

S.1 INTRODUCTION

Sutter Medical Center of Santa Rosa (Sutter) and the Luther Burbank Memorial Foundation (LBMF) request approval of a joint Master Plan prepared for the properties that comprise the project site at 50 Mark West Springs Road, Sonoma County, California. The joint Master Plan reflects the intent to accommodate both LBMF and Medical Campus facilities on the 53-acre site via an integrated land use and circulation plan, which would include a single major signalized site entry road from Mark West Springs Road. Implementation of the Master Plan is the project evaluated in this Draft EIR.

The Sutter Medical Center is classified as an acute-care facility. Seismic-safety legislation SB 1953 (Chapter 740, Statutes of 1994), the Alfred E. Alquist Hospital Facilities Seismic Safety Act, requires the seismic upgrade or replacement of all general and acute-care hospitals at risk of collapsing during a strong earthquake. The project sponsor has determined that it is infeasible to bring the facilities at the Chanate Road campus into compliance with the mandated SB 1953 regulations and the proposed project is the best way to comply with those regulations. The Office of Statewide Health Planning and Development (OSHPD) is responsible for carrying out the provisions of SB 1953 regulations, and has approved a time extension to Sutter, under SB 1661, that would allow Sutter to meet the provisions of SB 1953 by January 1, 2013.

S.2 PROPOSED PROJECT

Sutter Health currently operates one acute care hospital in Santa Rosa, on Chanate Road. Sutter has determined that replacement of the existing hospital on Chanate Road is needed to achieve long-range compliance with the Hospital Facilities Seismic Safety Act (Senate Bills [SBs] 1953 and 1661). Accordingly, as part of a larger medical campus, Sutter is proposing to build a new hospital on its property at 50 Mark West Springs Road to replace the hospital on Chanate Road.

The project evaluated in this Draft EIR consists of the phased development of the Sutter Medical Center medical campus with a state-of-the-art hospital that will comply with the Hospital Seismic Safety Acts, a central utility plant/plant operations/water treatment facilities complex to serve the Medical Campus, a Medical Office Building (MOB), a Physicians Medical Center (PMC), and a helistop, and revision of the Luther Burbank Memorial Foundation (LBMF) Use Permit to clarify currently allowed uses. See Section 2.0 for a detailed description of the project.

The Medical Campus construction would consist of the Sutter Medical Center hospital building, a two-story, 70-bed acute inpatient facility with a full range of inpatient and outpatient treatment and diagnostic services, including all ancillary and support services required. A Central Utility Plant would also be constructed on site. The campus would include a newly constructed three-story MOB to house medical center administrative activities and operations. The project also proposes a two- and three- story PMC, an acute care inpatient and outpatient facility with 28 licensed beds providing for inpatient and outpatient surgery and a full range of outpatient hospital services. A ground-level helistop adjacent to the hospital to transport patients is a part of the proposed project. On-site surface parking would increase to 1,941 paved and striped spaces. The project is expected to be constructed between 2010 and 2013.

The proposed project provides for future expansion of the medical campus to include expansion of the 70-bed Sutter Medical Center hospital by up to 29 beds, including expansion of the Emergency Department. Such expansion would include one- and two-story building additions.

An Initial Study was prepared and submitted with a Notice of Preparation (NOP) in August 2008 to facilitate the appropriate due diligence and full disclosure of potentially significant impacts that may be associated with the project. Based on the findings of the Initial Study, Sonoma County identified that preparation of an Environmental Impact Report (EIR) was necessary because the proposed project could have potentially significant impacts. The Initial Study is included in **Appendix A**.

This Draft EIR will be circulated for public review and comments. The Sonoma County Planning Commission will hold a public hearing during the comment period to receive comments on the Draft EIR. Once the review and comment period is completed, Sonoma County will respond to the substantive comments on the Draft EIR and make any necessary revisions to the text in response to the comments. The response to comments document and Draft EIR will constitute the Final EIR. Once the Final EIR is complete, the Planning Commission will consider whether to recommend to the Board of Supervisors certification of the Final EIR and approval of the project. Thereafter, the Sonoma County Board of Supervisors will hold a hearing to consider certification of the Final EIR and approval of the proposed project.

Alternatives

Seven build alternatives and the No Project alternative are analyzed in this Draft EIR. These alternatives are summarized below and to varying degrees would reduce impacts identified for the proposed project.

No Project:

1. No Project – Under the No Project alternative no new medical facilities would be developed. The existing Sutter Medical Center of Santa Rosa at 3325 Chanate Road would be required to be closed by January 1, 2013, in compliance with SB 1953 and SB 1661.

Alternative Sites:

2. Shiloh Road/US 101 – The project would be constructed on an undeveloped 27-acre site located just east of US 101 and south of Shiloh Road. This site is in the Town of Windsor and is part of the Shiloh Corridor Vision Plan.
3. Todd Road/Moorland Avenue – The project would be constructed on an undeveloped 19.9 acre site located west of US 101 and south of Todd Road. The site is under County jurisdiction, but within the Urban Growth Boundary of the City of Santa Rosa.

Decentralized Alternative:

4. Decentralized Alternative – Under this alternative the 28-bed PMC and a 50,000 sq/ft MOB would be constructed at 50 Mark West Springs Road (the proposed project site). Sutter's 70-bed hospital, a 50,000 sq/ft MOB, a helistop, and a central utility plant would be constructed at an alternate site (either the Todd/Moorland site referenced above or the Ring property site at 1700 Hampton Way within the city limits of Santa Rosa).

Reduced Project:

5. No Helistop – Under this alternative the project would be constructed as proposed at 50 Mark West Springs Road but without the helistop. Patients requiring transport by helicopter would arrive at the Sonoma County Airport and be transported by ambulance to the medical campus.
6. 70-bed Hospital Only – Under this alternative the proposed 70-bed hospital, central utility plant, and helistop would be constructed but not an accompanying PMC or MOB.
7. Overall Reduced Project – Under this alternative the intensity of the major components of the proposed project would be reduced by approximately one-third. Thus, this alternative would include a Sutter Medical Center of 47 beds, a PMC of 19 beds, an MOB of 53,600 square feet, and a helistop.

S.3 AREAS OF KNOWN CONTROVERSY / ISSUES TO BE RESOLVED

The primary issues of concern raised during the public scoping process are:

- Project location outside City of Santa Rosa limits,
- Potential economic effects on other hospitals,
- Helicopter noise, and
- Traffic impacts.

The proposed project would have significant unavoidable impacts on air quality, noise, and traffic. This EIR identifies alternatives that would reduce or eliminate these impacts, but each alternative has economic, political, and/or other issues to be resolved before it could be implemented (See Section 6.0).

This EIR discusses mitigation measures to reduce cumulative impacts on air quality, noise, and traffic that are beyond the ability of this project to implement (See Sections 3.4, 3.11, and 3.15). These include measures to reduce GHG emissions, noise levels, and traffic impacts. Issues to be resolved are whether and how these measures should be implemented.

S.4 IMPACT SUMMARY

Table S-1 lists all impacts and mitigation measures addressed in this EIR. The table provides a summary of each impact, its significance by alternative, mitigation measures, and the impact’s significance after mitigation has been applied.

The following are the significant and unavoidable impacts the would remain after mitigation has been applied:

- Temporary increase in criteria pollutants (NO_x and PM₁₀) from haul trucks bringing fill to the project site, resulting in exceedances of daily emissions thresholds (AIR-1 and cumulative)
- Long-term increase in criteria pollutant (NO_x) from annual testing of hospital emergency generator one day of the year, resulting in exceedance of daily emissions threshold (AIR-5 and cumulative)

- Increase in greenhouse gas emissions, contributing to the global inventory of greenhouse gas emissions and climate change (AIR-7)
- Temporary increase in noise levels at nearby sensitive receptors from construction (both with or without pile driving) (NOI-1a, NOI-1b)
- Exposure of sensitive off-site receptors to intermittent noise from helicopter operations (NOI-5)
- Cumulative noise impacts from project operations when added to other existing noise in the project vicinity (NOI-8)
- Worsening of unacceptable levels of service at some intersections in the vicinity of the project due to the addition of project traffic, both in the near-term (2014) and long-term (2035) (TR-1, TR-6, TR-16)
- Unsignalized River Road/Barnes Road intersection would experience a significant impact in 2014 and 2035 based upon peak hour signal warrant evaluation (TR-2, TR-7, TR-17)
- Worsening of significant 95th percentile queuing impacts at some intersections in the vicinity of the project due to the addition of project traffic, both in the near-term (2014) and long-term (2035) (TR-3, TR-8, TR-18)
- Increase in volume/capacity ratio on some segments of US 101 operating at unacceptable levels of service (TR-5, TR-10, TR-20)

