

December 21, 2016

Patrick Streeter, Senior Planner
Community Development Department
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404

Re: File No. PRAP16-066
Santa Rosa Memorial Hospital/St. Joseph's Medical Development Project
New Four-Story Medical Office Building, Site Improvement and a
600-Stall Parking Structure

I attended the 12-14-16 Neighborhood Meeting for the above referenced Development Project being proposed by Santa Rosa Memorial Hospital/St. Joseph's Health ("SRMH"), and felt it was important to submit written comments expressing various concerns and questions regarding this proposed project impacts on the surrounding neighborhood. Please accept these comments and questions for your consideration and action.

Entitlement Process

We purchased our home at 1420 Parker Drive in 2003, knowing SRMH was an operating hospital and emergency room served by ambulances and occasionally medical helicopters. Since 2003, SRMH has embarked on an aggressive construction program to expand its facilities in order to meet the increasing demand for medical services. Examples of these expansion projects include: a new Regional Trauma Center, Heart and Vascular Institute, Ambulatory Surgery Center and Auxiliary Power Generator. At the same time, SRMH has also been systematically acquiring property surrounding the existing hospital and expanding SRMH medical facilities. In many cases existing buildings or offices were converted to SRMH facilities by placing a new monument sign on the front of the building along with interior tenant improvements. Examples include hundreds of thousands of square feet of nearby building or office changes to SRMH facilities at 121, 151 and 170 Sotoyome Street, 500 and 510 Doyle Park Drive, 1111 Sonoma Avenue, 1435 and 1194 Montgomery Drive. All of these changed to SRMH facilities in the past two years with no consideration of the cumulative environmental impacts from these changes in ownership or intensification of use.

Attached to this letter is a Map which highlights all of the existing SRMH properties surrounding the Hospital. This map illustrates how SRMH has in recent years developed a large scale Medical Center Campus and that the proposed project represents the single largest SRMH expansion project since the original Hospital was built. According to City staff and Applicant representatives, there is no plan for the SRMH to prepare a comprehensive Master Plan for its Medical Center Campus as a part of this current project or in the future.

Question:

Should SRMH Medical Center Campus employees be allowed to park their personal cars on the front lawn of 300 Doyle Park Dr, when the SRMH parking structure is located directly across the street ? Doesn't SRMH have an obligation to provide designated parking spaces at this property instead of allowing employees to park on the front lawn ?

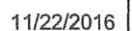
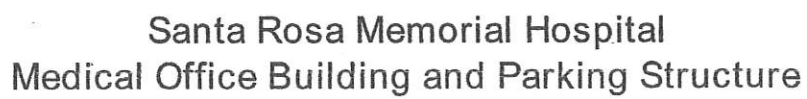
Thank you in advance for the City's consideration and action regarding these issues and its support of the neighborhood's desire for a SRMH Medical Center Campus that is state of the art and respectful of the neighborhood we share.

Very truly yours,

A handwritten signature in cursive script that reads "James Matthew Mullan".

James Matthew Mullan
1420 Parker Drive
Santa Rosa, CA 95405
mattmullan@comcast.net

Attachment – Location Map Highlighted



Scale 1: 2,400

0 Miles 0.04

Streeter, Patrick

From: mattmullan <mattmullan@comcast.net>
Sent: Tuesday, January 03, 2017 11:50 AM
To: Streeter, Patrick
Subject: Re: Santa Rosa Memorial Hospital Expansion Project Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Thank Patrick,
If it's not too much trouble, could you please forward my comments to both the City Manager and City Councilmembers.
If this project will also be considered by the Planning Commission could you also forward to them as well.

Again thank you for your responses and assistance on this project.

Matt Mullan

> On Jan 3, 2017, at 11:00 AM, Streeter, Patrick <pstreeter@srcity.org> wrote:

>

> Hi Matt,

>

> Yes, I think it is a good idea to bring these issues forward early in the process.

>

> You can e-mail the City Manager and the Council all at once from the City Council web page, or if you would prefer, I am happy to forward the materials that you've submitted thus far.

>

> Patrick Streeter, AICP | Senior Planner Planning and Economic

> Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404 Tel.

> (707) 543-4323 | Fax (707) 543-3269 | PStreeter@srcity.org

>

>

> -----Original Message-----

> From: mattmullan [mailto:mattmullan@comcast.net]

> Sent: Tuesday, January 03, 2017 10:47 AM

> To: Streeter, Patrick <pstreeter@srcity.org>

> Subject: Re: Santa Rosa Memorial Hospital Expansion Project Comments

>

> Thank you Patrick,

> My intention in submitting detailed comments early in the process of this latest proposal SRMH Project is to try to get ahead of it, as it seems like there is little effort being focused on preparing a Master Plan and evaluating both project related and cumulative impacts.

>

> For me alone to lobby councilmembers regarding the various issues I have raised seems a tall order compared to the SRMH Team of paid professionals and lobbyists.

>

> Is it possible for me to request that you forward my comment letter directly to the City Council and City Manager, or do I have to do it myself?

>

> Thank you for your response,

Streeter, Patrick

From: Streeter, Patrick
Sent: Tuesday, January 03, 2017 9:00 AM
To: 'mattmullan'
Subject: RE: Santa Rosa Memorial Hospital Expansion Project Comments

Hi Matt,

Thank you for passing along the photos, I have added them to the project file along with your other comments. I was able to chat last week with Lisa Kranz, Supervising Planner for long term planning, and she noted that the City did have conversations with Memorial staff about developing a master plan but no formal action was ever taken. While it is something that we will look at as we prepare the General Plan update, the General Plan, by definition, will not be as effective a planning tool as a specific plan would be. Some options moving forward would be to lobby the City Council to direct Planning and Economic Development staff to develop a specific plan for the district or to include a requirement for a specific plan in the General Plan update (which would then give City staff authority to require that a master plan be prepared as new development is proposed).

Best regards,

Patrick Streeter, AICP | Senior Planner
Planning and Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404 Tel. (707) 543-4323 | Fax (707) 543-3269 | PStreeter@srcity.org

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

From: mattmullan [mailto:mattmullan@comcast.net]
Sent: Saturday, December 31, 2016 10:48 AM
To: Streeter, Patrick <pstreeter@srcity.org>
Subject: Santa Rosa Memorial Hospital Expansion Project Comments

Patrick,

I forgot to include these recent photos of the doctors who stay overnight at the Santa Rosa Memorial Hospital/ St Joseph Health owned home at 300 Doyle Park Drive, and park their cars on the front lawns because there is only one designated parking space for this "Boarding House". They do not use the parking structure that is located just across the street. Another example of how SRMH does not provide sufficient parking for its employees or proper enforcement to make sure it's employees use SRMH parking facilities.

Thank you for your follow up and responses to these and my previously submitted comments and questions in response to the proposed expansion of the SRMH Medical Campus.

James Matthew Mullan
1420 Parker Drive
Santa Rosa, CA. 95405
707-486-6511
mattmullan@comcast.net



300



Streeter, Patrick

From: mattmullan <mattmullan@comcast.net>
Sent: Monday, February 13, 2017 8:39 PM
To: Streeter, Patrick
Cc: Tyler.Hedden@stjoe.org; David.Ziolkowski@stjoe.org; vanessa.degier@stjoe.org; Linda.Solkov@stjoe.org
Subject: Complaint Re: 300 Doyle Park Dr Parking

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Patrick,

I was hoping you could confirm for me if SRMH has received a formal approval CUP, etc) from the City for the operation of the daily lodging facility at 300 Doyle Park Drive, whereby various doctors stay at this site much like a motel or dormitory while on shift at the hospital.

My complaint is the fact that only one designated parking place exists on the property, yet multiple doctors stay at this site almost daily each with their own car. The end result is doctors repeatedly parking on the front lawn or other unloved landscaping. As you can see from the attached pictures, due to daily use of these non paved and designated parking spaces, these cars have tracked mud and created a safety hazard for the many pedestrians who use this sidewalk daily.

