



# Planning Commission Staff Report

February 18, 2021

**PROJECT:** California Northstate University Medical Center  
**FILE:** PLNG18-110  
**REQUEST:** General Plan Amendment (text and map); Rezone; Amendment to the Bicycle, Pedestrian, and Trails Master Plan; District Development Plan; Major Design Review; Conditional Use Permit; Uniform Sign Program; Finding of Consistency with the General Plan for the Abandonment of West Taron Court; and Police Services Agreement.  
**LOCATION:** Southwest corner of the intersection of Elk Grove Boulevard and West Taron Drive  
**APN:** 132-2480-001, -002, -003, -004, -005, -007, -008, -010, -011; 132-2160-001, -002; and 132-0460-076  
**STAFF:** Sarah Kirchgessner, Senior Planner

**PROPERTY OWNERS:**

West Taron Holdings, LLC  
Alvin Cheung (Representative)  
9700 West Taron Drive  
Elk Grove, CA 95757

**PROJECT APPLICANT:**

Fong & Chan Architects, Inc.  
Paulo Diaz (Representative)  
1361 Bush Street  
San Francisco, CA 94109

**PROJECT AGENT:**

New Faze Development, Inc.  
Charlie Tiwana/Allan Warren  
(Representatives)  
1825 Del Paso Blvd  
Sacramento, CA 95815

## **Staff Recommendation**

Staff recommends that the Planning Commission adopt a Resolution (Attachment 1) recommending that the City Council:

1. Certify the Environmental Impact Report prepared for the California Northstate University Medical Center Project (SCH No. 2019050019); Make Findings of Fact and Adopt a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program prepared for the Project (PLNG18-110); and
2. Approve a General Plan Amendment (Text and Map); Zoning Amendment (Text and Map); Amendment to the City's Bicycle, Pedestrian, and Trails Master Plan; District Development Plan Design Review; Major Design Review; Conditional Use Permit; Uniform Sign Program; Finding of Consistency with the General Plan for Abandonment of West Taron Court; and Agreement for Police Services for the California Northstate University Medical Center Project (PLNG18-110), subject to the findings and conditions of approval included in the draft Resolution.

## **Project Description**

California Northstate University Medical Center (CNU) (the "Project") is a private education institution that operates a pharmacy and medical college (hereinafter "School of Medicine") at 9700 West Taron Drive and an approximately 15,000-square-foot (sq. ft.) event center in the office building at 9650 West Taron Drive in Elk Grove, California. The establishment of CNU at its current location was permitted via a conditional use permit (EG-11-003) approved by the City's Planning Commission on March 3, 2011.

CNU is proposing to expand its facilities and services to provide emergency and other medical-related services through reuse of several infill CNU-owned parcels adjacent to the existing CNU School of Medicine. The Project would be built in three phases, retain the existing pharmacy and medical college, and add a hospital with a helicopter landing site (helistop), an outpatient clinic, a medical office building, two parking structures with accessory retail, a dormitory, one student parking structure with rooftop sports facilities, a central plant and mechanical yard, public gathering spaces, and surface parking. The Project's dormitory would include 150 units to house up to 300 students. The hospital would consist of 733,290 square feet and approximately 400 total patient beds.

The Applicant is requesting approval of the following entitlements/permit approvals in order to construct and operate the Project as proposed:

- General Plan Amendment (text and map);
- Zoning Amendment (text and map);
- Amendment to City Bicycle, Pedestrian, and Trails Master Plan to modify the location of a proposed Class 1 multipurpose trail alignment;
- District Development Plan Design Review, including overall site plan approval and establishment of development elements, including, but not limited to, parking, landscaping, pedestrian improvements, general building size and location, and other features that are common across the site;
- Major Design Review for the architecture of the proposed Phase 1 buildings (Hospital and Central Plant Buildings);
- Conditional Use Permit for a hospital, helistop, and expansion of the existing medical school;
- Uniform Sign Program;
- Finding of Consistency with the General Plan for the City Abandonment of West Taron Court; and
- City execution of the agreement for Elk Grove Police Department services.

These entitlements, which are described in more detail below, are necessary and required under Titles 22 and 23 of the Elk Grove Municipal Code (EGMC) in order to develop the Project as proposed by the Applicant.

### **Project Setting**

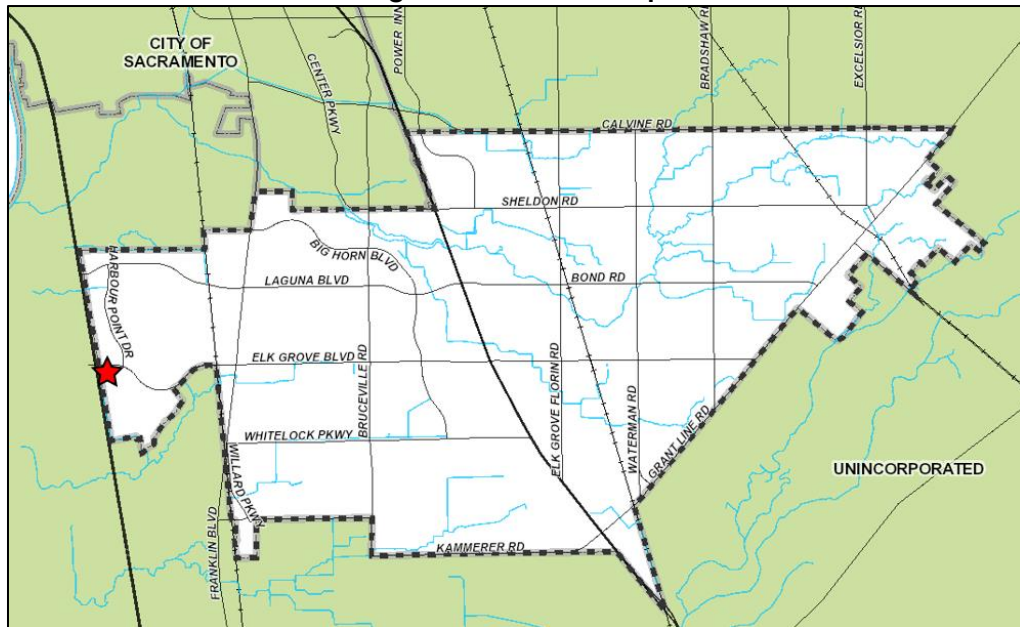
The Project site is located along the western boundary of the City in Sacramento County, California, just east of Interstate 5 (I-5) (see Figure 1). The approximately 24.4-acre Project site consists of 12 parcels owned by CNU [Assessor Parcel Numbers (APNs) 132-2480-001, -002, -003, -004, -005, -007, -008, -010, and -011; 132-2160-001 and -002; 132-0460-076]. The Project site is an irregular shape, with a maximum width of approximately 1,000 feet and a maximum depth of approximately 1,500 feet. The site is bordered by Elk Grove Boulevard to the north, I-5 to the west, West Taron Drive to the east, and the Laguna Stone Lake subdivision to the south.

The site is developed, except for an approximately 0.5-acre vacant lot (APN 132-2160-002) on the southwest corner of West Taron Court and West Taron Drive and an approximately 0.75-acre vacant lot (APN 132-2480-007) along West Taron Drive north of West Taron Court. A total of nine structures encompassing approximately 243,837 square feet of building space currently occupy the Project site (see Draft EIR Figure 2-1). This total includes the 109,300-square-foot, two-story School of Medicine building at 9700 West Taron Drive. Current uses on the Project site include the



CNU Medical College and Pharmacy College, an office building (ALLDATA), a brewery, an animal hospital, several eating establishments, and other commercial and retail uses. Directly adjacent to the site are a gas station, restaurants, single-family residences, and a church. Roadway access to the Project site is provided from West Taron Drive and Riparian Drive, and West Taron Court provides access to the interior of the site. Table 1 details the Project's and adjacent properties' current Zoning and General Plan designations and uses.

**Figure 1- Location Map**



**Figure 2 – Project Site Aerial**



**Table 1. Adjacent Land Designations and Uses**

	Existing Use	General Plan	Zoning
<b>Project Site</b>	CNU School of Medicine, Offices, Animal Hospital, Restaurants, other commercial/retail uses	Community Commercial (CC) Light Industrial (LI)	General Commercial (GC), Industrial-Office Park (MP)
<b>North</b>	Assembly Use, Gas Station, Restaurants, various commercial uses	Community Commercial (CC)	General Commercial (GC)
<b>South</b>	Single Family Homes	Low Density Residential (LDR)	RD-7
<b>East</b>	Gas Station, Vacant Land, Single Family Homes	Community Commercial (CC) Medium Density Residential (MDR) Low Density Residential (LDR)	General Commercial (GC), RD-15, RD-7
<b>West</b>	Interstate 5	N/A	N/A

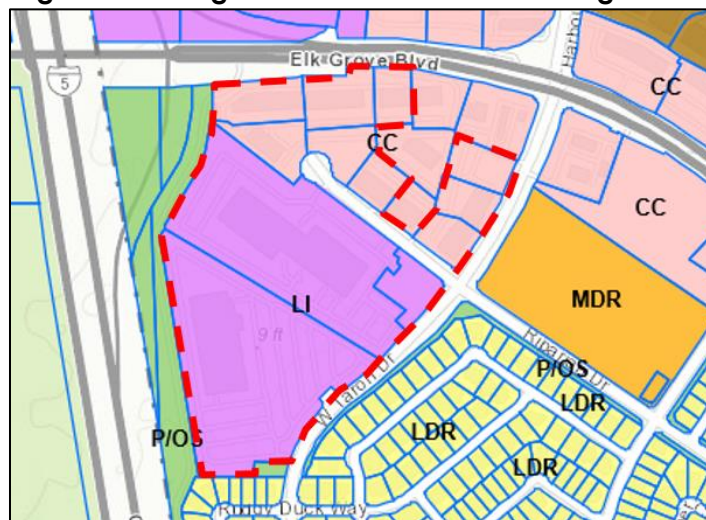
### **Analysis**

The proposed Project has been reviewed in accordance with the City's General Plan, the development standards of Title 22 (Land Development) and Title 23 (Zoning) of the EGMC, and the Elk Grove Design Guidelines.

### **General Plan/Zoning Amendments**

The General Plan land plan (see Figure 3) identifies two land use designations within the Project site, including Light Industrial (LI) and Community Commercial (CC).

**Figure 3. Existing General Plan Land Plan Designations**



The LI designation is generally characterized by a diverse range of light industrial activities, including limited manufacturing, processing, research and development, fabrication, utility equipment and service yards, wholesaling, warehousing, or distribution. CC uses are generally

characterized by retail and service uses that meet the daily needs of residents in surrounding neighborhoods and community needs beyond the surrounding neighborhood.

To accommodate the proposed land uses, the Applicant requests that the General Plan land use designation for six parcels on the Project site be changed from CC to Employment Center (EC) and for three parcels to be changed from LI to EC. As shown in Table 2, the redistribution would add 22.5 acres of Employment Center while eliminating all Light Industrial zoning, and remove 5.3 acres of Community Commercial from the Project site. Figure 4 illustrates the existing and proposed General Plan land use designations for the Project.

**Table 2 - General Plan Amendment Summary**

Land Use Designation	Existing	Proposed	Proposed Acreage Difference
Light Industrial	17.2 ac.	0 ac.	-17.2 ac.
Community Commercial	7.5 ac.	2.2 ac.	-5.3 ac.
Employment Center	0 ac.	22.5 ac.	+22.2 ac.
<b>Total</b>	<b>24.7 ac.</b>	<b>24.7 ac.</b>	<b>0</b>

**Figure 4. Proposed General Plan Amendment**



Employment Center (EC) uses are generally characterized by office uses and professional services or research and development facilities, which may include limited supporting and ancillary retail services. Limited light industrial spaces are allowed, generally as accessory uses. Employment Centers may be located near residential areas with good transportation access. The proposed General Plan Amendment to Employment Center is appropriate at the Project site due to its proximity to residential land uses as well as its location along Elk Grove Boulevard at I-5. The Project proposes to keep Community Commercial uses along West Taron Drive.

The proposed Project would provide an approximately 400-bed hospital, as well as an outpatient



clinic and medical office building. This is intended to meet the following General Plan Policy:  
HTH-1-9: Promote development of one or more community hospitals.

Similar to the General Plan Amendment, a Rezone is also necessary to accommodate the proposed Project. The Project proposes a Rezone of nine parcels on the Project site from MP (Industrial-Office Park) and GC (General Commercial) to BP (Business Professional). A comparison between the existing and proposed land use acreages and boundaries are shown in Table 3 and Figure 5, respectively.

**Table 3 – Rezone Summary**

Zoning Designation	Existing	Proposed	Proposed Acreage Difference
MP – Industrial-Office Park	17.2 ac.	0 ac.	-17.2 ac.
GC – General Commercial	7.5 ac.	2.2 ac.	-5.3 ac.
BP – Business Professional	0 ac.	22.5 ac.	+22.5 ac.
<b>Total</b>	<b>24.7 ac.</b>	<b>24.7 ac.</b>	<b>0</b>

**Figure 5. Proposed Rezone**



The Business and Professional Office (BP) district is intended for low-to-medium intensity office development located along thoroughfares, arterials, or collectors or near existing/planned public transit stops. The proposed Rezone to BP is appropriate at this location given adjacent uses and the proximity to I-5.

#### Text Amendments

Since the Project site is located in the 200-year floodplain (0.5-percent chance of a flood occurring in any given year), the Project includes the following proposed text revisions to General Plan Policy

ER-2-3, which would allow construction of an essential health care facility in the floodplain. These text changes would align the policy with existing State law and would apply Citywide:

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, ~~except in cases where such locations would compromise facility functioning~~ 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.

To be consistent with the proposed General Plan Amendment, the following revisions to the Elk Grove Municipal Code (EGMC) Title 23 (Zoning), Section 23.42.040.D are proposed and would apply Citywide:

~~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.

The Project has been designed to meet an urban level of flood protection (ULOP), consistent with State law, and the proposed changes to the General Plan and EGMC, Title 23. In other words, even with the changes to the General Plan and Zoning Code, the Project will meet a level of protection that is necessary to withstand flooding that has a 1-in-200 chance of occurring in any given year using criteria consistent with, or developed by, the California Department of Water Resources.

### **District Development Plan and Major Design Review**

The proposed Project is subject to the City's design review process, including District Development Plan Design Review for the overall phased Project, and Major Design Review for each phase. The purpose of the City's design review process is "to promote the orderly and harmonious growth of the City; to encourage development in keeping with the desired character of the City; to ensure physical, visual, and functional compatibility between uses; and to help prevent the depreciation of land values by ensuring proper attention is given to site and architectural design."

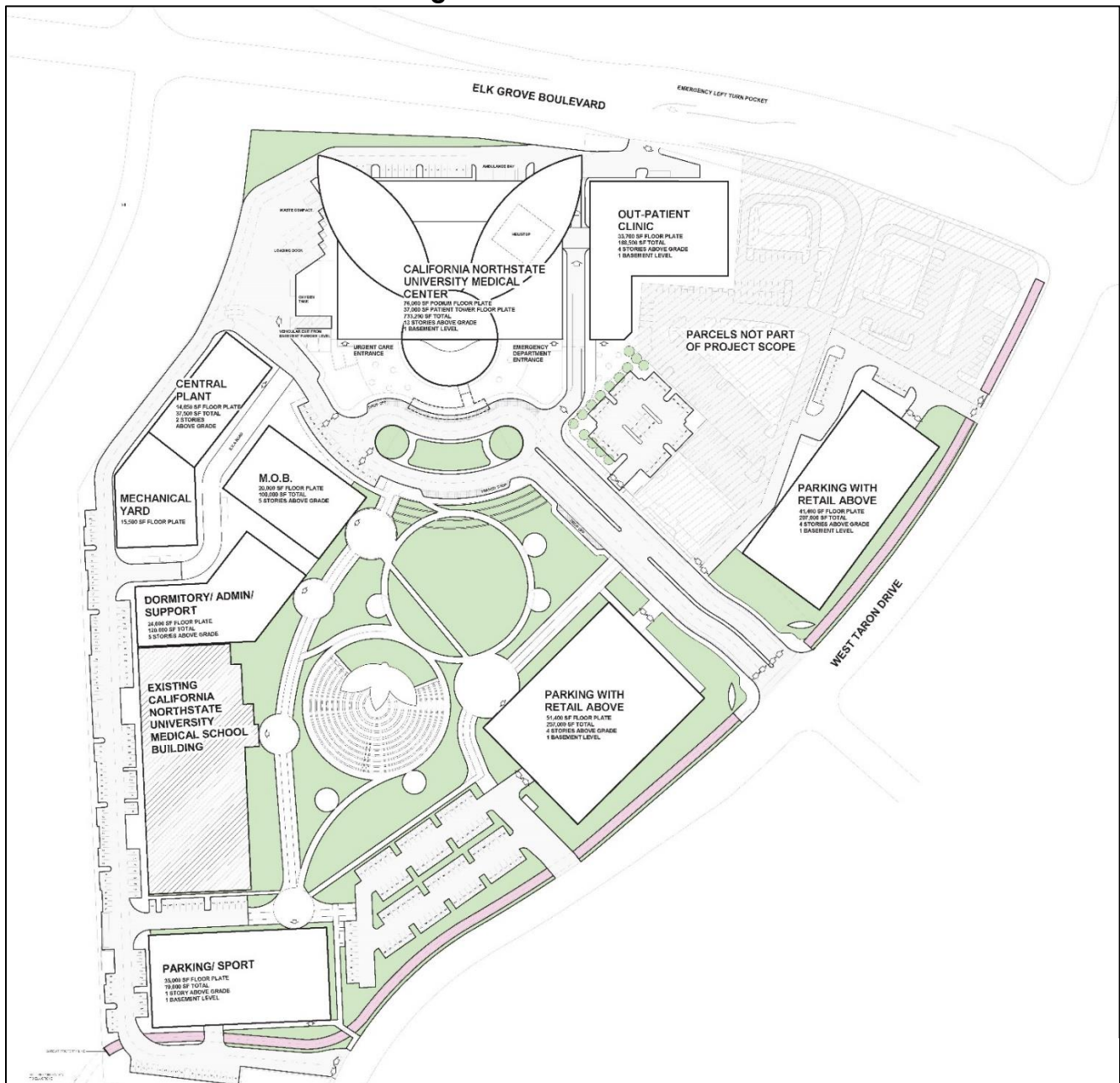
The design review process provides for consideration of development proposals in which the site, architectural, and overall project design are substantially improved by, and provides a City benefit with, the consideration of modifications to the conventional development regulations of the underlying zoning district under special circumstances. However, the flexibility does not apply to use of the land in that only those uses permitted within the underlying zoning district are allowed.

### District Development Plan

The Project would involve the demolition of existing buildings and the construction of proposed buildings, parking structures, and associated uses over three phases (see Figure 2-4 in the Draft EIR for a detailed exhibit of building retention and demolition). Development of the Project would be

guided by its District Development Plan (DDP), which would provide for overall site plan approval and establish development elements, including, but not limited to, pedestrian improvements, signage, landscaping, internal setbacks, lighting, parking, building architecture design parameters, building placement and configuration, and other features that are common across the site. Each phase of the Project would also require a Design Review permit, which is required for new construction of a single nonresidential building or structure, or multiple buildings or structures within a single shopping center complex, comprising 10,000 sq. ft. or more (e.g., commercial, office, industrial, public/quasi-public). The Master Site Plan, illustrating total build-out of the Project is shown in Figure 6 below.

**Figure 6. Overall Site Plan**



## Phases

At buildout, the Project site would include the uses identified in Table 4. A detailed description of each phase is provided in the narrative below and illustrated in Figure 7.

**Table 4. Project Summary**

Facility	Phase	Floor Plate Area (Square Feet)	Total Building Area (Square Feet)	Number of Levels Above Ground	Number of Levels Below Ground	Total Number of Levels
CNU School of Medicine	Existing	54,900	109,800	2	0	2
Hospital	1 and 2	76,000	733,290	13	1	14
Central plant	1	14,650	37,500	3	0	3
Mechanical yard	1	15,500	15,500	0	0	0
Outpatient clinic	2	33,700	168,500	4	1	5
Medical office building	2	20,000	100,000	5	0	5
Parking garage 1/retail	2	51,400	257,000	4	1	5
Parking garage 2/retail	3	41,400	207,000	4	1	5
Dormitory/administrative support	3	24,000	120,000	5	0	5
Student parking/sport courts	3	35,000	70,000	1 <sup>1</sup>	1	2

<sup>1</sup> One story above ground, but with sport courts on the roof top.

**Phase 1** includes construction of a 733,290 sq. ft. (596,790 sq. ft. will be occupied) approximately 250-patient-bed hospital in the northwest corner of the Project site. The hospital would include a nine-story central tower and single, seven-story patient-bed wing with a floor plate area of 37,000 sq. ft. atop a four-story, main hospital podium with a 76,000 sq. ft. floor plate area. Phase 1 also includes the construction of the structural shell of the eastern patient-bed tower (concurrently with the construction of aforementioned portions of the hospital). A helicopter landing site (helistop) would be constructed on the roof of the eastern patient patient-bed tower. The total height of the hospital would be 13 stories above grade with a mechanical penthouse on the top of the building (totaling approximately 261 feet tall). The hospital would also include a partial basement level under the main hospital podium, providing underground parking for up to 230 vehicles. Since the hospital would be located within the 200-year floodplain, the first floor of the hospital building would be elevated structurally approximately seven feet above the existing grade to prevent habitable space from being flooded during a 200-year flood event. The hospital building would also be required to install radio equipment for use by the City Police Department.

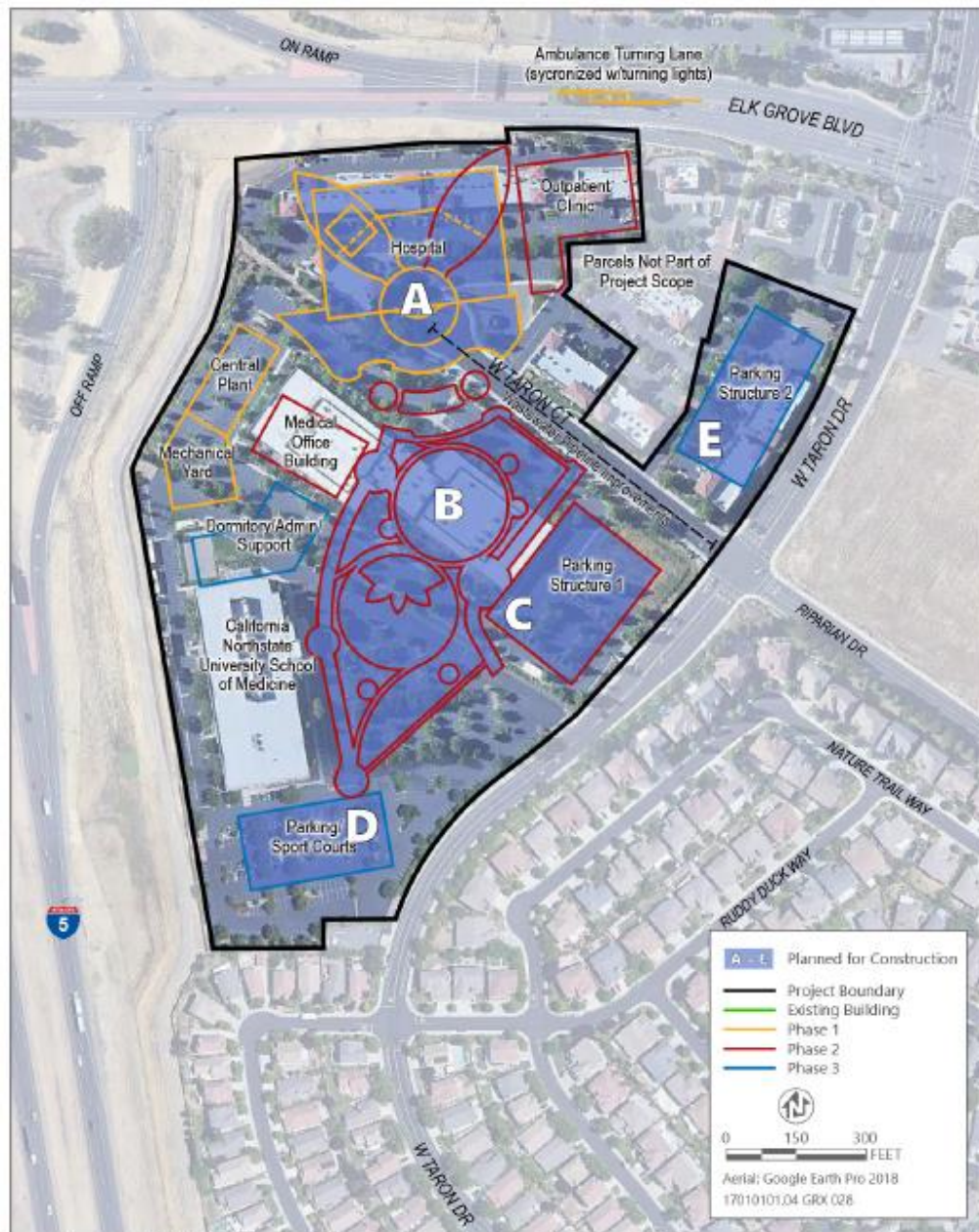
Phase 1 would also include construction of a 37,500 sq. ft., two-story central plant building with parking level at grade. The central plant would provide power and heating to the entire Project site and would include four, diesel-powered emergency generators on the second floor. Approximately 90,000 gallons of diesel fuel would be stored in two underground tanks that would be designed to be safely submerged during a flood event. The central plant would also house support equipment for the hospital on the second level and approximately 79 parking spaces on the ground level, provide an administrative mezzanine level, and include a 15,500 sq. ft. exterior mechanical yard. The main site access proposed off of West Taron Court would be modified to provide a traffic circle drop-off area at the hospital and would consist of three lanes.



This phase would require demolition of existing buildings on the site before construction. Demolition would remove a total of 37,446 sq. ft. of existing buildings, along with the associated parking lots occupying 2501, 2505, 2509/2513, and potentially 2525 West Taron Court. A parking lot associated with 9650 West Taron Drive would also be removed.

When completed, Phase 1 would include approximately 250 patient beds and a total of 1,427 parking spaces consisting of 1,118 surface parking spaces, 230 parking spaces on the lower level of the hospital, and 79 parking spaces (stacked) on the base level of the central plant building.

**Figure 7. Anticipated Phasing Plan**





**Phase 2** would include the interior improvements for the second patient-bed wing (136,500 sq. ft.), which would be constructed in Phase 1, connected to the central tower atop the four-story main hospital podium; an outpatient clinic; a medical office building; and the first of two, general-use parking structures serving the Project site. The addition of the interior improvements to the second, seven-story patient-bed tower would increase the patient beds to approximately 400 total. The 168,500 sq. ft. outpatient clinic would include four stories aboveground with one basement-floor parking level accommodating 100 parking spaces using a stacked parking system. This ambulatory care building would contain outpatient medical services. The 100,000 sq. ft. medical office building would include five stories aboveground and contain outpatient medical clinics and hospital administration space. The first floor of both the outpatient clinic and medical office building would be elevated above the existing grade to prevent habitable space from being flooded during a 200-year event.

The parking structure would be 257,000 sq. ft. in size and include four stories aboveground and one basement level. The top floor would include approximately 50,000 sq. ft. of retail, medical offices, and/or other supporting uses. The basement level and three floors would provide parking for 1,700 vehicles. A semiautomatic stacked parking system is anticipated to be used on the parking levels and standard parking would be used on the basement level.

Phase 2 would modify the main site access (from a three-lane roadway under Phase 1 to a four-lane roadway with a median and would create an expanded passenger pickup and drop-off area in front of the hospital.

This phase would require demolition of a 7,337-sq. ft. building at 2521 West Taron Court, the 75,080-sq. ft. building at 9650 West Taron Drive, parking lots associated with 2521 and 2525 West Taron Court, the 5,315-sq. ft. building at 2525 West Taron Court and its associated parking lot if these were not demolished during Phase 1, and a parking lot associated with 9650 West Taron Drive. During Phase 2, the existing School of Medicine, hospital, patient bed tower, helistop, and central plant constructed during Phase 1 would be operational.

Upon completion of Phase 2, the Project would include a total of 2,699 parking spaces consisting of 590 surface parking spaces, 309 parking spaces on the lower levels of the hospital and central plant building, 100 spaces in the outpatient clinic, and 1,700 parking spaces in the parking structure.

**Phase 3** would include construction of a second, general-use parking structure to serve the site, a dormitory, and a third parking structure for medical student use with sports facilities on the roof. The second parking structure would be 207,000 sq. ft. and would include four stories aboveground and one basement level. The top floor would include approximately 40,000 sq. ft. of retail, food service, and other supporting uses. The basement level and other three floors would provide parking for 1,000 vehicles. A semiautomatic stacked parking system would be used on the three aboveground stories, and the basement level would be standard parking. Phase 3 would also include construction of a 120,000 sq. ft., five-story dormitory directly adjacent to the existing School of Medicine building that would include 150 units capable of housing approximately 300 students on four floors, and 24,000 sq. ft. for office space for administration support services. This building would be designed so that all habitable space is structurally elevated above the 200-year flood elevation. The first floor of the dormitory building would be physically connected to the existing School of Medicine. The construction of the proposed dormitory would expand the existing use on the Project site of "Schools – Colleges and Universities – Private," which is discussed below in the Conditional Use Permit Section.

A 70,000-square-foot parking structure intended to provide parking and recreational facilities for medical students would also be constructed during this phase. This student parking structure would include one parking level above ground and one basement parking level that would accommodate a total of 200 total standard parking spaces. The roof of this parking structure would be occupied by basketball, tennis, and volleyball courts.

Demolition during this phase would remove a total of 14,674 square feet of building space, the parking lots occupying 2615 and 2619 West Taron Court, and the parking lots associated with 9700 West Taron Drive. All facilities completed during Phases 1 and 2 would be operational during construction of Phase 3.

With completion of Phase 3, the Project would include a total of 3,404 parking spaces consisting of 363 surface parking spaces, 41 parking spaces on the lower level of the central plant (the hospital basement would be converted from parking to non-habitable support service uses and the central plant would be converted to standard parking in Phase 3), 100 spaces in the outpatient clinic, 2,700 parking spaces in the parking structures, and 200 parking spaces in the student parking structure.

#### Development Standards

The proposed Project has been reviewed in accordance with the City's General Plan, the development standards of Title 22 (Land Development) and Title 23 (Zoning) of the EGMC, and the Elk Grove Design Guidelines. Staff has determined that the Project is consistent with those standards (see Table 5 below).

**Table 5 – Development Standards**

Development Standard	Required		Proposed		Complies
<b>Floor Area Ratio (FAR)</b>	2.0		1.69		Yes
<b>Building Setbacks</b>	BP Zone	Front: 25' Rear: 10' Side: 10' Street Side: 25'	Hospital	Front: >300' Rear: >100' Side: n/a Street Side: 49.05'	Yes
			Central Plant	Front: >300 Rear: 34.85' Side: n/a	
			Outpatient Clinic	Front: >300' Rear: n/a Side: 10' Street Side: 45.96'	
			Medical Office Building	Front: >300' Rear: n/a Side: n/a	

Development Standard	Required		Proposed		Complies
			Dormitory	Front: >300 Rear: 77.62' Side: n/a	
			Parking Garage 2/Retail	Front: 38.67 Rear: n/a Side: n/a	
			Student Parking Structure/ Sports Court	Front: 42.18' Rear: 74.96' Side: n/a	
	GC Zone	Front: 25' Rear: 0' Side: 0'	Parking Garage 1/Retail	Front: 25.36' Rear: n/a Side: 59.29'	
<b>Building Height Limit</b>	60' or as determined through the Design Review process		Hospital	259'-3"	Yes*
			Central Plant	46'	
<b>Parking</b>	2,849		3,404		Yes
<b>Landscaping</b>	Landscape coverage: 15%-20% Planter Width abutting street: 25' Parking lot shade: 50%		29% 25' minimum 53%		Yes

\*Discussed below

### Height

The Zoning Code height limit in the BP zone is 60 feet; however, as part of the design review process, the designated approving authority may allow the maximum height to be increased provided that the intensity of the development is consistent with the General Plan. Additionally, on-site improvements, including but not limited to architectural articulation, quality, and materials and landscaping, shall be provided to ensure compatibility with the surrounding context and character of the project site, as determined by the approving authority. The Project's intensity of development as measured by Floor Area Ratio (FAR) is 1.69 which is less than the maximum 2.0 FAR allowed in the Employment Center land use designation and BP zoning district. Additionally, as described in the site layout and architecture discussions in the staff report, the Project's architecture, materials, and landscaping are compatible with the character of the Project site and the adjacent development.

### Landscaping

Landscape improvements during Phase 1 would include installation of hardscape and softscape features. Monuments with directional signals, flowering shrubs, and accent lighting would be installed at the Project site gateway along West Taron Drive. Pedestrian-scale lighting that would consist of pole mounted and ground light fixtures and columnar trees would be provided along the campus arrival spine. Parking lots would be 50 percent shaded with canopy shade trees.

Building gateways would include seating elements, wayfinding signage, pedestrian-scale lighting, and flowering trees and shrubs. The quad on the west side of the campus would include a fully accessible amphitheater with a canopy-covered stage, formal and casual seating, and lawn terraces; Wi-Fi-ready outdoor rooms with casual seating and low-scale lighting; rainwater gardens; and a promenade designed for emergency vehicle access with wayfinding signage, casual seating, and pedestrian-scale lighting. The campus edge would include evergreen screen trees and shrubs.

Along West Taron Drive, the streetscape would retain some existing trees, include new street trees, and include evergreen screen shrubs and ground cover. The Project is anticipated to result in the removal of 292 trees. There are eight trees that would meet the definition of "Trees of Local Importance" under Chapter 19.12 of the EGMC. These trees are proposed to be preserved and incorporated into the Phase 2 improvements. A total of 313 new trees would be planted over the three phases of construction. Landscape irrigation would also comply with the Chapter 14.10 (Water Efficient Landscape Requirements) of the EGMC.

### Transportation Improvements

In addition to the above EGMC requirements, the Project is required to demonstrate consistency with roadway performance targets for operations of roadway segments and intersections under General Plan Policy MOB 1-3. The Project has been conditioned to construct the following improvements based on the traffic operations analysis completed for the Project:

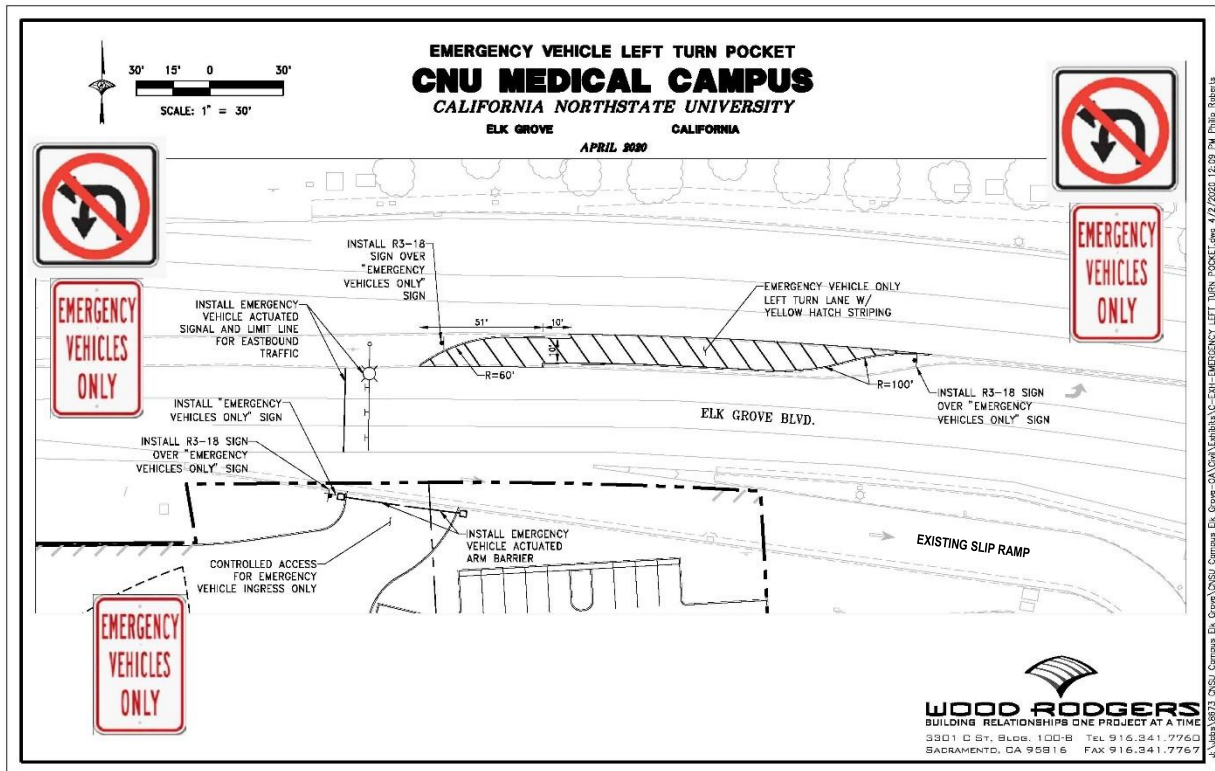
- ▶ West Taron Drive/Riparian Drive intersection: signalize intersection and provide two eastbound left-turn lanes coming out of the main access of the Project. The signal will need to be installed at Phase 1 while the left-turn lanes will be required at buildout;
- ▶ Elk Grove Boulevard/I-5 northbound off-ramp intersection: signalize intersection at Project buildout;
- ▶ Elk Grove Boulevard/West Taron Drive/Harbour Point Drive intersection: modify p.m. peak hour traffic signal cycle length to 120 seconds at Project buildout;
- ▶ Elk Grove Boulevard/Franklin Boulevard intersection: provide three northbound left-turn lanes by converting inside southbound travel lane to develop the third northbound left-turn lane, which will require restriping the southbound travel lanes (north of Elk Grove Boulevard through the intersection). The General Plan Update (February 2019) included the reduction of the travel lanes on Franklin Boulevard from 6 to 4 lanes. This will require striping adjustments on the eastbound approach to accommodate the third northbound left-turn lane. These improvements will be required at Project buildout; and
- ▶ West Taron Drive/Shell gas station driveway intersection: modify on-site design to provide a southbound right-turn pocket at Project buildout.
- ▶ Restripe West Taron Drive from Ruddy Duck Way to Riparian Drive to include a center, two-way left-turn lane. Improvements shall also include, but not be limited to, resurfacing the road using micro surfacing prior to restriping and replacing all non-standard curb ramps in accordance with the City's Standards and to the satisfaction of the City.

These roadway improvements would occur within the existing paved right-of-way as well as on the Project site.

### Emergency Left-Turn Pocket on Elk Grove Boulevard

The Project proposes to construct a new left-turn pocket on Elk Grove Boulevard for emergency vehicle use (i.e., ambulances, police, and fire vehicles). The proposed new, left-turn pocket is located on the northern boundary of the Project site adjacent to the existing slip ramp and west of the intersection with West Taron Drive (see Figure 8).

**Figure 8. Emergency Access**



The left-turn pocket paving would be marked, and signage would be provided that identifies that the turn lane is for emergency vehicles only. An emergency traffic signal would be installed to control eastbound traffic on Elk Grove Boulevard that would be triggered by emergency vehicles that are using the turn lane. The entrance to the Project access would be controlled with an arm barrier that could only be operated by emergency vehicle personnel and maintained by the hospital.

### Other Infrastructure Improvements

#### *Drainage and Water Quality*

The existing site is largely developed with existing storm drain and water quality infrastructure in place. CNU is proposing to install low-impact development bioretention planters with underdrains and rain gardens in landscaped areas on the Project site to provide treatment benefits while reducing the volume of runoff that must be treated before discharge from the site. In addition, treatment vaults would be installed at storm water discharge locations to treat residual runoff and address trash capture requirements. The existing City storm drain facilities would continue to serve the Project. New water quality features would employ best management practices designed and

installed to comply with the latest version of the Stormwater Quality Design Manual for the Sacramento Region.

#### *Wastewater Service*

The Sacramento Area Sewer District (SASD) serves the site through a series of wastewater collection pipelines. To accommodate full buildout of the Project, off-site wastewater pipeline improvements would be required. These improvements would be implemented during Phase 1 of the Project and would include upsizing the pipeline along Riparian Drive between West Taron Drive and East Taron Drive. This pipeline would be upsized from 8 inches to 10 inches in diameter between West Taron Drive and Stonelake Club Drive, from 10 inches to 12 inches in diameter between Stonelake Club Drive and Club Park Drive, and from 15 inches to 18 inches in diameter between Club Park Drive and East Taron Drive.

#### *Recycled Water Service*

Recycled water service to the Project site is currently not available. However, the Project is proposing to include recycled water infrastructure throughout the site to facilitate connection in the future. When this service becomes available, CNU proposes to use recycled water for landscape irrigation and other allowable uses.

#### *Electrical Service*

The Sacramento Municipal Utility District (SMUD) provides electricity to the Project site from existing underground 12-kilovolt (kV) facilities that would remain and are connected to SMUD's underground 12-kV facilities along Elk Grove Boulevard and West Taron Drive. Electrical service would be provided by SMUD and through the on-site generation of renewables, including a planned solar photovoltaic system. The Project would install solar photovoltaics on Project building roofs. Phase 1 would include solar installations on the existing CNU School of Medicine building, covering approximately 47,000 sq. ft. Phase 2 plans for solar installations on the out-patient clinic, medical office building, and Parking Garage 1, covering approximately 89,000 sq. ft. Phase 3 plans for solar installations on the dormitory and Parking Garage 2, covering approximately 56,600 sq. ft. The remaining electrical demand at Project buildout is planned to be met with 100-percent renewable energy provided through SMUD's Greenergy program.

In addition to the upgrading of on-site electrical facilities, the Project would require SMUD to construct off-site improvements to its distribution improvements. These improvements would include a new 12-/69-kV transformer at the existing SMUD substation located southeast of the Elk Grove Boulevard/Franklin Boulevard intersection, as well as upgrades to the underground 12-kV distribution system within the public utility easement along Franklin Boulevard, Elk Grove Boulevard, and West Taron Drive.

#### *Electric-Vehicle Charging Stations*

The Project would install 240-volt, Level 2 electric vehicle (EV) charging stations as part of each phase. Upon completion of the proposed Project, the site would include a total of 84 EV charging stations serving 166 parking spaces throughout the Project site.

#### *Construction Timing*

Construction of all three phases of the proposed Project is anticipated to be completed within a period of 9–10 years as provided by the Applicant. Timing of Project site buildout would ultimately be based on economic and market conditions. Construction would generally occur five days per week (Monday through Friday), up to 11 hours per day. The sixth and seventh days of the week

(Saturday and Sunday) would be used if and as necessary to maintain the Project construction schedule as approved by the City.

The Project has requested the ability to conduct construction activities outside of the daytime construction hour limits of 7:00 a.m. to 7:00 p.m. pursuant to Section 6.32.100 of the EGMC and the City's Construction Specifications Manual for the following activities:

- utility work;
- off-site infrastructure improvements associated with wastewater facilities and potentially electric distribution improvements;
- construction stocking and loading for next day's shift;
- overnight hospital building slab concrete pour;
- other building concrete pours; and
- excavation and hauling of materials

Approval of these after hour construction activities will be considered by the City on a case-by-case basis and will require the submittal of a written request to the City's Development Services Department, consistent with Section 7-8.02 of the City of Elk Grove Construction Specifications Manual.

### Architecture

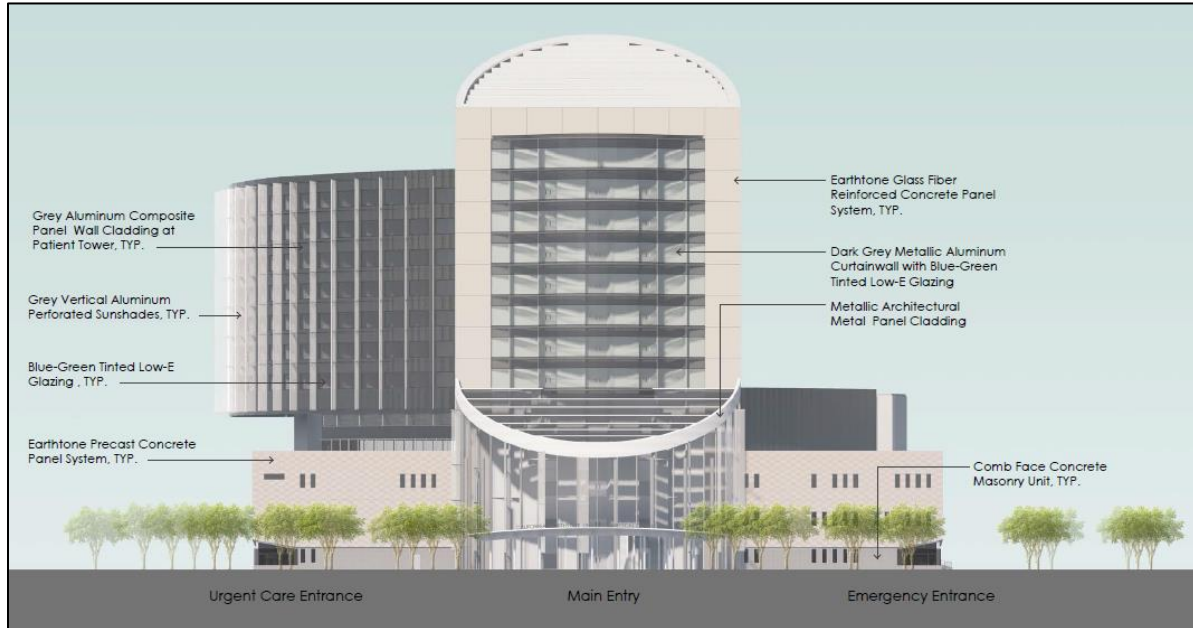
The Project includes Major Design Review for the Phase 1 buildings, which include the hospital and central plant buildings. Phase 2 and 3 buildings must be consistent with the approved District Development Plan but would be considered for Major Design Review approval at a later date.

The Elk Grove Design Guidelines establishes criteria for residential and nonresidential development to achieve a product of high-quality design that is compatible with the character of the surrounding area. The Project is required to incorporate a variety of design treatments for the purposes of ensuring the development is compatible with the surrounding area and is integrated into the built environment. The Project's design will minimize the visual impacts on the adjacent community, and the modern design theme is consistent with the Elk Grove Design Guidelines.

The City's design standards encourage the use of varying roof lines, façade details, roof line details, use of a variety of building materials, articulation, plane breaks, and defined entrances and edges for the purpose of creating visual interest. The proposed hospital and central plant buildings include design elements, such as number of parapets, a varying roofline, and clearly defined section breaks with glass windows and doors along the exterior walls on all four elevations to make the buildings appear at a more human scale (see Figure 9).

The main entrance to the hospital incorporates a large entry feature to define the entrance and provide shelter from the elements during patient drop off. Building facades will be treated with a variety of materials including grey aluminum composite panel wall cladding, grey perforated sunshades, dark grey metallic aluminum curtain wall, earthtone glass fiber reinforced concrete panels, and earthtone concrete panels and concrete masonry units (CMU). Colors include a mix of light gray, dark gray, and earthtones. Landscape planters are proposed along the building's exterior to help break up the mass of the walls on all sides of the building.

**Figure 9: Proposed Hospital Elevations**



*South Elevation*

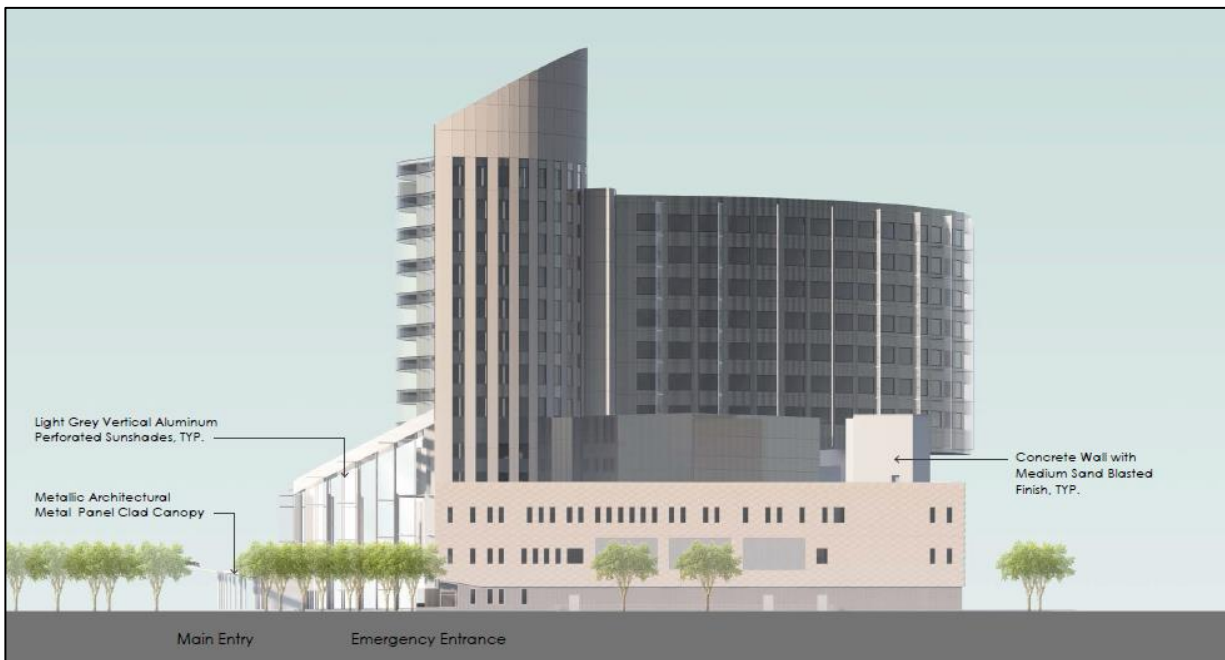


*West Elevation*





*North Elevation*



*East Elevation*

### **Conditional Use Permit**

Pursuant to EGMC Section 23.16.070, a conditional use permit (CUP) shall be granted only when the approving authority determines that the proposed use or activity complies with both of the following: (1) the proposed use is consistent with the General Plan and all applicable provisions of this title; and (2) the establishment, maintenance or operation of the use applied for will not, under

the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such use, or the general welfare of the City. The purpose of a CUP is to allow for the individual review of uses that are authorized by the General Plan but might have project-specific site development features or operating characteristics that need to be evaluated to ensure compatibility with surrounding areas and uses.

The Project includes a request for a CUP in order to: 1) allow for a hospital in the BP zone; (2) establish a helistop associated with the hospital; and (3) allow for the expansion of the existing medical school.

### Hospital

Pursuant to EGMC Table 23.27-1, "Medical Services – Hospitals" require approval of a CUP in the BP zone. EGMC Title 23 defines "hospital" as follows:

**Medical Services – Hospitals.** Hospitals and similar facilities engaged primarily in providing diagnostic services, and extensive medical treatment, including surgical and other hospital services. These establishments have an organized medical staff, inpatient beds, and equipment and facilities to provide complete health care. May include on-site accessory clinics and laboratories, accessory retail uses and emergency heliports.

The hospital building is proposed to be located in the northern portion of the Project site, adjacent to Interstate 5 (I-5). The hospital would be designed and equipped to operate as a Level II Trauma Center to accommodate a possible future designation by Sacramento County based on distribution of emergency services and facility capability. The hospital building has substantial setbacks from residential property in the vicinity of the Project site. In addition, the proposed medical office building, outpatient clinic, and parking structures, located south and east of the hospital, will provide additional buffers to the adjacent land uses.

### Helistop

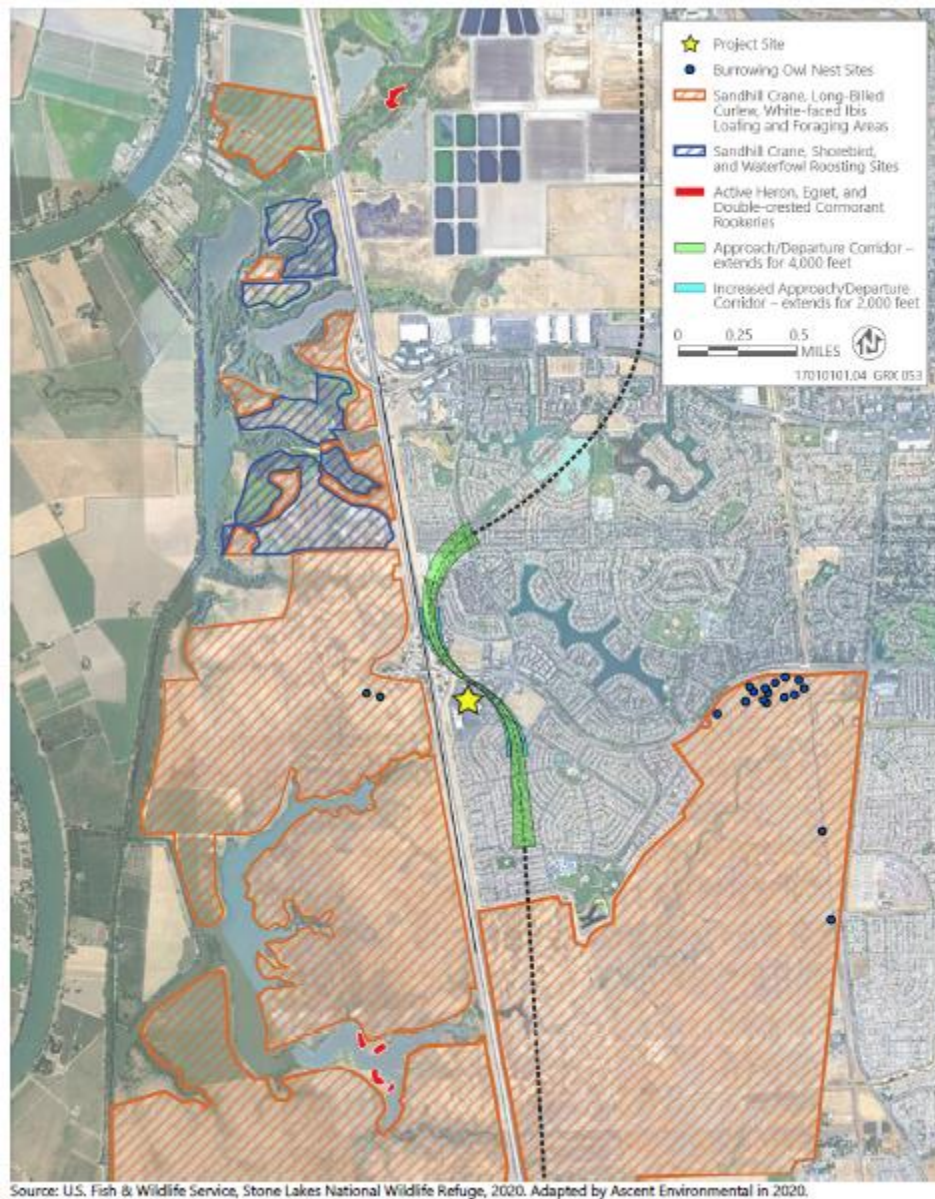
A helicopter landing site (helistop) would be constructed on the roof of the eastern patient-bed wing of the hospital tower. It would serve only to transfer patients and medical staff from one site to another; it would not serve as a permanent base for air ambulance vehicles, and no fueling, service, long-term parking, or storage of helicopters or related equipment would occur at the Project site. It is anticipated that at full buildout, the Project will include 1.5 helicopter trips per week and 78 helicopter trips per year.

The design of the helistop and the flight paths to and from the Project site are regulated by the Federal Aviation Administration (FAA). The proposed helistop would be designed to accommodate aircraft similar to the Airbus H135 helicopter model. Anticipated flight paths are shown in the Final EIR, although helicopters may fly alternative routes under certain weather conditions or in the case of a life-threatening emergency. The hospital and helistop would be lighted in accordance with FAA requirements, including, but not limited to, obstruction lighting, landing pad perimeter lighting, and other related lighting. Helicopters would use typical running lights, which would include red and green right-of-way lights on the sides of the aircraft and a strobe light to indicate the helicopter's position in low-visibility conditions.

The primary impact from the helistop operation would be noise created by the helicopter. The effects of helicopter noise on the surrounding community were evaluated in the Helicopter Noise

Report prepared for the Project and an evaluation of the Project's noise impacts is found in Section 3.11, "Noise," of the Draft EIR and in Section 2.2.2 of the Final EIR. In response to several comments on the DEIR expressing concern about the impacts on birds from the helicopter flight path adjacent to the Stone Lakes National Wildlife Refuge (SLNWR) along the I-5 corridor, the Project Applicant has agreed to a new helicopter flight path that is reflected in the Final EIR to avoid the portion of the SLNWR west of I-5. This new flight path would take the helicopter east of I-5 flying over the Laguna West-Lakeside community to the northeast when departing to points north of the hospital (see Figure 10).

**Figure 10. Update Helicopter Flight Path**



Helicopter noise impacts on residents were evaluated in the Draft EIR using single-event noise exposure level (SENEL) metrics to determine whether significant impacts would occur. The helicopter-generated SENEL metric is useful for predicting the probability of sleep disturbance to residents. This analysis applies a threshold of 65-decibel (dB) SENEL at the interior of residences because exposure of residents to a 65-dB SENEL would result in less than a five percent (5%) probability of sleep disturbance. Given the exterior-to-interior noise level reduction of 24 dB provided by buildings with their windows closed, an interior SENEL of 65 dB is equivalent to an exterior SENEL of 89 dB. This threshold is more conservative than a 95 dB SENEL, which the helicopter noise report identifies as the level that would result in 10 percent (10%) of the exposed population being potentially awakened.

The updated helicopter noise analysis indicates that the 89 dB SENEL contour would not extend as far as any residential land uses, similar to the Draft EIR impact conclusion. This means no residences would be exposed to interior SENELs that exceed the threshold of 65 dB, and no significant helicopter noise impacts are expected from use of the modified flight path. Therefore, it is anticipated that the helistop will have a minimal impact on surrounding land uses.

#### Expansion of the Medical School

Phase 3 of the Project includes the construction of a 120,000 sq. ft., five-story dormitory directly adjacent to the existing School of Medicine building that would include 150 units capable of housing approximately 300 students on four floors, and 24,000 sq. ft. for office space for administration support services. The first floor of the dormitory building would be physically connected to the existing School of Medicine. The construction of the proposed dormitory would all expand the existing use on the Project site of "Schools – Colleges and Universities – Private," which is discussed below in the Conditional Use Permit Section.

Staff believes that the proposed Project is compatible with the surrounding land uses, including the adjacent commercial development and single-family residential to the south and east. The hospital building and associated helistop are proposed to be located in the westernmost portion of the Project site, adjacent to I-5. The hospital building and helistop have substantial setbacks from residential property in the vicinity of the Project site. In addition, the proposed medical office building, outpatient clinic, and parking structures located to the south and east of the hospital will provide additional buffers to the adjacent land uses. The Project is consistent with all applicable provisions of Titles 22 and 23. Additionally, the proposed uses are consistent with the proposed General Plan land use designation for the site of Employment Center. The draft Conditions of Approval as well as the Mitigation Measures identified in the EIR would reduce any potential noise impacts to a less than significant level. As such, the Project will not be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the area or the general welfare of the City.

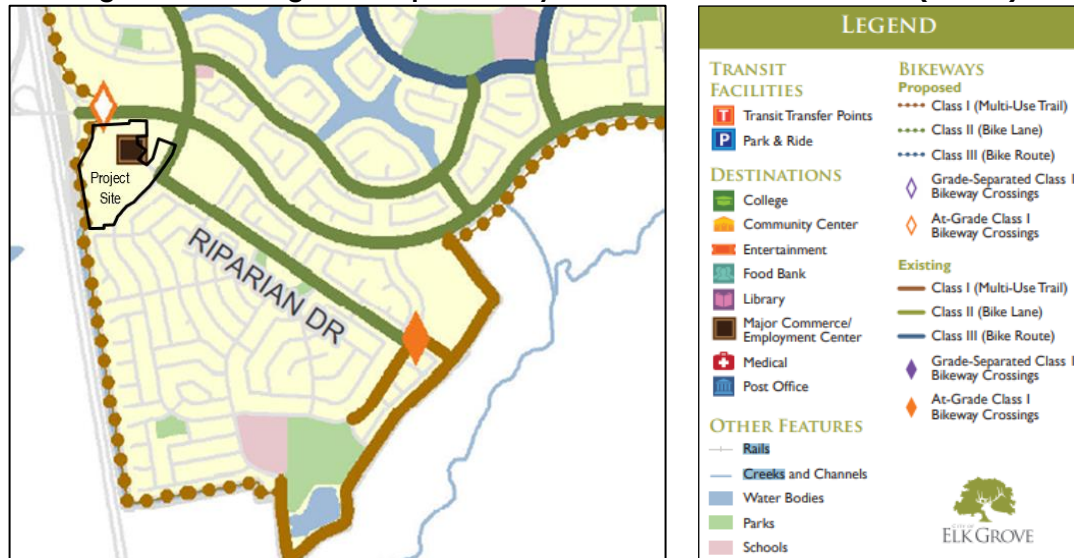
#### **Uniform Sign Program**

The Uniform Sign Program (USP) will establish the overall standards for signage of all types for the Project. The USP is intended to integrate a project's signs with the architectural design of the building to achieve a unified visual statement. The USP is included in full as Exhibit B to the Resolution.

### City of Elk Grove Bicycle, Pedestrian, and Trails Master Plan

As depicted in Figure 5.1 of the City of Elk Grove's Bicycle, Pedestrian, and Trails Master Plan (BPTMP), a proposed Class 1 multi-use trail is depicted on the levee on the western boundary of the City, immediately west of the Project site within City-owned property (see Figure 11). Additionally, the BPTMP includes a proposed at-grade separated Class I Bikeway Crossing to connect the future multi-use trail north and south of Elk Grove Boulevard.

**Figure 11. Existing and Proposed Bicycle and Pedestrian Network (BPTMP)**



The Project proposal includes a request to adjust this alignment as discussed below. As such, the Project requires City Council approval of an amendment to the City's BPTMP to modify the Class 1 multi-purpose trail alignment.

The Project was presented to the Trails Committee on June 20, 2019. The Trails Committee had the following recommendations:

- Pave and extend the unimproved portion of the trail from Elk Grove Boulevard/West Taron Drive intersection to Nottoli Park;
- Increase the number of trail access points to the Project site;
- Install secure bicycle parking;
- Rework the circulations for bicyclists and pedestrians on the Project site; and
- Hold a community workshop to discuss trails and circulation.

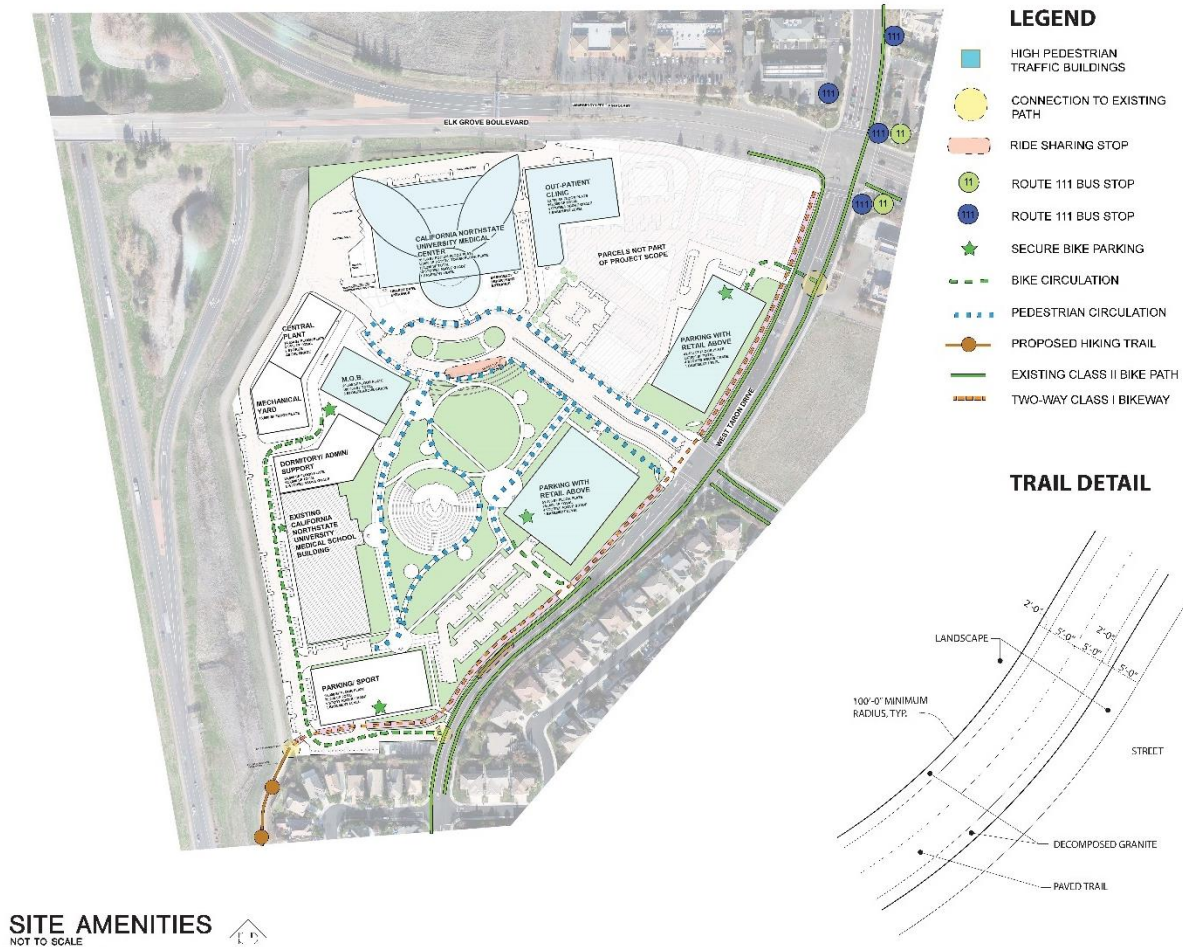
In response, the Applicant revised the Project to address the majority of the Trails Committee's comments, such as increasing the number of trail access points, installing secure bicycle parking, and reworking pedestrian and bicycle circulation. Due to the location of the proposed emergency access driveway from Elk Grove Boulevard at the north of the site, as well as the existing slip ramp, the Applicant determined that a multi-purpose trail would not be feasible at that location. The Project will instead construct a Class I multipurpose trail along the eastern border of the Project site from the southwest corner of Elk Grove Boulevard and West Taron Drive to the southwest corner of the Project site during Phases 2 and 3. This trail would be 14 feet wide, including a 10-foot-wide, two-lane section of pavement with 2-foot-wide decomposed granite shoulders on



each side. The trail would be separated from the roadway by a minimum 5-foot-wide vegetated strip and from the Project site by a minimum 3-foot-wide vegetated strip (see Figure 12).

By the time the Applicant addressed the majority of the Trails Committee's comments, the governor's stay-at-home order was in place due to the COVID-19 pandemic, which presented a challenge in holding effective, in-person community workshops. In addition, since the June 20, 2019 Trails Committee meeting was a public hearing which was well publicized through the City's website, email alerts, and social media, it provided adequate notice and opportunity for the public to attend and comment on the item. The Trails Committee's recommendations were well documented from this meeting. Due to the reasons stated above, staff determined that holding a community outreach meeting to discuss trails and circulation was neither necessary nor practical.

**Figure 12. Site Amenities and Trail Detail**



At final buildout, the Project site will include the Class I multipurpose trail along the eastern border of the Project site adjacent to West Taron Drive with connections to West Taron Drive; secure bicycle parking areas in at least four locations throughout the Project site; and pedestrian walkways throughout the site connecting the site to adjacent neighborhoods and recreational facilities and Class II bike lanes on Elk Grove Boulevard, West Taron Drive, and Riparian Drive.

## **Abandonment**

The Project includes a Finding of Consistency with the City's General Plan for the abandonment of West Taron Court by the City. State law (Government Code Section 65402(a)) requires the City planning agency to review abandonments for conformity with the General Plan and render a report. The attached resolution shall serve as that report. Pursuant to EGMC 23.10.030, the City Council is responsible for making determinations on consistency with the General Plan of proposed real property acquisitions or disposals as provided in Section 65402 of the California Government Code. Therefore, the Planning Commission is the recommending body for this determination.

Staff finds that the proposed abandonment is consistent with the goals and policies of the City's General Plan. West Taron Court is a public street and does have a land use designation identified in the General Plan. The Project proposes to amend the General Plan land use designations surrounding the West Taron Court to Employment Center and Community Commercial. The abandonment of West Taron Court, a public cul-de-sac, will allow for the development of the Project as proposed. The proposed abandonment is consistent with General Plan Policy ED-2-2, which encourages the City to maximize the use of nonresidential land for employment-generating and revenue-generating uses as well as Policy ED-1-5 to support existing and prospective businesses that contribute to meeting Elk Grove's strategic economic goals and facilitate their relocation and expansion as appropriate.

## **Execution of Police Services Agreement**

The City and CNU propose to enter into an agreement for funding of dedicated City law enforcement services for the Project that would include police presence and on-site patrol to augment CNU security staff. This would consist of the dedication of two police officers to the Project site for a total of 80 hours per week. An additional two police officers may be added at the completion of Phase 2 of the Project based on an evaluation of call for services during Phase 1. Attachment 2 includes the proposed agreement.

## **Project Certification under Jobs and Economic Improvement through Environmental Leadership Act**

In September 2011, Governor Brown signed the Jobs and Economic Improvement Through Environmental Leadership Act (also known as AB 900), which created PRC Chapter 6.5 under Division 13 of the PRC (CEQA). PRC Chapter 6.5 required the governor to establish procedures for applying for streamlined environmental review under the California Environmental Quality Act (CEQA) for projects that meet certain requirements. The Project is considered a leadership project under PRC Section 21180(b)(1) because it meets the following conditions:

A residential, retail, commercial, sports, cultural, entertainment, or recreational use project that is certified as LEED [Leadership in Energy and Environmental Design] gold or better by the United States Green Building Council and, where applicable, that achieves a 15-percent greater standard for transportation efficiency than for comparable projects. These projects must be located on an infill site. For a project that is within a metropolitan planning organization for which a sustainable communities strategy or alternative planning strategy is in effect, the infill project shall be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of

Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

Applications are required to comply with the Governor's Guidelines for Streamlining Judicial Review under CEQA (Governor's Guidelines), provided on the Governor's Office of Planning and Research website and updated in January 2018 to comply with Senate Bill 734 (2016) and AB 246 (2017). Projects must demonstrate that they satisfy the statutory requirements for CEQA streamlining, as further set forth in the Governor's Guidelines, pursuant to PRC Section 21187 et seq.

CNU submitted an application for the Project to the governor for certification that was subject to public review from September 24, 2019, through December 30, 2020. On December 17, 2019, the California Air Resources Board issued Executive Order G-19-159, which determined that the Project would not result in any new additional GHG emissions pursuant to PRC Section 21183(c). The governor certified the Project as an eligible project under AB 900 on December 30, 2019 and forwarded this determination to the Joint Legislative Budget Committee for consideration pursuant to PRC Section 21184(b)(2)(B). The Joint Legislative Budget Committee issued a concurrence letter on January 27, 2020.

CNU has made commitments to reduce the potential environmental effects of the proposed Project. They were made in support of its certification as an environmental leadership development project by governor as provided under PRC Section 21178.

AB 900 provides that if a lead agency fails to approve a project certified by the governor before January 1, 2021, the certification expires and is no longer valid. Because the Project was not approved by the City prior to January 1, 2021, the Project's AB 900 certification has expired. However, the City continues to comply with the requirements in case the leadership act is reenacted by the legislature prior to final approval of the Project.

### **Letters from Commenting Agencies**

The Project was circulated to various City, County, and State agencies for review. Comments from agencies have either been addressed through modifications to the design of the Project or have been included as draft conditions of approval in Attachment 1. All correspondence is available on the City's website as part of the administrative record for the Project and can be viewed here: [http://www.elkgrovecity.org/city\\_hall/departments\\_divisions/planning/current\\_development\\_projects/california\\_northstate\\_university\\_hospital/documents\\_visuals](http://www.elkgrovecity.org/city_hall/departments_divisions/planning/current_development_projects/california_northstate_university_hospital/documents_visuals).

### **Environmental Analysis**

The proposed Project is a project under Section 15378 of the State California Environmental Quality Act (CEQA) Guidelines. The Planning Department prepared an Environmental Impact Report (EIR) for the Project to identify whether or not any significant environmental impacts may result from the proposed Project. The EIR is comprised of a Draft EIR (Draft EIR) and Final EIR (Final EIR) as described herein.

The City prepared a Notice of Preparation (NOP) and distributed it on May 29, 2019, to responsible agencies, interested parties, and organizations, as well as private organizations and individuals that may have an interest in the Project. A scoping meeting for the Project was held on Monday,



June 24, 2019, in Council Chambers. The purpose of the NOP and the scoping meeting was to provide notification that an EIR for the Project was being prepared and to solicit input on the scope and content of the environmental document.

The Draft EIR includes an evaluation of the following 15 environmental issue areas, as well as other CEQA-mandated issues (e.g., cumulative impacts, growth-inducing impacts, significant irreversible environmental changes, significant unavoidable impacts, and alternatives):

- Aesthetics;
- Air Quality;
- Biological Resources;
- Cultural and Tribal Cultural Resources;
- Energy;
- Geology and Soils;
- Greenhouse Gas Emissions and Climate Change;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Noise and Vibration;
- Population, Employment, and Housing;
- Public Services;
- Transportation; and
- Utilities and Service Systems.

On August 14, 2020, the Draft EIR was released for the initial 45-day public review and comment period. It was submitted to the State Clearinghouse for distribution to reviewing agencies and posted on the City's website. Consistent with Executive Order N-29-20, issued on March 17, 2020, and Executive Order N-35-20, issued on March 21, 2020, a public meeting was held on September 16, 2020, via the Zoom Video Conferencing Application to receive input from agencies and the public on the Draft EIR. The initial 45-day comment period was due to end on September 28, 2020 but was extended by the City an additional 15 days to October 13, 2020, to provide the public more time to submit their comments.

Conclusions to the potential impacts are classified as either less than significant, less than significant after incorporation of mitigation measures, or significant and unavoidable. Significant and unavoidable impacts do not limit the City's ability to approve a project. Rather, given CEQA's role in providing disclosure of potential impacts, the City may approve a project with significant impacts that cannot be mitigated to a less than significant level. CEQA Guidelines Section 15093 states that "CEQA requires the [City] to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.' When the [City] approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the [City] shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record." A statement of overriding considerations is necessary to approve the Project.

The Draft EIR identified the following significant and unavoidable impacts related to the Project:

- Impact 3.1-1: Substantially Degrade the Existing Visual Character
- Impact 3.1-3: Create a New Source of Substantial Light or Glare That Would Adversely Affect Day or Nighttime Views

- Impact 3.2-3: Result in a Net Increase in Long-Term Operational Criteria Air Pollutant and Precursor Emissions That Exceed Sacramento Metropolitan Air Quality Management District (SMAQMD)-Recommended Thresholds
- Impact 3.11-1: Create Construction-Generated Noise
- Impact 3.11-4: Create Ambulance Siren Noise
- Impact 3.15-1: Environmental Impacts from Expansion of Infrastructure
- Impact 4-1: Contribute to Cumulative Visual Character Impacts
- Impact 4-2: Contribute to Cumulative Light and Glare Impacts
- Impact 4-5: Contribute to Cumulative Long-Term Operational Criteria Air Pollutant or Precursor Emissions
- Impact 4-16: Contribute to Cumulative Groundwater Impacts
- Impact 4-18: Contribute to Cumulative Construction Noise Impacts
- Impact 4-27: Contribute to Cumulative Water Supply Impacts
- Impact 4-28: Contribute to Cumulative Impacts for Wastewater Services

Comments were received from agencies, organizations, and individuals on the content of the Draft EIR. Responses to these comments have been prepared and are included in the Final EIR (FEIR). FEIR Chapter 3, "Responses to Comments," identifies these commenting parties, identifies their respective comments, and presents responses to these comments. None of the comments received, or the responses provided, constitute "significant new information" by CEQA standards (State CEQA Guidelines CCR Section 15088.5).

In conjunction with the Final EIR, the City has prepared a Mitigation Monitoring and Reporting Program ("MMRP"), as required by CEQA. The MMRP includes: (a) all significant or potentially significant impacts, level of significance without mitigation, proposed mitigation measures and the resulting level of significance. Included with each mitigation measure is a specification for timing/implementation and enforcement/monitoring responsibility.

The EIR identified impacts that could not be mitigated to a less than significant level. Findings of Fact and a Statement of Overriding Considerations have been prepared as required by CEQA.

### **Recommended Motion**

Should the Planning Commission agree with staff's recommendation, the following motion is suggested:

*"I move that the Planning Commission adopt a Resolution recommending that the City Council certify the Environmental Impact Report for the Project, making Findings of Fact and adopting a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program; and approving a General Plan Amendment; Zoning Amendment; Amendment to the Bicycle, Pedestrian, and Trails Master Plan; District Development Plan; Major Design Review; Conditional Use Permit; Finding of Consistency with the General Plan for the Abandonment of West Taron Court, Uniform Sign Program, and Execution of an Agreement for Police Services for the California Northstate University Medical Center Project (PLNG18-110) subject to the findings and conditions of approval included in the proposed Resolution."*

### **Attachments**

1. Planning Commission Draft Resolution  
Exhibit A – Project Description  
Exhibit B – Project Plans, including the Uniform Sign Program

Exhibit C – Draft EIR (available at:

[https://www.elkgrovecity.org/city\\_hall/departments\\_divisions/planning/current\\_development\\_projects/california\\_northstate\\_university\\_hospital/documents\\_visuals](https://www.elkgrovecity.org/city_hall/departments_divisions/planning/current_development_projects/california_northstate_university_hospital/documents_visuals))

Exhibit D – Final EIR (available at:

[https://www.elkgrovecity.org/city\\_hall/departments\\_divisions/planning/current\\_development\\_projects/california\\_northstate\\_university\\_hospital/documents\\_visuals](https://www.elkgrovecity.org/city_hall/departments_divisions/planning/current_development_projects/california_northstate_university_hospital/documents_visuals))

Exhibit E – Findings of Fact and Statement of Overriding Considerations

Exhibit F – Mitigation Monitoring and Reporting Program

Exhibit G –Draft Conditions of Approval

2. Draft Police Services Agreement

# **ATTACHMENT 1**

## **RESOLUTION NO. 2021-XX FEBRUARY 18, 2021**

**A RESOLUTION OF THE CITY OF ELK GROVE PLANNING COMMISSION  
RECOMMENDING THAT THE CITY COUNCIL CERTIFY THE ENVIRONMENTAL  
IMPACT REPORT PREPARED FOR THE PROJECT, MAKE FINDINGS OF FACT  
AND ADOPT A STATEMENT OF OVERRIDING CONSIDERATIONS AND  
MITIGATION MONITORING AND REPORTING PROGRAM;  
AND APPROVE A GENERAL PLAN AMENDMENT (TEXT AND MAP), ZONING  
AMENDMENT (TEXT AND MAP), AMENDMENT TO THE CITY'S BICYCLE,  
TRAILS, AND PEDESTRIAN MASTER PLAN, DISTRICT DEVELOPMENT PLAN  
DESIGN REVIEW, MAJOR DESIGN REVIEW, CONDITIONAL USE PERMIT,  
UNIFORM SIGN PROGRAM, FINDING OF CONSISTENCY WITH THE GENERAL  
PLAN FOR THE ABANDONMENT OF WEST TARON COURT, AND EXECUTION  
OF AN AGREEMENT FOR ELK GROVE POLICE DEPARTMENT SERVICES  
FOR THE**

**CALIFORNIA NORTHSTATE UNIVERSITY MEDICAL CENTER  
PROJECT NO. PLNG18-110  
SOUTHWEST CORNER OF THE INTERSECTION OF ELK GROVE BOULEVARD  
AND WEST TARON DRIVE  
APNS: 132-2480-001, -002, -003, -004, -005, -007, -008, -010, -011; 132-  
2160-001, -002; AND 132-0460-076**

**WHEREAS**, the Development Services Department of the City of Elk Grove (the "City") received an application on January 15, 2019, from Fong & Chan Architects, Inc. (the "Applicant") requesting approval of a General Plan Amendment (text and map); Zoning Amendment (text and map); Amendment to the City's Bicycle, Trails, and Pedestrian Master Plan; District Development Plan Design Review; Major Design Review; Conditional Use Permit; Uniform Sign Program; Finding of Consistency with an Abandonment; and Execution of an Agreement for Elk Grove Police Department services for the California Northstate University Medical Center Project (the "Project"); and

**WHEREAS**, the proposed Project is located on real property in the incorporated portions of the City more particularly described as APNs: 132-2480-001, -002, -003, -004, -005, -007, -008, -010, -011; 132-2160-001, -002; and 132-0460-076; and

**WHEREAS**, the Project qualifies as a project under the California Environmental Quality Act (CEQA), Public Resource Code §§21000 et seq. and an Environmental Impact Report (EIR) was prepared to evaluate the potential environmental effects of the Project; and

**WHEREAS**, a Notice of Preparation was released for public and agency review and comment on May 29, 2019, for the Project, with the public review period starting May 29, 2019, and ending on June 27, 2019, and a public scoping meeting to receive

comments on topics and issues which were evaluated in the Draft EIR was held by the City on June 24, 2019; and

**WHEREAS**, upon receipt of the Notice of Preparation, the State Clearinghouse issued State Clearinghouse Number SCH#2019050019 for the Project; and

**WHEREAS**, the City distributed a Notice of Availability for the Draft EIR on August 14, 2020, which started a public review period, ending on September 28, 2020; and

**WHEREAS**, the Notice of Completion for the Draft EIR was also submitted to the State Clearinghouse for state agency review with Public Review Period starting August 14, 2020, and ending on September 28, 2020; and

**WHEREAS**, the City distributed a revised Notice of Availability and Notice of Completion for the Draft EIR on September 25, 2020, which extended the public review period by an additional 15 days to October 13, 2020; and

**WHEREAS**, the City held a public meeting on September 16, 2020, to receive public comments on the Draft EIR and those comments were received and considered in the Final EIR; and

**WHEREAS**, the Draft EIR identified several significant and unavoidable environmental impacts of the Project; therefore, approval of the Project requires the adoption of a Statement of Overriding Considerations by the City Council; and

**WHEREAS**, the Draft EIR identified several potentially significant impacts that will be reduced to insignificant with specific mitigation measures; therefore, approval of the Project will require adoption of mitigation findings and a Mitigation Monitoring and Reporting Program (MMRP); and

**WHEREAS**, a Final EIR has been prepared, identifying the comments to the Draft EIR and the response to these comments, and modifications to the Project and the associated environmental evaluation as a result of the public comments on the Project; and

**WHEREAS**, the Draft and Final EIR, including the response to the public comments, reflects the City's independent judgment and analysis; and

**WHEREAS**, the Planning Commission held a duly-noticed public hearing on February 18, 2021, as required by law to consider all of the information presented by staff and public testimony presented in writing and at the meeting;

**NOW, THEREFORE, BE IT RESOLVED**, that the Planning Commission of the City of Elk Grove has reviewed and considered the Draft and Final EIR (provided as Exhibits C and D, respectively and incorporated herein by this reference) and, based upon its review of these documents, the Planning Commission recommends that the City Council certify the EIR as complete, adequate, and in compliance with CEQA, and adopt

Findings Of Fact And Statement Of Overriding Considerations and a Mitigation Monitoring And Reporting Program (provided as Exhibits E and F respectively and incorporated herein by this reference), based upon the following finding:

## **CEQA**

Finding: The Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) and it reflects the independent judgment and analysis of the City.

Evidence: Pursuant to CEQA and the CEQA guidelines, City staff, in conjunction with its environmental consultant, prepared an Environmental Impact Report (EIR) for the Project. The City prepared a Notice of Preparation (NOP) and circulated it to public agencies and interested parties (including the general public) on May 29, 2019. The NOP provided an introduction to the Project. Comments on the scope of the EIR were requested by June 27, 2019, consistent with the requirements of the State CEQA Guidelines. Comments received on the NOP are included in the Draft EIR (Appendix A).

The EIR has identified the following environmental issue areas as having potentially significant environmental impacts from implementation of the Project:

- Aesthetics;
- Air Quality;
- Biological Resources;
- Cultural and Tribal Cultural Resources;
- Energy;
- Geology and Soils;
- Greenhouse Gas Emissions and Climate Change;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Noise and Vibration;
- Population, Employment, and Housing;
- Public Services;
- Transportation; and
- Utilities and Service Systems.

Conclusions to the potential impacts are classified as either less than significant, less than significant after incorporation of mitigation measures, or significant and unavoidable. Significant and unavoidable impacts do not limit the City's ability to approve a project. Rather, given CEQA's role in providing disclosure of potential impacts, the City may approve a project with significant impacts that cannot be mitigated to a less than significant level. CEQA Guidelines Section 15093 states that "CEQA requires the [City] to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide

or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.' When the [City] approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the [City] shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record." A statement of overriding considerations is necessary to approve the California Northstate University Medical Center Project.

A Notice of Availability for the Draft EIR was published on August 14, 2020. The Draft EIR was distributed to the State Clearinghouse (SCH No. 2019050019) and to other public agencies and interested parties. The initial 45-day public review period for the Draft EIR was from August 14, 2020 to September 28, 2020. The City distributed a revised Notice of Availability for the Draft EIR on September 25, 2020, which extended the public review period by an additional 15 days to October 13, 2020 for a total public review period of 60 days. The City conducted a public meeting on September 16, 2020 to provide an opportunity to receive comments on the Draft EIR.

Comments were received during the public review period in the form of comment letters, comments contained in email correspondence, oral comments at the public meeting, and comments posted to the City's website. Those comments were included in the Final EIR as well as responses to those comments.

In conjunction with the Final EIR, the City has prepared a Mitigation Monitoring and Reporting Program ("MMRP"), as required by CEQA. The MMRP includes: (a) all significant or potentially significant impacts, level of significance without mitigation, proposed mitigation measures and the resulting level of significance. Included with each mitigation measure is a specification for timing/implementation and enforcement/monitoring responsibility.

The EIR identified impacts that could not be mitigated to a less than significant level. Findings of Fact and a Statement of Overriding Considerations have been prepared as required by CEQA, as shown in Exhibit E.

**AND, BE IT FURTHER RESOLVED**, that the Planning Commission of the City of Elk Grove hereby recommends that the City Council approve the General Plan Amendment (text and map); Zoning Amendment (text and map); Amendment to the City's Bicycle, Trails, and Pedestrian Master Plan; District Development Plan Design Review; Major Design Review; Conditional Use Permit; Uniform Sign Project; Finding of Consistency with the General Plan for an Abandonment; and Execution of an Agreement for Elk Grove Police Department services for the California Northstate

University Medical Center Project (PLNG18-110) as described in Exhibit A and illustrated in Exhibit B, subject to the conditions of approval in Exhibit G (all incorporated herein by this reference), based upon the following findings:

### **General Plan Amendment (text and map)**

Finding: The proposed General Plan Amendment is of substantial benefit to the City.

Evidence: To accommodate the proposed land uses, the Applicant requests that the General Plan land use designation for six parcels on the Project site be changed from Community Commercial (CC) to Employment Center (EC) and for three parcels to be changed from Light Industrial (LI) to EC. Employment Center uses are generally characterized by office uses and professional services or research and development facilities, which may include limited supporting and ancillary retail services. Limited light industrial spaces are allowed, generally as accessory uses. Employment Centers may be located near residential areas with good transportation access. The proposed General Plan Amendment to Employment Center is appropriate at the Project site due to its proximity to residential land uses as well as its location along Elk Grove Boulevard at Interstate-5 (I-5). The Project proposes to keep Community Commercial uses along West Taron Drive. The proposed Project would provide an approximately 400-bed hospital, as well as an outpatient clinic and medical office building. This is intended to meet the following General Plan Policy: HTH-1-9: Promote development of one or more community hospitals. Since the Project site is located in the 200-year floodplain (0.5-percent chance of a flood occurring in any given year), the Project includes the following text revisions to General Plan Policy ER-2-3, which would allow construction of an essential health care facility in the 200-year floodplain. These text changes would align the policy with existing State law and would apply Citywide. The Project has been designed to meet an urban level of flood protection, consistent with EGMC Title 23 requirements. Additionally, the City's floodplain requirements are stricter than those required under the Government Code.

### **Zoning Amendment (text and map)**

Finding: The proposed zoning amendment (text or map) is consistent with the General Plan goals, policies, and implementation programs.

Evidence: A Rezone is necessary to accommodate the proposed Project. The Project includes a Rezone of nine parcels on the Project site from MP (Industrial-Office Park) and GC (General Commercial) to BP (Business Professional). The BP district is intended for low-to-medium intensity office development located along thoroughfares, arterials, or collectors or near existing/planned public transit stops. The proposed Rezone to BP is appropriate at this location and consistent with the General Plan land use designation of Employment Center due to its proximity to residential land uses as well as its location along Elk Grove Boulevard at I-5. The proposed Project would provide an approximately 400-bed hospital, as well as an outpatient clinic and medical office building. This is intended to meet the following General Plan Policy: HTH-1-9: Promote development of one or more community hospitals. The Project also includes



revisions to the Elk Grove Municipal Code (EGMC) Title 23 (Zoning), Section 23.42.040.D, which would allow construction of an essential health care facility in the 200-year floodplain. These text changes would align the policy with existing State law and would apply Citywide. The Project has been designed to meet an urban level of flood protection, consistent with EGMC Title 23 requirements. Additionally, the City's floodplain requirements are stricter than those required under the Government Code.

### **District Development Plan (DDP) and Major Design Review**

Finding #1: The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, specific plan provisions, special planning area provisions, Citywide and/or other applicable design guidelines, and improvement standards adopted by the City.

Evidence: The District Development Plan (DDP), and hospital and central plant buildings have been evaluated for consistency with all applicable zoning regulation and design standards. The overall site plan establishes building locations and orientations appropriate for the surrounding area. Primary access points are provided from West Taron Drive. Emergency only access is provided from Elk Grove Boulevard. The DDP includes a landscape plan and pedestrian amenities plan that provide aesthetic and accommodation benefits to the overall Project. Parking in excess of current EGMC requirements will be provided throughout the site. The Zoning Code height limit in the BP zone is 60 feet; however, as part of the design review process, the maximum height may be increased to a height as determined by the designated approving authority; provided, that the intensity of the development is consistent with the General Plan and on-site improvements, including but not limited to architectural articulation, quality, and materials and landscaping, are provided to ensure, as determined by the approval authority, compatible with the surrounding context and character of the project site. The Project's intensity of development as measured by floor area ratio (FAR) is 1.69 which is less than the maximum 2.0 FAR allowed in the Employment Center land use designation and BP zoning district. Additionally, as described in the site layout and architecture discussions in the staff report, the Project's architecture, materials, and landscaping are compatible with the character of the Project site and the adjacent development. The site is of an adequate size to house the proposed building square footages, provide landscaping, and parking necessary for the anticipated users. The proposed hospital and central plant buildings include design elements, such as number of parapets, a varying roofline, and clearly defined section breaks with glass windows and doors along the exterior walls on all four elevations to make the buildings appear at a more human scale. Landscape improvements during Phase 1 would include installation of hardscape and softscape features. The DDP and hospital and central plant buildings are consistent with the objectives of the General Plan, Elk Grove Design Guidelines, and EGMC.

Finding #2: The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.

Evidence: The Project is within the appropriate scale and intensity anticipated in the Employment Center and Community Commercial areas. The site is of an adequate size to house the proposed building square footages, provide landscaping, and parking necessary for the anticipated users. The proposed hospital and central plant buildings include design elements, such as number of parapets, a varying roofline, and clearly defined section breaks with glass windows and doors along the exterior walls on all four elevations to make the buildings appear at a more human scale. Landscape improvements during Phase 1 would include installation of hardscape and softscape features. Monuments with directional signals, flowering shrubs, and accent lighting would be installed at the Project site gateway along West Taron Drive. Pedestrian-scale lighting that would consist of pole mounted and ground light fixtures and columnar trees would be provided along the campus arrival spine. Parking lots would be 50 percent shaded with canopy shade trees. Building gateways would include seating elements, wayfinding signage, pedestrian-scale lighting, and flowering trees and shrubs. The quad on the west side of the campus would include a fully accessible amphitheater with a canopy-covered stage, formal and casual seating, and lawn terraces; WiFi-ready outdoor rooms with casual seating and low-scale lighting; rainwater gardens; and a promenade designed for emergency vehicle access with wayfinding signage, casual seating, and pedestrian-scale lighting. The campus edge would include evergreen screen trees and shrubs. The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.

Finding #3: The architecture, including the character, scale and quality of the design, relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing and similar elements establishes a clear design concept and is compatible with the character of buildings on adjoining and nearby properties.

Evidence: The Project has incorporated multiple design strategies to ensure the overall character of the area is enhanced upon Project construction. The proposed hospital and central plant buildings include design elements, such as a number of parapets, a varying roofline, and clearly defined section breaks with glass windows and doors along the exterior walls on all four elevations to make the buildings appear at a more human scale. Landscape improvements during Phase 1 would include installation of hardscape and softscape features. Monuments with directional signals, flowering shrubs, and accent lighting would be installed at the Project site gateway along West Taron Drive. Pedestrian-scale lighting that would consist of pole mounted and ground light fixtures and columnar trees would be provided along the campus arrival spine. Parking lots would be 50 percent shaded with canopy shade trees. Building gateways would include seating elements, wayfinding signage, pedestrian-scale lighting, and flowering trees and shrubs. The quad on the west side of the campus would include a fully accessible amphitheater with a canopy-covered stage, formal and casual seating, and lawn terraces; WiFi-ready outdoor rooms with casual seating and low-scale lighting; rainwater gardens; and a promenade designed for emergency vehicle access with wayfinding signage, casual seating, and pedestrian-scale lighting. The campus edge would include evergreen screen trees and shrubs. The Project establishes a clear design

concept and is compatible with the character of buildings on adjoining and nearby properties.

Finding #4: The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.

Evidence: The Project includes improvements to the roadway system that will enhance vehicular, bicycle, and pedestrian needs in the area. The Project includes a connection of a multi-purpose trail from the existing trail to Elk Grove Boulevard, as identified in the City's Bicycle, Pedestrian, and Trails Master Plan. At final buildout, the Project site will include the Class I multipurpose trail along the eastern border of the Project site adjacent to West Taron Drive with connections to West Taron Drive; secure bicycle parking areas in at least four locations throughout the Project site; and pedestrian walkways throughout the site connecting the site to adjacent neighborhoods and recreational facilities and Class II bike lanes on Elk Grove Boulevard, West Taron Drive, and Riparian Drive.

Finding #5: For residential subdivision design review applications, the residential subdivision is well integrated with the City's street network, creates unique neighborhood environments, reflects traditional architectural styles, and establishes a pedestrian friendly environment.

Evidence: The Project is not a residential subdivision. Therefore, this finding is not relevant to the Project.

### **Conditional Use Permit**

Finding #1: The proposed use is consistent with the General Plan and all applicable provisions of this Title.

Evidence: The proposed hospital use is consistent with the proposed General Plan land use designation of Employment Center, and consistent with the goals and policies of the General Plan for hospital use development within the City. The proposed Project is compatible with the surrounding land uses, including the adjacent commercial development and single-family residential to the east and south. The hospital building and associated helistop are proposed to be located in the northern portion of the Project site, adjacent to I-5. The hospital building and helistop have substantial setbacks from residential property in the vicinity of the Project site. In addition, the proposed medical office building, outpatient clinic, and parking structures located to the east and south of the hospital will provide additional buffers to the adjacent land uses. The Project is consistent with all applicable provisions of Titles 22 and 23. Therefore, the proposed uses are consistent with the proposed General Plan land use designation of Employment Center.

Finding #2: The establishment, maintenance or operation of the use applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or

general welfare of persons residing or working in the neighborhood of such use, or the general welfare of the City.

