodlands, as applicable.

4) Security deposit for on-site oak tree/oak woodland retention and/or replacement planting (if proposed as part of project mitigation) consistent with Section 130.39.070.F (Security Deposit for On-Site Oak Tree/Oak Woodland Retention and Section 130.30.070.G (Security Deposit for On-Site Oak Tree/Oak Woodland Replacement Planting).

5) Reason and objective for impact to oak trees and/or oak woodlands.

SITE PLAN REQUIREMENTS

Five (5) copies plus an electronic copy (CD-ROM or other medium) of the site plan detailing what exists on the site at time of application shall be submitted on 24" x 36" sheets or smaller, drawn to scale, and of sufficient size to clearly show all details and required data. All plans MUST be folded to 8½" x 11", plus one 8½" x 11" reduction. NO ROLLED DRAWINGS WILL BE ACCEPTED.

For your convenience, please check the Applicant column on the left to be sure you have all the required submittal information.

Check (✓)

1) Project name (if applicable).

2) Name, address of applicant and designer (if applicable).
3) Date, north arrow, and scale.
4) Entire parcel of land showing perimeter with dimensions.
5) All roads, alleys, streets, and their names.
6) Location of easements, their purpose and width.
7) All existing and proposed uses (i.e. buildings, driveways, dwellings, utility transmission lines, etc.).
8) Parking and loading stalls with dimensions (refer to Zoning Ordinance Chapter 130.35 and the Community Design Standards-Parking and Loading Standards).
9) Trash and litter storage or collection areas, and propane tank location(s).
10) Total gross square footage of proposed buildings.
11) Proposed/existing fences or walls.
12) Sign locations and sizes (if proposed) (refer to Zoning Ordinance Chapter 130.16).
13) Pedestrian walkways, courtyards, etc. (if proposed).
14) Exterior lighting plan (if proposed), along with a Photometric Study and fixture specifications (refer to Zoning Ordinance Chapter 130.34 and the Community Design Standards-Outdoor Lighting Standards).
15) Existing/proposed water, sewer, septic systems, and wells (if applicable).
16) Existing/proposed fire hydrants.
17) Tentative subdivision or parcel map (if applicable).
18) Public uses (schools, parks, etc.)
19) The location, if present, of rock outcropping, lava caps, drainage courses, lakes, canals, reservoirs, rivers, streams, spring areas subject to inundation and wetlands. (Show respective 100-foot and 50-foot septic system setbacks when a septic system is proposed).
20) Identify areas subject to a 100-year flood on perennial streams or creeks, and show high water level (100-year) on map. Where this data is not readily available, January 1997 flood level can be shown if known. (Refer to the Federal Emergency Management Agency (FEMA) website).
21) Note any proposed trails within the project; and where applicable, connection to existing or proposed trail systems.
PRELIMINARY LANDSCAPE PLAN REQUIREMENTS
Required when parking facilities are proposed or otherwise at planner’s discretion. (Refer to Zoning Ordinance Chapter 130.33 and the Community Design Standards – Landscaping and Irrigation Standards).
(Five (5) copies plus an electronic copy (CD-ROM or other medium), folded to 8½” x 11”, plus one 11” x 17” reduction).

Check (√)
Applicant County

☐  1) Location, quantity, and a gallon size of proposed plant material (See Zoning Ordinance Chapter 130.33 and the Community Design Standards – Landscaping and Irrigation Standards).

☐  2) Note quantity/type of trees to be removed.

☐  3) Location, general type (pine, oak, etc.) and size of all existing trees, in those areas that are subject to grading or otherwise may be removed/affected by proposed improvements. Note quantity of trees to be removed.

☐  4) List of both common and botanical names of plant material (use of drought tolerant species is highly recommended). A recommended list of drought-tolerant species is available at Planning Services.

☐  5) Location of irrigation proposed. (NOTE: The final Landscape Plan will ultimately be required to meet the County’s Water Conserving Landscape Standards. Copies are available at Planning Services).

PRELIMINARY GRADING AND DRAINAGE PLAN
Required whenever any grading is proposed.
(Five (5) copies plus an electronic copy (CD-ROM or other medium), folded to 8½” x 11”, plus one 8.5” x 11” reduction).

Check (√)
Applicant County

☐  1) Contours or slope data (pursuant to Chapter 110.14 of County Code Grading, Erosion, and Sediment Control Ordinance).

☐  2) Drainage improvements, culverts, drains, etc.

☐  3) Limits of cut and fill.

PLAN OF BUILDING ELEVATIONS
Required whenever a new structure or addition is proposed.
(Five (5) copies plus an electronic copy (CD-ROM or other medium), folded to 8½” x 11”, plus one 8.5” x 11” reduction).

Check (√)
Applicant County

☐  1) Building design, elevations of all sides.

☐  2) Exterior materials, finishes, and colors.

☐  3) Existing/proposed signs showing location, height and dimensions. Include sign plan for project with multiple businesses.
Planning Services reserves the right to require additional project information as provided by Section 15060 of the California Environment Quality Act, or as required by the General Plan development policies, when such is necessary to complete the environmental assessment.

NOTE: APPLICATION WILL BE ACCEPTED BY APPOINTMENT ONLY. MAKE YOUR APPOINTMENT IN ADVANCE BY CALLING (530) 621-5355.
EL DORADO COUNTY PLANNING SERVICES

ENVIRONMENTAL QUESTIONNAIRE

File Number __________________________
Date Filed ___________________________

Project Title Quantum Care Place  Lead Agency El Dorado Planning
Name of Owner Quantum Care Place EDH, LLC  Telephone 916-425-3330
Address 4528 Gresham Drive
Name of Applicant Anthony G. Scotch  Telephone 916-425-3330
Address 3225 Stonehurst Drive
Project Location SW corner of White Rock and Carson Crossing

Assessor's Parcel Number(s) 117-490-01-100  Acreage 4.11  Zoning CL

Please answer all of the following questions as completely as possible. Subdivisions and other major projects will require a Technical Supplement to be filed together with this form.

1. Type of project and description: +/- 60,400 s.f. assisted senior living facility & 4,000 s.f. medical office building

2. What is the number of units/parcels proposed? 1

GEOLOGY AND SOILS

3. Identify the percentage of land in the following slope categories:

- 69.5% 0 to 10%
- 5.5% 11 to 15%
- 2% 6 to 20%
- 3.5% 21 to 29%
- 19.5% over 30%

4. Have you observed any building or soil settlement, landslides, rock falls or avalanches on this property or in the nearby surrounding area? NO

5. Could the project affect any existing agriculture uses or result in the loss of agricultural land? NO

CUP18-0005
DRAINAGE AND HYDROLOGY

6. Is the project located within the flood plain of any stream or river? **NO**
   If so, which one? **N/A**

7. What is the distance to the nearest body of water, river, stream or year-round drainage channel? **+/- 100’**
   Name of the water body? Unnamed tributary of Carson Creek

8. Will the project result in the direct or indirect discharge of silt or any other particles in noticeable amount into any lakes, rivers or streams? **NO**

9. Will the project result in the physical alteration of a natural body of water or drainage way? If so, in what way? **NO**

10. Does the project area contain any wet meadows, marshes or other perennially wet areas?

VEGETATION AND WILDLIFE

11. What is the predominant vegetative cover on the site (trees, brush, grass, etc.)? Estimate percentage of each: 100% grassland

12. How many trees of 6-inch diameter will be removed when this project is implemented? 0

FIRE PROTECTION

13. In what structural fire protection district (if any) is the project located? El Dorado Hills

14. What is the nearest emergency source of water for fire protection purposes (hydrant, pond, etc.)? **Hydrants on site**

15. What is the distance to the nearest fire station? **1.9 miles**

16. Will the project create any dead-end roads greater than 500 feet in length? **NO**

17. Will the project involve the burning of any material including brush, trees and construction materials? **NO**

NOISE QUALITY

18. Is the project near an industrial area, freeway, major highway or airport? **NO**
   If so, how far? ____________________________________________

19. What types of noise would be created by the establishment of this land use, both during and after construction? **Typical construction noise; typical residential level noise post construction**
AIR QUALITY
20. Would any noticeable amounts of air pollution, such as smoke, dust or odors, be produced by this project? None

WATER QUALITY
21. Is the proposed water source ☑ public or ☐ private, ☐ treated or ☐ untreated?
22. What is the water use (residential, agricultural, industrial or commercial)? Commercial

AESTHETICS
23. Will the project obstruct scenic views from existing residential areas, public lands, and/or public bodies of water or roads? NO

ARCHAEOLOGY/HISTORY
24. Do you know of any archaeological or historical areas within the boundaries or adjacent to the project? (e.g., Indian burial grounds, gold mines, etc.) NO

SEWAGE
25. What is the proposed method of sewage disposal? ☐ septic system ☑ sanitation district
Name of district: El Dorado Irrigation District
26. Would the project require a change in sewage disposal methods from those currently used in the vicinity? NO

TRANSPORTATION
27. Will the project create any traffic problems or change any existing roads, highways or existing traffic patterns? NO - See PEHR & PEERS Transportation review
28. Will the project reduce or restrict access to public lands, parks or any public facilities? NO

GROWTH-INDUCING IMPACTS
29. Will the project result in the introduction of activities not currently found within the community? NO
30. Would the project serve to encourage development of presently undeveloped areas, or increases in development intensity of already developed areas (include the introduction of new or expanded public utilities, new industry, commercial facilities or recreation activities)? Not anticipated
31. Will the project require the extension of existing public utility lines?  **NO**
   If so, identify and give distances: ______________________________

**GENERAL**

32. Does the project involve lands currently protected under the Williamson Act or an Open Space Agreement?  **NO**

33. Will the project involve the application, use or disposal of potentially hazardous materials, including pesticides, herbicides, other toxic substances or radioactive material?  **NO**

34. Will the proposed project result in the removal of a natural resource for commercial purposes (including rock, sand, gravel, trees, minerals or top soil)?  **NO**

35. Could the project create new, or aggravate existing health problems (including, but not limited to, flies, mosquitoes, rodents and other disease vectors)?  **NO**

36. Will the project displace any community residents?  **NO**

**DISCUSS ANY YES ANSWERS TO THE PREVIOUS QUESTIONS**  (attached additional sheets if necessary)

**MITIGATION MEASURES**  (attached additional sheets if necessary)

Proposed mitigation measures for any of the above questions where there will be an adverse impact:

Form Completed by: **BRIAN WILLIAMS**  Date: **5/21/2018**

Revised 11/2017
Hi Anthony -

In response to your questions we did a preliminary review of the Carson Creek SP DEIR, previous ND for the site, and County GIS data for the site. There is an adjacent intermittent stream but it is within an open space parcel consistent with mitigation measures from the CCSP EIR. No other potential wetlands appear to be on the project site. At this point for your CUP application materials [I don’t think you need to provide] more information on either archaeological or wetlands resources.

