

Neighborhood Groups remain concerned for how this project will impact the quality of life and livability of East Sacramento as well as the fabric of the neighborhood!

ESIA – East Sacramento Improvement Association

ESPTF – East Sacramento Preservation Task Force

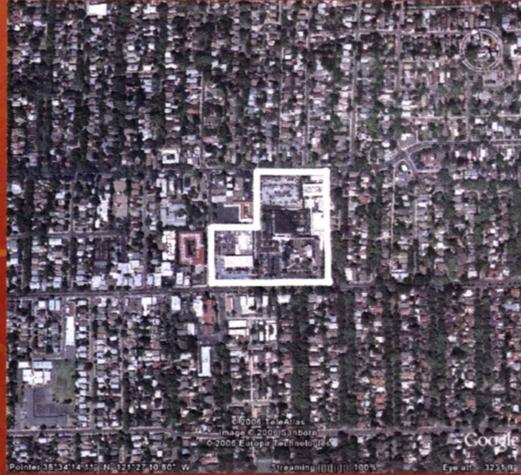
MENA – McKinley East Sacramento Neighborhood Association

4 Major Concerns

1. Moving west of 39th Street, loss of vintage neighborhood, contradicting the City's own General Plan Guides
2. Reasonable Alternatives are available but dismissed in DEIR
3. Severe Traffic Congestion, construction duress and pedestrian/bike safety
4. Proposed project remains out of scale for the neighborhood



East Sacramento Designated Low Density Residential City of Sacramento General Plan



1963...



Quiet Stockpiling of Properties



1985...



...2007 Proposed



First: Target Small Houses

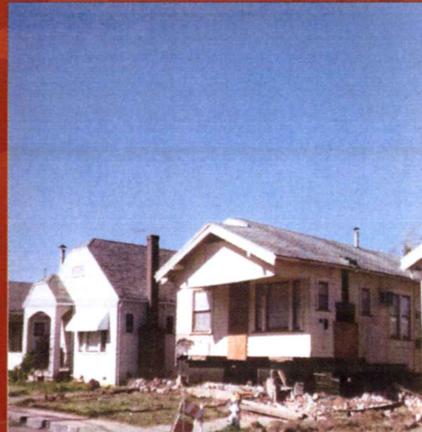


Isolate Any Holdouts



Encroachment into Residential Area

- Project will require demolition of more existing single and multiple family housing – eliminating the diversity of housing options.
- In the past **25** years CHW/MGH has purchased and **demolished more than 33 living units, including 17 single family homes**, to expand their facilities.



Meet the Homes Threatened
848 39th St



836 39th St.



800 39th St



3838 H St



3846 H St



3848 H St

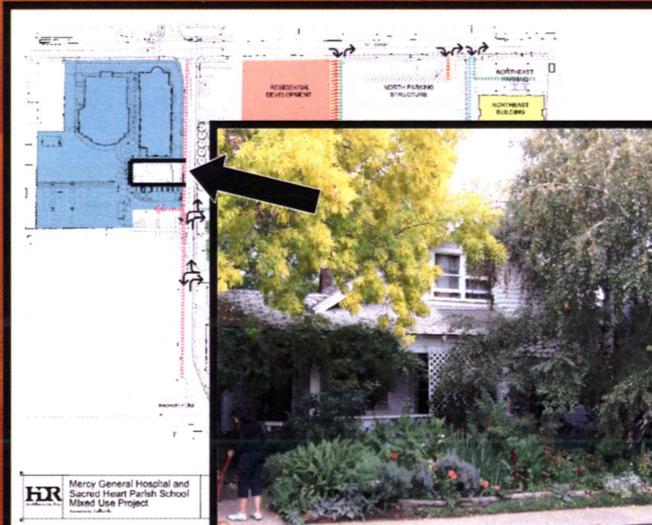


3836 H St



I'm Staying - My Home Becomes an Island !

Family home, 12 children raised,
Mercy Nurse, Sacred Heart Parent
East Sacramento Neighbor!



You can't have your neighborhood and demolish it too!