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
AESTHETICS			
Impact AES-1: Affects a Scenic Vista. The project site is bounded on two sides by scenic corridors, US 101 and Mark West Springs Road. However, the proposed medical center facilities would not substantially interrupt or block scenic vistas.	LTS	No mitigation required	-
Impact AES-2: Damages Scenic Resources. There are no trees, rock outcroppings, historic buildings or other features on the site that are considered scenic resources. Although US 101 is listed as a Sonoma County scenic corridor, it is not a Designated State Scenic Highway.	NI	No mitigation required	-
Impact AES-3: Permanent Change in Project Site’s Visual Quality and Character. The visual quality and character of the northern portion of the site where new medical facilities would be built would change, but the proposed new facilities would be consistent with the character of the WFC and compatible with the character of the surrounding area.	LTS	No mitigation required	-
Impact AES-4: Permanent New Source of Light or Glare. The proposed medical center would require night lighting for operational, security, and safety purposes that would represent a new source of substantial light. Also, the new buildings could be a potential source of daytime glare.	PS	<p>Mitigation AES-4a: Use lights that prevent light trespass. The following measures are recommended to control and prevent light trespass:</p> <ul style="list-style-type: none"> • Lighting plans should be submitted for design review and approval. • The plans should require that free-standing light fixtures use low-pressure sodium lamps or other similar lighting fixture and be installed and shielded in such a manner that all lights are shielded from off-site view and no light rays are emitted from the fixture at angles above the horizontal plane. • Building-mounted lights should be shielded and downcast. • Prohibit the use of high intensity discharge lamps. <p>Mitigation AES-4b: Use building materials and surfaces that minimize reflected glare. The following measures are recommended to minimize reflected glare:</p> <ul style="list-style-type: none"> • Exterior building materials should be composed of at least 50 percent low-reflectance non-polished surfaces. • All bare metallic surfaces should be painted with flat finishes to reduce reflected glare. 	LTS

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
Impact AES-5: Cumulative Impacts of Hospital Operations on Aesthetics. Continued operation of the proposed project could contribute to a significant cumulative impact on aesthetics.	LTS	No mitigation required	-
AGRICULTURE			
Impact AG-2: Cumulative Agricultural Resources Impacts. Implementation of the proposed project could result in a considerable contribution to significant cumulative agricultural resources impacts.	LTS	No mitigation required	-
Impact AGR-1: Conversion of Farmland to Nonagricultural Uses. A 12-acre section of the project site is designated as Farmland of Local importance, which would be converted to nonagricultural use as a result of the project.	LTS	No mitigation required	-
AIR QUALITY			
Impact AIR-1: Temporary Increase of Criteria Pollutants for Which the Project Region Is Non-Attainment. Haul truck trips bringing fill to the proposed project site could potentially result in a net increase of criteria pollutants (ROG, NO _x and PM ₁₀) for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)	PS	Mitigation AIR-1: Reduce Length of Haul Truck Trips, Restrict Idling. The following measures could reduce emissions associated with haul truck trips to the project site. a) Preference for material to be imported to the site should be given to sources closest to the project site; b) Enforce state idling restrictions that apply to large trucks and construction equipment by posting clearly visible signs at the haul truck entrances that clearly stating the restrictions (no idling for greater than 5 minutes at any location); c) If possible, avoid haul truck trips on days when Spare the Air Days are forecasted by the BAAQMD. Because the source of the fill material and schedule for importing fill has not been determined at this time, the exact effectiveness of these measures is unknown. However, it is known that haul truck trips will be within a 15-mile radius of the project and impacts were calculated based on 15-mile distance from fill source. Fugitive dust control measures associated with the haul truck activities are addressed in Mitigation AIR-2a.	SU

Table S-1. Summary of Impacts and Mitigation Measures

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<p>Impact AIR-2: Temporary Exposure of Sensitive Receptors to Construction Dust and Exhaust Emissions. Fugitive dust and exhaust emissions (from construction equipment and pile driving fuel combustion) during demolition, construction, and grading could expose sensitive receptors to substantial criteria pollutant concentrations.</p>	<p>PS</p>	<p>Mitigation AIR-2a: Include Measures to Control Dust Emissions. Implementation of the measures recommended by the BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant level:</p> <ol style="list-style-type: none"> 1. Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences should be kept damp at all times. 2. Cover trucks or maintain at least two feet of freeboard. Dust-proof chutes shall be used to load debris onto trucks during demolition. 3. Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas. 4. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads. 5. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (i.e., within 10 days for previously-graded areas where final grading has occurred and for other construction areas that have been inactive for 30 days or more). 6. Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles. 7. Limit traffic speeds on any unpaved roads to 15 mph. 8. Replant vegetation in disturbed areas as quickly as possible. 9. Suspend construction activities that cause visible dust plumes to extend beyond the construction site. 10. Limit the area subject to excavation, grading and other construction activity at any one time <p>Mitigation AIR-2b: Include Measures to Reduce Criteria Pollutant Exhaust From Construction Equipment.</p> <ol style="list-style-type: none"> 1. The project shall ensure that emissions from all off-road 	<p>LTS</p>

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Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
		<p>diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately. A visual survey of all in-operation equipment shall be made at least weekly throughout the duration of the project construction. A record of the inspection shall be maintained on-site. The BAAQMD and/or other officials may conduct periodic site inspections to determine compliance.</p> <ol style="list-style-type: none"> 2. The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors). 3. Signs shall be posted that indicate diesel-powered equipment standing idle for more than five minutes shall be turned off or operators would be subject to fines. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were onsite. 4. Properly tune and maintain equipment for low emissions. 5. The applicant shall designate a Disturbance Coordinator responsible for ensuring that mitigation measures to reduce air quality impacts to nearby residences from construction are properly implemented. The Disturbance Coordinator shall be responsible for notifying adjacent land uses of construction activities and schedule and shall provide a written list of the aforementioned dust control measures. The list shall identify a contact person that will respond to any complaints. A log shall be kept of all complaints and the actions taken to remedy any valid complaint as well as the response period. 	
<p>Impact AIR-3: Consistency With Applicable Air Quality Plan. Operation of the new Medical Campus would generate air emissions which could conflict with or obstruct implementation of the applicable air quality plan</p>	<p>LTS</p>	<p>No mitigation required</p>	<p>-</p>

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
Impact AIR-4: Insignificant Long-Term Increases in Carbon Monoxide Emissions. Carbon monoxide emissions from traffic associated with the operation of the proposed Medical Campus could violate carbon monoxide standards.	LTS	No mitigation required	-
Impact AIR-5: Long-Term Increases in Criteria Pollutant Emissions. Criteria pollutant emissions associated with the operation of the proposed Medical Campus could exceed BAAQMD CEQA significance thresholds, potentially resulting in a significant net increase of NO _x , PM ₁₀ , or ROG.	PS	<p>Mitigation AIR-5a: Schedule Generator Testing to Avoid Ozone Exceedances. Testing of the diesel generators for more than one hour per day shall not occur during the months of May through October, to ensure that these emissions would not contribute to exceedances of State ozone standards in the region.</p> <p>Mitigation AIR-5b: Ensure Compliance With BAAQMD Rules and Regulations. Some mechanical equipment (e.g., natural gas fired boiler and diesel emergency generators) used at the hospital would require permits from the BAAQMD. The applicant shall consult with the BAAQMD to ensure compliance with appropriate rules and regulations so that emissions are properly controlled and do not exceed levels reported in this analysis.</p> <p>Mitigation AIR-5c: Reduce Air Pollutant Emissions on Spare the Air Days. The hospital administrators shall sign up with the BAAQMD to receive Spare the Air notifications and avoid scheduling generator testing on these days. In addition, Hospital and office building staffs should be informed of the Spare the Air Days so that they may voluntarily reduce emissions through carpooling, using transit or other means.</p>	SU
Impact AIR-6: Insignificant Increases in TAC Emissions. Diesel particulate matter from construction and operation of the project could expose sensitive receptors to substantial TAC concentrations that would lead to an increased probability of cancer greater than 10 in one million.	LTS	No mitigation required	-

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
<p>Impact AIR-7: Generation of Greenhouse Gas Emissions. The proposed project would result in emissions of greenhouse gases, and would thus contribute to the global inventory of greenhouse gas emissions and climate change</p>	<p>PS</p>	<p>Mitigation AIR-7: Develop project with the project design features and emissions reduction measures. The project shall be developed with the project design features and emissions reduction measures set forth in Table 1 of Appendix C-5:</p> <ol style="list-style-type: none"> 1. Incorporate energy conservation measures, including Leadership in Energy and Environmental Design (LEED) or equivalent standards in the design and construction of the new campus. Such measures to be incorporated to the extent feasible include passive energy conservation designs, green roof designs, low flow and waterless fixtures, and low impact development practices. Participate in PG&E’s Energy by Design program or the equivalent to optimize solar to the extent feasible (see Section 4.4.2 for more details). 2. Include measures to reduce vehicle trips and encourage transit, such as coordinating with Sonoma County Transit, providing bus stops adjacent to the hospital, providing priority parking for vanpools and carpools, and recharge stations or similar facilities for electric vehicles or other alternate fuel vehicles. Where feasible, use low emission of alternate fuel vehicles in the campus service fleet (see Section 4.4.2 for more details). 3. Provide sidewalks/pedestrian paths to encourage walking; provide bicycle parking, and develop off peak hour work shifts to the maximum extent feasible 4. Reduce water usage and associated energy demands by maximizing use of on-site water (rainwater or grey water) where appropriate, utilizing high performance fixtures and equipment, and drip irrigation and high efficiency irrigation control on any new landscaping. (The project’s wastewater offset program will also reduce water usage). 5. Monitor the efforts of CARB and other state agencies charged with reducing the state’s contribution to global climate change and implement any applicable strategies adopted through promulgated regulations. 	<p>SU</p>

