Public Hearing in the Matter of: CNU MEDICAL CENTER PROJECT.

Transcript of proceedings
Elk Grove, California
Wednesday, September 16, 2020

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Transcript of Proceedings, taken in Elk Grove, California, beginning at 6:00 p.m. and ending at 7:39 p.m., on Wednesday, September 16, 2020, electronically using the Zoom Webinar platform, reported by Eileen Eldridge, Hearing Reporter.
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Brenda Ross
Daisy Hughes
Robyn Strong
Barry Broome
MR. ABLOG: This is the public review period, and we were heading toward the completion of that public review period, and I believe that ends September 28th.

And Pat Angell, who I'll hand this off to next, he will explain kind of the process from there. But we will be heading into finalizing the Environmental Impact Report, which entails responding to all the comments as they relate to the adequacy of that Environmental Impact Report.

Once that final Environmental Impact Report is prepared with the responses for the comments, then staff will begin preparing the project to go forth to the project's hearings. This project, based on the requests that have been made by the development team, this project will have to go through both the Planning Commission and City Council. But those public hearings cannot happen until after the final Environmental Impact Report is completed.

Can I have the next slide, Pat?

Again, we are here to hear the comments from the public. I know we have a number of members of the
community logged in tonight. I believe it's over 100. We would like to give an opportunity for everyone that would like to provide comments to have that opportunity. And in order to provide everybody with that opportunity, I would like to go over some of the process and ground rules for tonight's meeting. First of all, by default, your line is muted and your video will be turned off. As you see the staff also has their video turned off, it will just be providing graphics by the PowerPoint this evening.

This meeting will be recorded and it will be posted to the City's website so that you can review audio at a later time. We also have a court reporter who will be taking notes of the meeting. That will assist us in accurately taking your comments to and providing those to or environmental consultants to respond.

And for those that would like speak, we ask that you use "raise your hand" feature in Zoom to be called on. The participants will be called on in the order that they raise their hand. Staff will state your name to let you know that you will be given the opportunity to speak, and we will ask when your name is called to unmute yourself and commence speaking.

Similar to our other public comment meetings,
you will be given three minutes to speak, and only one
time opportunity to speak. We do have staff with a timer for
that three minutes. We will provide a 30-second
notification when you're nearing the end of your
allotted time. And at the end of the three minutes,
your line will be muted.

Again, with over 100 people logged in tonight
and with three minutes to speak, there may be times
where we may need to give staff a few-minute break, but
we will give you adequate notice.

From there, I will hand it off to Pat Angell
with Ascent Environmental, he will provide you with a
project scope, and also a summary of the Environmental
Impact Report and the Final EIR. That will be generated
after the public comment period closes, and after
tonight's comments.

MR. ANGELL: Thank you, Antonio. Good evening,
everyone, and thank you for participating. I am going
to provide a brief overview of the project details, and
I will also provide an overview of the contents of the
EIR. The previous slide -- in fact, this slide, I'm
actually going to tag at the very end of this
presentation, so you can be reminded on how this process
is going to work.

So with that, a brief overview of the project's
location. It's in the western boundary of the City along Interstate 5 just south of Elk Grove Boulevard. The project consists of 12 parcels, a little over 24 acres. It's currently developed with a mix of office and commercial uses, adjacent land uses in the project area include other commercial uses, residential uses and there is a church on site and a dormitory with a student garage facility.

The project site is located within the 200 year floodplain. Overview of the project is the redevelopment of the sites into a medical center consisting of approximately 1.8 million square of building use. It could have up to 4,000 employees. This is an architectural elevation of the proposed hospital building, which is proposed to be 13 (Audio interruption), approximately 261 feet. And this is the central plant facility that will also be built during Phase I.

There are architectural renderings for features in Phase I, Phase II and Phase III will come back later for a specific design review, and currently there are no architectural designs for those -- those open features. The project also proposes a series of bicycle and pedestrian facilities to -- meant for the existing facilities in the project area, as well to promote
pedestrian and bicycle use on the sites.

In addition to the on-site improvements, the project does have some off-site proposed improvements. This is an emergency lectern pocket that's proposed just beyond intersection of West Heron that would be used for emergency vehicles only.

It would be controlled by emergency vehicles that would trigger traffic control similar to fire stations that have signals and control traffic in order to allow vehicles to move across the roadway, as well as an arm barrier at the hospital to keep only emergency vehicles from using the driveway.

Additional off-site improvements: The project will require some electrical improvements, which will require some distribution and substation improvements maintained by SMUD. There is also an off-site sewer line improvement that's required in order to accommodate the buildout of the project site along with Riparian Drive, as shown in this exhibit.

The general plan has a series of policies associated with transportation improvements as part of the project's review and is consistency with the general plan or required consistency with the general plan. There are a series of roadway intersection improvements that will be required that the City will condition the
project to do.

These intersections consist of West Taron and Riparian Drive, Elk Grove Boulevard and the I-5 northbound ramp, Elk Grove and West Taron intersection, Elk Grove Boulevard and Franklin Boulevard and the West Taron Shell gas station/Chevron gas station driveway.

These improvements consist of, in some cases signalization, turn pocket improvements, lane reconfiguration and modification of preexisting signal timing.

Please excuse the wordiness of this slide, but the request and approval before the City consists of a general plan amendment to change the land use designation of six of the parcels from their current designation to a point in the center and accompanying zoning amendment to change the zoning designation of these six parcels to a business and professional office park.

There is also a request for text amendments to general plan policy ER 2-3, and the Municipal Code related to development in the 200-year floodplain. It's also proposed an amendment to the bicycle/pedestrian trails master plan, approval of an overall District Development Plan for overall site development.

Design review required for the Phase I
component for the central plant, approval of the conditional use permits, approval of Uniform Sign Program, proposed abandonment of West Taron Court and the execution of the agreement to provide additional law enforcement services to the hospital sites.

So now I'm going to go over the Environmental Review Process. For those who went to the scoping meeting back a year ago, some of this you've seen before. But I thought it was important to go over these items again.

So CEQA is an acronym for the California Environmental Quality Act. It is a required public disclosure process for determining environmental impacts of the project and the disclosure, consideration and mitigation of environmental impacts. It is intended to provide the necessary information for the decision making body, ultimately, in this case the City Council.

All the environmental consequences of whether or not a project, and to use them, and whether or not to approve the project. It's important to note the certification of the EIR does not indicate project approval. An EIR can be certified and the project can be denied based on the conclusions of the EIR.

So what is an EIR? It's a series of environmental documents that can be prepared for a
project, the EIR is the most extensive. It discloses the environmental impacts of the project, recommends mitigation measures, also looks at alternatives to the project to avoid environmental impacts. And as I mentioned before, it has to be certified by the City prior to any consideration or action on the project.

It's important to keep in mind in regards to the Environmental Review Process is what an EIR does and doesn't do. Again, as I mentioned before, it provides the disclosure of environmental effects. It identifies mitigation measures and alternatives and could address these environmental impacts.

However, it doesn't require mitigation for preexisting environmental conditions, such as current air quality conditions in the Sacramento region. And it's not an advocacy piece for the project, nor does a project have to be denied because of significant environmental impacts.

There are certain findings the City can make to find the impacts of the project acceptable, because of other economic or public benefit reasons.

Environmental documents also do not address issues that are purely economic and social. Sometimes there are concerns about property value. Certainly a significant and important issue to be considered by the
decision makers, but it not considered something that the environmental process addresses.

