



Addendum No. 1 to Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 Final Subsequent Environmental Impact Report

Date of Publication of Addendum: May 13, 2020

Date of Certification of Final Subsequent EIR: November 3, 2015

Lead Agency: Office of Community Investment and Infrastructure
Successor Agency to the San Francisco Redevelopment Agency
One South Van Ness Avenue, 5th Floor
San Francisco, CA 94103

Agency Contact: José Campos **Telephone:** (415) 749-2554

Project Title: Successor Agency Case No. ER 2014-919-97; Addendum #1
Mission Bay South Blocks 29-32

Project Address: 99 Warriors Way

Project Sponsor: GSW Hotel LLC

Sponsor Contact: Peter Bryan **Telephone:** (510) 740-7559

Determination:

The proposed project consists of policy changes and new construction. The policy changes would:

- amend the Mission Bay South Redevelopment Plan (“South Plan”) to permit Hotel and Residential uses on the project site, allocate up to 21 dwelling units to Blocks 29-30, increase the number of hotels permitted in the South Plan area, increase the total number of hotel rooms permitted in the South Plan area and allocate the increase of 230 hotel rooms to Blocks 29-30, increase the total leasable area of retail space permitted in the South Plan area from 335,000 square feet to 400,000 square feet, and increase the total City-serving retail allocated to Blocks 29-32 and 36 in Zone A from 20,700 leasable square feet to 85,700 leasable square feet¹ and allocate the increase, i.e., 65,000 of such leasable square feet, to Blocks 29-32. The increased retail square footage includes retail areas on Blocks 29-32 that were previously approved but excluded from the calculation of retail square footage under the South Plan definition of Gross Floor Area and outdoor retail areas that will be partially enclosed or covered;
- amend the Mission Bay South Design for Development document (“South D for D”) to permit the building’s height, allow a third tower on Blocks 29-32, reduce tower separation requirements between the proposed building and the Event Center, amend the Rooftop Recreation/Community Structures standards for Height Zone 5, permit the building’s bulk, confirm the users of Blocks 29-32 will share loading spaces, amend requirements for architectural projections, and other conforming amendments and clarifications; and

¹ Although Block 36 is not part of the project site, the South Plan includes an allocation of City-serving retail space in a portion of the South Plan’s Zone A that groups Block 36 with Blocks 29-32. The latter constitutes the project site but the proposed amendment would increase the total retail space allocation in the portion of Zone A that also encompasses Block 36, but would allocate the increase only to Blocks 29-32.

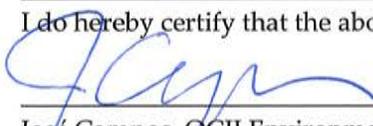
- amend the previously approved Major Phase Application and Basic Concept Design/Schematic Design for Blocks 29-32.

The proposed project as set forth in the proposed Basic Concept/Schematic Design application dated May 1, 2020 would construct a new, 160-foot-tall, mixed-use hotel, residential and retail building consisting of approximately 160,000 gross square feet (gsf) of hotel space (including associated uses such as a ballroom, meeting rooms, and a fitness center); 85,000 gsf of residential space; and up to 25,000 gsf of retail space.² The proposed project would include a hotel with up to 129 rooms and up to 21 dwelling units. However, the proposed amendments to the South Plan and the South D for D would permit future revisions to the proposed Basic Concept/Schematic Design to allow for a hotel with as few as 129 rooms or as many as 230 rooms, and as few as zero (0) dwelling units or as many as 21 dwelling units, provided that the total area of hotel and residential uses combined would not exceed approximately 245,000 gsf. Both the proposed project and any project variant with a different number of hotel rooms or dwelling units would also include up to approximately 25,000 gsf of retail space. This retail space would replace approximately 25,000 gsf of retail space that currently exists on the project site, resulting in no net new retail area on the project site from the construction of the proposed building. In addition, the increase in the total retail area on Blocks 29-32 caused by partially enclosing or covering approximately 6,300 gsf of certain existing patios would result in a total of approximately 117,200 gsf of retail area on Blocks 29-32, which is below the 125,000 gsf of retail studied in the Event Center FSEIR.

Since certification of the Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 Final Subsequent Environmental Impact Report ("Event Center FSEIR"), no substantial changes have been made to the South Plan or the Event Center project, no substantial changes have occurred in the circumstances under which the South Plan or Event Center project would be undertaken, and no new information of substantial importance has emerged that would result in one or more significant effects not discussed in the Event Center FSEIR or an increase in any significant effects previously disclosed, and there are no new, or previously rejected as infeasible, mitigation measures or alternatives have been proposed that would substantially reduce one or more significant impacts that the project proponents have declined to adopt. As such, because none of the criteria set forth in CEQA Guidelines Section 15162 that would require subsequent environmental review have been triggered, the lead agency may approve the subsequent activities set forth as being within the scope of the Event Center FSEIR under CEQA Guidelines Section 15162 without the need for additional environmental documentation beyond this addendum.

(The basis for this determination is provided on the following pages.)

I do hereby certify that the above determination has been made pursuant to state and local requirements.



 José Campos, OCII Environmental Review Officer,
 Successor Agency to the San Francisco
 Redevelopment Agency

 May 13, 2020
 Date of Determination

² Consistent with the Event Center FSEIR, the CEQA analyses are based on gross square footage. However, the Mission Bay South Redevelopment Plan permits development based on an adjusted gross square footage definition ("Gross Floor Area") and a leasable square footage definition ("Leasable Floor Area"). Gross Floor Area and Leasable Floor Area as defined in the Mission Bay South Redevelopment Plan for this project would be less than the gross square footage presented in this environmental document.

Background

Mission Bay South Redevelopment Plan Approval Process and Prior Environmental Review

On August 23, 1990, the San Francisco Board of Supervisors certified the Mission Bay Final Environmental Impact Report (the “1990 FEIR”).³ The 1990 FEIR assessed the development program that was ultimately adopted as the Mission Bay Plan, an Area Plan of the San Francisco General Plan. In 1996-97, the former Redevelopment Agency of the City and County of San Francisco (“Redevelopment Agency”), with Catellus Development Corporation as project sponsor, proposed a new project for the Mission Bay area, consisting of two separate redevelopment plans (Mission Bay North Redevelopment Plan and Mission Bay South Redevelopment Plan) (“North Plan” and “South Plan” or, collectively, the “Plans”) in two redevelopment project areas separated by the China Basin Channel.

On September 17, 1998, the San Francisco Planning Commission and the former Redevelopment Agency Commission certified the Mission Bay Final Subsequent Environmental Impact Report (“Mission Bay FSEIR”).⁴ The San Francisco Board of Supervisors affirmed the certification of the Mission Bay FSEIR by the Planning Commission and the former Redevelopment Agency Commission on October 19, 1998.⁵ The Mission Bay FSEIR analyzed reasonably foreseeable development under the Plans. It incorporated by reference information from the original 1990 FEIR that continued to be accurate and relevant for analysis of the Plans. Thus, the 1990 FEIR and the Mission Bay FSEIR together constitute the environmental documentation for the Plans. The 1990 FEIR and Mission Bay FSEIR are program Environmental Impact Reports under CEQA Guidelines 15168 and redevelopment plan EIRs under CEQA Guidelines 15180.

The former Redevelopment Agency Commission adopted the North and South Plans on September 17, 1998, along with the Mission Bay North Owner Participation Agreement (as subsequently amended, the “North OPA”) and Mission Bay South Owner Participation Agreement (as subsequently amended, the “South OPA”), which are between the former Redevelopment Agency, now the Office of Community Investment and Infrastructure (“OCII”) as the successor agency to the former Redevelopment Agency, and the Mission Bay Master Developer (originally Catellus Development Corporation and now FOCIL-MB, LLC, the successor to Catellus Development Corporation).⁶ The land uses in the adopted Plans are generally illustrated in **Figure 1**, which also depicts the project site.⁷

³ Planning Department Case No. 86.505E.

⁴ Planning Department Case No. 96.771E, Redevelopment Agency Case No. ER 919-97.

⁵ Resolution No. 14696.

⁶ Resolution No. 191-98, and No. 188-98, respectively.

⁷ It should be noted that the land use program in the adopted Plans was developed from the proposed Plan plus a combination of Plan variants described and analyzed in the Mission Bay FSEIR. Specifically, the adopted Mission Bay North and South Redevelopment Plans were based on the Plan description in the Mission Bay FSEIR, plus Variant 1 (Terry A. François Boulevard Variant/Expanded Bayshore Open Space Proposal), Variant 2 (Esprit Commercial Industrial/Retail Variant), Variant 3A (Modified No Berry Street Crossing Variant), and Variant 5 (Castle Metals Block Commercial Industrial/Retail Variant). The adopted Plans were described in the Mission Bay FSEIR Chapter III, Project Description, and Section VII.G, Combination of Variants Currently under Consideration by the Project Sponsors. The Mission Bay FSEIR concluded that the environmental effects of the combination of Plan variants would be similar to those of the proposed Plan, and consequently, would not result in any new or substantially more severe significant effects identified in the Mission Bay FSEIR for the proposed project.

The South Plan has been amended twice. The first amendment, in 2013, permitted residential use on Block 1 and permitted a previously approved hotel on Block 1 to have fewer rooms if a residential use was developed. The second amendment, in 2018, allowed the removal of a 0.3 acre parcel known as P20 from the Plan area, in conjunction with the City's approval of the Mission Rock mixed-use project on the Port of San Francisco's adjacent Seawall Lot 337.

The North and South OPAs incorporated into the Plans the mitigation measures identified in the Mission Bay FSEIR and adopted by the former Redevelopment Agency Commission at the time the Plans were approved.⁸ As authorized by the Plans, the former Redevelopment Agency Commission simultaneously adopted design guidelines and standards governing development, contained in companion documents, the Design for Development for the Mission Bay North Project Area (the "North D for D") and the Design for Development for the Mission Bay South Project Area (the "South D for D"), respectively.⁹ The San Francisco Board of Supervisors adopted the North D for D on October 26, 1998, and the South D for D on November 2, 1998.¹⁰ The South OPA, which is a development contract between the Mission Bay Master Developer and the former Redevelopment Agency, has been amended six times: the first amendment dated February 17, 2004, the second dated November 1, 2005, the third dated May 21, 2013, the fourth dated June 4, 2013, the fifth dated April 29, 2014, and the sixth dated July 26, 2018. The South D for D has been amended five times: on February 17 and March 16, 2004; on March 17 and November 3, 2015; and on June 5, 2018.

The Redevelopment Agency or OCII has prepared nine addenda to the Mission Bay FSEIR (completed between 2000 and 2013) for specific developments within Mission Bay that required additional environmental review of specific issues beyond those that were covered in the Mission Bay FSEIR. These addenda are as follows:

- The first addendum, dated March 21, 2000, analyzed the ballpark parking lots.
- The second addendum, dated June 20, 2001, addressed Infrastructure Plan revisions related to the 7th Street bike lanes and relocation of a storm drain outfall.
- The third addendum, dated February 10, 2004, addressed amendments to the South D for D with respect to the maximum allowable number of towers, tower separation, and required setbacks.
- The fourth addendum, dated March 9, 2004, addressed amendments to the South D for D with respect to the permitted maximum number of parking spaces for biotechnical and similar research facilities, and specified certain changes to the North OPA to reflect a reduction in permitted commercial development and associated parking.
- The fifth addendum, dated October 4, 2005, addressed revisions to the University of California San Francisco (UCSF) Long Range Development Plan and the Final Environmental Impact Report for the Long Range Development Plan.
- The sixth addendum, dated September 10, 2008, addressed revisions of the UCSF Medical Center at Mission Bay.

⁸ North and South OPAs, Attachment L.

⁹ Resolution No. 191-98 and Resolution No. 186-98, respectively.

¹⁰ Ordinance No. 327098 North and South OPAs, Attachment L and Ordinance No. 335-98, respectively.

- The seventh addendum, dated January 7, 2010, analyzed the development of a Public Safety Building on Mission Bay Block 8 to accommodate the headquarters of the San Francisco Police Department, relocation of Southern Police Station to the new building from the Hall of Justice, a new San Francisco Fire Department station, and adaptive reuse of historic Fire Station 30, along with parking for these uses.
- The eighth addendum, dated May 15, 2013, analyzed amendments to the South Plan and South OPA to allow a mix of hotel, residential, and retail uses on Block 1.
- The ninth addendum, dated May 30, 2013, addressed development on Block 7E for a facility housing extended stay bedrooms and associated facilities to support families of patients receiving medical treatment primarily at UCSF's medical facilities.

Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 Approval Process and Final Subsequent Environmental Impact Report

On November 3, 2015, the Commission on Community Investment and Infrastructure certified the Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 Final Subsequent Environmental Impact Report ("Event Center FSEIR") for a multi-purpose event center ("Event Center") and a variety of mixed uses, including office, retail, open space, and structured parking.¹¹ On the same day, OCII approved a new Major Phase for Blocks 29-32 a Basic Concept Design/Schematic Design for Blocks 29-32 and amendments to the Mission Bay South Design for Development, Streetscape Plan and Signage Master Plan. On December 8, 2015, the San Francisco Board of Supervisors rejected an appeal of this certification of the Event Center FSEIR, and on November 29, 2016 the California Court of Appeal published *Mission Bay Alliance v. Office of Community Investment & Infrastructure*, 6 Cal. App. 5th 160 (Ct. App. 2016), upholding the certification of the Event Center FSEIR.

Successor Agency/Oversight Board Jurisdiction

The former San Francisco Redevelopment Agency, along with all 400 redevelopment agencies in California, was dissolved on February 1, 2012, by order of the California Supreme Court in a decision issued on December 29, 2011 (*California Redevelopment Association et al. v. Ana Matosantos*). On June 27, 2012, the California Legislature passed, and the Governor signed Assembly Bill (AB) 1484, a bill making technical and substantive changes to AB 26, which was the original bill that resulted in the dissolution of all redevelopment agencies. (Together, AB 26 and AB 1484 are referred to as "Redevelopment Dissolution Law," which is codified at California Health and Safety Code Sections 34161 – 34191.5). In response to Redevelopment Dissolution Law, the San Francisco Redevelopment Agency was dissolved and succeeded by the Successor Agency to the Redevelopment Agency of the City and County of San Francisco ("Successor Agency"), commonly known as the Office of Community Investment and Infrastructure (OCII). Pursuant to state and local legislation, the Successor Agency is governed by the Commission on Community Investment and Infrastructure, which is overseen by the Oversight Board on certain matters as set forth in the Redevelopment Dissolution Law.

On January 24, 2012, the Board of Supervisors of the City and County of San Francisco adopted Resolution No. 11-12 in response to the Supreme Court's December 29, 2011 decision upholding AB 26. On October 2, 2012, the Board of Supervisors adopted Ordinance No. 215-12 in response to the Governor's approval of AB 1484. Together, these two local laws ("Successor Agency Legislation") create the governing

¹¹ Planning Department Case No. 2014.1441E.

structure of OCII. Pursuant to the Successor Agency Legislation, the Commission on Community Investment and Infrastructure exercises certain land use, development and design approval authority for the Mission Bay North and Mission Bay South Plan areas (and other major development projects), and the OCII Oversight Board exercises certain fiscal oversight and other duties required under Redevelopment Dissolution Law. The State Department of Finance (DOF) retains authority over certain proposed transactions, including the authority to review all Oversight Board actions.

South Plan Area Development Controls

The primary development controls for the Mission Bay South Redevelopment Plan Area (“South Plan Area”) are the South Plan and the South D for D, which together specify development standards for Blocks 29-32, including standards and guidelines for height, setbacks, and lot coverage. In accordance with Redevelopment Dissolution Law, when the Board of Supervisors approved the South Plan in 1998, land use and zoning approvals within Mission Bay came under the jurisdiction of the former Redevelopment Agency, now OCII, as described above. Together, the South Plan and South D for D constitute the regulatory land use framework for the project site, and they supersede the San Francisco Planning Code, except as otherwise specifically provided in those documents and associated documents for implementing the Plans.

The infrastructure serving the South Plan Area is provided by the master developer, FOCIL-MB, LLC, consistent with the South OPA, including the Mission Bay South Infrastructure Plan (Attachment D to the South OPA). The South OPA includes triggers for the phasing of required infrastructure improvements based on adjacency, ratios, and performance standards to ensure that the master developer phases the required infrastructure to match the phasing of private development occurring on adjacent blocks.

In addition to the South Plan and South D for D, the other major development controls that apply to the project site include:

- Applicable mitigation measures included in the Event Center FSEIR (attached to this Addendum as Exhibit A);
- All other associated adopted plans and documents that apply in the South Plan Area under the Plan and South OPA, such as the 1999 Mission Bay Risk Management Plan, with amendments (including Article 22A of the San Francisco Health Code for analyzing soils for hazardous waste), Mission Bay South Streetscape Master Plan, and Mission Bay South Signage Master Plan; and
- Other adopted City plans and regulations that apply in the South Plan Area, such as the San Francisco Building Code; Chapter 7 of the San Francisco Environment Code, “Resource Efficiency Requirements,” and any engineering requirements applicable under City Code to the development.

Relevant portions of the South Plan and South D for D as they pertain to Blocks 29-32 are described below.

South Plan Development Controls for Blocks 29-32

In addition to providing overall planning objectives for the Plan area, the South Plan designates land uses for Blocks 29-32 as described below.

The South Plan assigns a land use designation of Commercial Industrial/Retail (Attachment 3 of the South Plan) to Blocks 29-32. The South Plan provides for either principal or secondary uses at this site. Principal uses are permitted in accordance with the Plan's provisions, and secondary uses are permitted provided that such secondary uses generally conform with redevelopment objectives and planning and design controls established pursuant to the Plan. The OCII Environmental Review Officer must make a determination that secondary uses make a positive contribution to the character of the Plan area, and that the secondary use "will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community."

The South Plan identifies the following principal uses under the Commercial Industrial/Retail land use designation applicable to Blocks 29-32: manufacturing, including office space and administrative uses associated therewith, software development and multimedia, medical and biotechnical research, and other types of manufacturing; institutions; retail sales and services; arts activities and spaces; office use; home and business services; animal care; wholesaling; automotive; and other uses (e.g., greenhouse, nursery, open recreation and outdoor activity areas, parking, walk-up facilities, and certain telecommunications-related facilities). The following secondary uses are permitted: certain institutions, assembly and entertainment, and other uses (public structure or use of a nonindustrial character).

The South Plan also describes general controls and limitations for development and sets limits on leasable square footages of various uses within defined zones within the Plan area, including for Blocks 29-32. The Plan sets a maximum floor area ratio of 2.9 to 1 for the Commercial Industrial and Commercial Industrial/Retail districts (excluding Zones B through D), while the maximum building height within the South Plan area is 160 feet. The South Plan further indicates that within the limits, restrictions, and controls established in the Plan, OCII is authorized to establish height limits of buildings, land coverage, density, setback requirements, design and sign criteria, traffic circulation and access standards and other development and design controls in the South D for D. Accordingly, the approved maximum building height on the project site, as established in the South D for D, is 90 feet (with the exception of an Event Center, which is not to exceed 135 feet) on the portion of the project site on Block 30, and is 160 feet on the portion of the project site on Block 29.

South Design for Development Controls for Blocks 29-32

The Mission Bay South D for D, a companion document to the South Plan, contains the design standards and design guidelines applicable to Blocks 29-32. The project site is within Height Zone-5, which specifies that 10 percent of the developable area (within the entire height zone) may be occupied by a maximum of four towers up to 160 feet in height (two of which must be on Blocks 29 or 31), and the remaining 90 percent of the development could be at a maximum of 90 feet (with the exception of an Event Center, which is not to exceed 135 feet). Within Height Zone-5, Blocks 29-32 are subject to additional restrictions in that no towers are allowed on Blocks 30 or 32.

Existing Conditions

Before 1998, Mission Bay was characterized by low-intensity industrial development and vacant land. Since adoption of the Plans in 1998, Mission Bay has undergone redevelopment into a mixture of residential, commercial (light industrial, research and development, labs and offices), retail, and educational/institutional uses and open space. As of May 2020, 5,908 housing units (including 1,310 affordable units) of the planned 6,514 housing units within Mission Bay (roughly 91 percent) are

complete, with another 152 affordable units under construction. Regarding office and laboratory space, approximately 3.1 million square feet of the planned 3.5 million square feet in the overall Mission Bay Plans area (approximately 88 percent) is complete. Approximately 539,000 of the 560,000 planned Leasable square feet of retail space (approximately 96 percent) is also complete, and the new Golden State Warriors' Event Center has been constructed on the current project site. Twenty-three acres of parks and open space of the planned 41 acres within Mission Bay are complete (approximately 57 percent) with 7 acres under construction and 10 acres planned. The South Plan area also includes the new University of California-San Francisco Medical Center and associated development.

Blocks 29-32

As shown in Figure 1, the project site consists of Assessor's Block 8722, Lot 025. The project site is bounded by Warriors Way (previously South Street) to the north, the existing Event Center to the south, an office tower on Block 29 to the west, and Terry A. François Boulevard to the east. The site is currently occupied by a retail component of the Event Center development.

Project Description

Project Characteristics

The proposed project consists of policy changes and new construction. The project sponsor (GSW Hotel LLC) is seeking policy changes including:

- amendment of the South Plan to permit Hotel (including associated uses such as retail, banquet, and meeting rooms) and Residential uses on the project site, allocate up to 21 dwelling units to Blocks 29-30, increase the number of hotels permitted in the South Plan area, increase the total number of hotel rooms permitted in the South Plan area and allocate the increase of 230 hotel rooms to Blocks 29-30, increase the total leasable square footage of retail space from 335,000 to 400,000, and increase the total City-serving retail on Blocks 29-32 and 36 in Zone A from 20,700 leasable square feet to 85,700 leasable square feet and allocate the increase, i.e., 65,000 of such leasable square feet, to Blocks 29-32. The increased retail square footage includes retail areas that were previously approved but excluded from the calculation of retail square footage under the South Plan definition of Gross Floor Area and outdoor retail areas that will be partially enclosed or covered;
- amendment of the South D for D to permit the building's height, allow a third tower on Blocks 29-32, reduce tower separation requirements between the proposed building and the Event Center, amend the Rooftop Recreation/Community Structures standards for Height Zone 5, permit the building's bulk, confirm that the users of Blocks 29-32 will share loading spaces, amend requirements for architectural projections, and other conforming amendments and clarifications;
- amendment of the previously approved Major Phase Application for Blocks 29-32; and
- approval of a Basic Concept Design/Schematic Design.

The proposed project as set forth in the proposed Basic Concept/Schematic Design application would construct a new, 160-foot-tall mixed-use hotel, residential and retail building consisting of approximately 160,000 gross square feet (gsf) of hotel space (including associated uses such as a ballroom, meeting

rooms, and a fitness center); 85,000 gsf of residential space; and up to 25,000 gsf of retail space. The proposed project would include a hotel with up to 129 rooms and up to 21 dwelling units. However, the proposed amendments to the South Plan and the South D for D would permit future revisions to the proposed Basic Concept/Schematic Design to allow for a hotel with as few as 129 rooms or as many as 230 rooms, and as few as zero (0) dwelling units or as many as 21 dwelling units, provided that the total area of hotel and residential uses combined would not exceed approximately 245,000 gsf. The project variant analyzed herein includes 230 hotel rooms and 0 dwelling units. Both the proposed project and any project variant with a different number of hotel rooms or dwelling units would also include up to approximately 25,000 gsf of retail space. This retail space would replace approximately 25,000 gsf of retail space that currently exists on the project site, resulting in no net new retail area on the project site from the construction of the proposed building. In addition, the increase in the total retail area on Blocks 29-32 caused by partially enclosing or covering approximately 6,300 gsf of certain existing patios would result in a total of approximately 117,200 gsf of retail area on Blocks 29-32, which is below the 125,000 gsf of retail studied in the Event Center FSEIR. **Table 1** below depicts the proposed retail areas in relation to the retail areas analyzed in the Event Center FSEIR.

**TABLE 1
BLOCKS 29-32 RETAIL AREA SUMMARY**

Retail Area	Size
Total Blocks 29-32 Retail area analyzed in 2015 Event Center FSEIR	125,000 gsf
Total Blocks 29-32 as-built Retail areas	110,853 gsf
Patios to be partially enclosed or covered thereby converted to Retail*	6,298 gsf
Total Blocks 29-32 as-built Retail areas, including patios to be enclosed or covered	117,151 gsf
Existing Retail areas to be demolished for proposed project/project variant**	(25,044) gsf
Approximate maximum proposed project/project variant Retail area***	25,000 gsf
Total Blocks 29-32 Retail area after construction of proposed project/project variant, including patios to be enclosed or covered****	117,107 gsf

NOTES: gsf = gross square feet

* Space 11 (2,627 gsf), 14 (956 gsf), 23 (2,139 gsf) and 29 (576 gsf) patios to be partially enclosed or covered.

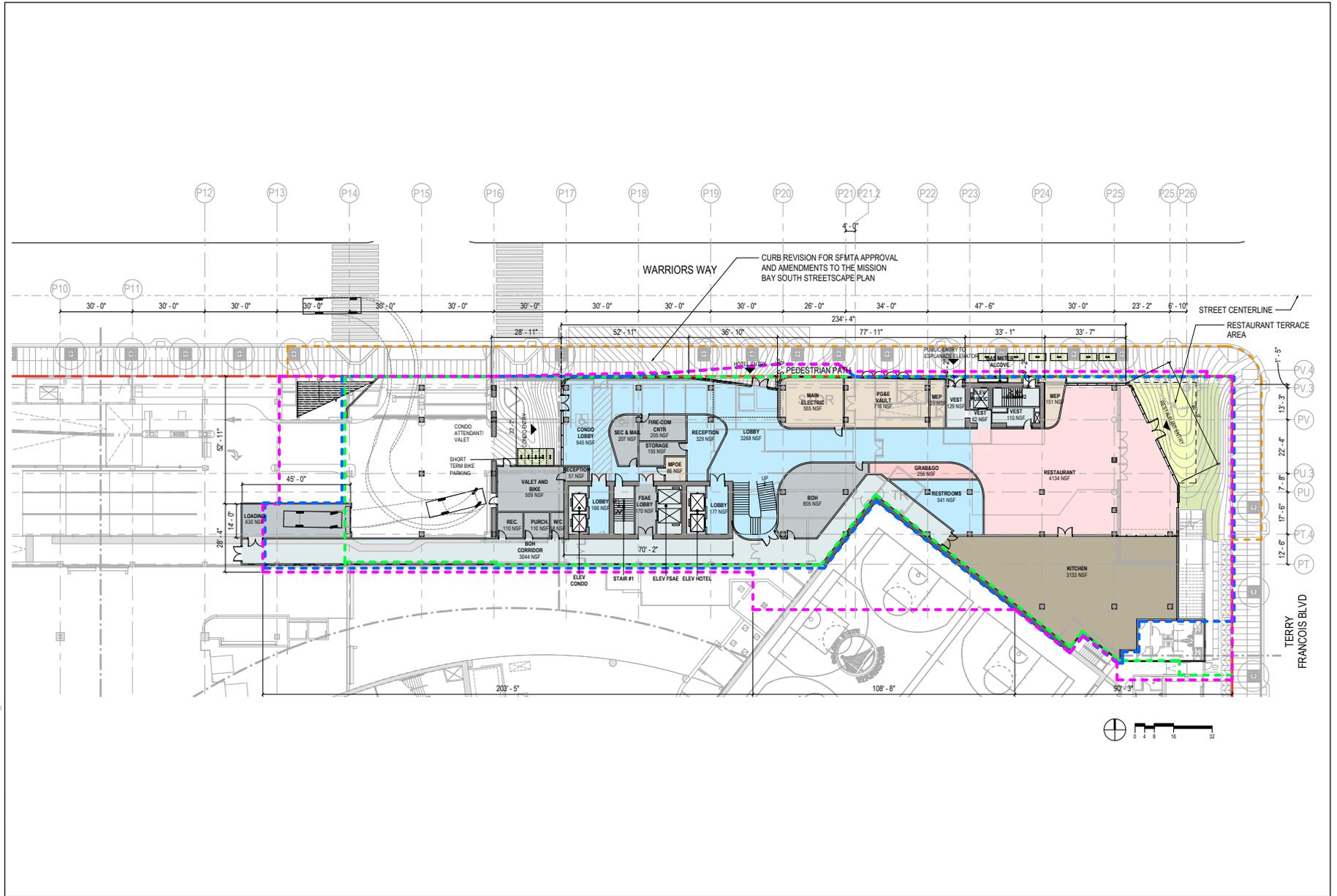
** South Street Esplanade (5,277 gsf) and Northeast Corner (19,767 gsf) Retail areas.

*** Includes restaurant, bar, grill, café, spa, and sundry Retail areas.

**** Uses that are ancillary to the Hotel use, such as the ballroom, meeting areas, and fitness center, are included in the total Hotel area, not the Retail area.

The proposed ground floor plan is presented in **Figure 2** and building section is shown in **Figure 3**.

The 13-story building would consist of a seven-story, 84-foot-tall podium with a 6-story tower above, with a maximum height of 160 feet (not including rooftop mechanical enclosures). Four stories would be devoted to hotel rooms, five stories to condominiums, and four stories to amenities (e.g., spa and fitness, meeting rooms, retail). The building would also include a 20-foot-tall screened mechanical penthouse; the roof of the mechanical penthouse would be a maximum of 180 feet above street elevation. **Table 2** presents the proposed project and variant characteristics.



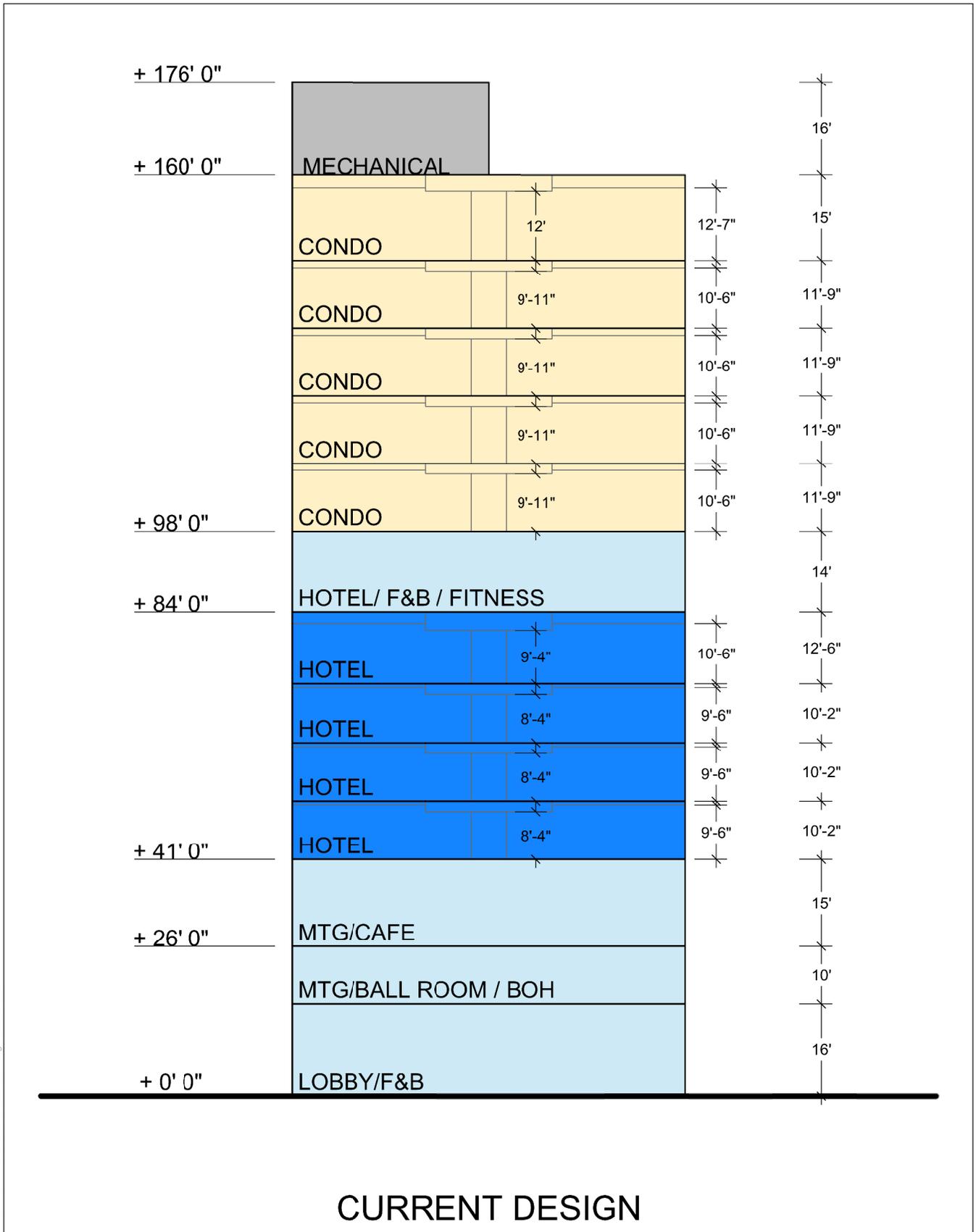
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SOURCE: Gensler, 2020

Warriors Hotel Addendum

Figure 2
Ground Floor Plan





CURRENT DESIGN

SOURCE: Gensler, 2020

Warriors Hotel Addendum

Figure 3
Building Section



**TABLE 2
PROJECT AND PROJECT VARIANT CHARACTERISTICS**

Proposed Uses	Project	Project Variant
Hotel	Up to 160,000 gsf / 129 rooms	Up to 245,000 gsf / 230 rooms
Residential	Up to 85,000 gsf / 21 units	0 gsf / 0 units
Retail	Up to 25,000 gsf	Up to 25,000 gsf
Total Building	270,000 gsf	270,000 gsf
Open Space	TBD	TBD
Parking Spaces	No parking required ^a	No parking required ^a
Bicycle Parking Spaces	37 ^b	33 ^c
Commercial Loading Spaces	1 ^d	1 ^d
Tour Bus Loading Spaces	0	1 ^e
Number of Stories	13	13
Height	180 feet maximum tower height ^f 84 feet podium height	180 feet maximum tower height ^f 84 feet podium height

NOTES: gsf = gross square feet

^a 923 parking spaces were constructed as part of Event Center. Hotel/residential allocation through private agreement among users would reduce the number of parking spaces to 907.

