

Satish Narayan. PM.
DESIGN, ENTITLEMENTS & PROJECT MANAGEMENT
964 COLLINS COURT, HAYWARD, CA. 94544
(510)453.5942.

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Mr. Richard Sinkoff
 Director of Environmental Program and Planning.
 Port of Oakland.
 530 Water Street. Oakland. CA 94604,

April 13, 2015

RE: Appeal: Oakland Springhill Suites. 195 Hegenberger Rd.
Response to comments received at 2/26th Hearing.

Dear Mr. Sinkoff:

The Applicant/Developer submits this letter in response to the comments received at the 2/26th Board Hearing on our project. We have carefully reviewed the video of the Appeal Hearing and believe the following are some of the concerns as well as questions raised by Board members. We hope our response is able to address these concerns and clarify project description. Please see our response below.

A. We, Applicant and Consultants have completed review of the video of the Board's Appeal Hearing, dated: 02/26/2015. Our review noted the following areas of (general) concern in their deliberations and request for clarification of the Hotel project. Applicants and their representatives will attempt to address each as follows:

- 1 **A.1:** The applicant/developer was advised to meet and discuss the hotel project and any potential concerns with the project neighbors (Comcast, Carpenter's Union, Harley-Davidson and Francesco's Restaurant) and [hopefully] create a good neighborly relationship.
- 2 **A.2:** Clarify project site plan (for presentation) and parking layout and identify the required number of parking spaces for the project.
- 3 **A.3:** Define and clarify the driveway entrances to Hegenberger Road and Pardee Drive. Identify the various shared easements.
- 4 **A.4:** Describe hotel truck loading area and explain the Hotel delivery location, and service truck size relative to Porte Cochere and explain loading operations.
- 5 **A.5:** Our review of the video noted that the items dealing with Traffic Report relative to driveways at Hegenberger Road and Pardee Drive as well as Green House Gas issues would be better explained by Port Staff and ESA (Environment Consultants).
- 6 **A-6:** Applicant to further clarify and explain nature of "full service restaurant" and number of hotel employees required to service the full service hotel.

A.1: MEET APPELLANTS AND NEIGHBORS.

Applicant met with the following neighbors as well as **UniteHere Local 2850**, who are not project neighbors but are 2nd appellants.

A1.1 Comcast: Met on 3/23 @ 11:00am, on site. Comcast representatives (Ms. Jennifer Klepperich, Robert Vanderlip (Real Estate Manager) and Mark Spencer (Facilities Manager) were very supportive of this proposed development and further implied that they will certainly use this new hotel facility for their out-of-town visitors attending their location for meetings and conferences and training purposes. They did not object to the project and had no concerns with the proposed development.

A1.2 Harley-Davidson: Met on 3/12 @ 2:00 pm. The H-D representatives (Jess Bettencourt – General Manager and Mike Genthner – H-D Partner) shared their concerns of parking and access to the rear of their existing facility, sound and noise generated by the H-D service activities and site security concerns. They were satisfied with our explanation that the shared access easement (recorded easement) and parking area was part of the proposed hotel site access and that the parking area was on the hotel site. Concerning noise/sound, they were assured that the hotel will be constructed and developed with appropriate building material and construction method to (significantly) reduce exterior noise. Hotel Developers were particularly concerned with this same item and were committed to providing the best amenity and comfort to their hotel guests. Regarding security, H-D understood that they can relocate their existing security gate and fence on their property and maintain their site security. H-D and Applicants agreed to continue to coordinate and cooperate during the hotel construction phase. They did not offer any objections to the hotel development.

A1.3 Francesco's Restaurant: Met on 3/17 @ 10:00am. The owner/operator (Ms. Theresa Erwin) fully supported the proposed hotel development and encouraged the Developers to try to get this completed ASAP. They did not have any concern or objection with the proposed hotel being developed at the proposed site.

A1.4 Carpenters Union Pension Trust Funds: 4/6 @ 10:00am. We met with Carpenter's Union Pension Fund (Mr. Mark Taylor - Appellant). He had prepared a list of some of the areas of concern that we discussed. **1).** Site Plan Improvements and truck deliveries: We assured him that our deliveries will be contracted with Sysco Foods and they will use a 33 ft. truck (single bed truck) and that delivery will be made between the hours of 1:00 am - 5:00 am on only two days of the week. Duration of loading will not exceed between 15 - 20 minutes. This will not impact any neighbors or affect site traffic conditions. **2).** He mentioned that it would help to get two Right Hand Turning lanes from Hegenberger Driveway to Hegenberger Rd. During our site walk, we pointed out that this may not be possible, however, we agreed that Port staff will need to consider this request. Additionally, RHT is already part of the condition of approval and we will abide by this condition and use existing access easements pertinent to the properties. **3).** We agreed that we will install site traffic circulation signage that would direct hotel traffic to Pardee Drive and we will further use information sheet to direct hotel traffic to use Pardee Dr. This would greatly ease any potential site safety conditions. This was also a condition of approval. **4).** We agreed that even though Francesco's exit was close by, and separate, our Traffic Engineers do not anticipate traffic conflict at this location, as most of hotel traffic will be using this exit at different times of the day no anticipated AM or PM conflict). **5).** Mr. Taylor mentioned the Carpenters Union project may have surplus parking. We discussed our project parking and we pointed out that our project meet the required parking per Port's LUDC. We were offered that going forward that when the project gets approved, if Carpenter's Union consider leasing approximately 30

Parking spaces for hotel use. This would only be possible if there was deemed to be any surplus. We agreed to table this offer until after the project approval and development. 6). In conclusion, we agreed to keep all avenues open for further discussion and dialogue as it becomes necessary.

