

Elk Grove Planning Department Comments

- **Site Plan Comments: Fully dimensioned and scaled exhibits shall be submitted identifying the following:**
 - Project name, acreage, north arrow, date of preparation and graphic scale
Response: This was provided in updated submittal on 06.28.2019.
 - Name, address, and phone number of owner/applicant and person preparing plans;
Response: This was provided in updated submittal on 06.28.2019.
 - A vicinity map
Response: This was provided in updated submittal on 06.28.2019.
 - Property lines (lot dimensions), building setback lines, and all easements of record
Response: This was provided in updated submittal on 06.28.2019.
 - Locate centerline of any adjacent roadways;
Response: This was provided in updated submittal on 06.28.2019.
 - Provide calculation for the 100-year flood run-off and the overland conveyance path and based on the SACPRE method in accordance with the 1996 Hydrology Standards Volume 2;
Response: This will be developed and submitted for review.
 - Display the overland release points for the 100-year flood;
Response: This will be developed and submitted for review.
 - Limits of 100-year and 200-year floodplains (if applicable);
Response: This will be developed and submitted for review. Please refer to the 200-year floodplain map included in this response. The entire area is within the 200 year flood plain.
 - Existing buildings and other structures on-site and adjacent properties;
Response: This was provided in updated submittal on 06.28.2019.
 - Proposed buildings and structures;
Response: This was provided in updated submittal on 06.28.2019.
 - Driveways and vehicle parking spaces (parking spaces shall be individually numbered and handicapped, van/carpool and compact spaces shall be designated; dimensions of parking stalls shall be shown);
Response: This will be submitted for review.
 - Bicycle parking;
Response: This will be submitted for review.
 - Entrances, exits and walkways;
Response: This will be submitted for review.
 - Screens for ground-mounted equipment, trash enclosures, recycling areas, etc.;
Response: This information has been provided as part of the additional information provided. An exhibit showing the relocation of the business during the phases will be developed and submitted.
 - Existing and proposed fence detail;

Response: There are currently no existing or proposed fences within the project.

- Exterior lighting including type and height;

Response: This was provided in updated submittal on 06.28.2019.

- Summary of project statistics including zoning, square footage, lot coverage, parking requirements;

Response: This was provided in updated submittal on 06.28.2019.

- Show septic system and/or wells, if applicable;

Response: N/A

Show current use on adjoining parcels;

Response: This was provided in updated submittal on 06.28.2019.

Signed statement by a Licensed Land Surveyor that all easements have been plotted per the title

Response: This was provided in updated submittal on 06.28.2019.

- Fire truck turning radii;

Response: This was provided in updated submittal on 06.28.2019.

- Typical street sections;

Response: This will be developed and submitted for review

- Existing and proposed right-of-way; and

Response: This will be developed and submitted for review

- Deviation statement (either identify deviation from Standards or put a note on plan stating “no deviations to Standards”).

Response: This was provided in updated submittal on 06.28.2019.

- Floor Plan: Please provide typical floor plan for the patient tower.

Response: This was provided in updated submittal on 06.28.2019.

- **Detailed Elevations for Phase 1 Buildings**

- Project name, north arrow and scale;

Response: This was provided in updated submittal on 06.28.2019.

- Building elevations from all sites (including direction);

Response: Building Elevations for Hospital were provided in updated submittal on 06.28.2019. Elevations for the Central Utility Plant have been provided as part of this response.

- All accoutrements, including wall-mounted, etc. (labeled on plans);

Response: This was provided in updated submittal on 06.28.2019.

- Roof plan with cross section indicating any roof equipment, location and proposed screening; and

Response: This will be developed and submitted for review. This is currently being designed in conjunction with the Helistop consultant.

- Ground-mounted mechanical equipment and screening.

Response: All mechanical equipment will be located above flood plain level and screened. Please see submitted Central Plant Plans and Elevations as a reference. There is no other mechanical equipment located on the ground.

- **Preliminary Title Report:** A preliminary title report, prepared by a title company, which includes Schedule B (Exceptions) dated within 30 days of the next submittal. An updated title report may be required prior to Project's hearing.

Response: Please see updated preliminary title reports for your review.

- **Materials and Colors Board:** A full-size exhibit or exhibits illustrating the materials and colors that will be applied to the proposed buildings.

Response: This was provided in updated submittal on 06.28.2019.

- **Landscape Plan Comments**

- Project name, north arrow and scale;

Response: This was provided in updated submittal on 06.28.2019.

- Location of all existing and proposed trees and tree removals;

Response: This was provided in updated submittal on 06.28.2019.

- Legend indicating: botanical name & common name; quantity; size; and water usage (Low, Medium, High); Provided 06.28

Response: This was provided in updated submittal on 06.28.2019.

- A Plant Legend in table form for all shrubs and ground cover. Include the following information in the Plant Legend: botanical name & common name; quantity; size; and water usage (Low, Medium, High); height and width for mature shrubs. Replace height and width with typical spacing for ground cover. Individual shrub/ground cover locations do not need to be shown if a complete Plant Legend is provided;

Response: This was provided in updated submittal on 06.28.2019.

- Landscape notes indicating shrub/ground cover design intent at key locations (e.g. screening intent, entry treatment intent, streetscape intent, property line treatment, etc.);

Response: This was provided in updated submittal on 06.28.2019.

- Shading calculations for parking areas;

Response: This will be developed and submitted for review.

- Detail of pedestrian plazas/site furniture and enhanced paving if not shown on site plan; and

Response: This will be developed and submitted for review.

- Height and design of all fencing, walls, or other screening, including adjacent developments that would affect or influence the on-site landscaping

Response: This will be developed and submitted for review.

- **Arborist Report** noting the size and species of any trees of local importance or secured trees, if tree removals are proposed

Response: This was provided in updated submittal on 06.28.2019.

- **Lighting Plan:** An exhibit or exhibits identifying the location, type and intensity of all proposed external

fixtures and including treatment to reduce or eliminate off-site glare.

Response: This was provided in updated submittal on 06.28.2019.

- **Major Uniform Sign Program/Proposed Signage:** An exhibit or exhibits identifying the size, height, location, aesthetic treatment, color scheme, and method of illumination for all on- site freestanding and building attached signage.

Response: This was provided in updated submittal on 06.28.2019.

- **Preliminary Grading Plan:** An exhibit or exhibits illustrating the proposed grading of the site, including pad, cut and fill slopes, and drainage low lines.

Response: This was provided in updated submittal on 06.28.2019.

- **Stormwater Quality Conceptual Plan:** An exhibit or exhibits illustrating the proposed stormwater quality control measures (BMPs) using the Stormwater Quality Design Manual for the Sacramento Region. Exhibits shall show all proposed BMP locations and contributing watersheds.

Response: This was provided in updated submittal on 06.28.2019.