^b 22 short-term spaces (Class II) and 15 Class I long-term spaces (i.e., lockable).

^c 27 Class II spaces and 6 Class I spaces.

^d One loading space provided as part of the proposed project and project variant. Additional loading spaces available in the existing Event Center garage and shared with the other uses of Blocks 29-32.

^e Located along the south side of Warriors Way

^f 160-foot-tall building plus 20-foot-tall mechanical penthouse.

SOURCE: GSW Hotel LLC, 2020

Circulation, Parking, and Loading

The project site is located on the corner of Warriors Way and Terry A. François Boulevard, both of which would provide vehicular access to the project site. Pedestrian access to the proposed building would be provided through condominium and hotel lobbies on Warriors Way and a restaurant entry on Terry A. François Boulevard. No new parking would be provided on-site. Project residents and hotel guests would have access to the adjacent Event Center garage, based on parking space availability, which has an entrance at 99 Warriors Way, while project visitors would generally park at the off-site parking structure on the north side of the street, at 450 Warriors Way.

The project sponsor is intending to request that SFMTA designate 100 feet of the existing 240-foot-long white zone on the south side of Warriors Way as an accessible passenger drop-off and pick-up area for the use of hotel guests and residents. The white zone would include a 20-foot-long accessible aisle, which would encroach five feet from the curb onto the existing sidewalk; about 7.5 feet would remain available for pedestrian access. The white zone would be extended by 30 to 50 feet under the project variant and two 20-foot-long accessible aisles would be provided. The project variant would also accommodate one 45-foot-long tour bus loading space on the south side of Warriors Way. No other changes to the existing sidewalk or driveway configuration would be undertaken as part of the proposed project or variant.

Commercial loading would be provided in a minimum 35-foot-long by 10-foot-wide on-site loading space accessible from Warriors Way. If the loading space is occupied, additional vehicles would need to use the existing loading spaces available at the Event Center underground dock or nearby on-street loading

spaces. An existing 140-foot-long zone yellow zone is located on the south side of Warriors Way, adjacent to the project site and near the intersection of Terry François Boulevard. Additional loading space capacity for vehicles longer than 30 feet is also available at the Event Center underground dock, which is accessible from 16th Street.

Bicycle Parking

Fifteen Class I bicycle parking spaces would be provided in a secure room inside the residential building under the proposed project, while 22 Class II bicycle parking racks would be provided near the residential entrance (10 spaces) and the hotel entrance (12 spaces). The project variant would provide six Class I bicycle parking spaces and 27 Class II parking racks.

Open Space, Landscaping, and Streetscape Improvements

The building will have an open terrace on the 2nd, 7th, and 13th floors. Existing street trees planted as part of the Event Center project would either be retained or replaced with additional plantings or an in-lieu fee payment during construction of the proposed project.

Infrastructure Improvements

Public utility infrastructure that would serve the proposed project, including sewer, storm drain, high/low-pressure water, recycled water, gas, electric, and telecommunication systems, is complete and installed under Warriors Way. Connections between utility systems and new building services would be made, in most cases, where the building frontage meets street frontage.

Transportation Management Plan

As part of the Event Center project, the project sponsor prepared and implemented a Transportation Management Plan (TMP). The TMP is a management and operating plan to facilitate multimodal access at the event center during project operation. The TMP includes various management strategies designed to reduce use of single-occupant vehicles, minimize conflicts between modes in the project vicinity, and to increase the use of rideshare, transit, bicycle, and walk modes for trips to and from the project site. The TMP program was developed by the project sponsor in consultation with SFMTA, OCII, and the Planning Department. The TMP will be expanded to address the new land uses under the proposed project or variant (residential and hotel) that were not included in the Event Center project.

Sustainability

The proposed development would be subject to a number of sustainability requirements, including the California CalGreen Code, City of San Francisco Green Building Code, and the South D for D.

Construction

Construction of the proposed project is expected to begin in summer 2021 and conclude in spring 2023. Construction activities would include, but not be limited to: site demolition of existing structures; construction of the proposed building; minor trenching for utility connections; interior finishing; and exterior hardscaping and landscaping improvements. No excavation for foundations will be required because the building would be supported by the existing sitewide foundation system constructed as part of the Event Center project.

All construction activities would be conducted within allowable construction requirements permitted by City code. The project would also be subject to the Mission Bay Good Neighbor Policy, which limits extreme noise-generating activities in Mission Bay from Monday to Friday from 8:00 a.m. to 5:00 p.m.¹²

Approvals Required

Prior Approvals for Blocks 29-32

The first Major Phase Application for Blocks 26-34 was submitted by salesforce.com to the Redevelopment Agency and approved on September 20, 2011. On October 9, 2015, salesforce.com transferred Blocks 29-32 to its current owner, GSW Arena LLC (“GSW”). GSW submitted a Major Phase Application (the “Blocks 29-32 Major Phase”) on December 10, 2014, and it was approved on November 3, 2015. All elements of the Blocks 29-32 Major Phase have been completed. The proposed project would revise the 2015 Major Phase Application for Blocks 29-32.

Anticipated Approvals for Blocks 29-32

Project approvals or permits from the following agencies for construction or long-term operation are anticipated at this time (approving body in parentheses):

- Amendments to the Mission Bay South Redevelopment Plan to permit Hotel and Residential uses on the project site, allocate up to 21 dwelling units to Blocks 29-30, increase the number of hotels permitted in the South Plan area, increase the total number of hotel rooms permitted in the South Plan area and allocate the increase of 230 hotel rooms to Blocks 29-30, increase the total leasable square footage of retail space from 335,000 to 400,000, and increase the total City-serving retail on Blocks 29-32 and 36 in Zone A from 20,700 leasable square feet to 85,700 leasable square feet and allocate the increase, i.e., 65,000 of such leasable square feet, to Blocks 29-32 (OCII Commission and Board of Supervisors);
- Amendments to the Mission Bay South Owner Participation Agreement to increase the number of residential units in the South Plan area and allocate up to 21 residential units to Blocks 29-30, increase the number of hotels in the South Plan area and allocate up to 230 hotel rooms to Blocks 29-30, increase the leasable square feet of retail in the South Plan area and allocate 65,000 leasable square feet of such retail to Blocks 29-32, provide for certain fees to be paid for the maintenance of park P22, and provide for the payment of certain impact fees to fund affordable housing and for implementation of certain small business and first source hiring policies in connection with the development on Blocks 29-30 (OCII Commission, Oversight Board and DOF);
- Amendments to the Mission Bay South Design for Development to permit the building’s height, allow a third tower on Blocks 29-32, reduce tower separation requirements between the proposed building and the Event Center, amend the Rooftop Recreation/Community Structures standards for Height Zone 5, permit the building’s bulk, confirm loading requirements that allow the users of Blocks 29-32 to share loading spaces, amend requirements for architectural projections, and other conforming amendments and clarifications (OCII Commission);

¹² The Mission Bay Good Neighbor Policy specifies that pile driving or other noise generating activity (80 dBA at a distance of 100 feet) shall be limited to 8:00 am to 5:00 pm, Monday through Friday. No pile driving or other extreme noise generating activity is permitted on Saturday, Sundays and holidays. Requests for pile driving on Saturdays may be considered on a case by case basis by OCII with approval at the sole discretion of the OCII Environmental Review Officer.

- Amendment of the Major Phase Application for Blocks 29-32 (OCII Commission);
- Approval of a Basic Concept/Schematic Design for the project (OCII Commission);
- Approval of a General Plan Referral (Planning Commission); and
- Approvals for connections to infrastructure systems, including water supply, fire flow, recycled water, stormwater, and wastewater systems (San Francisco Public Utilities Commission)

Analysis of Potential Environmental Impacts

California Environmental Quality Act (CEQA) Guidelines Section 15162 requires the lead agency to examine subsequent project activities to determine what additional environmental review, if any, is required. If the lead agency finds that under the criteria set forth in CEQA Guidelines Section 15162 that no subsequent environmental review is required, then the agency can approve the subsequent activities as being within the scope of the EIR and no additional environmental documentation is required. OCII is using this addendum to document its finding under Section 15162 that no subsequent EIR is required. In conjunction with this addendum, OCII will, through the accompanying Mitigation Monitoring and Reporting Program (“MMRP”), incorporate mitigation measures in the Event Center FSEIR, updated as applicable to reflect current San Francisco CEQA practice.

Since certification of the Event Center FSEIR, no other conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Specifically, no substantial changes have been made to the project, no substantial changes have occurred in the circumstances under which the South Plan or Event Center would be undertaken, and no new information of substantial importance has emerged that would result in one or more significant effects not discussed in the Event Center FSEIR or an increase in any significant effects previously disclosed.

As summarized below, the analysis of the proposed project did not identify any new significant environmental effects or substantial increases in the severity of previously identified significant effects that affect the conclusions in the Event Center FSEIR. With the exception of the South Plan, South D for D, and South OPA amendments described above, the project would be in compliance with the South Plan, South D for D, and other documents that control development and use of sites within Mission Bay. Accordingly, the analysis below is limited to the topics where the proposed amendments to land use controls and associated potential development under the project could create new or substantially more severe impacts not previously analyzed in the Event Center FSEIR. As part of the project analysis, transportation, wind, and shadow assessments were completed to identify any potential impacts other than those projected in the Event Center FSEIR.

Land Use

Summary of Land Use Impacts in Event Center FSEIR

The land use significance criteria were addressed in the Event Center FSEIR in the Plans and Policies section and the Event Center FSEIR Initial Study Land Use section (FSEIR Volume 3—Appendices). Relevant information from these sections is summarized below.

While the Mission Bay FSEIR provided CEQA environmental analysis for the entire Mission Bay program, it divided the Plan area into subareas to facilitate the analysis. Blocks 29-32 are within the East Subarea (the area bounded by Terry A. François Boulevard, Mariposa Street, 3rd Street, and Mission Bay

Boulevard South). Development of this subarea was assumed to include commercial industrial and office; entertainment-oriented, neighborhood- and City-serving retail; and public open space land uses. Buildings in the subarea would be allowable up to 90 feet in height, with 7 percent of the developable area allowable up to 160 feet high (along 3rd Street). Buildings along the future realigned Terry A. François Boulevard would be restricted to 90 feet in height.

The Event Center FSEIR Initial Study Land Use section characterized existing land uses present within and near the South Plan area at that time. At the time of preparation of the Event Center FSEIR, Blocks 29-32 had been subject to grading, some excavation, and construction of paved surface parking lots. The Event Center FSEIR found that the Event Center project would be incorporated within the established street plan, including realignment of Terry A. François Boulevard, and would not create an impediment to the passage of persons or vehicles. The project design would not include any physical barriers or obstacles to circulation that would restrict existing patterns of movement between the project site and the surrounding neighborhood. To the contrary, the project would include a number of features designed to encourage and promote public access and circulation. The project would be adjacent to the UCSF Mission Bay campus but would not physically divide the campus. The Event Center FSEIR Initial Study Land Use section thus concluded that the project would not physically disrupt or divide an established community.

The Event Center FSEIR Initial Study Land Use section determined that the Event Center project would not obviously conflict with applicable land use plans or policies, including the San Francisco General Plan, with San Francisco Municipal Code provisions that apply to the project, or with the South Plan. The project also would be generally consistent with the major development standards of the South D for D. However, due to the unique nature of the event center component of the project, the sponsor intended to seek OCII approval of variations or amendments to some of these standards, including increasing the allowable height for the Event Center in Height Zone 5, allowing more towers in Height Zone 5, and reducing the minimum tower separation between a tower and the Event Center.

The Event Center FSEIR Plans and Policies section found that the South Plan and South D for D documents would constitute the regulatory land use framework for Blocks 29-32, and would supersede the City's Planning Code (except where indicated in those implementing documents). Furthermore, the Event Center project's consistency with the South Plan would ensure that the Event Center project would not obviously or substantially conflict with San Francisco General Plan goals, policies, or objectives. In addition, the project would not substantially conflict with regional plans or policies, including *Plan Bay Area*, the 2010 Clean Air Plan, *San Francisco Bay Plan*, and the *San Francisco Basin Plan*.

As part of the project approval process, OCII, the San Francisco Planning Commission, and other relevant regulatory agencies determined that the project would be consistent with their respective plans as applicable to the project. Thus, the project would have a less-than-significant impact with regard to conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

The Event Center FSEIR also acknowledged that certain development activities proposed within Blocks 29-32 would be subject to applicable regional, State and/or federal permitting authority. The Event Center FSEIR analyzed the physical environmental impacts of potential policy conflicts for specific environmental topics in the respective sections of the Event Center FSEIR.

The Event Center FSEIR determined that the construction and operation of an event center, office and retail uses, parking facilities, and open space areas would be generally consistent with the previously

proposed uses for the site, such that no new or more severe conflicts with land use character would occur. The proposed event center uses are considered “nighttime entertainment uses” and would be similar to the secondary “nighttime entertainment” uses previously analyzed in the Mission Bay FSEIR. Once completed, the project would function as a destination site, with an intensification of use during events. On event days, the project’s event component would attract spectators/attendees, as well as additional visitors to the other restaurant and retail uses. Similar to operation of such uses in proximity to Oracle Park during a Giants game, local restaurants, retail businesses, and open spaces would be more heavily patronized than under existing conditions, but they would continue to operate as intended. The Event Center FSEIR concluded the project would not have a significant impact upon the existing land use character.

In conclusion, the Event Center FSEIR identified no significant impacts on land use from the Event Center project.

Project Analysis

The project site now consists of the completed Event Center and office towers. The proposed building would be constructed on the northeast corner of the Event Center site in an area currently occupied by retail uses. As analyzed in the Event Center FSEIR, the Event Center is incorporated within the established street plan and does not create an impediment to the passage of persons or vehicles. The Event Center does not include any physical barriers or obstacles to circulation that would restrict existing patterns of movement between the proposed project site and the surrounding neighborhood. Replacement of the existing structures on the project site with the proposed building would not result in a physical impediment to existing pedestrian circulation as pedestrian access would not be restricted as a result of the project—the pedestrian pathway along the esplanade around the northeastern elevation of the Event Center would remain substantially unchanged. Therefore, the proposed project or variant would not physically disrupt or divide an established community.

The proposed project would include a mix of hotel, residential, and retail uses (the project variant would not include residential uses). These uses are permitted in the South Plan area, but the proposed Hotel and Residential uses would require an amendment of the South Plan to allow such uses on the project site. A 250-room hotel is currently under construction on Block 1, located at 3rd and Channel streets, with expected completion in fall 2020.¹³ The original plan for Block 1 included a 500-room hotel, but the South Plan was amended in 2013 to also allow for a 350-unit housing development and a smaller, 250-room hotel on Block 1 if housing units were developed there. The proposed project would thus require an amendment to the South Plan to increase the number of hotels permitted in the South Plan area and to permit up to 230 hotel rooms on Blocks 29-30.¹⁴ The South Plan would also be amended to allocate up to 21 dwelling units to Blocks 29-30.

The proposed policy changes include increasing the total amount of Leasable square feet of retail in the South Plan and allocating the increase to Blocks 29-32 to account for existing retail areas that were previously analyzed in the Event Center FSEIR and built as part of the Event Center project, but which were excluded from the total leasable square footage of retail uses under the South Plan definition of

¹³ According to the January 9, 2020, Mission Bay Citizens Advisory Committee Agenda, the Block 1 hotel is seeking revisions to interior layout that would divide suites into separate hotel rooms, allowing for a maximum of 50 additional hotel rooms, thereby increasing the hotel room count on Block 1 from 250 to 300.

¹⁴ The Block 1 hotel has also submitted an application to OCII to amend the South Plan to increase the number of hotel rooms on Block 1 from 250 to 300. The CEQA analysis of the increase from 250 to 300 hotel rooms on Block 1 is analyzed separately; see the forthcoming Block 1 Note to File for more information.

Gross Floor Area. This will allow for greater flexibility in the use and leasing of these spaces, as restrictions on the maximum size and the types of retail uses that are permitted in these spaces would be removed. In addition, the increase in the total Leasable square feet of retail on Blocks 29-32 will include approximately 6,300 square feet of certain existing outdoor areas that will be partially enclosed or covered.¹⁵ The result of increasing the total Leasable square feet of retail uses on Blocks 29-32 in the South Plan to account for existing but previously excluded retail areas as well as certain existing patios that will be partially enclosed or covered, is equal to a total of approximately 117,200 gsf of retail area on Blocks 29-32, which is below the 125,000 gsf of retail studied in the Event Center FSEIR. In addition, both the proposed project and any project variant with a different number of hotel rooms or dwelling units would also include up to approximately 25,000 gsf of retail space; however, this retail space would replace approximately 25,000 gsf of retail space that currently exists on the project site, resulting in no net new retail area on the project site from the construction of the proposed building.

As noted above, the recently completed Event Center functions as an entertainment destination site, with intensification of use during events held at the Event Center. On event days, the Event Center attracts spectators/attendees and additional visitors to restaurant and retail uses. It is likely that the addition of a hotel/condominium building on the project site would provide for convenient access to events at the Event Center for patrons and residents, as well as to the associated retail/restaurant uses, even on non-event days. The hotel would provide additional publicly accessible space in the lobby, restaurant, and rooftop terraces. The proposed building would not adversely alter the land use character of the project site as an entertainment and retail destination.

Approval of the proposed amendments to the South Plan and South D for D regarding new proposed Hotel and Residential land uses and increased Leasable square footage of retail uses at the project site, and other associated amendments described above under "Anticipated Approvals for Blocks 29-32" would ensure that the proposed project or variant would not have any new or substantially more severe effects than those identified in the Event Center FSEIR related to conflict with land use plans or policies adopted for the purpose of avoiding or mitigating an environmental effect.

In conclusion, the proposed project or variant would not result in any new or substantially more severe land use impacts than were identified in the Event Center FSEIR.

Transportation and Circulation

Summary of Transportation Impacts in Event Center FSEIR

The Event Center FSEIR assumed that the project site would be developed with a multi-purpose event center and a variety of mixed uses, including office, retail, open space and structured parking and included such development as part of the overall transportation analysis. The Event Center FSEIR also assumed a changes in the street network, including the realignment of Terry A. François Boulevard between South Street (recently renamed as Warriors Way) and 16th Street; the reduction of travel lanes on Warriors Way, which provides direct access to the project site, from four to two to accommodate on-street parking; and the extension of 16th Street from Illinois Street to Terry A. François Boulevard with

¹⁵ Note that for the purposes of this analysis, the total Leasable square feet of outdoor area to be partially enclosed or covered and thus converted to retail is assumed to be equivalent to the total gross square feet (gsf) of such area. See Table 1, Blocks 29-32 Retail Area Summary, for more information.

buffered bicycle lanes on both sides of the street; and associated changes to intersection controls. All of these street network changes have been completed.

The Event Center FSEIR found significant, unavoidable impacts at a number of intersections and freeway ramps (even with incorporation of Mitigation Measures M-TR-2a: Additional PCOs during Events; M-TR-2b: Additional Strategies to Reduce Transportation Impacts; M-TR-11a: Additional PCOs during Overlapping Events, M-TR-11b: Participation in the Ballpark/Mission Bay Transportation Coordinating Committee, M-TR-11c: Additional Strategies to Reduce Transportation Impacts of Overlapping Events, M-TR-18: Auto Mode Share Performance Standard and Monitoring, and Mission Bay FSEIR Mitigation Measure E.47: Transportation System Management Plan), and on regional transit service (Caltrain, the San Francisco Bay Area Water Emergency Transportation Authority [WETA], and Golden Gate Transit) (with incorporation of Mitigation Measures M-TR-5a: Additional Caltrain Service, M-TR-5b: Additional North Bay Ferry and/or Bus Service, M-TR-13: Additional Muni Transit Service during Overlapping Events, and M-TR-14: Additional BART Service to the East Bay during Overlapping Events). The Event Center FSEIR found that the impacts related to pedestrian circulation and UCSF helipad operations to be less than significant with mitigation (Mitigation Measures M-TR-6: Active Management of Pedestrian Flows and the Intersection of Third/South, M-TR-22: Provide Safe Pedestrian Access to Adjacent Transit and Parking Facilities and Monitoring, M-TR-9a: Crane Safety Plan for Project Construction, and M-TR-9d: Event Center Exterior Lighting Plan). The Event Center FSEIR found that the impacts related to local transit service (Muni), bicycle circulation, loading conditions, emergency vehicle access, and transportation-related construction to be less than significant. The Event Center FSEIR identified cumulative significant, unavoidable impacts at a number of intersections and freeway ramps, and on regional transit service (Bay Area Rapid Transit [BART], Caltrain, WETA, and Golden Gate Transit). The Event Center FSEIR found that the cumulative impacts related to local transit service (Muni), pedestrian circulation, and UCSF helipad operations to be less than significant with mitigation. The Event Center FSEIR found cumulative impacts related to bicycle circulation, loading conditions, and transportation-related construction to be less than significant.

Because construction activities associated with the Event Center were found to be temporary and limited in duration, and required to be conducted in accordance with City requirements, construction-related ground transportation impacts were found to be less than significant. Regardless, implementation of Improvement Measure I-TR-1: Construction Management Plan and Public Updates, was recommended to further reduce less than significant impacts related to construction activities.

Travel Demand

As noted previously, the Event Center FSEIR assumed that the project site would be developed with a multi-purpose event center and a variety of mixed uses, including office, retail, open space and structured parking. It did not include the land uses associated with the proposed project or the project variant (see Appendix A, Transportation Assessment for Golden State Warriors Esplanade Hotel Project). In order to assess the potential transportation impacts of these additional land uses, a comparison of travel demand between the approved Event Center FSEIR land uses and the proposed project land uses was conducted. The comparison focuses on a weekday, which is when the Event Center site would generate the maximum number of trips. Similarly, the weekday p.m. peak hour represents the typical commuter period and it is used to assess potential transportation impacts in San Francisco. **Table 3** presents the daily and p.m. peak-hour travel demand comparisons.

As shown in Table 3, the proposed project total person trips represent an increase of about 3 percent (p.m. peak hour) to 5 percent (daily) when compared to no event conditions for the Event Center FSEIR, and an increase of 2 percent (daily) to 3 percent (p.m. peak hour) when compared to basketball game day conditions. Similarly, the proposed project vehicle trips represent an increase of about 4 percent (p.m. peak hour) to 5 percent (daily) when compared to no event conditions for the Event Center FSEIR, and an increase of 2 percent (daily) to 3 percent (p.m. peak hour) when compared to basketball game day conditions.

**TABLE 3
EVENT CENTER AND PROPOSED PROJECT/VARIANT WEEKDAY TRAVEL DEMAND COMPARISON**

	Weekday Daily		Weekday PM Peak Hour	
	Proposed Project	Project Variant	Proposed Project	Project Variant
Total Person Trips				
Event Center – No Event	26,998		2,796	
Event Center – Basketball Game	58,538		3,859	
Proposed Project/Variant	1,303	1,933	97	138
% of Proposed Project over No Event	5%	7%	3%	5%
% of Proposed Project over Basketball Game	2%	3%	3%	4%
Vehicle Trips				
Event Center – No Event	6,990		702	
Event Center – Basketball Game	13,691		886	
Proposed Project/Variant	337	506	25	36
% of Proposed Project over No Event	5%	7%	4%	5%
% of Proposed Project over Basketball Game	2%	4%	3%	4%
Transit Trips				
Event Center – No Event	6,896		881	
Event Center – Basketball Game	19,627		1,625	
Proposed Project/Variant	366	480	29	37
% of Proposed Project over No Event	5%	7%	3%	4%
% of Proposed Project over Basketball Game	2%	2%	2%	2%
SOURCES: Event Center FSEIR; Advant Consulting				

The proposed project transit trips represent an increase of 3 percent (p.m. peak hour) to 5 percent (daily) compared to no event conditions for the Event Center FSEIR, and an increase in daily and p.m. peak hour trips of 2 percent when compared to basketball game day conditions.

The project variant person, vehicle, and transit trips represent a relative higher increase compared to the proposed project under all scenarios.¹⁶ Daily increases in person, vehicle and transit trips under no event conditions would be about 7 percent, while increases during event conditions would be about 2 to

¹⁶ As described in the transportation memorandum prepared by Advant Consulting, Transportation Assessment for Golden State Warriors Esplanade Hotel Project, May 1, 2020, attached as an appendix to this Addendum, under the project variant, the number of hotel rooms could increase from 129 (as currently proposed in the project) to 181 rooms without any reductions in the number or size of the residential units, and would remain below the maximum travel demand estimated for the project variant. Thereafter, any further increase in the number of hotel rooms would require a one-to-one ratio reduction of the number of residential bedrooms to remain within the travel demand described above for the project variant.

4 percent. The relative increase in the number of trips during the p.m. peak hour under the project variant would be lower than the increase in daily trips under both event and no event conditions, with amounts closer to the proposed project and a maximum value of 5 percent.

Project Analysis

CEQA Section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric.¹⁷ On March 3, 2016, based on compelling evidence in that document and on the City’s independent review of the literature on level of service and VMT, the San Francisco Planning Commission adopted OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the VMT metric does not apply to the analysis of impacts on non-automobile modes of travel such as riding transit, walking and bicycling.)

After a five-year public process, the California Natural Resources Agency amended the CEQA Guidelines in 2018 and added section 15064.3 “Determining the Significance of Transportation Impacts,” and amended Appendix G: Environmental Checklist Form to remove automobile delay as a measure to determine a project’s significance on the environment, and to instead require (in most circumstances) analysis of a project’s impact on VMT.

OCII, as lead agency, has determined that it may not use automobile delay described solely by level of service as a criterion for determining significant impacts on the environment. OCII is providing an assessment of transportation impacts using a VMT-based threshold of significance and methodology, which the Commission of Community Investment and Infrastructure will adopt prior to taking any action that relies on this addendum for compliance with CEQA. This analysis is consistent with the San Francisco Planning Department’s Transportation Impact Analysis Guidelines for Environmental Review (February 2019; updated October 2019), which is in conformance with the requirements of CEQA Section 21099 and CEQA Guidelines Section 15064.3.

Vehicle Miles Traveled

Typically, low density development at great distances from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available. Given the travel behavior factors described above, San Francisco has a

¹⁷ OPR, *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, Implementing Senate Bill 743 (Steinberg, 2013)*, January 20, 2016. The final CEQA Guidelines revisions incorporating VMT as the recommended analysis methodology were adopted in December 2018.

lower average VMT ratio than the nine-county San Francisco Bay Area region. For the same reasons, different areas of the City have different VMT ratios.

The proposed project or variant would result in a significant impact if the project VMT per capita is over the existing regional VMT per capita minus 15 percent for residential, office, or retail uses. OCII relies on the San Francisco County Transportation Authority's Chained Activity Modeling Process (SF-CHAMP) travel demand model to estimate transportation analysis zones (TAZ) VMT. This is referred to as a map-based screening criterion.

As shown in **Table 4**, TAZ 649, where the proposed project is located, has an average daily residential VMT per capita that is below the existing and future (2040) regional averages, minus 15 percent. TAZ 649 has an average daily office VMT per employee (applies to the proposed project's hotel use) that is also below the existing and future (2040) regional averages, minus 15 percent. For retail visitor purposes, the average daily work-related VMT per retail employee (applies to the proposed project's hotel use guests) is above the existing and future regional average, minus 15 percent.

**TABLE 4
VMT ANALYSIS**

Land Use	Existing		Cumulative 2040	
	Bay Area Regional Average minus 15%	TAZ 649	Bay Area Regional Average minus 15%	TAZ 649
Households (Residential)	14.6	6.0	13.7	3.3
Employment (Office)	16.2	14.2	14.5	9.2
Employment (Retail)	12.6	14.5	12.4	12.6

SOURCE: San Francisco Transportation Information Map, 2020.

Because the residential VMT per capita and office VMT per employee for TAZ 649 meet the VMT map-based screening criterion, the residential and hotel (employees) component of the proposed project would not generate a substantial increase in VMT.

Although the retail/hotel (guests) VMT component of the proposed project exceeds the VMT map-based screening criterion under both existing and future conditions, the proposed project or variant would not generate substantial additional VMT for the following reasons:

- the proposed project or variant would not provide any new vehicular parking;
- the proposed project or variant would be subject to the Transportation Management Plan (TMP) prepared as part of the Event Center FSEIR.¹⁸ Specific Travel Demand Management (TDM) strategies applicable to the proposed project or variant that are aimed at reducing vehicular travel to/from the project site include: public transit strategies (pre-tax commuter benefits, Mission Bay TAM shuttle program support/participation); bicycle strategies (secure bicycle parking, shower/locker facilities, Bay Area Bike Share station access, encourage participation in public events that promote bicycling such as Bike to Work day); and automobile reduction strategies (ride-matching through www.511.org, designated carpool/vanpool parking, provide

¹⁸ Fehr & Peers, Final Transportation Management Plan for the Warriors San Francisco Event Center, December 2015. https://www.sfmta.com/sites/default/files/reports-and-documents/2019/03/transportation_mgt_plan_12_2015_002_5118.pdf

access to car-share, comply with parking cash-out program, provide on-site amenities such as fitness and exercise centers, food and beverage options, and/or automated banking resources, that encourage employees to stay on-site during the work day). The TMP will be expanded to address the new land uses under the proposed project or variant (residential and hotel) that were not included in the Event Center project. The updated TMP will address hotel and residential drop-off and pick-up; commercial and service vehicle operations; residential move-in/move-out; and special events at the hotel;

- the proposed project or variant would meet the Planning Department's Proximity to Transit Stations screening criterion as it would be proximate to Muni's T 3rd light rail line and 55 16th Street bus, and Caltrain; and,
- the VMT map-based screening criterion modeling conservatively assumes no internal trip reduction factor to reflect the trips that could potentially occur between the proposed project's retail uses and the Event Center or other nearby office or medical buildings as opposed to on-site retail as a destination by itself. Such trips between the project site and nearby land uses would effectively reduce VMT.

Given the foregoing, the proposed project or variant would not result in or induce substantial vehicle travel or significant VMT impacts not identified in the Event Center FSEIR.

Traffic Hazards

The proposed project or project variant would not introduce unusual or unsafe design features that could obstruct driver vision or otherwise hinder safe vehicle movement. For these reasons, the proposed project or variant would not result in new or substantially more severe traffic hazard impacts than were identified in the Event Center FSEIR.

Transit

The proposed project or the project variant would increase transit ridership at the Event Center site by about 3 to 7 percent during daily and p.m. peak hour periods, compared with the transit ridership estimates for the Event Center FSEIR (see Table 3). The percentage increase would be smaller (2 percent) on a basketball game day. On the other hand, the estimated increases in transit ridership would be expected to be absorbed mostly by the privately-operated Mission Bay Transportation Management Association (TMA) shuttle bus service, which is used by approximately 25 percent of the Mission Bay residents and over 50 percent of the Mission Bay workers. As such, the overall increase of transit ridership on Muni or other public transit operators would be smaller, generally less than 5 percent, which would fall within the expected daily or seasonal variations in ridership for the local transit operators in the area. Accordingly, the proposed project or variant would not result in new or substantially more severe transit impacts than were identified in the Event Center FSEIR.

The 2019 SF guidelines set forth a screening criterion for projects that would typically not result in significant effects related to public transit delay. As shown in Table 2, the proposed project would generate approximately 25 vehicle trips during the p.m. peak hour, and the project variant would generate approximately 36 vehicle trips during the p.m. peak hour, both of which are less than the screening criterion of 300. Therefore, the proposed project and project variant meet the screening criterion, and the proposed project or variant would not result in new or substantially more severe transit impacts than were identified in the Event Center FSEIR.

Walking / Accessibility

Americans with Disabilities Act (ADA)-compliant pedestrian access to the proposed building would be provided through condominium and hotel lobbies on Warriors Way and a restaurant entry on Terry A. François Boulevard. The proposed project or variant would utilize an existing driveway along Warriors Way. The project would not generate substantial traffic volumes and overall vehicle traffic would only be approximately 3 to 5 percent higher than what was evaluated in the Event Center FSEIR (see Table 3). These vehicle trips would likely start from or end at the project's driveway or convenient loading zones and be dispersed along nearby streets. This number of vehicle trips that would be accessing the driveway and crossing over the sidewalk is not substantial.

Drivers would have adequate visibility of people walking. Vehicle speed entering and exiting the driveway would be slow given the width of the curb cut (approximately 45 feet) to avoid potentially hazardous conditions. In addition, the design of the project's driveway would be able to accommodate the anticipated number of vehicle trips without blocking access to a substantial number of people walking within the sidewalk. Furthermore, no new parking would be provided under the project. Thus the project would not create potentially hazardous conditions or accessibility impacts between people walking and vehicles.¹⁹ Accordingly, the proposed project or variant would not result in new or substantially more severe impacts to people walking than were identified in the Event Center FSEIR.

Bicyclists

The proposed project or variant would utilize an existing driveway along Warriors Way. No bicycle facility exists along Warriors Way. The proposed project or the project variant would not generate substantial traffic volumes and overall vehicle traffic would only be approximately 3 to 5 percent higher than what was evaluated in the Event Center FSEIR (see Table 3).

Fifteen Class I bicycle parking spaces would be provided in a secure room inside the residential building under the proposed project, while 22 Class II bicycle parking racks would be provided near the residential entrance (10 spaces) and the hotel entrance (12 spaces). The project variant would provide six Class I bicycle parking spaces and 27 Class II parking racks. Furthermore, no new parking would be provided under the project or variant. Therefore, the proposed project or variant would not create potentially hazardous conditions for bicyclists or interfere with bicycle access. Therefore, the proposed project or variant would not result in new or substantially more severe impacts to bicyclists than were identified in the Event Center FSEIR.

Loading

Commercial Loading

Using the 2019 SF Guidelines methodology for estimating commercial loading demand, it was determined that the hourly average demand for the proposed project would be one space, and two spaces during the peak hour of demand. For the project variant, the hourly average demand and peak hour of demand would be two spaces. Commercial loading would be provided in a minimum 35-foot-long by 10-foot-wide on-site loading space accessible from Warriors Way. If the loading space is occupied, additional vehicles would use the existing loading spaces available at the Event Center underground dock or nearby on-street loading spaces, subject to availability. An existing 140-foot-long zone yellow zone is located on the south side of Warriors Way, adjacent to the project site and near the intersection of

¹⁹ Project residents and hotel guests would have access to the adjacent Event Center garage with an entrance at 99 Warriors Way, while project visitors could park at the off-site parking structure across the street at 450 Warriors Way.