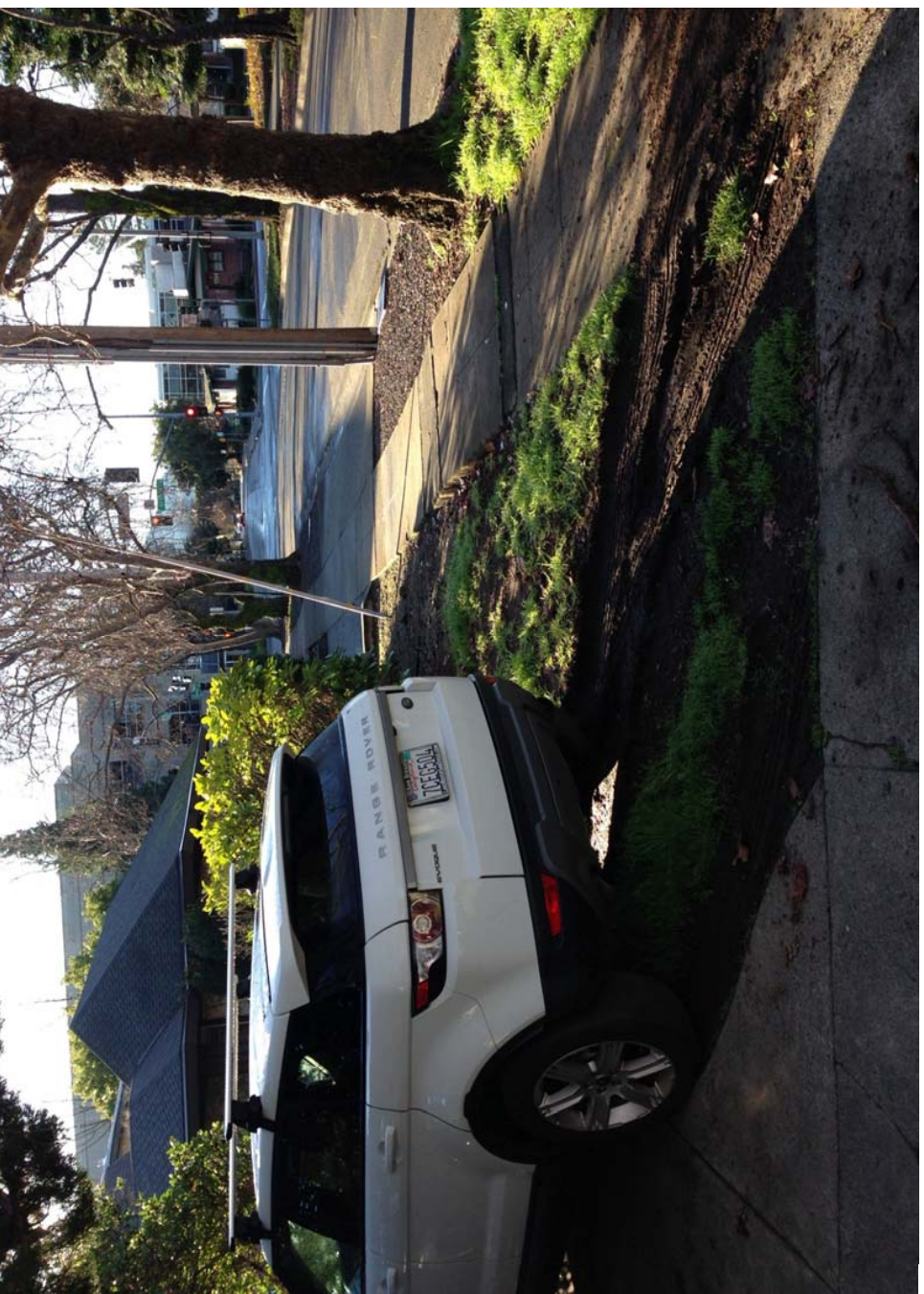
Does it seem reasonable for these SRMH employees staying at a SRMH owned and operated property to be permitted to park wherever they choose at 300 Doyle Park Drive, when there is a large SRMH Parking Structure located directly across the street that would serve as a better place to park the cars that are using the front lawn and unsaved landscaping?

I am copying the SRMH reps with this email hoping they will offer their own explanation why they have chosen to operate this property so recklessly. I hope they don't try to justify these actions by saying the parking lot is full or unsecured. Since I am a Parker Drive neighbor, I regularly see the SRMH Security Guards patrolling the parking structure and 300 Doyle Park Drive. It seems the most economical and practical solution to this parking problem at 300 Doyle Park Drive is to designate specific parking spaces in the Parking Structure for the doctors staying at 300 Doyle Park Drive.

Patrick would you please include this email complaint and the attached photos with my previous comments regarding various issues including parking relating to the proposed expansion of the SRMH Campus and all of the various SRMH Facilities that have been built or expanded separately piece by piece over the years so that this parking issue will be considered and a defensible solution will be proposed by SRMH as a part of its latest major expansion and forcing them to act like a good neighbors on all of the operations of this sprawling and ever expanding medical campus.

Thank you in advance for your responses to this complaint and the parking issue I have raised at 300 Doyle Park Drive.

James Matthew Mullan
1420 Parker Drive
Santa Rosa, CA





SR Memorial Hospital Medical Office Building PRJ17-009
Public Comments Received by Phone

03/20/2017 Dr. Tolin 1174 Montgomery Drive
Owns adjacent building with roof-mounted solar panels and would like to ensure that
shadow/shading impacts are included in the project review.

March 21, 2017

Patrick Streeter, Senior Planner
Community Development Department
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404

City of Santa Rosa

MAR 21 2017

Planning & Economic
Development Department

Re: File No. PRJ17-009
Santa Rosa Memorial Hospital Medical Office Building & Parking Structure

I attended the 12-14-16 Neighborhood Meeting for the above referenced Development Project being proposed by Santa Rosa Memorial Hospital/St. Joseph's Health ("SRMH"), and felt it was important to submit written comments expressing various concerns and questions regarding this proposed project impacts on the surrounding neighborhood. Please accept these comments and questions for your consideration and action.

Entitlement Process

We purchased our home at 1420 Parker Drive in 2003, knowing SRMH was an operating hospital and emergency room served by ambulances and occasionally medical helicopters. Since 2003, SRMH has embarked on an aggressive construction program to expand its facilities in order to meet the increasing demand for regional medical services. Examples of these expansion projects include: a new Regional Trauma Center, Heart and Vascular Institute, Ambulatory Surgery Center and Auxiliary Power Generator. At the same time, SRMH has also been systematically acquiring property surrounding the existing hospital and expanding SRMH medical facilities. In many cases existing buildings or offices were converted to SRMH facilities by placing a new monument sign on the front of the building along with interior tenant improvements. Examples include hundreds of thousands of square feet of nearby building or office changes to SRMH facilities at 121, 151 and 170 Sotoyome Street, 500 and 510 Doyle Park Drive, 1111 Sonoma Avenue, 1435 and 1194 Montgomery Drive. All of these changed to SRMH facilities in the past two years with no consideration of the cumulative environmental impacts from these changes in ownership or intensification of use as regional facilities. Attached to this letter is a map which highlights all of the existing SRMH properties surrounding the Hospital. This map illustrates how SRMH has in recent years developed a large scale Regional Medical Center Campus and that the proposed project represents the single largest SRMH expansion project since the original Hospital was built. According to City staff and Applicant representatives, there is no plan for the SRMH to prepare a comprehensive Specific or Master Plan for its Regional Medical Center Campus as a part of this current project or in the future.

A comprehensive Specific or Master Plan and Environmental Review would enable the City and the surrounding neighbors to fully understand the planned expansion of SRMH Regional Medical Center Campus facilities along with identifying all current and cumulative environmental impacts of such an expansion with defined mitigation

measures. To date, this project by project piecemeal expansion by SRMH has resulted in significant negative and unmitigated cumulative impacts in the surrounding neighborhoods. The surrounding neighbors are relying on the City to protect our interests and quality of life by requiring SRMH to be held accountable and required to mitigate all impacts resulting from its development of its growing Regional Medical Center Campus. We all value and appreciate the medical services provided by the SRMH Regional Medical Center Campus and are optimistic that as a part of this proposed project, SRMH will plan and build a Regional Medical Center Campus that serves its growing needs while coexisting with the needs and quality of life of the surrounding neighborhoods,

Question: Why has the City of Santa Rosa ("City") allowed SRMH to expand its Regional Medical Center Campus on a project by project basis for over a decade, by relying only on the City's General Plan and without requiring SRMH to prepare a comprehensive Specific or Master Plan including appropriate environmental review of the current and cumulative impacts of such a large development? If not as a condition of the proposed project, when?

Traffic Impacts

SRMH's project by project expansion of its facilities over the past decade has resulted in significant increases in traffic impacts that have gone unmitigated. There nothing to suggest that a comprehensive traffic study has been completed in recent years on any of its expansion projects. SRMH patients, employees and contractors traveling to and from the SRMH Regional Medical Center Campus have increased exponentially on the streets surrounding the Hospital. These increases in traffic volumes have resulted in unsafe conditions for cars and pedestrians in the area. To anyone who lives or works in this area, there is a clear lack of signalize intersections to slowdown autos and make it safer for pedestrians. Listed below are examples of these impacted areas:

Fourth St and Talbot Ave:

This is the worst area intersection decline in recent years. Increased auto speed and traffic without a traffic signal has led to daily near miss accidents involving cars and pedestrians. AM/PM peak traffic at this intersection is frightening. My wife and I have nearly been hit by a car multiple times trying to cross Fourth Street between 7:00-8:00am weekdays while walking our dog. I am certain there are many others who have experienced similar dangers at this intersection.

Talbot Ave and Montgomery Dr:

Two way stop sign controlled intersection. Traffic is heavy and fast especially during peak periods. Existing push button pedestrian cross walk warning light is often ignored by autos and pedestrians are often trapped in the middle of the crosswalk because some drivers don't stop even with the pedestrian crossing light flashing.

Talbot Ave and Sonoma Ave:

Two way stop sign controlled intersection. Same comments as above but no crosswalk warning light at this intersection. Elementary School is located across the street.

Doyle Park Dr and Sonoma Ave:

Same comments as above including Elementary School located across the street.

Sotoyome St and Sonoma Ave:

Stop sign and right turn only movement. It is nearly impossible to turn right onto Sonoma Ave most weekdays due to traffic volume and speed. Increasing difficult for Walnut Court residents to safely enter or exit their court.

Second St and Montgomery Dr:

Stop sign controlled with push button pedestrian crossing light. Traffic volume is too heavy and fast to safely cross this intersection for pedestrians or for safe auto turning movements.