Evidence: The helicopter landing site (helistop) would be constructed on the roof of the patient-bed wing of the hospital tower. It would serve only to transfer patients and medical staff from one site to another; it would not serve as a permanent base for air ambulance vehicles, and no fueling, service, long-term parking, or storage of helicopters or related equipment would occur at the Project site. It is anticipated that at full buildout, the Project will include 1.5 helicopter trips per week and 78 helicopter trips per year. The design of the helistop and the flight paths to and from the Project site are regulated by the Federal Aviation Administration (FAA). The primary impact from the helistop operation would be noise created by the helicopter. The effects of helicopter noise on the surrounding community were evaluated in the Helicopter Noise Report prepared for the Project and an evaluation of the Project's noise impacts is found in Section 3.11, "Noise," of the Draft EIR and in Section 2.2.2 of the Final EIR. In response to several comments expressing concern about the impacts on birds from the helicopter flight path adjacent to the Stone Lakes National Wildlife Refuge (SLNWR) along the I-5 corridor, the Project Applicant has proposed a new helicopter flight path in the Final EIR to avoid the portion of the SLNWR west of I-5 and further minimize any impacts on birds. This new flight path would take the helicopter east of I-5 flying over the Laguna West-Lakeside community to the northeast when departing to points north of the hospital. Helicopter noise impacts on residents were evaluated in the Draft EIR using single-event noise exposure level (SENEL) metrics to determine whether significant impacts would occur.

The helicopter-generated SENEL metric is useful for predicting the probability of sleep disturbance to residents. This analysis applies a threshold of 65-decibel (dB) SENEL at the interior of residences because exposure of residents to a 65-dB SENEL would result in less than a five percent (5%) probability of sleep disturbance. Given the exterior-to-interior noise level reduction of 24 dB provided by buildings with their windows closed, an interior SENEL of 65 dB is equivalent to an exterior SENEL of 89 dB. This threshold is more conservative than a 95 dB SENEL, which the helicopter noise report identifies as the level that would result in 10 percent (10%) of the exposed population being potentially awakened.

The updated helicopter noise analysis indicates that the 89 dB SENEL contour would not extend as far as any residential land uses, similar to the Draft EIR impact conclusion. This means no residences would be exposed to interior SENELs that exceed the threshold of 65 dB, and no significant helicopter noise impacts are expected from use of the modified flight path. Therefore, it is anticipated that the helistop will have a minimal impact on surrounding land uses.

The proposed Project would have minimal impacts on the surrounding neighborhood. The Project is compatible with the surrounding land uses, including the adjacent commercial development and single-family residential to the south and east. The hospital building and associated helistop are proposed to be located in the westernmost portion of the Project site, adjacent to I-5. The hospital building and

heliport have substantial setbacks from residential property in the vicinity of the Project site. In addition, the proposed medical office building, outpatient clinic, and parking structures located to the south and east of the hospital will provide additional buffers to the adjacent land uses. The Project is consistent with all applicable provisions of Titles 22 and 23. Additionally, the proposed uses are consistent with the proposed General Plan land use designation for the site of Employment Center. The draft Conditions of Approval as well as the Mitigation Measures identified in the EIR would reduce any potential noise impacts to a less than significant level. As such, the Project will not be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the area or the general welfare of the City.

### **Uniform Sign Program**

Finding: The Uniform Sign Program is consistent with the development standards for a uniform sign program as established in EGMC Title 23.

Evidence: The proposed Uniform Sign Program (USP) is consistent with the development standard in EGMC Chapter 23.62 as well as the objectives of the General Plan. As proposed, the USP serves to improve overall design quality and have a positive visual impact to the area.

### **Abandonment of West Taron Court**

Finding: The proposed abandonment is consistent with the City of Elk Grove General Plan.

Evidence: The Project includes the abandonment of West Taron Court by the City. West Taron Court is a public street and does have a land use designation identified in the General Plan. The Project proposes to amend the General Plan land use designations surrounding the street to Employment Center and Community Commercial. The abandonment of the public cul-de-sac will allow for the development of the Project as proposed. The proposed abandonment is consistent with General Plan Policy ED-2-2, which encourages the City to maximize the use of nonresidential land for employment-generating and revenue-generating uses as well as Policy ED-1-5 to support existing and prospective businesses that contribute to meeting Elk Grove's strategic economic goals and facilitate their relocation and expansion as appropriate.

### **Flood Combining Zone**

Finding: The Project development shall be allowed within the 200-year floodplain pursuant to ECMC Section 23.42.040(E) because conditions imposed on the Project will provide for an urban level of flood protection.

Evidence: Portions of the Project site are located within the 200-year floodplain as identified in the model prepared for the City by MBK Engineers (2019). Pursuant to ECMC Section 23.42.040(E), no development or physical changes requiring a

development permit shall be allowed within the 200-year floodplain unless the approving authority makes certain findings. The Project has been designed and conditioned to provide for an urban level of flood protection, consistent with the finding identified in ECMC Section 23.42.040(E)(2). According to the Government Code, an "urban level of flood protection" is defined as the level of protection necessary to withstand flooding that has a 1-in-200 chance of occurring in any given year, excluding shallow flooding or flooding from local drainage. Therefore, a project that is located within the floodplain must provide certain physical improvements that provide flood protection. According to the MBK model, the Project site has areas of flood depth that range from 0 feet to 10 feet. The proposed buildings have been designed to be elevated structurally to prevent habitable space from being flooded during a 200-year flood event. The first floor of the hospital building would be elevated structurally approximately seven feet above existing grade. Additionally, the first floor of the outpatient clinic, medical office building, and dormitory will also be structurally elevated at or above the 200-year flood elevation. The proposed parking structures and central plant building have been designed with no habitable space on the ground floor. Implementation of Mitigation Measure 3.9-6 would require that generator fuel storage be protected by dry floodproofing and all other fuel and chemical storage be elevated outside of the 200-year floodplain to avoid water quality impacts during flood events. Therefore, the Project has been designed and conditioned to provide for an urban level of flood protection.

The foregoing Resolution of the City was passed and adopted by the Planning Commission on the 18<sup>th</sup> day of February 2021 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

**ATTEST:**

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Sandy Kyles,  
PLANNING SECRETARY

---

George Murphey, VICE CHAIR of the  
PLANNING COMMISSION

## **PROJECT DESCRIPTION**

California Northstate University (CNU) is proposing to expand its facilities and services to provide emergency and other medical-related services through reuse of several CNU-owned parcels adjacent to the existing CNU School of Medicine. The Project would retain the existing pharmacy and medical college and add a hospital with a helicopter landing site (helistop); an outpatient clinic, a medical office building; two parking structures with accessory retail; a dormitory; one student parking structure with rooftop sports facilities; a central plant and mechanical yard; public gathering spaces; and surface parking. The Project's dormitory would include 150 units to house 300 students. The hospital would consist of 733,290 square feet and approximately 400 total patient beds.

The Applicant is requesting approval of the following entitlements/permit approvals in order to construct the Project as proposed:

- General Plan Amendment (text and map) to amend the General Plan land use designation for six parcels on the Project site from Community Commercial to Employment Center and for three parcels to be changed from Light Industrial to Employment Center and a text amendment to General Plan Policy ER-2-3, which would allow construction of an essential health care facility in the 200-year floodplain
- Zoning Amendment (text and map) to Rezone nine parcels from MP (Industrial-Office Park) and GC (General Commercial) to BP (Business Professional) and a text amendment to EGMC Title 23 (Zoning), Section 23.42.040.D which would allow construction of an essential health care facility in the 200-year floodplain
- Amendment to City Bicycle, Pedestrian, and Trails Master Plan to modify the location of a proposed Class 1 multipurpose trail alignment;
- District Development Plan Design Review, including overall site plan approval and establishment of development elements, including, but not limited to, parking, landscaping, pedestrian improvements, general building size and location, and other features that are common across the site;
- Major Design Review for the architecture of the proposed Phase 1 buildings (Hospital and Central Plant Buildings);
- Conditional Use Permit for a hospital, helistop, and expansion of the existing medical school;
- Uniform Sign Program;
- Finding of Consistency with the General Plan for the City Abandonment of West Taron Court; and
- City execution of the agreement for Elk Grove Police Department services.



**CALIFORNIA  
NORTHSTATE  
UNIVERSITY**

# **CALIFORNIA NORTHSTATE UNIVERSITY MEDICAL CENTER**





three inches = one foot  
one and one half inches = one foot  
one inch = one foot  
three quarters inch = one foot  
one half inch = one foot  
three eighths inch = one foot  
one quarter inch = one foot  
one eighth inch = one foot

5 PHASE I SITE PLAN  
SCALE: 1" = 60'-0"



Seventy Five parking spaces, more than the minimum of five percent required of all spaces, will be preferred parking for green vehicles.

Thirty of the preferred spaces for green vehicles, more than the two percent required of all spaces, will have access to a charging station.

FONG & CHAN ARCHITECTS  
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TEL (415) 931-8600 • FAX (415) 931-4001 • fca@fca-arch.com



CALIFORNIA NORTHSTATE  
UNIVERSITY MEDICAL  
CENTER

9700 W Taron Dr, Elk Grove, CA 95757  
AGENCY APPROVAL

CONSULTANTS:

NO	DESCRIPTION	DATE
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REVISIONS
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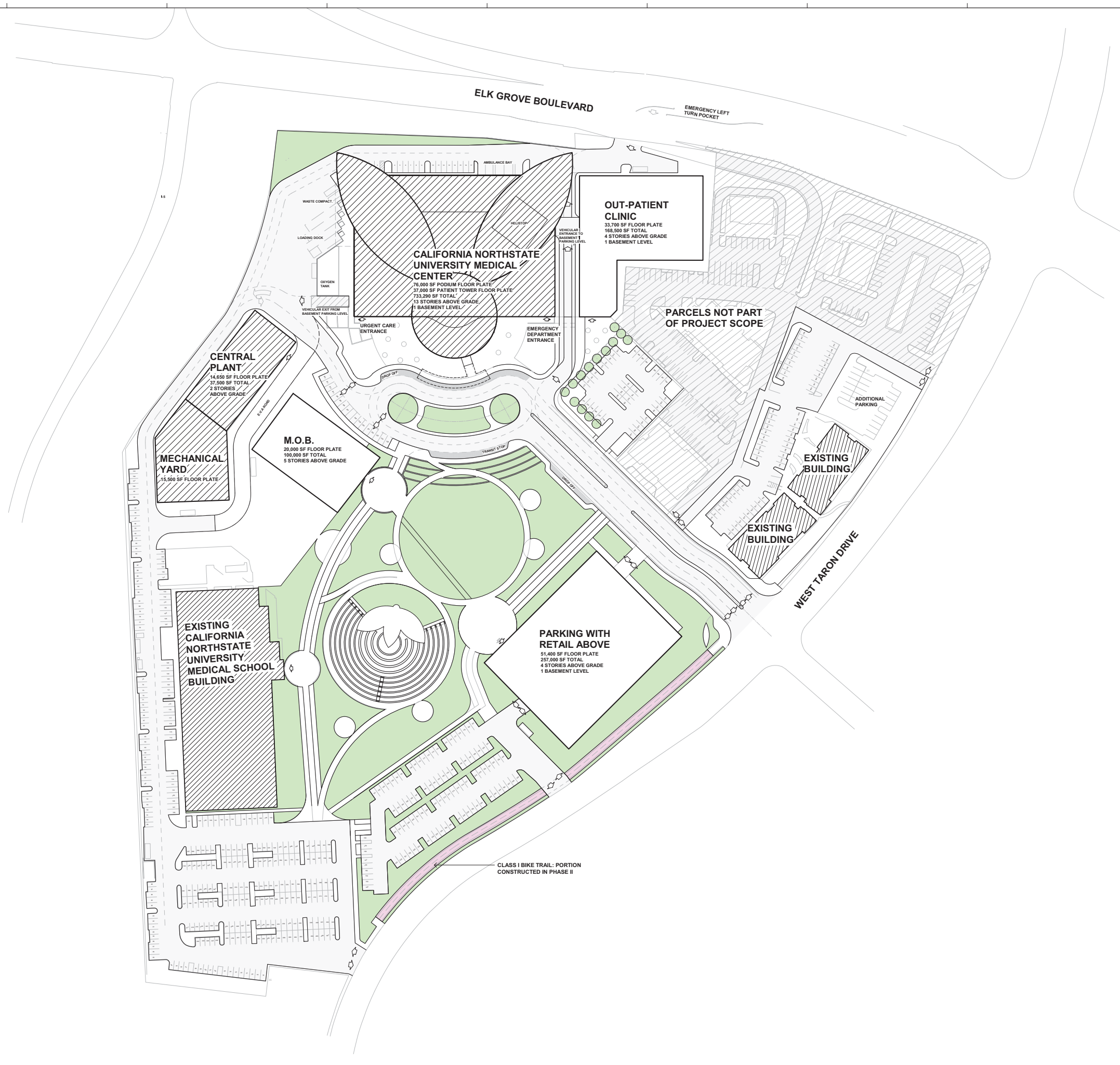
KEY PLAN  
SHEET TITLE  
SITE PLAN PHASE 1


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5 PHASE II SITE PLAN (P2)  
SCALE: 1" = 60'-0"





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9700 W Taron Dr, Elk Grove, CA 95757

AGENCY APPROVAL

CONSULTANTS:

NO	DESCRIPTION	DATE
REVISIONS		

KEY PLAN  
SHEET TITLE  
**PHASE II SITE PLAN**



PROJECT NO. 467	SHEET NO.
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DATE: 11/09/2020	

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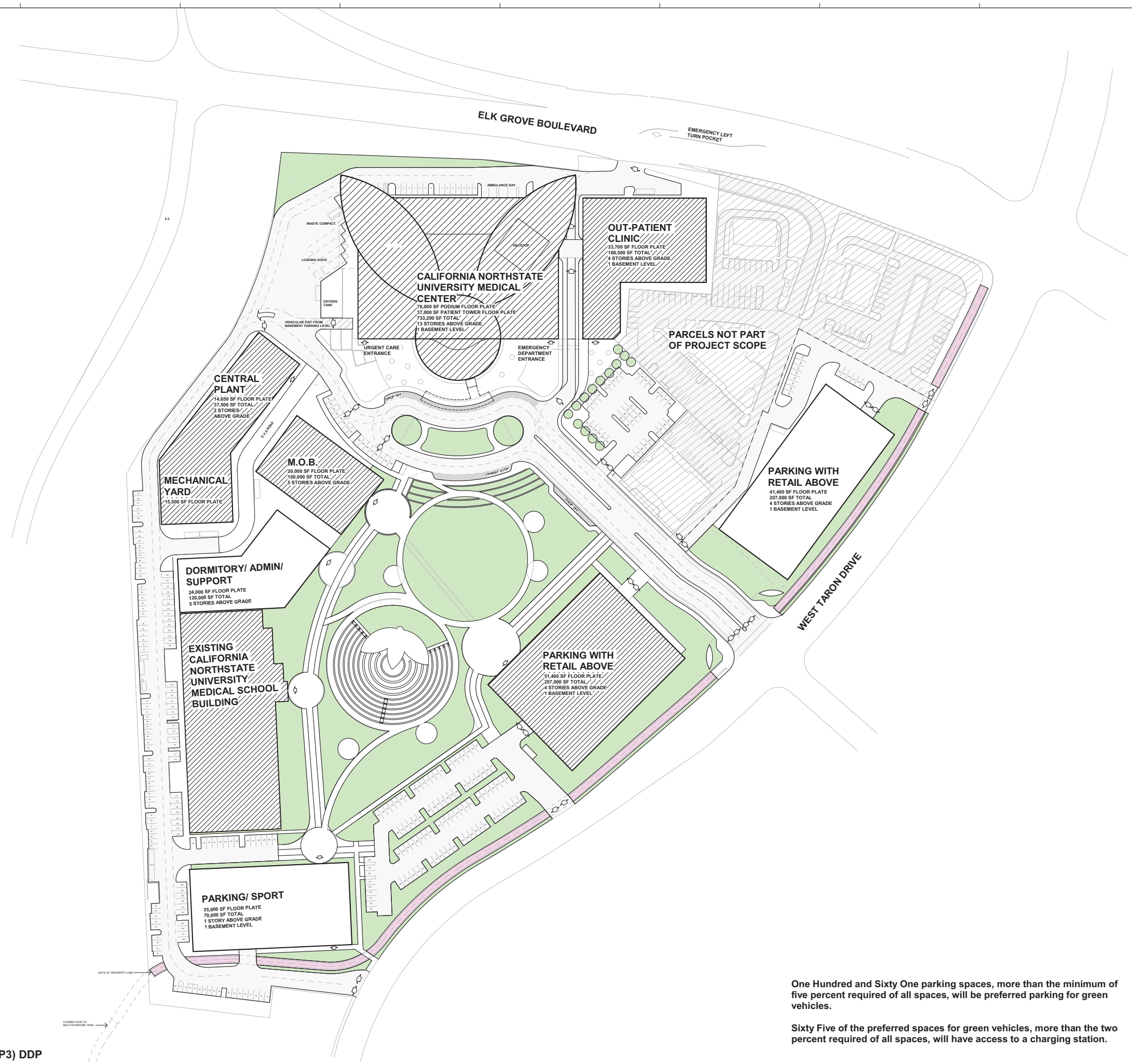



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one half inch = one foot  
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one quarter inch = one foot  
one eighth inch = one foot

5 PHASE III SITE PLAN (P3) DDP


SCALE: 1" = 60'-0"

If this sheet is not 36" x 48" it is a reduced print - scale accordingly





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**CALIFORNIA NORTHSTATE UNIVERSITY**

**CALIFORNIA NORTHSTATE UNIVERSITY MEDICAL CENTER**

9700 W Taron Dr, Elk Grove, CA 95757

AGENCY APPROVAL

CONSULTANTS:

NO	DESCRIPTION	DATE
REVISIONS		

KEY PLAN  
SHEET TITLE  
**PHASE III SITE PLAN**

PROJECT NO.  
467

DRAWN BY:  
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CHECKED BY:  
PD

SCALE:  
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DATE:  
11/09/2020

SHEET NO.

**DDP 1-3**

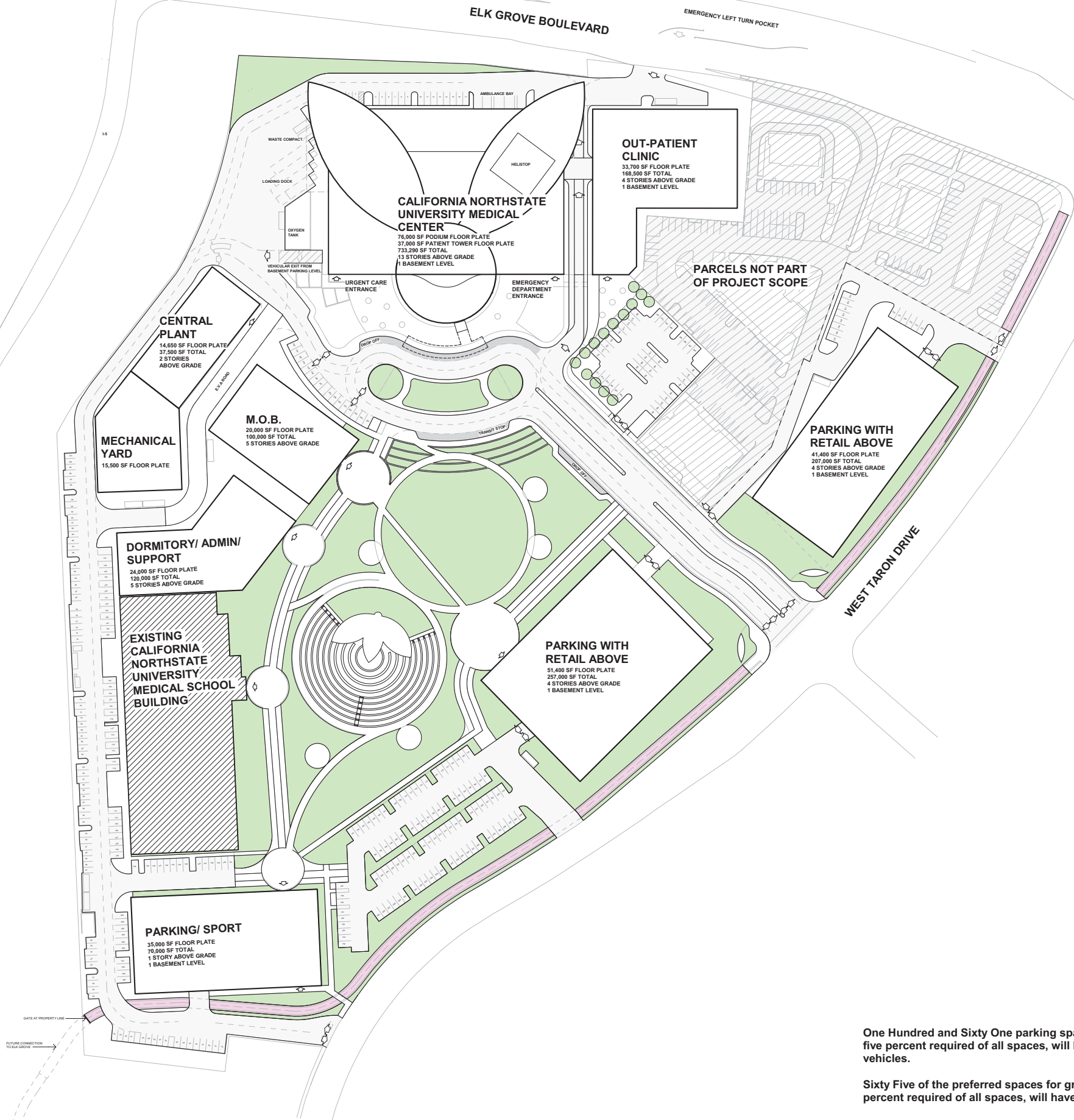
One Hundred and Sixty One parking spaces, more than the minimum of five percent required of all spaces, will be preferred parking for green vehicles.

Sixty Five of the preferred spaces for green vehicles, more than the two percent required of all spaces, will have access to a charging station.

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one inch = one foot  
three quarters inch = one foot  
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three eighths inch = one foot  
one quarter inch = one foot  
one eighth inch = one foot

5 MASTER SITE PLAN (P3)  
SCALE: 1" = 60'-0"



One Hundred and Sixty One parking spaces, more than the minimum of five percent required of all spaces, will be preferred parking for green vehicles.

Sixty Five of the preferred spaces for green vehicles, more than the two percent required of all spaces, will have access to a charging station.

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UNIVERSITY MEDICAL  
CENTER

9700 W Taron Dr, Elk Grove, CA 95757  
AGENCY APPROVAL

CONSULTANTS:

NO	DESCRIPTION	DATE
REVISIONS		

KEY PLAN  
SHEET TITLE  
MASTER SITE PLAN - PHASE III  
FINAL BUILDOUT

PROJECT NO. 467	SHEET NO.
DRAWN BY: WH	DDP 1-4
CHECKED BY: Checker	
SCALE: 1" = 60'-0"	
DATE: 11/09/2020	

Plotted on: 6/3/2020 9:21:48 AM



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AGENCY APPROVAL

OSHPD PROJECT NUMBER: H191687-34-00

CONSULTANTS:

NO	DESCRIPTION	DATE
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REVISIONS

KEY PLAN  
SHEET TITLE  
BASEMENT FLOOR PLAN

PROJECT NO.  
467  
DRAWN BY:  
Author  
CHECKED BY:  
Checker  
SCALE:

DATE:  
04/01/20

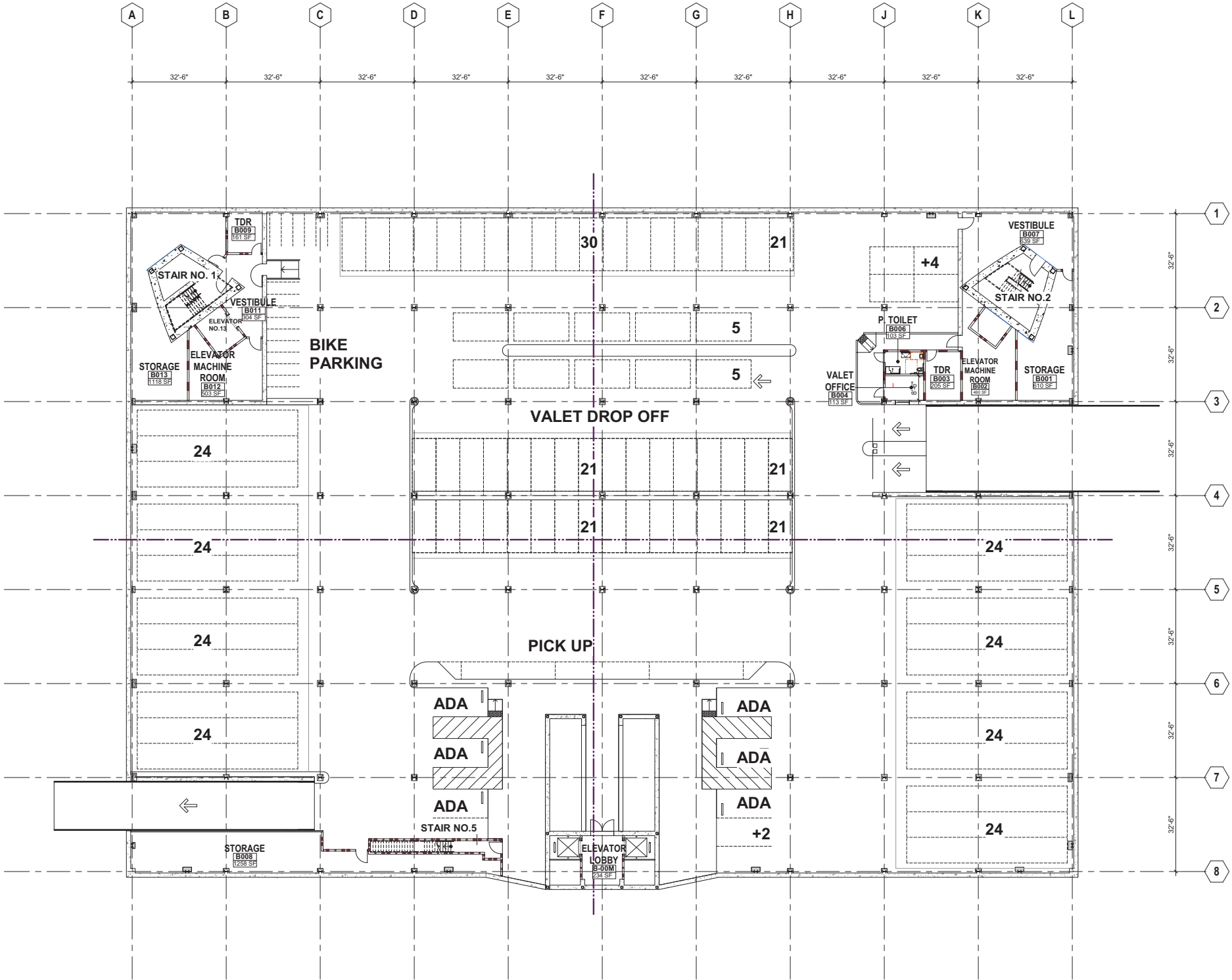
SHEET NO.

DDP  
A2-0

Plotted on: 7/16/2019 4:47:38 PM

three inches = one foot  
one and one half inches = one foot  
one inch = one foot  
three quarters inch = one foot  
one half inch = one foot  
three eighths inch = one foot  
one quarter inch = one foot  
one eighth inch = one foot

If this sheet is not 30" x 42" it is a reduced print - scale accordingly







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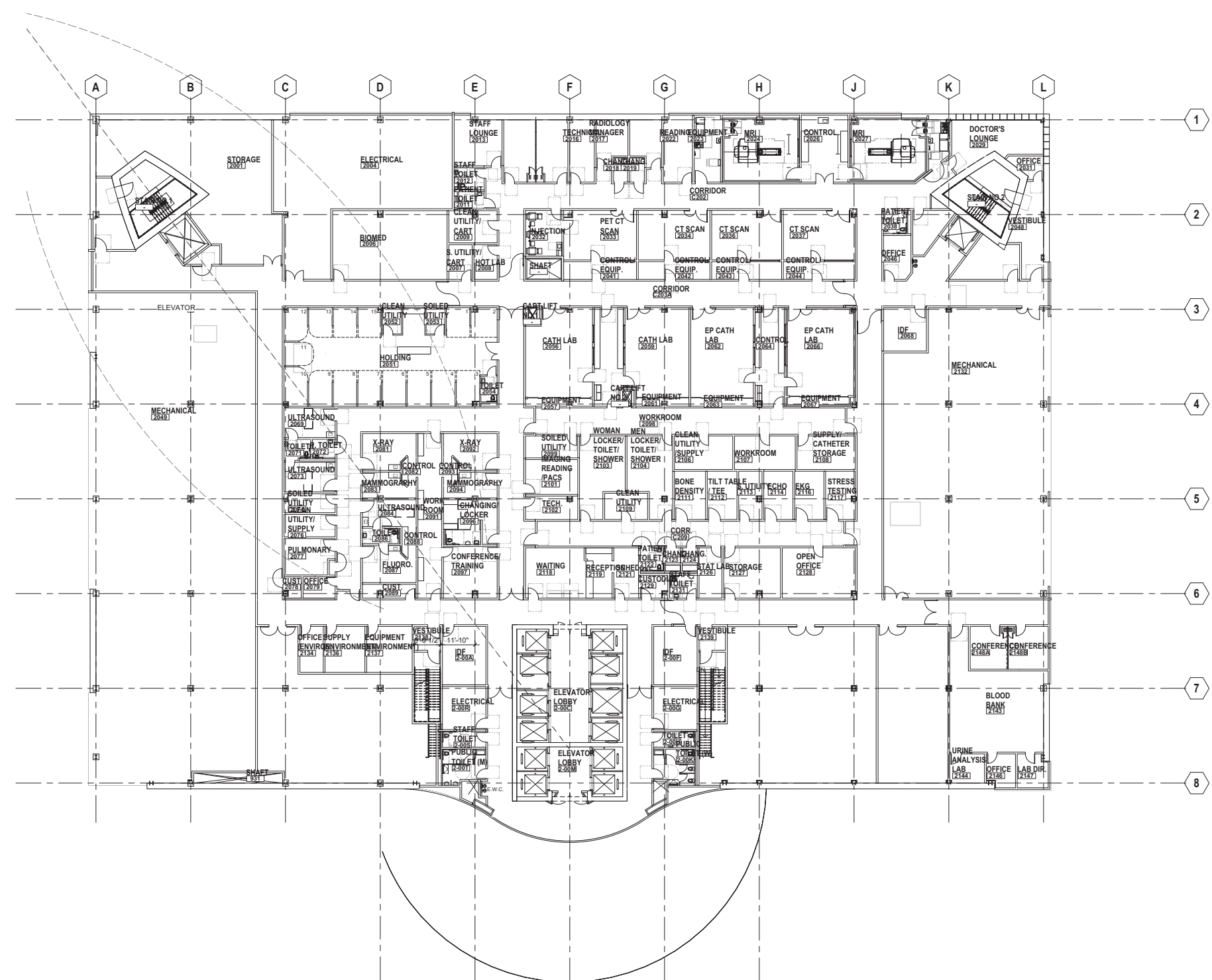
NO	DESCRIPTION	DATE
1	REVISIONS	


KEY PLAN  
SHEET TITLE  
**FIRST FLOOR PLAN**

PROJECT NO. 467	SHEET NO. <b>DDP A2-1</b>
DRAWN BY: Author	
CHECKED BY: Checker	
SCALE:	
DATE: 04/01/20	


Plotted on: 6/27/2019 1:33:26 PM

three inches = one foot  
one and one half inches = one foot  
one inch = one foot  
three quarters inch = one foot  
one half inch = one foot  
three eighths inch = one foot  
one quarter inch = one foot  
one eighth inch = one foot





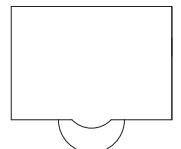
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NO	DESCRIPTION	DATE
REVISIONS		
		
KEY PLAN SHEET TITLE <b>SECOND FLOOR PLAN</b>		
PROJECT NO. 467	<b>DDP A2-2</b>	
DRAWN BY: Author		
CHECKED BY: Checker		
SCALE:		
DATE: 04/01/20	Plotted on: 6/27/2019 2:20:13 PM	



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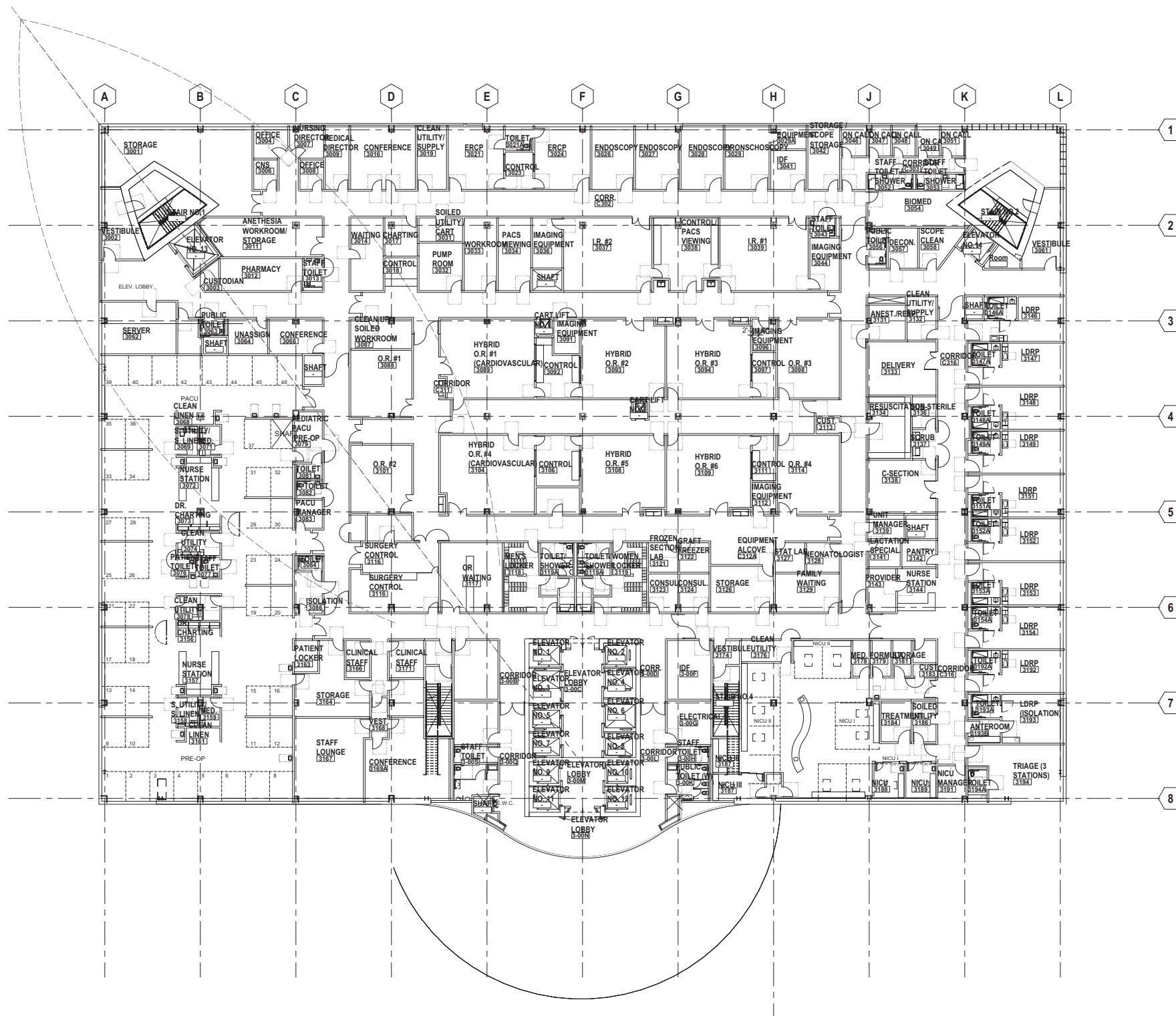
9700 W Taron Dr, Elk Grove, CA 95757

NO	DESCRIPTION	DATE
REVISIONS		

KEY PLAN  
SHEET TITLE  
**THIRD FLOOR PLAN**

PROJECT NO. 467	<b>DDP A2-3</b>
DRAWN BY: Author	
CHECKED BY: Checker	
SCALE:	
DATE: 11/09/2020	

Plotted on: 6/27/2019 2:13:57 PM



one eighth inch = one foot  
one quarter inch = one foot  
three eighths inch = one foot  
one half inch = one foot  
three quarters inch = one foot  
one inch = one foot  
one and one half inches = one foot  
two inches = one foot  
three inches = one foot

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CONSULTANTS:

NO	DESCRIPTION	DATE
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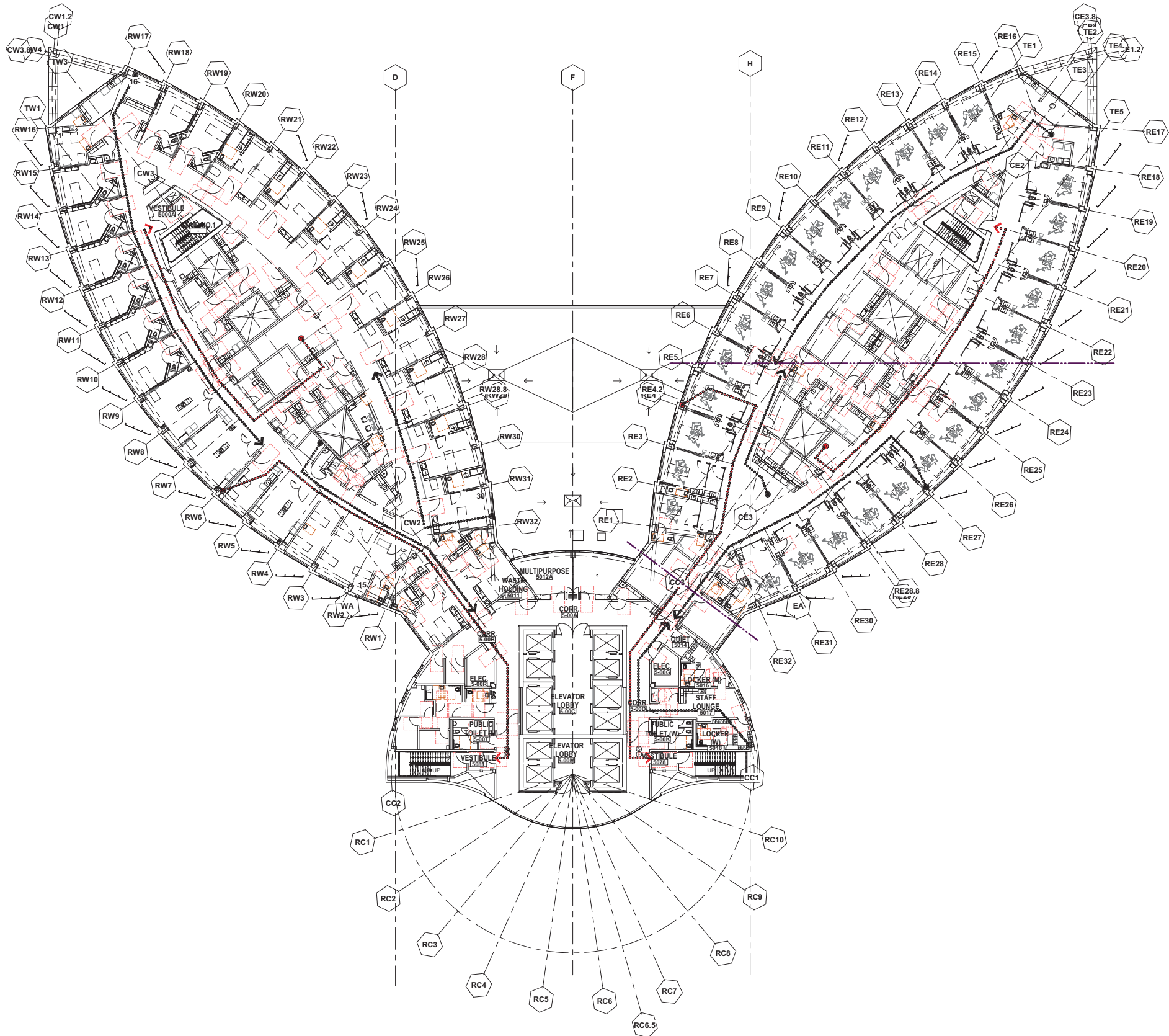
REVISIONS

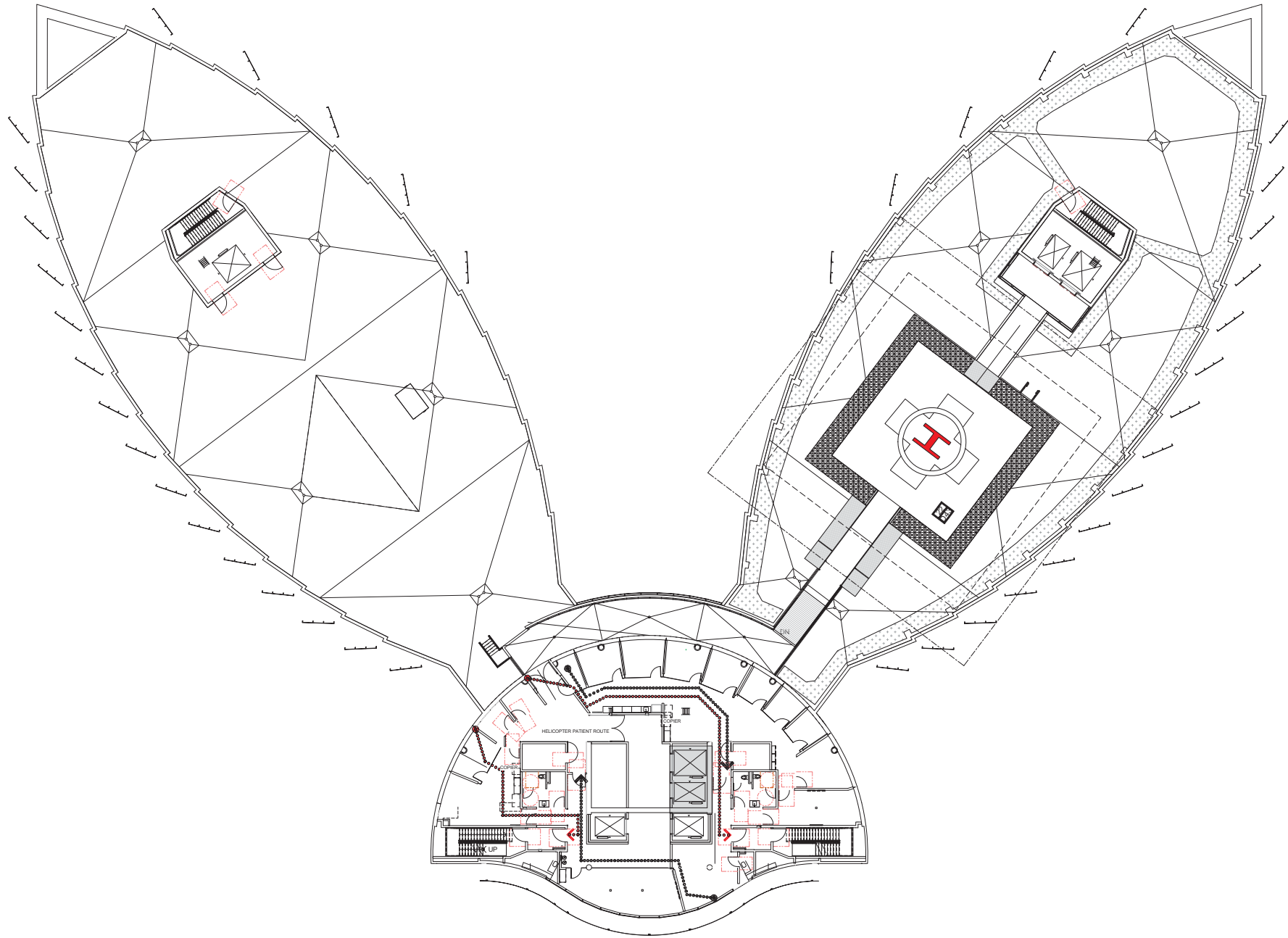
KEY PLAN  
SHEET TITLE  
**TYPICAL TOWER FLOOR (FIFTH  
THROUGH ELEVENTH FLOOR)**

PROJECT NO.  
467  
DRAWN BY:  
Author  
CHECKED BY:  
Checker  
SCALE:

DATE:  
11/09/2020  
Plotted on: 11/9/2020 5:39:10 PM

**DDP  
A2-5**





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CONSULTANTS:

NO	DESCRIPTION	DATE
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REVISIONS

KEY PLAN

**TWELFTH FLOOR -  
ADMINISTRATION FLOOR**

PROJECT NO.  
467

DRAWN BY:  
Author

CHECKED BY:  
Checker

SCALE:

DATE:

11/09/20

SHEET NO.

**DDP  
A2-12**

Plotted on: 11/6/2020 5:39:54 PM



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CONSULTANTS:

DESIGN DEVELOPMENT	01/10/20
50% DESIGN DEVELOPMENT	11/15/19
NO	DESCRIPTION

REVISIONS

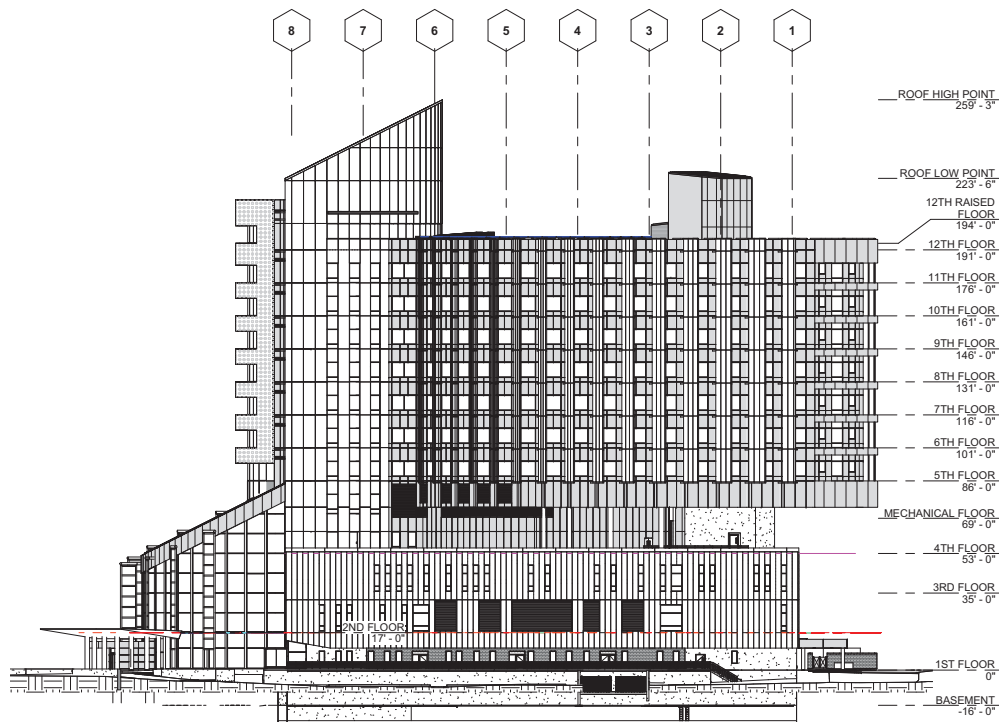
KEY PLAN  
SHEET TITLE  
**EXTERIOR ELEVATIONS**

PROJECT NO.  
467  
DRAWN BY:  
Author  
CHECKED BY:  
Checker  
SCALE:

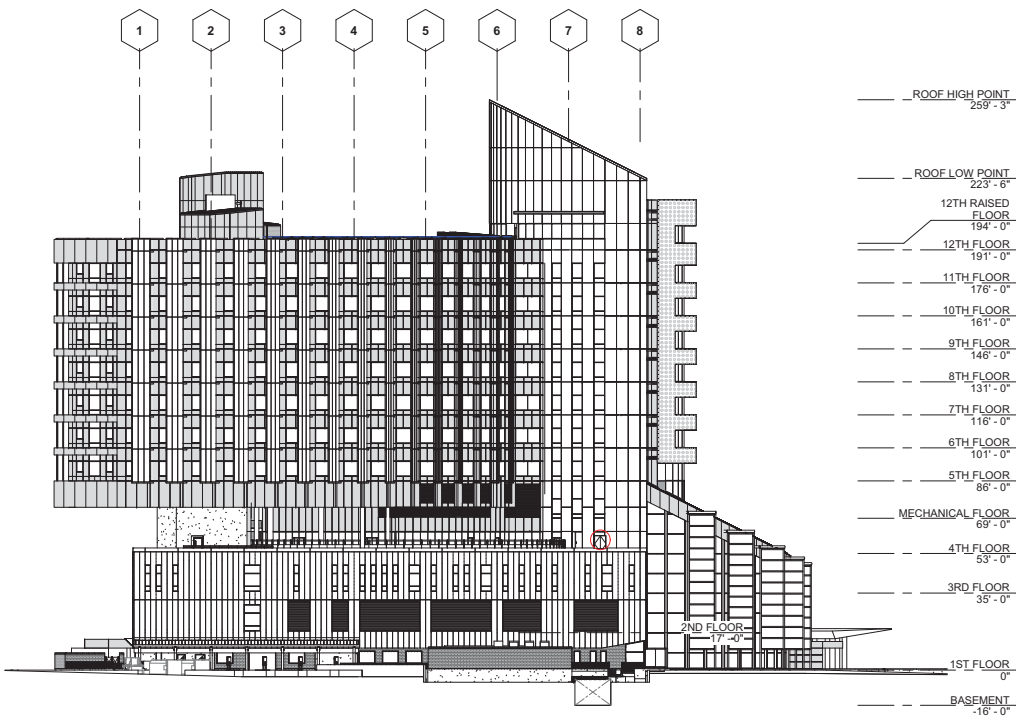
DATE:  
11/09/20

Plotted on: 11/9/2020 5:29:03 PM

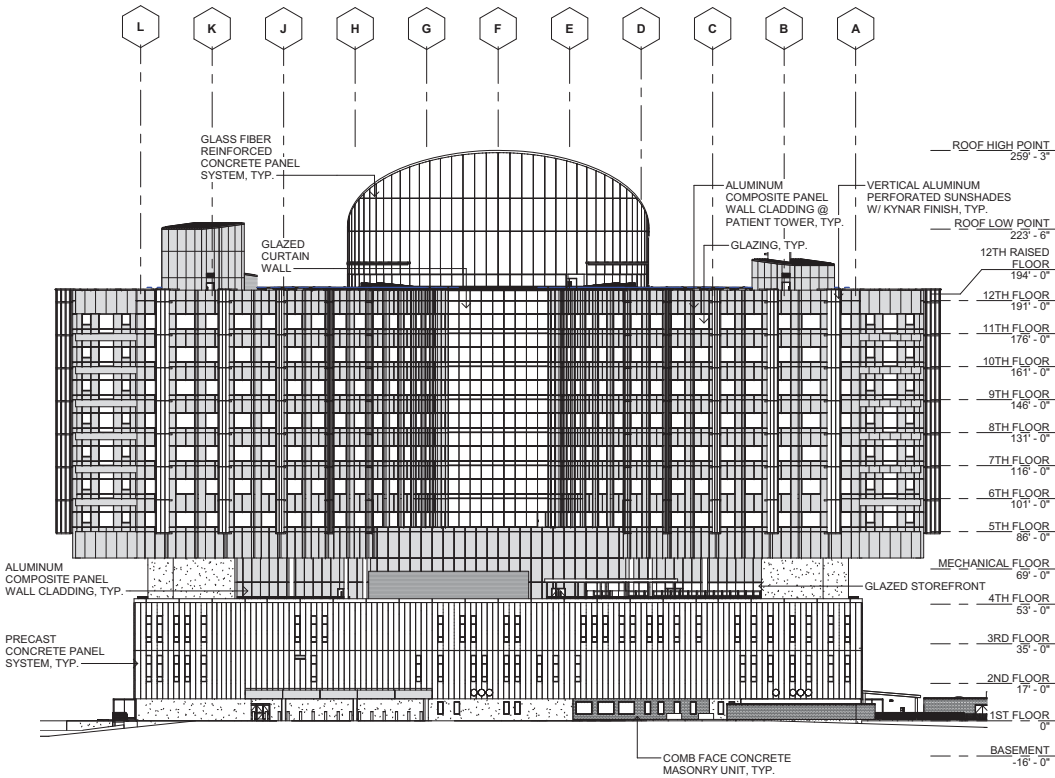
**DDP  
A3-0**



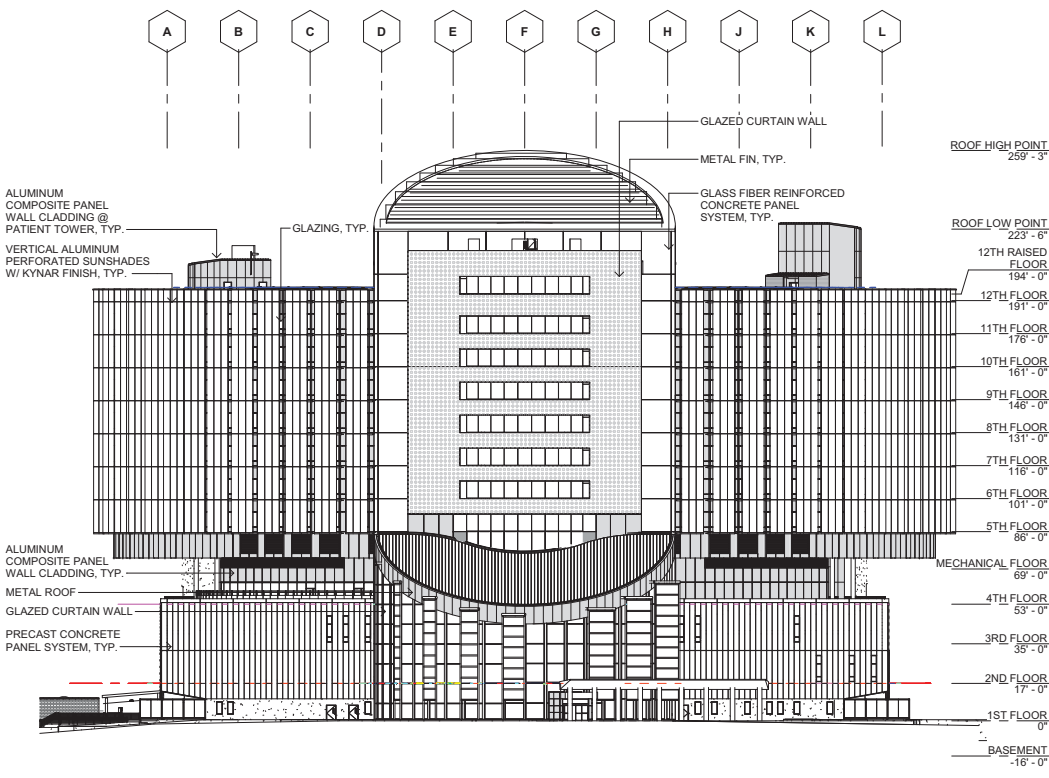
**1 EAST ELEVATION**  
SCALE: 1/32" = 1'-0"



**4 WEST ELEVATION**  
SCALE: 1/32" = 1'-0"



**2 NORTH ELEVATION**  
SCALE: 1/32" = 1'-0"

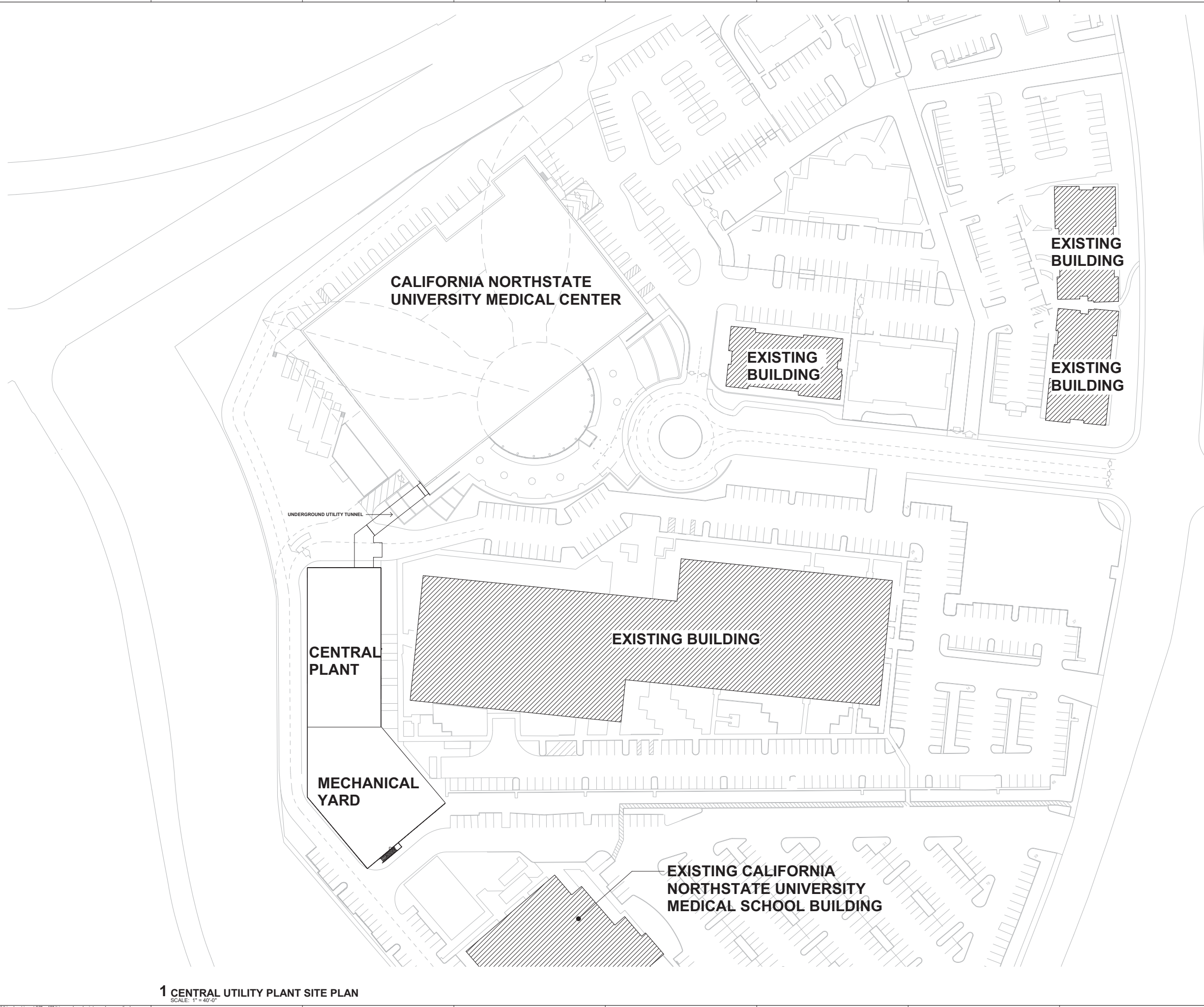


**3 SOUTH ELEVATION**  
SCALE: 1/32" = 1'-0"

three eighths inch = one foot  
one eighth inch = one foot  
one quarter inch = one foot  
one half inch = one foot  
one inch = one foot  
three quarters inch = one foot  
one and one half inches = one foot  
two inches = one foot  
three inches = one foot  
four inches = one foot  
five inches = one foot  
six inches = one foot  
seven inches = one foot  
eight inches = one foot  
nine inches = one foot  
ten inches = one foot  
eleven inches = one foot  
twelve inches = one foot  
thirteen inches = one foot  
fourteen inches = one foot  
fifteen inches = one foot  
sixteen inches = one foot  
seventeen inches = one foot  
eighteen inches = one foot  
nineteen inches = one foot  
twenty inches = one foot  
twenty one inches = one foot  
twenty two inches = one foot  
twenty three inches = one foot  
twenty four inches = one foot  
twenty five inches = one foot  
twenty six inches = one foot  
twenty seven inches = one foot  
twenty eight inches = one foot  
twenty nine inches = one foot  
thirty inches = one foot  
thirty one inches = one foot  
thirty two inches = one foot  
thirty three inches = one foot  
thirty four inches = one foot  
thirty five inches = one foot  
thirty six inches = one foot  
thirty seven inches = one foot  
thirty eight inches = one foot  
thirty nine inches = one foot  
forty inches = one foot  
forty one inches = one foot  
forty two inches = one foot  
forty three inches = one foot  
forty four inches = one foot  
forty five inches = one foot  
forty six inches = one foot  
forty seven inches = one foot  
forty eight inches = one foot  
forty nine inches = one foot  
fifty inches = one foot  
fifty one inches = one foot  
fifty two inches = one foot  
fifty three inches = one foot  
fifty four inches = one foot  
fifty five inches = one foot  
fifty six inches = one foot  
fifty seven inches = one foot  
fifty eight inches = one foot  
fifty nine inches = one foot  
sixty inches = one foot  
sixty one inches = one foot  
sixty two inches = one foot  
sixty three inches = one foot  
sixty four inches = one foot  
sixty five inches = one foot  
sixty six inches = one foot  
sixty seven inches = one foot  
sixty eight inches = one foot  
sixty nine inches = one foot  
seventy inches = one foot  
seventy one inches = one foot  
seventy two inches = one foot  
seventy three inches = one foot  
seventy four inches = one foot  
seventy five inches = one foot  
seventy six inches = one foot  
seventy seven inches = one foot  
seventy eight inches = one foot  
seventy nine inches = one foot  
eighty inches = one foot  
eighty one inches = one foot  
eighty two inches = one foot  
eighty three inches = one foot  
eighty four inches = one foot  
eighty five inches = one foot  
eighty six inches = one foot  
eighty seven inches = one foot  
eighty eight inches = one foot  
eighty nine inches = one foot  
ninety inches = one foot  
ninety one inches = one foot  
ninety two inches = one foot  
ninety three inches = one foot  
ninety four inches = one foot  
ninety five inches = one foot  
ninety six inches = one foot  
ninety seven inches = one foot  
ninety eight inches = one foot  
ninety nine inches = one foot  
one hundred inches = one foot

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**1 CENTRAL UTILITY PLANT SITE PLAN**  
SCALE: 1" = 40'-0"

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AGENCY APPROVAL

CONSULTANTS:

NO	DESCRIPTION	DATE
REVISIONS		

KEY PLAN  
SHEET TITLE  
**SITE PLAN**

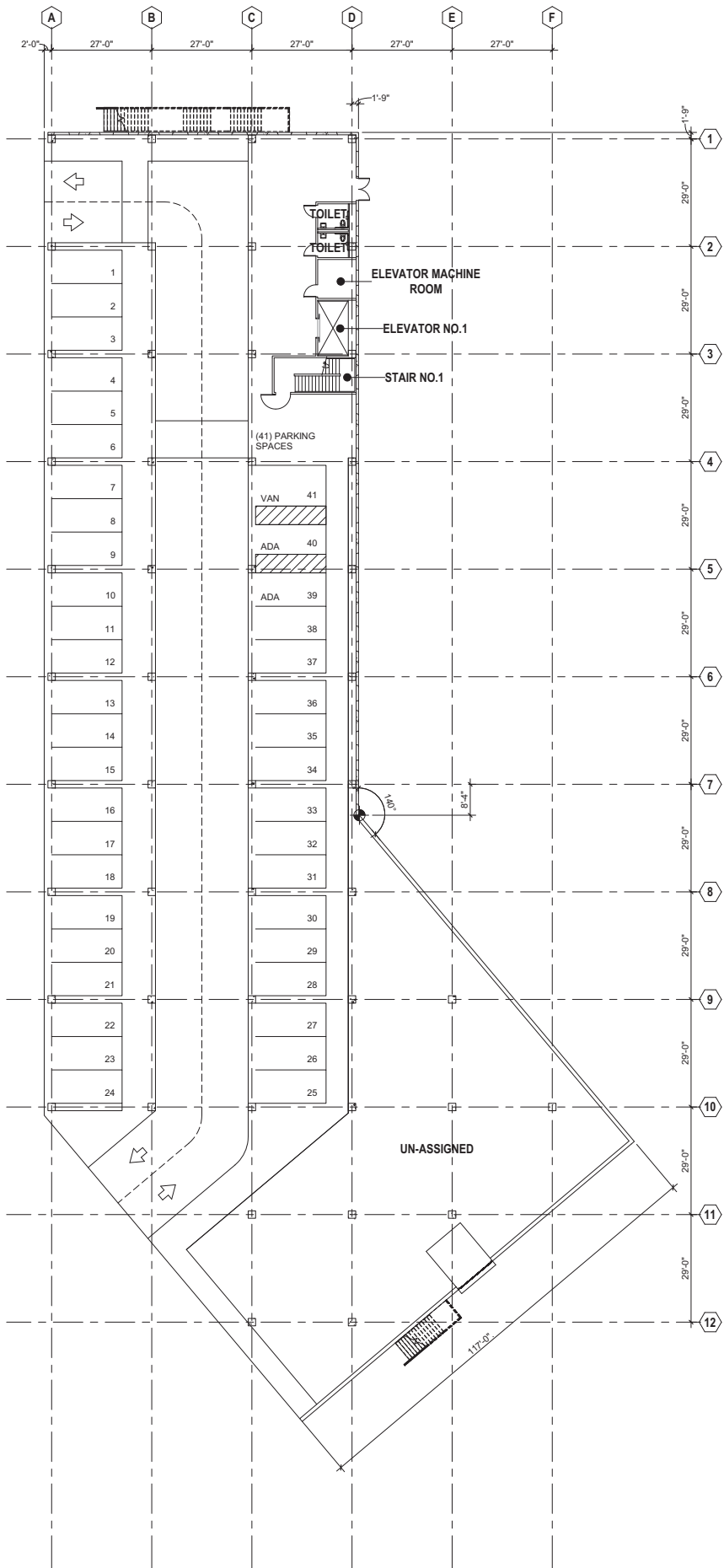


PROJECT NO.  
528  
DRAWN BY:  
WH  
CHECKED BY:  
PD  
SCALE:

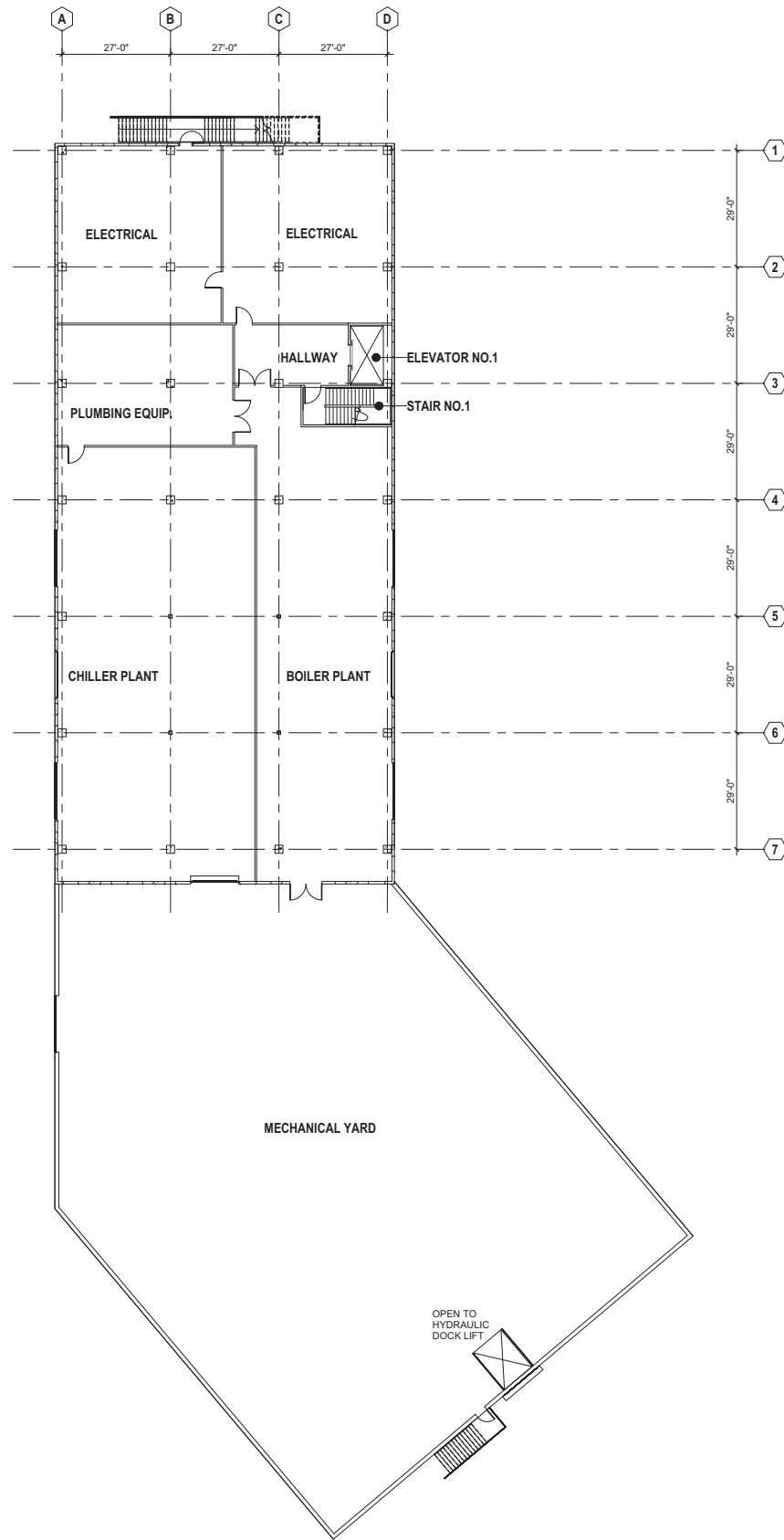
DATE:  
11/09/2020  
Plotted on: 6/8/2020 9:45:59 AM

SHEET NO.  
**A1-01**

three inches = one foot  
one and one half inches = one foot  
one inch = one foot  
three quarters inch = one foot  
one half inch = one foot  
three eighths inch = one foot  
one quarter inch = one foot  
one eighth inch = one foot



**5 FIRST FLOOR PLAN**  
SCALE: 1/16" = 1'-0"



**25 SECOND FLOOR PLAN**  
SCALE: 1/16" = 1'-0"



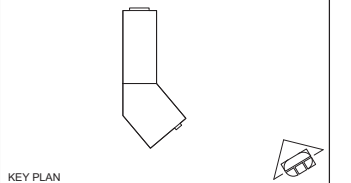
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NO	DESCRIPTION	DATE
REVISIONS		



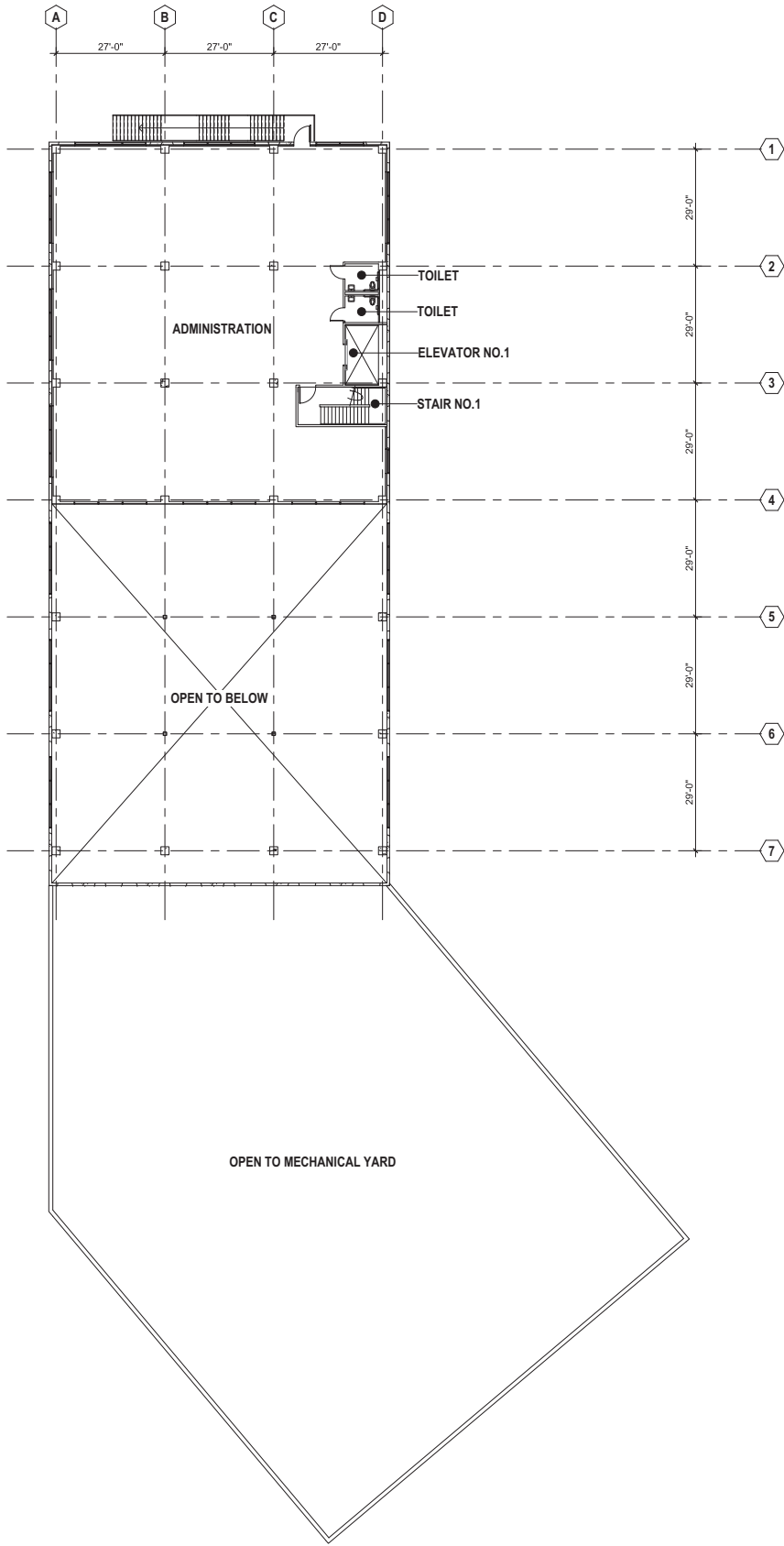
KEY PLAN  
SHEET TITLE  
**FIRST AND SECOND FLOOR PLANS**

PROJECT NO. 467	SHEET NO.
DRAWN BY: JL	<b>A2-1</b>
CHECKED BY: PD	
SCALE: AS INDICATED	
DATE: 04/01/20	

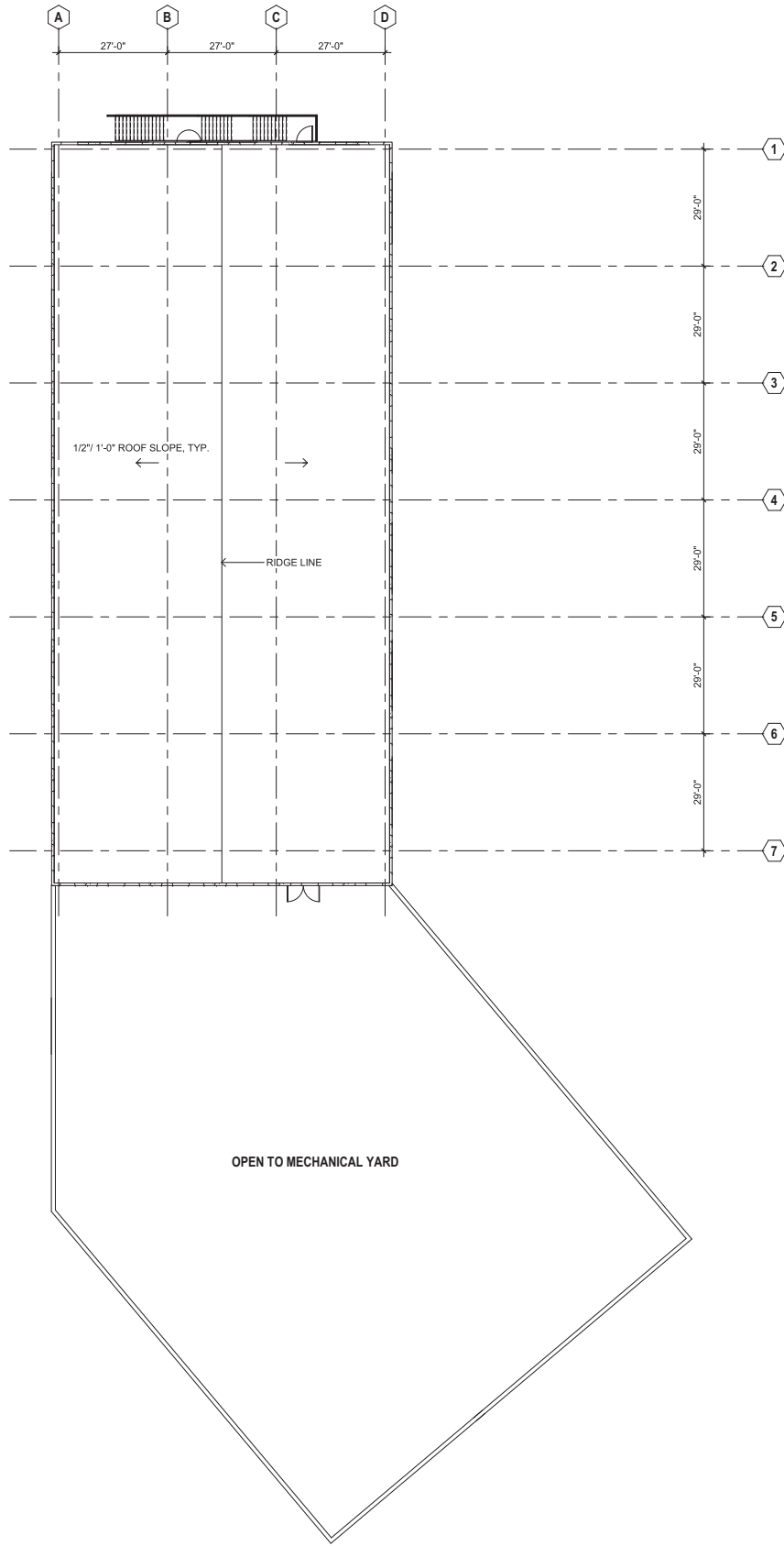
Plotted on: 7/16/2019 9:42:30 AM

one eighth inch = one foot  
one quarter inch = one foot  
one half inch = one foot  
three eighths inch = one foot  
three quarters inch = one foot  
one inch = one foot  
one and one half inches = one foot  
three inches = one foot

5 MEZZANINE FLOOR PLAN  
SCALE: 1/16" = 1'-0"



25 ROOF PLAN  
SCALE: 1/16" = 1'-0"



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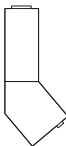


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NO	DESCRIPTION	DATE
REVISIONS		



KEY PLAN  
SHEET TITLE  
**MEZZANINE FLOOR PLAN AND  
ROOF PLAN**

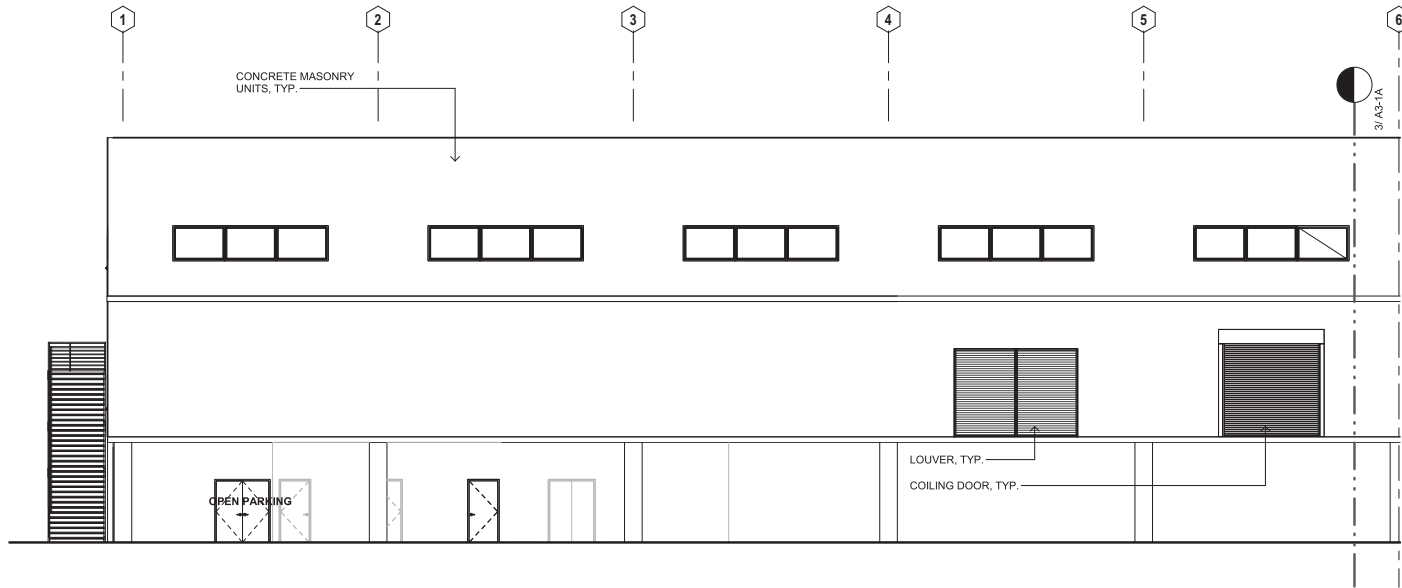
PROJECT NO.  
467  
DRAWN BY:  
JL  
CHECKED BY:  
PD  
SCALE:  
AS INDICATED  
DATE:  
05/15/20

SHEET NO.  
**A2-2**

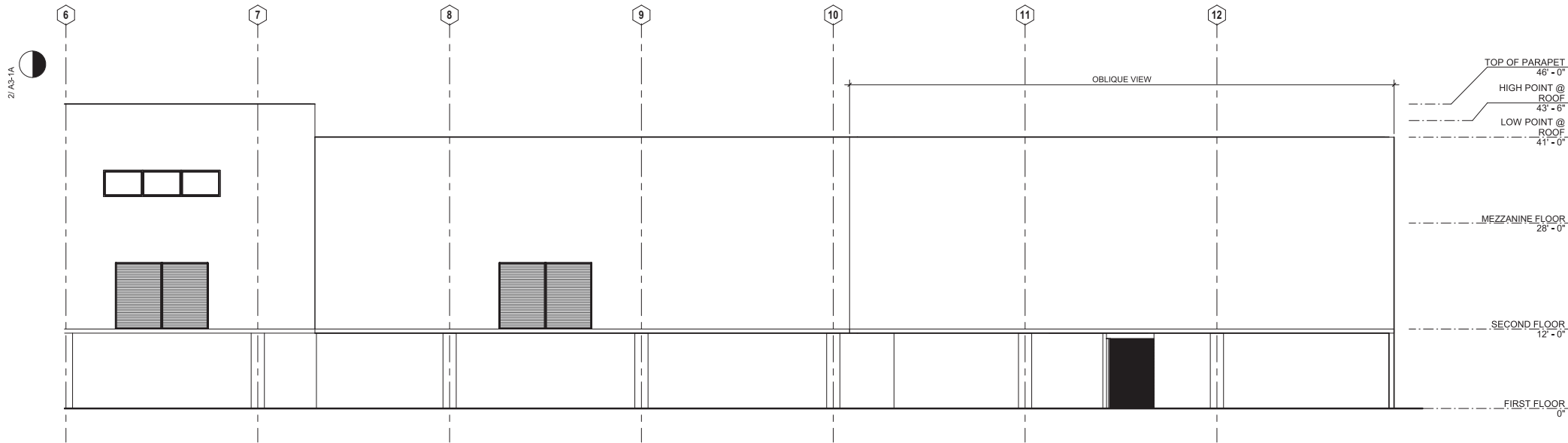
Plotted on: 7/1/2019 11:13:22 AM



three inches = one foot  
one and one half inches = one foot  
three quarters inch = one foot  
one half inch = one foot  
three eighths inch = one foot  
one quarter inch = one foot  
one eighth inch = one foot

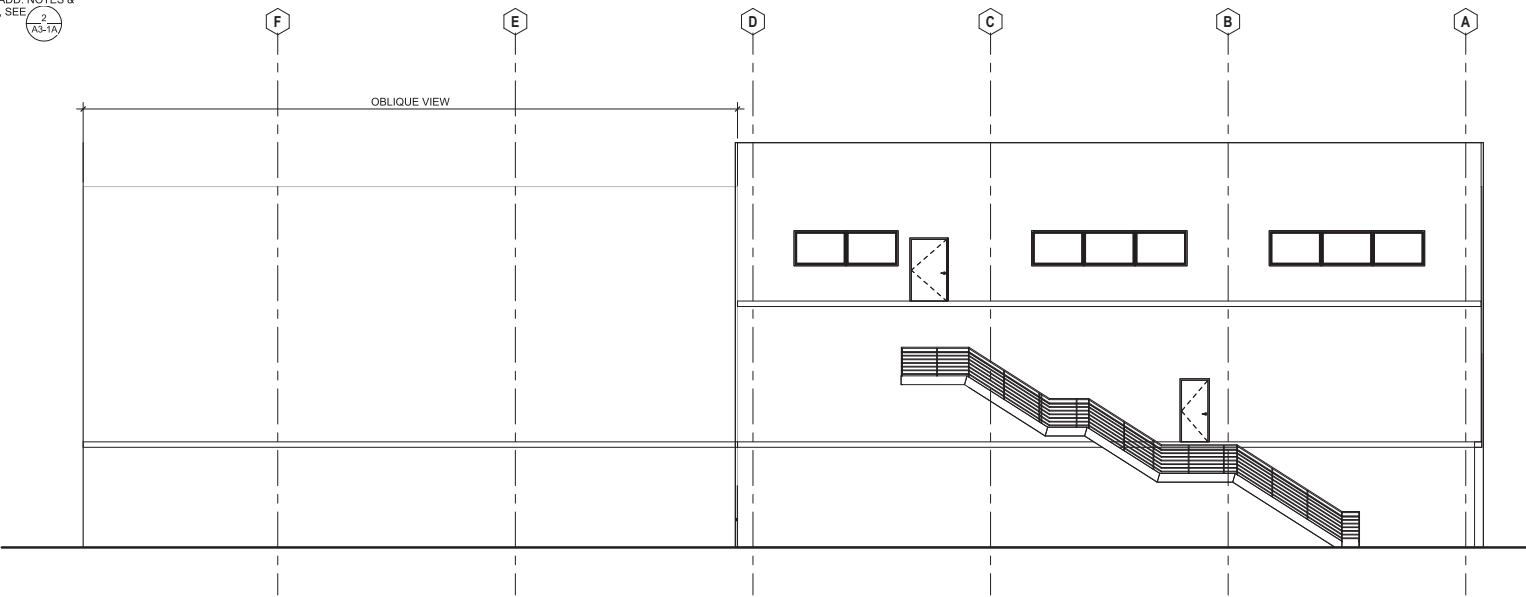


2 WEST ELEVATION  
SCALE: 1/8" = 1'-0"



3 WEST ELEVATION CONTINUED  
SCALE: 1/8" = 1'-0"

FOR ADD. NOTES & DIMS, SEE 2 A3-1A



5 NORTH ELEVATION  
SCALE: 1/8" = 1'-0"



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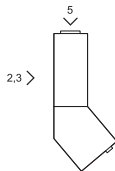


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NOT FOR CONSTRUCTION

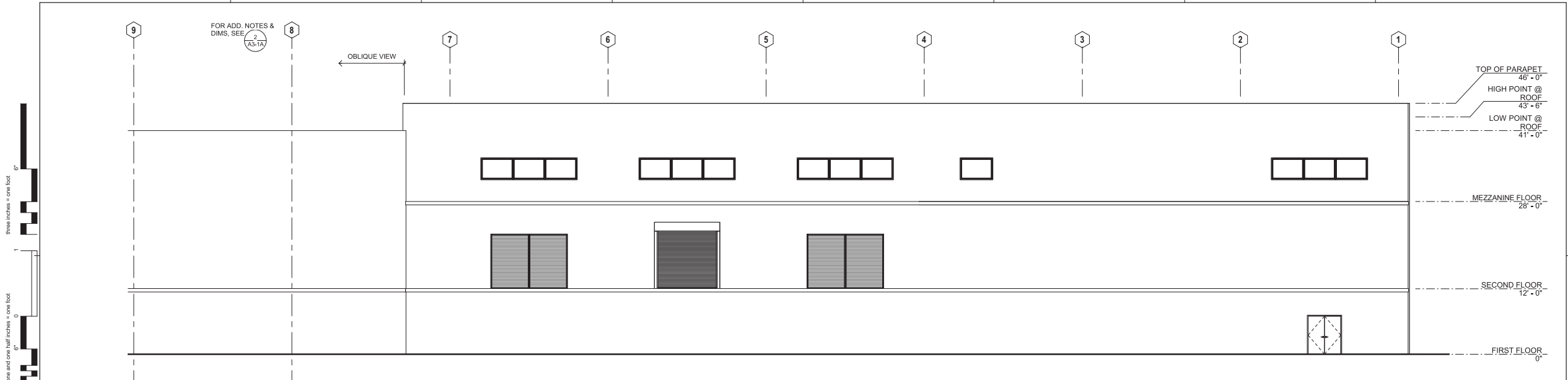
NO	DESCRIPTION	DATE
REVISIONS		



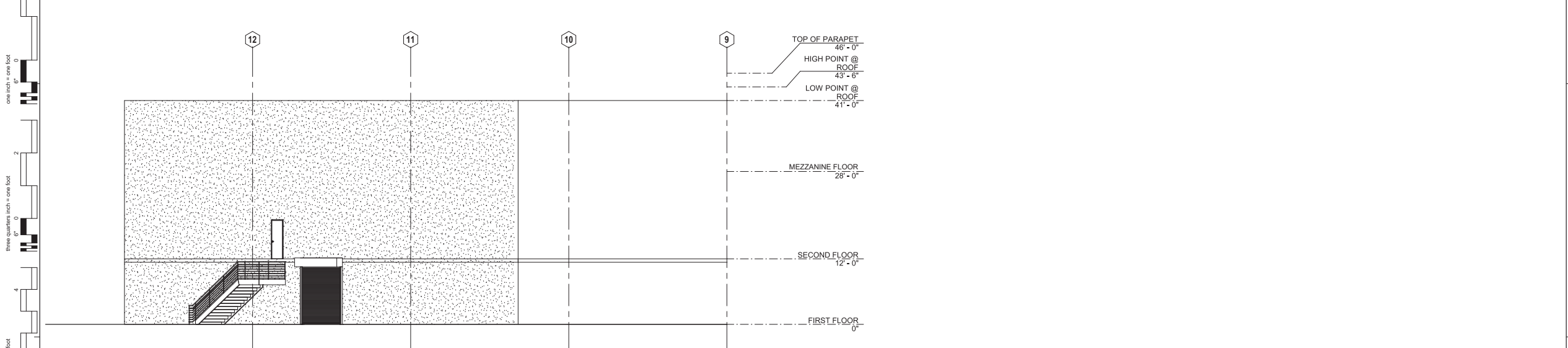
KEY PLAN  
SHEET TITLE  
EXTERIOR ELEVATIONS

PROJECT NO. 467	SHEET NO.  <b>A3-1A</b>
DRAWN BY: JL	
CHECKED BY: PD	
SCALE: AS INDICATED	
DATE: 05/15/20	

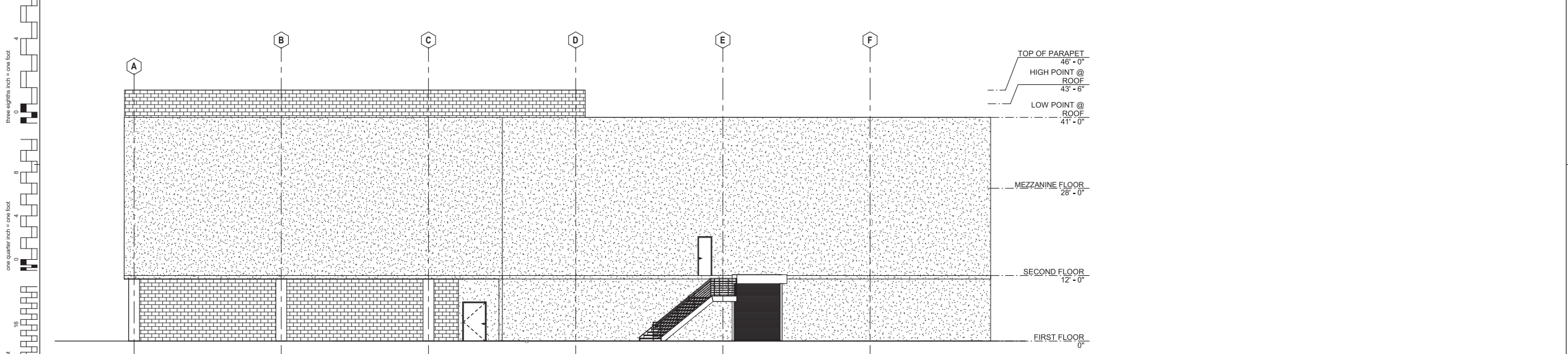
Plotted on: 7/1/2019 11:13:24 AM




**2 EAST ELEVATION**  
SCALE: 1/8" = 1'-0"




**3 EAST ELEVATION CONTINUED**  
SCALE: 1/8" = 1'-0"



**5 SOUTH ELEVATION**  
SCALE: 1/8" = 1'-0"



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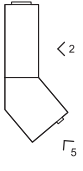
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NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE
REVISIONS		



KEY PLAN  
SHEET TITLE  
**EXTERIOR ELEVATIONS**

PROJECT NO. 467	<b>A3-1B</b>
DRAWN BY: JL	
CHECKED BY: PD	
SCALE: AS INDICATED	
DATE: 05/15/20	

Plotted on: 7/1/2019 11:13:27 AM





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CONSULTANTS:

NO	DESCRIPTION	DATE
REVISIONS		

KEY PLAN  
SHEET TITLE  
SITE AMENITIES PLAN

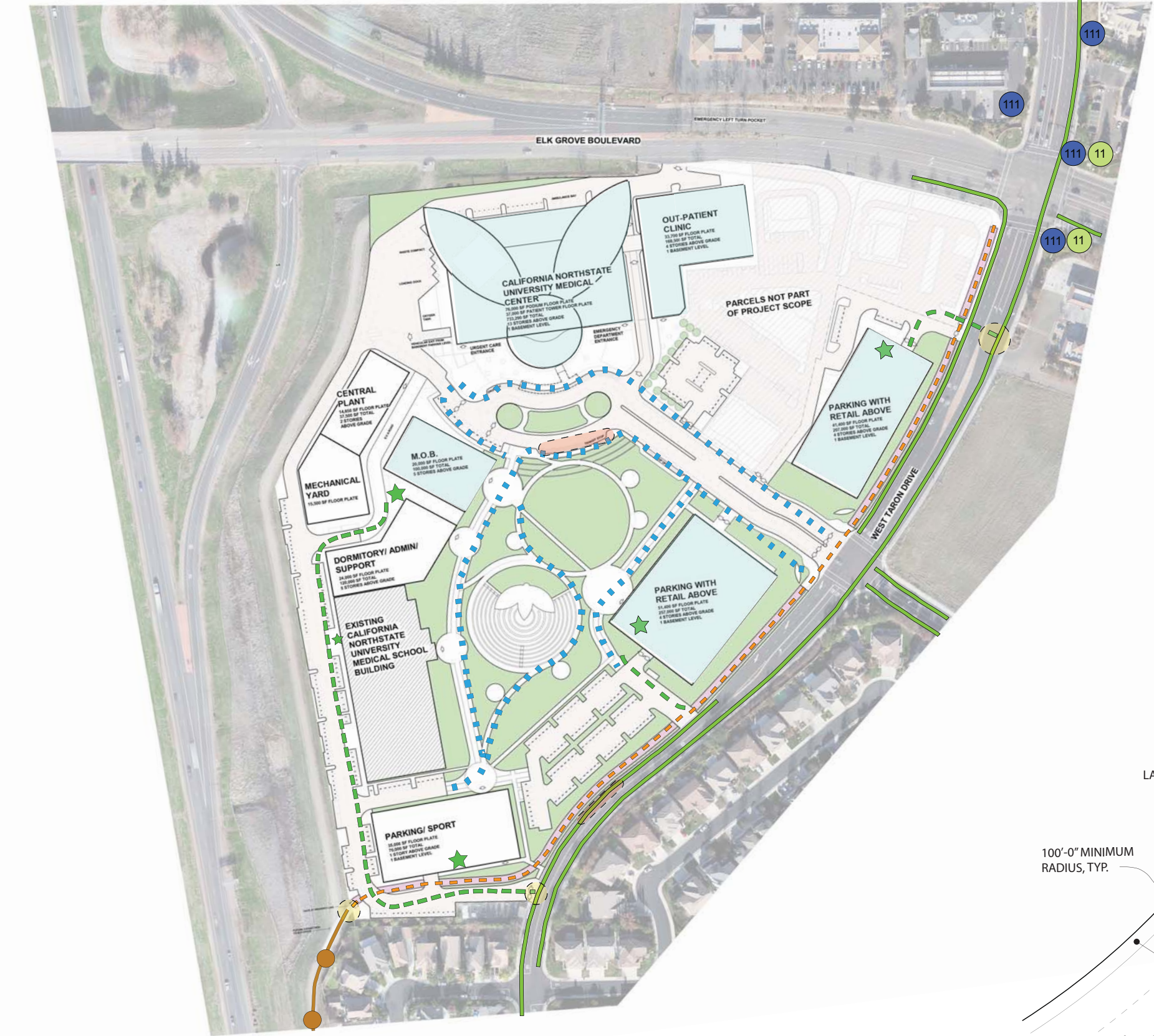
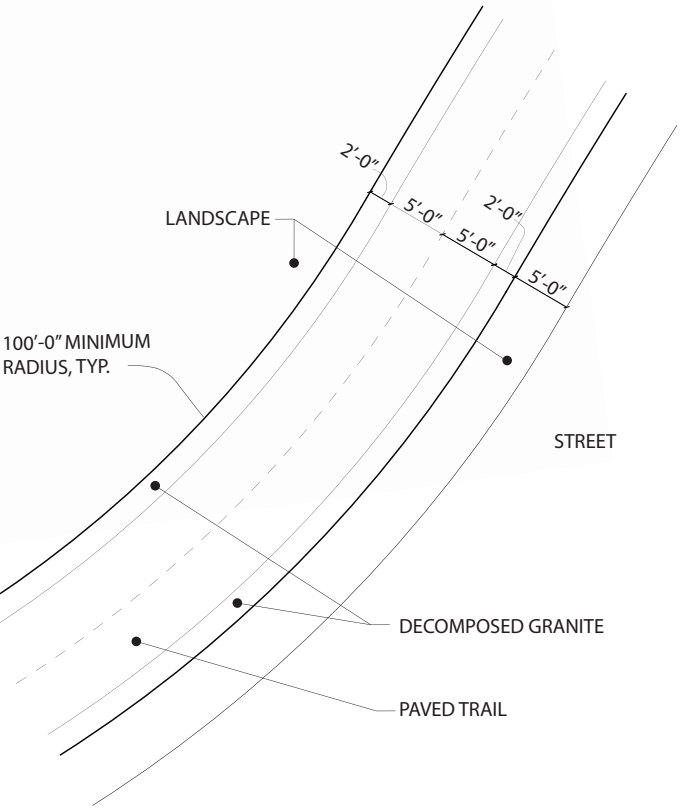
PROJECT NO.  
467  
DRAWN BY:  
WH  
CHECKED BY:  
PD  
SCALE:  
DATE:  
11/09/2020

SHEET NO.  
**A1-05**

## LEGEND

- HIGH PEDESTRIAN TRAFFIC BUILDINGS
- CONNECTION TO EXISTING PATH
- RIDE SHARING STOP
- ROUTE 111 BUS STOP
- ROUTE 111 BUS STOP
- SECURE BIKE PARKING
- BIKE CIRCULATION
- PEDESTRIAN CIRCULATION
- PROPOSED HIKING TRAIL
- EXISTING CLASS II BIKE PATH
- TWO-WAY CLASS I BIKEWAY

## TRAIL DETAIL



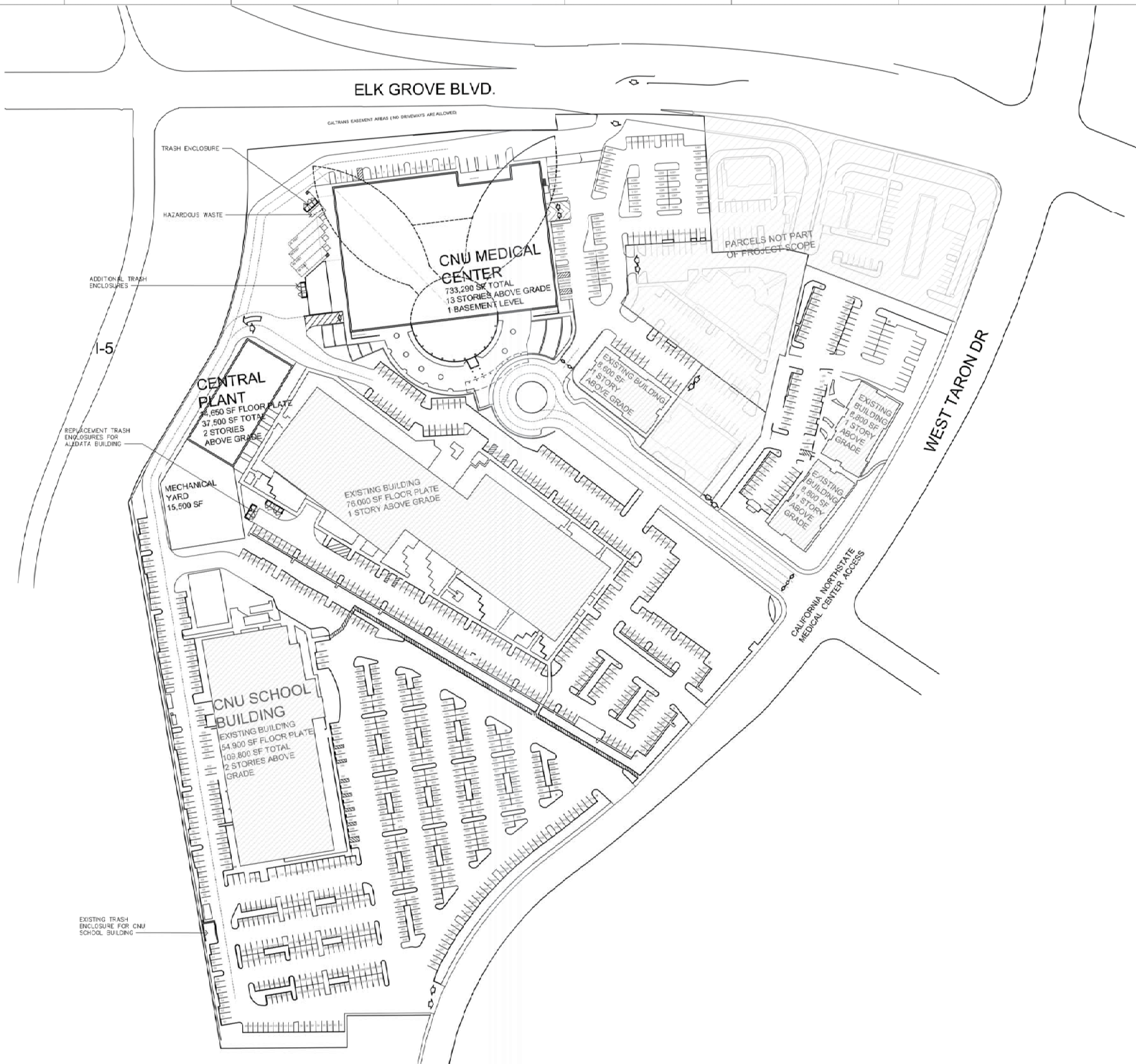
## SITE AMENITIES

NOT TO SCALE



If this sheet is not 30" x 42" it is a reduced print - scale accordingly





# PRELIMINARY WASTE MANAGEMENT PLAN

SCALE: 1" = 60'-0"

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CENTER**

9700 W Taron Dr. Elk Grove, CA 95757

CONSULTANTS:

NO	DESCRIPTION	DATE
REVISIONS		

KEY PLAN  
SHEET TITLE  
**PRELIMINARY PHASE 1  
WASTE MANAGEMENT PLAN**

PROJECT NO.  
487  
DRAWN BY:  
WH  
CHECKED BY:  
PD  
SCALE:

SHEET NO.