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Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
BIOLOGY			
<p>Impact BIO-1: Temporary Construction Impacts on raptors and other special status birds. The proposed project may affect special status birds, including nesting raptors, if present on-site when construction begins.</p>	PS	<p>Mitigation BIO-1: Survey Trees Within 300 Feet of Project Site and Impose Buffers to Avoid Impacts to Nests. A nesting survey for raptors and other special-status bird species shall be conducted prior to commencing with tree removal, grading, or other construction work if this work would occur between February 1 and August 31. Nesting surveys shall include examination of all trees within 300 feet of the project site, regardless of whether they are slated for removal. If a nest is discovered, a buffer zone around the nest tree must be staked with bright orange lath or other suitable staking. If the tree is located off the project site, then the buffer shall be demarcated per above where the buffer occurs on the project site. The size of the buffer will be established by a qualified biologist to reflect the identified raptor or special-status bird species. No construction or earth-moving activity shall occur within the established buffer until it is determined by the qualified biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by July 15 for raptors. This date may be earlier or later, and would be determined by a qualified biologist. If a qualified biologist is not on site to make observations, the buffers shall be maintained in place through the month of August and work within the buffer can commence September 1.</p>	LTS

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
<p>Impact BIO-2: Permanent Loss of Potentially Jurisdictional Features. Project construction would result in the loss of approximately 0.39 acre of jurisdictional wetlands and other waters.</p>	<p>PS</p>	<p>Mitigation BIO-2a: Avoidance and Minimization of Impacts to Jurisdictional Features. Waters of the U.S. and state shall be avoided by the project where possible and impacts shall be minimized to the extent practicable through the use of Best Management Practices during construction. These practices shall include installing orange construction fencing to keep workers and equipment out of the area to be preserved, and using erosion control measures, such as straw wattles, hay bails, and drain inlet controls to keep sediment and debris from entering jurisdictional waters. During project construction, a biological monitor will also be on-site to monitor the integrity of preserved wetlands and other waters while major earth moving activities are underway.</p> <p>Mitigation BIO-2b: Compensatory Mitigation. For those wetland areas that are impacted as part of the proposed project, appropriate permits shall be acquired from the Corps and RWQCB prior to any impacts occurring to regulated waters of the U.S. and/or State. Impacted wetland areas shall be compensated for at a 2:1 ratio (i.e., for each square foot of impact, compensation shall consist of 2 square feet of replacement/preservation compensation) via purchase of mitigation credits from a Corps and RWQCB approved wetland conservation bank. As the project will impact 0.39 acre of seasonal wetland, 0.78 acre of mitigation credits shall be purchased from a qualified wetlands conservation bank. Prior to purchasing mitigation credits from a qualified conservation bank, approval from the Corps and RWQCB shall be required. Mitigation credits shall be purchased prior to breaking ground on the project site. Copies of applicable permits from the Corps and RWQCB shall be provided to Sonoma County prior to grading, and any conditions in these permits shall become a condition of project approval. Any other conditions that are stipulated for wetland impacts by the Corps and/or RWQCB shall also become conditions of project approval. If mitigation compensation is not required by the Corps and/or RWQCB for the proposed project, then this condition of project approval shall be deemed unnecessary.</p>	<p>LTS</p>

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
		<p>In the event that mitigation credits cannot be secured from a Corps and RWQCB approved wetland conservation bank, compensation wetlands shall be created/enhanced on-site and will resemble those wetlands affected by the project (known as in-kind replacement). If wetlands cannot be created in-kind and on-site, wetland creation/enhancement shall be implemented offsite. Any wetland creation/enhancement plan shall be approved by the Corps and the RWQCB via permit issuance from these agencies for the appropriate jurisdictional features within the purview of these agencies. Mitigation requirements shall include that all impacted wetlands are replaced at a minimum 2:1 ratio (for each square foot of impact, one square foot of wetland would be enhanced/created) or as otherwise specified in permitting conditions imposed by the Corps and/or RWQCB. Thus, since 0.39 acre of seasonal wetland would be impacted, 0.78 acre of created/enhanced wetland would be required to be constructed. Implementation of this mitigation measure shall require that any site where wetlands are created/enhanced would have to be preserved in perpetuity via recordation of a perpetual restrictive deed recorded on the Title of the property. In addition, a five-year monitoring plan shall be implemented by a qualified biologist. At the end of the five-year monitoring period, the Corps and RWQCB shall render a conclusion that the created/enhanced wetlands are successful.</p>	
<p>Impact BIO-3: Permanent Loss of Protected Native Trees. The proposed project would remove native trees that are protected under ordinances in the Sonoma County Zoning Regulations.</p>	<p>PS</p>	<p>Mitigation BIO-3: Plant Replacement Trees or Pay In-Lieu Fee. The removal of native, protected oak trees shall be mitigated by planting replacement trees or paying an in-lieu fee, per zoning regulations. If replacement planting is the mitigation option chosen, replacement trees shall be the same species as the trees removed.</p> <p>To determine the mitigation ratio for coast live oaks removed, it shall be necessary for the applicant to implement Sonoma County’s “arboreal value” methodology, which is a mathematical evaluation of the arboreal component of a site for the purposes of establishing a plan for tree preservation. Under this methodology one of two available methods can be used for determining arboreal values, based on Chart Nos. 1 or 2 in the Sonoma</p>	<p>LTS</p>

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Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
		County Tree Ordinance. Chart No. 1 requires analysis be done only in the development areas and requires 100 percent replacement or in-lieu fees. Chart No. 2 requires analysis of the entire site but allows for removal of up to 50 percent of the arboreal value. Compensation for the loss of greater than 50 percent of arboreal value will require replacement by using the chart. Replacement shall include the replanting of coast live oak and valley oaks on the project site in accordance with the arboreal value and Chart No. 2 or by paying the in-lieu fee.	
Impact BIO-4: Cumulative Impacts to Biological Resources. The proposed project could contribute to a significant cumulative impact on biological resources.	PS	Mitigation BIO-4: Implement Mitigation BIO-2a and BIO-2b. Implement Mitigation BIO-2a and BIO-2b.	LTS
CULTURAL RESOURCES			
Impact CUL-1: Permanent Change to a Potentially Historic Resource. The project would demolish a barn at 100 Mark West Springs Road, a potentially historic resource.	LTS	No mitigation required	-
Impact CUL -2: Potential Construction Impacts to Undiscovered Unique Archaeological Resources. Project construction could adversely affect undiscovered unique archaeological resources, if present.	PS	Mitigation CUL-2: Work Stoppage and Resource Evaluation in the Event of a Subsurface Prehistoric or Historic Resource Find. If any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist shall be consulted to assess the significance of the find according to <i>CEQA Guidelines</i> Section 15064.5. If any find is determined to be significant, representatives from the county and the archaeologist will meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be, as necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. In considering any suggested mitigation proposed by the consulting archaeologist to mitigate impacts to historical resources or unique archaeological resources, the county will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate	LTS

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Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
		measures (e.g., data recovery) will be instituted. Work may proceed on other parts of the project site while mitigation for historical resources or unique archaeological resources is being carried out.	
<p>Impact CUL-3: Potential Construction Impacts to Undiscovered Unique Paleontological Resources. Although site soils have a very low potential to yield paleontological resources, project construction could adversely affect undiscovered unique paleontological resources, if present.</p>	PS	<p>Mitigation CUL-3: Work Stoppage and Resource Evaluation in the Event of a Paleontological Resources Find. In the event that fossils or fossil-bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted. The contractor shall notify a qualified paleontologist to examine the discovery. The paleontologist shall document the discovery as needed (in accordance with Society of Vertebrate Paleontology standards (Society of Vertebrate Paleontology 1995), evaluate the potential resource, and assess the significance of the find under the criteria set forth in <i>CEQA Guidelines</i> Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important. The plan shall be submitted to PRMD for review and approval prior to implementation.</p>	LTS