This is a list of the environmental issue areas that are evaluated in the Draft EIR. And this is an identification of what was identified as significant unavoidable impacts in the Draft EIR. These are impacts that there is no feasible mitigation to fully address and mitigate the impacts of the project, thus they're identified as "significant" and "unavoidable."

Should the City decide to approve the project, certain (Audio interruption) have to be made to address these impacts and why they are acceptable. These impacts include aesthetic impacts associated with visual character, glaring lighting, long-term operational air emission impacts, construction noise, single-event noise issues with ambulance sirens and the environmental impacts associated with building the off-site infrastructure.

There's also a series of similar impacts, again, associated with aesthetic issues, visual character, glaring lighting, air quality, groundwater, construction noise, water supply and waste water service. The alternative -- the EIR does look at three alternatives to address environmental impacts.

Alternative 1 is known as the No project/No
Development. It basically the condition the project stays in its current condition. It doesn't get -- the project doesn't get approved, and it continues in its current commercial and office use.

   Alternative 2, which consists of a reduced building height of the hospital, which would reduce the total patient beds on the site and would also remove the on-site helicopter landing site, the Helipad site proposed -- excuse me -- helideck site.

   Alternative 3 is the proposal to take this project as it's proposed and actually place Lent Ranch Marketplace site adjacent to the casino site.

   Just a quick overview on schedule. The comment period, as mentioned, ends September 28th. We anticipate the Final EIR will get released sometime in November of 2020, and then subsequent to that there will be hearings before the Planning Commission and eventually the City Council to consider the proposal.

   It's very much recommended that you provide comments in writing, we're accepting verbal comments tonight, but most certainty it is best to put your comments in writing.

   Oftentimes, at meetings like this, you'll provide comments verbally, and then we'll complete the meeting and then an hour or two later, you'll think of a
whole bunch of other items that you think were important.

And, certainly, you can provide those comments in writing after this meeting. And there are multiple methods of doing that. You can submit written comments to this address, which was also provided in the notice and this information is up on the City's website.

You can also e-mail to this e-mail address. The City also has the ability for you to go directly on the website and post your comments there, and that address is provided.

Again, the comment period ends on September 28th. And, again, this is the same slide as before just to remind everybody about how we are handling comments tonight, and I thank you for your time and look forward to your input.

And, Nicole, I think we're ready to receive comments.

MS. GUTTRIDGE: Okay. We'll go ahead and get started. Just as a reminder, I'll state the name that signed in with the Zoom, and let you know that you're free to unmute your line. Just make sure that you're able to do that yourself.

It looks like our first person that signed in is Ardie Zahedani. And I apologize, I'll do my best on
pronouncing names tonight.

Ardie, you may go ahead. If this isn't Ardie, if you're signed here a couple times, if you could please state your name.

MR. FORA: Oh, apologies. My name is Patrick Fora (Phonetic). I'm a resident of District 1 and I live one mile away from the medical school. About 25 years ago early in my career, I put together about probably about a dozen and a half EIRs, worked on them in one form or another working for environmental engineering companies.

So I did thoroughly review this one. It's been a while since I've reviewed one closely, but this EIR is totally solid. Interestingly, thinking back to when I used to do them, the -- we didn't think about things like electrical vehicle charging stations or collecting rainwater to use on the hospital grounds.

These are all advanced things that are now considered on EIRs, and it is all part of this particular EIR. And it is completely solid, and I'm totally confident with it. The bigger picture on this particular EIR is we are all in this pandemic together.

We are faced with flattening the curb, which means we are trying to -- it's all about hospital beds. And this project in its current form is 400 hospital
beds, which will be added to the state's ability to deal
with the pandemic. Reducing the size of the hospital, I
think, will affect that number of hospital beds we have.

We will have immediate access to local, very
high quality hospital care. And it will provide more
than 1,000 jobs through this process. Most of them will
be high-paying jobs with people that will be living
right here in our community, spending money on our --
you know, raising taxes revenues by buying vehicles at
the Auto Mall and that type of thing. So this very,
very critical.

And the last point I want to make is that, I'm
not sure if anyone is paying attention, but the CNU
Medical School -- the average minimum scores for the
admitted students is now higher than the average
admitted students' scores for UC Davis. I'm not saying
UC Davis is a bad medical school, it's a great medical
school.

But I'm telling you that CNU is going to be a
nationally classed medical school with a nationally
classed hospital where people will find this a
destination to get a great medical education and to
provide great medical care to our community.

So thank you for your time.

MS. GUTTRIDGE: Moving on to our next caller,
which is Jake Rambo.

MR. RAMBO: Good evening. My name is Jake Rambo. I'm the president of the Stonelake Master Association. We are the homeowners association representing 1,467 units that make up the Stonelake neighborhood. Our association has overwhelmingly voted to oppose this process, and this EIR confirms our concerns.

First of all, we are concerned about the crooked process that the City has applied throughout this. We've seen extensive financial entanglements between the project itself and City officials. We've seen inappropriate City support for this, including the use of the City's funds for advertising on behalf of CNU.

We've seen excessive support -- excessive use of public funds to support this project, including City employees making promises that this process -- that this project will receive special treatment and expedited consideration as well as promises from City staff to be at the beck and call of the hospital to attend meetings at the hospital whenever demanded.

We've seen this City certify this project for AB 900 status without any notice to the community contrary to the City's prior promise that any
significant action on this process would involve public participation.

Lastly, we've see a project that is proposing significant changes to the general plan that was just updated two years ago. We are concerned about the inadequacy of the environmental document. Specific concerns includes the complete neglect of Riparian Drive as a result of the project.

Riparian Drive will funnel traffic directly into the West Taron Court, the primary access point to the hospital. Yet there are no intended traffic improvements for Riparian Drive. Riparian Drive is already a problem street with excessive speeds and poor regulation.

Further, the -- we are concerned, because given the presence of the university, we already see significant traffic problems including multiple speeding traffic violations a day with students speeding and running signs as they travel to CNU for class.

We are concerned that the document is inadequate in how it impacts -- how it addresses the shadow impact of the hospital on renewable energy resources, contrary to some of the projections in the document.

MS. GUTTRIDGE: You have 30 seconds left.
MR. RAMBO: We are concerned that the City has given a minimum 45-day review on such a significant project in the midst of the COVID pandemic. We are requesting additional time to complete our review of this EIR and asking that the City extend the deadline by no less than 15 days. 45 days is the minimum in good times, and these certainly aren't.

MS. GUTTRIDGE: Your time is up. Thank you for your comment. All right. Next up we have David Nelson.

You may go ahead and unmute your line.

MR. NELSON: Hi. Good evening. This is David Nelson. And I am the Director Public Policy for the Sacramento Asian Chamber of Commerce. My comments will be brief this evening. I'm calling to speak on behalf of the Chamber in support of the CNU Medical Center, because we believe it will create high-wage jobs and essential healthcare services for the City of Elk Grove as well as the region as a whole.

So those are my comments and our support from the Sacramento Asian Chamber of Commerce.

Thank you very much.

MS. GUTTRIDGE: Thank you for your comment. The next caller is signed with the name appearing several times in the (Audio interruption).

If you could please unmute yourself, state your
name and then you may begin.

UNIDENTIFIED SPEAKER: This is (Inaudible)

former chairman, Wilt Ranch Sharia Tribe. I support the
CNU Medical Center, because it will create high-wage
jobs and unique educational and partnership
opportunities for the City of Elk Grove and the region.

Thank you.

MS. GUTTRIDGE: Thank you for your comment.

And our next caller also needs to state their name
before they begin. Thank you.

You can go ahead. You muted your line again.

It was unmuted just a moment ago.