- **Preliminary Drainage Study** (please see additional comments from Engineering Services regarding Drainage)

Response: This was provided in updated submittal on 06.28.2019.

- **Integrated Waste Management Plan:** Please see the City's "Space Allocation and Enclosure Design Guidelines for Trash and Recycling" for specific requirements.

Response: This was provided in updated submittal on 06.28.2019. Additional materials are also included as part of this response.

- **Conceptual Drawings:** Please provide conceptual drawings for future phases of the District Development Plan.

Response: This was provided in updated submittal on 06.28.2019.

- **3D Renderings;** Please provide 3D renderings of the full buildout (sketchup model).

Response: We will develop a massing 3D model for the Phase III development of the site. Please note that the future buildings have not yet been designed and developed and that the Elk Grove DDP Submittal only requires the footprint and number of floors for the planned buildings.

- **Rezone/General Plan Amendments**

- **General Plan Amendment Exhibit:** Please revise the General Plan Amendment Exhibit to accurately reflect the existing General Plan designations for the Project Site.

Response: Please see updated Proposed Zoning included in this response.

- Rezone Exhibit: The provided exhibit proposes rezoning all Project parcels to Industrial- Office Park (MP). Staff recommends that you consider leaving the parcels adjacent to West Taron Drive as General Commercial in order to allow some retail uses. Staff also suggests that the Business Professional (BP) zone may be more appropriate for the remainder of the site.

Response: Please see updated Proposed Zoning included in this response.

- What text amendments are requested for the General Plan and EGMC Title 23? Please provide existing/proposed text and provide justification for the amendments.

Response: Please see proposed Text Amendments:

Zoning Ordinance Section

23.42.040. D:

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

General Plan Policy ER-2-3:

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

- Alcoholic Beverage Sales: The northern portion of the Project site (the existing Stonelake Landing Shopping Center), includes a condition on the GC zoning that limits off-site alcohol sales to beer and wine. Expanded alcohol sales beyond beer and wine requires approval of a new Conditional Use Permit. This information is provided for your consideration. A Rezone would be required for modify the condition.

Response: Acknowledged. Check with CNU

- **Proposed Height**

- According to Table 23.29-1 of the EGMC, the height limit in the MP, GC, and BP zones is generally 40 feet. As part of the design review process, the designated approving authority may allow for the maximum height to be increased provided that the intensity of development is consistent with the General Plan and on-site improvements, including but not limited to, architectural articulation, quality, and materials and landscaping, is provided to ensure, as determined by the approval authority, compatibility with the surrounding context and character of the Project site. Please provide a justification for the proposed height, including how the Project is compatible with the surrounding context and character of the Project site.

Response: The 40 foot height limitation is not achievable for a 250 / 400 bed hospital building within the site footprint. The required square footage for the hospital building program requires a greater number of stories and the utility requirements for a hospital generally requires greater floor to floor height for each level. The Hospital building has been located as close to the I-5 freeway and as far away from the residential areas as possible. Given the commercial nature of the existing site, the concrete separation wall of the adjacent residential neighborhood that prevents pedestrian traffic and the planned future development of a Campus for the University, the building heights and character of the project is appropriate.

- **Management / Operations**

- Helistop: Please provide additional information, including description of operations, the approximate number of trips, nature of flights, and proposed flight paths.

Response: The project has engaged an FAA flight safety consultant who is preparing recommendations and will obtain FAA approval for the project. This information will be provided after completion of the study by September.

- Parking Management: Please provide parking management information as follows:

- Will any parking be reserved?

Response: Yes, some of the parking spots in the basement level parking garage and Central Plant of the Hospital will be reserved for staff.

- Will there be parking attendants?

Response: Yes, there will be parking attendants to assist public parking in basement level parking garage.

- Will parking be public parking or paid parking?

Response: To be determined.

- How will shift changes be managed with the proposed stacked parking?

Response: To be determined.

- Security: What is the security plan for the hospital? For the dormitories?

Response: To be determined. The design team includes a security consultant who is developing a comprehensive security plan for the Hospital. The dormitory security plan will not be developed until later, but 'blue light' emergency stations have been incorporated as part of the landscape plan.

- Sports Court: What will be the hours for the proposed sports court at the south end of the site?

- Will it be hard surface or soft (grass) surface?

Response: It is a raised deck with parking beneath. It is anticipated that hard court sports such as tennis, basketball or volleyball be planned uses,

- Will it be lit?

Response: To be determined.

- Noise from sports court may impact adjacent residential. Noise analysis may be required.

Response: Acknowledged.

- **Elk Grove Trails Committee**

- Pave and extend the unimproved portion of the trail from Elk Grove Boulevard/West Taron Drive intersection to Nottoli Park;

Response: Because of the increased access along Elk Grove Boulevard, we would propose that the bike trail proceed along West Taron Drive and connect through the landscaped site to the bike trail leading to Nottoli Park. This can be discussed further.

- Increase the number of trail access points to the Project site;

Response: We will review and increase the number of trail access points to the Project Site where appropriate.

- Install secure bicycle parking;

Response: It is the intent of the project to provide robust support for bicycle commuters. The project has provided shower and changing rooms within the Hospital but have not yet designed the exterior bicycle storage or parking. This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact. A Transportation Demand Management Program will probably be part of the recommended proposed mitigations and will include measures to support bicycle use.

- Rework the circulations for bicyclists and pedestrians on the Project site.

Response: We will indicate the pedestrian and bicycle site circulation and increase where appropriate.

- **Finance Comments**

- Prior to recording of a final map, the project area shall annex into the Maintenance Mello- Roos Community Facilities District 2006-1 (CFD), to fund the project's fair share of landscape related maintenance costs associated with public parkways, public parks, open space, landscape setbacks, bike and other paths, landscaped medians in and adjacent to roadways, maintenance and operation of a community center, sports (including aquatic) facilities, cultural arts center, and water features, and maintenance other related facilities. The annexation process can take several months, so applicants should plan accordingly. The application fee and completed application for the annexation is due prior to the Resolution of Intention to Annex the Property and Levy the Special Tax. For further information regarding this CFD, see

http://www.elkgrovecity.org/city_hall/departments_divisions/finance/mello_roos_cfds/

Response: Acknowledged. We will begin the process for determining the appropriate Community Facilities District Fees prior to recording of a final map.

- Prior to recording of a final map, the project area shall annex into the Storm Water Drainage Fee Zone 2 to fund a portion of the additional costs for storm water drainage and run-off maintenance related to

serving the new development. The annexation process can take several months, so applicants should plan accordingly. The completed application for the annexation is due prior to the Resolution of Intention to Levy Storm Water Drainage Fee Zone 2 assessments. For further information on this District, see <http://www.codepublishing.com/CA/elkgrove/#!/ElkGrove15/ElkGrove1510.html#15.10>.