SRMH Parking Structure at 1177 Montgomery Dr:

Pedestrian conflicts on daily basis especially during 7:00-8:00am shift change at hospital. Only a single entrance and exit point. Stop bar at exit on pavement but no posted stop sign so many drivers don't stop. It's a safety challenge for autos to exit parking structure onto Montgomery Dr. Exit from parking structure is immediately adjacent to exit point for discharged hospital patients, many in wheelchairs.

SRMH Parking Structure at 500 Doyle Park Dr:

No traffic control exiting parking structure. Many near miss traffic accidents as autos exiting parking structure onto Doyle Park Drive. Pedestrians also endangered at this location, many elderly.

SRMH Parking Lot at 525 Doyle Park Dr (Ambulatory Surgery Center):

Same comments as above. No traffic control exiting the parking lot onto to Doyle Park Drive.

Pedestrian Crossing:

SRMH Medical Center Campus is not pedestrian friendly or safe. Particularly, dangerous crossing Montgomery Dr, Doyle Park Dr and Sotoyome St. Pedestrian "Bulb-outs" on all crosswalks throughout the Campus could help by shortening the crosswalks and time it takes to cross, especially for elderly patients. Pedestrians often have to run across Montgomery Drive to avoid autos.

General Ingress and Egress:

Because a Specific or Master Plan was not prepared for the SRMH Regional Medical Center Campus, auto and pedestrian circulation has not been well designed or built. In many cases autos enter and exit onto busy streets from uncontrolled driveways or parking faculties which leads to near miss accidents on a regular basis.

Question:

When will a comprehensive Traffic Study and Circulation Plan be prepared for the entire SRMH Regional Medical Center Campus, in order to properly evaluate and mitigate the project related and cumulative traffic impacts and circulation? If not now, when?

Parking Impacts

Many of the comments above regarding the significant increase in traffic impacts resulting from the phased expansion of the SRMH Medical Center Campus also apply to increased parking impacts. Patients, employees and contractors traveling to or working at the SRMH Regional Medical Center Campus regularly park on surrounding neighborhood streets far beyond the two hour parking restrictions. As a direct result of the increased parking impacts on local streets from SRMH operations, residents had to form a City Parking District, at our cost, in an attempt to keep people from parking all day in front of our homes. We have raised this parking issue with SRMH reps at periodic neighborhood meetings but the parking problem continues unchanged. City Traffic officials do their best to enforce the 2 hour parking requirements but SRMH employees and contractors are very skilled at outsmarting the parking officers.

Question:

Why do employees and contractors continue to park on surrounding streets when there are several SRMH parking facilities intended for their use?

Here are some examples:

Blakeslee Telecom parks for hours on city streets every weekday while working at the hospital or adjacent buildings, rather than park in the SRMH Parking Structure right next to the street parking where their trucks park almost daily.

Question:

Why can't SRMH include in its contracts a requirement that contractors park in the SRMH parking facilities with enforcement and penalties if they continue to park on city streets since there are security personnel on duty 24/7 at the hospital?

Local residents must pay annual fees per household to the City for a parking district and permits to park on our streets in front of our homes longer than 2 hours on weekdays.

Question:

Since this is mitigation of the increased parking impacts caused by the expansion of the SRMH Regional Medical Center Campus, shouldn't SRMH pay all costs for the operation of this neighborhood parking district rather than the impacted neighbors?

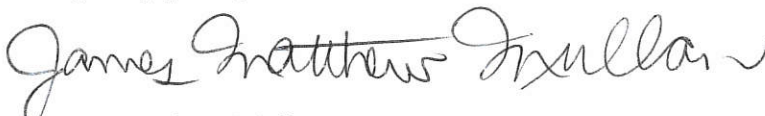
SRMH owns and operates a "Boarding House" or "Hotel" at 300 Doyle Park Dr for doctors to sleep at night while working at the Hospital. There is only one designated parking space at this location, but on a regular basis multiple cars are parked on the front lawns and landscaping. This building and its operation is clearly under parked and no effort is being made by SRMH to remedy the fact that doctors sleeping at this location regularly park on the front lawn and landscaping in non designated parking spaces, rather than parking in the SRMH Parking Structure locating right across the street.

Question:

Should SRMH Medical Center Campus employees be allowed to park their personal cars on the front lawn of 300 Doyle Park Dr, when the SRMH parking structure is located directly across the street ? Doesn't SRMH have an obligation to provide designated parking spaces at this property instead of allowing employees to park on the front lawn or landscaping?

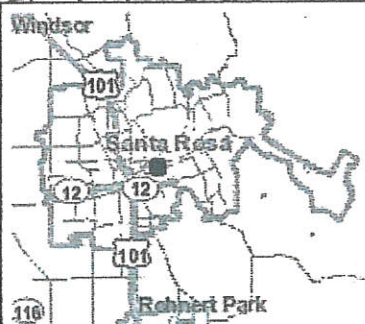
Thank you in advance for the City's consideration and action regarding these issues and its support of the neighborhood's desire for a SRMH Regional Medical Center Campus that is state of the art and respectful of the neighborhood we share. I look forward to participating in what I hope is the City's requirement that SRMH prepare a comprehensive Specific or Master Plan on its rapidly expanding Regional Medical Center Campus, beginning with this project.

Very truly yours,

A handwritten signature in cursive script that reads "James Matthew Mullan". The signature is fluid and includes a small flourish at the end.

James Matthew Mullan
1420 Parker Drive
Santa Rosa, CA 95405
mattmullan@comcast.net

Attachment – Location Map Highlighted



**Santa Rosa Memorial Hospital
Medical Office Building and Parking Structure**



11/22/2016

Scale 1: 2,400

0 Miles 0.04

March 23, 2017

Patrick Streeter, Planning & Economic Development Department
100 Santa Rosa, Rm #3
Santa Rosa, CA 95404

CITY OF SANTA ROSA
100 SANTA ROSA AVE., STE 5
SANTA ROSA, CA 95404

MAR 27 2017

DEPARTMENT OF
COMMUNITY DEVELOPMENT
PLANNING DIVISION

Dear Mr. Streeter,

We have questions about the proposed SRMH Medical Office Building and Parking Structure.

We received the March 14, 2017 letter from the City of Santa Rosa of the Notice of Application.

It stated that there has been an initial study prepared for the project. The wording is such that it is a Bit Confusing if the traffic study has been done or will be done? In the past when there have been traffic studies done, there is usually a rubber strip across the street attached to a meter box, which records the amount of cars going by for a week or two. We have not seen any on Sonoma Avenue or Brookwood.

My husband has gone over to your building and has viewed the application file and looked at the proposed plans.

My husband and my concerns are that with living on Walnut Court, that a MOST thorough traffic flow study be done, given the impact of anywhere from 600 to 3,600 MORE cars, per day on weekdays.

Already, there have been many times when we can wait from 3 to 5 minutes before it is safe to pull out from the court. We can't imagine what kind of nightmare is ahead for all of us, not to mention, accidents which could occur, because not enough research and insight has gone into your studies.

We would like to hear from you and be able to view any and all traffic studies that have done?

Thank you,



Bob Iorg and Kathy Grace-Iorg

158 Walnut Court

Santa Rosa, CA 95404

Kathlee-grace@sbcglobal.net

Patrick Streeter
Project Manager
Planning & Economic Development Department
100 Santa Rosa Ave. Room #3
Santa Rosa, CA 95404

Dear Mr. Streeter,

I live on Walnut Court, which is right off of Sonoma Ave, very close to where the new medical complex and parking garage are going to be built. I am very concerned about the traffic situation. It is already very difficult to get in and out of our street, especially during commute hours. This will add thousands of more cars on the road in our area.

Another concern is the safety of pedestrians. I walk my dogs after work and have a very difficult time crossing the street at Sonoma and Sotoyome. I have to get out in the street and stay until someone sees me and stops. It is already very dangerous.

I hope that these will be considered in the decisions that are being made to move forward with this project. I believe this will have a negative impact on our neighborhood.

Thank you.

Sincerely,



Kerry Lynn Brainerd
163 Walnut Ct.
Santa Rosa, CA 95404
707-888-8817

CITY OF SANTA ROSA
100 SANTA ROSA AVE., STE 5
SANTA ROSA, CA 95404

APR 03 2017

DEPARTMENT OF
COMMUNITY DEVELOPMENT
PLANNING DIVISION

April 6, 2017

Patrick Streeter, Senior Planner
City of Santa Rosa
Community Development Department
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404

Re: File No. PRJ17-009
SR Memorial Hospital Medical Office Building & Parking Structure Project

Below are various comments and questions on the above referenced project proposed by Santa Rosa Memorial Hospital/St. Joseph's Health ("SRMH"). I respectfully request that these comments and questions along with the Applicant's responses be included in the administrative record when this project is being considered by the City of Santa Rosa Planning Commission and City Council.

The medical services and quality jobs provided by the SRMH Regional Medical Center ("RMC") are valued and utilized by North Bay residents. However, these community benefits should not be used as a reason to allow SRMH to ignore its legal obligation to fully mitigate all of the current and cumulative impacts resulting from the expansion of its RMC. For the past decade, SRMH has pursued an aggressive and piecemeal expansion of its RMC while failing to adequately evaluate the cumulative impacts on traffic, parking and pedestrian safety in the surrounding neighborhoods. This is a violation of the California Environmental Quality Act ("CEQA"). The neighborhoods surrounding the RMC are depending on the City to ensure that as a part of this proposed project, SRMH will plan and build a RMC that serves its growing needs while coexisting with the surrounding neighborhoods, by fully mitigating all current and cumulative impacts.

