

City Council / Successor Agency Written Comment Card

Submitted on	21 July 2026, 7:00pm
Receipt number	25
Related form version	0

Name	Kimberly Granger
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Phone Number	510-816-0604
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Email Address	kgrange@yahoo.com
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Street Address	1277 64th St
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City	Emeryville
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State	CA
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Zip Code	94608
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Meeting Date	07/21/2026
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I wish to comment about	Sutter Hospital Proposal
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My comments	This project directly contradicts all the work Emeryville has done to revamp the area in favor of pedestrians and cyclists with reduced traffic flow (particularly around Huchiun Park). The size and scope of the project are much larger than the area will be able to manage safely and completely outside the current cityscape. A 17-story building will dwarf everything in Emeryville and is completely unsuitable for the neighborhood in which it is planned to be built. Please note, I am not NIMBY - I merely would like to see a compromised build plan that does not include 17 stories (the 11 story parking lot is sufficiently high for the neighborhood) and restrictions on helipad use. Thank you for the time to consider these comments.
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City Council / Successor Agency Written Comment Card

Submitted on	21 July 2026, 1:04pm
Receipt number	23
Related form version	0

Name	Steve Holmes
Phone Number	510-798-6144
Email Address	holmesdesign@sonic.net
Street Address	1253 Stanford Ave.
City	Emeryville
State	CA
Zip Code	94608
Meeting Date	07/21/2026
I wish to comment about	Mostly empty Sutter Health commuter busses without catalytic converters polluting our neighbors and parks with their loud polluting buses. Disturbing my sleep!

My comments	One bus without a catalytic converter is equivalent to up to 50 cars without them . Depending on which pollutant you're talking about. Starting at 5:15 AM multiple buses are doing this to our citizens! For 12-14 hrs per day! This has been going on for nearly a month! Officer Pacheco has kindly helped me get a message to their supervisors to request they get their buses fixed and don't take short cuts through the residential areas and parks full of kids. One driver I talked to said they have a super tight schedule with no time to check their phones! Please loosen up the schedule so they don't have to take shortcuts through our neighborhoods for a minute on their stupid phones. AND THIS IS A HEALTHCARE COMPANY??? that's coming to town??? What a joke!
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City Council / Successor Agency Written Comment Card

Submitted on	20 July 2026, 8:59pm
Receipt number	22
Related form version	0

Name	Robin Freeman
Phone Number	5109151452
Email Address	robinf5713@aol.com
Street Address	1170 Powell St
City	Oakland
State	California
Zip Code	94608-2617
Meeting Date	07/21/2026
I wish to comment about	Proposed Sutter Hospital Development

My comments

The traffic and parking designs are inadequate in the current version of the plan, The main building is too tall. There are unsatisfactory parking accommodations. Both additional parking floors and hospital support service floors should be added to the current plans. The parking impacts on the surrounding residential neighborhoods in Oakland and Emeryville have not been adequately addressed. Alternately, some hospital floors can be built over the shuttle area with an interior pedestrian bridge connection across Horton to the Hospital. Addressing the parking overload and traffic congestion into Oakland during the planning stage can help avoid legal action in the future.

Resident at Emery Bay Village on 53rd Street, the residential complex next to the 3 schools and located 1 block over from the proposed Sutter Health project.

53rd Street may be one of the most consequential corridors for the city and for Sutter Health in terms of safe passage to school for students. With 3 schools all packed in between Hollis Street and San Pablo Avenue, 53rd Street arguably contains the highest concentration of students in Emeryville in one square block. I'd like to ask the City Council to consider the following items:

- 1) **Expand traffic study's budgeted scope beyond the preliminary set of 79 study locations:** With the CEQA study, currently the traffic scope contains a preliminary set of 79 locations. Given the importance of CEQA to mitigation, I ask that the City CEQA firm's scope of work be expanded to include more study locations that may have been overlooked on 53rd Street. (*Below, you can find the full breakdown.*)
- 2) **Amend General Plan, 53rd Street radius zoning designation:** In addition, I ask that the General Plan be amended to designate the entire 53rd Street radius between Hollis & San Pablo as a Pedestrian Priority Zone. Right now, the General Plan presents an interesting gap (*see next page*). While the school section itself is zoned as a Pedestrian Priority Zone, the street that most students use to get to school is not. Every school day, students from 3 schools converge on one block to get to school but 53rd Street between San Pablo and Hollis is not yet a pedestrian priority zone in the General Plan.
- 3) **Key priority: Safe Routes to School for Emeryville:** I think we can all agree that safe passage for schoolchildren is a non-negotiable condition. Any project approval should be conditioned upon a mandatory expansion of an effective Safe Routes to School Program that is fully funded by the applicant. With the Sutter daily population to be as many 15,000 people – which is double the population of Emeryville depending how you look at it – such a program is more important than ever in the years ahead. There are a number of community benefits improvements that can fall under this program, but a starting point can be to fund for Safe Routes to School Program staffing in Emeryville. This job has been a gap, according to the City's Active Transportation Plan.

Below, I've also included some key traffic observations from the traffic personnel member who is regularly stationed outside the school during peak hours. The traffic member was generous to spend 15 minutes sharing with me peak traffic times, the typical student walking routes (eg via residential complexes such as The Emery near the Sutter site, apartments on Christie as well 65th as well as from the San Pablo corridor), the traffic challenges unique to San Pablo, and that parts of 53rd Street near the school fall within Oakland boundaries, which affects traffic & jurisdictional enforcement.

- 4) **Extend EIR scoping period to end at least early October (instead of 9/9) to account for EUSD Summer Break:** EIR scoping can determine what gets studied in the Draft Environmental Impact Report (DEIR), an important tool to identify impacts and mitigation. With 3 schools all packed in between Hollis Street and San Pablo Avenue, 53rd Street arguably contains the highest concentration of students in Emeryville in one square block – making EUSD parents and students among the Sutter project's most directly affected stakeholders. Unfortunately, the review schedule runs from late May through August, overlapping with summer break and likely reducing many families' practical opportunities to review the project and participate in the EIR process. Because the CEQA/EIR process will shape future mitigation measures and community benefits, these stakeholders should have a meaningful opportunity to review the technical documents and submit informed comments on school-related impacts.

Such extensions are not unusual; for example, the City of San Diego provided a longer CEQA EIR scoping comment period. *As confirmed by City Staff, City Council has the discretion to extend the scoping comment period beyond the 30-day minimum.* According to City Staff (as of July 10), the current schedule following the July 21 City Council study session is: **August 10:** EIR Notice of Preparation (NOP) scheduled to be published, kicking off the 30-day minimum period. **August 27:** EIR public scoping meeting (Planning Commission). **September 9:** End of Scoping Period.

- 5) **Proactively establish a targeted Sutter Health community advisory committee** to provide structured community input throughout the Draft Environmental Impact Report (DEIR) review process and, if the project is approved, during construction, implementation and beyond as appropriate. (**Sutter**) CPMC San Francisco has the precedent of a **targeted stakeholder-model community advisory group** consisting of representatives from nearby residential communities, merchant associations, etc. to provide a formal channel for ongoing dialogue and feedback with the most impacted stakeholder groups. For Emeryville, the committee could include representatives from **EUSD**, as well as **nearby residential complexes to the Sutter project** (e.g. Emery Bay Village on 53rd Street located 1 block away from Sutter, The Emery next to Sutter's parking site, the Bay Street residences across from Sutter's Shuttle Depot demolition site, and others), **businesses along Spur Alley 1 block next to the Sutter site**, stakeholders along the 53rd Street Corridor in Emeryville, **transit operators** (e.g. Emery Go Round), and if legally appropriate – a jurisdictional liaison to Oakland. While CPMC established the group after the Draft EIR, Emeryville City Council should proactively consider establishing and appointing a committee before the Draft EIR is released so that most impacted stakeholders can review the DEIR, identify concerns, and provide recommendations on project impacts, mitigation measures, and community benefits before Planning Commission consideration. If the project is ultimately approved, the committee could continue as a standing advisory body.