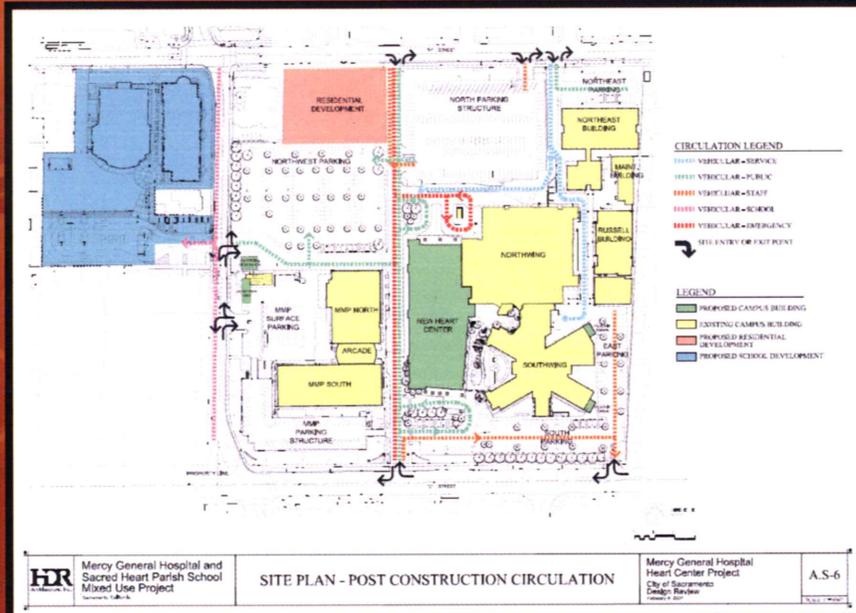


History of the Neighborhood Alternative Proposal

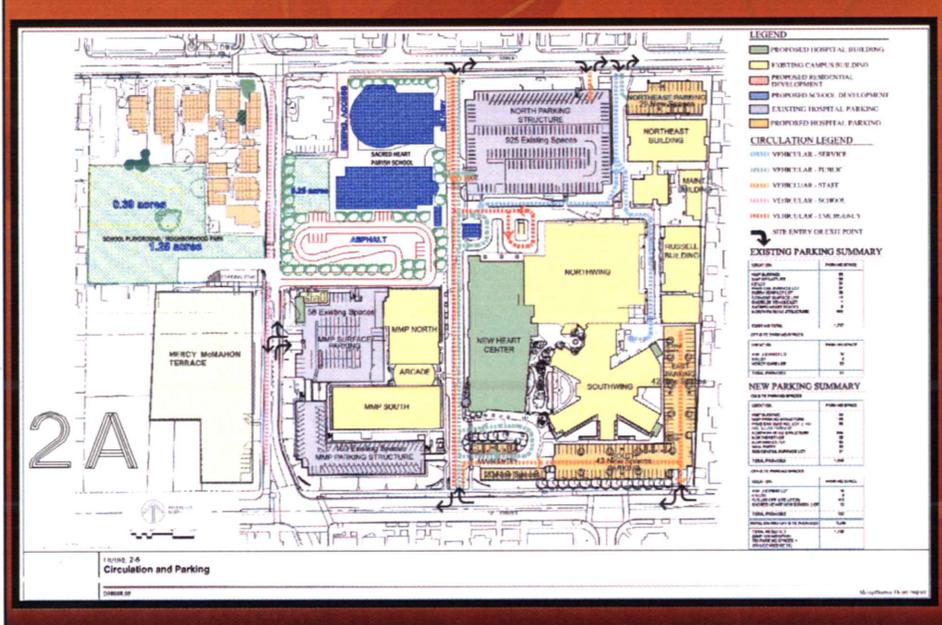


- ✓ Plan is a derivative of the Sacred Heart Plan detailed in April 2005
- ✓ Plan presented to Mercy - January 2007 (no response from MGH)
- ✓ Plan presented to Sacred Heart – February 2007 (plan rejected in letter from Father Walton)
- ✓ Plan on display on ESPTF website since February 2007
- ✓ Plan mention in Councilmember Cohn's newsletter