A1.5 UniteHere. Local 2850: Met on 4/6 @ 2:00pm on Site. We met with Mr. Ty Hudson and Ms. Wei-Ling Huber (President). 1). We informed that we were advised by the Board to meet our existing neighbors but we felt it was important to include UniteHere 2850 into our discussion. 2). We discussed the two issues that Local 2850 had, namely; GHG and Full Service Hotel. 3). We assured them that this project was a Full Service Hotel (FSH) and that Marriott has issued a letter to certify that they will permit this hotel to function and operate as a full service hotel, similar to several others they have approved around the country. Local 2850 mentioned that they do not believe the Applicants' will honor this condition of approval and will operate the proposed hotel as FSH. We could not convince them to believe otherwise and we left this discussion as a stalemate. 4). We further shared with them that the project had sufficient number of staff to service the full service hotel and that increasing the number of staff (now or later) will not impact the project parking requirements or the GHG study. We pointed out that there was a letter from ESA on file with staff in this regard. 5). In general, as Mr. Ty Hudson mentioned: we agreed to disagree. On the matter of GHG issues we agreed that this was a technical issue and we would not be able to resolve this at our meeting. 6). Lastly, they brought up the CARD CHECK issue (again) and requested the Applicant's to sign the Memorandum of Understanding and upon execution of this MOU, Local 2850 will resolve to help us get the project approved. We assured them that when the hotel project gets developed, they (UniteHere 2850) will have every opportunity to try to get union membership from hotel workers. We assured them that there were several Labor laws that allowed them to do this and that the hotel operators/owners were prohibited from interfering in this matter. They shared a draft copy of their MOU document for our attorneys review.

A.2 Project Site and Parking:

The project is the last in-fill, vacant "flag" lot in the Lincoln Business park subdivision that created: Comcast site, Carpenter's union Site and Harley-Davidson site which was further subdivided into H-D site and the Proposed Hotel site, all within the Port of Oakland's Airport Business Park. Attached for clarification: Project Site Plan (SD-1), Enlarged Site Plan (SD-2) showing hotel site and parking lay-out, and Parking Requirement Calculation for the hotel project as required under the Port's LUDC (see attached – part of staff report).

A.3 Shared Easements:

See copy of Parcel Map 8390 (3 pages) attached. This item will be presented in detail and with larger (legible) exhibits at the Board Hearing.

Driveway easements coming from Hegenberger Road is shared by Harley-Davidsons, Subject property and Carpenters Union Pension Trust Funds. Exhibit A.3.

Driveway easements from Pardee Drive is shared between Comcast and subject property. There is an additional Private Access Easement between Harley-Davidson and Hotel site. See Exhibit A.3 #3 & #4

A.4 Hotel Truck Loading:

Hotel operators will contract with Sysco Food Company for restaurant supplies. The assigned time for truck delivery will be between the hours of 1:00am – 5:00am with a maximum of two deliveries per week with about 15 – 20 minutes off-loading time. At this hour of delivery, there are no anticipated on-site or at driveways (Hegenberger Road or Pardee Drive) traffic movement or congestion conflicts. See attached Exhibit A.4.

Truck will be required to enter from Pardee Drive, off-load outside the porte Cochere area and exit from Hegenberger Road driveway or Pardee Drive exit. The height of the Porte Corhere will be between 13.5 - 15 ft. while the delivery truck heights will not exceed 12ft, however, trucks will be delivering outside the Porte Cochere area and consequently eliminate any traffic conflict within this area.

A.5 On-Site Traffic and at Hegenberger Road and Pardee Drive.

ESA, project CEQA consultant completed traffic analysis and report for Port staff and revised comments in in the Draft EIR, October 2014. In the November 12, 2014 Tech Data Report, ESA completed an additional study where traffic was split 50:50 between Hegenberger Road and Pardee Drive. The study concluded that there was no significant change in the LOS at both the existing driveway exits except for a very slight deterioration in the left Hand Turn from Hegenberger Rd driveway to north bound Hegenberger Rd. The study further recommended that the left turn should not be allowed and only a (dedicated) right hand turn should be permitted. This would permit traffic to exit on a right turn only and use the intermediate left hand turn in front of Red Lion Hotel or continue to Hegenberger Road/Pardee Drive Intersection and complete a U-turn to go north bound on Hegenberger Road. This recommendation was adopted by staff and made a condition of project approval. This condition required H-D property, Carpenters Union and the hotel property to cooperate in an effort to implement this condition. H-D property had already indicated that they will support only a right-hand turn on Hegenberger Road but NOT any proposal for a left hand turn from Hegenberger driveway. Additionally to avoid traffic blocking entry to H-D, the applicant was conditioned to install a "KEEP CLEAR signage to allow vehicles to enter the H-D facility. Staff added another condition of approval to install on-site direction signs to encourage hotel guests to use Pardee Drive instead of Hegenberger driveway. All conditions of approval were acceptable to the applicant. As may be required, Port staff and ESA could further elaborate on the traffic report issues.