We look forward to working with you on your CUP application and receiving your new project description. Let us know if you have any other questions.

Sincerely,
Michael Nihan

[Quoted text hidden]

--
Michael Nihan, Principal Planner
El Dorado County Community Development Services
Planning and Building Department
Planning Division
2850 Fairlane Court
Placerville, CA 95667
Main Line 530-621-5355
Direct line 530-621-6583
Fax 530-642-0508
michael.nihan@edcgov.us

WARNING: This email and any attachments may contain private, confidential, and privileged material for the sole use of the intended recipient. Any unauthorized review, copying, or distribution of this email (or any attachments) by other than the intended recipient is strictly prohibited. If you are not the intended recipient, please contact the sender immediately and permanently delete the original and any copies of this email and any attachments.
Grant Deed

DOCUMENTARY TRANSFER TAX $ 2566.30

☐ COMPUTED ON FULL VALUE OF PROPERTY CONVEYED, OR
☐ COMPUTED ON FULL VALUE LESS LIENS & ENCUMBRANCES REMAINING AT TIME OF SALE
☐ EXEMPT FROM DOCUMENTARY TRANSFER TAX PURSUANT TO:

Signature of declarant or agent determining tax

Pursuant to Senate Bill 2 – Building Homes and Jobs Act (GC Code Section 27388.1), effective January 1, 2018, a fee of seventy-five dollars ($75.00) shall be paid at the time of recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, except those expressly exempted from payment of recording fees, per each single transaction per parcel of real property. The fee imposed by this section shall not exceed two hundred twenty-five dollars ($225.00).

☐ Exempt from the fee per GC 27388.1 (a) (2); This document is subject to Documentary Transfer Tax

☐ Exempt from fee per GC 27388.1 (a) (2); recorded concurrently “in connection with” a transfer subject to the imposition of documentary transfer tax (DTT).

☐ Exempt from fee per GC 27388.1 (a) (2); recorded concurrently “in connection with” a transfer of real property that is a residential dwelling to an owner-occupier.

☐ Exempt from fee per GC 27388.1 (a) (1); fee cap of $225.00 reached.

☐ Exempt from the fee per GC 27388.1 (a) (1); not related to real property.

MAIL TAX STATEMENTS TO THE RETURN ADDRESS NOTED ABOVE

THIS COVER SHEET ADDED TO PROVIDE ADEQUATE SPACE FOR RECORDING INFORMATION
($3.00 Additional Recording Fee Applies)
RECORDING REQUESTED BY:

AND WHEN RECORDED MAIL TO:
Quantum Care Place EDH
4528 Gresham Dr
El Dorado Hills, CA 95762

MAIL TO:
Quantom Care
Place
EDH
4528 Gresham Dr
El Dorado Hills, CA 95762

THIS SPACE FOR RECORDER'S USE ONLY:

Title Order No.: AP#: 117-490-01
GRANT DEED

Escrow No.: GB-14032025-LR

THE UNDERSIGNED GRANTOR(S) DECLARE(S)

DOCUMENTARY TRANSFER TAX is $2,566.30

[X] computed on full value of property conveyed, or
[ ] computed on full value less value of liens or encumbrances remaining at time of sale.
[X] Unincorporated area [ ] City of AND

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

Portico El Dorado Hills Business Park Investors LLC, a California Limited Liability Company

hereby GRANT(s) to:

Quantum Care Place EDH, LLC, a California Limited Liability Company

the real property in the County of El Dorado, State of California, described as:

LEGAL DESCRIPTION ATTACHED HERETO AS EXHIBIT "A" AND MADE A PART HEREOF

Also Known as: Lot L Euer Ranch Unit No. 6, El Dorado Hills, CA

DATED: February 20, 2018

Signature Page attached hereto
and made a part hereof

MAIL TAX STATEMENTS TO PARTY SHOWN ABOVE:
Title Order No.: Escrow No.: GB-14032025-LR AP#: 117-490-01

SIGNATURE PAGE

Title of Document: GRANT DEED

Date of Document: February 20, 2018

Portico El Dorado Hills Business Park Investors, LLC,
a California Limited Liability Company
by Portico Development LLC, a California limited
liability company

It's Manager

By:  
By:  

Anthony G. Scotch, Managing Member
Ken Buckler, Managing Member

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the
document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA
COUNTY OF Sacramento

On 2-20-18 before me, T. Brigham, A Notary Public
personally appeared Anthony G. Scotch and Ken Buckler

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to
the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized
capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of
which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is
true and correct.

WITNESS my hand and official seal.

Signature:  
(Seal)
Lot L, as shown on that certain map entitled "Euer Ranch Unit No. 6", filed in the office of the El Dorado County Recorder on August 25, 2005, in Book "J" of Maps, at page 57.

Excepting therefrom all oil, gas and other hydrocarbon substances, inert gases, minerals, and metals lying below a depth of 500 feet from the surface of said land and real property, whether now known to exist or hereafter discovered, including but not limited to the rights to explore for, develop, and remove such oil, gas and other hydrocarbon substances, inert gases, minerals, and metals without, however, any right to use the surface of such land and real property or any other portion thereof above a depth of 500 feet from the surface of such land and real property for any purpose whatsoever.


Apn: 117-490-01-100
COMMUNITY CARE FACILITY

PROJECT PROPOSAL

Presented To: Rommel (Mel) Pabalinas, Principal Planner
El Dorado County Community Development Services
Planning and Building Department
Planning Division

Prepared By: Shelton Duruisseau, Ph.D.
President & Chief Executive Officer
Quantum Care Place, Inc.

Date: May 15, 2018

Quantum Care Place EDH, LLC
Phone: (916) 221-2060
Fax: (916) 293-9071
www.quantumcareplace.com

CUP18-0005
Quantum Care Place, Inc.
El Dorado Hills

Therapeutic Community Care Facility

Who Will Take Care Of Our Seniors?
Quantum Care Place, Inc. (QCP), El Dorado Hills (EDH), was established to provide an all-inclusive Therapeutic Healthcare and personal care services for seniors that include the following components: Assisted living, memory care, health and wellness clinic, rehabilitation therapy, and a community education and training center. Given the high demand for senior care, QCP is a position to meet the need for senior care and housing. All eligible seniors in the surrounding communities can benefit from the care provided.

Statement of the Problem
According to the U.S. Department of Human Services, at least 70% of the population over the age of 65, will require some long-term care. The current growth of the population, age 65 and older, is unprecedented in U.S. history. The number of people, age 65 and older, is projected to more than double from 46 million today to more than 98 million by 2050.

According to the State of California, Department of Finance, by 2035, the number of seniors, age 60 and older, in California will increase to 12 million. More housing facilities are needed to provide space for seniors who require a high level of care. In the Greater Sacramento Metropolitan Service Area, the demand for the higher level need for senior housing and healthcare options are slightly higher than the national averages.

To keep pace with the demand for senior housing and high-level of care for the more than 50,000 seniors in the Greater Sacramento Metropolitan Service Area, including El Dorado Hills, additional beds are needed. After accounting for current beds in the service area, the beds need is estimated to be approximately 1,800 by 2022.

Also, according to the local realtor association, there is the “migration effect” factor of approximately 30% of older adults moving from the Bay area to the Greater Sacramento region. Thus, another 540 beds will be needed, bringing the total beds need to nearly 2,400 by 2022.

Proposed Solution and Project Location
To meet the demand and shortage of senior care and housing, Quantum Care Place, EDH, is proposing to develop a 64,444 +/- square foot, Class A, Community Care Facility on 4.11 acres located at the corner of Carson Crossing and White Rock Roads. The land at this
location is currently zoned allowing for this type of facility with a Conditional Use Permit (See Attachments A, A2.1, A2.2 & B).

**El Dorado County's Population and Surroundings**

The largest age group in El Dorado County in 2010 is the 50-59-year-old range which represents 17.6 percent of the total county population. Those ages 40-49, with 16 percent, follow this group. Since 2000, the number of people, ages 50-59, increased over 55 percent, while those, ages 30-39, decreased nearly 27 percent, causing a 5 percent decrease among children in the 0-9-year-old range. Simultaneously, residents 60-69, make up a higher percentage of the population in El Dorado County than the state average.

The Empire Ranch and Hwy 50 interchange are slated to begin construction shortly. A four-way signal light is planned in this corner, once the road widening is completed. Surrounding the site are over 1,500 age restricted (55 plus) single-family homes. The site is less than 5 miles from the Kaiser Permanente Medical Center and Mercy Hospital, Folsom, CA. The community in El Dorado Hills is an upscale suburb/higher demographic area of the Greater Sacramento region. Residential houses range from the high $300,000 to several million in the region. The area consists of excellent schools, Folsom Lake College, Harris Center Performing Arts Theater, upscale, unique shopping centers (El Dorado Hills Town Center), and the Palladio Mall, which are all located 4 miles from the proposed site.

**Project Description**

Quantum Care Place, EDH, is designed to offer a continuum of integrated high-level residential long-term care services, around-the-clock nursing care, and health care related services. These healthcare services are not typically available in assisted living facilities in the area. Comprehensive management of these services and conditions will allow residents to maintain maximum independence, dignity, mobility and ‘better living” in a safe and secure environment.

Quantum Care Place, EDH, intends to offer 77 units and 106 beds, including Assisted Living, Memory Care, personalized supportive services, and health-related medical services 24-hours a day.

To meet the scheduled and emergency needs of the residents, along with the integrated services listed, residents will also have access to additional specialty services such as Hospice, Mobile Care and Transportation, Medication Management, Rehabilitation Therapies, and Respite Care in a homelike environment.

Based on a demand study performed by Jerry M. Walker, HCMA-Portland, recently completed around the White Rock Site, the area is underserved. There is an unmet need for 145-153 assisted living beds in 2021 (See Attachment C).
There are 7,477 persons, aged 75 years and older, in the defined market polygon in 2016. The senior demographics are strong. The 75+ population is increasing rapidly in the defined polygon market to 9,303 and in a 25-mile radius of 131,630 (See Attachment D).

