

A public scoping meeting for the Sutter Medical Center of Santa Rosa / Luther Burbank Memorial Foundation Joint Master Plan, Environmental Impact Report Notice of Preparation was held on February 21, 2008, at the WFC. Members of the public provided both oral and written comments which are summarized below. Additionally, letters were received.

The comments are summarized in **Table 7-1**, and written comments are included in **Appendix B**.

Table 7-1. Summary of Issues for Sutter Medical Center of Santa Rosa / Luther Burbank Memorial Foundation Joint Master Plan

Department of Transportation (CALTRANS) comments on Use Permit Application and Initial Study. April 18, 2005. (Timothy C. Sable, Division Branch Chief)

- Provide a plan showing interim improvements to the US 101 northbound off-ramp at Mark West Springs Road. Show and label the State right-of-way line, lane and shoulder widths.
- Describe the timeline and funding for how each of the ultimate transportation improvements will be built including the County's plans for the ultimate improvements on Mark West Springs Road. Suggested that the County and project sponsor contact Mr. Manny Caluya (510) 286-4645 to discuss implementing mitigation for impacts to the US 101 off-ramp at Mark West Springs Road. Mr. Caluya provides design oversight for locally funded highway projects for CALTRANS.
- Traffic operations for the US 101 northbound ramps/Mark West Springs Road intersection are critical because they will affect operation at the US 101 southbound ramps/River Road intersection to the west. However, "available distance" rows are blank in the Queuing analysis shown on Table 3 and Table 29 for this intersection. Please provide this information for our review. Mitigation measures should be proposed if operations at the northbound off-ramps would affect operations at southbound ramps.
- The US 101 southbound off-ramp at River Road currently operates at level of service (LOS) F according to the Department's traffic study completed for the US 101 HOV Lane Widening Project. What mitigation measures are proposed for project impacts to this ramp?
- Page 70 of the traffic study states that the actual predicted volumes for the US 101 northbound off-ramp at River Road are less than 1500 equivalent passenger cars/hour (vph). However, the 2020 Saturday6 Event PM LOS Computation Report shows that the off-ramp volume will exceed 1500 vph. Please reconcile the difference.
- Table 24 and Table 26 use 4700 vph as freeway roadway capacities; in our opinion, this is too high for the analysis. Is there any field data to back this up? Theoretically, if the actual freeway capacities are lower than that used in the report (i.e. 4300 vph or lower), a bottleneck would occur in the southbound direction of the freeway. Since a "large portion of traffic (59%) is expected to use US 101" (pg. 5), and Table 26 shows that traffic significantly increases on the southbound freeway mixed lanes between the Mendocino/Hopper ramps and the River Road ramps with proposed project during 2030 PM peak hour, mitigation measures should be proposed for that bottleneck location.
- The State ROW along US 101 adjacent to the proposed project site has been previously surveyed by the Department and there are no known archaeological sites within the State ROW. If ground disturbing activities take place as part of this project within State ROW and there is an inadvertent find, all construction within 35 feet of the find shall cease until the Department's Cultural Resource Study Office is alerted and a staff archaeologist can evaluate the finds. The Cultural Resource Study office contact person is Brian Ramos. He can be reached at (510) 286-

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5613.

- At the bottom of pg. 54 of the traffic study, change the title of Figure 13 to Figure 15.
- As part of the Department's US 101 HOV Lane Widening project, which is currently in the environmental study phase, the Mark West Creek Structure will be widened.
- Any widening of Mark West Springs Road may require dedication of ROW (in fee) to the State, per the Department's design requirements.
- The applicant will need an encroachment permit from the Department to construct the driveway approach onto SR 116 and to complete any other required work or traffic control within State ROW. To apply for an encroachment permit, the applicant must submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans (in metric units) which clearly indicate State ROW to the following address:

Mr. Sean Nozzari, District Office Chief
Office of Permits
California Department of Transportation, District 04
P.O. Box 23660
Oakland, CA 94623-0660

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Department of Transportation (CALTRANS) comments on Notice of Preparation. February 29, 2008. (Timothy C. Sable, Division Branch Chief)

The department is primarily concerned with impacts on US 101 and its on- off-ramps in the vicinity of the project site. It is recognized that nearly three years have passed since the original comments of April 18, 2005 were submitted, and that the project scope has changed. However, several of those comments are still relevant and should be addressed. The traffic analysis should include, but not be limited to, the following information:

- The project’s traffic impacts in terms of trip generation, distribution, and assessment. The assumptions and methodologies used in compiling these data should be addressed. The traffic analysis should clearly show the percentage of project trips assigned to US 101 and its on- and off-ramps.
- Current (2006) Average Daily Traffic (ADT) and AM/PM peak hour volumes on all significantly affected streets, highway segments and intersections.
- Schematic illustration and level of service (LOS) analysis for the following scenarios:
 - 1) existing,
 - 2) existing plus project,
 - 3) cumulative,
 - 4) cumulative plus project for the roadways and intersections in the project area.
- Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State highway facilities being evaluated.
- The procedures contained in the 2000 updated Highway Capacity Manual should be used as a guide for the analysis. We also recommend using the Department’s “*Guide for the Preparation of Traffic Impact Studies*” and is available at the following website:
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.
- Mitigation measures should be identified where plan implementation is expected to have a significant impact. Mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.
- Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction such as: 1) implementing bicycle-pedestrian friendly design solutions, and 2) Planning for transit service improvements and expansion. We do expect to receive a copy of the EIR from the State Clearing house but to expedite the review of the EIR please send two copies in advance directly to:

Ina Gerhard
Office of Transit and Community Planning
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

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Department of Fish and Game comments on Sutter Medical Center of Santa Rosa / Luther Burbank Memorial Foundation Joint Master Plan. February 21, 2008. (Charles Armor, Regional Manager, Bay Delta Region)

- Please provide a complete assessment including, but not limited to type, quantity and locations of habitats, flora and fauna within and adjacent to the project area, including endangered, threatened (that meet CEQA definitions), and locally unique species and sensitive habitats. Include the reasonably foreseeable direct and indirect changes (temporary and permanent) that may occur with implementation of the project.
- Please be advised that a California Endangered Species Act (CESA) Permit must be obtained if the project has the potential to result in the take of species of plants or animals listed under CESA, either during construction or over the life of the project. Issuance of a CESA Permit is subject to CEQA documentation; therefore, the CEQA document must specify impacts, mitigation measures, and a mitigation monitoring and reporting program. If the project will impact CESA listed species, early consultation is encouraged, as significant modification to the project and mitigation measures may be required in order to obtain a CESA Permit.

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Native American Heritage Commission comments on Sutter Medical Center of Santa Rosa / Luther Burbank Memorial Foundation Joint Master Plan. February 11, 2008. (Katy Sanchez, Program Analyst)

The NAHC recommends the following actions:

- Conduct the appropriate regional archaeological Information Center for a records search to determine:
 - 1) if a part or all of the area of the project (APE) has been previously surveyed for cultural resources.
 - 2) if any known cultural resources have already been recorded on or adjacent to the APE.
 - 3) if the probability is low, moderate, or high that cultural resources are located in the APE.
 - 4) if a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - 1) The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - 2) The final written report should be submitted within three months after work has been completed to the appropriate regional archaeological information center.
- Contact the NAHC for:
 - 1) A Sacred Lands File Check. **USGS 7.5-minute quadrangle name, township, range, and section required.**
 - 2) A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List included in appendix.**
- Lack of surface evidence of archaeological resources does not preclude their subsurface existence.
 - 1) Lead agencies should include their mitigation plan provisions for the identification and evidence of accidentally discovered archaeological sensitivity per CEQA. In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources should monitor all ground-disturbing activities.
 - 2) Lead agencies should include their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - 3) Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code (7050.5, CEQA 15064(e)) and Public Resources Code 5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

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Letter from resident, Paulette Carroll 8575 Eastside Road, Healdsburg. March 5, 2008.

- Concerned about additional growth on the north side of Santa Rosa resulting from the proposed project with respect to increased traffic. Her family owns and farms property on Alba Lane between the new Kaiser buildings on Old Redwood Highway and US 101. There are only three homes on the road who access the road at random times in the day. However, the traffic is heaviest at the commute peak hours starting as early as 3:00 PM.
- Request that the County build a turn lane on “that piece of highway” for drivers entering and exiting Alba Lane and Angela Drive. Left turns are dangerous.

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Summary of comments provided at the Public Scoping Meeting of February 21, 2008

Speakers:

1) Phil Sitzman

Complaint: Not in my backyard. Has anyone contacted the helicopter operators...?

Concerned about helicopter overflights noise and hazards. Contact the helicopter and have it land at 5:15 PM on Friday. See if it disturbs the schools. Document doesn't mention a trauma center or cardiac facility. Why do you need a helicopter?

2) Jim Long

He echos some of the previous concerns. Concerned about the well. He owns a vineyard across the way. His well is down 200 feet. Wants to know what the protocol is for a sound wall – operational noise associated with traffic.

3) Jackie Egbert

Really concerned about the traffic. What about people coming down the freeway, coming down Old Redwood Highway?

4) Paul Finn

Property owner to the east of the property other side of Old Redwood Highway. The report doesn't seem to address traffic along Old Redwood Highway during weekday. Hopes traffic won't cause a need for widening (Old Redwood Highway). Also concerned about helicopter flights, construction noise and dust, truck traffic associated with construction.

5) Steve Harrison

Nearby property owner. Concerned with traffic. Kaiser Hospital nearby – why do we need this one? Have other sites been explored? Funding by property owners?

6) Phil Sitzman (again)

Is this going to happen? Is this project a done deal? What about liability for accidents on the freeway from helicopter overflights? Have you looked at other sites?

7) Jim Long (again)

Important for EIR to address southbound 101 traffic exiting River Road and Barnes Road west of site.