Response: Acknowledged. We will begin the process for determining the appropriate Storm Drainage Fees for the project.

- **Elk Grove Risk Management**

- The Risk Management Division requests that the Project consider expanded numbers of accessible parking spaces. Given that 1 in 8 drivers in California have a current “Disable Person Parking Placard” or plate, the 1 in 25 ratio for a hospital doesn’t seem applicable. Further, the City’s Disability Advisory Committee recommends new buildings to exceed the minimum number of accessible spaces required by California Building Code and the ADA

Response: It is the intent of the project to provide the appropriate number of disabled parking spots beyond the minimum number required by the Code. We will study the demand requirements and designate the disabled parking spots on the subsequent plans.

- **AT&T**

- AT&T maintains underground facilities at this location (see below). Any costs to relocate the facilities shall be borne by the Applicant and shall be in coordination with AT&T.

Response: Acknowledged.

Department of Transportation Comments

- Given the number of beds, parking spaces, and expected employees in the full build out of the project, Caltrans anticipates that peak hour and daily trip generations would increase significantly from existing levels. The project would need to provide bus stops and ride share designated zones to comply with the multi-modal transportation plan.

Response: This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact. A Transportation Demand Management Program will probably be part of the recommended proposed mitigations.

- Since the project is located next to the i-5 Elk Grove Boulevard interchange, it would have significant transportation impacts to the 1-5 corridor. Caltrans requires a Transportation Impact Study (TIS) to identify the project's transportation impacts and mitigation. The existing traffic condition for Elk Grove/I-5 interchange with and without the project will be needed in the TIS as well as future transportation impacts with the new structure. The TIS should provide a Level of Service (LOS) analysis for the following locations

Response: This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact. A Transportation Demand Management Program will probably be part of the recommended proposed mitigations.

- The study should include analysis for freeway mainlines, ramps, and ramp terminal intersections. A merge/diverge analysis should be performed for freeway and ramp junctions. Length of queue analysis would be required for all off-ramps. All analysis should be based on AM and PM peak hour

volumes. The analysis should include the individual, not averaged, LOS and traffic volumes applicable to all intersection road approaches and turn movements. Please see the TIS guide for detail.

Response: This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact. A Transportation Demand Management Program will probably be part of the recommended proposed mitigations.

- The proposed "Emergency Traffic Only left-turn pocket would violate Section 504.8, "Access Control," of the Highway Design Manual because it could not prohibit non-emergency traffic to access the left-turn pocket. Caltrans may consider the feasibility of this left-turn pocket if it could prevent non-emergency traffic from using it. Additionally, Caltrans will only accept Regulatory Signs approved in the latest version of the California Manual on Uniform Traffic Control Devices.

Response: We have a scheduled meeting with CalTrans on July 17, 2019 to address this issue. It is the intent that an ambulance transponder connected to an access gate used to control access to the site. This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact.

- The development of this site will potentially result in an increase in peak surface water runoff due to construction of buildings and parking and an increase in impermeable surface area. Peak runoff discharge for the 10 and 100-year storm events to the State's highway Right of Way and to Caltrans' highway drainage facilities must be reduced to at or below the pre-construction levels. This may be accomplished through the implementation of storm water management Best Management Practices (i.e., detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.). Once installed, the property owner must properly maintain these systems. The proponent/developer may be held liable for future damages due to impacts for which adequate mitigation was not undertaken or sustained. In addition, runoff from the proposed project that will enter the State's highway Right of Way and/or Caltrans drainage facilities must meet all regional water quality control board water quality standards prior to entering the State's highway Right of Way or Caltrans drainage facilities. Appropriate storm water quality Best Management Practices may be applied to ensure that runoff from the site meets these standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). Once installed, the property owner must properly maintain these systems in perpetuity.

Response: Acknowledged. Please see Preliminary Drainage Plans submittal on 06.28.2019 for further information.

- All work proposed and performed within the State's highway Right of Way must be in accordance with Caltrans' standards and require a Caltrans Encroachment Permit prior to commencing construction.

Response: Acknowledged.

- For the encroachment permit application, provide drainage plans and calculations for the pre and post 10 and 100 peak run-off (quantities and velocities) and water quality treatment for all discharge to the State's highway Right of Way and to Caltrans' highway drainage facilities.

Response: This effort is being developed as part of our LEED Gold Documentation and will be submitted after completion.

Fire Department Comments

- This review was not intended to incorporate review of hydrants, underground mains, fire department

connections and associated fire protection appurtenances that may be shown on utilities sheets. Review of these items will take place at the time of civil plan submittal.

Response: Acknowledged.

- Gates across fire lanes or roadways shall comply with the County Emergency Access Gates and Barriers Standard as adopted within the City of Elk Grove Fire Code Ordinance, the City of Galt Fire Code Ordinance and the County of Sacramento Fire Code Ordinance, whichever applies.

Response: Acknowledged. Will

- All civil engineering plans are required to be submitted in an electronic format. When plans are ready for final signature, it is required that the engineering firm submits an electronic copy of the complete plan as it appears in the approved printed plans with addresses. All electronic formats will be submitted on Windows/DOS formatted diskettes, zip disks or on compact disk (CD). E- mailed copies will not be accepted at this time. The electronic submittal shall include ALL supporting drawing files and ALL drawing files pertaining to the project, including XREFs. The digital submittal shall be ONLY in the following data format listed below:

DWG (Applies to AutoCAD drawing file) any AutoCAD DWG version is accepted

Response: Acknowledged. This has been submitted as part of our 6.28.19 submittal.

- All new commercial buildings 3,600 square feet and greater shall be provided with an approved automatic fire sprinkler system. Sprinklers shall be monitored by a UL listed Central Station alarm company approved by the Sacramento Regional Communications Center.

Response: Acknowledged.

- All new residential buildings shall be provided with fire sprinklers

Response: Acknowledged.

- Dead-end streets in excess of 150 feet require an approved fire apparatus turn-around.

Response: Acknowledged.

- All exterior portions of buildings shall be within 150' of a fire access lane.

Response: Acknowledged.

- Commercial developments exceeding 10,000 square feet require looped fire mains of a minimum of ten (10) inch diameter to supply fire hydrants spaced at a maximum of 300-foot intervals. This on-site fire main shall be connected to the municipal water main at not less than two (2) points.

Response: Acknowledged.

- All required roadways, street signs, addresses, water mains, fire hydrants, and fire flows shall be provided prior to the existence of any combustible construction or storage. The slope of access roadways shall not exceed 10% for asphalt and 5% for concrete. The roadways shall be constructed to a 20-foot minimum width of three (3) inches AC over six (6) inches AB with good drainage.

Response: Acknowledged.

