CNUMC at Innovation Park Project Description: (dated December 20, 2021)

Project Summary:

This project is the development of a new Medical Center Campus for the California Northstate University (CNU) at Innovation Park located in the North Natomas area of the City of Sacramento, CA 95834. The project will be completed in 3 phases and will culminate in a completed new medical center and university campus with associated support buildings.

The entire planned campus currently consists of eighteen (18) buildings divided into four (4) distinct zones. A more detailed description of each building program and configuration is provided in the Phase Descriptions.

The summary breakdown and square footages for each zone is as follows:

Medical Zone: Total SF of 1,609,000 SF. Includes 6 buildings:

M1: Hospital Building – 14 floors with a total of 730,000 SF
M2: Central Plant / Parking 1– Medical Zone – 3 floors with a total of 174,000 SF
M3: Ambulatory Care Building – 5 floors and basement level with a total of 175,000 SF
M4: Medical Building – 7 floors and basement level with a total of 150,000 SF
M5: Parking w/ Retail Building No. 1 – 5 floors with a total of 123,000 SF
M6: Parking w/ Retail Building No. 2 – 7 floors and a basement level with a total of 257,000 SF

University Zone: Total SF of 918,000 SF. Includes 4 buildings:

U1: University Building 1 – 5 floors and basement level with a total of 256,000 SF
U2: University Building 2 – 5 floors with a total of 216,000 SF
U3: University Building 3 – University (U3) 4 floors with a total of 108,000 SF
Central Plant / Retail (U4) – 2 floor and basement level with a total of 81,000 SF
Total for Building of 189,000 SF
U5: Parking / Retail Building 3 5 floors with a total of 257,000 SF

Faculty / Student Housing Zone: Total SF of 672,400 SF. Includes 6 buildings:

R1: Dormitory Building 1 – 6 floors and basement level with a total of 140,000 SF
R2: Faculty Housing Building 1 – 6 floors and basement level with a total of 126,000 SF
R3: Dormitory Building 2 – 6 floors and basement level with a total of 140,000 SF
R4: Faculty Housing Building 2 – 6 floors and basement level with a total of 126,000 SF
R5: Daycare / Campus Amenities Building – 2.5 floors with a total of 60,000 SF
R8: Sports Courts – 1 floor with a total of 24,000 SF (combined with R5)

R6: Active Senior Living (RCFE) Building 1 – 5 floors and basement level with a total of 86,400 SF
R7: Central Plant Building – Not Used. Combined into U4

Research / Laboratory Zone: Total SF of 480,000 SF. Includes 2 buildings:

C1: Laboratory Building 1 – 1 floor with a total of 40,000 SF (combined with C3)
C2: Pharmaceutical Building 1 – 4 floors and parking below with a total of 200,000 SF (Combined with C4)
C3: Pharmaceutical Building 2 – 4 floors and basement level with a total of 200,000 SF (Combined with C1)

C4: Admin / Central Plant – 1 floor with a total of 40,000 SF (Combined with C2)

Project Objectives:

- California Northstate University (CNU) has the following objectives for the Medical Center Campus Project at Innovation Park:
    - Offer innovative, high-quality health care for patients residing in the Natomas Area;
    - Develop a hospital that will be in close proximity to the proposed California Northstate University campus to provide training opportunities for its students;
    - Promote new, highly accessible, and innovative care models by designing facilities to incorporate the most advanced techniques available for diagnosis and treatment;
    - Provide trauma services (Planned Level II after certification) to respond to incidences of massive casualty and other emergency response needs of the City and region and to provide for healthcare and emergency services along the Interstate I-5 corridor.
    - Develop an integrated university campus to accommodate all the colleges within California Northstate University. designed facilities to create a distinct campus identity through the use of consistent materials and colors, pedestrian-friendly circulation and attractive site features such as open space and other amenities for staff and University community.
    - Provide for Clinical Laboratory and Pharmaceutical Research and Development Facilities to support the medical mission of CNU.
    - Provide for student, faculty and senior housing to service the CNU community.
    - Accommodate helicopter access directly to the facility and design helipad facilities in accordance with the following objectives:
        - To lessen significant impacts on the surrounding community;
        - To locate the helipad to meet the functional needs of the hospital;
        - To comply with all applicable regulatory and life safety requirements for helipads and helicopter travel, including but not limited to Federal Aviation Administration (FAA) requirements for flight path obstruction clearance;
        - To locate the helipad on a site where access is controlled, to ensure public safety during helicopter landings and take-offs;
        - To construct a visually unobtrusive helipad, integrating into the design of the building.
    - Provide economic stimulus for the City of Sacramento and the surrounding region by creating high paying jobs that will have a multiplier effect on regional economic growth;
- Develop a staff and patient-friendly hospital with a convenient location, available parking, efficient patient and emergency access in close proximity to amenities and patient services.

Flood Zone Requirements and Mitigation:

The current site of the project is designated as an A99 transitional flood zone that is being actively removed from flood impacts through levee improvements. The City of Sacramento does not require flood mitigation and will permit construction in an A99 zone provided that the City is held harmless.

State law also required the following:

> *Locating, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities or identifying construction methods or other methods to minimize damage if these facilities are located in flood hazard zones. (Gov. Code, § 65302, subd. (g)(2)(B)(iv).)*

Although the City of Sacramento does not require elevation of buildings for flood mitigation in the A99 zone, the current decision of CNU is to raise the first floor of the Hospital approximately 18'-0" to 20'-0" from the current site to 38 – feet above sea level. This will mitigate to provide protection against the projected 100 year flood plain level plus two feet.

Per discussion with OSHPD, the current flood hazard condition must be met and the state requirements are for flood mitigation for the 200 year level. After the planned levee improvements are completed, then the requirements can be revisited. Using a different methodology the level of the 200 year flood plain has been determined to be roughly equal to the 100 year flood level. The 36 + 2 foot requirement = 38 feet above sea level will also be used as the required level for the first floor per OSHPD requirements.

Project Phasing:

Phase 1

Planned Duration from 2022 to 2026.
Completed as part of two sub-phases: 1A and 1B.
Total of 1,302,000 SF including 98,000 SF of shell space.
Total of 4 Buildings as follows:

Phase 1A:

- Hospital Building (M1) — 14 floors with a total of 730,000 SF (98,000 SF to be shelled)
- Central Plant / Parking 1 (M2) — 3 floors with a total of 174,000 SF

Phase 1B:

- University Building 1 (U1) — 5 floors with basement level and a total of 256,000 SF
- Pharmaceutical Building 1 (C2) — 4 floors and basement level with a total of 200,000 SF

Central Plant / Admin (C4)– R/L — 1 floor with a total of 40,000 SF

Hospital Building

The Hospital Building (M1) would include 14 stories including a Ground Level Medical Clinic level, 12 stories for hospital functions and a mechanical level. The building would be approximately 730,000 square feet in size with approximately 420 patient beds at full buildout. The initial submitted phase will contain 263 patient beds.

The ground level medical clinic is the lowest floor with an 84,000-sf floor plate area.

The hospital would comprise a nine-story central tower and two seven-story patient-bed wings with a floor plate area of 48,000 sf atop a three-story, main hospital podium with a 84,000-sf floor plate area. Hospital administration would be housed on the top level of the central tower. There is a helistop on a roof level of the East Patient Bed Tower.

The highest point of the building would be the central tower crown approximately 280-feet above ground level (elevation of 297 feet North American Vertical Datum of 1988).

The Hospital Building has three major components. Diagnostic and Treatment Podium, East Patient Bed Tower and West Patient Bed Tower.

- Diagnostic and Treatment Podium: 4 Story Podium with Ground Floor Medical Clinics. The Ground Floor Medical Clinics are not required to be above the flood plain. There is a 4th floor transitional level with the Cafeteria and Kitchen and a Mechanical Mezzanine Floor. Total Area of the Ground Floor Medical Clinics, Diagnostic and Treatment Podium and Fourth Floor Transitional Level is approximately 383,300 SF

- West Patient Bed Tower: The West patient bed tower building would be 7 stories in height starting at the fifth floor and be approximately 208,900 square feet. The West patient Bed Tower includes the central vertical circulation tower. The patient bed tower would be built on top of the Diagnostic and Treatment Podium and contain approximately 207 patient beds.