ABOUT EMERY BAY VILLAGE (EBV)

*Residential complex on 53rd Street (between Hollis & San Pablo)
located 1 block east of proposed Sutter Health project*

- Residential complex of 100+ condos across 40+ buildings.
- **One of the city's largest tree canopies:** Emery Bay Village is home to one of the largest tree canopies in the city and a natural habitat to birds & wildlife. *(Action: EIR request)*
- Between Hollis & San Pablo, 53rd Street runs through Emery Bay Village, Spur Alley (incl youth gymnastics center), and multiple schools (Emeryville Child Development Center, Anna Yates K-8, Emery High School). *(Action: General Plan amendment request)*

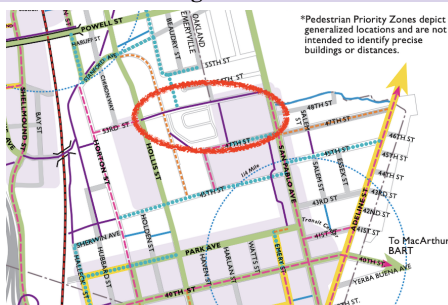
KEY SCHOOL CORRIDOR OBSERVATIONS (TRAFFIC PERSONNEL MEMBER)

On-the-ground observations were shared with me during an informal 15-minute discussion with the traffic personnel member regularly stationed outside the school during peak hours. Personal key takeaways (some may have EIR or Sutter planning impacts):

- **By foot:** Students begin arriving on foot around 8:00 a.m. from multiple directions all over the city, including: *The Emery* apartments on *Hubbard Street*, apartments near *65th Street*, apartments on *Christie*, from *San Pablo corridor*.
- **By bus:** Students arrive by Emery Go Round (53rd & Hollis).
- **53rd Street key walking route for students:** Many will walk through 53rd Street on the sidewalk adjacent to Emery Bay Village as part of their route to/from school.
- **After school:** After 3:00 p.m. bell, many students remain in the area for after-school programs.
- **San Pablo Avenue challenges:** 4 way; vehicles back up at the San Pablo light (runs on a different signal schedule in AM).
- **Oakland jurisdiction:** Parts of 53rd near school fall within Oakland's jurisdiction; may limit enforcement of certain citations.

CITY GENERAL PLAN

Figure 5-3: Current Designated Pedestrian Priority Zones



CEQA & CITY REQUESTS



SOW Figure 7 with public comment annotations

1. **Expand traffic study beyond current scope's preliminary set of 79 study locations.** Add ≥ 3 overlooked access points along 53rd Street impacting Emery Bay Village, Spur Alley, and the school sites.
2. **Expand traffic study (Spur Alley corridor):** Spur Alley does not appear to be reflected in EIR scope of work. Spur Alley, located next to Emery Bay Village, is likely the closest side street to Hollis and Sutter Health. Spur Alley stretches over multiple blocks from 45th Street to Stanford, across multiple businesses, including a kid's gymnasium center.
3. **Biological/ecological impact study (Emery Bay Village):** Require ecological impact study to be conducted for Emery Bay Village (e.g. impacts to tree canopy and wildlife habitat resulting from potential construction, air quality, acoustic impacts e.g. ambulances).
4. **Biological/ecological impact study (near Shuttle Depot):** Require ecological impact study to be conducted for Temescal Creek, the waterway located alongside the South Bayfront Bridge and next to the demolition site for the proposed Shuttle Depot.
5. **Student pedestrian impact:** Expand the transportation analysis to include official student pedestrian study that maps common walking routes to/from schools, and evaluates project-related impacts.
6. **Zoning designation for 53rd Street radius:** Amend General Plan to apply Pedestrian Priority Zone designation to entire 53rd Street between Hollis & San Pablo radius. Between Hollis & San Pablo, 53rd Street connects through Emery Bay Village multi-family housing, Spur Alley (including a youth gymnastics center), a preschool, an elementary school, a middle school, and a high school. *(see public comment annotation in red; Figure 5-3 of City's General Plan)*

KEY PRIORITY: SAFE ROUTES TO SCHOOL FOR EMERYVILLE

City to explore conditioning project approval with the expansion of **a maximal and permanent Safe Routes to School Program & Operation fully funded by the developer**. A Safe Routes to School Operation is ever more important in the years ahead. A number of community benefit improvements can fall under this program (infrastructure, personnel, funding). **One starting point:** Fund for Safe Routes to School staffing in Emeryville. This job has been a gap, as reported by City's Active Transportation Plan annual progress report.