MR. BERNACCHI: So trying this again. Sorry
about that.

MS. GUTTRIDGE: There you go. Go ahead.

MR. BERNACCHI: My name is Vince Bernacchi. I
appreciate this opportunity to speak in support of the
CNU Hospital Project. I'm the president of regional of
Schetter Electric, Regional Electrical Contracting
Company.

And I would like to state that Schetter
Electric and myself personally are both solid proponents
of the CNU Project. That's not only because of the
obvious connection for the construction jobs it will
create in our region, for potentially us and other
contractors, but also the benefits that a hospital and
teaching institution of this presents the community as a
whole.

You know it's going to bring on high-wage jobs
and guaranteed great services to the community in
addition. So I strongly urge everyone to support this
opportunity to have this project in our region.

Thank you.

MS. GUTTRIDGE: Thank you for your comment.

All right. Our next is Dwight Zuck. You may go ahead
and unmute and go ahead. Wait it looks like you're
still muted. Do you want to unmute? We're not able to
hear you, if you could unmute your line.

Looks like we're having some audio issues, and
we're not able to take him at this point. If you want
to go ahead and try raising your hand again, I can come
back to you in a little while. Thank you.

Our next caller will Robert Burness. If you
want to go ahead and unmute, you may go ahead. Robert,
we're not able to hear you. Can you check to make sure
you're unmuted?

MR. BURNESS: Here we go.


MR. BURNESS: Robert Burness representing Stone
Lake's National Wildlife Refuge. The project will have
significant impact on wildlife and on the Stone Lake's Refuge. Let me count the ways.

One, there is no supporting data for the Applicant's assumption on the number of helicopter flights per year. Is it comparable with that of other hospitals in California? Two, the evaluation of listed species in Table 3.31 is deficient. It does not clearly distinguish between on-site occurrence and the occurrence in the vicinity when that occurrence could be impacted by the project.

We'll skip three and four and go to five. Baseline Assessment is inadequate. There is no bird survey data with which to establish the potential significance of impact. Six, the analysis of potential disturbance to and the flushing of roosting and nesting birds from helicopter flights is incomplete and inadequate.

Seven, there is no analysis of the potential foraging water fowl disturbance or flushing due to helicopter activity. Eight, the noise disturbance survey is inadequate. Only two of the 11 noise testing locations were in the refuge. The data is not linked to any noise significant special for birds.

Nine, light trespass identified as a potential impact on wildlife is not clearly defined. Nor is it
addressed in the mitigation measures. Ten, an overall bird collision threat analysis must be included in the report in order to assess the necessary changes to the building design to reduce the level of threat to less significant.

11, the report does not consider the potential avian impacts and impacts on the refuge if a helicopter bird strike does occur, including the potential for FAA mandated -- mandated culling of the birds. 12, CEQA requires the report to show compliance with the South Sac HCP. The report recognizes that disturbance may lead to roost site abandonment for Greater Sandhill Cranes.

This would hinder the HCP's Recovery Plan for the crane, and representative of inconsistent policy objective. 13, mitigation involving a higher flight path for helicopters does not account for killing of migratory birds prior to longer flights or higher flying migratory birds passing through the area.

14, flight restrictions are very difficult to enforce. Mitigation measures do not provide for commitment or means to enforce. 15, mitigation measure does not mitigate for noise disturbance impacts. 16, mitigation for Swainson's Hawk is inadequate. A Department of Fish and Wildlife incidental take
permit --

MS. GUTTRIDGE: 30 seconds.

MR. BURNESS: -- is voluntary. The measure must require an incidental take permit. 17, the measure must also limit compensatory hawk mitigation within Elk Grove's program to within five miles of the site. 18, if an incidental take permit that is warranted for Swainson's Hawk, then the report clearly shows that it is also warranted for the Greater Sandhill Crane.

But the full protection of the species take permit is not allowable. The impact --

MS. GUTTRIDGE: Thank you. Your time is up.

MR. BURNESS: Okay.

MS. GUTTRIDGE: Our next caller is Dr. James Reed. You may go ahead and unmute yourself.

DR. REED: Good evening, Ladies and Gentlemen, my name is Dr. James Reed. I was formally on the Franklin Advisory Committee prior to the City of Elk Grove becoming a city. Sitting on that committee, if you look at the intersection of Laguna and Highway 5 -- I mean, Interstate 5, you'll notice that none of the buildings are higher than five stories.

That's because US Fish and Wildlife regulations prohibit structures in excess of 50 feet immediately adjacent to a national wildlife refuge. If you look at
all the hotels down there, Golds Gym and everything else, so like in Mr. Burness's comments, I am also arguing that the EIR -- the DEIR is woefully inadequate.

It does not address the specific flyway. It does not address the Migratory Bird Treaty Act of 1918, which the US Fish and Wildlife Service is responsible for enforcing. The birds' flight or the birds' building strike immediately adjacent to the specific flyway does not show a spring nor a winter survey showing approximately how many migratory birds pass through the Pacific Flyway that basically surrounds the proposed site.

Now, also (Audio interruption) at Sac State, because many of my students are online. Because the Draft EIR does not include a biological opinion from a US Fish and Wildlife Service as to the adequacy of proposed mitigation and because there is not a winter or a spring survey to go through, because they come here in the winter and they leave in the spring.

That would give you an approximate count.

Mr. Burness alluded to the fact there is not a count of the Sandhill Cranes going through the Cosumnes River Reserve, which is immediately due south of Stone Lake National Wildlife Refuge.

MS. GUTTRIDGE: 30 seconds.
DR. REED: I would respectfully request that the US Fish and Wildlife Service be fully consulted and that a biological opinion become part of the biological resources such as the DEIR or there will be severe ramifications.

MS. GUTTRIDGE: Thank you for your comment.

DR. REED: Thank you.

MS. GUTTRIDGE: Mr. Showho (Phonetic), you may go ahead and unmute your line.

MS. HILL: Good evening. My name is Pat Hill and I'm speaking on behalf of National Security. We highly support the CNU Medical Center, because we believe that it will create necessary high-wage jobs to meet the rising costs of living in Elk Grove and surrounding areas, facilitate economic empowerment for working-class communities and establish essential healthcare services for Elk Grove and the region.

Thank you so much for your time.

MS. GUTTRIDGE: Thank you. Barbara Leary will be our next caller. You may go ahead and unmute your line. It looks like you're still on mute, Barbara.

MS. LEARY: Hello?

MS. GUTTRIDGE: We can hear you. Go right ahead.

MS. LEARY: Okay. Thank you. This
is Barbara Leary. I'm speaking on behalf of the Sacramento Sierra Club. We're very concerned about the impacts of this project. We don't feel that the EIR adequately analyzed or addressed those impacts. It did not use third survey data for its analysis of or mitigation for helicopter strikes.

(Audio interruption) birds use in a potential helicopter flight path must be considered along with the survey data. Omitting this data provided an inappropriate solution to avoid hitting migratory birds such as Sandhill Cranes, who rise higher in the air in a circular pattern passing between the 2,025-foot elevation that they propose to fly the helicopters.

Clearly, the mitigation is inadequate as other birds in the area also fly at those altitudes. There is no discussion of impact on the Stone Lakes National Wildlife Refuge. The FAA allows culling birds, meaning killing them, to avoid future bird strikes covering an area up to five miles from the proposed hospital putting the refuge in peril of having its species killed because of an ill-conceived placement of a hospital with helicopter access.

We should also take into consideration the potential for damage to the helicopter and potential loss of life of the occupants of those helicopters. The
DEIR does not consider the impacts to our mitigation for foraging birds from helicopter flights, who can be severely impacted if disturbed while feeding.