Subsequent to the February 26th hearing staff requested additional study to be completed at Pardee Drive to analyze LOS impacts if 100% traffic was directed to Pardee and away from Hegenberger. ESA completed this additional study on 4/9 and submitted the same to staff. ESA concluded that there will be less than significant impact under this condition. See copy of study attached as A.5.

A.6 Full Service Hotel (Restaurant).

The Port of Oakland LUDC requires development of a FULL SERVICE HOTEL including full service restaurant (see exhibit for definition).

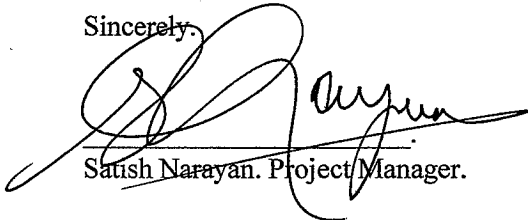
The proposed hotel **will** be a full service hotel and will provide full service restaurant as an added amenity to hotel guests and as required under the Port's LUDC.

The proposed SpringHill Suites by Marriott will meet and comply with the Port's LUDC and will operate as Full Service Hotel. While SpringHill by definition is a "Select Service Hotel", Marriott had granted "waiver/exemption" for this location to operate as full service hotel (see attachment A.6). In recent years Marriott has granted several of these waivers/exemption where SpringHill Suites are being permitted to offer full service restaurant facility.

It should be noted, Applicants are experienced hotel developers and operators. They own and operate several full service hotel. The Applicants are convinced that they will have adequate and sufficient staff for this full Service Hotel, including restaurant facility. However, if there is a demand for additional staff, Applicants will have the ability to hire additional staff as may be needed. This issue was addressed with Staff and ESA consultants and it was concluded that additional staff will not impact hotel's parking requirements or impact the project Traffic Analysis report (see ESA-Memorandum, dated 12/4/14). As mentioned earlier, project parking requirements are calculated on the number of hotel rooms and the size of the meeting/conference rooms.

The Applicants hope to convince and assure Port staff and Board Members that this is an excellent project, which meets with all of Port of Oakland's Land Use Development Code as well as complies and meets the standards of CEQA requirements. We wish to take this opportunity to thank staff and the Port of Oakland for their continued assistance and support of this project. We assure you this project would be a landmark project within the Oakland Airport Business Park as well as the City of Oakland. Please do not hesitate to contact us for any additional information.

Sincerely,



Satish Narayan, Project Manager.

Cc: Monarch Equity Investment, Inc.

The site plan illustrates the proposed development of a 5-story, 141-unit apartment building. The building is situated on a corner lot bounded by Heggenberger Road to the north and Pardee Drive (82' wide) to the west. To the east of the proposed building is the existing Harley-Davidson Building, and to the south is the existing Francisco's Restaurant. The plan includes a designated employee parking area and a restaurant parking lot. Various easements, including an access easement and a private access easement, are shown. The plan also indicates the location of the Comcast Building and the Carpenter's Union Pension Fund Building. Key dimensions and setbacks are provided for the proposed building and parking areas.

7538 n. ingram suite 107 fresno, california 93711 phone (559) 430-2222

EXISTING BUILDING
CARPENTERS UNION PENSION FUND BUILDING.

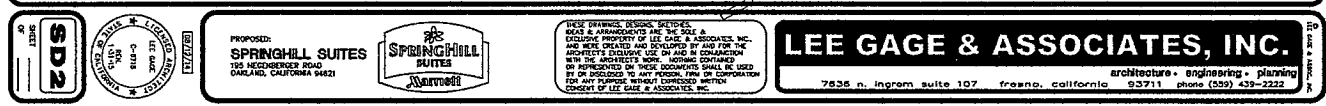


EXHIBIT A.23 PARKING REQUIREMENTS #13

In addition to these traffic control measures, the Appellant Carpenters requests a left-turn lane and a right-turn lane be installed at the Hegenberger Road access driveway. Staff does not support this approach. As noted above, the alleged impacts are not significant and do not need to be mitigated under CEQA. Further, installing these designated lanes will not resolve their concerns about potential delays caused by making left turns. Further, this solution would likely not be feasible within the existing easement boundaries, so an expanded easement dedication from one or both of the other two owners would be necessary. Therefore, Port staff believes these designated lanes are not warranted and implementation of a right-turn only sign when exiting the property site at Hegenberger Road access driveway will resolve any hypothetical public safety issues relating to the left-turn.

4) Vehicle Parking

The project applicant proposes to install 151 parking stalls onsite. The Appellant Carpenters contend that at least 167 vehicles parking stalls are required to meet the LUDC parking requirements (Section 3.C and Table 3.1 in the LUDC). Staff does not agree with this calculation.