After reviewing the Application for this project, I submit that both the Traffic Study and proposed Negative Declaration are deeply flawed. SRMH has failed to adequately consider the current conditions and cumulative impacts resulting from this project on the surrounding neighborhood in the areas of traffic, parking and pedestrian safety.

This proposed project is one of the largest and most significant SRMH expansion projects since the construction of the original Hospital. It is obvious that SRMH has been constructing a RMC that serves the entire North Bay region. A comprehensive Specific or Master Plan and Environmental Review would best enable the Applicant, City and the surrounding neighbors to fully understand the planned expansion of SRMH RMC facilities along with identifying all current and cumulative environmental impacts of such an expansion along with well defined mitigation measures.

City of Santa Rosa

APR 06 2017

Planning & Economic
Development Department

1. *During the past decade, has SRMH prepared any environmental reviews of the current and cumulative impacts on traffic, parking and pedestrian safety as a part of any of its various expansion projects? If not, why not? If not with this project, when?*
2. *Why has SRMH been permitted to expand its RMC on a project by project basis over the past decade, relying solely on the City's General Plan (a program level document) and without requiring SRMH to prepare a comprehensive Specific or Master Plan including project specific environmental review of the current and cumulative impacts of what has become a sprawling regional medical center?*
3. *The Neighborhood Context Map included in the Application Proposal Statement fails to show the public elementary school located two blocks from the proposed project site. Why was this school site omitted?*
4. *Why does the Justification Statement included in the Conditional Use Permit Application fail to include any mention of the surrounding residential neighborhoods, since they are significant stakeholders in this proposed project?*
5. *Why does the Application fail to include a firm commitment and detailed plan how SRMH plans to fully mitigate all project related and cumulative impact within the surrounding neighborhoods? History has proven that SRMH has never developed any such plan.*

The enclosed map shows how SRMH has expanded its RMC extensively in recent years by adding tens of thousands of square feet. Recent examples include the addition of 500 & 510 Doyle Park Drive, 121 Sotoyome Drive and 1111 Sonoma Avenue. In each of these cases, it appears that SRMH was allowed to simply place a new monument sign on the front of the building and complete tenant improvements to accommodate new regional uses. It also appears that the existing uses in these various medical office buildings were replaced by SRMH RMC service providers resulting in significant increases in staffing, traffic and a general intensification of use from the previous building occupants. Acknowledging that the General Plan and Zoning allows SRMH to add these buildings to its RMC, they were also required to obtain permits from the City. As a part of issuing these discretionary permits, there was an opportunity for the City to require SRMH to evaluate the environmental impacts from the changes in these various building occupants and operations and equally important the intensification of the new occupant uses. There is no evidence this was done for any of these buildings.

6. *Did the City require SRMH to conduct any environment review of its current and cumulative impacts relating to its recent acquisition, modifications and intensification of uses in the buildings at 500 & 510 Doyle Park Drive, 121 Sotoyome Drive and 1111 Sonoma Avenue now serving its expanding RMC, specifically in the areas of traffic, parking and pedestrian safety? If not, why not, since these buildings are all a part of SRMH's ongoing expansion of its RMC?*

7. *In the past decade, what CEQA review was completed by SRMH to evaluate the current and cumulative impacts from these various projects in support of the RMC?*

In fact, SRMH's piecemeal expansion of its RMC during the past decade has resulted in significant traffic, parking and pedestrian safety impacts that have gone unmitigated. Nothing suggests that a comprehensive traffic study has been completed during this period on any of its expansion projects. SRMH patients, employees, vendors and contractors trips to and from the RMC have increased exponentially along with the entire footprint of this sprawling RMC. SRMH has shown no willingness to take responsibility for fully mitigating these impacts unless the City mandates it.

The Traffic Study submitted as a part of the Project Application is a flawed document and should be amended before any approvals are granted by the City. For example, the Traffic Study used standard AM/PM peak times to measure traffic flows and trips, rather than taking into consideration that the SRMH RMC operates on 12 hour work shifts. The actual PM peak is more like 7:00-8:00pm daily.

8. *Why didn't the AM/PM peak period analysis in the Traffic Study consider a PM peak time that more accurately reflects existing traffic conditions and impacts at the SRMH RMC due to its 12 hour work shift changes each day?*

In another example of the flawed Traffic Study, only six specific intersections were evaluated, but no streets or intersections north of Montgomery Drive were included or evaluated. The Traffic Study appears to conclude that all current and future traffic impacts from the proposed project serving the RMC are restricted to areas south of the project site. Such an assumption is not just wrong but offensive to anyone who lives north of Montgomery Drive in the neighborhoods surrounding the RMC. I attended Neighborhood and Pre-Application meetings over the past year with City staff and SRMH Project representatives, and at each meeting reiterated the existing traffic, parking and pedestrian safety issues. Below are issues I have previously raised:

Fourth St and Talbot Ave Intersection:

This is the most impacted intersection since SRMH began its phased expansion of its RMC. Increased auto speed and traffic without a traffic signal has led to daily near miss accidents involving cars and pedestrians. AM/PM peak traffic at this intersection is frightening. My wife and I have nearly been hit by speeding cars multiple times trying to cross Fourth Street between 7:00-8:00am weekdays while walking our dog. I am certain many others have experienced similar dangers at this intersection. I was assured by SRMH representatives at each of the previous meetings that this intersection would be included in the proposed project traffic study. Sadly, it was not.

9. *Given that the Talbot Ave/Fourth St intersection is only a ¼ mile from the proposed project site, why was it excluded from the Traffic Study, since it is likely the most heavily impacted intersection and currently used by numerous SRMH RMC patients, employees, vendors and contractors more than any of the other six intersections studied in the Traffic Study?*

10. *Why did the Traffic Study evaluate intersections at Sonoma/Brookwood and 3rd St/Brookwood and not include any intersections north of Montgomery Drive, some of which are actually closer to the project site?*

Talbot Ave and Montgomery Dr Intersection:

A two way stop sign controlled intersection located two blocks from the proposed project site. Traffic volume is heavy and fast. Existing push button pedestrian cross walk light is often ignored by autos and pedestrians are often trapped in the middle of the crosswalk because some drivers don't stop even with the pedestrian crossing light is flashing. Autos are regularly challenged to cross Montgomery Drive due to traffic volumes and speed.

11. *Why was the Talbot/Montgomery intersection excluded from Traffic Study intersection analysis when it is only two blocks from the proposed project site?*

Talbot Ave/Doyle Park Drive/Leonard Intersection:

This intersection is another intersection located north of Montgomery Drive and only one block from the current SRMH Hospital and two blocks from the proposed project site. Traffic through this intersection is heavily impacted by SRMH RMC patients, employees, vendors and contractors often driving too fast and ignoring existing arterials.

12. *Why was the Talbot/Doyle Park/Leonard Intersection excluded from the Traffic Study given its close proximity to the proposed project site?*

Second St and Montgomery Drive Intersection:

Located two blocks from the proposed project site. Stop sign controlled with push button pedestrian crossing light located one block from the proposed project site. There is also a large multi unit housing complex at this intersection serving many seniors and disabled residents. Daily traffic volume is heavy and fast. Current auto left turn movements are uncontrolled and dangerous especially on weekdays. Even with the push button pedestrian crossing light, pedestrian crossing is unsafe, especially for the nearby seniors.

13. *What was the Second St/Montgomery Intersection excluded from the Traffic Study given it is only two blocks from the proposed project site in favor of a study of the intersection at 3rd St/Brookwood?*

Pedestrian Safety Impacts:

The general statement in the Project Application regarding Pedestrian Facilities does not reflect existing conditions. The existing SRMH RMC is neither pedestrian friendly nor safe, and nothing significant is being included with the proposed project to improve conditions and safety. Particularly dangerous is crossing Montgomery Drive from Talbot Drive down to 2nd Street. Currently SRMH patients and employees often have to run across Montgomery Drive to avoid speeding autos. The existing SRMH Parking Structure is poorly designed with only a single point of ingress and egress. With no mounted Stop sign and only a faded stop bar in the travel lane that is barely visible, autos roll thru this exit onto Montgomery Drive resulting in many near collisions with other autos and endangering pedestrians. Safety is further compromised at this location as it is also

immediately adjacent to the location where SRMH patients are discharged from the hospital in wheelchairs. There are few if any details in the Traffic Study on specific traffic calming measures to slowdown autos and improve pedestrian circulation and safety. Common examples include: additional traffic signals, lighted crosswalks and bulbouts to shorten pedestrian crossings.

14. Why weren't pedestrian improvements and traffic calming measures such as additional traffic signals, flashing light crosswalks or bulbouts to shorten the length of crosswalks discussed or proposed in the Traffic Study or Draft Negative Declaration as mitigation measures to improve pedestrian safety and circulation especially on Montgomery Drive?

Many of the comments above regarding the significant increases in traffic impacts resulting from the phased expansion of the SRMH RMC also apply to increased parking impacts. SRMH patients, employees, vendors and contractors traveling to or working at the RMC regularly park on surrounding neighborhood streets far beyond the two hour parking restrictions. As a direct result of the increased parking impacts on local streets from SRMH operations, residents had to form a City Parking District at our cost, in an attempt to keep cars from parking all day in front of our homes. I have raised this parking issue with SRMH reps at previous meetings and in direct correspondence but the parking problem continues unchanged. City parking officers do their best to enforce the 2 hour parking requirements but SRMH employees, vendors and contractors are very skilled at outsmarting the parking officers.

