

Planning Commission Written Comment Card

Submitted on 25 June 2026, 7:08pm
Receipt number 4
Related form version 0

Name Will Freyman

Phone Number

Email Address willfreyman@gmail.com

Street Address 1048 62nd Street

City Oakland

State California

Zip Code 94608

Meeting Date 06/25/2026

I wish to comment about Sutter hospital development project

My comments

Dear Members of the Emeryville Planning Commission,

I live in Oakland's Golden Gate neighborhood adjacent to Emeryville. I frequently bike and shop in Emeryville near the proposed Sutter hospital site. I'm writing in support of the project -- I believe it will contribute to a more vibrant neighborhood, improve access to care, and strengthen local businesses.

However, the project must not compromise transportation safety. I am particularly concerned about the removal of the traffic diverter on Horton Street, a bikeway I use often. Please relocate the diverter further north (e.g., north of Stanford) rather than eliminate it, and consider extending the protected bikeway on Horton south to Mandela. Please ensure that any impacted

bikeways meet NACTO guidelines for vehicle speed and volume thresholds, and implement mitigation measures such as additional traffic diverters and new protected bikeways where needed.

Finally, given the projected increase in daily car trips, the Commission should work with Alameda County and AC Transit to improve transit and bike access along the San Pablo Avenue corridor to reduce vehicle dependence.

I support this project and ask that it be paired with strong commitments to safe, sustainable transportation.

Thank you for your consideration.



FW: Concerns About Sutter Shuttle

From Chadrick Smalley <csmalley@emeryville.org>

Date Thu 6/25/2026 7:23 PM

To Miroo Desai <mdesai@emeryville.org>

FYI

From: Bobby Lee <bobby@visiblee.me>

Sent: Thursday, June 25, 2026 7:00 PM

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>

Cc: Chadrick Smalley <csmalley@emeryville.org>; Brooks Jessup <brooks.jessup@gmail.com>; Daniel Oliver <doliver@altrans.net>

Subject: Concerns About Sutter Shuttle

Dear Commissioners,

My name is Bobby Lee, and I serve as the Board Chair for the Emeryville Transportation Management Association (ETMA), which operates the Emery Go-Round free shuttle, the Emery Express private shuttle, and the 8-To-Go paratransit shuttle. I am writing alongside Director Brooks Jessup to express our strong perspective on a matter of significant importance. Please note that this letter reflects our views and not those of the entire ETMA Board or organization.

I'm writing about Study Session 7.1 – Sutter Hospital, specifically Question 1(d) on the staff report under "issues to consider":

1) Does the Commission have any comments or direction regarding the project's circulation plan and transportation improvements, including

(d) Whether the applicant should evaluate opportunities to coordinate the shuttle system with existing transit and community transportation services where doing so would reduce project impacts or improve transportation efficiency.

We are glad to see that Sutter is considering the transportation impacts of the project and proposing to mitigate them with shuttle service. However, we believe it is imperative that any new shuttle service attached to the project be effectively coordinated and integrated into Emeryville's existing transit network, rather than operating independently of it.

Emeryville has long prioritized sustainable transportation by investing in the Emery Go-Round as the city's de facto public transit solution. Funded through the general fund and a citywide parcel tax, the Emery Go-Round is specifically designed to reduce vehicle trips — especially single-occupancy vehicles — and to provide the very shuttle services Sutter is now proposing to duplicate.

Introducing an independent and potentially duplicative shuttle service in Emeryville will

inevitably lead to confusion among residents, workers, and visitors, and will unnecessarily increase uncoordinated vehicle trips. Furthermore, Sutter's shuttles are restricted to only patients and employees, which diminishes equitable transit opportunities for the broader Emeryville community.

It is disappointing that Sutter has advanced this proposal without consulting the ETMA, despite our previous outreach and clear willingness to collaborate. We discussed the benefits of coordination with Sutter and Hexagon staff at Sutter's last open house, and our offer to work together remains open.