The facility will provide specific care services such as blood thinners, colostomies, glucose monitoring and insulin injections, specialize in Dementia Care, health and wellness, 24-hour nursing, and other healthcare services. These health care services are medically necessary and optional for the residents and their families that are not available in typical Assisted Living Facilities.

Quantum Care Place, EDH, the facility is designed to address the growing need for senior residential care. We will serve through our exciting and “Inspired” programs. The operational team shares over 75 years of experience designing, developing, implementing, and managing new concepts for engagement. We are truly “Inspired to Better Living.”

Quantum Care Place, EDH, will feature “A Typical Day,” “Programming that Cares.” These programs are driven to provide a focused, purposeful, and engaging daily experience. The senior who prefers daily cognitive, sensory, spiritual, social, and physically active engagement (whether maintaining health or those needing engaged support) will find these offerings in the facility.

**Project Timeline**

Listed below are the dates of the actual and anticipated timing of the planned development of the Quantum Care Place, EDH, facility. All dates are dependent on the issuance of permits, funding of equity, financing, weather, and the Manager’s business judgment.

- **Land Acquired** February 2018
- **Planning Completion and Permitting** October 2018
- **Construction Start of Site** March 2019
- **Project Completion (Estimated)** May 2020

When the facility reaches full capacity, we anticipate employing approximately 103-120 new staff and healthcare professionals.

**Justification**

Shelton Duruisseau, Ph.D., and CEO lead the Quantum Care Place, El Dorado Hills’ Owners Group. He brings 32 years of healthcare administration experience at the Senior Executive
level, in an academic setting, at the University of California, Davis, Health System. Shelton also has relevant related professional experience. He served as a member of the Medical Board of California (2004-2012). He also served on the Planning Commission for the City of Sacramento (1996-2004). Shelton has owned and operated three assisted living facilities in the Greater Sacramento region.

Dr. Duruisseau has assembled an executive team and 3G Healthcare Management Group as owner, developer, and operator. The group has over 20 years of operational oversight of skilled nursing facilities in multiple states, developing unique models of healthcare delivery. Additionally, an experienced executive team, who knows the local assisted living and memory care markets, will work as an intergraded operating team, consisting of sales and marketing, dining and nutrition, and activity programs. These development and operational teams have a distinct advantage in operating assisted living and memory care and health care services because of the high-level expertise they bring to the El Dorado Hill project.

Quantum Care Place, EDH, will utilize appropriately skilled healthcare professionals, the latest equipment, and new innovative processes to operate and manage a successful operation. Our goal is to provide valuable and highly individualized high-level quality services for the residents in our care.
Quantum Care Place, Inc.
El Dorado Hills

Attachments A2.1, A2.2, B, C, and D
Quantum Care Place
Carson Crossing Drive & White Rock Road
El Dorado Hills, California
Quantum Care Place
Carson Crossing Drive & White Rock Road
El Dorado Hills, California
Attachment B
Quantum Care Place, El Dorado Hills
Proposed Site Plan

QUANTUM CARE PLACE
PROPOSED GRADING
COUNTY OF EL DORADO
APRIL 2019

CUP18-0005
Attachment C

Estimates of Demand Study

Estimates of Demand: Taking all of these factors into consideration, the following table shows the estimates of demand in 2018 and 2021 in the defined market polygon around the White Rock Road Site:

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Market Polygon</td>
<td>Market Polygon</td>
</tr>
<tr>
<td></td>
<td>2018 Penetration</td>
<td>2021 Penetration</td>
</tr>
<tr>
<td></td>
<td>Pop. 75+ Rate</td>
<td>Pop. 75+ Rate</td>
</tr>
<tr>
<td>Assisted Living Beds</td>
<td>8,160 9.35%</td>
<td>9,303 9.35%</td>
</tr>
<tr>
<td>Memory Care Beds</td>
<td>8,160 3.60%</td>
<td>9,303 3.60%</td>
</tr>
<tr>
<td></td>
<td>Area Estimated</td>
<td>Area Estimated</td>
</tr>
<tr>
<td></td>
<td>Demand Units/Beds</td>
<td>Demand Units/Beds</td>
</tr>
<tr>
<td></td>
<td>in Use</td>
<td>in Use</td>
</tr>
<tr>
<td>Assisted Living Beds</td>
<td>763 610 153 88</td>
<td>870 610 260 149</td>
</tr>
<tr>
<td>Memory Care Beds</td>
<td>293 368 (74) (42)</td>
<td>335 368 (33) (19)</td>
</tr>
</tbody>
</table>

The assisted living market area around the White Rock Road Site is underserved. There is unmet private pay need for 84-92 assisted living beds in 2018. By 2021, with very fast senior population growth, the unmet private pay needs are projected to increase to about 145-153 assisted living beds. The pending addition of more than 145 new memory care beds are projected to exceed the market needs through 2021 - - no additional MC beds are needed in this market over the next five years.

Thank you very much for this opportunity to assist you and your colleagues in this review of the market demands in El Dorado Hills, CA.

Very truly yours,

Jerry M. Walker
HCMA-Portland

Aside from the professional fees we will earn for preparing this report, we are independent of the developers and have no stake whatsoever in the project under consideration. Our fees are not contingent on the outcome of this study. We do not have an ownership or operating interest in any existing or proposed senior housing facilities.
## Attachment D
### El Dorado Hills, CA Demographic Characteristics & Demand Worksheet

El Dorado Hills, CA Demographic Characteristics & Demand Worksheet  Source: ESRI

Near 540 White Rock Road, El Dorado Hills, CA 95762
38.63352°N, -121.07869°W

### El Dorado Hills, CA Market Study Areas

<table>
<thead>
<tr>
<th>2010 Census</th>
<th>2016</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Miles Polygon Radius</td>
<td>5 Miles Polygon Radius</td>
<td>5 Miles Polygon Radius</td>
</tr>
<tr>
<td>Square Miles</td>
<td>78.54</td>
<td>164.17</td>
</tr>
<tr>
<td>Total Population</td>
<td>76,825</td>
<td>138,703</td>
</tr>
<tr>
<td>Annual Growth '16 - '21</td>
<td>1.2%</td>
<td>1.0%</td>
</tr>
<tr>
<td>Total Density PSM</td>
<td>978</td>
<td>845</td>
</tr>
<tr>
<td>Median Age</td>
<td>37.6</td>
<td>39.1</td>
</tr>
<tr>
<td>Population 50 - 64</td>
<td>14,117</td>
<td>27,870</td>
</tr>
<tr>
<td>Annual Growth '16 - '21</td>
<td>1.2%</td>
<td>0.4%</td>
</tr>
<tr>
<td>% of Total</td>
<td>18.4%</td>
<td>20.1%</td>
</tr>
<tr>
<td>Pop. (50-64) / (75+)</td>
<td>4.84</td>
<td>4.27</td>
</tr>
<tr>
<td>Population 65+</td>
<td>7,035</td>
<td>15,028</td>
</tr>
<tr>
<td>Annual Growth '16 - '21</td>
<td>4.6%</td>
<td>4.7%</td>
</tr>
<tr>
<td>65+ % of Total</td>
<td>9.2%</td>
<td>10.8%</td>
</tr>
<tr>
<td>Population 75+</td>
<td>2,915</td>
<td>6,530</td>
</tr>
<tr>
<td>Annual Growth '16 - '21</td>
<td>4.7%</td>
<td>4.5%</td>
</tr>
<tr>
<td>Density PSM</td>
<td>37</td>
<td>40</td>
</tr>
<tr>
<td>75+ % of Total</td>
<td>3.8%</td>
<td>4.7%</td>
</tr>
<tr>
<td>Median Household Income, All Ages</td>
<td>$112,086</td>
<td>$103,848</td>
</tr>
<tr>
<td>Median Household Income 75+</td>
<td>53,329</td>
<td>48,855</td>
</tr>
</tbody>
</table>

The 25-Mile Radius region is 25 miles around the intersection of I-80 and Arden Way in Sacramento, CA.

Letter No.: EEO 2015-1528

December 15, 2015

Anthony Scotch  
Portico El Dorado Hills Business Park Investors, LLC  
3225 Stonehurst Drive  
El Dorado Hills, CA 95742

Subject: Facility Improvement Letter (FIL), The Portico at Carson Crossing  
Assessor’s Parcel No.: 117-490-01 (El Dorado Hills)

Dear Mr. Scotch:

This letter is in response to your request dated October 8, 2015 and is valid for a period of three years. If facility improvement plans for this project are not submitted to El Dorado Irrigation District (EID or District) within three years of the date of this letter, a new Facility Improvement Letter will be required.

Design drawings for your project must be in conformance with the District’s Water, Sewer and Recycled Water Design and Construction Standards.

This project is a memory care facility on 4.11 acres. Water service, sewer service, private fire service and fire hydrants are requested. The property is within the District boundary.

This letter is not a commitment to serve, but does address the location and approximate capacity of existing facilities that may be available to serve your project.

**Water Supply**

As of January 1, 2015, there were approximately 4,088 equivalent dwelling units (EDUs) of water supply available in the El Dorado Hills Water Supply Region. Your project as proposed on this date would require 8 additional EDUs of water supply.

**Water Facilities**

A 12-inch water line exists in Carson Crossing Drive (see enclosed System Map). The El Dorado Hills Fire Department has determined that the minimum fire flow for this project is 2,750 GPM for a 4-hour duration while maintaining a 20-psi residual pressure. According to the District’s hydraulic model, the existing system can deliver the required fire flow. In order to provide this fire flow and receive service, you must construct a water line extension connecting to the 12-inch waterline located in Carson Crossing Drive. The hydraulic grade line for the existing water distribution facilities is 819 feet above mean sea level at static conditions and 775 feet above mean sea level during fire flow and maximum day demands.

The flow predicted above was developed using a computer model and is not an actual field flow test.
Recycled Water Facilities

Recycled water has not been requested, but is available if desired. There is an existing 6-inch recycled water line located in Carson Crossing Drive. The existing system has capacity to serve the proposed project. The recycled water system in this area has an operating hydraulic grade line of 717 feet above mean sea level.

The following items must be provided to and/or approved by the District before delivery of recycled water:

1. Non-Residential Sites:
   a. A User Reclamation Plan (URP) prepared in accordance with the Recycled Water On-site Design and Construction Standards, and
   b. On-site recycled water plans submitted with improvement plans.

2. Residential Sites:
   a. An Engineer’s Report as described in California Code of Regulations, Title 22, and
   b. On-site recycled water landscape plans submitted for each individual home lot or, standard plans to be used with production homes.