Terry François Boulevard. Additional loading space capacity for vehicles longer than 30 feet is also available at the Event Center underground dock, which is accessible from 16th Street. If the project variant allocates more than 200,000 gsf to hotel use, it would have to provide an additional off-street space for commercial and service vehicle loading/unloading operations. The additional off-street loading space would be provided in the existing Event Center underground loading dock, subject to availability, as it would be shared with the other uses of Blocks 29-32.

Passenger Loading

Passenger loading for hotel guests and residents would be accommodated via an approximately 100-foot-long passenger pick-up/drop-off area (white zone) directly in front of the hotel lobby on Warriors Way, subject to SFMTA review and approval. The white zone would include a 20-foot-long accessible aisle. The white zone would be extended by 30 to 50 feet under the project variant and two 20-foot-long accessible aisles would be provided.

Using the 2019 SF Guidelines methodology for estimating passenger loading demand, it was determined that the maximum number of simultaneous vehicles dropping off or picking up hotel guests during the p.m. peak hour would be two for both the proposed project and the project variant. However, the p.m. peak hour does not necessarily correspond to the peak of demand for hotel guest drop-off and pick-up, which would likely occur earlier in the day. The 2019 SF Guidelines do not provide information about peak passenger demand conditions outside the p.m. peak hour; however, other information gathered by the Planning Department about vehicular activities at several downtown hotels have shown peak vehicular space needs of about 0.2 vehicles per room.²⁰ This rate, when applied to the proposed project and the project variant, would result in a peak vehicle demand of three vehicles for the proposed project, and five vehicles for the project variant. The proposed 100-foot long passenger zone in front of the hotel lobby would have a capacity for three or four vehicles to simultaneously pick up or drop off passengers, and would therefore accommodate the expected maximum peak demand for the proposed project (three vehicles). The passenger zone would have to be extended by approximately 30 to 50 feet in order to accommodate the maximum peak demand expected for the project variant (five vehicles).

Tour Bus Loading

According to the South D for D, if the project variant consists of more than 200 hotel rooms, it would have to provide an off-street tour bus loading space. The design standards allow for tour bus spaces to be provided on the street at adjacent curbs or in the immediate vicinity, provided that they do not cause substantial adverse effects on pedestrian circulation, transit operations, or general traffic circulation. The project variant proposes to accommodate one 45-foot-long tour bus loading space on the south side of Warriors Way, in addition to the passenger loading facilities described above, which would not cause substantial adverse effects on pedestrian circulation, transit operations, or general traffic circulation.

Loading Conclusion

The passenger, tour bus, and commercial loading/unloading facilities described above would not create potentially hazardous conditions or substantially delay public transit. Based on the discussion above, the proposed project or variant would not result in new or substantially more severe loading impacts than were identified in the Event Center FSEIR.

²⁰ Appendix H, p. H-4, Transportation Impact Analysis Guidelines, San Francisco Planning Department, October 2002.

Emergency Access

The existing street network accommodates emergency vehicles that travel to the project site. Fire Station No. 4 and Southern Police Station are both located at 3rd and Mission Rock streets, about one-third mile north of the project site. In the event of an emergency, emergency vehicles would access the project site as under existing conditions, via Warriors Way. The project would be developed in an area with adequate street access and infrastructure for emergency vehicle access and would not create any impediments to such access. Therefore, the proposed project or variant would not result in new or substantially more severe emergency access impacts than were identified in the Event Center FSEIR.

Construction

During the approximate 24-month construction period, temporary and intermittent transportation impacts would result from construction-related truck movements to and from the project site. No public roadway closures are anticipated as a result of construction activities, although portions of Warriors Way and Terry A. François Boulevard adjacent to the project site could be affected at times. Adjacent sidewalks may be temporarily closed. Construction-period daily travel demand would be expected to be lower than during operation once the project is complete, although slower-moving truck traffic could result in temporary delays for motorists. Construction workers would be encouraged to carpool and use public transit; those who drive would be required to find available parking at nearby publicly accessible lots or garages. Moreover, nothing about the proposed project would require unusual construction techniques or access that would differ substantially from other development identified in the Event Center FSEIR. All construction activities would adhere to SFMTA's Regulations for Working in San Francisco Streets²¹, be conducted in accordance with applicable City codes, and would be subject to the Mission Bay Good Neighbor Policy. A Construction Traffic Management Plan will also be developed in coordination with SFMTA and DPW. As a result, the proposed project construction activities would not be expected to cause substantial disruption to vehicle, pedestrian and bicycle travel, or transit operations. Therefore, the proposed project or variant would not result in new or substantially more severe construction impacts than were identified in the Event Center FSEIR.

In conclusion, the project or variant would not result in any new or substantially more severe impacts on transportation compared to the impacts reported in the Event Center FSEIR.

Summary of Project Impacts on the UCSF Helipad Operations in Event Center FSEIR

The Event Center FSEIR identified the potential impacts that construction of the project would have on the helipad operations of the UCSF Medical Center at Mission Bay. The analyses evaluated whether or not the temporary construction and permanent structures of the project would penetrate the airspace surfaces established for the hospital's helipad. The FSEIR concluded that none of the project's temporary construction cranes or permanent structures would penetrate the airspace surfaces of the UCSF helipad. Furthermore, it was demonstrated that adequate clearance for the construction cranes would be provided for the alternate flight path to the UCSF helipad along Warriors Way (formerly South Street). The FSEIR also noted that a Crane Safety Plan for project construction (Mitigation Measure M-TR-9a) would be developed to identify feasible measures to reduce potential temporary impacts associated with the use of cranes during the construction period. The objective of the crane safety plan was to ensure the safe use of the UCSF helipad, as well as for the safety of people residing or working in the area during construction.

²¹ SFMTA, Regulations for Working in San Francisco Streets, 8th Edition. January 2012. Available at: https://www.sfmta.com/sites/default/files/reports-and-documents/2017/10/blue_book_8th_edition_pdf.pdf

Project Analysis

The location of the proposed project or variant is adjacent to one of the alternative helicopter ingress/egress to the UCSF helipad along Warriors Way. There are several factors to consider with respect to Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace. Of these factors, it is most important to determine whether helicopter operations along the alternative flight path would pose safety concerns with respect to the proposed project. The critical elements to consider include the overall height of the proposed project and temporary construction crane. The proposed building would be 160 feet above ground level (agl) with a mechanical penthouse of up to 20 feet tall, resulting in a total building height of 180 feet agl. The construction crane would have a height at the “crow’s nest” of 235 feet agl. The radius of the crane mast (working arm) would be 165 feet.

As part of the Event Center FSEIR, a comprehensive CFR Part 77 evaluation was conducted to determine whether or not the Event Center project would pose a safety issue with respect to UCSF helicopter operations. In that evaluation, two temporary construction cranes were proposed along Warriors Way: Temporary Cranes D and E. Crane D was to have a height of 291 agl at the crow’s nest and a crane mast radius of 274 feet. Crane E was to have a height of 277 agl and a mast radius of 241 feet.²²

The critical heights for the temporary construction crane associated with the proposed project or variant are less than the cranes that were used to construct the Event Center project. Therefore, the proposed building and temporary construction crane would not result in any new or substantially more severe impacts regarding the helicopter operations to the UCSF hospital helipad.

Noise

Summary of Noise Impacts in Event Center FSEIR

The Event Center FSEIR found that construction activities at the project site would result in temporary increases in noise levels in the project vicinity that could be noticeable at nearby residential and hospital land uses. The worst case scenario in terms of cumulative construction noise was identified as being associated with excavation, compaction, pile installation, and shoring activities that would take place concurrently during two months of the construction schedule. During peak construction activities, the increase in noise levels over existing conditions at sensitive receptor locations were estimated to be less than the construction noise significance threshold (10 decibels (dBA)). Non-peak periods of construction were also identified as resulting in noise level increases at sensitive receptor locations of under 10 dBA. Therefore, this impact was found to be less than significant. Nonetheless, to reduce human annoyance associated with the temporary increases in noise levels during construction, implementation of Improvement Measure I-NO-1 was recommended, which requires compliance with the Mission Bay Good Neighborhood Construction Noise Policy.

Construction activities associated with the Event Center were also found to generate vibration levels that would result in impacts that would be less than significant. Regardless, implementation of Improvement Measure I-NO-3 (Neighbor Notification of Vibration-Inducing Construction Operations) was recommended to reduce the temporary human annoyance associated with land uses involving vibration-sensitive equipment during construction.

²² Graphical depiction of temporary construction cranes and dimensions can be found in the Event Center FSEIR.

The Event Center FSEIR disclosed that operation of the project would introduce new stationary noise sources that would be subject to the requirements of the San Francisco Noise Ordinance; however, the predicted noise levels for the proposed stationary sources would not meaningfully contribute to the existing ambient noise levels in the project area, and the project was therefore characterized as being consistent with the restrictions of the City's noise ordinance. The FSEIR also showed that the project would introduce new land uses that would be exposed to a 24-hour day-night noise level (DNL) of up to 75 dBA, but concluded that modern building techniques and materials, as well as inclusion of non-operable windows and ventilation systems, would be sufficient to ensure that the project would comply with land use compatibility requirements of the San Francisco General Plan, and this impact was found to be less than significant.

Operation of the Event Center was also found to introduce new mobile noise sources that would contribute to ambient noise levels in the project vicinity. Increases in roadway traffic noise were disclosed as causing significant and unavoidable impacts during events either with or without implementation of the Muni Special Event Transit Service Plan, even with implementation of Mitigation Measure M-TR-2c (Additional Strategies to Reduce Transportation Impacts) and Mitigation Measure M-TR-11c (Additional Strategies to Reduce Transportation Impacts of Overlapping Events). These measures identified additional transportation demand management strategies beyond those already incorporated into the approved project.

The Event Center FSEIR found that noise levels that would be generated by crowds prior to, during, and after events would result in a substantial increase in noise levels at the receptors adjacent to the northbound Muni T-Line transit platform, particularly during nighttime egress hours of 9:00 p.m. to 11:00 p.m. The crowd noise impact was disclosed as significant and unavoidable. The predicted sound levels and hours of occurrence that would be associated with amplified sound, either interior to the Event Center or in open-air plazas on the project site, are consistent with the noise ordinance; however, due to uncertainties as to the nature and extent of future outside events at the 3rd Street plaza, the FSEIR recommended implementation of Mitigation Measure M-NO-4b (Noise Control Plan for Place of Entertainment Permit) to ensure that noise levels from amplified sound exterior to the Event Center would comply with the noise ordinance. The Place of Entertainment Permit for the Event Center (No. EC-1352) incorporated the requirements of Mitigation Measures M-NO-4a and 4b as conditions of approval of the permit. This impact was disclosed as less than significant with implementation of mitigation.

Project Analysis

Construction

The nearest sensitive receptors to the proposed project site are residences associated with the UCSF Mission Bay Housing Block at Hearst Tower located approximately 500 feet to the west-northwest. These residences are approximately 300 feet farther from construction activities under the proposed project compared to construction activities under the Event Center project. The Event Center FSEIR found that building construction activities at these sensitive receptors would result in an hourly equivalent sound level (Leq) of 78.0 dBA at a distance of 200 feet. Using the same methods as conducted for the FSEIR, this analysis assumes that noise from construction activities at a distance greater than 200 feet would attenuate at a rate of 7.5 dBA per doubling of distance to account for the absorption of noise waves due to intervening structures and other factors. When extrapolated out to a distance of 500 feet, the building construction activity that would be associated with the proposed project would result in an hourly Leq noise level of approximately 68 dBA at the nearest residences. This is approximately 10 dBA less than

estimated for the Event Center project, and approximately 3 dBA less than the measured existing Leq at the Hearst Tower.

Accordingly, construction of the proposed project would not generate noise levels in excess of standards established in the local noise ordinance, and the proposed project would not result in new or substantially more severe impacts than disclosed in the Event Center FSEIR. Nonetheless, all construction activities would be conducted within the allowable construction requirements permitted by City code. The proposed project would also be subject to the Mission Bay Good Neighbor Policy, which limits extreme noise-generating activities in Mission Bay during Monday to Friday from 8:00 a.m. to 5:00 p.m.

With regard to construction vibration-related impacts, the Event Center FSEIR found that maximum vibration levels associated with pile driving would be below the strongly perceptible threshold, and due to the distance of receptors from the project site, impacts from vibration with respect to human annoyance and building damage would be less than significant. The proposed modified project would not result in high impact construction activities, such as pile driving, and hence would result in vibration levels substantially lower than resulted under the Event Center project. Therefore, the vibration impacts that would be associated with the proposed project or variant would also be less than significant.

Operation

Operation of the proposed project or variant would introduce new stationary noise sources similar to those identified in the Event Center FSEIR. The new stationary sources would be subject to the requirements of the San Francisco Noise Ordinance and, as found in the Event Center FSEIR, would not meaningfully contribute to ambient noise levels in the project area. The proposed project would therefore be consistent with the restrictions of the noise ordinance. Like the Event Center project, the proposed project would also introduce new land uses, and these new uses would be exposed to elevated noise levels. However, modern building techniques and materials as well as inclusion of non-operable windows in the hotel component and ventilation systems would be sufficient to ensure that the proposed project would comply with land use compatibility requirements of the San Francisco General Plan. The impact associated with the potential for the proposed project or variant to conflict with local requirements would be the same as identified for the Event Center project, less than significant.

The proposed project uses would increase daily vehicle trips in the project vicinity. The Event Center FSEIR found that project vehicle traffic noise along segments of Illinois Street and Terry A. François Boulevard would cause increases in ambient noise levels of 10.1 dBA and 6.8 dBA, respectively, to 62.2 dBA and 60.2 dBA, respectively. These increases in ambient noise would cause significant and unavoidable impacts, even with implementation of mitigation measures. As discussed under Transportation and Circulation, the proposed project would increase daily traffic levels compared to the Event Center project by as much as 5 percent (7 percent for the project variant). Given the logarithmic nature of dBA levels, the small increase in vehicle traffic that would be associated with the proposed project or variant would result in an increase in traffic noise that would be well under 1 dBA, which would not be perceptible. This increase in traffic noise would not substantially increase the severity of the significant and unavoidable noise impact identified in the Event Center FSEIR.

The proposed project or variant would not include changes to interior or exterior amplified sound, and would therefore not result in a change to the associated less-than-significant with mitigation impact. Similarly, noise levels generated by crowds prior to, during, and after events would not be affected by the

proposed project. Therefore, the proposed project or variant would not increase the severity of the significant and unavoidable crowd noise impact identified in the Event Center FSEIR.

Air Quality

Summary of Air Quality Impacts in Event Center FSEIR

The Event Center FSEIR identified a significant and unavoidable impact associated with reactive organic gases (ROG) and nitrogen oxides (NO_x) criteria air pollutant emissions from construction of the project. Mitigation Measure M-AQ-1 (Construction Emissions Minimization) was identified to reduce the construction-related emissions of ROG and NO_x by requiring off-road equipment to meet minimum emission standards. With implementation of Mitigation Measure M-AQ-1, emissions of NO_x associated with construction of the Event Center project would still exceed the threshold of significance; therefore, Mitigation Measure M-AQ-2b (Emissions Offsets) was identified, requiring the project sponsor to offset the remaining NO_x emissions through funding of off-site emissions reductions.

The Event Center FSEIR also identified a significant and unavoidable impact from criteria pollutants, including ROG and NO_x, during project operation. Mitigation Measure M-AQ-2a (Reduce Operational Emissions) was identified to reduce operational emissions of ROG and NO_x; however, the feasibility of these measures was unknown. Consequently, the Mitigation Measure M-AQ-2b was identified as the only available mitigation option. Conservatively, the Event Center FSEIR considered the operational impact on air quality to be significant and unavoidable with mitigation.

In order to comply with the San Francisco Dust Control Ordinance, the Event Center project was required to submit a Dust Control Plan to the Director of Public Health for approval prior to issuance of a building permit. With implementation of the dust control measures in compliance with the regulations and procedures set forth by the San Francisco Dust Control Ordinance, the Event Center FSEIR concluded that potential dust-related construction air quality impacts of the project would be less than significant.

The Event Center FSEIR determined that, with implementation of Mitigation Measure M-AQ-1, impacts related to cancer risk would be reduced to less than significant. In addition, the Event Center FSEIR concluded that the project would not conflict with or obstruct the implementation of the 2010 Bay Area Clean Air Plan (CAP), assuming implementation of all identified mitigation measures and CAP control measures. The project was determined to have a cumulatively considerable contribution to regional and localized air quality impacts due to its significant and unavoidable air quality impacts during both construction and operation.

Project Analysis

Construction

Construction activities (short-term) typically result in emissions of ozone precursors and particulate matter (PM) in the form of fugitive dust and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and particulate matter are primarily a result of the combustion of fuel from on-road and off-road vehicles. ROG_s are also emitted from activities that involve painting, other types of architectural coatings, and asphalt paving. Construction activities related to the proposed project would have the potential to result in fugitive dust and emissions of ozone precursors and particulate matter, as discussed below. Construction of the project variant would be the same as that of the proposed project, thus there would be no difference in construction-related emissions.

Fugitive Dust

The proposed project would result in demolition of the existing retail component of the Event Center development, minor trenching for utilities connections, and other construction activities that would create wind-blown dust and add PM to the local atmosphere. Because the proposed project area is over 0.5-acre and within 1,000 feet of sensitive receptors, it must comply with the Dust Control Plan prepared for the Event Center FSEIR. Implementation of the dust control measures identified in the Event Center FSEIR Dust Control Plan would ensure compliance with the San Francisco Dust Control Ordinance.

Criteria Air Pollutants

Construction activities would result in emissions of criteria air pollutants from the use of off- and on-road vehicles and equipment. The Bay Area Air Quality Management District's CEQA Air Quality Guidelines (BAAQMD Guidelines) recommend that project-related construction and operational emissions are calculated separately and then compared to BAAQMD significance thresholds. However, because the Event Center project is currently operational, construction emissions from the proposed project and operational emissions from the Event Center project must be analyzed in aggregate to assess significance. To determine whether the proposed project would have a significant impact regarding criteria air pollutants, construction-related emissions were calculated using the California Emissions Estimator Model (CalEEMod version 2016.3.2). Criteria pollutant emissions resulting from construction of the proposed project are presented in **Table 5**.

**TABLE 5
CONSTRUCTION EMISSIONS IN POUNDS PER DAY**

	ROG (ppd)	NO _x (ppd)	PM ₁₀ (ppd)	PM _{2.5} (ppd)
Existing Project Operation	79	124	80	25
<i>Proposed Construction</i>				
2021	2.32	26.94	0.52	0.50
2022	2.77	11.20	0.18	0.17
2023	3.95	4.03	0.05	0.05
<i>Existing Project Operation + Proposed Construction</i>				
2021	81.32	150.94	80.52	25.50
2022	81.77	135.20	80.18	25.17
2023	82.95	128.03	80.05	25.05
BAAQMD Thresholds	54	54	82	54
Exceeds Threshold?	Yes	Yes	No	No

NOTES: Project construction emissions were estimated using CalEEMod version 2016.3.2. See Appendix B for model outputs and more detailed assumptions. PM10 and PM2.5 values represent PM exhaust only per BAAQMD CEQA Air Quality Guidelines.

SOURCE: ESA, 2020

As shown in Table 5, emissions of PM₁₀ and PM_{2.5} from construction of the proposed project combined with PM₁₀ and PM_{2.5} emissions from operation of the Event Center project would be below BAAQMD thresholds of significance.

Although ROG and NO_x emissions associated with construction of the proposed project in combination with the Event Center project's operational ROG and NO_x emissions would exceed BAAQMD thresholds of significance, the increase attributable to the proposed project would not represent a substantially more severe effect than identified in the Event Center FSEIR. This increase may require additional emissions offsets, as described in Mitigation Measure M-AQ-2b (Emissions Offsets). As under the Event Center FSEIR, air quality impacts from construction of the proposed project would be considered significant and unavoidable with mitigation.

Operation

Criteria Air Pollutants

Operational emissions associated with the proposed project would be primarily attributed to vehicle emissions from visitors and residents travelling to the site, as well as operation of the emergency generator and boilers. BAAQMD Guidelines recommend that project-related construction and operational emissions are calculated separately and then compared to the BAAQMD significance thresholds. To determine whether the proposed project would have a significant impact regarding criteria air pollutants, emissions from operation of the proposed project were calculated using CalEEMod and aggregated with the operational emissions from the Event Center project. Operational emissions that would result from the proposed modified project are summarized in **Table 6**.

**TABLE 6
OPERATIONAL EMISSIONS IN POUNDS PER DAY AND TONS PER YEAR**

	ROG (ppd/tpy)	NO _x (ppd/tpy)	PM ₁₀ (ppd/tpy)	PM _{2.5} (ppd/tpy)
Hotel/Condominium Building Operation	8.04/1.47	3.49/0.64	1.68/0.31	0.57/0.10
Existing Project Operation	79/14	124/23	80/14.6	25/4.5
Modified Project Operation	87.0/15.5	127.5/23.6	81.7/14.9	25.6/4.6
BAAQMD Thresholds	54/10	54/10	82/15	54/10
Exceeds Threshold?	Yes/Yes	Yes/Yes	No/No	No/No

NOTES: Project operational emissions were estimated using CalEEMod version 2016.3.2. See Appendix B for model outputs and more detailed assumptions.

SOURCE: ESA, 2020

The Event Center FSEIR found that operational emissions of PM₁₀ and PM_{2.5} would not exceed BAAQMD thresholds of significance. Operation of the proposed project would result in additional PM₁₀ and PM_{2.5} emissions, such that total emissions from operation of the combined project would be 81.7 pounds per day (ppd) of PM₁₀ and 25.6 ppd of PM_{2.5}. Operational PM emissions of the combined project would still be below the BAAQMD threshold and, therefore, would not be considered a significant impact.

The Event Center FSEIR determined that the Event Center project would generate ROG and NO_x emissions that would exceed BAAQMD thresholds of significance for operational criteria air pollutant emissions. Emissions of ROG and NO_x exceeded the thresholds by 4.4 tons per year and 12.6 tons per year, respectively. Operation of the proposed project would increase the total operational emissions of criteria air pollutants, causing the combined project to further exceed BAAQMD thresholds of significance for operational emissions by an additional 1.47 tons per year for ROG and 0.64 tons per year for NO_x. Although ROG and NO_x emissions associated with operation of the proposed project in

combination with the Event Center project's ROG and NO_x emissions would exceed BAAQMD thresholds of significance, the increase attributable to the proposed project would not represent a substantially more severe effect than identified in the Event Center FSEIR. This increase may require additional emissions offsets, as described in Mitigation Measure M-AQ-2b. As under the Event Center FSEIR, air quality impacts from construction of the proposed project would be considered significant and unavoidable with mitigation.

Operation of the project variant would result in a slight increase in associated emissions, as shown in **Table 7**.

**TABLE 7
PROJECT VARIANT OPERATIONAL EMISSIONS IN POUNDS PER DAY AND TONS PER YEAR**

	ROG (ppd/tpy)	NO _x (ppd/tpy)	PM ₁₀ (ppd/tpy)	PM _{2.5} (ppd/tpy)
Hotel Operation	8.94/1.63	4.84/0.88	1.98/0.36	0.69/0.13
Existing Project Operation	79/14	124/23	80/14.6	25/4.5
Modified Project Operation	87.9/15.6	128.8/23.9	81.9/14.9	25.7/4.6
BAAQMD Thresholds	54/10	54/10	82/15	54/10
Exceeds Threshold?	Yes/Yes	Yes/Yes	No/No	No/No

NOTES: Project operational emissions were estimated using CalEEMod version 2016.3.2. See Appendix B for model outputs and more detailed assumptions.

SOURCE: ESA, 2020

As summarized in the table, the project variant would result in an additional 0.9 pounds per day of ROG and an additional 1.35 pounds per day of NO_x. Although operational emissions of criteria air pollutants would increase with implementation of the variant, the difference is negligible and the conclusion identified for the proposed project would remain the same. The increase attributable to the proposed project would not represent a substantially more severe effect than identified in the Event Center FSEIR.

Toxic Air Contaminants

PM_{2.5} and Cancer Risk

The City of San Francisco, along with BAAQMD, has designated areas with poor air quality as Air Pollutant Exposure Zones (APEZ). These areas are defined as areas having cumulative PM_{2.5} concentrations that exceed 10 micrograms per cubic meter (µg/m³) and/or having a cumulative cancer risk that is greater than 100 per one million. As discussed in the Event Center FSEIR, the project site is not located within an APEZ; however, there are existing sensitive land uses in the project vicinity (UCSF Hearst Tower and UCSF Medical Center at Mission Bay), thus APEZ criteria were used as the threshold of significance for the evaluation of health risk. The Event Center FSEIR determined that the project would not result in an exceedance of the 10 µg/m³ PM_{2.5} APEZ concentration threshold at sensitive receptor locations during either project construction or operation. Additionally, a health risk assessment (HRA) was performed to assess cancer risk from both construction and operational sources of the project. With implementation of Mitigation Measure M-AQ-1, the cumulative total cancer risk for a child resident at UCSF Hearst Tower, an adult resident at UCSF Hearst Tower, and a child resident at UCSF Medical Center at Mission Bay would be 72 in one million, 64 in one million, and 86 in one million, respectively. Inasmuch as these totals were less than the 100 in one million cumulative threshold, the Event Center FSEIR determined that the project would not have a significant impact regarding health risk.

Construction of the proposed project or variant would result in emissions of toxic air contaminants (TACs) and PM_{2.5}, primarily from the use of off-road equipment. The primary sources of TACs from operation of the proposed project include vehicle trips to the project site and an emergency diesel generator. Construction of the proposed project or variant would result in much lower construction emissions, including PM_{2.5}, than what was analyzed in the Event Center FSEIR. The Event Center project includes an 11-acre footprint for construction activity, while the proposed project has a much smaller footprint of 0.7 acres. Therefore, construction of the proposed project or variant would result in less construction activity and, subsequently, less TAC and PM_{2.5} emissions than construction of the Event Center project. Additionally, the Event Center project included 350,000 cubic yards of excavation, while the proposed project or variant would require no excavation other than minor trenching for utilities, resulting in much lower PM_{2.5} emissions compared to those of the Event Center project.

Regarding operational emissions, the Event Center project included a total of five generators, while the proposed project or variant would include only one generator, generating a minimal amount of additional emissions. Furthermore, the proposed project would generate fewer vehicle trips, resulting in lower emissions of TACs and PM_{2.5} than those of the Event Center project. The proposed project would generate negligible TAC and PM_{2.5} emissions compared to the Event Center project. Therefore, the combined project would generate neither PM_{2.5} concentrations nor a cancer risk that would exceed the APEZ threshold of 100 per one million, and the impact would be considered less than significant.

Implementation of the project variant would result in a slight increase in operational emissions compared to the proposed project. Due to an increase in vehicle trips associated with the land use change, an additional 0.57 pounds per day of PM_{2.5} would be emitted as compared to the proposed project. Nonetheless, the difference is negligible, and the variant combined with the Event Center project would generate neither PM_{2.5} concentrations nor a cancer risk that would exceed the APEZ threshold of 100 per one million, and the impact would be considered less than significant.

Greenhouse Gas Emissions

Summary of Greenhouse Gas Emissions Impacts in Event Center FSEIR

The Event Center FSEIR identified a less-than-significant impact in regard to GHG emissions. Project compliance with the regulations identified in the City's *GHG Reduction Strategy* (Reduction Strategy) would reduce GHG emissions generated by the project to a less-than-significant level. Project compliance with the Reduction Strategy was demonstrated through the completion of the Compliance Checklist for GHG Analysis, and no mitigation measures were required.²³

Project Analysis

GHG emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will contribute to global climate change and its associated environmental impacts. Direct GHG emissions from the proposed project would be generated from vehicle trips and area sources (natural gas

²³ Greenhouse Gas Analysis: Compliance Checklist, May 22, 2015. This document is on file and available for public review at the San Francisco Planning Department as part of Case File No. 2014.1441E.

combustion). Indirect sources include electricity providers; energy required to pump, treat, and convey water; and emissions associated with waste removal, disposal, and landfill operations.

Since the certification of the Event Center FSEIR, the City published the *2017 GHG Reduction Strategy Update* (Reduction Strategy Update).²⁴ Projects that are consistent with the Reduction Strategy Update are determined to be consistent with San Francisco's *Qualified GHG Reduction Strategy* and, therefore, would result in a less-than-significant GHG impact. An assessment of the proposed project's compliance with San Francisco's *Strategies to Address GHG Emissions* is provided in the Compliance Checklist for GHG Analysis, which concludes that the proposed project would comply with the Reduction Strategy Update. Compliance of the proposed project or variant with the Reduction Strategy Update demonstrates that the project's contribution to cumulative impacts related to GHG emissions would not be cumulatively considerable.²⁵ Therefore, the GHG emissions associated with the proposed project or variant would not be substantially more severe than that identified in the Event Center FSEIR.

Wind

Summary of Wind Impacts in Event Center FSEIR

Following adoption of San Francisco Planning Code Section 148 (Reduction of Ground-Level Wind Currents in C-3 Districts), the Planning Department developed procedures for implementation of the requirements, including a wind tunnel testing protocol. Although the Event Center project is not within an area of the city where wind speed criteria are enforced through the planning code, CEQA review relies upon the Section 148 hazard criterion to determine whether a project would result in a significant wind impact. Hazardous winds are defined in Section 148 as an hourly average of 26 miles per hour (mph), for a single full hour of the year or more.²⁶

The Event Center FSEIR assumed that the project site would be developed with an event center, office and retail buildings, and other structures that could generate pedestrian-level wind effects, including increased wind speeds and turbulence (i.e., variability in wind speed); thereby, potentially generating hazardous winds at pedestrian use areas such as public walkways and public open space in the project vicinity. The Event Center FSEIR determined that the project would increase the total duration of wind hazards on the off-site public walkways in the project vicinity by 33 hours, and included Mitigation Measure M-WS-1 (Develop and Implement Design Measures to Reduce Project Off-site Wind Hazards) to reduce off-site wind impacts. With implementation of this measure, the project sponsor selected a specific on-site design modification (installation of a solid canopy with a porous vertical standoff at the ground level of the southwest corner of the proposed 16th Street office building) that was demonstrated to be effective in reducing the project wind hazard impact to a less-than-significant level. Accordingly, wind

²⁴ San Francisco Planning Department, 2017. *2017 Greenhouse Gas Reduction Strategy Update*. The final document is available at: http://sfmea.sfplanning.org/GHG/GHG_Strategy_October2017.pdf.

²⁵ Greenhouse Gas Analysis: Compliance Checklist. This document is on file and available for public review at the San Francisco Planning Department as part of Case File No. 2014.1441E.

²⁶ The wind hazard criterion of 26 mph is derived from a wind condition that would generate a 3-second gust of wind at 20 meters per second (45 mph), a commonly used guideline for wind safety. This wind speed, on an hourly basis, is 26 mph averaged for a full hour. However, because the wind data on which the analysis is based were collected at one-minute averages, the 26-mph one-hour average wind speed is converted to a corresponding one-minute average wind speed of 36 mph, which is then used to determine compliance with the 26-mph one-hour hazard criterion in the planning code. (Arens, E. et al., "Developing the San Francisco Wind Ordinance and its Guidelines for Compliance," *Building and Environment*, Vol. 24, No. 4, pp. 297-303, 1989.) All hazard wind speeds in this discussion are presented based on the 36-mph wind speed averaged over one-minute, and the hazard criterion is based on 36 mph.

impacts were determined to be less than significant with mitigation. Cumulative wind impacts were found to be less than significant.

Project Analysis

Because the proposed project would develop a building approximately 180 feet in height, a project-specific wind analysis was performed, consistent with the South D for D requirements (see Appendix C, Esplanade Hotel Project Pedestrian Wind Study). The analysis included wind-tunnel testing in accordance with the procedures developed for implementation of San Francisco Planning Code Section 148. The wind tunnel test was conducted using a 1:300 (1 inch = 25 feet) scale model of the proposed project and surrounding buildings within a 1,200-foot radius centered on the project site, which is sufficient to encompass buildings on the site as well as nearby buildings that could affect winds on and near the site. The circular study area extends west from the project site to encompass buildings across 3rd Street, north to buildings across Warriors Way, east to Bay Front Park, and south across 16th Street. Using 16 compass directions (northwest, west-northwest, west, west-southwest, southwest, etc.), wind tunnel tests were conducted for the project site and vicinity using the following scenarios:

- Existing;²⁷
- Existing plus proposed project;
- Existing plus proposed project (with landscaping);
- Cumulative, consisting of buildout of a UCSF building up to 160 feet on Block 25B of the South Plan (in addition to the proposed project); and
- Cumulative with landscaping (in addition to the proposed project).

The scale model, which was equipped with wind speed sensors, was placed inside an atmospheric boundary layer wind tunnel. The existing conditions model had 83 wind speed sensors (test points) to measure wind speeds at locations where relatively severe conditions are frequently found, such as at building corners, near building entrances, on adjacent sidewalks with pedestrian traffic, and in open plaza areas. Three test points were added to model above-ground conditions at the level of the proposed project's podium. Consistent with Planning Code Section 148, the majority of test point locations consisted of publicly accessible sidewalks and open spaces where pedestrian use is anticipated.

As shown in **Table 8**, the wind-tunnel test found that the proposed project would generally improve pedestrian-level wind speeds in the project vicinity. Implementation of the proposed project would result in a small decrease in wind speeds, with the average wind speed exceeded one hour per year decreasing from 26 mph under existing conditions to 24 mph with the proposed project.²⁸ The total number of hours per year where winds would exceed the hazard criterion would decrease from 100 hours under existing conditions to 47 hours under existing plus project conditions. The total number of test points exceeding the wind hazard would be reduced from ten locations under existing conditions to six locations under the existing plus proposed project scenario. The addition of landscaping would further improve wind

²⁷ The Existing condition includes the now-completed Event Center project, including the event center itself, two office buildings fronting 3rd Street, and other associated smaller structures. Consistent with San Francisco wind testing protocol, the Existing condition also includes buildings under construction, such as the adjacent Uber office buildings to the north of the project site and the UCSF Wayne and Gladys Valley Center for Vision to the south.