Question(s) for CEQA Environmental Firm / City Staff / Sutter Health

- **Traffic congestion is no longer considered a significant impact under CEQA as of 2020 with the passage of SB 743:**
 - Given how considerable the public's concerns are around this issue, by what metrics instead will the Environment Impact Report and City use to evaluate traffic congestion for mitigation and for terms of community benefit agreements?
- **Sutter obligations on Financial Assistance Policies or Charity Care Policies:**
 - In order to maintain tax-exemption status, all non-profit hospitals are required by law to provide a Financial Assistance Policy, sometimes called Charity Care, that is tied to income level. In Sutter's annual report, it cites over \$1 billion in community benefits and around \$100 million in charity care. *Can Sutter confirm if the Financial Assistance Policy will apply for Emeryville and how that would work?*

FW: Sutter Health proposal alternative parking strategy

From April Foran <april.foran@emeryville.org>

Date Tue 7/21/2026 4:23 PM

To Pedro Jimenez <pjimenez@emeryville.org>; Chadrick Smalley <csmalley@emeryville.org>; Christie Crowl <christie.crowl@emeryville.org>; Miroo Desai <mdesai@emeryville.org>

April

From: jordan wax <eville.jordan@gmail.com>

Sent: Tuesday, July 21, 2026 4:19 PM

To: *DL_City_Council <DL_City_Council@emeryville.org>

Subject: Sutter Health proposal alternative parking strategy

City Council of Emeryville,

I wanted to reach out before your meeting tonight to clarify some comments I made at the June Planning Commission hearing on Sutter Health's proposal. These comments and the below clarifications of my intent should be seen as extremely preliminary and speculative, given the very early and low-information end of the process in which we currently are.

For the sake of everyone's time I am going to leave out large amounts of analysis on broader impacts and possible solutions and focus on what may be the most determinative aspects of this development's plausibility: parking strategy, project area, and the break in Horton street currently created by a diverter.

The applicant's projected need to remove the diverter is based on a model in which all hospital employees and patients would be driving in and out of Sutter's 1,991-space garage on Horton and 53rd - the intersection of two Bike Boulevards and one street in 53rd that fronts and serves as driver drop-off for the public school and daycare.

According to the applicant, the removal of the diverter will largely prevent rush hour congestion. It would also bring back the through traffic it was designed to divert. It is yet to be determined whether these impacts can be considered acceptable or possible to effectively manage.

My alternative strategy, which is also unproven, is as follows:

1) Eliminate the need to re-open Horton by redirecting employee rush hour traffic away from the Sutter garage.

a) Reach an agreement with Bay Street, which has a substantial daytime parking surplus connected to the project by the South Bayfront Bridge

b) Reach an agreement with Grifols to purchase garage and lot on west side of Horton, while guaranteeing Grifols parking needs

c) Direct patients/visitors primarily/entirely to Sutter garage

d) Direct A Shift employees primarily to Bay Street, B/C Shifts to Grifols/Sutter garages. A Shift employees have slightly longer walk but convenient post-shift access to groceries, shopping, and entertainment - the primary motivation for Bay Street to agree to this arrangement

The primary outcome of this approach is to move the most problematic traffic out of the most sensitive areas. While it leaves many problems unaddressed, it potentially eliminates the need for traffic to pass through the Horton diverter to avoid congestion.

2) Enable counter-clockwise shuttle pathing by creating a pass-through to the proposed shuttle stop through the Grifols garage and lot.

3) If Horton can now be permanently closed, proposed tower can expand base mass across Horton and connect to Grifols garage.

a) Current design is space-constrained, ergo more design space and smart decisions will lead to a superior design

b) First floor operations are most impacted; larger base will have permanent positive impact on hospital operations and ability to deliver quality urgent care

c) Proposed future ambulatory care free-standing structure can fold operations into a less-constrained hospital design, enabling operations years sooner, and using Grifols parking (now connected to hospital building) to avoid duplicative separate parking lot and freeing land for alternative use

d) Hospital front door remains connected to the Greenway for employees and visitors alike

e) Opportunity to daylight Temescal between Greenway and Horton and create fully pedestrian creekside park space between the proposed hospital and shuttle stop, with high creek visibility from adjacent elevated Greenway pathing

f) Opportunity to connect hospital terrace directly to South Bayfront Bridge, bypassing stairs on the way to/from Bay Street and adding a convenient bypass of the front door and direct connection to the Greenway & Bay Trail approach