Since its inception in 1995, the Emery Go-Round has consolidated private shuttle services to eliminate duplication, reduce costs, and foster economic opportunity — while providing a vital last-mile connection to and from BART. We operate with what is likely the lowest per-hour cost of any transit service in the region, transporting hundreds of thousands of passengers annually and enabling true mode shift and sustainable mobility for Emeryville.

Today, ETMA and the Emery Go-Round stand ready and eager to deliver the very shuttle services Sutter envisions — without redundancy or added cost to the community. We respectfully urge this Commission to recommend that Sutter partner with us for the benefit of all Emeryville stakeholders.

Therefore, we respectfully urge the Commission to take the following actions:

- 1) Urge Sutter to engage in thoughtful conversations about transportation planning with the ETMA and City staff.
- 2) Consider pressing Sutter to utilize ETMA/Emery Go-Round as Sutter's Emeryville Campus shuttle provider
- 3) Consider memorializing this in a community benefits agreement or similar document.

In closing, if Sutter's proposed shuttle service remains independent and disconnected from Emeryville's existing transit system, it could end up undermining rather than advancing Emeryville's progress toward efficient, coordinated, and sustainable transit solutions. Implementing a costly and potentially duplicative system is unnecessary and counter to the city's vision. A similar mistake during the Sherwin-Williams development with the Emery Express resulted in confusion and inefficiency — an outcome we urge the Commission to avoid repeating.

We urge you to consider our input, advocate for our recommendations with Sutter and City staff, and ensure these provisions are integrated into the forthcoming development agreements.

Thank you.

Sincerely,

Bobby Lee
Board Chair, ETMA

Brooks Jessup
Director, ETMA



Community Concerns Regarding the Proposed Hospital

From Oi Julie <jeeisfine@gmail.com>

Date Thu 6/25/2026 7:59 PM

To Planning Commission <plancomm@emeryville.org>

Dear City Council Members,

I am a resident of Emeryville, and I love this community. Emeryville is a very small city, with only about 13,000 residents and just over one square mile of land. That small size is exactly what makes our community special.

I understand that the large vacant commercial buildings in Emeryville will eventually need to be occupied, and I support responsible development that benefits our community. However, I am deeply concerned that building another large hospital or medical campus is not the right fit for our city.

Emeryville already has several medical buildings and healthcare facilities. At the same time, our city already struggles with heavy traffic, especially from commuters, visitors, and employees of existing commercial buildings. Residents regularly experience streets filled with parked cars, including vehicles blocking or parking in front of residential driveways. This has become a daily frustration for many of us.

I have a toddler, and there is a daycare directly across from my home. Every day I see vehicles speeding through our neighborhood. Despite the presence of young children, there are still no speed bumps, school-zone protections, or sufficient traffic-calming measures. Adding a major hospital would bring even more employees, patients, visitors, buses, delivery vehicles, emergency vehicles, and helicopter traffic into an already congested area.

I respectfully ask the City to consider whether this project truly serves the needs of Emeryville residents or primarily serves the interests of a large healthcare corporation. Before approving a project of this scale, I hope the City carefully evaluates its long-term impact on traffic, neighborhood safety, noise, parking, and the quality of life for the families who live here.

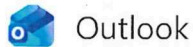
I appreciate everything the City has done to improve Emeryville, and I recognize that development is important. However, I believe our community needs investments in neighborhood safety first—including traffic calming, pedestrian safety, and protections for children—before adding another large regional destination that will significantly increase congestion.

Please listen to the voices of the residents who call Emeryville home. We care deeply about this city, and we want to ensure it remains a safe, livable community for families now and in the future.

Thank you for your time and consideration.

Sincerely,

Jee Choi



Public Comment 6/25/2026

From Damien Reggio <DamienReggio@gmail.com>

Date Tue 6/23/2026 11:46 AM

To Planning Commission <plancomm@emeryville.org>

This is concerning Sutter Hospital Medical Center (PUD25-001)

I think it is great we are getting a hospital, the people and business it will bring to the area are a benefit.

My one concern is westbound bicycle traffic on 53rd. This is a major bicycle route connecting to the Emeryville Greenway. Westbound bicycle traffic will be endangered by the curb cuts, pedestrains and loading/unloading of hospital patrons.