Mitigation for birds striking this building relies on Pilot Credit 55, meaning bird collision deference requires physical modifications to the facility to minimize bird strikes.

A ten-story hospital is at high risk for creating a hazard. An overall bird collision threat analysis must establish a rating that dictates physical changes made to the building.

The mitigation cannot be analyzed for success without knowing the rating for the facility, how the rating was derived or physical changes would actually eliminate the bird strike risk. This analysis is not included and must be in this DEIR.

As it stands it is deficient as an informational document. The DEIR indicates the document will seek to obtain an incidental take --

MS. GUTTRIDGE: 30-second warning.

MS. LEARY: -- to be done for Swainson's Hawks.

This is not possible for Greater Sandhill Cranes, as they are a fully protected species by the California Fully Protected Species Act. We are opposed to placement of this hospital at this site.
And we hope that this DEIR period of review will be continued as it's very difficult to review all of these documents online given the current circumstances.

Thank you.

MS. GUTTRIDGE: Thank you for your comment. Let's try this again. I think we can get you connected. Do you want to try unmiming your line? It still looks like your line is muted.

All right. We'll move on to the next caller, and we can try again here at the end. Nora O'Reilly, you're next to speak. Go ahead and unmute your line.

MS. O'REILLY: Hi. I'm Nora O'Reilly. And I've lived in the Stonelake community. I've been here for 18 years. We have a beautiful community of people that value their property. We want to keep it secure and safe, and I also feel that you should consider a placement of this hospital, not only because it's not an ideal place for the community, but also for the traffic and the issues that you pointed out in your report in terms of emergency vehicles, congestion, as well as the Western Court.

And also I do feel like this hospital would bring significant jobs to the community, which is wonderful. I do agree that putting this hospital into
Elk Grove is a great idea, it's just not an ideal place
here in the Stonelake community and the wildlife.

So that is what I wanted to say.

Thank you.

MS. GUTTRIDGE: Thank you for your comment.

You can go ahead and unmute your line.

UNIDENTIFIED SPEAKER: Hi. Good evening. I am
a physician in Elk Grove, as well as a property owner
for Stonelake. I am calling in to oppose this hospital,
because (Audio interruption) including traffic,
decreased property value and increased congestion. As
far as somebody mentioning that we need this hospital
due to pandemic, I would like to point that pandemic is
a temporary thing.

And this hospital will be lifelong with our
City. In addition, this will increase the cost for
security on the City and the taxpayers will be liable
for that.

Thank you.

MS. GUTTRIDGE: Thank you for your comment.

All right. It looks like we have another caller signed
in as Ardie, so if you could please state your name, and
then you may begin.

MR. CONKLIN: Hello. My name is Damon Conklin,
and I'm speaking on behalf of the Sacramento Regional
Builders' Exchange and our 1,000 member companies who operate in the commercial construction space.

We are supportive of the California North State University Medical Center Project, because we believe it will create essential high-wage jobs and serve the critical medical needs of the Elk Grove community and greater Sacramento region with the highest quality of care.

Thank you.

MS. GUTTRIDGE: Thank you for your comment.

Our next caller is Dyane Osorio, and if you want to go ahead and unmute your line, you're welcome to start.

MS. OSORIO: My name is Dyane Osorio, and I'm the Mother Lode Chapter Director of the Sierra Club. I just want to be brief and echo the comments from our Sacramento Group Chair, Barbara Leary, and Rob Burness. The concerns of this inadequate DEIR, we hope that it is being reconsidered.

Thank you. Have a good day.

MS. GUTTRIDGE: Thank you for comment, and I apologize for mispronouncing your name. All right.

Next up is Amar Shergill. If you would like to go ahead and unmute your line, you may go ahead.

MR. SHERGILL: Hello. My name is Amar Shergill. I'm a resident of the Stonelake area
just down the road from this proposed hospital. And it may be true that Elk Grove needs a hospital. We do. And we need jobs, and we need clear roads. But this is a discussion of an Environmental Impact Report.

And I would encourage folks to focus on that. If you call in to support, but your discussion is about money, this isn't the time to talk. We've heard from the friends of Stone Lakes Refuge. We've heard from Sierra Club. They've made clear that there are issues here that cannot be mitigated, which means it cannot be fixed.

It doesn't matter how much money you pour into this. It doesn't matter how hard you try, you cannot fix this. This refuge is a jewel for our community and for the entire region. We shouldn't be taking actions now that are going to destroy this environment for generations to come.

As we've seen around the country and across California, these shortsighted decisions regarding our environment have repercussions that future generations have to pay for. So let's not mortgage the future of our children by trying to put in this hospital in a place where it clearly does not fit.

Let's take a step back. Let's do it a different way. Let's do it somewhere else. But let's
all be clear that this hospital, right now, right here, just isn't right.

Thank you.

MS. GUTTRIDGE: Thank you for your comment.

All right. Our next caller is Gary Sibner. If you want to go ahead and unmute, you may go ahead.

MR. SIBNER: All right. Thank you. In response to the Draft EIR, we offer the following comments:

The height and the visual impact, the hospital building at 13 stories and 261 feet would be the tallest building in Elk Grove far exceeding the four story maximum height that has been required for every other building in Elk Grove, including the hotels.

Is it possible that the developers who wish to build at a higher height and were denied would sue the City of Elk Grove based on the special treatment of CNU? The building will forever alter the visual character of the area. The Draft EIR describes this impact as "significant and unavoidable."

For this reason alone, the project should be denied. The shadows -- this has been already discussed. The building at its height and location will cast shadows north and east of Elk Grove Boulevard and into Laguna to the west. These shadows will occur from
December to January between 3:00 p.m. and sunset.

The Draft EIR describes this impact as "significant and unavoidable." Police and crime, per the Draft EIR, quote, implementing the project may result in an increase of service calls for a police services for a range of circumstances.

Under existing conditions, few or no services calls are received in the project location and surrounding portion of Elk Grove in the City, Beat 1, end quote.

And, quote; therefore, it is estimated that the proposed 400 patient-bed hospital designed to operate as a Level 2 trauma center would generate approximately 1600 calls annually. This per the City of Elk Grove Police Department in 2020. This is evidenced that the department believes that crime will increase at the hospital, no doubt spilling over into the Stonelake and adjacent west-side communities.

So we would go from little to no crime to 1600 calls for police per year, and average of 4.38 per day. This is an unacceptable negative impact for our communities. Construction in ten-year time frame. Per the Draft EIR, this project is scheduled in three phases and will take ten years to complete.

This means ten years of demolition
construction, demolition construction and more
demolition and construction. It's estimated that the
Phase I -- that during Phase I, there would be 1,500
truck trips and 400 workers in the project bringing
substantial noise and increase traffic congestion to an
area that was not designed for such a project.

Thus, during a ten-year period, west side
residents will have to deal with --

MS. GUTTRIDGE: 30-second warning.

MR. SIBNER: -- construction and 265-foot
construction crane and noise and traffic and
90,000 gallons of diesel fuel in two underground tanks
under the central plant. These would supposedly be
designed to withstand -- withstand being submerged
during a flood. The project is within 200-year
floodplain, and could be submerged under ten feet of
water from the City of Elk Grove.

One guarantee is that these tanks --

MS. GUTTRIDGE: Your time is up. Thank you for
your comment.

MR. SIBNER: -- thousands of gallons of diesel
fuel into our and adjacent neighbors creating a huge
HAZMAT event.

Thank you.