- East Patient Bed Tower: The East patient bed tower building would be 7 stories in height starting at the fourth floor and be approximately 137,200 square feet. The patient bed tower would be built on top of the Diagnostic and Treatment Podium and contain approximately 56 patient beds on two floors as part of Phase 2A. The remaining five floors will be shelled for future completion during Phase 2 for 1an additional 57 patient beds

During Phase 2, the shelled floors of the second patient tower will be completed and the total patient bed count will increase to 420 patient beds with a total area of approximately 730,000 square feet.

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

Because of the raised elevation of the drop-off area at the Main Entry and the Ambulance Bay, a parking level underneath is planned to utilize the available space. The parking level will have a total of 249 parking spaces.

The architectural design vocabulary of the new Hospital Building will provide an iconic gateway image for Innovation Park, the Natomas District and the city of Sacramento from the I-5 and 80 corridors while providing a teaching healthcare facility for the California Northstate University for decades to come.

Central Plant / Parking 1 Building – Medical Zone

The CNU Central Plant / Parking 1 Building (M2/M5) is approximately 174,000 gross square feet in size. The Central Plant / Parking 1 Building consists of the following elements:

- 58,000 square feet at grade for parking and 58,300 sf for parking at hospital entry level for a total of 116,000 SF of parking
- 1 Level of Central Plant and Support Space for a total of 30,000 SF
- 28,000 square feet of Exterior raised Mechanical Yard.
- The Central Plant main level and mechanical yard is currently designed to be raised to mitigate against the 200 year flood plain level and the grade and below levels will have parking. The parking levels will have a total of 248 parking spaces.

University Building 1

- University Building (U1): This University building is planned to be approximately 216,000 square feet above grade and five stories in height with a planned footprint of 43,200 SF. There is a 40,000 SF parking level below that brings the total area of the building to 256,000 SF. The parking level below has approximately 124 spaces. The building contains, classrooms, teaching laboratories, student support services, auditorium and administrative functions. The building is planned to accommodate CNU Colleges with about 2,000 total students and 400 Faculty Members on Campus. An Auditorium Space that can accommodate 950 persons is also planned. For Graduation ceremonies and as a student amenity, an outdoor amphitheater that can accommodate up to 2,000 persons will be provided.

Pharmaceutical Building 1 and Central Plant

- Pharmaceutical Building 1 (C2/C4): This Research building is planned to be approximately 200,000 square feet in size and five stories in height with a planned footprint of 40,000 SF. There is a 40,000 SF parking level below that brings the total area of the building to 240,000 SF. The parking level below has approximately 124 spaces. The

building contains research and manufacturing facilities for pharmaceutical products. It includes staff support services and administrative functions. The lower floor is designed for 15,000 SF for administrative functions and loading and 25,000 SF for the Central Plant for the C2 and U1 Buildings.

Phase 1A Parking

Parking: A planned total of 1,506 parking spots are planned for Phase 1A. A total of 1076 parking spots will be surface parking spots. A total of 497 parking spots will be structured parking spots The Phase 1A parking requirements per the Sacramento Planning Code is 462 parking spots as follows:

Building	City Required Parking	Hospital Required Parking
M1: Hospital Building	263	1498
M1: Hospital -Medical	191	
M2: Central Plant -Medical	8	8
TOTALS	**462**	**1506**

Per the Sacramento Planning Department – a 50% Light Rail Proximity Reduction will apply to the project. The adjusted required minimum parking requirement is 231 parking spaces.

In Phase 1A, only a portion of the existing parking lot will be used for temporary parking; the remainder will be used for staging areas, parking for construction employees and equipment.

For Phase 1A: Ninety-One (91) Parking Spaces, over six percent of all spaces, will be designated as EV installed and have access to a charging station. One Hundred Fifty One (151) Parking Spaces, over ten percent of all spaces will be considered EV ready (inclusive of the EV Installed spaces). For Phase 1A – ten (10%) percent of the spaces will be EV capable in lieu of twenty (20%) percent to align with the Sacramento implementation requirements and to address the fact that a significant percentage of the parking are in temporary lots.

Phase 1A Bicycle Long Term Parking

Bicycle Long Term Parking: A planned total of 198 bicycle long term parking spots are planned for Phase 1A. ~~A total of 98 bicycle parking spots will be surface spots.~~ A total of 198 bicycle parking spots will be structured spots The Phase 1 bicycle long term parking requirements per the Sacramento Planning Code is 112 bicycle parking spots as follows:

Building	Required LT Bicycle Parking	Proposed LT Bicycle Parking
M1: Hospital Building	86	172
M2: Central Plant -Medical	13	13
Underground Parking Floor	13	13
TOTALS	**112**	**198**

Phase 1A Bicycle Short Term Parking

Bicycle Long Term Parking: A planned total of 34 bicycle short term parking spots are planned for Phase 1A. All the bicycle parking spots will be surface spots. The Phase 1A bicycle short term parking requirements per the Sacramento Planning Code is 34 bicycle parking spots as follows:

Building	Required ST Bicycle Parking	Proposed ST Bicycle Parking
M1: Hospital Building	32	32
M2: Central Plant -Medical	2	2
Underground Parking Floor	0	0
TOTALS	**34**	**34**

Phase 1B Long Term Parking

Parking: A planned total of 1,821 parking spots are planned for Phase 1B. A total of 1,076 parking spots will be surface parking spots. A total of 745 parking spots will be structured parking spots The Phase 1B parking requirements per the Sacramento Planning Code is 1,384 parking spots as follows:

Building	City Required Parking	Hospital Required Parking
M1: Hospital Building	263	1498
M1: Hospital -Medical	191	
M2: Central Plant -Medical	8	8
U1: University Building 1	867	867
C2: Pharmaceutical Building 1	48	48
C4: Central Plant – R/L	7	7
TOTALS	**1384**	**2428**
Minimum Proposed Parking – 75 % of total		**1821**

Per the Sacramento Planning Department – a 50% Light Rail Proximity Reduction will apply to the project. The adjusted required minimum parking requirement is 692 parking spaces.

The minimum required parking will be reduced to 75% of total to reflect Transportation System Management Program reductions.

For Phase 1B: One Hundred and Ten (110) Parking Spaces, over six percent of all spaces, will be designated as EV installed and have access to a charging station. One Hundred Eighty Three (183) Parking Spaces, over ten percent of all spaces will be considered EV ready (inclusive of the EV Installed spaces) For Phase 1B – ten (10%) percent of the spaces will be EV ready in lieu of twenty (20%) percent to align with the Sacramento implementation requirements and to address the fact that a significant percentage of the parking are in temporary lots.

Phase 1B Bicycle Long Term Parking

Bicycle Parking: A planned total of 393 bicycle long term parking spots are planned for Phase 1. ~~A total of 293 bicycle long term parking spots will be surface spots~~. A total of 393 bicycle long term parking spots will be structured spots The Phase 1 bicycle long term parking requirements per the Sacramento Planning Code is 227 bicycle long term parking spots as follows:

Building	Required LT Bicycle Parking	Proposed LT Bicycle Parking
M1: Hospital Building	86	172
M2: Central Plant -Medical	13	13
Underground Parking Floor	13	13
U1: University Building 1	87	167
C2: Pharmaceutical Building 1	23	23
C4: Central Plant – R/L	5	5
TOTALS	**227**	**393**

Phase 1B Bicycle Short Term Parking

Bicycle Short Term Parking: A planned total of 71 bicycle short term parking spots are planned for Phase 1B. All the bicycle parking spots will be surface spots. The Phase 1B bicycle short term parking requirements per the Sacramento Planning Code is 71 bicycle parking spots as follows:

Building	Required ST Bicycle Parking	Proposed ST Bicycle Parking
M1: Hospital Building	32	32
M2: Central Plant -Medical	2	2
Underground Parking Floor	0	0
U1: University Building 1	**32**	**32**
C2: Pharmaceutical Building 1	**3**	**3**
C4: Central Plant – R/L	**2**	**2**
TOTALS	**71**	**71**

Phase 2

Planned Duration from 2025 to 2029.
Total of 1,538,500 SF including completed buildout of 98,000 SF of previously shelled space.
Total of 9 Buildings as follows:

()	Hospital Building (M1A)	98,000 SF Shell Space Buildout of M1
•	Ambulatory Care Building (M3)	5 floors with basement level and a total of 175,000 SF
•	Medical Building (M4)	7 floors with basement level and a total of 150,000 SF
•	Parking w/ Retail Building 1 (M5)	5 floors with a total of 123,000 SF
•	Parking w/ Retail Building 2 (M6)	5 floors with basement levels and a total of 257,000 SF
•	University Building 2 (U2)	5 floors with a total of 216,000 SF
•	Dormitory Building 1 (R1)	6 floors with basement level a total of 140,000 SF
•	Faculty Housing Building 1 (R2)	6 floors with a basement level and total of 126,000 SF
•	Daycare Facility (R5)	1 floor with a total of 13,500 SF (Modular Building)
•	Pharmaceutical Building 2 (C1/C3)	Pharmaceutical - 5 floors with a total of 200,000 SF Laboratory -1 floors with a total of 40,000 SF

Hospital Building – Buildout of Shell Space in M1 – Not a new building.