The Engineer’s Report and/or User Reclamation Plan will need to be revised and approved before the District approves the project development plans. All costs for these studies, plans, and reports will be borne by the applicant. Please contact Elizabeth Wells at (530)642-4146 if you have any questions regarding the Engineer’s Report.

Sewer Facilities

There is a 6-inch gravity sewer line in Carson Crossing Drive that is intended to serve this parcel. This sewer line has adequate capacity at this time. In order to receive service from this line, an extension of facilities of adequate size must be constructed. Your project as proposed on this date would require 8 additional EDUs of sewer service.

Easement Requirements

Proposed water lines, sewer lines and related facilities must be located within an easement accessible by conventional maintenance vehicles. When the water lines or sewer lines are within streets, they shall be located within the paved section of the roadway. No structures will be permitted within the easements of any existing or proposed facilities. The District must have unobstructed access to these easements at all times, and does not generally allow water or sewer facilities along lot lines.

Easements for any new District facilities constructed by this project must be granted to the District prior to District approval of water and/or sewer improvement plans, whether on-site or off-site. In addition, due to either nonexistent or prescriptive easements for some older facilities, any existing onsite District facilities that will remain in place after the development of this property must also have an easement granted to the District.

Environmental

The County is the lead agency for environmental review of this project per Section 15051 of the California Environmental Quality Act Guidelines (CEQA). The County’s environmental document should include a review of both off-site and on-site water and sewer facilities that may be constructed by this project. You may be requested to submit a copy of the County’s environmental document to the District if your project involves significant off-site facilities. If the County’s environmental document does not address all water and sewer facilities and they are not exempt from environmental
review, a supplemental environmental document will be required. This document would be prepared by a consultant. It could require several months to prepare and you would be responsible for its cost.

Summary
Service to this proposed development is contingent upon the following:

- The availability of uncommitted water supplies at the time service is requested.
- Approval of the County’s environmental document by the District (if requested)
- Approval of an extension of facilities application by the District
- Executed grant documents for all required easements
- Approval of facility improvement plans by the District
- Construction by the developer of all onsite and offsite proposed water and sewer facilities
- Acceptance of these facilities by the District
- Payment of all District connection costs

Services shall be provided in accordance with El Dorado Irrigation District Board Policies and Administrative Regulations, as amended from time-to-time. As they relate to conditions of and fees for extension of service, District Administrative Regulations will apply as of the date of a fully executed Extension of Facilities Agreement.

If you have any questions, please contact Marc Mackay at (530) 642-4135.

Sincerely,

[Signature]

Michael J. Brink, P.E.
Supervising Senior Civil Engineer

MB/MM: at

Enclosures: System Map

cc w/ System Map:
- Michael Lilienthal, Division Chief/Fire Marshal
  El Dorado Hills Fire Department
  1050 Wilson Blvd
  El Dorado Hills, CA 95762

- Roger Trout, Director
  El Dorado County Development Services Department
  2850 Fairlane Court
  Placerville, CA 95667

- David R. Crosario
  CTA Engineering & Surveying
  3233 Monier Circle
  Rancho Cordova, CA 95742

2890 Mosquito Road, Placerville CA, 95667 (530) 622-4513
TRANSPORTATION IMPACT STUDY (TIS) – INITIAL DETERMINATION (PAGE 2)

TO BE COMPLETED BY COUNTY STAFF:

The following project uses are typically exempt from the preparation of a TIS:

☐ 4 or less single family homes  ☐ 28,000 square feet or less for warehouse
☐ 4 or less multi-family units  ☐ 38,000 square feet or less for mini-storage
☐ 2,300 square feet or less for shopping center  ☐ 20,000 square feet or less for churches
☐ 8,600 square feet or less for general office  ☐ 20 or less sites for campgrounds
☐ 10,000 square feet or less for industrial  ☐ 20 or less rooms for hotel/motel/B&B

☐ None apply – a TIS is required with applicable fee.

COUNTY STAFF DETERMINATION:

The TIS or OSTR may be waived if no additional vehicle trips will be generated by the proposed change, no up-zoning is requested, or no intensification of use is requested. Long Range Planning staff may waive the TIS requirement. The Transportation Director or his/her designee may waive the OSTR requirement.

☐ TIS and OSTR are both waived. No further transportation studies are required.
☒ On-Site Transportation Review is required. A TIS is not required. The OSTR shall address all items listed, unless otherwise noted.
☐ The TIS and OSTR are required. An initial deposit for TIS scoping and review is required by CDS Long Range Planning staff. See Attached TIS Initial Fund Request letter.

TIS waiver approved by:

[Signature]
CDS Long Range Planning Signature  4/23/18  ADH TS

OSTR waiver approved by:

Department of Transportation Director or Designee  Date

CUP18-0005
Fehr & Peers

TECHNICAL MEMORANDUM

Date: May 10, 2018
To: Anthony G. Scotch – Quantum Care Place, EDH, LLC
From: David B. Robinson – Fehr & Peers
Carly Panos – Fehr & Peers

Subject: Quantum Care – On-Site Transportation Review

Fehr & Peers has completed an On-Site Transportation Review of the proposed Quantum Care Place project located at the southeast corner of White Rock Road/Carson Crossing Road intersection in El Dorado Hills, CA. The project includes a senior assisted living facility with 106 beds (in two buildings) and a community center. The total building area would be approximately 65,000 square feet.

El Dorado County's Transportation Impact Study (TIS) Guidelines (El Dorado County Community Development Agency, 2014) require that all projects provide an On-Site Transportation Review that evaluates specific criteria. Fehr & Peers evaluated the project based on the criteria specified in the TIS Guidelines; the following findings are provided based on that evaluation.

PEAK HOUR TRAFFIC SIGNAL WARRANT¹

We collected traffic counts at the White Rock Road / Carson Crossing Road intersection on Thursday, May 3, 2018 during the AM peak period (7 AM – 9 AM) and PM peak period (4 PM – 6 PM). As required by the TIS Guidelines, we evaluated the peak hour signal warrant (consistent with methodologies in the California MUTCD 2014 Edition) to determine if the volumes at the White Rock Road / Carson Crossing Road would satisfy the warrant for installation of traffic signal control. Based on the results of the analysis, the peak hour volume warrant is not satisfied. The AM and PM peak hour signal warrant analysis calculations and results are provided in Attachment 1.

¹ This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration Manual on Uniform Traffic Control Devices and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. El Dorado County should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.
COLLISION HISTORY REVIEW

We reviewed the latest version of the *County of El Dorado Transportation Division Annual Accident Location Study* (County of El Dorado Transportation Division, 2017) to identify high-collision rate facilities warranting possible investigation within a one-mile radius of the project site. One intersection, White Rock Road / Stonebriar Drive, was listed as a High Accident Location due to two collisions that occurred in 2016; one of which resulted in a fatality. Further investigation was conducted by El Dorado County, including review of California Highway Patrol (CHP) Accident Reports for the three-year period from January 1, 2014 through December 31, 2016, to determine if improvements at the intersection were necessary. It was determined that no further action and/or improvements were necessary due to low accident rates or other conditions. Therefore, there are no high-collision rate facilities near the project site that warrant additional investigation.

NON-STANDARD FEATURES

There is a gap in the sidewalk along the west side of Carson Crossing Road. We recommend that a sidewalk be installed along the project frontage to complete the gap in the facility and to provide a connection to the crosswalk at the White Rock Road / Carson Crossing Road intersection.

DRIVEWAY SPACING

El Dorado County's *Design and Improvement Standards Manual* (County of El Dorado, 1986) require that commercial driveways be, at minimum, 250' from the curb return of an arterial road. According to the project site plan (*Quantum Care Place*, CTA Engineering & Surveying, April 10, 2018), the proposed driveway appears adequate and at least 250' from White Rock Road.

PARKING

Section 130.35.030 of El Dorado County's Municipal Code requires that long-term care facilities provide one (1) parking stall per four (4) beds. The proposed project includes a total of 106 beds, necessitating 27 parking stalls. The site plan indicates that a total of 57 parking stalls are proposed, including eight (8) accessible stalls. Therefore, the proposed project provides adequate parking to accommodate anticipated demand and proposes more parking than is required by the Zoning Code.

VEHICLE CIRCULATION

We completed a swept path analysis using the AutoTURN software to evaluate the adequacy of on-site circulation to accommodate delivery and trash collection vehicles. According to the site plan (*Quantum Care Place*, CTA Engineering & Surveying, April 10, 2018), the loading zone and trash enclosure are located at the rear of the site. We evaluated the following design vehicles:

- SU-40 – Single-unit truck
- WB-40 – Intermediate Semitrailer
- Refuse Truck

Attachment 2 shows the swept paths for the design vehicles entering and exiting both driveways and traveling through the site. As shown, the site layout can accommodate the WB-40 and refuse trucks. However, a SU-40 design vehicle cannot enter the site using the second driveway from White Rock Road.
DRIVEWAY THROAT DEPTH/QUEUING

The TIS Guidelines require that all projects provide a 25’ minimum required throat depth (MRTD) at project driveways. The site plan indicates the throat depth of the first driveway is at least 50’ and the second driveway is at least 125’. Both driveways exceed the 25’ MRTD. Therefore, the throat depth is compliant with County standards.

We estimated maximum vehicle queue lengths for exiting vehicles at the project driveways, based on the project’s peak hour trip generation and traffic volumes on Carson Crossing Road. Calculations for the maximum queuing estimation are provided in Attachment 3. Based on the analysis, the proposed throat depth is adequate.