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
<p>Impact CUL-4: Potential Construction Impacts to Undiscovered Human Remains. Undiscovered human remains could be affected by excavation activities during project construction.</p>	PS	<p>Mitigation CUL-4: Work Stoppage and Resource Evaluation in the Event Human Remains Are Encountered. If human skeletal remains are uncovered during project construction, the contractor (depending on the project component) will immediately halt work, contact the Sonoma County coroner to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5(e)(1) of the <i>CEQA Guidelines</i>. If the county coroner determines that the remains are Native American, the project proponent will contact the NAHC, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the contractor shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the contractor has discussed and conferred, as prescribed in this section (California Public Resources Code Section 5097.98), with the most likely descendents regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.</p>	LTS
<p>Impact CUL-5: Cumulative Cultural Resources Impacts. Implementation of the proposed project could result in a considerable contribution to significant cumulative cultural resources impacts</p>	LTS	No mitigation required	-
GEOLOGY AND SOILS			
<p>Impact GEO-1: Exposure of People or Structures to Fault Rupture. Damage to proposed project facilities or injury to persons could potentially occur due to fault rupture.</p>	LTS	No mitigation required	-
<p>Impact GEO-2: Exposure of People or Structures to Seismic Ground Shaking. Strong seismic ground shaking is expected to occur at the project site at some time during the design life of the proposed project. Strong seismic ground shaking has the potential to expose people or structures to substantial adverse effects.</p>	LTS	No mitigation required	-
<p>Impact GEO-3: Exposure of People or Structures to Seismic-Related Ground Failure. Some soils at the project site would be susceptible to seismic softening if subject to strong earthquake-generated ground shaking.</p>	LTS	No mitigation required	-

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
Impact GEO-4: Exposure of People or Structures Damage Due to Landslides. Damage due to landslides at the project site is considered to be low.	LTS	No mitigation required	-
Impact GEO-5: Soil Erosion. On-site soils may be susceptible to erosion and loss of topsoil depending on drainage paths and hydrology design.	LTS	No mitigation required	-
Impact GEO-6: Differential Settlement. Differential settlement at the project site could result in damage to project buildings or other improvements.	LTS	No mitigation required	-
Impact GEO-7: Expansive Soils. Expansive soils may be encountered during project grading and construction activities. Development on such soils could result in damage to foundations, slabs, or pavements.	PS	<p>Mitigation GEO-7a: The contractor shall keep exposed subgrade moist at all times during construction.</p> <p>Mitigation GEO-7b: Slabs shall be underlain with 12 inches of select fill consisting of low to non-expansive material. For slabs constructed on native, undisturbed material, the slab-on-grade subgrade shall be excavated to a minimum 12 inch depth below the subgrade level and replaced with select fill. The overexcavated exposed grades shall be scarified to a depth of 12 inches, moisture conditioned to at least 4 percentage points above optimum moisture, and recompacted to at least 90 percent relative compaction. Restore grades in the slab area using low- to non-expansive select engineered fill compacted to 90 percent relative compaction at least 2 percentage points above optimum moisture. Engineered fill shall consist of low- to non-expansive soil having a Plasticity Index less than 12. For interior floor slabs on grade abutting strip footing stemwalls, the edge of the slabs do not require thickening; for all other cases the edges of the slab on grade should be increased by 2-inches greater than slab section.</p> <p>Mitigation GEO-7c: The Structural Engineer shall provide final design thickness and additional reinforcement, if necessary, for the intended structural loads. As a minimum requirement, reinforce slabs-on-grade to control cracking. Provide frequent control joints to reduce the cracking. Provide a thickened edge extending at least 6 inches into compacted soil to minimize water infiltration. Place a 4-inch-thick layer of clean crushed rock or gravel, which conforms to the requirement listed in Section 2.04 of Part I of the Guide Contract Specifications, under all secondary concrete slabs. Slope slabs away from the buildings at a slope of at least 2 percent to prevent water from flowing toward the building.</p>	LTS

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
Impact GEO-8: Fills. Fill material may be encountered during project grading and construction activities. Development on such soils could result in damage to foundations, slabs, or pavements.	PS	Mitigation GEO-8: All undocumented fills within proposed building footprint shall be removed and replaced with properly compacted engineered fill.	LTS
Impact GEO-9: Cumulative Impacts Related to Geology and Soils. Construction and operation of the proposed project could result in a considerable contribution to a significant cumulative impact related to geology and soils.	LTS	No mitigation required	-
HAZARDS AND HAZARDOUS MATERIALS			
Impact HAZ-1: Temporary Risk of Exposure to Hazardous Materials During Construction. Excavation of soils and construction of project features could potentially cause health hazards to construction workers, the public, and the environment should hazardous materials be encountered or released.	PS	<p>Mitigation HAZ-1a: Dispose Existing On-site Hazardous Materials Before Construction. Prior to construction, hazardous materials such as paint and solvents no longer in use at the site and empty containers for paint and chlorine shall be properly disposed. Batteries shall be disposed in accordance with regulatory requirements.</p> <p>Mitigation HAZ-1b: Implement Health and Safety Plan. A health and safety plan shall be used to protect the general public and all workers in the construction area. The plan shall describe the practices and procedures to protect worker health in the event of an accidental release of hazardous materials (for example, fuels or solvents during construction) or if previously undiscovered hazardous materials are encountered during construction. The plan shall include items such as spill prevention, cleanup and evacuation procedures. The plan will help protect the public and workers by providing procedures and contingencies that will help reduce the exposure to hazardous materials.</p> <p>Mitigation HAZ-1c: Evaluate Structures for Potential Presence of Asbestos and Lead. Existing structures shall be evaluated for the presence of ACBM and lead-based paints prior to their renovation or demolition. The evaluation shall be conducted by a Cal-OSHA certified ACBM and lead-based paint contractor. Any ACBM or lead identified as a result of the evaluation shall be removed by a Cal-OSHA certified ACBM and lead-based paint contractor and be transported and disposed off-site in accordance with regulatory requirements.</p>	LTS

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
		<p>Mitigation HAZ-1d: Remove and Backfill Septic Systems and Leach Fields. Septic systems and related leach fields located within the proposed project site shall be removed in accordance with Sonoma County permitting requirements.</p> <p>Mitigation HAZ-1e: Inspect, Test, and Remove Potentially Contaminated Soil and Groundwater. During excavation at all construction areas, the contractor shall inspect the exposed soil for visual evidence of contamination, particularly near the areas identified during site reconnaissance. If contamination indicators (e.g., obvious soil staining, odors, etc.) are encountered during excavation or grading activities, all work shall stop and an investigation shall be designed and performed to verify the presence and extent of contamination at the site. Results shall be reviewed and approved by the County’s Environmental Health Division or DTSC before construction. The investigation could include collecting samples for laboratory analysis and quantifying contaminant levels within the proposed excavation and surface disturbance areas. Subsurface investigation will determine the appropriate worker protection and the hazardous material handling and disposal procedures. Areas with soil and groundwater determined to be hazardous waste shall be removed by personnel who have been trained through the OSHA-recommended 40-hour safety program (29 CFR 1910.120) with an approved plan for groundwater extraction, soil excavation, control of contaminant releases to the air, and off-site transport or on-site treatment.</p> <p>Mitigation HAZ-1f: Implement Measures in SWPPP for Accidental Spill Containment and Cleanup. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented as discussed in Section 3.9. This plan will describe practices and procedures for spill containment and cleanup. The practices developed for the SWPPP will help protect water and soils from hazardous materials spills during construction.</p>	

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
Impact HAZ-2: Exposure to Hazardous Materials Through Routine Transport, Use, and Storage. Operation of the Medical Campus would involve the routine transport, use, and storage of small quantities of hazardous materials. Materials classified as hazardous include chemicals that are used routinely at medical facilities as well as building maintenance materials such as paint and solvents. Exposure to these materials could affect safety and health.	LTS	No mitigation required	-
Impact HAZ-3: Potential for Spills of Hazardous Materials During Operations. Medical Campus operations could potentially result in upset and accident conditions involving the release of hazardous materials into the environment. Exposure to these materials could affect safety and health.	LTS	No mitigation required	-
Impact HAZ-4: Handling of Hazardous Materials Within 0.25 Mile of a School. Operation of the Sutter Medical Center would involve handling of hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.	LTS	No mitigation required	-
Impact HAZ-5: Helicopter Operations. The proposed project includes development and operation of a helistop, the operation of which could pose a safety hazard to people living, working and traveling in the area.	PS	Mitigation HAZ-5: Install lighting on Power Poles Crossing US 101 at the Project Sites. Lighting shall be placed on the power poles crossing US 101 at the project site in a manner that will make the poles readily visible from the air by helicopter pilots at night and in such a manner as to not distract drivers on US 101.	LTS
Impact HAZ-6: Cumulative Impacts from Operational Hazards and Hazardous Materials. The operation of the proposed project in conjunction with past, current, and probable future projects in the area would not result in a significant cumulative impact related to medical helicopter operations or the transport, handling, storage, or disposal of hazardous materials in the area.	LTS	No mitigation required	-
HYDROLOGY AND WATER QUALITY			
Impact HY-1: Temporary Water Quality Effects. Project construction has the potential to increase the amount of urban pollutants and sediment in storm water runoff and to degrade runoff water quality.	LTS	No mitigation required	-
Impact HY-2: Permanent Water Quality Effects. Project operation has the potential to increase the amount of urban pollutants in storm water runoff and to degrade runoff water quality.	LTS	No mitigation required	-