- Traffic pre-emption devices of a type approved by the Cosumnes Fire Department shall be installed on all traffic signal devices erected or modified by this development. These devices shall be installed and functioning prior to any occupancy and at no cost to the Cosumnes Fire Department.

Response: Acknowledged.

- The installation of on-site or off-site fire protection equipment, including fire hydrants and water mains, shall meet the standards of the Cosumnes Fire Department and the water purveyor having jurisdiction.

Response: Acknowledged.

- The installation of roadway gates, address monuments, landscaping, pipe bollards, fuel tanks, masonry sound walls tree wells and/or all other traffic calming devices is subject to standards outlined by the Cosumnes Fire Department. All proposed traffic-mitigation plans shall be submitted to the Cosumnes Fire Department for review and approval prior to installation.

Response: Acknowledged.

Parks and Recreation Department Comments

- The CSD maintains the existing frontage landscape along Elk Grove Blvd. As a result the CSD will need to review improvement plans for the project.

Response: Acknowledged. Landscape plans

- Pay Park and Recreation Plan Check Fees as required by the CCSD.

Response: Acknowledged.

- The applicant shall submit landscape and civil improvement plans for frontage landscape to the CCSD for review and approval.

Response: Acknowledged.

- Applicant shall construct & install landscaped corridors according to plans and specifications approved by the City and CCSD

Response: Acknowledged. Please see Landscape Plans that were provided in updated submittal on 06.28.2019 for further information.

Sacramento Area Sewer District Comments

- Prior to the SUBMITTAL OF IMPROVEMENT PLANS: The project has an approved Level 3 sewer study. Any variations will require an addendum to the approved study. SASD shall require an addendum to the approved sewer study prior to recordation of the Final Map or submittal of improvement plans for plan check to SASD, whichever comes first.

Response: Acknowledged.

- Prior to the APPROVAL OF IMPROVEMENT PLANS: SASD requires each building on each lot with a sewage source to have a separate connection to SASD's sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel must have a separate connection to a private onsite sewer line or a separate connection to the SASD public sewer line. These improvements must be shown on the plans.

Response: Acknowledged.

- Prior to the APPROVAL OF IMPROVEMENT PLANS: Sewer easements over the abandoned Riparian Court will be required to continue service for this project. All public sewer easements will be dedicated to SASD in a form approved by the District Engineer. All public sewer easements will be at least 20 feet in width and will require continuous access for installation and maintenance. SASD will only provide maintenance in public right-of-ways and SASD dedicated sewer easements. No awning or overhang may encroach on the easement area. At minimum, an all-weather access road must be provided to all manholes..

Response: Acknowledged.

- Prior to the ISSUANCE OF A BUILDING PERMIT: The owner must contact Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if sewer impact fees are due. Fees are to be paid prior to the issuance of building permits.

Response: Acknowledged.

Sacramento County Water Agency Comments

- Water supply will be provided by the Sacramento County Water Agency.

Response: Acknowledged.

- Provide separate public water service to each building.

Response: Acknowledged. This will be developed and submitted for review.

- All water lines shall be located within a public right-of-way or within easements dedicated to SCWA Easements shall be reviewed and approved by Sacramento County Water Agency prior to Improvement Plan approval or Final Map approval.

Response: Acknowledged. This will be developed and submitted for review.

- Prior to the issuance of building permits require water intensive commercial and industrial building permit applicants to conduct a water use efficiency review and submit the findings in required environmental documentation for the project.

Response: This effort is being developed as part of our LEED Gold Documentation and will be submitted after completion. Projected Water Demand Growth for all phases of the project has been provided to the Sacramento County Water Agency

- Prior to the issuance of building permits require efficient cooling systems, re-circulating pumps for fountains and ponds as a condition of service.

Response: Acknowledged.

SMUD Comments

- SMUD has existing underground 12kV facilities along Elk Grove Blvd., W. Taron Dr., and on the project site that will need to remain. The Applicant shall be responsible for maintaining all

CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

Response: Acknowledged.

- Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property.

Response: This will be developed and submitted for review.

- In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.

Response: Acknowledged.

- SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.

Response: Acknowledged.

- The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).

Response: Acknowledged.

- In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.

Response: This will be developed and submitted for review.

- The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at:
<https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services>

Response: Acknowledged.

- The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD.

Response: This will be developed and submitted for review.

- The Applicant shall locate, verify, and provide a drawing to SMUD identifying all electrical utility infrastructure for the existing structures. If necessary, any existing onsite electrical infrastructure that serves existing structures shall be relocated to the satisfaction of SMUD.

Response: This will be developed and submitted for review.

- The Applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street rights-of-ways.

Response: This will be developed and submitted for review.

- The Applicant shall dedicate any private drive, ingress and egress easement, (and 10- feet adjacent thereto) as a public utility easement for (overhead and) underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads.

Response: This will be developed and submitted for review.

- The Applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface.

Response: Acknowledged.

- Additional transformer space will be required. This additional space will vary and the amount will depend on specific service requirements, including service size, voltage and other requirements. Furthermore, the location of this space will be site-dependent and could include subsurface (vaulted) or in-building space if pad-mounted and/or alcove space is unavailable or insufficient. Please contact SMUD Design Department for additional information regarding service to your project.

Response: This will be developed and submitted for review.

Sacramento Metropolitan Air Quality Management District

- The current site plan does not show any long-term bicycle parking. In order to encourage bicycling over driving, secure and convenient long-term bicycle parking facilities, such as bike rooms, at the hospital, dormitory, medical office building and outpatient clinic supports the medical center employees and students who choose to access this job center and the surrounding amenities by bicycle. Long-term bicycle parking for employees and students living onsite should be in secure, ground-level, multi-bicycle rooms with racks that can accommodate a variety of bicycle shapes and sizes, and provide electrical service to allow for the charging of e-bicycles. We recommend exceeding the City's bicycle parking code and following the Association of Pedestrian and Bicycle Professionals bicycle parking guidelines.

Response: It is the intent of the project to provide robust support for bicycle commuters. We have provided shower and changing rooms within the Hospital but have not yet designed the exterior bicycle storage. This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact. A Transportation Demand Management Program will probably be part of the recommended proposed mitigations and will include measures to support bicycle use.

- Given that this project is a major job center and specialty school, the City and the project proponent may want to consider a robust Transportation Demand Management (TDM) Program that includes emergency ride home, transit passes and ride matching assistance. TDM programs have successfully reduced VMT in many local and regional projects, which in turn have reduced greenhouse gas emissions and criteria air pollution

Response: This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact. A Transportation Demand Management Program will probably be part of the recommended proposed mitigations.