I request that you consider removing the westbound raised bicycle path and expanding the eastbound raised bicycle path to be bidirectional to mitigate these issues.

Maritime st nearby is an example where this has been successfully accomplished.

Thank you,
Damien Reggio



Public Comment - Sutter Hospital Study Session (PUD25-001)

From Sandeep S <sandeeps3004@gmail.com>

Date Mon 6/15/2026 8:44 PM

To Planning Commission <plancomm@emeryville.org>

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

Dear members of the Planning Commission,

I am a resident and owner at 26 Emery Bay Drive, in the Emery Bay Village community directly across 53rd Street from the proposed Sutter Health campus. I am writing regarding the June 25 study session on the Chiron PUD amendment (PUD25-001).

I am not writing to oppose the project. A new medical center can bring real benefits to Emeryville. I am writing to ask the City to ensure the forthcoming environmental review studies and mitigates the impacts that fall hardest on the immediately adjacent residential neighborhood. Because this is the scoping stage, I am asking that the EIR be directed to address the following.

#1 - Shadow and shade study

At 330 feet this would be (I believe) the tallest building in the city and requires a General Plan Amendment. Please require a shadow and shade analysis at the summer solstice, winter solstice, and equinoxes, specific to the residential parcels south of 53rd Street, including Emery Bay Village. Residents should be able to see the actual sun impact on our homes before any height approval.

#2 - Pedestrian and bicycle access

The project removes street trees on 53rd Street. That bridge is our primary pedestrian and bicycle connection to Bay Street and the Bay Trail. Please require that continuous, safe pedestrian and bicycle access along 53rd Street and to the pedestrian bridge be maintained throughout construction, with no permanent loss of that route. Please also clarify how the demolition at 4595 Horton affects the bridge approach.

#3 - Construction traffic and disruption

A multi-year build of this scale will heavily affect the roads next to our homes. Please require a construction traffic management plan with defined haul and truck routes that avoid the 53rd Street and Hollis Street residential frontage, limits on lane closures along those streets, and a clear construction phasing schedule shared with neighbors. The recent Hollis street upgrades took longer than expected and a considerable disruption for us during that time.

#4 - Operational noise

Please require the EIR to analyze operational noise on the residential side, including the location of the emergency room and ambulance entrance, projected ambulance trip counts, mechanical and generator equipment, and loading docks. Please confirm whether a helipad or rooftop helistop is proposed, and require that the ambulance entrance and routing be sited away from the residential frontage on 53rd Street.

#5 - Street trees

Please require full, in-kind replacement of the street trees removed on 53rd Street, with a maintenance commitment, so the character of our street is restored.

Thank you for the opportunity to comment. I appreciate the Commission's attention to the residents who live closest to this project, and I am glad to provide more detail.

#6 - Safety and security

A 24-hour hospital and a large parking structure bring continuous activity, traffic, and lighting directly next to homes. Please require the applicant to provide a campus safety and security plan, including security staffing, parking garage security, management of after-hours activity at the emergency room entrance, and coordination with Emeryville Police and Fire on response and capacity. Please also require a lighting and photometric plan that prevents light from spilling into Emery Bay Village windows, using shielding and nighttime dimming where feasible.

Pedestrian safety on 53rd Street should be addressed given the added ambulance and vehicle volume, and the construction site should be fully secured throughout the build, with perimeter fencing and lighting that does not spill into the adjacent homes. As part of being a good neighbor, please ask the applicant to commit to maintaining the public realm along the 53rd Street campus edge, including security presence, cleanliness, and lighting.

I would also welcome information on Sutter's behavioral health, social work, and discharge planning resources, since a well-staffed program supports both patients and the surrounding neighborhood.

Thank you for the opportunity to comment. I appreciate the Commission's attention to the residents who live closest to this project, and I am glad to provide more detail if requested.

