INFORMATION REQUEST
California Northstate University Medical Center Campus Project EIR
(Updated February 20, 2020)

The following information related to the project description is needed:

1. Statement of project purpose and objectives, including need for the project.

   This project is Phase 1 of the development of a new Medical Center Campus for the California Northstate University (CNU) located at 9700 West Taron Drive, Elk Grove, CA 95757. The project will be completed in 3 phases and will culminate in a completed new medical center and university campus.

   The building would be 13 stories in height with a partial basement parking level and a mechanical penthouse and be approximately 596,790 square feet in size with approximately 250 patient beds. The current bed count of the hospital is 241 but this may increase up to 250 during development. During Phase 2, the second patient tower will be built and the total patient bed count will increase to 400 patient beds with a total area of 733,290 square feet. The first floor of the Hospital Building will be raised 7'-0" from the current site to mitigate against the projected 200 year flood plain level.

   This new State-of-the-Art healthcare facility will house all the acute care services and required support space for the California Northstate University Medical Center (CNUMC). This includes the Imaging and Cardiology Departments, Perioperative Services, Urgent Care and Emergency Department, Obstetrics, Neonatal Intensive Care Unit, Pediatrics, Intensive and Coronary Care Unit Suites, Step-Down Patient Care Units, Medical / Surgical Nursing Units and Concierge level Nursing Units. The Pharmacy Department, Clinical Labs, Sterile Processing Department and other ancillary support spaces, and utility rooms are also included.

   The architectural design vocabulary of the new Building will provide a iconic gateway image for Elk Grove from the I-5 corridor while providing a teaching healthcare facility to service the City of Elk Grove and the California Northstate University for decades to come.

   - The Project Applicant has the following objectives for the California Northstate University Hospital Project:

     - Offer innovative, high-quality health care for patients residing in Elk Grove;
     - Develop a hospital in close proximity to the California Northstate University pharmacy and medical school campus to provide training opportunities for its students;
     - Promote new, highly accessible, and innovative care models by designing facilities to incorporate the most advanced techniques available for diagnosis and treatment;

2. Complete inventory of the square footage of buildings to be removed and in what phase.

   - Please refer to table Below:
3. Description of existing facilities, operations, and maintenance activities (i.e. without the proposed project).
   - The existing facility for the California Northstate University (CNU) College of Medicine is located at 9700 West Taron Drive. In this facility, operations primarily include teaching students in classrooms and lecture halls. Secondary operations of administrative functions and social activities for the student body are also a part of CNU operations. The Alldata building located at 9650 West Taron Dr serves as office space and will remain in operation during Phase I. The Stonelake Landing Shopping Center operates as an outdoor commercial center with restaurants and shops.

4. GIS or Autocad files showing the project boundary (limits of construction), phasing, staging/laydown areas, construction and operational access routes (MP and by Phase).
   - Autocad files showing boundaries and phasing are provided with this response letter. Laydown areas and other designations related to construction operations are to be determined.

5. Confirmation of description of each phase in the draft project description provided
6. Master Site Plan and phasing plans that show the existing parcels remaining, Elk Grove Boulevard and I-5.

- Attached Site Plans show the requested features surrounding the project site.

7. Identification of all infrastructure improvements as well as their timing (phase):
   a. drainage and water quality,

   The existing site is largely developed with existing storm drain and water quality infrastructure in place. The proposed project is expected to not increase storm runoff above the existing condition. The existing City owned drainage facilities will continue to serve the proposed project. New water quality features will be design and installed to fully comply with the Cities Stormwater Quality Design Manual. A drainage analysis detailing storm runoff and water quality features is completed and part of the current submittal.

   Phase 1 will include the Hospital and Central Utility Plant. Phase 1 will be served by public storm drainage facilities in Riparian Court.

   Phase 3 (Buildout) will utilize existing public storm drainage facilities in West Taron Dr.

   a. water supply connection,

   Sacramento County Water Agency (SCWA) currently serves the proposed project site. This is done through a series of public water mains sized from 10” to 12”. These existing lines are anticipated to be adequate to serve the fire and domestic water needs of the project. A site-specific water analysis is completed and part of the current submittal.

   Phase 1 will include the Hospital and Central Utility Plant. Phase 1 will be served by public water mains in Riparian Court and onsite.

   Phase 3 (Buildout) will utilize existing public water mains in West Taron Dr.

   There is recycled water infrastructure that currently serves the proposed project site. We are proposing to use recycled water everywhere it is appropriate to do so based on federal, state and local regulations.

   b. wastewater connection,

   Sacramento Area Sewer District (SASD) currently serves the proposed project site. This is done through a series of public sewer lines. It is anticipated that these existing lines and some proposed temporary storage tanks will be utilized to avoid surcharging the existing systems. A site-specific sewer analysis is completed and part of the current submittal.