- All projects are subject to Sac Metro Air District rules in effect at the time of construction. The Sac Metro Air District's Rules & Regulations Statement is attached for your reference. Example equipment for a medical center that would be subject to permits include, but are not limited to, boilers, back-up generators and medical waste incinerators. These sources should be analyzed in

the environmental document. Please notify the Sac Metro Air District of the Notice of Preparation for the Draft Environmental Impact Report for this project. Additionally, some equipment require an Authority to Construct as well as a Permit to Operate from the Sac Metro Air District; this is in addition to any entitlements required by the City. Please note that laboratory hoods do not require a permit through our agency.

Response: Acknowledged.

Pacific Gas and Electric Company Comments

- Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Response: Acknowledged.

- This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page

Response: Acknowledged.

- If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.

Response: Acknowledged.

- An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Response: Acknowledged.

Central Valley Regional Water Quality Control Board Comments

- The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

Response: This will be developed and submitted for review. This is also included in the CEQA study.

- Permitting Requirements.

Response: All relevant permits for the project will be developed and submitted for review.

NEST Comments

- **Incomplete Application Submittal Comments:**

- The submission package dated April 15, 2019 does not provide an adequate level of information for a thorough analysis of the multi-structure, multi-phase project that will put NEST in a position of commenting on the project.

Response: More information has been included in the submission dated 06.28.2019. As the project develops, further information will be provided for review and comment.

- **Roadway and Traffic Control Improvement Plans:**

- The submission package did not include any roadway and traffic control improvement plans that address how the applicant will make improvements to handle a high volume of traffic going to and coming from the proposed project.

Response: This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact.

- **Street Level Illustrations:**

- The architectural renderings should be prepared for each of the three phases so that stakeholders can evaluate the impact that building scale and massing will have on the neighborhood over a 10 to 20 year construction cycle.

Response: A site rendering showing the building massing for the project at each phase will be developed and submitted for review.

- **Phase I, II, and III Structures:**

- Provide Plans and Elevations for Central Plant

Response: Plans and Elevations for the Central Plant will be developed and submitted for review. The current elevations and plans have been included as part of this response.

- Provide Plans and Elevations All Buildings Phase II and Phase III

Response: Plans and Elevations for the Phase II and III buildings have not been developed. The Elk Grove DDP Submittal only requires massing and footprints for the proposed buildings.

- **General:**

- Given the scope and impact of this major development, the City of Elk Grove should conduct an independent analysis addressing: 1) the need for a Trauma II hospital in Elk Grove; 2) the suitability of the specific location being considered. The City's disclaimer that this is a private property decision, ignores the fact that an existing shopping center is demolished and replaced with a huge "essential health care facility" in a 200-year flood plain. The City authorizing this project would be imprudent at best and potentially catastrophic.

Response: Acknowledged.

- Presuming the need for a Trauma II center, the Application is devoid of any explanation of why this specific location is needed for a hospital. It is on the far western end of the City of Elk Grove accessed by Elk Grove Blvd. There are no population centers to the west, which has a wildlife preserve, wetlands and agriculture uses. It is approximately 7 miles to the north before you hit a population center (Pocket Road) which is currently being served by Kaiser South Trauma Center. It is 33 miles to the south (Highway 12), before you hit a population center. There is

no explanation in the Application why this site is appropriate for a large hospital complex.

Response: The designation of a Level II Trauma Center is made by the county based on distribution of Emergency Services and facility capability. The Hospital is being designed to meet the requirements for a Level II Trauma Center to accommodate the possible future designation. It is not anticipated or planned that the Facility will be a Level I Trauma Center which is the highest designation level for the most comprehensive Trauma Services.

The facility is located in this area because of proximity to the California Northstate University Building. Furthermore, demographic analysis has shown that the area is currently under-hospitalized, both now and for future population projection growth.

- Main hospital building is 271 feet in height. What is the current City of Elk Grove height restrictions for buildings adjacent to residential neighborhoods?

Response: The 40 foot height limitation is not achievable for a 250 / 400 bed hospital building within the site footprint. The required square footage for the hospital building program requires a greater number of stories and the utility requirements for a hospital generally requires greater floor to floor height for each level. The Hospital building has been located as close to the I-5 freeway and as far away from the residential areas as possible. Given the commercial nature of the existing site, the concrete separation wall of the adjacent residential neighborhood that prevents pedestrian traffic and the planned future development of a Campus for the University, the building heights and character of the project is appropriate.

- There is a need for artist renderings of scale and scope of hospital complex (all 3 Phases) from Riparian Drive, Elk Grove Blvd Maritime Dr. and Waterfowl Dr. to assess visual impact on existing neighborhoods

Response: This will be developed and submitted for review.

- Need detail on building(s) glazing. Reflective glazing is responsible for bird kills. CNU complex is adjacent to a major wildlife preserve used by migratory bird on the Pacific Flyway.

Response: Updated Elevations and exterior material board have been provided in submission dated 06.28.2019. The building has sunshades on the exterior of the building and does not utilize reflective glazing. This will also be addressed as part of the CEQA for wildlife impacts.

- Is the West Taron water well impacted by the project?

Response: This will be addressed as part of the CEQA study. We do not have any information at this time.

- What infrastructure (electrical, water, gas, sewer, surface roads, widening of I-5 south of Elk Grove Blvd, on- ramp/off-ramp improvements, etc.) upgrades are expected to take place? Who will be responsible for paying for such infrastructure upgrades?

Response: The project will provide all infrastructure improvements required by the City of Elk Grove or Sacramento County.

- Has the negative impact on the esthetic value of a 12-story hospital complex been considered? There is no building even close to 12 stories north to downtown Sacramento or south of Elk Grove until you reach Stockton. There are no such buildings east or west of this area as we are located within wildlife, ranching and farm lands. More importantly, this project borders on a federally protect wildlife area.

Response: The facility is located in this area because of proximity to the California Northstate University Building. Furthermore, demographic analysis has shown that the area is currently under-hospitalized, both now and for future population projection growth.

- How will this project be financed? What plans are in place in the event a partially built hospital is abandoned? Will CNU be responsible for making the area whole again?

Response: The project is privately financed and CNU is committed to completion of the project as proposed.

- The Vision Statement states that new development plans are grounded in community needs and market demand. According to reports by other well established healthcare systems in the Sacramento area their bed occupancy rates run at 60%. We may need a hospital, but this is not location or the size to meet the needs of all of Elk Grove.

Response: The facility is located in this area because of proximity to the California Northstate University Building. Furthermore, demographic analysis has shown that the area is currently under hospitalized, both now and for future population projection growth.

- The proposed Conditional Use permit will allow for this project to change the character and alter the neighborhood having a very negative impact on all of the surrounding neighborhoods.

Response: Given the commercial nature of the existing site, the concrete separation wall of the adjacent residential neighborhood that prevents pedestrian traffic and the planned future development of a Campus for the University, the building heights and character of the project is appropriate.