**A1-06**

DATE:  
11/09/20  
Plotted on: 8/11/2019 5:35:46 PM





FONG & CHAN ARCHITECTS  
ARCHITECTURE • PLANNING • INTERIOR DESIGN  
1361 BUSH STREET • SAN FRANCISCO, CALIFORNIA 94109  
TEL (415) 931-8600 • FAX (415) 931-4601 • fca@fca-arch.com



CALIFORNIA NORTHSTATE  
UNIVERSITY MEDICAL  
CENTER

9700 W Taron Dr, Elk Grove, CA 95757  
AGENCY APPROVAL

CONSULTANTS:

NO	DESCRIPTION	DATE
REVISIONS		

KEY PLAN  
SHEET TITLE  
**PHASE I**  
**SITE INGRESS/ EGRESS**  
**EXHIBIT**

PROJECT NO.  
467  
DRAWN BY:  
WH  
CHECKED BY:  
Checker  
SCALE:  
N.T.S.  
DATE:  
11/09/2020

SHEET NO.

A1-7

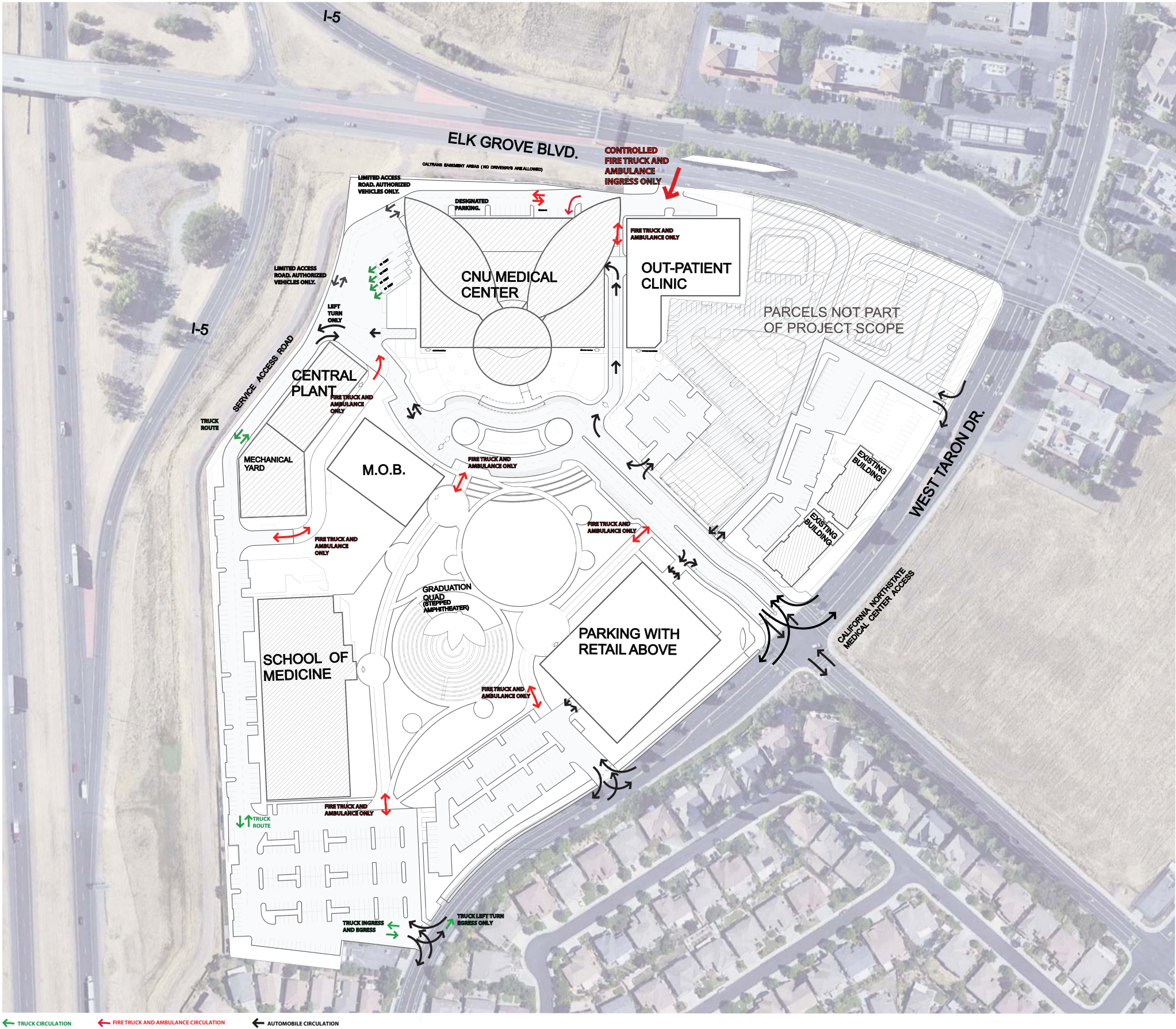


← TRUCK CIRCULATION   ← FIRE TRUCK AND AMBULANCE CIRCULATION   ← AUTOMOBILE CIRCULATION

1 PHASE I SITE PLAN (P1)

If this sheet is not 30" x 42" it is a reduced print - scale accordingly





← TRUCK CIRCULATION   ← FIRETRUCK AND AMBULANCE CIRCULATION   ← AUTOMOBILE CIRCULATION

1 PHASE II SITE PLAN (P2)

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1361 BUSH STREET • SAN FRANCISCO, CA 94109  
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UNIVERSITY MEDICAL  
CENTER

9700 W Taron Dr, Elk Grove, CA 95757  
AGENCY APPROVAL

CONSULTANTS:

NO	DESCRIPTION	DATE
----	-------------	------

REVISIONS

KEY PLAN  
SHEET TITLE

PHASE II  
SITE INGRESS/ EGRESS  
EXHIBIT

PROJECT NO.  
467  
DRAWN BY:  
WH  
CHECKED BY:  
Checker  
SCALE:  
N.T.S.  
DATE:  
11/09/20

SHEET NO.

A1-8





FONG & CHAN ARCHITECTS  
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1361 BUSH STREET • SAN FRANCISCO, CA 94109  
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CALIFORNIA NORTHSTATE  
UNIVERSITY MEDICAL  
CENTER

9700 W Taron Dr, Elk Grove, CA 95757  
AGENCY APPROVAL

CONSULTANTS:

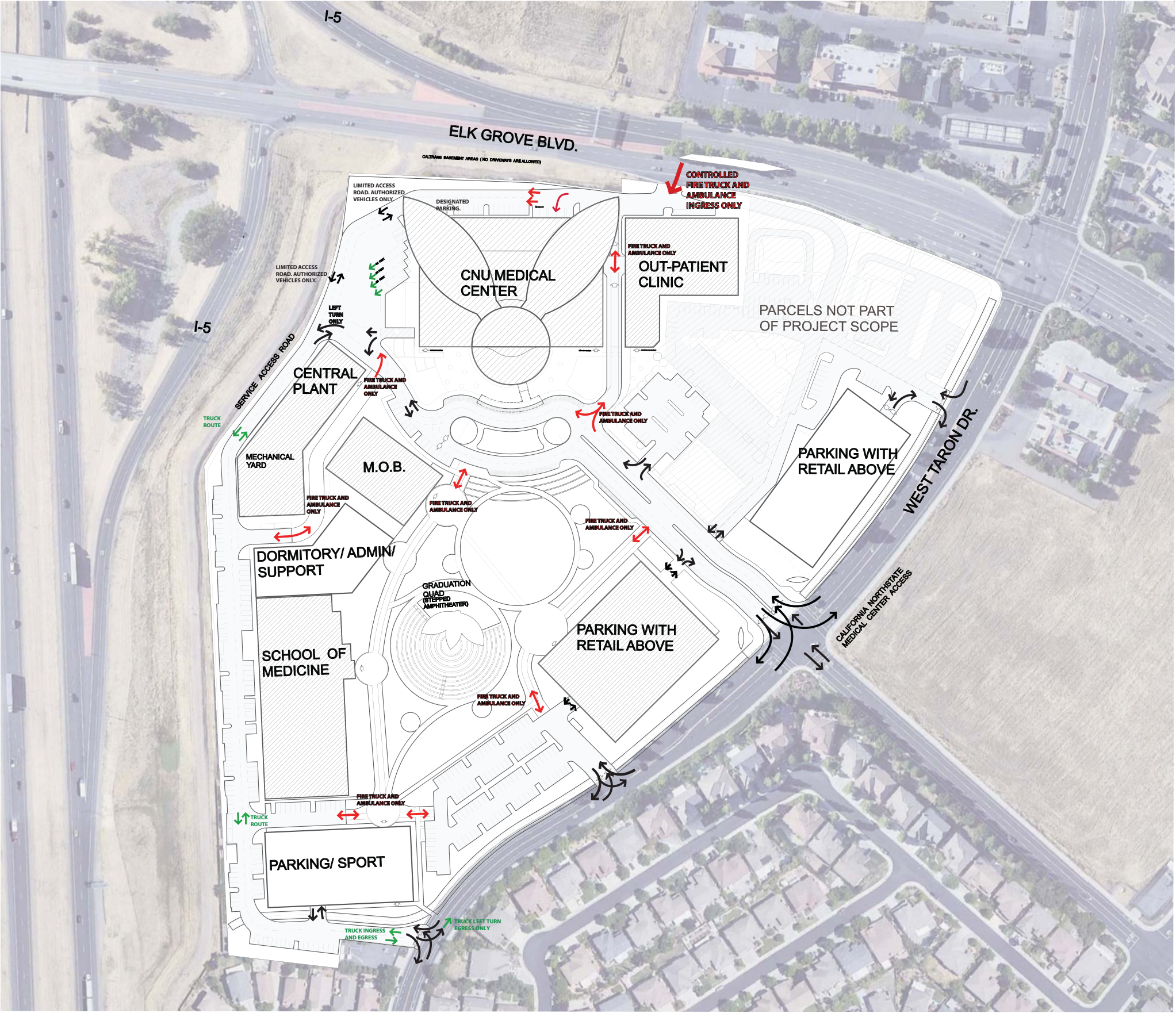
NO	DESCRIPTION	DATE
REVISIONS		

KEY PLAN  
SHEET TITLE  
**MASTER SITE PLAN - PHASE III**  
**SITE INGRESS/ EGRESS**  
**EXHIBIT - OPTION 3**

PROJECT NO.  
467  
DRAWN BY:  
WH  
CHECKED BY:  
Checker  
SCALE:  
N.T.S.  
DATE:  
11/09/20

SHEET NO.

A1-9



← TRUCK CIRCULATION   ← FIRE TRUCK AND AMBULANCE CIRCULATION   ← AUTOMOBILE CIRCULATION

1 MASTER SITE PLAN (P3)

If this sheet is not 30" x 42" it is a reduced print - scale accordingly



SCHEMATIC PLANT LIST

Locate plants as shown. All trees shall be 24" box

SYMBOL	SPECIES	COMMON NAME	WUCOLS
	<b>TREES</b>		
	Acer rubrum	Red Maple	H
	Platanus acerifolia 'Columbia'	London Plane	M
	Carpinus betulus fastigiata	Hornbeam	M
	Populus nigra	Italian Poplar	M
	Cupressus sempervirens 'stricta'	Italian Cypress	M
	Olea europaea 'Swan Hill'	Fruitless Olive	VL
	Schinus molle	California Pepper	L
	Lagerstroemia indica	Crape Myrtle	L
	Malus spp	Flowering Crabapple	M
	Quercus agrifolia	Coast Live Oak	VL
	Quercus lobata	Valley Oak	L
	Quercus ilex	Holly Oak	L
	Ulmus parvifolia	Chinese Elm	M
	Existing trees to remain		

	<b>SHRUBS- 5 gallon located as shown</b>		
	Olea europaea 'Montza'	'Little Ollie' Dwarf Olive	VL
	Rosmarinus officinalis	Rosemary	L
	Prunus ilicifolia	Holly Leaf Cherry	L
	Heteromeles arbutifolia	Toyon	VL
	Arctostaphylos densiflora	Howard McMin Manzanita	VL
	<b>GRASSES-1 gallon located 18" o.c.</b>		
	Festuca californica	California Fescue	M
	Stipa pulchra	Purple Needle Grass	L
	Muhlenbergia rigens	Deer Grass	M
	<b>GROUNDCOVERS- locate 1 gallon at 2' oc</b>		
	Baccharis p. 'Pigeon Point	Pigeon Point Baccharis	L
	Coprosma kirkii	Creeping coprosma	L
	<b>VINES- 5 gallon located as shown</b>		
	Vitis C. 'Roger's Red'	Roger's Red Grape	M
	<b>STORMWATER PLANTING 1 gallon located 18" oc</b>		
	Juncus effusus	Soft Rush	M
	<b>WUCOL LEGEND</b>		
	VL	VERY LOW WATER USE	
	L	LOW WATER USE	
	M	MEDIUM WATER USE	
	H	HIGH WATER USE	
	<b>LANDSCAPE AREA DATA</b>		
	TOTAL SITE	337,714 SF	
	<b>REQUIRED LANDSCAPE</b>	50,062 SF	
	<b>PROVIDED LANDSCAPE</b>	57,000 SF	

IRRIGATION SYSTEM STATEMENT

The irrigation system will be a water efficient low flow, point source system designed to provide adequate watering to support plant growth and insure deeply rooted plant material while avoiding excess water application. The system will be programable, allowing operation during late night and or early morning hours, with multiple start times and cycles. The system will interface with a weather based sensor that will adjust the amount of water applied to the plant material based on daily weather conditions. Irrigation materials specified for the site will be selected on the basis of durability and ease of maintenance. Landscape irrigation will comply with the California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO). Water source for Landscape Irrigation will be from existing Non-Potable service at the project site.

SHADE CALCULATIONS

Per City of Elk Grove, 50% of parking lot to be shaded

SYMBOL	SPECIES	COVERAGE	QTY	AREA (SF)	TOTAL (SF)
	<b>TREES</b>				
	Ulmus parvifolia	FULL	20	700	14,000
	Quercus agrifolia	HALF	25	350	8,750
	Olea europaea 'Swan Hill'	QUARTER	7	175	1,225
	<b>TOTAL SHADE COVERAGE</b>				23,975
	<b>TOTAL AREA OF PARKING LOTS</b>				47,937
	<b>SHADE PERCENTAGE</b>				50%

LANDSCAPE MAINTENANCE STATEMENT

All landscaped areas within the project site and within the Right of Way shall be maintained by the Owner.

FONG & CHAN ARCHITECTS

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CALIFORNIA NORTHSTATE UNIVERSITY MEDICAL CENTER

9700 W Taron Dr, Elk Grove, CA 95757



NO	DESCRIPTION	DATE
REVISIONS		

KEY PLAN  
SHEET TITLE  
PHASE 1 LANDSCAPE MASTER PLAN

PROJECT NO. 467	SHEET NO.
DRAWN BY: AP	<b>L1.0</b>
CHECKED BY: MG	
SCALE: 1" = 50'	
DATE: 5/26/20	

Plotted on:



SCHEMATIC PLANT LIST

Locate plants as shown. All trees shall be 24" box

SYMBOL	SPECIES	COMMON NAME	WUCOLS
	<b>TREES</b>		
	Acer rubrum	Red Maple	H
	Platanus acerifolia 'Columbia'	London Plane	M
	Carpinus betulus fastigiata	Hornbeam	M
	Populus nigra	Italian Poplar	M
	Cupressus sempervirens 'stricta'	Italian Cypress	M
	Olea europaea 'Swan Hill'	Fruitless Olive	VL
	Schinus molle	California Pepper	L
	Lagerstroemia indica	Crape Myrtle	L
	Malus spp	Flowering Crabapple	M
	Quercus agrifolia	Coast Live Oak	VL
	Quercus lobata	Valley Oak	L
	Quercus ilex	Holly Oak	L
	Ulmus parvifolia	Chinese Elm	M
	Existing trees to remain		

<b>SHRUBS- 5 gallon located as shown</b>			
	Olea europaea 'Montra'	'Little Ollie' Dwarf Olive	VL
	Rosmarinus officinalis	Rosemary	L
	Prunus ilicifolia	Holly Leaf Cherry	VL
	Heteromeles arbutifolia	Toyon	L
	Arctostaphylos densiflora	Howard McMinn Manzanita	L
	Pittosporum tenuifolium 'Silver Sheen'	Pittosporum	M

<b>GRASSES- 1 gallon located 18" o.c.</b>			
	Festuca californica	California Fescue	M
	Stipa pulchra	Purple Needle Grass	L
	Muhlenbergia rigens	Deer Grass	M
	Helictotrichon sempervirens	Blue Oat Grass	L

<b>GROUNDCOVERS- locate 1 gallon at 2' oc</b>			
	Baccharis p. 'Pigeon Point'	Pigeon Point Baccharis	L
	Coprosma kirkii	Creeping coprosma	L
	Rosmarinus prostratus	Rosemary	L
	Myoporum parvifolium	Dwarf myoporum	L

<b>VINES- 5 gallon located as shown</b>			
	Vitis C. 'Roger's Red'	Roger's Red Grape	M
	Parthenocissus tricuspidata	Boston Ivy	M
	Rosa 'Don Juan'	Climbing Roses	M

<b>STORMWATER PLANTING 1 gallon located 18" oc</b>			
	Juncus effusus	Soft Rush	M
	Juncus patens	California Gray Rush	M

Sodded Lawn, See Specs

<b>WUCOL LEGEND</b>		
VL	VERY LOW WATER USE	
L	LOW WATER USE	
M	MEDIUM WATER USE	
H	HIGH WATER USE	

<b>LANDSCAPE AREA DATA</b>		
TOTAL SITE	24.58 AC (1070704.8 SF)	
PARKING LOT	53,678 SF	

REQUIRED LANDSCAPE	309,658 SF
PROVIDED LANDSCAPE	315,525 SF

SHADE CALCULATIONS

Per City of Elk Grove, 50% of parking lot to be shaded

SYMBOL	SPECIES TREES	COVERAGE	QTY	AREA (SF)	TOTAL (SF)
	Ulmus parvifolia	FULL	16	700	11,200
	Quercus agrifolia	HALF	43	350	15,050
	Olea europaea 'Swan Hill'	QUARTER	4	175	700
TOTAL SHADE COVERAGE				26,950	
TOTAL AREA OF PARKING LOTS				53,678	
SHADE PERCENTAGE				50%	

LANDSCAPE MAINTENANCE STATEMENT

All landscaped areas within the project site and within the Right of Way shall be maintained by the Owner.

IRRIGATION SYSTEM STATEMENT

The irrigation system will be a water efficient low flow, point source system designed to provide adequate watering to support plant growth and insure deeply rooted plant material while avoiding excess water application. The system will be programmable, allowing operation during late night and or early morning hours, with multiple start times and cycles. The system will interface with a weather based sensor that will adjust the amount of water applied to the plant material based on daily weather conditions. Irrigation materials specified for the site will be selected on the basis of durability and ease of maintenance. Landscape irrigation will comply with the California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO). Water source for Landscape Irrigation will be from existing Non-Potable service at the project site.

- Parking Court
- Large Canopy Shade Tree
  - Stormwater Treatment
  - Evergreen Ground Cover
  - Pedestrian Lighting

- W. Taron Drive Street Scope
- Existing Trees To Remain As Possible
  - New Street Trees
  - Evergreen Screen Shrubs Ground Cover
  - Class 1 Bike Trail

- Campus Gateway
- Monuments With Directional Signal
  - Flowering Tree Shrubs
  - Accent Lighting

0 25' 50' 100'  
Scale 1"= 50'-0"

North

FONG & CHAN ARCHITECTS  
ARCHITECTURE • PLANNING • INTERIOR DESIGN  
1201 BUSH STREET • SAN FRANCISCO • CALIFORNIA 94118  
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UNIVERSITY MEDICAL  
CENTER

9700 W Taron Dr, Elk Grove, CA 95757

CONSULTANTS:



NO	DESCRIPTION	DATE
REVISIONS		

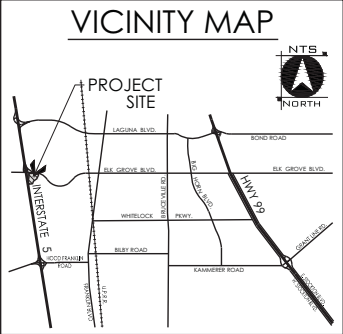
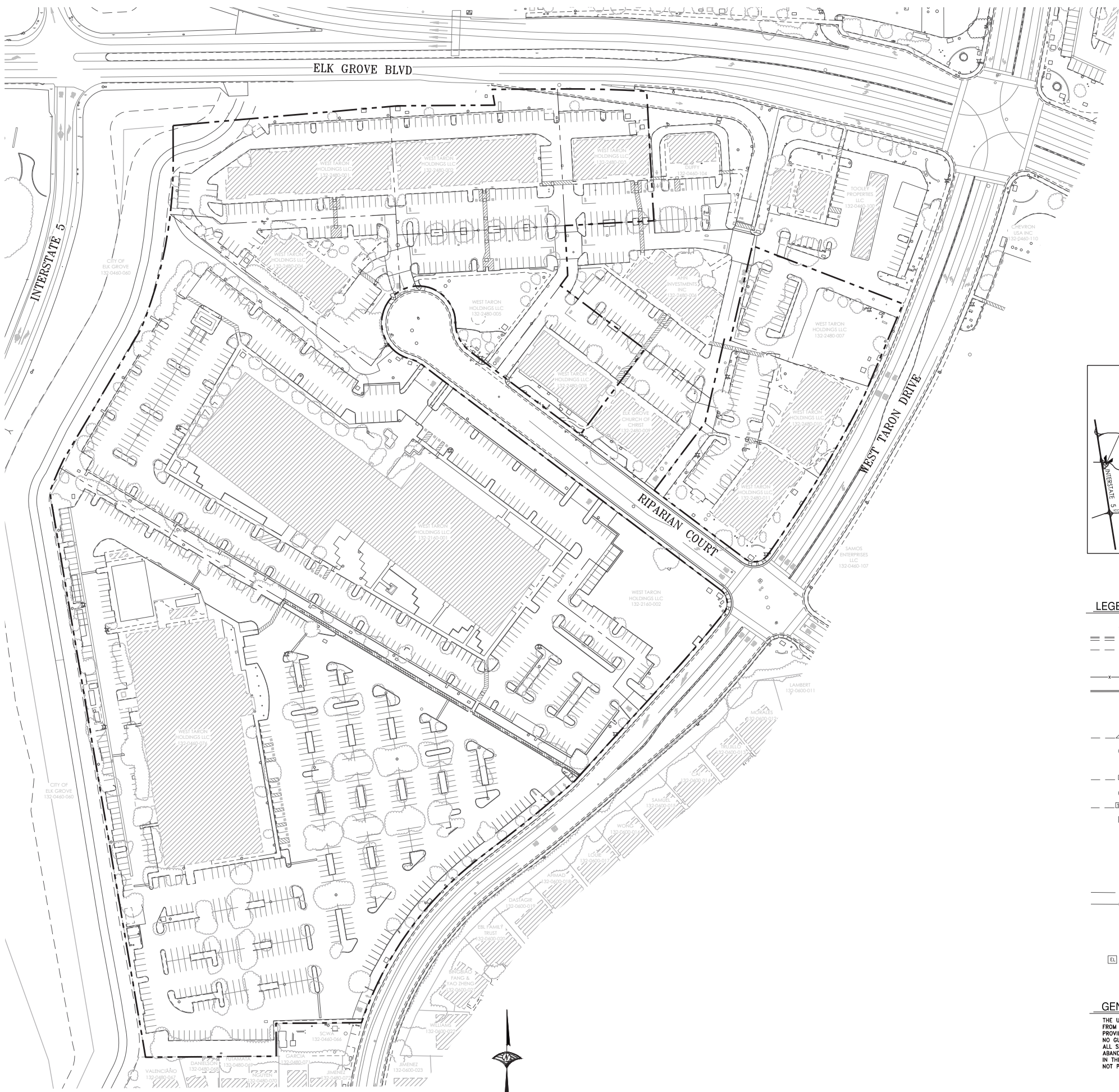
KEY PLAN  
SHEET TITLE  
PHASE 3 LANDSCAPE  
MASTER PLAN

PROJECT NO.  
467  
DRAWN BY:  
AP  
CHECKED BY:  
MG  
SCALE:  
1" = 50'  
DATE:  
5/20/20  
Potted on:

SHEET NO.

L1.1





LEGEND	
	SPOT ELEVATION
	CURB & GUTTER
	EDGE OF HARDSCAPE
	ACCESSIBLE RAMP
	FENCE
	WALL
	SIGN, AS INDICATED
	TREE OR SHRUB
	STORM DRAIN LINE
	STORM DRAIN MANHOLE
	DRAIN INLET
	SANITARY SEWER LINE
	SANITARY SEWER MANHOLE
	WATER LINE
	WATER VALVE
	FIRE HYDRANT
	FIRE DEPT. CONN. & POST INDICATOR VALVE
	WATER METER
	REDUCED PRESSURE BACKFLOW PREVENTOR
	IRRIGATION VALVE BOX
	GAS LINE
	FIBER OPTIC/TEL LINE
	FIBER OPTIC MARKER
	TV/CABLE BOX
	TELEPHONE BOX
	ELECTRIC VAULT, BOX, OR PANEL

**GENERAL NOTE**

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS PROVIDED TO WOOD RODGERS. WOOD RODGERS, INC. MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES COMPRISE ALL SUCH UTILITIES IN THE AREA EITHER IN SERVICE OR ABANDONED OR THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. WOOD RODGERS, INC. HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

**FONG & CHAN ARCHITECTS**  
ARCHITECTURE • PLANNING • INTERIOR DESIGN

1361 BUSH STREET • SAN FRANCISCO • CALIFORNIA 94109  
TEL (415) 931-8800 • FAX (415) 931-6801 • fca@fca-arch.com

**CALIFORNIA NORTHSTATE UNIVERSITY**

**CALIFORNIA NORTHSTATE UNIVERSITY MEDICAL CENTER**

9700 W Taron Dr, Elk Grove, CA 95757

CONSULTANTS:

**WOOD RODGERS**  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

3301 C ST, BLDG. 100-B TEL 916.341.7760  
SACRAMENTO, CA 95816 FAX 916.341.7767

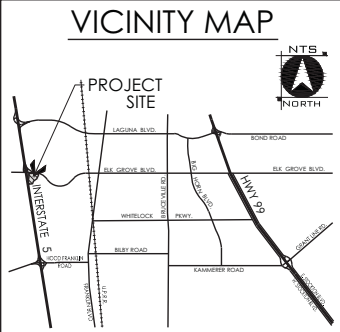
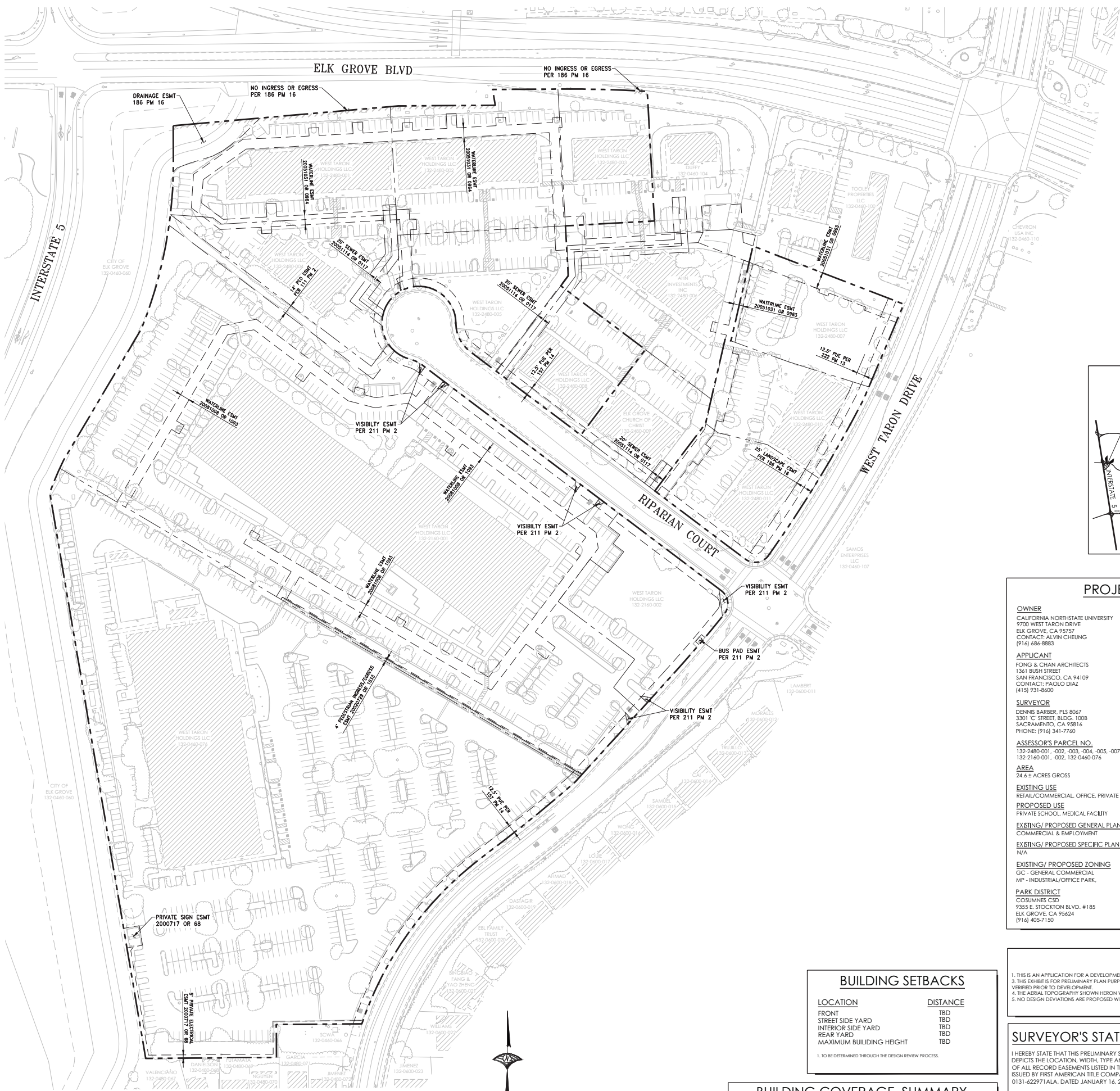
NO	DESCRIPTION	DATE
REVISIONS		

KEY PLAN  
SHEET TITLE  
**EXISTING TOPOGRAPHY PLAN**

PROJECT NO. 467	SHEET NO. <b>C1.0</b>
DRAWN BY: P. ROBERTS	
CHECKED BY: M. SPOKELY	
SCALE:	
DATE: 04/01/2020	



three inches = one foot  
one and one half inches = one foot  
one inch = one foot  
three quarters inch = one foot  
one half inch = one foot  
three eighths inch = one foot  
one quarter inch = one foot  
one eighth inch = one foot



PROJECT NOTES

**OWNER**  
CALIFORNIA NORTHSTATE UNIVERSITY  
9700 WEST TARON DRIVE  
ELK GROVE, CA 95757  
CONTACT: ALVIN CHEUNG  
(916) 466-5883

**APPLICANT**  
FONG & CHAN ARCHITECTS  
1361 BUSH STREET  
SAN FRANCISCO, CA 94109  
CONTACT: PACOLO DIAZ  
(415) 931-8600

**SURVEYOR**  
DENNIS BARBER, P.L.S. 8067  
3301 'C' STREET, BLDG. 100B  
SACRAMENTO, CA 95816  
PHONE: (916) 341-7760

**ASSESSOR'S PARCEL NO.**  
132-2480-001, -002, -003, -004, -005, -007, -008, -010, -011  
132-2160-001, -002, 132-0460-076

**AREA**  
24.6 ± ACRES GROSS

**EXISTING USE**  
RETAIL/COMMERCIAL, OFFICE, PRIVATE SCHOOL

**PROPOSED USE**  
PRIVATE SCHOOL, MEDICAL FACILITY

**EXISTING/PROPOSED GENERAL PLAN DESIGNATION**  
COMMERCIAL & EMPLOYMENT

**EXISTING/PROPOSED SPECIFIC PLAN DESIGNATION**  
N/A

**EXISTING/PROPOSED ZONING**  
OC - GENERAL COMMERCIAL  
MP - INDUSTRIAL/OFFICE PARK

**PARK DISTRICT**  
COSUMNES CSD  
9355 E. STOCKTON BLVD., #185  
ELK GROVE, CA 95624  
(916) 405-7150

**FIRE PROTECTION**  
COSUMNES CSD  
9355 E. STOCKTON BLVD., #185  
ELK GROVE, CA 95624  
(916) 405-7150

**SCHOOL DISTRICT**  
ELK GROVE UNIFIED SCHOOL DISTRICT  
9510 ELK GROVE FLORIN ROAD  
ELK GROVE, CA 95624  
(916) 466-5085

**SEWER**  
SACRAMENTO AREA SEWER DISTRICT  
10060 GÖTHE ROAD  
SACRAMENTO, CA 95827  
(916) 876-7524

**STORM DRAINAGE**  
CITY OF ELK GROVE  
8401 LAGUNA PALMS WAY  
ELK GROVE, CA 95758  
(916) 467-3005

**WATER**  
SACRAMENTO COUNTY WATER AGENCY  
827 7TH STREET, ROOM 301  
SACRAMENTO, CA 95814  
(916) 874-6851

**ELECTRICITY**  
SMUD  
6301 'S' STREET  
SACRAMENTO, CA 95817  
(916) 742-7683

**GAS**  
PG&E  
5555 FLORIN PERKINS ROAD  
SACRAMENTO, CA 95826  
(916) 386-5453

**TELEPHONE**  
FRONTIER COMMUNICATIONS  
9257 LAGUNA SPRINGS WAY #160  
ELK GROVE, CA 95758  
(916) 691-5615

NOTES

1. THIS IS AN APPLICATION FOR A DEVELOPMENT PERMIT.
3. THIS EXHIBIT IS FOR PRELIMINARY PLAN PURPOSES ONLY. ALL SITE CHARACTERISTICS ARE TO BE VERIFIED PRIOR TO DEVELOPMENT.
4. THE AERIAL TOPOGRAPHY SHOWN HEREON WAS PROVIDED BY OTHERS.
5. NO DESIGN DEVIATIONS ARE PROPOSED WITH THIS SITE DESIGN.

SURVEYOR'S STATEMENT

I HEREBY STATE THAT THIS PRELIMINARY SITE PLAN ACCURATELY DEPICTS THE LOCATION, WIDTH, TYPE AND RECORDING INFORMATION OF ALL RECORD EASEMENTS LISTED IN THE PRELIMINARY TITLE REPORT ISSUED BY FIRST AMERICAN TITLE COMPANY, ORDER NO. 0131-422971ALA, DATED JANUARY 16, 2019.

DENNIS BARBER, P.L.S. 8067

DATE

BUILDING SETBACKS

LOCATION	DISTANCE
FRONT	TBD
STREET SIDE YARD	TBD
INTERIOR SIDE YARD	TBD
REAR YARD	TBD
MAXIMUM BUILDING HEIGHT	TBD

1. TO BE DETERMINED THROUGH THE DESIGN REVIEW PROCESS.

BUILDING COVERAGE SUMMARY

BUILDING SQUARE FOOTAGE	PROPERTY SQUARE FOOTAGE	COVERAGE
TBD	TBD	TBD

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3301 'C' ST., BLDG. 100-B TEL 916.341.7760  
SACRAMENTO, CA 95816 FAX 916.341.7767

NO	DESCRIPTION	DATE
REVISIONS		

KEY PLAN  
SHEET TITLE

**EXISTING SITE EASEMENT PLAN**

PROJECT NO.  
467

DRAWN BY:  
P. ROBERTS

CHECKED BY:  
M. SPOKELY

SCALE:

DATE:  
04/01/2020

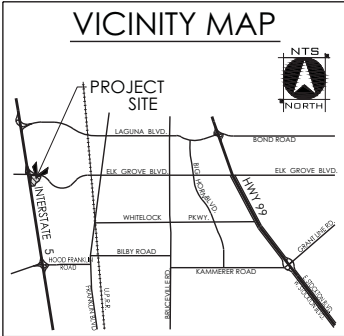
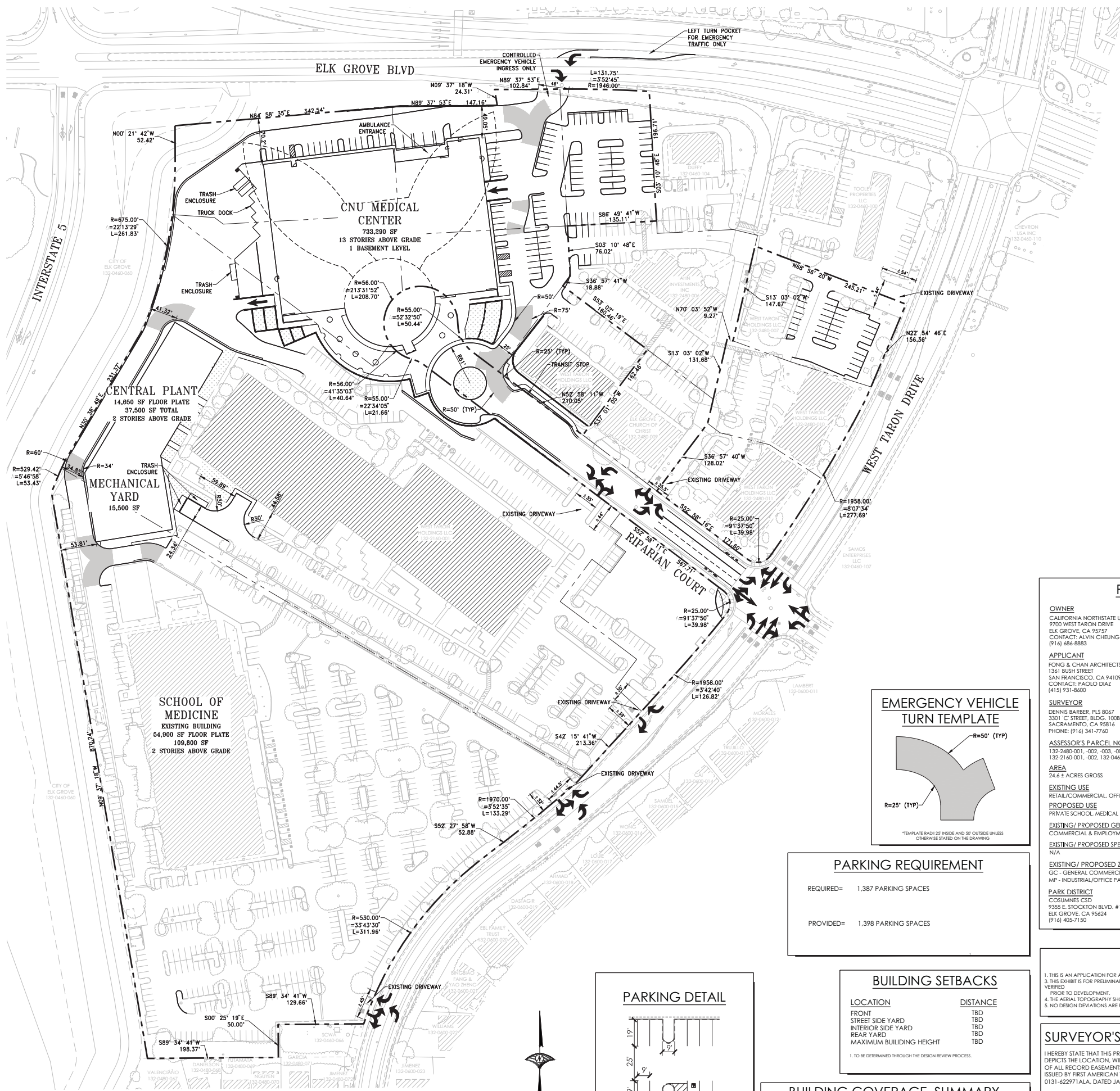
SHEET NO.

**C1.1**



three inches = one foot  
one inch = one foot  
one half inch = one foot  
one quarter inch = one foot  
one eighth inch = one foot  
one sixteenth inch = one foot  
one thirty-second inch = one foot  
one sixty-fourth inch = one foot  
one one-hundredth inch = one foot  
one two-hundredth inch = one foot  
one four-hundredth inch = one foot  
one eight-hundredth inch = one foot  
one one-thousandth inch = one foot  
one two-thousandth inch = one foot  
one four-thousandth inch = one foot  
one eight-thousandth inch = one foot  
one sixteen-thousandth inch = one foot  
one thirty-two-thousandth inch = one foot  
one sixty-four-thousandth inch = one foot  
one one-hundred-thousandth inch = one foot  
one two-hundred-thousandth inch = one foot  
one four-hundred-thousandth inch = one foot  
one eight-hundred-thousandth inch = one foot  
one millionth inch = one foot

If this sheet is not 30" x 42" it is a reduced print - scale accordingly



### PROJECT NOTES

**OWNER**  
CALIFORNIA NORTHSTATE UNIVERSITY  
9700 WEST TARON DRIVE  
ELK GROVE, CA 95757  
CONTACT: ALVIN CHEUNG  
(916) 486-9883

**APPLICANT**  
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1361 BUSH STREET  
SAN FRANCISCO, CA 94109  
CONTACT: PAOLO DIAZ  
(415) 931-8600

**SURVEYOR**  
DENNIS BARBER, PLS 8067  
3301 C STREET, BLDG. 100B  
SACRAMENTO, CA 95816  
PHONE: (916) 341-7760

**ASSESSOR'S PARCEL NO.**  
132-2480-001, -002, -003, -004, -005, -007, -008, -010, -011  
132-2160-001, -002, 132-0460-076

**AREA**  
24.4 ± ACROSS GROSS

**EXISTING USE**  
RETAIL/COMMERCIAL OFFICE, PRIVATE SCHOOL

**PROPOSED USE**  
PRIVATE SCHOOL, MEDICAL FACILITY

**EXISTING/ PROPOSED GENERAL PLAN DESIGNATION**  
COMMERCIAL & EMPLOYMENT

**EXISTING/ PROPOSED SPECIFIC PLAN DESIGNATION**  
N/A

**EXISTING/ PROPOSED ZONING**  
GC - GENERAL COMMERCIAL  
MP - INDUSTRIAL/OFFICE PARK

**PARK DISTRICT**  
COSUMES CSD  
9355 E. STOCKTON BLVD. #185  
ELK GROVE, CA 95624  
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**FIRE PROTECTION**  
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ELK GROVE, CA 95624  
(916) 405-7150

**SCHOOL DISTRICT**  
ELK GROVE UNIFIED SCHOOL DISTRICT  
9510 ELK GROVE FLOREN ROAD  
ELK GROVE, CA 95624  
(916) 486-5085

**SEWER**  
SACRAMENTO AREA SEWER DISTRICT  
10060 GOETHE ROAD  
SACRAMENTO, CA 95827  
(916) 874-7526

**STORM DRAINAGE**  
CITY OF ELK GROVE  
8401 LAGUNA PALMS WAY  
ELK GROVE, CA 95758  
(916) 687-3005

**WATER**  
SACRAMENTO COUNTY WATER AGENCY  
827 7TH STREET, ROOM 301  
SACRAMENTO, CA 95814  
(916) 874-6851

**ELECTRICITY**  
SMUD  
6301 S STREET  
SACRAMENTO, CA 95817  
(916) 742-7683

**GAS**  
PG&E  
5555 FLORIN PERKINS ROAD  
SACRAMENTO, CA 95826  
(916) 386-5453

**TELEPHONE**  
FRONTIER COMMUNICATIONS  
9257 LAGUNA SPRINGS WAY #160  
ELK GROVE, CA 95758  
(916) 691-5615

### NOTES

- THIS IS AN APPLICATION FOR A DEVELOPMENT PERMIT.
- THIS EXHIBIT IS FOR PRELIMINARY PLAN PURPOSES ONLY. ALL SITE CHARACTERISTICS ARE TO BE VERIFIED PRIOR TO DEVELOPMENT.
- THE AERIAL TOPOGRAPHY SHOWN HEREON WAS PROVIDED BY OTHERS.
- NO DESIGN DEVIATIONS ARE PROPOSED WITH THIS SITE DESIGN.

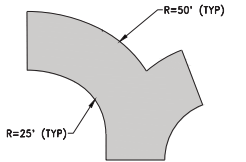
### SURVEYOR'S STATEMENT

I HEREBY STATE THAT THIS PRELIMINARY SITE PLAN ACCURATELY DEPICTS THE LOCATION, WIDTH, TYPE AND RECORDING INFORMATION OF ALL RECORD EASEMENTS LISTED IN THE PRELIMINARY TITLE REPORT ISSUED BY FIRST AMERICAN TITLE COMPANY, ORDER NO. 0131-622971ALA, DATED JANUARY 16, 2019.

DENNIS BARBER, P.L.S. 8067

DATE

### EMERGENCY VEHICLE TURN TEMPLATE



\*TEMPLATE RADII 25' INSIDE AND 50' OUTSIDE UNLESS OTHERWISE STATED ON THE DRAWINGS

### PARKING REQUIREMENT

REQUIRED= 1,387 PARKING SPACES

PROVIDED= 1,398 PARKING SPACES

### BUILDING SETBACKS

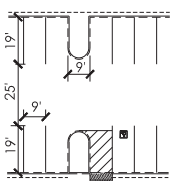
LOCATION	DISTANCE
FRONT	TBD
STREET SIDE YARD	TBD
INTERIOR SIDE YARD	TBD
REAR YARD	TBD
MAXIMUM BUILDING HEIGHT	TBD

1. TO BE DETERMINED THROUGH THE DESIGN REVIEW PROCESS.

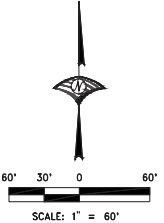
### BUILDING COVERAGE SUMMARY

BUILDING SQUARE FOOTAGE	PROPERTY SQUARE FOOTAGE	COVERAGE
TBD	TBD	TBD

### PARKING DETAIL



NOTE: PER TABLE 23.58.3 OF THE CITY OF ELK GROVE ZONING CODE.



**FONG & CHAN ARCHITECTS**  
ARCHITECTURE • PLANNING • INTERIOR DESIGN  
1361 BUSH STREET • SAN FRANCISCO • CALIFORNIA 94109  
TEL (415) 931-8600 • FAX (415) 931-6001 • fca@fca-arch.com



**CALIFORNIA NORTHSTATE UNIVERSITY MEDICAL CENTER**

9700 W Taron Dr, Elk Grove, CA 95757

CONSULTANTS:

**WOOD RODGERS**  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME  
3301 C ST., BLDG. 100-B TEL 916.341.7760  
SACRAMENTO, CA 95816 FAX 916.341.7767

NO	DESCRIPTION	DATE
----	-------------	------

REVISIONS

KEY PLAN  
SHEET TITLE

**PHASE 1 - PRELIMINARY SITE PLAN**

PROJECT NO.  
467

DRAWN BY:  
P. ROBERTS

CHECKED BY:  
M. SPOKELY

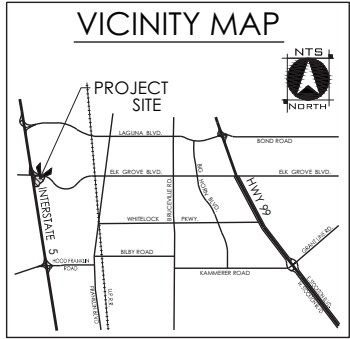
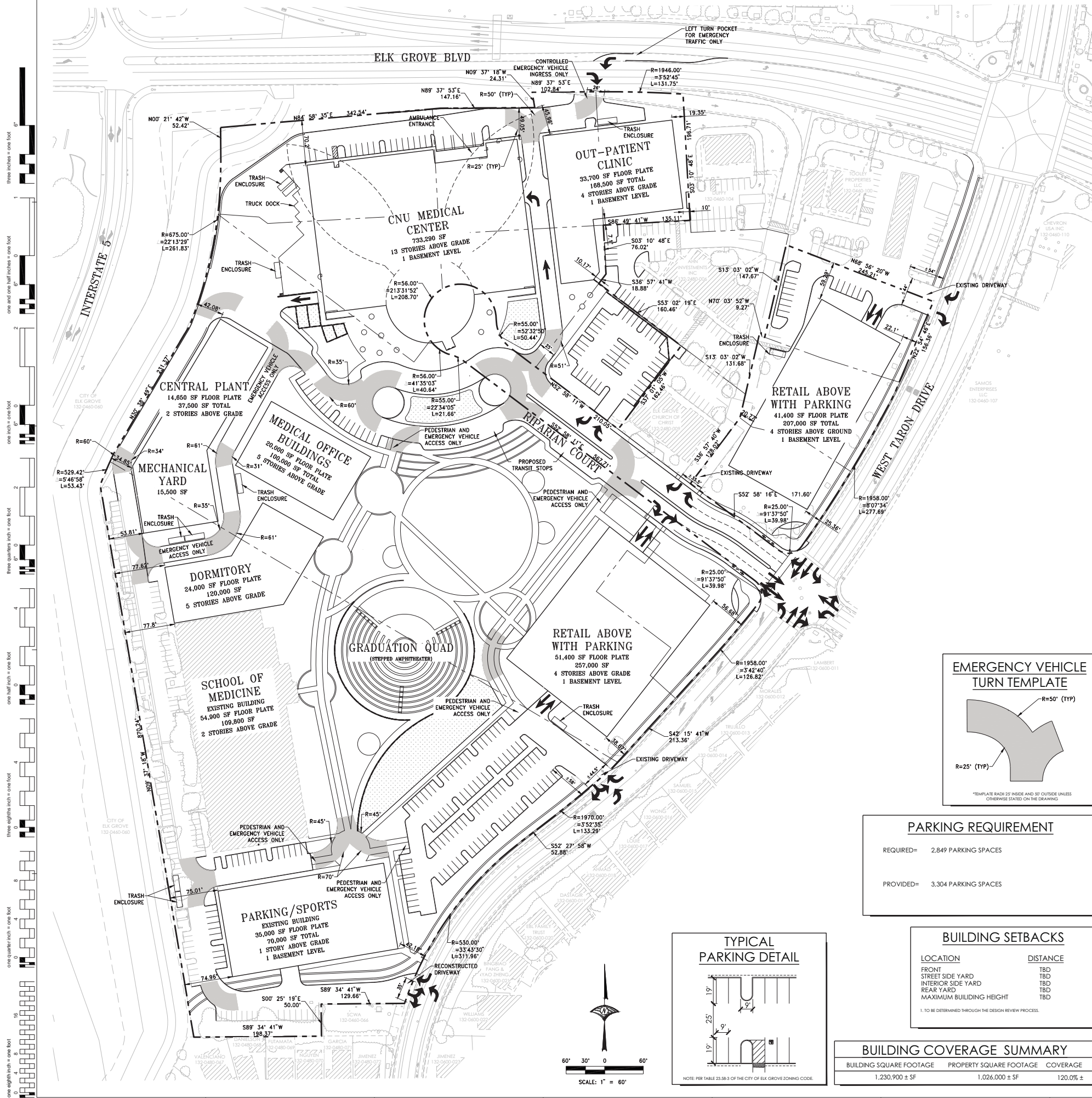
SCALE:

DATE:  
11/09/2020

SHEET NO.

**C2.0**





PROJECT NOTES

**OWNER**  
CALIFORNIA NORTHSTATE UNIVERSITY  
9700 WEST TARON DRIVE  
ELK GROVE, CA 95757  
CONTACT: ALVIN CHEUNG  
(916) 456-8883

**APPLICANT**  
FONG & CHAN ARCHITECTS  
1361 BUSH STREET  
SAN FRANCISCO, CA 94109  
CONTACT: PAOLO DIAZ  
(415) 931-8600

**SURVEYOR**  
DENNIS BARBER, PLS 8067  
3301 'C' STREET, BLDG. 100B  
SACRAMENTO, CA 95814  
PHONE: (916) 341-7740

**ASSESSOR'S PARCEL NO.**  
132-2480-001, -002, -003, -004, -005, -007, -008, -010, -011  
132-2140-001, -002, 132-0460-074

**AREA**  
24.6 ± ACRES GROSS

**EXISTING USE**  
RETAIL/COMMERCIAL OFFICE, PRIVATE SCHOOL

**PROPOSED USE**  
PRIVATE SCHOOL, MEDICAL FACILITY

**EXISTING/ PROPOSED GENERAL PLAN DESIGNATION**  
COMMERCIAL & EMPLOYMENT

**EXISTING/ PROPOSED SPECIFIC PLAN DESIGNATION**  
N/A

**EXISTING/ PROPOSED ZONING**  
GC - GENERAL COMMERCIAL  
MP - INDUSTRIAL/OFFICE PARK

**PARK DISTRICT**  
COSUMES CSD  
9355 E. STOCKTON BLVD. #185  
ELK GROVE, CA 95624  
(916) 405-7150

**FIRE PROTECTION**  
COSUMES CSD  
9355 E. STOCKTON BLVD. #185  
ELK GROVE, CA 95624  
(916) 405-7150

**SCHOOL DISTRICT**  
ELK GROVE UNIFIED SCHOOL DISTRICT  
9510 ELK GROVE-FLORIN ROAD  
ELK GROVE, CA 95624  
(916) 456-5085

**SEWER**  
SACRAMENTO AREA SEWER DISTRICT  
10060 GOETHE ROAD  
SACRAMENTO, CA 95827  
(916) 876-7524

**STORM DRAINAGE**  
CITY OF ELK GROVE  
8401 LAGUNA PALMS WAY  
ELK GROVE, CA 95758  
(916) 687-3005

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SACRAMENTO COUNTY WATER AGENCY  
827 7TH STREET, ROOM 301  
SACRAMENTO, CA 95814  
(916) 874-8851

**ELECTRICITY**  
SMUD  
4301 'S' STREET  
SACRAMENTO, CA 95817  
(916) 742-7683

**GAS**  
PG&E  
5555 FLORIN PERKINS ROAD  
SACRAMENTO, CA 95826  
(916) 386-5453

**TELEPHONE**  
FRONTIER COMMUNICATIONS  
9257 LAGUNA SPRINGS WAY #160  
ELK GROVE, CA 95758  
(916) 691-5615

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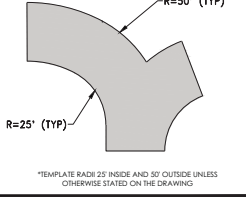
SURVEYOR'S STATEMENT

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DENNIS BARBER, P.L.S. 8067

DATE

EMERGENCY VEHICLE TURN TEMPLATE



PARKING REQUIREMENT

REQUIRED=	2,849 PARKING SPACES
PROVIDED=	3,304 PARKING SPACES

BUILDING SETBACKS

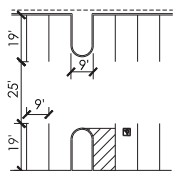
LOCATION	DISTANCE
FRONT	TBD
STREET SIDE YARD	TBD
INTERIOR SIDE YARD	TBD
REAR YARD	TBD
MAXIMUM BUILDING HEIGHT	TBD

1. TO BE DETERMINED THROUGH THE DESIGN REVIEW PROCESS.

BUILDING COVERAGE SUMMARY

BUILDING SQUARE FOOTAGE	PROPERTY SQUARE FOOTAGE	COVERAGE
1,230,900 ± SF	1,026,000 ± SF	120.0% ±

TYPICAL PARKING DETAIL



NOTE: PER TABLE 23.5B.3 OF THE CITY OF ELK GROVE ZONING CODE.

**FONG & CHAN ARCHITECTS**  
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TEL (415) 931-8600 • FAX (415) 931-4601 • fca@fca-arch.com



**CALIFORNIA NORTHSTATE UNIVERSITY MEDICAL CENTER**

9700 W Taron Dr, Elk Grove, CA 95757

CONSULTANTS:

**WOOD RODGERS**  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME  
3301 'C' ST, BLDG. 100-B TEL 916.341.7760  
SACRAMENTO, CA 95814 FAX 916.341.7767

NO	DESCRIPTION	DATE

KEY PLAN

SHEET TITLE

**PHASE 3 FINAL BUILD OUT - PRELIMINARY SITE PLAN**

PROJECT NO.

467

DRAWN BY:

P. ROBERTS

CHECKED BY:

M. SPOKELY

SCALE:

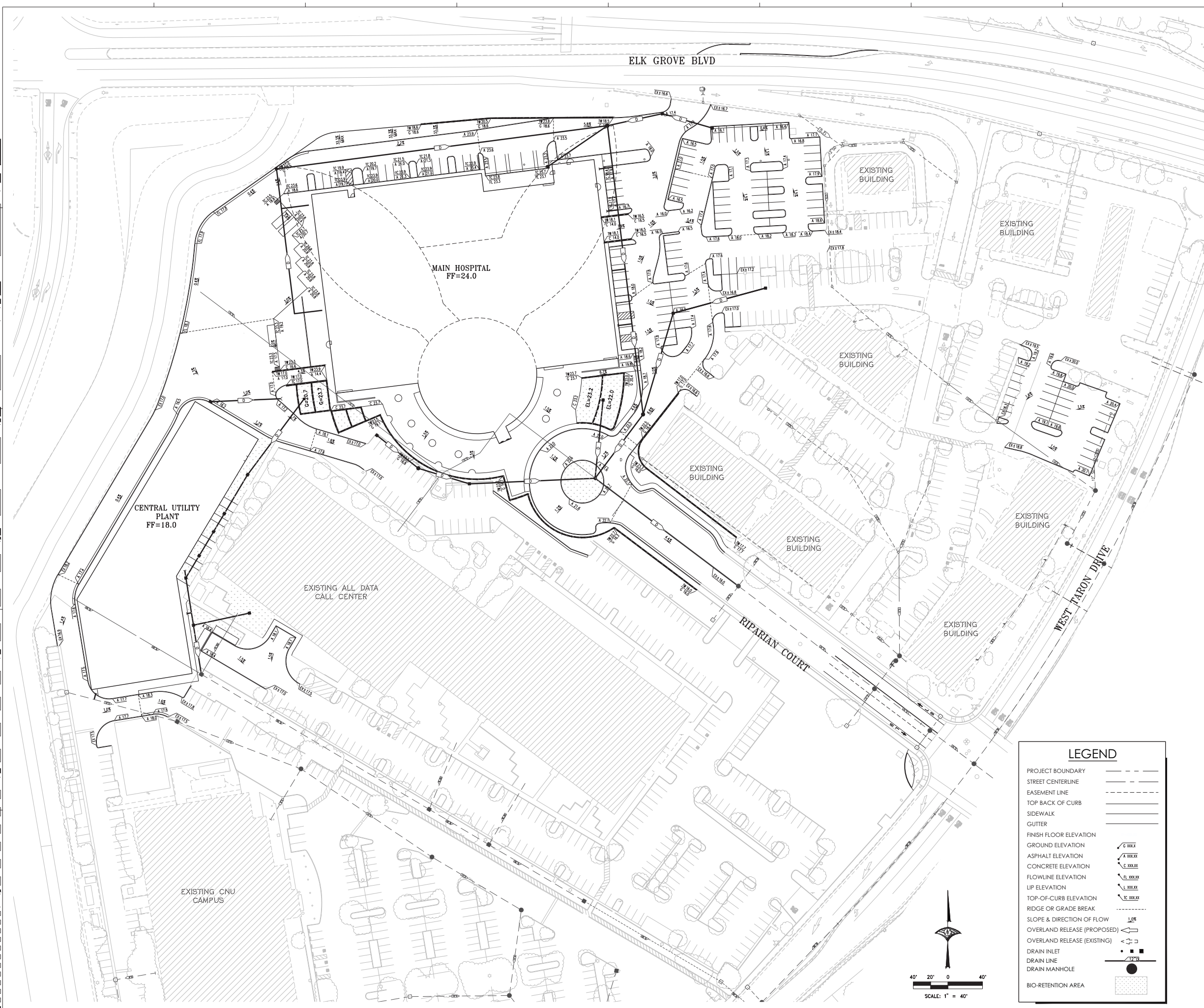
DATE:

06/08/2020

**C2.1**



three inches = one foot  
one and one half inches = one foot  
one inch = one foot  
three quarters inch = one foot  
one half inch = one foot  
three eighths inch = one foot  
one quarter inch = one foot  
one eighth inch = one foot



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UNIVERSITY MEDICAL  
CENTER**

9700 W Taron Dr, Elk Grove, CA 95757

CONSULTANTS:



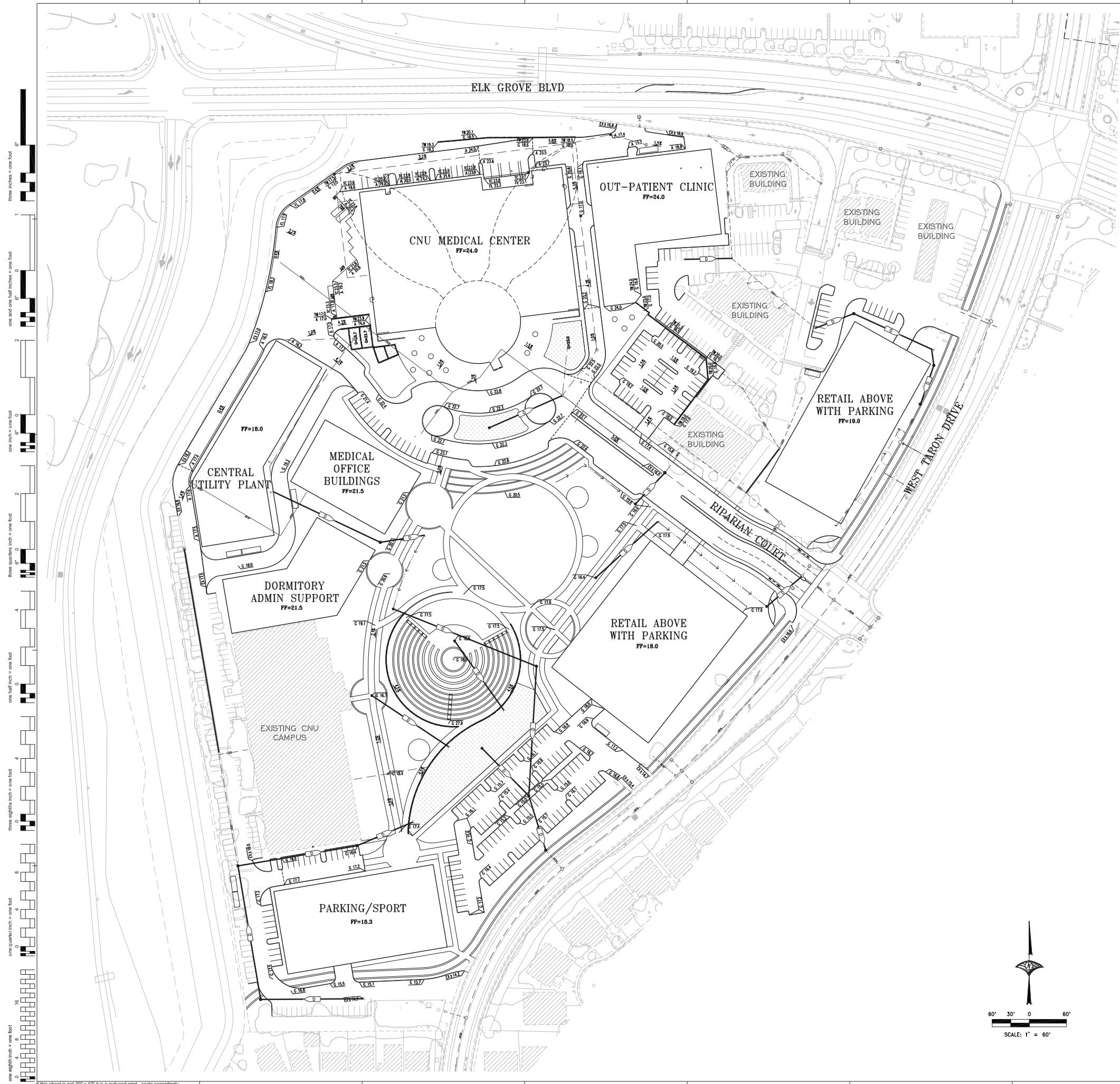
**WOOD RODGERS**  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME  
3301 D ST, Bldg. 100-B TEL 916.341.7760  
SACRAMENTO, CA 95816 FAX 916.341.7767

NO	DESCRIPTION	DATE
REVISIONS		

KEY PLAN  
SHEET TITLE  
**PHASE 1 - PRELIMINARY SITE  
GRADING AND DRAINAGE  
PLAN**

PROJECT NO. 467 DRAWN BY: P. ROBERTS CHECKED BY: M. SPOKELY SCALE: DATE: 06/08/2020	SHEET NO. <b>C3.0</b>
---	--------------------------







**FONG & CHAN ARCHITECTS**  
ARCHITECTURE • PLANNING • INTERIOR DESIGN  
1361 BUSH STREET • SAN FRANCISCO, CALIFORNIA 94109  
TEL (415) 931-6900 • FAX (415) 931-6901 • fca@fca-arch.com



**CALIFORNIA NORTHSTATE UNIVERSITY**  
  
**CALIFORNIA NORTHSTATE UNIVERSITY MEDICAL CENTER**

9700 W Taron Dr, Elk Grove, CA 95757

CONSULTANTS:



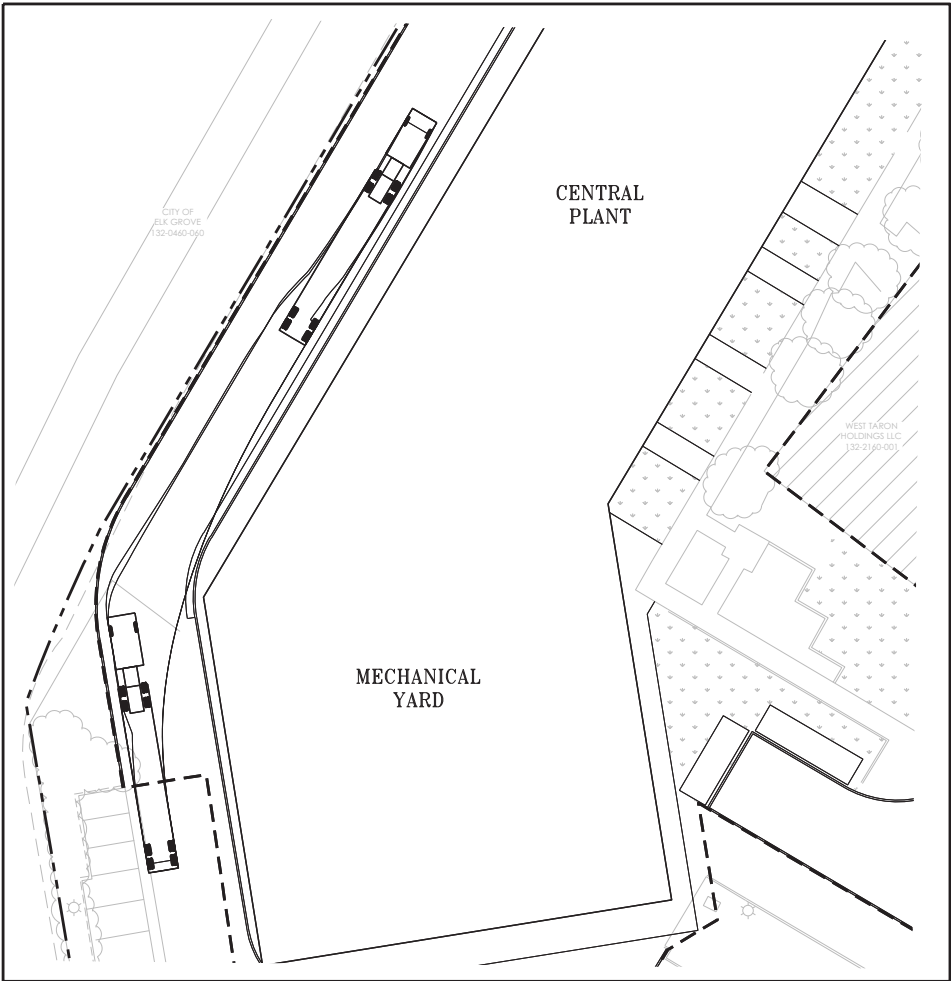
**WOOD RODGERS**  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME  
3301 C ST, BLDG. 100-B TEL 916.341.7760  
SACRAMENTO, CA 95815 FAX 916.341.7767

NO	DESCRIPTION	DATE
REVISIONS		

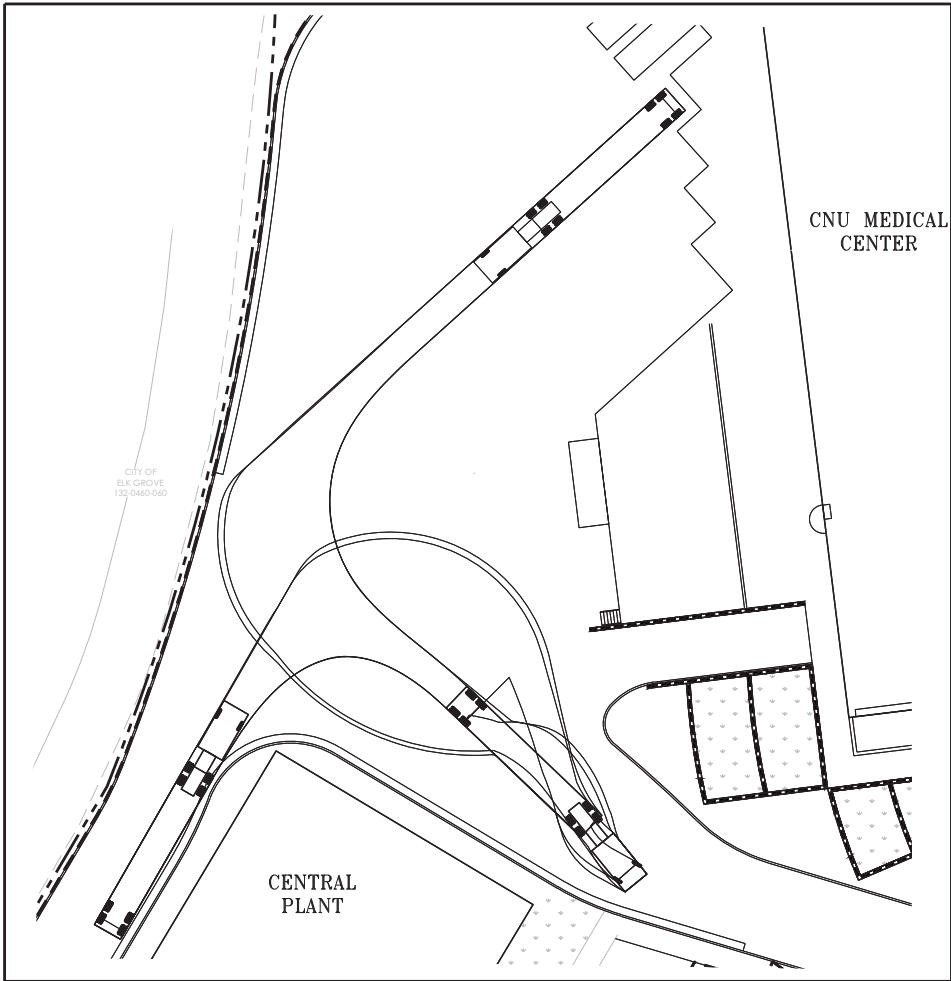
KEY PLAN  
SHEET TITLE  
**PHASE 3 FINAL BUILD OUT -  
PRELIMINARY SITE GRADING  
AND DRAINAGE PLAN**

PROJECT NO. 467	<b>C3.1</b>
DRAWN BY: P. ROBERTS	
CHECKED BY: M. SPOKELY	
SCALE:	
DATE: 06/08/2020	

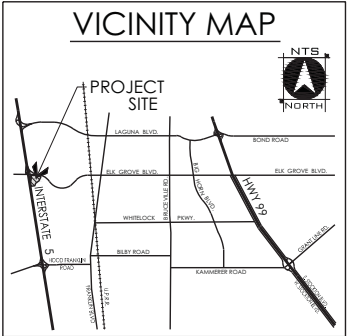
three inches = one foot  
one and one half inches = one foot  
one inch = one foot  
three quarters inch = one foot  
one half inch = one foot  
three eighths inch = one foot  
one quarter inch = one foot  
one eighth inch = one foot



AT CENTRAL UTILITY PLANT



HOSPITAL TRUCK DOCK APPROACH



PROJECT NOTES

**OWNER**  
CALIFORNIA NORTHSTATE UNIVERSITY  
9700 WEST TARON DRIVE  
ELK GROVE, CA 95757  
CONTACT: ALVIN CHEUNG  
(916) 486-9883

**APPLICANT**  
FONG & CHAN ARCHITECTS  
1361 BUSH STREET  
SAN FRANCISCO, CA 94109  
CONTACT: PAOLO DIAZ  
(415) 931-8600

**SURVEYOR**  
DENNIS BARBER, PLS 8067  
3301 C STREET, BLDG. 100B  
SACRAMENTO, CA 95816  
PHONE: (916) 341-7760

**ASSESSOR'S PARCEL NO.**  
132-0480-001, -002, -003, -004, -005, -007, -008, -010, -011  
132-0160-001, -002, 132-0460-076

**AREA**  
24.6 ± ACRES GROSS

**EXISTING USE**  
RETAIL/COMMERCIAL OFFICE, PRIVATE SCHOOL

**PROPOSED USE**  
PRIVATE SCHOOL, MEDICAL FACILITY

**EXISTING/ PROPOSED GENERAL PLAN DESIGNATION**  
COMMERCIAL & EMPLOYMENT

**EXISTING/ PROPOSED SPECIFIC PLAN DESIGNATION**  
N/A

**EXISTING/ PROPOSED ZONING**  
GC - GENERAL COMMERCIAL  
MP - INDUSTRIAL/OFFICE PARK.

**PARK DISTRICT**  
COSUMES CSD  
9355 E. STOCKTON BLVD. #185  
ELK GROVE, CA 95624  
(916) 405-7150

**FIRE PROTECTION**  
COSUMES CSD  
9355 E. STOCKTON BLVD. #185  
ELK GROVE, CA 95624  
(916) 405-7150

**SCHOOL DISTRICT**  
ELK GROVE UNIFIED SCHOOL DISTRICT  
9510 ELK GROVE-FLOREN ROAD  
ELK GROVE, CA 95624  
(916) 486-5085

**SEWER**  
SACRAMENTO AREA SEWER DISTRICT  
10060 GOETHE ROAD  
SACRAMENTO, CA 95827  
(916) 876-7526

**STORM DRAINAGE**  
CITY OF ELK GROVE  
8401 LAGUNA PALMS WAY  
ELK GROVE, CA 95758  
(916) 687-3005

**WATER**  
SACRAMENTO COUNTY WATER AGENCY  
827 7TH STREET, ROOM 301  
SACRAMENTO, CA 95814  
(916) 874-8851

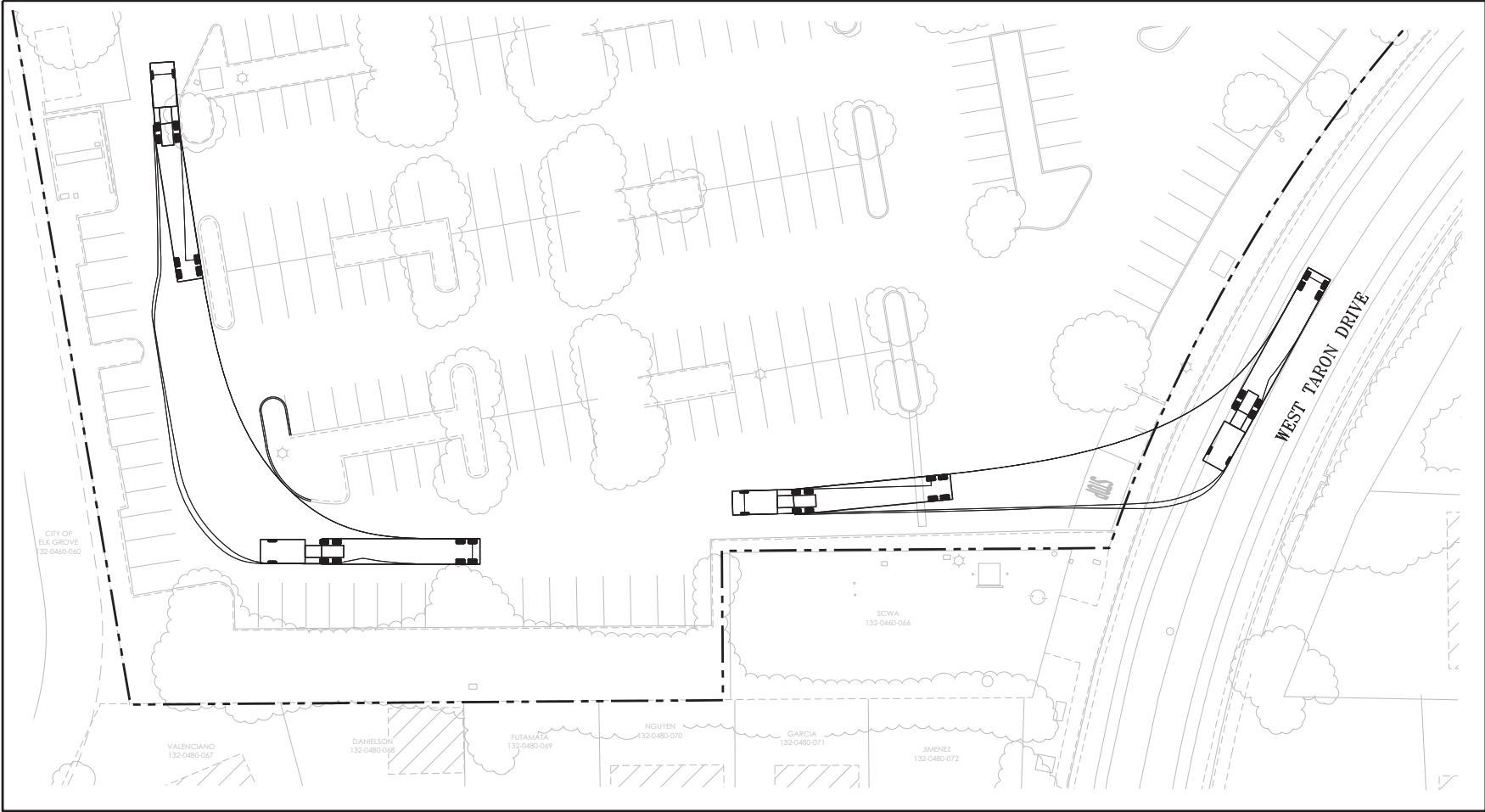
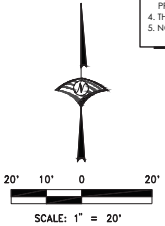
**ELECTRICITY**  
SMUD  
6301 S STREET  
SACRAMENTO, CA 95817  
(916) 742-7683

**GAS**  
PG&E  
5555 FLORIN PERKINS ROAD  
SACRAMENTO, CA 95826  
(916) 386-5453

**TELEPHONE**  
FRONTIER COMMUNICATIONS  
9257 LAGUNA SPRINGS WAY #160  
ELK GROVE, CA 95758  
(916) 691-5615

NOTES

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3. THIS EXHIBIT IS FOR PRELIMINARY PLAN PURPOSES ONLY. ALL SITE CHARACTERISTICS ARE TO BE VERIFIED PRIOR TO DEVELOPMENT.
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5. NO DESIGN DEVIATIONS ARE PROPOSED WITH THIS SITE DESIGN.