Example: Every weekday SRMH contractor Blakeslee Electric and Telecom service vehicles park on Doyle Park and Parker Drive public streets in front of but not in the SRMH Parking Structure for hours while working at the Hospital.

15. Why do SRMH employees, vendors and contractors continue to park on neighborhood streets when SRMH claims in its current project Application that it has or plans to construct sufficient parking facilities for all its RMC operations?

16. Why hasn't SRMH submitted a parking plan with enforcement, to help reduce the incidents of its patients, employees, vendors and contractors parking on neighborhood streets and not using the SRMH parking facilities?

17. As a mitigation measure for these parking impacts, why isn't SRMH required to include in its contracts with vendors and contractors a requirement to park in the SRMH parking facilities with enforcement and penalties if they don't comply?

18. Since this parking impact is the direct result of the RMC phased expansion, why isn't another mitigation measure requiring SRMH to pay the cost for additional City parking enforcement officers to help reduce this continuing impact from SRMH employees, vendors and contractors continually parking on neighborhood streets far exceeding the two hour limit instead of using SRMH parking facilities?

SRMH Parking Structure at 500-510 Doyle Park Dr:

No traffic control exiting parking structure. Many near miss traffic accidents as autos exiting parking structure onto Doyle Park Drive. Pedestrians also endangered at this location, many elderly.

SRMH Parking Lot at 525 Doyle Park Dr (Ambulatory Surgery Center):

Same comments as above.

19. Why did the Traffic Study fail to evaluate the current traffic and pedestrian circulation issues on Doyle Park Drive between Montgomery Drive and Sonoma Avenue and propose mitigation measures to reduce what are already dangerous conditions for autos and pedestrians entering and exiting SRMH facilities at 500, 510 and 525 Doyle Park Drive as a part of the proposed project?

Lastly, is the issue about why over the past decade, SRMH has been allowed to construct a major regional medical center without preparing a Specific or Master Plan. Preparation of such a plan is a common and proven method used in the entitlement process for major development projects such as a regional medical center. Once approved, this approach results in the orderly construction of facilities along with an integrated mitigation plan. It is puzzling why the City has permitted SRMH to construct a sprawling regional medical center costing tens of millions of dollars without preparing such a plan, and begs the question, if not now, when?

20. Does SRMH consider the proposed project a "Stand Alone Project" or part of a larger regional medical center?

21. If SRMH considers the proposed project to be a "Stand Alone Project", please explain why SRMH has chosen not to consider the proposed project part of a larger regional medical center and use a Specific or Master Plan approach during the entitlement process?

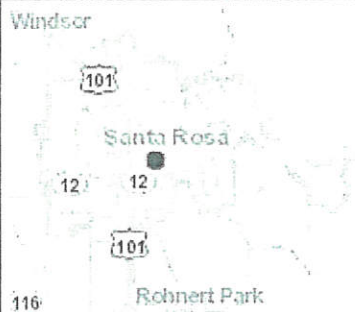
Thank you in advance for the City's consideration, written responses and action on these issues and its support of the neighborhood's desire for a SRMH Regional Medical Center that is a model for future medical centers and one dedicated to coexisting with and respecting the neighborhood we share. I also look forward to participating in what I hope is the City's requirement that SRMH prepare a comprehensive Specific or Master Plan on its expanding Regional Medical Center as a part of this proposed project.

Very truly yours,



James Matthew Mullan
1420 Parker Drive
Santa Rosa, CA 95405
mattmullan@comcast.net

Attachment – Location Map Highlighted



Santa Rosa Memorial Hospital
Medical Office Building and Parking Structure



Scale 1: 2,400

0 Miles 0.04

Streeter, Patrick

From: Streeter, Patrick
Sent: Wednesday, April 12, 2017 12:30 PM
To: 'Kathleen Grace'
Subject: RE: SRMH Medical Office Building

Good afternoon Ms. Grace-iorg,

Walnut Court is certainly included in the City's review of this proposed project. Thank you for taking the time to look through the draft traffic study and provide your comments. I will pass them along to the applicant team to consider as their consultant prepares the final report. Many times, traffic studies look at "level of service" for major intersections as those will be the greatest indicators of impacts from the project. The fact that Walnut Court was not assessed in the traffic report, however, does not imply that your street is being ignored. In addition to impacts to level of service, the City's Traffic Engineering division will be looking at turning movements, street circulation, and intersection improvements as it prepares issues and conditions for the project. I have passed your concerns along to our Traffic team and I can put you in contact with someone from that division if you would like to continue the conversation.

Warmly,

Patrick Streeter, AICP | Senior Planner

Planning and Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404

Tel. (707) 543-4323 | Fax (707) 543-3269 | PStreeter@srcity.org



From: Kathleen Grace [mailto:kathleen-grace@sbcglobal.net]
Sent: Saturday, April 08, 2017 12:38 PM
To: Streeter, Patrick <pstreeter@srcity.org>
Subject: Re: SRMH Medical Office Building

Mr. Streeter,

I saw not one mention of Walnut Court in the draft study. Sharon Wright said that Walnut Court was definitely a concern when we attended the preliminary meeting. I am thinking our tiny little Court is NOT a concern for this monumental project.

It is extremely upsetting to know the safety of everyone on our street seems to be overlooked. Not to mention we will be trapped from coming and going to and from our street.

We all need to know our voices and concerns will be addressed in any study you do.

Your reassurance would be greatly appreciated.

Sincerely yours,
Kathy Grace-iorg.

I

Sent from my iPhone

On Apr 7, 2017, at 11:18 AM, Streeter, Patrick <pstreeter@srcity.org> wrote:

Greetings Ms. Grace-Iorg,

Thank you for your March 23rd letter regarding the proposed SRMH Medical Office Building. A traffic study has been prepared for the project, though it is still in draft form. The traffic study, along with several other technical studies, are being incorporated into the City's review of the proposed project. They are available for review here at City Hall during public hours and will be posted to the online agenda once a public hearing is scheduled. For your reference, I have attached the draft traffic study to this e-mail. Please feel free to contact me should you have additional comments or questions.

Best regards,

Patrick Streeter, AICP | Senior Planner

Planning and Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404

Tel. (707) 543-4323 | Fax (707) 543-3269 | PStreeter@srcity.org

<image003.jpg>

<DRAFT Memorial Hospital MOB Project TIS.v3.pdf>

Streeter, Patrick

From: Streeter, Patrick
Sent: Thursday, May 11, 2017 1:52 PM
To: 'mattmullan'
Subject: RE: SRMH Expansion Project File No PRJ17-009

Hi Matt,

The City has no policies requiring a response to public comments. CEQA does have that requirement, however it is only during the mandatory 30- to 60-day public review period and only for a draft Environmental Impact Report (EIR). The SRMH project is proposing to prepare a Mitigated Negative Declaration. There will be a formal comment period associated with that draft document (usually scheduled for the month before the first public hearing), but as I noted, there is no City or CEQA required response to comments - though it is encouraged.

Patrick Streeter, AICP | Senior Planner
Planning and Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404 Tel. (707) 543-4323 | Fax (707) 543-3269 | PStreeter@srcity.org

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

From: mattmullan [mailto:mattmullan@comcast.net]
Sent: Thursday, May 11, 2017 12:18 PM
To: Streeter, Patrick <pstreeter@srcity.org>
Subject: Re: SRMH Expansion Project File No PRJ17-009

Patrick,
Thanks as always for your prompt responses.

I am confused by your response that per City policy applicants are not required to respond directly to public comments and questions posed to applicants on the environmental reviews.

My written comments and questions were submitted in response to the project application and draft Negative Declaration. I am no lawyer, but my understanding of CEQA is that any comments or questions received on a project Negative Declaration or EIR must be responded to in writing as a part of the administrative record on the project. Am I missing something?

Look forward to being informed and following the review and consideration of this project.

Thank you,
Matt Mullan

> On May 11, 2017, at 9:48 AM, Streeter, Patrick <pstreeter@srcity.org> wrote:

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> Hi Matt,

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> The City's review of the project has been frozen pending some modification to the design and site plan for the Medical Office Building and Parking structure. The environmental review remains incomplete at this time as well. It will likely be at least six weeks before anything is scheduled for hearing.

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> The project, as currently presented, will be subject to 2 public hearings: one before the Planning Commission and one before the Design Review Board. The project would be elevated to City Council in an appeal scenario.

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> Cordially,

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> Patrick Streeter, AICP | Senior Planner Planning and Economic
 > Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404 Tel.
 > (707) 543-4323 | Fax (707) 543-3269 | PStreeter@srcity.org

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> -----Original Message-----

> From: mattmullan [mailto:mattmullan@comcast.net]

> Sent: Wednesday, May 10, 2017 6:49 PM

> To: Streeter, Patrick <pstreeter@srcity.org>

> Subject: Re: SRMH Expansion Project File No PRJ17-009

>

> Patrick,

> It has been over a month since I submitted detailed comments and questions regarding the above referenced SRMH Expansion Project, so I am checking in to the current status.

>

> In addition, just want to understand how SRMH will respond to the over 20 questions and comments regarding this proposed project. Can I expect to have written responses to my comments and questions? Will SRMH respond directly to me?

>

> Has the city had any discussions with SRMH regarding a timeline or schedule when this project will be presented to the Planning Commission/City Council?

>

> Thank you for your continuing cooperation and response.