   Phase 1 will include the Hospital and Central Utility Plant. Phase 1 will be served by the existing sewer main in Riparian Court.

   Phase 3 (Buildout) will utilize existing sewer main in West Taron Dr.
c. electrical service,

Sacramento Municipal Sewer District (SMUD) currently serves the project site. The response from SMUD for the project impact is completed and is part of the current submittal.

d. Roadway improvements (left-turn pocket on Elk Grove Boulevard)

The project is proposing to install a small left turn pocket for West bound first responders with an Emergency Vehicle Only signal to stop traffic in the east bound direction and allow for quicker left in movement off of Elk Grove Blvd. This emergency vehicle only signal will be limited to first responder only and will minimize the impacts to traffic flow on Elk Grove Blvd.

An alternate is being proposed where the dedicated EVA left turn pocket is not provided.

Phase 1 will include the Hospital and Central Utility Plant. Phase 1 will include the construction of the left turn pocket and the emergency signal.

e. Landscaping improvements

Please refer to the master plan drawings for planned landscaping improvements. Trees designated as important are to remain within the site.

8. Energy efficiency features of the project and renewable energy uses for the site (if any).

- Energy Efficiency features and renewable energy uses are part of the design goals for the project. The specifics are still in development and are still a work in progress.

9. Description of operations associated with the proposed project, including:
   a. Number of employees/visitors during operation of project by phase.

<table>
<thead>
<tr>
<th>Classification</th>
<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hospital Employees</td>
<td>2023</td>
<td>2028</td>
<td>2032</td>
<td>FTE</td>
</tr>
<tr>
<td>Nurses</td>
<td>540</td>
<td>1080</td>
<td>1080</td>
<td>FTE</td>
</tr>
<tr>
<td>Staff Doctors</td>
<td>420</td>
<td>840</td>
<td>840</td>
<td>FTE</td>
</tr>
<tr>
<td>Patients</td>
<td>180</td>
<td>360</td>
<td>360</td>
<td>FTE</td>
</tr>
<tr>
<td>Visitors</td>
<td>1200</td>
<td>2400</td>
<td>2400</td>
<td>Avg. Daily</td>
</tr>
<tr>
<td></td>
<td>1800</td>
<td>3000</td>
<td>3000</td>
<td>Avg. Daily</td>
</tr>
<tr>
<td></td>
<td>670</td>
<td>700</td>
<td>730</td>
<td>On Campus</td>
</tr>
<tr>
<td>-----------------------</td>
<td>------</td>
<td>------</td>
<td>------</td>
<td>-----------</td>
</tr>
<tr>
<td>CNU Students</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>FTE</td>
</tr>
<tr>
<td>CNU Staff</td>
<td>130</td>
<td>160</td>
<td>190</td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td>600</td>
<td>1500</td>
<td>2300</td>
<td>Estimated Daily Car Visits</td>
</tr>
<tr>
<td>AllData Building</td>
<td>400</td>
<td>0</td>
<td>300</td>
<td>Also Students</td>
</tr>
<tr>
<td>Dormitory</td>
<td>0</td>
<td>0</td>
<td>300</td>
<td></td>
</tr>
</tbody>
</table>

b. Frequency and number of delivery truck trips during operation of the project by phase.

- **Phase 1** - 60 truck deliveries per weekday - 27 (45%) single panel (25-30 ft. long) or semi-trailer (45+ ft. long)
- **Phase 2** - 80 truck deliveries per weekday - 32 (40%) single panel (25-30 ft. long) or semi-trailer (45+ ft. long)
- **Phase 3** - 90 truck deliveries per weekday - 35 (32%) single panel (25-30 ft. long) or semi-trailer (45+ ft. long)

c. Frequency and number of helicopter trips during operation of the project.

- **Phase 1** - 1 trip per week
- **Phase 2 and 3** - 1.5 trips per week

d. Frequency and number of ambulance trips during operation of the project.

- **Phase 1** - 3,600 ambulance visits per year
- **Phase 2 and 3** - 4,200 ambulance visits per year

e. What is the first full calendar year in which operation will begin for each phase?

- **Phase 1** - 2023
- **Phase 2** - 2028
- **Phase 3** - 2032

f. Confirm/update the number of employees, patrons (e.g. patients, visitors, customers), and deliveries associated with operation of the project by phase. This will be used to calculate number of trips.