²⁸ As stated in footnote 25, because of the conversion involved in evaluating hourly wind speeds based on wind speed data collected over one-minute averages, the hazard wind speeds in this discussion are based on the 36-mph wind speed averaged over one-minute, and the hazard criterion is based on 36 mph.

conditions. With landscaping, the proposed project would result in an average wind speed exceeded for one hour per year of 21 mph compared to 26 mph under existing conditions. Moreover, under this scenario, the total number of hours per year where winds would exceed the hazard criterion would be reduced to 45 hours, and the number of test points exceeding the wind hazard be reduced to four locations.

**TABLE 8
SUMMARY OF WIND RESULTS**

Wind Tunnel Scenarios	Average Speed (mph)	Total Hours Exceeding Criterion	# of Test Points Exceeding Criterion
Existing Conditions	26	100	10
Proposed Project	24	47	6
Proposed Project (with landscaping)	21	45	4
Cumulative ^a	23	21	4
Cumulative ^a (with landscaping)	21	15	2

NOTES:

^a Cumulative scenarios include other nearby development projects in addition to the proposed project.

SOURCE: RWDI, 2019

Under cumulative conditions, the average wind speed exceeded one hour per year would be 23 mph, and the total hours and number of test points exceeding the hazard criterion would be less than under existing conditions, both with and without landscaping. Therefore, there would be no significant project or cumulative wind impacts and the proposed project or variant would not result in any new or substantially more severe wind impacts than were identified in the Event Center FSEIR, and no further mitigation measures are required.

Informational Discussion of Wind Comfort

In addition to the wind hazard criterion, Planning Code Section 148 establishes wind comfort criterion, whereby a project shall not cause ground-level wind currents to exceed, more than 10 percent of the time, 11 mph in substantial pedestrian use areas, and 7 mph in public seating areas.²⁹ Section 148 wind comfort criteria are not used to determine the significance of project wind impacts in the Mission Bay Plans area; therefore, proposed project effects on wind comfort are presented for informational purposes only. The wind comfort analysis found that the proposed project would decrease the average wind speed exceeded 10 percent of the time from 13 mph under existing conditions to 12 mph with the proposed project. The analysis found that wind speeds under existing conditions exceed the comfort criterion at 52 of the 83 test points, while with the project, wind speeds would exceed the comfort criterion at 54 of the 86 test points, and 42 of the 86 test points with the project and landscaping. Under cumulative (buildout) conditions, the average speed exceeded 10 percent of the time would be 12 mph or 11 mph with landscaping, and wind speeds would exceed the comfort criterion at 48 of the 86 test points or 31 of the 86 test points with landscaping.

²⁹ The wind comfort speed is useful for characterization of the more common wind environment, as it represents winds that are exceeded 876 hours per year, as opposed to the hazard criterion's one hour per year.

Shadow

Summary of Shadow Impacts in Event Center FSEIR

The Event Center FSEIR concluded that the area of Bayfront Park that would be in continuous shadow for a period of one hour from March to September between 10:00 a.m. and 4:00 p.m. would be less than 20 percent of the park area, which would satisfy the South D for D criterion for adequate sunlight access to open space. Accordingly, the Event Center FSEIR determined that project-level and cumulative impacts related to shadow would be less than significant.

Project Analysis

With respect to the proposed project's shadow impacts, the South D for D requires project-specific shadow analysis for projects that request a variance from the Design Standards, consistent with Mitigation Measure D.08 of the Mission Bay FSEIR. While the proposed project or variant would not seek a variance, as described above, it would require an amendment of the South D for D to increase the height limit for the site, allow a third tower on Blocks 29-32, reduce tower separation requirements between the proposed building and the Event Center, amend the Rooftop Recreation/Community Structures standards for Height Zone 5, permit the building's bulk, amend requirements for architectural projections, and other conforming amendments and clarifications. Accordingly, a project-specific shadow analysis was undertaken (see Appendix D, Chase Center: Esplanade Hotel Project CEQA Shadow Study). To evaluate the shadow impact of the proposed project, a three-dimensional (3-D) model of the South Plan area was constructed that included current ground and roadway elevations for the study area using maps provided by OCII; digital 3-D model of the proposed project as provided by the sponsor; and planned development (Cumulative Condition) in the study area consistent with the maximum dimensions and bulks provided for in the South D for D.

The South D for D's *Sunlight Access to Open Space* requirements was prepared with the objective of encouraging new developments to ensure sunlight access to public open spaces and limit the extent and duration of shadows on these public open spaces. The South D for D notes that shadow studies have determined that development complying with the design standards will reasonably limit areas of shadow on public open spaces during the active months of the year (March to September) and during the most active times of the day (10:00 a.m. to 4:00 p.m.).

The project-specific shadow analysis determined that the proposed project or variant would not cast new shadow on any of the four Mission Bay parks identified in the South D for D, including Bayfront Park, Mission Creek Park, Mission Bay Kids' Park (formerly Triangle Square), or Mission Bay Commons during the hours identified in the South D for D—between 10 a.m. and 4 p.m. from March 1 through September 30. Therefore, the project would not increase shading on Bayfront Park (the only park shaded at all by the Event Center project [Event Center FSEIR p. 5.6-8]) or any of the other parks identified in the D for D to more than the applicable percentages between 10 a.m. and 4 p.m. from March 1 through September 30. Accordingly, the Event Center project with the addition of the proposed project or variant would continue to satisfy the South D for D criterion for adequate sunlight access to open space, and the project and cumulative shadow effect would remain less than significant, as determined in the Event Center FSEIR.

Based on the above analysis, the proposed project's or variant's net new shadow would not substantially affect the use and enjoyment of Bayfront Park, and Mission Bay FSEIR Mitigation Measure D.8 has been fully satisfied by the project-specific shadow analysis. Therefore, the proposed project or variant would

not result in substantial new shadow as compared to what was identified in the Event Center FSEIR, and no further mitigation measures are required.

Utilities and Service Systems

Summary of Utilities and Service Systems Impacts in Event Center FSEIR

The Event Center FSEIR estimated that water demand for Blocks 29-32 would be 0.100 million gallons per day (mgd) as adjusted for water conservation measures as required under the Green Building Requirements in Chapter 13C of the 2010 San Francisco Building Code. The Water Supply Assessment (WSA) approved by SFPUC for an earlier design of the project concluded that there are adequate water supplies in the regional water system to serve an estimated 0.109 mgd of water demand for the project and cumulative demands during normal, single dry years, and multiple dry years from 2015 through 2035.³⁰ Since the estimated water demand of 0.100 mgd is less than the 0.109 mgd identified in the 2013 WSA, the water demands of the Event Center project would not require new or expanded water supply resources or entitlements. In addition, when recycled water becomes available in the future, some of the estimated water demand could be met with recycled water for non-potable uses, which could reduce the Event Center project's potable water demand to less than 0.100 mgd. Therefore, existing water supplies serving the City would be sufficient to meet the projected water demand of the Event Center project, and the project would not trigger the need for new or expanded water supply resources or entitlements. Impacts on water supply would be less than significant.

Project Analysis

The proposed project or project variant includes residential and hotel uses that were not part of the Event Center project. Although the Event Center FSEIR did not anticipate such uses, the 2013 WSA prepared for the earlier project design did include analysis of water demand for 176 residential units and 227 hotel rooms. Table 10 in Attachment C to the WSA includes rates for water use based on gallons per day per unit. Using 112 gallons per day per residential unit and 128 gallons per day per hotel room, the proposed project's estimated additional water use would be approximately 0.019 mgd. The WSA also presented the adjusted water demand per water conservation measures required under the Green Building Requirements in Chapter 13C of the 2010 San Francisco Building Code (also shown in Table 10). Applying these lower rates to the proposed project results in a water demand of approximately 0.016 mgd. Therefore, the total water demand of Blocks 29-32 would be approximately 0.116 mgd, which is 0.007 mgd or 7,000 gallons per day greater than identified for the project site in the 2013 WSA. Using the same rates, water demand for the project variant would be approximately 0.026 mgd, resulting in a total water demand of Blocks 29-32 of approximately 0.126 mgd (that is, 0.017 mgd or 17,000 gallons per day greater than identified for the project site in the 2013 WSA).

The 2013 WSA determined that the water demand of the earlier project design would be encompassed within the San Francisco water demand, which considers water demand based on 2012 Land Use Allocation (LUA) projections from the San Francisco Planning Department. In 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan Amendment). If the Bay-Delta Plan Amendment were to be implemented, it would result in significant water supply shortages during single dry and multiple dry years, greater than those projected in the 2015 Urban Water Management Plan

³⁰ SFPUC, 2013. Water Supply Assessment for the Event Center and Mixed-Use Development Project at Piers 30-32 and Seawall Lot 330. July 1, 2013.

(UWMP) (which incorporated 2012 LUA housing and employment growth projections). The 2015 UWMP already assumes limited rationing may be needed in multiple dry years to address an anticipated supply shortage by 2040, but implementation of the Bay-Delta Plan Amendment will require rationing in all single dry years and multiple dry years and to a greater degree to address supply shortages not accounted for in the 2015 UWMP. Numerous lawsuits have been filed challenging the Bay-Delta Plan Amendment, and SFPUC is a party to one of those pending lawsuits. The SFPUC, in partnership with other key stakeholders, is currently negotiating with the State a voluntary agreement that could ultimately be adopted as an alternative or substitute for the Bay-Delta Plan Amendment. On March 1, 2019, in accordance with the State Water Resources Control Board's instruction, SFPUC submitted to the State a proposed voluntary agreement ("March 1st Proposed Voluntary Agreement"). For these and other reasons, whether the Bay-Delta Plan Amendment or the March 1st Proposed Voluntary Agreement will be implemented, and how those amendments if implemented will affect the SFPUC's water supply, is currently uncertain and possibly speculative.

The projected increase of only 7,000 gallons per day (0.007 mgd) for the proposed project and only 17,000 gallons per day (0.017 mgd) for the project variant above the 2013 WSA estimate would be encompassed within San Francisco retail water demands ranging from 79.0 to 89.9 mgd between 2025 and 2040.³¹ Therefore, existing water supplies serving the City would be sufficient to meet the projected water demand of the proposed project or variant, and it would not trigger the need for new or expanded water supply resources or entitlements. Impacts on water supply would not be substantially more severe than identified in the Event Center FSEIR.

The proposed project or variant would not require construction of water treatment, stormwater, or wastewater treatment facilities other than standard connections to existing utilities already constructed as part of the Event Center development. For Blocks 29-32, wastewater is routed to the City's combined sewer system via the Mariposa Pump Station or to the Mission Bay Sanitary Pump Station. Wastewater from the proposed project would be directed to the Mission Bay Sanitary Pump Station, according to GSW Hotel LLC. Using an estimated wastewater generation of 90 percent of water demand, the proposed project's or project variant's generation of approximately 0.014-0.023 mgd of additional wastewater, in combination with the Event Center project's 0.230 mgd, would not exceed the estimated 0.29 mgd peak contribution from the project site to the Mission Bay Sanitary Pump Station. The additional wastewater flows would be within the remaining capacity of the pump station and the proposed project or variant would not require or result in the construction or expansion of new wastewater treatment facilities; the impact would be less than significant. Impacts on wastewater would not be substantially more severe than identified in the Event Center FSEIR.

As under the Event Center FSEIR, the proposed project or variant would not require the construction of new water facilities; exceed landfill capacity; or fail to comply with solid waste regulations. Impacts would not be substantially more severe than identified in the Event Center FSEIR.

Other Environmental Topics

Aesthetics

Public Resources Code Section 21099(d) provides that, "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment." Accordingly, aesthetics and parking are

³¹ SFPUC, 2016. 2015 Urban Water Management Plan for the City and County of San Francisco. June 2016.

no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet the following three criteria: (1) the project is in a transit priority area, (2) the project is on an infill site, and (3) the project is residential, mixed-use residential, or an employment center. As described in the Event Center FSEIR, the project satisfied each of the above three criteria because it (1) is located in proximity to several transit routes; (2) is located on an infill site that has previously been developed with industrial and commercial uses and is surrounded by areas of either recently completed or planned urban development; and (3) would be an employment center supporting a range of commercial uses, located in proximity to several transit routes, and in an urban area on a site already developed and zoned for commercial uses with a floor area ratio (FAR) greater than 0.75. Thus, the Event Center FSEIR Initial Study did not consider aesthetics (or parking) in determining the significance of project impacts under CEQA. The proposed project or variant would be constructed on the same site as the Event Center and also would include a residential component; therefore, any potential aesthetic impacts would similarly not be considered under CEQA.

Cultural Resources

The proposed project or variant would replace existing structures recently completed as part of the Event Center. No impacts to historic architectural resources would result from the demolition of this portion of the Event Center development and replacement with the proposed project. With respect to archeological resources, ground-disturbing activity would not be required in connection with the proposed project because the foundation system has already been constructed. Moreover, archaeological testing required under Event Center FSEIR Mitigation Measure M-CP-2a: Archaeological Testing, Monitoring and/or Data Recovery Program, has already been implemented during construction of the Event Center. Similarly, Mitigation Measure M-CP-2b: Accidental Discovery of Archaeological Resources was implemented during construction.

Population and Housing

The proposed project or variant would require hundreds of construction workers over the approximate two-year construction period, although the number of construction workers present on-site daily would range considerably, depending on the specific construction activities being performed and the overlap between construction phases. Similar to the Event Center project, the proposed project would not result in substantial population growth in San Francisco due to construction-worker demand for housing in the area. The proposed project or variant would create employment opportunities for approximately 223-356 people, which are expected to be filled by existing Bay Area residents.³² Even if new employees relocated to San Francisco, the number of new employees would not be substantial relative to the overall population and would not result in the need to construct new housing. The proposed project or variant would not displace people or existing housing necessitating construction of new housing elsewhere. The project's proposed addition of up to 21 new dwelling units would not result in substantial unplanned population growth in San Francisco.

Regarding **Public Services**, the presence of construction workers on-site could result in an incremental, temporary increase in demand for fire protection, emergency medical services, and law enforcement. It is expected that a portion of the construction labor needs would be met by residents of San Francisco, who are currently being served by these City services and therefore would not represent an increase in

³² Based on an estimate of 1.3 new employees per hotel room and approximately 57 retail employees according to data provided by the hotel operator. Fiscal Analysis of Proposed Warriors Development, Mission Bay, San Francisco, by Seifel Consulting, Inc., February 2020.

demand for City services. In any case, this incremental, temporary increase in demand for services during construction could be accommodated by the existing fire protection, emergency medical services, and law enforcement services and would not require construction of new or physically altered facilities to maintain services. An increase in population at the project site from permanent residents and temporary hotel patrons would result in periodic increases in demand for fire protection and emergency medical services compared to conditions analyzed under the Event Center FSEIR. The population increases associated with the proposed project or variant would be minimal in comparison to the population served by the existing fire and police stations in the project area. The increase in calls for fire protection and medical emergency response would not be substantial in light of the existing demand and capacity for fire protection and emergency medical services in the City. The project site is located in an existing urban area and would not extend demand of the fire protect or law enforcement services beyond the current limits of their respective capabilities. The proposed project or variant would neither adversely affect service standards nor require an increase in staff that would require the construction of new fire protection or law enforcement facilities. The addition of up to 21 residential units could result in school-age children residing on the project site. However, the minimal number of potential children would be within the assumptions analyzed in the Mission Bay FSEIR for the South Plan area and the project would not result in any new or substantially more severe impacts on schools than those identified in the FSEIR.

Regarding **Recreation**, the increase in permanent population associated with the proposed project would not increase the use of neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated, nor would the project physically degrade recreational resources in the area. However, although no impact would result from the proposed project, the project sponsor has agreed to pay the "P22 Maintenance Amount" fee pursuant to the 7th amendment to the South OPA.³³ The P22 Maintenance Amount fee will supplement funding that is available from the Community Facilities District No. 5, the Mission Bay Maintenance District, which provides funding for open space operations in Mission Bay. Potential impacts associated with construction of open terraces on the 2nd, 7th, and 13th floors and a fitness center are addressed under normal construction-related impacts associated with the project as a whole.

The project site is entirely disturbed due to construction of the Event Center. No new or substantially more severe significant effects related to **Biological Resources** are anticipated as a result of implementation of Event Center Mitigation Measures M-BI-4a (Preconstruction Surveys for Nesting Birds) and M-BI-4b (Bird Safe Building Practices) from the Event Center FSEIR and compliance with the Migratory Bird Treaty Act and the City's tree ordinance.

Regarding **Geology and Soils**, because the proposed project or variant would bear on the existing foundation system constructed as part of the Event Center development, which the sponsor has determined is adequate to support the proposed project, the project or variant would not expose people or structures to geologic hazards; cause soil erosion or loss of topsoil; be affected by unstable soils or geologic units; be affected by expansive soils or soils incapable of supporting wastewater disposal systems; or cause a substantial change of topography.

Potential **Hazards and Hazardous Materials** effects of the proposed project or variant are anticipated to be avoided through compliance with applicable regulations and compliance with the Mission Bay Risk Management Plan. Ground-disturbing activity will be limited to minor trenching for utilities connections. The proposed project or variant would comply with the BAAQMD-approved Asbestos Dust Mitigation

³³ See Section 4 of the 7th Amendment to the South OPA.

Plan prepared in accordance with Event Center FSEIR Mitigation Measure M-HZ-1b (Geologic Investigation and Dust Mitigation Plan for Naturally Occurring Asbestos).

Regarding **Hydrology and Water Quality**, the proposed project or variant would not deplete groundwater supplies; alter drainage patterns, resulting in erosion; place housing and/or structures within a 100-year flood zone³⁴; or expose people and structures to hazards associated with failure of a levee or dam, seiche, tsunami, mudflow, or flooding (including sea level rise). As noted in the Event Center FSEIR, the project site is above the 2050 flood elevation, which combines 12 inches of sea level rise with the effects of a 100-year storm surge. In addition, the project site would not be flooded during daily high tide conditions with the 36 inches of sea level rise expected by 2100. The project site could be prone to flooding by 2100 based on the projected sea level rise in combination with the effects of a 100-year storm surge. This flooding scenario is based on 2010/2011 topographic conditions and assumes that no site-specific flood protection measures such as filling to raise the grade of low lying areas or area-wide measures such as construction of berms, levees, or seawalls would be implemented during the intervening period. No portion of the project would be constructed below ground. In addition, the lowest level of hotel guest rooms or dwelling units (4th floor) would be constructed approximately 41 feet above ground level (agl). Compliance with the existing Construction General Stormwater Permit would ensure that the proposed project or variant would not violate water quality standards or otherwise substantially degrade water quality during construction.

As under the Event Center FSEIR, the proposed project or variant would not cause the loss of known valuable **Mineral Resources**; would not encourage activities that result in wasteful use of **Energy** resources; and would not convert **Agriculture or Forestry Resources** to non-agricultural or non-forest use.

Conclusion

Implementation of the proposed project or variant would not require major revisions to the Event Center FSEIR because no new, significant environmental effect or substantial increase in the severity of previously identified significant effects would result. Additionally, since certification of the Event Center FSEIR, no material changes have occurred in the project or the circumstances under which the South Plan would be implemented, and no new information has emerged that would materially change any of the analyses or conclusions of the Event Center FSEIR. Similarly, no new or previously rejected mitigation measures or alternatives have been proposed that would substantially reduce previously identified significant effects that the project sponsor has declined to implement. As such, because none of the criteria set forth in CEQA Guidelines Section 15162 that would require subsequent environmental review have been triggered, the lead agency may approve the subsequent activities as being within the scope of the Event Center FSEIR under CEQA Guidelines Section 15162 without the need for additional environmental documentation.

³⁴ As indicated in the Event Center FSEIR, the project site is not located within the 100-year flood zone based on the City's 2008 interim floodplain maps. The City is a participant in the National Flood Insurance Program (NFIP), which is managed by the Federal Emergency Management Agency (FEMA). To support the NFIP, FEMA publishes Flood Insurance Rate Maps (FIRMs) for participating communities, which are used for flood insurance and floodplain management purposes. FEMA released a preliminary FIRM for San Francisco on November 12, 2015 and released a revised preliminary version on May 31, 2019. The City is currently reviewing the revised preliminary FIRM and preparing comments to submit to FEMA. FEMA expects to finalize the data shown on the FIRM in June 2020 and to publish the FIRM for use in December 2020. Once the preliminary FIRM is finalized, the City will use the Special Flood Hazard Areas shown on the FIRM to implement the City's Floodplain Management Ordinance. The project site is outside the 100-year flood zone according to both the 2015 and 2019 preliminary maps. See "San Francisco Floodplain Management Program" at <https://sfgsa.org/san-francisco-floodplain-management-program>.



Addendum No. 1 to Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 Final Subsequent Environmental Impact Report

Appendices

[Appendix A – Transportation](#)

[Appendix B – Air Quality](#)

[Appendix C – Wind Study](#)

[Appendix D – Shadow Study](#)

Appendix A

Transportation

Memorandum

To: José Campos – San Francisco Office of Community Investment and Infrastructure
Copy to: Frankie Arias, Director, Construction and Development – Golden State Warriors
From: José I. Farrán – Adavant Consulting
Date: May 1, 2020 – **FINAL**
Re: Transportation assessment for Golden State Warriors Hotel Project and Variant

This technical memorandum summarizes the transportation planning assessment performed by Adavant Consulting for the proposed Golden State Warriors (GSW) mixed-use hotel, residential and retail building to be located adjacent to the Chase Center, in the Mission Bay South Plan Area of San Francisco.

The main purpose of this transportation assessment is to estimate the travel demand that would be generated by the GSW Hotel, compare it to the travel demand generated by the previously approved and currently under construction mixed-use project, and identify if the changes in travel demand generated by the proposed project could result in new or substantially more severe transportation impacts. In addition, this document provides an assessment of local circulation conditions, including passenger loading and unloading operations in front of the hotel entrance, and off-street commercial vehicle access.

INTRODUCTION AND BACKGROUND

The Golden State Warriors (GSW) have proposed the construction of a hotel and residential building in the Mission Bay South Plan Area. This proposed development would be built within the site of the GSW Event Center and Mixed-Use Development Project on Blocks 29-32 in Mission Bay South. The GSW Hotel project will require an amendment to the current redevelopment plan for the Mission Bay South Plan Area.

The Mission Bay South Plan Area (see **Figure 1**) is bounded by the Mission Bay Creek to the north, Mariposa Street to the South, the San Francisco Bay to the east and the Caltrain tracks (Mississippi and Seventh streets) to the west. The Mission Bay South Plan Area excludes Seawall Lot 337, also known as Mission Rock or Lot A, which is under the Port of San Francisco jurisdiction and is currently used as surface parking.



Figure 1
Mission Bay South Planning Subareas
Proposed GSW Hotel Project Location

The Mission Bay South Plan Area is further subdivided into five planning subareas, Central, East, West, UCSF Campus and UCSF Medical Center. As shown in the figure, the proposed project is within the East subarea, which includes mostly office, research and development uses with some retail on the ground floor, as well as the Chase Center. The GSW Hotel project is located at the northeast corner of the Chase Center site, which opened in September 2019; the North and South office towers are currently under construction.

PROJECT DESCRIPTION

The proposed GSW Hotel project calls for construction of a new, 160-foot-tall mixed-use hotel, residential and retail building to be located at the northeast corner of the Chase Center site (see **Figure 2**), along the south side of Warriors Way (previously South Street). Walk access to/from the building would be provided directly onto Warriors Way, while vehicle access would occur through the adjacent Chase Center garage.

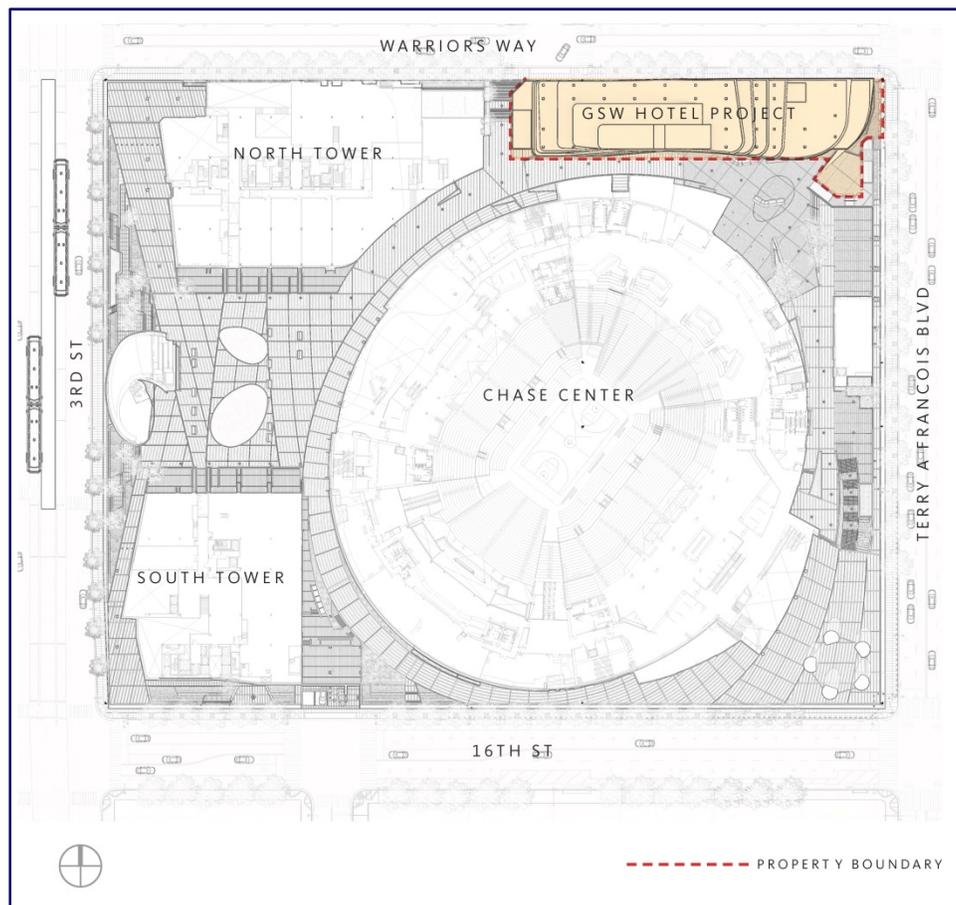


Figure 2
GSW Hotel Project Site
(Source: Gensler)

The building would consist of approximately 160,000 gross square feet (gsf) of hotel space providing up to 129 rooms, and including about 22,000 to 26,000 gsf of associated hotel uses such as a ballroom, meeting rooms, and a fitness center. There would also be 85,000 gsf of residential space with up to 21 dwelling units, and up to 25,000 gsf of restaurant, café, and other food and beverage uses (interior and exterior), as well as the spa and sundry retail areas. This retail space would replace approximately 25,000 gsf of retail space that currently exists on the project site, resulting in no net new retail area on the project site from the construction of the proposed building; a summary of square footages by land use type is included in [Appendix A](#).

No new parking would be provided on-site; project residents and hotel guests would typically have access to the adjacent Chase Center garage, based on parking space availability, which has an entrance at 99 Warriors Way, while project visitors would generally park at the off-site parking structure across the street, at 450 Warriors Way. Fifteen Class I bicycle parking spaces would be provided in a secure room inside the residential building, while 22 Class II bicycle parking racks would be provided near the residential entrance (10 spaces) and the hotel entrance (12 spaces). A commercial vehicle loading space (a minimum of 35 feet long by 10 feet wide, with a vertical clearance of 14 feet), will be provided on site, accessible from Warriors Way.

In addition, the GSW will request from SFMTA to provide an accessible 100-foot long passenger drop off and pick up area in front of the hotel entrance; this portion of the curb is currently part of a designated 240-foot long white zone. The white zone would include a 20-foot long accessible aisle, which would encroach five feet from the curb onto the existing sidewalk; about 7.5 feet would remain available for pedestrians to walk by. No other changes to the existing sidewalk or driveway configurations would be undertaken as part of the proposed project.

As part of the project approvals, the GSW are proposing an amendment to the Mission Bay South Redevelopment Plan and the Design for Development to permit a mix of residential units and hotel rooms at the site from a range of the proposed project (21 dwelling units and 129 hotel rooms) to as many as 230 hotel rooms and as few as zero units, provided that the maximum square footage of the building will not exceed approximately 245,000 gsf. A discussion about the equivalencies between hotel rooms and residential units is presented later in this document.

The GSW Hotel variant analyzed herein includes 230 hotel rooms without any residential units and up to 25,000 gsf of general retail, café and restaurant space, all of which combined would not exceed approximately 245,000 gsf. As with the GSW Hotel project, the proposed retail space would replace a similar existing amount at the project site. Although the development details of the GSW Hotel variant have not yet been defined, the building would be designed to fit in the same location, within a similar footprint. In addition, similar to the proposed project, the project variant would comply with the applicable transportation-related design standards established in the Design for Development

document of the Mission Bay South Plan Area. This would include provision of bicycle parking, off-street commercial spaces, tourist bus parking, etc.

The 100-foot long passenger drop off and pick up area (white zone) white zone requested under the proposed project would be extended by 30 to 50 feet under the hotel variant, and two 20-foot long accessible aisles would then be provided. In addition, the hotel variant proposes to accommodate one 45-foot-long tour bus loading space on the south side of Warriors Way. No other changes to the existing sidewalk or driveway configurations would be undertaken as part of the hotel variant.

In parallel with the proposed project and its variant, the GSW would request a 6,800 gsf increase in the total retail area on Blocks 29-32 by partially enclosing or covering existing patios. The resulting total retail area on Blocks 29-32, including the retail being proposed under the project and its variant, would still be below the 125,000 gsf of total retail analyzed in the *2015 GSW Event Center and Mixed-Use Development Project Final SEIR*; a summary of square footages by land use type is included in [Appendix A](#).

Table 1 provides a comparison of the GSW Mixed-Use project land uses and those being proposed under the GSW Hotel project and variant.

Table 1
GSW Mixed-Use, Hotel Project and Hotel Variant Land Uses

Land Use Type	GSW Mixed-Use Project ^[a]		GSW Hotel Project		GSW Hotel Variant	
Chase Center ^[b]	750,000	Gsf				
GSW Office (Admin & Mgmt)	25,000	Gsf				
General Office	580,000	Gsf				
Retail ^[c]	125,000	gsf	25,000	gsf	25,000	gsf
Residential	---		21	units ^[d]		
Hotel	---		129	rooms	230	rooms

Notes:

- a. Analyzed in the *GSW Event Center and Mixed-Use Development Project Final SEIR*, November 2015 analysis.
- b. 18,064 seats.
- c. The retail use encompasses general and specialty retail, as well as food-related retail such as cafés and restaurants.
- d. Includes 14 two-bedroom units, six three-bedroom units, and one penthouse unit.

Sources: GSW Event Center and Mixed-Use Development Project SEIR (2015); GSW (2020).

The GSW Hotel project and the variant will also include an expansion to the current *Event Center Transportation Management Plan* (TMP) that addresses the new proposed land uses (residential and hotel) that were not included in the original development within Blocks 29 and 32. The update of the TMP will address the following new areas:

Hotel and residential passenger drop-off and pick up

- Identify operational measures to ensure that vehicles are not double parked in front of the building blocking the adjacent eastbound traffic lane.
- Depict alternative passenger zone(s) for vehicles and tour buses to be used during events at the Chase Center, when Warriors Way is closed to the general public.
- Describe means to reach residents, hotel guests, taxis and TNC about alternative passenger drop off and pick up locations prior and during events at the Chase Center.
- Provide the location, in the immediate vicinity of the project, of the on-street tour bus passenger loading/unloading space required under the proposed variant, showing that it would not cause substantial adverse effects on pedestrian circulation, transit operations, or general traffic circulation.

Commercial and Service Vehicle Operations

- Identify expected controls and operations at the garage entrance at 99 Warriors Way that would facilitate access by commercial vehicles to the off-street space.
- Describe signage or other means to identify the availability of the off-street commercial space to arriving vehicles which are 30 feet long or less.
- Describe means to reach commercial vehicle companies and drivers who would park at the off-street space at 99 Warriors Way about approaching the garage entrance via westbound Warriors Way.
- Describe means to reach commercial vehicle companies and drivers who could arrive at the site before or during an event at the Chase Center, when Warriors Way is closed to non-event traffic, about alternative on- or off-street parking locations.
- Depict path of travel for commercial deliveries from the existing loading docks under the Chase Center to the service areas of the proposed building.

Residential Move-in and Move-out

- Describe expected resident's move-in and move-out operations.
- Identify likely on- and off- street locations that could accommodate moving vehicle loading/unloading operations in the vicinity residential building entrances.
- Explain the process, if necessary, to request from SFMTA a reserved curbside permit in advance of move-in or move-out activities for the temporary allocation of nearby on-street parking, passenger zones, or commercial loading spaces.

Special Events at the Hotel

- Describe expected frequency and attendance of special events that may take place at the hotel.
- Identify additional operational measures that may be required, depending on the size of the event, to ensure that drop-off and pick up activities do not interfere with nearby pedestrian and vehicle flows.
- Describe means of access to public transit or other non-automobile means of travel by those employees who leave work after a late evening event.

In addition, prior to the start of construction, the GSW will develop, in coordination with the SFMTA and DPW, a Construction Traffic Management Plan (CTMP). The plan will address the following areas:

- Expected days and times of project construction (weekdays, weekends, daytime, night construction, etc.).
- Truck routing plans for demolition, disposal of excavated materials, materials delivery and storage; describe how these routes may be adjusted during events at the Chase Center.
- Locations of construction staging (on-site, off-site).
- Compliance with the most recent edition of regulations for working in San Francisco streets¹, as well as other city, state and federal requirements.
- Proposed travel lane and sidewalk closures, and other temporary traffic and transportation changes (location and expected duration).
- Temporary vehicle and pedestrian re-routings, if necessary.
- Planned means to reach nearby residents, workers, and visitors about construction conditions, vehicle and pedestrian re-routings, etc.