>

> Matt Mullan
 > 1420 Parker Drive
 > Santa Rosa, CA
 > 707-486-6511

>>

>>> On Apr 6, 2017, at 4:37 PM, Streeter, Patrick <pstreeter@srcity.org> wrote:

>>>

>>> Hello Matt,

>>>

>>> I have received your comments, thank you.

Streeter, Patrick

From: mattmullan <mattmullan@comcast.net>
Sent: Friday, June 30, 2017 2:26 PM
To: Streeter, Patrick
Subject: Re: SRMH Expansion Project File No PRJ17-009

Follow Up Flag: Follow up
Flag Status: Flagged

Patrick,

Just checking in with you for a status report on the SRMH Expansion Project and any updated timeline for consideration by the Planning Commission and Town Council?

I continue to be disappointed in the City policy that does not require the applicants to respond to the issues and questions that I raised during the public comment period representing meaningful and important issues that in my opinion are and have been ignored during SRMH's piecemeal expansion of its regional medical center.

So I ask you to advise me how to formally request that the Planning Commission and City Council request responses from the applicants to my questions and comments. My hope is these reviewing bodies will be able to compel SRMH to respond.

Thank you as always for your consideration and timely response.

Matt Mullan
1420 Parker Drive
SR, CA 95405
707-486-6511

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> Patrick Streeter, AICP | Senior Planner Planning and Economic
> Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404 Tel.
> (707) 543-4323 | Fax (707) 543-3269 | PStreeter@srcity.org

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> From: mattmullan [mailto:mattmullan@comcast.net]

> Sent: Thursday, May 11, 2017 12:18 PM

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 >> Patrick Streeter, AICP | Senior Planner Planning and Economic
 >> Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404 Tel.
 >> (707) 543-4323 | Fax (707) 543-3269 | PStreeter@srcity.org
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 >> -----Original Message-----
 >> From: mattmullan [mailto:mattmullan@comcast.net]
 >> Sent: Wednesday, May 10, 2017 6:49 PM
 >> To: Streeter, Patrick <pstreeter@srcity.org>
 >> Subject: Re: SRMH Expansion Project File No PRJ17-009
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>> Has the city had any discussions with SRMH regarding a timeline or schedule when this project will be presented to the Planning Commission/City Council?

>>

>> Thank you for your continuing cooperation and response.

>>

>> Matt Mullan

>> 1420 Parker Drive

>> Santa Rosa, CA

>> 707-486-6511

>>>

>>>> On Apr 6, 2017, at 4:37 PM, Streeter, Patrick <pstreeter@srcity.org> wrote:

>>>>

>>>> Hello Matt,

>>>>

>>>> I have received your comments, thank you.

>>>>

>>>> You are included on the notification list for all public hearing items related to the Medical Office Building. Additionally, all agendas and supporting materials for upcoming Council, Planning Commission, and Design Review Board meetings are available online. All meeting agendas have recently been consolidated onto a single page:

>>>>

>>>> <https://santa-rosa.legistar.com/Calendar.aspx>

>>>>

>>>> We do maintain a notification list for ALL public notices in the form of our Community Advisory Board list. If you'd like, I can add you to that list.

>>>>

>>>> Also, I saw that you had some back and forth with SRMH regarding the traffic study. In skimming your letter, it appears that you have reviewed the study, but I've attached it to this e-mail in any case. Please note, it is still in draft form.

>>>>

>>>> Best regards,

>>>>

>>>> Patrick Streeter, AICP | Senior Planner Planning and Economic

>>>> Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404

>>>> Tel. (707) 543-4323 | Fax (707) 543-3269 | PStreeter@srcity.org

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>>>> -----Original Message-----

>>>> From: mattmullan [mailto:mattmullan@comcast.net]

>>>> Sent: Thursday, April 06, 2017 3:38 PM

>>>> To: Streeter, Patrick <pstreeter@srcity.org>

>>>> Subject: SRMH Expansion Project File No PRJ17-009

>>>>
>>>> Patrick,
>>>> Dropped off my written comments in person at your offices earlier this afternoon.
>>>>
>>>> Wanted to confirm my request to be on the notification list for any and all actions or hearings before City Council or Commissions. Am I also able to receive any agendas and/or staff reports or applicant responses or correspondence, or do I have to make a formal public records request.
>>>>
>>>> Thank you for your continued cooperation and responses.
>>>>
>>>> Matt Mullan
>>>>
>>>> <DRAFT Memorial Hospital MOB Project TIS.v3.pdf>
>>
>>
>
>

Streeter, Patrick

From: Streeter, Patrick
Sent: Thursday, October 26, 2017 4:34 PM
To: 'J. Matthew Mullan'
Cc: Sprinkle, Rob
Subject: RE: SRMH Expansion Project File No PRJ17-009
Attachments: Final Memorial Hospital MOB Project TIS.pdf; SRMH Medical Office Building MND.pdf; SRMH Medical Office Building MND.pdf

Hello Matt,

I think I saw that you were CC'ed on Fred Howe's e-mail. We received an updated traffic study and revised plans as well as a draft CEQA document for circulation, but I was too occupied with the fire response to update the planning file. It has now been updated and is available for review. For your convenience, I've attached the most recent plan set, the Mitigated Negative Declaration, and the traffic impact study. The Planning Commission meeting had been scheduled for November 9th, but I will be requesting that it be continued to a future date, likely December 14th.

Patrick Streeter, AICP | Senior Planner

Planning and Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404
Tel. (707) 543-4323 | Fax (707) 543-3269 | PStreeter@srcity.org



From: J. Matthew Mullan [mailto:mattmullan@comcast.net]
Sent: Friday, October 20, 2017 4:17 PM
To: Streeter, Patrick <pstreeter@srcity.org>
Cc: Sprinkle, Rob <RSprinkle@srcity.org>
Subject: Re: SRMH Expansion Project File No PRJ17-009

Patrick,

I went to city hall this morning to review any updated information in the SRMH Expansion File No. PRJ17-009, especially the updated Traffic Study.

What I was able to find in the file was a newer Traffic Study filed on June 30, 2017, however there appeared to be little difference between it and the Traffic Study submitted earlier in the year. I was under the impression the applicant was going to submit additional information in the traffic study?

Secondly, there was no copy of an updated Environmental Review (proposed Negative Declaration) on or about June 30, 2017 to accompany the updated submittals. Doesn't CEQA require the applicant have to updated environmental document when new information is submitted on a proposed project since it could impact the conclusions and any mitigation?

Anyway, I wish to submit detailed comments on this proposed project in advance of the Planning Commission but find the project file incomplete. Am I missing something?

Request to receive an electronic copy of the updated Draft Negative Declaration as soon as possible so I can complete my review and prepare written comments for submittal.

Thank you in advance for your timely response.

Matt Mullan
1420 Parker Drive
Santa Rosa, CA 95405
707-486-6511
mattmullan@comcast.net

From: "Patrick Streeter" <pstreeter@srcity.org>
To: "Matt Mullan" <mattmullan@comcast.net>
Cc: "Rob Sprinkle" <RSprinkle@srcity.org>
Sent: Wednesday, September 20, 2017 12:18:09 PM
Subject: RE: SRMH Expansion Project File No PRJ17-009

Hi Matt,

Rob Sprinkle, Deputy Director of Public Works - Traffic Division, CC'ed to this message, has been working directly with the traffic engineering consultant for the SRMH project. From my understanding the Traffic Impact Study (TIS) is almost complete.

In anticipation of a November hearing date, we will likely be opening up the 30-day public comment period on the CEQA Initial Study/Mitigated Negative Declaration in the coming weeks. At that time, the environmental document and the technical studies (including the TIS) will be available for review and comment here at City Hall and online.

Patrick Streeter, AICP | Senior Planner
Planning and Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404
Tel. (707) 543-4323 | Fax (707) 543-3269 | PStreeter@srcity.org

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

From: Matt Mullan [mailto:mattmullan@comcast.net]
Sent: Monday, September 18, 2017 9:21 AM
To: Streeter, Patrick <pstreeter@srcity.org>
Subject: Re: SRMH Expansion Project File No PRJ17-009

Good morning Patrick,
Just reaching out to you again on the SRMH Expansion Project.
Has the Traffic Division completed and submitted written comments on this project? If so, can I have a copy to review?
Can I have the contact info for the Traffic Division staffer so I can meet with them in advance of any scheduled hearings in this project.
Thank you in advance for your response and continued cooperation Matt Mullan
707-485-6511

On Jul 6, 2017, at 10:38 AM, Matt Mullan <mattmullan@comcast.net> wrote:

Thank you Patrick
I may follow up with you when it gets scheduled before the PC Matt

On Jul 6, 2017, at 10:22 AM, Streeter, Patrick <pstreeter@srcity.org> wrote:

Hello Matt,

A resubmittal of the SRMH Medical Office Building and Parking Structure project just came in; I have not yet had the chance to review it or route it for comment. I still do not have a date for Planning Commission, but there will be a 20-30 day review period for the environmental documents before that hearing takes place. Presently the project will have public hearings before the Planning Commission and the Design Review Board. It will only go before the City Council if one of those decisions is appealed.

You can make your formal request for a response by e-mailing the Planning Commission, Design Review Board, or Council directly - or by including it in your correspondence with me, which becomes part of the public record, available to the review authorities. As I mentioned, typically, the Commission or Board Chair will ask the applicant to respond to issues or questions that are presented during the public hearing phase of a project under review.