- It is interesting to note that their plans do not include a Laboratory or a Nuclear Medicine Department. It is very strange for any hospital of this size not to have these very vital departments not included in their plans

Response: The project includes distributed Clinical Laboratory services throughout the departments as well as Blood Bank and required specialty testing. Other specialized Clinical Laboratory functions will be outsourced as is standard procedure in many hospitals. Nuclear Medicine is generally considered an Outpatient function and will be provided as part of the Phase II Outpatient Clinic.

- The number of CNU Students and Employees does not match what we have been told in the past. Where does this number come from?

Response: The number of Students and Employees is the most recent data provided from the University. We do not have the numbers referenced for comparison, but the projections are based on demand and planned growth by the University.

- The current land use of the property with CNU and All Data is NOT Employment Center but Light Industrial.

Response: Acknowledged.

- The purpose of a FAR calculation is to ensure against building size that is too large for the parcel of land it is to occupy. This project far exceeds what is allowed.

Response: A request for the rezoning of the area to allow a FAR of 2.0 has been submitted. A FAR of 2.0 would meet the needs of the building. The current FAR is not achievable for a 250 / 400 bed hospital building within the site footprint. The required square footage for the hospital building program requires a greater number of stories and the utility requirements for a hospital generally requires greater floor to floor height for each level. The Hospital building has been located as close to the I-5 freeway and as far away from the residential areas as possible. Given the commercial nature of the existing site, the concrete separation wall of the adjacent residential neighborhood that prevents pedestrian traffic and the planned future development of a Campus for the University, the building massing, heights and character of the project is appropriate.

- **200 Year Floodplain (3 feet + water above existing grade)**

- The Proposed Medical Center is in the 200-year flood hazard zone. How is this consistent with Elk Grove General Plan SA-14 : “The City shall locate and encourage other agencies to locate new essential government services facilities and essential health care facilities outside of the 100- year and 200-year flood hazard zones , except in cases where such locations would compromise facility functioning” ?

Response: It is our understanding that the City of Elk Grove will develop an Emergency Response Plan to address evacuation in the event of a 200 year flood event. The planned helistop will allow access for emergency transfer during emergency flooding situations. It is also our understanding that there are also levee and dam improvements that are being planned by the US Army Corps of Engineers that may reduce the flood impact and take the area outside the 200-year flood zone. The current maximum flood level for this area is 2-6 feet above the current elevation of the site. The building and all critical services are located a foot above the worst case flood level. The Hospital is self sufficient and can operate during a 200-year flood event.

- Plans indicate that the hospital site will be elevated 7 feet higher than current grade to address 200-year flood plain concerns. Is this enough for an acute care hospital?

Response: Yes, the 7 feet higher grade will be higher than the projected the 200 year flood level. The current maximum flood level for this area is 2-6 feet above the current elevation of the site. The building and all critical services are located a foot above the worst case flood level.

- Will the basement still be in the 200-year flood plain? What critical equipment will be housed there?

Response: Yes, the Basement will still be in the 200 year flood plain. No critical equipment will be housed there. It is considered a sacrificial floor in the event of a flood. The Hospital is self sufficient and can operate during a 200-year flood event.

- The Central Plant will also be raised to address 200-year flood plain level. What critical equipment will be housed there?

Response: The Central Plant provides equipment that serves the Hospital. In the event of a 200-year flood event, the Central Utility Plant can continue to operate and serve the Hospital. An emergency response plan will be developed as part of Hospital Licensing Procedures to address utilities if necessary.

- Will all hazardous substances and infrastructure delivering them be elevated above the 200-year flood plain?

Response: All hazardous materials are used and stored within the Hospital building and is above the flood zone. The Hazardous waste containers are located on the loading dock apron and is located above the flood zone. The current maximum flood level for this area is 2-6 feet above the current elevation of the site. The building and all critical services are located a foot above the worst case flood level.

- Will the Dormitory (Phase 3) be elevated above the 200-year flood plain?

Response: The First Floor of the Dormitory is not planned to be raised above the 200-year flood level. It is not considered a critical facility.

- While the hospital may be raised above the 200-year flood plain the roads accessing the hospital (West Taron, Elk Grove Blvd., Maritime and I -5 appear to be flooded in a 200-year event. How will the hospital be accessed by emergency vehicles?

Response: Development of the hospital will be conditioned to require that the property be protected to the urban level of flood protection (200-year) consistent with state law. In addition, the City of Elk Grove has an Emergency Response and Evacuation Plan to address access in areas prone to a 200 year flood event. The planned helistop will allow access for emergency transfer during emergency flooding situations.

- Dees Cosumnes Fire Dept have ambulances and fire equipment that operate in 3ft + of water?

Response: We do not have this information. The Hospital is self sufficient and can operate during a 200-year flood event and can service the proximate flooded area. It is also our understanding that there are also levee and dam improvements that are being planned by the US Army Corps of Engineers that may reduce the flood impact and take the area outside the 200-year flood zone. Please note that the percentage chance of a 200 year flood is 0.5% in any given year. In addition, a flood is a relatively slow moving event that allows for mitigation and preparation.

- Does Elk Grove Police Dept. have equipment that operate at 3ft + water depth?

Response: We do not have this information. The Hospital is self sufficient and can operate during a 200-year flood event and can service the proximate flooded area. It is also our understanding that there are also levee and dam improvements that are being planned by the US Army Corps of Engineers that may reduce the flood impact and take the area outside the 200-year flood zone. Please note that the percentage chance of a 200 year flood is 0.5% in any given year. In addition, a flood is a relatively slow moving event that allows for mitigation and preparation.

- Does Sacramento County Sheriff have equipment to operate in 3 ft+ water depth?

Response: We do not have this information. The Hospital is self sufficient and can operate during a 200-year flood event and can service the proximate flooded area. It is also our understanding that there are also levee and dam improvements that are being planned by the US Army Corps of Engineers that may reduce the flood impact and take the area outside the 200-year flood zone. Please note that the percentage chance of a 200 year flood is 0.5% in any given year. In addition, a flood is a relatively slow moving event that allows for mitigation and preparation.

- What is the plan to evacuate patients from the site in case of a 200-year flood?

Response: The Hospital is self sufficient and can operate during a 200-year flood event. An emergency response plan will be developed as part of Hospital Licensing Procedures to address required evacuation procedures if necessary. The planned helistop will allow access for emergency transfer during emergency flooding situations. Please note that the percentage chance of a 200 year flood is 0.5% in any given year.

- Are utility services serving the hospital complex, water, sewer, gas, communications and electricity secure in a 200-year flood event?

Response: The Hospital is being designed to be self-sufficient to allow operation during a 200-year flood event. All utilities, including electricity, water and sewage, will be available. An emergency response plan will be developed as part of Hospital Licensing Procedures to address utilities if necessary.