ON-SITE SIGHT DISTANCE

We reviewed on-site circulation relative to the visibility of pedestrian facilities. Based on the site plan, pedestrian pathways are in locations that will be visible to vehicles as they maneuver through the site. We recommend the use of low-growing landscaping in the area shown on the image to the right to maintain visibility of the proposed crossing.
Attachment 1

Peak Hour Signal Warrant Analysis
**Turn Movement Volumes**

<table>
<thead>
<tr>
<th></th>
<th>NB</th>
<th>SB</th>
<th>EB</th>
<th>WB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left</td>
<td>6</td>
<td>15</td>
<td>2</td>
<td>53</td>
</tr>
<tr>
<td>Through</td>
<td>230</td>
<td>342</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Right</td>
<td>71</td>
<td>1</td>
<td>10</td>
<td>22</td>
</tr>
<tr>
<td>Total</td>
<td>307</td>
<td>358</td>
<td>12</td>
<td>76</td>
</tr>
</tbody>
</table>

**Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)**

(Community less than 10,000 population or above 40 MPH on major street)

- **Major Street - Total of Both Approaches - Vehicle Per Hour (VPH)**
  - *Note:* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices, Caltrans, 2014*

<table>
<thead>
<tr>
<th>Number of Approach Lanes</th>
<th>Major Street</th>
<th>Minor Street</th>
<th>Warrant Met</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>White Rock Road</td>
<td>Carson Crossing Road</td>
<td>NO</td>
</tr>
<tr>
<td>Traffic Volume (VPH) *</td>
<td>665</td>
<td>76</td>
<td></td>
</tr>
</tbody>
</table>

*Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.*
### Turn Movement Volumes

<table>
<thead>
<tr>
<th></th>
<th>NB</th>
<th>SB</th>
<th>EB</th>
<th>WB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left</td>
<td>6</td>
<td>15</td>
<td>2</td>
<td>53</td>
</tr>
<tr>
<td>Through</td>
<td>230</td>
<td>342</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Right</td>
<td>71</td>
<td>1</td>
<td>10</td>
<td>22</td>
</tr>
<tr>
<td>Total</td>
<td>307</td>
<td>358</td>
<td>12</td>
<td>76</td>
</tr>
</tbody>
</table>

### Intersection Geometry

- Number of Approach Lanes for Minor Street: 2
- Total Approaches: 4

### Worst Case Delay for Minor Street

- Stopped Delay (seconds per vehicle): 11.8
- Approach with Worst Case Delay: EB
- Total Vehicles on Approach: 12

### Warrant 3A, Peak Hour

<table>
<thead>
<tr>
<th></th>
<th>Peak Hour Delay on Minor Approach (vehicle-hours)</th>
<th>Peak Hour Volume on Minor Approach (vph)</th>
<th>Peak Hour Entering Volume Serviced (vph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Conditions</td>
<td>0</td>
<td>76</td>
<td>753</td>
</tr>
<tr>
<td>Limiting Value</td>
<td>5</td>
<td>150</td>
<td>800</td>
</tr>
<tr>
<td>Condition Satisfied?</td>
<td>Not Met</td>
<td>Not Met</td>
<td>Not Met</td>
</tr>
<tr>
<td>Warrant Met</td>
<td>NO</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR
ABOVE 40 MPH ON MAJOR STREET

* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

### Turn Movement Volumes

<table>
<thead>
<tr>
<th></th>
<th>NB</th>
<th>SB</th>
<th>EB</th>
<th>WB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left</td>
<td>8</td>
<td>28</td>
<td>8</td>
<td>102</td>
</tr>
<tr>
<td>Through</td>
<td>448</td>
<td>395</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Right</td>
<td>74</td>
<td>2</td>
<td>7</td>
<td>23</td>
</tr>
<tr>
<td>Total</td>
<td>530</td>
<td>425</td>
<td>15</td>
<td>125</td>
</tr>
</tbody>
</table>

### Major Street Direction

- **x**: North/South
- **X**: East/West

### Traffic Volume (VPH)

<table>
<thead>
<tr>
<th></th>
<th>Major Street</th>
<th>Minor Street</th>
<th>Minor Street</th>
<th>Warrant Met</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Approach Lanes</td>
<td>White Rock Road</td>
<td>Carson Crossing Road</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Traffic Volume (VPH) *</td>
<td>955</td>
<td>125</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.
## Fehr & Peers

### Project
- **Project:** Quantum Care
- **Scenario:** Existing Conditions
- **Peak Hour:** PM

### Major Street Direction
- **Major Street Direction:** x
- North/South
- East/West

### Major Street
- **Major Street:** White Rock Road
- **Minor Street:** Carson Crossing Road

### Turn Movement Volumes

<table>
<thead>
<tr>
<th></th>
<th>NB</th>
<th>SB</th>
<th>EB</th>
<th>WB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left</td>
<td>8</td>
<td>28</td>
<td>8</td>
<td>102</td>
</tr>
<tr>
<td>Through</td>
<td>448</td>
<td>395</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Right</td>
<td>74</td>
<td>2</td>
<td>7</td>
<td>23</td>
</tr>
<tr>
<td>Total</td>
<td>530</td>
<td>425</td>
<td>15</td>
<td>125</td>
</tr>
</tbody>
</table>

### Intersection Geometry
- **Number of Approach Lanes for Minor Street:** 2
- **Total Approaches:** 4

### Worst Case Delay for Minor Street
- **Stopped Delay (seconds per vehicle):** 40.1
- **Approach with Worst Case Delay:** WB
- **Total Vehicles on Approach:** 125

### Warrant 3A, Peak Hour

<table>
<thead>
<tr>
<th></th>
<th>Peak Hour Delay on Minor Approach (vehicle-hours)</th>
<th>Peak Hour Volume on Minor Approach (vph)</th>
<th>Peak Hour Entering Volume Serviced (vph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Conditions</td>
<td>1.4</td>
<td>125</td>
<td>1,095</td>
</tr>
<tr>
<td>Limiting Value</td>
<td>5</td>
<td>150</td>
<td>800</td>
</tr>
<tr>
<td>Condition Satisfied?</td>
<td>Not Met</td>
<td>Not Met</td>
<td>Met</td>
</tr>
<tr>
<td>Warrant Met</td>
<td>NO</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Attachment 2

AutoTURN Swept Path Analysis
Attachment 3

Maximum Vehicle Queue Analysis
Maximum Queue Estimation for:
Minor Street Left/Through/Right-Turn

Movement: Outbound driveways - Quantum Care Facility

**Input Data**

<table>
<thead>
<tr>
<th>Subject Approach</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Approach Volume (vph) =</td>
<td>31</td>
</tr>
<tr>
<td>PHF=</td>
<td>1</td>
</tr>
<tr>
<td>%RT's =</td>
<td>0.1</td>
</tr>
<tr>
<td>Is a Traffic Signal Located on Major Street Within 1/4 mi of intersection? (Enter 1 if yes; 0 if no)</td>
<td>0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Major Street</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Conflicting Traffic Volume for Left/Through Movements (vph) =</td>
<td>125</td>
</tr>
<tr>
<td>PHF=</td>
<td>0.71</td>
</tr>
<tr>
<td>Conflicting Traffic Volume for Right-Turn Movements (vph) =</td>
<td>102</td>
</tr>
<tr>
<td>PHF=</td>
<td>0.75</td>
</tr>
</tbody>
</table>

**Output**

| Estimated Maximum Queue | 0 vehicles |
Environmental Noise Assessment

Quantum Care Place Assisted Living Facility

El Dorado County, California

BAC Job # 2018-083

Prepared For:

A G Scotch & Associates
Attn: Mr. Anthony G. Scotch
3225 Stonehurst Drive
El Dorado Hills, CA 95762

Prepared By:

Bollard Acoustical Consultants, Inc.

Paul Bollard, President

May 17, 2018
Introduction

The Quantum Care Place Assisted Living Project (project) is a proposed 66 unit, 2-story assisted living facility located on a 4.11 acre parcel on the west side of Carson Crossings Drive, east of White Rock Road, within El Dorado County, California. Figures 1 and 2 show the project area and project site plan, respectively.

Due to the proximity of the project site to White Rock Road and Carson Crossings Drive, Bollard Acoustical Consultants, Inc. (BAC) was retained by the project applicant to prepare this analysis. Specifically, the purpose of this assessment is to quantify noise generated by future traffic on White Rock Road and Carson Crossings Drive and to compare those noise levels against the applicable El Dorado County noise standards.

Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 3 shows common noise levels associated with various sources.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}) over a given time period (usually one hour). The L_{eq} is the foundation of the Day-Night Average Level noise descriptor, L_{dn}, and shows very good correlation with community response to noise.
Figure 1

Legend

- Project Border (Approximate)
- Long-Term Noise Level Measurement Location

Quantum Care Place ALF
El Dorado County, California
Project Area

Scale (feet)

0 100 200
Legend
- Recommended Noise Barrier
- Outdoor Activity Areas
The Day-Night Average Level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment. L_{dn}-based noise standards are commonly used to assess noise impacts associated with traffic, railroad and aircraft noise sources.

---

**Figure 3**

*Noise Levels Associated with Common Noise Sources*

*Decibel Scale (dBA)*

- 12-Gauge Shotgun 160 dB
- Jet Takeoff 140 dB
- Pneumatic Riveter 124 dB
- Hammer Drill 114 dB
- Rock Concert 105 dB
- Tractor/Hand Drill 97 dB
- City Traffic 78 dB
- Air Conditioning Unit 60 dB
- Electrical Transformer 45 dB
- Conversation 65 dB
- Floor Fan 50 dB
- Refrigerator Hum 40 dB
- Rustling Leaves 30 dB
- Pin Falling 15 dB

*Sources:

- www.cdc.gov/sound/NoiseSourceMeter.html
- http://www.noiseexpert.com/
Criteria for Acceptable Noise Exposure

The El Dorado County General Plan applies an exterior noise level standard of 60 dB L_{dn} at outdoor activity areas of residential land uses exposed to transportation noise sources (i.e., traffic). The intent of this standard is to provide an acceptable exterior noise environment for outdoor activities. Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn} through a practical application of the best available noise-reduction means, an exterior noise environment of up to 65 dB L_{dn} may be allowed.

El Dorado County also utilizes an interior noise level standard of 45 dB L_{dn} or less within noise-sensitive project dwellings. The intent of this interior noise limit is to provide a suitable environment for indoor communication and sleep.

Evaluation of Future Traffic Noise Levels

Traffic Noise Prediction Methodology

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict traffic noise levels at the project site. The model is based upon the CALVENO noise emission factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free flowing traffic conditions, and is considered to be accurate within 1.5 dB in most situations.

FHWA Model Calibration

The FHWA Model provides reasonably accurate traffic noise predictions under "ideal" roadway conditions. Ideal conditions are generally considered to be long straight roadway segments with uniform vehicle speeds, a flat roadway surface, good pavement conditions, a statistically large volume of traffic, and an unimpeded view of the roadway from the receiver location. Such conditions are not present at this project site due to some topographic shielding partially obscuring a portion of the roadway from view of the site. As a result, Bollard Acoustical Consultants, Inc. conducted a calibration of the FHWA Model through site-specific traffic noise level measurements and concurrent traffic counts.