- East Patient Bed Tower (M1A): During Phase 2, the 98,000 SF of shelled floors of the East patient tower will be completed and add approximately 157 patient beds. The total patient bed count will increase to 420 patient beds with a total area of approximately 730,000 square feet.

Ambulatory Care Building

- Ambulatory Care (M3) : This building would be 175,000 square feet in size and five stories in height with a planned footprint of 30,000 SF and a Basement Level of 25,000 SF. This building would contain outpatient medical services and other support areas. Specific departments and programs are to be determined at a later date.

Medical Building

- Medical Building (M4): This medical building is planned to be approximately 150,000 square feet in size and seven stories in height and a basement level with a planned footprint of 18,750 SF. This building would contain medical services and hospital administration.

Parking with Retail Building 1

- Parking with Retail Building 1 (M5): The parking structure would be 123,000 square feet in size and would contain approximately 375 parking spaces. A portion of the parking spaces could use a mechanical stacked parking system to achieve the parking count. The parking structure would be five stories in height and would include 24,600 square feet of first floor retail, food service, and other supporting uses.

Parking with Retail Building 2

- Parking with Retail Building 2 (M6): The parking structure would be 257,000 square feet in size and would contain approximately 690 parking spaces. There is an option to use a mechanical stacked parking system to increase the

parking to 1000 parking spaces The building would have 5 floors with a footprint of 29,000 SF and two parking levels of 56,000 SF at grade and below. The parking structure includes 29,000 square feet of first floor retail and medical retail services.

University Building 2

- University Building 2 (U2): This University building is planned to be approximately 216,000 square feet in size and five stories in height with a planned footprint of 43,200 SF. The building contains, classrooms, teaching laboratories, student support services, auditorium and administrative functions. The building is planned to accommodate the CNU Colleges with about 2,500 total students and 500 Faculty Members on Campus.

Dormitory Building 1

- Dormitory Building 1(R1): This Residential building is planned to be approximately 140,000 square feet in size and five stories in height with a basement level and a planned footprint of 20,000 SF. There will be approximately 150 units housing 300 students on 5 floors. The first floor would be 20,000 SF of Administration and Student Support space. There is a parking level below with approximately 61 spaces.

Faculty Housing Building 1

- Faculty Housing Building 1 (R2): This Residential building is planned to be approximately 126,000 square feet in size and six stories in height with a basement level and a planned footprint of 18,000 SF. There will be approximately 100 units housing 100 faculty families on 6 floors There is a parking level below with approximately 62 spaces.

Daycare Facility Building

- Daycare Facility Building (R5): This daycare building is planned to be approximately 13,500 square feet in size and one story in height with a secure outdoor space of 3,000 SF. There will be approximately 175 children and 30 staff at the facility. The building will be a modular building or designed for expansion of 13,500 SF during Phase 3.

Pharmaceutical Building 2

- Pharmaceutical Building 2:
    - Pharmaceutical (C3) is planned to be approximately 200,000 square feet in size and five stories in height with a planned footprint of 40,000 SF. The building contains research and manufacturing facilities for pharmaceutical products. It includes staff support services and administrative functions. The lower floor is designed for administrative functions, loading and 62 parking spaces.
    - Laboratory (C1): This Laboratory is planned to be approximately 40,000 square feet in size with one story. The floor contains clinical, pathology and specialty laboratories for support of the medical center. It includes staff support services and administrative functions.

Phase 2 Parking

Parking: A planned total of 2,178 parking spots are planned for Phase 2. A total of 183 parking spots will be surface parking spots. A total of 1,995 parking spots will be structured parking spots. All parking numbers are cumulative. The Phase 2 parking requirements per the Sacramento Planning Code is 3,049 parking spots as follows:

Building		City Required Parking	Hospital Required Parking
M1:	Hospital Building	420	1917
M1:	Hospital -Medical	191	
M2:	Central Plant -Medical	8	8
M3:	Ambulatory Care Building	88	88
M4:	Medical Office Building	75	75
M5:	Parking w/ Retail Building 1	13	13
M6:	Parking w/ Retail Building 2	15	15
U1:	University Building 1	867	867
U2:	University Building 2	1084	1084
R1:	Dormitory Building 1	110	110
R2:	Faculty Housing Building	50	50
R5:	Daycare Facility	15	15
C1:	Laboratory 1	10	10
C2:	Pharmaceutical Building 1	48	48
C3:	Pharmaceutical Building 2	48	48
C4:	Central Plant – R/L	7	7
TOTALS		**3049**	**4355**
Minimum Proposed Parking – 50 % of total			**2178**

Per the Sacramento Planning Department – a 50% Light Rail Proximity Reduction will apply to the project. The adjusted required minimum parking requirement is 1525 parking spaces.

The minimum required parking will be reduced to 50% of total to reflect Transportation System Management Program reductions and Light Rail Proximity Reduction.

For Phase 2: One Hundred and Thirty One (131) Parking Spaces, over six percent of all spaces, will have be designated as EV installed and have access to a charging station. Four Hundred and Thirty Six (436) Parking Spaces, over twenty percent of all spaces will be considered EV ready (inclusive of the EV Installed spaces)

Phase 2 Bicycle Long Term Parking

Bicycle Parking: A planned total of 954 bicycle long term parking spots are planned for Phase 2. ~~A total of 669 bicycle long term parking spots will be surface spots.~~ A total of 954 bicycle long term parking spots will be structured spots. The Phase 2 bicycle long term parking requirements per the Sacramento Planning Code is 627 bicycle long term parking spots as follows:

Building		Required Bicycle Parking	Proposed Bicycle Parking
M1:	Hospital Building	93	186
M2:	Central Plant -Medical	13	13
M3:	Ambulatory Care Building	27	27
M4:	Medical Office Building	23	23

M5: Parking with Retail Building 1	23	23
M6: Parking with Retail Building 2	53	38
Underground Parking Floor	13	13
U1: University Building 1	87	167
U2: University Building 2	94	188
R1: Dormitory Building 1	84	159
R2: Faculty Housing Building	54	54
R5: Daycare Facility	0	0
R7: Central Plant- Residential	5	5
C1: Laboratory Building 1	10	10
C2: Pharmaceutical Building 1	23	23
C3: Pharmaceutical Building 2	16	16
C4: Central Plant – R/L	9	9
TOTALS	**627**	**954**

Phase 2 Bicycle Short Term Parking

Bicycle Short Term Parking: A planned total of 188 bicycle short term parking spots are planned for Phase 2. All the bicycle parking spots will be surface spots. The Phase 2 bicycle short term parking requirements per the Sacramento Planning Code is 188 bicycle parking spots as follows:

Building	Required ST Bicycle Parking	Proposed ST Bicycle Parking
M1: Hospital Building	32	32
M2: Central Plant -Medical	2	2
M3: Ambulatory Care Building	9	9
M4: Medical Office Building	8	8
M5: Parking with Retail Building 1	13	13
M6: Parking with Retail Building 2	15	15
Underground Parking Floor	0	0
U1: University Building 1	**32**	**32**
U2: University Building 2	**32**	**32**
R1: Dormitory Building 1	**16**	**16**
R2: Faculty Housing Building 1	**10**	**10**
R5: Daycare Facility	**2**	**2**
R7: Central Plant- Residential	**2**	**2**
C1: Laboratory Building 1	**2**	**2**
C2: Pharmaceutical Building 1	**3**	**3**
C3: Pharmaceutical Building 2	**3**	**3**
C4: Central Plant – R/L	**2**	**2**
TOTALS	**188**	**188**