The LUDC parking calculation is as follows:

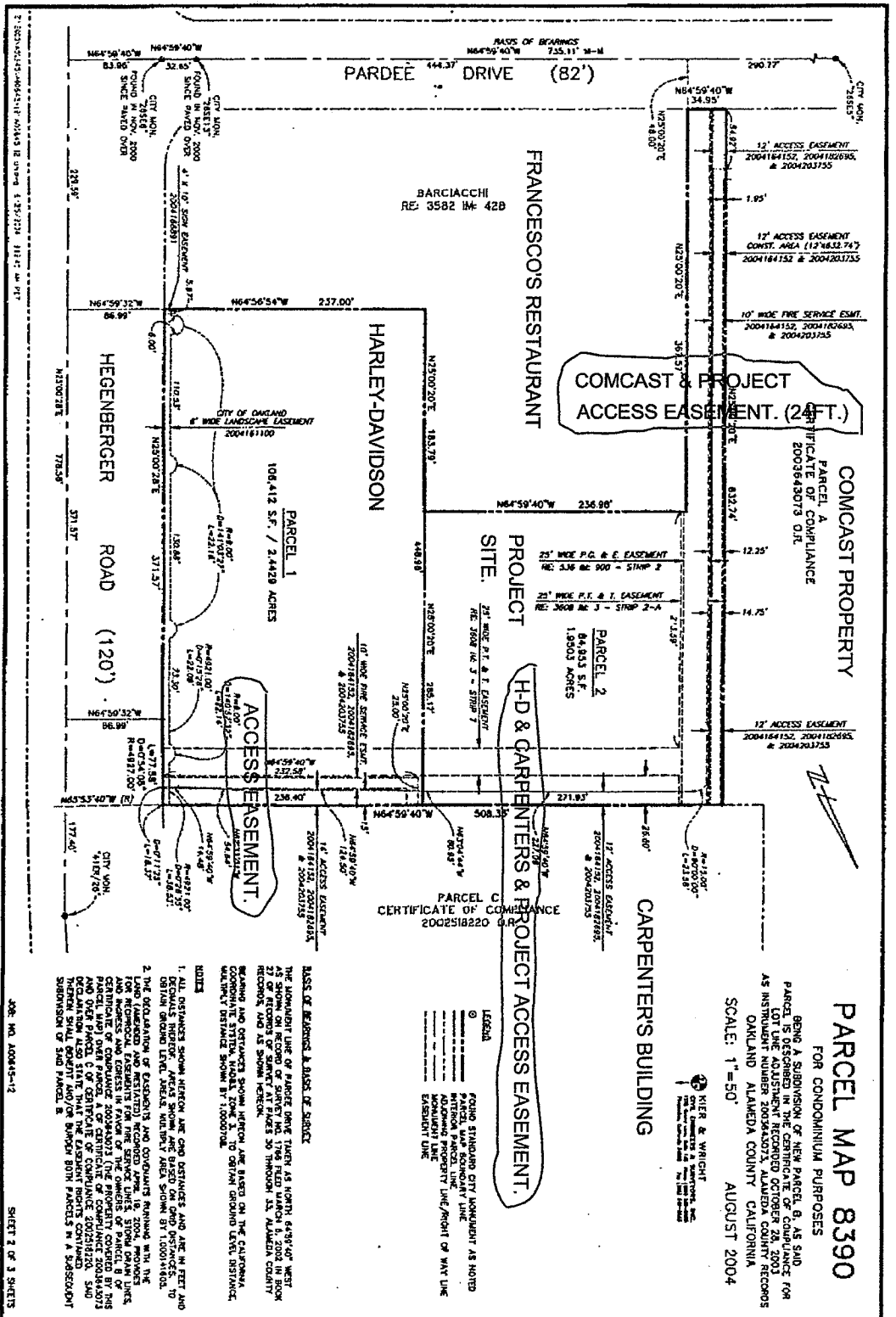
LUDC Parking Requirement	Proposed Hotel Calculation	Proposed Hotel Parking Stalls
1 stall per room at 80% occupancy	1 x 140 rooms x 0.8	112
3 stalls per 4 employees (1 employee per 13 rooms)	$\frac{3}{4}$ (140 rooms/13)	9
1 stall per manager	2 (assume 2 managers)	2
1 stall per 3 seats in the meeting room	1 x (69 seats/3)	23
1 stall per 2 banquet employees (7 employees per 100 seats at 60% occupancy)	$(69 \text{ seats} \times 0.6) = 42$ $42/7 = 6$ $6/2 = 3$	3
	TOTAL	149

Based on these calculations, 149 parking stalls (not 167) are required under the LUDC. Therefore the project applicant should be required to comply with the LUDC parking requirement of 149 parking stalls.

5) Truck Loading Requirements

The Appellant Carpenters state that the project applicant's proposed project "transformed into a full service hotel with a full service restaurant" during the hearing

EX: A-3.1



Parcel Map 8390 Map Bk 278 PP 56

PARCEL A
CERTIFICATE OF COMPLIANCE
2003843073 O.R.