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
Impact HY-3: Permanent Effects on Groundwater Supplies. The proposed project could deplete groundwater supplies through pumping of groundwater and interfere with groundwater recharge. Operation of the two proposed wells could create a net deficit in aquifer volume or lower the local groundwater table level.	LTS	No mitigation required	-
Impact HY-4: Permanent Alteration of Drainage Patterns and Potential Increase in Siltation or Erosion. Project development would alter drainage patterns in the project area and could increase the rate or amount of surface runoff such that substantial siltation or erosion would occur on- or off-site.	PS	Mitigation Measure HY-4: The following measures will ensure that increased runoff associated with increased impervious area will result in a less-than-significant impact with regard to siltation or erosion: <ul style="list-style-type: none"> • Detention basins shall be used in conjunction with source- and treatment-control BMPs to maximize infiltration and prevent increases in peak runoff from the 2-year storm. Landscaping shall be designed and maintained to prevent runoff from contacting bare soil, and silt fences, berms, or sediment control basins shall be installed.	LTS
Impact HY-5: Permanent Alteration of Drainage Patterns and Potential Increase in Flooding. Project development would alter drainage patterns in the project area and increase the rate or amount of surface runoff, which could exceed the capacity of storm water drainage systems and result in significant flooding on- or off-site.	PS	Mitigation HY-5: Prevent Increase in 10-Year Peak Flows. The proposed project shall modify drainage patterns or detention of runoff such that post-development peak flows in a 10-year storm will not exceed the pre-development 10-year peak flows at the point where runoff leaves the project site.	LTS
Impact HY-6: Cumulative Impacts to Hydrology and Water Quality. Construction and operation of the proposed project could result in a considerable contribution to a significant cumulative impact related to hydrology and water quality.	LTS	No mitigation required	-
LAND USE AND PLANNING			
Impact LU-1: Conflict with an established land use plan, policy, or regulation. Potential inconsistencies with General Plan adopted land use designations, and the proposed amendment to include the project site within the Larkfield-Wikiup Urban Service Boundary established in the County General Plan. As part of the project, this boundary would be relocated to include the project site and maintain consistency with adopted land use plans and policies.	LTS	No mitigation required	-

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
<p>Impact LU-2: Cumulative land use and planning impacts. In general, development consistent with the County General Plan would result in an increase in developed land uses in the County. As stated in the Sonoma County General Plan 2020 EIR, this development would result in significant cumulative land use impacts due to the intensification of land use conflicts. Although the proposed project is consistent with County land use plans and policies, the proposed project would result in a cumulative considerable impact because it would contribute to the significant cumulative impact of increased developed land uses in the County that, while consistent with the County General Plan, could result in increased land use conflicts.</p>	PS	<p>Mitigation LU-2: To mitigate the significant impact of intensified land use conflicts as a result of the proposed project, the mitigation measures described in the following sections would be implemented:</p> <ul style="list-style-type: none"> • Section 4.2 Aesthetics • Section 4.4 Air Quality • Section 4.5 Biological Resources • Section 4.6 Cultural Resources • Section 4.7 Geology and Soils • Section 4.8 Hazards and Hazardous Materials • Section 4.9 Hydrology and Water Quality • Section 4.10 Land Use and Planning • Section 4.11 Noise • Section 4.13 Public Services • Section 4.15 Traffic • Section 4.16 Utilities and Service Systems 	LTS
NOISE			
<p>Impact NOI-1a: Noise From Construction Activities (No Pile Driving) Would Impact Adjacent Noise Sensitive Land Uses. Construction on the site will temporarily increase noise levels at nearby noise-sensitive receptors.</p>	PS	<p>Mitigation NOI-1a: Use Temporary Noise Barriers and Limit Hours of Construction. The following mitigation measures are recommended to reduce noise generated by construction:</p> <ul style="list-style-type: none"> • Construct temporary noise barriers with a minimum height of 8 feet, such as a solid plywood construction barrier or earthen berm, between the construction activity and residences within 630 feet before site grading and earthwork begins. Openings for site access between the project site and adjacent residential land uses during these phases of construction must be minimized. Noise barriers may be removed once all ground level work is complete and upper floor construction is underway. • Limit significant noise-generating construction activities, including truck traffic coming to and from the site for any purpose, to daytime, Monday through Saturday, non-holiday hours (7:00 AM to 6:00 PM). 	Significant and Unavoidable

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
		<ul style="list-style-type: none"> • Properly muffle and maintain all construction equipment powered by internal combustion engines. • Prohibit unnecessary idling of internal combustion engines by limiting idling to 5 minutes, per State idling restrictions. • Locate all stationary noise-generating construction equipment, such as air compressors, as far as practical from existing nearby residences and other noise-sensitive land uses. Acoustically shield such equipment by using piles of aggregate, project trailers, other non-noise generating equipment, or with temporary portable noise barriers. • Select quiet construction equipment, particularly air compressors, whenever possible. Fit motorized equipment with proper mufflers in good working order. <p>Designate a "construction noise disturbance coordinator" to be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would require that reasonable measures to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The project sponsor should be responsible for designating a construction noise disturbance coordinator and posting the phone number and providing construction schedule notices).</p>	

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
<p>Impact NOI-1b: Noise From Construction Activities (With Pile Driving) Would Impact Adjacent Noise Sensitive Land Uses. Construction on the site could involve pile driving and will temporarily increase noise levels at nearby noise-sensitive receptors.</p>	PS	<p>Mitigation NOI-1b: Use Temporary Noise Barriers and Limit Hours of Construction. While construction using pile driving is not anticipated, the following mitigation measures are provided should OSHPD disallow the use of surcharge:</p> <ul style="list-style-type: none"> • Where feasible based on a consideration of geotechnical conditions and structural requirements, implement “quiet” pile driving technology (using the drill and cast-in-place method). • Erect temporary plywood noise barriers or noise control blankets around pile driving rigs to reduce noise emissions from the site and shield adjacent uses. 	SU
<p>Impact NOI-2: Exposure of the Hospital to Highway Noise Levels That Exceed County Exterior and Interior Noise Standards. The entire project site is exposed to highway noise at levels exceeding 60 dBA L_{dn}, the Sonoma County threshold of acceptability for noise-sensitive development. Noise levels at the proposed hospital could exceed the county’s exterior and interior noise limits.</p>	PS	<p>Mitigation NOI-2a: Shield Exterior by Modifying Site Layout or Incorporating Noise Barriers. Use building massing to shield outdoor activity areas from traffic noise. Outdoor activity areas shall be developed within the acoustically sheltered portions of the site to the extent feasible. If all of the common outdoor areas cannot be shielded with proposed buildings, noise barriers shall be incorporated into the design to ensure the common areas are properly mitigated from existing traffic noise to less than 60 dBA L_{dn}.</p> <p>Mitigation NOI-2b: Incorporate Sound Insulation Treatments and Building Upgrades to Reduce Interior Noise Levels. Incorporate sound insulation treatments and building upgrades into the buildings so as to achieve an interior L_{dn} of 45 dBA or less with windows closed. Such treatments may include, but would not be limited to, acoustically rated windows and doors, acoustical caulking at all exterior wall penetrations, and noise control treatments for all air transmission paths associated with mechanical ventilation systems. An acoustical analysis of the project’s design and the preparation of a report detailing the necessary noise mitigation features shall be completed during the project design and incorporated into the building plans and submitted to PRMD.</p>	LTS

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
<p>Impact NOI-3: Exposure of Noise-Sensitive Receptors to Mechanical Noise Levels That Exceed County Standards. Mechanical equipment on the roofs of the proposed structures or in the Central Utility Plant could produce noise levels in excess of Sonoma County’s noise standard applicable to on-site mechanical noise.</p>	PS	<p>Mitigation NOI-3: Perform Acoustical Design Review. During the design phase of the mechanical equipment for the proposed project, an acoustical consultant shall review the final design of the Central Utility Plant facility as well as the placement of any auxiliary outdoor mechanical equipment, such as roof top ventilation fans. The acoustical consultant shall determine that sufficient noise mitigation, such as noise barriers around the equipment, is incorporated into the project design to ensure that noise from all mechanical equipment is limited to 45 dBA or less at the noise sensitive receptors. The acoustical consultant’s evaluation shall be submitted to PRMD.</p>	LTS
<p>Impact NOI-4: Intermittent Increase in Ambient Noise and Exceedance of County Standards From Parking and On-Site Circulation. On-site parking and circulation of motor vehicles could intermittently increase ambient noise levels and could potentially exceed the Sonoma County General Plan Table NE-2 noise standards at the noise sensitive land uses adjacent to the parking lot.</p>	PS	<p>Mitigation NOI-4: Provide a Noise Barrier to Shield Residences Adjacent to Parking Area. Construct a solid 6-foot-high noise barrier on the project side of the eastern property line where parking areas are adjacent to residential properties. The location of the noise barrier is shown in Figure 3.11-5. In order to be effective, the barrier must be constructed airtight over its face and at the base and have a minimum surface weight of 3.5 pounds per square foot. Suitable materials include wood, pre-cast masonry or pre-cast concrete panels. A 6-foot high noise barrier would provide 7-8 dB of reduction from these types of noises.</p>	LTS
<p>Impact NOI-5: Exposure of Sensitive Off-Site Receptors to Intermittent Noise from Helicopter Operations. Some residential areas near the project site would be exposed to an SEL in excess of 90 dBA during helicopter operations, which represents an intermittent but substantial increase over the ambient noise that could disturb a number of occupants.</p>	PS	<p>Mitigation NOI-5a: Adopt Preferential Approach and Departure Profiles. Adopt preferential directional approach and departure profiles. According to the analysis, the SEL levels will be greater when the helicopters are approaching from the north and departing to the south. Recommend to helicopter pilots that anytime the conditions are favorable all approaches shall be made from the south with subsequent departures made to the north. This will help reduce the SEL levels and the potential for sleep disturbance to the residences to the north of the project site.</p> <p>Mitigation NOI-5b: Implement Monitoring and Adaptive Management. A program of monitoring helicopter operations and designating a community noise disturbance coordinator shall be implemented to address noise annoyance in nearby residential areas. As a part of these measures, helicopter ambulance companies and pilots shall be informed by hospital staff of approved flight paths to and from the hospital helistop to avoid or</p>	SU