MS. GUTTRIDGE: Our next caller Vicky Gomez.
You may go ahead and unmute yourself.

MS. GOMEZ: Yes. I'm calling because I'm a resident of the Lakeside Community and I oppose this project. This community was built as a cohesive community where people could understand, gather, connect with each other. We do not have 13-story buildings or universities in our midst, when I've been in this community for 20 years.

That is not why I moved here from the Bay area to come back into a place where there would be increased traffic congestion, medical industry in my own community, also creating environmental impact on the beautiful Riparian area that we have here.

This is not anything that will positively affect our property values. It's going to lower them, and it is also going to change the character of the community with the increased crime and other kinds of mental health issues that will spill out invariably into the surrounding communities.

This -- if Elk Grove does need a hospital, it does not need to be in this community. There are plenty of places down Elk Grove Boulevard where Costco is, and you could put it by that casino, where there's not going to be communities there that would be impacted.

We moved here, and the folks in Lakeside moved
here, because we enjoy connecting as a small community
being able to ride our bicycles, our children are safe.
This hospital and this proposed project with ten years
of construction going on will disrupt the quality of
life for the people who live here.

And it also will negatively affect our property
values, and this is not welcome in our community.

Thank you.

MS. GUTTRIDGE: Thank you for your comment.

All right. Dwight Zuck, let's see if we can get you
through this one last time. I'll go ahead and allow you
to speak, and if you want to go ahead and unmute your
line -- okay. I'm going to try the next one here.

Dwight, go ahead.

MR. ZUCK: Now, I'm on two feeds. So I
don't -- can you hear me?

MS. GUTTRIDGE: We can. There's a little bit
of feedback. If you're able to close your other feed,
that would certainly help.

MR. ZUCK: Okay. Now, I'm off. Should be
anyway. I never saw an unmute option offered by you and
I didn't know how to do it.

MS. GUTTRIDGE: No worries. Got you now. Go
right ahead.

MR. ZUCK: I'm starting my time now?
MS. GUTTRIDGE: Yes. Go ahead.

MR. ZUCK: So I've been a resident for 18 years. I'm a chemical engineer. I've been working with the State of California putting in projects throughout the state, north to south, into Nevada and more.

One of the most difficult projects over the last couple of years have been putting with newly formed Cal Green 2017 requirements. I stood in three different meetings so far. And I've held up this 283-page document, I said I don't see Cal Green addressed in any of these EIRs. And in this Environmental Impact Report, it involved Cal Green, hence the name.

Nobody to this date has mentioned it. So Cal Green talks about a lot of things. Many, many things, and none of them are mentioned in this EIR. I've gone through every document typed green, Cal Green, none of them are in there.

A lot of it speaks to how many parking spot requirements are in there for a lot of people. I've mentioned this before. I know there's three pages and it goes up to 3,160 parking spots. For ADA alone, just the handicapped people, one in 25 must be handicapped with the striped line beside it for the extra space.

Then for EVSE, electric vehicle supply equipment, you need to add, for all those other cars,
you need to add 8 percent of your total, if you have
over 201 parking spots.

That's not in here. Nor are all the parking
spots. And if you hashmark besides each one of these
EVSE, or between two of them, I don't think you'll have
enough parking. That's just one aspect.

CNU has a lot of plans for building with
elevators with parking in them. I don't see there power
plan drawn out. There's a bicycle parking requirement,
per the Cal Green 2017 requirement. None of that is
mentioned in any drawings I've seen. There's many finer
points, I won't get into that.

The other big thing that I don't see in any of
these drawings. I did hear what Gary Sibner said about
the underground use of fuel tanks. That's scary,
especially in a flood zone. But I don't see the oxygen
tank. I was told in one meeting over at the pizza
parlor, on the east side of town, that they were in
there. I still don't see them in any drawings.

These are very large structures. They're over
two stories high, if they go vertical. If they go
horizontal, I don't think you'll have the space for
them. You need two on top of those, because you need to
have a backup for life support.

MS. GUTTRIDGE: 30-second warning.
MR. ZUCK: Okay. For life support, I still have not seen this. This EIR certainly -- it is easy compared to the Cal Green requirement for a very tight project. There are a lot of other things, and the renderings that have been provided are horrible.

You don't talk about sound, but you must include Cal Green. I'll submit my points in writing. I don't know why this is avoided. I brought it up eight months ago, and several times since, and nobody has touched it. It's very difficult and far harder --

MS. GUTTRIDGE: Your time is up. Thank you for your comment.

MR. ZUCK: -- than the first individual that said the EIR is not difficult, it's not compared to Cal Green. This EIR is pathetic.

Thank you.

MS. GUTTRIDGE: All right. Our next caller is Amrit Sandhu. And if you'd like to go ahead and unmute your line, you can begin.

MS. SANDHU: Hello. My name is Amrit Sandhu. I am a Stonelake resident and a healthcare provider in the Sacramento region. I have reviewed this EIR and many of the concerns, the significant and unmitigable concerns, are disruptive to this community.

The shadow, the aesthetic, the height of the
building, the effect on the wildlife preserve. Many of these things are not mitigable based on the EIR. And in addition to that 1,500 trucks coming through for excavation.

My assumption is, which is not addressed in the EIR, is that they will be coming down I-5 and making that right-hand turn onto Harbour Point/West Taron. Our streets are not made for that. There's already plenty of car accidents that happen there, lots of traffic violations have been reported to the City.

The City -- I'm sorry -- CNU is requesting the City to change its general plan, to change the floodplain requirements, to increase lanes from Franklin all the way in. All these things are being asked of the City, which is really being asked of the citizens of the City.

Just because the City approves it, doesn't mean it doesn't affect the rest of us. Many of us moved to the West Side for the peace and quiet and not to be in the middle of ten-year construction zone. And the impact on this community is going to be large. The impact on the wildlife refuge is going to be significant.

No one is saying no hospital at CNU. What we're all asking is to put it in the right place, and
the West Side of Elk Grove is not the right place. Especially when it is going to increase crime, which is in the EIR. Increase traffic, which is in the EIR.

The City engineer, last year, stated that traffic is a huge problem of Elk Grove Boulevard and Laguna, because those are the two arteries that run through and they have no plans to change that. It's only going to get worse. So now we're going to add 480 people per day on Elk Grove Boulevard to the West Side where's there's only one way in and one way out. You come in through I-5; you leave through I-5.

And that's going to increase traffic. Traffic may not be an issue right now during the pandemic, because everybody is at home.

MS. GUTTRIDGE: 30-second warning.

MS. SANDHU: However, when traffic comes back and we're all back at work, because the pandemic is temporary, we will all suffer from the traffic issues, the safety issues, the noise issue and the visual glare that this hospital will bring on our community.

Thank you.

MS. GUTTRIDGE: Thank you for your comment.

Mark Graham, you're our next caller. You may unmute your line and go ahead.

MR. GRAHAM: All right. Can you hear me?
MS. GUTTRIDGE: We can.

MR. GRAHAM: Thank you. This is Mark Graham. I live in Elk Grove. First thing, would you please extend the public comment period to allow residents more time to review the long and complicated Draft EIR and comment on it.

Now, the draft document does not adequately present the environmental impacts associated with long-term exposure to post-modulated microwave electromagnetic radiation. This will come from several sources.

With people building the hospital and once it is built, with people working in the hospital, patients, patients' families, there will be pressure from the communication companies such AT&T and Verizon to install and operate powerful new 4G and 5G cell towers, and cell antennas, at the hospital and all around it, including probably up on the roof.