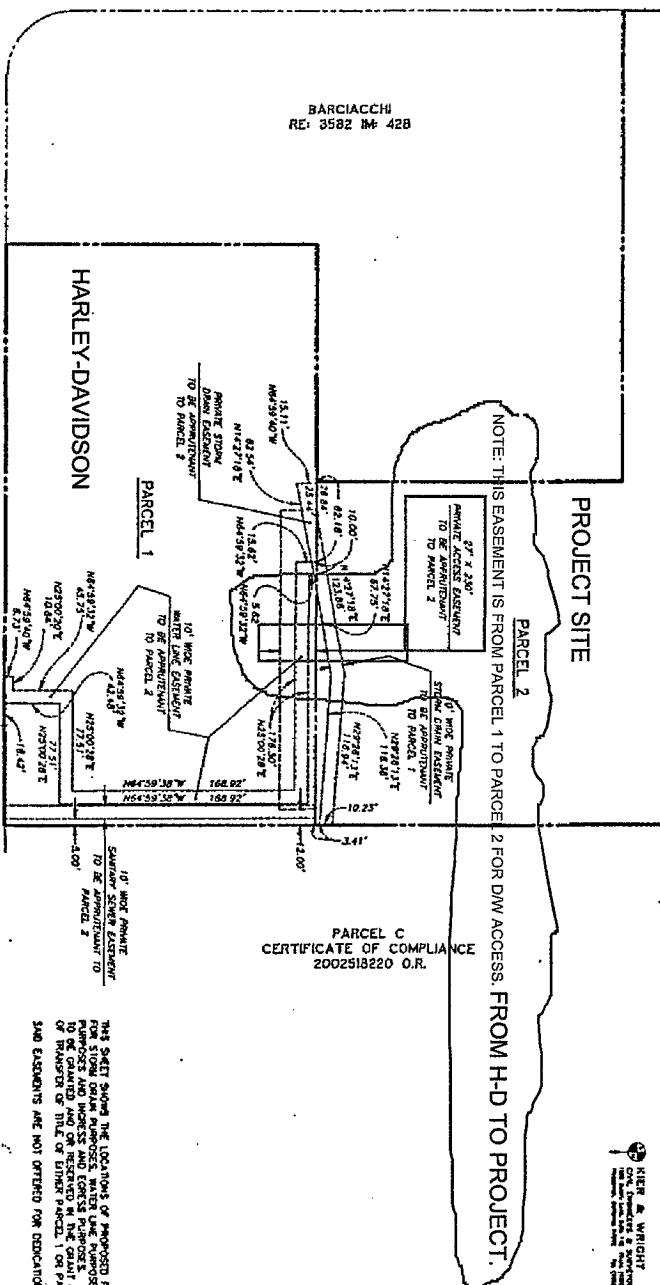
PARCEL MAP 8390

FOR CONDOMINIUM PURPOSES
BEING A SUBDIVISION OF NEW PARCEL B, AS SAID
PARCEL IS DESCRIBED IN THE CERTIFICATE OF COMPLIANCE FOR
LOT LINE ADJUSTMENT RECORDED OCTOBER 28, 2003
AS INSTRUMENT NUMBER 2003843073, ALAMEDA COUNTY RECORDS
OAKLAND, ALAMEDA COUNTY, CALIFORNIA
SCALE: 1"=50'
AUGUST 2004



PARDEE DRIVE

BARCIACCHI
RE: 3582 IM 428



HEGENBERGER ROAD

SEE SHEET 2 OF 3 FOR LEGEND, BASIS OF MEASUREMENTS AND NOTES.

THIS SHEET SHOWS THE LOCATIONS OF PROPOSED PRIVATE EASEMENTS
AND EASEMENTS. THE EASEMENTS ARE SHOWN AS DASHED LINES.
THE EASEMENTS ARE TO BE GRANTED AND OR RESERVED IN THE GRANT DEEDS AT THE TIME
OF TRANSFER OF TITLE OF EITHER PARCEL 1 OR PARCEL 2.
SAID EASEMENTS ARE NOT OFFERED FOR DEDICATION FOR PUBLIC USE.

2003843073 O.R. 2003843073 O.R. 2003843073 O.R.

JOB NO. A000418-12

SHEET 3 OF 3 SHEETS

Exhibit A.4.1.Truck Loading #1



Sysco Corporation
1390. Enclave Parkway
Houston, Texas 77077
T 281.584.1460
F 281.584.2510

sysco.com

March 10, 2015

Holiday Day Inn Oakland
77 Hegenberger Road
Oakland, CA 94621
Re: Sysco San Francisco Delivery Windows

Ranil,
Sysco San Francisco offers the following delivery windows. You are able to choose a 3 hour delivery window during any of the following times based on your business needs:

- **Monday – Friday: - Night Drop – deliveries are made from 1am – 5am**

Monday – Saturday: - Day / Afternoon Route – deliveries are made from 6am – 5pm

Please let me know if you have any questions.

Sincerely,

Sarah Linehan

Account Executive, Sysco San Francisco
Mobile: 510-685-7770
Email: linehan.sarah@sfo.sysco.com



350 Frank H. Ogawa Plaza
Suite 300
Oakland, CA 94612
510.839.5066 phone
510.839.5825 fax

www.esassoc.com

Technical Memorandum

date April 13, 2015

to Colleen Liang, Port Associate Environmental Scientist
Environmental Programs and Planning, Port of Oakland

from Jack Hutchison, P.E.

subject 195 Hegenberger Road Hotel: Level of Service at Two Intersections on Pardee Drive (with 100% Outbound Peak-Hour Project Trips using the Pardee Drive Site Access Driveway)

Environmental Science Associates (ESA) has prepared this memorandum to provide clarification regarding the level of service (LOS) impacts that would occur if all of the outbound peak-hour trips generated by the proposed project were to exit onto Pardee Drive (i.e., if outbound trips were prohibited from exiting directly onto Hegenberger Road via a left turn, in accord with traffic control measure [TCM] 18C of the project's conditions of approval).