**Phase 1**
<table>
<thead>
<tr>
<th>Category</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employees</td>
<td>1140 full-time (3.05 trips/employee/day)</td>
<td>750 full-time (3.05 trips/employee/day)</td>
</tr>
<tr>
<td>Patients/Visitors</td>
<td>2800 visitors per day (2.6 persons/vehicle)</td>
<td>3200 visitors per day (2.6 persons/vehicle)</td>
</tr>
<tr>
<td>Retail Customers</td>
<td>400 visitors per day (2 persons/vehicle)</td>
<td>700 visitors per day (2 persons/vehicle)</td>
</tr>
<tr>
<td>AllData Employees</td>
<td>400 full-time (3.05 trips/employee/day)</td>
<td>0 full-time (3.05 trips/employee/day)</td>
</tr>
<tr>
<td>Deliveries</td>
<td>60 trucks per day</td>
<td>0 trucks per day</td>
</tr>
<tr>
<td>CNU Students</td>
<td>670 full-time (3.05 trips/employee/day)</td>
<td>100 full-time (3.05 trips/employee/day)</td>
</tr>
<tr>
<td>CNU Staff</td>
<td>80 full-time (3.05 trips/employee/day)</td>
<td>10 full-time (3.05 trips/employee/day)</td>
</tr>
<tr>
<td>Phase 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employees</td>
<td>2280 full-time (3.05 trips/employee/day)</td>
<td>1500 full-time (3.05 trips/employee/day)</td>
</tr>
<tr>
<td>Patients/Visitors</td>
<td>5000 visitors per day (2.6 persons/vehicle)</td>
<td>6000 visitors per day (2.6 persons/vehicle)</td>
</tr>
<tr>
<td>Retail Customers</td>
<td>1200 visitors per day (2 persons/vehicle)</td>
<td>1800 visitors per day (2 persons/vehicle)</td>
</tr>
<tr>
<td>Deliveries</td>
<td>80 trucks per day</td>
<td>0 trucks per day</td>
</tr>
<tr>
<td>CNU Students</td>
<td>700 full-time (3.05 trips/employee/day)</td>
<td>150 full-time (3.05 trips/employee/day)</td>
</tr>
<tr>
<td>CNU Staff</td>
<td>110 full-time (3.05 trips/employee/day)</td>
<td>20 full-time (3.05 trips/employee/day)</td>
</tr>
<tr>
<td>Phase 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employees</td>
<td>2400 full-time (3.05 trips/employee/day)</td>
<td>1500 full-time (3.05 trips/employee/day)</td>
</tr>
<tr>
<td>Patients/Visitors</td>
<td>5000 visitors per day (2.6 persons/vehicle)</td>
<td>6000 visitors per day (2.6 persons/vehicle)</td>
</tr>
<tr>
<td>Retail Customers</td>
<td>1800 visitors per day (2 persons/vehicle)</td>
<td>2700 visitors per day (2 persons/vehicle)</td>
</tr>
<tr>
<td>Dormitory</td>
<td>300 full-time (3.05 trips/employee/day)</td>
<td>300 full-time (3.05 trips/employee/day)</td>
</tr>
<tr>
<td>Deliveries</td>
<td>110 trucks per day</td>
<td>0 trucks per day</td>
</tr>
</tbody>
</table>
CNU Students:  
Weekday: 730 full-time (3.05 trips/employee/day)  
Weekend: 150 full-time (3.05 trips/employee/day)  

CNU Staff:  
Weekday: 140 full-time (3.05 trips/employee/day)  
Weekend: 40 full-time (3.05 trips/employee/day)  

**g.** Are there any extenuating circumstances in which average trip lengths would be much higher than normal? (e.g. graduation)

- At the end of each year there will be a graduation ceremony that will increase the amount of people coming to the campus. The maximum approximate number of expected attendees during graduation ceremony is 1,600 people. Other events that may have above average trip lengths may be the first day of classes / move-in day at the beginning of the academic calendar.

**h.** Will any regular landscaping maintenance (e.g. mowing/leaf blowing) be done? Will landscaping include irrigation? Can an estimate be provided on how many gallons of water per year would be used for landscaping? If not, a model default can be provided, but will be conservative.

- Estimated 3,756,603 gallons per year for landscaping. Regular landscaping including mowing and leaf blowing will be performed on a weekly basis.

**i.** What is the anticipated energy use per year during operations by phase, if known? If not known, a model default can be provided, but will be conservative.

  - See Attached Preliminary Utility Load Summary Table.

**j.** What is the anticipated indoor water usage per year (gallons/year) during operations by phase?

  - See Attached Preliminary Utility Load Summary Table.

**k.** How many EV chargers will be available during operations by phase?

- Minimum 2% of all parking spots provided on site will be EV charging stations. 5% designated parking for Green Vehicles inclusive of EV. Will be providing parking above minimum requirements.