The City does not permit cell antennas immediately adjacent to the front yard of a residential dwelling. However, the City has very weak regulations on cell antennas in all other types of zones.

The range of a 4G, which is fourth generation, cell antenna is well over a mile. The range of a 5G cell antenna is over 2,000 feet, according to Verizon.
Chief Executive Officer, Lowell McAdam. To see details
go to my website, which is
www.keepcellantennasawayfromourelkkgrovehomes.org, or
more simply, and this is for everyone out there who is
interested in cell antenna issues,
www.keepcellantennasaway.org.

There are many studies showing that radiation
has far less power density than is commonly produced and
transmitted by cell towers and cell antennas. It's
harmful to many forms of wildlife, including bees, other
insects and birds. It is believed that the radiation
interferes with the navigation ability of bees.

Bees are already under assault from a
combination of the reckless and widespread use of
herbicides, insecticides, such as Glyphosate, which is a
carcinogen, aerial spraying of metal particles in
aerosol solutions as so-called solar radiation
management in mice.

There will likely be other EMS sources for the
taking off and landing of helicopters in the form of
radar. Radar has a very long range. It's a different
frequency from cell antennas and towers and has
different; although, still harmful effect on bees --

MS. GUTTRIDGE: 30-second warning.

MR. GRAHAM: -- birds, et cetera. Also,
another impact that needs to be considered. There will also be a massive, reckless and irresponsible use of insecticides such as Glyphosate, which is extremely toxic to bees and other insects and all wildlife. The DEIR does not mention this, and it should.

The DEIR should specifically include an alternative that, if this thing is approved, there should be minimal, and I mean minimal, new cell towers, minimal new cell antennas and minimal use --

MS. GUTTRIDGE: Your time is up.

MR. GRAHAM: -- of insecticides.

MS. GUTTRIDGE: Thank you for your comment.

Our next caller on the line is also signed in as Ardie. If you could please state your name and confirm that you haven't already provided comments.

MR. PAINTER: Hello?

MS. GUTTRIDGE: Yes.

MR. PAINTER: Oh, sorry. Hi. My name is Noah Painter. I'm with the IBEW -- sorry -- I am not Ardie.

MS. GUTTRIDGE: That's okay. You can go ahead.

MR. PAINTER: Got it. My name is Noah Painter. I'm with the IBEW Local 340. I'm here this evening to speak in support of the Draft EIR and appreciate staff's willingness to allow me to comment. We support the CNU
Medical Center, because we believe it will create high-wage jobs and essential healthcare services for Elk Grove and the region.

Those are my comments. Thank you.

MS. GUTTRIDGE: Thank you for your comment.

Dwight, unless this is a board issue and this is someone else, I need to confirm that, I believe, you've already given your comments.

MR. ZUCK: Right. On one topic. And I merged about three into mine. I would like to speak a little bit more on the timing of all this.

MS. GUTTRIDGE: We can only allow one person three minutes during the meeting. We'll move on to caller Staci Anderson. And I'll unmute your line. Go ahead.

MS. ANDERSON: Thank you so much. Can you hear me?

MS. GUTTRIDGE: Yes. Go right ahead.

MS. ANDERSON: Great. I hear a lot of people talking about how it's going to bring better healthcare to the region and high-wage jobs, and I just want to point out that CNU has absolutely zero experience in construction and operations of a hospital of this size, let alone a hospital in general.

If you want somebody who knows how to run a
hospital that would be Dignity, who is actually building a hospital right down the street. Hopefully, people know that, if they don't, guess what? It's coming.

Additionally, we have concerns about traffic congestion in all phases, and I want everybody else to know, again, this is just not in the Stonelake side and communities. This is going to effect all the way down to Elk Grove Boulevard and Franklin, which affects a greater amount of people who are commuting to the Raley's Shopping Center and whatnot.

How long is this construction going to last?

Not only that, that results in a major artery for people to get to the I-5 on the West Side. Traffic is going to be unsustainable. The height is going to be over six times any height of single family homes in the area, and there's a reason for that.

The master plan community required certain aesthetics. That includes nothing over four stories. There's a reason the property wasn't zoned the way CNU is asking, which includes floodplain issues, the master plan community, the National Wildlife Refuge.

It's a small area relative to the size of the project, and we should not renege on the proper planning when this master plan community was created. CNU is offering the hiring of off-duty officers, which
acknowledges the increase in crime.

However, are they also going to be protecting the surrounding residential neighborhoods? Or are they just ejecting the problem people from CNU to infiltrate the neighborhoods, in which case, we have great concerns.

The length of the construction of this intersection roadway, all the improvements, the ten years is absolutely unacceptable. The significant and unavoidable impacts are many, and unavoidable alternatives are only option 1, which is not do it at all or, 3, move it, in which case, I feel really sorry for whoever gets this mess.

Significant and unavoidable impacts are exactly that. Hospital beds, pandemic. It's been said by several healthcare providers that hospital beds are --

MS. GUTTRIDGE: 30-second warning.

MS. ANDERSON: -- not the issue. Ultimately, again, as a Stonelake resident and as an Elk Grove resident in general, I am highly against this for all the reasons that are listed on that one single page, significant and unavoidable impacts.

Thank you.

MS. GUTTRIDGE: Thank you for your comment.

Are next person to speak will be Randy Becker. If you
would like to unmute yourself and go ahead. Randy, it
looks like you're still on mute. There you go. Randy,
looks like you're on mute, but we're not able to hear
you. All right. Randy, do you want to raise your hand
again, I can come back to you in a minute.

I'm going to go ahead and move on. We have
four callers that are phoned in over the phone, and I
want to check in with each of them really quick to make
that they have a comment to make when you dial into the
phone number, and you're not able to raise your hand.

So callers on the line, I'll just come to each
of you individually and ask if you have a comment that
you would like to make. Caller, did you want to speak
on public comment? It looks like you're unmuted, but
I'm not able to hear you speak.

MS. WONG: Oh, yeah. Yeah. Okay. Thanks for
giving me a chance to speak. I'll try my best. I don't
know there's this project, it suddenly pop out a couple
years ago. First, we thought it was just university,
and how come it becomes to the hospital?

You know, when it start, it's our neighborhood
and nobody know, small business, nobody know. Then
suddenly they pop up 13 stories, this huge hospital. I
disagree, you know, like, I -- I object this one. I
think this is not good for my living area. Not only
because they bring the job and then we need traffic.

This, you know, this, like, if a better new clear plan, that make job, that make money and something. We cannot do this. This wrong location to put this hospital in this small, small area.

Yeah. That's my concerns. And I don't want the only focus on this money issue. It's human life first and the bird, nation life, you know, that's I think -- yeah. What else? And I want to know if the City mayor or all high level officer want this hospital, make they're looking good or it's our residential, our Laguna our and environmental resident people want this hospital?

We have a hospital just down the street to the East Side. They are building there. Why we need this? If university needed this hospital, they can relocate it to a bigger place, and find that there are good place for them, but not here.

And that -- thanks.

MS. GUTTRIDGE: Thank you. Would you mind stating your name, just so that we have it for the record.

MS. WONG: My name is Xui Wong.

MS. GUTTRIDGE: Thank you.

MS. WONG: I am resident.
MS. GUTTRIDGE: Thank you so much for your comment. All right. Moving on to the next caller. We'll check in here to see if they also have a comment. Caller, would you like to unmute your line and go ahead if you have a public comment. If you're trying to speak, your line is still muted. All right. We'll take that as no comment. We'll move on to the next one.