The two intersections in question are the signalized Pardee Drive at Hegenberger Road, and the unsignalized Pardee Drive access driveway at Pardee Drive. It should be noted that the LOS analysis presented in the 195 Hegenberger Road Hotel Draft EIR (June 2014) assumed that 100% of the outbound trips would exit from the project site via the Pardee Drive access driveway (with inbound trips split 69/31 between the Hegenberger Road and Pardee Drive access driveways). Therefore, the existing-plus-project LOS for the signalized Pardee Drive / Hegenberger Road intersection presented in the table below is the same (acceptable LOS C) as presented in Table 4.C-5 of the Draft EIR.

**LEVELS OF SERVICE (LOS) AND AVERAGE VEHICLE DELAY (seconds per vehicle)
EXISTING vs. EXISTING PLUS PROJECT CONDITIONS^a**

Study Intersection	Existing				Existing Plus Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Pardee Drive – Airport Access Road / Hegenberger Road (<i>signalized</i>)	20.4	C	21.0	C	20.8	C	21.5	C
Pardee Drive / Access Driveway (SSSC)	14.1	B	16.7	C	16.5	C	19.1	C

^a The LOS and average delay represents conditions for the overall signalized intersection, and conditions for the side-street approach (access driveway in this case) for side-street stop controlled (SSSC) intersections.

SOURCE: ESA, 2014 and 2015

The intersection where the Pardee Drive access driveway meets Pardee Drive was analyzed in the November 12, 2014 technical memorandum prepared in response to comments on the Final EIR. However, in that previous memo, outbound trips were assigned 50/50 between the Hegenberger Road and Pardee Drive access driveways,

reflecting a commenter's suggested split. Subsequent to the November 12, 2014 memo, TCM 18C was added to the project's conditions of approval. As stated above, this memorandum clarifies the effect of TCM 18C on intersection LOS. As shown in the table above, the a.m. peak-hour LOS at the Pardee Drive access driveway would marginally worsen (from LOS B to LOS C), and the p.m. peak-hour LOS would remain unchanged (at LOS C); LOS C is considered an acceptable condition (and better than the minimum acceptable LOS D condition). Therefore, drivers exiting the site onto Pardee Drive would experience an acceptable service level during both the a.m. and p.m. peak hours.

In summary, the analysis presented above shows that implementation of TCM 18C of the project's conditions of approval (i.e., install a "Right Turn Only" sign at the site exit on Hegenberger Road) would have less-than-significant secondary effects on traffic operating conditions at the Pardee Drive intersections.