  - Phase I - 30 EV Spots + 40 Green Vehicle Parking (GVP) = Total of 70 PS
  - Phase II - 60 EV Spots + 75 GVP = Total of 135 PS
  - Phase III - 70 EV Spots + 95 GVP = Total of 165 PS

10. Text of amendments to General Plan Policy ER 2-3 and EGMC Section 23.42.040
Zoning Ordinance Section 23.42.040. D:

2. Health care facilities and government facilities shall be prohibited from being built in the F district. The City Council may approve exceptions to this if it determines that the operations of the proposed facility would be substantially compromised in an alternative location. To the extent feasible, new essential public facilities should be located outside of the F100, F200, and F100/200 areas, or should be constructed so as to minimize damage to said facilities if located in such area. For purposes of this section, essential public facilities include, but are not limited to, hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities.

General Plan Policy ER-2-3:

To the extent feasible, locate, and encourage other agencies to locate, new essential government service facilities and essential healthcare facilities outside of 100-year and 200-year flood hazard zones, or ensure they are constructed so as to minimize damage to said facilities if located in such area. For purposes of this section, essential public facilities include, but are not limited to, hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, except in cases where such locations would compromise facility functioning.

**Trails Master Plan Amendment**

The project is requesting that an amendment be made to the Elk Grove Trails Master Plan routing at the project area. The route depicted for the project area in the Trails Master Plan is infeasible because it would cross a CalTrans easement and would require a grade level crossing at the I-% highway on and off ramp entries, which is not allowed.

11. Descriptions of construction phases and activities associated with the Project:

   - **Construction Phases and Activities have only been developed for Phase 1 scope of Work. Phase 2 and 3 need to be developed.**

   a. Proposed start date and duration by construction phase.

   b. Length of construction phase.

   c. Description of activity types in each phase. Choose from the following activity types:
      i. Demolition
      ii. Site Preparation and Grading (cut and fill volumes and any need to haul soil)
      iii. Building Construction
      iv. Paving and Landscaping (need landscaping details)
      v. Infrastructure Improvements

   d. Number and distance of haul trips by truck size by construction phase.

   e. Total building square footage or tons of debris for the demolition of any existing building(s).

   f. Tons of debris or total cubic yards of material imported and exported during site preparation and grading phases. Rough estimates are acceptable provided they are conservative.
Construction Phases and Activities have only been developed for Phase 1 scope of Work. Phase 2 and 3 need to be developed.

- **Site Preparation - 11/20 to 6/21 - 7 months**
  - Demolition and site preparation. Includes adjacent site utilities and site work. There would be a maximum of 5 to 8 trucks with 10-20 workers going to the site each day for this phase. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Excavation - 1/21 - 4/21 - 3 months**
  - Approximately 45,000 cubic yards of materials would be removed at this stage. Approximately 18 to 25 trucks with approximately 20-30 workers a day would be on site for this phase. Possible staging of excavated fill at adjacent staging lot.

- **Foundation - 5/21 - 10/21 - 5 months**
  - During this period, there would be approximately 45 to 125 trucks and 50 to 75 workers travelling to and from the site. During the peak days when concrete is being poured, there would be approximately 100 to 350 trucks and 50 to 75 workers travelling to and from the site. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Structural Framing - 10/21 - 4/22 - 6 months**
  - During this period, the structural framing of the building would be completed. There would be approximately 22 to 30 truck trips per day travelling to and from the site with approximately 38 to 50 workers.

- **Exterior Enclosure - 1/22 - 6/22 - 5 months**
  - During this period, the exterior enclosure of the building would be completed. There would be approximately 15 to 20 truck trips per day travelling to and from the site with approximately 25 to 35 workers.

- **Hospital Interior Construction - 3/22 - 11/23 - 18 months (+5 months of contingency for planning purposes)**
  - The last and longest phase of the construction would involve the completion of the building interior. During this stage approximately 60 to 100 trucks would travel to the site per day with approximately 300 to 450 workers. Materials and equipment would primarily be stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot.
12. Specialized studies (Water Supply Assessment, geotechnical investigation; Phase 1 Environmental Site Assessment, drainage analysis, flood hazard analysis, etc.) completed for the project.

- Draft Version of Geotechnical Report is included as part of this response package. The Water Supply Assessment, Drainage Analysis, and Flood Hazard analysis are completed and part of the current submittal. The Phase 1 Environmental Site Assessment has not been completed.

13. Record of any coordination with regulatory agencies or the public, copies of any written correspondence with regulatory agencies or the public.

- Copies of correspondence with utility agencies are within the utility studies included within the current submittal.