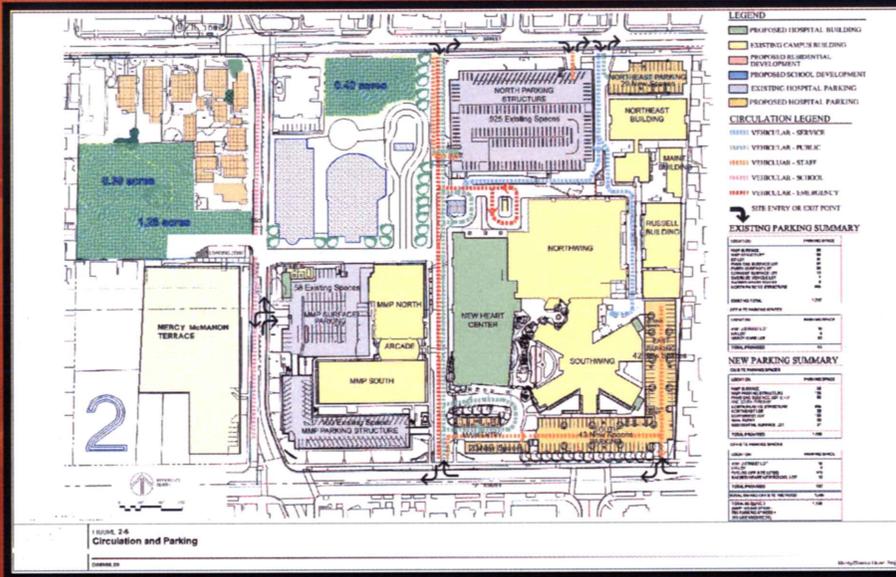
Mercy's Proposal



Neighborhood Alternative Proposal – Configuration 1



Neighborhood Alternative Proposal - Configuration 2



A Reasonable Compromise



The Bunya Tree, traditionally revered as a catalyst to set aside differences and come together in peace

Only With Council Support...

*“In my district, anytime I get a project with
no opposition,
it is a cause for celebration.”*

- Councilmember Steve Cohn
at the October 2, 2007 City Council Meeting,
after the development project
at 1523 E Street had no public opposition

Draft Environmental Impact Report - Deficiency Summary

Mercy General Hospital and Sacred Heart Parrish School Mixed Use Project

This document summarizes the critical deficiencies in the Draft Environmental Impact Report for the Mercy General Hospital and Sacred Heart Parrish School Mixed Use Project (P04-215). This summary is a compilation of the deficiencies reported by the major East Sacramento neighborhood groups. These include:

- East Sacramento Improvement Association (ESIA)
- McKinley East Sacramento Neighborhood Alliance (MENA)
- East Sacramento Preservation Task Force (ESPTF)

This document is offered as a helpful bulleted view of the most critical deficiencies. For a detailed explanation of these and other deficiencies, please refer to the attached letter from MENA's President Rian Troth dated August 26, 2007 as well as the attached letter from the Law Offices of J. William Yeates dated August 27, 2007 endorsed by both ESIA and ESPTF.

Traffic, Transportation and On Site Circulation

- DEIR description of the proposed project as a 'mixed use project' is inaccurate, misleading and inappropriate. The term is applied to a project that involves combining different land uses into one integral complex with the intent of synergistic function, involving the minimization of traffic.
 - DEIR traffic analysis fails to address critical traffic issues of impact to residential neighborhoods and residential streets. DEIR uses service criteria similar to that used for an office-industrial tract.
 - DEIR trip generation analysis is unclear; incorrect trip generation assumptions have caused underestimation of the traffic impacts. It does not use the most current trip generation guide, *Trip Generation, Seventh Edition*, but rather extrapolates on the existing traffic counts, when in fact facility usage is different than existing. *The entire basis of the traffic study hinges on the accuracy of existing conditions in addition to accurate projected traffic data. This level of accuracy was not provided, and thus a true evaluation of the project's impact on traffic is not provided.*
 - DEIR fails to adequately address the *cumulative* traffic impact of the Mercy project in conjunction with all other East Sacramento development proposals
 - DEIR fails to provide evidence to support its conclusion that impacts to parking would be less than significant
 - DEIR fails to mitigate significant impacts to state highways
 - DEIR uses the limited approach of utilizing the City's level of service (LOS) categories to determine whether increased traffic will have a significant impact
 - The City can not rely on the LOS guideline in a manner that precludes consideration of other evidence that the impact might be significant
 - The traffic levels clearly exceed the objectives stated in the City's General Plan, which provides an effective measure of significance and demonstrates that the new project will have significant impact on transportation and circulation
 - DEIR ignores City General Plan criteria stating local streets are not intended to carry through traffic, the goal to create and maintain a street system that protects residential neighborhoods from unnecessary levels of traffic.
 - By considering the traffic circulation function alone, only one function of a street is being considered and the livability of the street for residents (pedestrian safety and accommodation, biking environment, neighbor socialization) is completely ignored
 - DEIR fails to adequately assess the significant circulation
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Investigation of Potential Alternatives