Ex: A.5.2. 11/2015 Tech Data Study

East
West

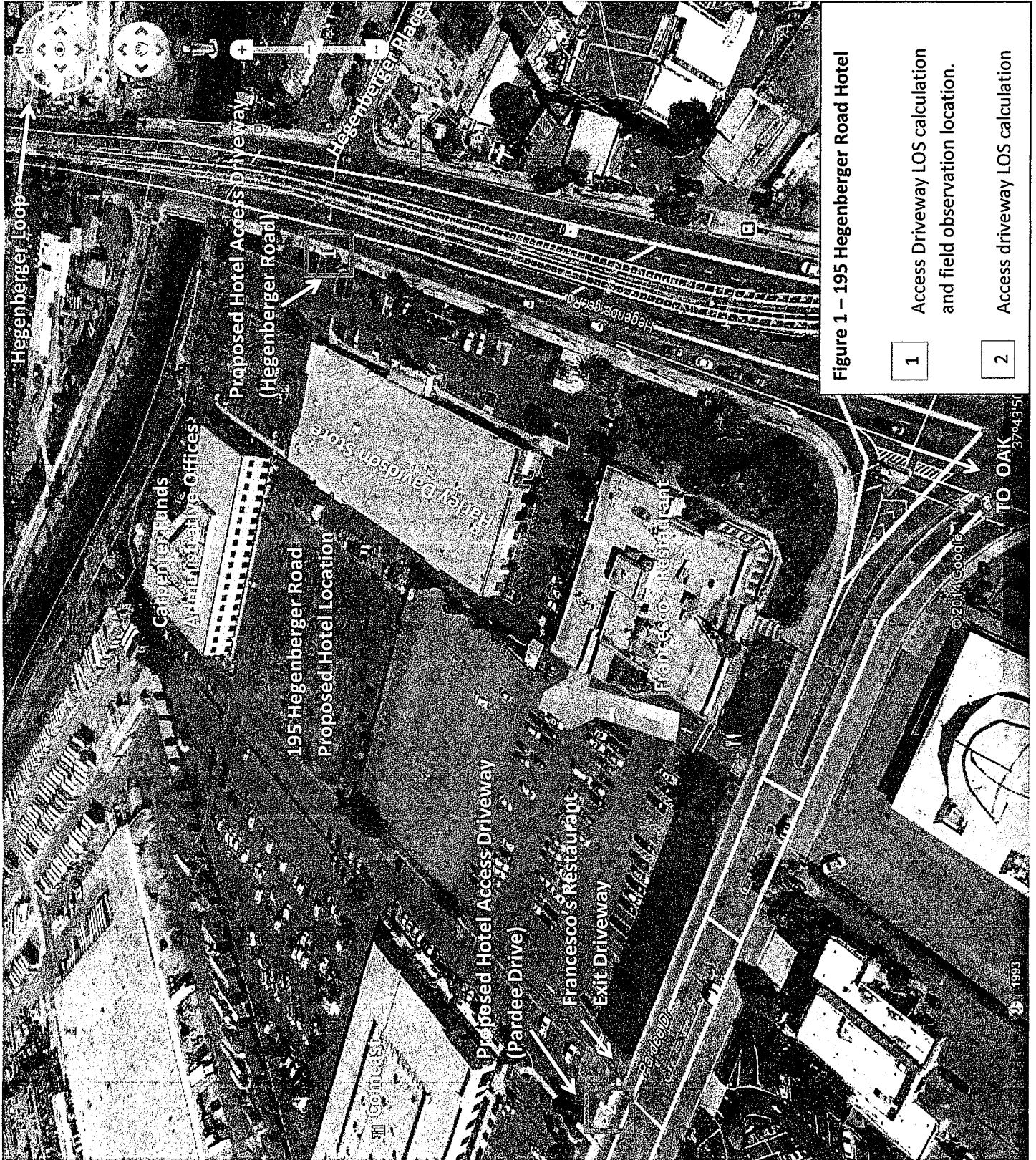


Exhibit A-6. F&M Service Hotel #1.2

Re: Parking: Employees

From: **Joe Marsh** (jmarsh@portoakland.com)

Sent: Wed 3/04/15 6:59 PM

To: Satish Narayan (narayansatish@hotmail.com); Colleen Liang (cliang@portoakland.com)

The parking calculation is not based on employee count. It is based on the number of rooms and the area of the conference facility. The appellant confused the issue by bringing in that the calculation uses 11 employees, but that is an incidental number that doesn't relate to anything. You only need more spaces if you increase room count or conference space.

The Board decision is final. The only remedy for anyone objecting is the court.

We will make sure that the av equipment is ready. You should plan to be there early to set up and make sure everything works and you can test the laser pointer/control.

Sent from my HTC

----- Reply message -----

From: "Satish Narayan" <narayansatish@hotmail.com>

To: "Joe Marsh" <jmarsh@portoakland.com>, "Colleen Liang" <cliang@portoakland.com>

Subject: Parking: Employees

Date: Wed, Mar 4, 2015 4:48 PM

Exhibit A-6. Full Service Hotel #2.1



12/10/2014

Mr. Chris Lytle
Executive Director
Port Authority of Oakland
530 Water Way
Oakland, CA 94607

RE: Springhill Suites 195 Hegenberger Road, Oakland, CA

Dear Mr. Lytle:

Our prospective franchisee, Monarch Equity Investments, Inc., has requested a certain waiver from Marriott International for the proposed Springhill Suites by Marriott in Oakland, CA.

This waiver would allow the above-referenced hotel to offer Full Service amenities including: full restaurant services with three meals per day and room service for hotel guests. Attached is the sample menu that was submitted to Port of Oakland as part of their original application submittal to the Port.

After consultation with Monarch and reviewing this project, Marriott has agreed to grant the waiver as requested by Monarch. Marriott is extremely excited about this project and we certainly appreciate the opportunity for SpringHill Suites to be part of the Port of Oakland and the City of Oakland's hospitality offerings.

If you have any other further questions, please do not hesitate to contact me.

Sincerely

A handwritten signature in cursive script that reads 'Adam Sherer'.

Adam Sherer
Vice President, Select Service & Extended Stay Franchising
Marriott International

"A-6"

#2.2

SAMPLE MENU

COMPLEMENTARY BREAKFAST TO GUESTS (6:00 am – 10:00 am)

DAY and NIGHT MENU (11:00 AM – 10:00 PM)

HOUSE MERINATED OLIVES or ROASTED ALMONDS

INTERNATIONAL CHEESE BOARD

HOT & SPICY CHICKEN WINGS

PRAWNS STUFFED AVOCADO (Homemade Louie Dressing)

CEASAR SALAD (Chicken or Prawns)

BERRYFIELD SALAD (Chicken or Prawns)