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
		reduce short-term noise exposures to noise sensitive areas. Sutter shall maintain a helistop log that includes arrival and departure times, the approach route taken, and explanation of any flight path deviation from the designated flight paths. A noise disturbance coordinator shall be identified at Sutter who would record citizen complaints and review the helistop log to determine the source of the noise disturbance. Communicate any helicopter noise complaints to the pilots and request they modify their flight approach whenever possible.	
Impact NOI-6: Exposure of Sensitive On-Site Receptors to Intermittent Noise from Helicopter Operations. The majority of the project site would be exposed to an SEL in excess of 90 dBA during helicopter operations, an intermittent but substantial increase in ambient noise that could disturb hospital patients and others at the project site.	PS	Mitigation NOI-6: Conduct Acoustical Analysis and Incorporate Findings into Project Design. Noise mitigation features such as window sound insulation or upgraded wall assemblies shall be incorporated into the project design. To determine the specific features required to reduce these adverse noise effects, an acoustical analysis of the project design shall be conducted that details the necessary noise mitigation features required for patient rooms and other sensitive hospital use areas to meet an interior SEL of 65 dBA and/or maximum noise level (L _{max}) of 55 dBA during helicopter operations. The findings of this acoustical analysis shall be incorporated into the design of the hospital.	LTS
Impact NOI-7: Exposure of Sensitive Receptors to Intermittent Noise from Ambulance Operations. Ambulance and emergency vehicle noise will occur in the vicinity of the project site as a result of the project.	LTS	No mitigation required	-
Impact NOI-8: Cumulative Noise Impacts. Project operation noise from traffic, helicopters, and mechanical equipment, when added to other existing noise in the project vicinity may be cumulatively considerable.	PS	Mitigation NOI-8: Implement Mitigation Measures NOI-1 through NOI-6.	SU
POPULATION AND HOUSING			
Impact PH-1: Indirect Growth Inducement. Implementation of the proposed project could indirectly induce growth in the area.	LTS	No mitigation required	-
Impact PH-2: Cumulative Population and Housing Impacts. Implementation of the proposed project could result in a considerable contribution to significant cumulative population and housing impacts.	LTS	No mitigation required	-

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
PUBLIC SERVICES			
Impact PS-1: Need for Additional Fire Protection Services. Implementation of the proposed project may result in the need for additional fire protection services.	PS	Mitigation PS-1: Determine Need for and Provide for Additional Firefighting Services. The project shall be reviewed and approved by Sonoma County and state firefighting agencies to determine the appropriate equipment, personnel needs, and training required to fight specialized fires. Mitigation shall include but not be limited to ¹ : <ol style="list-style-type: none"> 1. Fitting any new structures with sprinklers; 2. Training for specialized (helistop) firefighting underwritten by the hospital. 	LTS
Impact PS-2: Need for Additional Police Protection Services. Implementation of the proposed project could result in the need for additional police protection services.	LTS	No mitigation required	-
Impact PS-3: Need for Additional Schools. Implementation of the proposed project could result in the need for additional schools.	NI	No mitigation required	-
Impact PS-4: Cumulative Impacts from additional Public Service Demands. The continued operation of the proposed project could result in a significant increase in the demand for public services and the need for new facilities to serve that need.	LTS	No mitigation required	-
RECREATION			
Impact REC-1: Construction of Recreational Facilities That Might Have an Adverse Physical Effect on the Environment. The project would relocate existing athletic fields and a playground at the WFC and construct passive recreation facilities at the Medical Campus. Relocation of the WFC facilities could have temporary minor impacts on recreationists during construction.	LTS	No mitigation required	-
Impact REC-2: Cumulative Recreation Impacts. Implementation of the proposed project could result in a considerable contribution to significant cumulative recreation impacts.	LTS	No mitigation required	-

¹ Jack Rosevear, Rincon Valley Fire Department 2009

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
TRANSPORTATION AND TRAFFIC			
<p>Impact TR-1: Year 2014 Intersection Level of Service. Project traffic would adversely affect the level of service at several intersections in 2014.</p>	PS	<p>Mitigation Measure TR-1: Intersection Improvements. Prior to occupancy, the project applicant shall:</p> <p>A. Construct/implement the following:</p> <ul style="list-style-type: none"> • Mark West Springs Road/Lavell Road • Prohibit left turns from Lavell Road to eastbound Mark West Springs Road. (Alternative access is available to the neighborhood served by Lavell Road (i.e. to Old Redwood Highway) in order to allow access to eastbound Mark West Springs Road.) <p>B. Enter into an agreement with the County to provide a fair share contribution to the following improvements (see Figure 3.15-15), when and if these improvements are programmed and funded for construction:</p> <p>River Road/Fulton Road</p> <ul style="list-style-type: none"> • One additional through lane on the north and southbound Fulton Road intersection approaches. <p>River Road/Barnes Road</p> <ul style="list-style-type: none"> • Signalize the intersection and interconnect with operation of the planned signal at the River Road/US 101 Southbound Ramps intersection. <p>Separate right and left turn lanes on the Barnes Road intersection approach</p>	SU
<p>Impact TR-2: Year 2014 Signalization Needs. The unsignalized River Road/Barnes Road intersection would experience a significant impact in 2014 based upon peak hour signal warrant evaluation.</p>	PS	<p>Mitigation Measure TR-2: Intersection Signalization. Prior to occupancy, the project applicant shall enter into an agreement with the County to provide a fair share contribution to the following improvements when and if they are programmed and funded for construction:</p> <ul style="list-style-type: none"> • Signalize the River Road/Barnes Road intersection and interconnect with operation of the planned signal at the River Road/U.S.101 Southbound Ramps intersection. 	SU

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
<p>Impact TR-3: Year 2014 95th Percentile Vehicle Queuing. Numerous intersections would experience significant impacts to 95th percentile queuing due to the addition of project traffic.</p>	<p>PS</p>	<p>Mitigation Measure TR-3: Intersection Improvements for 95th Percentile Vehicle Queuing. Prior to occupancy, the project applicant shall:</p> <p>A. Construct/implement the following (see Figure 3.15-15):</p> <p>River Road/US 101 Southbound Ramps</p> <ul style="list-style-type: none"> • Change signal timing. <p>Mark West Springs Road/Old Redwood Highway</p> <ul style="list-style-type: none"> • Add second left turn lanes on the Old Redwood Highway north and southbound approaches. The length of the left turn lanes shall be limited to that distance which can be feasibly constructed within the existing right of way. If it is determined after field investigation that the left turn lanes cannot be feasibly constructed within exiting right of way, the impact would be significant and unavoidable. • Add a second left turn lane on the Mark West Springs Road westbound approach. • Adjust signal timing. • Provide additional length to the following turn lanes: Old Redwood Highway Southbound Right Turn Lane: Lengthen from 100 feet to at least 250 feet. Mark West Springs Road Westbound Right Turn Lane: Lengthen from 50 feet to at least 175 feet. <p>Mark West Springs Road/Lavell Road</p> <ul style="list-style-type: none"> • Prohibit left turns from the southbound Lavell Road approach (see Mitigation Measure TR-1). • B. Enter into an agreement with the County to provide a fair share contribution to the following improvements when and if they are programmed and funded for construction: <p>River Road/Fulton Road</p> <ul style="list-style-type: none"> • Provide one additional through lane on the north and southbound Fulton Road intersection approaches (same as Mitigation Measure TR-1). North and southbound right turns will be made from the new through lanes. In conjunction with this measure, provide second departure 	<p>SU</p>