Phase 3

Planned Duration from 2028 to 2032.
Total of 838,900 SF
Total of 5 Buildings as follows:

•	University Building 3 (U3/U4/R7)	6 floors with a basement level and a total of 189,000 SF
•	Parking with Retail Building 3 (U5)	5 floors with a total of 257,000 SF
•	Dormitory Building 2 (R3)	6 floors with basement level a total of 140,000 SF
•	Faculty Housing Building 2 (R4)	6 floors with a basement level and total of 126,000 SF
()	Daycare Facility / Sports Court (R5/R8)	Daycare - 1 floor with a total of 13,500 SF – Expansion of Facility. Sports Court – 1 floor with a total of 27,000 SF
•	Active Senior Living (RCFE) Building (R6)	5 floors with a basement level and a total of 86,400 SF

University Building 3

- University Building 3 (U3/U4/R7): This University (U3) building is planned to be approximately 189,000 square feet in size and six stories in height with a planned footprint of 27,000 SF. The building contains, classrooms, teaching laboratories, student support services, auditorium and administrative functions. The building is planned to accommodate the CNU Colleges with about 1,000 total students and 200 Faculty Members on Campus. The building also contains a Central Plant(U4/R7) of 54,000 SF which is partially below grade and a Retail level of 27,000 SF.

Parking with Retail Building 3

- Retail / Parking Building 3 (U5): The parking structure would be 257,000 square feet in size and would contain approximately **up to** 690 parking spaces. There is an option to use a mechanical stacked parking system to increase the parking to 1000 parking spaces. The parking structure would be four stories in height with one basement level and include 50,000 square feet of first floor retail and dining services.

Dormitory Building 2

- Dormitory Building 2 (R3): This Residential building is planned to be approximately 140,000 square feet in size and five stories in height and a parking level below with a planned footprint of 20,000 SF. There will be approximately 150 units housing 300 students on 5 floors. The first floor would be 20,000 SF of Administration and Student Support space. There is a parking level below with approximately 61 spaces.

Faculty Housing Building 2

- Admin / Faculty Building (R4) : This Residential building is planned to be approximately 126,000 square feet in size and six stories in height with a planned footprint of 18,000 SF. There will be approximately 100 units housing 100 faculty families on 6 floors. There is a parking level below with approximately 62 spaces.

Daycare Facility Building Expansion (Combined with

- Daycare Facility / Sports Court Building (R5/R8):

- The daycare building expansion is planned to be approximately 13,500 square feet in size and one story in height with a secure outdoor space of 3,000 SF. There will be approximately 175 children and 30 staff at the facility expansion. The Daycare Building total is 350 children and 60 staff.
- Sports Court : A single story sports court at the roof level of the daycare would be constructed. The Sports Court would be 27,000 sf in size. The roof area will be occupied and will contain, basketball, tennis and volleyball courts for student use.

Active Senior Living (RCFE) Building

- Admin / Faculty Building (R6): This Residential Care Facility for the Elderly (RCFE) building is planned to be approximately 86,400 square feet in size and five stories in height with a basement level and a planned footprint of 14,400 SF. There will be approximately 100 residents on 4 floors. The first floor would be 14,400 SF of Administration and Resident Support space. There is a parking level below with approximately 48 spaces.

Phase 3 Parking

Parking: A planned total of 2,593 parking spots are planned for Phase 3. A total of 117 parking spots will be surface parking spots. A total of 2,476 parking spots will be structured parking spots. All parking numbers are cumulative. The Phase 3 parking requirements per the Sacramento Planning Code is 3,743 parking spots as follows:

Building		City Required Parking	Hospital Required Parking
M1:	Hospital Building	420	2054
M1:	Hospital -Medical	191	
M2:	Central Plant -Medical	6	6
M3:	Ambulatory Care Building	88	88
M4:	Medical Office Building	75	75
M5:	Parking with Retail Building 1	13	13
M6:	Parking with Retail Building 2	15	15
U1:	University Building 1	1400	867
U2:	University Building 2	1750	1084
U3:	University Building 3	700	434
U4:	Central Plant – University	7	7
R7:	Central Plant – Residential	7	7
	Retail	14	14
U5:	Parking with Retail Building 3	25	25
R1:	Dormitory Building 1	110	110
R2:	Faculty Housing Building 1	50	50
R3:	Dormitory Building 2	110	110
R4:	Faculty Housing Building 2	50	50
R5:	Daycare Facility	30	30
R6:	Active Senior Living (RCFE) Building	32	32
R8:	Sports / Parking Building		
C1:	Laboratory Building 1	10	10
C2:	Pharmaceutical Building 1	48	48
C3:	Pharmaceutical Building 2	48	48

C4: Central Plant – R/L	7	7
TOTALS	**3743**	**5186**
Minimum Proposed Parking – 50 % of total		**2593**

Per the Sacramento Planning Department – a 50% Light Rail Proximity Reduction will apply to the project. The adjusted required minimum parking requirement is 1872 parking spaces.

The minimum required parking will be reduced to 50% of total to reflect Transportation System Management Program reductions and Light Rail Proximity Reduction.

For Phase 3: One Hundred Fifty Six (156) Parking Spaces, over six percent of all spaces, will have be designated as EV installed and have access to a charging station. Five Hundred and Nineteen (519) Parking Spaces, over twenty percent of all spaces will be considered EV ready (inclusive of the EV Installed spaces)

Phase 3 Bicycle Long Term Parking

Bicycle Parking: A planned total of 1,410 bicycle long term parking spots are planned for Phase 3. ~~A total of 295 bicycle long term parking spots will be surface spots~~. A total of 1410 bicycle long term parking spots will be structured spots. The Phase 3 bicycle long term parking requirements per the Sacramento Planning Code is 946 bicycle long term parking spots as follows:

Building	Required Bicycle Parking	Proposed Bicycle Parking
M1: Hospital Building	100	200
M2: Central Plant -Medical	13	13
M3: Ambulatory Care Building	27	27
M4: Medical Office Building	26	26
M5: Parking with Retail Building 1	23	23
M6: Parking with Retail Building 2	53	38
Underground Parking Floor	13	13
U1: University Building 1	87	167
U2: University Building 2	94	188
U3: University Building 3	40	80
U4: Central Plant – University	11	11
U5: Parking with Retail Building 3	40	79
R1: Dormitory Building 1	84	159
R2: Faculty Housing Building 1	54	54
R3: Dormitory Building 2	84	159
R4: Faculty Housing Building 2	54	54
R5: Daycare Facility	0	0
R6: Active Senior Living (RCFE) Building	59	59
R7: Central Plant- Residential	5	5
R8: Sports Court		
C1: Laboratory 1	10	10
C2: Pharmaceutical Building 1	23	23
C3: Pharmaceutical Building 2	16	16

C4: Central Plant – R/L	5	5
TOTALS	**936**	**1445**

Phase 3 Bicycle Short Term Parking

Bicycle Short Term Parking: A planned total of 246 bicycle short term parking spots are planned for Phase 3. All the bicycle parking spots will be surface spots. The Phase 3 bicycle short term parking requirements per the Sacramento Planning Code is 246 bicycle parking spots as follows:

Building	Required ST Bicycle Parking	Proposed ST Bicycle Parking
M1: Hospital Building	32	32
M2: Central Plant -Medical	2	2
M3: Ambulatory Care Building	9	9
M4: Medical Office Building	8	8
M5: Parking with Retail Building 1	13	13
M6: Parking with Retail Building 2	15	15
Underground Parking Floor	0	0
U1: University Building 1	**32**	**32**
U2: University Building 2	**32**	**32**
U3: University Building 3	**13**	**13**
U4: Central Plant – University	**2**	**2**
U5: Parking with Retail Building 3	**14**	**14**
R1: Dormitory Building 1	**16**	**16**
R2: Faculty Housing Building 1	**10**	**10**
R3: Dormitory Building 2	**16**	**16**
R4: Faculty Housing Building 2	**10**	**10**
R5: Daycare Facility	**2**	**2**
R6: Active Senior Living (RCFE) Building	**2**	**2**
R7: Central Plant- Residential	**2**	**2**
C1: Laboratory Building 1	**2**	**2**
C2: Pharmaceutical Building 1	**3**	**3**
C3: Pharmaceutical Building 2	**3**	**3**
C4: Central Plant – R/L	**2**	**2**
TOTALS	**246**	**246**

Hospital Parking:

The City of Sacramento Planning Department has demonstrated a general policy to reduce parking for new developments within the City of Sacramento. As part of the effort to reduce greenhouse gases (GHG) and to align with the LEED Gold Status that the CNU Hospital building is working to achieve, the CNUMC project is committed to minimizing the parking provided and encouraging the use of alternative methods for travel to and from the project site.