- **Traffic and Access:**

- The only access providing ingress and egress for the hospital complex/trauma center is W. Taron Drive, a street that currently serves as a primary access street into the Stonelake Community. It was not designed to accommodate the level of traffic likely attracted to the hospital complex. What modifications will be necessary to address this significant traffic impact while preserving access into the residential neighborhood?

Response: This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact.

- How will the location of the hospital affect the ability of Stonelake residents and Elliot Ranch Elementary School to exit in case of an emergency?

Response: The City of Elk Grove has an Emergency Evacuation plan. This will also be addressed in the CEQA study.

- What is the traffic load assumed for Riparian Drive providing egress from the hospital complex?

Response: This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact.

- What is the traffic load assumed for Waterfowl Drive providing egress for the hospital complex? This road provides right turn only on to eastbound Elk Grove Blvd.

Response: This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact.

- What is traffic load on Stonelake Club Dr. providing egress and ingress for the hospital complex? Stonelake Club Dr. is the first traffic light which would provide egress for westbound traffic (left turn) to access I-5.

Response: This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact

- What is the traffic load assumed for East Taron Dr. providing ingress/egress serving the hospital complex? East Taron has the only other traffic light allowing for westbound egress from the hospital complex.

Response: This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact

- How will hospital related traffic be kept out of residential neighborhoods?

Response: There is direct access to the hospital site from Elk Grove Blvd. No impact to the surrounding residential neighborhood is anticipated. This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact

- How does increased vehicle activity in the Stonelake Community fit within the current general plan and climate change goals?

Response: This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact

- Are there anticipated changes to the roads in and around West Taron and Riparian?

Response: There are no anticipated changes to the roads. This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact

- What is the added traffic load assumed for Elk Grove Blvd?

Response: This issue will be addressed after the completion of the Traffic Study and

development of the CEQA Recommended mitigations for environmental impact

- What is the added traffic load assumed for Maritime Drive?

Response: This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact

- The Elk Grove Blvd. westbound ambulance entrance, a left turn into cross traffic, appears to be very close to the I-5 Southbound exit. Is this consistent with current California law?

Response: This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact

- Access to hospital complex site from eastbound Elk Grove Blvd is limited to right hand turn into the complex. This access is one-way into the complex. Is this enough for a complex of the size being considered?

Response: This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact

- What is the impact of the hospital complex on southbound I-5 exiting traffic onto Elk Grove Blvd?

Response: This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact

- What will be the impact of the hospital complex on I-5 which already experiences congestion?

Response: This issue will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact

- **Parking:**

- The plan is unclear as to describing the total amount of parking through all three phases. Phase 1 states there will be 1554. "Phase 2 planned total of 2744 parking spots (last bullet page 2). Phase 3 "Planned total of 3,390". Is this cumulative or separate? If separate, the 3 Phases combined require a total of 7688 parking spaces. Either result approach, far surpasses the number of vehicles currently utilizing the limited roads serving the Stonelake Community.

Response: The amount of parking spaces noted are the maximum for each phase and are not additive. Per our current analysis, the maximum amount of required parking for the entire site is 3,324 for Phase III. Phase I requires 1,452 parking spaces total.

- How will hospital complex related parking be kept out of residential neighborhoods?

Response: Parking required to serve the hospital complex will be provided on site.

- Will the semi-automatic parking structure be enclosed or a stand-alone version?

Response: If we understand the question correctly then both types may be used.

- Will the parking structure have charging stations for electric vehicles? If so, how many?

Response: The parking structure will have, at minimum, the required number of

charging stations required by California code. Since the project is attempting to qualify for LEED Gold Certification, it is anticipated that the project will exceed the required amount but the exact number has not yet been determined.

- **Helicopters:**

- What will be flight patterns?

Response: The project has engaged an FAA flight safety consultant who is preparing recommendations and will obtain FAA approval for the project. This information will be provided after completion of the study by September.

- Airspace over Stonelake Community serves Sacramento International Airport, Sacramento Executive Airport and U.S. Airforce Travis Field. What effect does the Helistop on the use(s) of this airspace?

Response: The project has engaged an FAA flight safety consultant who is preparing recommendations and will obtain FAA approval for the project. This information will be provided after completion of the study by September.

- What will be the helicopter noise impact on the community and wildlife?

Response: The project has engaged an FAA flight safety consultant who is preparing recommendations and will obtain FAA approval for the project. The noise impacts are included in the scope of the study. This issue will also be addressed as part of the CEQA study.

- The hospital complex has the Stonelake Wildlife Preserve on its southern and western approaches. To the north are the Sacramento County Bufferlands which also serve as bird habitat. Large waterfowl are prevalent in the area and fly at altitudes could present a danger for helicopters. How will the issue be addressed?

Response: The project has engaged an FAA flight safety consultant who is preparing recommendations and will obtain FAA approval for the project. The bird flight paths are included in the scope of the study. This information will be provided after completion of the study by September. This issue will also be addressed as part of the CEQA study.

- **Trauma Center**

- What are the security measures planned for the trauma center?

Response: The design team includes a security consultant who is developing a comprehensive security plan for the Hospital.

- Will the existence of the trauma center require an additional law enforcement presence in the Stonelake Community?

Response: The designation of an emergency department within a hospital as a Level II Trauma Center does not fundamentally change the services or the demographics of the population served. It is a county designation used for regional Emergency Management .

- Will the hospital employ its own law enforcement personnel or will Elk Grove Police Department be the agency responsible for daily security in and around CNU? Are there plans included to prevent and/or respond to terrorist threats and acts in and around the hospital? How will the community of Stonelake and other surrounding communities be protected?

Response: The design team includes a security consultant who is developing a

comprehensive security plan for the Hospital. It is anticipated that CNU will have security guards for the Hospital and the Campus. An emergency response plan for a variety of situations is also required to be developed as part of the Licensing process.

- What are the impacts of emergency vehicle noise and hospital alarms in the adjacent residential neighborhood? Will the hospital be sound proofed?

Response: The emergency ambulance entrance has been located adjacent to the I-5 freeway as far from residential areas as possible. A noise study will also be completed. This issue will also be addressed as part of the CEQA study.

- Access and egress are critical in an emergency, such as fire. Is there a plan for fire drills and emergency evacuation of the complex? Where will people evacuate to?

Response: An emergency response plan for a variety of situations is also required to be developed as part of the Licensing process.

- **Wildlife Areas**

- The hospital complex is in proximity of the Stonelake Wildlife refuge and the Bufferlands which are active habitat on the Pacific Flyway. At 271 feet, the hospital complex height is within the altitudes utilized by large birds. Glazing and lighting utilized on the structure are a potential hazard to flying birds. How will this be addressed?

Response: Updated Elevations and exterior material board have been provided in submission dated 06.28.2019. The building has sunshades on the exterior of the building and does not utilize reflective glazing. The building is less than 300 feet high and most migration pathways are at higher elevations This issue will also be addressed as part of the CEQA study.