Patrick Streeter, AICP | Senior Planner
Planning and Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404
Tel. (707) 543-4323 | Fax (707) 543-3269 | PStreeter@srcity.org

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

From: mattmullan [<mailto:mattmullan@comcast.net>]
Sent: Friday, June 30, 2017 2:26 PM
To: Streeter, Patrick <pstreeter@srcity.org>
Subject: Re: SRMH Expansion Project File No PRJ17-009

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Matt Mullan
1420 Parker Drive
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> Sent: Thursday, May 11, 2017 12:18 PM

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>> Patrick Streeter, AICP | Senior Planner Planning and Economic

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>> -----Original Message-----

>> From: mattmullan [<mailto:mattmullan@comcast.net>]

>> Sent: Wednesday, May 10, 2017 6:49 PM

>> To: Streeter, Patrick <pstreeter@srcity.org>

>> Subject: Re: SRMH Expansion Project File No PRJ17-009

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>>>> I have received your comments, thank you.
>>>>
>>>> You are included on the notification list for all public hearing items related to the Medical Office Building. Additionally, all agendas and supporting materials for upcoming Council, Planning Commission, and Design Review Board meetings are available online. All meeting agendas have recently been consolidated onto a single page:
>>>>
>>>> <https://santa-rosa.legistar.com/Calendar.aspx>
>>>>
>>>> We do maintain a notification list for ALL public notices in the form of our Community Advisory Board list. If you'd like, I can add you to that list.
>>>>
>>>> Also, I saw that you had some back and forth with SRMH regarding the traffic study. In skimming your letter, it appears that you have reviewed the study, but I've attached it to this e-mail in any case. Please note, it is still in draft form.
>>>>
>>>> Best regards,
>>>>
>>>> Patrick Streeter, AICP | Senior Planner Planning and Economic
>>>> Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404
>>>> Tel. (707) 543-4323 | Fax (707) 543-3269 | PStreeter@srcity.org
>>>>
>>>>
>>>>
>>>>
>>>>
>>>> -----Original Message-----
>>>> From: mattmullan [<mailto:mattmullan@comcast.net>]
>>>> Sent: Thursday, April 06, 2017 3:38 PM
>>>> To: Streeter, Patrick <pstreeter@srcity.org>
>>>> Subject: SRMH Expansion Project File No PRJ17-009
>>>>
>>>> Patrick,
>>>> Dropped off my written comments in person at your offices earlier this afternoon.
>>>>
>>>> Wanted to confirm my request to be on the notification list for any and all actions or hearings before City Council or Commisions. Am I also able to receive any agendas and/or staff reports or applicant responses or correspondence, or do I have to make a formal public records request.
>>>>
>>>> Thank you for your continued cooperation and responses.
>>>>
>>>> Matt Mullan
>>>>

>>>> <DRAFT Memorial Hospital MOB Project TIS.v3.pdf>

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November 29, 2017

Patrick Streeter, Senior Planner
City of Santa Rosa
Community Development Department
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404

City of Santa Rosa

NOV 29 2017

Planning & Economic
Development Department

Re: File No. PRJ17-009
SR Memorial Hospital Medical Office Building & Parking Structure Project

City of Santa Rosa Planning Commission:

Please receive my comments on the above referenced project proposed by Santa Rosa Memorial Hospital/St. Joseph's Health ("SRMH"). I respectfully request that these comments along with any responses be included in the administrative record for this project being considered by the Planning Commission.

Let me begin by stating that I am not an opponent of the operations and services provided by SRMH. When we purchased our home on Parker Drive in 2003 we were well aware of the hospital located a block from our home including medivac helicopter services. Our family has used SRMH facilities many times over the years for a variety of medical treatments, including the birth of my son. The recent Santa Rosa Wildfires have demonstrated what a valuable regional medical service provider SRMH has become. Few would argue that the regional medical services and quality jobs provided by the SRMH Regional Medical Center ("RMC") are valued and important to the North Bay. At the same time SRMH, a major developer of an ever-expanding regional medical center, should not be given a free pass from its legal obligation to fully mitigate all of the impacts resulting from its expanding operations.

Over the past 15 years, SRMH has pursued an aggressive expansion of its RMC on a piecemeal project by project basis. During this same period, SRMH has failed to evaluate and fully mitigate the cumulative impacts resulting from construction of a sprawling medical center on traffic, parking and pedestrian safety in the surrounding residential neighborhoods. This is a clear violation of the California Environmental Quality Act ("CEQA"). The neighborhoods surrounding the RMC are depending on the City and its decisionmakers to ensure that when considering this proposed project, SRMH will be required to properly plan and build a RMC that serves its growing medical service needs, coexists with the surrounding residential neighborhoods and fully mitigates all current and cumulative impacts.

After reviewing this proposed project, I submit that both the Traffic Study and Negative Declaration are flawed documents and should not be approved as justification for this project. This proposed project represents the largest and most significant expansion since the construction of the original SR Memorial Hospital. At no time during the last 15 years has SRMH prepared or submitted any master plan for review and approval by the City

and various stakeholders detailing phased expansion of the RMC through ultimate buildout. A comprehensive master plan would enable the City and all stakeholders, in an open forum, an opportunity to review and understand all of the elements and impacts of such a large medical center along with a detailed mitigation plan. Below are examples of how SRMH's piecemeal expansion of the RMC has progressed in recent years:

- Regional Trauma Center & Expanded Emergency Room
- Heart & Vascular Center
- Center for Bone and Joint Care
- Regional Cancer Center
- Affiliation with UCSF Benioff Children's Hospitals
- Ambulatory Surgery Center
- 85 Brookwood @ 2nd St Major Medical Services Building
- 121-151 Sotoyome Major Medical Services Building
- 170 Sotoyome Medical Services Office
- 1111 Sonoma Ave Major Medical Services Building
- 1435 Montgomery Drive Medical Office
- 1194 Montgomery Drive SRMH Employee Credit Union
- 300 Doyle Park Drive Conversion to SRMH Doctor Housing
- 528 & 540 Doyle Park Drive cleared for future development

The attached Location Map has been highlighted to show all of these recent SRMH additions in an effort to give more perspective and scale to the current operating RMC beyond just the proposed project. In many cases during this period, SRMH expanded its RMC by acquiring large existing medical buildings, made tenant improvements and installed a new SRMH Monument Sign. No analysis or study of impacts was conducted in these instances on traffic, parking and pedestrian safety resulting from any changes in use in these various medical buildings from independent medical service providers to regional medical service providers, and how such changes may result in significant increases in patients and staff. It is also clear that if the current project is approved as proposed, there is little chance a master plan will ever be prepared to ensure that the SRMH RMC is properly designed and constructed to respect and coexist with the surrounding residential neighborhoods.

By comparison, a new Sutter Hospital along with medical office buildings and dedicated parking was approved and constructed in recent years to replace the aging Sonoma County Community Hospital in Santa Rosa using a Specific Plan and Environmental Impact Report ("EIR"). This Sutter medical center is similar in size and services to the current SRMH regional medical center including hospital, medical office buildings and dedicated parking facilities. It is also worth noting that the Sutter Hospital was able to construct expansive surface parking with its project compared to SRMH having to construct multi-story parking structures due to site constraints, and does not provide the medivac helicopter and trauma services that SRMH does.

Below are various comments relating to the proposed project and the overall process in which SRMH has been allowed to expand its RMC in the past 15 years. It is my hope that the Planning Commission will require SRMH to respond to all of these comments in sufficient detail before taking any action on this proposed project:

1.. The Neighborhood Context Map on Page 7 of the Proposed Project Initial Study and Negative Declaration dated 9-15-2017 fails to identify that most of the surrounding properties on this map are currently owned and operated by the SRMH RMC. The map also fails to show the public elementary school located two short blocks from the proposed project site. These omissions are major flaws in this document by concealing important information from City decisionmakers, City Staff and interested stakeholders showing how much SRMH has expanded its RMC in recent years. Shouldn't SRMH be required to correct these omissions in its Initial Study/Negative Declaration before consideration by the Planning Commission?

SRMH's piecemeal project by project expansion of its RMC during this period has resulted in significant cumulative traffic, parking and pedestrian safety impacts that have gone unmitigated. Nothing suggests that a comprehensive traffic study covering the entire RMC through buildout, including cumulative impacts, has ever been completed during this period on any of its previous expansion projects. As another example, SRMH patients, employees, vendors and contractor trips to and from the RMC have increased exponentially along with the entire footprint of this sprawling RMC. SRMH has shown no willingness to take responsibility for analyzing and fully mitigating these impacts.

The Traffic Study submitted with the Project Application is flawed and should be amended before any approvals are considered by the City, because only six specific intersections were evaluated in the study. It appears the Traffic Study is concluding that all current and future traffic impacts from the proposed project serving the RMC are restricted to areas south of Montgomery Drive. By omitting any analysis or discussion of the current or cumulative traffic, parking or pedestrian safety impacts in the neighborhoods north of Montgomery Drive, the Traffic Study is making an erroneous conclusion that there are no significant traffic, parking or pedestrian safety impacts in these neighborhoods.

2. Because the Traffic Study fails to fully evaluate and mitigate and current or cumulative impacts on traffic, parking and pedestrian safety on any intersections or residential neighborhoods north of Montgomery Drive, how can the Applicant or City defend such an omission in its Environmental Document?