A readily identifiable problem is that Grifols has a large remaining parcel at 4560 Horton, and may seek in any agreement to secure parking in existing structures for any projected needs. This would likely be guaranteed through the Sutter garage, which would now have a surplus, and is directly across the street. Taking this course, when Grifols redevelops their parcel, the unmitigated traffic impacts from the proposed hospital will be joined by new rush hour impacts right back to the same street. Given projected impacts, it is a foreseeable additional future impact that would need to be considered, not to mention a complicating negotiating point between Sutter and Grifols.

I propose something simpler:

4) Add 4560 Horton to the project and develop primarily as employee housing

- a) Replaces the possibility of future rush hour traffic from a new Grifols development with a major traffic mitigation for the current proposal
- b) Perfectly aligns with city strategy by creating potentially car-independent housing
- c) Creates a large permanent base of community members with both feet in Emeryville
- d) Development can be highly efficient due to low/zero on-site parking needs (Sutter garage can house detached parking spaces as needed)
- e) Allows for realignment/redesign of 53rd/Horton through project area as necessary to improve operations and safety
- f) Allows for potential further daylighting of Temescal across Horton & through Hollis Green Park

This vision of the hospital is amenity-rich, safer, smoother in operation, with more desirable massing and design elements and far richer connections with the community.

However, all this should all be seen as speculative. It cannot be said that any of these measures, if practicable, are necessary, or certainly sufficient, for this project to be approved. I am simply presenting a possible alternative route for the sake of the public discussion.

Thanks for your time,

jordan wax (they/them) 510.345.9387
chair, City of Emeryville Planning Commission
member, City of Emeryville Parks & Rec Advisory Committee

FW: On the Sutter Hospital Plans

From April Foran <april.foran@emeryville.org>

Date Tue 7/21/2026 9:06 AM

To April Foran <april.foran@emeryville.org>

Cc Pedro Jimenez <pjimenez@emeryville.org>; Christie Crowl <christie.crowl@emeryville.org>; Chadrick Smalley <csmalley@emeryville.org>; Miroo Desai <mdesai@emeryville.org>

Mayor and Council,

Please see the comment below received for item 3.1 - Sutter Study Session on the July 21 City Council agenda.

BCC: City Council

April

From: Aspensong Nevarez <ophelia24@gmail.com>

Sent: Monday, July 20, 2026 4:58 PM

To: Website DL - Clerk's Office <clerk@emeryville.org>

Subject: Fwd: On the Sutter Hospital Plans

Hi, I live on 53rd. Street in Emeryville, and I'm deeply concerned about the proposed Sutter hospital. In addition to pollution from thr helicopters, 20,000 expected cars a day, and ambulances, I do not feel the proposed space is large enough to accommodate the hospital, which would also include a 330-foot-tall tower on 53rd. Street. There are other concerns, such as the traffic conditions that we as residents will have to face, many of which have children and pets. As well as thr destruction of the bikeway and 16 trees. For all of these reasons, I feel that Sutter needs to find another location for said hospital.

Thank you,
Aspensong Nevarez

FW: Public Comment: July 21 Study Session – Sutter Health Emeryville Medical Center

From April Foran <april.foran@emeryville.org>

Date Mon 7/20/2026 1:33 PM

To Pedro Jimenez <pjimenez@emeryville.org>; Christie Crowl <christie.crowl@emeryville.org>; Chadrick Smalley <csmalley@emeryville.org>; Miroo Desai <mdesai@emeryville.org>

Just FYI.

April

From: Josephine Chien <jochiensf@gmail.com>

Sent: Monday, July 20, 2026 12:32 PM

To: *DL_City_Council <DL_City_Council@emeryville.org>; Website DL - Clerk's Office <clerk@emeryville.org>

Subject: Public Comment: July 21 Study Session – Sutter Health Emeryville Medical Center

Dear Mayor, Members of the City Council, and City Clerk,

My name is Josephine Chien, and I am a concerned resident of Emeryville. I am writing to submit my public comments regarding the proposed Sutter Health Emeryville Medical Center project being reviewed at the July 21 Study Session.