ENTRANCE AT WEST TARON DRIVE



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**CALIFORNIA NORTHSTATE UNIVERSITY**

**CALIFORNIA NORTHSTATE UNIVERSITY MEDICAL CENTER**

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CONSULTANTS:



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3301 C ST., BLDG. 100-B TEL 916.341.7760  
SACRAMENTO, CA 95816 FAX 916.341.7767

NO	DESCRIPTION	DATE
REVISIONS		

KEY PLAN  
SHEET TITLE

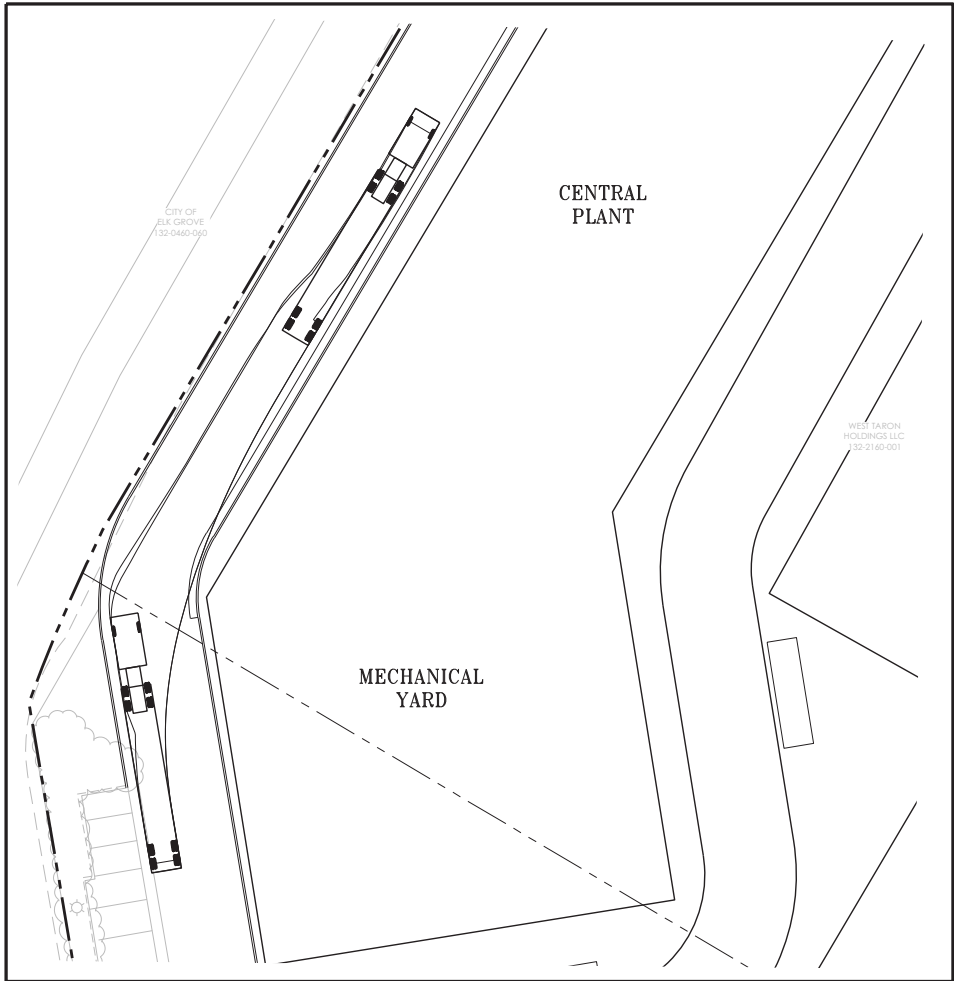
**PHASE 1 - TRUCK CIRCULATION PLAN**

PROJECT NO. 467	SHEET NO.
DRAWN BY: P. ROBERTS	<b>C4.0</b>
CHECKED BY: M. SPOKELY	
SCALE:	
DATE: 04/01/2020	

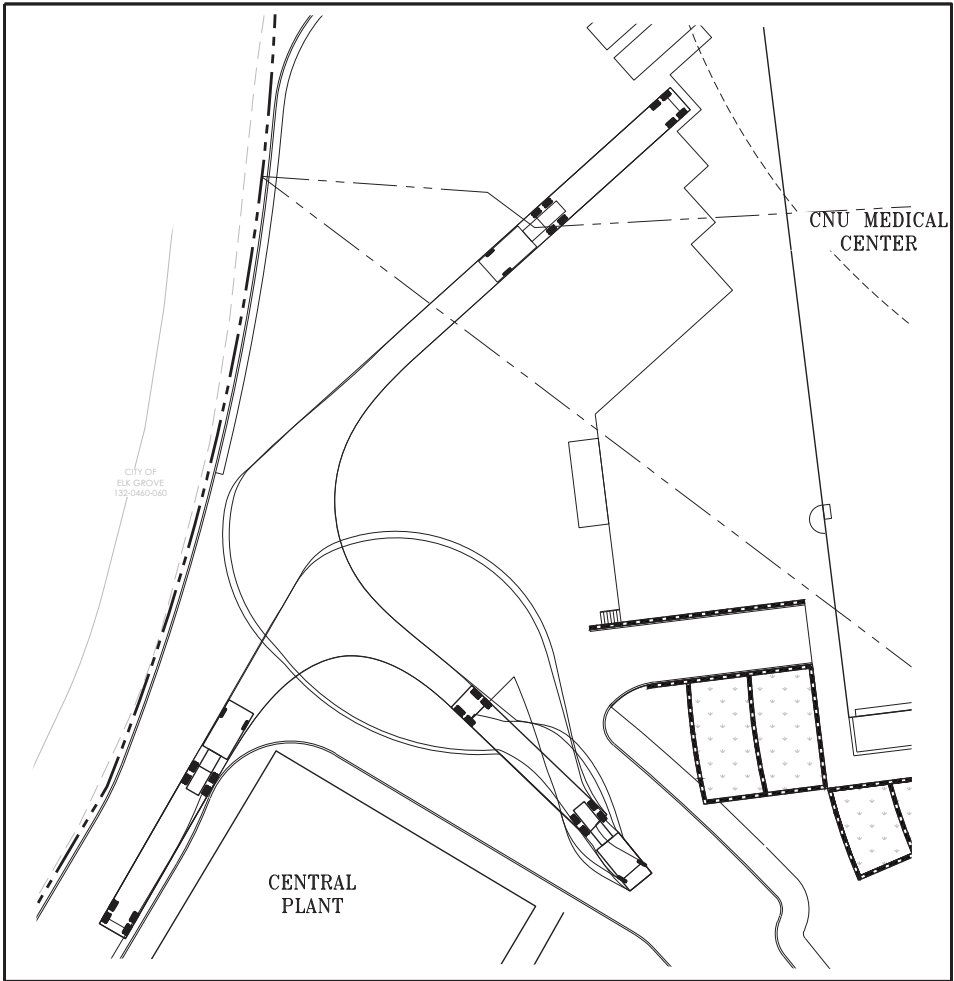


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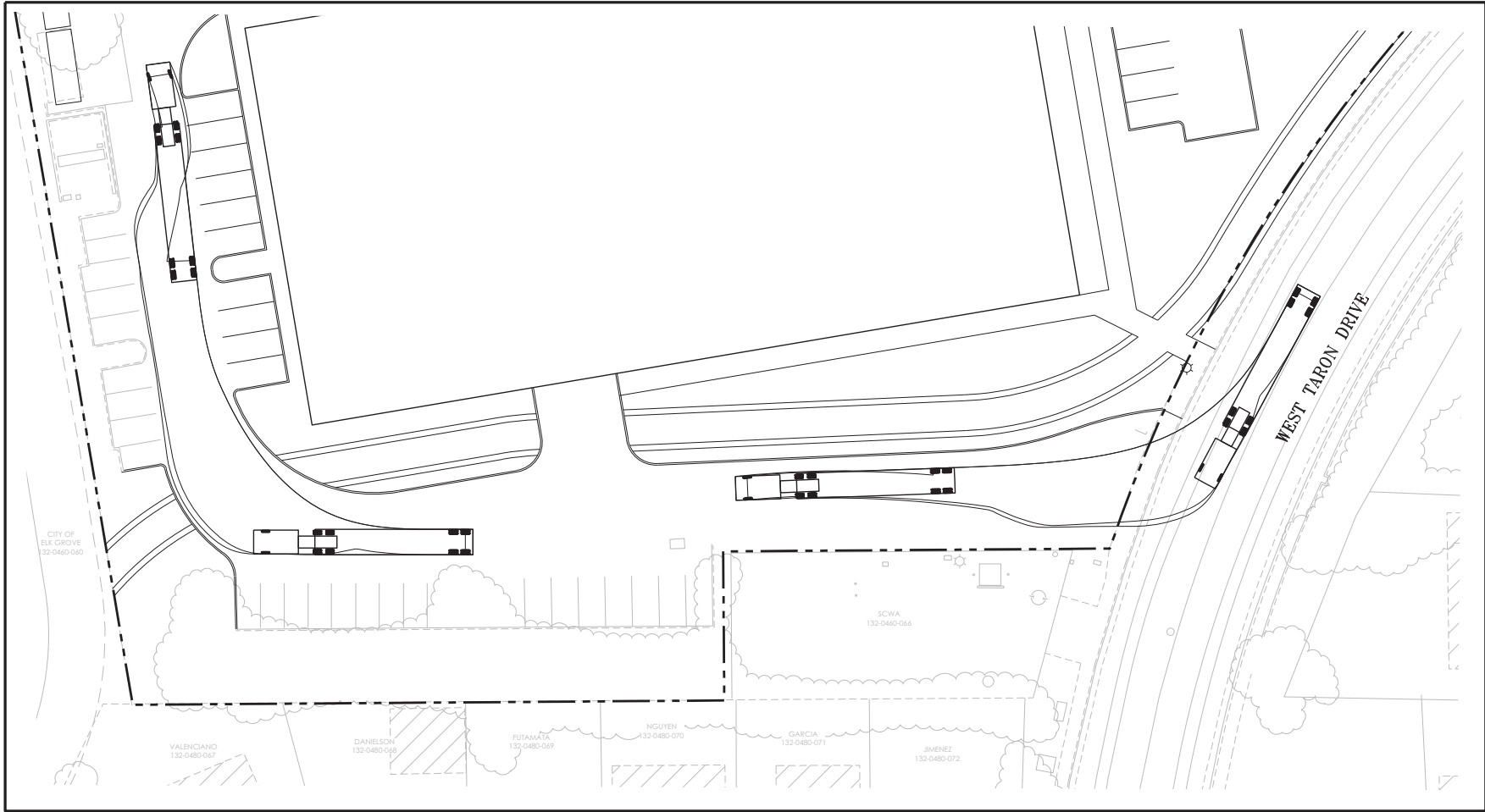
If this sheet is not 36" x 42" it is a reduced print - scale accordingly



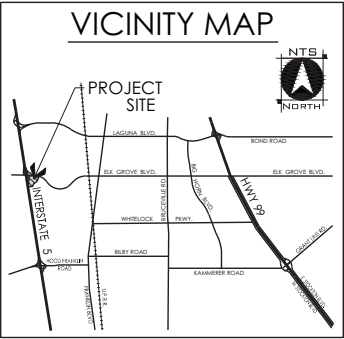
AT CENTRAL UTILITY PLANT



HOSPITAL TRUCK DOCK APPROACH



ENTRANCE AT WEST TARON DRIVE



### PROJECT NOTES

**OWNER**  
CALIFORNIA NORTHSTATE UNIVERSITY  
9700 WEST TARON DRIVE  
ELK GROVE, CA 95757  
CONTACT: ALVIN CHEUNG  
(916) 456-8883

**APPLICANT**  
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1361 BUSH STREET  
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CONTACT: PAOLO DIAZ  
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**SURVEYOR**  
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3301 'C' STREET, BLDG. 100B  
SACRAMENTO, CA 95816  
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**ASSESSOR'S PARCEL NO.**  
132-2480-001, -002, -003, -004, -005, -007, -008, -010, -011  
132-2140-001, -002, 132-0460-076

**AREA**  
24.6 ± ACRES GROSS

**EXISTING USE**  
RETAIL/COMMERCIAL OFFICE, PRIVATE SCHOOL

**PROPOSED USE**  
PRIVATE SCHOOL, MEDICAL FACILITY

**EXISTING/ PROPOSED GENERAL PLAN DESIGNATION**  
COMMERCIAL & EMPLOYMENT

**EXISTING/ PROPOSED SPECIFIC PLAN DESIGNATION**  
N/A

**EXISTING/ PROPOSED ZONING**  
GC - GENERAL COMMERCIAL  
MP - INDUSTRIAL/OFFICE PARK

**PARK DISTRICT**  
COSUMNES CSD  
9355 E. STOCKTON BLVD. #185  
ELK GROVE, CA 95624  
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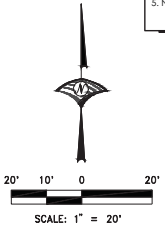
**ELECTRICITY**  
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FRONTIER COMMUNICATIONS  
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CONSULTANTS:



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SACRAMENTO, CA 95816 FAX 916.341.7767

NO	DESCRIPTION	DATE
REVISIONS		

KEY PLAN  
SHEET TITLE

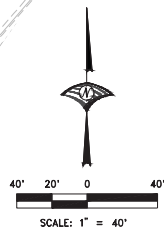
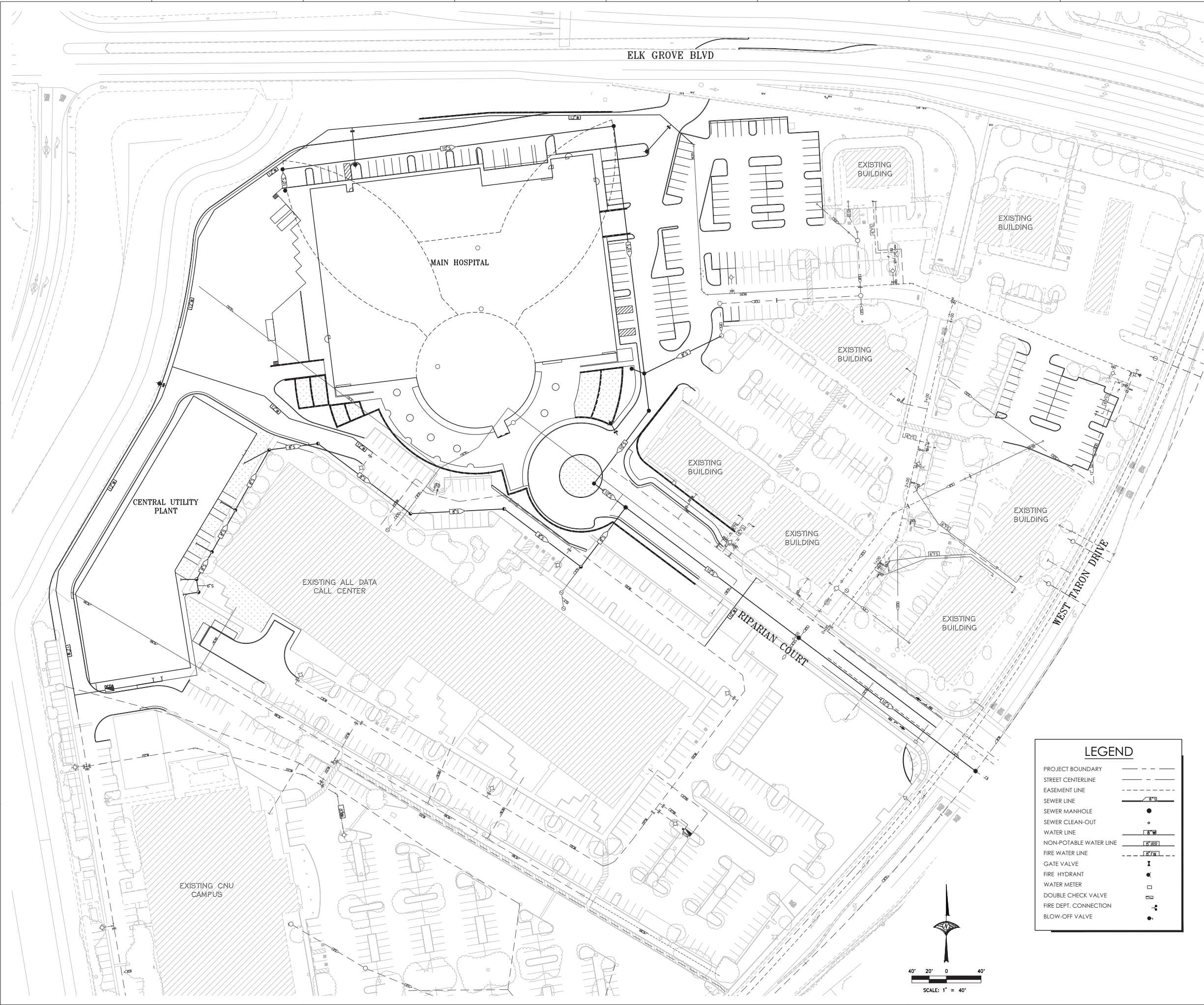
**PHASE 3 FINAL BUILD OUT -  
TRUCK CIRCULATION PLAN**

PROJECT NO.  
467  
DRAWN BY:  
P. ROBERTS  
CHECKED BY:  
M. SPOKELY  
SCALE:

DATE:  
04/01/2020

SHEET NO.

**C4.1**



LEGEND	
PROJECT BOUNDARY	---
STREET CENTERLINE	---
EASEMENT LINE	---
SEWER LINE	---
SEWER MANHOLE	●
SEWER CLEAN-OUT	○
WATER LINE	---
NON-POTABLE WATER LINE	---
FIRE WATER LINE	---
GATE VALVE	I
FIRE HYDRANT	●
WATER METER	□
DOUBLE CHECK VALVE	□
FIRE DEPT. CONNECTION	●
BLOW-OFF VALVE	●



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CONSULTANTS:



**WOOD RODGERS**  
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME  
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SACRAMENTO, CA 95816 FAX 916.341.7767

NO	DESCRIPTION	DATE
REVISIONS		

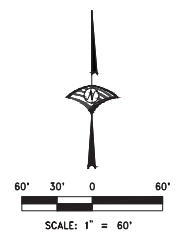
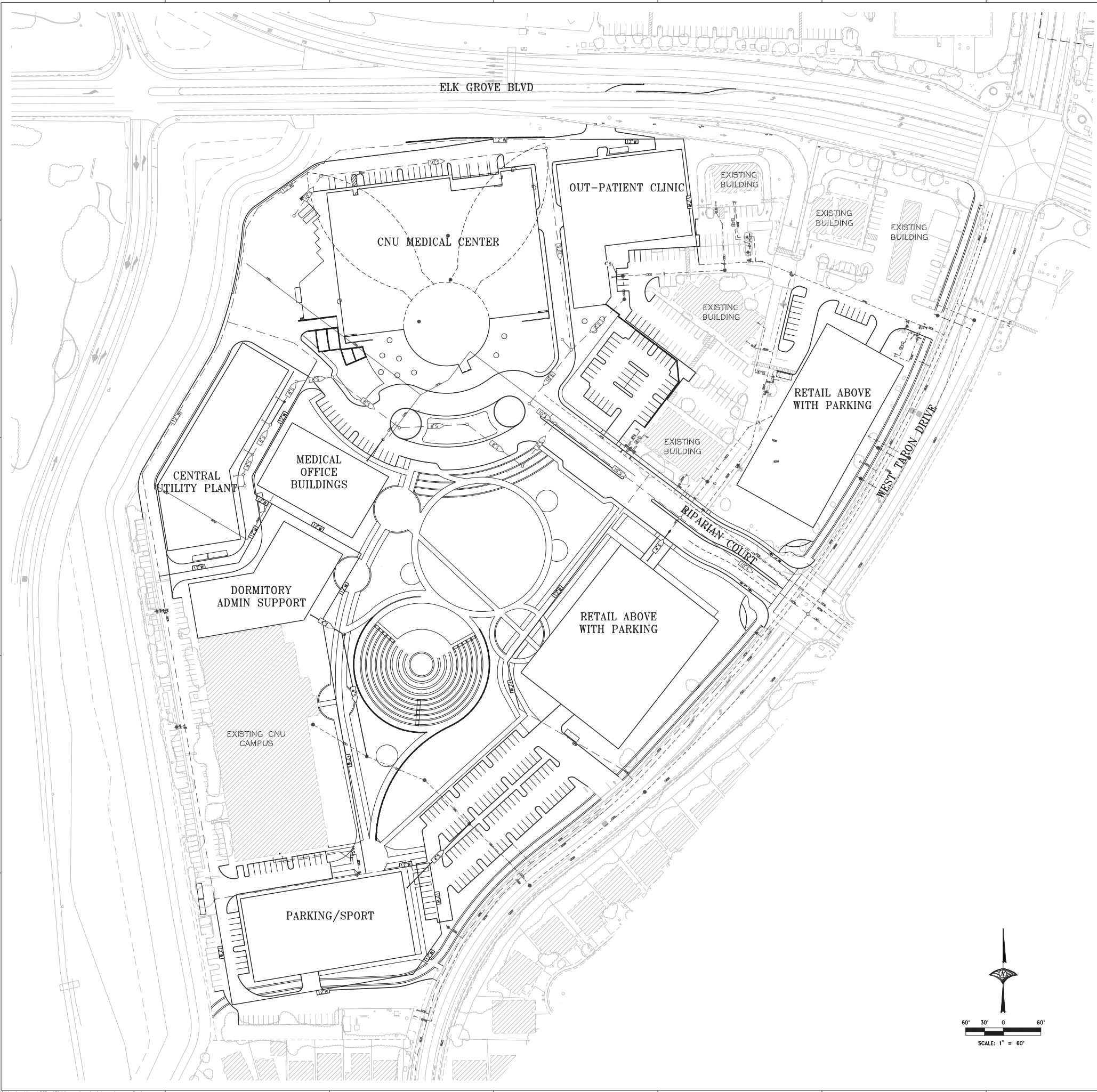
KEY PLAN  
SHEET TITLE  
**PHASE 1 - PRELIMINARY  
WATER AND SEWER PLAN**

PROJECT NO.  
467  
DRAWN BY:  
P. ROBERTS  
CHECKED BY:  
M. SPOKELY  
SCALE:  
DATE:  
06/08/2020

SHEET NO.

**C5.0**





LEGEND	
PROJECT BOUNDARY	---
STREET CENTERLINE	---
EASEMENT LINE	---
SEWER LINE	---
SEWER MANHOLE	●
SEWER CLEAN-OUT	○
WATER LINE	---
NON-POTABLE WATER LINE	---
FIRE WATER LINE	---
GATE VALVE	I
FIRE HYDRANT	●
WATER METER	□
DOUBLE CHECK VALVE	□
FIRE DEPT. CONNECTION	●
BLOW-OFF VALVE	●



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CONSULTANTS:



NO	DESCRIPTION	DATE
REVISIONS		

KEY PLAN  
SHEET TITLE  
**PHASE 3 FINAL BUILD OUT -  
WATER AND SEWER PLAN**

PROJECT NO.  
467  
DRAWN BY:  
P. ROBERTS  
CHECKED BY:  
M. SPOKELY  
SCALE:  
DATE:  
06/08/2020














SHEET NO.  
**C5.1**



three inches = one foot  
one and one half inches = one foot  
one inch = one foot  
three quarters inch = one foot  
one half inch = one foot  
three eighths inch = one foot  
one quarter inch = one foot  
one eighth inch = one foot

Sheet List		
Sheet Number	Sheet Name	100% SD (06/28/19)
LI0-1	GENERAL NOTES, LEGEND & ABBREVIATIONS	•
LI1-0.1	SITE LIGHTING PLAN	•
LI1-0.2	SITE PHOTOMETRIC LIGHTING PLAN (VALUE)	•
LI3-0	LIGHTING CUTSHEET	•
LI1-0.3	SITE PHOTOMETRIC LIGHTING PLAN (COLOR)	•
LI2-0	BASEMENT LIGHTING PLAN	
LI2-1	FIRST FLOOR LIGHTING PLAN	
LI2-2	SECOND FLOOR LIGHTING PLAN	
LI2-3	THIRD FLOOR LIGHTING PLAN	
LI2-4	FOURTH FLOOR LIGHTING PLAN	
LI2-4.M	MECHANICAL FLOOR LIGHTING PLAN	
LI2-5	FIFTH FLOOR LIGHTING PLAN	
LI2-6	SIXTH FLOOR LIGHTING PLAN	
LI2-7	SEVENTH FLOOR LIGHTING PLAN	
LI2-8	EIGHTH FLOOR LIGHTING PLAN	
LI2-9	NINTH FLOOR LIGHTING PLAN	
LI2-10	TENTH FLOOR LIGHTING PLAN	

Naming Convention			
Prefix	Description	Code	Description
I-	Interior Light	AJ	Adjustable downlight
		BL	Bollard light
E-	Exterior Light	BR	Bracket. Wall sconce
		BU	Buried light
		CL	Ceiling light
		DL	Down light
		FD	Flood light
		FT	Foot light
		IN	Indicator
		LL	Linear light (FL batten, LED module, Neon etc.)
		PD	Pendant light
		PN	Panel light (LED panel, array etc.)
		PL	Pole light
		SP	Spot light
		WW	Wallwasher
		FFE	Table and floor lamps

Lighting Legend								
Image	Specification Code	Description	Manufacturer	Source	Wattage	Voltage	Count	Length
	E-BR01	WALL SCONCE	BEGA-US	LED	TBC	TBC	32	0' - 0"
	E-DL01	AMPHITHEATER DOWNLIGHT	BEGA-US	LED	TBC	TBC	58	0' - 0"
	E-DL02	ENTRANCE DOWNLIGHT	BEGA-US	LED	TBC	TBC	8	0' - 0"
	E-DL03	MAIN ENTRANCE CANOPY	KKDC	LED	TBC	TBC	14	56' - 0"
	E-FD01	MOONLIGHT	ECOSENSE	LED	TBC	TBC	124	0' - 0"
	E-LL01	UNDER BENCH LIGHT	KKDC	LED	TBC	TBC	377	1443' - 10 1/8"
	E-LL02	CEILING LIGHT @ 4TH FLOOR	KKDC	LED	TBC	TBC	784	3002' - 6 31/32"
	E-PL01	VEHICULAR POLE LIGHT (SINGLE HEAD)	SIMES	LED	TBC	TBC	42	0' - 0"
	E-PL02	STREET LIGHT (SINGLE HEAD)	SIMES	LED	TBC	TBC	20	0' - 0"
	E-PL03	VEHICULAR & SIDEWALK POLE LIGHT (MULTI HEAD)	SIMES	LED	TBC	TBC	70	0' - 0"
	E-PL04	VEHICULAR POLE LIGHT (MULTI HEAD)	SIMES	LED	TBC	TBC	6	0' - 0"
	E-PL05	SPORT PITCH POLE LIGHT	LITHONIA LIGHTING	LED	TBC	TBC	6	0' - 0"
	E-PL06	SIDEWALK POLE LIGHT (SINGLEHEAD)	SIMES	LED	TBC	TBC	23	0' - 0"

- General Notes<sup>1</sup>**
- All luminaires and lamps must be manufactured in accordance with relevant local standards.
  - All LED's to have color rendering performance of CRI 90 or greater, unless specified otherwise.
  - Quantities and lengths to be confirmed from drawings and on-site by contractor prior to order.
  - All lighting fixtures and related components to come with a minimum 5 years warranty.
  - Working mock-up and samples for all fittings are requested. To be helad at one single meeting.
  - Proposed alternates must meet all specs and performance characteristics of the original spec.
  - Lighting focusing and adjustments will be directed by lighting designer on site after installation.



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**LIGHTING CONSULTANT**  
**niteo** (to shine)  
2619 25th Avenue  
San Francisco, CA 94116  
United States  
216.544.0597  
www.niteolighting.com

NO	DESCRIPTION	DATE
----	-------------	------

REVISIONS

KEY PLAN  
SHEET TITLE  
**GENERAL NOTES, LEGEND &  
ABBREVIATIONS**

PROJECT NO. 467	<b>LI0-1</b>
DRAWN BY: CN	
CHECKED BY: KA	
SCALE: AS INDICATED	
DATE: 04/01/20	

Plotted on: 10/10/2019 12:08:18 PM



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NO	DESCRIPTION	DATE
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REVISIONS

KEY PLAN

SHEET TITLE

**SITE LIGHTING PLAN (PHASE  
III)**

PROJECT NO.

467

DRAWN BY:

CN

CHECKED BY:

KA

SCALE:

AS INDICATED

DATE:

05.28.20

Plotted on: 3/6/2020 1:15:27 pm

SHEET NO.

**LI1-0.1**

**1 SITE PLAN (PHASE III)**

LIGHTING COLOR LEGEND

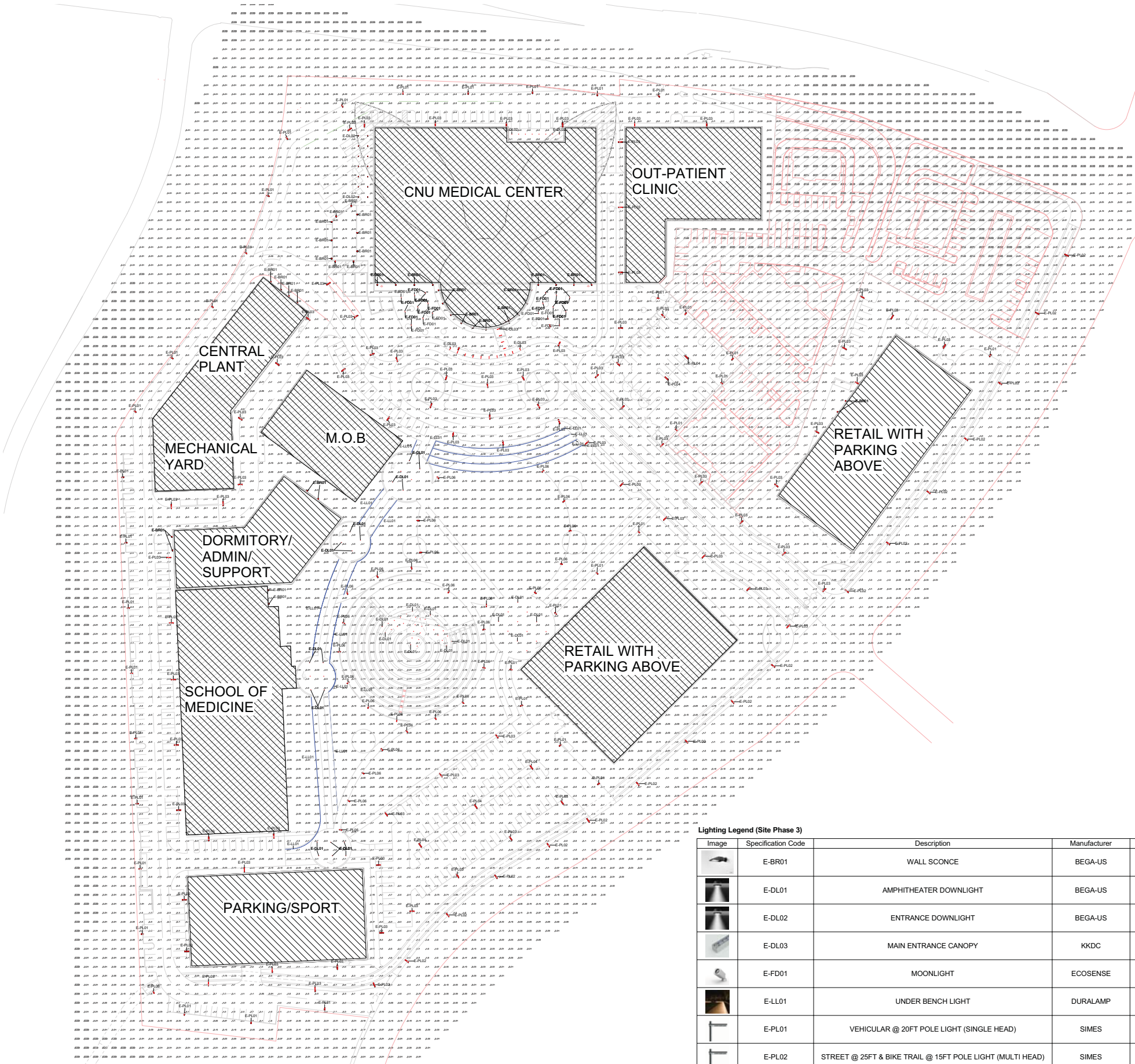
■ LIGHTING FIXTURE ABOVE EYE LEVEL

■ LIGHTING FIXTURE BELOW EYE LEVEL

three inches = one foot  
one and one half inches = one foot  
one inch = one foot  
three quarters inch = one foot  
one half inch = one foot  
three eighths inch = one foot  
one quarter inch = one foot  
one eighth inch = one foot












If this sheet is not 36" x 48" it is a reduced print - scale accordingly





1 SITE PLAN PHOTOMETRIC (FOOT CANDLE VALUE)

LIGHTING COLOR LEGEND  
■ LIGHTING FIXTURE ABOVE EYE LEVEL  
■ LIGHTING FIXTURE BELOW EYE LEVEL

Lighting Legend (Site Phase 3)								
Image	Specification Code	Description	Manufacturer	Source	Wattage	Voltage	Count	Length
	E-BR01	WALL SCONCE	BEGA-US	LED	61	120-277	50	0' - 0"
	E-DL01	AMPHITHEATER DOWNLIGHT	BEGA-US	LED	12.7	120-277	67	0' - 0"
	E-DL02	ENTRANCE DOWNLIGHT	BEGA-US	LED	12.7	120-277	22	0' - 0"
	E-DL03	MAIN ENTRANCE CANOPY	KKDC	LED	20.48/FT	24VDC	21	84' - 0"
	E-FD01	MOONLIGHT	ECOSENSE	LED	11.5	120	46	0' - 0"
	E-LL01	UNDER BENCH LIGHT	DURALAMP	LED	3.7/FT	120	369	2126' - 7 5/8"
	E-PL01	VEHICULAR @ 20FT POLE LIGHT (SINGLE HEAD)	SIMES	LED	107	230	39	0' - 0"
	E-PL02	STREET @ 25FT & BIKE TRAIL @ 15FT POLE LIGHT (MULTI HEAD)	SIMES	LED	107 / 15	230	16	0' - 0"
	E-PL03	VEHICULAR @ 20FT & SIDEWALK @ 15FT POLE LIGHT (MULTI HEAD)	SIMES	LED	107 / 15	230	105	0' - 0"
	E-PL04	VEHICULAR @ 20FT POLE LIGHT (MULTI HEAD)	SIMES	LED	107	230	5	0' - 0"
	E-PL06	SIDEWALK POLE LIGHT (SINGLEHEAD)	SIMES	LED	15	230	28	0' - 0"

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United States  
216.544.0597  
www.niteoighting.com

NO	DESCRIPTION	DATE
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REVISIONS

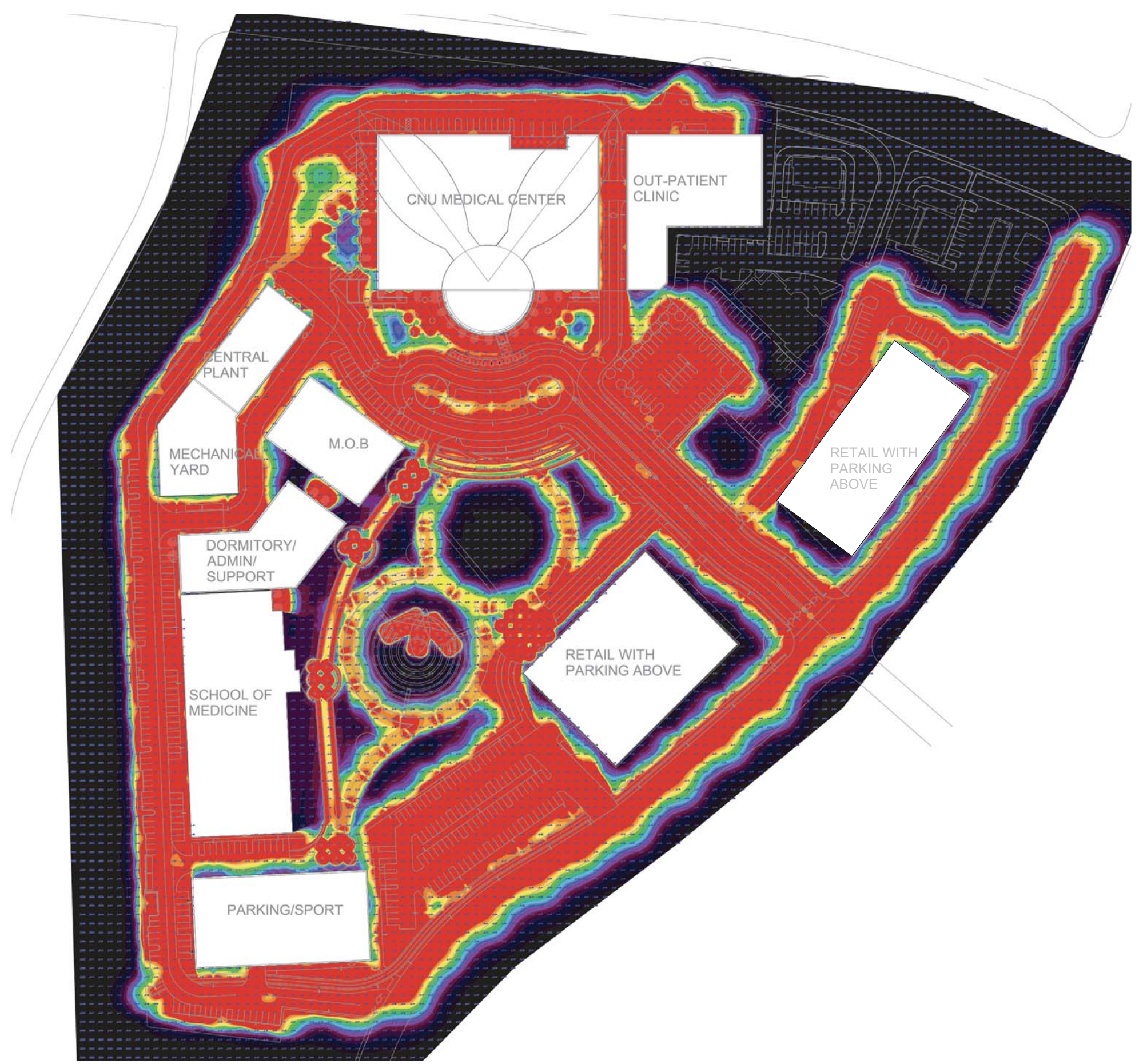
KEY PLAN  
SHEET TITLE  
SITE PHOTOMETRIC LIGHTING  
PLAN (VALUE)

PROJECT NO. 467	SHEET NO.
DRAWN BY: CN	LI1-0.2
CHECKED BY: EP	
SCALE: AS INDICATED	
DATE: 05.28.20	

Plotted on: 3/6/2020 1:15:28 pm



three inches = one foot  
one and one half inches = one foot  
one inch = one foot  
three quarters inch = one foot  
one half inch = one foot  
three eighths inch = one foot  
one quarter inch = one foot  
one eighth inch = one foot



1 SITE PLAN PHOTOMETRIC (COLOR)

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United States  
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NO	DESCRIPTION	DATE
----	-------------	------

REVISIONS

KEY PLAN  
SHEET TITLE  
**SITE PHOTOMETRIC LIGHTING  
PLAN (COLOR)**

PROJECT NO.  
467  
DRAWN BY:  
CN  
CHECKED BY:  
KA  
SCALE:  
AS INDICATED  
DATE:  
05.28.20

SHEET NO.  
**LI1-0.3**

Plotted on: 3/6/2020 1:15:29 pm



three inches = one foot  
one and one half inches = one foot  
one inch = one foot  
three quarters inch = one foot  
one half inch = one foot  
one quarter inch = one foot  
one eighth inch = one foot  
one sixteenth inch = one foot

E-BR01  
WALL SCENE  
BEGA  
24816  
Light Output (Lumens) 0000  
Energy (Watts) 00  
Fixture Voltage 00  
Color Accuracy (CRI) 00  
Beam Angle 00  
Ingress Protection (IP) IP 65  
Control Method Dimmable  
Light Color  
Notes: N/A

E-DL01  
AMBIVENTER DOWNLIGHT  
BEGA  
55825  
Light Output (Lumens) 0000  
Energy (Watts) 00  
Fixture Voltage 00  
Color Accuracy (CRI) 00  
Beam Angle 00  
Ingress Protection (IP) IP 00  
Control Method  
Light Color  
Notes: N/A

E-DL01  
AMBIVENTER DOWNLIGHT  
BEGA  
55825  
Light Output (Lumens) 0000  
Energy (Watts) 00  
Fixture Voltage 00  
Color Accuracy (CRI) 00  
Beam Angle 00  
Ingress Protection (IP) IP 00  
Control Method  
Light Color  
Notes: N/A

E-DL03  
MARR ENTRANCE CANDY  
KKDC  
CV 035  
Light Output (Lumens) 0000  
Energy (Watts) 00  
Fixture Voltage 00  
Color Accuracy (CRI) 00  
Beam Angle 00  
Ingress Protection (IP) IP 40  
Control Method  
Light Color  
Notes: N/A

E-FD01  
MOONLIGHT  
ECOSENSE  
RINSE  
Light Output (Lumens) 0000  
Energy (Watts) 00  
Fixture Voltage 00  
Color Accuracy (CRI) 00  
Beam Angle 00  
Ingress Protection (IP) IP 00  
Control Method  
Light Color  
Notes: N/A

E-LL01  
UNDER BENCH LIGHT  
DURALAMP  
DURATAPE 120  
Light Output (Lumens) 0000  
Energy (Watts) 00  
Fixture Voltage 00  
Color Accuracy (CRI) 00  
Beam Angle 00  
Ingress Protection (IP) IP 65  
Control Method Dimmable  
Light Color  
Notes: N/A

E-LL02  
CEILING LIGHT 40' 4TH FLOOR  
KKDC  
KKFS  
Light Output (Lumens) 0000  
Energy (Watts) 00  
Fixture Voltage 00  
Color Accuracy (CRI) 00  
Beam Angle 00  
Ingress Protection (IP) IP 65  
Control Method  
Light Color  
Notes: N/A

E-PL01  
VEHICULAR SINGLE HEAD POLE LIGHT  
SIMES  
AVENUE S. 3000N  
Light Output (Lumens) 0000  
Energy (Watts) 00  
Fixture Voltage 00  
Color Accuracy (CRI) 00  
Beam Angle 00  
Ingress Protection (IP) IP 65  
Control Method  
Light Color  
Notes: N/A


E-PL02  
STREET LIGHT  
SIMES  
AVENUE S. 3000N  
Light Output (Lumens) 0000  
Energy (Watts) 00  
Fixture Voltage 00  
Color Accuracy (CRI) 00  
Beam Angle 00  
Ingress Protection (IP) IP 65  
Control Method  
Light Color  
Notes: N/A

E-PL03  
VEHICULAR SIDEWALK (MULTI HEAD) POLE LIGHT  
SIMES  
AVENUE S. 3000N & S. 3005N  
Light Output (Lumens) 0000  
Energy (Watts) 00  
Fixture Voltage 00  
Color Accuracy (CRI) 00  
Beam Angle 00  
Ingress Protection (IP) IP 65  
Control Method  
Light Color  
Notes: N/A

E-PL04  
VEHICULAR (MULTI HEAD) POLE LIGHT  
SIMES  
AVENUE S. 3000N X 2  
Light Output (Lumens) 0000  
Energy (Watts) 00  
Fixture Voltage 00  
Color Accuracy (CRI) 00  
Beam Angle 00  
Ingress Protection (IP) IP 65  
Control Method  
Light Color  
Notes: N/A

E-PL05  
SPORT PITCH POLE LIGHT  
LITHONIA LIGHTING  
HLP2  
Light Output (Lumens) 0000  
Energy (Watts) 00  
Fixture Voltage 00  
Color Accuracy (CRI) 00  
Beam Angle 00  
Ingress Protection (IP) IP 65  
Control Method  
Light Color  
Notes: N/A

E-PL06  
SIDEWALK SINGLE HEAD POLE LIGHT  
SIMES  
AVENUE S. 3005N  
Light Output (Lumens) 0000  
Energy (Watts) 00  
Fixture Voltage 00  
Color Accuracy (CRI) 00  
Beam Angle 00  
Ingress Protection (IP) IP 65  
Control Method Dimmable  
Light Color  
Notes: N/A




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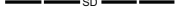


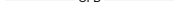






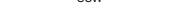


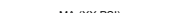



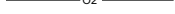



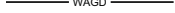



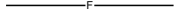


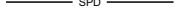












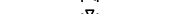












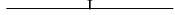




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United States  
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NO	DESCRIPTION	DATE
REVISIONS		
KEY PLAN		
SHEET TITLE		
LIGHTING CUTSHEET		
PROJECT NO. 467		SHEET NO. <b>LI3-0</b>
DRAWN BY: CN		
CHECKED BY: KA		
SCALE: AS INDICATED		
DATE: 04/01/20		

Plotted on: 10/10/2019 12:08:27 PM



LEGEND

	SS	SANITARY SEWER (ABOVE FLOOR)
	SS	SANITARY SEWER (BELOW FLOOR/GRADE)
	V	SANITARY VENT
	SSFM	SANITARY SEWER FORCE MAIN
	SDFM	STORM DRAIN FORCED MAIN
	SD	STORM DRAIN
	RWL	RAINWATER LEADER
	OFD	OVERFLOW DRAIN
	DCW	DOMESTIC (POTABLE) COLD WATER
	DHW	DOMESTIC (POTABLE) HOT WATER
	DHWR	DOMESTIC (POTABLE) HOT WATER RETURN
	ICW	INDUSTRIAL COLD WATER
	SCW	SOFT WATER
	ISW	INDUSTRIAL SOFT WATER
	G (XX PSIG)	NATURAL GAS AT XX PSIG
	MA (XX PSIG)	MEDICAL AIR AT XX PSIG
	MV	MEDICAL VACUUM
	O2	OXYGEN
	CO2	CARBON DIOXIDE
	N2O	NITROUS OXIDE
	WAGD	WASTE ANESTHEIC GAS DISPOSAL
	IA	INSTRUMENT AIR
	PA	PNEUMATIC AIR
	F	FIRE MAIN
	SP	SPRINKLER SUPPLY
	SPD	SPRINKLER DRAIN
	IRR	IRRIGATION
		CHECK VALVE
	SOV	SHUT-OFF VALVE
		GATE VALVE
		PLUG VALVE
		BALL VALVE
		BUTTERFLY VALVE
		MIXING VALVE
		BALANCING VALVE
		SOLENOID VALVE
	PRV	PRESSURE REDUCING VALVE
		CONTROL VALVE
	BFP	BACKFLOW PREVENTER
		PRESSURE GAUGE
		THERMOMETER
		FLOW SWITCH
		STRAINER
		FLEXIBLE CONNECTION
		UNION
		FLANGE
	WHA	WATER HAMMER ARRESTOR
		ANCHOR
		SLEEVE/PENETRATION/GUIDE
		CONCENTRIC INCREASER/REDUCER
		ECCENTRIC INCREASER/REDUCER
		FLOW DIRECTION INDICATOR
		SHUTOFF VALVE IN VERTICAL
	UP	NORMALLY OPEN
	DOWN	DOWN
		TEE DOWN
		OFFSET
	CAP	CAP
	CO/WCO	CLEANOUT/WALL CLEANOUT
	FCO/GCO	FLOOR CLEANOUT/GRADE CLEANOUT
	HB	HOSE BIB
	FD	FLOOR DRAIN
		SHEET NOTE DESIGNATION
		DETAIL DESIGNATION TAG
		EQUIPMENT TYPE
		EQUIPMENT NO.
		FIXTURE DESIGNATION TAG

ABBREVIATIONS

ADA	AMERICAN WITH DISABILITIES ACT
AFF	ABOVE FINISHED FLOOR
AFG	ABOVE FINISHED GRADE
AP	ACCESS PANEL
APPROX	APPROXIMATE
BAS	BUILDING AUTOMATION SYSTEM
BLDG	BUILDING
BTUH/BT H	BRITISH THERMAL UNIT PER HOUR
CBC	CALIFORNIA BUILDING CODE
CFH	CUBIC FEET PER HOUR
CMC	CALIFORNIA MECHANICAL CODE
CONN	CONNECTION
CONT	CONTINUATION
CPC	CALIFORNIA PLUMBING CODE
CWV	COMBINATION WASTE AND VENT
DEPT.	DEPARTMENT
DFU	DRAINAGE FIXTURE UNIT
DIAØ	DIAMETER
DIV	DIVISION
DN	DOWN
DWG(S)	DRAWING(S)
(E)	EXISTING
ELEC	ELECTRICAL/ELECTRIC
EWC	ELECTRIC WATER COOLER
FF	FINISHED FLOOR ELEVATION
FT./'	FEET
GAL(S)	GALLON(S)
GALV	GALVANIZED
GPD	GALLON PER DAY
GPF	GALLON PER FLUSH
GPH	GALLONS PER HOUR
GPM	GALLONS PER MINUTE
IE	INVERT ELEVATION
IN."/	INCHES
MBTH/MB H	1,000 BTUH
MECH	MECHANICAL
MIN	MINUTE
MIN.	MINIMUM
MISC	MISCELLANEOUS
(N)	NEW
NA	NOT APPLICABLE
NFPA	NATIONAL FIRE PROTECTION ASSOCIATION
NIC	NOT IN CONTRACT
NO	NORMALLY OPEN
NTS	NOT TO SCALE
PDI	PLUMBING AND DRAINAGE INSTITUTE
PSI(G)	POUNDS PER SQUARE INCH (GAUGE)
SQ. FT./SF	SQUARE FEET
S.S.	STAINLESS STEEL
TP	TRAP PRIMER
TYP	TYPICAL
UG	UNDERGROUND
UL	UNDERWRITER'S LABORATORY
UON	UNLESS OTHERWISE NOTED
V	VOLTS
VB	VACUUM BREAKER

GENERAL NOTES - PLUMBING

1. INVERT ELEVATIONS INDICATED ON FLOOR PLANS ARE BASED ON GRADING PLANS, UON.
2. ROUTING OF PLUMBING PIPING SYSTEMS AND OTHER SYSTEMS SHALL BE COORDINATED. PIPING SHOWN IS FOR REFERENCE ONLY. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH OTHER TRADES.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING LOCATIONS OF VALVES AND THE ASSOCIATED MAINTENANCE ACCESS WITH OTHER TRADES, INCLUDING MECHANICAL, ELECTRICAL AND OTHER COMPONENTS OF ADJACENT SYSTEMS AND CONSTRUCTION, TO SUIT THE SITE LAYOUT.
4. ALL WASTE PIPING SHALL BE SLOPED NO LESS THAN 2% EXCEPT OTHERWISE NOTED.

DRAWING INDEX

P001	PLUMBING LEGEND, ABBREVIATIONS, GENERAL NOTES, AND DRAWING INDEX
P010	PLUMBING SITE PLAN

BUILDING WATER SUPPLY INFO

	PHASE 1	PHASE 1+ 2	PHASE 1+2+3
AVAILABLE STATIC PRESSURE	40 PSI	40 PSI	40 PSI
AVAILABLE STATIC PRESSURE AT ROOF LEVEL	±25 PSI	±25 PSI	±25 PSI
ESTIMATED DOMESTIC WATER SUPPLY FIXTURE UNITS (WSFU)	3950	5950	-
ESTIMATED DOMESTIC WATER (DCW) MAXIMUM INSTANTANEOUS DEMAND	600 GPM	800 GPM	-
ESTIMATED SOFT WATER (SCW) MAXIMUM INSTANTANEOUS DEMAND	350 GPM	-	-
ESTIMATED BUILDING IRRIGATION (IRR) MAXIMUM INSTANTANEOUS DEMAND	- GPM	-	-

SANITARY SEWER INFO

	PHASE 1	PHASE 1+ 2	PHASE 1+2+3
ESTIMATED TOTAL DRAINAGE FIXTURE UNITS (DFU)	~3,500	~5,500	-

NATURAL GAS INFO

	PHASE 1				PHASE 1 + 2				PHASE 1+ 2+ 3			
EQUIPMENT	NO. OF OPERATING UNITS	NO. OF STANDBY UNITS	INPUT PER UNIT (CFH)	TOTAL (CFH)	NO. OF OPERATING UNITS	NO. OF STANDBY UNITS	INPUT PER UNIT (CFH)	TOTAL (CFH)	NO. OF OPERATING UNITS	NO. OF STANDBY UNITS	INPUT PER UNIT (CFH)	TOTAL (CFH)
GAS-FIRED STEAM BOILER	5	1	398	1,990	7	1	398	2,786	7	1	398	2,786
CONDENSING BOILER	3	1	8,000	24,000	4	1	8,000	32,000	5	1	8,000	40,000
LOW PRESSURE STEAM BOILER	1	1	4,000	4,000	1	1	4,000	4,000	1	1	4,000	4,000
DOMESTIC WATER HEATER	5	2	1,350	6,750	9	2	1,350	12,150	11	2	1,350	14,850
KITCHEN STOVE	4	0	22	88	4	0	22	88	4	0	22	88
TOTAL				37,000				51,100				61,800

PIPE SCHEDULE

SYSTEM	SYMBOL	LOCATION	SIZE	PIPE	FITTINGS	JOINTS
SANITARY WASTE, STORM DRAIN	SS SD	UNDERGROUND UNDER BLDG.	ALL	STANDARD WEIGHT CAST IRON ASTM A-888	STANDARD WEIGHT CAST ASTM C-1540	HUSKY SD 4000
		ABOVE GROUND				
SANITARY VENT	SV	UNDERGROUND	ALL	STANDARD WEIGHT CAST IRON ASTM A-888	STANDARD WEIGHT CAST IRON ASTM C-1540	HUSKY SD 4000
		ABOVE GROUND	3" & LARGER 2½" & SMALLER	STANDARD WEIGHT CAST IRON DWV TYPE COPPER ASTM B306	STANDARD WEIGHT CAST IRON DRAINAGE TYPE FITTING ANSI B16.23a.	SOLDER
DOMESTIC COLD WATER DOMESTIC HOT WATER	DCW DHW	UNDERGROUND	ALL	TYPE K SOFT TEMPER COPPER ASTM B88	WROUGHT COPPER ANSI B16.22	AWS CLASS BCuP-5 BRAZING ALLOY
		ABOVE GROUND	4" & SMALLER 6"	TYPE L HARD DRAWN COPPER ASTM B88 TYPE L HARD DRAWN COPPER ASTM B88	WROUGHT COPPER ANSI B16.22 WROUGHT COPPER ANSI B16.22	LEAD-FREE SOLDER BCuP BRAZED JOINTS
OXYGEN	O2	ALL	ALL	TYPE L SEAMLESS COPPER TUBE CONFORM ASTM B819;	WROUGHT COPPER ANSI B16.22, PURGED CLEANED.	BCuP BRAZED JOINTS
NATURAL GAS	CSP	ABOVE GROUND	ALL	SCHEDULE 40 GALVANIZED	SCHEDULE 40 GROOVED FITTINGS	VICTAULIC COUPLINGS

FONG & CHAN ARCHITECTS

ARCHITECTURE • PLANNING • INTERIOR DESIGN  
1361 BUSH STREET • SAN FRANCISCO, CA 94109  
TEL (415) 921-8800 • FAX (415) 921-4801 • fca@fca-arch.com



CALIFORNIA  
NORTHSTATE  
UNIVERSITY

CALIFORNIA NORTHSTATE  
UNIVERSITY PRELIMINARY  
SITEWORK & UTILITIES

9700 W Taron Dr, Elk Grove, CA 95757

CONSULTANTS:

**GAYNER  
ENGINEERS**  
1133 POST STREET  
SAN FRANCISCO, CA 94109  
TELEPHONE (415) 474-8500  
FAX (415) 474-1363



	CITY PLANNING REVIEW	04/01/20
	100% DESIGN DEVELOPMENT	08/30/19
NO	DESCRIPTION	DATE

REVISIONS

KEY PLAN

SHEET TITLE

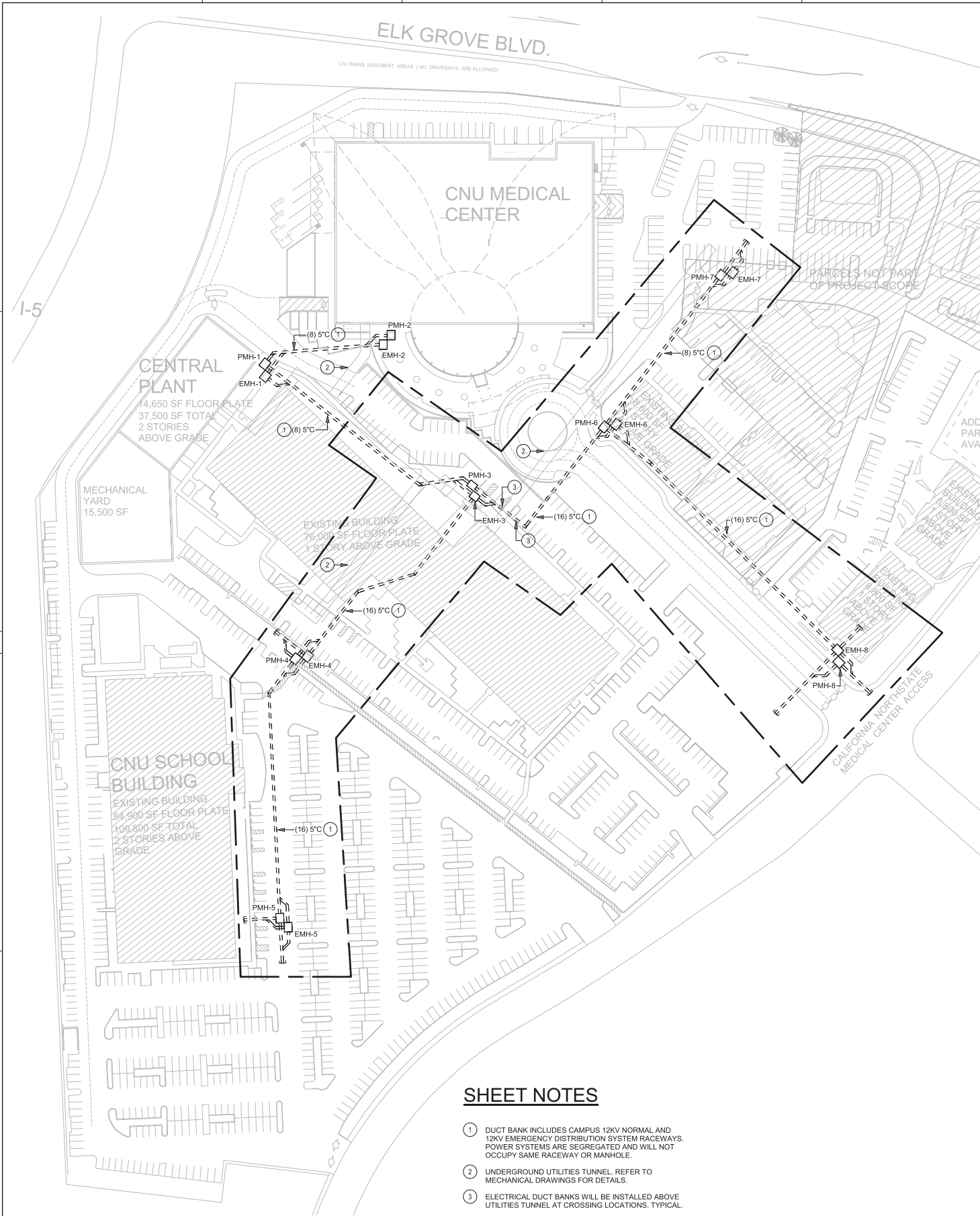
PLUMBING LEGEND,  
ABBREVIATIONS,  
GENERAL NOTES, AND  
DRAWING INDEX

PROJECT NO. 467	SHEET NO.  <b>P001</b>
DRAWN BY: JT	
CHECKED BY: CC	
SCALE: NONE	
DATE: 08/29/19	
Plotted on:	





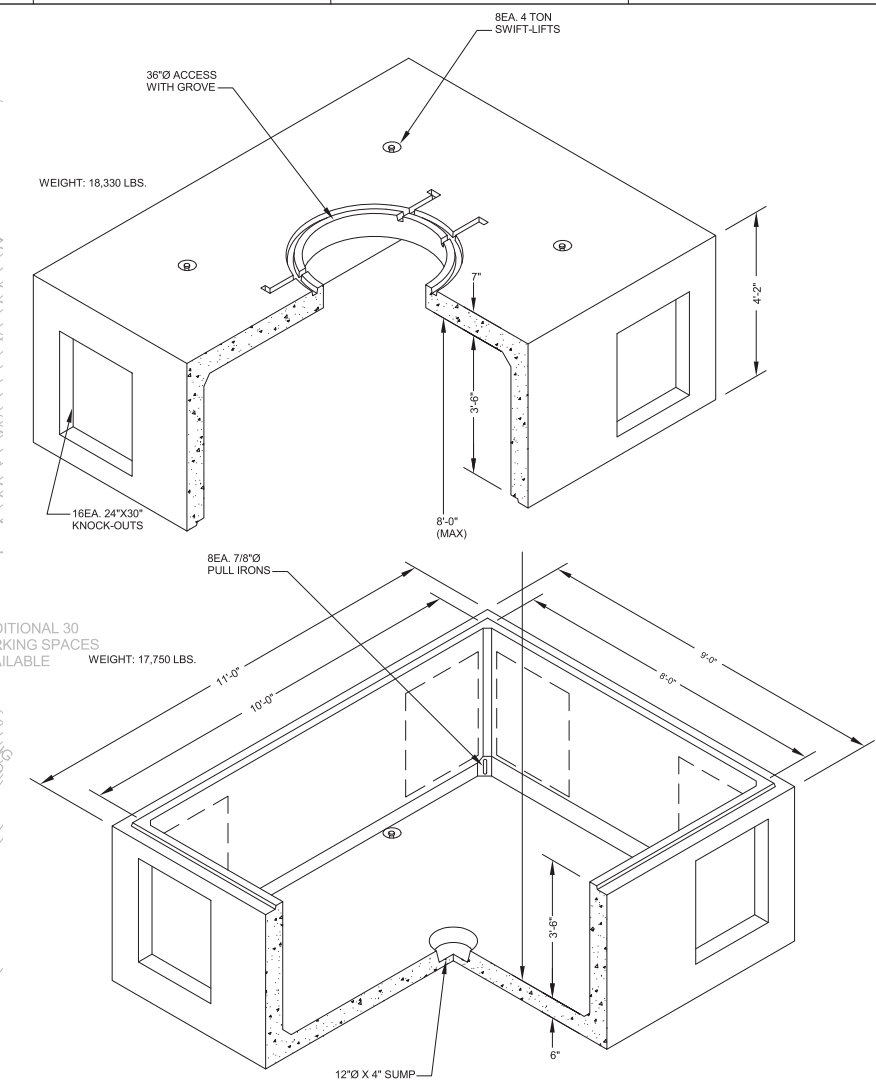
one eighth inch = one foot  
0 4 8 16  
one quarter inch = one foot  
0 4 8  
three eighths inch = one foot  
0 4 8  
one half inch = one foot  
0 4 8  
three quarters inch = one foot  
0 4 8  
one inch = one foot  
0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78 80 82 84 86 88 90 92 94 96 98 100



### SHEET NOTES

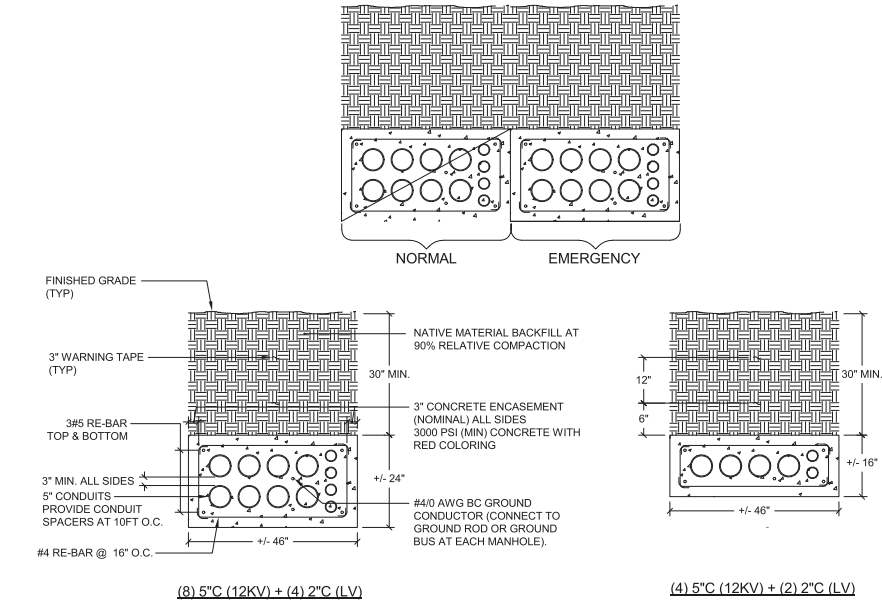
- DUCT BANK INCLUDES CAMPUS 12KV NORMAL AND 12KV EMERGENCY DISTRIBUTION SYSTEM RACEWAYS. POWER SYSTEMS ARE SEGREGATED AND WILL NOT OCCUPY SAME RACEWAY OR MANHOLE.
- UNDERGROUND UTILITIES TUNNEL. REFER TO MECHANICAL DRAWINGS FOR DETAILS.
- ELECTRICAL DUCT BANKS WILL BE INSTALLED ABOVE UTILITIES TUNNEL AT CROSSING LOCATIONS. TYPICAL.

CAMPUS SITE PLAN - ELECTRICAL DISTRIBUTION  
1" = 70'-0"



### 1 DETAIL - ELECTRICAL MANHOLE

SCALE: NONE



### 2 TYPICAL CONCRETE ENCASED DUCT BANK CONSTRUCTION

SCALE: NONE



**FONG & CHAN ARCHITECTS**  
ARCHITECTURE • PLANNING • INTERIOR DESIGN  
1361 BUSH STREET • SAN FRANCISCO • CALIFORNIA 94109  
TEL (415) 931-8600 • FAX (415) 931-4601 • fca@fca-arch.com



**CALIFORNIA NORTHSTATE UNIVERSITY**

### CALIFORNIA NORTHSTATE UNIVERSITY CENTRAL UTILITY PLANT

9700 W Taron Dr, Elk Grove, CA 95757

CONSULTANTS:

**GAYNER ENGINEERS**  
1133 POST STREET  
SAN FRANCISCO, CA 94109  
TELEPHONE (415) 474-9500  
FAX (415) 474-1363



CITY PLANNING REVIEW	04/01/20
100% DESIGN DEVELOPMENT	08/30/19
NO	DESCRIPTION

REVISIONS

KEY PLAN  
SHEET TITLE  
**PRIMARY ELECTRICAL SERVICES CAMPUS DISTRIBUTION - NORMAL AND EMERGENCY**

PROJECT NO.  
467  
DRAWN BY:  
Author  
CHECKED BY:  
Checker  
SCALE:  
DATE:  
08/28/19

SHEET NO.

**ES101**

Plotted on: 3/30/2020 8:20:40 PM



**CALIFORNIA  
NORTHSTATE  
UNIVERSITY**

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**California Northstate University  
Exterior Sign Program**

9700 Taron Way  
Elk Grove, CA 95757

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**Major Unifying Sign Program**  
February 18, 2020

---

Project Job #: 2360



**SHANNON LEIGH**

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<b>3</b>	<b>Site Plan Existing Sign Locations</b> <ul style="list-style-type: none"><li>Current Conditions / Existing Signs On Site</li><li>Precedents / Immediate Area</li></ul>
<b>9</b>	<b>Site Plan with Sign Locations</b>
<b>10</b>	<b>Site Identification Signage</b> <ul style="list-style-type: none"><li>Primary Site ID Pylon</li><li>Secondary Site ID Pylon</li><li>Primary Hospital Monument</li><li>Primary School Campus Monument</li><li>Secondary Monument / Directional</li><li>Site Identity / Building Sign</li></ul>
<b>24</b>	<b>Building Identity Signage</b> <ul style="list-style-type: none"><li>Building Sign / Primary Identity</li><li>Secondary Building Identity Signs</li><li>Building Name &amp; Numbers</li></ul>
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<b>40</b>	<b>Pedestrian Wayfinding</b> <ul style="list-style-type: none"><li>Pedestrian Directionals</li><li>Building Entry Markers &amp; Security Phone</li><li>Building Entry Signs (Wall Mounted)</li><li>Building Entry Signs (Marquee Mounted)</li></ul>
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<b>58</b>	<b>Materials, Finishes &amp; Colors</b>





# Project Information

## Project Site

**California Northstate University  
Medical School & Hospital  
Campus**

### Address

9700 Taron Drive  
Elk Grove, California



**Vicinity Map**

### Owner

California Northstate University  
9700 Taron Drive  
Elk Grove, California  
CEO  
Dr. Alvin Cheung

### Environmental Graphics Consultant

Shannon Leigh Associates  
1631 Alhambra Boulevard, Suite 100  
Sacramento, California 95816  
p: 510-969-7870

### Architects

Fong & Chan Architects  
1361 Bush Street  
San Francisco, California 94109  
p: 415-931-8600

### Government Agencies

City of Elk Grove Planning Department  
8401 Laguna Palms Way,  
Elk Grove, California  
p: 916-478-2265  
f: 916-691-3168

### Landscape Architect

OMG Studio  
1818 Harmon Street, Suite 2  
Berkeley, California 94703  
p: 510-289-9325

# Major Uniform Sign Program

## California Northstate University

### Medical School & Hospital Campus

## Overview

### 1. Objective

The Unified Sign Program for the California Northstate University Medical School Campus in Elk Grove, California is established for the purpose of assuring high quality campus and retail tenant signage. All signage shall be designed and constructed to compliment the project architecture and the neighborhood environment, reflecting the broader Stonelake aesthetic. This document describes the acceptable types of signs, materials, locations, sizes and illumination methods and outlines the process for signage review and approval. Renderings, drawings, and shop drawings contained in these guidelines are included for illustrative purposes only and are intended to aid the tenant and owner in complying with the design criteria.

### 2. Interpretation and Compliance

All signage must receive city issued sign permits before being fabricated or installed. If ownership should change for all or part of the project, and/or retail tenant spaces, the guidelines herein established shall remain applicable and in force under the new ownership. Any redesign or color changes shall require separate approval from the City of Elk Grove. Any amendments to these guidelines shall require approval from the City of Elk Grove.

### 3. General Criteria for all signage

- Architectural Compatibility: all signage shall be designed as an integral part of, or complimentary to, the architectural features of the building, landscape, and/or storefront
- Code Compliance: all signage shall comply with the City of Elk Grove Sign Ordinance
- Maintenance: maintenance of installed signs are the tenant's sole responsibility
- Allowable Messages: sign messages shall be limited to the tenant's name or logo
- Allowable Sign Types: sign types shown in these guidelines are the only signs permitted on the building or property
- Preferred Materials: sign design and construction should include the use of high quality materials such as architectural grade metals, glass, plastics and vinyl
- Lighting: light levels must be dim-able. No sign lighting shall create a nuisance to the community or surrounding neighborhood
- Light Efficiency: low voltage, LED and other high efficiency lighting is required
- Sign Locations: permitted only in the sign areas shown
- License Requirements: sign installers are to be State of California licensed contractors and are required to provide a contractor's license, proof of liability insurance and worker's compensation insurance
- Removal at Move-Out: when vacating a retail space, the tenant, at their expense, shall remove all signage, patch, repair and leave the building surfaces in as-new condition
- Bird Repellent: visible bird repellent on any sign is prohibited



#### **4. Prohibited Signs and Sign Components**

The following sign components are not permitted:

- Cabinet type illuminated signs with full acrylic sign faces
- Vacuum formed plastic letters or sign faces
- Moving, flashing, rotating, or odor producing signs. Digital and changing message signs are also prohibited
- Exposed non-ornamental hardware or electrical conduit and components
- The retailer's name and logo are allowable on signs, however no brand or trade names, logos, trademarks, service marks or other graphic insignia are allowed
- Hand-painted signs
- Projected or otherwise produced images of a sign or message on any surface or object
- Streamers, clusters of flags, twirlers, flares, balloons, and other similar attention getting devices, including noise emitting devices

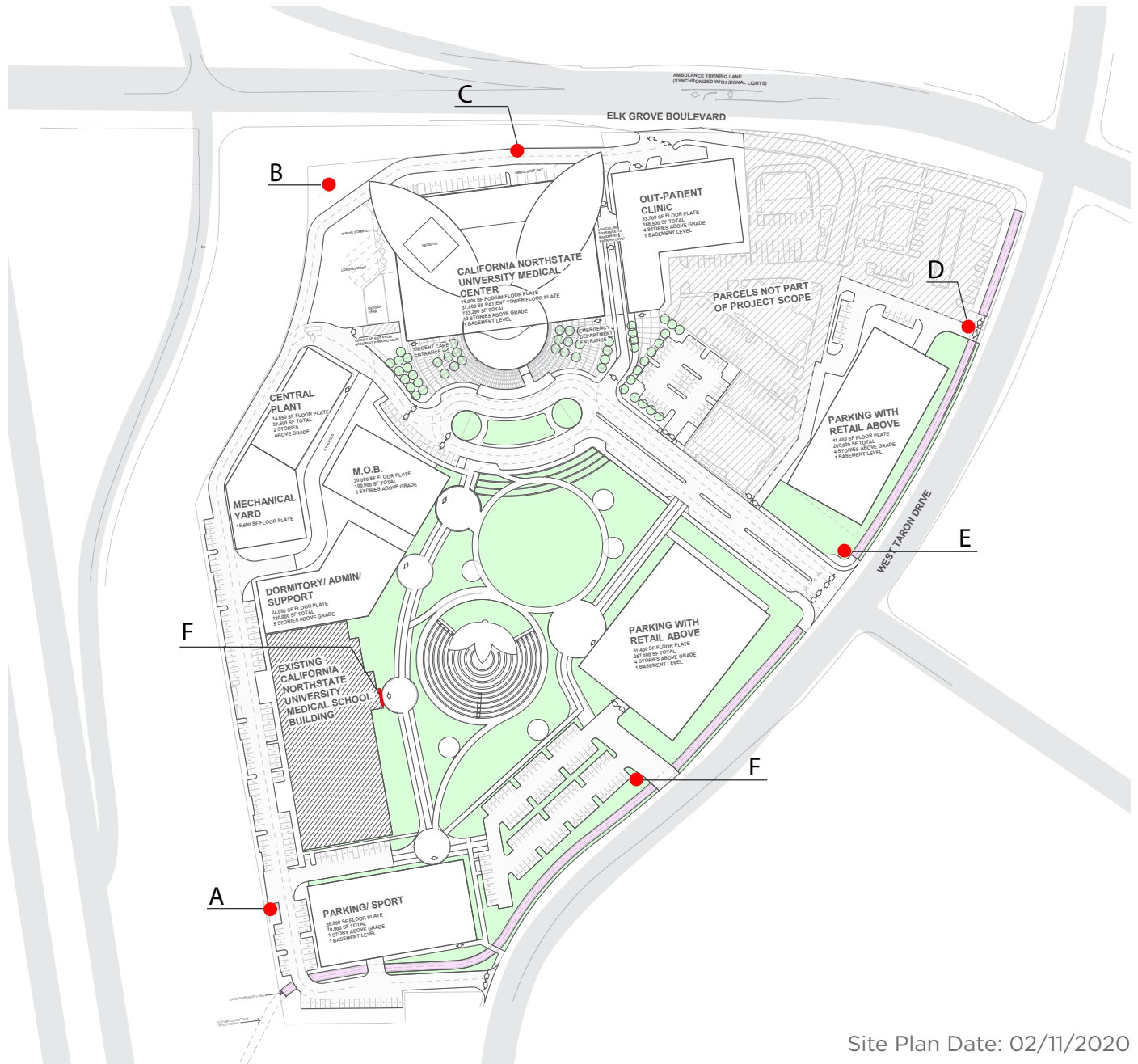
#### **5. Allowable Sign Area**

Signage areas shown on the drawings are the allowable square footage for that sign type and location based on the City of Elk Grove Sign Ordinance (passed March 13, 2019).





# Site Plan Existing Sign Locations



# Current Conditions / Existing Signs On Site

These signs are currently located on and around the project site. Some will be removed while others are to remain.



**Sign A**

South-West Corner of Site



**Sign B**

North-West Corner of Site



**Sign C**

North Side of Site



**Sign D**

East Side of Site



**Sign E**

East Side of Site



**Sign F**

East Side of Site





# Current Conditions / Existing Signs On Site

These signs are currently located on and around the project site. Some will be removed while others are to remain.



Monument Sign  
North-West Corner at W. Taron Dr & W. Taron Ct.



Building Sign / Adjacent to Site



Building Sign / On Current Site



Building Sign / On Current Site





# Current Conditions / Existing Signs On Site

These signs are currently located on and around the project site. Some will be removed while others are to remain.



Building Sign / On Current Site



Building Sign / On Current Site

Building Sign / On Current Site

# Precedents / Immediate Area

These signs are currently around the project's neighborhood.



Holiday Inn / Maritime Drive



McDonald's / Elk Grove Blvd & Harbor Point



Stonlake Gateway / Elk Grove Blvd



Stonlake Gateway / Elk Grove Blvd





# Precedents / Immediate Area

These signs are currently around the project's neighborhood.



Stonelake Gateway / Elk Grove Blvd



Stonelake Gateway / Elk Grove Blvd



Dignity Health / North-East Corner Wymark Dr.



Dignity Health / Monument Wymark Dr.



Dignity Health North-West Corner Wymark Dr.





# Site Plan with Sign Locations



## Key

### Identity Signage

- Pylon Site Signs (existing)
- Primary Monuments
- Secondary Monuments
- Secondary Monument / ED
- Building Sign / Site ID
- Building ID Sign

### Wayfinding Signs

- Directional Sign (Vehicle)
- Parking Entry Signs
- Directional Sign (Ped)
- Destination Markers
- Building Entry Signs
- Entry Sign / ED & UC
- Retail Entry Sign

### Paths

- Primary Vehicular Path
- Secondary Vehicular Path
- Primary Pedestrian Path
- ▼ Vehicle Entry/Exit
- ▼ Pedestrian Entry
- ▼ Pedestrian Entry / ED & UC



# Site Identification Signage

This section covers the ground mounted, freestanding signs proposed for the campus

- Primary Site Identity Pylon Sign
- Secondary Site Identity Pylon Sign
- Primary Site Identity Monuments
- Secondary Monument / Directional
- Site Identity Signage (Building Mounted & Freeway Facing)



# Primary Site ID Pylon

## Remodel Existing A

The Primary Site Identity Pylon Sign is located on the west side of the site facing Interstate 5 freeway. The existing sign will be remodeled to align with the overall design of the site signage. This sign will provide identification for the medical school and the medical center along with specialty emergency and urgent care facilities.

Site Plan Locations: 

### 1. Quantity

- a. One exiting sign location

### 2. Size

- a. Max Height: 24'-0"
- b. Max Square Footage: 180 sq.ft.  
(**Note:** Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)

### 3. Materials

- a. Sign Cabinet: Fabricated from aluminum with acrylic push through letters and graphics.
- b. Base: Constructed with Concrete masonry unit, vertical comb face.

### 4. Finishes

- a. Sign Cabinet: Paint finish, Color TBD
- b. Lettering and Graphics: Acrylic letter/graphic forms with translucent color vinyl faces.
- c. Sign Base: Natural Concrete, No Finish

### 5. Colors

- a. Sign Cabinet: TBD
- b. Lettering and Graphics: CNU Brand Colors, Emergency Red, Urgent Orange
- c. Sign Base: Natural Concrete color

### 6. Illumination

- a. Individual letters and/or logos are to have internal illumination, with even color distribution and no hot spots
- b. LED or other energy-efficient lighting source is required
- c. Signs edges and backs to contain all light without showing light leaks
- d. Lighting shall not produce a glare on other properties in the vicinity, and the source of the light shall not be visible from adjacent properties or from a public street.

### 7. Placement

- a. Located at the primary entry to the campus
- b. Situated at ground level and angled to face oncoming vehicular traffic on West Taron Drive.

---

### City of Elk Grove / Sign Regulations

Freestanding signs,  
Commercial Integrated Development

**Quantity:** One sign per site entrance

**Sign Size:** max. 150 sq.ft.

**Max Height:** 20 ft.

**Set Back:** 10 ft. from right of way

---

### Requested Variance

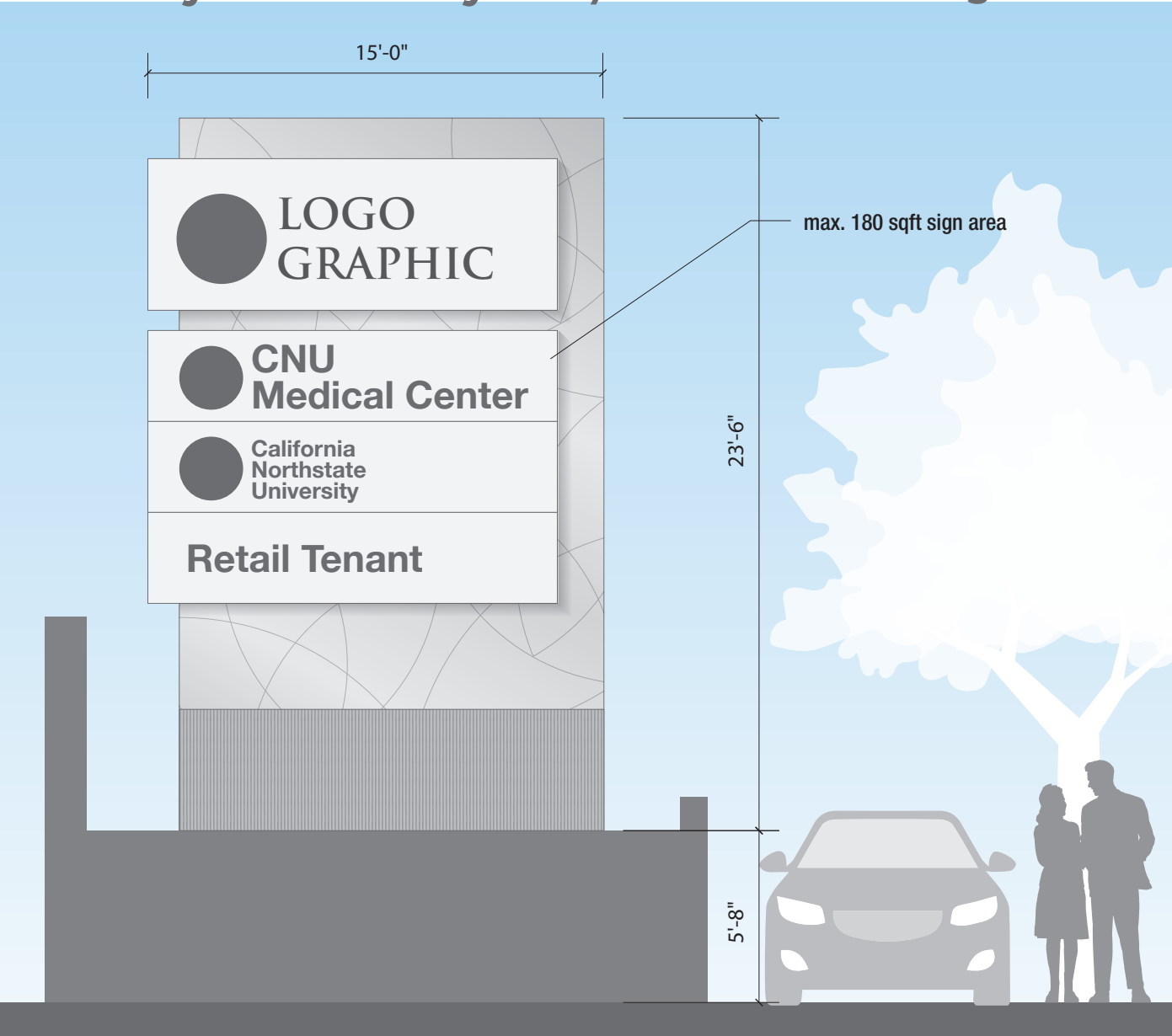
None

This is an existing pylon sign on the site. The sign will be remodeled with no additional height, width or signage area.





# Primary Site ID Pylon / Remodel Existing A



# Secondary Site ID Pylon

## Remodel Existing B&C

The Secondary Site Identity Pylon Sign are located on the north side of the site along Elk Grove Boulevard. The existing signs will be remodeled to align with the overall design of the site signage. This sign will provide identification for the medical school and the medical center along with specialty emergency and urgent care facilities.

Site Plan Locations: 

### 1. Quantity

- a. Two exiting sign location

### 2. Size

- a. Max Height: 24'-0"
- b. Max Square Footage: 160 sq.ft.  
(Note: Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)

### 3. Materials

- a. Sign Cabinet: Fabricated from aluminum with acrylic push through letters and graphics.
- b. Base: Constructed with Concrete masonry unit, vertical comb face.

### 4. Finishes

- a. Sign Cabinet: Paint finish, Color TBD
- b. Lettering and Graphics: Acrylic letter/graphic forms with translucent color vinyl faces.
- c. Sign Base: Natural Concrete, No Finish

### 5. Colors

- a. Sign Cabinet: TBD
- b. Lettering and Graphics: CNU Brand Colors, Emergency Red, Urgent Orange
- c. Sign Base: Natural Concrete color

### 6. Illumination

- a. Individual letters and/or logos are to have internal illumination, with even color distribution and no hot spots
- b. LED or other energy-efficient lighting source is required
- c. Signs edges and backs to contain all light without showing light leaks
- d. Lighting shall not produce a glare on other properties in the vicinity, and the source of the light shall not be visible from adjacent properties or from a public street.

### 7. Placement

- a. Located at the primary entry to the campus
- b. Situated at ground level and angled to face oncoming vehicular traffic on West Taron Drive.

---

### City of Elk Grove / Sign Regulations

Freestanding signs,  
Commercial Integrated Development

**Quantity:** One sign per site entrance

**Sign Size:** max. 150 sq.ft.

**Max Height:** 20 ft.

**Set Back:** 10 ft. from right of way

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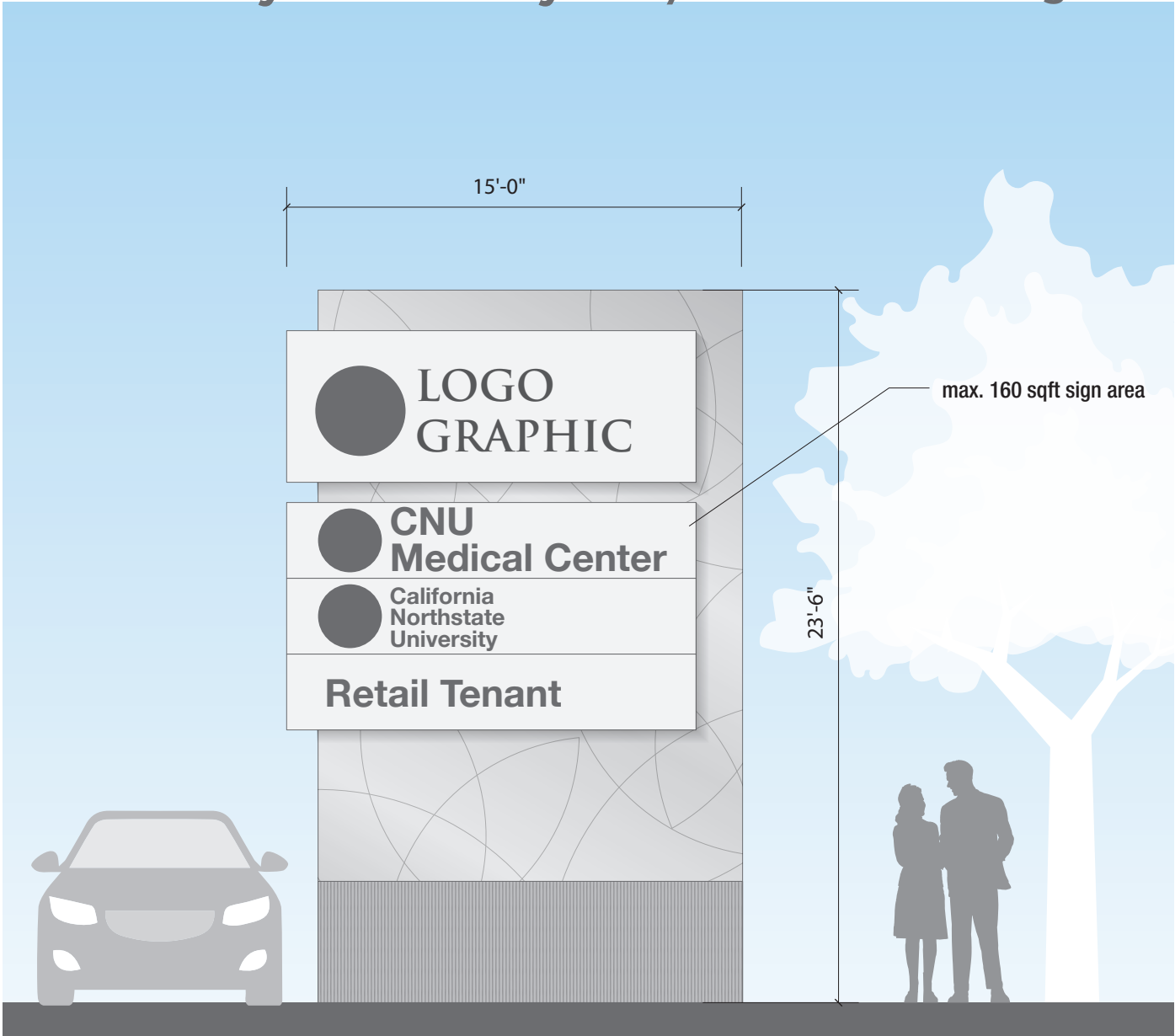
### Requested Variance

None

These are existing pylon signs on the site. The sign will be remodeled with no additional height, width or signage area.

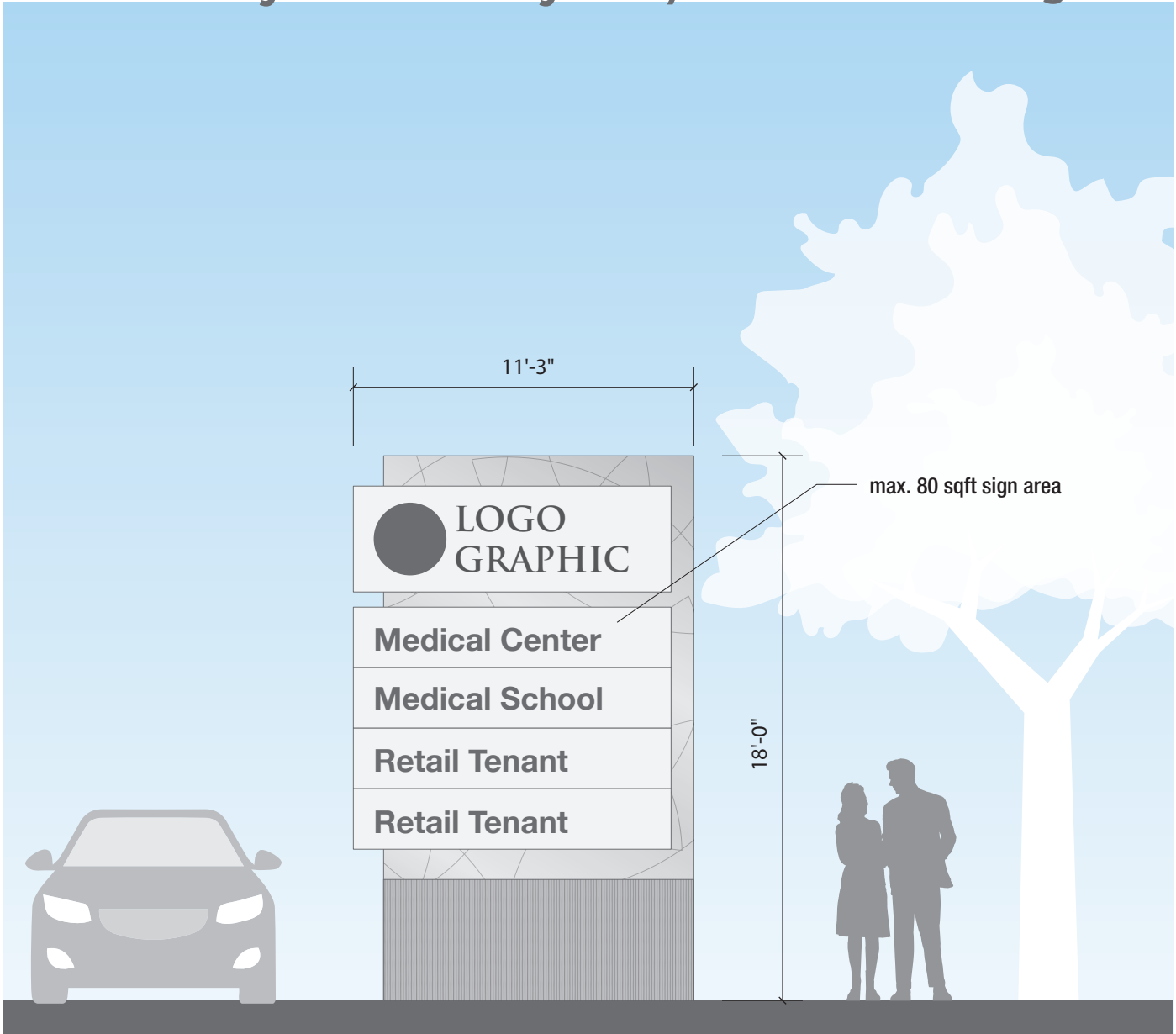


# Secondary Site ID Pylon / Remodel Existing B





# Secondary Site ID Pylon / Remodel Existing C



# Primary Hospital Monument

## Replace Existing Monument

The Primary Hospital Monument Signs will be located at the primary site entrance at the intersection of West Taron Drive and West Taron Way. These signs will provide identification for the Medical Center along with specialty Emergency and Urgent Care facilities. The signs will be situated at street level for pedestrian and vehicular traffic.

Site Plan Locations: ●

### 1. Quantity

- a. One sign located on northern corner of the primary site entrance.

### 2. Size

- a. Max Height: 10'-0"
- b. Max Square Footage: 50sq.ft. per sign  
(Note: Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)

### 3. Materials

- a. Sign Cabinet: Fabricated from aluminum with acrylic push through letters and graphics.
- b. Base: Constructed with Concrete masonry unit, vertical comb face.

### 4. Finishes

- a. Sign Cabinet: Paint finish, Color TBD
- b. Lettering and Graphics: Acrylic letter/graphic forms with translucent color vinyl faces.
- c. Sign Base: Natural Concrete, No Finish

### 5. Colors

- a. Sign Cabinet: TBD
- b. Lettering and Graphics: CNU Brand Colors, Emergency Red, Urgent Orange
- c. Sign Base: Natural Concrete color

### 6. Illumination

- a. Individual letters and/or logos are to have internal illumination, with even color distribution and no hot spots
- b. LED or other energy-efficient lighting source is required
- c. Signs edges and backs to contain all light without showing light leaks
- d. Lighting shall not produce a glare on other properties in the vicinity, and the source of the light shall not be visible from adjacent properties or from a public street.

### 7. Placement

- a. Located at the primary entry to the hospital site
- b. Situated at ground level and angled to face oncoming vehicular traffic on West Taron Drive.

---

### City of Elk Grove / Sign Regulations

Freestanding signs, Integrated Development

**Quantity:** 1 per project entrance

**Sign Size:** 50 sq.ft. per sign

**Max Height:** 10 ft.

**Set Back:** 10 ft.; measured from back of the public right-of-way

---

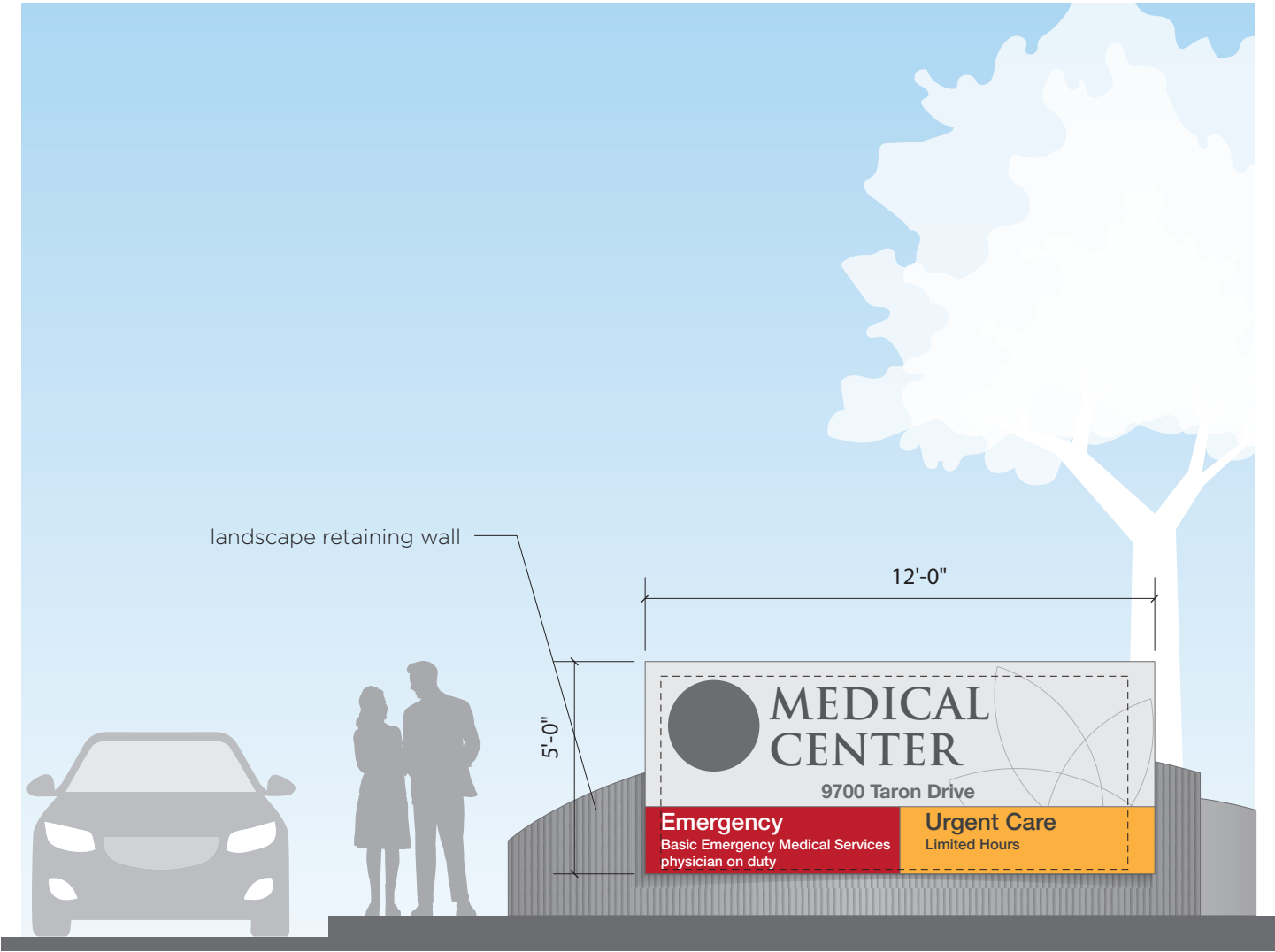
### Requested Variance

This sign replaces an existing sign at that location.

The Medical School and Medical Center share the primary entrance at West Taron Drive and West Taron Way. One (1) Additional primary monument sign at the main campus entry for a total of two (2)



# Primary Hospital Monument



## Examples



Existing sign at location





# Primary School Campus Monument

The Primary Campus Monument Signs will be located at the primary campus entrance at the intersection of West Taron Drive and West Taron Way. These signs will provide identification for the medical school campus. The signs will be situated at street level for pedestrian and vehicular traffic.

Site Plan Locations: ●

## 1. Quantity

- a. One sign located on southern corner of the primary campus entrance.

## 2. Size

- a. Max Height: 10'-0"
- b. Max Square Footage: 50 sq.ft. per sign  
(**Note:** Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)

## 3. Materials

- a. Sign Cabinet: Fabricated from aluminum with acrylic push through letters and graphics.
- b. Base: Constructed with Concrete masonry unit, vertical comb face.

## 4. Finishes

- a. Sign Cabinet: Paint finish, Color TBD
- b. Lettering and Graphics: Acrylic letter/graphic forms with translucent color vinyl faces.
- c. Sign Base: Natural Concrete, No Finish

## 5. Colors

- a. Sign Cabinet: TBD
- b. Lettering and Graphics: CNU Brand Colors, Sign Base: Natural Concrete color

## 6. Illumination

- a. Individual letters and/or logos are to have internal illumination, with even color distribution and no hot spots
- b. LED or other energy-efficient lighting source is required
- c. Signs edges and backs to contain all light without showing light leaks
- d. Lighting shall not produce a glare on other properties in the vicinity, and the source of the light shall not be visible from adjacent properties or from a public street.

## 7. Placement

- a. Located at the primary entry to the campus
- b. Situated at ground level and angled to face oncoming vehicular traffic on West Taron Drive.

---

### City of Elk Grove / Sign Regulations

Freestanding signs, Integrated Development

**Quantity:** 1 per project entrance

**Sign Size:** 50 sq.ft. per sign

**Max Height:** 10 ft.

**Set Back:** 10 ft.; measured from back of the public right-of-way

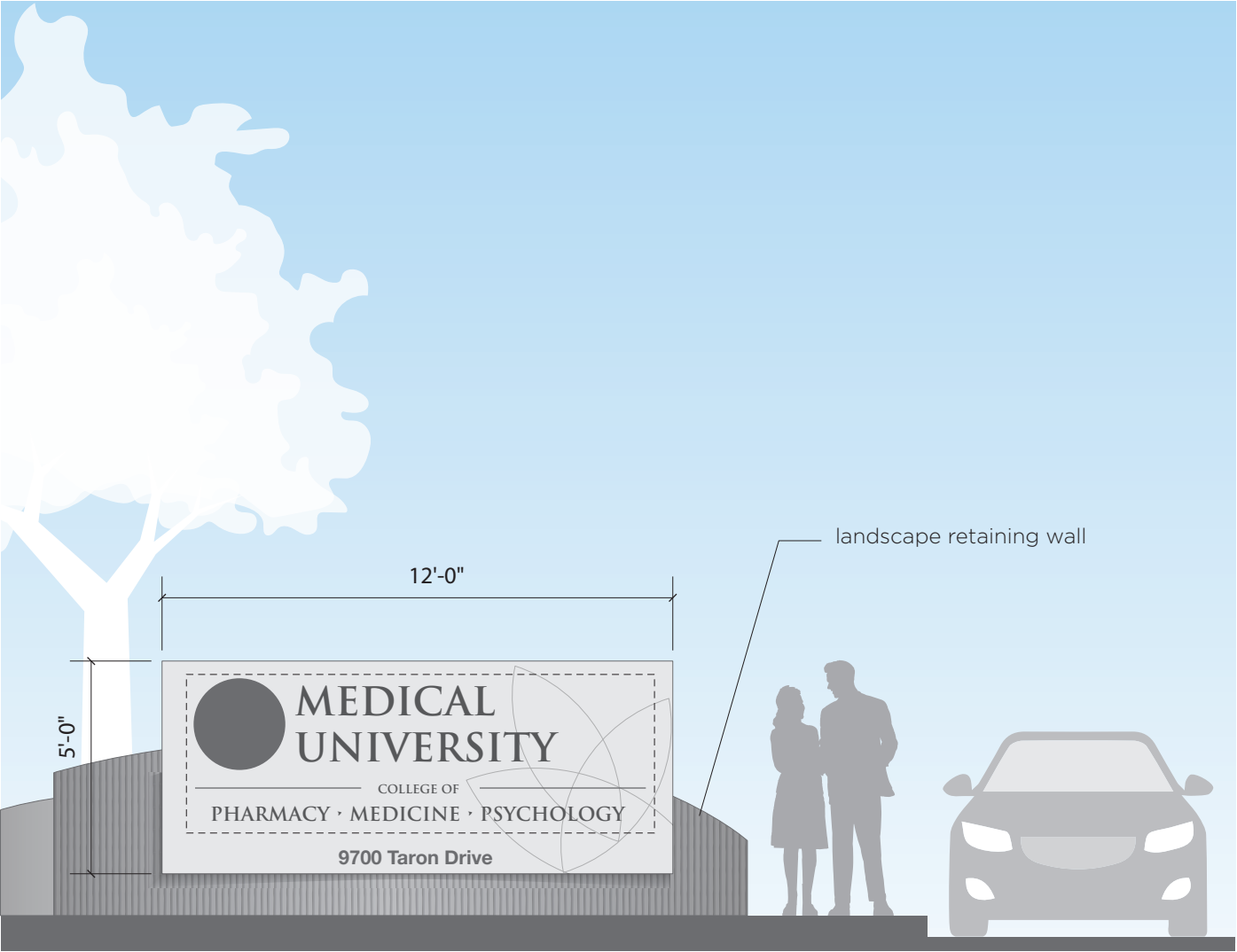
---

### Requested Variance

The Medical School and Medical Center share the primary entrance at West Taron Drive and West Taron Way. One (1) Additional primary monument sign at the main campus entry for a total of two (2)



# Primary School Campus Monument



## Examples



# Secondary Monument / Directional

The Site Entry Markers will be located at each campus entrance except for the primary campus entrance. Most will be along West Taron Drive with one located at the ambulance entrance on Elk Grove Boulevard. These signs will identify particular campus entrances and provide directional information to other entrances and facilities. The signs will be situated at street level for pedestrian and vehicular traffic.