I have attended many Neighborhood and Pre-Application meetings over the past year with City staff and SRMH Project representatives including one on one meetings on the current project. At every turn, I reiterated the existing traffic, parking and pedestrian safety issues at various locations within the expanded RMC. More than once I was assured by SRMH representatives that these traffic, parking and pedestrian safety issues would be studied and mitigated. Yet here we are and these concerns are still unresolved in my mind and in some cases ignored. It is clear that SRMH does not intend to "do the right thing" as a good neighbor as it continues to expand its RMC piece by piece. So, the responsibility falls on the City to require SRMH to identify all impacts current and cumulative and prepare a detailed mitigation plan moving forward. Below are the various traffic, parking and pedestrian safety issues I have previously raised:

Fourth St and Talbot Ave Intersection:

This is the most impacted intersection since SRMH began expansion of its RMC. Increased traffic volumes without a traffic signal has led to daily near miss accidents involving cars and pedestrians. Traffic flows at this intersection are currently unsafe. My wife and I have nearly been hit by speeding cars multiple times trying to cross Fourth Street while walking our dog or trying to cross Fourth Street in our car. I am certain many others have experienced similar dangers at this intersection. I was assured by SRMH representatives at each of the previous meetings that this intersection would be included in the proposed project traffic study. Sadly, it was not.

3. *Given that the Talbot Ave/Fourth St intersection is only a few blocks from the proposed project site, why was it excluded from the Traffic Study, as it is likely the most heavily impacted intersection and currently used by numerous SRMH RMC patients, employees, vendors and contractors more than any of the other six intersections studied in the Traffic Study?*

4. *Why did the Traffic Study evaluate intersections at Sonoma/Brookwood and 3rd St/Brookwood and not include any intersections north of Montgomery Drive, some of which are actually closer to the project site?*

Talbot Ave and Montgomery Dr Intersection:

Partial stop sign controlled intersection two blocks from the proposed project site. Traffic volume is steady and fast moving. Existing pedestrian cross walk light is regularly ignored by autos and pedestrians are often trapped in the middle of the crosswalk. Autos often challenged to safely cross Montgomery Drive due to traffic volumes and speed.

5. *Why was the Talbot/Montgomery intersection excluded from Traffic Study intersection analysis when it is only two blocks from the proposed project site?*

Talbot Ave/Doyle Park Drive/Leonard Intersection:

This intersection is another intersection located north of Montgomery Drive and only one block from the current SRMH Hospital and two blocks from the proposed project site. Traffic through this intersection is heavily impacted by SRMH RMC patients, employees, vendors and contractors often driving too fast and ignoring existing arterials.

6. *Why was the Talbot/Doyle Park/Leonard Intersection excluded from the Traffic Study given its close proximity to the proposed project site?*

Second St and Montgomery Drive Intersection:

Located two blocks from the proposed project site. Stop sign controlled with push button pedestrian crossing light located one block from the proposed project site. There is also a large multi-unit housing complex at this intersection serving many seniors and disabled residents. Daily traffic volume is heavy and fast. Current auto left turn movements are uncontrolled and dangerous especially on weekdays. Even with the push button pedestrian crossing light, pedestrian crossing is unsafe.

7. *What was the Second St/Montgomery Intersection excluded from the Traffic Study given it is only two blocks from the proposed project site in favor of a study of the intersection at 3rd St/Brookwood?*

Pedestrian Safety Impacts:

The general statement in the Project Application regarding Pedestrian Facilities does not reflect existing conditions. The existing SRMH RMC is neither pedestrian friendly nor safe, and the Traffic Study spends little time discussing its plan to improve pedestrian flow or safety beyond some striping and relocation of an existing crosswalk. Particularly dangerous is crossing Montgomery Drive from Talbot Drive down to 2nd Street. Currently SRMH patients, visitors and employees often have to run across Montgomery Drive to safely cross the street to various RMC buildings. The existing SRMH Parking Structure is poorly designed with only a single point of ingress and egress for autos and pedestrians. With no mounted Stop sign and only a faded stop bar in the travel lane that is barely visible, autos roll into and out of the parking structure onto Montgomery Drive resulting in many near collisions with autos and pedestrians. Safety is further compromised at the current parking structure as it is also immediately adjacent to the location where SRMH patients are discharged from the hospital in wheelchairs and loaded into autos parked immediately next to the only entrance/exit point from the parking structure. Yet there is no discussion or plan outlined to correct these unsafe conditions that currently exist. There are few if any details in the Traffic Study on specific traffic calming measures to slowdown autos and improve pedestrian circulation and safety. Common examples include: additional traffic signals, lighted crosswalks and bulbouts to shorten pedestrian crossings.

8. *Why weren't more pedestrian improvements and traffic calming measures such as additional traffic signals, flashing light crosswalks or bulbouts to shorten the length of crosswalks discussed or proposed in the Traffic Study or Draft Negative Declaration as mitigation measures to improve pedestrian safety and circulation especially on Montgomery Drive and at the existing parking structure single entrance exit location?*

Many of the comments above regarding the traffic impacts resulting from the phased expansion of the SRMH RMC also apply to increased parking impacts. SRMH patients, employees, vendors and contractors traveling to or working at the RMC regularly park on surrounding neighborhood streets far beyond the two-hour parking restrictions. As a direct result of the parking impacts on local streets from SRMH operations, local residents had to form a City Parking District at our cost, in an effort to keep cars from parking all day in front of our homes. I have raised this parking issue with SRMH reps at previous meetings and in direct correspondence but the parking problem continues unchanged to this date. City parking officers do their best to enforce the 2-hour parking requirements but SRMH employees, patients, vendors and contractors are very skilled at outsmarting the City parking enforcement efforts.

Example:

Every weekday SRMH employees and contractors park on Doyle Park and Parker Drive public streets usually directly in front of but not in the SRMH Parking Structure sometimes all day while working at the Hospital. SRMH makes no effort to regulate this parking abuse and it is laughable to think that after building a new and even larger Parking Structure farther away that SRMH employees, patients, vendors and contractors will use it rather than parking on neighborhood streets. Based on these current conditions, the parking mitigation plan for this proposed project is insufficient as it fails to properly mitigate an existing parking impact.

9. Why do SRMH employees, vendors and contractors continue to park on neighborhood streets when SRMH claims in its current project Application that it has or plans to construct sufficient parking facilities for all its RMC operations?

10. Why hasn't SRMH submitted a parking plan as a part of this proposed project to fully mitigate the current and cumulative impacts of its patients, employees, vendors and contractors parking on neighborhood streets and not using the SRMH parking facilities?

SRMH Parking Structure at 500-510 Doyle Park Dr:

No traffic control entering or exiting the parking structure. Many near miss traffic accidents on Doyle Park Drive. Dangerous for pedestrians at this location, many seniors.

SRMH Parking Lot at 525 Doyle Park Dr (Ambulatory Surgery Center):

Same comments as above.

11. Why did the Traffic Study fail to evaluate the current traffic and pedestrian safety issues on Doyle Park Drive between Montgomery Drive and Sonoma Avenue located only a block from the proposed project site, and propose mitigation measures to reduce what are already dangerous conditions for autos and pedestrians entering and exiting SRMH facilities at 500, 510 and 525 Doyle Park Drive?

12. Did the City require SRMH to conduct any environmental review of the current and cumulative impacts relating to the recent conversions to larger RMC service providers and intensification of uses in the buildings at 500 & 510 Doyle Park Drive, 121 Sotoyome, 85 Brookwood and 1111 Sonoma Avenue, specifically in the areas of traffic, parking and pedestrian safety?

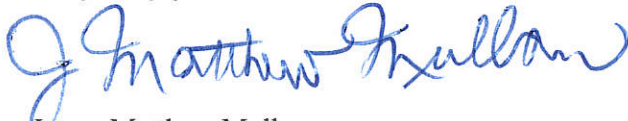
13. Why does SRMH consider the proposed project a "Stand Alone Project" and not a phased expansion of a larger regional medical center?

14. Why has SRMH been permitted to expand its multi-million-dollar RMC on a project by project basis over the past 15 years, without being required to prepare a comprehensive Specific or Master Plan including a plan for phased expansion through buildout and an environmental review of the current and cumulative impacts, in particular traffic, parking and pedestrian safety?

15. Moving forward, when will SRMH be required to prepare and present, in a public forum for review and comments a comprehensive master plan for the phased expansion through ultimate buildout of its regional medical center?

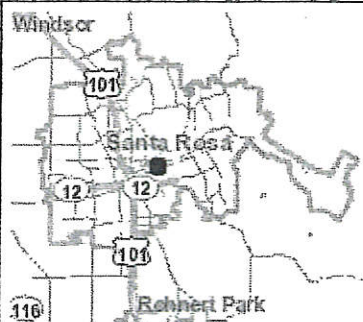
In closing, thank you in advance for the City's consideration, responses and action on these comments and its support of a SRMH Regional Medical Center that is dedicated to coexisting with and respecting the neighborhood we share. I also look forward to participating in what I hope is the City's requirement that SRMH prepare a comprehensive master plan to ensure the orderly expansion of its Regional Medical Center beginning with the current proposed project.

Very truly yours



James Matthew Mullan
1420 Parker Drive
Santa Rosa, CA 95405
mattmullan@comcast.net

Attachment – Location Map Highlighted

[illegible]

**Santa Rosa Memorial Hospital
Medical Office Building and Parking Structure**



11/22/2016

Scale 1: 2,400

0 Miles 0.04