- DEIR improperly dismisses viable alternatives to the project by distorting their impacts, or placing too much emphasis on one project objective over the others
 - DEIR should adequately address the off-site heart center alternative as well as the Neighborhood Alternative proposal
 - DEIR fails to discuss a range of alternative that meet most of the objectives, while reducing some of its significant environmental impacts: aesthetics, air quality, noise, traffic, cultural resources
 - DEIR fails to consider reasonable foreseeable cumulative impacts of any future expansion plans of Mercy General
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Aesthetics and Visual Resources

- DEIR has not adequately analyzed the potential significant aesthetics and visual impacts of the project on the residential character of the surrounding neighborhood
 - With this project, CHW will have removed 33 single family homes in the past 50 years to support hospital expansion; changing the neighborhood character for block upon block
 - Excessive heights of the heart center and school are out of character with the surrounding one and two story single family neighborhood homes
 - DEIR fails to analyze the glare impacts of replacing perimeter buildings with parking lots
 - DEIR fails to discuss the negative aesthetic impacts created by placing an additional generator and oxygen tank near a public street (39th & I Street) and adjacent to residential
 - DEIR fails to discuss the removal of 139 mature trees as an aesthetic loss. The net removal over replacement is 75% DBH (Diameter at Breast Height)
 - DEIR does not adequately address cumulative impacts on changes to community character, scale of development and aesthetics
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Air Quality

- DEIR inadequately estimates, reviews or mitigates many air quality issues (e.g. construction-related toxic air contaminants, operational emission, CO₂ emissions impact on global warming, dust emissions, ozone impacts)
 - Failures to assess issues inappropriately blamed on absence of significant thresholds or regulatory criteria
 - DEIR concludes that the impact of operational air quality will be less than significant based upon the incorrect assumption that traffic levels will be similar to those of a standard hospital rather than a regional center-of-excellence heart center
 - DEIR should be revised to properly apply SMAQMD's threshold of significance based on the requested land use zoning changes that would result in more intense uses on the site
 - Proposed surface parking lots will increase temperature yet project seeks variance to reduce the number of shade trees in the parking surfaces
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Growth Inducing Impacts

- DEIR fails to analyze the economic impacts leading to physical changes that will occur in the vicinity of the project
 - Clearly, increased visitors to the hospital will encourage new and expanded business services in the project area; a new modern heart center will attract new medical services that seek to be close to the new center
 - The history of development around Mercy General proves this (the Mercy Medical Plaza, Mercy McMahon, and other professional office buildings located in the project area)
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Construction Traffic

- DEIR underreports and or fails to report at all on the construction impacts on traffic, pedestrians, cyclists, and parking during the extended construction period
 - Per the DEIR, construction impacts, such as lane closures and street closures could significantly worsen already poor existing conditions. However, the DEIR fails to describe where construction related traffic impacts will occur, does not provide a construction traffic plan, nor quantify the impacts on the existing LOS.
 - The proposed mitigation measures fail to mitigate impacts to less than significant levels
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Noise