CHICKEN FAJITA TACO SALAD

CHICKEN TORTILLA SOUP

SHREDDED BBQ PORK TACOS

SHREDDED BBQ PORK SLIDERS

GRILLED VEGETABLES & FRESH MOZZARELLA PANINI

CHICKEN CORDON BLEU PANINI

TUIRKEY, PESTO & ROASTED PEPPER PANINI

FETTUCCINE (Herb & Butter) with Chicken, Prawns or Smoked Sausages

FETTUCCINE (Parmesan) with Chicken, Prawns or Smoke Sausages

FRESH TOMATO & BASIL FLATBREAD

OLD WORLD SUPREME PIZZERIA STYLE FLATBREAD

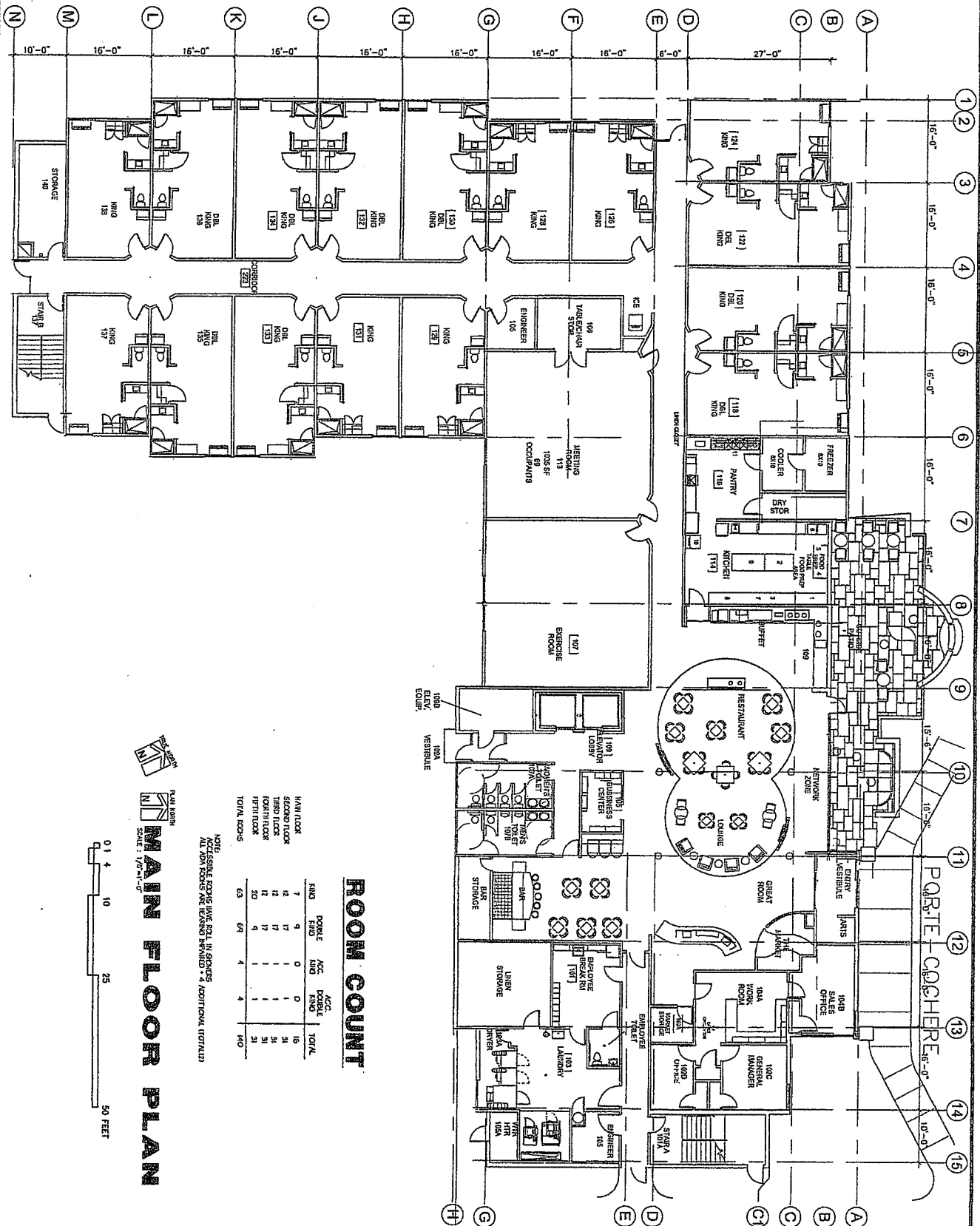
GRILLED CHICKEN, GARLIC & GORGONZOLA FLATBREAD

PROSCIUTTO or CHICKEN WRAPPED PRAWNS

3 – CHEESE STUFFED MUSHROOMS.

"A-6"

#3.2.



MAIN FLOOR PLAN

0' 1' 4' 10' 25' 50 FEET

ROOM COUNT

	KING	DOUBLE	ACC. KING	ACC. DOUBLE	TOTAL
FIRST FLOOR	7	9	0	0	16
SECOND FLOOR	12	17	1	1	31
THIRD FLOOR	12	17	1	1	31
FOURTH FLOOR	12	17	1	1	31
FIFTH FLOOR	20	4	1	1	26
TOTAL ROOMS	63	64	4	4	135

NOTE: ACCIDENTS, INJURIES, AND DEATHS ARE COVERED BY THE POLICY. ALL ROOMS ARE AVAILABLE 24 HOURS A DAY. ADDITIONAL INFORMATION AVAILABLE UPON REQUEST.



PROPOSED:
SPRINGHILL SUITES
195 HEDDERBERG ROAD
OAKLAND, CALIFORNIA 94612



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350 Frank H. Ogawa Plaza
Suite 300
Oakland, CA 94612
510.839.5066 phone
510.839.5825 fax

www.esassoc.com

Memorandum

date December 4, 2014

to Colleen Liang, Port Associate Environmental Scientist
Environmental Programs and Planning, Port of Oakland

from Lesley Lowe, AICP CTP

subject 195 Hegenberger Road Hotel: Number of Employees and EIR Quantitative Analysis

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).¹ 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.² 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

¹ The ITE *Trip Generation Manual* is the most widely used and accepted a national source of trip generation data specific to particular types of land uses. The *Trip Generation Manual*, which contains the largest database and is periodically updated and is populated with contributions from ITE's national membership.

² Note, per guidance of the *Trip Generation Manual*, the daily trip generation rate was calculated based on the fitted curve equation, rather than the average daily rate, as the equation represents a best fit of the relationship between number of rooms and trips generated.

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.