While I recognize the value of expanding regional healthcare access, I have serious concerns regarding the project's current scale and its severe impacts on our local community's safety, infrastructure, and fiscal health. I am unequivocally opposed to this project for the following reasons:

- **Pedestrian and Bicycle Safety on Horton Street:** I strongly oppose the proposed removal of the Horton Street traffic diverter. Horton Street is a critical bicycle boulevard. Flooding it with vehicle traffic accessing the 1,992-space parking structure will endanger cyclists and completely compromise this safe corridor.
- **School Zone Congestion:** Increasing vehicle trips on 53rd and Hollis Streets will create dangerous gridlock immediately adjacent to the local school and child development center, putting children at risk during drop-off and pick-up hours.
- **Scale and Neighborhood Disruptions:** A 17-story, 330-foot medical tower is drastically out of scale for this neighborhood. Furthermore, the inclusion of a rooftop helipad raises serious concerns regarding ongoing noise pollution and sleep disruption for nearby residents.
- **Fiscal Impact and Community Benefits:** Because Sutter Health is a non-profit entity that will exempt this massive campus from property taxes, even getting dedicated funding to improve the local infrastructure, protected bike lanes on Hollis St., or other community centers could not offset the chaos, inconvenience, and 24/7 hour noise that insufficient parking, street width, ambulance and helipad activity will bring. This part of Emeryville simply cannot accommodate a building and the traffic congestion at this scale.

Please protect the safety and livability of Emeryville neighborhoods.

Sincerely,

Josephine Chien
Emeryville Resident

Letter for the 7/21/26 City Council Meeting

From April Atencio <nrdysk8chk@yahoo.com>

Date Mon 7/20/2026 11:39 AM

To Zoe Chafe (Planning Commission) <zoe.emeryville@gmail.com>; Samuel Gould <samgouldemeryvilleplanning@gmail.com>; Rod Henmi <rod.emeryville@gmail.com>; Dianne Martinez <PlanningCommissionDianne@gmail.com>; Robert Rivera <Robert.Emeryville@gmail.com>; Maia Small <small.emeryvilleplanning@gmail.com>; Jordan Wax <eville.jordan@gmail.com>; Sukhdeep Kaur <Sukhdeep.kaur@emeryville.org>; Courtney Welch <cwelch@emeryville.org>; Matthew Solomon <matthew.solomon@emeryville.org>; David Mourra <David.Mourra@emeryville.org>; Kalimah Priforce <priforce@emeryville.org>; Website DL - City Manager's Office <city_manager@emeryville.org>; Chadrick Smalley <csmalley@emeryville.org>; Miroo Desai <mdesai@emeryville.org>; Info@evilleeye.com <Info@evilleeye.com>; sophbeau@yahoo.com <sophbeau@yahoo.com>; editors@oaklandside.org <editors@oaklandside.org>; eallday@sfchronicle.com <eallday@sfchronicle.com>; demian.bulwa@sfchronicle.com <demian.bulwa@sfchronicle.com>

Dear City Council et al.,

As a citizen of Emeryville for 22 years and a member of *Neighbors United*, I would like to express my opposition to the proposed Sutter Emeryville Medical Center project. I am not a NIMBY - I have a history of working with community organizing groups that work with developments in order for them to come into our very small city in a mutually beneficial way. However this project is completely out of character and scale for our neighborhood. The footprint is so small that they have to go up over 300 feet to get the square footage they want. The extreme building height means shade on our neighborhood. I do not think that a zoning variance should be granted for height.

The construction noise for 7-10 years and then helicopter and ambulance noise forever is untenable.

The location is quite inappropriate being on a hard fought for pedestrian/bike way and on multiple narrow side streets.

Traffic congestion on 53rd St. endangers hundreds of students from several schools. Our city can not safely handle the excessive traffic and noise, including helicopters, ambulances, shuttles and cars (an estimated additional 20,000 car trips per day).