The calibration process was performed using noise level data collected at the project site on Thursday, May 3, 2018, with the FHWA Model inputs for existing conditions. The traffic noise measurement location is shown in Figure 1. The results of the 24-hour traffic noise survey are provided in tabular and graphical formats in Appendices B and C, respectively. As noted in those appendices, the computed L_{dn} from the noise measurement results was 66 dB L_{dn}. Appendix D-1 indicates that the FHWA Model predicted a level of 68 dB L_{dn} at the noise measurement location for existing conditions. The 2 dB difference between measured and modeled existing traffic noise levels is considered to be acceptable agreement. As a result, no calibration offset was considered to be warranted for the prediction of future traffic noise levels at the project site. Due to low existing traffic volumes on Carson Crossing Drive, no calibration
of the FHWA Model was considered to be appropriate for that roadway and the Model was used without adjustment for the prediction of future traffic noise levels at the project site.

**Predicted Future Exterior Traffic Noise Levels**

The FHWA Model was used with future traffic data to predict future traffic noise levels at the proposed building facades and at the outdoor activity areas of the project nearest to White Rock Road and Carson Crossing Drive. The outdoor activity areas identified by the project developer for this project are the two courtyard areas indicated on Figure 2. The FHWA Model inputs and predicted future traffic noise levels at the project site are shown in Appendix D. The predicted future traffic noise levels are summarized below in Table 1.

<table>
<thead>
<tr>
<th>Description</th>
<th>Distance From Roadway Centerline (feet)</th>
<th>$L_{dn}$ (dB)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>White Rock Road Traffic Noise Levels</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Courtyard 1</td>
<td>190</td>
<td>64</td>
</tr>
<tr>
<td>Courtyard 2</td>
<td>300</td>
<td>54</td>
</tr>
<tr>
<td>Nearest 1&lt;sup&gt;st&lt;/sup&gt; floor building facades</td>
<td>120</td>
<td>70</td>
</tr>
<tr>
<td>Nearest 2&lt;sup&gt;nd&lt;/sup&gt; floor building facades</td>
<td>120</td>
<td>73</td>
</tr>
<tr>
<td><strong>Carson Crossing Drive Traffic Noise Levels</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Courtyard 1</td>
<td>300</td>
<td>45</td>
</tr>
<tr>
<td>Courtyard 2</td>
<td>175</td>
<td>56</td>
</tr>
<tr>
<td>Nearest 1&lt;sup&gt;st&lt;/sup&gt; floor building facades</td>
<td>115</td>
<td>62</td>
</tr>
<tr>
<td>Nearest 2&lt;sup&gt;nd&lt;/sup&gt; floor building facades</td>
<td>115</td>
<td>65</td>
</tr>
</tbody>
</table>

**Notes:**
1. A complete listing of FHWA Model inputs and results are provided in Appendix D-1.
2. Predicted traffic noise levels at the project outdoor activity areas (Courtyards 1 and 2) have been conservatively reduced due to the shielding that will be provided by the proposed building structures.

As shown in Table 1, the predicted future traffic noise levels at the proposed outdoor activity areas would be acceptable at Courtyard 2 but would exceed the County’s 60 dB $L_{dn}$ exterior noise standard at Courtyard 1 by 4 dB. As a result, a solid noise barrier should be constructed along the northern portion of Courtyard 1, as indicated in Figure 2. Such a barrier, which could consist of masonry, glass, wood, or other suitably dense material, would reduce future noise levels within the Courtyard 1 area to a state of compliance with the County’s 60 dB $L_{dn}$ exterior noise standard. No courtyard noise mitigation would be required for Carson Crossing Drive traffic noise levels.
Predicted Future Interior Traffic Noise Levels:

*White Rock Road*

As shown in Table 1, the predicted future $L_{dn}$ at the first-floor facades adjacent to White Rock Road would be approximately 70 dB. Due to reduced ground absorption of sound at elevated locations, traffic noise levels are expected to be approximately 3 dB higher at second floor facades (73 dB $L_{dn}$). Given future exterior noise levels of 70 and 73 dB $L_{dn}$ at first and second-floor facades nearest White Rock Road, respectively, building facade noise reductions of 25 and 28 dB would be required to achieve an interior noise level of 45 dB $L_{dn}$.

Standard residential construction (wood siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), results in an exterior to interior noise reduction of at least 25 dB with windows closed and approximately 15 dB with windows open. Therefore, standard construction would be acceptable for first-floor facades adjacent to White Rock Road, but second-floor façade construction would require upgraded window ratings to achieve compliance with the County's 45 dB $L_{dn}$ interior noise standard. Specifically, STC 32 windows are recommended for all north-facing second-floor windows of this development. In addition, air conditioning should be provided to allow the occupants to close doors and windows as desired for additional acoustical isolation.

*Carson Crossing Drive*

As shown in Table 1, the predicted future $L_{dn}$ at the first-floor and second-floor facades adjacent to Carson Crossing Drive would be approximately 62 – 65 dB. Given future exterior noise levels of 62 and 65 dB $L_{dn}$ at first and second-floor facades nearest Carson Creek Drive, respectively, building facade noise reductions of 17 and 20 dB would be required to achieve an interior noise level of 45 dB $L_{dn}$.

As mentioned previously, standard residential construction (wood siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), results in an exterior to interior noise reduction of at least 25 dB with windows closed and approximately 15 dB with windows open. Therefore, no building façade improvements would be required for the facades exposed to Carson Crossing Drive traffic noise levels provided air conditioning is provided to allow the occupants to close doors and windows as desired for additional acoustical isolation. It should be noted that the project plans call for installation of air conditioning systems throughout the assisted living facility building.
Conclusions

The proposed northern courtyard area of the Quantum Care Place Assisted Living Facility will be exposed to future traffic noise levels that exceed the El Dorado County 60 dB L_{dn} exterior noise level standard. Additionally, future interior traffic noise levels within second-floor units with White Rock Road exposure are predicted to exceed the County's 45 dB L_{dn} interior noise level standard. As a result, the following specific noise mitigation measures are recommended to ensure compliance with the El Dorado County interior traffic noise level standards:

1. A solid noise barrier should be constructed along the northern boundary of Courtyard Area 1 (the northern courtyard). The barrier should be constructed to a height of 5 feet relative to the courtyard elevation at the location shown on Figure 2. The access gate into this courtyard area should similarly be constructed of solid material.

2. All second-floor windows of project units with north-facing exposure to White Rock Road should be upgraded to a Sound Transmission Class (STC) rating of 32.

3. Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.

These conclusions are based on the project site plan shown on Figure 2, on the traffic assumptions cited in Appendix D and on noise reduction data for standard residential dwellings. Deviations from the Appendix D data, or the project site plan shown in Figure 2, could cause future traffic noise levels to differ from those predicted in this analysis. In addition, Bollard Acoustical Consultants, Inc. is not responsible for degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to the minimum building practices cited in this report.

This concludes BAC’s traffic noise assessment for the proposed Quantum Care Place Assisted Living Facility. Please contact BAC at (916) 663-0500 or paulb@bacnoise.com with any questions regarding this assessment.
Appendix A
Acoustical Terminology

**Acoustics** The science of sound.

**Ambient Noise** The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.

**Attenuation** The reduction of an acoustic signal.

**A-Weighting** A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.

**Decibel or dB** Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.

**CNEL** Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.

**Frequency** The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.

**Ldn** Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.

**Leq** Equivalent or energy-averaged sound level.

**Lmax** The highest root-mean-square (RMS) sound level measured over a given period of time.

**Loudness** A subjective term for the sensation of the magnitude of sound.

**Masking** The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.

**Noise** Unwanted sound.

**Peak Noise** The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the Maximum level, which is the highest RMS level.

**RT60** The time it takes reverberant sound to decay by 60 dB once the source has been removed.

**Sabin** The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin.

**SEL** A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy of the event into a 1-s time period.

**Threshold of Hearing** The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.

**Threshold of Pain** Approximately 120 dB above the threshold of hearing.
### Appendix B

**Quantum Care Place ALF**

**Ambient Noise Monitoring Results - Site A**

**Thursday, May 3, 2018**

#### Hourly Noise Levels

<table>
<thead>
<tr>
<th>Hour</th>
<th>Leq</th>
<th>Lmax</th>
<th>L50</th>
<th>L90</th>
</tr>
</thead>
<tbody>
<tr>
<td>0:00</td>
<td>48</td>
<td>71</td>
<td>34</td>
<td>30</td>
</tr>
<tr>
<td>1:00</td>
<td>45</td>
<td>70</td>
<td>30</td>
<td>28</td>
</tr>
<tr>
<td>2:00</td>
<td>48</td>
<td>71</td>
<td>32</td>
<td>30</td>
</tr>
<tr>
<td>3:00</td>
<td>49</td>
<td>74</td>
<td>32</td>
<td>30</td>
</tr>
<tr>
<td>4:00</td>
<td>54</td>
<td>75</td>
<td>36</td>
<td>31</td>
</tr>
<tr>
<td>5:00</td>
<td>60</td>
<td>76</td>
<td>50</td>
<td>41</td>
</tr>
<tr>
<td>6:00</td>
<td>65</td>
<td>81</td>
<td>60</td>
<td>49</td>
</tr>
<tr>
<td>7:00</td>
<td>67</td>
<td>78</td>
<td>64</td>
<td>54</td>
</tr>
<tr>
<td>8:00</td>
<td>65</td>
<td>80</td>
<td>62</td>
<td>51</td>
</tr>
<tr>
<td>9:00</td>
<td>63</td>
<td>75</td>
<td>59</td>
<td>47</td>
</tr>
<tr>
<td>10:00</td>
<td>63</td>
<td>79</td>
<td>57</td>
<td>46</td>
</tr>
<tr>
<td>11:00</td>
<td>63</td>
<td>80</td>
<td>57</td>
<td>46</td>
</tr>
<tr>
<td>12:00</td>
<td>63</td>
<td>78</td>
<td>57</td>
<td>46</td>
</tr>
<tr>
<td>13:00</td>
<td>65</td>
<td>92</td>
<td>57</td>
<td>45</td>
</tr>
<tr>
<td>14:00</td>
<td>63</td>
<td>81</td>
<td>58</td>
<td>45</td>
</tr>
<tr>
<td>15:00</td>
<td>64</td>
<td>78</td>
<td>61</td>
<td>48</td>
</tr>
<tr>
<td>16:00</td>
<td>66</td>
<td>77</td>
<td>64</td>
<td>52</td>
</tr>
<tr>
<td>17:00</td>
<td>66</td>
<td>82</td>
<td>64</td>
<td>53</td>
</tr>
<tr>
<td>18:00</td>
<td>64</td>
<td>79</td>
<td>59</td>
<td>47</td>
</tr>
<tr>
<td>19:00</td>
<td>63</td>
<td>74</td>
<td>58</td>
<td>45</td>
</tr>
<tr>
<td>20:00</td>
<td>60</td>
<td>73</td>
<td>53</td>
<td>42</td>
</tr>
<tr>
<td>21:00</td>
<td>58</td>
<td>76</td>
<td>48</td>
<td>34</td>
</tr>
<tr>
<td>22:00</td>
<td>56</td>
<td>77</td>
<td>41</td>
<td>31</td>
</tr>
<tr>
<td>23:00</td>
<td>51</td>
<td>73</td>
<td>33</td>
<td>30</td>
</tr>
</tbody>
</table>