- DEIR sections analyzing noise impact are inadequate, inaccurate and incomplete.
 - Overwhelming evidence exists that indicate noise impacts are significant
 - Noise impacts on backyard of single-family homes, or the activity area of multi-family developments was not measured
 - Impact of construction noise on students is very poorly addressed
 - Noise calculations failed to include Mercy McMahon Terrace. This is a sensitive, housing over 100 elderly residents.
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Land Use

- DEIR is inadequate in that it fails to address the predictable future growth of the campus (creation of large surface parking lots, requested zoning changes from RO to Hospital)
 - The project does little to serve the goals of the new General Plan, Pedestrian Master Plan or Bicycle Master Plan (e.g. improving the quality of residential neighborhoods via preserving their character, preservation of neighborhood character is essential factor when proposing new developments)
 - DEIR inaccurately portrays the area around the project as mixed used, when in fact, the area is overwhelmingly residential.
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Utilities

- DEIR fails to define the existing water demand rate per student and fails to show that efficient water features would be required by the new school
 - DEIR fail to quantify any difference in water usage that would occur with an increased student population and green/turf space
 - DEIR fails to explain how its wastewater generation rates for the hospital, primary school, and residential uses were determined
 - DEIR should be revised to further explain its standard of significance and the expected future demands of the project
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Hazardous Materials

- DEIR failed to include information on hazardous substances (e.g. asbestos, lead, PCB, mercury) that could currently exist in buildings slated for demolition or remodeling
 - Determinations of hazardous materials present should be determined now so that decision-makers and the public have an opportunity to review the potential impacts
 - DEIR fails to assess the hazard created by placing a 6,000 gallon liquid oxygen tank at the corner of 39th & I Streets
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Our Proposed Neighborhood Alternative Proposal

Basically, we support Mercy.

The neighbors who comprise our task force want to emphasize that we are supportive of Mercy Hospital as a medical facility. We are appreciative of their status as one of the top hospitals in the country. We want them to continue to serve the community as a full service acute care hospital.

We can't support the present plan.

Our problem with the present plan is that it proposes an outsized regional heart center building, and to accomplish the hospital's goals, it provides for the removal of residential structures so the Sacred Heart School can be moved across 39th Street. That leaves about half the present school site as a surface parking lot, which is to be rezoned to H Hospital zone. We do not want this to happen.

We have listened to the Hospital and the School.

We have in good faith spent countless hours in meetings and discussion considering Mercy's and Sacred Heart's objectives and balanced them with the neighborhood's needs and concerns. We have read, heard and listened to the needs of the hospital and the school.

We want to offer a compromise.