Sincerely,

Sandeep Suresh
26 Emery Bay Drive
Emeryville, CA 94608



no to hospital on 53rd st

From Noah Kavic <noahkavic@gmail.com>

Date Thu 6/25/2026 4:55 PM

To Planning Commission <plancomm@emeryville.org>

Hi,

I just wanted to express my concern about the proposed hospital. I don't think our city can support this without dramatically affecting those living nearby. Plus I don't understand how it benefits the city. They don't have to pay taxes because its going to be a "non-profit" hospital? Ot just doesn't make sense.

Thank you,
Noah Kavic
Resident in Emeryville

Planning Commission Written Comment Card

Submitted on 25 June 2026, 2:46pm
Receipt number 3
Related form version 0

Name Bill Reuter & Ruth Major

Phone Number 5106538881

Email Address rsmajor@comcast.net

Street Address 2 Commodore Drive #175

City Emeryville

State CA

Zip Code 94608

Meeting Date 06/25/2026

I wish to comment about Sutter Hospital

My comments

To Planning Commissioners,
We are concerned about the Sutter plan to build a complex medical facility here in Emeryville. Whatever the potential economic gains for the city, we do not think in the long term this proposal advances quality of life for citizens of Emeryville, certainly not for those living in the vicinity of the proposed project nor for the rest of us. The disruptions all this will cause far outweigh any short or, especially, long term advantages for the city. We are two long time residents (Bill since 1979, Ruth since 1984) and have been activists for causes or in services seeking to keep our city livable and prosperous. We join many other concerned citizens in opposing this inappropriate use of the site designated. We will be attending your meeting and discussion of the Sutter project via Zoom this evening. We are counting on you to give the issue your closest and, appropriately, critical attention.

The Importance of the Quality of the Work Environment

Planning Commission Written Comment Card

Submitted on 24 June 2026, 1:55pm
Receipt number 1
Related form version 0

Name Damien Reggio

Phone Number

Email Address

Street Address

City

State

Zip Code

Meeting Date 06/25/2026

I wish to comment about Sutter Hospital Medical Center (PUD25-001)

My comments

I think it is great we are getting a hospital, the people and business it will bring to the area are a benefit.

My one concern is westbound bicycle traffic on 53rd. This is a major bicycle route connecting to the Emeryville Greenway. Westbound bicycle traffic will be endangered by the curb cuts, pedestrains and loading/unloading of hospital patrons.

I request that you consider removing the westbound raised bicycle path and expanding the eastbound raised bicycle path to be bidirectional to mitigate these issues.

Maritime st nearby is an example where this has been successfully accomplished.

Thank you,
Damien Reggio

Planning Commission Written Comment Card

Submitted on 24 June 2026, 11:45pm
Receipt number 2
Related form version 0

Name

Phone Number

Email Address

Street Address

City Emeryville

State CA

Zip Code 94608

Meeting Date 06/25/2026

I wish to comment about Sutter Hospital Medical Center & Noise Pollution

My comments

The noise pollution caused by daily and nightly ambulance sirens and emergency helicopter landings/departures will negatively impact the quality of life and health of some Emeryville residents who live on/near Hollis Street or near the proposed hospital site.

I urge the Planning Commission to actively seek out more detailed data from Sutter Health as well as published scientific research that will enable you to predict and imagine the proposed hospital's impact on our acoustic environment, human health, and quality of life.

The June 25th Planning Commission Staff Report states on page six that an emergency helicopter will land at a "frequency of approximately one round-trip flight per day, including nighttime hours." There are no details regarding the flight path and sound

level of an emergency helicopter as it would fly over Emeryville and land at the hospital.

The Planning Commission Staff Report states on page seven, "Primary routes for ambulances arriving at the hospital are Hollis Street and Peladeau Street/Chiron Way." But there is no information in the report regarding the approximate frequency and time-of-day of ambulance trips that require sirens.

Please dig into this important topic. Don't allow an analytical gap to diminish the quality and integrity of the City's decision-making process for the Sutter Hospital Medical Center.