#### Statistical Summary

<table>
<thead>
<tr>
<th></th>
<th>Daytime (7 a.m. - 10 p.m.)</th>
<th>Nighttime (10 p.m. - 7 a.m.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>High</td>
<td>Low</td>
</tr>
<tr>
<td>Leq (Average)</td>
<td>67</td>
<td>58</td>
</tr>
<tr>
<td>Lmax (Maximum)</td>
<td>92</td>
<td>73</td>
</tr>
<tr>
<td>L50 (Median)</td>
<td>64</td>
<td>48</td>
</tr>
<tr>
<td>L90 (Background)</td>
<td>54</td>
<td>34</td>
</tr>
<tr>
<td>Computed Ldn, dB</td>
<td>66</td>
<td></td>
</tr>
<tr>
<td>% Daytime Energy</td>
<td>88%</td>
<td></td>
</tr>
<tr>
<td>% Nighttime Energy</td>
<td>12%</td>
<td></td>
</tr>
</tbody>
</table>
Appendix C
Quantum Care Place ALF
Ambient Noise Monitoring Results - Site A
Thursday, May 3, 2018

Sound Level, dBA

<table>
<thead>
<tr>
<th>Hour of Day</th>
<th>Average (Leq)</th>
<th>Maximum (Lmax)</th>
<th>L50</th>
<th>L90</th>
</tr>
</thead>
<tbody>
<tr>
<td>12:00 AM</td>
<td>65</td>
<td>70</td>
<td>60</td>
<td>55</td>
</tr>
<tr>
<td>4:00 AM</td>
<td>65</td>
<td>70</td>
<td>60</td>
<td>55</td>
</tr>
<tr>
<td>8:00 AM</td>
<td>65</td>
<td>70</td>
<td>60</td>
<td>55</td>
</tr>
<tr>
<td>12:00 PM</td>
<td>65</td>
<td>75</td>
<td>65</td>
<td>60</td>
</tr>
<tr>
<td>4:00 PM</td>
<td>65</td>
<td>75</td>
<td>65</td>
<td>60</td>
</tr>
<tr>
<td>8:00 PM</td>
<td>65</td>
<td>80</td>
<td>70</td>
<td>65</td>
</tr>
<tr>
<td>11:00 PM</td>
<td>65</td>
<td>85</td>
<td>75</td>
<td>70</td>
</tr>
</tbody>
</table>

Ldn: 66 dB

BOLLARD
Acoustical Consultants
Appendix D-1
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:
Job Number: 2018-083
Project Name: Quantum Care Place ALF
Roadway Name: White Rock Road

Traffic Data:

- Year: Existing
- Average Daily Traffic Volume: 17,700
- Percent Daytime Traffic: 88
- Percent Nighttime Traffic: 12
- Percent Medium Trucks (2 axle): 1
- Percent Heavy Trucks (3+ axle): 1
- Assumed Vehicle Speed (mph): 50
- Intervening Ground Type (hard/soft): Soft

Traffic Noise Levels:

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Distance (ft)</th>
<th>Offset (dB)</th>
<th>Autos</th>
<th>Medium Trucks</th>
<th>Heavy Trucks</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Noise Measurement Site</td>
<td>75</td>
<td>0</td>
<td>67</td>
<td>54</td>
<td>59</td>
<td>68</td>
</tr>
</tbody>
</table>

Traffic Noise Contours (No Calibration Offset):

<table>
<thead>
<tr>
<th>L_{dn} Contour, dB</th>
<th>Distance from Centerline, (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>75</td>
<td>24</td>
</tr>
<tr>
<td>70</td>
<td>51</td>
</tr>
<tr>
<td>65</td>
<td>110</td>
</tr>
<tr>
<td>60</td>
<td>238</td>
</tr>
</tbody>
</table>

Notes: Average Daily Traffic Volume was obtained from the El Dorado County Roadway Traffic Volumes Date: 12/07/2017; http://edcapps.edcgov.us/dot/trafficcounts.asp.
Appendix D-2
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2018-083
Project Name: Quantum Care Place ALF
Roadway Name: White Rock Road

Traffic Data:

Year: Future
Average Daily Traffic Volume: 46,200
Percent Daytime Traffic: 83
Percent Nighttime Traffic: 17
Percent Medium Trucks (2 axle): 1.5
Percent Heavy Trucks (3+ axle): 1
Assumed Vehicle Speed (mph): 50
Intervening Ground Type (hard/soft): Soft

Traffic Noise Levels:

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Distance</th>
<th>Offset (dB)</th>
<th>Autos</th>
<th>Medium Trucks</th>
<th>Heavy Trucks</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Courtyard 1</td>
<td>190</td>
<td>-3</td>
<td>63</td>
<td>52</td>
<td>55</td>
<td>64</td>
</tr>
<tr>
<td>2</td>
<td>Courtyard 2</td>
<td>300</td>
<td>-10</td>
<td>53</td>
<td>42</td>
<td>45</td>
<td>54</td>
</tr>
<tr>
<td>3</td>
<td>Nearest 1st-Floor Facades</td>
<td>120</td>
<td>0</td>
<td>69</td>
<td>58</td>
<td>61</td>
<td>70</td>
</tr>
<tr>
<td>4</td>
<td>Nearest 2nd-Floor Facades</td>
<td>120</td>
<td>3</td>
<td>72</td>
<td>61</td>
<td>64</td>
<td>73</td>
</tr>
</tbody>
</table>

Traffic Noise Contours (No Calibration Offset):

<table>
<thead>
<tr>
<th>L_{dn} Contour, dB</th>
<th>Distance from Centerline, (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>75</td>
<td>52</td>
</tr>
<tr>
<td>70</td>
<td>112</td>
</tr>
<tr>
<td>65</td>
<td>242</td>
</tr>
<tr>
<td>60</td>
<td>520</td>
</tr>
</tbody>
</table>

Notes: Traffic data obtained from Folsom Specific Plan DEIR, with modeling condition, "Cumulative Plus Centralized Development." conservatively used as worst-case traffic scenario.
Appendix D-3
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:
Job Number: 2018-083
Project Name: Quantum Care Place ALF
Roadway Name: Carson Crossing Drive

Traffic Data:
Year: Future
Average Daily Traffic Volume: 21,000
Percent Daytime Traffic: 83
Percent Nighttime Traffic: 17
Percent Medium Trucks (2 axle): 1.5
Percent Heavy Trucks (3+ axle): 1
Assumed Vehicle Speed (mph): 30
Intervening Ground Type (hard/soft): Soft

Traffic Noise Levels:

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Distance</th>
<th>Offset (dB)</th>
<th>Autos</th>
<th>Medium Trucks</th>
<th>Heavy Trucks</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Courtyard 1</td>
<td>300</td>
<td>-10</td>
<td>43</td>
<td>35</td>
<td>41</td>
<td>45</td>
</tr>
<tr>
<td>2</td>
<td>Courtyard 2</td>
<td>175</td>
<td>-3</td>
<td>53</td>
<td>46</td>
<td>51</td>
<td>56</td>
</tr>
<tr>
<td>3</td>
<td>Nearest 1st-Floor Facades</td>
<td>115</td>
<td>0</td>
<td>59</td>
<td>52</td>
<td>57</td>
<td>62</td>
</tr>
<tr>
<td>4</td>
<td>Nearest 2nd-Floor Facades</td>
<td>115</td>
<td>3</td>
<td>62</td>
<td>55</td>
<td>60</td>
<td>65</td>
</tr>
</tbody>
</table>

Traffic Noise Contours (No Calibration Offset):

<table>
<thead>
<tr>
<th>L_{dn} Contour, dB</th>
<th>Distance from Centerline, (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>75</td>
<td>15</td>
</tr>
<tr>
<td>70</td>
<td>32</td>
</tr>
<tr>
<td>65</td>
<td>68</td>
</tr>
<tr>
<td>60</td>
<td>146</td>
</tr>
</tbody>
</table>

Notes: Future traffic volume conservatively estimated based on previous work done by BAC within the Carson Creek developments adjacent to Carson Crossing Drive.
Antique Street Lamps™ | 3825 Columbus Road | Granville, OH 43023 | Phone: 1-800-410-8899 | www.antiquestreetlamps.com
©2012 Acuity Brands Lighting, Inc. All Rights Reserved.

**Ordering Guide:**

<table>
<thead>
<tr>
<th>Series</th>
<th>Lumen Package</th>
<th>LED Color</th>
<th>Distribution</th>
<th>Voltage</th>
<th>Lens</th>
<th>Options</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>TLRC10</td>
<td>18LED 350MA</td>
<td>35K</td>
<td>R3  TYPE 3</td>
<td>120</td>
<td>GCF</td>
<td>SF</td>
<td></td>
</tr>
<tr>
<td></td>
<td>18LED 700MA</td>
<td>41K</td>
<td>R4  TYPE 4</td>
<td>208⁵</td>
<td></td>
<td>SF</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>56K</td>
<td>R5  TYPE 5</td>
<td>240</td>
<td></td>
<td>SPD6KV</td>
<td></td>
</tr>
</tbody>
</table>

**Construction:**
The luminaire is die cast and permanent mold aluminum. The roof has an internal hinge, hidden from view. Roof and ballast lids are sealed with silicone gaskets. All exposed hardware is weather resistant. Construction:
The luminaire has a powder coat finish utilizing a premium TGIC polyester powder. The finish is a three-stage process that consists of drying, powder application and curing. Before coating, the parts are treated with a five-stage pretreatment process, consisting of a heated alkaline cleaner, rinse, phosphate coating, rinse, and sealant.

**Optics:**
Individual precision-molded acrylic lenses provide optimal luminaire spacing and improved uniformity. Lenses are indexed to the circuit board to ensure consistent optical alignment on each, delivering repeatable photometric performance. Choice of three optimized distributions: Type III, Type IV, and Type V. The optical system controls light above 90 degrees, eliminating wasteful up light.