TRAVEL DEMAND

Project travel demand refers to the new person- and vehicle-trips that would be generated by or attracted to the proposed project or the variant. This section provides a summary of the travel demand previously developed for the GSW Mixed-Use project, as well as an estimate of the travel demand that would be expected to/from the GSW Hotel project and variant. The GSW Hotel project and variant travel demand estimates are based on the rates and factors provided in the San Francisco Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (SF Guidelines), published in February 2019, and updated in October 2019. The project site is located in the Southeast Quadrant (Superdistrict 3 or SD3) of San Francisco.

¹ Also known as the "Blue Book", it is a manual for City agencies, utility crews, private contractors, and others doing work in San Francisco streets that establishes rules for working safely and in a way that will cause the least possible interference with pedestrian, bicycle, transit, and other traffic.

The approximately 25,000 gsf of retail space being proposed under the GSW Hotel project and variant represent a replacement of a similar amount that currently exists on the project site, resulting in no net new retail area on the project site from the construction of the proposed building. As such, the travel demand estimates for the GSW Hotel and variant presented in this section are based on the size of the hotel and residential uses, and do not consider the retail uses. Similarly, the proposed addition of retail space, caused by partially enclosing or covering approximately 6,300 gsf of some existing patios, would not increase the total retail area on Blocks 29-32 above the 125,000 gsf that were previously analyzed in the *2015 GSW Event Center and Mixed-Use Development Project Final SEIR*. As such, the proposed 6,300 gsf retail addition would also not generate any new trips above those previously studied. A summary of the travel demand analysis is presented in the next subsection below; more detailed information, including a retail summary table, is presented in [Appendix A](#).

GSW MIXED-USE PROJECT

The trip generation estimates for the GSW Mixed-Use project were developed as part of the transportation analyses conducted for the *GSW Event Center and Mixed-Use Development Project Final SEIR* in 2015. Specifically, Appendix TR-2 of the 2015 FSEIR includes a travel demand memorandum that describes the methodology and results of the travel demand analysis conducted for the project. A summary of the weekday daily and p.m. peak hour travel demand results for the GSW Mixed-Use project is presented in [Table 2](#).

Table 2
GSW Mixed-Use Project
Person and Vehicle Trip Travel Demand

Scenario	Weekday Daily		Weekday PM Peak Hour	
	Person Trips	Vehicle Trips	Person Trips	Vehicle Trips
Total with no event	26,998	6,990	2,796	702
Total with basketball game ^[a]	58,538	13,691	3,859	886

Note:

a. 18,064 attendees.

Sources: Table 5.2-22, Table 5.2-24 and Table 5.2-25; *GSW Event Center and Mixed-Use Development Project Final SEIR* (2015).

GSW HOTEL PROJECT AND VARIANT

Trip Generation

The weekday daily and peak hour person-trip generation for the proposed GSW Hotel project and its variant includes residents, employees and visitors and is based on the appropriate rates as provided in Appendix F-Travel Demand of the 2019 SF Guidelines. [Table 3](#) presents the weekday daily and p.m. peak hour person-trip generation for the

proposed GSW Hotel project; overall, the proposed project would generate 1,303 person-trips on a daily basis and 97 person-trips during the weekday p.m. peak hour. The GSW Hotel variant would generate 1,933 person-trips and 138 person-trips during the same two periods.

No trip linkages between the project residents or hotel guest and the nearby land uses have been assumed as part of the trip generation calculations. As a conservative approach, no internal trip reduction factor has been applied to the analysis, in part because no information is currently available about the number of trips that could potentially occur between the project and the Chase Center or other nearby office or medical buildings. Also, the largest amount of trip linkages would occur during event days between the project and the Chase Center, a time when background traffic would be highest, making the project contribution to the cumulative conditions smaller, and the trip reduction effects of potential trip linkages less noticeable.

The travel demand analysis does include trip linkages between the hotel guests and commercial uses provided within the same building, such as ancillary retail space, for which no additional trips have been considered (i.e. these commercial uses are assumed to serve individuals who are already in the immediate vicinity of or at the site).

**Table 3
GSW Hotel Project and Variant
Person Trip Travel Demand**

Land Use Type	Size	Person Trip Rate		Person Trips	
		Daily	PM Peak Hour	Daily	PM Peak Hour
GSW Hotel Project					
Residential	21 units	10.5 per unit ^[a]	1.0 per unit ^[a]	220	20
Hotel	129 rooms	8.4 per room	0.6 per room	1,083	77
Total				1,303	97
GSW Hotel Variant					
Hotel	230 rooms	8.4 per room	0.6 per room	1,933	138
Total				1,933	138

Note:

a. Average calculation, based on the number of bedrooms assumed.

Sources: 2019 SF Guidelines, Adavant Consulting.

Modal Split and Average Vehicle Occupancy Rates

The GSW Hotel project person-trips presented in **Table 3** were allocated among different travel modes in order to determine the number of auto, transit and other trips going to and from the project site. The “other” category includes modes such as walk, bicycle, and motorcycle.

Mode split assumptions for the residential use are based on annual surveys of commuter habits of Mission Bay residents conducted in 2018 by the Mission Bay Transportation Management Association (MB TMA). Average vehicle occupancy data was obtained from the U.S. 2012-2016 American Community Survey 5-Year Estimates for the census tract where the project is located (Tract 607). Mode of travel assumptions and average vehicle occupancy rates for the hotel use are based on information contained in the 2019 SF Guidelines for employee and visitor trips to the Mission Bay Area.

Table 4 summarizes the typical weekday p.m. peak hour trip generation by mode of travel for the land uses being proposed for the GSW Hotel project. During the weekday p.m. peak hour, the proposed project would generate 36 person-trips by automobile (37 percent), 29 person-trips by transit (30 percent), and 32 person-trips by other modes, including walking (33 percent). Transit includes those trips made on public transit service vehicles (e.g. SF Muni) as well as private service vehicles (mostly Mission Bay TMA shuttle bus service). Approximately 25 percent of the Mission Bay residents and over 50 percent of the Mission Bay workers who use transit travel on the Mission Bay TMA service, which means that about 10 (35 percent) of the 29 transit trips would be using the TMA service, with the rest (19 trips) using public transit means, such as SF Muni. In addition, the GSW Hotel project would generate 25 vehicle trips during the peak hour, ten of which would be inbound (40 percent) and 15 outbound (60 percent).

As also shown in **Table 4**, the GSW Hotel variant would generate 53 person-trips by automobile (38 percent), 37 person-trips by transit (27 percent), and 48 person-trips by other modes, including walking (35 percent). The GSW Hotel variant would also generate 36 vehicle trips during the peak hour, 15 of which would be inbound (42 percent) and 21 outbound (58 percent). About 14 (37 percent) of the 37 transit trips generated by the variant would be using the TMA buses, while the rest (23 trips) would be using public transit services such as SF Muni.

**Table 4
GSW Hotel Project and Variant
Trip Generation by Mode and Land Use
Weekday PM Peak Hour**

Land Use Type	Person-Trips				Vehicle-Trips	
	Auto	Transit ^[a]	Other ^[b]	Total	Inbound	Outbound
GSW Hotel Project						
Residential	6	9	5	20	2	3
Hotel	30	20	27	77	8	12
Total	36 37%	29 30%	32 33%	97 100%	10 40%	15 60%
GSW Hotel Variant						
Hotel	53	37	48	138	15	21
Total	53 38%	37 27%	48 35%	138 100%	15 42%	21 58%

Notes:

- a. “Transit” includes those trips made on public transit service vehicles (e.g. SF Muni, Caltrain, etc.) as well as private service vehicles (Mission Bay TMA shuttle bus service).
- b. “Other” includes walk, bicycle, and motorcycle.

Sources: Mission Bay TMA Commuter Surveys 2018, U.S. Census 2012-2016 American Community Survey, 2019 SF Guidelines, Adavant Consulting.

TRAVEL DEMAND COMPARISON BETWEEN RESIDENTIAL AND HOTEL USES

As previously described, the GSW are proposing an amendment to the Mission Bay South Redevelopment Plan and the Design for Development to allow for a hotel with as few as 129 rooms or as many as 230 rooms, and as few as zero dwelling units or as many as 21 dwelling units, provided that the total area of hotel and residential uses combined may not exceed approximately 245,000 gsf. Thus, a travel demand analysis was conducted by Adavant Consulting to establish a correspondence between the hotel and residential land uses. After an iterative process, the number of rooms (in the hotel or in the residential units) was identified as a common interchangeable variable for such purposes. The analysis showed that it was possible to increase the number of hotel rooms proposed under the GSW Hotel project (129) to 181 while keeping the same number of residential units, and that the resulting higher travel demand would still be below the maximum travel demand estimated for the GSW Hotel variant.

The process showed that after that point, it would be possible to exchange one residential bedroom for one hotel bedroom, while still maintaining the total travel demand at or slightly below the maximum travel demand estimated for the GSW Hotel variant. **Table 5** provides a summary of various types of travel demand (total person trips, transit trips, and vehicle trips) for these three scenarios, while **Figure 3** provides a conceptual diagram of the travel demand comparison process.

Table 5
GSW Hotel Project and Variant
Travel Demand Comparison between Residential and Hotel Uses
Weekday PM Peak Hour

Scenario	Land Use			Travel Demand		
	Hotel Rooms	Residential Bedrooms	Total Rooms	Total Person Trips	Transit Trips	Vehicle Trips
GSW Hotel Project	129	49	178	97	29	25
Intermediate Scenario	181	49	230	129	37	33
GSW Hotel Variant	230	0	230	138	37	36

Sources: 2019 SF Guidelines, Advant Consulting.

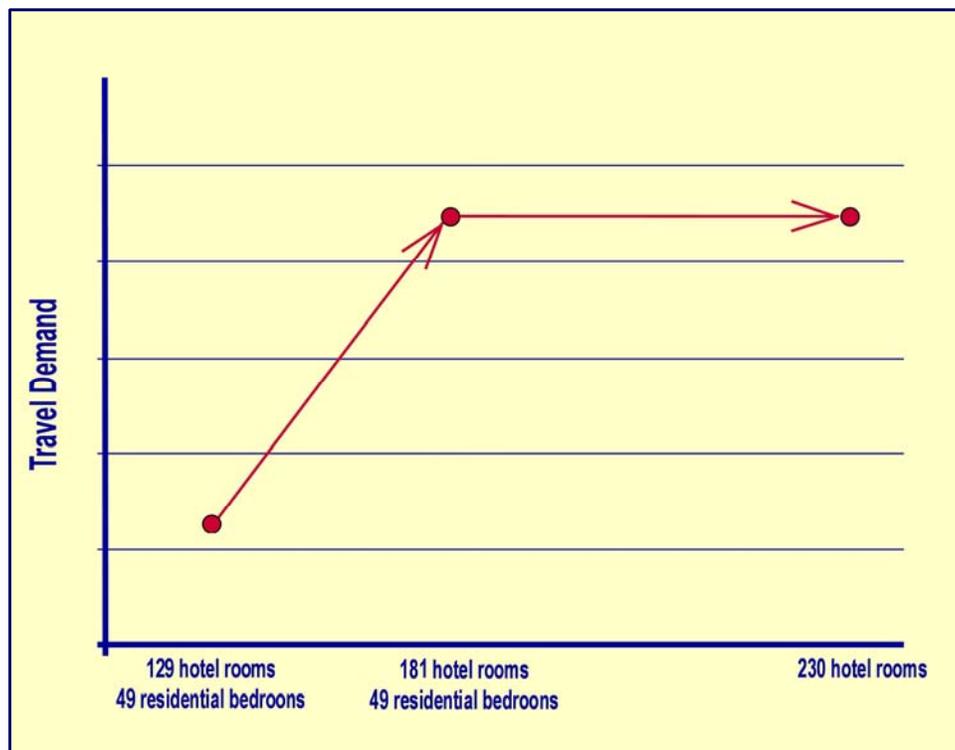


Figure 3
Residential and Hotel Travel Demand Comparison

In summary, it would be possible to increase the number of hotel rooms from the 129 currently proposed under the project up to 181 rooms without any reduction in the number or size of the residential units. After that, it would be possible to increase the number of hotel rooms as long as the number of residential bedrooms is reduced in a similar manner, at a one-to-one ratio.

TRANSPORTATION ASSESSMENT

TRAVEL DEMAND

Comparison with GSW Mixed-Use Project

This section provides a comparison of travel demand between the GSW Mixed-Use project, which opened in September 2019, and the proposed GSW Hotel project and variant. The comparison focuses on a weekday, which is when the GSW Mixed-Use project would generate the maximum number of trips. Similarly, the weekday p.m. peak hour represents the typical commuter period and it is typically used to assess potential transportation impacts in San Francisco; the results are shown in **Table 6**.

As shown in **Table 6**, the GSW Hotel project total person trips represent an increase of about 3 percent (p.m. peak hour) to 5 percent (daily) when compared to no event conditions for the Mixed-Use project, and an increase of 2 percent (daily) to 3 percent (p.m. peak hour) when compared to basketball game day conditions. Similarly, the GSW Hotel project vehicle trips represent an increase of about 4 percent (p.m. peak hour) to 5 percent (daily) when compared to no event conditions for the Mixed-Use project, and an increase of 2 percent (daily) to 3 percent (p.m. peak hour) when compared to basketball game day conditions. The expected increases in daily and p.m. peak hour transit trips due to the GSW Hotel project present similar values, between 2 and 5 percent increases, depending on the scenario.

The GSW Hotel variant person, vehicle, and transit trips represent a relative higher increase compared to the proposed project under all scenarios. Daily increases in person, vehicle and transit trips under no event conditions would be about 7 percent, while increases during event conditions would be about 2 to 4 percent. The relative increase in the number of trips during the p.m. peak hour under the GSW Hotel variant would be lower than increase in daily trips under both event and no event conditions, with amounts closer to the GSW Hotel project and a maximum value of 5 percent.

Table 6
GSW Mixed-Use Project and GSW Hotel Project and Variant
Travel Demand Comparison

	Weekday Daily		Weekday PM Peak Hour	
	GSW Hotel Project	GSW Hotel Variant	GSW Hotel Project	GSW Hotel Variant
Total Person Trips				
GSW Mixed-Use – No Event	26,998		2,796	
GSW Mixed-Use – Basketball Game	58,538		3,859	
GSW Hotel Project/Variant	1,303	1,933	97	138
% of Project/Variant over No Event	5%	7%	3%	5%
% of Project/Variant over Basketball Game	2%	3%	3%	4%
Vehicle Trips				
GSW Mixed-Use – No Event	6,990		702	
GSW Mixed-Use – Basketball Game	13,691		886	
GSW Hotel Project/Variant	337	506	25	36
% of Project/Variant over No Event	5%	7%	4%	5%
% of Project/Variant over Basketball Game	2%	4%	3%	4%
Transit Trips				
GSW Mixed-Use – No Event	6,896		881	
GSW Mixed-Use – Basketball Game	19,627		1,625	
GSW Hotel Project/Variant	366	480	29	37
% of Project/Variant over No Event	5%	7%	3%	4%
% of Project/Variant over Basketball Game	2%	2%	2%	2%

Sources: GSW Event Center and Mixed-Use Development Project SEIR (2015), Adavant Consulting.

Cumulative Travel Demand Comparison

Table 7 summarizes the weekday daily and p.m. peak hour travel demand estimated for the already built plus approved projects in the entire Mission Bay South Plan Area, in accordance with the current Redevelopment Plan, plus those projects currently under consideration by the San Francisco Office of Community Investment and Infrastructure (OCII) for approval. These projects include, in addition to the GSW Hotel variant², a 50-room increase at the SoMa hotel in Development Block 1 (currently under construction), and a 200,000-gsf office and R&D building at 1450 Owens Street. The buildout estimates are based on development information provided by the San Francisco Office of Community Investment and Infrastructure (OCII), the Golden State Warriors, and the University of California San Francisco (UCSF).

² The GSW Hotel variant is used to estimate cumulative travel demand because it generates a larger number of trips than the GSW Hotel project.

These travel demand estimates represent the most up to date values as they generally follow the methodologies presented in the 2019 SF Guidelines, as appropriate, as well as the rates and factors presented in the UCSF 2014 Long Range Development Plan EIR (2014). The travel demand estimates for the Mission Bay South Plan Area as presented in the 1998 Mission Bay Final SEIR were higher than these values; they are summarized in **Appendix B. Table 7** provides a comparison of travel demand between the GSW Hotel project and variant and the most current Mission Bay South Plan Area buildout.

**Table 7
Mission Bay South Plan Area Buildout and GSW Hotel Project
and Variant Travel Demand Comparison**

	Weekday Daily ^[a]		Weekday PM Peak Hour ^[a]	
	GSW Hotel Project	GSW Hotel Variant	GSW Hotel Project	GSW Hotel Variant
Total Person Trips				
MB South Area Plan at buildout ^[b]	153,890		18,580	
GSW Hotel Project/Variant	1,303	1,933	97	138
% Contribution	0.8%	1.3%	0.5%	0.7%
Vehicle Trips				
MB South Area Plan at buildout ^[b]	47,680		6,060	
GSW Hotel Project/Variant	337	506	25	36
% Contribution	0.7%	1.1%	0.4%	0.6%
Transit Trips				
MB South Area Plan at buildout ^[b]	60,850		7,930	
GSW Hotel Project/Variant	366	480	29	37
% Contribution	0.6%	0.8%	0.4%	0.5%

Notes:

- a. No event day at Chase Center conditions.
- b. Most current estimates, which include the already built and approved projects in the Mission Bay South Plan Area, plus the additional 50 rooms at the SoMa Hotel, a proposed office and R&D building at 1450 Owens Street, and the proposed GSW Hotel project variant. The travel demand estimates presented in the 1998 Mission Bay FSEIR were higher, as can be seen in **Appendix B**.

Sources: San Francisco Office of Community Investment and Infrastructure, University of California San Francisco, Adavant Consulting.

As shown in the table, the GSW Hotel project total person trips, vehicle trips, and transit trips during the daily and p.m. peak hour periods represent an increase of less than 1 percent, when compared to buildout with no event conditions in the Mission Bay South Plan Area. Similarly, the contribution of the GSW Hotel variant to the cumulative person trips, vehicle trips, or transit trip during the daily and p.m. peak hour periods would represent an increase of less than 1.3 percent during no event conditions. The contribution of the GSW Hotel project or GSW Hotel variant would be even smaller when compared to buildout conditions on an event day at the Chase Center.

LOCAL CIRCULATION

Figure 4 shows the location of the pedestrian and vehicle access to the GSW Hotel project site. Separate residential and hotel entrances would be provided off of Warriors Way. No new parking would be provided on-site; in general, project residents and hotel guests would have access to the adjacent Chase Center garage with an entrance at 99 Warriors Way, while project visitors would typically park at the off-site public parking garage structure on the north side of the street, at 450 Warriors Way. The provision of parking spaces to hotel guests and residents would require advance reservations and would be subject to availability during the period being requested.

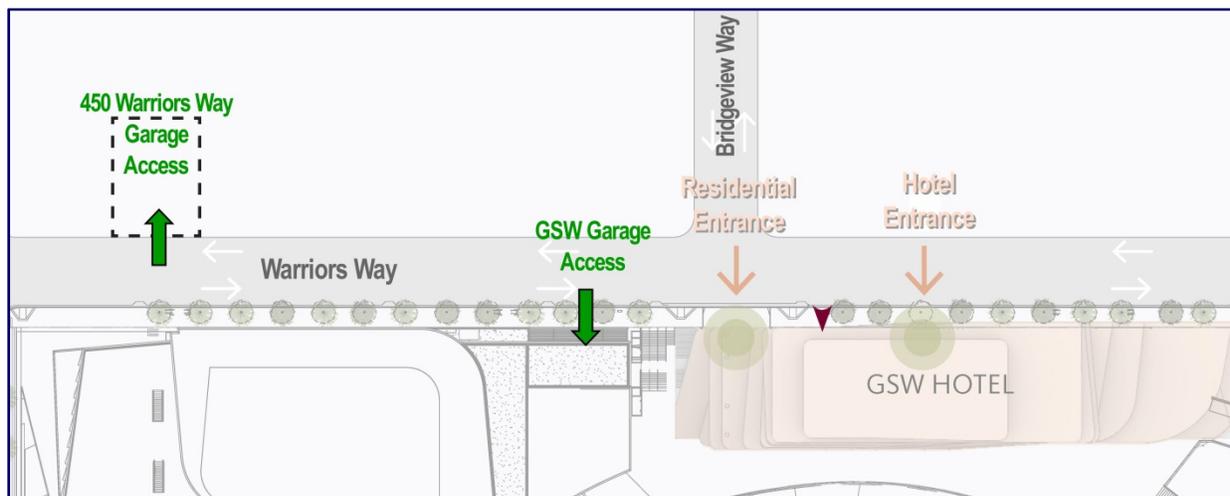


Figure 4
GSW Hotel Project Access
(Source: Gensler)

Warriors Way is an east-west street that borders the Chase Center along its north side, extending two blocks from Third Street to Bridgeview Way, and from Bridgeview Way to Terry François Boulevard. In front of the project site, it consists of two eastbound lanes and one westbound lane. A parking lane is provided on the south side of the street side to accommodate passenger and commercial loading activities. No general parking is allowed. The sidewalks on both sides of the street are 12.5 feet wide. The detailed lane geometry of Warriors Way is included in [Appendix C](#). Warriors Way is not used by SF Muni or Mission Bay TMA to provide bus service.

Access to the Chase Center underground garage (about 920 spaces) is provided on the south side, at the intersection of Warriors Way and Bridgeview Way. A public garage is located at the northwest corner of Warriors Way and Bridgeview Way (450 Warriors Way). The south curb between Bridgeview Way and Terry François Boulevard consists of a 240-foot long passenger loading/unloading (white) zone, and a 140-foot long commercial vehicle parking (yellow) zone. The proposed project would not change the current configuration of Warriors Way, except as described in the passenger loading/unloading section.

As previously described and summarized in [Table 4](#), the proposed GSW Hotel project would generate 25 vehicle trips during the p.m. peak hour, ten of which would be inbound and 15 outbound, while the project variant would generate 36 vehicle trips during the peak hour, 15 of which would be inbound and 21 outbound. The vehicles generated by the project or the variant during the p.m. peak hour represent an increase between 3 and 5 percent of the total vehicles generated by the Chase Center during the p.m. peak hour, and less than 1 percent of the overall traffic generated in the Mission Bay South Plan Area, as such, their effect on the overall existing traffic and circulation would be negligible.

Event Day Operations at Warriors Way

On event days, Warriors Way provides direct access to the Chase Center underground garage at 99 Warriors Way, as well as the public garage at 450 Warriors Way. For Chase Center events under 5,000 attendees, vehicles can access the two garages via Warriors Way from both the east (Terry François Boulevard) and the west (Third Street) ends of the street.

For Chase Center events with over 5,000 attendees (approximately 180 days a year), starting at 3 p.m. and until past midnight, general parking is prohibited on the south side of Warriors Way, except for authorized vehicles. Typically, these are vehicles from event-related activities, such as emergency personnel, traffic control officers, etc.

Approximately 30 minutes prior to doors opening at the Chase Center (around 5:30 p.m. to 6 p.m.) and lasting until one hour after the conclusion of the event (typically at midnight, but can be later in some instances), all vehicle access onto Warriors Way from Third Street is prohibited, except if needed for emergency vehicles. At the same time, various Parking Control Officers (PCO), SFPD, and event security personnel are posted at both ends of the street to control and manage traffic flow and security.

All authorized Chase Center parking vehicles and pre-paid parkers at 450 Warriors Way are required to enter Warriors Way from the east (Terry François Boulevard) side only, where parking permits are checked prior to a vehicle being permitted to enter the street. Similar traffic controls are also implemented on Bridgeview Way leading onto Warriors Way. The proposed GSW hotel project or the variant would not affect or modify the current event day operations at Warriors Way, except as noted below.

Access to GSW Hotel on Event Days

Vehicle access to the hotel and residences on event days with over 5,000 attendees will be constrained. Due to the full closure of the west (Third St) side of Warriors Way and the incoming traffic controls implemented at Terry Francois Boulevard and Bridgeview Way, hotel or residential bound vehicles will not be able to arrive at the main passenger drop-off/pick-up zone, located in front of the building. Instead, vehicles will be directed to a secondary passenger drop-off/pick-up zone, on the west side of Terry François Boulevard. This existing white zone is located immediately to the south of the Warriors Way intersection, is approximately 150 feet long, and has a capacity for five to six passenger vehicles loading or unloading simultaneously. This secondary passenger zone is located approximately 200 feet to the east of the main hotel entrance. Project residents or hotel guests, who have previously been provided with a parking space in the garage, would be given documentation that would allow them to pass the checkpoint and enter Warriors Way to access the garage.³

PASSENGER LOADING/UNLOADING OPERATIONS

Table 8 summarizes the expected number of passenger drop-offs and pick-ups at the hotel entrance for the GSW Hotel project and the variant. The estimates are based on the methodology presented in the 2019 SF Guidelines, as well as previous analyses performed by the Planning Department; more detailed calculations are included in **Appendix D**.

³ Written communication from Frankie Arias, GSW Director of Construction and Development, March 5, 2020.

**Table 8
GSW Hotel and Variant
Hotel and Residential Drop-off and Pick-up Demand**

Scenario	PM Peak Hour					Peak Daily Space Demand ^[d]
	Total Person Trips	Passenger Pick-up/ Drop-off		Space Demand ^[b]		
		Percent ^[a]	Demand	Average	Peak ^[c]	
GSW Hotel Project	97	17.1%	17	1	2	3
GSW Hotel Variant	138	19.4%	27	1	2	5

Notes:

- a. Weighted average for residential and hotel uses. Based on the 2019 SF Guidelines; estimated number of residents and hotel and guests being dropped off or picked up by a taxi, TNC vehicle, or private vehicle at a Place Type 2 location, such as the Mission Bay Area (Travel Demand Memorandum, February 14, 2019; p. F-11).
- b. The average stop duration is assumed to be 1 minute.
- c. Assumes that half of p.m. peak hour passenger loading demand occurs during the peak 15 minutes. Detailed calculations are included in [Appendix D](#).
- d. Peak daily conditions based on Appendix H, p. H-4, Transportation Impact Analysis Guidelines, San Francisco Planning Department, October 2002 (see [Appendix D](#)).

Sources: SF Guidelines (2019), SF Guidelines (2002), Adavant Consulting.

As shown in the table, the maximum number of simultaneous vehicles dropping of or picking up hotel guests during the p.m. peak hour would be two for both the GSW Hotel project and the variant. The results presented on the left hand side of [Table 8](#) summarize conditions during the evening peak commute period, not necessarily during the peak hotel guest peak drop-off and pick-up demand, which would likely occur earlier in the day and represent “peak of the peak” conditions.

The 2019 SF Guidelines do not provide information about peak passenger demand conditions outside the p.m. peak hour, however, other information gathered by the Planning Department about vehicular activities at several downtown hotels have shown peak vehicular space needs of about 0.2 vehicles per room.⁴ This rate, when applied to the proposed project and the variant, would result in a peak vehicle demand of three vehicles for the GSW Hotel project, and five vehicles for the GSW Hotel variant.

The GSW will request from SFMTA to designate a portion of the existing passenger zone in front of the site as an accessible 100-foot long passenger drop off and pick up area for the use of the hotel guests and residents; this portion of the curb is currently part of a designated 240-foot long white zone. A preliminary configuration of the proposed hotel passenger loading/unloading area is shown in [Figure 5](#).

⁴ Appendix H, p. H-4, Transportation Impact Analysis Guidelines, San Francisco Planning Department, October 2002.

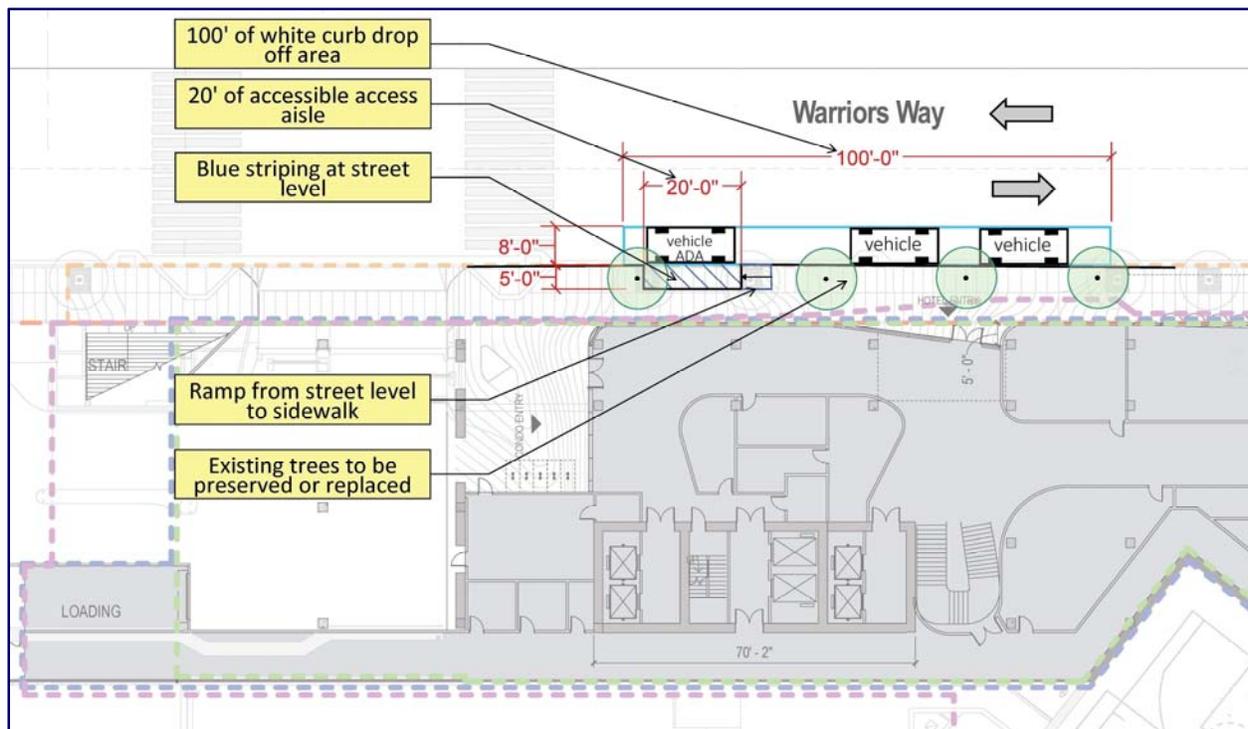


Figure 5
GSW Hotel Project Passenger Zone
 (Source: Gensler)

A 20-foot long accessible aisle would be built at the western end of the passenger zone, which would encroach five feet from the curb onto the existing sidewalk; about 7.5 feet would remain available for pedestrians to walk by. Its configuration and the potential provision and position of street trees will be subject to review and approval by SFMTA and the Public Works Department.

The 100-foot long passenger zone shown in **Figure 5** would have a capacity for three or four vehicles to simultaneously pick up or drop off passengers, and would therefore accommodate the expected maximum peak demand for the GSW Hotel project (three vehicles). The passenger zone would have to be extended by approximately 30 to 50 additional feet in order to accommodate the maximum peak demand expected for the GSW Hotel variant (five vehicles). Because the passenger zone would then be over 100 feet long, it would also have to provide a second 20-foot long accessible aisle along the curb, either adjacent or separated from the first.

According to the Design for Development document of the Mission Bay South Plan Area, if the GSW Hotel variant consists of more than 200 hotel rooms, it would have to provide an off-street tour bus loading space, which is at least of 45 feet long, by 9 feet wide, and has a minimum vertical clearance of 14 feet. The design standards allow for tour bus spaces to be

provided at adjacent curbs or in the immediate vicinity, provided that they do not cause substantial adverse effects on pedestrian circulation, transit operations, or general traffic circulation. Thus, subject to SFMTA review and approval, a portion of the curb on the south side of Warriors Way, between Third Street and Terry Francois Boulevard, could be designated for tour bus passenger loading/unloading operations; in this case, the existing 8-foot width of the parking lane may have to be increased by one foot.

DELIVERY/SERVICE VEHICLE LOADING/UNLOADING OPERATIONS

Table 9 summarizes the expected delivery and service vehicle loading demand for the GSW Hotel project and the variant. The estimates are based on the methodology presented in the 2019 SF Guidelines; more detailed calculations are included in [Appendix E](#).

Table 9
GSW Hotel and Variant
Hotel and Residential Delivery and Service Vehicle Demand ^[a]

Scenario	Daily Vehicle Demand	Hourly Demand	
		Average	Peak
GSW Hotel Project	18	1	2
GSW Hotel Variant ^[b]	23	2	2

Notes:

- a. Delivery and service vehicle demand is based on gsf of residential (about 81,060 gsf) and hotel uses (about 175,830 gsf); the hotel gsf includes about 20,030 gsf of ancillary retail uses inside the building. Calculations are presented in [Appendix E](#).
- b. Per the GSW direction, the total square footage of the building has been kept the same as the GSW Hotel Project.

Sources: SF Guidelines (2019), Adavant Consulting.

The GSW Hotel project would provide one off-street freight loading space at the west side of the project site (see [Figure 6](#)), which would be accessed from the driveway at 99 Warriors Way. The freight loading space would be a minimum of 35 feet long by 10 feet wide by 14 feet tall; a 10-foot by 10 foot area would also be provided behind the space to facilitate loading and unloading operations. In addition, the proposed project would include the raising of the existing driveway entrance and the garage ceiling to provide a minimum 14-foot vertical clearance from the street to the freight loading space ⁵, thus the project would meet the requirement of the Design for Development document of the Mission Bay South Plan Area to provide one off-street loading space. Security personnel stationed at the garage entrance would control the gate and provide access to delivery vehicles.

⁵ Written communication from Frankie Arias, GSW Director of Construction and Development, February 5, 2020.