That said, providing adequate parking for accessibility by Hospital Staff and Patients is essential for the proper operation of the Hospital facility. This section describes the methodology used to determine the parking to be provided, and possible methods to provide flexibility for future parking needs.

Per the City of Sacramento Planning Requirements, the minimum parking requirements for the Hospital has been established as 611 parking spaces at the completion of the Phase 2. The Planning Department has also determined that a 50% Light Rail Proximity Reduction will apply to the project. **The adjusted required minimum parking requirement for the Hospital is therefore 306 parking spaces. This** number is not adequate to service a Hospital with projected 420 patient beds.

To determine and validate the optimum parking numbers for the Hospital, we have utilized two methodologies as follows:

Hospital Parking Needs Methodologies

Method A

Method A uses the projected numbers of hospital staff, nurses, doctors and patients that were developed in conjunction with CNU and used in the development of the Traffic Study. These traffic loads were divided by shift and weekday/weekend time periods to determine the greatest peak load.

For Staff and Nurses employed at the Hospital, the peak load has been determined to be the overnight shift with a 25% transitional percentage from the afternoon shift. As an example, during Phase 1, it is projected that there will be a total of 500 nurses employed at the Hospital. 37% of the nurses will be present during the AM shift, 37% of the nurses will be present during the PM shift and 26% of the nurses will be present during the overnight shift. The greatest load will therefore be 177 nurses (26% + (37%*0.25)= 35.25% of 500).

For Doctors and Patients, because the traffic load is more distributed throughout the day, 80% of the maximum load per the daytime shifts will be provided. The percentage reduction of 80% addresses doctors who are either employed at the university or are located in faculty housing. The percentage reduction of 80% for patients addresses patients who come by public transportation, ride share or are dropped off by family members.

Per discussion with the City of Sacramento, this methodology was determined to adequately address the parking load required for the hospital. It is of concern to the City that parking not extend into the surrounding residential neighborhoods so a valid maximum parking load is necessary for study purposes.

As demonstrated by the attached spreadsheet per the methodology described above, the total parking need for the Hospital will be as follows:

Phase 1: 1498 parking spaces,
Phase 2: 1917 parking spaces
Phase 3: 2054 parking spaces.

The increase in Phase 2 and 3 is driven by the buildout of shell space in Phase 2 and the projected increase in staff, nurses, doctors and patients

Method B

Method B uses the parking guidelines used by hospital groups such as Kaiser and Stanford Hospital for planning purposes. It uses the numbers of patients, exam rooms and patient traffic as drivers to determine parking need. The guidelines are as follows:

- **Inpatient admissions/discharges** — one space per each five hospital beds — this generally accommodates inpatients being admitted/discharged (with their escorts) for an acute care hospital with a four day average length of stay at 85% occupancy; inpatient facilities with longer lengths of stay would require less parking spaces.

- **Visitors to inpatient nursing units** — a maximum of one space per bed — this will depend greatly on the community, both in terms of the number of visitors per inpatient and daily visiting patterns (daytime versus evening), and will also depend on hospital visitation policies.

- **Hospital staff (including physicians)** — up to one space per each day shift employee — this should be considered the maximum and would be reduced by the availability of public transportation, offsite parking due to a constrained site, or other staff incentives to minimize onsite parking.

- **Outpatients** — up to three spaces per exam/procedure room — maximum demand assumes that each exam/procedure room is occupied by a patient with one patient waiting and another patient leaving (including their escorts).

- **Emergency patients** — one space per each four average daily ED visits — assumes that up to 75 percent of the average daily visits occur during the peak eight-hour shift with an average turnover of about three hours.

As an example, during Phase 1, the 263 patient beds provided would require a total of 316 parking spaces, 53 for the Inpatient Admissions and 263 for Visitors. Using these guidelines per the drivers applicable for each phase and demonstrated by the attached spreadsheet, the total parking need for the Hospital will be as follows:

Phase 1: 1624 parking spaces,
Phase 2: 1991 parking spaces
Phase 3: 2093 parking spaces.

The increase is driven by the buildout of shell space in Phase 2 and the projected increase in staff, nurses, doctors and patients. As noted in the description of the guidelines, this number can be used as a maximum number for parking and would normally be reduced due to alternative transportation policies or other constraints.

Comparison between Method A and B

Hospital Parking Spaces per Method B Guidelines	**1624**	**1991**	**2093**
Hospital Parking Spaces Required Per Method A	1498	1917	2054
Delta Parking between Method A and B	126	74	39
Delta Percentage	7.76%	3.72%	1.86%

For the purposes of this Project Description, Method A will be used as the basis for further Parking analysis. As a further validation of the hospital parking needs, Mercy General in Sacramento has a similar number of patient beds but is not a Trauma Center or a Teaching Hospital. Per Sacramento Parking, Mercy General currently has 1132 parking spaces and is looking to expand their parking capacity.

Transportation System Management Program (TSMP) and Light Rail Proximity Reduction

Per Sacramento City Code 17.700 and 17.608.020.G.2, The project is required to provide for a Transportation System Management Program (TSMP) and assume a Light Rail Proximity Reduction of 50% for the parking requirements. The project is committed to meeting the intent of these requirements by applying a graduated reduction in proposed parking over each phase. This graduated approach is further required because the Light Rail Extension has not yet been completed and is not anticipated to be completed at the earliest until the completion of Phase 2 around 2029.

The project is proposing a multiplication factor as follows:

Phase 1A : 100% of parking needs
Phase 1B : 75% of parking needs
Phase 2: 50% of parking needs
Phase 3: 50% of parking needs

This proposed graduated reduction will align the parking needs with the required City guidelines as well as allowing for the incorporation of the TSMP and Light Rail into the parking requirements.

Proposed Parking Requirements

The project is proposing an increase in the minimum City parking requirements to the demonstrated need established by Method A and multiplied by the reduction factor to address the impact of the TSMP and Light Rail reduction at subsequent phases. The existing site has an excess of parking spaces. This would be gradually reduced until Phase 3 when 50% of the required parking need would match the actual parking provided.

	Phase 1A	Phase 1B	Phase 2	Phase 3
Total Minimum Parking Required per Method A	1506	2428	4347	5178
Multiplication Factor	*100%*	*75%*	*50%*	*50%*
Total Minimum Parking Proposed for Project	1506	1821	2178	2593
Total Minimum Parking Required by City	231	692	1525	1872
Total Minimum Parking Proposed for Project	1506	1821	2178	2593
Delta Percentage	*552%*	*163%*	*43%*	*38.5%*

In Phase 1A, only a portion of the existing parking lot will be used for temporary parking; the remainder will be used for staging area, parking for construction employees and equipment.

There is a significant amount of uncertainty regarding the projected parking needs. Besides the noted impacts of the TSMP and the Light Rail, changes in electric bicycle use, ride share services, work from home policies and autonomous vehicles are projected to greatly impact the need for campus parking.

Although additional parking will be available in the early phases, CNUMC remains committed to working towards minimizing the parking need through the use of Transportation System Management Programs utilizing carpools and shuttles and increased bicycling parking. The master plan to build student and faculty housing will also help reduce the projected needs for staff parking and will allow for an overlap and subsequent reduction in the parking need for the hospital.

In this environment, the project is providing additional locations for loading and unloading zones around the main hospital entrance. The project is also planning for the possibility of stacked parking configurations in Parking Garages 1 and 2 and is planning for Parking Garage 3 as a flexible option that may or may not be built depending on the demonstrated parking needs.