Caller, we just wanted to check in to see if you had any comments that you wanted to make. All right. We're not getting anything on this line either, so we'll continue to move on through the people who have not spoken and would like to speak.

Doris Alkeblan, would you like to go ahead. You are now unmuted.

MS. ALKEBULAN: Yes. I'm a resident of Elk Grove. And I'm very concerned about the placement of the facility. I'm concerned about the quality of life and livability that it would then restrict us residents.

Number one, is the traffic and congestion. When you look at the traffic impacts it would have on the I-5, and at that point, you also have narrowing. The access of that would be very limited. It could create a hazard, additional noise and sound issues. We are very much against it.
Number two, with regard to the congestion that it creates, it also impacts with added sound, like sirens. In addition to that, you have the helicopter location as well.

I live in Lakeside. I am definitely against this. I'm against the placement of it, the impact to the businesses and the quality of life. Also the walking trails there are also going to be impacted. And considering where this location is, right as we go into San Joaquin County, there are already air quality issues. It would negatively impact the air quality issues.

And getting an approval and monies and support through the State, would be very difficult. And this would just put us in a worse situation where we have -- as they talked about previously, it's dumb. We need to be smart and have (Inaudible). This does not address our concerns as far as living and the quality of life now.

So parking also will create more congestion, the walking issue, hiking, traffic, cars, the impact on I-5. The location is not good, and I'm against it. And the impact that it will have for us as residents to have to be taxed in order to make this happen.

This is a bad idea. And I am definitely
against it, and we need to look at other things. The document needs to address the traffic. It's not adequate with the traffic. I looked at the document, and it's not sufficient.

Thank you.

MS. GUTTRIDGE: Thank you for your comment. Our next person on the line will be Mimi de Ville. You are unmuted, if you'd like to go ahead.

    MS. DE VILLE: Hello. Can you hear me?

    MS. GUTTRIDGE: Yes, we can. Go ahead.

    MS. DE VILLE: Thank you. I am a 20-year resident of Elk Grove. I live here, I work here and I play here. And I repeat my original objections to our community being railroaded by this project. There is absolutely no evidence that jobs will be brought here for our residents.

    We bought into a master plan community that is being rezoned without regard for the quality of life and without respect for small businesses. All for a 9.8 million square foot lot with a monstrous building, taller than anything in the City. It doesn't fit.

    I echo the sentiments of Dr. James Reed. So I will not repeat it, other than to say, how the DEIR ignored the Stonelake Wildlife Refuge. I object (Audio interruption) to the relationship with CNU staff and
executives. Some of the staff have engaged in harassment of residents who oppose Ly. His backroom deals were despicable and unbecoming of a mayor.

I object to the visual character of the skyscraper and precedent it would set for building height exemptions and growth. Take it to Lent Ranch where it doesn't impact the neighborhood quality.

I also urge us to move forward with Dignity Health. They are established here and building to a reasonable community standard. They were approved in 2013. They're not in a floodplain and they are not near a wildlife refuge that CNU seeks to destroy and ignore in the EIR.

Lastly, council members, with the exception of Steve Ly, I voted for all of you and trust you to have our backs. Don't let us down and create another ghost mall. Don't let them railroad us.

Thank you.

MS. GUTTRIDGE: Thank you for your comment. All right. We'll take a moment now. If you would still like to speak for public comment, and you have not spoken during the meeting, if you want to go ahead and raise your hand. Otherwise, it looks -- oh, here we go. Lynn Wheat, I'll go ahead and unmute your line.

You may go ahead.
MS. WHEAT: Okay. Good evening. My name is Lynn Wheat. And what I would like to bring up, because there's a discussion about contracting with our police department, I would suggest, because we can look at possibilities of crime migrating out to other neighborhoods that, like our residents, who have CFDs that pay for police services; that we make that a CFD district and so then that would guarantee that yearly money would be coming in to pay for those police services.

And just like our City Council and Mayor Cranley's vote to increase those Mello-Roos on our homeowners, we would have the availability and capability of increasing those costs on to the hospital, so we can make sure that we indeed do have adequate police services and our safety needs are met.

Thank you for the opportunity to speak.

MS. GUTTRIDGE: Thank you for your comment. All right. Next up is Matt Weaver. Do you want to go ahead and unmute your line? You're welcome to go ahead.

MR. WEAVER: Thank you for taking my comment, and I'm grateful for the opportunity to speak at this meeting. Which is, hopefully, not just a technicality in the process, and that the City is really vetting what had been publicized as an already baked approval all the
way since December of 2018.

So here we are nearly 19 months later with the opportunity to speak. And I've had the opportunity to speak publicly about this project before. But on the report, I would like to really -- first of all, environmentally, I want to make sure that on the record we're looking at the increase of carbon footprint and the number of car miles driven by residents of Stonelake, Lakeside, Laguna and other residents that are served by merchants that are currently doing business in the Stonelake Center.

The incremental miles over the span of 100 years will create excessive pollution and reduce the walkability and livability of this neighborhood. There are no plans to replace the displaced businesses, and contrary to the public record of Alvin Cheung and his leadership team at CNU, there have been no concrete efforts to replace the intentionally displaced businesses.

So the carbon footprint is a concern, noise pollution is a concern, site pollution is a concern and the possibility that the neighborhood blight and homelessness and abandoned property may be a concern while this project has been advertised as serving the community in 2021 may do nothing, other than serve as an
eyesore in the community, and increase the number daily
trips out of the neighborhood and reduce the
walkability/livability score of the neighborhood.

Further, as a business owner in Stonelake
Landing, who has seen the CNU Organization break
promises, make promises in public and silently back out
of those things, abuse the merchants in the area, and
what amounts to squeezing many, many local tax dollars,
local small business and local services businesses out
of the area --

MS. GUTTRIDGE: 30-second warning.

MR. WEAVER: -- where we are going to be
announcing our closure of our business in Stonelake
Landing because CNU has not honored their commitments.
We recommend strongly that the City of Elk Grove deny
this application.

MS. GUTTRIDGE: Thank you for your comment.

Next up we have up Matt Zberg. You're muted. If you
would like to go ahead and unmute your line, go ahead.

MR. ZBERG: Okay. I'm unmuted. Can you guys
hear me?

MS. GUTTRIDGE: We can. Go right ahead.

MR. ZBERG: Okay. Great. I'm Matt Zberg on
behalf of Sacramento Region Business Association. I'm
in full support of the CNU Medical Center, because it
will create high-wage jobs for the region and quality healthcare.

Some concerns I've heard from earlier comments are traffic and congestion and things like that. These are -- no matter what projects you're looking at or vetting, everything is going to cause these sorts of issues. So this is a really good project, and it's going to create jobs and healthcare quality in the region.

And that will in turn profit the local businesses from the traffic and community support that comes into the local area. So on behalf of the Regional Business Association in Sacramento, I support the CNU Medical Center Project. And I request an affirmative vote in the EIR.

Thank you.

MS. GUTTRIDGE: Thank you for your comment. All right. If there's anyone else who has not had a chance to speak yet, and you would like to, this will be our last call for public comment. I don't see anyone, who hasn't spoken, with their hand up.

Ms. Ross, I'll go ahead and unmute your line. You may go ahead and unmute your line on your side and speak.

MS. ROSS: Yes. Hi. Can you hear me okay?
MS. GUTTRIDGE: We can.

MS. ROSS: Great. Well, I just have to jump in here and I was not prepared to really say anything. But I have to say something after hearing a number of things.

One, I have to say that the people that spoke in opposition to the CNU did a fantastic job, and I hope the City Council reviews very carefully all of the lists, the very long lists, of oppositions that were outlined. The fact that Stone Lakes Refuge is a jewel, I think is spot on.

