

## **INFORMATION REQUEST**

### **California Northstate University Medical Center Campus Project EIR**

The following information related to the project description is needed:

1. Statement of project purpose and objectives, including need for the project.
  - **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;
    - Offer hospital services nearer to the areas where patients reside, thereby reducing the distance patients have to travel in order to get health care;
    - Promote new, highly accessible, and innovative care models by designing facilities to incorporate the most advanced techniques available for diagnosis and treatment;
    - Provide efficient and cost-effective health care treatment for all patients;
    - Seek beneficial patient health through environmentally sustainable and energy-efficient site and building design;
    - Comply with the requirements set forth in California law (Senate Bill 1953) that seek to ensure the highest level of structural safety for hospital buildings;
    - Accommodate attractive site features such as open space and other amenities for staff and community members;
    - Design facilities to create a “campus” appearance with use of consistent materials and colors and pedestrian-friendly circulation;
    - Develop a patient-friendly hospital with a convenient location, available parking, efficient patient and emergency access, and patient services in close proximity;
    - Develop a staff-friendly hospital with available parking and close proximity to amenities;
    - Accommodate helicopter access directly to the facility to accept hospital-to-hospital patient transfer and design helipad facilities in accordance with the following objectives:
      - To lessen significant impacts on the surrounding community;
      - To locate the helipad to meet the functional needs of the hospital;

- To comply with all applicable regulatory and life safety requirements for helipads and helicopter travel, including but not limited to Federal Aviation Administration (FAA) requirements for flight path obstruction clearance;
- To locate the helipad on a site where access is controlled, to ensure public safety during helicopter landings and take-offs;
- To construct a visually unobtrusive helipad that integrates into the design of the building.

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

- Please refer to table Below:

Address	Phase Demolished	Existing Building SF
2505 West Taron Ct.	Phase I	13,737 sf
2513 West Taron Ct.	Phase 1	14,207 sf
2501 West Taron Ct.	Phase 1	7,765 sf
2521 West Taron Ct.	Phase II	8,683 sf
9650 West Taron Dr.	Phase II	76,000 sf
<b>2615 West Taron Ct.</b>	<b>Phase III</b>	<b>8,719 sf</b>
<b>2619 West Taron Ct.</b>	<b>Phase III</b>	<b>8,816 sf</b>

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.
  - **The scope of each Phase outlined in the draft project description has not changed.**
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 in the process of being prepared. This will be submitted with the full SD submittal at the end of June.**

**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 in the process of being prepared for review and approval of SCWA.**

**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 in the process of being prepared for review and approval of SASD.**

**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 design team is meeting with SMUD on June 25 to review the service options for the proposed project.**

- 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.**

**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.

	Phase 1	Phase 2	Phase 3	Notes
Classification	2023	2028	2032	
Hospital Employees	540	1080	1080	FTE
Nurses	420	840	840	FTE
Staff Doctors	180	360	360	FTE
Patients	1200	2400	2400	Avg. Daily
Visitors	1800	3000	3000	Avg. Daily
CNU Students	920	1200	1200	On Campus
CNU Staff	170	250	350	FTE
Retail	600	1500	2300	Estimated Daily Car Visits
AllData Building	400	0	0	Estimated Daily
Dormitory	0	0	300	Also Students

- 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**

Employees:	Weekday:	1200 full-time (3.05 trips/employee/day)
	Weekend:	750 full-time (3.05 trips/employee/day)
Patients/Visitors:	Weekday:	2800 visitors per day (2.6 persons/vehicle)
	Weekend:	3200 visitors per day (2.6 persons/vehicle)
Retail Customers:	Weekday:	400 visitors per day (2 persons/vehicle)
	Weekend:	700 visitors per day (2 persons/vehicle)
AllData Employees:	Weekday:	400 full-time (3.05 trips/employee/day)
	Weekend:	0 full-time (3.05 trips/employee/day)
Deliveries:	Weekday:	60 trucks per day
	Weekend:	0 trucks per day
CNU Students:	Weekday:	920 full-time (3.05 trips/employee/day)
	Weekend:	100 full-time (3.05 trips/employee/day)
CNU Staff :	Weekday:	170 full-time (3.05 trips/employee/day)
	Weekend:	10 full-time (3.05 trips/employee/day)

**Phase 2**

Employees:	Weekday:	2400 full-time (3.05 trips/employee/day)
	Weekend:	1500 full-time (3.05 trips/employee/day)
Patients/Visitors:	Weekday:	5000 visitors per day (2.6 persons/vehicle)
	Weekend:	6000 visitors per day (2.6 persons/vehicle)
Retail Customers:	Weekday:	1200 visitors per day (2 persons/vehicle)
	Weekend:	1800 visitors per day (2 persons/vehicle)
Deliveries:	Weekday:	80 trucks per day
	Weekend:	0 trucks per day
CNU Students:	Weekday:	1200 full-time (3.05 trips/employee/day)
	Weekend:	150 full-time (3.05 trips/employee/day)
CNU Staff :	Weekday:	250 full-time (3.05 trips/employee/day)
	Weekend:	20 full-time (3.05 trips/employee/day)

**Phase 3**

Employees:	Weekday:	2400 full-time (3.05 trips/employee/day)
	Weekend:	1500 full-time (3.05 trips/employee/day)
Patients/Visitors:	Weekday:	5000 visitors per day (2.6 persons/vehicle)

	Weekend:	6000 visitors per day (2.6 persons/vehicle)
Retail Customers:	Weekday:	1800 visitors per day (2 persons/vehicle)
	Weekend:	2700 visitors per day (2 persons/vehicle)
Dormitory:	Weekday:	300 full-time (3.05 trips/employee/day)
	Weekend:	300 full-time (3.05 trips/employee/day)
Deliveries:	Weekday:	110 trucks per day
	Weekend:	0 trucks per day
CNU Students:	Weekday:	1200 full-time (3.05 trips/employee/day)
	Weekend:	150 full-time (3.05 trips/employee/day)
CNU Staff :	Weekday:	350 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.

- **Please refer to following preliminary load values:**
  - **Phase I: 43,746,000 sqft\*kw**
  - **Phase II: 70,674,000 sqft\*kw**
  - **Phase III: 79,512,000 sqft\*kw**

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

- **Please refer to following preliminary load values:**
  - **Phase I: 53,290,000 gpy**

- **Phase II:**                    **86,140,000 gpy**
- **Phase III:**                   **96,725,000 gpy**

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

- **5% of all parking spots provided on site will be EV charging stations.**
  - **Phase I – 74 EV Spots**
  - **Phase II – 145 EV Spots**
  - **Phase III – 167 EV Spots**

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

**The proposed project will require a general plan amendment changing some of the land use designations from Community Commercial (CC) to Employment Center (EC). See attached General Plan Amendment exhibit.**

**The proposed project will also require a zoning designation change of some of the parcels. The proposed zoning change will rezone parcels from GC - General Commercial to MP - Industrial Office Park. See attached Rezone exhibit.**

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 – 5/20 to 12/20 – 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 – 7/20 - 10/20 – 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 – 10/20 – 2/21 – 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 – 12/20 – 6/21 – 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 – 5/21 – 10/21 – 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 – 5/21 – 11/22 – 18 months (+6 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 all currently in Progress and will be provided when completed. 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.

- **We have provided the attached Hiking and Transportation connection diagram to the Hiking Trails Committee.**