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
		<p>lanes on the north and southbound intersection legs, which will then merge to single travel lanes north and south of the intersection.</p> <ul style="list-style-type: none"> • Provide a second left turn lane on the westbound River Road approach. • Provide additional length to the following turn lane: Fulton Road Southbound Left Turn Lane: Lengthen from 75 feet up to at least 175 feet. <p>Mark West Springs Road/Old Redwood Highway Old Redwood Highway Northbound Right Turn Lane: Lengthen from 50 feet up to at least 175 feet</p>	
<p>Impact TR-4: Year 2014 Arterial Operation. No arterial segments would experience significant impacts.</p>	LTS	No mitigation required	-
<p>Impact TR-5: Year 2014 Freeway Operation. Two freeway segments would experience significant impacts in 2014 due to project traffic.</p>	PS	There are no feasible mitigation measures to reduce this impact.	SU
<p>Impact TR-6: Year 2035 Intersection Level of Service. Several intersections would experience level of service impacts due to the addition of project traffic.</p>	PS	<p>Mitigation Measure TR-6: Various Road and Signalization Improvements. Prior to occupancy, the project applicant shall:</p> <p>A. Construct/implement the following (see Figure 3.15-16):</p> <p>Mark West Springs Road/Lavell Road</p> <ul style="list-style-type: none"> • Prohibit left turns from Lavell Road to eastbound Mark West Springs Road. (This measure has been recommended for mitigation of 2014 impacts [see TR-1].) <p>Mark West Springs Road/Old Redwood Highway</p> <ul style="list-style-type: none"> • Provide second left turn lanes on the Old Redwood Highway north and southbound approaches as well as the Mark West Springs Road westbound approach. • Provide overlap right turn phasing on all intersection approaches. <p>East Fulton Road/Old Redwood Highway</p> <ul style="list-style-type: none"> • Provide a second lane on the eastbound E. Fulton Road approach. 	SU

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
		<p>B. Enter into an agreement with the County to provide a fair share contribution to the following improvements when and if they are programmed and funded for construction:</p> <p>River Road/Barnes Road</p> <ul style="list-style-type: none"> • Signalize the intersection and interconnect with operation of the planned signal at the River Road/US 101 Southbound Ramps intersection. (This measure has been recommended for 2014 impacts [see TR-2].) • Provide separate right and left turn lanes on the Barnes Road intersection approach. 	
<p>Impact TR-7: Year 2035 Signalization Needs. The unsignalized River Road/Barnes Road intersection would experience a significant impact based upon peak hour signal warrant evaluation.</p>	PS	<p>Mitigation Measure TR-7: Intersection Improvements at River Road/Barnes Road.</p> <ul style="list-style-type: none"> • Signalize the intersection and interconnect with operation of the planned signal at the River Road/US 101 Southbound Ramps intersection. 	SU
<p>Impact TR-8: Year 2035 95th Percentile Vehicle Queuing. Numerous intersections would experience significant impacts to 95th percentile queuing due to the addition of project traffic.</p>	PS	<p>Mitigation Measure TR-8: Intersection Improvements for 95th Percentile Vehicle Queuing. Prior to occupancy, the project applicant shall:</p> <p>A. Construct/implement the following (see Figure 3.15-16):</p> <p>River Road/US 101 Southbound Ramps</p> <ul style="list-style-type: none"> • Change signal timing. <p>Mark West Springs Road/Old Redwood Highway</p> <ul style="list-style-type: none"> • Add dual left turn lanes to the north, south and westbound intersection approaches. • Adjust signal timing. • Provide overlap right turn phasing on all intersection approaches. • Provide additional length to the following turn lanes: Old Redwood Highway Northbound Left Turn Lanes: Lengthen from 200 feet to at least 350 feet. Old Redwood Highway Northbound Right Turn Lane: Lengthen from 50 feet to at least 275 feet. 	SU

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
		<p>Mark West Springs Road Westbound Left Turn Lane: Lengthen from 225 feet to at least 300 feet.</p> <ul style="list-style-type: none"> Mark West Springs Road Westbound Right Turn Lane: Lengthen from 50 feet to at least 250 feet. <p>Mark West Springs Road/Project Main Entry</p> <ul style="list-style-type: none"> Adjust signal timing. <p>Mark West Springs Road Eastbound Through Movement: 768 feet/lane with 860 feet of storage</p> <p>Mark West Springs Road/Lavell Road</p> <ul style="list-style-type: none"> Prohibit left turns from the Lavell Road stop sign controlled approach. Alternative access is available to the neighborhood served by Lavell Road (i.e., to Old Redwood Highway) in order to allow access to eastbound Mark West Springs Road. <p>B. Enter into an agreement with the County to provide a fair share contribution to the following improvements when and if they are programmed and funded for construction:</p> <p>River Road/Fulton Road</p> <ul style="list-style-type: none"> Provide second left turn lanes on the westbound River Road approach and on the southbound Fulton Road approach. Adjust signal timing. Provide additional lengths to the following turn lanes: River Road Westbound Dual Left Turn Lanes: Lengthen from 150 feet up to at least 375 feet. Fulton Road Southbound Dual Left Turn Lanes: Lengthen from 75 feet up to at least 175 feet 	
Impact TR-9: Year 2035 Arterial Operation. No arterial segments would experience significant impacts.	LTS	No mitigation required	-
Impact TR-10: Year 2035 Freeway Operation. Two freeway segments would experience significant impacts in 2035 due to project traffic.	PS	There are no feasible mitigation measures to reduce this impact.	SU

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
Impact TR-11: Parking Impacts. The proposed Sutter project could result in an inadequate supply of parking for the proposed uses. However, the shared use parking plan between Sutter and Wells Fargo Center would provide overflow parking areas immediately adjacent to the project site.	LTS	No mitigation required	-
Impact TR-12: Pedestrian Impacts. Increased pedestrian activity to and from the proposed medical center could present safety concerns for pedestrians.	PS	Mitigation Measure TR-12: Traffic Calming Measures and Sidewalk along West Side of Main Entry Drive + Continuous Pathway Along Old Redwood Highway. Prior to occupancy, the applicant shall provide the following measures: <ul style="list-style-type: none"> • Provide traffic calming measures, such as speed tables or landscaped chokers within the parking aisles north of the hospital main entry to significantly reduce vehicle speeds at the pedestrian walkway. Highlight the walkway with signing and different pavement surface. • Provide a sidewalk along the entire length of the west side of the project main entry driveway. • Prior to occupancy, the applicant shall obtain the necessary right of way and construct a sidewalk/pedestrian pathway on the east side of Old Redwood Highway, north of Mark West Springs Road, on the western edge of Assessors parcels 058-071-015, 016, and 017. If the applicant is unable to obtain the necessary right of way, then the applicant 	LTS
Impact TR-13: Bicycle Impacts. The site layout is adequate to accommodate bicycle riders.	LTS	No mitigation required	-
Impact TR-14: Transit Impacts. Potential inadequacy of public transit availability to the project site.	LTS	No mitigation required	-

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
<p>Impact TR-15: Construction Traffic Impacts. Truck traffic associated with project construction could cause significant traffic safety impacts as trucks attempt to turn from the site to Mark West Springs Road. In addition, construction worker traffic could cause significant traffic safety impacts (during peak outbound flow periods) as workers attempt to turn from the site to Mark West Springs Road.</p>	<p>PS</p>	<p>Mitigation Measure TR-15: Develop Traffic Management Plan and Provide all Roadway Widening along Mark West Springs Road and a Signalized Mark West Springs Road/WFC Main Entry Intersection Before Occupancy of Phase II.</p> <ul style="list-style-type: none"> • Phase I Fill Importation Prior to grading permit issuance, the applicant shall develop and obtain County approval of a construction traffic management plan. Assuming all fill truck access at the project site is to/from the west, flag people shall be employed to control truck access at the Mark West Springs Road/WFC main driveway intersection (for outbound left turns). During peak traffic periods, outbound truck movements shall only be allowed every 8 to 10 minutes so as to minimize disruption to the traffic flow along Mark West Springs Road. Use of the flag people will eliminate the need for outbound trucks to turn right from the site and travel through the community on Old Redwood Highway as well as other roads. • Phase II Prior to occupancy of Phase II, the applicant shall provide all roadway widening along the US 101 northbound off-ramp, Mark West Springs Road and a signalized Mark West Springs Road/WFC main entry intersection. Also, the applicant shall provide a flag person to control egress from the project site at all times during Phase II construction when more than 20 vehicles per hour (non trucks) are expected to be exiting the site or when more than 2 trucks per hour would be expected to be exiting the site. 	<p>LTS</p>
<p>Year 2014 Off-Site Impacts with Phase III Development</p>			
<p>Impact TR-16: Year 2014 Intersection Level of Service. Project traffic would adversely affect the level of service at several intersections. These would be the same intersections and for the same movements as with project Phase II traffic.</p>	<p>PS</p>	<p>Mitigation Measure TR-16: Intersection Improvements. Prior to occupancy the project applicant shall: Implement Mitigation Measure TR-1 (i.e., the same measures as with Phase II development).</p>	<p>SU</p>