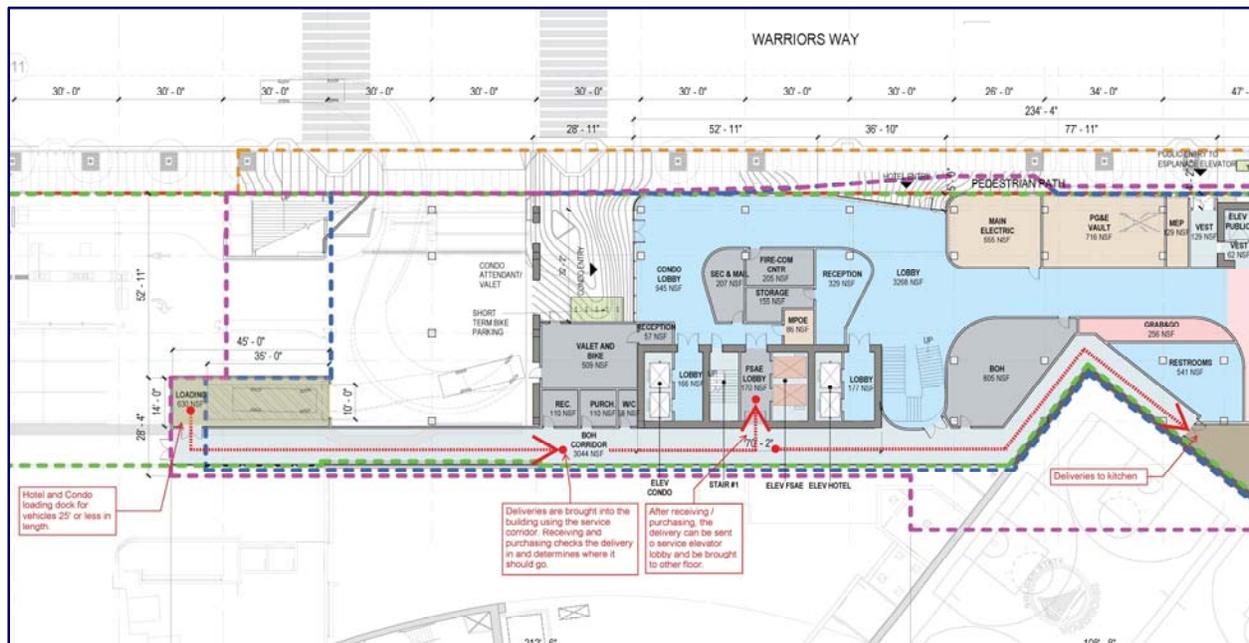


Figure 6
GSW Hotel Project Freight Loading Space
 [25-foot long vehicle turns shown; see Appendix E for 30-foot long vehicle]
 (Source: Gensler)

Appendix E includes the truck turning movements for a 30-foot long truck (SU-30 vehicle) accessing the off-street freight loading space. As shown in the drawing, such vehicles would only be able to enter the garage when approaching from the east. Thus, truckers will be instructed by project delivery managers and security personnel to travel to the site via westbound Warriors Way.⁶

The GSW Hotel project would be able to accommodate the average hourly delivery and service vehicle demand shown in **Table 8** at the proposed on-site freight space. The second vehicle that needs to be accommodated during peak hour demand conditions would park at one of the nearby on-street commercial vehicle parking (yellow) zones. An existing 140-foot zone yellow zone is located on eastbound Warriors Way, adjacent to the project site and near the intersection of Terry François Boulevard. Additional freight loading space capacity for vehicles larger than 30 feet is also available at the Chase Center underground dock, which has 11 truck delivery/service vehicle spaces (five of them able to accommodate tractor-trailer vehicles; see **Appendix E**) and is, accessible from 16th Street. Typical dock capacity during no event days is currently at about 50 percent.⁷

⁶ See description of proposed changes to the Event Center TMP in the Project Description section, at the beginning of this document.

⁷ Written communication from Brennan Wasan, GSW Sr. Manager, Loading Dock Operations, February 6, 2020. Four of the 11 spaces in the underground dock provide service to the North and South office towers, which are currently under construction.

The GSW Hotel variant would need to accommodate two commercial vehicles during both the average and the peak hour delivery and service vehicle demand conditions. One off-street space would be expected to be provided by the variant, in a similar location as shown in **Figure 6** for the GSW Hotel project. Thus, the second vehicle would need to be accommodated on the street, at one of the nearby yellow zones, or at the Chase Center underground dock.

If the GSW Hotel variant allocates more than 200,000 gsf to hotel use, excluding retail, it would have to provide an additional off-street space for commercial and service vehicle loading/ unloading operations; the precise location of a second off-street loading space is not known at this time. The Chase Center underground dock could be considered as a potential substitute location, depending on its available capacity. **Appendix E** includes a depiction of the path between the underground loading dock and the hotel service and receiving areas.

CONCLUSIONS

This technical memorandum presents the results of a transportation assessment conducted for the proposed GSW Hotel project and variant, to be built on the northeastern portion of the Chase Center site in the Mission Bay South Plan Area in San Francisco. The project would consist of a 129-room hotel and 21-unit residential building, while the variant would include 230 hotel rooms without any residential units. The GSW Hotel project would generate an average of 97 total person trips, 29 transit trips, and 25 vehicle trips (total both ways) during the weekday p.m. peak hour, while the GSW Hotel variant would generate an average of 138 total person trips, 37 transit trips, and 36 vehicle trips during the same period.

The approved GSW Mixed-Use project, partially under construction, did not assume that such building would be accommodated at the site. The addition of the proposed GSW Hotel project or variant would represent an increase of 5 percent or less in the total number of total person trips, transit trips, or vehicle trips (see **Table 6**) generated/attracted during the p.m. peak hour when compared to the approved GSW Mixed-Use project on a no event day. The total person-trip, transit-trip, and vehicle-trip increases would be smaller (4 percent or less) on a basketball game day. These increases would fall within the expected daily or seasonal variations of traffic in the area.

Any estimated increases in transit ridership would be expected to be absorbed mostly by the privately operated Mission Bay TMA shuttle bus service, which is used by approximately 25 percent of the Mission Bay residents and over 50 percent of the Mission Bay workers. Because Warriors Way is not used by SF Muni or Mission Bay TMA to provide bus service, any increases in traffic due to the project or the variant would not affect local transit operations or service.

Under future cumulative conditions (see **Table 7**), the travel demand generated during the weekday p.m. peak hour by the proposed project or the variant would represent less than 0.8 percent of the travel demand generated in the Mission Bay South Plan Area at buildout, which would be well within the expected daily variations of traffic or transit ridership. The travel demand contribution of the GSW Hotel project or the variant would be even smaller when compared to buildout conditions on an event day at the Chase Center.

The GSW Hotel project would provide an accessible passenger loading/unloading (white) zone with capacity to accommodate three to four vehicles simultaneously, which would meet the expected peak vehicle demand. The GSW Hotel variant would have to provide a longer passenger zone (about 130 to 150 feet total) in order to accommodate the expected peak demand. The Warriors Way sidewalk at the project site would have a minimum width of 7.5 feet and a typical width of 12.5 feet, which would provide sufficient capacity to accommodate the expected demand of pedestrians arriving, walking or waiting in front of the building. The GSW Hotel variant would accommodate one 45-foot-long tour bus loading space on the south side of Warriors Way, in addition to the passenger loading facilities described above, which would not cause substantial adverse effects on pedestrian circulation, transit operations, or general traffic circulation.

The GSW Hotel project would provide one off-street freight loading space (35 feet long by 10 feet wide by 14 feet tall) at the west side of the project site. Thus, the project would meet the requirement of the Design for Development document of the Mission Bay South Plan Area. The GSW Hotel project would accommodate an expected second service/delivery vehicle during the peak hour demand conditions at one of the existing nearby yellow zones, or at the Chase Center underground dock, accessible from 16th Street, which currently has available capacity. The GSW Hotel variant would have to provide an additional off-street freight loading space if the area allocated to hotel use, excluding retail, is larger than 200,000 gsf. The Chase Center underground dock could be considered as a potential substitute location, depending on its available capacity. The GSW Hotel variant would then be able to accommodate the peak hour service/delivery vehicle demand.

The GSW Hotel project and the variant will also include an expansion to the current Event Center Transportation Management Plan (TMP) that addresses the new proposed land uses (residential and hotel) that were not included in the original development within Blocks 29 and 33. The update of the TMP will address new transportation management areas such as hotel and residential passenger drop-off and pick up, commercial and service vehicle operations at the project site, move-in and move-out of residential tenants, and special events at the hotel. A Construction Traffic Management Plan will also be developed, in coordination with the SFMTA and DPW, prior to the start of construction.

In conclusion, the proposed GSW Hotel project and GSW Hotel variant would represent a modest increase in the number of person, transit or vehicle trips occurring in the Mission Bay South Plan Area, and therefore, its implementation would not be expected to create any significant transportation impacts beyond what was identified in the GSW Event Center and Mixed-Use Development Project SEIR in 2015.

APPENDIX A

GSW HOTEL PROJECT TRAVEL DEMAND

**HOTEL PROJECT SCOPE
SUMMARY DATA**

ISSUE DATE: 31 JANUARY 2020

HOTEL	TRUE GSF	NSF
GUESTROOMS (129 KEYS)	82,570	63,515
ANCILLARY HOTEL RETAIL		
BALLROOM & MEETING	18,799	13,925
FITNESS CENTER	2,974	2,288
<i>SUBTOTAL, ANCILLARY RETAIL</i>	21,773	16,213
PUBLIC AREAS & SUPPORT	46,722	33,137
HOTEL EXTERIOR ⁴	4,733	4,733
HOTEL, TOTAL	155,798	117,598
RETAIL		
FOOD & BEVERAGE	10,322	7,680
FOOD & BEVERAGE EXTERIOR	6,887	6,887
SPA	2,475	1,833
SUNDRY	346	256
RETAIL, TOTAL	20,030	16,656
RESIDENTIAL		
TOTAL UNITS (21)	64,213	53,511
TWO BEDROOM UNIT (14)		
THREE BEDROOM UNIT (6)		
PENTHOUSE UNIT (1)		
PUBLIC AREAS & SUPPORT	4,395	3,117
CONDO EXTERIOR ⁴	12,454	12,454
RESIDENTIAL, TOTAL	81,062	69,082
TOTAL	TRUE GSF ^{1,3}	TOTAL NSF ²
	256,890	203,336

1: True gross includes all constructed areas, including balconies, terraces and penthouses

2: Total NSF includes exterior programmed space

3: Total gross enclosed = 232,816 sf

4: Not revenue generating spaces

Golden State Warriors at Mission Bay

BLOCKS 29 THROUGH 32 - RETAIL AREA SUMMARY (in gross square feet)

Total retail area in Blocks 29-32 that were analyzed in the 2015 Event Center Final SEIR ^[a]	125,000 gsf
Total currently built retail areas in Blocks 29-32	110,853 gsf
Existing patios to be enclosed or covered ^[b]	6,298 gsf
<i>Total currently built retail areas in Blocks 29-32, including existing patios to be enclosed or covered</i>	<i>117,151 gsf</i>
Existing retail areas at the project site to be demolished as part of the proposed project or its variant ^[c]	25,044 gsf
Approximate maximum proposed new retail to be built as part of the proposed project or its variant	25,000 gsf
<i>Change in retail area at the project site resulting from the construction of the proposed project or its variant</i>	<i>-44 gsf</i>
Total retail area in Blocks 29-32 after construction of the proposed project or its variant, including existing patios to be enclosed or covered	117,107 gsf
Difference between the total retail area in Blocks 29-32 after construction of the proposed project or its variant, including existing patios to be enclosed or covered, and the total retail area analyzed in the 2015 Event Center FSEIR	-7,893 gsf

[a] The retail use encompasses general and specialty retail, as well as food-related retail.

[b] Retail space 11 (2,627 gsf), 14 (956 gsf), 23 (2,139 gsf) and 29 (576 gsf) patios to be partially enclosed or covered.

[c] South Street Esplanade (5,277 gsf) and Northeast Corner (19,767 gsf) retail areas.

[d] Includes restaurant, bar, grill, café, spa, and sundry retail areas. Uses that are ancillary to the hotel use, such as the ballroom, meeting areas, and fitness center, are included in the total hotel area, not in the retail area.

Golden State Warriors at Mission Bay

GSW HOTEL PROJECT (January 2020)

Hotel	129 rooms	
Residential		
- Studio/1-bedroom units	0 units	0 bedrooms
- Two bedroom units	14 units	28 bedrooms
- Three+ bedroom units	7 units	21 bedrooms
Total	21 units	49 bedrooms
Retail	0 gsf	(No net change)

GSW HOTEL VARIANT (February 2020)

Hotel	230 rooms	
Residential		
- Studio/1-bedroom units	0 units	0 bedrooms
- Two bedroom units	0 units	0 bedrooms
- Three+ bedroom units	0 units	0 bedrooms
Total	0 units	0 bedrooms
Retail	0 gsf	(No net change)

2018 Mission Bay TMA Residential Survey 73 responses

Where do you live?		
Berry or King St	25	35.2%
Channel, Fourth St or LongBridge	20	28.2%
MBBN or MBBS	8	11.3%
China Basin, El Dorado, Merrimac, Mission Rock	4	5.6%
UCSF	13	18.3%
Other	1	1.4%
Total	71	100.0%

Where do you work?		
I work in Mission Bay	10	13.5%
Downtown San Francisco	31	41.9%
Other parts of San Francisco	10	13.5%
East Bay	3	4.1%
Peninsula or Santa Clara County	6	8.1%
I don't work	10	13.5%
Other	4	5.4%
Total	74	100.0%

Mission Bay	10	15.6%
Other San Francisco	41	64.1%
East Bay	3	4.7%
North Bay/Other	4	6.3%
Peninsula/South Bay	6	9.4%
Total	64	100.0%

How do you normally get to work? If you use more than one mode, indicate the one you use most frequently.		
Drive alone	2	4.4%
Carpool or get dropped off by family member	-	0.0%
Ride hail (Uber, Lyft, taxi); Subscription (Chariot) s	1	2.2%
Walk	9	20.0%
Bike	2	4.4%
BART + Mission Bay Shuttle	2	4.4%
Caltrain + Mission Bay Shuttle	1	2.2%
AC Transit, Muni or other Bus + Mission Bay Shut	1	2.2%
Ferry or other transit + Mission Bay Shuttle	-	0.0%
Muni + walk or bike	11	24.4%
Caltrain + walk or bike	4	8.9%
Walk + Mission Bay Shuttle	10	22.2%
BART + walk or bike	-	0.0%
Other shuttle (UCSF, Gap)	2	4.4%
Other	-	0.0%
Total	45	100.0%

Drive Alone	2	4.4%
Carpool / Drop off / TNC	1	2.2%
Walk	9	20.0%
Bike	2	4.4%
Transit + MB shuttle	4	8.9%
Transit + walk or bike	15	33.3%
MB shuttle or other shuttle	12	26.7%
Other	-	0.0%
Total	45	100.0%

Auto	3	6.7%
Transit	31	68.9%
Walk	9	20.0%
Other	2	4.4%
Total	45	100.0%

Normally, how many days a week do you commute in the pattern described above? .		
1 day a week	1	2.2%
2 days a week	2	4.3%
3 days a week	5	10.9%
4 days a week	10	21.7%
5 days a week	26	56.5%
Other	2	4.3%
Total	46	100.0%

Please indicate which of the following describes your work schedule (check all that apply)		
I work a typical Mon-Fri schedule	38	70.4%
I can work from home or remotely at least once a week	13	24.1%
I travel frequently for work	1	1.9%
I work a combination of weekdays & weekends in Missis	1	1.9%
Other	1	1.9%
Total	54	100.0%

How long does it typically take you to get to work, from the time you leave your home to the time you arrive at work?		
15 min or less	1	2.2%
16-30 min	16	35.6%
31-45 min	14	31.1%
46 to 60 min	9	20.0%
Over an hour	5	11.1%
Other	-	0.0%
Total	45	100.0%

How long does it typically take you to get home, from the time you leave the office to the time you arrive home?		
Less than 15 min	1	2.2%
16 to 30 min	16	34.8%
31 to 45 min	14	30.4%
46 to 60 min	11	23.9%
Over an hour	4	8.7%
Other	-	0.0%
Total	46	100.0%

What time do you normally arrive at work?		
Before 7am	-	0.0%
Between 7 and 8am	7	15.2%
Between 8:01 and 9am	18	39.1%
Between 9:01 and 10am	18	39.1%
After 10am	3	6.5%
Other	-	0.0%
Total	46	100.0%

What time do you normally leave work?		
Before 3pm	-	0.0%
Between 3:01 and 4pm	2	4.3%
Between 4:01 and 5pm	10	21.7%
Between 5:01 and 6pm	22	47.8%
After 6pm	12	26.1%
Other	-	0.0%
Total	46	100.0%

Does your employer offer you flex time? (Flexible work hours)		
Yes	32	69.6%
No	14	30.4%
Total	46	100.0%

2018 Mission Bay TMA Employee Survey

231 responses

Where do you live?

I live in Mission Bay	3	1.3%
SOMA between Embarcadero and 7th St	4	1.7%
SOMA between Mission, Potrero Hill, Showplace Square, Dog	5	2.2%
Other San Francisco	57	24.8%
East Bay (including Vallejo/Fairfield)	97	42.2%
North Bay (Marin, Sonoma counties)	8	3.5%
San Mateo County	42	18.3%
Santa Clara County	12	5.2%
Other	2	0.9%
Total	230	100.0%

Mission Bay	3	1.3%
Other San Francisco	66	28.7%
East Bay	97	42.2%
North Bay	8	3.5%
Peninsula/South Bay	54	23.5%
Other	2	0.9%
Total	230	100.0%

Where do you work?

1500, 1650 or 1700 Owens	9	3.9%
UCSF	5	2.2%
455 Mission Bay Blvd South	70	30.4%
500-550 Terry Francois Blvd	8	3.5%
409-499 Illinois	131	57.0%
SFPD or SFFD	-	0.0%
Retail (on King, Berry, 3rd, 4th, LongBridge)	2	0.9%
Other	5	2.2%
Total	230	100.0%

How do you normally get to work? If you use more than one mode, indicate the one you use most frequently.

Drive alone	53	23.0%
Carpool or get dropped off by family member	8	3.5%
Ride hail (Uber, Lyft, taxi); Subscription (Chariot) service	6	2.6%
Walk	7	3.0%
Bike	19	8.3%
BART + Mission Bay Shuttle	50	21.7%
Caltrain + Mission Bay Shuttle	5	2.2%
AC Transit, Muni or other Bus + Mission Bay Shuttle	17	7.4%
Ferry or other transit + Mission Bay Shuttle	2	0.9%
Muni + walk or bike	17	7.4%
Caltrain + walk or bike	25	10.9%
Walk + Mission Bay Shuttle	8	3.5%
BART + walk or bike	8	3.5%
Other shuttle (UCSF, Gap)	3	1.3%
Other	2	0.9%
Total	230	100.0%

Drive Alone	53	23.0%
Carpool / Drop off / TNC	14	6.1%
Walk	7	3.0%
Bike	19	8.3%
Transit + MB shuttle	74	32.2%
Transit + walk or bike	50	21.7%
MB shuttle or other shuttle	11	4.8%
Other	2	0.9%
Total	230	100.0%

Auto	67	29.1%
Transit	135	58.7%
Walk	7	3.0%
Other	21	9.1%
Total	230	100.0%

Normally, how many days a week do you commute in the pattern described above?

1 day a week	2	0.9%
2 days a week	1	0.4%
3 days a week	24	10.5%
4 days a week	52	22.8%
5 days a week	147	64.5%
Other	2	0.9%
Total	228	100.0%

Please indicate which of the following describes your work schedule (check all that apply)

I work a typical Mon-Fri sch	182	65.5%
I can work from home or rei	62	22.3%
I travel frequently for work	13	4.7%
I work a combination of wee	18	6.5%
Other	3	1.1%
Total	278	100.0%

How long does it typically take you to get to work, from the time you leave your home to the time you arrive at work?

15 min or less	12	5.3%
16-30 min	28	12.3%
31-45 min	32	14.1%
46 to 60 min	48	21.1%
Over an hour	97	42.7%
Other	10	4.4%
Total	227	100.0%

How long does it typically take you to get home from the time you leave the office to the time you arrive home?

Less than 15 min	10	4.4%
16 to 30 min	19	8.3%
31 to 45 min	31	13.6%
46 to 60 min	44	19.3%
Over an hour	114	50.0%
Other	10	4.4%
Total	228	100.0%

What time do you normally arrive at work?

Before 7am	24	10.5%
Between 7 and 8am	72	31.4%
Between 8:01 and 9am	86	37.6%
Between 9:01 and 10am	42	18.3%
After 10am	4	1.7%
Other	1	0.4%
Total	229	100.0%

What time do you normally leave work?

Before 3pm	3	1.3%
Between 3:01 and 4pm	33	14.5%
Between 4:01 and 5pm	68	29.8%
Between 5:01 and 6pm	87	38.2%
After 6pm	36	15.8%
Other	1	0.4%
Total	228	100.0%

Does your employer offer you flex time?

(Flexible work hours)		
Yes	155	68.6%
No	71	31.4%
Total	226	100.0%

2012-2016 American Community Survey 5-Year Estimate
San Francisco County, California

MODE OF TRAVEL	Tract 607
Total:	6,968
Car, truck, or van:	1,610
Drove alone	1,138
Carpooled:	472
In 2-person carpool	433
In 3-person carpool	8
In 4-person carpool	31
In 5- or 6-person carpool	0
In 7-or-more-person carpool	0
Public transportation (excluding taxicab):	2,927
Bus or trolley bus	1,345
Streetcar or trolley car	275
Subway or elevated	362
Railroad	945
Ferryboat	0
Taxicab	82
Motorcycle	0
Bicycle	486
Walked	1,291
Other means	221
Worked at home	351

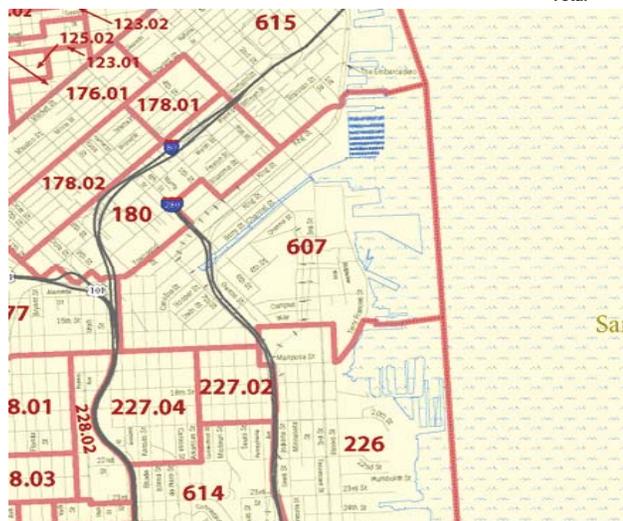
PLACE OF WORK	Tract 607	
Total:	6,968	100.0%
Worked in MSA of residence:	5,903	84.7%
Worked in principal city	5,306	76.1%
Worked outside principal city	597	8.6%
Worked in different MSA:	1,065	15.3%
Worked in principal city	1,006	14.4%
Worked outside principal city	59	0.8%
Did not work in any MSA:	0	0.0%

2000 US Census - San Francisco County, California			
San Francisco	302,635	76.3%	
East Bay	25,814	6.5%	27.4%
North Bay	7,524	1.9%	8.0%
South Bay	59,175	14.9%	62.9%
Other	1,557	0.4%	1.7%
Total	396,705	100.0%	100.0%

PLACE OF WORK	Tract 607	
San Francisco	5,306	76.1%
Alameda, Marin, C. Costa & S. Mateo County	597	8.6%
Other Bay Area	1,065	15.3%
Outside Bay Area	0	0.0%
Total	6,968	100.0%

Origin	Unadjusted	Adjusted	MB TMA
SF SD1	26.7%	28.9%	30.3%
SF SD2	7.6%	8.3%	12.1%
SF SD3	26.7%	28.9%	27.3%
SF SD4	7.6%	8.3%	12.1%
East Bay	6.5%	7.1%	9.1%
North Bay	1.9%	2.1%	3.0%
South Bay	14.9%	16.2%	6.1%
Out Bay A.	0.4%	0.4%	0.0%
Total	92.2%	100.0%	100.0%

MODE OF TRAVEL SUMMARY	Tract 607		MB TMA
Auto	1,610	24.3%	11%
Transit	2,927	44.2%	62%
Walk	1,291	19.5%	27%
Other	789	11.9%	0%
TOTAL	6,617	100.0%	100%
Average Vehicle Occupancy	1.18		



MODE OF TRAVEL SUMMARY	Tract 607		Minutes per interval
Total:	6,617	100.0%	
Less than 5 minutes	11	0.2%	2
5 to 9 minutes	441	6.7%	7
10 to 14 minutes	634	9.6%	12
15 to 19 minutes	1,061	16.0%	17
20 to 24 minutes	770	11.6%	22
25 to 29 minutes	382	5.8%	27
30 to 34 minutes	1,046	15.8%	32
35 to 39 minutes	306	4.6%	37
40 to 44 minutes	161	2.4%	42
45 to 59 minutes	504	7.6%	47
60 to 89 minutes	1,026	15.5%	75
90 or more minutes	275	4.2%	110
Average Travel Time	36.0		

VEHICLE OWNERSHIP	Tract 607					
	Owner Occupied		Renter Occupied		All Residents	
Total:	1,734	100.0%	3,452	100.0%	5,186	100.0%
No vehicle available	316	18.2%	1,548	44.8%	1,864	35.9%
1 vehicle available	1,190	68.6%	1,731	50.1%	2,921	56.3%
2 vehicles available	228	13.1%	151	4.4%	379	7.3%
3 vehicles available	0	0.0%	22	0.6%	22	0.4%
4 vehicles available	0	0.0%	0	0.0%	0	0.0%
5 or more vehicles available	0	0.0%	0	0.0%	0	0.0%
Average Vehicle Ownership	0.95		0.61		0.72	
Mission Bay TMA					0.75	

GSW HOTEL PROJECT

Golden State Warriors at Mission Bay

GSW HOTEL PROJECT
RAW SUMMARY OF TRIPS

Mode	Daily Person Trips					PM Peak Hour Person Trips					Percent of Daily vs PM Peak Hour					
	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total	
Auto	75	420	0	0	495	6	30	0	0	36	37.1%	8.0%	7.1%	0.0%	0.0%	7.3%
Transit	97	269	0	0	366	9	20	0	0	29	29.9%	9.3%	7.4%	0.0%	0.0%	7.9%
Walk	41	377	0	0	418	4	25	0	0	29	29.9%	9.8%	6.6%	0.0%	0.0%	6.9%
Other	7	17	0	0	24	1	2	0	0	3	3.1%	14.3%	11.8%	0.0%	0.0%	12.5%
Total	220	1,083	0	0	1,303	20	77	0	0	97	100.0%	9.1%	7.1%	0.0%	0.0%	7.4%
Vehicle Trips	53	284	0	0	337	5	20	0	0	25		9.4%	7.0%	0.0%	0.0%	7.4%
<i>Avg. veh occup.</i>	<i>1.42</i>	<i>1.48</i>	<i>0.00</i>	<i>0.00</i>	<i>1.47</i>	<i>1.20</i>	<i>1.50</i>	<i>0.00</i>	<i>0.00</i>	<i>1.44</i>						

Distribution	Total Daily PTs	PM Peak Hour Person-Trips					PM Peak Hour Transit-Trips					PM Peak Hour Vehicle-Trips				
		Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total
SF Superdistrict 1	273	5	15	0	0	20	3	3	0	0	6	1	2	0	0	3
SF Superdistrict 2	321	5	19	0	0	24	1	4	0	0	5	2	6	0	0	8
SF Superdistrict 3	384	6	21	0	0	27	3	3	0	0	6	2	4	0	0	6
SF Superdistrict 4	76	1	5	0	0	6	1	1	0	0	2	0	2	0	0	2
East Bay	118	1	9	0	0	10	0	6	0	0	6	0	2	0	0	2
North Bay	25	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1
South Bay	102	1	7	0	0	8	1	3	0	0	4	0	3	0	0	3
Out of Region	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,303	20	77	0	0	97	9	20	0	0	29	5	20	0	0	25

SF Guidelines Table C-2 (PM peak)	Residential		Hotel		Not Used		Retail	
	Work	Non-work	Work	Non-work	Work	Non-work	Work	Non-work
Inbound	100%	33%	0%	50%	0%	50%	0%	50%
Outbound	0%	67%	100%	50%	100%	50%	100%	50%

PM Peak Hour Auto Trips	Inbound					Outbound					Total				
	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total
SF Superdistrict 1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2
SF Superdistrict 2	1	4	0	0	5	2	5	0	0	7	3	9	0	0	12
SF Superdistrict 3	1	4	0	0	5	1	4	0	0	5	2	8	0	0	10
SF Superdistrict 4	0	1	0	0	1	0	2	0	0	2	0	3	0	0	3
East Bay	0	1	0	0	1	0	2	0	0	2	0	3	0	0	3
North Bay	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2
South Bay	0	1	0	0	1	0	3	0	0	3	0	4	0	0	4
Out of Region	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	12	0	0	14	4	18	0	0	22	6	30	0	0	36

PM Peak Hour Transit Trips	Inbound					Outbound					Total				
	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total
SF Superdistrict 1	2	1	0	0	3	1	2	0	0	3	3	3	0	0	6
SF Superdistrict 2	1	2	0	0	3	0	3	0	0	3	1	5	0	0	6
SF Superdistrict 3	2	0	0	0	2	0	1	0	0	1	2	1	0	0	3
SF Superdistrict 4	1	1	0	0	2	0	1	0	0	1	1	2	0	0	3
East Bay	1	0	0	0	1	0	6	0	0	6	1	6	0	0	7
North Bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Bay	1	0	0	0	1	0	3	0	0	3	1	3	0	0	4
Out of Region	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	4	0	0	12	1	16	0	0	17	9	20	0	0	29

PM Peak Hour Walk/Other Trips	Inbound					Outbound					Total				
	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total
SF Superdistrict 1	2	5	0	0	7	1	4	0	0	5	3	9	0	0	12
SF Superdistrict 2	0	3	0	0	3	0	3	0	0	3	0	6	0	0	6
SF Superdistrict 3	1	6	0	0	7	1	6	0	0	7	2	12	0	0	14
SF Superdistrict 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Out of Region	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	14	0	0	17	2	13	0	0	15	5	27	0	0	32

PM Peak Hour Total Person Trips	Inbound					Outbound					Total				
	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total
SF Superdistrict 1	4	7	0	0	11	2	7	0	0	9	6	14	0	0	20
SF Superdistrict 2	2	9	0	0	11	2	11	0	0	13	4	20	0	0	24
SF Superdistrict 3	4	10	0	0	14	2	11	0	0	13	6	21	0	0	27
SF Superdistrict 4	1	2	0	0	3	0	3	0	0	3	1	5	0	0	6
East Bay	1	1	0	0	2	0	8	0	0	8	1	9	0	0	10
North Bay	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2
South Bay	1	1	0	0	2	0	6	0	0	6	1	7	0	0	8
Out of Region	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	30	0	0	43	7	47	0	0	54	20	77	0	0	97

PM Peak Hour Vehicle-Trips	Inbound					Outbound					Total				
	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total
SF Superdistrict 1	0	1	0	0	1	0	2	0	0	2	0	3	0	0	3
SF Superdistrict 2	1	3	0	0	4	1	3	0	0	4	2	6	0	0	8
SF Superdistrict 3	1	2	0	0	3	1	2	0	0	3	2	4	0	0	6
SF Superdistrict 4	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2
East Bay	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2
North Bay	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1
South Bay	0	1	0	0	1	0	2	0	0	2	0	3	0	0	3
Out of Region	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	8	0	0	10	3	12	0	0	15	5	20	0	0	25

40.0%

60.0%

Golden State Warriors at Mission Bay
 GSW HOTEL PROJECT
 LAND USE: HOTEL (WORK TRIPS)

Proposed Size: 129 rooms		PM PEAK HOUR	
DAILY		Person-Trip Generation Rate [1]: 8.4 trips/room	0.6 trips/room
Person-trip Generation Rate [1]:	8.4 trips/room	Person-Trip Generation Rate [1]: 7.1%	0.6 trips/room
Total Person-trips:	1,084 person-trips	Total Person-trips:	77 person-trips
Work Trips [2]:	18% 194 person-trips	Work Trips [2]:	22% 17 person-trips

Place of Origin	Percent Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [2]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1	3.9%	Auto	19.6%	1.48	1	1	0	0
		Transit	75.3%		6	1	1	1
		Walk	1.0%		0	0	0	0
		Other	4.1%		0	0	0	0
		All Modes	100.0%		8	1	1	0
SF Superdistrict 2	12.4%	Auto	36.8%	1.48	9	6	1	1
		Transit	40.4%		10	1	1	1
		Walk	1.8%		0	0	0	0
		Other	21.1%		5	0	0	0
		All Modes	100.0%		24	6	2	1
SF Superdistrict 3	1.3%	Auto	0.0%	1.48	0	0	0	0
		Transit	66.7%		2	0	0	0
		Walk	33.3%		1	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	100.0%		3	0	0	0
SF Superdistrict 4	12.4%	Auto	36.8%	1.48	9	6	1	1
		Transit	40.4%		10	1	1	1
		Walk	1.8%		0	0	0	0
		Other	21.1%		5	0	0	0
		All Modes	100.0%		24	6	2	1
East Bay	42.2%	Auto	19.6%	1.48	16	11	1	1
		Transit	75.3%		62	5	1	1
		Walk	1.0%		1	0	0	0
		Other	4.1%		3	0	0	0
		All Modes	100.0%		82	11	7	1
North Bay	3.5%	Auto	50.0%	1.48	3	2	0	0
		Transit	12.5%		1	0	0	0
		Walk	0.0%		0	0	0	0
		Other	37.5%		3	0	0	0
		All Modes	100.0%		7	2	1	0
South Bay	23.5%	Auto	40.7%	1.48	19	13	2	1
		Transit	59.3%		27	2	2	1
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	100.0%		46	13	4	1
Out of Region	0.9%	Auto	0.0%	1.48	0	0	0	0
		Transit	50.0%		1	0	0	0
		Walk	0.0%		0	0	0	0
		Other	50.0%		1	0	0	0
		All Modes	100.0%		2	0	0	0
All Origins	100.0%	Auto	29.5%	1.48	57	39	5	3
		Transit	60.3%		117	10	10	3
		Walk	1.3%		3	0	0	0
		Other	8.9%		17	2	2	0
		All Modes	100.0%		194	39	17	3