Finally, Sutter is a nonprofit and will not be paying into the city coffers after the initial fees. Emeryville will support them with services in perpetuity.

Please do not grant Sutter permission for this project. They should come back to the table with a right-sized project that is in line with the size, height, noise-producing elements, and traffic that our tiny town can handle.

-April Atencio, Emeryville Resident who lives two blocks from the Sutter Proposed Project

"Justice is what love looks like in public."

Dr. Cornel West

Fw: Sutter Hospital Project

From Chadrick Smalley <csmalley@emeryville.org>

Date Mon 7/20/2026 8:07 AM

To Miroo Desai <mdesai@emeryville.org>

FYI

From: wreuter493@aol.com <wreuter493@aol.com>

Sent: Sunday, July 19, 2026 5:14 PM

To: Sukhdeep Kaur <Sukhdeep.kaur@emeryville.org>; Courtney Welch <cwelch@emeryville.org>; Matthew Solomon <matthew.solomon@emeryville.org>; David Mourra <David.Mourra@emeryville.org>; Kalimah Priforce <priforce@emeryville.org>

Cc: Website DL - City Manager's Office <city_manager@emeryville.org>; Chadrick Smalley <csmalley@emeryville.org>

Subject: Sutter Hospital Project

Dear Councilors,

The Sutter project presents us with a serious problem: how will it pay out for the city in the long term? As the former chair of the Budget Advisory Committee (then called the Financial Advisory Committee) for almost ten years and a resident member of the Economic Advisory Committee for the same period, the members of these committees and I focused on making sure benefits would top costs, not just for a few years but many. So too did staff financial officers and city councilors who sat with us. Given what Sutter asks of the city in terms of location, environmental concerns, changes in the city's traffic plans for both cars and bike ped routes, the impact of the facility on educational assets, the disruptions in the lives of people who live near the site and even on many who live well beyond it, both during the many months of construction and thereafter with the movement of land and air emergency vehicles, I can't see how this development pays its way. All this without even mentioning it will be tax free for such a facility by state law.

I've lived in Emeryville since 1979, in a neighborhood now enriched by the presence of scores of younger men and women doing interesting work and, in some cases, also raising children. In the long term a bad decision on Sutter won't do me much harm. I turn 93 next month. But my valuable neighbors will suffer from it. Admiring them as I do, I don't want that to happen. Nor do I wish to see my vital and dynamic city crippled by a short-sighted financial move.

Thank you for your thoughtful attention to this issue.

Sincerely,

Bill Reuter

2 Commodore Dr. #175

Emeryville.

City Council / Successor Agency Written Comment Card

Submitted on	16 July 2026, 1:05pm
Receipt number	21
Related form version	0

Name	Kristen Elaine
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Phone Number	
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Email Address	nanatthebeach@aol.com
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Street Address	53rd St.
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City	
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State	
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Zip Code	
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Meeting Date	07/21/2026
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I wish to comment about	Sutter proposal
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My comments	
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Dear Planning Commission and City Council:

I live on 53rd St. and have been made aware that you are actually considering changing the zoning on a nearby lot and destroying our peaceful, bicycle and pedestrian focused neighborhood. You must not know 53rd St. has been plagued with dangerous traffic issues due to being the location of 2 schools, a community center, a childcare center, athletic fields often busy until 9:30 PM, an outdoor gym, heavy bicycle traffic, and residential homes, with heavy street parking. This project thinks adding 20,000 car trips a day to the area of single lanes could work. Insane. OMG the air quality, too?!

Who in their right minds would even consider this project in this location? Certainly not anyone representing their public. Remember, you do not represent Sutter.

Future headlines? Ambulance passes stopped bus, kills family crossing mid-block.

Death toll rises following helicopter crash into elementary school (or child development center).

Even if you're not focused on your own political future, it's your job to focus on the well being and best interests of your public.

Sutter has massive wealth and needs to get busy elsewhere.
Scrap this crazy Sutterville idea.
Sincerely,
Kristen Elaine

FW: city council meeting + Sutter Health

From April Foran <april.foran@emeryville.org>

Date Thu 7/16/2026 11:31 AM

To April Foran <april.foran@emeryville.org>

Cc Chadrick Smalley <csmalley@emeryville.org>; Miroo Desai <mdesai@emeryville.org>; Pedro Jimenez <pjimenez@emeryville.org>; Christie Cowl <christie.cowl@emeryville.org>

Mayor and Council,

Please see the comment below received for item 3.1 - Sutter Study Session on the July 21 City Council agenda.