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 OFFICER)

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

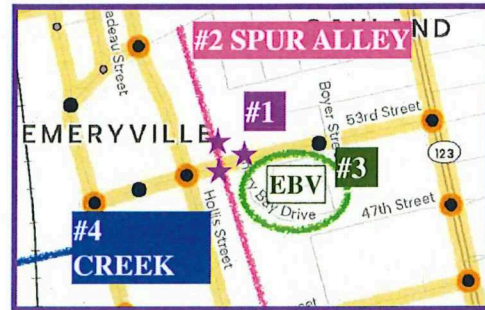
- **By foot:** Students begin arriving on foot around 8:00 a.m. from multiple directions all over the city, including: *The Emery* apartments on *Hubbard Street*, apartments near *65th Street*, apartments on *Christie*, from *San Pablo corridor*.
- **By bus:** Students arrive by Emery Go Round (53rd & 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. 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. 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 TO 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.



Sutter Hospital Medical Center (PUD25-001) — Study Session, June 25, 2026

From B Lopez <lopezbobbi@gmail.com>

Date Thu 6/25/2026 9:13 AM

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

📎 1 attachment (2 MB)

Letter_to_Emeryville_Planning_Sutter_Hospital.pdf;

Dear Ms. Desai and Members of the Emeryville Planning Commission:

I am an Oakland resident living adjacent to the Emeryville city boundary, on Stanford Avenue, within blocks of the proposed Sutter Hospital Medical Center at 5300 Chiron Way.

This project brings significant economic and healthcare value to the region. A full-service hospital with emergency and inpatient services, skilled construction jobs, and a medical employment hub would be a meaningful asset.

I. The Traffic Impacts on Stanford Avenue, San Pablo Avenue, and Market Street Must Be Analyzed

The project proposes adding approximately 20,000 vehicle trips per day to the regional transportation network, serving 2,814 daily employees and up to 12,060 daily visitors. The staff report focuses traffic concern on 53rd Street and the immediate campus perimeter, but the reality is this will add thousands of vehicles to an already beleaguered and under-resourced high injury corridor of Stanford Avenue. I respectfully request if it doesn't already, that the transportation study area explicitly include Stanford Avenue, San Pablo, and Market street corridors, with traffic count data collected at Oakland-side intersections before, during, and after construction.

II. Stanford Avenue Is a High Injury Network Corridor With No Planned Safety Investments

Stanford Avenue is designated by the Oakland Department of Transportation as part of the High Injury Network, meaning it is among the 8% of Oakland streets responsible for 60% of severe and fatal collisions.

The City of Oakland has, to date, not addressed these documented conditions. To my knowledge, there are no currently funded or designed safety improvements planned to address speeding or pedestrian safety for our stretch of the corridor. There are no speed cushions on several long stretches of Stanford. Signal enforcement at multiple intersections is effectively absent. I am concerned that our Oakland-side streets are ill prepared to absorb the addition of tens of thousands of daily vehicle trips to our neighborhood.

I know first-hand the impacts of traffic violence. My mother in-law was hit by an unauthorized driver who ran a red light going 50 miles an hour, four blocks from Stanford avenue. I want to wholeheartedly support this project, but I must share with your city the reality of our Oakland street conditions.

III. Ask

I am asking for is straightforward: meaningful inclusion in the EIR study area, honest traffic analysis of the corridors we live and travel on in Oakland that are impacted, and a commitment that the mitigation measures in the Development Agreement or Community Benefits Agreement will include specific, funded improvements to bicycle and pedestrian infrastructure connecting Emeryville and Oakland. I request to address the following as part of the EIR and entitlement process:

Ensure the traffic study area includes Stanford Avenue, San Pablo Avenue, and Market Street, with a separate analysis of pedestrian and bicycle safety impacts on these corridors.

Conduct a baseline safety assessment of the Stanford Avenue and San Pablo corridors,

including vehicle speeds, crash history, and pedestrian crossing compliance, before the project adds vehicle trips to the region.

Require the Development Agreement or Community Benefits Agreement to include specific, funded bicycle and pedestrian safety improvements via Stanford Avenue.

Address emergency vehicle access conflicts with sideshows and traffic calming measures on primary ambulance corridors through Oakland neighborhoods.

Coordinate with the City of Oakland to ensure that Oakland-side impacts are studied, that Oakland residents receive notice of future hearings and comment periods, and that Oakland is a named participant in the transportation planning process for this project.