- Notes:
 [1] SF Guidelines 2019 - Hotel
 [2] Estimated from SF Guidelines 2019 for the PM Peak Hour - Hotel
 [3] Mission Bay TMA 2018 Commuter Survey of Mission Bay Employees

Golden State Warriors at Mission Bay
 GSW HOTEL PROJECT
 LAND USE: HOTEL (NON-WORK TRIPS)

Proposed Size: 129 rooms		PM PEAK HOUR	
DAILY		Person-Trip Generation Rate [1]: 8.4 trips/room	0.6 trips/room
Person-trip Generation Rate [1]:	8.4 trips/room	Person-Trip Generation Rate [1]: 7.1%	0.6 trips/room
Total Person-trips:	1,084 person-trips	Total Person-trips:	77 person-trips
Non-Work Trips [2]: (6	82% 890 person-trips	Non-Work Trips [2]:	78% 60 person-trips

Place of Origin	Percent Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [2]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1	23.3%	Auto	15.9%	1.48	33	22	2	2
		Transit	20.5%		43	1	3	1
		Walk	63.6%		132	9	9	1
		Other	0.0%		0	0	0	0
		All Modes	100.0%		208	22	14	2
SF Superdistrict 2	27.5%	Auto	52.9%	1.48	129	87	9	6
		Transit	20.1%		49	3	3	1
		Walk	27.0%		66	4	4	1
		Other	0.0%		0	0	0	0
		All Modes	100.0%		245	87	17	6
SF Superdistrict 3	36.1%	Auto	35.0%	1.48	112	76	8	5
		Transit	10.1%		32	2	2	1
		Walk	54.9%		176	12	12	1
		Other	0.0%		0	0	0	0
		All Modes	100.0%		321	76	22	5
SF Superdistrict 4	4.1%	Auto	79.5%	1.48	29	20	2	1
		Transit	20.5%		7	1	1	1
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	100.0%		37	20	2	1
East Bay	3.2%	Auto	64.9%	1.48	18	12	1	1
		Transit	35.1%		10	1	1	1
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	100.0%		28	12	2	1
North Bay	1.2%	Auto	75.4%	1.48	8	6	1	0
		Transit	24.6%		3	0	0	0
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	100.0%		11	6	1	0
South Bay	4.6%	Auto	80.3%	1.48	33	22	2	1
		Transit	19.7%		8	1	1	1
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	100.0%		41	22	3	1
Out of Region	0.0%	Auto	0.0%	1.48	0	0	0	0
		Transit	0.0%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	0.0%		0	0	0	0
All Origins	100.0%	Auto	40.8%	1.48	363	245	25	17
		Transit	17.1%		152	10	10	3
		Walk	42.1%		374	25	25	3
		Other	0.0%		0	0	0	0
		All Modes	100.0%		890	245	60	17

- Notes:
 [1] SF Guidelines 2019 - Hotel
 [2] Estimated from SF Guidelines 2019 for the PM Peak Hour - Hotel
 [3] SF Guidelines 2019 PM Peak Hour Trip Distribution by Mode - Hotel
 [4] SF Guidelines 2019 PM Peak Hour Modal Split - Hotel

Golden State Warriors at Mission Bay
 GSW HOTEL PROJECT
 LAND USE: RESIDENTIAL 2 or more bedrooms (WORK TRIPS)

Proposed Size: 49 bedrooms		PM PEAK HOUR	
DAILY		Person-trip Generation Rate [1]: 8.9%	0.4 trips/bedroom
Person-trip Generation Rate [1]:	4.5 trips/bedroom	Person-trip Generation Rate [1]:	8.9%
Total Person-trips:	221 person-trips	Total Person-trips:	20 person-trips
Work Trips [2]:	50% 109 person-trips	Work Trips [2]:	50% 10 person-trips

Place of Origin	Percent Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [4]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1	32.0%	Auto	6.7%	1.18	2	2	0	0
		Transit	68.9%		24	0	2	0
		Walk	20.0%		7	1	1	0
		Other	4.4%		2	0	0	0
		All Modes	100.0%		35	2	3	0
SF Superdistrict 2	10.7%	Auto	6.7%	1.18	1	1	0	0
		Transit	68.9%		8	1	1	0
		Walk	20.0%		2	0	0	0
		Other	4.4%		1	0	0	0
		All Modes	100.0%		12	1	1	0
SF Superdistrict 3	26.3%	Auto	6.7%	1.18	2	2	0	0
		Transit	68.9%		20	2	2	0
		Walk	20.0%		6	1	1	0
		Other	4.4%		1	0	0	0
		All Modes	100.0%		29	2	3	0
SF Superdistrict 4	10.7%	Auto	6.7%	1.18	1	1	0	0
		Transit	68.9%		8	1	1	0
		Walk	20.0%		2	0	0	0
		Other	4.4%		1	0	0	0
		All Modes	100.0%		12	1	1	0
East Bay	4.7%	Auto	6.7%	1.18	0	0	0	0
		Transit	68.9%		4	0	0	0
		Walk	20.0%		1	0	0	0
		Other	4.4%		0	0	0	0
		All Modes	100.0%		5	0	0	0
North Bay	4.2%	Auto	6.7%	1.18	0	0	0	0
		Transit	68.9%		3	0	0	0
		Walk	20.0%		1	0	0	0
		Other	4.4%		0	0	0	0
		All Modes	100.0%		5	0	0	0
South Bay	9.4%	Auto	6.7%	1.18	1	1	0	0
		Transit	68.9%		7	1	1	0
		Walk	20.0%		2	0	0	0
		Other	4.4%		0	0	0	0
		All Modes	100.0%		10	1	1	0
Out of Region	2.1%	Auto	6.7%	1.18	0	0	0	0
		Transit	68.9%		2	0	0	0
		Walk	20.0%		0	0	0	0
		Other	4.4%		0	0	0	0
		All Modes	100.0%		2	0	0	0
All Origins	100.0%	Auto	6.7%	1.18	7	6	1	1
		Transit	68.9%		75	7	7	0
		Walk	20.0%		22	2	2	0
		Other	4.4%		5	0	0	0
		All Modes	100.0%		109	6	10	1

Notes:
 [1] SF Guidelines 2019 - Residential
 [2] Estimated from SF Guidelines 2019 - PM Peak Hour Residential
 [3] Mission Bay TMA 2018 Commuter Survey of Mission Bay Residents
 [4] 2012-2016 American Community Survey 5-Year Estimate for Tract 607

Golden State Warriors at Mission Bay
 GSW HOTEL PROJECT
 LAND USE: RESIDENTIAL 2 or more bedrooms (NON-WORK TRIPS)

Proposed Size: 49 units		PM PEAK HOUR	
DAILY		Person-trip Generation Rate [1]: 8.9%	0.4 trips/unit
Person-trip Generation Rate [1]:	4.5 trips/unit	Person-trip Generation Rate [1]:	8.9%
Total Person-trips:	221 person-trips	Total Person-trips:	20 person-trips
Non-Work Trips [2]: (6	50% 111 person-trips	Non-Work Trips [2]:	50% 10 person-trips

Place of Origin	Percent Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [2]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1	21.0%	Auto	29.5%	1.47	7	5	1	0
		Transit	34.3%		8	1	1	0
		Walk	32.5%		8	1	1	0
		Other	3.7%		1	0	0	0
		All Modes	100.0%		23	5	2	0
SF Superdistrict 2	36.6%	Auto	73.2%	1.47	30	20	3	2
		Transit	16.4%		7	1	1	0
		Walk	9.3%		4	0	0	0
		Other	1.1%		0	0	0	0
		All Modes	100.0%		41	20	4	2
SF Superdistrict 3	28.8%	Auto	59.2%	1.47	19	13	2	1
		Transit	14.5%		5	0	0	0
		Walk	23.7%		8	1	1	0
		Other	2.7%		1	0	0	0
		All Modes	100.0%		32	13	3	1
SF Superdistrict 4	3.0%	Auto	59.6%	1.47	2	1	0	0
		Transit	27.4%		1	0	0	0
		Walk	0.0%		0	0	0	0
		Other	13.0%		0	0	0	0
		All Modes	100.0%		3	1	0	0
East Bay	2.9%	Auto	91.5%	1.47	3	2	0	0
		Transit	8.5%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	100.0%		3	2	0	0
North Bay	2.4%	Auto	100.0%	1.47	3	2	0	0
		Transit	0.0%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	100.0%		3	2	0	0
South Bay	5.3%	Auto	80.7%	1.47	5	3	0	0
		Transit	19.3%		1	0	0	0
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	100.0%		6	3	1	0
Out of Region	0.0%	Auto	0.0%	1.47	0	0	0	0
		Transit	0.0%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	0.0%		0	0	0	0
All Origins	100.0%	Auto	61.2%	1.47	68	46	6	4
		Transit	19.5%		22	2	2	0
		Walk	17.0%		19	2	2	0
		Other	2.3%		3	0	0	0
		All Modes	100.0%		111	46	10	4

Notes:
 [1] SF Guidelines 2019 - Residential
 [2] Estimated from SF Guidelines 2019 - PM Peak Hour Residential
 [3] SF Guidelines 2019 PM Peak Hour Trip Distribution and Modal Split - Residential
 [4] SF Guidelines 2019 PM Peak Hour Modal Split - Residential

GSW HOTEL VARIANT

Golden State Warriors at Mission Bay

GSW HOTEL VARIANT
RAW SUMMARY OF TRIPS

Mode	Daily Person Trips					PM Peak Hour Person Trips					Percent of Daily vs PM Peak Hour					
	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total	
Auto	0	750	0	0	750	0	53	0	0	53	38.4%	0.0%	7.1%	0.0%	0.0%	7.1%
Transit	0	480	0	0	480	0	37	0	0	37	26.8%	0.0%	7.7%	0.0%	0.0%	7.7%
Walk	0	672	0	0	672	0	45	0	0	45	32.6%	0.0%	6.7%	0.0%	0.0%	6.7%
Other	0	31	0	0	31	0	3	0	0	3	2.2%	0.0%	9.7%	0.0%	0.0%	9.7%
Total	0	1,933	0	0	1,933	0	138	0	0	138	100.0%	0.0%	7.1%	0.0%	0.0%	7.1%
Vehicle Trips	0	506	0	0	506	0	36	0	0	36		0.0%	7.1%	0.0%	0.0%	7.1%
<i>Avg. veh occup.</i>	<i>0.00</i>	<i>1.48</i>	<i>0.00</i>	<i>0.00</i>	<i>1.48</i>	<i>0.00</i>	<i>1.47</i>	<i>0.00</i>	<i>0.00</i>	<i>1.47</i>						

Distribution	Total Daily PTs	PM Peak Hour Person-Trips					PM Peak Hour Transit-Trips					PM Peak Hour Vehicle-Trips				
		Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total
SF Superdistrict 1	384	0	27	0	0	27	0	7	0	0	7	0	3	0	0	3
SF Superdistrict 2	479	0	33	0	0	33	0	7	0	0	7	0	11	0	0	11
SF Superdistrict 3	578	0	40	0	0	40	0	5	0	0	5	0	9	0	0	9
SF Superdistrict 4	108	0	8	0	0	8	0	2	0	0	2	0	3	0	0	3
East Bay	196	0	16	0	0	16	0	11	0	0	11	0	3	0	0	3
North Bay	31	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1
South Bay	154	0	12	0	0	12	0	5	0	0	5	0	6	0	0	6
Out of Region	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,933	0	138	0	0	138	0	37	0	0	37	0	36	0	0	36

SF Guidelines Table C-2 (PM peak)	Residential		Hotel		Not Used		Retail	
	Work	Non-work	Work	Non-work	Work	Non-work	Work	Non-work
Inbound	100%	33%	0%	50%	0%	50%	0%	50%
Outbound	0%	67%	100%	50%	100%	50%	100%	50%

PM Peak Hour Auto Trips	Inbound					Outbound					Total				
	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total
SF Superdistrict 1	0	2	0	0	2	0	2	0	0	2	0	4	0	0	4
SF Superdistrict 2	0	8	0	0	8	0	9	0	0	9	0	17	0	0	17
SF Superdistrict 3	0	7	0	0	7	0	7	0	0	7	0	14	0	0	14
SF Superdistrict 4	0	2	0	0	2	0	3	0	0	3	0	5	0	0	5
East Bay	0	1	0	0	1	0	4	0	0	4	0	5	0	0	5
North Bay	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1
South Bay	0	2	0	0	2	0	5	0	0	5	0	7	0	0	7
Out of Region	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	22	0	0	22	0	31	0	0	31	0	53	0	0	53

PM Peak Hour Transit Trips	Inbound					Outbound					Total				
	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total
SF Superdistrict 1	0	4	0	0	4	0	3	0	0	3	0	7	0	0	7
SF Superdistrict 2	0	2	0	0	2	0	5	0	0	5	0	7	0	0	7
SF Superdistrict 3	0	2	0	0	2	0	2	0	0	2	0	4	0	0	4
SF Superdistrict 4	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2
East Bay	0	1	0	0	1	0	10	0	0	10	0	11	0	0	11
North Bay	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1
South Bay	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5
Out of Region	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	9	0	0	9	0	28	0	0	28	0	37	0	0	37

PM Peak Hour Walk/Other Trips	Inbound					Outbound					Total				
	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total
SF Superdistrict 1	0	8	0	0	8	0	8	0	0	8	0	16	0	0	16
SF Superdistrict 2	0	4	0	0	4	0	5	0	0	5	0	9	0	0	9
SF Superdistrict 3	0	11	0	0	11	0	11	0	0	11	0	22	0	0	22
SF Superdistrict 4	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1
East Bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Bay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Out of Region	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	23	0	0	23	0	25	0	0	25	0	48	0	0	48

PM Peak Hour Total Person Trips	Inbound					Outbound					Total				
	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total
SF Superdistrict 1	0	14	0	0	14	0	13	0	0	13	0	27	0	0	27
SF Superdistrict 2	0	14	0	0	14	0	19	0	0	19	0	33	0	0	33
SF Superdistrict 3	0	20	0	0	20	0	20	0	0	20	0	40	0	0	40
SF Superdistrict 4	0	2	0	0	2	0	6	0	0	6	0	8	0	0	8
East Bay	0	2	0	0	2	0	14	0	0	14	0	16	0	0	16
North Bay	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2
South Bay	0	2	0	0	2	0	10	0	0	10	0	12	0	0	12
Out of Region	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	54	0	0	54	0	84	0	0	84	0	138	0	0	138

PM Peak Hour Vehicle-Trips	Inbound					Outbound					Total				
	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total	Residential	Hotel	Not Used	Retail	Total
SF Superdistrict 1	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3
SF Superdistrict 2	0	5	0	0	5	0	6	0	0	6	0	11	0	0	11
SF Superdistrict 3	0	4	0	0	4	0	5	0	0	5	0	9	0	0	9
SF Superdistrict 4	0	1	0	0	1	0	2	0	0	2	0	3	0	0	3
East Bay	0	1	0	0	1	0	2	0	0	2	0	3	0	0	3
North Bay	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1
South Bay	0	2	0	0	2	0	4	0	0	4	0	6	0	0	6
Out of Region	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	15	0	0	15	0	21	0	0	21	0	36	0	0	36

41.7%

58.3%

Golden State Warriors at Mission Bay
 GSW HOTEL VARIANT
 LAND USE: HOTEL (WORK TRIPS)

Proposed Size: 230 rooms		PM PEAK HOUR	
DAILY		Person-trip Generation Rate [1]: 7.1%	0.6 trips/room
Person-trip Generation Rate [1]:	8.4 trips/room	Total Person-trips:	138 person-trips
Total Person-trips:	1,932 person-trips	Work Trips [2]:	22%
Work Trips [2]:	18%		31 person-trips

Place of Origin	Percent Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [2]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1	3.9%	Auto	19.6%	1.48	3	2	0	0
		Transit	75.3%		10	1	1	0
		Walk	1.0%		0	0	0	0
		Other	4.1%		1	0	0	0
		All Modes	100.0%		14	2	1	0
SF Superdistrict 2	12.4%	Auto	36.8%	1.48	16	11	1	1
		Transit	40.4%		17	2	2	1
		Walk	1.8%		1	0	0	0
		Other	21.1%		9	1	1	0
		All Modes	100.0%		43	11	4	1
SF Superdistrict 3	1.3%	Auto	0.0%	1.48	0	0	0	0
		Transit	66.7%		3	0	0	0
		Walk	33.3%		2	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	100.0%		5	0	0	0
SF Superdistrict 4	12.4%	Auto	36.8%	1.48	16	11	1	1
		Transit	40.4%		17	2	2	1
		Walk	1.8%		1	0	0	0
		Other	21.1%		9	1	1	0
		All Modes	100.0%		43	11	4	1
East Bay	42.2%	Auto	19.6%	1.48	29	19	3	2
		Transit	75.3%		110	10	10	2
		Walk	1.0%		2	0	0	0
		Other	4.1%		6	1	1	0
		All Modes	100.0%		146	19	13	2
North Bay	3.5%	Auto	50.0%	1.48	6	4	1	0
		Transit	12.5%		2	0	0	0
		Walk	0.0%		0	0	0	0
		Other	37.5%		5	0	0	0
		All Modes	100.0%		12	4	1	0
South Bay	23.5%	Auto	40.7%	1.48	33	22	3	2
		Transit	59.3%		48	4	4	2
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	100.0%		81	22	7	2
Out of Region	0.9%	Auto	0.0%	1.48	0	0	0	0
		Transit	50.0%		2	0	0	0
		Walk	0.0%		0	0	0	0
		Other	50.0%		2	0	0	0
		All Modes	100.0%		3	0	0	0
All Origins	100.0%	Auto	29.5%	1.48	102	69	9	6
		Transit	60.3%		209	19	19	6
		Walk	1.3%		5	0	0	0
		Other	8.9%		31	3	3	0
		All Modes	100.0%		346	69	31	6

- Notes:
 [1] SF Guidelines 2019 - Hotel
 [2] Estimated from SF Guidelines 2019 for the PM Peak Hour - Hotel
 [3] Mission Bay TMA 2018 Commuter Survey of Mission Bay Employees

Golden State Warriors at Mission Bay
 GSW HOTEL VARIANT
 LAND USE: HOTEL (NON-WORK TRIPS)

Proposed Size: 230 rooms		PM PEAK HOUR	
DAILY		Person-trip Generation Rate [1]: 7.1%	0.6 trips/room
Person-trip Generation Rate [1]:	8.4 trips/room	Total Person-trips:	138 person-trips
Total Person-trips:	1,932 person-trips	Non-Work Trips [2]:	78%
Non-Work Trips [2]: (6	82%		107 person-trips

Place of Origin	Percent Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [2]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1	23.3%	Auto	15.9%	1.48	59	40	4	3
		Transit	20.5%		76	5	5	
		Walk	63.6%		235	16	16	
		Other	0.0%		0	0	0	
		All Modes	100.0%		370	40	25	3
SF Superdistrict 2	27.5%	Auto	52.9%	1.48	231	156	16	11
		Transit	20.1%		88	6	6	
		Walk	27.0%		118	8	8	
		Other	0.0%		0	0	0	
		All Modes	100.0%		436	156	29	11
SF Superdistrict 3	36.1%	Auto	35.0%	1.48	201	135	14	9
		Transit	10.1%		58	4	4	
		Walk	54.9%		314	21	21	
		Other	0.0%		0	0	0	
		All Modes	100.0%		572	135	39	9
SF Superdistrict 4	4.1%	Auto	79.5%	1.48	52	35	4	2
		Transit	20.5%		13	1	1	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		All Modes	100.0%		65	35	4	2
East Bay	3.2%	Auto	64.9%	1.48	33	22	2	1
		Transit	35.1%		18	1	1	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		All Modes	100.0%		50	22	3	1
North Bay	1.2%	Auto	75.4%	1.48	15	10	1	1
		Transit	24.6%		5	0	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		All Modes	100.0%		19	10	1	1
South Bay	4.6%	Auto	80.3%	1.48	58	39	4	3
		Transit	19.7%		14	1	1	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		All Modes	100.0%		73	39	5	3
Out of Region	0.0%	Auto	0.0%	1.48	0	0	0	0
		Transit	0.0%		0	0	0	
		Walk	0.0%		0	0	0	
		Other	0.0%		0	0	0	
		All Modes	0.0%		0	0	0	0
All Origins	100.0%	Auto	40.8%	1.48	648	437	44	30
		Transit	17.1%		271	18	18	
		Walk	42.1%		667	45	45	
		Other	0.0%		0	0	0	
		All Modes	100.0%		1,586	437	107	30

- Notes:
 [1] SF Guidelines 2019 - Hotel
 [2] Estimated from SF Guidelines 2019 for the PM Peak Hour - Hotel
 [3] SF Guidelines 2019 PM Peak Hour Trip Distribution by Mode - Hotel
 [4] SF Guidelines 2019 PM Peak Hour Modal Split - Hotel

Golden State Warriors at Mission Bay
 GSW HOTEL VARIANT
 LAND USE: RESIDENTIAL 2 or more bedrooms (WORK TRIPS)

Proposed Size: - bedrooms		PM PEAK HOUR	
DAILY			
Person-trip Generation Rate [1]:	4.5 trips/bedroom	Person-trip Generation Rate [1]:	8.9%
Total Person-trips:	0 person-trips	Total Person-trips:	0 person-trips
Work Trips [2]:	50%	Work Trips [2]:	50%
	0 person-trips		0 person-trips

Place of Origin	Percent Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [4]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1	32.0%	Auto	6.7%	1.18	0	0	0	0
		Transit	68.9%		0	0	0	0
		Walk	20.0%		0	0	0	0
		Other	4.4%		0	0	0	0
		All Modes	100.0%		0	0	0	0
SF Superdistrict 2	10.7%	Auto	6.7%	1.18	0	0	0	0
		Transit	68.9%		0	0	0	0
		Walk	20.0%		0	0	0	0
		Other	4.4%		0	0	0	0
		All Modes	100.0%		0	0	0	0
SF Superdistrict 3	26.3%	Auto	6.7%	1.18	0	0	0	0
		Transit	68.9%		0	0	0	0
		Walk	20.0%		0	0	0	0
		Other	4.4%		0	0	0	0
		All Modes	100.0%		0	0	0	0
SF Superdistrict 4	10.7%	Auto	6.7%	1.18	0	0	0	0
		Transit	68.9%		0	0	0	0
		Walk	20.0%		0	0	0	0
		Other	4.4%		0	0	0	0
		All Modes	100.0%		0	0	0	0
East Bay	4.7%	Auto	6.7%	1.18	0	0	0	0
		Transit	68.9%		0	0	0	0
		Walk	20.0%		0	0	0	0
		Other	4.4%		0	0	0	0
		All Modes	100.0%		0	0	0	0
North Bay	4.2%	Auto	6.7%	1.18	0	0	0	0
		Transit	68.9%		0	0	0	0
		Walk	20.0%		0	0	0	0
		Other	4.4%		0	0	0	0
		All Modes	100.0%		0	0	0	0
South Bay	9.4%	Auto	6.7%	1.18	0	0	0	0
		Transit	68.9%		0	0	0	0
		Walk	20.0%		0	0	0	0
		Other	4.4%		0	0	0	0
		All Modes	100.0%		0	0	0	0
Out of Region	2.1%	Auto	6.7%	1.18	0	0	0	0
		Transit	68.9%		0	0	0	0
		Walk	20.0%		0	0	0	0
		Other	4.4%		0	0	0	0
		All Modes	100.0%		0	0	0	0
All Origins	100.0%	Auto	6.7%	1.18	0	0	0	0
		Transit	68.9%		0	0	0	0
		Walk	20.0%		0	0	0	0
		Other	4.4%		0	0	0	0
		All Modes	100.0%		0	0	0	0

Notes:
 [1] SF Guidelines 2019 - Residential
 [2] Estimated from SF Guidelines 2019 - PM Peak Hour Residential
 [3] Mission Bay TMA 2018 Commuter Survey of Mission Bay Residents
 [4] 2012-2016 American Community Survey 5-Year Estimate for Tract 607

Golden State Warriors at Mission Bay
 GSW HOTEL VARIANT
 LAND USE: RESIDENTIAL 2 or more bedrooms (NON-WORK TRIPS)

Proposed Size: - units		PM PEAK HOUR	
DAILY			
Person-trip Generation Rate [1]:	4.5 trips/unit	Person-trip Generation Rate [1]:	8.9%
Total Person-trips:	0 person-trips	Total Person-trips:	0 person-trips
Non-Work Trips [2]: (6	50%	Non-Work Trips [2]:	50%
	0 person-trips		0 person-trips

Place of Origin	Percent Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [2]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1	21.0%	Auto	29.5%	1.47	0	0	0	0
		Transit	34.3%		0	0	0	0
		Walk	32.5%		0	0	0	0
		Other	3.7%		0	0	0	0
		All Modes	100.0%		0	0	0	0
SF Superdistrict 2	36.6%	Auto	73.2%	1.47	0	0	0	0
		Transit	16.4%		0	0	0	0
		Walk	9.3%		0	0	0	0
		Other	1.1%		0	0	0	0
		All Modes	100.0%		0	0	0	0
SF Superdistrict 3	28.8%	Auto	59.2%	1.47	0	0	0	0
		Transit	14.5%		0	0	0	0
		Walk	23.7%		0	0	0	0
		Other	2.7%		0	0	0	0
		All Modes	100.0%		0	0	0	0
SF Superdistrict 4	3.0%	Auto	59.6%	1.47	0	0	0	0
		Transit	27.4%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	13.0%		0	0	0	0
		All Modes	100.0%		0	0	0	0
East Bay	2.9%	Auto	91.5%	1.47	0	0	0	0
		Transit	8.5%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	100.0%		0	0	0	0
North Bay	2.4%	Auto	100.0%	1.47	0	0	0	0
		Transit	0.0%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	100.0%		0	0	0	0
South Bay	5.3%	Auto	80.7%	1.47	0	0	0	0
		Transit	19.3%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	100.0%		0	0	0	0
Out of Region	0.0%	Auto	0.0%	1.47	0	0	0	0
		Transit	0.0%		0	0	0	0
		Walk	0.0%		0	0	0	0
		Other	0.0%		0	0	0	0
		All Modes	0.0%		0	0	0	0
All Origins	100.0%	Auto	61.2%	1.47	0	0	0	0
		Transit	19.5%		0	0	0	0
		Walk	17.0%		0	0	0	0
		Other	2.3%		0	0	0	0
		All Modes	100.0%		0	0	0	0

Notes:
 [1] SF Guidelines 2019 - Residential
 [2] Estimated from SF Guidelines 2019 - PM Peak Hour Residential
 [3] SF Guidelines 2019 PM Peak Hour Trip Distribution and Modal Split - Residential
 [4] SF Guidelines 2019 PM Peak Hour Modal Split - Residential

APPENDIX B

MISSION BAY SOUTH AREA PLAN

BUILDOUT TRAVEL DEMAND

Mission Bay Area South Land Use Comparison	Built	Under Construct.	Planned	Total
Central Subarea (Blocks 1-13)				
Residential units	2,332	612	606	3,550
Childcare (gsf)	0	0	4,640	4,640
Hotel/Residential rooms	80	250	50	380
Retail (gsf)	85,900	23,900	0	109,800
Public Safety Bldgs. (gsf)	302,700			302,700
East Subarea (Blocks 26-35, X4)				
Residential units	0	0	0	0
Hotel rooms	0	0	230	230
Office/R&D (gsf)	1,303,111	1,030,547	11,000	2,344,658
Childcare (gsf)	0	6,006	0	6,006
Retail (gsf)	32,200	99,625	25,000	156,825
Arena (gsf)		878,157	0	878,157
UCSF East Campus (gsf)	0	343,000	157,000	500,000
West Subarea (Blocks 36-45, X3)				
Office/R&D (gsf)	1,414,906		200,000	1,614,906
Retail (gsf)	23,925		2,500	26,425
UCSF Medical Center (gsf)	869,400	179,650	738,350	1,787,400
SFUSD (Block 14)				
- Students			500	500
UCSF Research Campus Subarea (Blocks 15-25)				
- Office/R&D/Clinical/Childcare (gsf)	1,808,142	274,000	772,800	2,854,942
- Residential (gsf)	387,400		398,700	786,100
TOTAL MISSION BAY AREA SOUTH				
Residential units	2,332	612	606	3,550
Hotel/Residential rooms	80	250	280	610
Retail (gsf)	142,025	123,525	27,500	293,050
Office/R&D (gsf)	2,718,017	1,030,547	211,000	3,959,564
Childcare (gsf)	0	6,006	4,640	10,646
Public Safety Bldgs. (gsf)	302,700	0	0	302,700
Arena (gsf)	0	878,157	0	878,157
SFUSD (students)	0	0	500	500
UCSF (gsf)	3,064,942	796,650	2,066,850	5,928,442

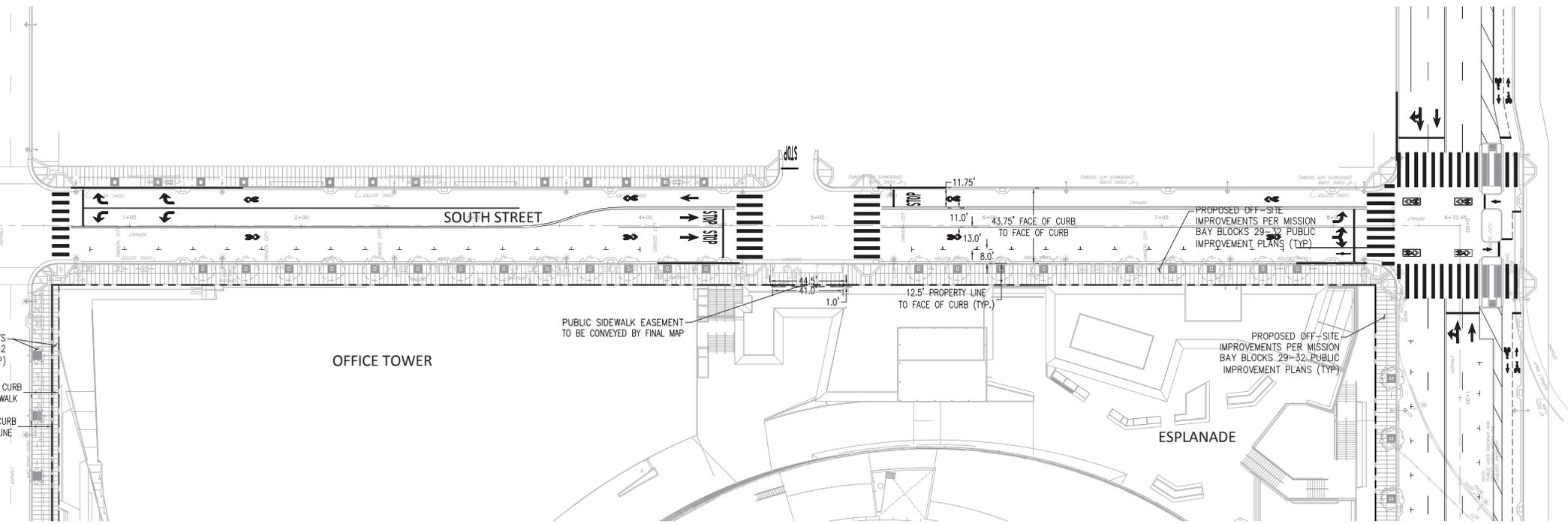
**Total Mission Bay Area South
Daily and PM Peak Hour Trips**

	Weekday Daily Trips	Weekday PM Peak Hour Trips
No Event		
Auto Person Trips	58,459	6,861
Public Transit	36,239	4,655
Shuttle/Motor Coach	24,613	3,277
Other Person Trips	34,583	3,789
Total Person Trips	153,894	18,583
<i>Vehicle trips</i>	<i>47,683</i>	<i>6,059</i>

Approximately 60% of non-UCSF workers using transit arrive at MB via shuttle;
work trips represent about 50% of daily trips and 55% of PM peak hour trips
Approximately 40% of UCSF workers, patients and visitors using transit arrive at M
Approximately 66% of transit at a convention event arrive via coach

APPENDIX C

WARRIORS WAY CONFIGURATION



APPENDIX D

PASSENGER LOADING/UNLOADING

Golden State Warriors at Mission Bay
PASSENGER LOADING/UNLOADING DEMAND

PM Peak Hour [a]

Mission Bay Area: Place Type 2
Percent of passenger drop-off/pick-up

	Residential	Hotel	Combined
Taxi	3.5%	15.6%	
Private Vehicle	3.7%	4.1%	
Total loading/unloading	7.2%	19.7%	

GSW Hotel Project	20	77	97	person trips
GSW Hotel Variant	0	138	138	person trips

GSW Hotel Project	1	15	17	individuals dropped-off / picked-up	17.1%
GSW Hotel Variant	0	27	27	individuals dropped-off / picked-up	19.7%

GSW Hotel Project			1	average space demand
GSW Hotel Variant			1	average space demand

GSW Hotel Project			2	peak space demand
GSW Hotel Variant			2	peak space demand

Maximum Peak Conditions at the Hotel [b]

0.02 maximum spaces per room

GSW Hotel Project	3 maximum space demand
GSW Hotel Variant	5 maximum space demand

[a] Source: 2019 SF Guidelines

[b] Source: 2002 SF Guidelines

APPENDIX E

COMMERCIAL VEHICLE OPERATIONS

Golden State Warriors at Mission Bay
DELIVERY AND SERVICE VEHICLE DEMAND

Percent of passenger drop-off/pick-up

	GSW Hotel Project	GSW Hotel Variant
Residential	81,062 gsf	
Hotel	175,828 gsf (includes project retail)	256,890 gsf (includes project retail)
Total	256,890 gsf	256,890 gsf
Residential	0.03 deliveries per 1,000 gsf	
Hotel	0.09 deliveries per 1,000 gsf	