BCC: City Council

April

-----Original Message-----

From: Tina Sturdevant <tinamariesturdevant@gmail.com>

Sent: Tuesday, July 14, 2026 6:41 PM

To: Website DL - Clerk's Office <clerk@emeryville.org>

Cc: Logan Murdock <loganmmurdock@gmail.com>

Subject: Re: city council meeting + Sutter Health

Hello.

I'm a resident and registered voter of Emeryville and we're a family of three with a young toddler. I'm very interested in the development of the Sutter plan. We're current Sutter patients and are excited about the idea of a hospital coming to the area. We are also concerned about the amount of incoming traffic to the area. The repaved Horton and Hollis streets have made traffic worse since the project's completion. I have two main concerns about what the hospital plans to do in these areas:

- 1) protected walking lanes and crosswalks and as many safety measures as possible to slow down traffic (speed bumps, etc). There are a few great parks in the area and lots of families walk the neighborhood. I'm extremely concerned about the safety of my young child walking around in this area.
- 2) helicopter noise - we live on Park/Holden in the top story of a six-level building. I'm concerned about the flight path of the helicopters approaching the hospital, and if they can guarantee a flight path over 80/Powell to stay over already-trafficked areas as to cause least disruption to residents.

Additionally, what impact will the bike lane closures on 40th have on how traffic will be routed through these side streets.

Thank you,
Tina Sturdevant

FW: My Comments to New Hospital Medical Center - Sutter Health

From Chadrick Smalley <csmalley@emeryville.org>

Date Fri 7/24/2026 11:34 AM

To Miroo Desai <mdesai@emeryville.org>

My calendar is up to date if you want to pick a time for us to meet with Ms. Gould.

-chad

From: Leslie Gould <lesliewgould@gmail.com>

Sent: Friday, July 24, 2026 11:12 AM

To: Chadrick Smalley <csmalley@emeryville.org>; Miroo Desai <mdesai@emeryville.org>

Cc: Leslie Gould <lesliewgould@gmail.com>; Howard Varinsky <hvarinsky@gmail.com>

Subject: My Comments to New Hospital Medical Center - Sutter Health

Dear Chadrick Smalley and Miroo Desai,

Attached below are my comments on the New Hospital Medical Center at 53rd Street and Horton Street. My husband and I own a commercial property at 1392-1396 Park Street, within a half mile of this site, and we know this area well. I was also the Planning Director of the City of Oakland, and understand the details of this proposal.

I want to meet with you at your earliest convenience, for a half hour. Please set up a time to meet, and I will be there.

Thank you.

Leslie Gould

Begin forwarded message:

From: Leslie W Gould <lesliewgould@gmail.com>

Subject: My Comments to New Hospital Medical Center

Date: July 22, 2026 at 7:08:08 PM PDT

To: city_council@emeryville.org

Cc: Leslie Gould <lesliewgould@gmail.com>

Dear City Council,

I am a former director of the Oakland Planning Commission, and my husband and I own a building three blocks away from the Medical Center in Emeryville.

We have seven major comments:

1. The building proposed as the Hospital Medical Center is too tall and/or cut back

further. Show us a picture of the area around the Medical Center.

2. Show us the shadows cast by the Hospital Medical Building from sunrise to sunset. This is essential to seeing where it impacts existing buildings.

3. There must be separate bikeways on both sides of all of your buildings on 53rd Street and Horton Street.

4. The Chiron way must be wider to accommodate all the driving and parking needs.

5. Open up the parking for the Ambulance Arrival. Move the Fuel Tanks and Generators to a different location. It is too small.

6. Open up a new one-way street so people have another way out of the building. This is between New Building 1 and Building 2/3, from Chiron Way to Hollis Street.

7. If necessary, add a stop light between 53rd Street and Chiron Way.

Please address all of these responses in your next email to City Council.

Sent from my iPhone