The project is committed to proactively reducing the amount of Vehicle Miles Travelled (VMT) providing infrastructure for alternative transportation modes while providing appropriate parking for the operation of the hospital without burdening the surrounding neighborhood areas with spillover parking.

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Loading Dock Requirements

Per the Sacramento City Code Section 17.608.050, the requirement for off-street loading and unloading space is as follows:

A. Off-street loading and unloading space required. The following loading and unloading space shall be provided and maintained for retail and wholesale markets, warehouses, hotels, hospitals, laundry and dry cleaning establishments, and other places where large amounts of goods are received or shipped. Fractional requirements are omitted.

1. *For a building less than 10,000 square feet in gross floor area, none is required.*
2. *For a building with 10,000 to 40,000 square feet in gross floor area, one space is required.*
3. *For a building with greater than 40,000 square feet in gross floor area, one space is required for each 40,000 square feet in total gross floor area.*

B. Minimum dimensions. A loading and unloading space shall be at least 10 feet wide, 14 feet high, and 40 feet long

C. Location. A loading and unloading space shall not be located in the public right-of-way.

Per this requirement, over 18 loading spaces will be required for the 730,000 gsf of the Hospital. This is in excess of what is required for Hospital operations. The projected numbers of delivery truck trips were developed in conjunction with CNU and used in the development of the Traffic Study and are as follows:

Phase 1 – 60 truck deliveries a day – 27 (45%) single panel (25-30 ft. long) or semi-trailer (45+ ft. long)

Phase 2 - 80 truck deliveries a day – 32 (40%) single panel (25-30 ft. long) or semi-trailer (45+ ft. long)

Phase 3 - 110 truck deliveries a day – 35 (32%) single panel (25-30 ft. long) or semi-trailer (45+ ft. long)

For these deliveries, the proposed 4 loading spaces in the loading dock is more than adequate. These assumptions have also been validated with comparisons with several other hospitals of similar size and function.

Construction Activities by Phase:

This section describes the projected construction impact of the project over time for determining a credible environmental impact for comment and possible mitigation. Details and timeframes will need to be evaluated and refined by the General Contractors executing the work and if substantial changes are made to the projected timeline and impacts, the construction activities will be reviewed with the City of Sacramento to ensure that the revised impact are not substantially different from what was originally projected and/or adequate mitigations are provided.

Phase 1

Planned Duration from 2022 to 2026.
Completed as part of two sub-phases: 1A and 1B.

Total of 1,218,000 SF including 98,000 SF of shell space.
Total of 4 Buildings as follows:

Construction Phases and Activities have only been developed for Phase 1 scope of Work. . Please note that there is overlap between Construction Activity Durations.

Phase 1A:

- Hospital Building (M1) 14 floors with a total of 730,000 SF (98,000 SF to be shelled)
- Central Plant -Medical Zone (M2) 3 floors with a total of 174,000 SF

Phase 1A

Central Plant and Hospital Building

- **Site Preparation – 3/22 to 9/22 – 6 months**
    - Demolition, Grading and site preparation. Includes adjacent site utilities and site work. There would be a maximum of 10 to 15 trucks with 10-20 workers going to the site each day for this phase. Equipment and materials would be stored on-site or at adjacent staging lot.
- **Arena Demolition – 4/22 to 7/22 – 3 months**
    - Arena Demolition. There would be approximately 100 to 175 trucks and 50 to 75 workers travelling to and from the site. Equipment and materials would be stored on-site or at adjacent staging lot.
- **Foundation and Concrete – 4/22 – 12/22 – 8 months**
    - During this period, there would be approximately 45 to 125 trucks and 50 to 75 workers travelling to and from the site. During the peak days when concrete is being poured, there would be approximately 100 to 350 trucks and 50 to 75 workers travelling to and from the site. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Structural Framing – 12/22 – 9/23 – 10 months**

    - During this period, the structural framing of the building would be completed. There would be approximately 22 to 30 truck trips per day travelling to and from the site with approximately 38 to 50 workers.

- **Exterior Enclosure – 3/23 – 12/23 – 9 months**

    - During this period, the exterior enclosure of the building would be completed. There would be approximately 15 to 20 truck trips per day travelling to and from the site with approximately 25 to 35 workers.

- **Hospital Interior Construction – 6/23 – 10/24 – 16 months (+6 months of contingency for planning purposes)**

    - The last and longest phase of the construction would involve the completion of the building interior. During this stage approximately 60 to 100 trucks would travel to the site per day with approximately 300 to 450 workers. Materials and equipment would primarily be stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot.

Phase 1B

University Building 1 (U1)	5 floors with basement level and a total of 256,000 SF
Pharmaceutical Building 1 (C2/C4)	5 floors and basement level with a total of 240,000 SF

University Building 1 and Pharmaceutical Building 1

- **Site Preparation – 9/4/23 – 10/30/23 – 8 weeks**

    - Demolition, Grading and site preparation. Includes adjacent site utilities and site work. There would be a maximum of 10 to 15 trucks with 10-20 workers going to the site each day for this phase. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Foundation and Concrete – 10/30/23 – 12/25/23 – 8 weeks**

    - During this period, there would be approximately 20 to 40 trucks and 50 to 75 workers travelling to and from the site. During the peak days when concrete is being poured, there would be approximately 50 trucks and 50 to 75 workers travelling to and from the site. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Structural Framing – 12/25/23 – 3/18/24 – 12 weeks**

    - During this period, the structural framing of the building would be completed. There would be approximately 22 to 30 truck trips per day travelling to and from the site with approximately 38 to 50 workers.

- **Exterior Enclosure – 3/18/24 – 7/8/24 – 16 weeks**

    - During this period, the exterior enclosure of the building would be completed. There would be approximately 15 to 20 truck trips per day travelling to and from the site with approximately 25 to 35 workers.

- **Interior Construction – 7/8/24 – 3/15/24 – 36 weeks (+8 weeks of contingency for planning purposes)**

    - The last and longest phase of the construction would involve the completion of the building interior. During this stage approximately 30 to 50 trucks would travel to the site per day with approximately 150 to 250 workers. Materials and equipment would primarily be stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot.

Phase 2

Planned Duration from 2025 to 2029.
Total of 1,622,500 SF including buildout of 98,000 SF of shell space.
Total of 9 Buildings as follows:

()	Hospital Building (M1A)	98,000 SF Shell Space Buildout of M1
•	Ambulatory Care Building (M3)	5 floors with basement level and a total of 175,000 SF
•	Medical Building (M4)	7 floors with basement level and a total of 150,000 SF
•	Parking w/ Retail Building 1 (M5)	5 floors with a total of 123,000 SF
•	Parking with Retail Building 2 (M6)	5 floors with a total of 257,000 SF
•	University Building 2 (U2)	5 floors with a total of 216,000 SF
•	Dormitory Building 1 (R1)	6 floors with basement level a total of 140,000 SF
•	Faculty Housing Building 1 (R2)	6 floors with a basement level and total of 126,000 SF
•	Daycare Facility (R5)	1 floor with a total of 13,500 SF (Modular Building)
•	Pharmaceutical Building 2 (C1/C3)	Pharmaceutical - 5 floors with a total of 200,000 SF Laboratory -1 floors with a total of 40,000 SF

- **East Tower Buildout of Hospital Construction – 9/16/27 – 8/31/28 – 48 weeks (+12 weeksof contingency for planning purposes)**

    - The last and longest phase of the construction would involve the completion of the building interior. During this stage approximately 25 to 40 trucks would travel to the site per day with approximately 100 to 200 workers. Materials and equipment would primarily be stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot.

Ambulatory Care Building and Medical Building

- **Site Preparation – 10/15/27 – 12/10/27 – 8 weeks**
    - Demolition, Grading and site preparation. Includes adjacent site utilities and site work. There would be a maximum of 10 to 15 trucks with 10-20 workers going to the site each day for this phase. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Foundation and Concrete – 12/10/27 – 2/18/28 – 10 weeks**

    - During this period, there would be approximately 20 to 40 trucks and 50 to 75 workers travelling to and from the site. During the peak days when concrete is being poured, there would be approximately 50 trucks and 50 to 75 workers travelling to and from the site. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Structural Framing – 2/18/28 – 6/9/28 – 16 weeks**

    - During this period, the structural framing of the building would be completed. There would be approximately 22 to 30 truck trips per day travelling to and from the site with approximately 38 to 50 workers.