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
Impact TR-17: Year 2014 Signalization Needs. The unsignalized River Road/Barnes Road intersection would experience a significant impact in 2014 based upon peak hour signal warrant evaluation.	PS	Mitigation Measure TR-17: Intersection Signalization. Prior to occupancy, the project applicant shall enter into an agreement with the County to provide a fair share contribution to the following improvements when and if they are programmed and funded for construction: Implement Mitigation Measure TR-2 for River Road/Barnes Road	SU
Impact TR-18: Year 2014 95th Percentile Vehicle Queuing. Numerous intersections would experience significant impacts to 95 th percentile queuing due to the addition of project traffic.	PS	Mitigation Measure TR-18: Intersection Improvements for 95th Percentile Vehicle Queuing. Prior to occupancy, the project applicant shall: Implement Mitigation Measure TR-3 (see Figure 3.15-20).	SU
Impact TR-19: Year 2014 Arterial Operation. No arterial segments would experience significant impacts.	LTS	No mitigation required	-
Impact TR-20: Year 2014 Freeway Operation. Two freeway segments would experience significant impacts in 2014 due to project traffic.	PS	There are no feasible mitigation measures to reduce this impact	SU
Impact TR-21: Cumulative Traffic and Transportation Impacts. Implementation of the proposed project could result in a considerable contribution to significant cumulative traffic and transportation impacts.	PS	Mitigation Measure TR-21: Implement Mitigation Measures TR-6 through TR-8 and TR-16 through TR-18. Implement Mitigation Measures TR-1 through TR-3, TR-6 through TR-8, and TR-16 through TR-18.	SU
UTILITIES AND SERVICE SYSTEMS			
Impact UT-1: Require New or Expanded Water Supplies. The proposed project could require new or expanded entitlements of water supplies to serve the project.	LTS	No mitigation required	-
Impact UT-2: Require Construction of New Water Treatment Facilities. The proposed project would require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	PS	Mitigation UT-2: Implement Mitigation HY-4, AIR-1, AIR-2a, and AIR-2b. Mitigation UT-2: Implement Mitigation HY-4, AIR-1, AIR-2a, and AIR-2b	LTS
Impact UT-3: Require Construction of New Stormwater Drainage Facilities. The proposed project would require the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	PS	Mitigation UT-3: Implement Mitigation HY-4, AIR-2a, and AIR-2b. Implement Mitigation Measures HY-4, AIR-2a, and AIR-2b to prevent increases in stormwater runoff and minimize air quality impacts during construction.	LTS

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
<p>Impact UT-4: Result in Inadequate Wastewater Treatment Capacity. Project implementation could result in a determination by the wastewater treatment provider that serves the project that it has inadequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments.</p>	<p>PS</p>	<p>Mitigation UT-4a: Retrofit the WFC with Low Flow Toilets and Other Indoor Water Conserving Devices. Indoor plumbing fixture retrofit and replacements shall be implemented at the WFC to the maximum extent practicable to reduce its wastewater generation. At a minimum, the following measures will be implemented:</p> <ol style="list-style-type: none"> 1. Install low flow toilets (1.6 gallons average per flush). 2. Install 1.0 gallons per flush urinals. 3. Retrofit lavatory faucets with 1.5 gpm flow moderators. <p>A report shall be prepared by Sutter Hospital before an occupancy permit is granted that describes the retrofit of the WFC and compares the pre- and post-retrofit water usage to provide an accounting of the reduction in wastewater generation. The report will include the number of participants in the retrofit program that is funded by Sutter up to that point and the number required to offset the waste generation from the WFC. If there are insufficient participants in the program to offset the wastewater generated by the WFC, a program to increase participation shall be proposed by Sutter and implemented immediately upon approval by the County and SCWA. The WFC will not be connected to the Sanitation Zone collection system until there are sufficient participants in the program unless an exception to this requirement is expressly granted by SCWA.</p> <p>Mitigation UT-4b: Install Ultra Low Flow Toilets and Other Indoor Water Conserving Devices in All of the New Buildings, including the Sutter Medical Center, the Physicians Medical Center, and the Medical Office Building. Water conservation measures shall be implemented in all of the new buildings, including the Sutter Medical Center, the Physicians Medical Center, and the Medical Office Building, and will include some or all of the following:</p> <ol style="list-style-type: none"> 1. Install ultra-low flush toilets (1.1 gallons average per flush). 2. Install lavatory faucets with 1.5 gpm flow moderators. 3. Install ultra-low flow (0.5 gpm) lavatory faucets with infrared sensors for on/off control in public restrooms. 	<p>LTS</p>

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
		<p>4. Install 0.5 gallon per flush urinals in public restrooms.</p> <p>A report will be prepared by Sutter describing the water conserving measures to be implemented in the new buildings. The report will be submitted to the County and SCWA before issuance of a building permit. The report shall provide an estimate of the waste generation in the new buildings and the number of ESD participants in the retrofit program required to offset the waste generated.</p> <p>Mitigation UT-4c: Achieve Offset Credits by Funding a Program to Retrofit Residential and Commercial Buildings With Ultra Low Flow Toilets and Other Indoor Water Conserving Devices. Sutter shall offset the additional wastewater generated by the proposed project by funding the recently approved SCWA direct install program to retrofit residential and commercial buildings with ultra low flow toilets and other indoor water conserving devices. Sutter shall fund the program at a level sufficient to meet the needs of this project per Table 3.16-3. Alternatively, if the report prepared as part of Mitigation UT-4b is approved by SCWA and demonstrates that less wastewater would be generated due to the implementation of additional water conserving devices, the level of funding could be reduced to account for the reduced number of required offsets. The method of funding shall be agreed to between Sutter and the SCWA before issuance of a building permit.</p> <p>Sutter shall submit a report every six months to the SCWA starting in January 2010 and continuing until the retrofit program has reduced the waste generated in the Sanitation Zone sufficiently to offset the waste generated by this project. The report shall state the number of ESDs that have participated in the program and shall also provide an estimate of the date at which the program is expected to meet the needs of the project based on the rate of participation. If the date is later than the expected date of occupancy, a program to increase participation or the amount of savings by participants (e.g., include high efficiency washers in the program) shall be included in the report and subsequently implemented once approved by SCWA. The final report will need to show that the expected wastewater generated by the</p>	

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
		<p>project has been offset by the retrofit program before an occupancy permit is granted.</p> <p>Mitigation UT-4d: Ensure Hospital Wastewater Discharge Quality. Kitchen waste collection systems will be installed at all nurses' stations and any food processing locations. These wastes will either be composted on site or will be collected for commercial recycling.</p> <p>Mitigation UT-4e: Provide Capacity for Increased Wastewater Flows at Proposed Connection Points. If modeling shows a lack of capacity and Sutter chooses to connect at the Mark West Springs Road trunk line, the portion of the existing 8" sewer between the project connection point in Mark West Springs Road and its terminus at the trunk sewer in Old Redwood Highway at Lark Center Drive will be replaced with a larger diameter sewer prior to hospital occupancy.</p>	
<p>Impact UT-5: Require Construction of New Wastewater Treatment Facilities. The proposed project would require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	PS	<p>Mitigation UT-5: Implement Mitigation UT-4a through UT-4c. Implement Mitigation Measures UT-4a through UT-4c to offset project wastewater flows and implement Mitigation Measures AIR-2a, and AIR-2b to minimize air quality impacts during construction of the replacement sewer line, if required.</p>	LTS
<p>Impact UT-6: Result in Insufficient Landfill Capacity. The proposed project could be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.</p>	LTS	No mitigation required	-
<p>Impact UT-7: Cumulative Impacts to Utilities and Service Systems. Construction and operation of the proposed project could result in a considerable contribution to a significant cumulative impact related to utilities and service systems.</p>	LTS	No mitigation required	-

Table S-1. Summary of Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance With Mitigation Incorporated
Energy			
<p>Construction Energy Use. Construction of the proposed project would use electricity and gas as a short-term consequence (up to 48 months) of construction of the project.</p>	LTS	<p>The following mitigation measures have already been discussed in the air quality Section 4.4. While these mitigation measures shall be implemented in order to minimize air quality impacts they also will assist in preventing inefficient energy usage and promote conservation of energy resources.</p> <p>Mitigation AIR-1: Reduce Length of Haul Truck Trips, Restrict Idling</p> <p>Mitigation AIR-2b: Include Measures to Reduce Criteria Pollutant Exhaust From Construction Equipment</p> <p>Mitigation AIR-7: Develop project with the project design features and emissions reduction measures</p> <p>Energy Reduction Methods are also described in Section 4.4.2</p>	LTS
<p>Operational Energy Use. Based on worst case estimates from the applicant’s mechanical engineers (Sutter Energy Conservation Report, March 2009), the three facilities that will be power consumers will use a combined 6,520,577 kilowatt hours per year (kWh/yr) at full buildout. The project would not require the construction of additional electrical generation capacity. The proposed project’s natural gas usage is estimated to be approximately 109,337 therms per year. The natural gas use by the proposed project will not represent a significant increase in the natural gas usage within the County. Project operation would not result in a wasteful or inefficient use of transportation energy.</p>	LTS		LTS

LTS = Less than significant
 PS = Potentially significant
 SU = Significant and unavoidable