Site Plan Locations: 

## 1. Quantity

- a. 5 signs for entire campus

## 2. Size

- a. Max Height: 6'-0"
- b. Max Square Footage: 36 sq.ft. per sign  
(Note: Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)

## 3. Materials

- a. Sign Cabinet: Fabricated from aluminum with acrylic push through letters and graphics.
- b. Base: Constructed with Concrete masonry unit, vertical comb face.

## 4. Finishes

- a. Sign Cabinet: Paint finish, Color TBD
- b. Lettering and Graphics: Acrylic letter/graphic forms with translucent color vinyl faces.
- c. Sign Base: Natural Concrete, No Finish

## 5. Colors

- a. Sign Cabinet: TBD
- b. Lettering and Graphics: CNU Brand Colors, Emergency Red, Urgent Orange
- c. Sign Base: Natural Concrete color

## 6. Illumination

- a. Individual letters and/or logos are to have internal illumination, with even color distribution and no hot spots
- b. LED or other energy-efficient lighting source is required
- c. Signs edges and backs to contain all light without showing light leaks
- d. Lighting shall not produce a glare on other properties in the vicinity, and the source of the light shall not be visible from adjacent properties or from a public street.

## 7. Placement

- a. Located at the five (5) secondary campus entrances.
- b. Situated at ground level and perpendicular to vehicular traffic.

---

### City of Elk Grove / Sign Regulations

Exempt Signs with Limitations / Directional Signs

**Quantity:** Not Specified

**Max Sign Size:** 36 sq.ft.

**Max Height:** 6'-0"

**Note:** No advertising allowed

---

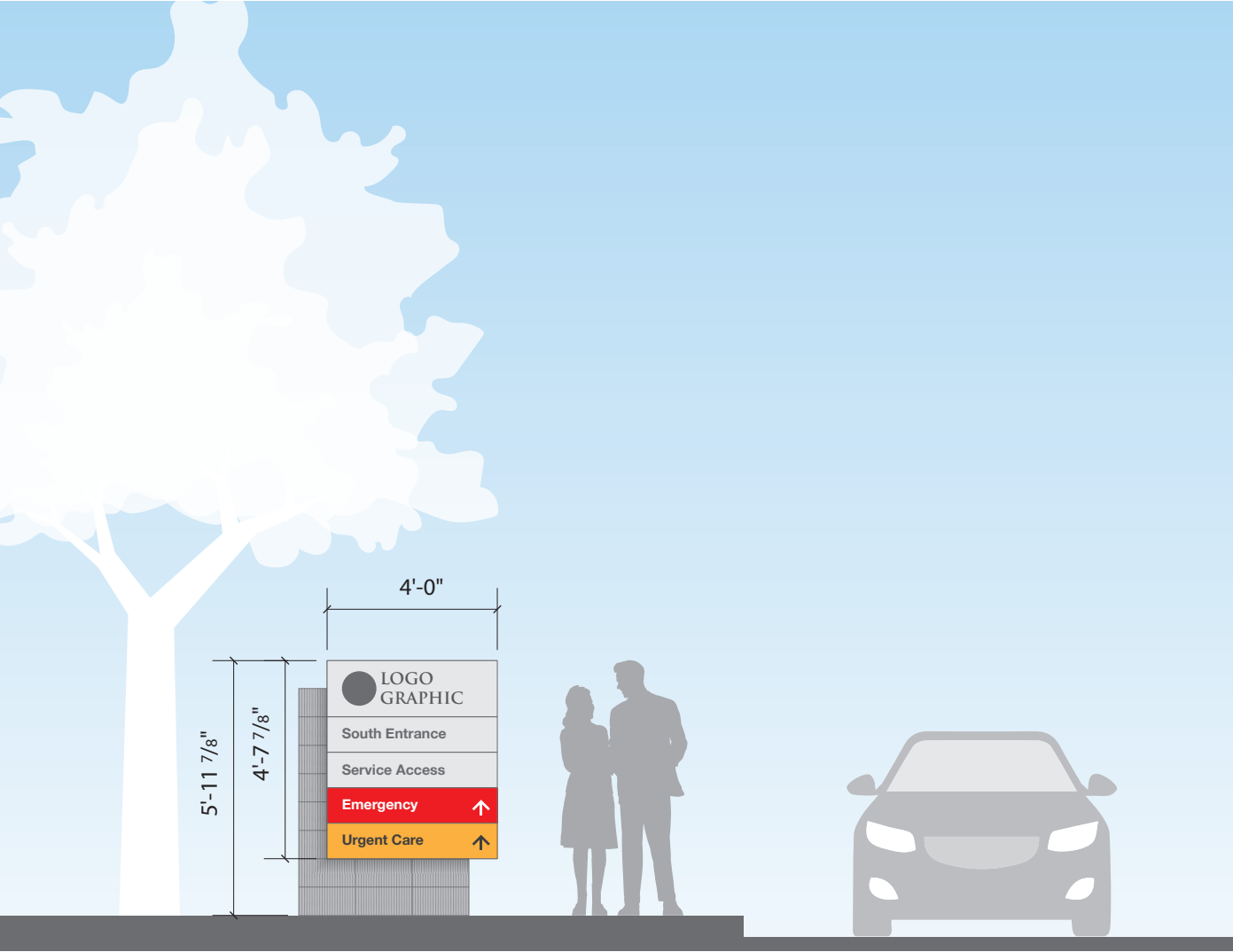
### Requested Variance

None





# Secondary Monument / Directional



## Examples



# Site Identity / Building Sign

## Freeway Facing

The Brand Identity Freeway Facing Sign is a large scale sign with high visibility designs to communicate the corporate brand and ownership of the building and campus to the vehicular traffic along the adjacent freeway.

Site Plan Locations: 

### 1. Description

- a. Sign is composed of individual dimensional letterforms and graphic elements
- b. Sign is limited to the corporate brand word-mark or logo artwork; tag lines or slogans are not allowed

### 2. Quantity

- a. Two sign for campus

### 3. Size

- a. Sign is limited to 200 square feet each.  
(Note: Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)

### 4. Materials

- a. Sign elements to be fabricated aluminum cans with acrylic faces

### 5. Finishes

- a. Sign Cans: Painted returns and backs
- b. Sign Faces: Translucent white acrylic with Day/Night translucent vinyl on front face.

### 6. Colors

- a. Sign Cans: Dark gray, returns and backs
- b. Letterform Faces: Dark gray during the day and white at night.
- c. Graphic Element Faces: Brand Colors, TBD

### 7. Illumination

- a. Individual letterforms and graphic elements are to be internally illuminated, with even light distribution and no hot spots
- b. Each letterform and graphic element shall be individually placed and electrified directly to the building without a continuous sign box or visible raceway.
- c. LED or other energy-efficient lighting source

is required

- d. Internally illuminated sign cabinets with full acrylic/plastic faces and printed graphics are not allowed
- e. Sign can edges and backs to contain all light without showing light leaks
- f. Lighting shall not produce a glare on other properties in the vicinity, and the source of the light shall not be visible from adjacent properties or from a public street

### 8. Placement

- a. The sign is to be mounted on the parapet of the building facing the adjacent freeway.
- b. Two signs will be located at the corner of the building to capture viewing from two directions along the freeway.
- c. A sign may not project above the wall on which it is located
- d. Signs must be attached to, and parallel to, the building facade.

---

## City of Elk Grove / Sign Regulations

Building Signs, Office & Industrial Zone Districts

**Quantity:** 1 per public frontage (additional signs allowed for each public frontage if accumulated sq. footage does not exceed allowable.)

**Max Sign Size:** 1 sq.ft. for every lineal foot of public frontage. Not to exceed 150 sq.ft.

**Max Height:** Roof line

---

## Requested Variance

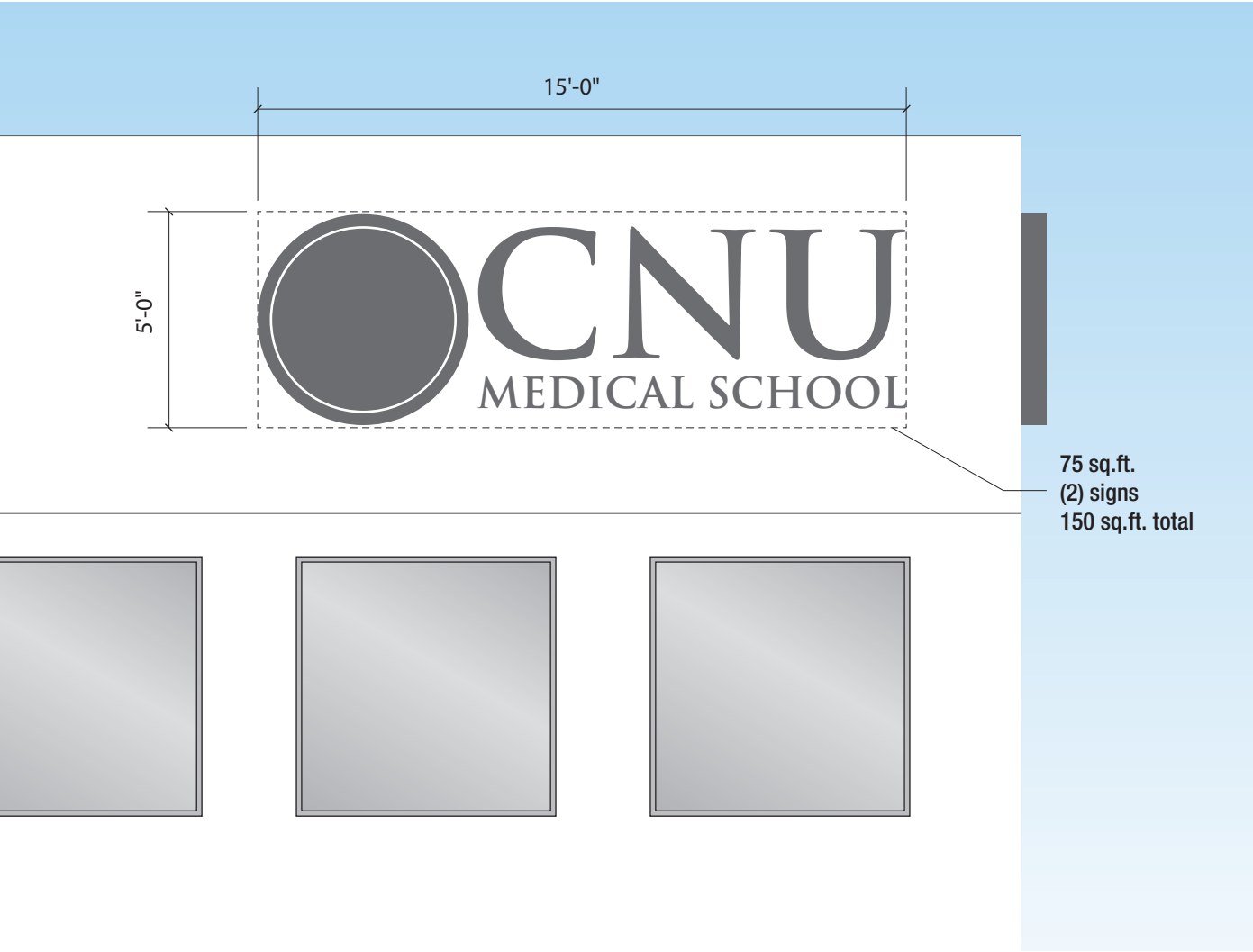
Increase signage area for visibility from freeway corridor.

Building Frontage is 122 ft.

Requesting additional 28 sq.ft. of sign area to make a total of 150 sq.ft of sign area.



# Site Identity / Building Sign / Freeway Facing



## Examples





# Building Identity Signage

This section covers the building mounted signs proposed for the campus

- Building Sign / Primary Site Identity
- Secondary Building Identity Signage
- Building Name & Number



# Building Sign / Primary Identity

The Primary Identity Sign is a large scale sign with high visibility designs to communicate the corporate brand and ownership of the building.

Site Plan Locations: 

## 1. Description

- a. Sign is composed of individual dimensional letterforms and graphic elements
- b. Sign is limited to the tenant's word-mark or logo artwork; tag lines or slogans are not allowed

## 2. Quantity

- a. One sign for the building

## 3. Size

- a. Signs shall be limited to 1000 sq.ft..  
(**Note:** Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)
- b. Maximum cap height shall be limited to 48 inches

## 4. Materials

- a. Sign Cans: fabricated aluminum cans with acrylic faces and applied vinyl

## 5. Finishes

- a. Sign Cans: Painted returns and backs
- b. Sign Faces: Translucent white acrylic with Day/Night vinyl on front face

## 6. Colors

- a. Sign Cans: Dark gray, returns and backs
- b. Letterform Faces: Dark gray during the day and white at night.

## 7. Illumination

- a. Individual letterforms and graphic elements are to be internal illuminated, with even light distribution and no hot spots
- b. Each letterform and graphic element shall be individually placed and electrified directly to the building marquee without a continuous sign box or visible raceway.
- c. LED or other energy-efficient lighting source is required

- d. Internally illuminated sign cabinets with full acrylic/plastic faces and printed graphics are not allowed
- e. Sign can edges and backs to contain all light without showing light leaks
- f. Lighting shall not produce a glare on other properties in the vicinity, and the source of the light shall not be visible from adjacent properties or from a public street

## 8. Placement

- a. Signs must be attached to, and parallel to, the building facade. A sign may not project above the wall on which it is located

---

## City of Elk Grove / Sign Regulations

Building Signs, Office & Industrial Zone Districts

**Quantity:** 1 per public frontage (additional signs allowed for each public frontage if accumulated sq. footage does not exceed allowable.)

**Max Sign Size:** 1 sq.ft. for every lineal foot of public frontage. Not to exceed 150 sq.ft.

**Max Height:** Roof line

**Note:** Buildings over seventy-five thousand (75,000 ft<sup>2</sup>) square feet may exceed the maximum signage total through a major design review approval issued pursuant to EGMC Chapter 23.16.

---

## Requested Variance

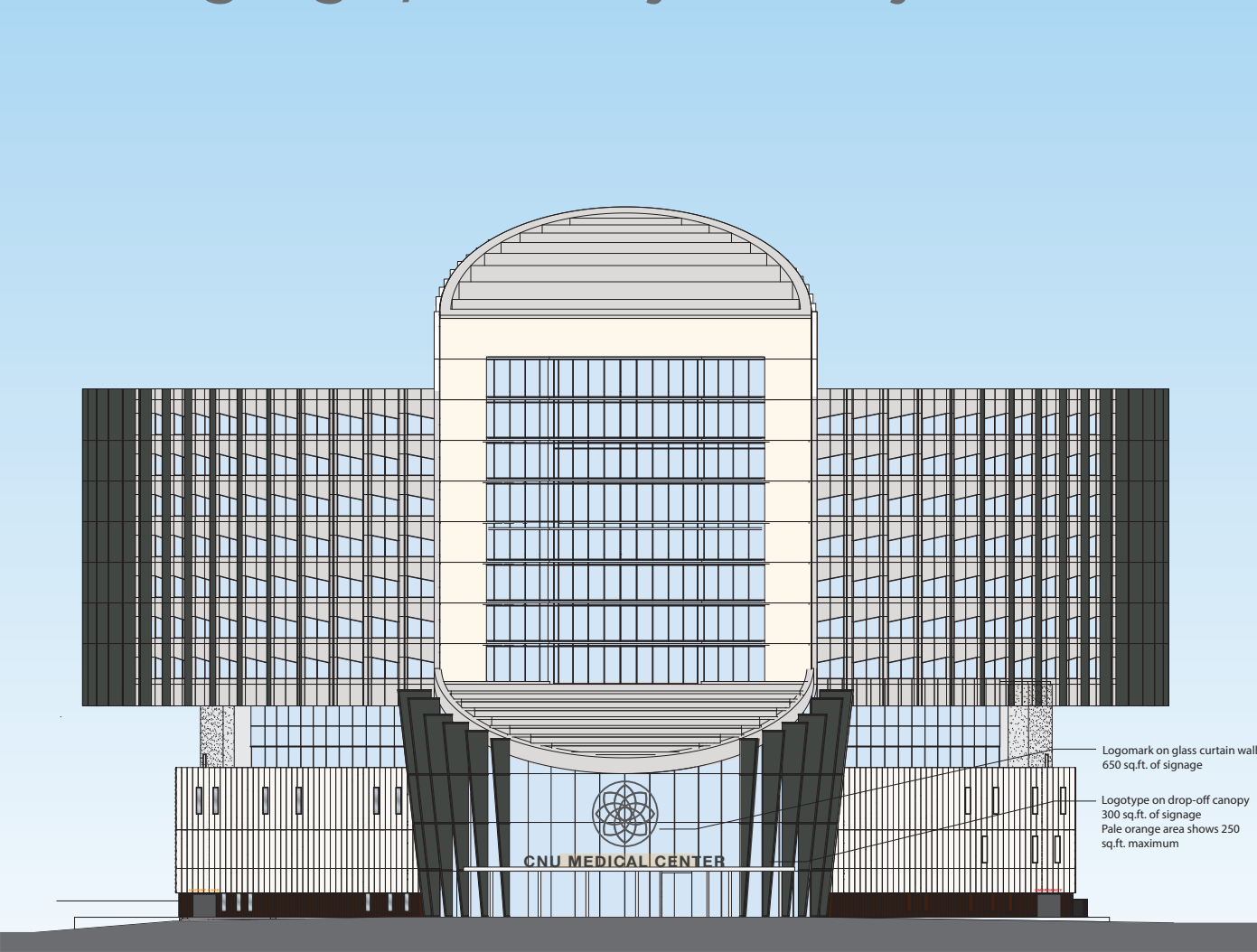
The building exceeds the 72,000 sq.ft.. to allow a variance of signage area

Due to the large scale of the building, large scale signage is visually appropriate.

Requesting additional 850 sq.ft. of sign area above the 150 sq.ft. maximum.



# Building Sign / Primary Identity



South Elevation

## Examples





# Secondary Building Identity Signs

Building Signs reside above the first floor window line of the building and serves to identify the building to the general public. These signs are to be mounted on the building in a locations that are close to the edge of the building, facing directions that are visible to the general public.

Site Plan Locations: 

## 1. Description

- a. Sign is composed of individual reverse pan channel letterforms, numbers, and/or graphics, pin mounted off building surface
- b. Signs are to be limited to the building name or logo artwork; tag lines or slogans are not allowed

## 2. Quantity

- a. Maximum of two signs per building

## 3. Size

- a. Maximum 75 sq.ft.  
(Note: Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)
- b. Allowable, accumulative sign area is equal to 1 sq.ft. for every lineal foot of building frontage.
- c. Limited to accumulated 150 sq.ft. max.

## 4. Materials

- a. Sign letters/numbers to be fabricated aluminum cans

## 5. Finishes

- a. Letters/numbers to be painted on all sides

## 6. Colors

- a. Sign color to contrast with the color of the building where it is located. Color to be light gray on a dark background or dark gray on a light background

## 7. Illumination

- a. Individual letters /numbers are to have internal halo illumination, with even light distribution all round edges with no hot spots
- b. LED or other energy-efficient lighting source is required
- c. Each letter and/or logo shall be individually placed and electrified directly to the building facade without a continuous sign box or visible raceway
- d. Signs edges and sides to contain all light without showing light leaks
- e. Lighting shall not produce a glare on other properties in the vicinity, and the source of the light shall not be visible from adjacent properties or from a public street

## 8. Placement

- a. Signs are to be placed above the first floor window line of the building
- b. Signs must be attached to, and parallel to, the building facade. A sign may not project above the building wall.

---

### City of Elk Grove / Sign Regulations

Building Signs, Office & Industrial Zone Districts

**Quantity:** 1 per public frontage (additional signs allowed for each public frontage if accumulated sq. footage does not exceed allowable.)

**Max Sign Size:** 1 sq.ft. for every lineal foot of public frontage. Not to exceed 150 sq.ft.

**Max Height:** Roof line

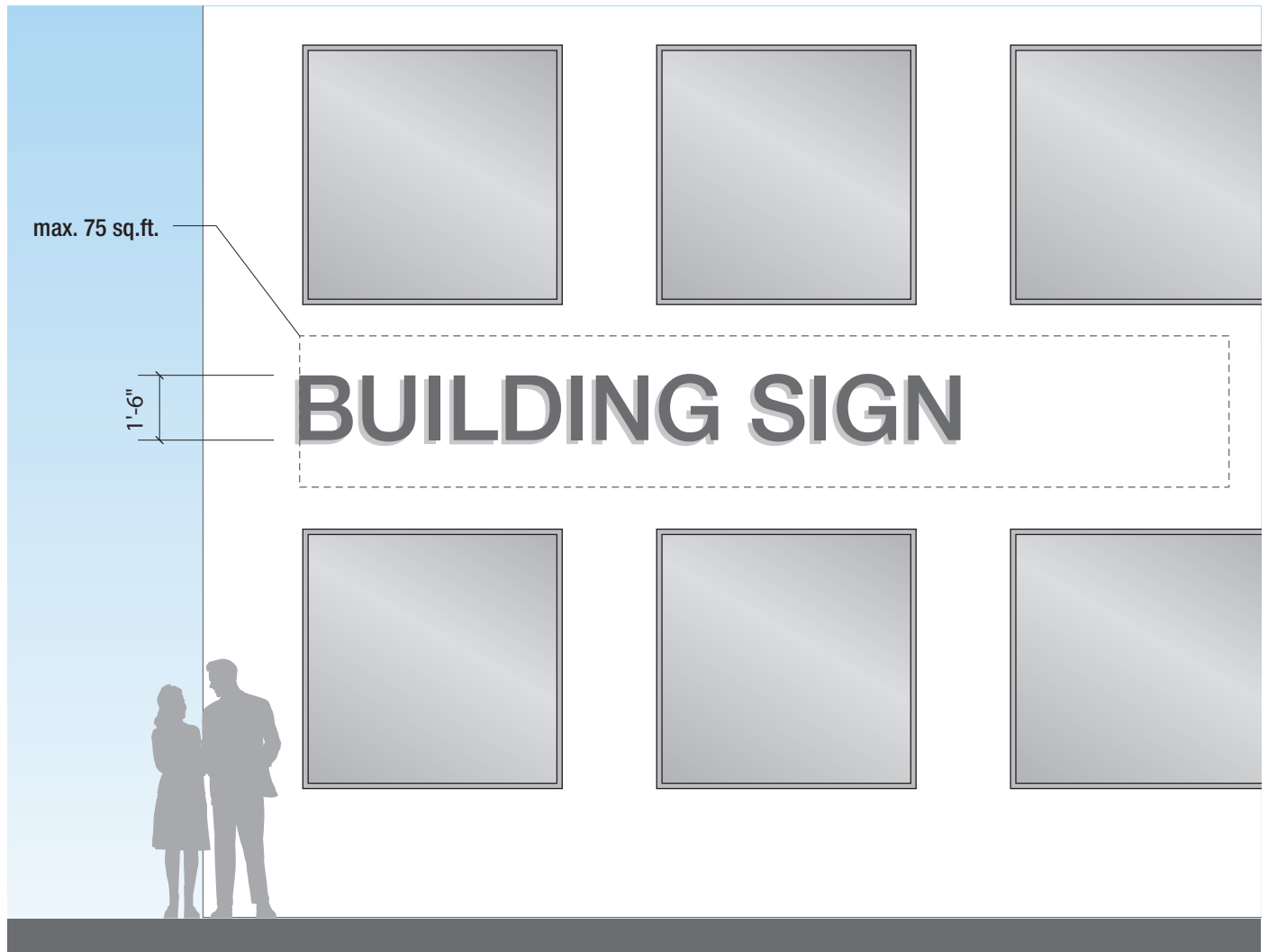
---

### Requested Variance

None



# Secondary Building Identity Signs



## Examples



# Building Name & Numbers

These signs are used to communicate the street address or on-campus identity number/letter of the building. These signs are intended to be highly visible for not only visitor wayfinding but for City Emergency Services.

Site Plan Locations: not located on site plan

## 1. Description

- a. Sign is composed of individual reverse pan channel letterforms or numbers, pin mounted to building surface
- b. Sign is limited to letterforms or numbers

## 2. Quantity

- a. One sign per building.

## 3. Size

- a. Capitol Height: Minimum 12", maximum 24"

## 4. Materials

- a. Sign letters/numbers to be fabricated aluminum cans

## 5. Finishes

- a. Letters/numbers to be painted on all sides

## 6. Colors

- a. Sign color to contrast with the color of the building where it is located ie. Light Gray on a dark background or Dark Gray on a light background

## 7. Illumination

- a. Individual letters/numbers are to have internal halo illumination, with even light distribution all round edges with no hot spots
- b. LED or other energy-efficient lighting source is required
- c. Each letter/number shall be individually placed and electrified directly to the building facade without a continuous sign box or visible raceway
- d. Signs edges and sides to contain all light without showing light leaks
- e. Lighting shall not produce a glare on other properties in the vicinity, and the source of the light shall not be visible from adjacent properties or from a public street

## 8. Placement

- a. Signs are to be placed at parapet level of the building
- b. Signs must be attached to, and parallel to, the building. The sign may not project above the top of the building

---

### City of Elk Grove / Sign Regulations

Regulations unknow

**Quantity:** not specified

**Max Sign Size:** not specified

**Max Height:** not specified

---

### Requested Variance

None





# Building Name & Numbers



## Examples



# Vehicular Wayfinding & Regulatory Signs

This section covers signage specifically for identifying and regulating the various parking facilities on campus.

- Vehicular Directional Signage
- Garage Entry Signage (Wall Mounted)
- Parking Information Signage
- Vehicular Regulatory Signage



# Vehicular Directional Signage

Vehicular Directionals will only be within the campus property and located along the vehicular paths/roads. These signs will provide directional information to buildings and facilities. The signs will be situated at ground level for vehicular traffic.

Site Plan Locations: ●

## 1. Quantity

- a. Ten (10) signs for entire campus

## 2. Size

- a. Max Height: 6'-0"
- b. Max Square Footage: 36 sq.ft. per sign  
(**Note:** Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)

## 3. Materials

- a. Sign Cabinet: Fabricated from aluminum
- b. Lettering & Graphics: Vinyl
- c. Base: Constructed with Concrete masonry unit, vertical comb face.

## 4. Finishes

- a. Sign Cabinet: Paint finish, Color TBD
- b. Lettering & Graphics: Reflective Vinyl
- c. Sign Base: Natural Concrete, No Finish

## 5. Colors

- a. Sign Cabinet: TBD
- b. Lettering and Graphics: CNU Brand Colors, Emergency Red, Urgent Orange
- c. Sign Base: Natural Concrete color

## 6. Illumination

- a. Externally illuminated with ambient landscape lighting and by vehicle headlights.

## 7. Placement

- a. Located at ten locations along inner-campus roadways.

---

### City of Elk Grove / Sign Regulations

Exempt Signs with Limitations / Directional

**Quantity:** Not Specified

**Max Sign Size:** 36 sq.ft.

**Max Height:** 6'-0"

**Note:** No advertising allowed

---

### Requested Variance

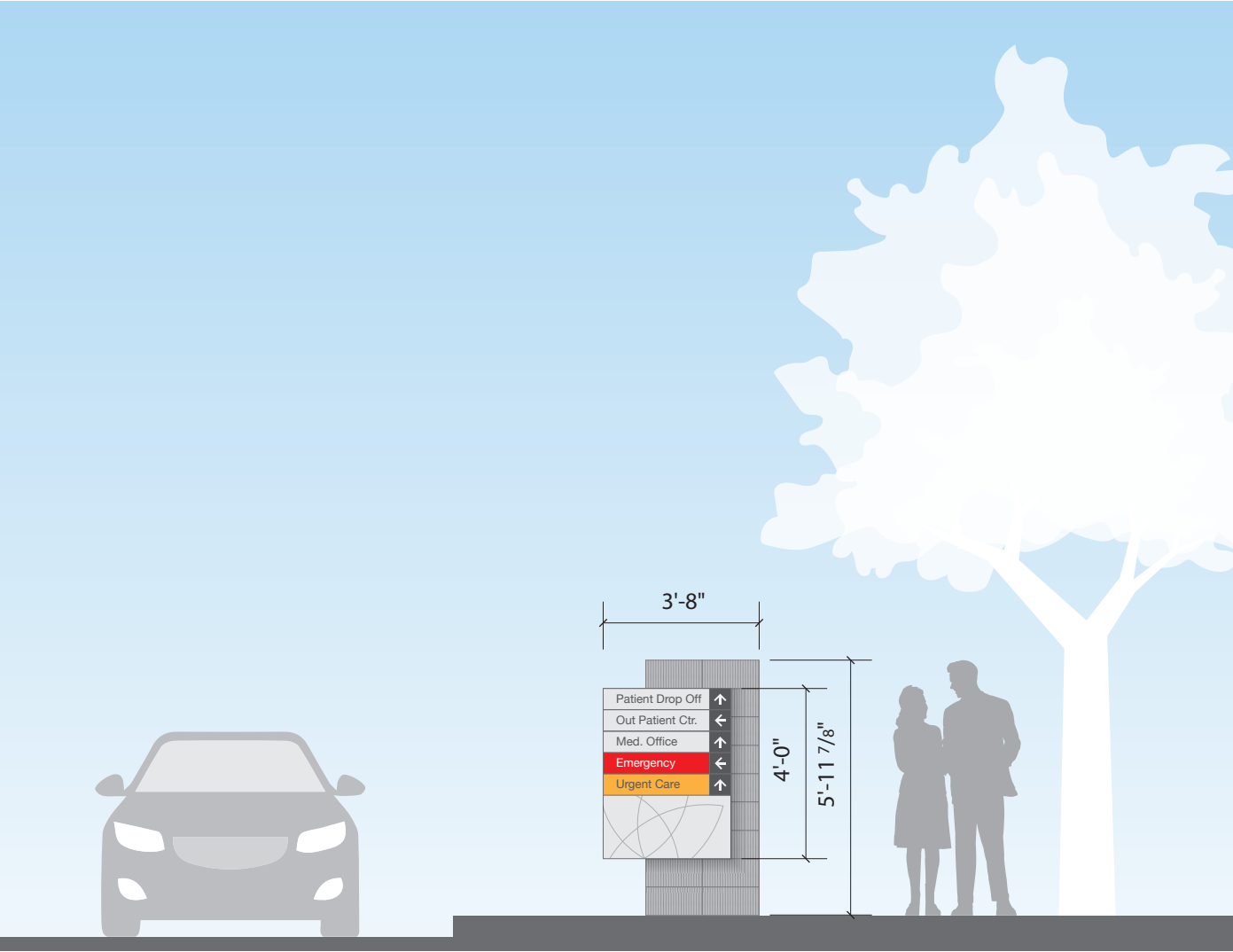
None:

This sign is a directional sign in the vehicular way-finding system.





# Vehicular Directional Signage



## Examples



# Parking Garage Entry Signs

Parking Entry Signs are located above the vehicular entrances to the parking facility to provide identification as a wayfinding destination.

Site Plan Locations: 

## 1. Description

- a. These signs are to identify the vehicular entry and exit of a parking facility as part of the vehicular wayfinding system.
- b. These signs are limited to the name or identification of the parking facility

## 2. Quantity

- a. One sign per each parking garage entry and exit.
- b. Each letter/number or graphic shall be individually placed and electrified directly to the building without a continuous sign box or visible raceway.

## 3. Size

- a. Signs shall be limited to 30 square feet per location. (**Note:** Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)

## 4. Materials

- a. Letters/Numbers: Fabricated aluminum cans

## 5. Finishes

- a. Letters/Numbers: Painted face and returns

## 6. Colors

- a. Sign color to contrast with the color of the building where it is located ie. Light Gray on a dark background or Dark Gray on a light background

## 7. Illumination

- a. Individual letters/numbers are to have internal halo illumination, with even color distribution and no hot spots
- b. LED or other energy-efficient lighting source is required
- c. Internally illuminated sign cans with printed graphics are not allowed
- d. Signs edges to contain all light without showing light leaks
- e. Lighting shall not produce a glare on other properties in the vicinity, and the source of the light shall not be visible from adjacent properties or from a public street

## 8. Placement

- a. Signs are to be placed above the vehicular entries/exits of the parking facility

---

### City of Elk Grove / Sign Regulations

Exempt Signs with Limitations / Directional

**Quantity:** Not Specified

**Max Sign Size:** 36 sq.ft.

**Max Height:** 6'-0"

**Note:** No advertising allowed

---

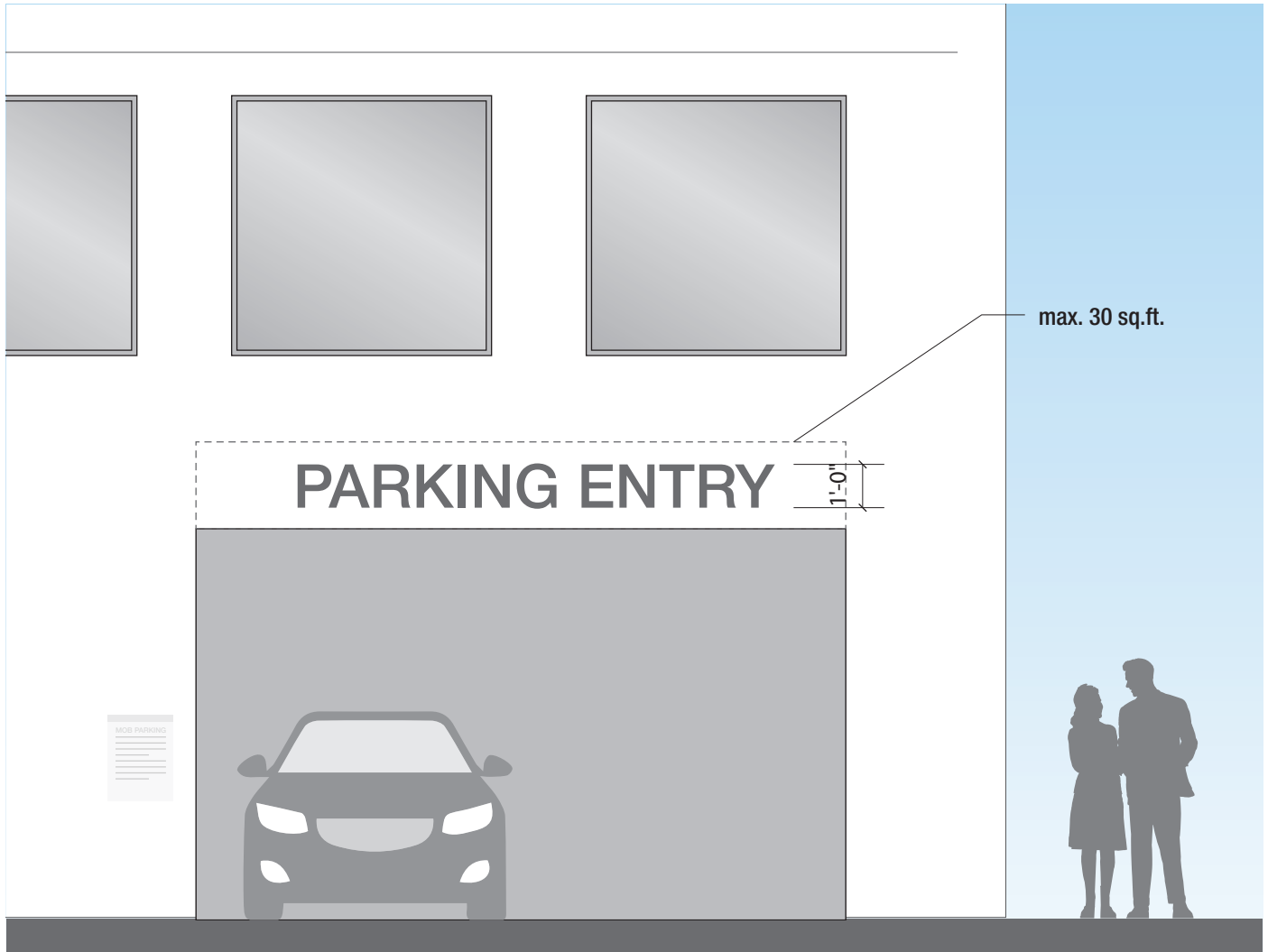
### Requested Variance

None:

This sign is a destination identification sign in the vehicular wayfinding system.



# Parking Garage Entry Signs



## Examples





# Parking Information Signs

Parking Information signs are to be mounted near the entrances and exits to the parking structure. These signs provide information regarding parking restrictions, hours of operation, damage liability warnings, etc.

Site Plan Location: not located on site plan

## 1. Description

- a. Sign panel attached to the building wall with information text and graphics
- b. These signs are used to communicate to the vehicle driver any pertinent information regarding parking regulations and/or restrictions.

## 2. Quantity

- a. Two sign per each parking garage entry.

## 3. Size

- a. Sign Area shall be limited to 2 sq.ft. per location. (**Note:** Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)

## 4. Materials

- a. Sign Panel: Aluminum
- b. Lettering & Graphics: Cut Vinyl

## 5. Finishes

- a. Sign Panel: Paint finish
- b. Lettering & Graphics: TBD

## 6. Colors

- a. Sign Panel: TBD
- b. Lettering & Graphics: TBD

## 7. Illumination

- a. Externally illuminated with ambient lighting

## 8. Placement

- a. Signs are to be placed at the vehicular entries to parking facilities

---

### City of Elk Grove / Sign Regulations

Exempt with Limitations / Incidental Signs

**Quantity:** Not Specified

**Max Sign Size:** Not to exceed 2 sq.ft.

**Max Height:** Not Specified

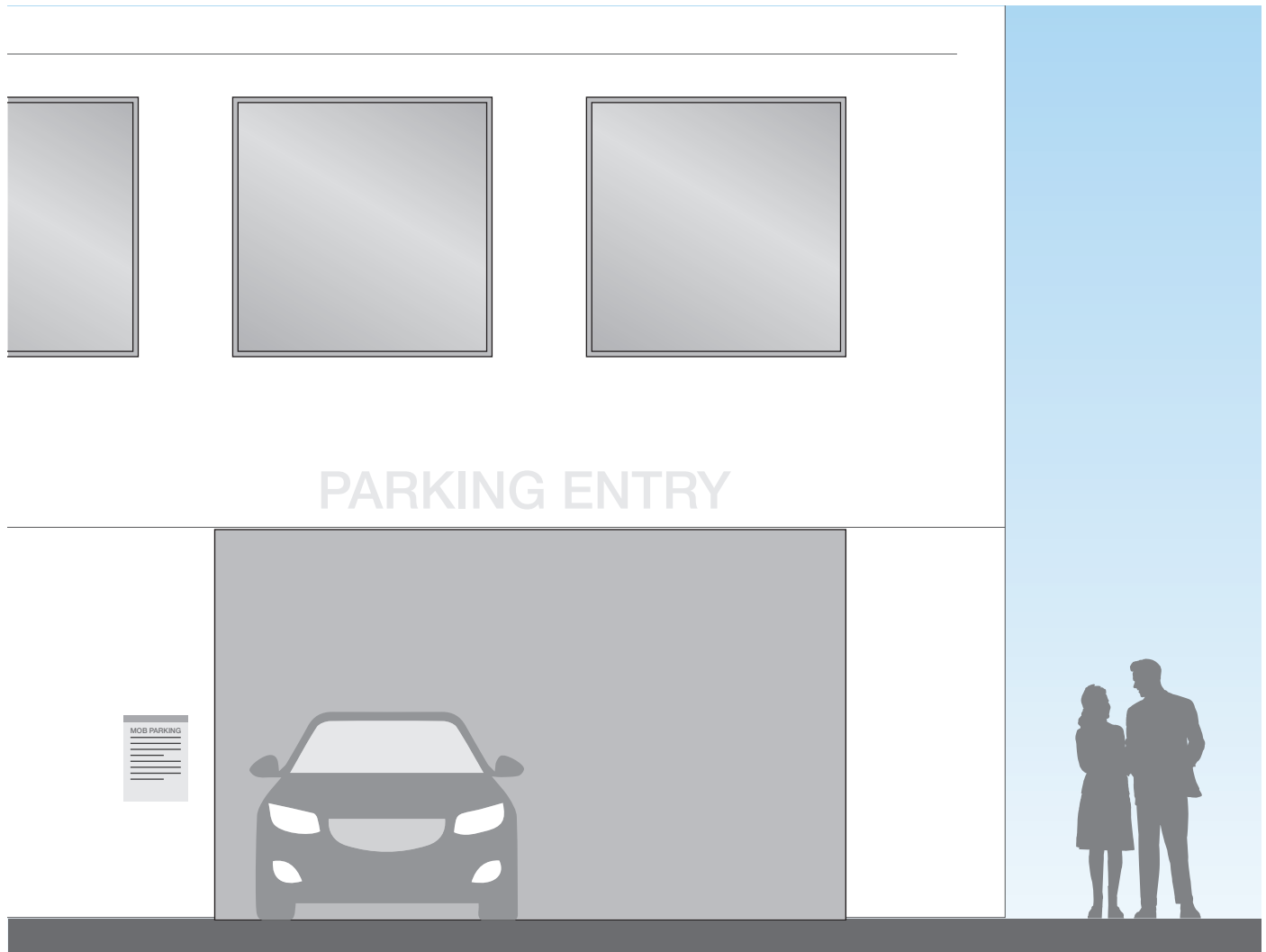
---

### Requested Variance

None



# Parking Regulation/Information Signs



## Examples



# Vehicular Regulatory Signs

Vehicular Traffic Regulatory signs will only be within the campus property and located along the vehicular paths/roads. These signs will provide traffic flow and entry information to parking areas and roadway entrances. The signs will be situated at ground level for vehicular traffic.

Site Plan Locations: not located on site plan

## 1. Quantity

- a. As needed

## 2. Size

- a. Max Square Footage: 2 sq.ft. per sign  
(**Note:** Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)
- b. Max Height: 3'-0" for monument signs
- c. Min Height: 80" clearance below pole or flag signs

## 3. Materials

- a. Sign Panel: Aluminum
- b. Lettering & Graphics: Cut Vinyl

## 4. Finishes

- a. Sign Panel: Paint finish, Color TBD
- b. Lettering & Graphics: Cut reflective vinyl

## 5. Colors

- a. Sign Panel: TBD
- b. Lettering and Graphics: TBD

## 6. Illumination

- a. Externally illuminated with ambient landscape lighting

## 7. Placement

- a. Located along inner-campus roadways and parking areas.

---

### City of Elk Grove / Sign Regulations

Exempt with Limitations / Incidental Signs

**Quantity:** Not Specified

**Max Sign Size:** Not to exceed 2 sq.ft.

**Max Height:** Not Specified

---

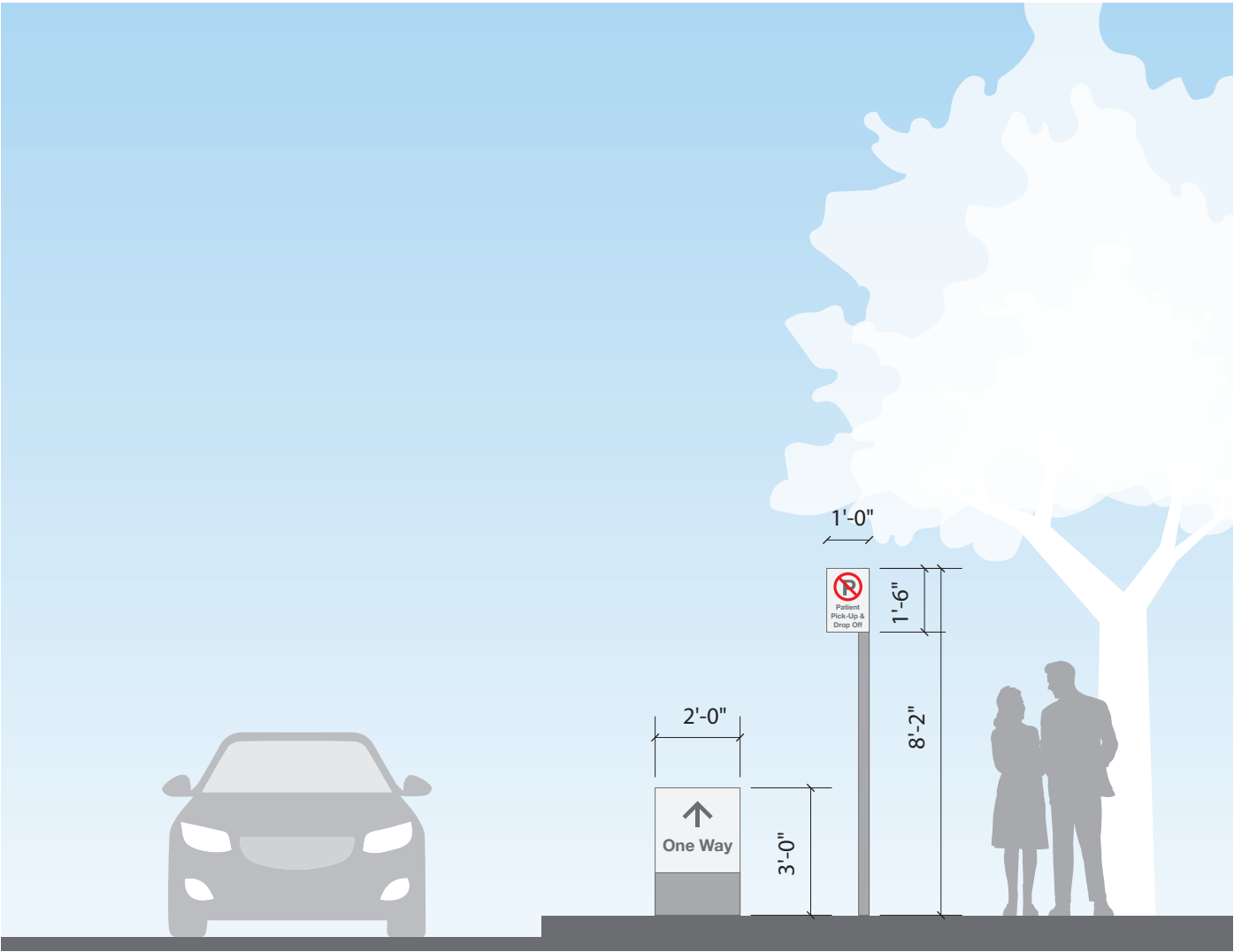
### Requested Variance

None





# Vehicular Regulatory Signs



## Examples



# Pedestrian Wayfinding

This section covers the building mounted signs proposed for the campus

- Pedestrian Directional Signage
- Building Entry Markers
- Building Entry Signage (Wall Mounted)
- Building Entry Signage (Awning Mounted)



# Pedestrian Directionals

Pedestrian Directionals will only be within the campus property and located along the pedestrian paths of travel. These signs will provide directional information to buildings and facilities. The signs will be situated at ground level for pedestrian traffic.

Site Plan Locations: ●

## 1. Quantity

- a. As needed

## 2. Size

- a. Max Height: 6'-0"
- b. Max Square Footage: 36 sq.ft. per sign  
(**Note:** Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)

## 3. Materials

- a. Sign Cabinet: Fabricated from aluminum
- b. Lettering and Graphics: Cut vinyl
- c. Base: Constructed with Concrete masonry unit, vertical comb face.

## 4. Finishes

- a. Sign Cabinet: Paint finish
- b. Lettering and Graphics: Matte
- c. Sign Base: Paint Finish

## 5. Colors

- a. Sign Cabinet: TBD
- b. Lettering and Graphics: TBD
- c. Sign Base: TBD

## 6. Illumination

- a. Externally illuminated with ambient landscape lighting

## 7. Placement

- a. Located along inner-campus pedestrian paths.

---

### City of Elk Grove / Sign Regulations

Exempt Signs with Limitations / Directional

**Quantity:** Not Specified

**Sign Size:** 36 sq.ft.

**Max Height:** 6'-0"

**Note:**

---

### Requested Variance

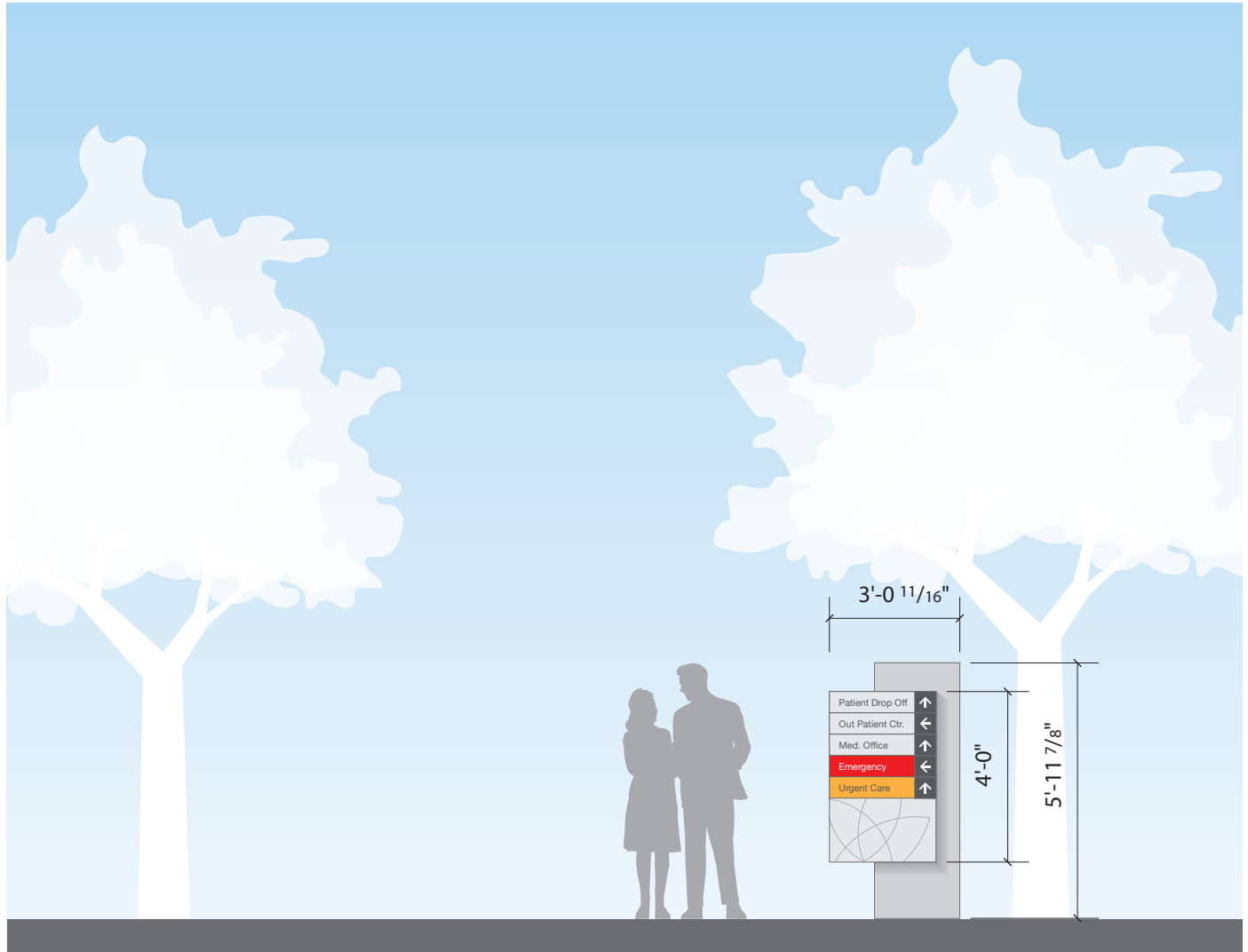
None:

This sign is a directional sign in the pedestrian way-finding system.





# Pedestrian Directionals



## Examples



# Building Entry Markers & Security Phone

The Building Entry Markers will only be within the campus property and located at or near primary building entrances. These signs will provide long range identification of building entrances along with directional information to other buildings and facilities. Emergency call boxes with blue light indicators will be integrated into the sign. The signs will be situated at ground level for pedestrian traffic.

Site Plan Locations: 

## 1. Description

- a. Freestanding, internally illuminated sign cabinet with pushed through acrylic lettering and graphics
- b. Integrated Security Call Box system

## 2. Quantity

- a. six (6) signs for entire campus

## 3. Size

- a. Height: Max. 10'-0"
- b. Sign Area: Max. 36 sq.ft. per sign.  
(**Note:** Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)

## 4. Materials

- a. Sign Cabinet: Fabricated from aluminum with acrylic push through letters and graphics.
- b. Base: Constructed with Concrete masonry unit, vertical comb face.

## 5. Finishes

- a. Sign Cabinet: Paint Finish
- b. Lettering and Graphics: Acrylic letter/graphic forms with translucent color vinyl faces.
- c. Sign Base: Natural Concrete, No Finish

## 6. Colors

- a. Sign Cabinet: TBD
- b. Lettering and Graphics: TBD
- c. Sign Base: TBD

## 7. Illumination

- a. Sign cabinet to have internal illumination. Individual letters and/or logos are to have even light and color distribution and no hot spots
- b. LED or other energy-efficient lighting source is required
- c. Signs cabinet edges to contain all light without showing light leaks
- d. Lighting shall not produce a glare on other properties in the vicinity, and the source of the light shall not be visible from adjacent properties or from a public street.

## 8. Placement

- a. Located at building entrances on the campus.

---

### City of Elk Grove / Sign Regulations

Exempt Signs with Limitations / Directional

**Quantity:** Not Specified

**Max Sign Size:** 36 sq.ft.

**Max Height:** 6'-0"

**Note:** No advertising allowed

---

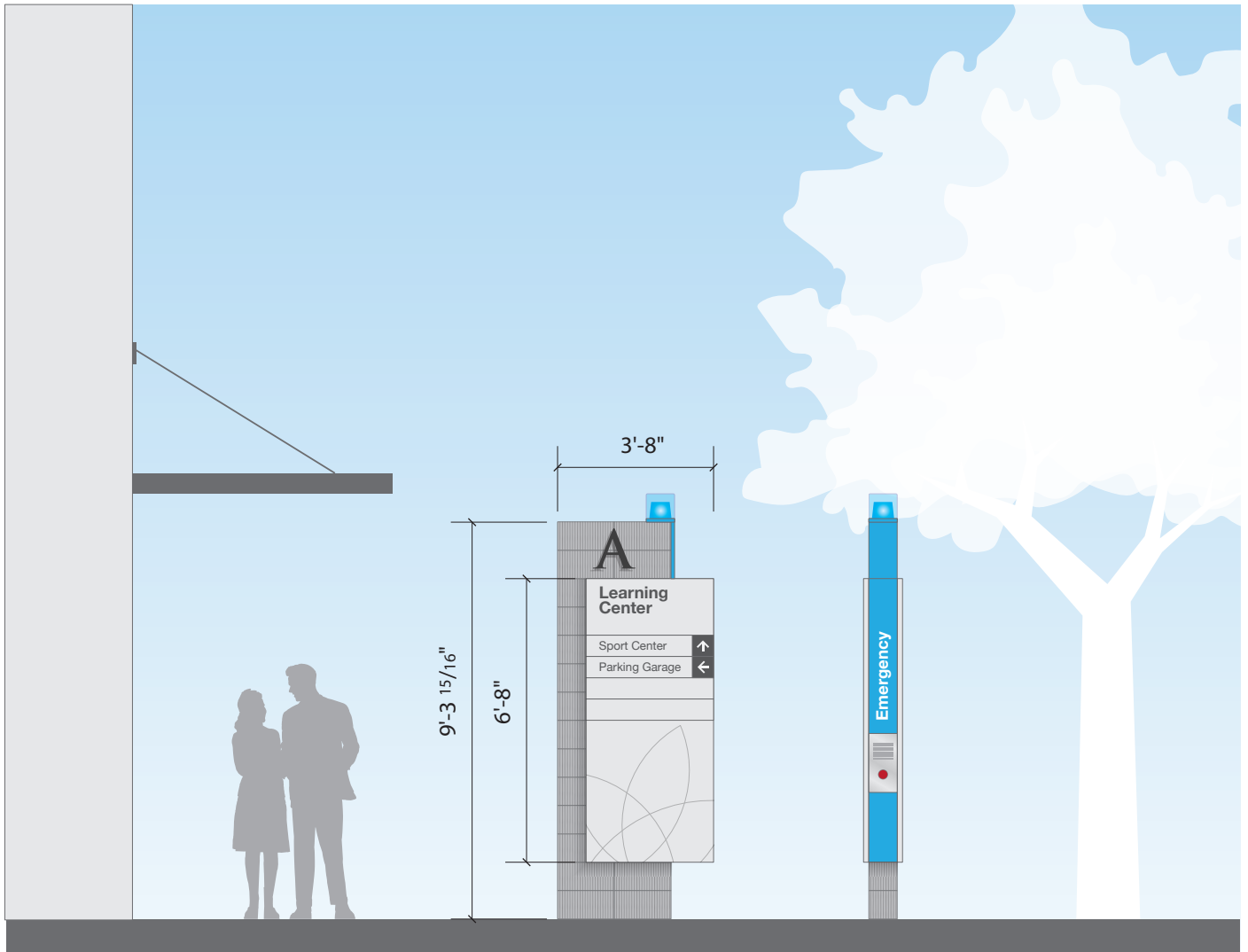
### Requested Variance

Additional 4'-0" of allowable sign height.

This sign is a destination identification sign in the pedestrian wayfinding system. These signs are intended for pedestrian, long distance visibility. The additional height will provide that visibility across campus.



# Building Identity Markers



Front View

Side View

## Examples





# Building Entry Signs (Wall Mounted)

Building Entry Signs are located above the primary entrances to the building and/or any exterior entrance to a distinct department/facility within the building and provides identification of building by name or facility function.

Site Plan Locations: 

## 1. Description

- a. Individual dimensional letters/graphic elements attached to building.
- b. Signs are to be limited to the building name or logo artwork; tag lines or slogans are not allowed

## 2. Quantity

- a. One sign per each primary, exterior facing entrance on the ground level

## 3. Size

- a. Signs area is limited to 30 square feet per location. (**Note:** Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)
- b. Maximum cap height shall be limited to 12 inches

## 4. Materials

- a. Sign letterforms and graphic elements to be fabricated aluminum cans

## 5. Finishes

- a. All sign elements to be painted on all sides

## 6. Colors

- a. Sign color to contrast with the color of the building where it is located. Color to be light gray on a dark background or dark gray on a light background

## 7. Illumination

- a. Individual letters /numbers are to have internal halo illumination, with even light distribution all round edges with no hot spots
- b. Each letterform and graphic element shall be individually placed and electrified directly to the building without a continuous sign box or visible raceway.
- c. LED or other energy-efficient lighting source is required
- d. Internally illuminated sign cabinets with full acrylic/plastic faces and printed graphics are not allowed
- e. Sign can edges to contain all light without showing light leaks
- f. Lighting shall not produce a glare on other properties in the vicinity, and the source of the light shall not be visible from adjacent properties or from a public street

## 8. Placement

- a. Signs are to be placed above the building entry.
- b. Signs must be attached to, and parallel to, the building.

---

### City of Elk Grove / Sign Regulations

Exempt Signs with Limitations / Directional

**Quantity:** Not Specified

**Max Sign Size:** 36 sq.ft.

**Max Height:** 6'-0"

**Note:** No advertising allowed

---

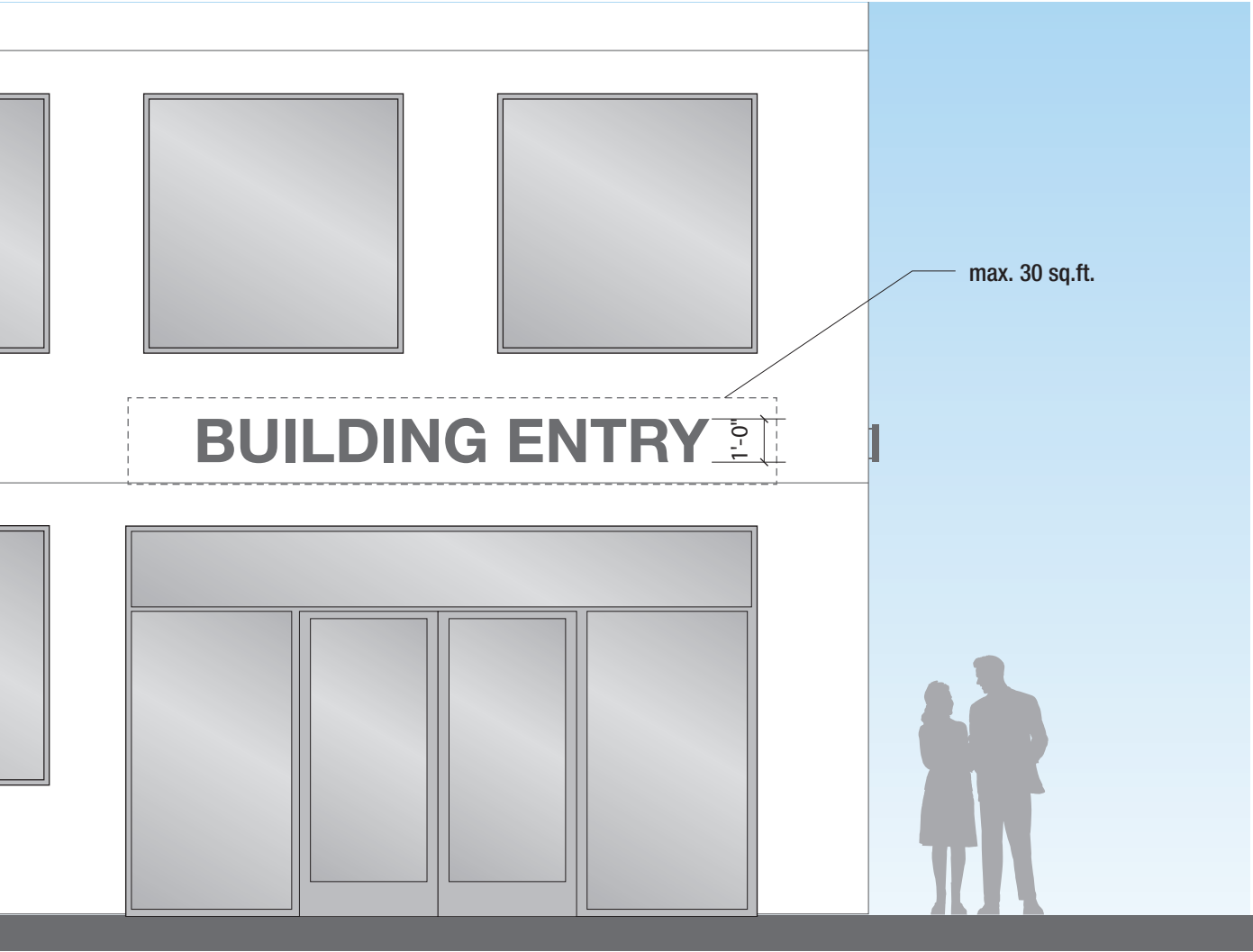
### Requested Variance

None:

This sign is a destination identification sign in the pedestrian wayfinding system.



# Building Entry Signs (Wall Mounted)



## Examples



# Building Entry Signs (Marquee Mounted)

Building Marquee Signs are located above the primary entrance to building and/or any exterior entrance to a distinct department/facility within the building. These signs are to be mounted onto the marquee at these exterior entrances.

Site Plan Locations: 

## 1. Description

- a. Individual dimensional letters/graphic elements mounted on entry marquee.
- b. Signs are to be limited to the tenant's name or logo artwork; tag lines or slogans are not allowed
- c. The only signage permitted are corporate logos or graphic symbols.

## 2. Quantity

- a. One sign per each primary, exterior facing entrance on the ground level

## 3. Size

- a. Signs shall be limited to 15 square feet per location. (**Note:** Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)
- b. Maximum cap height shall be limited to 12 inches

## 4. Materials

- a. Sign Cans: fabricated aluminum cans with acrylic faces and applied vinyl

## 5. Finishes

- a. Sign Cans: Painted returns and backs
- b. Sign Faces: Translucent white acrylic with Day/Night vinyl on front face

## 6. Colors

- a. Sign Cans: Dark gray, returns and backs
- b. Letterform Faces: Dark gray during the day and white at night.

## 7. Illumination

- a. Individual letterforms and graphic elements are to be internally illuminated, with even light distribution and no hot spots
- b. Each letterform and graphic element shall be individually placed and electrified directly to the building marquee without a continuous sign box or visible raceway.

- c. LED or other energy-efficient lighting source is required
- d. Internally illuminated sign cabinets with full acrylic/plastic faces and printed graphics are not allowed
- e. Sign can edges and backs to contain all light without showing light leaks
- f. Lighting shall not produce a glare on other properties in the vicinity, and the source of the light shall not be visible from adjacent properties or from a public street

## 8. Placement

- a. Signs are to be placed above the first floor marquee of the building
- b. Signs must be attached to, and parallel to, the building marquee. The sign may not project above the marquee more than 12 inches

---

### City of Elk Grove / Sign Regulations

Exempt Signs with Limitations / Directional

**Quantity:** Not Specified

**Max Sign Size:** 36 sq.ft.

**Max Height:** 6'-0"

**Note:** No advertising allowed

---

### Requested Variance

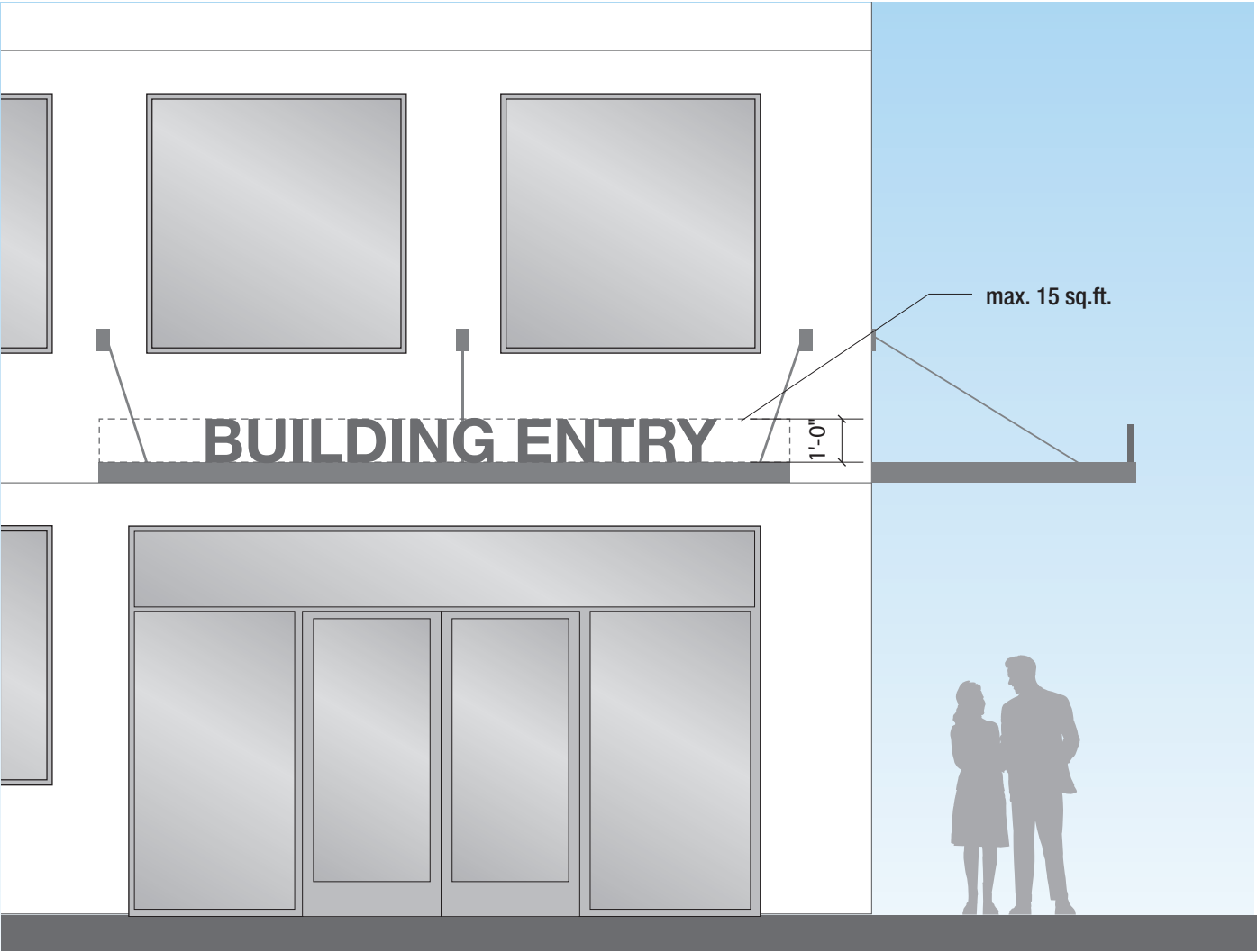
None:

This sign is a destination identification sign in the pedestrian wayfinding system.





# Building Entry Signs (Marquee Mounted)



## Examples



# Retail Signage

This section covers signage specifically for the retail tenants within the building along West Taron Drive

- Retail Entry Sign (wall mounted)
- Retail Entry Sign (awning mounted)
- Blade signs
- Storefront Graphics



# Retail Entry Sign (Marquee Mounted)

Retail Marquee Signs are located on the building entry marquee and provide identification of building tenants to the general public. These signs are to be mounted on the building marquee above the entrance to the tenants individual spaces. These signs identify the brand/logo for a tenant within first level of the building.

Site Plan Locations: 

## 1. Description

- a. Individual dimensional letters/graphic elements attached to the top of the entry marquee.
- b. Signs are to be limited to the tenant's name or logo artwork; tag lines or slogans are not allowed
- c. The only signage permitted are corporate logos or graphic symbols.

## 2. Quantity

- a. One sign per each retail tenant exterior facing entrance on the ground level

## 3. Size

- a. Signs shall be limited to 15 square feet per location. (**Note:** Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)
- b. Maximum cap height shall be limited to 12 inches

## 4. Materials

- a. Sign Cans: fabricated aluminum cans with acrylic faces and applied vinyl

## 5. Finishes

- a. Sign Cans: Painted returns and backs
- b. Sign Faces: Translucent white acrylic with Day/Night vinyl on front face

## 6. Colors

- a. Sign Cans: Dark gray, returns and backs
- b. Letterform Faces: Dark gray during the day and white at night.

## 7. Illumination

- a. Individual letters and/or logos are to have internal illumination, with even color distribution and no hot spots
- b. Each letterform or logo shall be individually placed and electrified directly to the building canopy without a continuous sign box or visible raceway.

- c. LED or other energy-efficient lighting source is required
- d. Internally illuminated sign cans with printed graphics are not allowed
- e. Signs edges and backs to contain all light without showing light leaks
- f. Lighting shall not produce a glare on other properties in the vicinity, and the source of the light shall not be visible from adjacent properties or from a public street

## 8. Placement

- a. Signs are to be placed above the first floor awning of the building
- b. Signs must be attached to, and parallel to, the building awning. The sign may not project above the awning more than 12 inches

---

### City of Elk Grove / Sign Regulations

Exempt Signs with Limitations / Directional

**Quantity:** Not Specified

**Max Sign Size:** 36 sq.ft.

**Max Height:** 6'-0"

**Note:** No advertising allowed

---

### Requested Variance

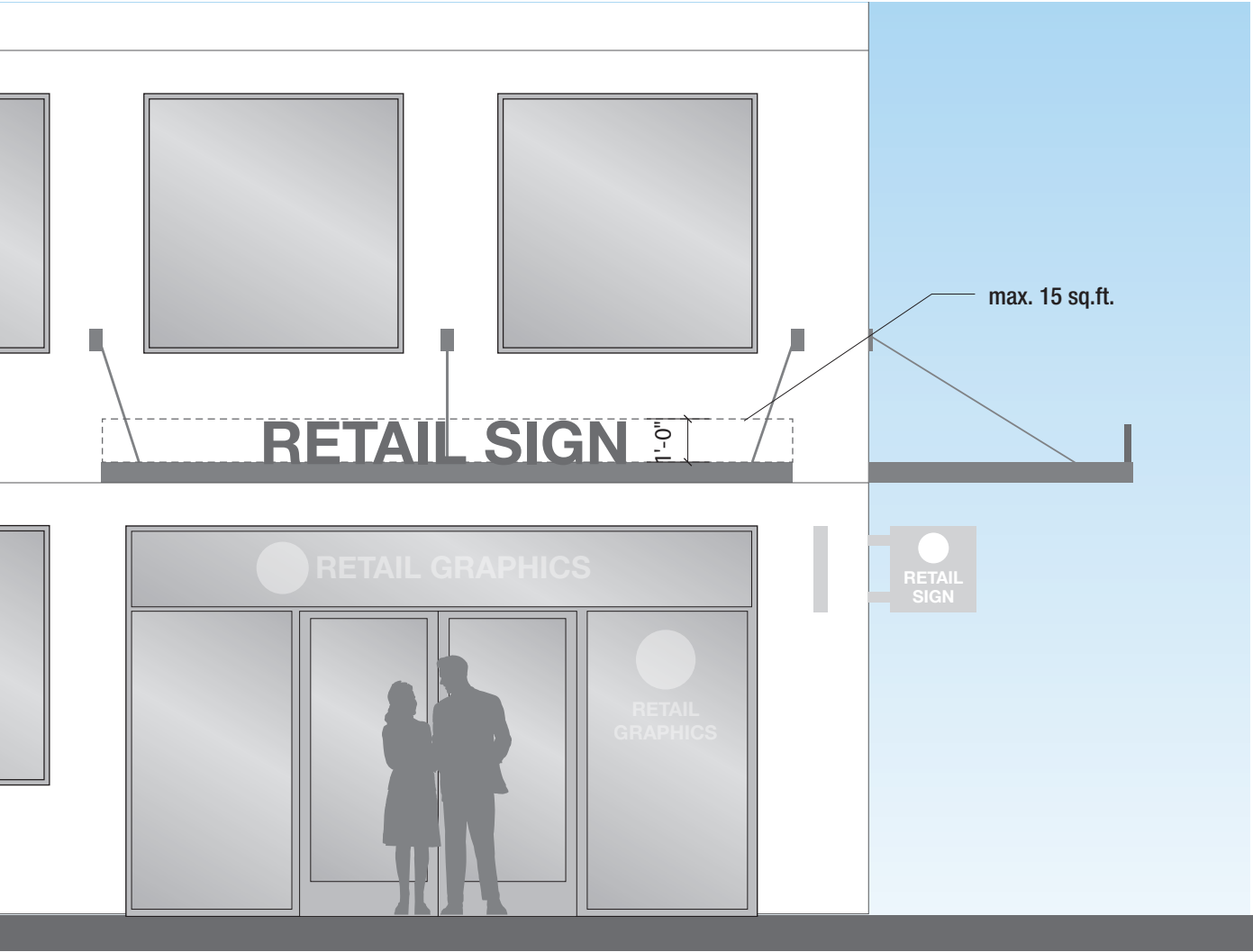
None:

This sign is a destination identification sign in the pedestrian wayfinding system.





# Retail Entry Sign (Marquee Mounted)



## Examples



# Retail / Entry Sign (Building Mounted)

Retail Entry Signs provide identification of building tenants to the general public. These signs are to be mounted on the building above the entrance to the tenants individual spaces. These signs identify the brand/logo for a tenant within first level of the building.

Site Plan Locations: 

## 1. Description

- a. Individual dimensional letters/graphic elements attached to building.
- b. Signs are to be limited to the building name or logo artwork; tag lines or slogans are not allowed

## 2. Quantity

- a. One sign per each primary, exterior facing entrance on the ground level

## 3. Size

- a. Signs area is limited to 30 square feet per location. (**Note:** Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)
- b. Maximum cap height shall be limited to 12 inches

## 4. Materials

- a. Sign letterforms and graphic elements to be fabricated aluminum cans

## 5. Finishes

- a. All sign elements to be painted on all sides

## 6. Colors

- a. Sign color to contrast with the color of the building where it is located. Color to be light gray on a dark background or dark gray on a light background

## 7. Illumination

- a. Individual letterforms and graphics are to have internal halo illumination, with even light distribution all round edges with no hot spots
- b. Each letterform and graphic element shall be individually placed and electrified directly to the building without a continuous sign box or visible raceway.
- c. LED or other energy-efficient lighting source is required
- d. Internally illuminated sign cabinets with full acrylic/plastic faces and printed graphics are not allowed
- e. Sign can edges and backs to contain all light without showing light leaks
- f. Lighting shall not produce a glare on other properties in the vicinity, and the source of the light shall not be visible from adjacent properties or from a public street

## 8. Placement

- a. Signs are to be placed above the retail entry.
- b. Signs must be attached to, and parallel to, the building.

---

### City of Elk Grove / Sign Regulations

Exempt Signs with Limitations / Directional

**Quantity:** Not Specified

**Max Sign Size:** 36 sq.ft.

**Max Height:** 6'-0"

**Note:** No advertising allowed

---

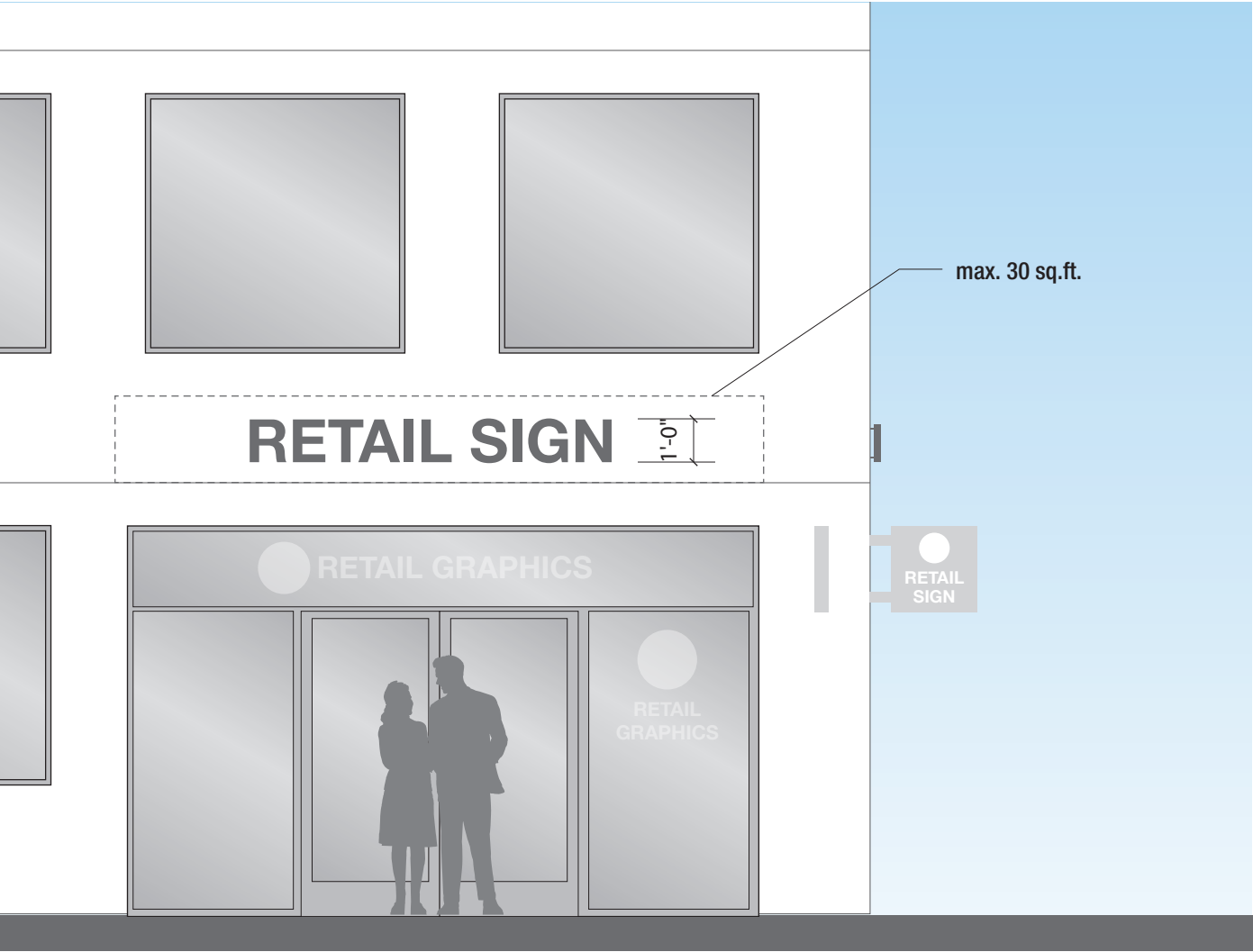
### Requested Variance

None:

This sign is a destination identification sign in the pedestrian wayfinding system.



# Retail / Entrty Sign (Building Mounted)



## Examples





# Retail / Blade Signs

The Blade Sign for the retail tenant will be located at or near the exterior entry to the retail space. The sign will contain the tenant name, tenant logo, or tenant logo mark. This sign provides tenant visibility from vantage points parallel to the building entry facade.

Site Plan Locations: not located on site plan

## 1. Description

- a. Rectangular sign cabinet with structural brackets mounted perpendicular to the building surface.
- b. Double sided sign
- c. Lettering and Graphics are pushed through sign faces.

## 2. Quantity

- a. One sign shall be allowed per each retail tenant entry, up to 8 locations on entire building

## 3. Size

- a. Signs shall be limited to 4 square feet per location. (**Note:** Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)

## 4. Materials

- a. Sign cabinet and bracket to be fabricated from aluminum
- b. Lettering and Graphics to be translucent acrylic

## 5. Finishes

- a. Sign Cabinet and Brackets: Painted finish on all sides
- b. Lettering and Graphics: Translucent acrylic pushed through sign face

## 6. Colors

- a. Sign cabinet and bracket: Dark gray
- b. Lettering and Graphics: All white

## 7. Illumination

- a. Sign Cabinet with pushed through lettering and graphics is internally illuminated with even light distribution and no hot spots.
- b. LED or other energy-efficient lighting source is required
- c. Sign Cabinet edges and sides to contain all light without showing light leaks
- d. Lighting shall not produce a glare on other properties in the vicinity, and the source of the light shall not be visible from adjacent properties or from a public street

## 8. Placement

- a. Sign to be located at or near the exterior retail entry
- b. Signs must be attached to, and perpendicular to, the building facade. A sign may not project above the wall on which it is located

---

### City of Elk Grove / Sign Regulations

Building Signs, Special Category Signs

**Quantity:** Not Specified

**Max Sign Size:** 4 sq.ft.

**Max. Projection:** 5'-0"

**Min Height:** 8'-0' above ground at lowest point

**Notes:** The area of Blade Signs is included in the maximum allowable square footage for Building Signs.

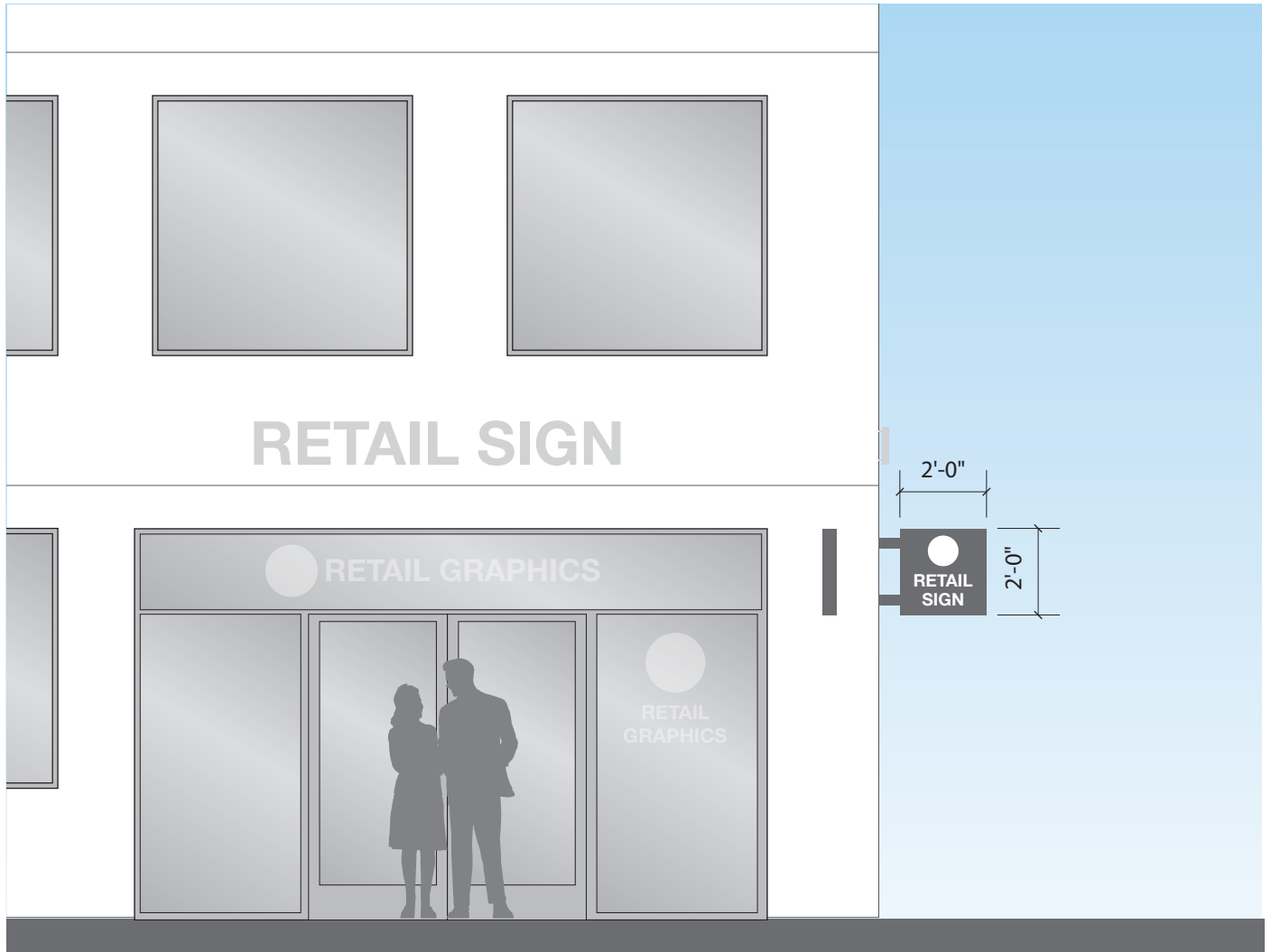
---

### Requested Variance

None



# Retail / Blade Signs



## Examples



# Retail / Window Graphics

Window Signs are used to communicate the tenant name or logo and operational hours at a pedestrian scale.

Site Plan Location: not located on site plan

## 1. Quantity

- a. Each individual tenant is allowed one name or logo, which can include a branded tagline or message
- b. Each individual tenant is allowed one hours of operation sign

## 2. Size

- a. Name or Logo Graphic: Max. 4 sq.ft.
- b. Hours of Operation: Max. 1.5 sq.ft.
- c. (**Note:** Sign Area is equal to the area of a rectangle that would enclose all letters and graphics of the sign.)

## 3. Materials

- a. Individually cut out vinyl artwork
- b. No solid clear vinyl sheets with printed artwork allowed
- c. No paper signs placed in temporary sleeves are allowed

## 4. Finishes

- a. All vinyl shall be matte or satin finish
- b. No high-gloss finish allowed

## 5. Colors

- a. All window signs shall be white or a light gray in color

## 6. Illumination

- a. No illumination

## 7. Placement

- a. The tenant name or logo graphic can be placed either on the transom window above the main entrance, on the main door leading into the space or on the window to the handle side of the main entry door
- b. Hours signs can be placed either in the main door leading into the space or on the window to the handle side of the main entry door
- c. All vinyl shall be placed on the first (exterior) surface of the glass

---

## City of Elk Grove / Sign Regulations

Building Signs

**Quantity:** Not Specified

**Max Sign Size:** Does not exceed total square footage for building facade

**Note:** The area of Window Signs are included in the overall maximum allowable square footage for Building Signs.

---

## Requested Variance

None





# Retail Window Graphics



## Examples



## Materials, Finishes & Colors

This section contains the preliminary architectural material and color palettes. The intent is to extend these colors and materials into the signage.



# Materials & Colors



## Metal Wall Panels & Roof

Material: Aluminum

Finish: Paint

Color: RGB: 218, 218, 218



## Concrete Wall Panels

Material: Reinforced Concrete

Finish: Paint

Color: RGB: 255, 245, 231

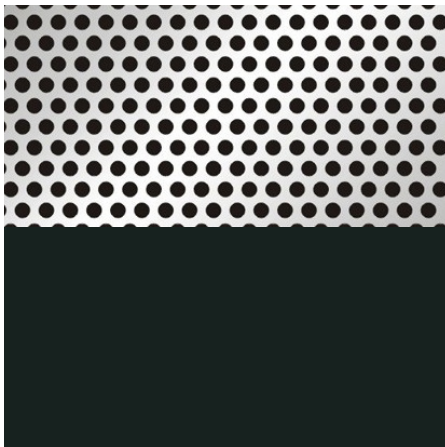


## Comb Face Concrete Walls

Material: Comb Face CMU

Finish: Paint

Color: RGB: 65, 35, 18

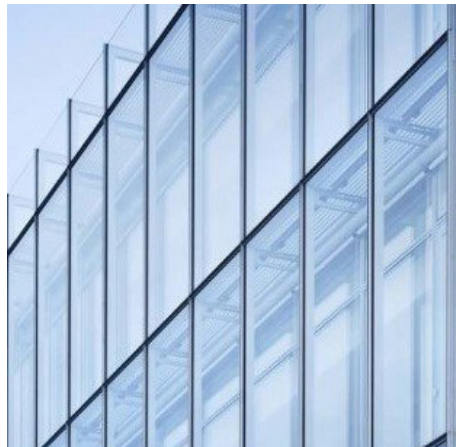


## Perforated Metal Panels

Material: Aluminum

Finish: Paint

Color: RGB: 26, 36, 33



## Glazing

Material: Glass

Finish: None

Color: Clear





## **EXHIBIT C: DRAFT EIR**

*Available from the Planning Commission Clerk or at:*

[https://www.elkgrovecity.org/city\\_hall/departments\\_divisions/planning/current\\_development\\_projects/california\\_northstate\\_university\\_hospital/documents\\_visuals](https://www.elkgrovecity.org/city_hall/departments_divisions/planning/current_development_projects/california_northstate_university_hospital/documents_visuals)

## **EXHIBIT D: FINAL EIR**

*Available from the Planning Commission Clerk or at:*

[https://www.elkgrovecity.org/city\\_hall/departments\\_divisions/planning/current\\_development\\_projects/california\\_northstate\\_university\\_hospital/documents\\_visuals](https://www.elkgrovecity.org/city_hall/departments_divisions/planning/current_development_projects/california_northstate_university_hospital/documents_visuals))

## EXHIBIT E

CEQA Findings of Fact and  
Statement of Overriding Considerations for the

# California Northstate University Medical Center Project



Prepared for:



8401 Laguna Palms Way  
Elk Grove, CA 95758

Contact:

Sarah Kirchgessner  
Project Planner

Prepared by:

Ascent Environmental, Inc.  
455 Capitol Mall, Suite 300  
Sacramento, CA 95814

Contact:

Pat Angell  
Project Manager

January 2021





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# 1 FINDINGS OF FACT

## 1.1 INTRODUCTION

### 1.1.1 Purpose

This statement of Findings of Fact (Findings) and Statement of Overriding Considerations addresses the environmental effects associated with the City of Elk Grove (City) California Northstate University (CNU) Medical Center Project (CNU Medical Center Project or Project). These Findings are made pursuant to the California Environmental Quality Act (CEQA) under Sections 21081, 21081.5, and 21081.6 of the Public Resources Code and Sections 15091 and 15093 of the CEQA Guidelines, Title 14, Cal. Code Regs. 15000, et seq (CEQA Guidelines). The potentially significant impacts were identified in both the Draft Environmental Impact Report (EIR) and the Final EIR.

Public Resources Code Section 21081 and Section 15091 of the CEQA Guidelines require that the lead agency prepare written findings for identified significant impacts, accompanied by a brief explanation for the rationale for each finding. The City is the lead agency responsible for preparation of the EIR in compliance with CEQA and the CEQA Guidelines. Section 15091 of the CEQA Guidelines states, in part, that:

- a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
  - 1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
  - 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
  - 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

In accordance with Public Resource Code Section 21081 and Section 15093 of the CEQA Guidelines, whenever significant impacts cannot be mitigated to below a level of significance, the decision-making agency is required to balance, as applicable, the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable." In that case, the decision-making agency may prepare and adopt a Statement of Overriding Considerations, pursuant to the CEQA Guidelines.

Section 15093 of the CEQA Guidelines state that:

- a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

- c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

The Final EIR for the Project identified potentially significant effects that could result from Project implementation. However, the City finds that the inclusion of certain mitigation measures as part of the Project approval will reduce most, but not all, of those effects to less than significant levels. Those impacts that are not reduced to less than significant levels are identified and overridden due to specific Project benefits in a Statement of Overriding Considerations.

In accordance with CEQA and the CEQA Guidelines, the City adopts these Findings as part of its certification of the Final EIR for the Project. Pursuant to Section 21082.1(c)(3) of the Public Resources Code, the City of Elk Grove City Council also finds that the Final EIR reflects the City Council's independent judgment as the lead agency for the Project. As required by CEQA, the City, in adopting these Findings, also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the Project. The City finds that the MMRP, which is incorporated by reference and made a part of these Findings, meets the requirements of Section 21081.6 of the Public Resources Code by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the Project.

## 1.1.2 Organization and Format of Findings

Section 1.1, Introduction, contains a summary description of the Project and background facts relative to the environmental review process.

Section 1.2 discusses the CEQA findings of independent judgment. Section 1.2.1 identifies the Project's potential environmental effects that were determined not to be significant and were not addressed in detail in the EIR. Section 1.2.2 describes the environmental effects determined to be less than significant in the EIR. Section 1.2.3 identifies the potentially significant effects of the Project that would be mitigated to a less than significant level with implementation of the identified mitigation measures. Section 1.2.4 of these Findings identifies the significant impacts of the Project that cannot be mitigated to a less than significant level, even though all feasible mitigation measures have been identified and incorporated into the Project.

Section 1.3 identifies the feasibility of the Project Alternatives that were studied in the EIR.

Section 1.4 discusses findings with respect to mitigation of significant adverse impacts, and adoption of the Mitigation, Monitoring, and Reporting Program (MMRP).

Section 1.5 describes the certification of the Final EIR.

Section 2.0 contains the Statement of Overriding Considerations providing the City's views on the balance between the Project's significant environmental effects and the merits and objectives of the Project.

## 1.1.3 Summary of Project Description

CNU is a private education institution that currently operates a School of Medicine on the Project site. Other existing uses on the Project site include retail, restaurants, and an animal hospital. CNU is proposing to redevelop the site to include a hospital with a helicopter landing site (helistop) and associated central plant and mechanical yard; an outpatient clinic; a medical office building; a dormitory adjacent to the existing School of Medicine; three parking structures, including two with accessory retail/office uses; and public gathering spaces. At buildout, the Project would employ approximately 4,000 people and house up to 300 students.