Respectfully submitted,

Bobbi Lopez

June 25, 2026

Re: Sutter Hospital Medical Center (PUD25-001) — Study Session, June 25, 2026

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I am concerned that our Oakland-side streets are ill prepared to absorb the addition of tens of thousands of daily vehicle trips to our neighborhood. I know first-hand the impacts of traffic violence. My mother in-law was hit by an unauthorized driver who ran a red light going 50 miles an hour, four blocks from Stanford avenue.

I want to whole heartedly support this project, but I must share with your city the reality of our Oakland street conditions. Below I share the High Injury Corridor along Stanford and San Pablo and then a map of the proposed investments (or lack thereof).

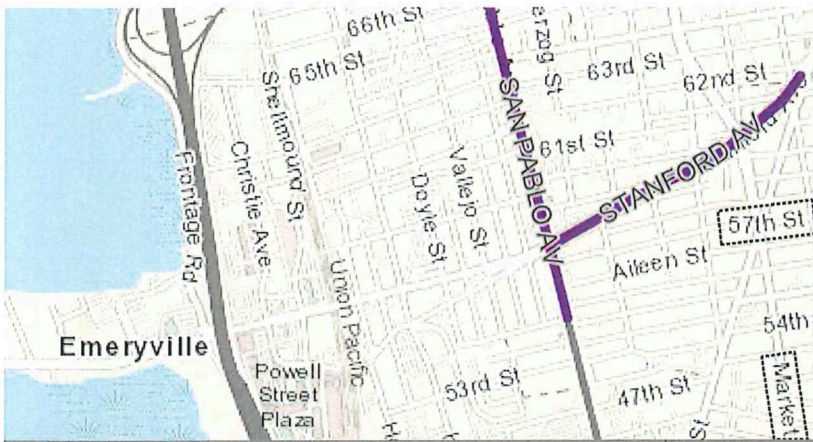


Image showing City of Oakland's Department of Transportation (OakDOT) High Injury Network Area for Stanford Avenue and San Pablo-highlighted in purple.

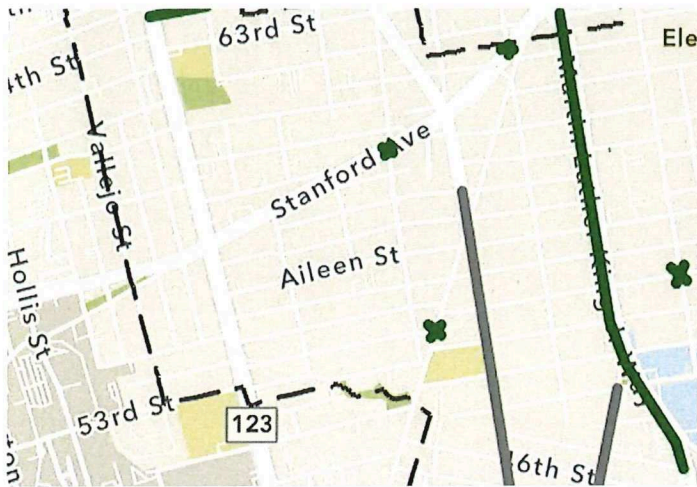


Image showing the City of Oakland's Department of Transportation (OakDOT) proposed project plans with NO proposed pedestrian improvements for the High Injury Corridor of Stanford Avenue-there are two bike crossing improvements.

III. Ask

I am asking for is straightforward: meaningful inclusion in the EIR study area, honest traffic analysis of the corridors we live and travel on in Oakland that are impacted, and a commitment that the mitigation measures in the Development Agreement or Community Benefits Agreement will include specific, funded improvements to bicycle and pedestrian infrastructure connecting Emeryville and Oakland.