**Electrical:**
Standard drivers are available in 120-277V; 50/60 Hz. Drivers have power factor >90% and THD <20%. Thermal isolation results in expected driver life of over 60,000 hours. Integral surge protection in accordance with IEEE/ANSI C62.41.2 Category C Low is standard.

**Installation:**
The luminaire mounts on a 3" O.D. x 3" tall tenon with six, 1/4-20 socket set screws. The hinged roof/reflector housing is furnished with captive screws for access to the lamp and reflector. The reflector can be removed and is furnished with a quick-disconnect plug. The ballast assembly is furnished with a quick-disconnect plug and mounts on a lift-out bracket. The lift-out bracket is accessible by removing the ballast lid fastened by a captive fastener.

**Listings:**
The luminaire is tested to and meets all NRTL's outdoor requirement standards, wet location use, through the fully accredited and approved CSA laboratory. DesignLights™ Consortium qualified product.

**Sample Catalog number:**

<table>
<thead>
<tr>
<th>Series</th>
<th>Lumen Package</th>
<th>LED Color</th>
<th>Distribution</th>
<th>Voltage</th>
<th>Lens</th>
<th>Options</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>TLRC10</td>
<td>18LED 350MA</td>
<td>35K</td>
<td>R3  TYPE 3</td>
<td>120</td>
<td>GCF</td>
<td>SF</td>
<td></td>
</tr>
<tr>
<td></td>
<td>18LED 700MA</td>
<td>41K</td>
<td>R4  TYPE 4</td>
<td>208⁵</td>
<td></td>
<td>SF</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>56K</td>
<td>R5  TYPE 5</td>
<td>240</td>
<td></td>
<td>SPD6KV</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
1. 120V and 277V only
2. Not available with CFL
3. Consult factory for 208 volt available in Canada
4. Multi-tap ballast (120, 208, 240, 277V), only available CFL

**TLRC10 LED**

CUP18-0005
LENS

OPTIONS

- FLAT GLASS LENS
  Sealed, tempered glass
- DRIVER LID (shown off)
  Die-cast aluminum mounted with gasket and captive fastener
- DRIVER ASSEMBLY (shown up)
- LUMINAIRE BASE WITH ARMS
  Cast aluminum
- BASE SCREWS
  (6) 3/4" stainless steel socket set screws for 3" O.D. x 3" tall pole tenon
- QUICK-DISCONNECT PLUGS

SELECT YOUR OPTIONS FROM

- GCF  Glass Flat Lens

SELECT YOUR OPTIONS FROM

- SF  Single Fusing 120, 277 Volt
- DF  Double Fusing 208, 240 Volt
- SPD6KV  Surge Protection
- SPD10KV  Surge Protection 120, 277 Volt

FINISH

The luminaire has a powder coat finish utilizing a premium TGIC polyester powder. The finish is a three-stage process which consists of drying, powder application and curing. Before coating, the parts are treated with a five-stage pretreatment process, consisting of a heated alkaline cleaner, rinse, phosphate coating, rinse and sealant.

For a complete listing of colors, visit:
www.acuitybrandslighting.com/architecturalcolors

SELECT YOUR OPTIONS FROM

- DBL  Black
- DDB  Dark Bronze
- DNA  Natural Aluminum
- DWH  White
- CM  Custom Match
- CS  Custom Select (RAL colors)

Notes:
CS: This choice requires that a custom powder be manufactured to match a specific color chip provided by the specifier.
CM: ASL offers custom selected RAL powder coat colors. See chart (fom 794.3) for catalogued optional colors or contact the factory.
Construction: The luminaire is die cast and permanent mold aluminum. The roof has an internal hinge, hidden from view. Roof and driver lids are sealed with silicone gaskets. All exposed hardware is weather resistant. 

Finish: The luminaire has a powder coat finish utilizing a premium TGIC polyester powder. The finish is a three-stage process consisting of drying, powder application and curing. Before coating, the parts are treated with a five-stage pretreatment process, consisting of a heated alkaline cleaner, rinse, phosphate coating, rinse, and sealant.

Optics: The horizontal lens is tempered flat glass with a continuous seal. The luminaire utilizes precision acrylic refractive optics for optimum light distribution through the flat glass lens. Available in Type II, III, IV, and V.

Electrical: High-efficiency nominal 40001, 70 CR! LEDs mounted to a metal-core circuit board and aluminum heat sink, ensuring optimal thermal management and long life. Designed to provide more than 60,000 hours of performance (L85) at 25C (77F) ambient temperatures. Maximum ambient 35C (95F). Programmable dimmable electronic LED driver is standard in 120-277V and 347-480V: 50/60 Hz. Drivers have power factor >90% and THD <20%. Expected driver life is over 60,000 hours, matching the light engine life. Integral surge protection tested in accordance with IEEE/ANSI C62.41.2 to Category C Low.

Installation: The luminaire mounts on a 3" OD x 3" tall tenon with six, 1/4-20 socket set screws. The hinged roof/reflector housing is furnished with captive screws for access to the light engine. The light engine is furnished with a quick-disconnect plug. The driver assembly is furnished with a quick-disconnect plug and mounts on a bracket. The bracket is accessible by removing the driver lid fastened by a fastener.

Listings: The luminaire is tested to and meets all NRTLs outdoor requirement standards, wet location use, through the fully accredited and approved CSA laboratory.

Warranty: 5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

Sample Catalog number:

<table>
<thead>
<tr>
<th>Series</th>
<th>LED Performance Package</th>
<th>Color Temp</th>
<th>Lens Option</th>
<th>Distribution</th>
<th>Voltage</th>
<th>Shield Accessory</th>
<th>Controls Options</th>
<th>Fuse Options</th>
<th>Decorative Option</th>
<th>Driver Option</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>RC1SL</td>
<td>P20</td>
<td>30K</td>
<td>GCF</td>
<td>R2</td>
<td>MVOLT</td>
<td>HSS</td>
<td>AO3</td>
<td>S9</td>
<td>L/FIN</td>
<td>FPD95</td>
<td>ANBK</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>GDF</td>
<td>R3</td>
<td>HVOLT</td>
<td></td>
<td>BL30</td>
<td>DF</td>
<td></td>
<td></td>
<td>ANDB</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R4</td>
<td></td>
<td></td>
<td>BLS03</td>
<td></td>
<td></td>
<td></td>
<td>ANDG</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>R5</td>
<td></td>
<td></td>
<td>PNMTDD3</td>
<td></td>
<td></td>
<td></td>
<td>ANVG</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PNMT3D3</td>
<td></td>
<td></td>
<td></td>
<td>DNL</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PNMT6D3</td>
<td></td>
<td></td>
<td></td>
<td>DDB</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PNMT7D3</td>
<td></td>
<td></td>
<td></td>
<td>DNA</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PEB1</td>
<td></td>
<td></td>
<td></td>
<td>DWH</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PEB2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PER3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PER7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For all notes marked above, please refer to the detailed ordering steps on pages 2-4.
Construction:
The luminaire is die cast and permanent mold aluminum. The roof has an internal hinge, hidden from view. Roof and ballast lids are sealed with silicone gaskets. All exposed hardware is weather resistant. FINISH: The luminaire has a powder coat finish utilizing a premium TGIC polyester powder. The finish is a three-stage process that consists of drying, powder application and curing. Before coating the parts are treated with a five-stage pretreatment process, consisting of a heated alkaline cleaner, rinse, phosphate coating, rinse and sealant.

Optics:
Individual precision-molded acrylic lenses provide optimal luminaire spacing and improved uniformity. Lenses are indexed to the circuit board to ensure consistent optical alignment on each, delivering repeatable photometric performance. Choice of three optimized distributions: Type III, Type IV, and Type V. The optical system controls light above 90 degrees, eliminating wasteful up light.

Electrical:
Standard and dimming drivers are available in 120-277V; 50/60 Hz. Drivers have power factor >90% and THD <20%. Thermal isolation results in expected driver life of over 60,000 hours. Integral surge protection in accordance with IEEE/ANSI C62.41.2 Category C Low is standard.

Installation:
The Resonance Bollard offers a patented impact resistant mounting and leveling design ensuring lifelong performance. Three leveling pads within the base mounting plate are easily accessible through the access panel. The leveling pads provide full contact with the concrete pad, providing a high degree of stability. The base mounting plate is fully welded to the bollard post, providing complete structural support from all directions, giving the bollard superior vandal resistance.

Listings:
The luminaire is tested to and meets all NRTL’s outdoor requirement standards, wet location use, through the fully accredited and approved CSA laboratory. DesignLights™ Consortium qualified product.

Sample Catalog number:
<table>
<thead>
<tr>
<th>Series</th>
<th>Lumen Package</th>
<th>LED Color</th>
<th>Lens</th>
<th>Distribution</th>
<th>Voltage</th>
<th>Electrical Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>TLRCB10</td>
<td>18LED 350MA</td>
<td>41K</td>
<td>GCF</td>
<td>R3</td>
<td>MVOLT</td>
<td>SF</td>
</tr>
</tbody>
</table>

Finish:

- DBL  BLACK
- DDB  DARK BRONZE
- DNA  NATURAL ALUMINUM
- DWH  WHITE
- CM   CUSTOM MATCH
- CS   CUSTOM SELECT
- RAL COLORS

ENERGY INDEPENDENCE AND SECURITY ACT 2007 (EISA)
Quantum Care Place
Carson Crossing Drive & White Rock Road
El Dorado Hills, California
Quantum Care Place
Carson Crossing Drive & White Rock Road
El Dorado Hills, California
Quantum Care Place
Carson Crossing Drive & White Rock Road
El Dorado Hills, California

CUP18-0005
The Oars

EXTERIOR MONUMENT

The Oars Senior Living

Date Issued:
Latest Revision: 05.21.18

WeidnerCA
Project: The Oars Senior Living
El Dorado Hills
Client: The Oars Senior Living
Designer: WeidnerCA/FUEL Creative Group

Location
Plats
Elevation

RENDERING: FRONT VIEW

CUP18-0005 3.1.0
DESIGN NOTES

1. Off-white cabinet to match exterior stucco
2. Stacked stone to match exterior
3. Vertical grain wood to match exterior trim
4. Painted dimensional letters

MON-1 CORNER MONUMENT

2018 May 23 AM 8:36
RECEIVED
PLANNING DEPARTMENT

MON-2 MAIN ENTRY MONUMENT

MON1A-1
Small Entry Monument

CUP18-0005 4.0.0