## 1.1.4 Project Objectives

The primary objectives of the CNU Medical Center Project are to:

- develop a hospital close to the CNU School of Medicine campus to provide training opportunities for its students,

- ▶ offer health care for patients in southwestern Sacramento County,
- ▶ offer emergency access to medical services along the I-5 corridor, and
- ▶ develop a hospital of sufficient size with complete clinical services and the capability to provide highly specialized care as required for a designation as a teaching hospital.

## 1.1.5 Environmental Review Process

### NOTICE OF PREPARATION

In accordance with CEQA (PRC Section 21092) and the State CEQA Guidelines (14 CCR Section 15082), the City issued a notice of preparation (NOP) on May 29, 2019. The City circulated the NOP to responsible and trustee agencies, organizations, and interested individuals to solicit comments on the Project. The City followed required procedures related to distribution of the appropriate notices and environmental documents to the State Clearinghouse. The NOP was received by the State Clearinghouse (State Clearinghouse No. 2019050019) and a 30-day public review period ended on June 27, 2019. One public scoping meeting was conducted by the City on June 24, 2019.

### DRAFT EIR

On August 14, 2020, the Draft EIR was released for a 45-day public review and comment period. It was submitted to the State Clearinghouse for distribution to reviewing agencies and posted on the City's website ([https://www.elkgrovecity.org/city\\_hall/departments\\_divisions/planning/current\\_development\\_projects/california\\_northstate\\_university\\_hospital/documents\\_\\_visuals](https://www.elkgrovecity.org/city_hall/departments_divisions/planning/current_development_projects/california_northstate_university_hospital/documents__visuals)). Printed copies of the document were available for review at the City Planning Division counter at 8401 Laguna Palms Way. The comment period was extended to October 13, 2020.

Consistent with Executive Order N-29-20, issued on March 17, 2020, and Executive Order N-35-20, issued on March 21, 2020, a public meeting was held on September 16, 2020, via the Zoom Video Conferencing Application to receive input from agencies and the public on the Draft EIR.

As a result of these notification efforts, comments were received from agencies, organizations, and individuals on the content of the Draft EIR. Chapter 3, "Responses to Comments," of the Final EIR identifies these commenting parties, identifies their respective comments, and presents responses to these comments. None of the comments received, or the responses provided, constitute "significant new information" as defined by State CEQA Guidelines CCR Section 15088.5.

### FINAL EIR

Section 15088 of the State CEQA Guidelines requires that the Lead Agency responsible for the preparation of an EIR evaluate comments on environmental issues and prepare written response addressing each of the comments. The intent of the Final EIR is to provide a forum to address comments pertaining to the information and analysis contained within the Draft EIR, and to provide an opportunity for clarifications, corrections, or revisions to the Draft EIR as needed and as appropriate.

In accordance with State CEQA Guidelines Section 15132, the Final EIR for the proposed Project consists of: (i) the Draft EIR and subsequent revisions; (ii) comments received on the Draft EIR; (iii) a list of the persons, organizations, and public agencies commenting on the Draft EIR; (iv) written responses to significant environmental issues raised during the public review and comment period and related supporting materials; and, (v) other information contained in the EIR, including EIR appendices.

The Final EIR was released in January 2021 and was made available for review by commenting public agencies, in accordance with CEQA requirements. The Final EIR was also made available to the public online at

[https://www.elkgrovecity.org/city\\_hall/departments\\_divisions/planning/current\\_development\\_projects/california\\_northstate\\_university\\_hospital](https://www.elkgrovecity.org/city_hall/departments_divisions/planning/current_development_projects/california_northstate_university_hospital).

## 1.2 CEQA FINDINGS OF INDEPENDENT JUDGMENT

### 1.2.1 Effects Determined Not to Be Significant

Section 15128 of the State CEQA Guidelines requires an EIR to contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were, therefore, not discussed in detail in the EIR. As such, implementation of the Project was determined to result in no potentially significant impacts related to the following issues and, consequently, these issues were not discussed in detail in the EIR.

- ▶ Aesthetics (Scenic Vistas): The Project site is in a developed urban setting that does not contain remarkable scenery, views of natural areas, or built features that would be considered part of a scenic vista; moreover, there are no designated scenic vistas in the surrounding area; therefore, the Project would have no impact on scenic vistas. (pg. 3.1-13 of the Draft EIR)
- ▶ Aesthetics (Scenic Highways): No scenic highways designated by the California Department of Transportation are located near the Project site; therefore, the Project would have no impact on scenic resources in a designated scenic highway. (pg. 3.1-13 of the Draft EIR)
- ▶ Agricultural Resources (Convert Farmland or Forestry Land/Conflict with Zoning/Result in Loss of Farmland or Forest Land): No farmland, forest land, or timberland exists on the Project site and the Project site is not zoned for such uses. Therefore, there would not be a significant impact related to agriculture and forestry resources. (pg. 3-3 of the Draft EIR)
- ▶ Air Quality (Carbon Monoxide Hotspots): due to average daily trips (15,298 ADTs) not reaching a threshold of more than 31,600 vehicles per hour at the surrounding intersections, localized mobile-source CO emissions associated with the Project are not anticipated to exceed SMAQMD's thresholds and therefore are not discussed further in this analysis. Additionally, the Project would include 1 to 1.5 helicopter trips per week, which would not generate a significant amount of CO. (pg. 3.2-15 of the Draft EIR)
- ▶ Biological Resources (Special-Status Plants): The Project site and off-site improvement areas do not contain suitable habitat for the special-status plant species identified within the nine USGS 7.5-minute quadrangles surrounding the Project site or otherwise known to occur in the region and, therefore, no impact on special-status plants would occur. (pg. 3.3-13 of the Draft EIR)
- ▶ Biological Resources (Sensitive Natural Communities and Riparian Habitat): There are no sensitive natural communities and no riparian habitat in or immediately adjacent to the Project site or off-site improvement areas; therefore, Project implementation would not result in any impact on these resources. (pg. 3.3-13 of the Draft EIR)
- ▶ Biological Resources (State-Protected or Federally Protected Wetlands): The Project site and off-site improvement areas contain developed land and land previously approved for development. Project implementation would not result in any impact on State-protected or federally protected wetlands. (pg. 3.3-13 of the Draft EIR)
- ▶ Biological Resources (Consistency with Habitat Conservation Plans): The Project site and off-site improvement areas are not within the plan area of any adopted HCP or natural community conservation plan. The South Sacramento HCP plan area is located nearby; however, the City is not a participant in this plan. No impact on habitat conservation plans would occur. (pg. 3.3-13 of the Draft EIR)
- ▶ Cultural Resources (Historical Resources): No historic-age (at least 50 years old) structures or buildings are present on the Project site. Therefore, Project construction and operation would have no impact on the historical built environment. (pg. 3.4-10 of the Draft EIR)



- ▶ Geology/Soils (subsidence, landslide, liquefaction, lateral spreading, or fault rupture): The Project site is not at risk from subsidence, landslide, liquefaction, or lateral spreading and is not located on a known earthquake fault that has the potential for surface rupture. (pg. 3.6-11 of the Draft EIR)
- ▶ Hazards/Hazardous Materials (Emission or Handling of Hazardous Materials, Substances, or Wastes within 0.25 Mile of an Existing or Proposed School): There are no existing or proposed public schools within 0.25 mile of the Project site or any proposed offsite activities. Upgrades to SMUD's existing 12-kilovolt distribution lines along Elk Grove Boulevard may occur within 0.25 mile of Stone Lake Elementary School (9673 Lakepoint Drive). However, the potential for hazardous materials to be handled during construction of these upgrades would be limited, and all work would be conducted by SMUD in accordance with established regulations. There would be no impact on existing or proposed schools associated with the handling or emission of hazardous materials during construction or operation of the Project. (pg. 3.8-11 of the Draft EIR)
- ▶ Hazards/Hazardous Materials (Hazards Related to Proximity to Existing Sites of Known Contamination): Database searches with the SWRCB and DTSC did not identify any known contamination sites on or near the Project site or the locations of the off-site improvements; moreover, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, there is no potential to create a significant hazard to the public or the environment. (pg. 3.8-11 of the Draft EIR)
- ▶ Hazards/Hazardous Materials (Safety Hazard or Excessive Noise Related to Proximity to an Airport): The Project site and locations of off-site improvements are not located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport. There would be no impact associated with exposing future employees to potential safety hazards or excessive noise generated by established aviation uses in the area. The proposed heliport would operate in accordance with applicable FAA regulations specific to hospital heliports. Therefore, there is no potential to create a safety hazard or excessive noise related to proximity to an airport. (pg. 3.8-11 of the Draft EIR)
- ▶ Hazards/Hazardous Materials (Loss, Injury, or Death from Wildland Fire): The Project site is within a Local Response Area where fire protection is provided by the nearby Cosumnes Community Services District (CCSD) Fire Department. In the event of a nearby grass fire or a fire within Stone Lakes National Wildlife Refuge, CCSD Fire Department would respond. CAL FIRE has designated the area as a non-very high fire hazard severity zone, which is defined as an area not prone to intense, damaging wildfires. New construction is subject to the California Fire Code (CFC), which includes safety measures to minimize the threat of fire. Title 24 of the California Code of Regulations (CCR) sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent damage to structures or people by reducing wildfire hazards. Construction and operation of the Project and implementation of the off-site improvements would not increase the potential for wildland fire on or near the Project site, and there would be no impact associated with exposing people or structure to wildland fire. (pg. 3.8-12 of the Draft EIR)
- ▶ Hydrology and Water Quality (Risk of Release of Pollutants Related to Inundation by Tsunami or Seiche): Although the Project site is within a 200-year floodplain, it is not located within any tsunami or seiche zones. (pg. 3.9-16 of the Draft EIR)
- ▶ Mineral Resources (Loss of Mineral Resources): the proposed Project has not been used for mineral extraction, nor is it a designated important mineral recovery site. Consequently, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. (pg. 3-3 of the Draft EIR)
- ▶ Noise (Proximity to Airports): The Borges-Clarksburg Airport is a small, private airport located approximately 3 miles northwest of the Project site. Sacramento Executive Airport and Franklin Field Airport are both public airports located approximately 7 miles north and south, respectively, of the Project site. Flying B Ranch Airport is a private airport located approximately 5 miles southeast of the Project site. Therefore, the proposed Project would not result in the exposure of people to excessive noise levels associated with airport activity. (pg. 3.11-14 of the Draft EIR)

- ▶ Noise (Ground Vibration): Project-related construction would not involve the use of ground vibration-intensive activities, such as pile driving and blasting. As described in Chapter 2, "Project Description," buildings (including the hospital) would be constructed with a mat foundation that consists of the use of a large, continuous concrete slab rather than piles. Activities involving pile driving and blasting typically generate the highest vibration levels compared to other construction methods and are, therefore, of greatest concern when evaluating construction-related vibration impacts. Pieces of equipment that generate lower levels of ground vibration, such as excavators, front-end loaders, and trucks, would be used during construction. Because no pile driving or blasting would occur during Project construction, construction-generated vibration would not result in adverse vibration effects to off-site receptors, buildings, or infrastructure. (pg. 3.11-14 of the Draft EIR)
- ▶ Noise (Operational Noise Generated from Offsite Project Elements): Operation of the off-site improvements would not result in a long-term change in noise level that differs from existing conditions because the off-site improvements would not result in an increase in vehicle trips or introduce new stationary noise sources. The only potential noise or vibration impact would be construction-generated noise, which is discussed under Impact 3.11-1, "Create Construction-Generated Noise." Operational noise impacts from off-site improvements are not discussed further. (pg. 3.11-15 of the Draft EIR)
- ▶ Population and Housing (Displacement of people or housing ): The Project includes redevelopment of property currently developed for the existing CNU Medical College and Pharmacy College, an office building (ALLDATA), a brewery, an animal hospital, several eating establishments, and other commercial and retail uses. The Project would not displace existing people or housing, necessitating the construction of replacement housing elsewhere. (pg. 3.12-4 of the Draft EIR)
- ▶ Public Services and Recreation (Schools/Libraries/Other Public Facilities/Parks/Recreational Facilities): The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools, libraries, other public facilities, parks, or recreational facilities (pg. 3.13-6 and 3.13-7 of the Draft EIR)
- ▶ )
- ▶ Wind Hazards: The hospital building design includes architectural features along the building face surfaces (e.g., window ledges and shade features) as well as a building pedestal base for the towers that would intercept and slow downward-traveling winds and prevent high-velocity wind hazards to pedestrians. Thus, no wind hazard impacts are expected to occur. (pg. 3-3 of the Draft EIR)

## 1.2.2 Less Than Significant Impacts

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, including information in the Final EIR, the following impacts have been determined be less than significant and no mitigation is required pursuant to Public Resources Code section 21081(a) and CEQA Guidelines section 15091(a):

### AESTHETICS

An evaluation of the Project's aesthetic impacts is found in Section 3.1, "Aesthetics," of the Draft EIR. Implementation of the CNU Medical Center Project would not result in any significant impacts related to conflicts with regulations governing site design and architecture (Impact 3.1-2).

### Finding

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the potential impact related to the Project's effects from conflicts with regulations governing site design and architecture is less than significant, and no mitigation measures are required.

## AIR QUALITY

An evaluation of the Project's air quality impacts is found in Section 3.2, "Air Quality," of the Draft EIR. Implementation of the CNU Medical Center Project is not projected to result in any significant impacts related to conflicts with or obstructing implementation of an applicable air quality plan (Impact 3.2-1) or result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (Impact 3.2-5).

### Finding

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the potential impacts related to the Project's effects from conflicts with or obstructing implementation of an applicable air quality plan and other emissions (such as those leading to odors) adversely affecting a substantial number of people are less than significant, and no mitigation measures are required.

## ENERGY

An evaluation of the Project's energy impacts is found in Section 3.5, "Energy," of the Draft EIR. Implementation of the CNU Medical Center Project is not projected to result in any significant impacts related to a conflict with or obstruction of a state or local plan for renewable energy or energy efficiency (Impact 3.5-2).

### Finding

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the potential impact related to the Project's effects from a potential conflict with or obstruction of a state or local plan for renewable energy or energy efficiency is less than significant, and no mitigation measures are required.

## GEOLOGY AND SOILS

An evaluation of the Project's geology and soils impacts is found in Section 3.6, "Geology and Soils," of the Draft EIR. Implementation of the CNU Medical Center Project is not projected to result in any significant impacts related to strong seismic shaking (Impact 3.6-1); substantial soil erosion or loss of topsoil (Impact 3.6-2); or from locating the Project facilities on an unstable geologic unit or expansive soils (Impact 3.6-3).

### Finding

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the potential impacts related to strong seismic shaking, substantial soil erosion or loss of topsoil, and from locating the Project facilities on an unstable geologic unit or expansive soils are less than significant, and no mitigation measures are required.

## HAZARDS AND HAZARDOUS MATERIALS

An evaluation of the Project's hazards and hazardous materials impacts is found in Section 3.8, "Hazards and Hazardous Materials," of the Draft EIR and in the Final EIR (Final EIR pages 3-222 through 3-241). Implementation of the CNU Medical Center Project is not projected to result in any significant impacts related to the routine transport, use, or disposal of hazardous materials, including reasonably foreseeable upset or accidents during construction (Impact 3.8-1); the routine transport, use, or disposal of hazardous materials, including reasonably foreseeable upset or accidents during operation (Impact 3.8-2); or from impairing implementation of, or physically interfering with, an adopted emergency response plan or emergency evacuation plan (Impact 3.8-3).

### Finding

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the potential impacts related to the routine transport, use, or disposal of hazardous materials, including reasonably foreseeable upset or accidents during construction and operation; or from impairing implementation of, or physically interfering with, an

adopted emergency response plan or emergency evacuation plan are less than significant, and no mitigation measures are required.

## HYDROLOGY AND WATER QUALITY

An evaluation of the Project's hydrology and water quality impacts is found in Section 3.9, "Hydrology and Water Quality," of the Draft EIR. Implementation of the CNU Medical Center Project is not projected to result in any significant impacts related to water quality standards or waste discharge requirements or otherwise cause substantial degradation of surface water or groundwater quality during construction or from polluted stormwater runoff (Impacts 3.9-1 and 3.9-2); substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that the Project may impede sustainable groundwater management (Impact 3.9-3); increasing localized flooding risk because of changes in site drainage (Impact 3.9-4); or impeding or redirecting flood flows (Impact 3.9-5).

### Finding

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the potential impacts related to the Project's effects of potentially violating water quality standards or waste discharge requirements or otherwise causing a substantial degradation of surface water or groundwater quality during construction or from polluted stormwater runoff; substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that the Project may impede sustainable groundwater management; increasing localized flooding risk because of changes in site drainage; or impeding or redirecting flood flows are less than significant, and no mitigation measures are required.

## LAND USE AND PLANNING

An evaluation of the Project's land use and planning impacts is found in Section 3.10, "Land Use and Planning," of the Draft EIR. Implementation of the CNU Medical Center Project would not result in any significant impacts related to physically dividing an established community (Impact 3.10-1).

### Finding

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the potential impact related to the Project physically dividing an established community are less than significant, and no mitigation measures are required.

## NOISE

An evaluation of the Project's noise impacts is found in Section 3.11, "Noise," of the Draft EIR. Implementation of the CNU Medical Center Project is not projected to result in any significant impacts related amphitheater event noise (Impact 3.11-3); helicopter noise (Impact 3.11-5); or long-term (operational) traffic-generated noise (Impact 3.11-6).

### Finding

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the potential impacts related to the Project's effects from amphitheater event noise; helicopter noise; or long-term (operational) traffic-generated noise are less than significant, and no mitigation measures are required.

## POPULATION AND HOUSING

An evaluation of the Project's population and housing impacts is found in Section 3.12, "Population and Housing," of the Draft EIR. Implementation of the CNU Medical Center Project is not projected to result in any significant impacts related to direct or indirect inducement of substantial unplanned population growth and housing demand (Impact 3.12-1).



## **Finding**

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the potential impact related to the Project's effects from direct or indirect inducement of substantial unplanned population growth and housing demand is less than significant, and no mitigation measures are required.

## **PUBLIC SERVICES**

An evaluation of the Project's public services and recreation impacts is found in Section 3.13, "Public Services," of the Draft EIR. Implementation of the CNU Medical Center Project is not projected to result in any significant impacts related to construction of new or physically altered fire facilities (Impact 3.13-1) or police facilities (Impact 3.13-2).

## **Finding**

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the potential impacts related to the Project's effect on fire and police facilities are less than significant, and no mitigation measures are required.

## **TRANSPORTATION**

An evaluation of the Project's transportation impacts is found in Section 3.14, "Transportation," of the Draft EIR. Implementation of the CNU Medical Center Project is not projected to result in any significant impacts related to an exceedance of City of Elk Grove General Plan Vehicle Miles Traveled (VMT) Thresholds (Impacts 3.14-2); transit facilities (Impact 3.14-3); bicycle facilities (Impact 3.14-4); pedestrian facilities (Impact 3.14-5); or inadequate emergency access (Impact 3.14-7).

## **Finding**

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the potential impacts related to the Project's effects as it relates to an exceedance of City of Elk Grove General Plan VMT Thresholds; transit facilities; bicycle facilities; pedestrian facilities; and inadequate emergency access are less than significant, and no mitigation measures are required.

## **UTILITIES AND SERVICE SYSTEMS**

An evaluation of the Project's utilities and service systems impacts is found in Section 3.15, "Utilities and Service Systems," of the Draft EIR. Implementation of the CNU Medical Center Project is not projected to result in any significant impacts related to water supply (Impact 3.15-2); wastewater treatment capacity (Impact 3.15-3); or solid waste facilities capacity and solid waste regulations (Impact 3.15-4).

## **Finding**

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the Project's potential impact on water supply; wastewater treatment capacity; or solid waste facilities capacity and solid waste regulations is less than significant, and no mitigation measures are required.

## **CONTRIBUTE TO CUMULATIVE CONFLICTS WITH OR OBSTRUCTION OF IMPLEMENTATION OF AN APPLICABLE AIR QUALITY PLAN**

An evaluation of the Project's cumulative air quality impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. In accordance with SMAQMD guidance, the Project was evaluated qualitatively for consistency with the most recently adopted air quality plan in the region. Specifically, the Project was compared to the growth assumptions used to form the applicable air quality plan, outlined in the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan. The Project was determined to be consistent (Impact 4-3).

**Finding**

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the Project's contribution to conflicts with or obstruction of an applicable air quality plan would not be cumulatively considerable, and no mitigation measures are required.

**CONTRIBUTE TO CUMULATIVE IMPACTS RELATED TO HAZARDS AND HAZARDOUS MATERIALS**

An evaluation of the Project's cumulative hazard impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. As described in Impacts 3.8-1 and 3.8-2, construction and operation of the Project would result in an increase in hazardous materials used, stored, and transported in the area. However, these activities are subject to local, State, and federal regulations that would offset potential impacts through containment, storage, and disposal standards designed to protect public health and environment. Thus, the Project's contribution to substantial effects related to hazardous materials would not be cumulatively considerable (Impact 4-11).

**Finding**

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the Project's contribution to cumulative hazard impacts would not be cumulatively considerable, and no mitigation measures are required.

**CONTRIBUTE TO CUMULATIVE IMPACTS RELATED TO IMPAIRMENT OF OR PHYSICAL INTERFERENCE WITH AN ADOPTED EMERGENCY RESPONSE OR EMERGENCY EVACUATION PLAN**

An evaluation of the Project's cumulative hazard impacts associated with emergency response and evacuation plans is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. As described in Impact 3.8-3, the Project site would be designed to permit access by emergency service providers during operation without impairing evacuation or emergency response. The proximity of the Project site to I-5 would facilitate patient evacuation if required. Therefore, the Project's contribution to potential cumulative impacts related to emergency response and emergency evacuation plans would not be cumulatively considerable (Impact 4-12).

**Finding**

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the Project's contribution to cumulative impacts impairing evacuation or emergency response would not be cumulatively considerable, and no mitigation measures are required.

**CONTRIBUTE TO CUMULATIVE IMPACTS RELATED TO DRAINAGE AND FLOODING**

An evaluation of the Project's cumulative drainage and flooding impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. As discussed in Impact 3.9-4, implementing the Project would result in a reduction in total impervious surfaces at the site, which would reduce the volume of stormwater runoff generated. Project LID features would reduce peak stormwater flows below existing flow conditions at all off-site drainage connection points (1- to 14-cubic-feet-per-second reductions from existing flow conditions). As addressed in Impact 3.9-5, floodplain modeling results established that the Project's potential changes in the 200-year floodplain elevation would be negligible. Therefore, the Project's contribution to cumulative increases in drainage flows and flooding would not be cumulatively considerable (Impact 4-14).

**Finding**

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the Project's contribution to cumulative drainage and flood impacts would not be cumulatively considerable, and no mitigation measures are required.

## **CONTRIBUTE TO CUMULATIVE IMPACTS RELATED TO CONFLICTS WITH A LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT**

An evaluation of the Project's cumulative land use impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. As described under Impact 3.10-2, the Project would be consistent with City General Plan policies and Municipal Code requirements, which provide environmental mitigation with the application of mitigation measures identified in Sections 3.1 through 3.15 of the Draft EIR. The Sacramento Area Council of Governments' (SACOG's) recently adopted 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) also includes the Project area in the Established Community type. The 2020 MTP/SCS forecasts about 6,290 new housing units and 8,500 new employees in the Established Community type in the City. SACOG has determined that the Project is consistent with the land use, density, intensity, and related policies of the MTP/SCS. Therefore, the Project's land use plan and regulation conflicts would not be cumulatively considerable (Impact 4-16).

### **Finding**

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the Project's contribution to cumulative land use impacts would not be cumulatively considerable, and no mitigation measures are required.

## **CONTRIBUTE TO CUMULATIVE NOISE IMPACTS FROM AMBULANCE SIRENS AND HELICOPTER EVENTS**

An evaluation of the Project's cumulative noise impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. As explained under Impact 3.11-4, the Project design would enable ambulances to access the Project site without traveling along West Taron Avenue, thereby minimizing noise levels at residences located along the east side of West Taron Avenue, which is also the area most likely to be adversely affected by helicopter landings and takeoffs at the hospital. Also, as explained in the Helicopter Noise Report and discussed under Impact 3.11-5, the Project proposes to minimize helicopter flights over and near residential areas, and where flights must take place near residential areas, the flight paths would be positioned over I-5 to minimize the perceived noise exposure. Nonetheless, residences along Elk Grove Boulevard would be exposed to single-event noise exposure levels (SENELs) that exceed the 65-decibel (dB) threshold. However, noise generated by emergency response activity is exempt from the City's noise standards, and other projects near the Project site are not anticipated to harbor unique activities that generate SENELs. For these reasons, sleep disturbance events (i.e., awakenings) caused by Project-related ambulance siren noise events and Project-related helicopter noise events would not combine with SENELs from other past, present, and reasonably foreseeable projects to cause a significant cumulative impact. Therefore, the Project's contribution to noise impacts from ambulance sirens and helicopter events would not be cumulatively considerable (Impact 4-19).

### **Finding**

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the Project's contribution to cumulative single-event noise impacts would not be cumulatively considerable, and no mitigation measures are required.

## **CONTRIBUTE TO CUMULATIVE TRAFFIC NOISE IMPACTS**

An evaluation of the Project's cumulative noise impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. Draft EIR Table 4-3 summarizes traffic noise levels along roadway segments serving the Project site under existing and cumulative conditions and the associated incremental increases. As shown in Table 4-3, under Cumulative-Plus-Phase-1-Buildout conditions and Cumulative-Plus-Full-Buildout conditions, the Project's contribution to Cumulative-Plus-Full-Buildout conditions (cumulative base conditions without the Project) would be less than 1.5 dB under both Cumulative-Plus-Phase-1-Buildout conditions and Cumulative-Plus-Full-Buildout conditions. General Plan Policy N-2-2 establishes an incremental noise increase threshold of 1.5 dB  $L_{dn}$  (day-night average sound level) because base

noise levels exceed 65 dB L<sub>dn</sub>. Noise level changes below 1.5 dB would not be perceptible as identified in Draft EIR Section 3.11, "Noise and Vibration." Therefore, the Project's contribution to this cumulative impact would not be cumulatively considerable (Impact 4-20).

### **Finding**

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the Project's contribution to cumulative traffic noise impacts would not be cumulatively considerable, and no mitigation measures are required.

## **CONTRIBUTE TO CUMULATIVE INDUCEMENT OF UNPLANNED GROWTH**

An evaluation of the Project's cumulative growth impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. As described in Impact 3.12-1, the Project would result in a net increase of approximately 3,843 CNU jobs. The nature of some of the employment opportunities would change from service and industrial jobs to opportunities for high-paid, highly skilled physicians and nurses. The direct addition of 3,843 jobs would represent approximately 3 percent of the 122,155 jobs anticipated with buildout of the General Plan and would not be expected to exceed the City's development capacity. SACOG's recently adopted 2020 MTP/SCS also includes the Project area in the Established Community type. The 2020 MTP/SCS forecasts about 6,290 new housing units and 8,500 new employees in the Established Community type in the City. In comparison to the 2020 MTP/SCS, the Project would account for approximately 2 percent of total new housing units and approximately 47 percent of total new employees in the Established Community type in Elk Grove by 2040. Hospitals and medical centers are generally considered public and office uses in SACOG's forecast; therefore, the Project is consistent with the land use assumptions for the Established Community type in the 2016 MTP/SCS. SACOG has determined that the Project is consistent with the land use, density, intensity, and related policies of the MTP/SCS (Draft EIR Appendix C). Thus, the Project's impacts related to inducement of substantial unplanned population growth would not be cumulatively considerable (Impact 4-21).

### **Finding**

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the Project's contribution to cumulative growth impacts would not be cumulatively considerable, and no mitigation measures are required.

## **CONTRIBUTE TO CUMULATIVE IMPACTS ON FIRE PROTECTION AND EMERGENCY MEDICAL RESPONSE FACILITIES**

An evaluation of the Project's cumulative public service impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. As described under Impact 3.13-1, implementation of the Project would result in increased demand for fire protection and emergency medical response services from the Cosumnes CSD Fire Department. The Project Applicant would be required to pay all development impact fees, including the City's fire fees. Such fees would be used to fund necessary equipment improvements. The Project would also be subject to property taxes and assessment that would support expansion of the Cosumnes CSD Fire Department to provide the necessary services. Thus, the Project's impacts related to expansion of fire protection and emergency medical response facilities would not be cumulatively considerable (Impact 4-22).

### **Finding**

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the Project's contribution to cumulative fire protection and emergency service impacts would not be cumulatively considerable, and no mitigation measures are required.

## **CONTRIBUTE TO CUMULATIVE IMPACTS ON POLICE PROTECTION FACILITIES**

An evaluation of the Project's cumulative public service impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. As described under Impact 3.13-2, implementation of the Project would result in increased demand for police protection services from EGPD. The Project Applicant has signed an agreement for consideration of the City



Council to fund on-site law enforcement services to address the estimated increase in police service demand and offset the Project's impact. The Project Applicant shall provide on-site facilities for law enforcement officers assigned to the Project. Thus, the Project's impacts related to expansion of police protection facilities would not be cumulatively considerable (Impact 4-23).

### **Finding**

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the Project's contribution to cumulative law enforcement service impacts would not be cumulatively considerable, and no mitigation measures are required.

## **CONTRIBUTE TO CUMULATIVE IMPACTS ON VEHICLE MILES TRAVELED**

An evaluation of the Project's cumulative transportation impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. The discussion of vehicle miles traveled (VMT) impacts associated with the Project for Impact 3.14-2 is inherently a cumulative impact analysis as it compares the Project to City General Plan VMT standards associated with buildout of the City. As detailed under Impact 3.14-2, implementation of the Project would not result in the Project-generated VMT per service population threshold for the Employment Center land use designation (i.e., 47.1 VMT) or the total daily VMT threshold within the City Limits (i.e., 6,367,833 VMT) that was established as part of the City General Plan adoption being exceeded. Therefore, the Project's contribution to substantial effects related to VMT would not be cumulatively considerable (Impact 4-24).

### **Finding**

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the Project's contribution to cumulative VMT impacts would not be cumulatively considerable, and no mitigation measures are required.

## **CONTRIBUTE TO CUMULATIVE IMPACTS ON TRANSIT, BICYCLE, AND PEDESTRIAN FACILITIES**

An evaluation of the Project's cumulative transportation impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. As described under Impact 3.14-3, implementation of the proposed Project would not create demand for public transit services above the crush load capacity of the transit system and would not disrupt existing or planned transit facilities and services. Additionally, as described under Impact 3.14-4 and Impact 3.14-5, implementation of the proposed Project would not disrupt any existing or planned bicycle or pedestrian facilities, add trips to an existing bicycle or pedestrian transportation facility or service that does not meet current design standards, or degrade the bicycle or pedestrian Streetscore level of traffic stress. Thus, the Project's impacts related to transit, bicycle, and pedestrian facilities would not create a cumulative impact and would not be cumulatively considerable (Impact 4-25)

### **Finding**

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the Project's contribution to cumulative transit, bicycle, and pedestrian facility impacts would not be cumulatively considerable, and no mitigation measures are required.

## **CONTRIBUTE TO CUMULATIVE SOLID WASTE IMPACTS**

An evaluation of the Project's cumulative utility service impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. Implementation of the Project would include uses that would increase the generation of solid waste, including municipal solid waste, medical waste, and radioactive waste. Laws and regulations regulating the management of hazardous materials and hazardous wastes are described in Impact 3.15-3, and Municipal Code Section 30.70.030(E) requires that all projects recycle or divert at least 65 percent of the material collected at the construction site, not including excavated soil and land clearing debris. Excavated soil and land clearing debris are required to be 100 percent recycled under Section 30.70.030(E). The remainder would be disposed of in a local landfill.

Projected solid waste generation associated with the Project would be 9,812 tons per year. The Project Applicant would prepare a waste management plan, as required for generators of hospital medical infectious waste.

At General Plan buildout, it is estimated that the City planning area may generate approximately 331,223 additional tons of solid waste each year. However, the City exceeds the mandated 50-percent diversion rate established under the Integrated Waste Management Act, so the amount of material reaching the landfills would be less than that amount, likely as low as 241,733 tons per year. As shown in Table 3.15-6, there is substantial remaining capacity in the landfills serving local waste haulers, with an average remaining capacity of more than 70 percent. Therefore, the proposed Project would be served by solid waste management companies and landfills with sufficient capacity to serve the future development. Therefore, the Project's contribution to impacts related to the availability of solid waste generation and disposal capacity would not be cumulatively considerable (Impact 4-29).

### Finding

The City of Elk Grove City Council finds that, based upon substantial evidence in the record, the Project's contribution to cumulative solid waste impacts would not be cumulatively considerable, and no mitigation measures are required.

## 1.2.3 Potentially Significant Impacts that Can Be Mitigated Below a Level of Significance

Pursuant to Section 21081(a) of the Public Resources Code and Section 15091(a)(1) of the CEQA Guidelines, the City of Elk Grove City Council finds that, for each of the following potentially significant effects identified in the EIR, changes or alterations have been required in, or incorporated into, the proposed Project which mitigate or avoid the identified potentially significant effects on the environment to less than significant levels. These findings are explained below and are supported by substantial evidence in the record of proceedings.

### AIR QUALITY - CONSTRUCTION EMISSION IMPACTS

An evaluation of the Project's impacts related to air quality is found in Section 3.2, "Air Quality," of the Draft EIR. Construction activities would result in mass emissions of NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> that exceed SMAQMD's thresholds. (Impact 3.2-2).

#### Mitigation Measures

Mitigation Measure 3.2-2a: Implement Construction Emission Control Practices

The following basic and enhanced emission control practices recommended by SMAQMD for the reduction of NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> shall be implemented during construction and included in Project improvement plans. The City Development Services Department will verify compliance with these measures identified below.

#### Basic Construction Emission Control Practices

- ▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to, soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- ▶ Cover or maintain at least 2 feet of freeboard space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered.
- ▶ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- ▶ Limit vehicle speeds on unpaved roads to 15 miles per hour.
- ▶ Complete the paving of all roadways, driveways, sidewalks, and parking lots to be paved as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

- ▶ Minimize idling time either by shutting equipment off when not in use or by reducing the time of idling to 5 minutes (California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485). Provide clear signage that posts this requirement for workers at the entrances to the site.
- ▶ Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation (California Code of Regulations, Title 13, Sections 2449 and 2449.1). For more information, contact CARB at 877-593-6677, [doors@arb.ca.gov](mailto:doors@arb.ca.gov), or [www.arb.ca.gov/doors/compliance\\_cert1.html](http://www.arb.ca.gov/doors/compliance_cert1.html).
- ▶ Maintain all construction equipment in proper working condition according to manufacturers' specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

#### **Enhanced On-Site Exhaust Controls**

- ▶ The Project Applicant, or its designee, shall provide a plan for approval by SMAQMD that demonstrates that the heavy-duty off-road vehicles (50 horsepower or more) to be used 8 hours or more during Project construction will achieve a Project-wide fleet average 10-percent NO<sub>x</sub> reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of cleaner engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The plan shall have two components: an initial report submitted before construction and a final report submitted at the completion.
  - Submit the initial report at least 4 business days before construction activity begins using SMAQMD's Construction Mitigation Tool (<http://www.airquality.org/businesses/ceqa-land-use-planning/mitigation>).
  - Provide Project information and construction company information.
  - Include the equipment type, horsepower rating, engine model year, projected hours of use, and CARB equipment identification number for each piece of equipment in the plan. Incorporate all owned, leased, and subcontracted equipment to be used.
  - Submit the final report at the end of the job, phase, or calendar year, as prearranged with SMAQMD staff and documented in the approval letter, to demonstrate continued Project compliance.
- ▶ SMAQMD may conduct periodic site inspections to determine compliance. Nothing in this mitigation shall supersede other air district, State, or federal rules or regulations.
- ▶ On-site exhaust controls identified above will sunset on January 1, 2028, when full implementation of the CARB In-Use Off-Road Regulation is expected.

#### **Mitigation Measure 3.2-2b: Pay Off-Site Construction Mitigation Fees**

Because modeled construction emissions of NO<sub>x</sub> would not be reduced below SMAQMD's significance threshold with the implementation of its enhanced exhaust control measures, the Project Applicant must pay a mitigation fee into SMAQMD's off-site mitigation program. By paying the appropriate off-site mitigation fee, construction-generated emissions of NO<sub>x</sub> will be reduced to a less-than-significant level. The fee calculation to offset daily NO<sub>x</sub> emissions is based on the SMAQMD-determined cost to reduce 1 ton of NO<sub>x</sub> (currently \$30,000 per ton but subject to change in future years) and an administrative fee of 5 percent.

The Project Applicant, or its designee, shall pay the mitigation and administrative fees in full before the City Development Services Department issues any grading permits that would allow activity that would exceed SMAQMD's threshold. An alternative payment plan may be negotiated by the Project Applicant, or its designee, based on the timing of construction phases that are expected to exceed SMAQMD's threshold of significance. Any alternative payment plan must be acceptable to SMAQMD and agreed upon in writing before issuance of any grading permits by the City.

In coordination with the City and SMAQMD, the Project Applicant, or its designee, may reanalyze construction NO<sub>x</sub> emissions from the Project before starting construction to update the estimated Project emissions and associated mitigation fees, based on Project-specific information or emissions modeling software available at that time. If an updated analysis is performed, it must be submitted to the City for approval prior to issuance of any grading permits to

ensure compliance with this mitigation measure. If construction NO<sub>x</sub> emissions are reanalyzed, the following requirements apply:

- ▶ The analysis must be conducted using SMAQMD-approved emission model(s) and the fee rates published at the time of reanalysis.
- ▶ The analysis may include on-site measures to reduce construction emissions if deemed feasible by the City.

## Finding

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the potential air quality-related impacts of the Project to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

## Rationale

Implementation of Mitigation Measure 3.3-2a would require the Project to apply BMPs for fugitive dust emissions. This would change the SMAQMD significance threshold from 0 lb/day for PM<sub>10</sub> and PM<sub>2.5</sub> to 80 lb/day and 82 lb/day for PM<sub>10</sub> and PM<sub>2.5</sub>, respectively. Maximum daily emissions of PM<sub>10</sub> and PM<sub>2.5</sub> would not exceed these thresholds. Implementation of Mitigation Measure 3.2-2a would reduce NO<sub>x</sub> emissions from construction activity by 10 percent. However, this would not reduce the Project's maximum daily construction-related NO<sub>x</sub> emissions below the SMAQMD threshold of 85 lb/day. (Draft EIR page 3.2-18)

The required mitigation fee under Mitigation Measure 3.2-2b would be assessed and used to offset construction-related NO<sub>x</sub> emissions by providing funding for SMAQMD to implement emission reduction projects in the Sacramento Valley Air Basin (SVAB). As described by SMAQMD, all mitigation fees must be paid before issuance of grading permits by the City Public Works Department, to ensure that emissions reductions for the Project will be obtained. Accordingly, the off-site mitigation fee program will reduce construction-generated mass emissions of NO<sub>x</sub> to a less-than-significant level (SMAQMD 2020b:3-10). Because the Project would be required to contribute to the off-site mitigation fee programs, construction-generated NO<sub>x</sub> levels would be reduced to a less-than-significant level and would be consistent with General Plan Policy NR-4-8. (Draft EIR page 3.2-18)

## AIR QUALITY - CONTRIBUTE TO CUMULATIVE CONSTRUCTION AIR POLLUTANT OR PRECURSOR EMISSIONS

An evaluation of cumulative air quality impacts are provided in Chapter 4, "Cumulative Impacts," of the Draft EIR. Sacramento County and the SVAB are in nonattainment for ozone and respirable particulate matter (PM<sub>10</sub>) with respect to the California ambient air quality standards (CAAQS) and for ozone and fine particulate matter (PM<sub>2.5</sub>) with respect to the national ambient air quality standards (NAAQS). Construction activities in the region would emit additional particulate matter and ozone precursors that may conflict with attainment efforts in the county. Because the region is in nonattainment, the existing cumulative condition is adverse, and any additional emissions would exacerbate that condition. However, SMAQMD has established construction emission thresholds for development projects that determine whether that particular project's emissions would be cumulatively considerable. As detailed in Section 3.2, "Air Quality," Project construction emissions of oxides of nitrogen (NO<sub>x</sub>) may exceed the applicable mass emission threshold established by SMAQMD (Impact 4-4).

## Mitigation Measures

Mitigation Measure 3.2-2a: Implement Construction Emission Control Practices

The reader is referred to Impact 3.2-2 for a complete description of this mitigation measure.



### Mitigation Measure 3.2-2b: Pay Off-Site Construction Mitigation Fees

The reader is referred to Impact 3.2-2 for a complete description of this mitigation measure.

### Finding

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the potential cumulative air quality-related impacts of the Project to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

### Rationale

Mitigation Measure 3.2-2a requires the incorporation of construction emission control practices that would reduce emissions. Although this mitigation measure would reduce NO<sub>x</sub> emissions, the level of NO<sub>x</sub> emissions would still exceed the applicable threshold. With the addition of Mitigation Measure 3.3-2b, the Project would be required to pay a mitigation fee into SMAQMD's off-site mitigation program. With payment of the appropriate off-site mitigation fee, construction-generated emissions of NO<sub>x</sub> would be reduced to a less-than-significant level, and Project contributions to cumulative construction air quality impacts would be offset. All other criteria air pollutants would remain below the SMAQMD thresholds. Therefore, the Project's construction-related contribution to criteria air pollutant or precursor emissions would not be cumulatively considerable. (Draft EIR page 4-8)

## AIR QUALITY - TOXIC AIR CONTAMINANT EXPOSURE IMPACTS

An evaluation of the Project's impacts related to air quality is found in Section 3.2, "Air Quality," of the Draft EIR. Construction of Project buildings and off-site improvements and the addition of operational mobile sources to existing roadways would not result in the exposure of sensitive receptors to an incremental increase in cancer risk greater than 10 in 1 million or a hazard index greater than 1. However, should multiple new stationary sources associated with the proposed central plant be sited near one another, the combined emissions may result in higher levels of toxic air contaminant (TAC) concentrations. Additionally, some Project buildings associated with commercial, hospital, and educational uses would include truck loading/unloading facilities near residences, student housing, and child daycare, which may result in the exposure of these sensitive receptors to a level of cancer risk greater than 10 in 1 million (Impact 3.2-4).

### Mitigation Measure

Mitigation Measure 3.2-4: Incorporate Design Features at Truck Loading Areas to Reduce Health-Risk Exposure at Sensitive Receptors

Prior to operation of any Project component that has a loading dock, the Project Applicant shall design Project buildings so that truck loading/unloading facilities and sensitive receptors are not located within 1,000 feet of each other, considering site design parameters. For the purpose of this mitigation measure, a truck loading/unloading facility is defined as any truck loading dock or truck loading or unloading area where more than one fossil fuel-powered truck with three or more axles will be present and idling for more than 10 minutes per week, on average, and sensitive receptors include residential land uses, campus dormitories and student housing, residential care facilities, schools, parks, playgrounds, and daycare facilities. A truck loading/unloading facility and a sensitive receptor can be located within 1,000 feet of each other only if the Project Applicant prepares a qualified, site-specific HRA showing that the associated level of cancer risk at the sensitive receptors shall not exceed 10 in 1 million. The HRA shall be conducted in accordance with guidance from SMAQMD. If the HRA determines that a nearby sensitive receptor would be exposed to an incremental increase in cancer risk greater than 10 in 1 million, then design measures shall be incorporated to reduce the level of risk exposure to less than 10 in 1 million. Design measures may include but are not limited to the following measures to reduce emissions:

- ▶ Require all truck loading/unloading facilities to be equipped with one 110-/208-volt power outlet for every two dock doors or truck parking spaces. A minimum 2-foot-by-3-foot sign shall be clearly visible at each loading dock stating, "Diesel engine idling limited to a maximum of 5 minutes." The sign shall include instructions for diesel trucks idling more than 5 minutes to connect to the 110-/208-volt power to run any auxiliary equipment.
- ▶ Use electric-powered "yard trucks" or forklifts to move truck trailers around a truck loading/unloading facility.
- ▶ Use buildings or walls to shield truck activity from nearby sensitive land uses.
- ▶ Plant and maintain a vegetative buffer between the truck loading/unloading facility and nearby sensitive receptors. As part of the detailed site design, a landscape architect licensed by the California Landscape Architects Technical Committee shall identify all locations where trees should be located, accounting for areas where shade is desired, such as along pedestrian and bicycle routes, the locations of solar photovoltaic panels, and other infrastructure.

Documentation in compliance with this mitigation measure will be provided to the City Development Services Department prior to operation of each building.

## Finding

The City of Elk Grove City Council finds that the above mitigation measure is feasible, will reduce the potential air quality-related impacts of the Project to less-than-significant levels, and is adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

## Rationale

Implementation of Mitigation Measure 3.2-4 would ensure that a sensitive receptor (e.g., residences and school) and a truck loading/unloading facility would not be located within 1,000 feet of each other, which is the CARB-recommended setback distance, unless a site-specific HRA shows that the associated level of cancer risk at the sensitive receptors would not exceed 10 in 1 million. Therefore, sensitive receptors would not be exposed to TAC concentrations that exceed 10 in 1 million. (Draft EIR page 3.2-26)

## BIOLOGICAL RESOURCES - CONSTRUCTION IMPACTS

An evaluation of the Project's potential biological resource impacts is provided in Section 3.3, "Biological Resources," of the Draft EIR. Implementation of the CNU Medical Center Project could result in disturbance to or loss of special-status wildlife species or habitat as a result of construction activities (Impact 3.3-1).

## Mitigation Measures

Mitigation Measure 3.3-1a: Conduct Preactivity Nesting Bird Surveys and Implement Avoidance Measures

Before construction activities begin, the following measures, which are intended to avoid and minimize impacts on special-status birds, raptors, and common native nesting birds, shall be implemented. These measures shall be reflected in Project improvement plans to the satisfaction of the City Development Services Department and Public Works Department.

### Swainson's Hawk, White-Tailed Kite, and Other Raptors

- ▶ Prior to initiation of any Project activities during the nesting bird season (February 1–August 31), a qualified biologist shall conduct preconstruction surveys for nesting raptors and shall identify active nests within 0.5 mile (for Swainson's hawk) and within 0.25 mile (for white-tailed kite and other nesting raptors) of the Project site and off-site improvement areas. Swainson's hawk surveys shall be conducted according to the Swainson's Hawk Technical Advisory Committee protocol (SHTAC 2000) or other protocol approved by CDFW. Surveys for white-tailed kite and other raptors shall be conducted between February 1 and August 31, no more than 7 days prior to initiation of construction activities. The results of these surveys shall be provided to the City Development Services Department.

- ▶ Impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. Project activities shall not commence within the buffer areas until a qualified biologist has determined, in consultation with CDFW, that the young have fledged, that the nest is no longer active, or that reducing the buffer would not likely result in nest abandonment. CDFW guidelines recommend implementation of a 0.5-mile-wide buffer for Swainson's hawk and a 500-foot buffer for other raptors, but the size of the buffer may be adjusted if a qualified biologist, in consultation with CDFW, determines that such an adjustment would not be likely to adversely affect the nest. Factors to be considered for determining buffer location will include presence of natural buffers provided by vegetation, buildings, or topography; nest height above ground; baseline levels of noise and human activity (e.g., I-5, other nearby urban development); and species sensitivity. Monitoring of the nest by a qualified biologist during and after construction activities shall be required if the activity has potential to adversely affect the nest. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance buffer shall be increased until the agitated behavior ceases.

#### **Common Native Birds**

- ▶ To minimize the potential for disturbance to or loss of common native bird nests, tree and other vegetation removal activities within the Project site shall occur only during the nonbreeding season (September 1–January 31).
- ▶ If all tree removal activities are not completed prior to the start of the bird nesting season (February 1), a qualified biologist shall conduct a preactivity nesting bird survey within all trees planned for removal. If no bird nests are discovered, further mitigation is not required prior to tree removal.
- ▶ If active nests are observed, a no-disturbance buffer shall be implemented around the nest, and tree removal shall not commence until the nest is determined to be inactive by a qualified biologist and all young have fledged. Buffer size will be determined by a qualified biologist. Factors to be considered for determining buffer location will include presence of natural buffers provided by vegetation, buildings, or topography; nest height above ground; baseline levels of noise and human activity (e.g., roads, other nearby urban development); and species sensitivity.

#### **Burrowing Owl**

- ▶ The implementing party shall retain a qualified biologist to conduct focused breeding and nonbreeding season surveys for burrowing owls in areas of suitable habitat on and within 1,500 feet of the SMUD distribution substation site (i.e., public utility easement adjacent to Stone Lakes National Wildlife Refuge). Surveys shall be conducted prior to the start of off-site improvement activities and in accordance with Appendix D of CDFW's *Staff Report on Burrowing Owl Mitigation* (CDFW 2012) or the most recent CDFW protocols. The results of these surveys shall be provided to the City Development Services Department.
- ▶ If no occupied burrows are found, a letter report documenting the survey methods and results shall be submitted to CDFW, and no further mitigation will be required.
- ▶ If an active burrow is found during the nonbreeding season (September 1–January 31), the implementing party shall consult with CDFW regarding protection buffers to be established around the occupied burrow and maintained throughout off-site improvement activities adjacent to the burrow. If occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, a burrowing owl exclusion plan shall be developed, as described in Appendix E of CDFW's 2012 Staff Report, and provided to the City Planning Division. Burrowing owls shall not be excluded from occupied burrows until the Project's burrowing owl exclusion plan is approved by CDFW. The exclusion plan shall include a plan for creation, maintenance, and monitoring of artificial burrows that are located in suitable habitat near the burrows to be destroyed and that provide substitute burrows for displaced owls.
- ▶ If an active burrow is found during the breeding season (February 1–August 31), occupied burrows shall not be disturbed and shall be provided with a 150- to 1,500-foot protective buffer unless a qualified biologist verifies through noninvasive means that either (1) the birds have not begun egg laying or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer shall depend on the time of year and level of disturbance as outlined in the CDFW Staff Report (CDFW 2012) or the most recent CDFW protocols. The size of the buffer may be reduced if a broad-scale, long-term monitoring program acceptable

to CDFW is implemented to ensure that burrowing owls are not detrimentally affected. After the fledglings are capable of independent survival, the owls can be evicted and the burrow can be destroyed pursuant to the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of CDFW's 2012 Staff Report or the most recent CDFW protocols.

- ▶ If active burrowing owl nests are found on the site and are destroyed by implementation of off-site improvements, the implementing party shall mitigate the loss of occupied habitat in accordance with guidance provided in the CDFW 2012 Staff Report, which states that permanent impacts on nesting, occupied, and satellite burrows and on burrowing owl habitat shall be mitigated such that the habitat acreage, number of burrows, and active burrows affected are replaced through permanent conservation of comparable or better habitat with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. The implementing party shall retain a qualified biologist to develop a burrowing owl mitigation and management plan to be provided to the City Development Services Department that incorporates the following goals and standards:
  - Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat; disturbance levels; potential for conflicts with humans, pets, and other wildlife; density of burrowing owls; and relative importance of the habitat to the species range wide.
  - If feasible, mitigation lands shall be provided adjacent to or otherwise near the site so that displaced owls can relocate with reduced risk of take. The feasibility of providing mitigation adjacent to or otherwise near the Project site depends on the availability of sufficient suitable habitat to support displaced owls that may be preserved in perpetuity.
  - If suitable habitat is not available for conservation adjacent to or otherwise near the Project site, mitigation lands shall be focused on consolidating and enlarging conservation areas outside of urban and planned growth areas and within foraging distance of other conservation lands. Mitigation may be accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. If mitigation credits are not available from an approved bank and mitigation lands are not available adjacent to other conservation lands, alternative mitigation sites and acreage shall be determined in consultation with CDFW.
  - If mitigation is not available through an approved mitigation bank and will be completed through permittee-responsible conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and whether the numbers are maintained over time. Measures of success, as suggested in the 2012 Staff Report, shall include site tenacity, the number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors.

#### Mitigation Measure 3.3-1b: Implement Measures to Reduce Impacts on Roosting Birds as a Result of Construction Noise

This measure, which is intended to avoid and minimize disturbance to roosting greater and lesser sandhill cranes within the nearby Stone Lakes National Wildlife Refuge, shall be implemented during construction. It shall be reflected in Project improvement plans to the satisfaction of the City Development Services Department and Public Works Department:

- ▶ If construction activities will occur during the sandhill crane overwintering season (September 15–March 15), construction noise shall be reduced such that the noise level does not exceed 50 A-weighted decibels (dBA) equivalent continuous sound level ( $L_{eq}$ ) (1 hour) at the nearest roost site in Stone Lakes National Wildlife Refuge, as shown in Draft EIR Figure 3.3-1, during nighttime hours (i.e., from 1 hour before sunset to 1 hour after sunrise). The dBA  $L_{eq}$  is a measurement used to characterize noise levels in loud environments. The result is expressed in dBA, a weighted decibel scale that filters frequency components to roughly imitate the hearing profile of the human ear. This can be accomplished by limiting construction activities that may result in noise levels exceeding 50 dBA at the roost site to daytime only (from 1 hour after sunrise to 1 hour before sunset).



## Finding

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the potential biological resources-related impacts of the Project to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

## Rationale

Implementation of Mitigation Measures 3.3-1a and 3-3-1b would reduce significant impacts on Swainson's hawk, white-tailed kite, other raptors, other common native nesting birds, burrowing owl, greater sandhill crane, and lesser sandhill crane as a result of tree removal, construction, and off-site improvement activities because it would require preactivity surveys; implementation of avoidance measures (e.g., no-disturbance buffers) to prevent injury, mortality, disturbance, and nest abandonment if active nests are determined to be present on or near the Project site or off-site improvements; and minimization of construction noise during nighttime hours. (Draft EIR page 3.3-14 and Final EIR page 4-2)

## BIOLOGICAL RESOURCES - IMPACTS TO BIRD SPECIES

An evaluation of the Project's potential biological resource impacts is provided in Section 3.3, "Biological Resources," of the Draft EIR. Implementation of the CNU Medical Center Project could result in the loss of special-status and common migratory bird species from bird strikes as a result of helicopter operation and hospital building design (Impact 3.3-2).

## Mitigation Measures

Mitigation Measure 3.3-2a: Implement Mitigation Measure 3.1-3: Minimize Light and Glare from Hospital Building and Other Project Buildings

The following mitigation shall be incorporated into the final design of each building:

- ▶ Each window in all Project buildings shall be equipped with a curtain or blinds of sufficient thickness to avoid lighting from escaping from the window at night. Project operation will require that curtains or blinds be drawn at night.
- ▶ All windows and glazing shall use nonreflective materials or be designed to eliminate daytime glare. The overall building will be designed to meet the requirements of the LEED Pilot Credit 55. This credit analyzes all the exterior materials used and limits the proportion of materials that are deemed to have a high threat factor to birds. This credit was crafted by the American Bird Conservatory and is their preferred guideline for building designers (as stated in their Bird Friendly Building Design Guide).

Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit documentation to the City Development Services Department to verify compliance with this measure. Documentation of compliance with this measure shall also be provided to the City Development Services Department prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.

Mitigation Measure 3.3-2b: Comply with U.S. Green Building Council Pilot Credit 55 as Part of Leadership in Energy and Environmental Design Certification

Consistent with its AB 900 application, the Project, upon completion, shall qualify for LEED Gold certification or better. Qualification for LEED Gold certification includes commitments to various green building strategies.

The Project Applicant shall include Pilot Credit 55, "Bird Collision Deterrence," as part of the LEED certification process. This credit was crafted by the American Bird Conservatory and is their preferred guideline for building designers. To qualify for Pilot Credit 55, the Project Applicant must demonstrate that building façade, site features, and exterior

lighting are “bird friendly” through calculating the overall “Bird Collision Threat Rating” based on established threat factor ratings. Threat factor ratings are based on various features, including but not limited to building materials, building size, and photometric characteristics of lighting to make the building visible as a physical barrier and eliminate conditions that create confusing reflections to birds. Additionally, Pilot Credit 55 requires development of a 3-year postconstruction monitoring plan to monitor the effectiveness of the buildings and site design in preventing bird collisions, including potential design solutions and a process for corrective action. This mitigation measure shall be implemented consistently with the performance standards in Mitigation Measure 3.1-3.

Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit the site plan, architectural elevations, and lighting plans to the City Development Services Department to verify compliance with this measure. The Project Applicant shall also provide a copy of the 3-year postconstruction monitoring plan and identification of any corrective actions to address bird strikes to the City Development Services Department.

#### Mitigation Measure 3.3-2b(1): Implement Bird Collision Monitoring Program

Pursuant to requirements of LEED Pilot Credit 55, a postconstruction monitoring plan shall be prepared by qualified avian biologist(s), reviewed by the City, and implemented to assess the effectiveness of building and site design intended to reduce bird collisions. Implementation of the postconstruction monitoring plan will require permitting through the USFWS Migratory Birds and Habitat Program (e.g., a Special Purpose Utility Permit) and CDFW to collect and temporarily possess deceased migratory birds for the purposes of postconstruction mortality monitoring. The postconstruction monitoring plan shall include but not be limited to the following elements derived from a protocol used in several bird collision studies (Hager and Cosentino 2014).

Surveys for bird carcasses shall be conducted daily by CNU hospital staff members (e.g., groundskeepers, custodial staff) for a 3-year monitoring period. Surveys shall be conducted during the mid-to late-afternoon and the survey area shall include all areas within approximately 6 feet of walls located within the Project boundaries. Carcasses detected during the survey shall be collected by the staff member(s) and stored in a dedicated freezer, photographed sufficiently (i.e., multiple photographs of head and beak, other identifying features), or otherwise documented for future identification by a qualified avian biologist. Data recorded for each carcass shall include, but not be limited to, date and location of collection (e.g., west side of building). The staff members or staff classifications responsible for the surveys shall be identified in the monitoring plan and these staff members shall attend an initial training regarding implementation of the survey protocol by a qualified avian biologist. Subsequent site visits by the qualified avian biologist shall be conducted monthly for the first six months after occupancy of the hospital building to provide additional needed training to staff and to verify whether carcass collection and storage protocols are being conducted properly.

The Project Applicant shall obtain a qualified avian biologist(s) to periodically (i.e., no less than quarterly in a given year) identify the carcasses to species. The Project Applicant shall develop datasheets and databases in consultation with a qualified avian biologist and shall manage data collected over the 3-year monitoring period following completion of the hospital building. The avian biologist(s) shall prepare an initial monitoring report 6 months after occupancy, followed by yearly monitoring reports that include bird collision data (e.g., species, counts); notable observations (e.g., banded birds); and clear conclusions, recommendations, and corrective actions to address bird strikes as needed to meet performance standards. These reports shall be submitted to the City Development Services Department for review. The City shall retain its own biologist to review these reports for adequacy.

If the qualified avian biologist employed by the Project Applicant in conjunction with review by the City's biologist determines that survey results demonstrate substantial mortality of birds (e.g., statistically significantly greater than other similar buildings in the region) as a result of collisions with the hospital building, then professional avian biologists shall be employed by the Project Applicant to determine the cause of high bird mortality from building strikes and corrective measures shall be developed and implemented to reduce the building strike hazard. The corrective measures shall be within the bounds of what is reasonably feasible as determined by the City. These measures may include adjustments to the types, timing, magnitude, and intensity of lighting used at the hospital site or incorporating post-construction design modifications to deter birds from flying into the building or building

windows, such as adding covers, shading, or grid lines; sound or vibration deterrents; flashing or pulsing lights or reflectors; or physical barriers to areas prone to strikes. Building strike deterrence measures shall be developed based on the best available science and in consultation with experts, such as experts from the Audubon Society, the American Bird Conservancy, USFWS, and CDFW. Monitoring shall continue following implementation of corrective measures until bird mortality from collisions with the hospital building are reduced to an acceptable level. The level of mortality that is acceptable shall be determined in consultation with the CDFW and USFWS and reflect a level of mortality that can be reasonably expected not to reduce local populations of migratory or California Fish and Game Code protected bird species below self-sustaining levels or to result in a bird species becoming newly classified as rare or endangered in the region.

#### Mitigation Measure 3.3-2c: Use Flashing Lighting on the Helicopter Landing Site

Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit the final hospital building plans to the City Development Services Department to verify compliance with this measure:

- ▶ Beacon lighting associated with the proposed helicopter landing site shall flash several times per minute rather than burn steadily consistent with Federal Aviation Administration standards and guidance. Steadily burning lights have been shown to attract birds more than flashing lights (FAA 2012).
- ▶ Helicopter landing site lighting shall be turned on only when a helicopter is in route or is using the site.

#### Mitigation Measure 3.3-2d: Implement Seasonal Helicopter Flight Restrictions, Altitude Restrictions, and Airspeed Restrictions over Stone Lakes National Wildlife Refuge

The following requirements shall be contained with the Conditional Use Permit associated with the operation of the helistop. The Project Applicant shall provide annual reporting demonstrating compliance with these requirements to the City Development Services Department:

- ▶ During the sandhill crane overwintering season (September 15 through March), helicopters arriving at or departing from the hospital from 1 hour before sunset to 1 hour after sunrise shall avoid flying adjacent or over the known sandhill crane roost sites shown in Draft EIR Figure 3.3-1.
- ▶ Every year, prior to the start of the nesting season for Swainson's hawk and white-tailed kite, a qualified biologist shall determine the locations of active nests for both species within Stone Lakes National Wildlife Refuge and other areas within 0.5 mile of the hospital. Swainson's hawk surveys shall be conducted according to the Swainson's Hawk Technical Advisory Committee protocol (SHTAC 2000) or other protocol approved by CDFW. Nest locations shall be determined through focused surveys and through consultation with refuge biologists at Stone Lakes National Wildlife Refuge.

If active Swainson's hawk or white-tailed kite nests are detected within Stone Lakes National Wildlife Refuge or other areas within 0.5 mile of the Project site, the qualified biologist shall map the nest locations and a 0.5-mile buffer around each nest and shall provide this map to the Project Applicant. The Project Applicant shall prepare and publish a graphic illustration "handout" for assisting helicopter pilots which depicts the recommended arrival and departure flight tracts for helicopters using the helicopter landing site. Helicopters shall avoid flying over these nests or within the 0.5-mile buffer around the nests when arriving or departing the hospital. Helicopters shall avoid these areas until the nests are no longer active (e.g., chicks have fledged), as verified by a qualified biologist.

- ▶ Helicopters shall operate at altitudes of 2,000 feet or greater AGL when flying over or adjacent to any portion of Stone Lakes National Wildlife Refuge, except for during final descent into the helicopter landing area. If altitudes lower than 2,000 feet AGL are required because of weather conditions or other safety issues, the helicopter pilot shall operate over nonrefuge areas.
- ▶ Helicopters shall operate at speeds no greater than 80 knots when flying over or adjacent to any portion of Stone Lakes National Wildlife Refuge. If speeds greater than 80 knots are required because of safety concerns, the helicopter pilot shall operate over nonrefuge areas.

The Project Applicant shall provide these operation restrictions to all helicopter service providers in a manual or other documentation and require that helicopters comply with these restrictions. Proof of this documentation shall be provided to the City Development Services Department prior to operation of the helistop.

**Mitigation Measure 3.3-2e: Consult with CDFW and Obtain an Incidental Take Permit for Potential Loss of Swainson's Hawks from Helicopter Operations**

Prior to operation of helistop at the hospital, the Project Applicant shall consult with CDFW to determine whether there are additional avoidance measures available that would reduce the likelihood of helicopter strikes by nearby nesting Swainson's hawks or that would reduce risk of abandonment of active Swainson's hawk nest sites, and whether an incidental take permit pursuant to California Fish and Game Code Section 2081 would be required for take of Swainson's hawk. If the permit is required, the Project Applicant shall implement measures required under the permit, which may include compensatory mitigation for impacts on a Swainson's hawk territory and potential loss of an active nest site. Compensatory mitigation may include participation in the City Municipal Code Chapter 16.130 (Swainson's Hawk Impact Mitigation Fees), in-lieu purchase of credits at a CDFW-approved mitigation bank in Sacramento County or off-site habitat creation, or restoration through a conservation easement. Impact minimization may also include a program to identify and monitor active nests during the nesting season in collaboration with CDFW. Documentation of compliance with this mitigation measure shall be provided to the City Development Services Department prior to helistop operation. Should CDFW not issue an incidental take permit for the helistop, the City will revoke the use permit for the helistop.

## **Finding**

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the potential biological resources-related impacts of the Project to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

## **Rationale**

Project design features would reduce the risk of bird strikes, including incorporating building design features and minimizing nighttime lighting. However, there is a residual risk that birds, including special-status birds and common bird species, would collide with the new hospital building. Mortality of common songbirds as a result of building collisions is not expected to eliminate or reduce local songbird populations below self-sustaining levels; however, the magnitude of mortality resulting from building collisions is difficult to predict. Collisions of special-status bird species with the new hospital building may lead to mortality of individuals. Implementation of Mitigation Measures 3.3-2a, 3.3-2b, 3.3-2b(1), and 3.3-2c would reduce the potentially significant impact on birds as a result of building strikes and nighttime lighting because it would require minimization of artificial lighting and glare; compliance with the LEED Pilot Credit 55 for bird collision deterrence; a monitoring program with performance standards; and helicopter landing site lighting requirements that would minimize impacts on wildlife. Mortality of a Swainson's hawk, white-tailed kite, sandhill crane, and other special-status birds may occur as a result of a collision with a helicopter or abandonment of an established nest, rookery, or roosting site as a result of helicopter disturbance associated with the Project. Implementation of Mitigation Measures 3.3-2d and 3.3-2e would reduce the potentially significant impact on birds as a result of helicopter operation because it would require seasonal restrictions and altitude and airspeed restrictions for helicopter operation; and consultation with CDFW, an incidental take permit, and potential compensatory mitigation for impacts on Swainson's hawk as a result of helicopter operation. (Draft EIR page 3.3-21 and Final EIR pages 3-11 through 3-17)



## BIOLOGICAL RESOURCES – INTERFERENCE WITH WILDLIFE CORRIDORS OR NURSERY SITES

An evaluation of the Project's potential biological resource impacts is provided in Section 3.3, "Biological Resources," of the Draft EIR. Implementation of the CNU Medical Center Project could result in interference with resident or migratory wildlife corridors or native wildlife nursery sites (Impact 3.3-3).

### Mitigation Measures

Mitigation Measure 3.3-3a: Implement Mitigation Measure 3.1-3: Minimize Light and Glare from Hospital Building and Other Project Buildings

The reader is referred to Impact 3.1-3 for a complete description of this mitigation measure.

Mitigation Measure 3.3-3b: Implement Mitigation Measure 3.3-2b Comply with U.S. Green Building Council Pilot Credit 55 as Part of Leadership in Energy and Environmental Design Certification

The reader is referred to Impact 3.3-2 for a complete description of this mitigation measure.

Mitigation Measure 3.3-3c: Implement Mitigation Measure 3.3-2c: Use Flashing Lighting on the Helicopter Landing Site

The reader is referred to Impact 3.3-2 for a complete description of this mitigation measure.

Mitigation Measure 3.3-3d: Implement Mitigation Measure 3.3-2d: Implement Seasonal Helicopter Flight Restrictions, Altitude Restrictions, and Airspeed Restrictions over Stone Lakes National Wildlife Refuge

The reader is referred to Impact 3.3-2 for a complete description of this mitigation measure.

Mitigation Measure 3.3-3e: Implement Mitigation Measure 3.3-2b(1): Implement Bird Collision Monitoring Program

The reader is referred to Impact 3.3-2 for a complete description of this mitigation measure.

### Finding

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the potential biological resources-related impacts of the Project to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

### Rationale

Implementation of Mitigation Measures 3.3-3a, 3.3-3b, 3.3-3c, 3.3-3d, and 3.3-3e would reduce the potentially significant impact on migratory wildlife corridors and rookeries and roost sites in Stone Lakes National Wildlife Refuge associated with building strikes, nighttime lighting, and helicopter operation to a less-than-significant level because it would require minimization of artificial lighting and glare, compliance with the LEED Pilot Credit 55 for bird collision deterrence (also addressed and mitigated under Impact 3.3-2 and Mitigation Measures 3.3-2b and 3.3-2b(1)), use of helicopter landing site lighting that would minimize impacts on wildlife, and seasonal restrictions and altitude and airspeed restrictions for helicopter operation. (Draft EIR page 3.3-24 and Final EIR pages 3-11 through 3-18)

## BIOLOGICAL RESOURCES – INCONSISTENCY WITH LOCAL PLANS AND POLICIES

An evaluation of the Project's potential biological resource impacts is provided in Section 3.3, "Biological Resources," of the Draft EIR. Implementation of the CNU Medical Center Project could result in an inconsistency with local plans and policies (Impact 3.3-4).

## Mitigation Measure

### Mitigation Measure 3.3-4: Implement Protection Measures for Trees of Local Importance

Project improvement plans for each phase shall identify the location of the eight coastal live oak trees that meet the definition of a tree of local importance and shall specify measures to avoid damage to these trees. This shall include at a minimum providing protection of the "critical root zone" (i.e., a circular area around the tree equal to 1 foot per inch DBH), protective fencing, and signage. These plans shall be provided to the City Development Services Department for review and verification of this measure prior to the start of the construction activities.

## Finding

The City of Elk Grove City Council finds that the above mitigation measure is feasible, will reduce the potential biological resources-related impacts of the Project to less-than-significant levels, and is adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

## Rationale

Implementation of Mitigation Measure 3.3-4 would ensure that these trees are identified and protected during construction activities. (Draft EIR page 3.3-25)

## CONTRIBUTE TO CUMULATIVE IMPACTS ON BIOLOGICAL RESOURCES

An evaluation of cumulative biological resource impacts are provided in Chapter 4, "Cumulative Impacts," of the Draft EIR. Project construction activities (e.g., demolition, operation of vehicles and equipment, presence of construction crews) may produce levels of noise, nighttime lighting, and novel visual stimulus that may result in disturbance to wildlife species in the vicinity of the Project site. Construction of the related projects presented in Draft EIR Table 4-2 would result in similar conditions during construction activities, and impacts on special-status wildlife species in the vicinity of those projects would be the same as or similar to those described in Section 3.3, "Biological Resources," of this EIR. (Impact 4-6).

## Mitigation Measures

### Mitigation Measure 3.1-3: Minimize Light and Glare from Hospital Building and Other Project Buildings

The reader is referred to Impact 3.1-3 for a complete description of this mitigation measure.

### Mitigation Measure 3.3-1a: Conduct Preactivity Nesting Bird Surveys and Implement Avoidance Measures

The reader is referred to Impact 3.3-1 for a complete description of this mitigation measure.

### Mitigation Measure 3.3-1b: Implement Measures to Reduce Impacts on Roosting Birds as a Result of Construction Noise

The reader is referred to Impact 3.3-1 for a complete description of this mitigation measure.

### Mitigation Measure 3.3-2b: Comply with U.S. Green Building Council Pilot Credit 55 as Part of Leadership in Energy and Environmental Design Certification

The reader is referred to Impact 3.3-2 for a complete description of this mitigation measure.

### Mitigation Measure 3.3-2b(1): Implement Bird Collision Monitoring Program

The reader is referred to Impact 3.3-2 for a complete description of this mitigation measure.

### Mitigation Measure 3.3-2c: Use Flashing Lighting on the Helicopter Landing Site

The reader is referred to Impact 3.3-2 for a complete description of this mitigation measure.

Mitigation Measure 3.3-2d: Implement Seasonal Helicopter Flight Restrictions, Altitude Restrictions, and Airspeed Restrictions over Stone Lakes National Wildlife Refuge

The reader is referred to Impact 3.3-2 for a complete description of this mitigation measure.

Mitigation Measure 3.3-2e: Consult with CDFW and Obtain an Incidental Take Permit for Potential Loss of Swainson's Hawks from Helicopter Operations

The reader is referred to Impact 3.3-2 for a complete description of this mitigation measure.

## Finding

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the Project's contribution to cumulative biological resource impacts of the Project to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

## Rationale

Implementation of Mitigation Measures 3.1-3, 3.3-1a, 3.3-1b, 3.3-2b, 3.3-2b(1), 3.3-2c, 3.3-2d, and 3.3-2e would offset Project impacts under cumulative conditions through preconstruction protection measures (surveys and avoidance of identified species) and modifications in the hospital building design and helicopter operations. Therefore, the Project's contribution to substantial effects on special-status wildlife or habitat would not be cumulatively considerable. (Draft EIR page 4-9 and Final EIR pages Final EIR pages 3-11 through 3-18)

## CULTURAL RESOURCES - IMPACTS TO ARCHAEOLOGICAL RESOURCES

An evaluation of the Project's impacts related to cultural and tribal cultural resources is found in Section 3.4, "Cultural Resources," of the Draft EIR. Ground-disturbing activities associated with construction of the CNU Medical Center Project could encounter unknown archaeological resources and could result in discovery or damage of yet undiscovered archaeological or tribal cultural resources, causing a substantial adverse change in a significant archaeological resource (Impact 3.4-1).

## Mitigation Measures

Mitigation Measure 3.4-1a: Develop and Implement a Worker Environmental Awareness Program

The Project Applicant shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeologists to prepare a worker environmental awareness program. The program shall be provided to all construction personnel and supervisors who will have the potential to encounter and alter heritage and cultural resources. A copy of the worker environmental awareness program shall be provided to the City Development Services Department before construction activities begin. The topics to be addressed in the worker environmental awareness program will include, at a minimum:

- ▶ types of cultural resources expected on the Project site;
- ▶ types of evidence that indicates cultural resources might be present (e.g., ceramic shards, lithic scatters);
- ▶ what to do if a worker encounters a possible resource;
- ▶ what to do if a worker encounters bones or possible bones; and
- ▶ penalties for removing or intentionally disturbing heritage and cultural resources, such as those identified in the Archaeological Resources Protection Act.

#### Mitigation Measure 3.4-1b: Procedures for Discovery of Subsurface Archaeological Features and Tribal Cultural Resources

If any prehistoric or historic-era subsurface archaeological features or deposits (e.g., ceramic shard, trash scatters), including locally darkened soil ("midden"), which may conceal cultural deposits, are discovered during construction, all ground-disturbing activity within 100 feet of the resources shall be halted, and a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology shall be retained to assess the significance of the find. If the qualified archaeologist determines the archaeological material to be Native American in nature, the City shall contact the appropriate California Native American tribe. A tribal representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area may make recommendations for further evaluation and treatment as necessary, and for input on the preferred treatment of the find. If the find is determined to be significant by the archaeologist or the tribal representative (i.e., because it is determined to constitute a unique archaeological resource or a tribal cultural resource, as appropriate), the archaeologist and tribal representative, as appropriate, shall develop, and the City shall implement, appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures may include but would not necessarily be limited to preservation in place (which shall be the preferred manner of mitigating impacts on archaeological and tribal sites), archival research, subsurface testing, or contiguous block unit excavation and data recovery (when it is the only feasible mitigation, and pursuant to a data recovery plan). No work at the discovery location shall resume until all necessary investigation and evaluation of the resource has been satisfied. This requirement shall be placed on Project improvement plans and will be verified by the City Development Services Department.

#### Finding

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the potential cultural resources-related impacts of the Project to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

#### Rationale

Implementation of Mitigation Measures 3.4-1a and 3.4-1b would require that a worker environmental awareness program be prepared and provided to all construction personnel and supervisors who will have the potential to encounter and alter heritage and cultural resources, require construction to halt if potential archaeological resources are discovered, coordination with Native American groups (if applicable), implementation of preservation options (including preservation in place, data recovery, mapping, capping, or avoidance), and proper curation if significant artifacts are recovered. This would be consistent with the City's General Plan Policy HR-2-1. (Draft EIR page 3.4-11)

## CULTURAL RESOURCES - IMPACTS TO TRIBAL CULTURAL RESOURCES

An evaluation of the Project's impacts related to cultural and tribal cultural resources is found in Section 3.4, "Cultural Resources," of the Draft EIR. Ground-disturbing activities associated with construction of the CNU Medical Center Project could encounter unknown tribal cultural resources (Impact 3.4-2).

#### Mitigation Measures

Mitigation Measure 3.4-2a: Implement Mitigation Measure 3.4-1a: Develop and Implement a Worker Environmental Awareness Program

The reader is referred to Impact 3.4-1 for a complete description of this mitigation measure.

Mitigation Measure 3.4-2b: Implement Mitigation Measure 3.4-1b: Procedures for Discovery of Subsurface Archaeological Features and Tribal Cultural Resources

The reader is referred to Impact 3.4-1 for a complete description of this mitigation measure.



## Finding

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the potential cultural resources-related impacts of the Project to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

## Rationale

Implementation of Mitigation Measure 3.4-2a and 3.4-2b would reduce impacts related to unknown tribal cultural resources to a less-than-significant level by requiring that a worker environmental awareness program be prepared and provided to all construction personnel and supervisors who will have the potential to encounter and alter heritage and cultural resources, requiring construction to halt if potential archaeological resources are discovered, coordination with Native American groups (if applicable), implementation of preservation options (including preservation in place, data recovery, mapping, capping, or avoidance), and proper curation if significant artifacts are recovered. (Draft EIR page 3.4-12)

## CULTURAL RESOURCES - IMPACTS TO HUMAN REMAINS

An evaluation of the Project's impacts related to cultural and tribal cultural resources is found in Section 3.4, "Cultural Resources," of the Draft EIR. Ground-disturbing activities associated with construction of the CNU Medical Center Project could disturb undiscovered prehistoric human remains (Impact 3.4-3).

## Mitigation Measures

Mitigation Measure 3.4-3: Implement Response Protocol If Human Remains Are Uncovered

Consistent with California Health and Safety Code Sections 7050.5 and 7052 and PRC Section 5097, if suspected human remains are discovered, ground-disturbing activities in the area of the remains shall be halted immediately, and the Sacramento County coroner shall be notified immediately. The responsibilities for acting upon notification of a discovery of Native American human remains are specifically identified in PRC Section 5097.94. If the remains are determined by the coroner to be Native American, the NAHC shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the NAHC-designated MLD and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments, if present, are not disturbed. This requirement shall be included in Project improvement plans and will be verified by the City Development Services Department.

## Finding

The City of Elk Grove City Council finds that the above mitigation measure is feasible, will reduce the potential cultural resources-related impacts of the Project to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

## Rationale

Compliance with California Health and Safety Code Sections 7050.5 and 7052 and PRC Section 5097, as outlined in Mitigation Measure 3.4-3, would provide an opportunity to avoid or minimize the disturbance of human remains and to appropriately treat any remains that are discovered. (Draft EIR page 3.4-13)

## CULTURAL RESOURCES - CUMULATIVE IMPACTS

An evaluation of cumulative cultural resource impacts are provided in Chapter 4, "Cumulative Impacts," of the Draft EIR. The City General Plan EIR identified cumulative cultural resource impacts from buildout of the City and planning

area as less than cumulatively considerable through the implementation of adopted mitigation measures (City of Elk Grove 2019). As discussed in Section 3.4, "Cultural Resources," implementing the Project would not result in impacts on the built -environment historical resources and therefore would not combine to create considerable changes in and cumulative effects on the built-environment historical resources. Implementation of mitigation measures would address potential Project contributions to cumulative impacts to archaeological resources, tribal cultural resources, and human remains (Impact 4-7).

### **Mitigation Measures**

Mitigation Measure 3.4-1a: Develop and Implement a Worker Environmental Awareness Program

The reader is referred to Impact 3.4-1 for a complete description of this mitigation measure.

Mitigation Measure 3.4-1b: Procedures for Discovery of Subsurface Archaeological Features and Tribal Cultural Resources

The reader is referred to Impact 3.4-1 for a complete description of this mitigation measure.

Mitigation Measure 3.4-3: Implement Response Protocol If Human Remains Are Uncovered

The reader is referred to Impact 3.4-3 for a complete description of this mitigation measure.

### **Finding**

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the Project's contribution to cumulative cultural resources-related impacts of the Project to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

### **Rationale**

Implementation of Mitigation Measures 3.4-1a, 3.4-1b, and 3.4-3 would offset Project impacts under cumulative conditions through training and protection measures for discovered resources. Therefore, the Project's contribution to substantial effects on cultural resources would not be cumulatively considerable. (Draft EIR page 4-10)

## **ENERGY - WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY**

An evaluation of the potential impacts related to energy use resulting from implementation of the CNU Medical Center Project is provided in Section 3.5, "Energy," of the Draft EIR. Implementation of the CNU Medical Center Project could have the potential to result in the wasteful, inefficient, or unnecessary consumption of energy during Project construction or operation (Impact 3.5-1). Mitigation measures to avoid or reduce the environmental effects of the Project from energy use are included as part of the Project.

### **Mitigation Measures**

Mitigation Measure 3.5-1a: Complete LEED Gold Certification

Consistent with the LEED commitment letter included in the Project's certified AB 900 application, the Project Applicant shall complete the following. The Project shall achieve at least LEED Gold certification under LEED version 4 or newer. This shall be in addition to compliance with the California Energy Code Tier 1 standards provided in Mitigation Measure 3.5-1c.

- ▶ For buildings within the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division:

- Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, submit to the City Development Services Department a copy of the LEED Project Registration and Green Building Council–approved Design Documentation Submittal (01 81 13 - LEED Project Requirements).
  - Submit a copy of the updated detailed LEED Scorecard prior to public operation of the building.
  - Within one year of building occupancy, submit final approved LEED certification to the City. The City may limit the issuance of subsequent building permits for the Project site until the Final LEED Certification has been provided to the City.
- For buildings within the jurisdiction of the City:
- Concurrently with submittal of the building permit application, submit to the City Development Services Department a copy of the LEED Project Registration and Green Building Council–approved Design Documentation Submittal (01 81 13 - LEED Project Requirements).
  - Submit a copy of the updated detailed LEED Scorecard prior to public operation of the building.
  - Within one year of building occupancy, submit final approved LEED certification to the City. The City may limit the issuance of subsequent building permits for the Project site until the Final LEED Certification has been provided to the City.

Mitigation Measure 3.5-1b: Implement Mitigation Measure 3.14-1: Implement Transportation Demand Management Plan

The Project Applicant shall develop and implement the TDM Plan that was outlined in the Project’s AB 900 application provided in Appendix C of the Draft EIR, which requires the Project to achieve at least 15-percent greater transportation efficiency than comparable projects in the City (30 percent reduction in trips). The TDM Plan shall be consistent with the City TDM Plan Guidelines. The following TDM measures shall be required:

- transportation marketing services,
- short-term bicycle parking,
- long-term bicycle parking,
- improved access to bike network,
- showers and locker rooms,
- on-site café,
- subsidized transit passes,
- shuttle bus service,
- carpooling program,
- guaranteed ride home, and
- parking cash-out program.

The City shall review and approve the Project TDM Plan prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division for the hospital building.

The Project Applicant shall be subject to annual reporting and monitoring requirements to ensure that the TDM Plan and all the associated measures are being implemented. The Project Applicant shall submit annual progress reports on implementation of the TDM Plan to the City Development Services Department beginning one year after the date of TDM Plan approval. If the Project Applicant fails to submit an annual report demonstrating implementation of the TDM Plan within 60 days following the established date for annual report submittal, an administrative citation will be issued pursuant to Municipal Code Chapter 1.12. The required items to be included in the annual progress report are:

- ▶ contact information for the Project TDM coordinator,
- ▶ sample of marketing materials provided to new employees about the TDM program,
- ▶ number of employees participating in each TDM measure offered to employees,
- ▶ commute mode share of employees at the Project site, and
- ▶ other information demonstrating implementation of specific TDM measures.

#### Mitigation Measure 3.5-1c: Compliance with California Energy Code Tier 1 Standards

Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall provide plans and/or documentation demonstrating compliance with California Energy Code Tier 1 standards to the City Development Services Department. Documentation of compliance with this measure shall also be provided to the City Development Services Department prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.

### Finding

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the potential energy-related impacts of the Project to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

### Rationale

Implementation of Mitigation Measure 3.5-1a would require the Project to obtain LEED Gold certification, Mitigation Measure 3.5-1b would require the Project to achieve at least 15-percent greater transportation efficiency than comparable projects in the City (30 percent reduction in trips), and Mitigation Measure 3.5-1c would require Project compliance with California Energy Code Tier 1 standards. (Draft EIR page 3.5-10)

## ENERGY - CUMULATIVE IMPACTS

An evaluation of cumulative energy impacts are provided in Chapter 4, "Cumulative Impacts," of the Draft EIR. Impact 3.5-1 concludes that the Project would not result in the wasteful or inefficient use of energy and that transportation-related fuel consumption would be 30 percent less than for a comparable project through implementation of mitigation measures for Project impacts (Impact 4-8).

### Mitigation Measures

#### Mitigation Measure 3.5-1a: Complete LEED Gold Certification

The reader is referred to Impact 3.5-1 for a complete description of this mitigation measure.

#### Mitigation Measure 3.5-1b: Implement Mitigation Measure 3.14-1: Implement Transportation Demand Management Plan

The reader is referred to Impact 3.5-1 and 3.14-1 for a complete description of this mitigation measure.

#### Mitigation Measure 3.5-1c: Compliance with California Energy Code Tier 1 Standards

The reader is referred to Impact 3.5-1 for a complete description of this mitigation measure.

### Finding

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the Project's contribution to cumulative energy impacts of the Project to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section



21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

### **Rationale**

Implementation of Mitigation Measure 3.5-1a would require the Project to obtain LEED Gold certification, Mitigation Measure 3.5-1b would require the Project to achieve at least 15-percent greater transportation efficiency than comparable projects in the City (30 percent reduction in trips), and Mitigation Measure 3.5-1c would require Project compliance with California Energy Code Tier 1 standards. Because implementing the Project would not result in the wasteful or inefficient use of energy, the Project's contribution to cumulative energy use would not be cumulatively considerable. (Draft EIR page 4-11)

## **GEOLOGY AND SOILS - IMPACTS TO PALEONTOLOGICAL RESOURCES**

An evaluation of the potential impacts to geology and soils resulting from implementation of the CNU Medical Center Project is provided in Section 3.6, "Geology and Soils," of the Draft EIR. Implementation of the CNU Medical Center Project could have the potential to destroy a paleontological resource (Impact 3.6-4) directly or indirectly. A mitigation measure to avoid or reduce the environmental effects of the Project related to geology and soils are included as part of the Project, as identified below.

### **Mitigation Measures**

#### **Mitigation Measure 3.6-4: Paleontological Monitoring for Deep Excavations**

Before the start of any excavation activities, the Project Applicant shall retain a qualified scientist (e.g., geologist, biologist, paleontologist) to train all construction personnel involved with earth-moving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance, and types of fossils likely to be seen during construction, and proper notification procedures to take if fossils are encountered. Training on paleontological resources shall also be provided to all other construction workers but may use a video recording of the initial training and/or written materials rather than in-person training.

If any paleontological resources (fossils) are discovered during grading or construction activities on the Project site, work shall be halted immediately within 50 feet of the discovery, and the City Planning Division shall be immediately notified. The Project Applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines. The recovery plan may include but is not limited to a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City to be necessary and feasible shall be implemented by the Project Applicant before construction activities resume in the area where the paleontological resources were discovered.

### **Finding**

The City of Elk Grove City Council finds that the above mitigation measure is feasible, will reduce the potential geology and soils-related impacts of the Project to less-than-significant levels, and is adopted by the City of Elk Grove City Council. Accordingly, the City Council finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

### **Rationale**

Mitigation Measure 3.6-4 would ensure that excavations are completed in a manner that preserves potential paleontological resources through implementation of training on paleontological resources and performance standards, including implementation of a recovery plan should a fossil be discovered. (Draft EIR page 3.6-15)

## GEOLOGY AND SOILS – CUMULATIVE IMPACTS TO PALEONTOLOGICAL RESOURCES

An evaluation of cumulative paleontological resource impacts are provided in Chapter 4, “Cumulative Impacts,” of the Draft EIR. Implementation of the Project in combination with other projects would result in construction and ground disturbance. Some projects may include excavation of previously undisturbed sediments that may contain unique paleontological resources. As discussed in Impact 3.6-4, implementing the Project would include excavation beyond the depth of existing disturbance at the site and may enter undisturbed Riverbank Formation geology (excavations for infrastructure and building basements). Project mitigation would offset this impact (Impact 4-9).

### Mitigation Measures

Mitigation Measure 3.6-4: Paleontological Monitoring for Deep Excavations

The reader is referred to Impact 3.6-4 for a complete description of this mitigation measure.

### Finding

The City of Elk Grove City Council finds that the above mitigation measure is feasible, will reduce the Project’s contribution to cumulative paleontological resource impacts of the Project to less-than-significant levels, and is adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

### Rationale

Mitigation Measure 3.6-4 would require paleontological monitoring for deep excavations, which would ensure that excavations are completed in a manner that preserves potential paleontological resources and would offset the Project’s contribution to cumulative paleontological resources. Thus, the Project’s contribution to substantial effects related to disturbance to or loss of unique paleontological resources, sites, or unique geologic features would not be cumulatively considerable. (Draft EIR page 4-11)

## GREENHOUSE GAS EMISSIONS – GREENHOUSE GAS EMISSION IMPACTS

An evaluation of the potential greenhouse gas emissions and associated impacts resulting from implementation of the CNU Medical Center Project is provided in Section 3.7, “Greenhouse Gas Emissions and Climate Change,” of the Draft EIR. Construction activity associated with development of the Project is estimated to generate a total of 8,886 MTCO<sub>2</sub>e. Operation of the Project would result in GHG emissions associated with mobile sources, area sources, building energy, water consumption, and wastewater and solid waste generation. After full buildout of the Project in 2030, the Project would generate 43,991 MTCO<sub>2</sub>e/year, including the total construction emissions amortized by 30 years. The existing Project site generates 8,673 MTCO<sub>2</sub>e/year. Thus, the Project would result in a net increase in GHG emissions of 35,318 MTCO<sub>2</sub>e/year, which would exceed the identified threshold of no net additional increase in GHG emissions over existing conditions (Impact 3.7-1).

### Mitigation Measures

Mitigation Measure 3.7-1a: Reduce GHG Emissions On-Site

The Project Applicant shall implement the following measures identified in Appendix F of the certified AB 900 application, which would offset the net increase in GHG emissions to the satisfaction of the City Development Services Department (included as Appendix C of this EIR):

- ▶ Solar photovoltaics: The Project shall install solar photovoltaics on Project building roofs. Solar installations shall generate approximately 5,443 megawatt-hours of electricity per year.
- ▶ SMUD Greenergy program: After installation of the solar photovoltaics, the Project would still consume electricity provided by SMUD. The Project shall purchase 100-percent renewable energy provided through SMUD’s Greenergy

program for the remaining electricity demands of the Project, rather than using SMUD's average renewable mix in 2030. This will effectively offset all electricity-related GHG emissions associated with the Project.

- ▶ Electric vehicle chargers: The Project shall install Level 2 electric vehicle (EV) charging stations. Each EV charging station shall serve multiple parking spaces, and the electricity load for the parking garages shall ensure that all EV chargers are able to be in service at the same time. Installation of the charging stations shall be phased in the following manner so that EV charging is available for 5 percent of the total parking for each phase, consistent with City Municipal Code Section 23.58.120. Final site plans for parking shall also identify an additional 5 percent of parking for each phase for potential future EV charging consistent with City Municipal Code Section 23.58.120:
  - Phase 1: 37 total charging stations that serve 74 total parking spaces,
  - Phase 2: 73 total charging stations that serve 144 total parking spaces, and
  - Phase 3: 84 total charging stations that serve 166 parking spaces.
- ▶ Transportation Demand Management Plan: The Project shall include a Transportation Demand Management (TDM) Plan consistent with the City CAP and the City TDM Plan Guidelines. The TDM Plan developed for the Project shall include measure categories such as marketing and promotion, bike facilities, on-site amenities, transit, commuter benefits, and parking facilities. With the implementation of these measures, the Project will achieve at least a 30-percent transportation efficiency (which would result in a 30-percent reduction in VMT). Implementing a TDM Plan is included in this EIR as Mitigation Measure 3.14-1 in Section 3.14, "Transportation."
- ▶ Vegetation change: After Project construction, 313 new trees shall be planted.

These design features would result in reduced GHG emissions on-site. Each feature was quantified in the AB 900 application, which is included as Appendix C of the Final EIR. Table 3.7-6 of the Final EIR shows the GHG emission reduction associated with each Project design feature. After implementation of all Project features, the Project would still result in a net increase in GHG emissions of 18,651 MTCO<sub>2</sub>e/year, as shown in Table 3.7-7 of the Final EIR.

#### Mitigation Measure 3.7-1b: Purchase Carbon Offset Credits

The net increase in GHG emissions from Project implementation is the amount of annual GHG emissions that will need to be offset through the purchase of carbon credits. The Project Applicant shall meet the requirement set forth in PRC Section 21183(c) to demonstrate that implementing the Project would result in no net additional GHG emissions through the purchase of voluntary carbon offset credits sufficient to offset all projected additional GHG emissions. A copy of the Project Applicant commitment letter is provided in Appendix C. As shown in Table 3.7-7, above, the Project shall be required to purchase 18,651 MTCO<sub>2</sub>e/year of credits.

Such offsets shall meet the requirements of State CEQA Guidelines Section 15126.4(c)(3) and meet the following criteria, consistent with the standards set forth in Health and Safety Code Section 38562, subdivisions (d)(1) and (d)(2):

- ▶ Real—They represent reductions actually achieved (not based on maximum permit levels).
- ▶ Additional/surplus—They are not already planned or required by regulation or policy (i.e., not double-counted).
- ▶ Quantifiable—They are readily accounted for through process information and other reliable data.
- ▶ Enforceable—They are acquired through legally binding commitments/agreements.
- ▶ Verifiable—They are verified through the accurate means by a reliable third party.
- ▶ Permanent—They will remain as GHG reductions in perpetuity.

Such credits shall be based on protocols that are consistent with the criteria set forth in subdivision (a) of Section 95972 of Title 17 of the California Code of Regulations and shall not allow the use of offset projects originating outside of California, except to the extent that the quality of the offsets, and their sufficiency under the standards set forth herein, can be verified by Sacramento County and/or SMAQMD. Such credits must be purchased through one of the following: (i) a CARB-approved registry, such as the Climate Action Reserve, the American Carbon Registry, or the Verified Carbon Standard; (ii)

any registry approved by CARB to act as a registry under the California cap-and-trade program; or (iii) the California Air Pollution Control Officers Association GHG Rx and the SMAQMD.

CNU shall enter into one or more contracts to purchase carbon credits, and the contract(s), together with any previous contracts, shall be evidence for the purchase of carbon credits in an amount sufficient to offset the net increase in GHG emissions attributable to each building constructed on the Project site over the analysis horizon of 30 years. Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit documentation of compliance with this measure to the City Development Services Department to verify compliance with this measure. Documentation of compliance with this measure shall be provided to the City Development Services Department prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division. Carbon offset credits required for each phase of the Project must be purchased before issuance of any Temporary Certificate of Occupancy for any building in that phase.

## Finding

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the potential greenhouse gas emissions-related impacts of the Project to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

## Rationale

The CNU Medical Center Project and the mitigation measures described above employ a wide-ranging approach to reduce GHG emissions. This includes more energy efficient building design and measures required by Mitigation Measure 3.7-1a, which include renewable energy (i.e., solar photovoltaics), purchase of 100 percent renewable energy through the SMUD Greenergy program, installation of electric charging stations, implementation of a transportation demand management plan, and planting of 313 new trees. However, because the Project would still have a net increase in GHG emissions over the existing Project site, the Project would not meet the no net increase threshold (i.e., 8,673 MTCO<sub>2</sub>e/year) identified for the Project. Implementation of Mitigation Measure 3.7-1b would require purchasing offsets (18,651 MTCO<sub>2</sub>e/year of credits), such that the Project would result in no net additional increase in GHG emissions associated with Project implementation. (Draft EIR pages 3.7-12 through 3.7-14)

## GREENHOUSE GAS EMISSIONS - CONFLICT WITH PLAN, POLICY OR REGULATION

An evaluation of the potential greenhouse gas emissions and associated impacts resulting from implementation of the CNU Medical Center Project is provided in Section 3.7, "Greenhouse Gas Emissions and Climate Change," of the Draft EIR. Construction activity associated with development of the Project is estimated to generate a total of 8,886 MTCO<sub>2</sub>e. Operation of the Project would result in GHG emissions associated with mobile sources, area sources, building energy, water consumption, and wastewater and solid waste generation. After full buildout of the Project in 2030, the Project would generate 43,991 MTCO<sub>2</sub>e/year, including the total construction emissions amortized by 30 years. The existing Project site generates 8,673 MTCO<sub>2</sub>e/year. The Project could conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs (i.e., AB 900 and the City of Elk Grove Climate Action Plan) (Impact 3.7-2).