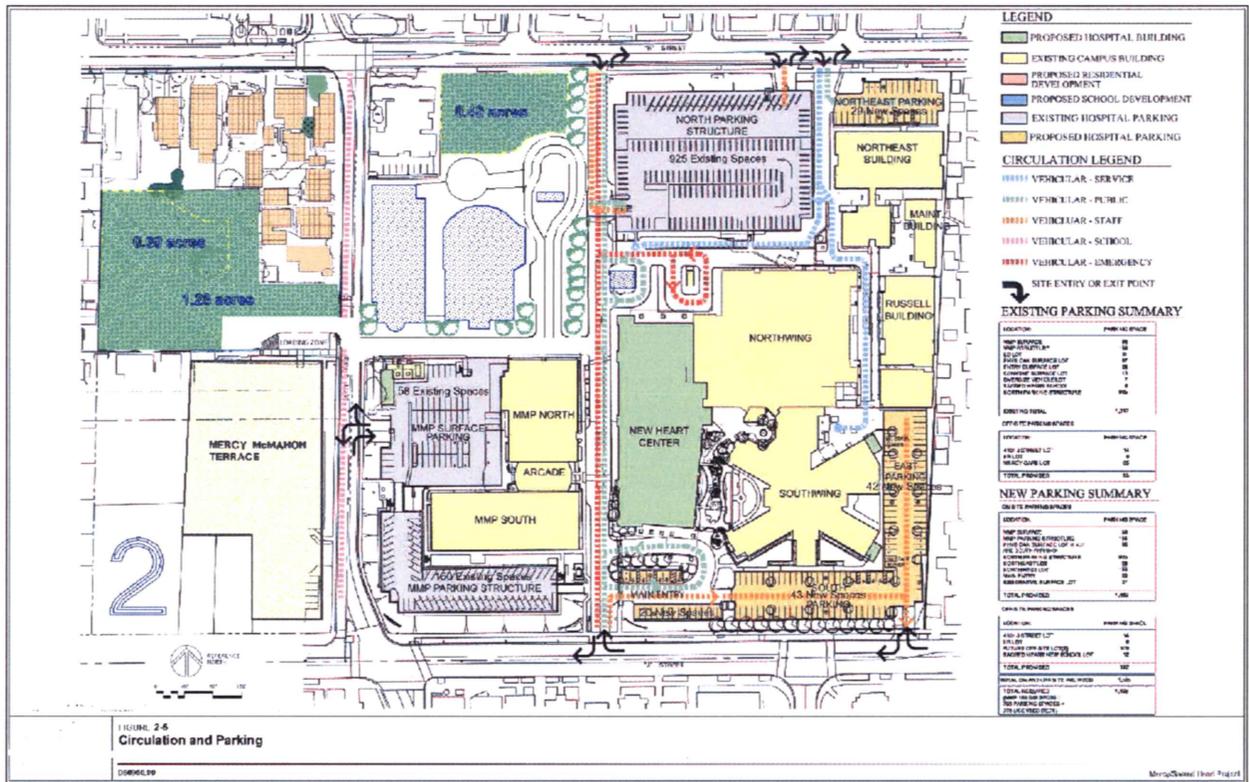
As a result of our listening and discussion we all agreed that we needed to propose a compromise alternative plan. Like all compromises, it asks each side to give up some of what they want, but provides, overall, for a Win-Win-Win solution to the existing controversy.

Our compromise alternative proposal would:

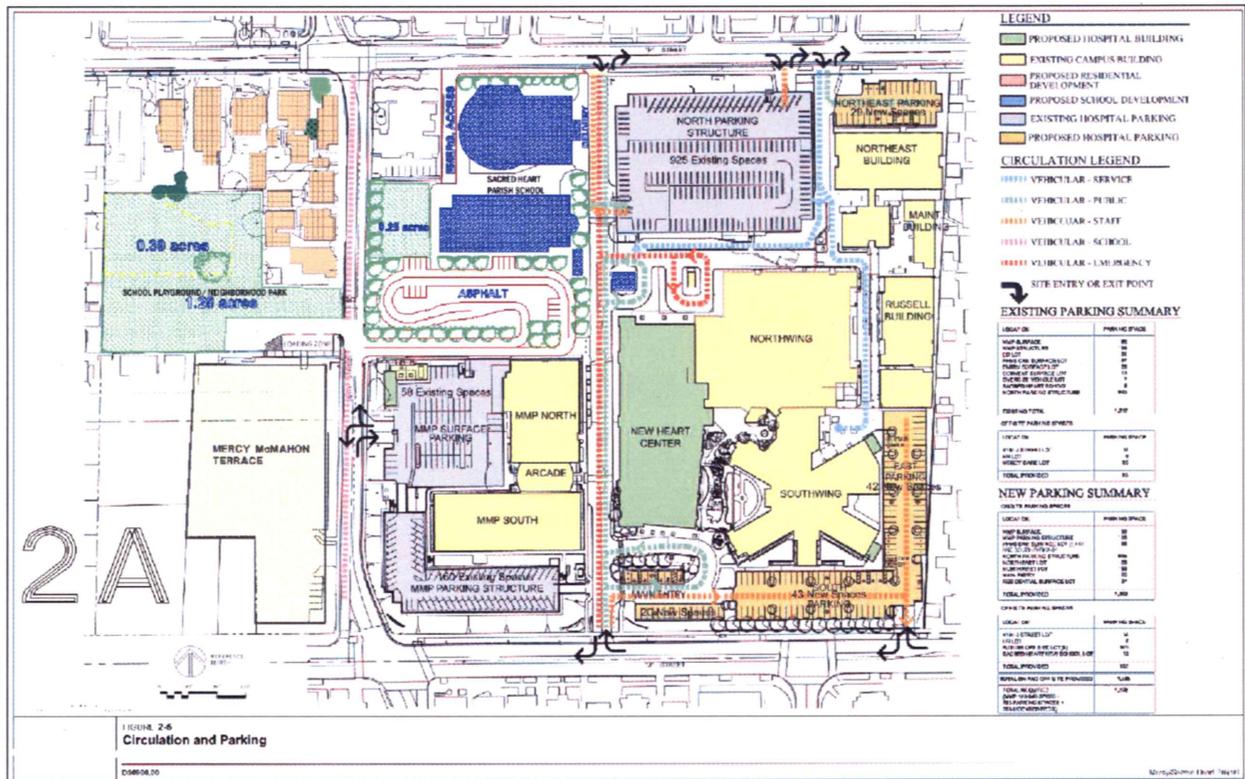
- Allow Mercy a new hospital building to replace their outmoded East and South Wings with our full support
- Allow Sacred Heart to have the identical brand new school buildings designed by their architect
- Meet many of Mercy's and virtually all of Sacred Heart's objectives
- Save the threatened residential structures and keep the hospital and the school structures on their current sites
- Preserve the threatened heritage trees
- Utilize the idle Mercy Care site for a new green space for use by the school, the community and residents of Mercy McMahon Terrace
- Through the new green space, provide for the hospital to give something back to the neighborhood at large – an element that has been missing