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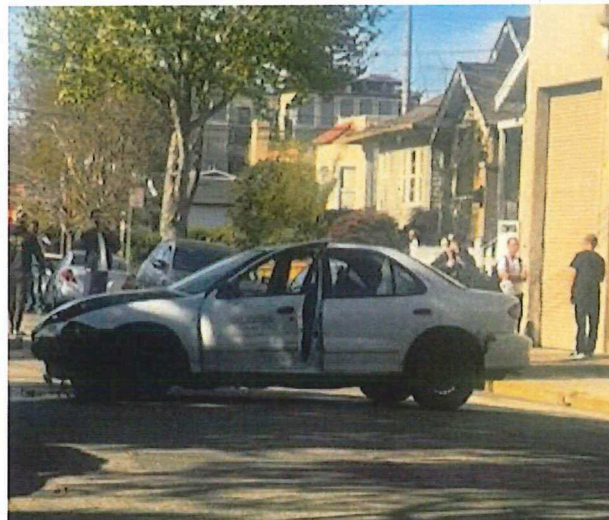
- Ensure the traffic study area includes Stanford Avenue, San Pablo Avenue, and Market Street, with a separate analysis of pedestrian and bicycle safety impacts on these corridors.
- Conduct a baseline safety assessment of the Stanford Avenue and San Pablo corridors, including vehicle speeds, crash history, and pedestrian crossing compliance, before the project adds vehicle trips to the region.

- Require the Development Agreement or Community Benefits Agreement to include specific, funded bicycle and pedestrian safety improvements via Stanford Avenue.
- Address emergency vehicle access conflicts with sideshows and traffic calming measures on primary ambulance corridors through Oakland neighborhoods.
- Coordinate with the City of Oakland to ensure that Oakland-side impacts are studied, that Oakland residents receive notice of future hearings and comment periods, and that Oakland is a named participant in the transportation planning process for this project.

Respectfully submitted,

Bobbi Lopez

Attachments: Recent photographs documenting Stanford Avenue High Injury Network conditions



Stanford Ave-speeds so high, the car was mangled. Stanford-a stolen vehicle going high speeds and crashing into multiple cars on a side street.



Outlook

Comment for June 25 Planning Commission

From Pay 6532 <pay6532@gmail.com>

Date Thu 6/25/2026 7:33 AM

To Planning Commission <plancomm@emeryville.org>

To: City of Emeryville Planning Commission

The noise pollution caused by daily and nightly ambulance sirens and emergency helicopter landings/departures will negatively impact the quality of life and health of some Emeryville residents who live on/near Hollis Street or near the proposed hospital site.

I urge the Planning Commission to actively seek out more detailed data from Sutter Health as well as published scientific research that will enable you to predict and imagine the proposed hospital's impact on our acoustic environment, human health, and quality of life.

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Please dig into this important topic. Don't allow an analytical gap to diminish the quality and integrity of the City's decision-making process for the Sutter Hospital Medical Center.

No hospital on 53rd St.

From sbclifs@aol.com <sbclifs@aol.com>

Date Wed 6/24/2026 10:28 AM

To Chadrick Smalley <csmalley@emeryville.org>; Planning Commission <plancomm@emeryville.org>

Good morning:

I appreciate you taking the time to read this email.

I am very upset over the idea of a huge hospital being built two blocks from my house. I am very upset over the zoning being changed to accommodate this.

Currently, the businesses operating in my quiet neighborhood are closed at night. People arrive to work around here in the morning, and leave at the end of the work day. We enjoy a peaceful, litter-free, low graffiti, no encampments environment filled with families living life. Significantly, families have been drawn to this area by the promise of a certain lifestyle, encouraged by the city of Emeryville.

Not surprisingly, many children, bicycles, baby carriages, dog walkers, and other pedestrians pass my house each day. On this stretch of 53rd Street people access an elementary school, a high school, community and school athletic fields (where many soccer games occur 7 days a week sometimes until 9:30 PM), a running track, a community center where various activities take place, a children's camp, an Early Childhood Development daycare center, and residential homes.

This neighborhood is Bicycle Blvds and single lane streets.

This neighborhood is clean, peaceful, quiet, safe, and desirable.

What on earth would possess you to consider changing this neighborhood for the worse? Noise...currently, when there is noise in our neighborhood, it is the sound of children playing and sports games.