And that's nothing to take lightly. We have a jewel, and we need protect it. Number two, the size of that hospital is ridiculous. And number three, Mr. Graham talked about insecticide use and the effect of bees in the region. And that's something that I have not thought about before, but I think that it's very important to the surrounding areas and the crops, everything that we have here.

But when I hear the people saying that they support CNU coming in, what I hear is that it brings jobs, because of the construction and the electrical jobs. Those same jobs will be available if the hospital is built in another location. What I don't understand and I'm not going to question the motivation of our
current mayor.

But what I don't understand is why there is such an eager attitude about leapfrogging over the fact that we're in a migratory flight path. We live in a refuge, a wildlife refuge. Why is that being just totally set aside? The fact that this was left out of the EIR to a large degree, I think is very suspect.

But finally, I'm just going to say my own little story. I told it at Stonelake HOA meeting, so some of you may have already heard it. But just to leave you with a very simple thought and a comparison and a contrast.

I had an experience -- I live in Stonelake -- I had an experience where we had a couple of little possums in our backyard.

MS. GUTTRIDGE: 30-second warning.

MS. ROSS: Thank you. Little possums. I captured the possums. Now what do I do with them? I know that we have a wildlife refuge. So I called Department of Fish and Wildlife. No. You can't take them out there. I made several calls. No. You can't take them out there. Why? Because it upsets the wildlife and its natural nesting.

If one little possum does that, what does a 13-story hospital do in the middle of a migratory flight
path?

MS. GUTTRIDGE: Your time is up. Thank you for your comment.

MS. ROSS: Thank you so much.

MS. GUTTRIDGE: Our next caller is Daisy Hughes. You can go ahead and unmute your line and go ahead.

MS. HUGHES: Hello. My name is Daisy Hughes. And I would first like to object to the fact that there is only a 45-day comment. This is 494 pages, and in light of COVID 19, and distance learning and other excuses that I would just love to make right now, I have not been able to complete my review of the document.

And I'm sure are a lot of others are in the same position. That's the first thing I want to say. I usually am totally prepared to speak, but I'm just not today.

It's something that I read, you know, I'm a mom, and my kids go to Elliott Ranch, which is 0.6 miles away from the proposed site, which is very important, because that was not given adequate consideration in the Environmental Impact Report, because it was 0.6 miles from the site, and the site only considers issues within 0.25 miles of a school.

So, I mean, the words in here are incredible
that even though children are particularly susceptible
to long-term effects from emissions of hazardous
materials, the .6 miles really seems to matter and so
that is not considered a significant impact.

    I think about my children and our children of
the community every day. And I worry about fires. I
worry about flooding. And I feel that my community
members and I are not safe living in Stonelake anymore,
in light of what's going on in California. And we are
completely surrounded by, at the moment, dead grass.

    So, basically, if there was a fire that
started, let's say my child was at school, I would have
to travel to the -- as far south as Stonelake could go,
and then go back north to get out onto Elk Grove
Boulevard.

    And I can just imagine what that would be like.
And I don't see any considerations in here in the EIR
about these types of events that are so commonplace
right now.

    I think .25 miles versus .6 miles, and the fact
that our children can't breathe the air at the moment,
yet these -- these tiny little discrepancies that are
not truly considered to have an impact. It just baffles
my mind that I can live in a community where I will not
feel as safe.
And you're saying -- I am talking about a hospital. The hospital is -- and the hospital is probably beneficial in a pandemic, which is what a one in, what, 200, 100 years that we're going to have a pandemic like what we're experiencing right now? We actually had enough beds; whereas, the fires and the flooding in this area, in Stonelake where we are completely trapped by the wildlife refuge, where we would have to exit onto Elk Grove Boulevard.

It's just really concerning for me and, I think, most members of my community. This is the wrong place for this hospital. This is a residential neighborhood. Our streets cannot handle the change.

MS. GUTTRIDGE: Thank you for your comment.

MS. HUGHES: Thank you.

MS. GUTTRIDGE: Robyn, I am going to attempt to get you joined into the meeting. You're our next person up for public comment. It looks you're using an older version of Zoom. So I'm going to try something here to see if I can get you in. So hang tight.

Robyn, can you unmute now so you can go ahead and speak?

MS. STRONG: Hi there. Thank you so much for doing that. I really appreciate it.

MS. GUTTRIDGE: You're welcome.
MS. STRONG: My name is Robyn Strong. I have been a community member for over three decades, and my family has been raised in this area absolutely loving the beauty and the water foul and the migratory birds in our area. It has really enhanced our lives and the lives off our children appreciating nature.

And I just wanted to weigh in on two particular issues that I have, my concerns about the project. One, being the height of the hospital, and the other being the flight path of the hospital and the potential danger to, not only bird strikes, but also making them move and disturbing them in our area.

We live, as you know, on the flyway. And I just want to add, too, that it doesn't just effect our local environment, this is the Pacific Flyway. And as others have said, this could have impacts much beyond our community and effecting the entire Pacific of the Americas with the effect on the birds.

So I just wanted to raise those two issues particularly with the height and the flight path.

Thank you so much for your time.

MS. GUTTRIDGE: Thank you for your comment. All right. Barry Broome, you may now unmute your line and go ahead.

MR. BROOME: Hi. Barry Broome, President and
CO, creator of Sacramento Economics. I'm calling in support of the project. CNU is becoming one of the most important economic assets in the region. A teaching hospital is a very unique experience.

So the residents of Elk Grove are going to get the best healthcare system in the State of California having access to a teaching hospital. Right now we're probably sitting at 13 percent unemployment. And this coming June we're expecting 10, 15 percent of public employees to be either laid off or furloughed. That would amount to 25, 30,000 jobs.

So it's a very important time for us to grow our economy, and we're very supportive of building a world-class medical and pharmacy school with an elite teaching hospital in beautiful Elk Grove.

So thank you very much.

MS. GUTTRIDGE: Thank you for your comment. Again, I'm just checking with our audience for anyone who has not had the opportunity to speak. If you would like to do so, if you could please raise your hand so we can call on you. Otherwise, I'll hand it over to Antonio, so we can wrap it up.

MR. ABLOG: Thank you, Nicole. Again, this is Antonio Ablog, Planning Manager, for the City of Elk Grove. I would like to ask Pat Angell to put up our
contact information screen.

MR. ANGELL: Give me a minute, Antonio, the PowerPoint locked up, so I'm going to have to stop the screen share for a minute and restart the PowerPoint.

MR. ABLOG: While Pat is bringing up that screen, I just want to thank everybody for providing their comments tonight. Again, as Pat Angell recommended earlier, if you have additional comments or would like to reiterate you verbal comments, we encourage you to submit those in writing.

And we'll have that information of where to send that up shortly. Again, after the public comment period ends, Pat Angell, with Ascent Environmental, will work with City staff on formulating a Final EIR. Once that Final EIR is completed, that will allow City staff to take the project forward to a public hearing.

As Pat mentioned, we are looking at approximately a November date for that Final EIR. Therefore, the public hearing on the project, starting with the Planning Commission and City Council, will not occur before that November date. It will likely come around four to six weeks after that Final EIR.

That concludes our comment session tonight. We encourage you to submit your comments in writing, and we thank you for logging in tonight to submit your comments.

    Thank you.

    (End time: 7:39 p.m.)
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I, EILEEN ELD RIDGE, HEARING REPORTER, IN AND FOR THE STATE OF CALIFORNIA, DO HEREBY CERTIFY:

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