- **Exterior Enclosure – 6/9/28 – 9/29/28 – 16 weeks**

    - During this period, the exterior enclosure of the building would be completed. There would be approximately 15 to 20 truck trips per day travelling to and from the site with approximately 25 to 35 workers.

- **Interior Construction – 9/29/28 – 8/31/29 – 48 weeks (+8 weeks of contingency for planning purposes)**

    - The last and longest phase of the construction would involve the completion of the building interior. During this stage approximately 30 to 50 trucks would travel to the site per day with approximately 150 to 250 workers. Materials and equipment would primarily be

    - stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot.

Parking with Retail Building 1

- **Site Preparation – 3/17/28 – 5/26/28 – 10 weeks**

    - Demolition, Grading and site preparation. Includes adjacent site utilities and site work. There would be a maximum of 10 to 20 trucks with 20-30 workers going to the site each day for this phase. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Foundation and Concrete – 5/26/28 – 8/18/28 – 12 weeks**

    - During this period, there would be approximately 15 to 20 trucks and 30 to 40 workers travelling to and from the site. During the peak days when concrete is being poured, there would be approximately 20 trucks and 50 to 75 workers travelling to and from the site. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Structural Framing – 8/18/28 – 12/8/28 – 16 weeks**

- During this period, the structural framing of the building would be completed. There would be approximately 10 to 20 truck trips per day travelling to and from the site with approximately 20 to 30 workers.

- **Exterior Enclosure – 12/8/28 – 3/2/29 – 12 weeks**

  - During this period, the exterior enclosure of the building would be completed. There would be approximately 5 to 10 truck trips per day travelling to and from the site with approximately 15 to 25 workers.

- **Interior Construction – 3/2/29 – 8/31/29 – 26 weeks (+8 weeks of contingency for planning purposes)**

  - The last and longest phase of the construction would involve the completion of the building interior. During this stage approximately 10 to 15 trucks would travel to the site per day with approximately 75 to 100 workers. Materials and equipment would primarily be stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot.

Parking with Retail Building 2

- **Site Preparation – 3/17/28 – 5/26/28 – 10 weeks**

  - Demolition, Grading and site preparation. Includes adjacent site utilities and site work. There would be a maximum of 10 to 20 trucks with 20-30 workers going to the site each day for this phase. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Foundation and Concrete – 5/26/28 – 8/18/28 – 12 weeks**

  - During this period, there would be approximately 15 to 20 trucks and 30 to 40 workers travelling to and from the site. During the peak days when concrete is being poured, there would be approximately 20 trucks and 50 to 75 workers travelling to and from the site. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Structural Framing – 8/18/28 – 12/8/28 – 16 weeks**

  - During this period, the structural framing of the building would be completed. There would be approximately 10 to 20 truck trips per day travelling to and from the site with approximately 20 to 30 workers.

- **Exterior Enclosure – 12/8/28 – 3/2/29 – 12 weeks**

  - During this period, the exterior enclosure of the building would be completed. There would be approximately 5 to 10 truck trips per day travelling to and from the site with approximately 15 to 25 workers.

- **Interior Construction – 3/2/29 – 8/31/29 – 26 weeks (+8 weeks of contingency for planning purposes)**

    - The last and longest phase of the construction would involve the completion of the building interior. During this stage approximately 10 to 15 trucks would travel to the site per day with approximately 75 to 100 workers. Materials and equipment would primarily be stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot.

Dormitory Building 1 and Faculty Building 1

- **Site Preparation – 10/2/24 – 11/27/24 – 8 weeks**

    - Demolition, Grading and site preparation. Includes adjacent site utilities and site work. There would be a maximum of 10 to 15 trucks with 10-20 workers going to the site each day for this phase. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Foundation and Concrete – 11/27/24 – 1/22/25 – 8 weeks**

    - During this period, there would be approximately 20 to 40 trucks and 50 to 75 workers travelling to and from the site. During the peak days when concrete is being poured, there would be approximately 50 trucks and 50 to 75 workers travelling to and from the site. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Structural Framing – 1/22/25 – 4/16/25 – 12 weeks**

    - During this period, the structural framing of the building would be completed. There would be approximately 22 to 30 truck trips per day travelling to and from the site with approximately 38 to 50 workers.

- **Exterior Enclosure – 4/16/25 – 8/6/25 – 16 weeks**

    - During this period, the exterior enclosure of the building would be completed. There would be approximately 15 to 20 truck trips per day travelling to and from the site with approximately 25 to 35 workers.

- **Interior Construction – 8/6/25 – 4/15/25 – 36 weeks (+8 weeks of contingency for planning purposes)**

    - The last and longest phase of the construction would involve the completion of the building interior. During this stage approximately 30 to 50 trucks would travel to the site per day with approximately 150 to 250 workers. Materials and equipment would primarily be stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot.

Daycare Building 1 – Modular Building

- **Site Preparation – 11/26/25 – 1/21/26 – 8 weeks**

    - Demolition, Grading and site preparation. Includes adjacent site utilities and site work. There would be a maximum of 10 to 15 trucks with 10-20 workers going to the site each day for this phase. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Interior Construction – 1/21/26 – 4/15/26 – 12 weeks (+2 weeks of contingency for planning purposes)**

    - Delivery of Modular Buildings typically completed in 1-2 days. Last phase would involve the completion of the building interior. During this stage approximately 2 to 3 trucks would travel to the site per day with approximately 15 to 30 workers. Materials and equipment would primarily be stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot.

Pharmaceutical Building 2

- **Site Preparation – 2/18/27 – 4/15/27 – 8 weeks**

    - Demolition, Grading and site preparation. Includes adjacent site utilities and site work. There would be a maximum of 10 to 15 trucks with 10-20 workers going to the site each day for this phase. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Foundation and Concrete – 4/15/27 – 6/10/27 – 8 weeks**

    - During this period, there would be approximately 10 to 20 trucks and 25 to 40 workers travelling to and from the site. During the peak days when concrete is being poured, there would be approximately 20 trucks and 30 to 45 workers travelling to and from the site. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Structural Framing – 6/10/27 – 9/2/27 – 12 weeks**

    - During this period, the structural framing of the building would be completed. There would be approximately 10 to 20 truck trips per day travelling to and from the site with approximately 20 to 30 workers.

- **Exterior Enclosure – 9/2/27 – 12/23/27 – 16 weeks**

    - During this period, the exterior enclosure of the building would be completed. There would be approximately 10 to 15 truck trips per day travelling to and from the site with approximately 25 to 35 workers.

- **Interior Construction – 12/23/27 – 8/31/28 – 36 weeks (+8 weeks of contingency for planning purposes)**

- The last and longest phase of the construction would involve the completion of the building interior. During this stage approximately 15 to 25 trucks would travel to the site per day with approximately 75 to 125 workers. Materials and equipment would primarily be stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot.

University Building 2

- **Site Preparation – 2/18/28 – 4/14/28 – 8 weeks**

  - Demolition, Grading and site preparation. Includes adjacent site utilities and site work. There would be a maximum of 5 to 10 trucks with 10-20 workers going to the site each day for this phase. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Foundation and Concrete – 4/14/28 – 6/9/28 – 8 weeks**

  - During this period, there would be approximately 10 to 20 trucks and 30 to 40 workers travelling to and from the site. During the peak days when concrete is being poured, there would be approximately 20 trucks and 50 to 75 workers travelling to and from the site. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Structural Framing – 6/9/28 – 9/1/28 – 12 weeks**

  - During this period, the structural framing of the building would be completed. There would be approximately 10 to 20 truck trips per day travelling to and from the site with approximately 20 to 30 workers.

- **Exterior Enclosure – 9/1/28 – 12/22/28 – 16 weeks**

  - During this period, the exterior enclosure of the building would be completed. There would be approximately 5 to 10 truck trips per day travelling to and from the site with approximately 15 to 25 workers.