Helicopters

Speeding ambulances

Lost traffic and cut through traffic

Competition for already crowded free street parking in a neighborhood where a number of houses don't have off street parking

Wanderers who are discovering the area and scoping it out

Trash, cigarette butts, graffiti, rise in crime

Pedestrian/traffic dangers

Loss in property values

Encampments start showing up

Feces on the sidewalk

Seriously? That lot is the absolute wrong place for this project. Don't do this. Let this not-for-profit, non-tax paying hospital spend some of their money and retrofit their existing building. It's not my job to sacrifice quality of life so they can save money.

It has taken my husband and I many years of sacrifice and planning to be able to put a down payment on our home and buy this place. We're about to do work on our foundation. We have a high mortgage payment. It's all been worth it...we love it here!

Please don't wreck our neighborhood. Please. Please.

Sincerely,

Patricia Lincoln

Regarding Sutter Hospital

From denise orlovski <deniseeo@yahoo.com>

Date Wed 6/24/2026 7:51 PM

To Planning Commission <plancomm@emeryville.org>

Cc Chadrick Smalley <csmalley@emeryville.org>

Hello,

Thank you for receiving my comments regarding Sutter Hospital plans.

I want to suggest a specific person to handle all neighborhood problems created by Sutter. An ombudsman. If a machine is creating a neighborhood nuisance, trash is building up, or needles are showing up on sidewalk, the ombudsman can be **easily** contacted.

For example, 5980 Hollis currently has a broken rooftop HVAC throwing out loud noise 24/7 across several neighborhood blocks.

The city is unresponsive because they are too busy, and the problem is dismissed by engineers because the fix is too costly.

Let's make sure this does not happen in the neighborhood surrounding Sutter. Create an ombudsman position.

The ombudsman would work for the neighbors surrounding Sutter keeping them a good neighbor.

Thank you,
Denise
Emeryville Resident

Sutter Health Proposal

From Steve <holmesdesign@sonic.net>

Date Wed 6/24/2026 3:05 PM

To Planning Commission <plancomm@emeryville.org>

Cc Chadrick Smalley <csmalley@emeryville.org>

Re: Sutter Health Proposal Meeting Thursday June 25, 2026 Hospital or high-rise condos- which is it? New developer ploy to get one or the other? With no further restrictions? Old contractor trick: always ask for more than you ever expect to get. I live 4 blocks to the West of the proposed projects in a single family neighborhood with a big park. I oppose the HOSPITAL as follows: 1.) Noise Pollution: A helipad so near a condo and single family home neighborhood increases stress and higher blood pressure. Even while you sleep. Read about it! 2.) Air Pollution: Helicopters emit huge amounts of pollution. As well as certain exhausts from hospitals such as skin cauterization aren't any better.. We live downwind! Read about it! Would you want to live nearby? 3.) Seismic Considerations: The '89 quake was on the San Andreas Fault. 56 miles away. The Hayward Fault is just a few miles away. It averages a major quake every 140 years. It's been 158 years since the last big one. A giant high-rise will probably survive. But most of the East Bay will be destroyed, especially if liquefaction is a factor. Makes it more difficult to even reach a much needed hospital. There are several other more appropriate places to build a hospital in the area. 4.) Congestion: A hospital will clog the freeways even more with commuters and more poor air quality. Condos would allow for workers to walk to a lot of jobs and a lot of local amenities. Food, fun and community. As for CONDOS: 1.) Lesser of the 2 evils. So long as you knock off 10 stories, to at least attempt to blend into the East Bay community rather than use it for profits. 2.) Contact the Sogorea Te' Land Trust and pay them a generous land use tax. This is Ohlone land that was taken from them. They collect a land tax from all willing property owners. Do the right thing! 3.) Offer any Emeryville homeowner a big discount on Bay view units near the top! HUH? Why not? We'll be eating your dust for awhile longer and deserve at least a housecleaning gift card! In Summary: Is the recent surge in Sutter Health activity involving their loud empty buses circling the neighborhoods and parks, spewing toxic fumes for lack of catalytic converters, is a wake up call? With neighbors like that, I think I'll eventually leave this town that my family and I have called home since building that home in 1992. Sincerely, Steve Holmes 1253 Stanford Ave. Downwind