Environmental Science Associates (ESA) has prepared this memorandum to provide clarification regarding how the number of employees for the proposed project is supported in the technical analysis of the Final EIR prepared for the proposed hotel at 195 Hegenberger Road (SCH# 2014031004).

As described in Section 4.C, Transportation Circulation of the Draft EIR, page 4.C-11, the trip generation for the traffic analysis was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, using the “Hotel” land use category (310). As shown in Table 4.C-3 of the Draft EIR, the proposed 140-room hotel would generate about 880 daily vehicle trips, with 74 trips during the a.m. peak hour and 84 trips during the p.m. peak hour. Per standard practice, the trip generation rate was based on the number of rooms; and therefore, the actual number of employees presented by the project applicant was not a direct factor in the calculation; instead, employees were included in the vehicle trips associated with the site, based on the number of hotel rooms.

For the “Hotel” land use category in Trip Generation Manual, the land use description notes that studies of hotel employment density indicates that, on the average, a hotel will employ 0.9 employees per room. For the proposed project, this would equate to approximately 125 employees, which is more than 3.5 times the approximately 35 total employees estimated by the project applicant (based on two shifts of 15 employees each plus a night shift of approximately 5 employees). The 125 employees’ trips are included in the 880 daily vehicle trips. As such, even if the applicant increased the number of employees above 35 (but less than 125) to accommodate additional services at the hotel, the traffic analysis presented in the EIR would remain unaltered.

Similarly, the noise, air quality and greenhouse gas analyses were based on the traffic analysis prepared for the EIR and not project details from the applicant. For example, on page 1 of Appendix D of the Draft EIR, Section 1.3, User Entered Comments & Non-Default Data, which presents the air quality and greenhouse gas model output, the comment states that the vehicle trips were adjusted to use the 880 daily trips from the transportation
analysis for the weekday inputs. Section 4.2, *Trip Summary Information*, of Appendix D (fourth page from the end of the appendix) also references the 880 daily trips used in the transportation analysis.

As such, the analysis presented in the EIR calculated the potential traffic, noise, air quality and greenhouse gas emissions in the Draft EIR based upon trips from up to 125 employees and concluded that there are no significant impacts. Therefore, even an addition of a few employees to the project applicant’s proposed estimate would not result in an exceedance of the significance thresholds for traffic, noise, air quality, and greenhouse gases. The EIR’s conclusion that there are no significant impacts to traffic, noise, air quality, and greenhouse gases remains unchanged.