- Property contained within the Stonelake Wildlife Refuge has wildlife easements. Will these be affected by the development of the hospital complex?

Response: This will also be addressed as part of the CEQA for wildlife impacts.

- How will the reflective exterior of a 12-story building be mitigated to prevent the incredible number of birds that fly from the flyway on the west side of I-5 to our grazing fields just south of Stonelake on a daily basis - especially during migration seasons - from flying into the building and killing large numbers of these birds?

Response: Updated Elevations and exterior material board have been provided in submission dated 06.28.2019. The building has sunshades on the exterior of the building and does not utilize reflective glazing. The building is less than 300 feet high and most migration pathways are at higher elevations . This issue will also be addressed as part of the CEQA study.

- How will the reflective exterior of a 12-story building be mitigated to prevent the birds that live year-round in our neighborhoods and the flyway, from flying into the building and killing large numbers of our resident birds?

Response: Updated Elevations and exterior material board have been provided in submission dated 06.28.2019. The building has sunshades on the exterior of the building and does not utilize reflective glazing. The building is less than 300 feet high and most migration pathways are at higher elevations. This issue will also be addressed as part of the CEQA study.

- **Hazardous Waste Substances**

- Where will hazardous materials be stored? Will they be in containment areas?
- Will hazardous waste be trucked out and if so, are there plans in place to handle spills, accidents, etc.?

- Will liquid waste from sinks and other equipment be treated on site or will there be a dual discharge system to Sacramento County Sanitations?
- Will there be any hazardous gases stored on site? Will the air at the storage facility be continuously monitored?
- What is the air quality impact of the ventilation of air borne particle dissemination outside of the parking structures, hospital and dorms
- What specific City of Elk Grove environment al ordinances and/or regulation are applicable to the medical complex?
- How does CNU intend to comply with the Clean Air Act?
- How does CNU intend to comply with the Toxic Substances Control Act?
- How does CNU intend on complying with the Federal Water Pollution Control Act?
- How does CNU intend on complying with the Occupational Safety and Health Act?

Response: Hazardous Materials and Hazardous Waste Management (including Transportation). Several laws and regulations at the federal, State, and local levels affect the management of hazardous materials and hazardous wastes. In California, the U.S. Environmental Protection Agency (U.S. EPA) has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (Cal/EPA). In turn, the Sacramento County Department of Public Health (SCDPH), has been granted authority by the State to enforce most regulations pertaining to hazardous materials in the City of Elk Grove,

The California Health and Safety Code defines a hazardous material as, "...any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety, or to the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, radioactive materials, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment." (California Health and Safety Code, Section 25501).

Medical Waste Management. Medical wastes are generated or produced as a result of diagnosis, treatment, or immunization of humans, the production or testing of biologicals, and are either biohazardous waste or sharps waste. Cultures, blood and blood products, tissues, and body parts are considered medical wastes. The transportation and disposal of medical wastes at CNU MC will be closely regulated under the California Medical Waste Management Program (CMWMP) with regulatory oversight by the SCDPH. The CMWMP includes requirements for facilities that generate large quantities of medical waste, waste haulers, containment and storage of medical waste, and enforcement.

Radioactive Waste Management. Pursuant to the federal Atomic Energy Act requiring states to assume responsibility for the use, transportation, and disposal of low-level radioactive material and for the protection of the public from radiation hazards, the Radiological Health Branch (RHB) of the California Department of Health Services (CDHS) administers the Radiation Control Law, which governs the use, transportation, and disposal of radioactive material and radiation-producing equipment. Radioactive material regulations require registration of sources of ionizing radiation, licensing of radioactive material, and protection against radiation exposures. The RHB also regulates the transportation of radioactive materials and disposal of radioactive wastes. The regulations specify appropriate use and disposal methods for radioactive substances, as well as worker safety precautions and health

monitoring programs. Radioactive materials at CNUMC will be managed under a Radioactive Material License issued by the RHB of CDHS. CNUMC will also obtain a Medical Waste Permit as a large quantity medical waste generator with on-site treatment as part of the DPH Regulated Medical Waste Management Program, overseen by SCDPH.

These issues will also be addressed as part of the CEQA analysis.

- **Neighborhood Impacts**

- West Elk Grove neighborhoods are balanced mix use. How is the medical complex consistent with this balanced mix use?

Response: Given the commercial nature of the existing site, the concrete separation wall of the adjacent residential neighborhood that prevents pedestrian traffic and the planned future development of a Campus for the University, the building heights and character of the project is appropriate.

- What will be the setbacks for the 5-story dormitory abutting the 1 or 2 story residential homes on Ruddy Duck Way?

Response: Please see updated Site Plans submitted 06.28.2019 that show the dormitory no longer adjacent to residential area. Please also note that the future buildings have not yet been designed and developed and that the Elk Grove DDP Submittal only requires the footprint and number of floors for the planned buildings

- How will buildings in the medical complex assure solar access to neighboring properties?

Response: This issue will be addressed as part of the CEQA study. A shading study will also be included as part of the CEQA study.

- The creation of an Employment Center should serve the neighborhood by providing services desired by the Districts population. We do not desire CNU to build a hospital which will have a tremendous impact on our quality of life. For example: increased traffic, all the years of construction, noise, pollution, and having to look at cranes for years as the background to our lake view when sitting on our patios.

Response: These concerns will be addressed after the completion of the Traffic Study and development of the CEQA Recommended mitigations for environmental impact.

- **Cumulative Hospital Impacts (Dignity?)**

- The approved Dignity Hospital, 3 miles east on Elk Grove Blvd., will soon begin construction. Are there cumulative environmental or economic impacts of having two hospitals in proximity?

Response: The environmental issues will be addressed as part of the CEQA study. Demographic studies have shown that the area is currently under hospitalized both now and with future population projections even with the planned Dignity Hospital.

Fish and Wildlife Comments

- Our concerns regarding the proposed construction of a 12+ story building complex adjacent to the Refuge include: 1) the proximity, height and design of buildings with reflective glass that pose a collision threat to migratory birds; 2) artificial lighting which causes disturbance to

roosting birds and disruptions to night time behavior; and 3) low flying helicopters which can cause disturbance and flush waterfowl which may increase the risk of collisions. I encourage you to review Federal Aviation Administration regulations and other Code of Federal Regulations (50 CFR 27.34) that limit aircraft use and altitude over national wildlife refuges

Response: The project has engaged an FAA flight safety consultant who is preparing recommendations and will obtain FAA approval for the project. The bird flight paths are included in the scope of the study. This information will be provided after completion of the study by September. This issue will also be addressed as part of the CEQA study. The building has sunshades on the exterior of the building and does not utilize reflective glazing. The building is less than 300 feet high and most migration pathways are at higher elevations.