## Mitigation Measures

Mitigation Measure 3.7-2a: Implement Mitigation Measure 3.7-1a

The reader is referred to Impact 3.7-1 for a complete description of this mitigation measure.

Mitigation Measure 3.7-2b: Implement Mitigation Measure 3.7-1b



The reader is referred to Impact 3.7-1 for a complete description of this mitigation measure.

### **Finding**

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the potential greenhouse gas emissions-related impacts of the Project to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

### **Rationale**

Implementation of Mitigation Measures 3.7-2a and 3.7-2b would ensure that the Project reduces GHG emissions on-site, partly by implementing GHG reduction measures from the City's 2019 CAP, and that all remaining GHG emissions would be offset through the purchase of carbon credits. The Project would result in no net additional GHG emissions and thus would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. (Draft EIR page 3.7-16)

## **GREENHOUSE GAS EMISSIONS - CUMULATIVE IMPACTS**

An evaluation of cumulative GHG and climate change impacts are provided in Chapter 4, "Cumulative Impacts," of the Draft EIR. As described in Section 3.7, "Greenhouse Gas Emissions and Climate Change," of the Draft EIR the discussion of GHG emissions associated with the Project for Impacts 3.7-1 and 3.7-2 is inherently a cumulative impact analysis. GHG emissions from one project cannot, on their own, result in changes in climatic conditions; therefore, the emissions from one project must be considered in the context of their contribution to cumulative global emissions. Implementation of Project mitigation measures would offset the Project's contribution to this cumulative impact (Impact 4-10).

### **Mitigation Measures**

Mitigation Measure 3.7-1a: Reduce GHG Emissions On-Site

The reader is referred to Impact 3.7-1 for a complete description of this mitigation measure.

Mitigation Measure 3.7-1b: Purchase Carbon Offset Credits

The reader is referred to Impact 3.7-1 for a complete description of this mitigation measure.

### **Finding**

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the Project's contribution to cumulative GHG and climate change impacts of the Project to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

### **Rationale**

Implementation of Mitigation Measures 3.7-1a and 3.7-1b would ensure that the Project offsets its increase in GHG emissions, which would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. Therefore, the Project's contribution to substantial effects related to GHG emissions would not be cumulatively considerable. (Draft EIR page 4-12)

## HYDROLOGY AND WATER QUALITY - WATER QUALITY IMPACTS DURING FLOOD EVENTS

Hydrology and water quality impacts associated with Project implementation are evaluated in Section 3.9, "Hydrology and Water Quality," of the Draft EIR. The Project site is located within the 200-year floodplain, and proposed on-site improvements would include the development of new industrial facilities (such as the maintenance yard and central plant), which would house fuels, lubricants, and industrial chemicals not typical of the existing commercial uses at the site. As such, there is a risk of release of pollutants due to inundation by floodwaters (Impact 3.9-6).

### Mitigation Measures

Mitigation Measure 3.9-6: Elevate Generator, Fuel, and Chemical Storage above the 200-Year Floodplain

Generator fuel tanks shall be protected by dry floodproofing consistent with American Society of Civil Engineers (ASCE) standard ASCE 24, *Flood Resistant Design and Construction*. Other chemical storage shall be elevated outside of the 200-year floodplain. All Project building fuel and chemical storage (excluding generator fuel) shall be shown in building plans prior to issuance of building permits. The City Development Services Department will verify compliance with this mitigation measure.

### Finding

The City of Elk Grove City Council finds that the above mitigation measure is feasible, will reduce the potential impact of the Project on hydrology and water quality to a less-than-significant level, and is adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

### Rationale

Implementation of Mitigation Measure 3.9-6 would ensure that Project fuel and chemical storage is provided above the 200-year floodplain or in dry floodproofed locations and would substantially reduce the risk of water quality impacts during flood events. (Draft EIR page 3.9-28)

## HYDROLOGY AND WATER QUALITY - CUMULATIVE WATER QUALITY IMPACTS

An evaluation of cumulative hydrology and water quality impacts are provided in Chapter 4, "Cumulative Impacts," of the Draft EIR. The Project and the cumulative projects would be required to meet the conditions of the Sacramento Region Stormwater Quality Design Manual, which implements the Central Valley RWQCB municipal NPDES permits. These permit conditions apply to projects within the Cities of Elk Grove and Sacramento, as well as projects permitted by Sacramento County. Low-impact development (LID) design measures have been well studied by governmental and research institutions and, when properly implemented, can substantially reduce water quality degradation when compared with conventional stormwater management systems. Examples of minimum LID measures include isolation requirements for fueling areas and waste disposal areas, disconnection of impervious surfaces to allow infiltration of runoff on-site, identification signs and marking on storm drains to discourage improper use, and stormwater filtration and treatment where applicable. Each development project would be required to demonstrate compliance with LID measures as a condition of permit approval. In addition, the Project would exceed the City's stormwater requirements through infiltration of the 95th percentile stormwater on-site. Implementation of mitigation would address Project impacts to potential water quality impacts during a flood event (Impact 4-13).

### Mitigation Measures

Mitigation Measure 3.9-6: Elevate Generator, Fuel, and Chemical Storage above the 200-Year Floodplain

The reader is referred to Impact 3.9-6 for a complete description of this mitigation measure.

## Finding

The City of Elk Grove City Council finds that the above mitigation measure is feasible, will reduce the Project's contribution to cumulative water quality impacts of the Project to less-than-significant levels, and is adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

## Rationale

Implementation of Mitigation Measure 3.9-6 would require that generator fuel storage be protected by dry floodproofing and all other fuel and chemical storage be elevated outside of the 200-year floodplain to avoid water quality impacts during flood events. Thus, the Project's contribution to cumulative water quality impairments from urban runoff would not be cumulatively considerable. (Draft EIR page 4-14)

## LAND USE AND PLANNING

Land use and planning impacts associated with Project implementation are evaluated in Section 3.10, "Land Use and Planning," of the Final EIR. The CNU Medical Center Project would be consistent with the City's General Plan, Zoning, and Municipal Code. However, without mitigation, it is possible that the proposed Project could result in a significant environmental impact associated with a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (Impact 3.10-2). Mitigation measures to avoid or reduce the environmental effects of the Project on land use and planning are included as part of the Project.

## Mitigation Measures

Mitigation Measure 3.10-2: Implement Mitigation Measures 3.1-3, 3.2-2a, 3.2-2b, 3.2-3a (same as 3.14-1), 3.2-3b (Same as 3.7-1a), 3.3-4, 3.4-1a, 3.4-1b, 3.5-1a, 3.7-1a, 3.7-1b, 3.11-2a, 3.11-2b, 3.11-2c, and 3.14-1.

The reader is referred to Impacts 3.1-3, 3.2-2, 3.2-3, 3.3-4, 3.4-1, 3.5-1, 3.11-2, and 3.14-1 for a complete description of these mitigation measures.

## Finding

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the potential impacts of the Project on land use and planning to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

## Rationale

Mitigation Measure 3.10-2 identifies the mitigation measures identified in the Final EIR that would ensure a significant environmental impact associated with a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect will not occur.

- ▶ Mitigation Measure 3.1-3 would avoid daytime glare through the use of nonreflective materials consistent with City Design Guideline 11 of Chapter 5B.
- ▶ Mitigation Measures 3.2-2a and 3.2-2b would address construction air pollutant emissions consistent with General Plan Policy NR-4-8.
- ▶ Mitigation Measures 3.2-3a and 3.2-3b would be implemented consistent with General Plan Policy NR-4-1 for reductions in operation-related air pollutant emissions.

- ▶ Implementation of Mitigation Measure 3.3-4 would provide protection of locally important trees in compliance with City Municipal Code Chapter 19.12: Tree Preservation and Protection.
- ▶ Mitigation Measures 3.4-1a and 3.4-1b would address archaeological resource protection consistent with General Plan Policy HR-2-1.
- ▶ Mitigation Measure 3.5-1a would ensure that the Project demonstrates Leadership in Energy and Environmental Design Gold certification consistent with the State Energy Action Plan; General Plan Policies NR-6-1, NR-6-6, and NR-6-7; and the City Climate Action Plan (CAP).
- ▶ The Project would be consistent with *California's 2017 Climate Change Scoping Plan*, the State's framework to meet the 2030 greenhouse gas (GHG) reduction target. The General Plan also includes Policy NR-6-7, which encourages the use of on-site solar. The Project would be consistent with General Plan Policy NR-6-7 through the installation of on-site solar photovoltaics, which would generate approximately 5,443 megawatt-hours of electricity per year, as described in Mitigation Measure 3.7-1a.
- ▶ The City's 2019 CAP includes strategies to address GHG emissions organized into three categories: Innovative and Efficient Built Environment, Resource Conservation, and Transportation Alternative and Congestion Management. The Project would be consistent with Reduction Measures BE-7 by installing on-site solar, BE-8 by purchasing remaining electricity consumption from SMUD's Greenergy program, and BE-9 by planting a net increase in trees at the Project site. The Project would also be consistent with TACM-3 through the development of a Transportation Demand Management Plan (Mitigation Measure 3.14-1) and with TACM-9 by installing electric vehicle chargers (Mitigation Measure 3.7-1a).
- ▶ The Project would also comply with no net increase in GHG emissions consistent with the requirements of Assembly Bill 900 through implementation of Mitigation Measure 3.7-1a and 3.7-1b.
- ▶ Implementation of Mitigation Measure 3.14-1 would ensure that vehicle travel generated by the Project is reduced consistent with General Plan Policy MOB-1-1 and with the requirements of Assembly Bill 900.

Thus, through implementation of Mitigation Measure 3.10-2, the Project would be consistent with plans, policies, and regulations that address environmental effects. (Draft EIR pages 3.10-5 through 3.10-7)

## NOISE - STATIONARY NOISE IMPACTS

An evaluation of the CNU Medical Center Project's noise impacts is provided in Section 3.11, "Noise and Vibration," of the Draft EIR. Long-term operation of the CNU Medical Center Project would involve new noise sources and new noise-generating activities on the Project site that may expose off-site noise-sensitive receptors to excessive noise levels (Impact 3.11-2). Mitigation measures to avoid or reduce the environmental effects of the Project related to noise are included as part of the Project.

### Mitigation Measures

Mitigation Measure 3.11-2a: Implement Design Measures to Ensure That Operation of On-Site HVAC Equipment Does Not Expose Off-Site Residences to Noise Levels That Exceed Applicable Standards

The Project Applicant shall implement design measures to ensure that all mechanical building equipment that is part of the HVAC systems, in combination with other types of on-site operational noise sources, do not expose off-site residential land uses, including the single-family homes on the east side of West Taron Drive and north side of Ruddy Duck Way, to noise levels that exceed 55  $L_{eq}$  during daytime hours (7 a.m. to 10 p.m.) or 45  $L_{eq}$  during nighttime hours (10 p.m. to 7 a.m.). The Project Applicant shall identify design measures necessary to achieve these performance standards prior to operation of any HVAC systems on new buildings located within 875 feet of off-site residential land uses and confirm that the selected measures are sufficiently effective after they are implemented. All design measures and their effectiveness shall be demonstrated in an acoustic analysis subject to review and approval by City Development Services Department staff, and if determined necessary by City Development Services Department staff, the City can hire a qualified acoustical engineer to peer review the documentation provided by the Project Applicant.



that shows these performance criteria would be achieved. All funding for the study and implementation of the measures, including the cost of the City hiring an acoustical engineer to peer review the analysis demonstrating the effectiveness of the Project Applicant's proposed design measures, shall be provided by the Project Applicant.

Measures to achieve these performance standards may include, but shall not be limited to, the following measures:

- ▶ Design and build sound barriers near all noise-generating HVAC units that enclose mechanical equipment as much as possible and completely block the line of sight between the equipment and off-site residential land uses. Sound barriers can consist of a wall, earthen berm, or some combination thereof.
- ▶ Locate HVAC units within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.
- ▶ Set back all HVAC units as much as possible from off-site noise-sensitive receptors, including residential land uses.
- ▶ Position HVAC units on the opposite side of an on-site buildings from off-site sensitive receptors so that the buildings serve as an intervening noise barrier.

Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit the site plan, acoustic analysis, and other requested items to the City Development Services Department to verify compliance with this measure. Documentation of compliance with this measure shall be provided to the City Development Services Department prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.

#### Mitigation Measure 3.11-2b: Implement Measures to Reduce Parking Facility and Sport Court–Generated Noise Exposure at Nearby Noise-Sensitive Receptors

The Project Applicant shall implement design measures to ensure that activity at surface parking lots, parking structures, and the rooftop sport courts, in combination with other types of on-site operational noise sources, do not expose off-site residential land uses to noise levels that exceed 55 dB  $L_{eq}$  during daytime hours (7 a.m. to 10 p.m.) or 45 dB  $L_{eq}$  during nighttime hours (10 p.m. to 7 a.m.). The Project Applicant shall identify design measures necessary to achieve these performance standards prior to operation of surface parking lots, parking structures, or sport courts located near off-site residential land uses and confirm the selected measures are sufficiently effective after they are implemented. All design measures and their effectiveness shall be demonstrated in an acoustic analysis subject to review and approval by City Development Services Department staff, and if determined necessary by City Development Services Department staff, the City can hire a qualified acoustical engineer to peer review the documentation provided by the Project Applicant that shows these performance criteria would be achieved. All funding for the study and implementation of the measures, including the cost of the City hiring an acoustical engineer to peer review the analysis demonstrating the effectiveness of the Project Applicant's proposed design measures, shall be provided by the Project Applicant.

Measures to achieve these performance standards may include, but shall not be limited to, the following measures:

- ▶ Restrict access of the sport courts to daytime hours from 7 a.m. to 10 p.m. every day with a locked gate or some other mechanism.
- ▶ Design the parking structures so that the vehicle entrance and exits are on the side of the structure opposite from that of the nearest off-site residences. This measure shall be implemented only to the extent it is consistent with recommendations in Draft EIR Appendix K regarding on-site circulation.
- ▶ Design and build a sound barrier along the south and east sides of the rooftop sport court that blocks the line of sight from activities on the sport courts to the backyards of the single-family dwellings along the east side of West Taron Drive and the north side of Ruddy Duck Way. This barrier may consist of a solid wall or a louvered barrier that allows air to pass through but still reflects sound away from off-site residences. The sound barriers shall be in place prior to use of the sport courts.

- ▶ Move the sport courts to the rooftop of a different on-site building that would be more distant from off-site residential land uses or move the sport courts indoors, within an on-site building rather than on a rooftop.
- ▶ Include a sound wall or louvered sound barrier along those sides of parking structures that face the single-family dwellings along the east side of West Taron Drive or the north side of Ruddy Duck Way. For the parking structure near the east side of the Project site (with retail stores on the top floor), the barriers shall be installed on the east and south sides of the structure. For the parking structure closest to the single-family residences on Ruddy Duck Way, a barrier shall be installed on the south side of the structure. The sound barriers on each parking structure shall be in place prior to use of the use of the parking structure.
- ▶ Set back surface parking lots and parking structures further from off-site residential receptors.
- ▶ Install sound barriers (i.e., a wall, berm, or combination thereof) between some surface parking areas and off-site residential receptors. These sound barriers can consist of a wall, earthen berm, or some combination thereof.

Documentation of compliance with this measure shall be provided to the City Planning Division prior to issuance of building permits by the City.

#### Mitigation Measure 3.11-2c: Implement Design Measures to Ensure That Delivery Truck Activity Does Not Expose Off-Site Residences to Noise Levels That Exceed Applicable Standards

The Project Applicant shall implement design and/or operational measures to ensure that delivery truck activity would not expose off-site residential land uses, including the single-family homes on the east side of West Taron Drive and north side of Ruddy Duck Way, to noise levels that exceed 75  $L_{max}$  during daytime hours (7 a.m. to 10 p.m.) or 70  $L_{max}$  during nighttime hours (10 p.m. to 7 a.m.). The Project Applicant shall identify measures necessary to achieve these performance standards prior to operation of buildings or parking areas located within 175 feet of off-site residential land uses and confirm that the selected measures are sufficiently effective after they are implemented. All design measures and their effectiveness shall be demonstrated in an acoustic analysis subject to review and approval by City Development Services Department staff, and if determined necessary by City Development Services Department staff, the City can hire a qualified acoustical engineer to peer review the documentation provided by the Project Applicant that shows these performance criteria would be achieved. All funding for the study and implementation of the measures, including the cost of the City hiring an acoustical engineer to peer review the analysis demonstrating the effectiveness of the Project Applicant's proposed design measures, shall be provided by the Project Applicant. Measures to achieve these performance standards may include, but shall not be limited to, the following measures:

- ▶ Design and build sound barriers near loading docks and delivery areas that block the line of sight between truck activity areas and off-site residential land uses. Sound barriers may consist of a wall, enlargement of an existing wall along southern boundary of the site, an earthen berm, or a combination thereof. Sound reduction may also be achieved by constructing loading dock pits that are below grade relative to the surrounding parking area.
- ▶ Place loading docks and truck delivery areas on the sides of on-site buildings opposite from the side of the closest off-site noise-sensitive receptor so that the on-site building serves as a sound barrier protecting existing off-site residential land uses.
- ▶ Require all loading docks and truck delivery areas to be set back a specific distance from off-site residential land uses, and prohibit truck travel and truck activity within the setback areas by posting signs and/or by installing gates that restrict truck access. The setback distance for truck activity during daytime hours (7 a.m. to 10 p.m.) can be different from the setback distance for truck activity during nighttime hours (10 p.m. to 7 a.m.).

Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit the site plan and other requested items to the City Development Services Department to verify compliance with this measure. Documentation of compliance with this measure shall be provided to the City Development Services Department prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.

## Finding

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the potential impacts of the Project related to noise to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

## Rationale

By implementing specific noise reduction measures for the proposed HVAC systems, Mitigation Measure 3.11-2a would ensure that off-site residential land uses, specifically the single-family dwellings along West Taron Drive and Ruddy Duck Way, would not be exposed to noise generated by HVAC equipment that exceeds the daytime and nighttime City noise standards of 55 dB  $L_{eq}$  and 45 dB  $L_{eq}$ , respectively.

By implementing sound barriers, Mitigation Measure 3.11-2b would ensure that off-site residential land uses, specifically the single-family dwellings along West Taron Drive and Ruddy Duck Way, would not be exposed to noise generated by operational activity at surface parking lots, parking structures, and the rooftop sport courts that exceeds the daytime and nighttime City noise standards of 55 dB  $L_{eq}$  and 45 dB  $L_{eq}$ , respectively.

By ensuring appropriate setbacks and sound barriers, Mitigation Measure 3.11-2c would ensure that off-site residential land uses, including the single-family dwellings along West Taron Drive and Ruddy Duck Way, would not be exposed to noise generated by on-site truck loading docks and delivery areas that exceeds the daytime and nighttime noise standards of 75 and 70 dB  $L_{max}$ , respectively. (Draft EIR page 3.11-25)

## NOISE - CUMULATIVE STATIONARY NOISE IMPACTS

An evaluation of cumulative noise impacts are provided in Chapter 4, "Cumulative Impacts," of the Draft EIR. Cumulative impacts related to on-site operational and stationary noise sources are site-specific, dissipate with distance from the source, and typically result in cumulative impacts only when Project-generated noise is located close to other off-site noise sources. Existing development close to the Project site does not include substantial noise sources that affect nearby sensitive receptors, and future projects would not be located close enough to the Project site for on-site operational and stationary noise to combine with other off-site noise sources to create substantial levels of noise that would affect nearby sensitive receptors. Implementing mitigation measures for Project impacts would offset contributions to cumulative stationary noise impacts (Impact 4-18).

## Mitigation Measures

Mitigation Measure 3.11-2a: Implement Design Measures to Ensure That Operation of On-Site HVAC Equipment Does Not Expose Off-Site Residences to Noise Levels That Exceed Applicable Standards

The reader is referred to Impact 3.11-2 for a complete description of this mitigation measure.

Mitigation Measure 3.11-2b: Implement Measures to Reduce Parking Facility and Sport Court–Generated Noise Exposure at Nearby Noise-Sensitive Receptors

The reader is referred to Impact 3.11-2 for a complete description of this mitigation measure.

Mitigation Measure 3.11-2c: Implement Design Measures to Ensure That Delivery Truck Activity Does Not Expose Off-Site Residences to Noise Levels That Exceed Applicable Standards

The reader is referred to Impact 3.11-2 for a complete description of this mitigation measure.

## Finding

The City of Elk Grove City Council finds that the above mitigation measures are feasible, will reduce the Project's contribution to cumulative stationary noise impacts of the Project to less-than-significant levels, and are adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or

incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

### Rationale

Implementation of Mitigation Measures 3.11-2a, 3.11-2b, and 3.11-2c would reduce and offset noise levels from on-site operational noise sources. Therefore, noise impacts associated with on-site operational activities, including amphitheater event noise, as discussed in Impacts 3.11-2 and 3.11-3 would not be cumulatively considerable. (Draft EIR page 4-17)

## TRANSPORTATION - CONFLICT WITH CITY CIRCULATION SYSTEM PROGRAMS AND POLICIES

An evaluation of the CNU Medical Center Project's impacts related to transportation is provided in Section 3.14, "Transportation," of the Draft EIR. Implementation of the Project would create new land uses on the Project site that would increase local vehicle trips above existing conditions, resulting in a conflict with City circulation system programs and policies that require reductions in local commute trips (Impact 3.14-1).

### Mitigation Measures

Mitigation Measure 3.14-1: Implement Transportation Demand Management Plan

The Project Applicant shall develop and implement the TDM Plan that was outlined in the Project's AB 900 application provided in Appendix C of the Draft EIR, which requires the Project to achieve at least 15-percent greater transportation efficiency than comparable projects in the City (30 percent reduction in trips). The TDM Plan shall be consistent with the City TDM Plan Guidelines. The following TDM measures shall be required:

- ▶ transportation marketing services,
- ▶ short-term bicycle parking,
- ▶ long-term bicycle parking,
- ▶ improved access to bike network,
- ▶ showers and locker rooms,
- ▶ on-site café,
- ▶ subsidized transit passes,
- ▶ shuttle bus service,
- ▶ carpooling program,
- ▶ guaranteed ride home, and
- ▶ parking cash-out program.

The City shall review and approve the Project TDM Plan prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division for the hospital building.

The Project Applicant shall be subject to annual reporting and monitoring requirements to ensure that the TDM Plan and all the associated measures are being implemented. The Project Applicant shall submit annual progress reports on implementation of the TDM Plan to the City Development Services Department beginning one year after the date of TDM Plan approval. If the Project Applicant fails to submit an annual report demonstrating implementation of the TDM Plan within 60 days following the established date for annual report submittal, an administrative citation will be issued pursuant to Municipal Code Chapter 1.12. The required items to be included in the annual progress report are:

- ▶ contact information for the Project TDM coordinator,



- ▶ sample of marketing materials provided to new employees about the TDM program,
- ▶ number of employees participating in each TDM measure offered to employees,
- ▶ commute mode share of employees at the Project site, and
- ▶ other information demonstrating implementation of specific TDM measures.

### Finding

The City of Elk Grove City Council finds that the above mitigation measure is feasible, will reduce the potential impacts of the Project on transportation to less-than-significant levels, and is adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

### Rationale

The Project at buildout would result in an increase in of 15,298 external daily trips and would conflict with City programs and policies that require reductions in local commute trips. However, implementation of Mitigation Measure 3.14-1 would ensure that a Project TDM plan is implemented that would reduce vehicle trips consistent with General Plan Policy NR-4-5 and CAP TACM-3. The Project TDM plan will include measures such as transportation marketing services, short-term bicycle parking, long-term bicycle parking, improved access to bike network, showers and locker rooms, on-site café, subsidized transit passes, shuttle bus service, carpooling program, guaranteed ride home, and parking cash-out program. (Draft EIR page 3.14-19)

## TRANSPORTATION - TRANSPORTATION SAFETY HAZARDS

An evaluation of the CNU Medical Center Project's impacts related to transportation is provided in Section 3.14, "Transportation," of the Draft EIR. Implementation of the Project proposed hospital building and helicopter landing site may create an air navigation hazard if marking and lighting were not provided, substantially increasing hazards because of a design feature or incompatible use (Impact 3.14-6).

### Mitigation Measures

Mitigation Measure 3.14-6: Provide Marking and Lighting Consistent with FAA Requirements

The Project Applicant shall incorporate marking and lighting specifications into the final engineering and design plans. The marking and lighting for the hospital and the proposed helicopter landing site shall be consistent with FAA Advisory Circular 150/5390-2C (Heliport Design), Chapter 4 (Hospital Heliports), and Section 415 (Heliport Lighting), and navigation lighting shall be consistent with FAA Advisory Circular 70/7460-1L Change 2 (Obstruction Marking and Lighting). The Project Applicant shall provide plans, permits, and documentation demonstrating compliance and required approvals from FAA and the California Department of Transportation Division of Aeronautics to City Development Services Department prior to operation of the hospital and helicopter landing site. Additionally, the Project Applicant shall file FAA Form 7460-2, Notice of Actual Construction or Alteration, any time the Project is abandoned or within 5 days after the construction reaches its greatest height.

### Finding

The City of Elk Grove City Council finds that the above mitigation measure is feasible, will reduce the potential impacts of the Project on transportation to less-than-significant levels, and is adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds that, pursuant to Public Resources Code section 21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

## Rationale

The proposed hospital building and helicopter landing site may create an air navigation hazard if marking and lighting were not provided. Implementation of Mitigation Measure 3.14-6 would require that the helicopter landing site proposed as part of the Project satisfy all the FAA guidelines for design and lighting and all the marking and lighting recommendations related to air navigation obstruction. (Draft EIR pages 3.14-25 and 3.14-26)

## TRANSPORTATION - CONSTRUCTION TRANSPORTATION IMPACTS

An evaluation of the CNU Medical Center Project's impacts related to transportation is provided in Section 3.14, "Transportation," of the Draft EIR. Construction of the Project may potentially result in temporary but prolonged construction transportation impacts associated with temporary lane closures and operation of large construction trucks (Impact 3.14-8).

### Mitigation Measures

Mitigation Measure 3.14-8: Prepare and Implement a Temporary Traffic Control Plan

Prior to construction of each Project phase, the construction contractor shall coordinate with the City Traffic Engineering Section of the Public Works Department to determine the required process, permits, and approvals. Additionally, the construction coordinator shall prepare a temporary traffic control plan to the satisfaction of the City Traffic Engineering Section of the Public Works Department. The temporary traffic control plan shall at a minimum:

- ▶ describe the proposed work zone;
- ▶ delineate construction areas in a manner that protects vehicles, bicyclists, and pedestrians;
- ▶ describe applicable detours and lane closures;
- ▶ describe appropriate tapers and lengths, signs, and spacing;
- ▶ identify appropriate channelization devices and spacing;
- ▶ identify work hours and workdays;
- ▶ identify proposed speed limit changes if applicable;
- ▶ describe the signalized and nonsignalized intersections that would be affected by the work;
- ▶ describe the trucks that would be used during construction, including the number and size of the trucks used per day, their expected arrival and departure times, their general weight and size, and circulation patterns;
- ▶ identify all staging areas;
- ▶ require that access to all nearby parcels be maintained;
- ▶ present a strategy/plan with the City to address how potential Project-related pavement damage will be addressed;
- ▶ provide a description and/or documentation of the pavement conditions along the roadways used to access the site before the commencement of construction and at the conclusion of construction;
- ▶ coordinate with the City to determine how any potential pavement damage directly resulting from construction of the Project would be mitigated; and
- ▶ require that adequate emergency vehicle access to all surrounding parcels and properties be maintained at all times.

### Finding

The City of Elk Grove City Council finds that the above mitigation measure is feasible, will reduce the potential impacts of the Project on transportation to less-than-significant levels, and is adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds that, pursuant to Public Resources Code section

21081(a)(1), and CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid potentially significant effects on the environment identified in the Final EIR.

### Rationale

Construction of the Project may potentially result in temporary but prolonged construction transportation impacts associated with temporary lane closures and operation of large construction trucks. Implementation of Mitigation Measure 3.14-8 would require coordination between the construction contractor and the City and would require that the construction contractor prepare and implement a temporary traffic control plan that meets with the approval of the City. Under the plan, construction-related transportation impacts would be avoided through the management of construction activities in a manner that would retain partial roadway access and/or schedule construction outside of the a.m. and p.m. peak traffic conditions; allow emergency vehicle access; delineate construction zones in a manner that protects vehicles, bicyclists, and pedestrians; and repair damage to the roadway. (Draft EIR page 3.14-27)

## TRANSPORTATION - CUMULATIVE CONSTRUCTION TRANSPORTATION IMPACTS

An evaluation of cumulative transportation impacts are provided in Chapter 4, "Cumulative Impacts," of the Draft EIR. Cumulative impacts from Project-generated construction effects on transportation may result if other future planned construction activities were to take place close to the Project site and cumulatively combine to exacerbate the construction-related transportation impacts of the Project. The Elk Grove Independent Senior Housing Project (5.1 acres and 142 units) is proposed east of the Project site at the southeast corner of Elk Grove Boulevard and West Taron Drive (Figure 4-1). As discussed in Impact 3.14-8, Project construction activities would occur adjacent to and within the public roadway right-of-way; thus, it would likely require temporary lane closures and may result in unexpected slowing of vehicular traffic if not properly planned and managed. Additionally, the hauling of heavy machinery (e.g., bulldozers, excavators) and operation of large trucks associated with construction-related activities may necessitate travel along roadways not designated as truck routes and may potentially cause damage to the roadbed. Therefore, if construction of the Project were to occur simultaneously with the Elk Grove Independent Senior Housing Project, the construction-related transportation impacts of the two projects may combine to exacerbate construction-related transportation impacts from the Project and create a significant cumulative impact. Implementation of Project mitigation would address this impact (Impact 4-26).

### Mitigation Measures

Mitigation Measure 3.14-8: Prepare and Implement a Temporary Traffic Control Plan

The reader is referred to Impact 3.14-8 for a complete description of this mitigation measure.

### Finding

The City of Elk Grove City Council finds that the above mitigation measure is feasible, will reduce the Project's contribution to cumulative construction transportation impacts of the Project to less-than-significant levels, and is adopted by the City of Elk Grove City Council. Accordingly, the City of Elk Grove City Council finds, that pursuant to PRC Section 21081(a)(1), and the State CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

### Rationale

Implementation of Mitigation Measure 3.14-8 would require that a temporary traffic control plan be completed and implemented to the satisfaction of the City and/or be consistent with industry standards. Under the plan, Project construction-related transportation impacts would be offset through the management of construction activities in a manner that would retain partial roadway access and/or schedule construction outside of the a.m. and p.m. peak traffic conditions, allow emergency vehicle access, delineates construction zones in a manner that protects vehicles, bicyclists, and pedestrians, and repairs damage to the roadway. Therefore, with the implementation of Mitigation

Measure 3.14-8, the Project's contribution to cumulative construction-related transportation impacts would not be cumulatively considerable. (Draft EIR page 2 4-21 and 4-22)

## 1.2.4 Potentially Significant Impacts That Cannot Be Mitigated Below a Level of Significance

This section identifies the significant unavoidable impacts that require a statement of overriding considerations to be issued by the City of Elk Grove City Council, pursuant to Section 15093 of the CEQA Guidelines if the Project is approved. Based on the analysis contained in the Final EIR, the following impacts have been determined to be significant and unavoidable:

### AESTHETICS - SUBSTANTIALLY DEGRADE EXISTING VISUAL CHARACTER

An evaluation of the Project's impacts to aesthetics is found in Section 3.1, "Aesthetics," of the Draft EIR. Construction activities would temporarily degrade the visual character of the Project site, as viewed from public views, as a result of construction staging, use of heavy equipment (e.g., cranes to construct the hospital building), and demolition activities. Although the Project site and surrounding area consist of urban land uses, Phase 1 and buildout of the Project would introduce new buildings that would substantially increase building heights and massing at the western edge of the City. The impact on visual character would be significant and unavoidable during both construction and operation of the Project (Impact 3.1-1).

#### Mitigation Measures

No feasible mitigation measures were identified to address this impact.

#### Finding

The City of Elk Grove City Council finds that there are no feasible mitigation measures that will reduce the identified significant impact to a level below significant. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), specific economic, legal, social, technological, or other considerations make any mitigation measures infeasible. Therefore, this impact would remain significant and unavoidable. However, pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the Project that outweigh this significant and unavoidable impact.

#### Rationale

While the Project site currently contains various single- and two-story buildings typical of commercial, retail, and office development in the City, the Project site would expand the existing developed conditions of the site from 243,837 sq. ft. of one- and two-story buildings to approximately 1,800,000 sq. ft. with building heights ranging between two stories and 13 stories at the western boundary of the City adjoining open space areas of the NWR. Thus, construction and operation of the Project would result in a substantial degradation of the existing visual character of the Project area.

Mitigation related to the aesthetic impacts associated with development of the Project, in accordance with Section 15370 of the State CEQA Guidelines, may include reducing the scale of the development or relocating the development to other less visually sensitive areas. Chapter 5, "Alternatives," of the Draft EIR evaluated both a reduced development size and an alternative Project location. As described in Section 1.3, "Findings Regarding Alternatives," of this document, neither of these alternatives are considered feasible by the City. As a result, Impact 3.1-1 would remain significant and unavoidable. (Draft EIR page 3.1-29)



## AESTHETICS - NEW SOURCE OF SUBSTANTIAL LIGHT AND GLARE

An evaluation of the Project's impacts to aesthetics is found in Section 3.1, "Aesthetics," of the Draft EIR. The Project site design would include building lighting, light fixtures in parking lots, interior pathways, and building gateways, and quad and promenade lighting that would increase nighttime lighting conditions in the Project area. These hospital building features would result in significant new sources of nighttime lighting within the Project area. Therefore, this impact would be significant and unavoidable (Impact 3.1-3).

### Mitigation Measures

Mitigation Measure 3.1-3: Minimize Light and Glare from Hospital Building and Other Project Buildings

The following mitigation shall be incorporated into the final design of each building:

- ▶ Each window in all Project buildings shall be equipped with a curtain or blinds of sufficient thickness to avoid lighting from escaping from the window at night. Project operation will require that curtains or blinds be drawn at night.
- ▶ All windows and glazing shall use nonreflective materials or be designed to eliminate daytime glare. The overall building will be designed to meet the requirements of the LEED Pilot Credit 55. This credit analyzes all the exterior materials used and limits the proportion of materials that are deemed to have a high threat factor to birds. This credit was crafted by the American Bird Conservatory and is their preferred guideline for building designers (as stated in their Bird Friendly Building Design Guide).

Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit documentation to the City Development Services Department to verify compliance with this measure. Documentation of compliance with this measure shall also be provided to the City Development Services Department prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.

### Finding

The City of Elk Grove City Council finds that feasible mitigation measures that will not reduce the identified significant impact to a level below significant. Therefore, this impact would remain significant and unavoidable. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), specific economic, legal, social, technological, or other considerations make any mitigation measures infeasible. Therefore, this impact would remain significant and unavoidable. However, pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the Project that outweigh this significant and unavoidable impact.

### Rationale

Overall, the hospital building features would result in significant new sources of nighttime lighting within the Project area and may create daytime glare. Implementation of Mitigation Measure 3.1-3 would avoid daytime glare through the use of nonreflective materials consistent with City Design Guideline 11 Chapter 5B. Although the use of curtains/blinds would reduce the extent of building interior lighting spillover at night, it would not eliminate all light sources, such as building entry features and the helicopter landing site. It is also possible that hospital room window curtains/blinds may inadvertently not be drawn at night due to employee error or patients opening the curtains/blinds later in the night. The helicopter landing site and building lighting must be visible pursuant to FAA regulations. Therefore, Impact 3.1-3 would be significant and unavoidable. (Draft EIR page 3.1-32 and Final EIR page 4-1)

## AESTHETICS - CUMULATIVELY CONSIDERABLE CONTRIBUTION TO CUMULATIVE EXISTING VISUAL CHARACTER IMPACTS

An evaluation of the Project's cumulative contribution to cumulative aesthetic impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. As identified in Impact 3.1-1, the Project would result in a significant and unavoidable visual character impact because of its height and massing. Although this Project would not further expand the urban footprint of the City, the hospital's height (approximately 261 feet) would create a new urban feature in the skyline of the City that would be visible beyond the immediate area surrounding the Project site. There are no buildings of this exact height in the City or its planning area. The next largest buildings are the planned Wilton Rancheria Casino Resort (12-story and 302-room hotel) and the planned Dignity Health Hospital (6-story and 303-bed hospital). This change in the visual character of the City would further contribute to the significant cumulative visual character impacts identified in the City General Plan EIR. The Project's contribution to substantial changes to the visual character or quality of public views would be cumulatively considerable and significant and unavoidable (Impact 4-1).

### Mitigation Measures

No feasible mitigation measures are available to mitigate the substantial alteration of the Project site's visual character as proposed associated with the height of the proposed hospital and its alteration of the City skyline.

### Finding

The City of Elk Grove City Council finds that there are no feasible mitigation measures that will reduce the identified significant impact to a level below significant. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), specific economic, legal, social, technological, or other considerations make any mitigation measures infeasible. Therefore, this impact would remain significant and unavoidable. However, pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the Project that outweigh this significant and unavoidable impact.

### Rationale

Without any feasible mitigation measures identified to substantially reduce the Project's significant and unavoidable visual character impact due to height and massing, the Project's contribution to substantial changes to the visual character or quality of public views would remain cumulatively considerable and significant and unavoidable. (Draft EIR pages 4-6 and 4-7)

## AESTHETICS - CUMULATIVELY CONSIDERABLE CONTRIBUTION TO CUMULATIVE LIGHT AND GLARE IMPACTS

An evaluation of the Project's cumulative contribution to cumulative aesthetic impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. Continued urbanization of the region introduces additional sources of nighttime light and glare. Overall, continued development increases skyglow and other nighttime illumination within the region. Although new development projects in the City are required to comply with the design guidelines and with Municipal Code Chapter 23.56 for lighting standards and General Plan Standard LU5-4.a, which reduce light and glare impacts, the adverse effects of adding new light and glare sources within the City contribute to the cumulative impact. The Project would increase ambient light levels and would introduce a unique and tall source of new lighting from the exterior and interior lighting of the 261-foot hospital building and the helicopter landing site. This Project lighting impact would be cumulatively considerable and significant and unavoidable in addition to anticipated cumulative lighting impacts for the City (Impact 4-2).

### Mitigation Measures

Mitigation Measure 3.1-3: Minimize Light and Glare from Hospital Building and Other Project Buildings

The reader is referred to Impact 3.1-3 for a complete description of this mitigation measure.

## Finding

The City of Elk Grove City Council finds that implementation of the identified mitigation measure will reduce the contribution of the CNU Medical Center Project to cumulative impacts on light and glare. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project which will mitigate, in part, this cumulatively significant aesthetic impact attributable to the Project, as identified in the Final EIR. However, there are no feasible mitigation measures that will reduce the identified contribution of the CNU Medical Center Project to a less-than-considerable level. Therefore, this cumulative impact would remain significant and unavoidable. However, pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the Project that outweigh this significant and unavoidable impact.

## Rationale

Mitigation Measure 3.1-3 would avoid daytime glare through the use of nonreflective materials consistent with City Design Guideline 11 Chapter 5B. Although the use of curtains/blinds would reduce the extent of building interior lighting at night, it would not eliminate all light sources, such as building entry features and the helicopter landing site. Because of the height and mass of the hospital building, no feasible mitigation measures are available to offset the Project's contribution to lighting impacts. Impact 4-2 would be cumulatively considerable and significant and unavoidable. (Draft EIR page 4-7)

## AIR QUALITY - LONG-TERM OPERATIONAL CRITERIA AIR POLLUTANT AND PRECURSOR EMISSIONS

An evaluation of the Project's impacts to air quality is found in Section 3.2, "Air Quality," of the Draft EIR. Operation of the Project would generate emissions of ROG and NOX, which are precursors to ozone, and PM10 and PM2.5. ROG, NOX, and PM10 emissions would exceed the applicable mass emission thresholds adopted by SMAQMD (Impact 3.2-3).

## Mitigation Measures

Mitigation Measure 3.2-3a: Implement Mitigation Measure 3.14-1, Transportation Demand Management Plan

The reader is referred to Impact 3.14-1 for a complete description of this mitigation measure.

Mitigation Measure 3.2-3b: Implement Mitigation Measure 3.7-1a, Reduce GHG Emissions On-Site

The reader is referred to Impact 3.7-1 for a complete description of this mitigation measure.

Mitigation Measure 3.2-3c: Reduce Area-Source Emissions On-Site

The Project Applicant shall implement the following measures to reduce area-source emissions:

- ▶ All landscape equipment will be electric. Design features that would support the use of electric landscape equipment may include, but will not be limited to installing multiple electrical receptacles on the exterior of all Project buildings that would be accessible for purposes of charging or powering electric landscaping equipment and provide an alternative to using fossil fuel-powered generators.
- ▶ All architectural coatings (e.g., paint) used in Project buildings and parking areas will not exceed a volatile organic compound content of 50 grams per liter.

Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit documentation of compliance with this measure to the City Development Services Department to verify compliance with this measure. Documentation of compliance with this measure shall be provided to the City Development Services Department prior to issuance of

building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.

## Finding

The City of Elk Grove City Council finds that implementation of the identified mitigation measures will reduce long-term criteria air pollutant and precursor emissions impacts attributable to the proposed Project. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project which will mitigate, in part, this significant air quality impact attributable to the Project, as identified in the Final EIR. However, there are no feasible mitigation measures that will reduce the identified significant impact to a level below significant. Therefore, this impact would remain significant and unavoidable. However, pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the Project that outweighs this significant and unavoidable impact.

## Rationale

Although implementation of available mitigation measures Mitigation Measure 3.2-3a, Mitigation Measure 3.2-3b, and Mitigation Measure 3.2-3c would reduce operational emissions to the extent feasible, the Project's maximum daily emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub> and annual emissions of PM<sub>10</sub> would continue to exceed SMAQMD thresholds. Thus, long-term operational emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub> may contribute substantially to the nonattainment status of the SVAB with respect to the NAAQS and CAAQS for ozone and the CAAQS for PM<sub>10</sub>. Even with implementation of Mitigation Measures 3.2-3a, 3.2-3b, and 3.2-3c, Impact 3.2-3 would be significant and unavoidable. (Draft EIR pages 3.2-21 through 3.2-23)

## AIR QUALITY - CUMULATIVELY CONSIDERABLE CONTRIBUTION TO CUMULATIVE LONG-TERM OPERATIONAL CRITERIA AIR POLLUTANT AND PRECURSOR EMISSIONS

An evaluation of the Project's cumulative contribution to cumulative air quality impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. Overall emissions associated with the Project would increase over existing conditions. The analysis included in Impact 3.2-3 shows that operation of the Project would result in the generation of additional ROG, NO<sub>x</sub>, and PM<sub>10</sub>, which are criteria air pollutants and precursors that form the basis for the region's nonattainment status and the existing adverse cumulative condition in the air basin. Because the Project would exceed SMAQMD's project-level operational emissions threshold, the Project's contribution to a net increase in long-term operational criteria air pollutant and precursor emissions that form the basis for the region's nonattainment status would be cumulatively considerable and significant and unavoidable (Impact 4-5).

## Mitigation Measures

Mitigation Measure 3.2-3a: Implement Mitigation Measure 3.14-1, Transportation Demand Management Plan

The reader is referred to Impact 3.14-1 for a complete description of this mitigation measure.

Mitigation Measure 3.2-3b: Implement Mitigation Measure 3.7-1a, Reduce GHG Emissions On-Site

The reader is referred to Impact 3.7-1 for a complete description of this mitigation measure.

Mitigation Measure 3.2-3c: Reduce Area-Source Emissions On-Site

The reader is referred to Impact 3.2-3 for a complete description of this mitigation measure.

## Finding

The City of Elk Grove City Council finds that implementation of the identified mitigation measures will reduce operational criteria air pollutant and precursor emissions impacts attributable to the proposed Project. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been



required in, or incorporated into, the Project which will mitigate, in part, this significant air quality impact attributable to the Project, as identified in the Final EIR. However, there are no feasible mitigation measures that will reduce the contribution of the CNU Medical Center Project to a less-than-considerable level. Therefore, this impact would remain significant and unavoidable. However, pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the Project that outweighs this significant and unavoidable impact.

### Rationale

Implementation of Mitigation Measures 3.2-3a, 3.2-3b, and 3.2-3c would reduce the Project's ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from area, energy, and mobile sources, and although the Project would not conflict with the policies and strategies included in the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* or the *2015 Triennial Progress Report (2017 SIP Revisions)* to address attainment of the NAAQS and CAAQS for ozone, respectively, ROG, NO<sub>x</sub>, and PM<sub>10</sub> emissions would exceed the applicable mass emission thresholds adopted by SMAQMD. Although Mitigation Measures 3.2-3a, 3.2-3b, and 3.2-3c would reduce operational emissions to the extent feasible, long-term emissions would not be fully offset or be below SMAQMD's project-level operational emissions threshold. Project operations may contribute to the nonattainment status of the Sacramento Valley Air Basin with respect to the NAAQS and CAAQS. Impact 4-5 would be cumulatively considerable and significant and unavoidable. (Draft EIR pages 4-8 and 4-9)

## HYDROLOGY AND WATER QUALITY - CUMULATIVELY CONSIDERABLE CONTRIBUTION TO CUMULATIVE GROUNDWATER IMPACTS

An evaluation of the Project's cumulative contribution to cumulative hydrology and water quality impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. Implementing the Project and the cumulative development projects listed in Table 4-2 would result in increased extraction of groundwater, which may further deplete groundwater resources. The Project may result in additional water demands and associated groundwater impacts beyond what was considered in the City General Plan EIR because it would increase the amount of water demand beyond existing Project site conditions. The Sacramento Central Groundwater Authority is now preparing a Groundwater Sustainability Plan for submittal to DWR by January 31, 2022. Under current conditions, no safe pumping yield has yet been established for the South American Subbasin, and existing groundwater extraction levels may be contributing to adverse conditions (DWR 2019). These adverse conditions may include reductions in surface water flows and associated aquatic and biological resources for the Sacramento River, Cosumnes River, and other surface water features that obtain flows from alteration of surface water and groundwater interaction. Until a safe yield has been established, any large increase in groundwater extraction may be considered an adverse effect. Thus, the Project's contribution to cumulative groundwater impacts would be cumulatively considerable and significant and unavoidable (Impact 4-15).

### Mitigation Measures

No feasible mitigation measures are available to mitigate the Project's contribution to cumulative groundwater resource impacts.

### Finding

The City of Elk Grove City Council finds that there are no feasible mitigation measures that will reduce the identified significant impact to a level below significant. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), specific economic, legal, social, technological, or other considerations make any mitigation measures infeasible. Therefore, this impact would remain significant and unavoidable. However, pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the Project that outweigh this significant and unavoidable impact.

## Rationale

The Project has incorporated a thorough water use efficiency and conservation strategy, including compliance with the City water conservation strategy to reduce the water demands of the Project. Landscape irrigation would also comply with the Chapter 14.10 (Water Efficient Landscape Requirements) of the City Municipal Code. In addition, the Project would be constructed with recycled water infrastructure ("purple pipe") throughout the site to facilitate future connection to recycled water supplies when these become available. No further feasible mitigation is possible to reduce the water demand of the Project while meeting Project objectives. (Draft EIR pages 4-15 and 4-16)

## NOISE - SUBSTANTIAL TEMPORARY (CONSTRUCTION) NOISE

An evaluation of the Project's noise impacts is found in Section 3.10, "Noise," of the Draft EIR. Construction noise would expose nearby noise-sensitive receptors to elevated noise levels that would often exceed local standards, including the interior noise standard of 40 dB Leq at the church and the exterior and interior noise standards shown in Table 3.11-3, Table 3.11-4, and Table 3.11-5 at nearby residences. In addition, construction noise would be excessive because it would expose some residential land uses to noise levels that are more than 10 dB louder than the applicable noise standard. While the linear nature and limited duration of the off-site improvements would ensure that no receptor would be affected for an extended period, on-site construction may occur over an extended 9- to 10-year period (Impact 3.11-1).

## Mitigation Measures

Mitigation Measure 3.11-1: Implement Measures to Reduce Exposure of Noise-Sensitive Receptors to On- and Off-Site Construction-Generated Noise

To minimize noise levels generated by on- and off-site construction activities, the Project Applicant shall require its construction contractors to comply with the following measures during construction:

- ▶ All construction equipment and material staging areas shall be set back as far as possible from nearby off-site noise-sensitive receptors, including but not limited to the residences on the north side of Ruddy Duck Way and the residences on the east side of West Taron Drive.
- ▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturer specifications. Equipment engine shrouds shall be closed during equipment operation.
- ▶ Construction equipment with back-up alarms shall be equipped with either audible self-adjusting backup alarms or alarms that sound only when an object is detected. Self-adjusting backup alarms shall automatically adjust to 5 dB louder than the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels.
- ▶ Arrival and departure of trucks hauling construction materials and equipment to and from staging areas and construction sites shall occur only from 7 a.m. to 6 p.m. on weekdays, pursuant to Section 7-8.01 of the City of Elk Grove Construction Specifications Manual. If such activity is necessary to complete the Project, a written request shall be submitted to the City at least 2 working days in advance, pursuant to Section 7-8.02 of the Construction Specifications Manual. No construction-related hauling or transport shall occur without prior authorization from the City.
- ▶ For all on-site staging areas that would be located within 860 feet of a residential property line and all on-site construction and demolition activity that would take place within 860 feet of a residential property line, temporary noise barriers or noise curtains shall be installed such that they block the line of sight between the noise source and the receiver. For example, during construction of the parking garage and retail building that is demarcated as Building C in Figure 3.11-3, a noise curtain or other barrier shall be installed along the eastern boundary of the Project site in such a way that the residences on the east side of West Taron Drive would be shielded from noise generated by construction of the on-site building. Temporary noise curtains shall consist of durable, flexible composite material featuring a noise barrier layer bounded to sound-absorptive material on one side. The noise

barrier layer shall consist of rugged, impervious material with a surface weight of at least 1 pound per square foot. This noise reduction measure applies only to on-site demolition and construction work. This measure would not be feasible for the off-site construction work, which is linear in nature, because the length of the sound barrier would be excessive, and the location of noise-generating construction activity would change frequently.

- ▶ The Project Applicant shall provide advanced notice to owners of all residential or transient lodging land uses located within 300 feet where nighttime construction activity would take place. This notification shall inform the recipients of when and where nighttime construction would occur and the types of measures being implemented to lessen the impact at potentially affected receptors. This noticing shall also provide the contact information for the designated noise complaint and enforcement manager, discussed further below.
- ▶ The Project Applicant shall post visible signs along the perimeter of the construction site that disclose construction times and duration, as well as a contact number for a noise complaint and enforcement manager. The on-site noise complaint and enforcement manager's duties shall include documenting noise complaints, responding to and investigating noise-related complaints, implementing any feasible and appropriate measures to reduce noise at the receiving land uses, and reporting the complaints to City Planning Division staff on a weekly basis. Additional measures to remedy complaints received from the public may include:
  - implementing noise-reducing enclosures and techniques around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors) and
  - for construction activity that occurs near existing sensitive land uses, installing additional temporary noise curtains within the direct line of sight to the nearby sensitive receptor(s).

These measures shall be included in final building plans and improvement plans. Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit the site plan and other requested items to the City Development Services Department to verify compliance with this measure. All funding for the implementation of these measures shall be provided by the Project Applicant.

## Finding

The City of Elk Grove City Council finds that implementation of the identified mitigation measure will reduce impacts from temporary (construction) noise attributable to the proposed Project. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project which will mitigate, in part, this significant noise impact attributable to the Project, as identified in the Final EIR. However, there are no feasible mitigation measures that will reduce the identified significant impact to a level below significant. Therefore, this impact would remain significant and unavoidable. However, pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the Project that outweighs this significant and unavoidable impact.

## Rationale

While Section 6.32.100 of the Elk Grove Municipal Code provides an exemption for construction-generated noise provided that construction occurs from 7 a.m. to 7 p.m., implementation of Mitigation Measure 3.11-1 would further address construction noise by ensuring that noise exposure from construction at off-site noise-sensitive receptors would be minimized. These mitigation strategies would often decrease construction noise to a level that would not exceed the City's noise standard; however, standards may still be exceeded because Project construction would occur close to noise-sensitive receptors. The existing noise level in this area is approximately 55 dB Leq. Installation of an additional sound wall would offer an additional 5-dB decrease, but noise levels would remain more than 10 dB higher than the applicable standard. Given that a 10-dB increase is generally perceived as a doubling of loudness, this level of exposure would be excessive. The other strategies listed in Mitigation Measure 3.11-1 would further assist in decreasing exposure to construction-generated noise, but the effectiveness of these mitigation strategies cannot be described quantitatively at the time of writing this EIR. Therefore, even with implementation of Mitigation Measure 3.11-1, noise-sensitive receptors would be exposed to construction-generated noise levels that exceed applicable

noise standards from on-site and off-site construction activities. Thus, Impact 3.11-1 would be significant and unavoidable. (Draft EIR pages 3.11-20 and 3.11-21 and Final EIR pages 3-7 through 3-10)

## **NOISE - CUMULATIVELY CONSIDERABLE CONTRIBUTION TO CUMULATIVE CONSTRUCTION NOISE IMPACTS**

An evaluation of the Project's cumulative contribution to cumulative noise impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. Cumulative impacts from construction-generated noise may result if other future planned construction activities were to take place close to the Project site and cumulatively combine with construction noise from the Project. As discussed in Impact 3.11-1, Project construction activities would involve the use of heavy-duty construction equipment occurring over an approximately 10-year period and may combine with construction of the Elk Grove Independent Senior Housing Project to simultaneously affect the same residential receptors near the south corner of West Taron Drive and Riparian Drive. Project construction noise impacts would be cumulatively considerable and significant and unavoidable (Impact 4-17). Mitigation measures to avoid or reduce the environmental effects of the Project on cumulative noise impacts are included as part of the Project.

### **Mitigation Measures**

Mitigation Measure 3.11-1: Implement Measures to Reduce Exposure of Noise-Sensitive Receptors to On- and Off-Site Construction-Generated Noise

The reader is referred to Impact 3.11-1 for a complete description of this mitigation measure.

### **Finding**

The City of Elk Grove City Council finds that implementation of the identified mitigation measure will reduce the cumulative contribution of the proposed Project to temporary (construction) noise. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project which will mitigate, in part, this significant noise impact attributable to the Project, as identified in the Final EIR. However, there are no feasible mitigation measures that will reduce the identified significant impact to a level below significant. Therefore, this impact would remain significant and unavoidable. However, pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the Project that outweighs this significant and unavoidable impact.

### **Rationale**

Implementation of Mitigation Measure 3.11-1 would ensure that noise exposure from on-site construction at off-site noise-sensitive receptors would be minimized. However, City noise standards may still be exceeded because construction of the Project and the Elk Grove Independent Senior Housing Project would occur close to the same noise-sensitive receptors. Mitigation Measure 3.11-1 would assist in decreasing exposure to the construction-generated noise contributions of the Project, but it is not expected to fully offset Project construction noise contributions to cumulative noise impacts. Therefore, Impact 4-17 would be cumulatively considerable and significant and unavoidable. (Draft EIR page 4-17)

## **NOISE - SUBSTANTIAL NOISE FROM AMBULANCE SIREN USE**

An evaluation of the Project's noise impacts is found in Section 3.11, "Noise," of the Draft EIR. Implementing the Project would result in an increase in emergency ambulance trips traveling along local roadways past existing noise-sensitive residential receptors. Although noise generated by emergency response activity is exempt from the City's noise standards, noise generated by ambulance sirens would result in an increase in sleep disturbance at affected residential dwellings (Impact 3.11-4).



## Mitigation Measures

The Project design includes an emergency vehicle left-turn pocket on Elk Grove Boulevard restricted for emergency vehicle use, including ambulances. The turn pocket would be equipped with a signal to stop eastbound Elk Grove Boulevard traffic and allow emergency vehicles to turn left into the Project site. Actuation of the left-turn pocket signal would be limited to first responders in emergency vehicles to minimize the impacts on traffic flow on Elk Grove Boulevard. This left-turn pocket would prevent many ambulances from needing to travel along West Taron Drive to access the main entrance, resulting in fewer occurrences when the residential land uses along the east side of West Taron Drive would be exposed to disruptive siren noise. However, no feasible mitigation measures have been identified.

## Finding

The City of Elk Grove City Council finds that there are no feasible mitigation measures that will reduce the identified significant impact to a level below significant. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), specific economic, legal, social, technological, or other considerations make any mitigation measures infeasible. Therefore, this impact would remain significant and unavoidable. However, pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the Project that outweigh this significant and unavoidable impact.

## Rationale

While some Project design features may decrease the occurrence of sleep disturbance caused by siren noise, there are no additional feasible mitigation measures for reducing exposure of residential land uses to ambulance noise and associated sleep disturbance. Therefore, Impact 3.11-4 would be significant and unavoidable. (Draft EIR page 3.11-30)

## UTILITIES AND SERVICE SYSTEMS - SUBSTANTIAL IMPACTS FROM EXPANSION OF UTILITY INFRASTRUCTURE

An evaluation of impacts to utilities and service systems is provided in Section 3.15, "Utilities and Service Systems," of the Draft EIR. The Project would include the construction of off-site improvements to electrical distribution facilities and wastewater conveyance pipelines that would result in significant environmental impacts. Implementation of mitigation measures identified in this EIR would mitigate these impacts with the exception of visual character and construction noise that were addressed in Impact 3.1-1 and 3.11-1 (Impact 3.15-1).

## Mitigation Measures

Mitigation Measure 3.2-2a: Implement Construction Emission Control Practices

The reader is referred to Impact 3.2-2 for a complete description of this mitigation measure.

Mitigation Measure 3.2-2b: Pay Off-Site Construction Mitigation Fees

The reader is referred to Impact 3.2-2 for a complete description of this mitigation measure.

Mitigation Measure 3.3-1a: Conduct Preactivity Nesting Bird Surveys and Implement Avoidance Measures

The reader is referred to Impact 3.3-1 for a complete description of this mitigation measure.

Mitigation Measure 3.3-1b: Implement Measures to Reduce Impacts on Roosting Birds as a Result of Construction Noise

The reader is referred to Impact 3.3-1 for a complete description of this mitigation measure.

Mitigation Measure 3.4-1a: Develop and Implement a Worker Environmental Awareness Program

The reader is referred to Impact 3.4-1 for a complete description of this mitigation measure.

#### Mitigation Measure 3.4-1b: Procedures for Discovery of Subsurface Archaeological Features and Tribal Cultural Resources

The reader is referred to Impact 3.4-1 for a complete description of this mitigation measure.

#### Mitigation Measure 3.4-3: Implement Response Protocol If Human Remains Are Uncovered

The reader is referred to Impact 3.4-3 for a complete description of this mitigation measure.

#### Mitigation Measure 3.6-4: Paleontological Monitoring for Deep Excavations

The reader is referred to Impact 3.6-4 for a complete description of this mitigation measure.

#### Mitigation Measure 3.7-1a: Reduce GHG Emissions On-Site

The reader is referred to Impact 3.7-1 for a complete description of this mitigation measure.

#### Mitigation Measure 3.7-1b: Purchase Carbon Offset Credits

The reader is referred to Impact 3.7-1 for a complete description of this mitigation measure.

#### Mitigation Measure 3.11-1: Implement Measures to Reduce Exposure of Noise-Sensitive Receptors to On- and Off-Site Construction-Generated Noise

The reader is referred to Impact 3.11-1 for a complete description of this mitigation measure.

### Finding

The City of Elk Grove City Council finds that implementation of the identified mitigation measures will reduce the impacts of the off-site infrastructure improvements of the Project. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project which will mitigate, in part, this significant impact attributable to the Project, as identified in the Final EIR. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), specific economic, legal, social, technological, or other considerations make any mitigation measures infeasible. Therefore, this impact would remain significant and unavoidable. However, pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the Project that outweigh this significant and unavoidable impact.

### Rationale

Construction and operation of the Project (including offsite infrastructure improvements) would result in a substantial degradation of the existing visual character of the Project area. As a result, Impact 3.1-1 would remain significant and unavoidable. (Draft EIR page 3.1-29)

While Section 6.32.100 of the Elk Grove Municipal Code provides an exemption for construction-generated noise provided that construction occurs from 7 a.m. to 7 p.m., implementation of Mitigation Measure 3.11-1 would further address construction noise by ensuring that noise exposure from construction at off-site noise-sensitive receptors would be minimized. These mitigation strategies would often decrease construction noise to a level that would not exceed the City's noise standard; however, standards may still be exceeded because Project construction would occur close to noise-sensitive receptors. The existing noise level in this area is approximately 55 dB Leq. Installation of an additional sound wall would offer an additional 5-dB decrease, but noise levels would remain more than 10 dB higher than the applicable standard. Given that a 10-dB increase is generally perceived as a doubling of loudness, this level of exposure would be excessive (Caltrans 2013b:2-10). The other strategies listed in Mitigation Measure 3.11-1 would further assist in decreasing exposure to construction-generated noise, but the effectiveness of these mitigation strategies cannot be described quantitatively at the time of writing this EIR. Therefore, even with implementation of Mitigation Measure 3.11-1, noise-sensitive receptors would be exposed to construction-generated noise levels that

exceed applicable noise standards from on-site and off-site construction activities. (Draft EIR pages 3.11-20 and 3.11-21 and Final EIR pages 3-7 through 3-10)

## **UTILITIES AND SERVICE SYSTEMS - CUMULATIVELY CONSIDERABLE CONTRIBUTION TO CUMULATIVE WATER SUPPLY IMPACTS**

An evaluation of the Project's cumulative contribution to cumulative water supply impacts is found in Chapter 4, "Cumulative Impacts," of the Draft EIR. As described in Section 3.15, "Utilities and Service Systems," SCWA prepared a Water Supply Assessment (SCWA 2019) that demonstrates that SCWA's water supplies are sufficient to satisfy the water demands of the currently proposed Project while still meeting the current and projected water demands of existing customers in the next 20 years. However, under buildout of the Elk Grove General Plan, increased demand may exceed supplies for treated water, which may result in significant cumulative impacts.

As described in Impact 4-15, the Project may result in additional water demands beyond what was considered in the City General Plan EIR because it would increase the amount of water demand beyond existing Project site conditions. As discussed in Section 3.9., "Hydrology and Water Quality," DWR has not approved a groundwater sustainability plan for the South American Subbasin because, among other deficiencies, DWR was unable to verify that the groundwater yield thresholds established by SCWA would prevent adverse effects on groundwater (DWR 2019). The Sacramento Central Groundwater Authority is now preparing a Groundwater Sustainability Plan for submittal to DWR by January 31, 2022. Under current conditions, no safe pumping yield has yet been established for the South American Subbasin, and existing groundwater extraction levels may be contributing to adverse conditions (DWR 2019). These adverse conditions may include reductions in surface water flows and associated aquatic and biological resources for the Sacramento River, Cosumnes River, and other surface water features that obtain flows from alteration of surface water and groundwater interaction. Until a safe yield has been established, any large increase in groundwater extraction may be considered an adverse effect (Impact 4-27). Thus, the Project's contribution to cumulative water supply impacts would be cumulatively considerable and significant and unavoidable.

### **Mitigation Measures**

No feasible mitigation measures are available to mitigate the Project's contribution to cumulative water supply impacts.

### **Finding**

The City of Elk Grove City Council finds that there are no feasible mitigation measures that will reduce the identified significant impact to a level below significant. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), specific economic, legal, social, technological, or other considerations make any mitigation measures infeasible. Therefore, this impact would remain significant and unavoidable. However, pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the Project that outweigh this significant and unavoidable impact.

### **Rationale**

The Project has incorporated a thorough water use efficiency and conservation strategy, including compliance with the City water conservation strategy to reduce the water demands of the Project. Landscape irrigation would also comply with the Chapter 14.10 (Water Efficient Landscape Requirements) of the City Municipal Code. In addition, the Project would be constructed with recycled water infrastructure ("purple pipe") throughout the site to facilitate future connection to recycled water supplies when these become available. No further feasible mitigation is possible to reduce the water demand of the Project while meeting Project objectives. (Draft EIR pages 4-22 and 4-23)

## UTILITIES AND SERVICE SYSTEMS - CUMULATIVELY CONSIDERABLE CONTRIBUTION TO CUMULATIVE WASTEWATER SERVICES

An evaluation of the Project's cumulative contribution to cumulative wastewater service impacts is found in Chapter 4, "Cumulative Impacts," of the Final EIR. Wastewater flows to the Sacramento Regional Wastewater Treatment Plant (SRWTP) in 2014 were approximately 141 million gallons per day (mgd), compared to the current permitted capacity of 181 mgd. It is not anticipated that Regional San will need to consider further improvements to the SRWTP until after 2050 (Regional San 2014). The proposed Project's wastewater generation would increase over existing site conditions and current zoning and the Elk Grove General Plan buildout would require treatment at the SRWTP, increasing demand beyond that assumed for the plant (City of Elk Grove 2018:5.12-32) (Impact 4-28).

### Mitigation Measures

There is no feasible mitigation available to the Project that may offset its increase in wastewater demands.

### Finding

The City of Elk Grove City Council finds that there are no feasible mitigation measures that will reduce the identified significant impact to a level below significant. Pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), specific economic, legal, social, technological, or other considerations make any mitigation measures infeasible. Therefore, this impact would remain significant and unavoidable. However, pursuant to Public Resources Code Section 21081(b), see Statement of Overriding Considerations for the specific overriding economic, legal, social, technological, and other benefits of the Project that outweigh this significant and unavoidable impact.

### Rationale

Without any feasible mitigation measures identified to substantially reduce the Project's incremental contribution to cumulative wastewater service impacts, Impact 4-28 would remain cumulatively considerable, significant, and unavoidable. (Draft EIR page 4-23)

## 1.3 FINDINGS REGARDING ALTERNATIVES

Section 15126.6(a) of the CEQA Guidelines requires the discussion of "a reasonable range of alternatives to a Project, or the location of a Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project and evaluate the comparative merits of the alternatives." The Final EIR identified and considered the following reasonable range of feasible alternatives to the proposed Project which would be capable, to varying degrees, of reducing identified impacts:

- ▶ Alternative 1: No Project-No Development Alternative
- ▶ Alternative 2: Reduced Development Alternative
- ▶ Alternative 3: Lent Ranch Marketplace Site Alternative

These alternatives are evaluated for their ability to avoid or substantially lessen the impacts of the proposed Project identified in the Final EIR, as well as consideration of their ability to meet the basic objectives of the proposed Project as described in the Final EIR.

### 1.3.1 No Project-No Development Alternative

#### DESCRIPTION

CEQA Guidelines Section 15126.6(e)(1) requires that the "no project" alternative be described and analyzed "to allow decision makers to compare the impacts of approving the project with the impacts of not approving the project." The



no project analysis is required to discuss “the existing conditions at the time the notice of preparation is published...as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services” (Section 15126.6(e)(2)). “If the project is...a development project on identifiable property, the no project alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the Project under consideration would result in predictable actions by others, such as the proposal of some other Project, this ‘no project’ consequence should be discussed. In certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project’s non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment” (Section 15126.6(e)(3)(B)).

Under the No Project–No Development Alternative, no actions would be taken. The Project site would remain in its current condition and would continue to have the General Plan designation of Community Commercial (CC) and Light Industrial (Draft EIR Figure 2-3 in Chapter 2, “Project Description”) and be zoned General Commercial (GC) and Industrial–Office Park (MP) (Draft EIR Figure 2-4 in Chapter 2, “Project Description”). The Project site would retain the nine structures encompassing 282,246 square feet (sq. ft.) of building space that includes the 109,800 sq. ft., two-story School of Medicine building, the 76,000 sq. ft. office building, and seven additional one-story buildings (Draft EIR Figure 2-1 in Chapter 2, “Project Description”). The site currently consists of the existing CNU Medical College and Pharmacy College, an office building (ALLDATA), a brewery, an animal hospital, several eating establishments, and other commercial and retail uses. The vacant 0.5-acre lot on the southwest corner of West Taron Court could be developed in the future consistent with its current MP zoning.

## FINDING

Implementation of this alternative would reduce all identified significant impacts of the CNU Medical Center Project. However, the No Project–No Development Alternative would not meet the Project objectives. Therefore, the City of Elk Grove City Council rejects the No Project-No Development Alternative as undesirable as it fails the Project’s underlying purpose and does not meet any of the Project objectives.

## RATIONALE

The No Project-No Development Alternative would not develop a hospital close to the California Northstate University School of Medicine campus to provide training opportunities for its students, would not offer health care for patients in southwestern Sacramento County, would not offer emergency access to medical services along the I-5 corridor, and would not develop a hospital of sufficient size with complete clinical services and the capability to provide highly specialized care as required for a designation as a teaching hospital.

### 1.3.2 Reduced Development Alternative

#### DESCRIPTION

Under the Reduced Development Alternative (Alternative 2), the height of the hospital building would be reduced to approximately 165 feet (eight stories) and would consist of 280 patient beds at buildout (Project proposes 400 beds). This would reduce the City required parking by 240 spaces associated with the hospital building. The on-site helicopter landing site would be eliminated from the Project, and helicopter service would be provided at Franklin Field airport, located at 12480 Bruceville Road, approximately 7 miles southeast of the Project site. All other proposed Project features, facilities, and off-site improvements would remain the same under this alternative. Under this alternative, the reduced hospital building height and removal of the helicopter landing site are intended to reduce

local visual character and biological resource impacts associated with the Project. The Reduced Development Alternative is the Environmentally Superior Alternative.

## FINDING

For the reasons set forth below and more fully described in Final EIR and in the record of proceeding, the City of Elk Grove City Council finds that Alternative 2 is infeasible as it fails to meet Project objectives associated with the development of a hospital close to the CNU School of Medicine campus to provide training opportunities for its students and provision of a hospital of sufficient size with complete clinical services and the capability to provide highly specialized care as required for a designation as a teaching hospital. The City of Elk Grove City Council also finds that this alternative would not avoid significant and unavoidable impacts of the Project or provide substantial environmental benefits over the Project as mitigated. Therefore, the City of Elk Grove City Council declines to adopt this alternative pursuant to the standards in CEQA and the CEQA Guidelines.

## RATIONALE

The significant reduction in size (reduced from 13 stories to 8 and from 400 patient beds to 280) would hinder the ability to provide complete clinical services and the capability to provide highly specialized care as is required for a designation as a teaching hospital. Teaching hospitals typically consist of 350–500 beds to provide the number of cases required to make teaching viable (Public Health Service 1961 and Association American Medical Colleges 2019). These hospitals also need additional space for teaching, including conference rooms on each nursing unit, extra consultation and demonstration rooms, student laboratories, and procedure rooms (Public Health Service 1961). Moreover, the Reduced Development Alternative would not avoid a significant and unavoidable impacts of the Project that include aesthetics (visual character), air quality (operational emissions), noise (construction and ambulance siren noise), and utilities (water supply and wastewater service) (Draft EIR pages 5-10 through 5-13).

### 1.3.3 Lent Ranch Marketplace Site Alternative

## DESCRIPTION

Under Alternative 3, the uses and buildings proposed for the Project would be located at the southern portion of the Regional Mall (District A) on approximately 58 acres in the Lent Ranch Marketplace SPA (see Figure 5-1 of Chapter 5, "Alternatives" of the Draft EIR). The Lent Ranch Marketplace Regional Mall partial shell buildings and parking area had been partially constructed but never completed. In 2019, the mall partial shell buildings were demolished. This off-site alternative location was identified because of its proximity and access to State Route 99 and to address biological resource impacts associated with the NWR. Under the Lent Ranch Marketplace Site Alternative, the General Plan land use designation would be changed from Regional Commercial (RC) to Employment Center (EC), and amendments would be made to the Lent Ranch Marketplace SPA to allow hospital and medical uses in District A.

## FINDING

For the reasons set forth below and more fully described in Final EIR and in the record of proceeding, the City of Elk Grove City Council finds that Alternative 3 is infeasible as it fails to meet Project objectives associated with the development of a hospital close to the CNU School of Medicine campus to provide training opportunities for its students and the ability to offer emergency access to medical services along the I-5 corridor. The Lent Ranch Marketplace Site was recently purchased by Boyd Elk Grove LLC Elk Grove from Howard Hughes Corporation who is affiliated with the Wilton Rancheria and is not now available for the Project (CNU 2021). The City of Elk Grove City Council also finds that this alternative would not avoid significant and unavoidable impacts of the Project. Therefore,

the City of Elk Grove City Council declines to adopt this alternative pursuant to the standards in CEQA and the CEQA Guidelines.

## RATIONALE

The location to the Lent Ranch Marketplace Site would not meet the Project objectives to develop a hospital close to the California Northstate University School of Medicine campus as well as to offer emergency access to medical services along the I-5 corridor. The Lent Ranch Marketplace Site is located approximately 9 miles from the School of Medicine. This would result in a less connected project and may hinder training opportunities for students as it would require regular travel. The Lent Ranch Marketplace Site was acquired in December 2020 by Boyd Gaming that affiliated with the planned Wilton Rancheria Casino Resort and is not available for the Project (CNU 2021). Moreover, the Reduced Development Alternative would not avoid a significant and unavoidable impacts of the Project that include aesthetics (visual character), air quality (operational emissions), noise (construction and ambulance siren noise), and utilities (water supply and wastewater service) (Draft EIR pages 5-15 through 5-19).

## 1.4 GENERAL CEQA FINDINGS

### 1.4.1 Mitigation Monitoring and Reporting Program

Based on the entire record before the City of Elk Grove City Council and having considered the unavoidable significant impacts of the Project, the City of Elk Grove City Council hereby determines that all feasible mitigation within the responsibility and jurisdiction of the City of Elk Grove has been adopted to reduce or avoid the potentially significant impacts identified in the Final EIR, and that no additional feasible mitigation is available to further reduce significant impacts. The feasible mitigation measures are discussed in Sections 1.2.3 and 1.2.4, above, and are set forth in the MMRP.

Section 21081.6 of the Public Resources Code requires the City of Elk Grove City Council to adopt a monitoring or compliance program regarding the changes in the Project and mitigation measures imposed to lessen or avoid significant effects on the environment. The MMRP for the CNU Medical Center Project is hereby adopted by the City of Elk Grove City Council because it fulfills the CEQA mitigation monitoring requirements:

- ▶ The MMRP is designed to ensure compliance with the changes in the Project and mitigation measures imposed on the Project during Project implementation; and
- ▶ Measures to mitigate or avoid significant effects on the environment are fully enforceable through conditions of approval, permit conditions, agreements, or other measures.

### 1.4.2 CEQA Guidelines Section 15091 and 15092 Findings

Based on the foregoing findings and the information contained in the administrative record, the City of Elk Grove City Council has made one or more of the following findings with respect to each of the significant effects of the Project:

1. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and such changes have been adopted by such other agency, or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly-trained workers, make infeasible the mitigation measures or alternatives identified in the Final EIR.

Based on the foregoing findings and the information contained in the administrative record, and as conditioned by the foregoing:

1. All significant effects on the environment due to the Project have been eliminated or substantially lessened where feasible.
2. Any remaining significant effects that have been found to be unavoidable are acceptable due to the overriding considerations set forth herein.

### 1.4.3 City of Elk Grove City Council Independent Judgment

The Final EIR for the CNU Medical Center Project reflects the City of Elk Grove City Council's independent judgment. The City of Elk Grove City Council has exercised independent judgment in accordance with Public Resources Code 21082.1(c)(3) in retaining its own environmental consultant in the preparation of the EIR, as well as reviewing, analyzing, and revising material prepared by the consultant.

Having received, reviewed, and considered the information in the Final EIR, as well as any and all other information in the record, the City of Elk Grove City Council hereby makes findings pursuant to and in accordance with Sections 21081, 21081.5, and 21081.6 of the Public Resources Code.

### 1.4.4 Nature of Findings

Any findings made by the City of Elk Grove City Council shall be deemed made, regardless of where it appears in this document. All of the language included in this document constitutes findings by the City of Elk Grove City Council, whether or not any particular sentence or clause includes a statement to that effect. The City of Elk Grove City Council intends that these findings be considered as an integrated whole and, whether or not any part of these findings fail to cross-reference or incorporate by reference any other part of these findings, that any finding required or committed to be made by the City of Elk Grove City Council with respect to any particular subject matter of the Final EIR, shall be deemed to be made if it appears in any portion of these findings.

### 1.4.5 Reliance on Record

Each and all of the findings and determinations contained herein are based on substantial evidence, both oral and written, contained in the administrative record relating to the Project.

## RECORD OF PROCEEDINGS

In accordance with PRC Section 21167.6(e), the record of proceedings for the City of Elk Grove City Council's decision on the Project includes the following documents:

- ▶ The NOP for the Project and all other public notices issued in conjunction with the Project;
- ▶ All comments submitted by agencies or members of the public during the comment period on the NOP;
- ▶ The Draft EIR for the Project and all appendices;
- ▶ All comments submitted by agencies or members of the public during the comment period on the Draft EIR;
- ▶ The Final EIR for the Project, including comments received on the Draft EIR, responses to those comments, and appendices;
- ▶ Documents cited or referenced in the Draft EIR and Final EIR;
- ▶ The MMRP for the Project;
- ▶ All findings and resolutions adopted by the City Council in connection with the Project and all documents cited or referred to therein;



- ▶ All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared in compliance with the requirements of CEQA and with respect to the City Council's action on the Project;
- ▶ All documents submitted by other public agencies or members of the public in connection with the Project, up through the close of the final public hearing;
- ▶ Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held in connection with the Project;
- ▶ Any documentary or other evidence submitted at such information sessions, public meetings, and public hearings;
- ▶ Any and all resolutions adopted by the City of Elk Grove regarding the Project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;
- ▶ Matters of common knowledge, including, but not limited to federal, state, and local laws and regulations;
- ▶ Any documents expressly cited in these findings and any documents incorporated by reference, in addition to those cited above;
- ▶ Any other written materials relevant to the City of Elk Grove City Council's compliance with CEQA or its decision on the merits of the Project, including any documents or portions thereof, that were released for public review, relied upon in the environmental documents prepared for the Project, or included in the City of Elk Grove City Council non-privileged retained files for the EIR or Project;
- ▶ Any other materials required for the record of proceedings by PRC Section 21167.6(e); and
- ▶ The Notice of Determination.

The City of Elk Grove City Council intends that only those documents relating to the Project and its compliance with CEQA and prepared, owned, used, or retained by the City of Elk Grove City Council and listed above shall comprise the administrative record for the Project. Only that evidence was presented to, considered by, and ultimately before the City of Elk Grove City Council prior to reviewing and reaching its decision on the EIR and Project.

## CUSTODIAN OF RECORDS

The custodian of the documents or other material that constitute the record of proceedings upon which the City of Elk Grove City Council's decision is based is identified as follows:

City of Elk Grove  
City Clerk  
8401 Laguna Palms Way  
Elk Grove, CA 95758

## RECIRCULATION NOT REQUIRED

CEQA Guidelines Section 15088.5 provides the criteria that a lead agency is to consider when deciding whether it is required to recirculate an EIR. Recirculation is required when "significant new information" is added to the EIR after public notice of the availability of the Draft EIR is given, but before certification. (CEQA Guidelines, Section 15088.5(a).) "Significant new information," as defined in CEQA Guidelines Section 15088.5(a), means information added to an EIR that changes the EIR so as to deprive the public of a meaningful opportunity to comment on a "substantial adverse environmental effect" or a "feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement."

An example of significant new information provided by the CEQA Guidelines is a disclosure showing that a "new significant environmental impact would result from the project or from a new mitigation measure proposed to be

implemented;" that a "substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance;" or that a "feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it." (CEQA Guidelines, Section 15088.5(a)(1)-(3).)

Recirculation is not required where "the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR." (CEQA Guidelines, Section 15088.5(b).) Recirculation also is not required simply because new information is added to the EIR — indeed, new information is oftentimes added given CEQA's public/agency comment and response process and CEQA's post-Draft EIR circulation requirement of proposed responses to comments submitted by public agencies. In short, recirculation is "intended to be an exception rather than the general rule." (Laurel Heights Improvement Assn. v. Regents of University of California (1993) 6 Cal.4th 1112, 1132.)

In this legal context, the City of Elk Grove City Council finds that recirculation of the Draft EIR prior to certification is not required. In addition to providing responses to comments, the Final EIR includes revisions to expand upon information presented in the Draft EIR; explain or enhance the evidentiary basis for the Draft EIR's findings; update information; and to make clarifications, amplifications, updates, or helpful revisions to the Draft EIR. The Final EIR's revisions, clarifications and/or updates do not result in any new significant impacts or increase the severity of a previously identified significant impact.

In sum, the Final EIR demonstrates that the Project will not result in any new significant impacts or increase the severity of a significant impact, as compared to the analysis presented in the Draft EIR. The changes reflected in the Final EIR also do not indicate that meaningful public review of the Draft EIR was precluded in the first instance. Accordingly, recirculation of the EIR is not required as revisions to the EIR are not significant as defined in Section 15088.5 of the State CEQA Guidelines.

## 1.5 CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT

The City of Elk Grove City Council certifies that the Final EIR has been completed in compliance with CEQA and the CEQA Guidelines, that the EIR was presented to the City of Elk Grove City Council, and that the City Council reviewed and considered the information contained therein before approving the proposed CNU Medical Center Project, and that the EIR reflects the independent judgment and analysis of the City of Elk Grove City Council. (CEQA Guidelines Section 15090.)

## 2 STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Code Section 21081(b) and CEQA Guidelines section 15093(a) and (b), the City of Elk Grove City Council is required to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of the project, including region-wide or statewide environmental benefits, outweigh the unavoidable adverse environmental effects, those effects may be considered “acceptable” (CEQA Guidelines, §15093(a)). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record (CEQA Guidelines, §15093(b)).

Courts have upheld overriding considerations that were based on a variety of policy considerations including, but not limited to, new jobs, stronger tax base, and implementation of an agency’s economic development goals, growth management policies, redevelopment plans, the need for housing and employment, conformity to community plan, and provision of construction jobs. See *Towards Responsibility in Planning v. City Council* (1988) 200 Cal App. 3d 671; *Dusek v. Redevelopment Agency* (1985) 173 Cal App. 3d 1029; *City of Poway v. City of San Diego* (1984) 155 Cal App. 3d 1037; *Markley v. City Council* (1982) 131 Cal App.3d 656. In accordance with the requirements of CEQA and the CEQA Guidelines, the City of Elk Grove City Council finds that the mitigation measures identified in the Final EIR and the MMRP, when implemented, will avoid, or substantially lessen many of the significant effects identified in the Final EIR for the proposed California Northstate University Medical Center Project (hereinafter, CNU Medical Center Project or Project). However, certain significant impacts of the CNU Medical Center Project are unavoidable even after incorporation of all feasible mitigation measures. These significant unavoidable impacts are to aesthetics (both Project specific and cumulative visual character/lighting impacts), air quality (both Project specific and cumulative long-term criteria pollutants), noise (both Project specific and cumulative construction noise/Project specific siren noise), utilities and service systems (offsite infrastructure installation), cumulative hydrology/water quality (groundwater resources), and cumulative utilities (groundwater supply/wastewater services). The Final EIR provides detailed information regarding these impacts (see Section 1.2.4 Potentially Significant Impacts that Cannot Be Mitigated Below A Level of Significance).

The City of Elk Grove City Council finds that all feasible mitigation measures identified in the Final EIR within the purview of the City will be implemented with implementation of the CNU Medical Center Project, and that the remaining significant unavoidable effects are outweighed and are found to be acceptable due to the following specific overriding economic, legal, social, technological, or other benefits based upon the facts set forth above, the Final EIR, and the record, as follows:

1. The CNU Medical Center Project would expand medical services and hospital facilities in the City and the Sacramento region to meet the medical needs of the current population and anticipated population growth.
2. The CNU Medical Center Project would locate hospital facilities along the I-5 corridor in the Sacramento region where none currently exist.
3. The Project would provide the opportunity to increase the number of lives saved in the City through improved local availability of hospital facilities.
4. The CNU Medical Center Project would expand educational opportunities for the City in the medical industry through use of an onsite teaching hospital for hands on experience. No teaching hospitals currently exist in the City.
5. The Project’s function as a teaching hospital would provide an opportunity to expand the number of medical health professionals that would address the anticipated shortage of medical professionals as documented in the Association of American Medical Colleges *The Complexities of Physician Supply and Demand: Projections From 2018 to 2033*.

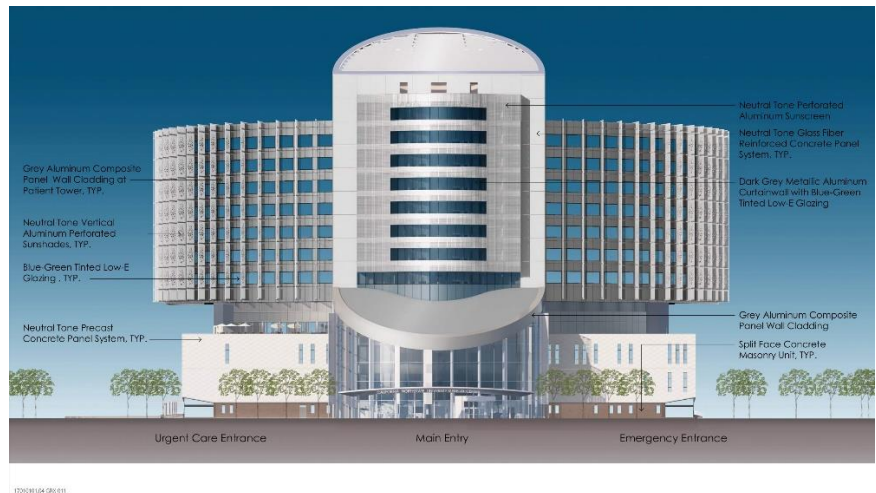
6. The Project would result in economic and job benefits to the City and the Sacramento region up to those identified in *The Impact of California Northstate University Medical Center Report* (Varshney & Associates 2018). The extent of Project tax revenues estimated in *The Impact of California Northstate University Medical Center Report* may not be fully realized. However, some portion of tax revenue benefits is expected.
7. The Project would capture “healthcare dollars” within the City that are currently being lost of other jurisdictions in region.
8. The Project would improve the competitiveness of the City compared to other communities in being a vibrant economic center.
9. Implementation of the Project would create a synergy between the community, local businesses, and medical community.
10. The proposed hospital would expand emergency medical facilities and beds in the region that would be beneficial during a pandemic or other medical emergencies. The hospital would be designed to separate critical departments to allow continued function during pandemic conditions as well as provide infectious control. The emergency department would be designed that it could be divided into two distinct areas with infection control. Operating rooms, support, and recovery areas would be provided in two distinct areas of the hospital. Imaging facilities would be provided in a manner that each portion of the hospital has available equipment.

Considering all the factors, the City of Elk Grove City Council finds that there are specific economic, legal, social, technological, and other considerations associated with the Project that serve to override and outweigh the Project's significant unavoidable effects and, thus, the adverse effects are considered acceptable. Therefore, the City of Elk Grove City Council hereby adopts this Statement of Overriding Considerations.



## EXHIBIT F

# Mitigation Monitoring and Reporting Program for the California Northstate University Medical Center Project



Prepared for:



8401 Laguna Palms Way  
Elk Grove, CA 95758

Contact:

Sarah Kirchgessner  
Project Planner

Prepared by:

Ascent Environmental, Inc.  
455 Capitol Mall, Suite 300  
Sacramento, CA 95814

Contact:

Pat Angell  
Project Manager

January 2021



# MITIGATION MONITORING AND REPORTING PROGRAM

In accordance with the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.), the City of Elk Grove prepared an Environmental Impact Report (EIR) (State Clearinghouse No. 2019050019) that identified significant impacts and mitigation measures that would reduce the identified impacts to less-than-significant levels, where feasible.

CEQA and the State CEQA Guidelines (PRC Section 21081.6 and State CEQA Guidelines Sections 15091(d) and 15097) require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Project because the EIR identifies significant adverse impacts related to the project implementation, and mitigation measures have been identified to reduce those impacts. Adoption of the MMRP would occur along with approval of the Project.

## PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

The MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner before and during project construction and operation, as applicable.

The MMRP table provided herein has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies the impact, individual mitigation measures, monitoring responsibility, mitigation timing. The table also provides space to confirm implementation of the mitigation measures after project approval. The numbering of mitigation measures follows the numbering sequence found in the EIR. Mitigation measures that are referenced more than once in the EIR are not duplicated in the MMRP table.

## ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the City of Elk Grove (City) is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed.

The City is responsible for overall administration of the MMRP and for verifying that the Project Applicant, the construction contractor, or other designated party has completed the necessary actions for each measure. The party responsible for implementing each item will identify the staff members responsible for coordinating with the City on the MMRP.

## MITIGATION MONITORING AND REPORTING PROGRAM TABLE

The categories identified in the attached MMRP table are described below.

- ▶ Impact – This column provides the verbatim text of the identified impact.
- ▶ Mitigation Measure – This column provides the verbatim text of the adopted mitigation measure.
- ▶ Monitoring and Reporting Procedure – This column identifies discrete actions to be implemented as part of the broader mitigation measure.
- ▶ Timing – This column identifies the time frame in which the mitigation will be implemented.
- ▶ Verification – This column identifies the party responsible for verifying compliance and is to be dated and signed by that party (either project manager or his/her designee).