- Architect's renderings of possible site plans

The following are two architect's renderings of possible site plan to implement our alternative proposal.



Rendering #2 brings the school building closer to 39th Street to better insulate the children from the hospital. The 'racetrack' drop-off/pick-up area would utilize I Street exclusively; segregating the school traffic from the hospital traffic.



Rendering 2A centers the school building closer to H Street and puts the ‘racetrack’ drop-off/pick-up area between the school and the classroom buildings. It also utilizes I Street exclusively; segregating the school traffic from the hospital traffic.

Key Features of the Site Plans

- They show how easily the same buildings designed by Sacred Heart’s architect can be located on the existing school site.
- They show a new hospital building at the same location on the present campus as proposed by CHW/MGH
- They show how the Mercy Care site can serve as the green space for the school and create a new public park.
- They show a much *improved traffic circulation plan*, by providing access and stacking room for the school from 39th Street, leaving the “spine street” with access from H and J Streets *exclusively* for the hospital.
- They show a significant separation between the school buildings and the hospital, as desired by the school.

We think our alternative meets many of Mercy’s and Sacred Heart School’s objectives. Of course, in our view Mercy’s long term objectives can best be met by establishing their Heart Center at their Methodist site.

SUMMARY OF PARKING REQUIRED vs. PARKING PROVIDED w/ PROPOSED PROJECT

2007

2013

2030

TOTAL MGH LICENSED BEDS THROUGH 2030 w/ PROPOSED PROJECT PER DEIR TABLE 2-2

342 per DEIR, Table 2-2
375 per DEIR, Figure 2-5

316 per DEIR, Figure 2-5

141 per DEIR, Table 2-2

PARKING REQUIRED FOR ALL MERCY FUNCTIONS PER BED COUNT

MMP 150,640 sf/200 = 753 spaces + # licensed beds

1,128 per DEIR, Figure 2-5
1,069 per Staff Report

1,069 per DEIR

894 per DEIR

PARKING PROVIDED FOR ALL MERCY FUNCTIONS PER BED COUNT

1,367 per DEIR, Figure 2-5
1,347 per Staff Report

1,508 to 1,533 per Staff Report

1,508 to 1,533 per Staff Report

PARKING PROVIDED OVER NUMBER REQUIRED

+239 per DEIR, Figure 2-5
+278 per Staff Report

+439 to 464 per DEIR, Fig. 2-5

+614 to 639 per Staff Report

While the DEIR maintains that the SHPS will require a total of 279 parking spaces for assembly functions at the school, those spaces will always be available at night on the hospital site.

AVAILABLE EMERGENCY DEPARTMENT BEDS

84 (36% of admissions)

50 (36% of admissions)

91 dedicated to Heart Center

141 total beds