- **Interior Construction – 12/22/28 – 8/31/29 – 36 weeks (+8 weeks of contingency for planning purposes)**

  - The last and longest phase of the construction would involve the completion of the building interior. During this stage approximately 15 to 30 trucks would travel to the site per day with approximately 100 to 150 workers. Materials and equipment would primarily be stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot.

Phase 3

Planned Duration from 2028 to 2032.
Total of 838,900 SF
Total of 5 Buildings as follows:

- University Building 3 (U3/U4/R7) — 6 floors with a basement level and a total of 189,000 SF
- Parking with Retail Building 3 (U5) — 5 floors with a total of 257,000 SF
- Dormitory Building 2(R3) — 6 floors with basement level a total of 140,000 SF
- Faculty Housing Building 2 (R4) — 6 floors with a basement level and total of 126,000 SF
- () Daycare Facility / Sports Court (R5/R8) — Daycare - 1 floor with a total of 13,500 SF – Expansion of Facility. Sports Court – 1 floor with a total of 27,000 SF
- Active Senior Living (RCFE) Building (R6) — 5 floors with a basement level and a total of 86,400 SF

University Building 3

- **Site Preparation – 2/19/29 – 4/16/29 – 8 weeks**
    - Demolition, Grading and site preparation. Includes adjacent site utilities and site work. There would be a maximum of 5 to 10 trucks with 10-20 workers going to the site each day for this phase. Equipment and materials would be stored on-site or at adjacent staging lot.
- **Foundation and Concrete – 4/16/29 – 6/11/29 – 8 weeks**
    - During this period, there would be approximately 10 to 20 trucks and 30 to 40 workers travelling to and from the site. During the peak days when concrete is being poured, there would be approximately 20 trucks and 50 to 75 workers travelling to and from the site. Equipment and materials would be stored on-site or at adjacent staging lot.
- **Structural Framing – 6/11/29 – 9/3/29 – 12 weeks**
    - During this period, the structural framing of the building would be completed. There would be approximately 10 to 20 truck trips per day travelling to and from the site with approximately 20 to 30 workers.
- **Exterior Enclosure – 9/3/29 – 12/24/29 – 16 weeks**
    - During this period, the exterior enclosure of the building would be completed. There would be approximately 5 to 10 truck trips per day travelling to and from the site with approximately 15 to 25 workers.
- **Interior Construction – 12/24/29 – 8/31/30 – 36 weeks (+8 weeks of contingency for planning purposes)**
    - The last and longest phase of the construction would involve the completion of the building interior. During this stage approximately 15 to 30 trucks would travel to the site per day with approximately 100 to 150 workers. Materials and equipment would primarily be stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot.

Dormitory Building 2 and Faculty Housing Building 2

- **Site Preparation – 2/18/30 – 4/15/30 – 8 weeks**

    - Demolition, Grading and site preparation. Includes adjacent site utilities and site work. There would be a maximum of 10 to 15 trucks with 10-20 workers going to the site each day for this phase. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Foundation and Concrete – 4/15/30 – 6/10/30 – 8 weeks**

    - During this period, there would be approximately 20 to 40 trucks and 50 to 75 workers travelling to and from the site. During the peak days when concrete is being poured, there would be approximately 50 trucks and 50 to 75 workers travelling to and from the site. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Structural Framing – 6/10/30 – 9/2/30 – 12 weeks**

    - During this period, the structural framing of the building would be completed. There would be approximately 22 to 30 truck trips per day travelling to and from the site with approximately 38 to 50 workers.

- **Exterior Enclosure – 9/2/30 – 12/23/30 – 16 weeks**

    - During this period, the exterior enclosure of the building would be completed. There would be approximately 15 to 20 truck trips per day travelling to and from the site with approximately 25 to 35 workers.

- **Interior Construction – 12/23/30 – 8/31/31 – 36 weeks (+8 weeks of contingency for planning purposes)**

    - The last and longest phase of the construction would involve the completion of the building interior. During this stage approximately 30 to 50 trucks would travel to the site per day with approximately 150 to 250 workers. Materials and equipment would primarily be stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot.

Daycare / Sports Court Building

- **Site Preparation – 8/19/30 – 9/20/30 – 6 weeks**

    - Demolition, Grading and site preparation. Includes adjacent site utilities and site work. There would be a maximum of 10 to 20 trucks with 20-30 workers going to the site each day for this phase. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Foundation and Concrete – 9/30/30 – 11/11/30 – 6 weeks**

- During this period, there would be approximately 15 to 20 trucks and 30 to 40 workers travelling to and from the site. During the peak days when concrete is being poured, there would be approximately 20 trucks and 50 to 75 workers travelling to and from the site. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Structural Framing – 11/11/30 – 1/20/31 – 10 weeks**

  - During this period, the structural framing of the building would be completed. There would be approximately 10 to 20 truck trips per day travelling to and from the site with approximately 20 to 30 workers.

- **Exterior Enclosure – 1/20/31 – 4/14/31 – 12 weeks**

  - During this period, the exterior enclosure of the building would be completed. There would be approximately 5 to 10 truck trips per day travelling to and from the site with approximately 15 to 25 workers.

- **Interior Construction – 4/14/31 – 8/31/31 – 20 weeks (+6 weeks of contingency for planning purposes)**

  - The last and longest phase of the construction would involve the completion of the building interior. During this stage approximately 10 to 15 trucks would travel to the site per day with approximately 75 to 100 workers. Materials and equipment would primarily be stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot.

Active Senior Living Building (RCFE)

- **Site Preparation – 2/18/31 – 4/15/31 – 8 weeks**

  - Demolition, Grading and site preparation. Includes adjacent site utilities and site work. There would be a maximum of 5 to 10 trucks with 10-20 workers going to the site each day for this phase. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Foundation and Concrete – 4/15/31 – 6/10/31 – 8 weeks**

  - During this period, there would be approximately 10 to 20 trucks and 30 to 40 workers travelling to and from the site. During the peak days when concrete is being poured, there would be approximately 20 trucks and 50 to 75 workers travelling to and from the site. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Structural Framing – 6/10/31 – 9/2/31 – 12 weeks**

  - During this period, the structural framing of the building would be completed. There would be approximately 10 to 20 truck trips per day travelling to and from the site with approximately 20 to 30 workers.

- **Exterior Enclosure – 9/2/31 – 12/23/31 – 16 weeks**

    - During this period, the exterior enclosure of the building would be completed. There would be approximately 5 to 10 truck trips per day travelling to and from the site with approximately 15 to 25 workers.

- **Interior Construction – 12/23/31 – 8/31/32 – 36 weeks (+8 weeks of contingency for planning purposes)**

    - The last and longest phase of the construction would involve the completion of the building interior. During this stage approximately 15 to 30 trucks would travel to the site per day with approximately 100 to 150 workers. Materials and equipment would primarily be stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot.

Parking with Retail Building 3

- **Site Preparation – 3/18/31 – 5/27/31 – 10 weeks**

    - Demolition, Grading and site preparation. Includes adjacent site utilities and site work. There would be a maximum of 10 to 20 trucks with 20-30 workers going to the site each day for this phase. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Foundation and Concrete – 5/27/31 – 8/19/31 – 12 weeks**

    - During this period, there would be approximately 15 to 20 trucks and 30 to 40 workers travelling to and from the site. During the peak days when concrete is being poured, there would be approximately 20 trucks and 50 to 75 workers travelling to and from the site. Equipment and materials would be stored on-site or at adjacent staging lot.

- **Structural Framing – 8/19/31 – 12/9/31 – 16 weeks**

    - During this period, the structural framing of the building would be completed. There would be approximately 10 to 20 truck trips per day travelling to and from the site with approximately 20 to 30 workers.

- **Exterior Enclosure – 12/9/31 – 3/2/32 – 12 weeks**

    - During this period, the exterior enclosure of the building would be completed. There would be approximately 5 to 10 truck trips per day travelling to and from the site with approximately 15 to 25 workers.

- **Interior Construction – 3/2/31 – 8/31/32 – 26 weeks (+8 weeks of contingency for planning purposes)**

- The last and longest phase of the construction would involve the completion of the building interior. During this stage approximately 10 to 15 trucks would travel to the site per day with approximately 75 to 100 workers. Materials and equipment would primarily be stored on site with trailers, mock-ups and site fabrication occurring on off-site adjacent lot.