**Table 3-1 California Northstate University Medical Center Project Mitigation Monitoring and Reporting Program**

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
<b>3.1 Aesthetics</b>				
Impact 3.1-3 Create a New Source of Substantial Light or Glare That Would Adversely Affect Day or Nighttime Views	<p>Mitigation Measure 3.1-3: Minimize Light and Glare from Hospital Building and Other Project Buildings</p> <p>The following mitigation shall be incorporated into the final design of each building:</p> <ul style="list-style-type: none"> <li>▶ Each window in all Project buildings shall be equipped with a curtain or blinds of sufficient thickness to avoid lighting from escaping from the window at night. Project operation will require that curtains or blinds be drawn at night.</li> <li>▶ All windows and glazing shall use nonreflective materials or be designed to eliminate daytime glare. The overall building will be designed to meet the requirements of the LEED Pilot Credit 55. This credit analyzes all the exterior materials used and limits the proportion of materials that are deemed to have a high threat factor to birds. This credit was crafted by the American Bird Conservatory and is their preferred guideline for building designers (as stated in their Bird Friendly Building Design Guide).</li> </ul> <p>Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit documentation to the City Development Services Department to verify compliance with this measure. Documentation of compliance with this measure shall also be provided to the City Development Services Department prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.</p>	Review of building plans	<p>Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division.</p> <p>Prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.</p>	City Development Services Department
<b>3.2 Air Quality</b>				
Impact 3.2-2: Cause Construction-Generated Criteria Air Pollutant or Precursor Emissions to Exceed SMAQMD Thresholds	<p>Mitigation Measure 3.2-2a: Implement Construction Emission Control Practices</p> <p>The following basic and enhanced emission control practices recommended by SMAQMD for the reduction of NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> shall be implemented during construction and included in Project improvement plans. The City Development Services Department will verify compliance with these measures identified below.</p> <p><u>Basic Construction Emission Control Practices</u></p> <ul style="list-style-type: none"> <li>▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to, soil piles, graded areas, unpaved parking areas, staging areas, and access roads.</li> </ul>	Inspection of construction activities and verified in Project improvement plans.	Prior to construction activities and approval of improvement plans.	<p>City Development Services Department</p> <p>Sacramento Metropolitan Air Quality Management District (SMAQMD)</p>



Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<ul style="list-style-type: none"> <li>▶ Cover or maintain at least 2 feet of freeboard space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered.</li> <li>▶ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</li> <li>▶ Limit vehicle speeds on unpaved roads to 15 miles per hour.</li> <li>▶ Complete the paving of all roadways, driveways, sidewalks, and parking lots to be paved as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>▶ Minimize idling time either by shutting equipment off when not in use or by reducing the time of idling to 5 minutes (California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485). Provide clear signage that posts this requirement for workers at the entrances to the site.</li> <li>▶ Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation (California Code of Regulations, Title 13, Sections 2449 and 2449.1). For more information, contact CARB at 877-593-6677, doors@arb.ca.gov, or <a href="http://www.arb.ca.gov/doors/compliance_cert1.html">www.arb.ca.gov/doors/compliance_cert1.html</a>.</li> <li>▶ Maintain all construction equipment in proper working condition according to manufacturers' specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.</li> </ul> <p><u>Enhanced On-Site Exhaust Controls</u></p> <ul style="list-style-type: none"> <li>▶ The Project Applicant, or its designee, shall provide a plan for approval by SMAQMD that demonstrates that the heavy-duty off-road vehicles (50 horsepower or more) to be used 8 hours or more during Project construction will achieve a Project-wide fleet average 10-percent NO<sub>x</sub> reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of cleaner engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The plan shall have two components: an initial report submitted before construction and a final report submitted at the completion.               <ul style="list-style-type: none"> <li>▪ Submit the initial report at least 4 business days before construction activity begins using SMAQMD's Construction Mitigation Tool (<a href="http://www.airquality.org/businesses/ceqa-land-use-planning/mitigation">http://www.airquality.org/businesses/ceqa-land-use-planning/mitigation</a>).</li> <li>▪ Provide Project information and construction company information.</li> </ul> </li> </ul>			

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<ul style="list-style-type: none"> <li>▪ Include the equipment type, horsepower rating, engine model year, projected hours of use, and CARB equipment identification number for each piece of equipment in the plan. Incorporate all owned, leased, and subcontracted equipment to be used.</li> <li>▪ Submit the final report at the end of the job, phase, or calendar year, as prearranged with SMAQMD staff and documented in the approval letter, to demonstrate continued Project compliance.</li> <li>▶ SMAQMD may conduct periodic site inspections to determine compliance. Nothing in this mitigation shall supersede other air district, State, or federal rules or regulations.</li> </ul> <p>On-site exhaust controls identified above will sunset on January 1, 2028, when full implementation of the CARB In-Use Off-Road Regulation is expected.</p>			
	<p>Mitigation Measure 3.2-2b: Pay Off-Site Construction Mitigation Fees</p> <p>Because modeled construction emissions of NO<sub>x</sub> would not be reduced below SMAQMD's significance threshold with the implementation of its enhanced exhaust control measures, the Project Applicant must pay a mitigation fee into SMAQMD's off-site mitigation program. By paying the appropriate off-site mitigation fee, construction-generated emissions of NO<sub>x</sub> will be reduced to a less-than-significant level. The fee calculation to offset daily NO<sub>x</sub> emissions is based on the SMAQMD-determined cost to reduce 1 ton of NO<sub>x</sub> (currently \$30,000 per ton but subject to change in future years) and an administrative fee of 5 percent.</p> <p>The Project Applicant, or its designee, shall pay the mitigation and administrative fees in full before the City Development Services Department issues any grading permits that would allow activity that would exceed SMAQMD's threshold. An alternative payment plan may be negotiated by the Project Applicant, or its designee, based on the timing of construction phases that are expected to exceed SMAQMD's threshold of significance. Any alternative payment plan must be acceptable to SMAQMD and agreed upon in writing before issuance of any grading permits by the City.</p> <p>In coordination with the City and SMAQMD, the Project Applicant, or its designee, may reanalyze construction NO<sub>x</sub> emissions from the Project before starting construction to update the estimated Project emissions and associated mitigation fees, based on Project-specific information or emissions modeling software available at that time. If an updated analysis is performed, it must be submitted to the City for approval prior to issuance of any grading permits to ensure compliance with this mitigation measure. If construction NO<sub>x</sub> emissions are reanalyzed, the following requirements apply:</p>	Payment of Off-Site Construction Mitigation Fees	Prior to issuance of grading permits	<p>City Development Services Department</p> <p>SMAQMD</p>

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<ul style="list-style-type: none"> <li>▶ The analysis must be conducted using SMAQMD-approved emission model(s) and the fee rates published at the time of reanalysis.</li> <li>▶ The analysis may include on-site measures to reduce construction emissions if deemed feasible by the City.</li> </ul>			
Impact 3.2-3: Result in a Net Increase in Long-Term Operational Criteria Air Pollutant and Precursor Emissions That Exceed SMAQMD-Recommended Thresholds	Mitigation Measure 3.2-3a: Implement Mitigation Measure 3.14-1, Transportation Demand Management Plan	See discussion for Impact 3.14-1.	See discussion for Impact 3.14-1.	See discussion for Impact 3.14-1.
	Mitigation Measure 3.2-3b: Implement Mitigation Measure 3.7-1a, Reduce GHG Emissions On-Site	See discussion for Impact 3.7-1.	See discussion for Impact 3.7-1.	See discussion for Impact 3.7-1.
	<p>Mitigation Measure 3.2-3c: Reduce Area-Source Emissions On-Site</p> <p>The Project Applicant shall implement the following measures to reduce area-source emissions:</p> <ul style="list-style-type: none"> <li>▶ All landscape equipment will be electric. Design features that would support the use of electric landscape equipment may include, but will not be limited to installing multiple electrical receptacles on the exterior of all Project buildings that would be accessible for purposes of charging or powering electric landscaping equipment and provide an alternative to using fossil fuel-powered generators.</li> <li>▶ All architectural coatings (e.g., paint) used in Project buildings and parking areas will not exceed a volatile organic compound content of 50 grams per liter.</li> </ul> <p>Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit documentation of compliance with this measure to the City Development Services Department to verify compliance with this measure. Documentation of compliance with this measure shall be provided to the City Development Services Department prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.</p>	Review of building plans	<p>Verified prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division.</p> <p>Verified at issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.</p>	City Development Services Department
Impact 3.2-4: Expose Sensitive Receptors to Substantial Increases in TAC Emissions	<p>Mitigation Measure 3.2-4: Incorporate Design Features at Truck Loading Areas to Reduce Health-Risk Exposure at Sensitive Receptors</p> <p>Prior to operation of any project component that has a loading dock, the Project Applicant shall design Project buildings so that truck loading/unloading facilities and sensitive receptors are not located within 1,000 feet of each other, considering site design parameters. For the purpose of this mitigation measure, a truck loading/unloading facility is defined as any truck loading dock or truck loading or unloading area where more than one fossil fuel-powered truck with three or more</p>	Submission of documentation that demonstrates truck loading/unloading facilities are located beyond 1,000 feet of sensitive receptors. Completion of a health	Prior to building operation.	City Development Services Department

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<p>axles will be present and idling for more than 10 minutes per week, on average, and sensitive receptors include residential land uses, campus dormitories and student housing, residential care facilities, schools, parks, playgrounds, and daycare facilities. A truck loading/unloading facility and a sensitive receptor can be located within 1,000 feet of each other only if the Project Applicant prepares a qualified, site-specific HRA showing that the associated level of cancer risk at the sensitive receptors shall not exceed 10 in 1 million. The HRA shall be conducted in accordance with guidance from SMAQMD. If the HRA determines that a nearby sensitive receptor would be exposed to an incremental increase in cancer risk greater than 10 in 1 million, then design measures shall be incorporated to reduce the level of risk exposure to less than 10 in 1 million. Design measures may include but are not limited to the following measures to reduce emissions:</p> <ul style="list-style-type: none"> <li>▶ Require all truck loading/unloading facilities to be equipped with one 110-/208-volt power outlet for every two dock doors or truck parking spaces. A minimum 2-foot-by-3-foot sign shall be clearly visible at each loading dock stating, "Diesel engine idling limited to a maximum of 5 minutes." The sign shall include instructions for diesel trucks idling more than 5 minutes to connect to the 110-/208-volt power to run any auxiliary equipment.</li> <li>▶ Use electric-powered "yard trucks" or forklifts to move truck trailers around a truck loading/unloading facility.</li> <li>▶ Use buildings or walls to shield truck activity from nearby sensitive land uses.</li> <li>▶ Plant and maintain a vegetative buffer between the truck loading/unloading facility and nearby sensitive receptors. As part of the detailed site design, a landscape architect licensed by the California Landscape Architects Technical Committee shall identify all locations where trees should be located, accounting for areas where shade is desired, such as along pedestrian and bicycle routes, the locations of solar photovoltaic panels, and other infrastructure.</li> </ul> <p>Documentation in compliance with this mitigation measure will be provided to the City Development Services Department prior to operation of each building.</p>	risk assessment (HRA) for Project buildings that include truck loading/unloading facilities within 1,000 feet of sensitive receptors and implementation of design measures identified in the HRA.		
<b>3.3 Biological Resources</b>				
Impact 3.3-1: Disturbance to or Loss of Special-Status Wildlife Species or Habitat as a Result of Construction Activities	<p>Mitigation Measure 3.3-1a: Conduct Preactivity Nesting Bird Surveys and Implement Avoidance Measures</p> <p>Before construction activities begin, the following measures, which are intended to avoid and minimize impacts on special-status birds, raptors, and common native nesting birds, shall be implemented. These measures shall be reflected in Project</p>	Preconstruction surveys and implementation of protection measures for identified species.	Prior to construction activities.	City Development Services Department and Public Works Department

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<p>improvement plans to the satisfaction of the City Development Services Department and Public Works Department.</p> <p><u>Swainson's Hawk, White-Tailed Kite, and Other Raptors</u></p> <ul style="list-style-type: none"> <li>▶ Prior to initiation of any Project activities during the nesting bird season (February 1–August 31), a qualified biologist shall conduct preconstruction surveys for nesting raptors and shall identify active nests within 0.5 mile (for Swainson's hawk) and within 0.25 mile (for white-tailed kite and other nesting raptors) of the Project site and off-site improvement areas. Swainson's hawk surveys shall be conducted according to the Swainson's Hawk Technical Advisory Committee protocol (SHTAC 2000) or other protocol approved by CDFW. Surveys for white-tailed kite and other raptors shall be conducted between February 1 and August 31, no more than 7 days prior to initiation of construction activities. The results of these surveys shall be provided to the City Development Services Department.</li> <li>▶ Impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. Project activities shall not commence within the buffer areas until a qualified biologist has determined, in consultation with CDFW, that the young have fledged, that the nest is no longer active, or that reducing the buffer would not likely result in nest abandonment. CDFW guidelines recommend implementation of a 0.5-mile-wide buffer for Swainson's hawk and a 500-foot buffer for other raptors, but the size of the buffer may be adjusted if a qualified biologist, in consultation with CDFW, determines that such an adjustment would not be likely to adversely affect the nest. Factors to be considered for determining buffer location will include presence of natural buffers provided by vegetation, buildings, or topography; nest height above ground; baseline levels of noise and human activity (e.g., I-5, other nearby urban development); and species sensitivity. Monitoring of the nest by a qualified biologist during and after construction activities shall be required if the activity has potential to adversely affect the nest. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance buffer shall be increased until the agitated behavior ceases.</li> </ul> <p><u>Common Native Birds</u></p> <ul style="list-style-type: none"> <li>▶ To minimize the potential for disturbance to or loss of common native bird nests, tree and other vegetation removal activities within the Project site shall occur only during the nonbreeding season (September 1–January 31).</li> <li>▶ If all tree removal activities are not completed prior to the start of the bird nesting season (February 1), a qualified biologist shall conduct a preactivity</li> </ul>			



Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<p>nesting bird survey within all trees planned for removal. If no bird nests are discovered, further mitigation is not required prior to tree removal.</p> <ul style="list-style-type: none"> <li>▶ If active nests are observed, a no-disturbance buffer shall be implemented around the nest, and tree removal shall not commence until the nest is determined to be inactive by a qualified biologist and all young have fledged. Buffer size will be determined by a qualified biologist. Factors to be considered for determining buffer location will include presence of natural buffers provided by vegetation, buildings, or topography; nest height above ground; baseline levels of noise and human activity (e.g., roads, other nearby urban development); and species sensitivity.</li> </ul> <p><u>Burrowing Owl</u></p> <ul style="list-style-type: none"> <li>▶ The implementing party shall retain a qualified biologist to conduct focused breeding and nonbreeding season surveys for burrowing owls in areas of suitable habitat on and within 1,500 feet of the SMUD distribution substation site (i.e., public utility easement adjacent to Stone Lakes National Wildlife Refuge). Surveys shall be conducted prior to the start of off-site improvement activities and in accordance with Appendix D of CDFW's <i>Staff Report on Burrowing Owl Mitigation</i> (CDFW 2012) or the most recent CDFW protocols. The results of these surveys shall be provided to the City Development Services Department.</li> <li>▶ If no occupied burrows are found, a letter report documenting the survey methods and results shall be submitted to CDFW, and no further mitigation will be required.</li> <li>▶ If an active burrow is found during the nonbreeding season (September 1–January 31), the implementing party shall consult with CDFW regarding protection buffers to be established around the occupied burrow and maintained throughout off-site improvement activities adjacent to the burrow. If occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, a burrowing owl exclusion plan shall be developed, as described in Appendix E of CDFW's 2012 Staff Report, and provided to the City Planning Division. Burrowing owls shall not be excluded from occupied burrows until the Project's burrowing owl exclusion plan is approved by CDFW. The exclusion plan shall include a plan for creation, maintenance, and monitoring of artificial burrows that are located in suitable habitat near the burrows to be destroyed and that provide substitute burrows for displaced owls.</li> <li>▶ If an active burrow is found during the breeding season (February 1–August 31), occupied burrows shall not be disturbed and shall be provided with a 150- to</li> </ul>			

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<p>1,500-foot protective buffer unless a qualified biologist verifies through noninvasive means that either (1) the birds have not begun egg laying or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer shall depend on the time of year and level of disturbance as outlined in the CDFW Staff Report (CDFW 2012) or the most recent CDFW protocols. The size of the buffer may be reduced if a broad-scale, long-term monitoring program acceptable to CDFW is implemented to ensure that burrowing owls are not detrimentally affected. After the fledglings are capable of independent survival, the owls can be evicted and the burrow can be destroyed pursuant to the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of CDFW's 2012 Staff Report or the most recent CDFW protocols.</p> <ul style="list-style-type: none"> <li>▶ If active burrowing owl nests are found on the site and are destroyed by implementation of off-site improvements, the implementing party shall mitigate the loss of occupied habitat in accordance with guidance provided in the CDFW 2012 Staff Report, which states that permanent impacts on nesting, occupied, and satellite burrows and on burrowing owl habitat shall be mitigated such that the habitat acreage, number of burrows, and active burrows affected are replaced through permanent conservation of comparable or better habitat with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. The implementing party shall retain a qualified biologist to develop a burrowing owl mitigation and management plan to be provided to the City Development Services Department that incorporates the following goals and standards: <ul style="list-style-type: none"> <li>■ Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat; disturbance levels; potential for conflicts with humans, pets, and other wildlife; density of burrowing owls; and relative importance of the habitat to the species range wide.</li> <li>■ If feasible, mitigation lands shall be provided adjacent to or otherwise near the site so that displaced owls can relocate with reduced risk of take. The feasibility of providing mitigation adjacent to or otherwise near the Project site depends on the availability of sufficient suitable habitat to support displaced owls that may be preserved in perpetuity.</li> <li>■ If suitable habitat is not available for conservation adjacent to or otherwise near the Project site, mitigation lands shall be focused on consolidating and enlarging conservation areas outside of urban and planned growth areas and within foraging distance of other conservation lands. Mitigation</li> </ul> </li> </ul>			

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<p>may be accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. If mitigation credits are not available from an approved bank and mitigation lands are not available adjacent to other conservation lands, alternative mitigation sites and acreage shall be determined in consultation with CDFW.</p> <ul style="list-style-type: none"> <li>▪ If mitigation is not available through an approved mitigation bank and will be completed through permittee-responsible conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and whether the numbers are maintained over time. Measures of success, as suggested in the 2012 Staff Report, shall include site tenacity, the number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors.</li> </ul>			
	<p>Mitigation Measure 3.3-1b: Implement Measures to Reduce Impacts on Roosting Birds as a Result of Construction Noise</p> <p>This measure, which is intended to avoid and minimize disturbance to roosting greater and lesser sandhill cranes within the nearby Stone Lakes National Wildlife Refuge, shall be implemented during construction. It shall be reflected in Project improvement plans to the satisfaction of the City Development Services Department and Public Works Department:</p> <ul style="list-style-type: none"> <li>► If construction activities will occur during the sandhill crane overwintering season (September 15–March 15), construction noise shall be reduced such that the noise level does not exceed 50 A-weighted decibels (dBA) equivalent continuous sound level (<math>L_{eq}</math>) (1 hour) at the nearest roost site in Stone Lakes National Wildlife Refuge, as shown in Draft EIR Figure 3.3-1, during nighttime hours (i.e., from 1 hour before sunset to 1 hour after sunrise). The dBA <math>L_{eq}</math> is a measurement used to characterize noise levels in loud environments. The result is expressed in dBA, a weighted decibel scale that filters frequency components to roughly imitate the hearing profile of the human ear. This can be accomplished by limiting construction activities that may result in noise levels exceeding 50 dBA at the roost site to daytime only (from 1 hour after sunrise to 1 hour before sunset).</li> </ul>	Construction noise control verified in Project improvement plans.	During construction activities	City Development Services Department and Public Works Department

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
Impact 3.3-2: Loss of Special-Status and Common Migratory Bird Species from Bird Strikes as a Result of Helicopter Operation and Hospital Building Design	Mitigation Measure 3.3-2a: Implement Mitigation Measure 3.1-3: Minimize Light and Glare from Hospital Building and Other Project Buildings	See discussion for Impact 3.1-3.	See discussion for Impact 3.1-3.	See discussion for Impact 3.1-3.
	<p>Mitigation Measure 3.3-2b: Comply with U.S. Green Building Council Pilot Credit 55 as Part of Leadership in Energy and Environmental Design Certification</p> <p>Consistent with its AB 900 application, the Project, upon completion, shall qualify for LEED Gold certification or better. Qualification for LEED Gold certification includes commitments to various green building strategies.</p> <p>The Project Applicant shall include Pilot Credit 55, "Bird Collision Deterrence," as part of the LEED certification process. This credit was crafted by the American Bird Conservatory and is their preferred guideline for building designers. To qualify for Pilot Credit 55, the Project Applicant must demonstrate that building façade, site features, and exterior lighting are "bird friendly" through calculating the overall "Bird Collision Threat Rating" based on established threat factor ratings. Threat factor ratings are based on various features, including but not limited to building materials, building size, and photometric characteristics of lighting to make the building visible as a physical barrier and eliminate conditions that create confusing reflections to birds. Additionally, Pilot Credit 55 requires development of a 3-year postconstruction monitoring plan to monitor the effectiveness of the buildings and site design in preventing bird collisions, including potential design solutions and a process for corrective action. This mitigation measure shall be implemented consistently with the performance standards in Mitigation Measure 3.1-3.</p> <p>Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit the site plan, architectural elevations, and lighting plans to the City Development Services Department to verify compliance with this measure. The Project Applicant shall also provide a copy of the 3-year postconstruction monitoring plan and identification of any corrective actions to address bird strikes to the City Development Services Department.</p>	Implementation of LEED Pilot Credit 55 in the final design of Project buildings. Monitoring and corrective actions are further addressed in Mitigation Measure 3.3-2b(1).	<p>Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division.</p> <p>Prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.</p>	City Development Services Department
	Mitigation Measure 3.3-2b(1): Implement Bird Collision Monitoring Program	Monitoring and reporting of bird collisions for a period of at least three years. Implementation of corrective actions based on the results of	<p>Implemented by the Project Applicant upon operation of Phase 1. Permitting for monitoring will be obtained prior to completion of the construction of Phase 1.</p> <p>Initial monitoring reports are to be provided to the City six months</p>	<p>City Development Services Department</p> <p>California Department of Fish and Wildlife (CDFW)</p>

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<p>The postconstruction monitoring plan shall include but not be limited to the following elements derived from a protocol used in several bird collision studies (Hager and Cosentino 2014).</p> <p>Surveys for bird carcasses shall be conducted daily by CNU hospital staff members (e.g., groundskeepers, custodial staff) for a 3-year monitoring period. Surveys shall be conducted during the mid-to late-afternoon and the survey area shall include all areas within approximately 6 feet of walls located within the Project boundaries. Carcasses detected during the survey shall be collected by the staff member(s) and stored in a dedicated freezer, photographed sufficiently (i.e., multiple photographs of head and beak, other identifying features), or otherwise documented for future identification by a qualified avian biologist. Data recorded for each carcass shall include, but not be limited to, date and location of collection (e.g., west side of building). The staff members or staff classifications responsible for the surveys shall be identified in the monitoring plan and these staff members shall attend an initial training regarding implementation of the survey protocol by a qualified avian biologist. Subsequent site visits by the qualified avian biologist shall be conducted monthly for the first six months after occupancy of the hospital building to provide additional needed training to staff and to verify whether carcass collection and storage protocols are being conducted properly.</p> <p>The Project Applicant shall obtain a qualified avian biologist(s) to periodically (i.e., no less than quarterly in a given year) identify the carcasses to species. The Project Applicant shall develop datasheets and databases in consultation with a qualified avian biologist and shall manage data collected over the 3-year monitoring period following completion of the hospital building. The avian biologist(s) shall prepare an initial monitoring report 6 months after occupancy, followed by yearly monitoring reports that include bird collision data (e.g., species, counts); notable observations (e.g., banded birds); and clear conclusions, recommendations, and corrective actions to address bird strikes as needed to meet performance standards. These reports shall be submitted to the City Development Services Department for review. The City shall retain its own biologist to review these reports for adequacy.</p> <p><u>If the qualified avian biologist employed by the Project Applicant in conjunction with review by the City's biologist determines that survey results demonstrate substantial mortality of birds (e.g., statistically significantly greater than other similar buildings in the region) as a result of collisions with the hospital building, then professional avian biologists shall be employed by the Project Applicant to determine the cause of high bird mortality from building strikes and corrective measures shall be developed and implemented to reduce the building strike hazard. The corrective measures shall be</u></p>	the monitoring program.	after occupancy of the hospital building. Subsequent reports will be provided annually to the City.	U.S. Fish and Wildlife Service (USFWS)



Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<p>within the bounds of what is reasonably feasible as determined by the City. These measures may include adjustments to the types, timing, magnitude, and intensity of lighting used at the hospital site or incorporating post-construction design modifications to deter birds from flying into the building or building windows, such as adding covers, shading, or grid lines; sound or vibration deterrents; flashing or pulsing lights or reflectors; or physical barriers to areas prone to strikes. Building strike deterrence measures shall be developed based on the best available science and in consultation with experts, such as experts from the Audubon Society, the American Bird Conservancy, USFWS, and CDFW. Monitoring shall continue following implementation of corrective measures until bird mortality from collisions with the hospital building are reduced to an acceptable level. The level of mortality that is acceptable shall be determined in consultation with the CDFW and USFWS and reflect a level of mortality that can be reasonably expected not to reduce local populations of migratory or California Fish and Game Code protected bird species below self-sustaining levels or to result in a bird species becoming newly classified as rare or endangered in the region.</p>			
	<p>Mitigation Measure 3.3-2c: Use Flashing Lighting on the Helicopter Landing Site</p> <p>Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit the final hospital building plans to the City Development Services Department to verify compliance with this measure:</p> <ul style="list-style-type: none"> <li>▶ Beacon lighting associated with the proposed helicopter landing site shall flash several times per minute rather than burn steadily consistent with Federal Aviation Administration standards and guidance. Steadily burning lights have been shown to attract birds more than flashing lights (FAA 2012).</li> <li>▶ Helicopter landing site lighting shall be turned on only when a helicopter is in route or is using the site.</li> </ul>	Design and operation of helistop lighting verified in final hospital building plans.	Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division.	City Development Services Department
	<p>Mitigation Measure 3.3-2d: Implement Seasonal Helicopter Flight Restrictions, Altitude Restrictions, and Airspeed Restrictions over Stone Lakes National Wildlife Refuge</p> <p>The following requirements shall be contained with the Conditional Use Permit associated with the operation of the helistop. The Project Applicant shall provide</p>	Development of helicopter service providers in a manual or other documentation and annual reporting to the	Requirements of this measure will be provided in the Conditional Use Permit for the helistop. Annual reporting to the City demonstrating compliance with helicopter use restrictions.	City Development Services Department

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<p>annual reporting demonstrating compliance with these requirements to the City Development Services Department:</p> <ul style="list-style-type: none"> <li>▶ During the sandhill crane overwintering season (September 15 through March), helicopters arriving at or departing from the hospital from 1 hour before sunset to 1 hour after sunrise shall avoid flying adjacent or over the known sandhill crane roost sites shown in Draft EIR Figure 3.3-1.</li> <li>▶ Every year, prior to the start of the nesting season for Swainson's hawk and white-tailed kite, a qualified biologist shall determine the locations of active nests for both species within Stone Lakes National Wildlife Refuge and other areas within 0.5 mile of the hospital. Swainson's hawk surveys shall be conducted according to the Swainson's Hawk Technical Advisory Committee protocol (SHTAC 2000) or other protocol approved by CDFW. Nest locations shall be determined through focused surveys and through consultation with refuge biologists at Stone Lakes National Wildlife Refuge.</li> </ul> <p>If active Swainson's hawk or white-tailed kite nests are detected within Stone Lakes National Wildlife Refuge or other areas within 0.5 mile of the Project site, the qualified biologist shall map the nest locations and a 0.5-mile buffer around each nest and shall provide this map to the Project Applicant. The Project Applicant shall prepare and publish a graphic illustration "handout" for assisting helicopter pilots which depicts the recommended arrival and departure flight tracts for helicopters using the helicopter landing site. Helicopters shall avoid flying over these nests or within the 0.5-mile buffer around the nests when arriving or departing the hospital. Helicopters shall avoid these areas until the nests are no longer active (e.g., chicks have fledged), as verified by a qualified biologist.</p> <ul style="list-style-type: none"> <li>▶ Helicopters shall operate at altitudes of 2,000 feet or greater AGL when flying over or adjacent to any portion of Stone Lakes National Wildlife Refuge, except for during final descent into the helicopter landing area. If altitudes lower than 2,000 feet AGL are required because of weather conditions or other safety issues, the helicopter pilot shall operate over nonrefuge areas.</li> <li>▶ Helicopters shall operate at speeds no greater than 80 knots when flying over or adjacent to any portion of Stone Lakes National Wildlife Refuge. If speeds greater than 80 knots are required because of safety concerns, the helicopter pilot shall operate over nonrefuge areas.</li> </ul> <p>The Project Applicant shall provide these operation restrictions to all helicopter service providers in a manual or other documentation and require that helicopters</p>	City demonstrating compliance with helicopter use restrictions.		

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	comply with these restrictions. Proof of this documentation shall be provided to the City Development Services Department prior to operation of the helistop.			
	Mitigation Measure 3.3-2e: Consult with CDFW and Obtain an Incidental Take Permit for Potential Loss of Swainson's Hawks from Helicopter Operations Prior to operation of helistop at the hospital, the Project Applicant shall consult with CDFW to determine whether there are additional avoidance measures available that would reduce the likelihood of helicopter strikes by nearby nesting Swainson's hawks or that would reduce risk of abandonment of active Swainson's hawk nest sites, and whether an incidental take permit pursuant to California Fish and Game Code Section 2081 would be required for take of Swainson's hawk. If the permit is required, the Project Applicant shall implement measures required under the permit, which may include compensatory mitigation for impacts on a Swainson's hawk territory and potential loss of an active nest site. Compensatory mitigation may include participation in the City Municipal Code Chapter 16.130 (Swainson's Hawk Impact Mitigation Fees), in-lieu purchase of credits at a CDFW-approved mitigation bank in Sacramento County or off-site habitat creation, or restoration through a conservation easement. Impact minimization may also include a program to identify and monitor active nests during the nesting season in collaboration with CDFW. Documentation of compliance with this mitigation measure shall be provided to the City Development Services Department prior to helistop operation. Should CDFW not issue an incident take permit for the helistop, the City will revoke the use permit for the helistop.	Obtain and implement an incidental take permit for Swainson's hawk.	Prior to operation of the helistop.	City Development Services Department  CDFW
Impact 3.3-3: Interference with Resident or Migratory Wildlife Corridors or Native Wildlife Nursery Sites	Mitigation Measure 3.3-3a: Implement Mitigation Measure 3.1-3: Minimize Light and Glare from Hospital Building and Other Project Buildings	See discussion for Impact 3.1-3.	See discussion for Impact 3.1-3.	See discussion for Impact 3.1-3.
	Mitigation Measure 3.3-3b: Implement Mitigation Measure 3.3-2b Comply with U.S. Green Building Council Pilot Credit 55 as Part of Leadership in Energy and Environmental Design Certification	See discussion for Impact 3.3-2.	See discussion for Impact 3.3-2.	See discussion for Impact 3.3-2.
	Mitigation Measure 3.3-3c: Implement Mitigation Measure 3.3-2c: Use Flashing Lighting on the Helicopter Landing Site	See discussion for Impact 3.3-2.	See discussion for Impact 3.3-2.	See discussion for Impact 3.3-2.
	Mitigation Measure 3.3-3d: Implement Mitigation Measure 3.3-2d: Implement Seasonal Helicopter Flight Restrictions, Altitude Restrictions, and Airspeed Restrictions over Stone Lakes National Wildlife Refuge	See discussion for Impact 3.3-2.	See discussion for Impact 3.3-2.	See discussion for Impact 3.3-2.

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	Mitigation Measure 3.3-3e: Implement Mitigation Measure 3.3-2b(1): Implement Bird Collision Monitoring Program	See discussion for Impact 3.3-2.	See discussion for Impact 3.3-2.	See discussion for Impact 3.3-2.
Impact 3.3-4: Consistency with Local Plans and Policies	Mitigation Measure 3.3-4: Implement Protection Measures for Trees of Local Importance Project improvement plans for each phase shall identify the location of the eight coastal live oak trees that meet the definition of a tree of local importance and shall specify measures to avoid damage to these trees. This shall include at a minimum providing protection of the "critical root zone" (i.e., a circular area around the tree equal to 1 foot per inch DBH), protective fencing, and signage. These plans shall be provided to the City Development Services Department for review and verification of this measure prior to the start of the construction activities.	Identification of location and protection measures for the eight coastal live oak trees that are on the site and verified in Project improvement plans.	Prior to construction activities.	City Development Services Department
<b>3.4 Cultural Resources</b>				
Impact 3.4-1: Cause a Substantial Adverse Change in the Significance of Archaeological Resources	Mitigation Measure 3.4-1a: Develop and Implement a Worker Environmental Awareness Program The Project Applicant shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeologists to prepare a worker environmental awareness program. The program shall be provided to all construction personnel and supervisors who will have the potential to encounter and alter heritage and cultural resources. A copy of the worker environmental awareness program shall be provided to the City Development Services Department before construction activities begin. The topics to be addressed in the worker environmental awareness program will include, at a minimum: <ul style="list-style-type: none"> <li>▶ types of cultural resources expected on the Project site;</li> <li>▶ types of evidence that indicates cultural resources might be present (e.g., ceramic shards, lithic scatters);</li> <li>▶ what to do if a worker encounters a possible resource;</li> <li>▶ what to do if a worker encounters bones or possible bones; and</li> <li>▶ penalties for removing or intentionally disturbing heritage and cultural resources, such as those identified in the Archaeological Resources Protection Act.</li> </ul>	Verification of the implementation of worker awareness program.	Prior to construction activities.	City Development Services Department

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<p>Mitigation Measure 3.4-1b: Procedures for Discovery of Subsurface Archaeological Features and Tribal Cultural Resources</p> <p>If any prehistoric or historic-era subsurface archaeological features or deposits (e.g., ceramic shard, trash scatters), including locally darkened soil ("midden"), which may conceal cultural deposits, are discovered during construction, all ground-disturbing activity within 100 feet of the resources shall be halted, and a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology shall be retained to assess the significance of the find. If the qualified archaeologist determines the archaeological material to be Native American in nature, the City shall contact the appropriate California Native American tribe. A tribal representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area may make recommendations for further evaluation and treatment as necessary, and for input on the preferred treatment of the find. If the find is determined to be significant by the archaeologist or the tribal representative (i.e., because it is determined to constitute a unique archaeological resource or a tribal cultural resource, as appropriate), the archaeologist and tribal representative, as appropriate, shall develop, and the City shall implement, appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures may include but would not necessarily be limited to preservation in place (which shall be the preferred manner of mitigating impacts on archaeological and tribal sites), archival research, subsurface testing, or contiguous block unit excavation and data recovery (when it is the only feasible mitigation, and pursuant to a data recovery plan). No work at the discovery location shall resume until all necessary investigation and evaluation of the resource has been satisfied. This requirement shall be placed on Project improvement plans and will be verified by the City Development Services Department.</p>	Confirmation that this mitigation measure is included in Project improvement plans.	Prior to construction activities.	City Development Services Department



Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
Impact 3.4-2: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource	Mitigation Measure 3.4-2a: Implement Mitigation Measure 3.4-1a	See discussion for Impact 3.4-1.	See discussion for Impact 3.4-1.	See discussion for Impact 3.4-1.
	Mitigation Measure 3.4-2b: Implement Mitigation Measure 3.4-1b	See discussion for Impact 3.4-1.	See discussion for Impact 3.4-1.	See discussion for Impact 3.4-1.
Impact 3.4-3: Disturb Human Remains	Mitigation Measure 3.4-3: Implement Response Protocol If Human Remains Are Uncovered Consistent with California Health and Safety Code Sections 7050.5 and 7052 and PRC Section 5097, if suspected human remains are discovered, ground-disturbing activities in the area of the remains shall be halted immediately, and the Sacramento County coroner shall be notified immediately. The responsibilities for acting upon notification of a discovery of Native American human remains are specifically identified in PRC Section 5097.94. If the remains are determined by the coroner to be Native American, the NAHC shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the NAHC-designated MLD and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments, if present, are not disturbed. This requirement shall be included in Project improvement plans and will be verified by the City Development Services Department.	Confirmation that this mitigation measure is included in Project improvement plans.	Prior to construction activities.	City Development Services Department
<b>3.5 Energy</b>				
Impact 3.5-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy during Project Construction or Operation	Mitigation Measure 3.5-1a: Complete LEED Gold Certification Consistent with the LEED commitment letter included in the Project's certified AB 900 application, the Project Applicant shall complete the following. The Project shall achieve at least LEED Gold certification under LEED version 4 or newer. This shall be in addition to compliance with the California Energy Code Tier 1 standards provided in Mitigation Measure 3.5-1c. <ul style="list-style-type: none"><li>▶ For buildings within the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division:<ul style="list-style-type: none"><li>▪ Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities</li></ul></li></ul>	Provide documentation to the City that the Project has achieved LEED Gold certification or better.	Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division and verification that final approved LEED certification within one year of building occupancy.  Concurrently with submittal of the building permit application for	City Development Services Department

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<p>Development Division, submit to the City Development Services Department a copy of the LEED Project Registration and Green Building Council–approved Design Documentation Submittal (01 81 13 - LEED Project Requirements).</p> <ul style="list-style-type: none"> <li>▪ Submit a copy of the updated detailed LEED Scorecard prior to public operation of the building.</li> <li>▪ Within one year of building occupancy, submit final approved LEED certification to the City. The City may limit the issuance of subsequent building permits for the Project site until the Final LEED Certification has been provided to the City.</li> </ul> <p>► For buildings within the jurisdiction of the City:</p> <ul style="list-style-type: none"> <li>▪ Concurrently with submittal of the building permit application, submit to the City Development Services Department a copy of the LEED Project Registration and Green Building Council–approved Design Documentation Submittal (01 81 13 - LEED Project Requirements).</li> <li>▪ Submit a copy of the updated detailed LEED Scorecard prior to public operation of the building.</li> <li>▪ Within one year of building occupancy, submit final approved LEED certification to the City. The City may limit the issuance of subsequent building permits for the Project site until the Final LEED Certification has been provided to the City.</li> </ul>		buildings within the City's jurisdiction, submit to the City Development Services Department a copy of the LEED Project Registration and Green Building Council–approved Design Documentation. Verification that final approved LEED certification within one year of building occupancy.	
	Mitigation Measure 3.5-1b: Implement Mitigation Measure 3.14-1	See discussion for Impact 3.14-1.	See discussion for Impact 3.14-1.	See discussion for Impact 3.14-1.
	<p>Mitigation Measure 3.5-1c: Compliance with California Energy Code Tier 1 Standards</p> <p>Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall provide plans and/or documentation demonstrating compliance with California Energy Code Tier 1 standards to the City Development Services Department. Documentation of compliance with this measure shall also be provided to the City Development Services Department prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.</p>	Confirmation that Project buildings attain California Energy Code Tier 1 Standards.	<p>Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division.</p> <p>Prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.</p>	City Development Services Department

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
<b>3.6 Geology and Soils</b>				
Impact 3.6-4: Directly or Indirectly Destroy a Paleontological Resource	<p>Mitigation Measure 3.6-4: Paleontological Monitoring for Deep Excavations</p> <p>Before the start of any excavation activities, the Project Applicant shall retain a qualified scientist (e.g., geologist, biologist, paleontologist) to train all construction personnel involved with earth-moving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures to take if fossils are encountered. Training on paleontological resources shall also be provided to all other construction workers but may use a video recording of the initial training and/or written materials rather than in-person training.</p> <p>If any paleontological resources (fossils) are discovered during grading or construction activities on the Project site, work shall be halted immediately within 50 feet of the discovery, and the City Planning Division shall be immediately notified. The Project Applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines. The recovery plan may include but is not limited to a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City to be necessary and feasible shall be implemented by the Project Applicant before construction activities resume in the area where the paleontological resources were discovered.</p>	<p>Training of construction personnel</p> <p>Halt construction activities if paleontological resources are encountered. Retain a qualified paleontologist, if necessary, to evaluate and document findings as well as provide recommendations. If applicable, develop a paleontological resource impact mitigation program.</p>	Prior to excavation activities.	City Development Services Department
<b>3.7 Greenhouse Gas Emissions and Climate Change</b>				
Impact 3.7-1: Generate GHG Emissions That May Have a Significant Impact on the Environment	<p>Mitigation Measure 3.7-1a: Reduce GHG Emissions On-Site</p> <p>The Project Applicant shall implement the following measures identified in Appendix F of the certified AB 900 application, which would offset the net increase in GHG emissions to the satisfaction of the City Development Services Department (included as Appendix C of this EIR):</p> <ul style="list-style-type: none"> <li>► Solar photovoltaics: The Project shall install solar photovoltaics on Project building roofs. Solar installations shall generate approximately 5,443 megawatt-hours of electricity per year.</li> <li>► SMUD Greenergy program: After installation of the solar photovoltaics, the Project would still consume electricity provided by SMUD. The Project shall purchase 100-percent renewable energy provided through SMUD's Greenergy program for the remaining electricity demands of the Project, rather than using</li> </ul>	<p>Verification that the Project site design includes identified measures that include implementation of Mitigation Measure 3.14-1.</p>	Prior to final site design and building permit issuance.	City Development Services Department

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<p>SMUD's average renewable mix in 2030. This will effectively offset all electricity-related GHG emissions associated with the Project.</p> <ul style="list-style-type: none"> <li>▶ Electric vehicle chargers: The Project shall install Level 2 electric vehicle (EV) charging stations. Each EV charging station shall serve multiple parking spaces, and the electricity load for the parking garages shall ensure that all EV chargers are able to be in service at the same time. Installation of the charging stations shall be phased in the following manner so that EV charging is available for 5 percent of the total parking for each phase, consistent with City Municipal Code Section 23.58.120. Final site plans for parking shall also identify an additional 5 percent of parking for each phase for potential future EV charging consistent with City Municipal Code Section 23.58.120: <ul style="list-style-type: none"> <li>▪ Phase 1: 37 total charging stations that serve 74 total parking spaces,</li> <li>▪ Phase 2: 73 total charging stations that serve 144 total parking spaces, and</li> <li>▪ Phase 3: 84 total charging stations that serve 166 parking spaces.</li> </ul> </li> <li>▶ Transportation Demand Management Plan: The Project shall include a Transportation Demand Management (TDM) Plan consistent with the City CAP and the City TDM Plan Guidelines. The TDM Plan developed for the Project shall include measure categories such as marketing and promotion, bike facilities, on-site amenities, transit, commuter benefits, and parking facilities. With the implementation of these measures, the Project will achieve at least a 30-percent transportation efficiency (which would result in a 30-percent reduction in VMT). Implementing a TDM Plan is included in this EIR as Mitigation Measure 3.14-1 in Section 3.14, "Transportation."</li> <li>▶ Vegetation change: After Project construction, 313 new trees shall be planted.</li> </ul> <p>These design features would result in reduced GHG emissions on-site. Each feature was quantified in the AB 900 application, which is included as Appendix C. Table 3.7-6 shows the GHG emission reduction associated with each Project design feature.</p> <p><i>[Table 3.7-6, GHG Reduction Associated with Project Features in 2030 (MTCO<sub>2</sub>e), can be found on page 3.7-13 of Draft EIR Section 3.7, Greenhouse Gas Emissions and Climate Change.]</i></p> <p><i>[Table 3.7-7, Summary of Net Increase in GHG Emissions in 2030 with Project Features (MTCO<sub>2</sub>e), can be found on page 3.7-14 of Draft EIR Section 3.7, Greenhouse Gas Emissions and Climate Change.]</i></p>			

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<p>Mitigation Measure 3.7-1b: Purchase Carbon Offset Credits</p> <p>The net increase in GHG emissions from Project implementation is the amount of annual GHG emissions that will need to be offset through the purchase of carbon credits. The Project Applicant shall meet the requirement set forth in PRC Section 21183(c) to demonstrate that implementing the Project would result in no net additional GHG emissions through the purchase of voluntary carbon offset credits sufficient to offset all projected additional GHG emissions. A copy of the Project Applicant commitment letter is provided in Appendix C. As shown in Table 3.7-7, above, the Project shall be required to purchase 18,651 MTCO<sub>2</sub>e/year of credits.</p> <p>Such offsets shall meet the requirements of State CEQA Guidelines Section 15126.4(c)(3) and meet the following criteria, consistent with the standards set forth in Health and Safety Code Section 38562, subdivisions (d)(1) and (d)(2):</p> <ul style="list-style-type: none"> <li>▶ Real—They represent reductions actually achieved (not based on maximum permit levels).</li> <li>▶ Additional/surplus—They are not already planned or required by regulation or policy (i.e., not double-counted).</li> <li>▶ Quantifiable—They are readily accounted for through process information and other reliable data.</li> <li>▶ Enforceable—They are acquired through legally binding commitments/agreements.</li> <li>▶ Verifiable—They are verified through the accurate means by a reliable third party.</li> <li>▶ Permanent—They will remain as GHG reductions in perpetuity.</li> </ul> <p>Such credits shall be based on protocols that are consistent with the criteria set forth in subdivision (a) of Section 95972 of Title 17 of the California Code of Regulations and shall not allow the use of offset projects originating outside of California, except to the extent that the quality of the offsets, and their sufficiency under the standards set forth herein, can be verified by Sacramento County and/or SMAQMD. Such credits must be purchased through one of the following: (i) a CARB-approved registry, such as the Climate Action Reserve, the American Carbon Registry, or the Verified Carbon Standard; (ii) any registry approved by CARB to act as a registry under the California cap-and-trade program; or (iii) the California Air Pollution Control Officers Association GHG Rx and the SMAQMD.</p> <p>CNU shall enter into one or more contracts to purchase carbon credits, and the contract(s), together with any previous contracts, shall be evidence for the purchase of carbon credits in an amount sufficient to offset the net increase in GHG emissions</p>	Confirmation that carbon offset credits consistent with the requirements of this measure are purchased as development occurs.	<p>Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division.</p> <p>Prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.</p> <p>Carbon offset credits required for each phase of the Project must be purchased before issuance of any Temporary Certificate of Occupancy for any building in that phase.</p>	City Development Services Department



Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	attributable to each building constructed on the Project site over the analysis horizon of 30 years. Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit documentation of compliance with this measure to the City Development Services Department to verify compliance with this measure. Documentation of compliance with this measure shall be provided to the City Development Services Department prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division. Carbon offset credits required for each phase of the Project must be purchased before issuance of any Temporary Certificate of Occupancy for any building in that phase.			
Impact 3.7-2: Conflict with an Applicable Plan, Policy, or Regulation of an Agency Adopted for the Purpose of Reducing Emissions of GHGs	Mitigation Measure 3.7-2a: Implement Mitigation Measure 3.7-1a	See discussion for Impact 3.7-1.	See discussion for Impact 3.7-1.	See discussion for Impact 3.7-1.
	Mitigation Measure 3.7-2b: Implement Mitigation Measure 3.7-1b	See discussion for Impact 3.7-1.	See discussion for Impact 3.7-1.	See discussion for Impact 3.7-1.
<b>3.9 Hydrology and Water Quality</b>				
Impact 3.9-6: Release of Pollutants Due to Inundation by Floodwaters	Mitigation Measure 3.9-6: Elevate Generator, Fuel, and Chemical Storage above the 200-Year Floodplain Generator fuel tanks shall be protected by dry floodproofing consistent with American Society of Civil Engineers (ASCE) standard ASCE 24, Flood Resistant Design and Construction. Other chemical storage shall be elevated outside of the 200-year floodplain. All Project building fuel and chemical storage (excluding generator fuel) shall be shown in building plans prior to issuance of building permits. The City Development Services Department will verify compliance with this mitigation measure.	Confirm underground fuel tanks are designed consistent with American Society of Civil Engineers (ASCE) standard ASCE 24, Flood Resistant Design and Construction and all other chemical storage is elevated outside of the 200-year floodplain.	Prior to issuance of building permits.	City Development Services Department
<b>3.10 Land Use and Planning</b>				
Impact 3.10-2: Cause a Significant Environmental Impact Because of a Conflict with any Land Use Plan, Policy, or Regulation	Mitigation Measure 3.10-2: Implement Mitigation Measures 3.1-3, 3.2-2a, 3.2-2b, 3.2-3a, 3.2-3b, 3.3-4, 3.4-1a, 3.4-1b, 3.5-1a, 3.7-1a, 3.7-1b, 3.11-2a, 3.11-2b, 3.11-2c, and 3.14-1.	See applicable impact discussions.	See applicable impact discussions.	See applicable impact discussions.

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect				
3.11 Noise and Vibration				
Impact 3.11-1: Create Construction-Generated Noise	<p>Mitigation Measure 3.11-1: Implement Measures to Reduce Exposure of Noise-Sensitive Receptors to On- and Off-Site Construction-Generated Noise</p> <p>To minimize noise levels generated by on- and off-site construction activities, the Project Applicant shall require its construction contractors to comply with the following measures during construction:</p> <ul style="list-style-type: none"> <li>▶ All construction equipment and material staging areas shall be set back as far as possible from nearby off-site noise-sensitive receptors, including but not limited to the residences on the north side of Ruddy Duck Way and the residences on the east side of West Taron Drive.</li> <li>▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturer specifications. Equipment engine shrouds shall be closed during equipment operation.</li> <li>▶ Construction equipment with back-up alarms shall be equipped with either audible self-adjusting backup alarms or alarms that sound only when an object is detected. Self-adjusting backup alarms shall automatically adjust to 5 dB louder than the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels.</li> <li>▶ Arrival and departure of trucks hauling construction materials and equipment to and from staging areas and construction sites shall occur only from 7 a.m. to 6 p.m. on weekdays, pursuant to Section 7-8.01 of the City of Elk Grove Construction Specifications Manual. If such activity is necessary to complete the Project, a written request shall be submitted to the City at least 2 working days in advance, pursuant to Section 7-8.02 of the Construction Specifications Manual. No construction-related hauling or transport shall occur without prior authorization from the City.</li> <li>▶ For all on-site staging areas that would be located within 860 feet of a residential property line and all on-site construction and demolition activity that would take place within 860 feet of a residential property line, temporary noise barriers or noise curtains shall be installed such that they block the line of sight between the noise source and the receiver. For example, during construction of the parking garage and retail building that is demarcated as Building C in Figure</li> </ul>	Confirmation construction noise measures are being implemented through construction site inspections.	Prior to approval of final building plans and improvement plans.	City Development Services Department

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<p>3.11-3, a noise curtain or other barrier shall be installed along the eastern boundary of the Project site in such a way that the residences on the east side of West Taron Drive would be shielded from noise generated by construction of the on-site building. Temporary noise curtains shall consist of durable, flexible composite material featuring a noise barrier layer bounded to sound-absorptive material on one side. The noise barrier layer shall consist of rugged, impervious material with a surface weight of at least 1 pound per square foot. This noise reduction measure applies only to on-site demolition and construction work. This measure would not be feasible for the off-site construction work, which is linear in nature, because the length of the sound barrier would be excessive, and the location of noise-generating construction activity would change frequently.</p> <ul style="list-style-type: none"> <li>▶ The Project Applicant shall provide advanced notice to owners of all residential or transient lodging land uses located within 300 feet where nighttime construction activity would take place. This notification shall inform the recipients of when and where nighttime construction would occur and the types of measures being implemented to lessen the impact at potentially affected receptors. This noticing shall also provide the contact information for the designated noise complaint and enforcement manager, discussed further below.</li> <li>▶ The Project Applicant shall post visible signs along the perimeter of the construction site that disclose construction times and duration, as well as a contact number for a noise complaint and enforcement manager. The on-site noise complaint and enforcement manager's duties shall include documenting noise complaints, responding to and investigating noise-related complaints, implementing any feasible and appropriate measures to reduce noise at the receiving land uses, and reporting the complaints to City Planning Division staff on a weekly basis. Additional measures to remedy complaints received from the public may include: <ul style="list-style-type: none"> <li>▪ implementing noise-reducing enclosures and techniques around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors) and</li> <li>▪ for construction activity that occurs near existing sensitive land uses, installing additional temporary noise curtains within the direct line of sight to the nearby sensitive receptor(s).</li> </ul> </li> </ul> <p>These measures shall be included in final building plans and improvement plans. Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the</p>			

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	Project Applicant shall submit the site plan and other requested items to the City Development Services Department to verify compliance with this measure. All funding for the implementation of these measures shall be provided by the Project Applicant.			
Impact 3.11-2: Create Noise Generated by Operational On-Site Activities	<p>Mitigation Measure 3.11-2a: Implement Design Measures to Ensure That Operation of On-Site HVAC Equipment Does Not Expose Off-Site Residences to Noise Levels That Exceed Applicable Standards</p> <p>The Project Applicant shall implement design measures to ensure that all mechanical building equipment that is part of the HVAC systems, in combination with other types of on-site operational noise sources, do not expose off-site residential land uses, including the single-family homes on the east side of West Taron Drive and north side of Ruddy Duck Way, to noise levels that exceed 55 <math>L_{eq}</math> during daytime hours (7 a.m. to 10 p.m.) or 45 <math>L_{eq}</math> during nighttime hours (10 p.m. to 7 a.m.). The Project Applicant shall identify design measures necessary to achieve these performance standards prior to operation of any HVAC systems on new buildings located within 875 feet of off-site residential land uses and confirm that the selected measures are sufficiently effective after they are implemented. All design measures and their effectiveness shall be demonstrated in an acoustic analysis subject to review and approval by City Development Services Department staff, and if determined necessary by City Development Services Department staff, the City can hire a qualified acoustical engineer to peer review the documentation provided by the Project Applicant that shows these performance criteria would be achieved. All funding for the study and implementation of the measures, including the cost of the City hiring an acoustical engineer to peer review the analysis demonstrating the effectiveness of the Project Applicant's proposed design measures, shall be provided by the Project Applicant.</p> <p>Measures to achieve these performance standards may include, but shall not be limited to, the following measures:</p> <ul style="list-style-type: none"> <li>▶ Design and build sound barriers near all noise-generating HVAC units that enclose mechanical equipment as much as possible and completely block the line of sight between the equipment and off-site residential land uses. Sound barriers can consist of a wall, earthen berm, or some combination thereof.</li> <li>▶ Locate HVAC units within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.</li> </ul>	Confirmation that design measures are incorporated into the Project that result in identified noise levels.	<p>Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division.</p> <p>Prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.</p>	City Development Services Department

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<ul style="list-style-type: none"> <li>▶ Set back all HVAC units as much as possible from off-site noise-sensitive receptors, including residential land uses.</li> <li>▶ Position HVAC units on the opposite side of an on-site buildings from off-site sensitive receptors so that the buildings serve as an intervening noise barrier.</li> </ul> <p>Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit the site plan, acoustic analysis, and other requested items to the City Development Services Department to verify compliance with this measure. Documentation of compliance with this measure shall be provided to the City Development Services Department prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.</p>			
	<p>Mitigation Measure 3.11-2b: Implement Measures to Reduce Parking Facility and Sport Court–Generated Noise Exposure at Nearby Noise-Sensitive Receptors</p> <p>The Project Applicant shall implement design measures to ensure that activity at surface parking lots, parking structures, and the rooftop sport courts, in combination with other types of on-site operational noise sources, do not expose off-site residential land uses to noise levels that exceed 55 dB <math>L_{eq}</math> during daytime hours (7 a.m. to 10 p.m.) or 45 dB <math>L_{eq}</math> during nighttime hours (10 p.m. to 7 a.m.). The Project Applicant shall identify design measures necessary to achieve these performance standards prior to operation of surface parking lots, parking structures, or sport courts located near off-site residential land uses and confirm the selected measures are sufficiently effective after they are implemented. All design measures and their effectiveness shall be demonstrated in an acoustic analysis subject to review and approval by City Development Services Department staff, and if determined necessary by City Development Services Department staff, the City can hire a qualified acoustical engineer to peer review the documentation provided by the Project Applicant that shows these performance criteria would be achieved. All funding for the study and implementation of the measures, including the cost of the City hiring an acoustical engineer to peer review the analysis demonstrating the effectiveness of the Project Applicant's proposed design measures, shall be provided by the Project Applicant.</p> <p>Measures to achieve these performance standards may include, but shall not be limited to, the following measures:</p> <ul style="list-style-type: none"> <li>▶ Restrict access of the sport courts to daytime hours from 7 a.m. to 10 p.m. every day with a locked gate or some other mechanism.</li> </ul>	Confirmation that design measures are incorporated into the Project that result in identified noise levels.	Prior to issuance of building permits.	City Development Services Department



Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<ul style="list-style-type: none"> <li>▶ Design the parking structures so that the vehicle entrance and exits are on the side of the structure opposite from that of the nearest off-site residences. This measure shall be implemented only to the extent it is consistent with recommendations in Draft EIR Appendix K regarding on-site circulation.</li> <li>▶ Design and build a sound barrier along the south and east sides of the rooftop sport court that blocks the line of sight from activities on the sport courts to the backyards of the single-family dwellings along the east side of West Taron Drive and the north side of Ruddy Duck Way. This barrier may consist of a solid wall or a louvered barrier that allows air to pass through but still reflects sound away from off-site residences. The sound barriers shall be in place prior to use of the sport courts.</li> <li>▶ Move the sport courts to the rooftop of a different on-site building that would be more distant from off-site residential land uses or move the sport courts indoors, within an on-site building rather than on a rooftop.</li> <li>▶ Include a sound wall or louvered sound barrier along those sides of parking structures that face the single-family dwellings along the east side of West Taron Drive or the north side of Ruddy Duck Way. For the parking structure near the east side of the Project site (with retail stores on the top floor), the barriers shall be installed on the east and south sides of the structure. For the parking structure closest to the single-family residences on Ruddy Duck Way, a barrier shall be installed on the south side of the structure. The sound barriers on each parking structure shall be in place prior to use of the use of the parking structure.</li> <li>▶ Set back surface parking lots and parking structures further from off-site residential receptors.</li> <li>▶ Install sound barriers (i.e., a wall, berm, or combination thereof) between some surface parking areas and off-site residential receptors. These sound barriers can consist of a wall, earthen berm, or some combination thereof.</li> </ul> <p>Documentation of compliance with this measure shall be provided to the City Planning Division prior to issuance of building permits by the City.</p>			
	<p>Mitigation Measure 3.11-2c: Implement Design Measures to Ensure That Delivery Truck Activity Does Not Expose Off-Site Residences to Noise Levels That Exceed Applicable Standards</p> <p>The Project Applicant shall implement design and/or operational measures to ensure that delivery truck activity would not expose off-site residential land uses, including the single-family homes on the east side of West Taron Drive and north side of Ruddy Duck Way, to noise levels that exceed 75 <math>L_{max}</math> during daytime hours (7 a.m. to</p>	Confirmation that design measures are incorporated into the Project that result in identified noise levels.	Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division.	City Development Services Department

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<p>10 p.m.) or 70 L<sub>max</sub> during nighttime hours (10 p.m. to 7 a.m.). The Project Applicant shall identify measures necessary to achieve these performance standards prior to operation of buildings or parking areas located within 175 feet of off-site residential land uses and confirm that the selected measures are sufficiently effective after they are implemented. All design measures and their effectiveness shall be demonstrated in an acoustic analysis subject to review and approval by City Development Services Department staff, and if determined necessary by City Development Services Department staff, the City can hire a qualified acoustical engineer to peer review the documentation provided by the Project Applicant that shows these performance criteria would be achieved. All funding for the study and implementation of the measures, including the cost of the City hiring an acoustical engineer to peer review the analysis demonstrating the effectiveness of the Project Applicant's proposed design measures, shall be provided by the Project Applicant. Measures to achieve these performance standards may include, but shall not be limited to, the following measures:</p> <ul style="list-style-type: none"> <li>▶ Design and build sound barriers near loading docks and delivery areas that block the line of sight between truck activity areas and off-site residential land uses. Sound barriers may consist of a wall, enlargement of an existing wall along southern boundary of the site, an earthen berm, or a combination thereof. Sound reduction may also be achieved by constructing loading dock pits that are below grade relative to the surrounding parking area.</li> <li>▶ Place loading docks and truck delivery areas on the sides of on-site buildings opposite from the side of the closest off-site noise-sensitive receptor so that the on-site building serves as a sound barrier protecting existing off-site residential land uses.</li> <li>▶ Require all loading docks and truck delivery areas to be set back a specific distance from off-site residential land uses, and prohibit truck travel and truck activity within the setback areas by posting signs and/or by installing gates that restrict truck access. The setback distance for truck activity during daytime hours (7 a.m. to 10 p.m.) can be different from the setback distance for truck activity during nighttime hours (10 p.m. to 7 a.m.).</li> </ul> <p>Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit the site plan and other requested items to the City Development Services Department to verify compliance with this measure. Documentation of compliance with this measure shall be provided to the City Development Services Department prior to issuance of building permits by the City</p>		<p>Prior to issuance of building permits by the City for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.</p>	

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	for other buildings not under the jurisdiction of the California Office of Statewide Health Planning and Development Facilities Development Division.			
<b>3.14 Transportation</b>				
Impact 3.14-1: Result in a Conflict with City Circulation System Programs and Policies That Require Reductions in Local Commute Trips	<p>Mitigation Measure 3.14-1: Implement Transportation Demand Management Plan</p> <p>The Project Applicant shall develop and implement the TDM Plan that was outlined in the Project's AB 900 application provided in Appendix C of the Draft EIR, which requires the Project to achieve at least 15-percent greater transportation efficiency than comparable projects in the City (30 percent reduction in trips). The TDM Plan shall be consistent with the City TDM Plan Guidelines. The following TDM measures shall be required:</p> <ul style="list-style-type: none"> <li>▶ transportation marketing services,</li> <li>▶ short-term bicycle parking,</li> <li>▶ long-term bicycle parking,</li> <li>▶ improved access to bike network,</li> <li>▶ showers and locker rooms,</li> <li>▶ on-site café,</li> <li>▶ subsidized transit passes,</li> <li>▶ shuttle bus service,</li> <li>▶ carpooling program,</li> <li>▶ guaranteed ride home, and</li> <li>▶ parking cash-out program.</li> </ul> <p>The City shall review and approve the Project TDM Plan prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division for the hospital building.</p> <p>The Project Applicant shall be subject to annual reporting and monitoring requirements to ensure that the TDM Plan and all the associated measures are being implemented. The Project Applicant shall submit annual progress reports on implementation of the TDM Plan to the City Development Services Department beginning one year after the date of TDM Plan approval. If the Project Applicant fails to submit an annual report demonstrating implementation of the TDM Plan within 60 days following the established date for annual report submittal, an administrative citation will be issued pursuant to Municipal Code Chapter 1.12. The required items to be included in the annual progress report are:</p> <ul style="list-style-type: none"> <li>▶ contact information for the Project TDM coordinator,</li> </ul>	Review and approval of the TDM Plan and review of annual progress reports on implementation of the TDM Plan beginning one year after the date of TDM Plan approval.	Prior to issuance of plan approval or building permits.	City Development Services Department

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<ul style="list-style-type: none"> <li>▶ sample of marketing materials provided to new employees about the TDM program,</li> <li>▶ number of employees participating in each TDM measure offered to employees,</li> <li>▶ commute mode share of employees at the Project site, and</li> <li>▶ other information demonstrating implementation of specific TDM measures.</li> </ul>			
Impact 3.14-6: Substantially Increase Hazards Because of a Design Feature or Incompatible Uses	<p>Mitigation Measure 3.14-6: Provide Marking and Lighting Consistent with FAA Requirements</p> <p>The Project Applicant shall incorporate marking and lighting specifications into the final engineering and design plans. The marking and lighting for the hospital and the proposed helicopter landing site shall be consistent with FAA Advisory Circular 150/5390-2C (Heliport Design), Chapter 4 (Hospital Heliports), and Section 415 (Heliport Lighting), and navigation lighting shall be consistent with FAA Advisory Circular 70/7460-1L Change 2 (Obstruction Marking and Lighting). The Project Applicant shall provide plans, permits, and documentation demonstrating compliance and required approvals from FAA and the California Department of Transportation Division of Aeronautics to City Development Services Department prior to operation of the hospital and helicopter landing site. Additionally, the Project Applicant shall file FAA Form 7460-2, Notice of Actual Construction or Alteration, any time the Project is abandoned or within 5 days after the construction reaches its greatest height.</p>	Verification of compliance and of approvals from the FAA and the California Department of Transportation Division of Aeronautics.	Prior to operation of the hospital and helicopter landing site.	City Development Services Department
Impact 3.14-8: Result in Temporary but Prolonged Construction Transportation Impacts	<p>Mitigation Measure 3.14-8: Prepare and Implement a Temporary Traffic Control Plan</p> <p>Prior to construction of each Project phase, the construction contractor shall coordinate with the City Traffic Engineering Section of the Public Works Department to determine the required process, permits, and approvals. Additionally, the construction coordinator shall prepare a temporary traffic control plan to the satisfaction of the City Traffic Engineering Section of the Public Works Department. The temporary traffic control plan shall at a minimum:</p> <ul style="list-style-type: none"> <li>▶ describe the proposed work zone;</li> <li>▶ delineate construction areas in a manner that protects vehicles, bicyclists, and pedestrians;</li> <li>▶ describe applicable detours and lane closures;</li> <li>▶ describe appropriate tapers and lengths, signs, and spacing;</li> <li>▶ identify appropriate channelization devices and spacing;</li> <li>▶ identify work hours and workdays;</li> <li>▶ identify proposed speed limit changes if applicable;</li> </ul>	Review and acceptance of temporary traffic control plan that would be monitored during construction inspections.	Prior to construction of each phase.	City Traffic Engineering Section of the Public Works Department

Impact	Mitigation Measure	Monitoring and Reporting Procedure	Timing	Verification
	<ul style="list-style-type: none"> <li>▶ describe the signalized and nonsignalized intersections that would be affected by the work;</li> <li>▶ describe the trucks that would be used during construction, including the number and size of the trucks used per day, their expected arrival and departure times, their general weight and size, and circulation patterns;</li> <li>▶ identify all staging areas;</li> <li>▶ require that access to all nearby parcels be maintained;</li> <li>▶ present a strategy/plan with the City to address how potential Project-related pavement damage will be addressed;</li> <li>▶ provide a description and/or documentation of the pavement conditions along the roadways used to access the site before the commencement of construction and at the conclusion of construction;</li> <li>▶ coordinate with the City to determine how any potential pavement damage directly resulting from construction of the Project would be mitigated; and</li> <li>▶ require that adequate emergency vehicle access to all surrounding parcels and properties be maintained at all times.</li> </ul>			
Impact 3.15-1: Environmental Impacts from Expansion of Infrastructure	Implement Mitigation Measures 3.2-2a, 3.2-2b, 3.3-1a, 3.3-1b, 3.4-1a, 3.4-1b, 3.4-3, 3.6-4, 3.7-1a, 3.7-1b, and 3.11-1.	See applicable impact discussions.	See applicable impact discussions.	See applicable impact discussions.





**Exhibit G**  
**California Northstate University Medical Center (PLNG18-110)**  
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<u>Conditions of Approval</u>		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
<b>ON-GOING</b>				
1.	Development and operation of the proposed Project shall be consistent with the Project Description and Project Plans as provided in Exhibits A and B, incorporated herein by this reference. Deviations from the approved plans shall be reviewed by the City for substantial compliance and may require amendment by the appropriate hearing body.	On-Going	Planning	
2.	This action does not relieve the Applicant of the obligation to comply with all ordinances, statutes, regulations, and procedures.	On-Going	Planning	
3.	The Applicant, or Successors in Interest (hereinafter referred to as the Applicant) shall indemnify, protect, defend, and hold harmless the City, its officers, officials, agents, employees, and volunteers from and against any and all claims, damages, demands, liability, costs, losses or expenses including without limitation court costs, reasonable attorney's fees and expert witness fees arising out of this Project including challenging the validity of this Application/permit or any environmental or other documentation related to approval of this application.	On-Going	Planning	
4.	Except as otherwise specified or provided for in the Project plans or in these conditions, the Project shall conform to the development standards and design requirements adopted by the City of Elk Grove, including but not limited to the following: <ul style="list-style-type: none"> <li>• The Elk Grove Zoning Code (Title 23 of the EGMC)</li> <li>• EGMC Title 22 (Land Development)</li> <li>• EGMC Chapter 19.12 (Tree Preservation and Protection)</li> <li>• EGMC Chapter 14.10 (Water Efficient Landscape Requirements)</li> <li>• EGMC Title 16 (Building and Construction)</li> <li>• Elk Grove Design Guidelines</li> </ul>	On-Going	Planning	

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5.	<p>The Applicant shall design and construct all improvements in accordance with the City of Elk Grove Improvement Standards, as further conditioned herein, and to the satisfaction of the City. All street improvements shall include vertical curb and gutter, except as approved by the City, in which case street improvements shall include rolled curb and gutter. Specific locations on median(s) that require emergency vehicle access will be evaluated during review and acceptance of the Improvement Plans.</p> <p>Public sewer, water, and other utility infrastructure shall be designed and constructed with the standards of the appropriate utility.</p>	On-Going	Engineering SCWA SASD SMUD PG&E	
6.	<p>The Applicant shall pay all plan check fees, impact fees, or other costs as required by the City, the Cosumnes Community Services District (CCSD), Sacramento Area Sewer District (SASD), Sacramento County Water Agency (SCWA), or other agencies or services providers as established by law.</p>	On-Going and Prior to Construction	Planning Engineering CCSD SCWA SASD	
7.	<p>Approval of this Project does not relieve the Applicant from the requirements of subsequent permits and approvals, including but not limited to the following as may be applicable:</p> <ul style="list-style-type: none"><li>• Grading Permit and Improvement Plan</li><li>• Building Permit and Certificate of Occupancy from the applicable agency</li><li>• Requirements of the Sacramento Metropolitan Air Quality Management District</li><li>• Fire Department review for permits and/or occupancy</li></ul>	On-Going	Planning Engineering Building CCSD SCWA SASD	

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8.	As to any fee, dedication, reservation or exaction established by these conditions of approval that are subject to the Mitigation Fee Act, notice is hereby given pursuant to California Government Code Section 66020(d) that the 90-day period in which you may protest the fees set forth herein has begun to run as of the date of approval of this Project. Other limitations periods may apply. The City reserves all rights.	On-Going	Planning	
9.	The trash enclosures shall be locked when not in use and well maintained at all times.	On-Going	Code Enforcement Planning	
10.	Water Supply shall be provided by the Sacramento County Water Agency.	On-Going	SCWA	
11.	SMUD has existing 12kV and 69kV facilities along Elk Grove Boulevard, West Taron Drive, and on the Project site which will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 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.	On-Going	SMUD	
12.	SMUD reserves the right to use any portion of its easements on 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.	On-Going	SMUD	
13.	In the event the Applicant requires the relocation or removal of existing SMUD facilities on the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.	On-Going	SMUD	
14.	Trees located adjacent to fire access lanes shall have canopies maintained above 13.5 feet.	On-Going	CCSD Fire	

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15.	All-weather fire access (up to 1st lift) shall be provided at the start of construction.	On-Going	CCSD Fire	
16.	Public Utility Easements (PUEs) shall be kept open and free of buildings, structures and wells of any kind.	On-Going	Engineering PG&E	
17.	In the event that the any basement parking facilities are closed due to flooding and current parking demands for the Project cannot be met, the Applicant shall be required to locate replacement parking as approved by the City.	On-Going	Planning	
18.	The helicopter models shall be limited to the Airbus H-130, H-135, or Airbus-145 or similar models as approved by the City. The use of older, louder helicopters is prohibited.	On-Going	Planning	
<b>PRIOR TO OR IN CONJUNCTION WITH IMPROVEMENT AND/OR GRADING PLAN SUBMITTAL OR APPROVAL</b>				
19.	The development approved by this action is subject to the Mitigation Monitoring and Reporting Program (MMRP) adopted as part of the Project. A deposit of \$10,000 for monitoring mitigation measures applicable to this development shall be paid to the City in order to assure MMRP compliance. Until the MMRP has been recorded and the estimated MMRP deposit of \$10,000 has been paid, no grading, building, sewer connection, water connection, or occupancy permit from the City or County will be approved. If actual City monitoring costs exceed the initial estimate, a revised estimate and/or supplemental bill(s) shall be submitted to the Applicant. If actual City monitoring costs are less than the initial estimate, the difference will be refunded to the Applicant. If the Project is constructed in phases between multiple parties, additional deposit(s) shall be required to the satisfaction of the Development Services Director.	Improvement Plans or, Grading Permit, whichever occurs first	Planning	



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20.	The Applicant shall prepare and submit a drainage study to the satisfaction of the City and shall ensure that the Project meets all 200-year floodplain development requirements in accordance with City of Elk Grove Storm Drainage Master Plan, Improvement Standards, General Plan, Elk Grove Municipal Code and any other applicable drainage master plans or studies.	Improvement Plans or Grading Permit(s), whichever occurs first	Engineering Public Works	
21.	The Applicant shall prepare and submit a Post-Construction Stormwater Quality Control Plan in accordance with the City of Elk Grove Improvement Standards and most recent version of the Stormwater Quality Design Manual for the Sacramento Region. The Applicant shall also submit a separate maintenance manual describing proper maintenance practices for the specific treatment controls to be constructed for review and approval by the City. Revisions shall be made if requested by the City	Improvement Plans or Grading Permit(s), whichever occurs first	Engineering Public Works	
22.	The Applicant shall implement Low-Impact Development (LID) and Hydromodification features adopted in the latest version of the Stormwater Quality Manual for the Sacramento Region. The Project design shall be consistent with the design examples prescribed in the Manual.	Improvement Plans or Grading Permit(s), whichever occurs first	Engineering Public Works	
23.	The Applicant shall execute a maintenance agreement with the City for stormwater quality control treatment devices to the satisfaction of the City.	Improvement Plans	Engineering	
24.	The Applicant shall design and construct the driveway on Elk Grove Boulevard for emergency vehicle access only. The driveway improvements, including, but not limited to left-turn pocket, emergency traffic signal, appropriate signage and striping shall be installed as identified in the Traffic Analysis Report, dated July 2020, in accordance with the City's Improvement Standards to the satisfaction of the City and CCSD Fire.	Improvement Plans	Engineering Public Works CCSD Fire	

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25.	<p>The Applicant shall design and construct the following improvements as identified in the Traffic Analysis Report, dated July 2020. Improvements shall be in accordance with the City's Improvement Standards and to the satisfaction of the City:</p> <ul style="list-style-type: none"> <li>• West Taron Drive/Riparian Drive Intersection: <ul style="list-style-type: none"> <li>➤ Install traffic signal and provide two eastbound left-turn lanes and a shared through/right-turn lane.</li> </ul> </li> <li>• Elk Grove Boulevard/I-5 Northbound Off-Ramp Intersection (Encroachment Permit from Caltrans shall be required): <ul style="list-style-type: none"> <li>➤ Install traffic signal.</li> </ul> </li> <li>• Elk Grove Boulevard/Franklin Boulevard Intersection: <ul style="list-style-type: none"> <li>➤ Provide signal modifications including video detection.</li> <li>➤ Provide three northbound left-turn lanes including appropriate restriping, road widening and other approaches.</li> </ul> </li> <li>• West Taron Drive/Shell Gas Station Intersection: <ul style="list-style-type: none"> <li>➤ Provide southbound right-turn pocket on West Taron Drive for existing driveway.</li> </ul> </li> </ul>	Improvement Plans	Engineering Public Works Caltrans	
26.	<p>The Applicant shall restripe West Taron Drive from Ruddy Duck Way to Riparian Drive to include a center two-way left-turn lane. Improvements shall also include, but not be limited to, resurfacing the road using micro surfacing prior to restriping and replacing all non-standard curb ramps in accordance with the City's Standards and to the satisfaction of the City.</p>	Improvement Plans	Engineering Public Works	

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27.	The Applicant shall design and construct a multi-use trail along West Taron Drive, adjacent to the Project's frontage in accordance with the City's Bicycle, Pedestrian, and Trails Master Plan and to the satisfaction of the City.	Improvement Plans	Engineering Public Works	
28.	A Lot Merger establishing the boundaries shown on the site plan creating the Project's Parcel shall be completed prior to Improvement Plan approval.	Improvement Plans	Engineering	
29.	All trash enclosures/compactors for all phases shall meet the requirements and design standards as established in the Elk Grove Space Allocation and Enclosure Design Standards and Guidelines for Trash and Recycling. A detail of the trash enclosures shall be provided in the improvement plans.	At Improvement Plans for Each Phase	Planning & Integrated Waste	
30.	The Applicant shall submit final landscape and irrigation plans in conjunction with improvements plans for each phase. Such plans shall be prepared by a landscape architect registered to practice in the State of California. Plans shall incorporate plants from the California Native Plant Society's Homegrown Habitat list of top habitat plants for the Sacramento Valley. Such plans shall be reviewed and may require modifications by the City prior to approval.	At Improvement Plans for Each Phase	Planning Engineering	

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31.	Prior to approval of Improvement Plans, the Applicant 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 of 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 <a href="http://www.elkgrovecity.org/city_hall/departments_divisions/finance/mello_roos_cfds/">http://www.elkgrovecity.org/city_hall/departments_divisions/finance/mello_roos_cfds/</a>	Improvement Plans	Finance	
32.	Prior to approval of Improvement Plans, the Applicant 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 <a href="http://www.codepublishing.com/CA/elkgrove/#!/ElkGrove15/ElkGrove1510.html#15.10">http://www.codepublishing.com/CA/elkgrove/#!/ElkGrove15/ElkGrove1510.html#15.10</a> .	Improvement Plans	Finance	
33.	The Applicant shall provide separate public water service to each building. All water lines shall be located within a public right-of-way or within easements dedicated to Sacramento County Water Agency (SCWA). Easements shall be reviewed and approved by SCWA prior to Improvement Plan approval.	Improvement Plans	SCWA	

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34.	The Applicant shall pay Park and Recreation Plan Check Fees as required by the CCSD.	Improvement Plans	CCSD Parks	
35.	The Applicant shall submit landscape and civil improvement plans for frontage landscape to the CCSD for review and approval.	Improvement Plans	CCSD Parks	
36.	The Applicant shall construct and install landscaped corridors according to plans and specifications approved by the City and CCSD.	Improvement Plans	CCSD Parks	
37.	Sacramento Area Sewer District (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.	Improvement Plans	SASD	
38.	Sewer easements over the abandoned West Taron 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 rights-of-way 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.	Improvement Plans	SASD	



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39.	Prior to the approval of Improvement Plans, the Applicant shall: (1) approve (a) the formation of a new or annexation into an existing community facilities district ("CFD") and (b) an annual CFD special tax; or (2) deposit a sum money, as determined by the Cosumnes Community Services District ("CCSD"), sufficient for the CCSD to fund a portion of the cost of the CCSD's costs of providing ongoing fire and emergency services, maintenance, operation, and repair and replacement of fire facilities, apparatus, and equipment. Any costs for the formation of the new or annexation into an existing CFD, and approval of such annual CFD special taxes, or administration of the sum of money deposited to fund the CCSD's costs of providing ongoing fire and emergency services, shall be paid from the annual CFD special taxes or the sum of money deposited with the CCSD. In the event that the Applicant fails to approve an annual CFD special tax or deposit a sum of money as provided for herein for such purposes for the CCSD, no further building permits for the property shall be issued.	Improvement Plans	CCSD Fire	
40.	Turns in fire lanes shall have a minimum inside turning radius of 25' and a minimum outside turning radius of 50'	Improvement Plans	CCSD Fire	
41.	Improvement Plans shall include a full size scaled site plan with all fire access lanes shaded or cross-hatched so aerial fire apparatus access requirements can be evaluated.	Improvement Plans	CCSD Fire	
42.	The Applicant shall comply with the requirements of CFC Appendix D105, for Aerial Fire Apparatus Access.	Improvement Plans	CCSD Fire	
43.	General Contractor shall be responsible for providing a phase specific underground water main/fire hydrant installation plan.	Improvement Plans	CCSD Fire	

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44.	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.	Improvement Plans	SMUD	
<b>Prior to Final Submittal to Office of Statewide Health Planning and Development (OSHDP) and/or Building Permit, whichever occurs first (Building Permit for Hospital and Central Plant Issued by OSHPD)</b>				
45.	Prior to submittal of final construction plans to OSHPD, the Applicant shall submit the site plan, architectural elevations, lighting plans, landscape plans, and other requested items by the City and other applicable agencies (i.e. CCSD Fire Department) for review and approval for each phase of the Project.	Prior to Final Submittal of Construction Plans to OSHPD for Each Hospital Phase	Planning, CCSD Fire Department	
46.	Pursuant to Chapter 16.97 and Section 16.120.030.D of the Elk Grove Municipal Code, this Project is subject to the voluntary I-5 Subregional Corridor Mitigation Fee. The Applicant shall either pay this fee prior to the issuance of Building Permits for the applicable use or prepare its own analysis to determine its fair share mitigation provided that, if improvements are chosen as alternative mitigation, such improvements must be consistent with those improvements identified in the I-5 Subregional Corridor Improvement Plan. Any alternative mitigation proposed by the Applicant must be accepted by the City and Caltrans. The payment of such alternative mitigation fee, provision of infrastructure, or other mitigation, shall constitute mitigation for the Project in lieu of the I-5 Subregional Corridor Mitigation Fee.	Prior to Final Submittal to OSHPD or issuance of first Building Permit, whichever occurs first	Engineering Building Planning	

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47.	The Applicant shall reconstruct all damaged public improvements along the Project's frontages, whether or not caused by construction-related activities in accordance with the City's Standards and to the satisfaction of the City. If pavement replacement is necessary, as determined by the City, the Applicant may be required to grind, overlay, and/or slurry seal the damaged portion(s) in accordance with the City Improvement Standards and to the satisfaction of the City.	Building Permit	Engineering	
48.	The Applicant shall reconstruct any existing ADA compliance improvements adjacent to the Project to meet current standards.	Building Permit	Engineering	
49.	SASD shall require the payment of sewer impact fees in accordance with the District's Ordinance. Fees are to be paid prior to the issuance of building permits. The Applicant should contact Permit Services Unit at 916-876-6100 for sewer impact fee information.	Building Permit	SASD	
50.	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.).	Building Permit	SMUD	
51.	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: <a href="https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services">https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services</a>	Building Permit	SMUD	
52.	The Applicant shall provide separate SMUD service points to each parcel to the satisfaction of SMUD.	Building Permit	SMUD	

**Exhibit G**  
**California Northstate University Medical Center (PLNG18-110)**  
**Draft Conditions of Approval**

<u>Conditions of Approval</u>		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
53.	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.	Building Permit	SMUD	
54.	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.	Building Permit	SMUD	
55.	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.	Building Permit	SMUD	
56.	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.	Building Permit	SMUD	
57.	General contractor shall be responsible for providing a phase specific site plan showing the location of contractor parking, temporary fencing, fire access lanes, and laydown areas.	Building Permit	CCSD Fire	
58.	Buildings exceeding 5,000 square feet shall be tested to verify compliance with Public Safety 800 MHz Radio Building. Amplification Testing shall be conducted by an authorized technician to verify that the building supports the Sacramento Regional Radio Communications System.	Building Permit	CCSD Fire	

**Exhibit G**  
**California Northstate University Medical Center (PLNG18-110)**  
**Draft Conditions of Approval**

<u>Conditions of Approval</u>		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
59.	All gates or barriers of any type installed across fire access lanes shall require a separate submittal and permit.	Building Permit	CCSD Fire	
60.	All buildings three or more stories shall be provided with a combined wet standpipe system installed in accordance with NFPA 14.	Building Permit	CCSD Fire	
61.	All building numbers, suite numbers, and monument signage shall be approved by the City in consultation with the Cosumnes Fire Department.	Building Permit	CCSD Fire	
62.	The Project shall provide an address monument located at the main entrance and shall include the address range of the Project.	Building Permit	CCSD Fire	
63.	Improvement plans shall show the location of all bulk hazardous materials such as LOX and CO2.	Building Permit	CCSD Fire	
64.	Porte Cochere and/or all overhangs shall have an unobstructed vertical clearance of not less than 13 feet 6 inches	Building Permit	CCSD Fire	
65.	Buildings greater than 10,000 square feet shall be provided with two separate fire department access points a minimum 500 feet apart.	Building Permit	CCSD Fire	
66.	Medical emergency service elevator(s) shall meet the minimum dimensional size requirement of the Cosumnes Fire Department.	Building Permit	CCSD Fire	
67.	Fire department connections shall be located between 10 and 40 feet from a fire hydrant and on the same side of the street as the hydrant.	Building Permit	CCSD Fire	
68.	Fire department connections shall serve no more than one building.	Building Permit	CCSD Fire	



**ATTACHMENT 2****AGREEMENT FOR ELK GROVE POLICE SERVICES**

This agreement ("Agreement") is entered into by and between the City of Elk Grove, a California municipal corporation ("City"), and California Northstate University, LLC, a Delaware limited liability company registered with the California Secretary of State ("CNU").

WHEREAS, CNU is processing an application with the City for a hospital, associated parking facilities, medical office buildings, and a dormitory ("Hospital Facilities Project"); and

WHEREAS, during the processing of CNU's application the City reviewed police services needs that may be generated by Hospital Facilities Project and therefore CNU has included in their Hospital Facilities Project an onsite police presence; and

WHEREAS, CNU seeks to obtain, and is in need of, services of the Elk Grove Police Department ("EGPD") including, but not limited to, providing police officers for the CNU new Hospital Facilities Project, primarily in CNU's emergency department ("Police Services") described in further detail below; and

WHEREAS, the City has agreed to coordinate and provide the Police Services, subject to the terms and conditions set forth herein.

NOW, THEREFORE, in consideration of the mutual promises set forth herein, City and CNU agree to as follows:

1. RECITALS. The above recitals are true and correct and incorporated herein by reference.
2. POLICE SERVICES. CNU has requested, and City has agreed to provide, the following Police Services.
  - a. EGPD will provide law enforcement resources on Hospital Facilities Project, including police presence and patrol within the facilities, primarily in its emergency department.
  - b. EGPD will assist Hospital Facilities Project security staff in providing police services for the Hospital Facilities Project.
  - c. EGPD will develop working relationships with hospital staff and meet regularly with hospital administration to provide a proactive approach to police services.
  - d. Number of EGPD Police Officers in Phase I: Two (2) Police Officers shall be assigned to provide Police Services to CNU for a total of 80 hours per week. Notwithstanding the foregoing, in the event an incident occurs that requires Police Services beyond the regular 80 hours per week, for example, a critical incident occurs that requires additional Police Services, and/or CNU makes a written request for, and City agrees to, additional Police Services, CNU shall compensate City for that extra time as billed by the City each month. For purposes of this Agreement, Phase I is as described in the Final Environmental Impact Report for the Hospital Facilities Project (FEIR).
  - e. Number of EGPD Police Officers in Phase II: If, after an evaluation of calls for service resulting from CNU's operations, as reviewed in the City's sole discretion, the City determines that two additional officers for a total of four (4) on site officers are needed, CNU shall fund two additional officers. Based on City's review of other hospitals, it is likely that four officers will be necessary. EGPD always retains discretion to increase or decrease the number of officers at Hospital Facilities Project and to charge CNU accordingly for such staffing. For purposes of this Agreement, Phase II is described in the FEIR.
  - f. On site assigned Police service will begin in full once Phase I is open to the public. Prior to that date EGPD will need access to the facility for training purposes. Such access shall be provided thirty days in advance of Phase I of the Hospital Facilities Project opening to the public.

3. POLICE OFFICER RATES. Police Officers shall maintain a time sheet verifying the hours worked ("Time Sheet"). Police Officers assigned to CNU will receive 30 minutes for doffing and 30 minutes for donning each day. This time will be taken into account for overtime billing purposes. If Police Officers perform donning at CNU start time will occur from the ending of their donning time. Doffing and donning will only occur at CNU if proper locker facilities are provided by CNU. CNU shall reimburse the City per officer at a rate of \$149,697.60. This includes both administrative costs and vehicle maintenance costs. The two officers for phase I will total \$299,395.20 per year. CNU will be billed quarterly in the amount of \$74,848.80 (Phase I Quarterly Base Rate). A deposit in this same amount shall be paid to EGPD prior to request for Certificate of Occupancy of the hospital in Phase I of the Hospital Facilities Project. The addition of two Police Officers for a total of four shall raise the Phase I Quarterly Base Rate accordingly. If assigned Police Officers or additional officers are required on site CNU shall be billed for over time in addition to the Phase I Quarterly Base Rate. Overtime will be billed monthly to CNU PURCHASE OF POLICE VEHICLE. The opening of CNU has created the need for an additional police vehicle that is not currently present in the existing fleet available to EGPD. Therefore, CNU shall remit to the City a one-time payment of \$65,000 for the City to purchase a police vehicle for CNU. Such payment shall be made prior to issuance of CNU's first building permit.
4. INDEMNIFICATION. CNU hereby agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, volunteers, agents, assigns, and anyone working on their behalf, from and against any and all claims, losses, liabilities, damages, injuries, demands, suits, judgments and/or actions ("Claims"), including payment of reasonable attorney's fees and cost, arising out of, relating to, or resulting from this Agreement, the Police Services, and/or an incident at or related to the Hospital Facilities Project, except for those Claims arising out of the sole and active negligence or willful misconduct of the City or EGPD Officer(s), all as determined by a Court of competent jurisdiction. Unless and until such judicial determination is made, or as otherwise agreed by the parties, CNU shall remain obligated to defend, indemnify, and hold harmless the City, its officials, officers, employees, volunteers, agents, assigns, and anyone working on their behalf pursuant to this Agreement. The provisions of this section shall survive termination or suspension of this Agreement.
5. TERMINATION. City may, at any time and in its sole discretion, cancel any or all Police Services and/or terminate this Agreement; the City shall not be liable to CNU for any costs, damages, or any other claim related to City's cancelation of services or termination of this Agreement. In the event City elects to terminate this Agreement, CNU shall take immediate action to implement additional security and/or other protective measures to adequately address the security needs of the Hospital Facilities Project, and the surrounding community from activities occurring as a result of CNU's operation.
6. PAYMENT. CNU shall remit payment to City for all fees associated with this Agreement within ten (10) business days from the date of City's invoice or demand for payment. Payments shall be made by check or other method acceptable to the City, payable to the "City of Elk Grove." CNU shall pay City a \$25.00 fee for each returned check.

In the event payments are not made within the time stated herein, CNU shall pay interest to City at the rate of 10 percent per annum. Furthermore, CNU shall pay, on City's demand and in City's discretion, an advance deposit in an amount sufficient to cover any future services.

7. CNU SECURITY AND FACILITIES REQUIREMENTS.
  - a. CNU shall submit a detailed security plan for police department approval prior to beginning hospital operations.

- b. CNU shall have an appropriate amount of security on staff or through a contract with an outside vendor. All security companies and/or security officers must hold valid licenses through the Department of Consumer Affairs Bureau of Security and Investigative Services or be sworn peace officers within the State of California/ Security officers must wear a uniform that is approved by the Chief of Police so that police officers and security officers are easily distinguishable from one another.
  - c. CNU shall provide dedicated office space and two workstations with computers at the campus for law enforcement to complete reports and other administrative tasks.
- 8. **PEACE OFFICER DUTIES.** CNU acknowledges and agrees that the Police Officers, Supervisor, and/or Manager assigned to work pursuant to this Agreement shall conduct themselves in accordance with California peace officer standards, the rules and regulations of the City and EGPD, and serve to enforce local, California state, and federal laws; CNU shall not request the Police Officers, Supervisor, and/or Manager to act in a manner that is contrary to these rules, regulations, standards, and laws. The Police Officers, Supervisors, and/or Managers assigned to work pursuant to this Agreement shall, at all times, wear his or her EGPD approved uniform, and shall report directly to the EGPD On-Duty Watch Commander. CNU shall not attempt to direct any Police Officer, Supervisor, and/or Manager, nor shall any Police Officer, Supervisor, and/or Manager be used to enforce the CNU's private rules, regulations, and/or policies. Any use of City equipment by the Police Officers, Supervisor, and/or Manager assigned to work must be approved, in advance and in writing, by the City. Use of equipment not provided for herein shall be charged to CNU at the rate set by the City. CNU further agrees to the following:
  - a. No Police Officer, Supervisor, and/or Manager assigned to work shall work as a private security guard, private investigator or other similar private security position;
  - b. No Police Officer, Supervisor, and/or Manager assigned to work shall engage in any activity during or at the site of a strike, lockout, picket, or other physical demonstration of a labor dispute;
  - c. Police Officers, Supervisors, and/or Managers assigned to work shall work as supplemental law enforcement and provide services consistent with the position of a peace officer. Police Officers, Supervisors, and/or Managers assigned to work shall not perform those duties customarily performed by "doormen," "bouncers," or the like;
  - d. Police Officers, Supervisors, and/or Managers assigned to work shall not serve as "I.D. checkers" at the door, but may respond to a location for clarification as to the validity of identification received by the CNU;
  - e. Any time more than five (5) Police Officers are required, CNU shall also employ an EGPD Police Supervisor. Any time more than three (3) Police Supervisors are required, CNU shall also employ an EGPD Manager;
  - f. CNU agrees to employ the number of Police Officers deemed necessary by the City for the Hospital Facilities Project, however, CNU shall be fully responsible for all activities relating to and/or arising out of its Hospital Facilities Project, including a full assessment of its security needs, and shall employ all security personnel and measures necessary to protect the health, safety and welfare of the public and those visiting, admitted to, or employed at the Hospital Facilities Project; and
  - g. CNU agrees and acknowledges that any assigned Police Officer, Supervisor and/or Manager may be called away to assist with other EGPD operations at any time, and for any duration, at the discretion of the EGPD. In the event the Police Officer, Supervisor and/or Manager is called away, City will review CNU bill to determine if a credit is warranted.
- 9. **INSURANCE.** CNU shall not make a demand against the City's liability coverage for any Claim, as defined above, and CNU agrees to carry all insurance necessary to cover itself and the City against any and

all risks associated with this Agreement, the Police Services, and the Hospital Facilities Project. Prior to City assigning any Police Officer, Supervisor, and/or Manager to perform work under this Agreement, CNU shall provide City with proof of insurance meeting the requirements of Exhibit A, which is attached hereto and incorporated herein by reference.

**NO POLICE SERVICES SHALL BE PROVIDED UNTIL SATISFACTORY PROOF ALL REQUIRED INSURANCE IS RECEIVED BY THE CITY. FAILURE TO PROVIDE, AND MAINTAIN, THE REQUIRED INSURANCE IS A MATERIAL BREACH OF THIS AGREEMENT.**

10. MODIFICATIONS. Amendments, changes or modifications in the terms of this Agreement may be made at any time by mutual written agreement between the parties hereto and shall be signed by the persons authorized to bind the parties.
11. COMPLIANCE WITH LAWS. CNU shall comply with all applicable laws, ordinances, and codes of federal, State and local governments, and shall commit no trespass on any public or private property in conducting the activities related to the Hospital Facilities Project and this Agreement.
12. LICENSES, PERMITS AND OTHER APPROVALS. CNU represents and warrants to City that it has all licenses, permits, qualifications and approvals of whatsoever nature legally required for CNU to conduct the activities related to the Hospital Facilities Project and this Agreement. CNU represents and warrants to City that CNU shall, at its sole cost and expense, obtain and/or keep in effect at all times during the term of this Agreement any required licenses, permits, and approvals.
13. MISCELLANEOUS PROVISIONS.
  - a. Attorney's Fees. In the event an action or proceeding is instituted by either party for the breach or enforcement of any provision of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees and all litigation expenses, including, but not limited to expert's fees and disbursements.
  - b. Venue. This Agreement shall be deemed to be made in, and the rights and liabilities of the Parties, and the interpretation and construction of the Agreement governed by and construed in accordance with the laws of the State of California. Any legal action arising out of this Agreement shall be filed in and adjudicated by a court of competent jurisdiction in the County of Sacramento, State of California.
  - c. Enforceability: If any term or provision of this Agreement is found to be void, voidable, invalid or unenforceable by a court of competent jurisdiction under the laws of the State of California, any and all of the remaining terms and provisions of this Agreement shall remain binding.
  - d. Time: All times stated herein are of the essence.
  - e. Binding: This Agreement shall bind and inure to the heirs, devisees, assignees and successors in interest of CNU and to the successors in interest of City in the same manner as if such parties had been expressly named herein.
  - f. Survivorship: Any responsibility of CNU for warranties, insurance, indemnity, record-keeping or compliance with laws with respect to this Agreement shall not be invalidated due to the expiration, termination or cancellation of this Agreement.
  - g. Construction and Interpretation: CNU and City agree and acknowledge that the provisions of this Agreement have been arrived at through negotiation and that each party has had a full and fair opportunity to revise the provisions of this Agreement and to have such provisions reviewed by legal counsel. Therefore, any ambiguities in construing or interpreting this Agreement shall not be

resolved against the drafting party. The titles of the various sections are merely informational and shall not be construed as a substantive portion of this Agreement.

- h. Waiver: The waiver at any time by any party of any of its rights with respect to a default or other matter arising in connection with this Agreement shall not be deemed a waiver with respect to any subsequent default or other matter.
- i. Severability: The invalidity, illegality or unenforceability, of any provision of this Agreement shall not render the other provisions invalid, illegal or unenforceable.
- j. No Third Party Beneficiary: It is expressly understood and agreed that the enforcement of these terms and conditions shall be reserved to the City and CNU. Nothing contained in the agreement shall give or allow any claim or right of action whatsoever by any third party. It is the express intent of the City and the CNU that any such person or CNU, other than the City or CNU, receiving benefits or services under this agreement shall be deemed as incidental beneficiary.
- k. Non-Discrimination/Non-Preferential Treatment Statement: In performing this Agreement, the parties shall not discriminate or grant preferential treatment on the basis of race, sex, color, age, religion, sexual orientation, disability, ethnicity, or national origin, and shall comply to the fullest extent allowed by law, with all applicable local, state, and federal laws relating to nondiscrimination and equal employment opportunities.
- l. Authority to Execute: The person or persons executing this Agreement on behalf of the CNU warrant and represent that they have the authority to execute this Agreement on behalf of their agency and further warrant and represent that they have the authority to bind CNU to the performance of its obligations hereunder.
- m. Entire Agreement: This instrument, any attachments hereto, and any documents expressly referenced herein, constitute the entire Agreement between City and CNU concerning the subject matter hereof and supersedes any and all prior oral and written communications between the parties regarding the subject matter hereof.

AGREED to this 23rd of June 2020, by the parties as follows:

CNU:

By: 

(CNU Signature)

Name: Dr. Alvin Cheung, PharmD, MHSA

Title: CEO and President

Date: 6/23/2020

Address: 9700 West Taron Drive

Phone: 916-686-7400

Fax:

Email: ACheung@cnsu.edu

CITY OF ELK GROVE:

By: 

Jason Behrmann, City Manager

Approved as to form:

By: 

Jonathan P. Hobbs, City Attorney

Attest to:

By: 

Jason Lindgren, City Clerk

Dated: January 4, 2021





**Please return to:**  
Elk Grove Police Department  
Attn: Paul Solomon  
8400 Laguna Palms Way  
Elk Grove, CA 95758

**Elk Grove Police Department Records**

Date Filed: \_\_\_\_\_

Expires: \_\_\_\_\_

**EXHIBIT A**

**Insurance Requirements**

Prior to commencement of any work under this Agreement, CNU shall provide to the City proof of, and maintain in full force and effect at all times during the term of the Agreement, at its sole cost and expense, policies of insurance as set forth herein:

1. General Liability:

- a. Comprehensive general liability insurance including, but not limited to, protection for claims of bodily injury and property damage liability, and personal and advertising injury liability.
- b. Coverage shall be at least as broad as Insurance Services Office Commercial General Liability coverage form CG 0001 (occurrence).
- c. Claims-made coverage is not acceptable.
- d. The limits of liability shall not be less than:

Each occurrence: Ten Million Dollars (\$10,000,000)

Personal & Advertising Injury: Ten Million Dollars (\$10,000,000)

- e. Coverage shall contain a provision or endorsement that waives any rights of subrogation against the City, its officers, officials, employees, agents, and volunteers.
- f. The City, its officials, employees, agents and volunteers shall be covered and specifically named as additional insured as respects liability arising out of activities performed by or on behalf of the CNU, or premises owned, occupied, or used by the CNU on a separate endorsement acceptable to the City.
- g. The policy shall contain no special limitations on the scope of coverage afforded to the City, its officials, employees, agents or volunteers.
- h. Provision or endorsement stating that for any claims related to this project, the CNU's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees and volunteers to the extent the City is an additional insured. Any insurance or self-insurance maintained by the City, its officers, officials, employees or volunteers shall be in excess of the CNU's insurance and shall not contribute with it, to the payment or satisfaction of any defense expenses, loss or judgment.

- i. Any failure to comply with reporting or other provisions of the policies on the part of the CNU, including breaches of warranties, shall not affect CNU's requirement to provide coverage to the City, its officers, officials, employees, agents or volunteers.
2. Acceptability of Insurers: Insurance is to be placed with insurers with a **Bests' rating of no less than A: VII**.
3. Any deductibles, aggregate limits, that may diminish the aggregate limits, or self-insured retention(s), must be declared to, and approved by, the City.
4. The CNU shall furnish the City with certificates of insurance and original endorsements or insurance binders, signed by a person authorized by the insurer to bind coverage on its behalf, evidencing the coverage required by this Agreement. At the written request of the City, CNU agrees to furnish a duplicate original or certified copy of each required policy including the declaration pages, conditions, provisions, endorsements, and exclusions.
5. The City, at its discretion, may increase the amounts and types of insurance coverage required hereunder at any time during the term of the Agreement by giving 30 days written notice.
6. The CNU shall serve the City notice, in writing by certified mail, within 2 days of any notices received from any insurance carriers providing insurance coverage under this Agreement that concern the suspension, voidance, cancellation, termination, reduction in coverage or limits, non-renewal, or material changes of coverage proposed or otherwise.
7. If the CNU fails to procure or maintain insurance as required by this section, and any Supplementary Conditions, or fails to furnish the City with proof of such insurance, the City, at its discretion, may procure any or all such insurance. Premiums for such insurance procured by the City shall be deducted and retained from any sums due the CNU under the Agreement.
8. Failure of the City to obtain such insurance shall in no way relieve the CNU from any of its responsibilities under the Agreement.
9. The making of progress payments to the CNU shall not be construed as relieving the CNU or its Sub-Contractors or agents of responsibility for loss or direct physical loss, damage, or destruction occurring prior to final acceptance by the City.
10. The failure of the City to enforce in a timely manner any of the provisions of this section shall not act as a waiver to enforcement of any of these provisions at any time during the term of the Agreement.
11. The requirement as to types, limits, and the City's approval of insurance coverage to be maintained by CNU are not intended to, and shall not in any manner, limit or qualify the liabilities and obligations assumed by CNU under the Agreement.