Daily Space Demand

	Residential	Hotel	Total
GSW Hotel Project	2	16	18
GSW Hotel Variant	0	23	23

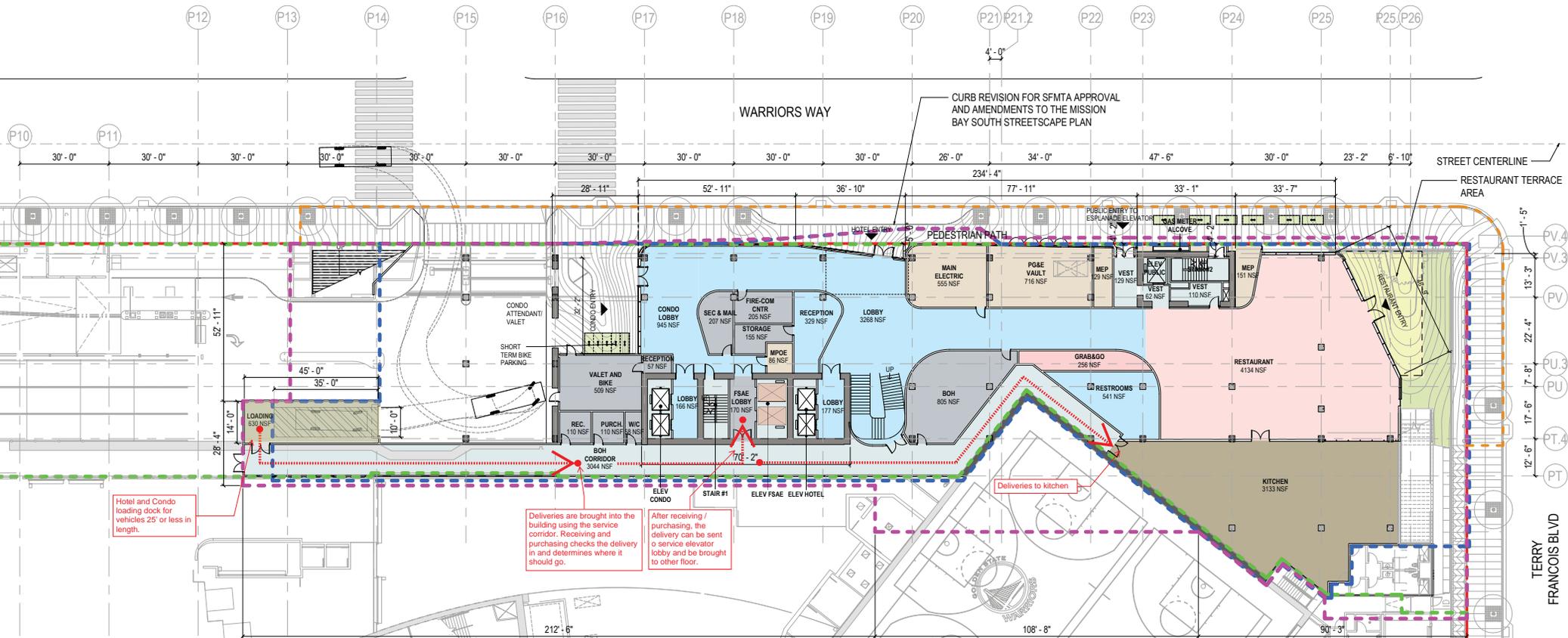
Average Hourly Space Demand

	Residential	Hotel	Total [a]
GSW Hotel Project	0	1	1
GSW Hotel Variant	0	1	2

Peak Hourly Space Demand

	Residential	Hotel	Total [a]
GSW Hotel Project	0	1	2
GSW Hotel Variant	0	1	2

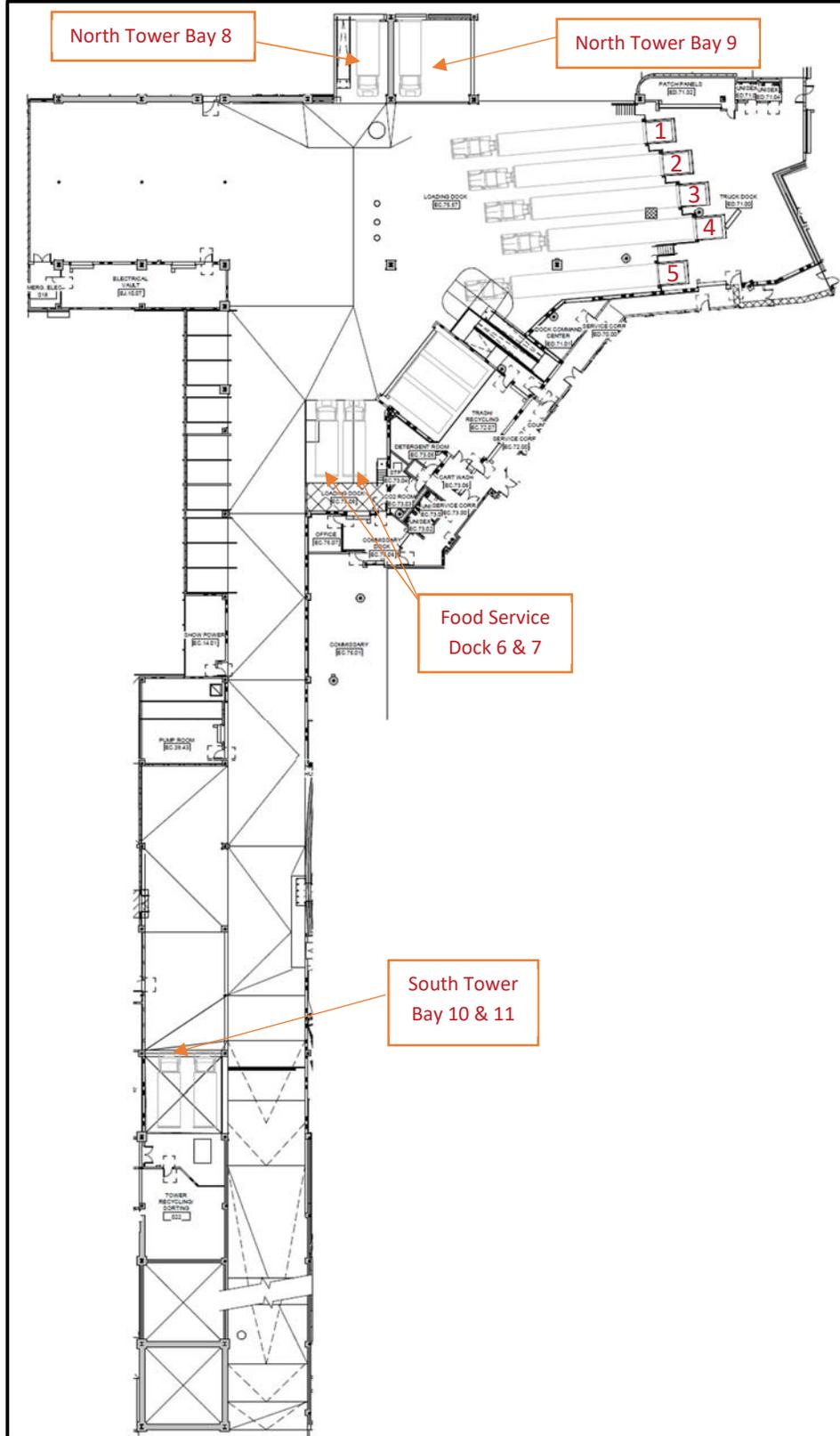
[a] Total rounded up to the nearest whole number



LOADING PATH

1 BCSD - Level 050 - Ground Level
SCALE: 1/16" = 1'-0"

----- Delivery path of travel



16th Street Dock Entrance

Loading Dock Access to Hotel From 16th Street Loading Dock Entrance

Description of Path:

- Enter Arena Loading dock from 16th Street

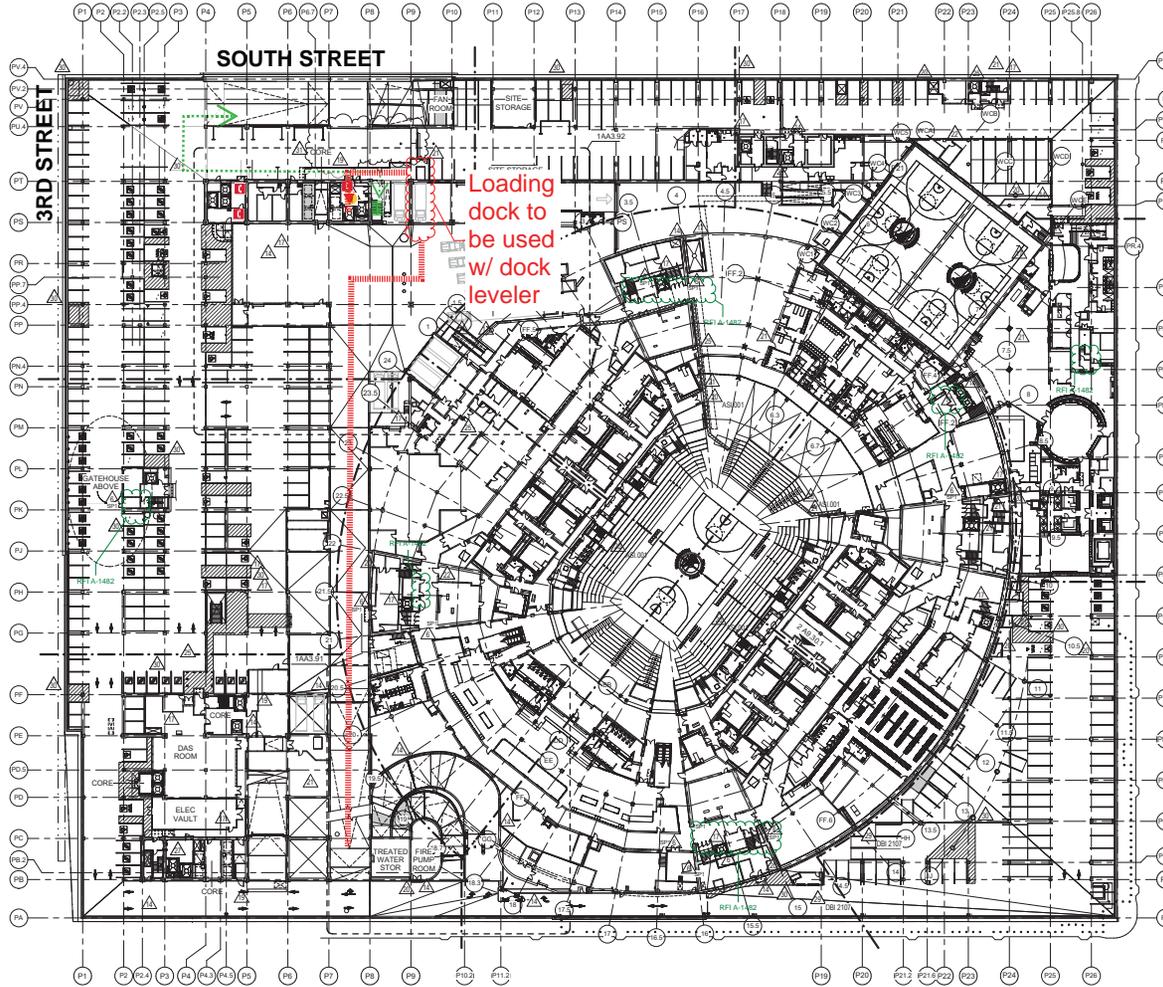
- Continue North down loading dock ramp

- Use the East loading dock as this is the only dock with a dock leveler

- Once material is unloaded, continue West to the FSAE Lobby

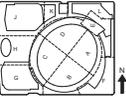
- Use FSAE 5 to go up to Level 100 (Button shows 1 in elevator)

Pathway



MISSION BAY ARENA AND ENTERTAINMENT COMPLEX
SAN FRANCISCO, CA

- MANCA ARCHITECTURE
Design Architect
- PFJL LONG ARCHITECTURE
Client and Program Designer
- AEB PARTNERS
Office and Mechanical Architect
- BCOP
Design Architect
- GENSLER
Interior Architect
- KENDALLKATON ASSOCIATES, INC.
Architect
- MB ARCHITECTS
Associate Architect
- MADONSON KLEMENIC ASSOCIATES
Structural Engineers
- SMITH BRIDGMAN REID, INC.
MEP/FP Engineer
- BJ ENGINEERS
Plumbing Engineer
- MEYERS ENGINEERS
Electrical Engineer
- SEAN O'CONNOR LIGHTING
Lighting Designer
- FIRST CIRCLE DESIGN
Scene Lighting Designer
- PITCHARD PECK
Office Tower Lighting Consultant
- BCF
Civil Engineer
- SWA GROUP
Landscape Design
- WARM, INC.
Acoustical Consultant
- SPL, INC.
Construction & Safety Consultant
- WALTER P. MOORE
Planning
- SSD
Food Service Consultant
- HOME ENGINEERS
L&M Safety Code Consultant
- WALTER P. MOORE
Exterior Envelope Consultant
- INFINITE SCALE
Graphics & Wayfinding Consultant
- LAMMAN TRENWELL ROLLO
Geotechnical/Structural/Code Engineer
- C.B. CALKINS CO., INC.
Quantity Surveyor



17	10 DEC 18	ISSUE 104
18	10 NOV 18	ISSUE 103
19	10 OCT 18	ISSUE 102
20	10 OCT 18	ISSUE 101
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115	10 OCT 18	ISSUE 6
116	10 OCT 18	ISSUE 5
117	10 OCT 18	ISSUE 4
118	10 OCT 18	ISSUE 3
119	10 OCT 18	ISSUE 2
120	10 OCT 18	ISSUE 1

A-31

LEVEL 000 EVENT & LOWER LEVEL 1 OVERALL PLAN

NOTES:
1. REFER TO A1.00 FOR DRAWING CONVENTIONS & ABBREVIATIONS
2. DIMENSIONS TO PARTITIONS ARE TO FINISHED FACE OF WALL UNLESS NOTED OTHERWISE
3. INFORMATION PROVIDED IN THE A2.00 SERIES IS FOR COORDINATION PURPOSES. SEE AAL SERIES FOR MORE PRECISE INFORMATION



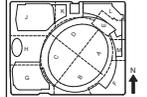
LEVEL 000 EVENT AND LOWER LEVEL 1 OVERALL PLAN

1/32" = 1'-0" 1 1922 A2.02 951 A.004



MISSION BAY ARENA AND ENTERTAINMENT COMPLEX
SAN FRANCISCO, CA

- MANICA ARCHITECTURE
Design Architect
- PFUJ LONG ARCHITECTURE
Client and Record Designer
- AES PARTNERS
Office and Mechanical Architect
- SKOP
Design Architect
- GENSLER
Interior Architect
- KENDALL HEATON ASSOCIATES, INC.
Architect
- MB ARCHITECTS
Associate Architect
- MAGNUSON KLEMNENIC ASSOCIATES
Structural Engineers
- SMITH BRIDGMAN REID, INC.
MEP/P Engineer
- SJ ENGINEERS
Structural Engineer
- MEYERS ENGINEERS
Electrical Engineer
- SEAN O'CONNOR LIGHTING
Lighting Designer
- FIRST CIRCLE DESIGN
Avenue Lighting Designer
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- WARM, INC.
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- SPL, INC.
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- WALTER P. MOORE
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LMA Safety Code Consultant
- WALTER P. MOORE
Exterior Envelope Consultant
- INFINITE SCALE
Graphics & Wayfinding Consultant
- LANGMAN TRENWELL ROLLO
Geotechnical / Substructure / Civil Engineer



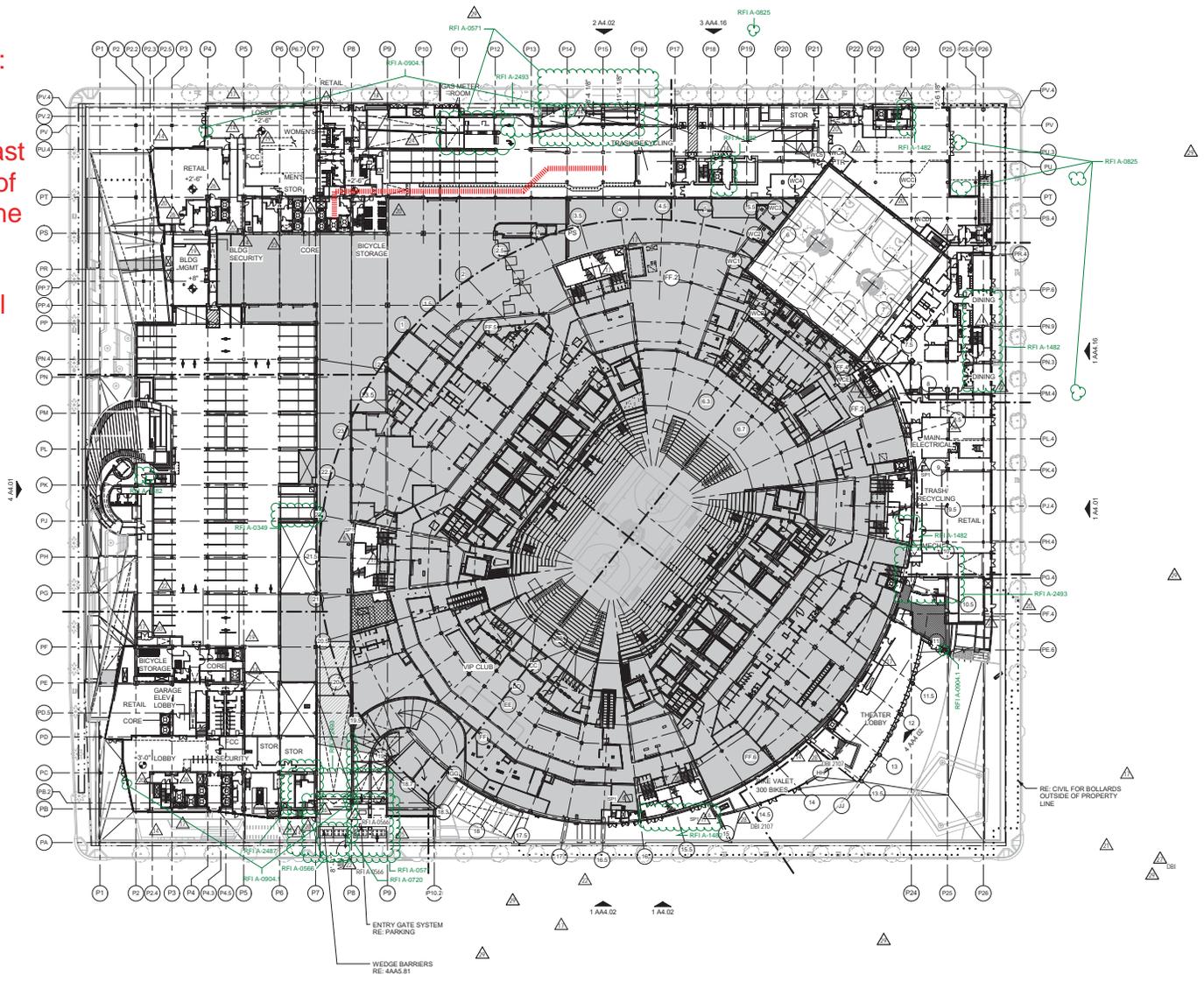
Loading Dock Access to Hotel From 16th Street Loading Dock Entrance

Description of Path:

- Exit FSAE5 and head North then East through the 2 sets of double doors into the garage

- Proceed East until destination

Pathway



A-32

RFI A-2025.1 - Parking Office Location and Pay Station Locations

- NOTES:
- REFER TO A1.00 FOR DRAWING CONVENTIONS & ABBREVIATIONS
 - DIMENSIONS TO PARTITIONS ARE TO FINISHED FACE OF WALL UNLESS OTHERWISE NOTED
 - INFORMATION PROVIDED IN THE A2.00 SERIES IS FOR COORDINATION PURPOSES. SEE A4.00 SERIES FOR MORE PRECISE INFORMATION
 - AAS 81 IS INCLUDED IN ARENA PERMIT ADDENDUM 4 (ARCH.)
 - SEE SS DRAWINGS FOR BOLLARDS WITHIN PROPERTY LINE.
 - ALL BOLLARDS TO BE PF-77



26	10 FEB 19	050-001
27	28 NOV 19	050-002
28	10 DEC 19	050-003
29	10 DEC 19	050-004
30	10 DEC 19	050-005
31	10 DEC 19	050-006
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96	10 DEC 19	050-071
97	10 DEC 19	050-072
98	10 DEC 19	050-073
99	10 DEC 19	050-074
100	10 DEC 19	050-075

LEVEL 050 GRADE AND LEVEL 1 OFFICE OVERALL PLAN

1/2" = 1'-0" 1/2022 A2.03

2/20/2022 04:27:47 PM

LEVEL 050 GRADE & LEVEL 1 OFFICE OVERALL PLAN (LEVEL OF EXIT DISCHARGE)

Appendix B

Air Quality

Warriors Hotel Addendum - Alternative-Fueled Equipment Calculations

EQUIP HOURS BY PHASE	Equipment	Amount	Equip Hrs/Day	Phase Days	Hrs
Demolition	N/A	N/A	N/A	N/A	N/A
Site Preparation	Forklift	1	8	25	200
Exterior Systems (Paving)	N/A	N/A	N/A	N/A	N/A
Exterior Systems (Other)	Forklift	1	8	60	480
	Concrete Pump	2	6	60	720
	Welders	3	8	60	1440
Superstructure	Forklift	1	8	181	1448
	Concrete Pump	2	6	181	2172
	Welders	3	8	181	4344
Interior (Arch Coating)	N/A	N/A	N/A	N/A	N/A

EMISSION FACTORS	lb/yr			
	ROG	NOx	PM10	PM2.5
Forklift	0	76138.29534	0	0
Concrete Pump	6016.344717	18328.05022	675.3317306	510.2506409
Welder	6623.877074	21829.89841	565.7758049	427.4750526

	lb/hp-hr			
	ROG	NOx	PM10	PM2.5
Forklift	0	0.001314643	0	0
Concrete Pump	0.000731814	0.002229381	8.21458E-05	6.20657E-05
Welder	0.000710804	0.002342552	6.0713E-05	4.58721E-05

ALTERNATE EQUIPMENT	Type (Client)	HP (Client)	CalEEMod Default LF
Forklift	propane	210	0.2
Concrete Pump	gasoline	73	0.74
Welders	gasoline		0.45

CONST. SCHEDULE	Phase	% of Phase
2021	Site Prep	100%
	Superstructure	38%
2022	Exterior Systems	100%
	Superstructure	62%

EQUIP HOURS BY YEAR	2021	2022
Forklift	746	1382
Concrete Pump	819	2073
Welder	1638	4146

EQUIP LF	LF
Forklift	0.20
Concrete Pump	0.74
Welder	0.45

2021 EMISSIONS (Tons)	ROG	NOx	PM10	PM2.5
Forklift	0	9.80557E-05	0	0
Concrete Pump	0.00022171	0.000675412	2.48868E-05	1.88034E-05
Welder	0.000261906	0.000863147	2.23706E-05	1.69022E-05

Total 0.000483616 0.001636615 4.72574E-05 3.57056E-05

2022 EMISSIONS (Tons)	ROG	NOx	PM10	PM2.5
Forklift	0	0.0001817	0	0
Concrete Pump	0.00056136	0.001710114	6.30124E-05	4.76094E-05
Welder	0.000663134	0.002185451	5.66414E-05	4.27957E-05

Total 0.001224495 0.004077266 0.000119654 9.04051E-05

GSW Hotel Addendum**Air Quality Analysis****Project Energy Use Factors Adjustment²**

Nonresidential % savings over Title 24 (2016) =

Residential % savings over Title 24 (2016) =

Electricity	NG
10.7%	1.0%
2.0%	5.0%

	T24 Electricity	NT24 Electricity	Lighting Electricity	T24 NG	NT24 NG
Title 24 (2016 - CalEEMod Default)¹					
Project Nonresidential Land Uses					
Hotel	2.19	2.85	3.13	29.38	7.13
Project Residential Land Uses					
Apartments Mid Rise	426.45	3054.10	741.44	6115.43	2615.00
<hr/>					
Title 24 (2019)					
Project Nonresidential Land Uses					
Hotel	1.96	2.85	2.80	29.09	7.13
Project Residential Land Uses					
Apartments Mid Rise	417.9210	3,054.10	726.61	5,809.66	2,615.00

Sources:

1 California Emissions Estimator Model (CalEEMod), version 2016.3.2.

2 California Energy Commission, 2019 Update to the California Energy Efficiency Standards for Residential and Non-Residential Buildings, June 2019. Available:

https://ww2.energy.ca.gov/title24/2019standards/post_adoption/documents/2019_Impact_Analysis_Final_Report_2018-06-29.pdf.

Accessed January 2020.

GSW Hotel Addendum

CalEEMod Emission Factor Input Values - EMFAC2017

Season	EmissionType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	Calendar Year: 2024	
A	Fleet Mix	0.580966	0.054933	0.173869	0.105905	0.02372001	0.005538813	0.027890288	0.008573865	0.003408264	0.006474	0.007102	0.001035907	0.000584		
A	CH4_IDLEX	0	0	0	0	0.005705774	0.003365466	0.00318674	0.043533869	0.006638985	0	0	0.161234262	0		
A	CH4_RUNEX	0.002027	0.003346	0.003007	0.003046	0.006662023	0.00601783	0.003148489	0.348478116	0.003701118	1.377137	0.402255	0.00335664	0.007941		
A	CH4_STREX	0.044035	0.053288	0.057735	0.058888	0.137378411	0.007668399	0.007573995	1.097746-06	0.016133378	0	0.253375	0.012766919	0.021011		
A	CO_IDLEX	0	0	0	0	0.001966235	0.001195563	0.001542706	0.005949273	0.002134444	0	0	0.6068266	0		
A	CO_RUNEX	0.561951	0.770889	0.712146	0.694885	0.578431963	0.517165687	0.194918526	1.38724412	0.477357083	10.31468	20.63186	0.277655059	0.777399		
A	CO_STREX	2.128245	2.28676	2.676755	2.717152	1.104961345	0.646837542	0.845334593	0.012089988	1.703079706	0	9.073353	1.798108985	1.964681		
A	CO2_NBIO_IDLEX	0	0	0	0	8.629728087	13.4663425	115.0438278	944.762619	100.559863	0	0	389.3104021	0		
A	CO2_NBIO_RUNEX	249.4065	301.055	318.3776	375.2557	806.604598	765.1077242	1042.075462	1826.229071	1332.929103	1709.677	229.8481	930.9805152	1444.025		
A	CO2_NBIO_STREX	49.94116	60.35688	64.11013	73.63371	12.89288639	8.40252362	7.731900689	0.113942254	14.28045576	0	61.65765	11.78517518	17.2095		
A	NOX_IDLEX	0	0	0	0	0.041903567	0.083263096	0.721936248	5.868716952	0.413348782	0	0	2.102548451	0		
A	NOX_RUNEX	0.029485	0.052684	0.049104	0.048881	0.343041322	0.468098938	1.41784036	3.672853356	1.585455507	0.752223	1.187093	1.474228834	0.979907		
A	NOX_STREX	0.167539	0.206142	0.23284	0.231893	0.334448614	0.18578699	1.706639833	2.334541028	1.168602684	0	0.275941	1.211623232	0.227389		
A	PM10_IDLEX	0	0	0	0	0.000679932	0.001542706	0.000638722	0.005949273	0.002134444	0	0	0.001442347	0		
A	PM10_PMBW	0.03675	0.03675	0.03675	0.03675	0.07644002	0.089180026	0.130340037	0.059837709	0.130340037	0.065697	0.01176	0.744800208	0.13034		
A	PM10_PMTW	0.008	0.008	0.008	0.008	0.009537626	0.010661121	0.012000003	0.034866419	0.012000003	0.034616	0.004	0.009647761	0.013112		
A	PM10_RUNEX	0.001707	0.001958	0.001743	0.001827	0.006623479	0.012466601	0.006734037	0.022088496	0.008125038	0.005462	0.002385	0.009649739	0.012884		
A	PM10_STREX	0.0001714	0.0001999	0.001697	0.001749	0.000239853	0.000126437	8.57747E-05	2.11888E-06	0.000140359	0	0.002993	0.000148556	0.000284		
A	PM25_IDLEX	0	0	0	0	0.000650518	0.001295663	0.000600073	0.005706267	0.000128628	0	0	0.001379952	0		
A	PM25_PMBW	0.01575	0.01575	0.01575	0.01575	0.032760009	0.038220011	0.055860016	0.025644732	0.055860016	0.028156	0.00504	0.031920089	0.05586		
A	PM25_PMTW	0.002	0.002	0.002	0.002	0.002384407	0.00266528	0.003000001	0.008716604	0.003000001	0.008654	0.001	0.002411941	0.003278		
A	PM25_RUNEX	0.001572	0.001802	0.001604	0.001685	0.006288703	0.011901564	0.006438721	0.021132876	0.007673712	0.005226	0.00223	0.0092039	0.012282		
A	PM25_STREX	0.001576	0.001838	0.001516	0.001608	0.000220536	0.000116254	7.88668E-05	1.94824E-06	0.000129055	0	0.00282	0.000136592	0.000261		
A	ROG_DIURN	0.067824	0.112983	0.09389	0.091569	0.02855467	0.0108416	0.00062899	1.51088E-05	0.002136924	0	1.95908	0.002179752	0.774738		
A	ROG_HTSK	0.090772	0.133249	0.10627	0.096567	0.064506266	0.038613063	0.17215891	0.000375926	0.01782626	0	0.917828	0.012323247	0.039065		
A	ROG_IDLEX	0	0	0	0	0.02230809	0.016193851	0.010890929	0.034186949	0.048292611	0	0	0.70797593	0		
A	ROG_RESTL	0.061344	0.099016	0.093676	0.091582	0.001839021	0.001024246	0.000414253	1.09759E-05	0.001161343	0	1.289818	0.001296879	0.325258		
A	ROG_RUNEX	0.008376	0.015031	0.012914	0.013269	0.017365004	0.096069221	0.014655889	0.045019395	0.026303057	0.019677	2.679707	0.03233376	0.052007		
A	ROG_RUNLS	0.181928	0.418509	0.331279	0.291504	0.40226683	0.227888827	0.087567892	0.002356331	0.173879481	0	2.089103	0.074678073	1.00487		
A	ROG_STREX	0.165133	0.211084	0.221883	0.229235	0.062961937	0.035073971	0.037219797	5.35466E-06	0.079296561	0	1.628151	0.060439005	0.07899		
A	SO2_IDLEX	0	0	0	0	8.40266E-05	0.000128914	0.001088703	0.007989932	0.000942991	0	0	0.00378141	0		
A	SO2_RUNEX	0.000262	0.003187	0.0033	0.003854	0.07894284	0.007398832	0.009913285	0.104207127	0.012802999	0.012262	0.002248	0.009620859	0.014172		
A	SO2_STREX	0.000485	0.000584	0.00065	0.000718	0.000015072	8.23361E-05	7.23848E-05	0.000130578	0.000130578	0	0.000578	0.000100483	0.000168		
A	TOG_DIURN	0.067824	0.112983	0.09389	0.091569	0.02855467	0.0108416	0.00062899	1.51088E-05	0.002136924	0	1.95908	0.002179752	0.774738		
A	TOG_HTSK	0.090772	0.133249	0.10627	0.096567	0.064506266	0.038613063	0.17215891	0.000375926	0.01782626	0	0.917828	0.012323247	0.039065		
A	TOG_IDLEX	0	0	0	0	0.02230809	0.016193851	0.010890929	0.034186949	0.048292611	0	0	0.70797593	0		
A	TOG_RESTL	0.061344	0.099016	0.093676	0.091582	0.001839021	0.001024246	0.000414253	1.09759E-05	0.001161343	0	1.289818	0.001296879	0.325258		
A	TOG_RUNEX	0.008376	0.015031	0.012914	0.013269	0.017365004	0.096069221	0.014655889	0.045019395	0.026303057	0.019677	2.679707	0.03233376	0.052007		
A	TOG_RUNLS	0.181928	0.418509	0.331279	0.291504	0.40226683	0.227888827	0.087567892	0.002356331	0.173879481	0	2.089103	0.074678073	1.00487		
A	TOG_STREX	0.165133	0.211084	0.221883	0.229235	0.062961937	0.035073971	0.037219797	5.35466E-06	0.079296561	0	1.628151	0.060439005	0.07899		
A	W	CH4_IDLEX	0	0	0	0.000594841	0	0	0.000594841	0	0	0	0.000594841	0		
A	W	CH4_RUNEX	0.001979	0.003272	0.002937	0.002988	0.005651396	0.005975387	0.034877518	0.003324965	0.016088802	1.377137	0.1412217	0.0030489	0.007788	
A	W	CH4_STREX	0.047897	0.058065	0.062816	0.064102	0.014216897	0.007953211	0.007851505	1.14571E-06	0.016740329	0	0.283145	0.014024887	0.02187	
A	W	CO_IDLEX	0	0	0	0.196936235	0.144022555	0.559220791	5.065113943	0.614983693	0	0	5.90381061	0		
A	W	CO_RUNEX	0.56219	0.771714	0.712613	0.695651	5.70516644	5.514136195	1.93087991	1.386349277	0.469931009	10.31468	21.92539	0.27376172	0.760396	
A	W	CO_STREX	2.411127	2.592016	3.034397	3.081791	1.164369561	0.681497226	8.995197769	0.018202251	1.79789638	0	10.08319	2.125181142	2.075667	
A	W	CO2_NBIO_IDLEX	0	0	0	8.629728087	13.4663425	115.2585284	945.1304729	102.2657793	0	0	385.0647178	0		
A	W	CO2_NBIO_RUNEX	248.8467	300.4976	317.8452	374.7407	806.5899547	765.1021608	1042.072189	1826.227585	1332.915803	1709.677	232.2193	930.9730652	1443.994	
A	W	CO2_NBIO_STREX	50.45475	60.32617	64.76494	74.30299	12.9958153	8.462439052	7.816423624	0.115072034	14.44162004	64.09491	12.32725318	17.39635		
A	W	NOX_IDLEX	0	0	0	0.041903567	0.083263096	0.721936248	5.868716952	0.413348782	0	0	2.102548451	0		
A	W	NOX_RUNEX	0.031891	0.053166	0.053164	0.052877	0.351143729	0.476396975	1.439293049	3.7287674	1.612263114	0.752223	1.257175	1.501021213	1.001468	
A	W	NOX_STREX	0.17903	0.220242	0.248795	0.247785	0.350191221	0.194530041	1.800185602	2.334542124	1.176183372	0	2.903238	1.21910313	2.38064	
A	W	PM10_IDLEX	0	0	0	0.000679932	0.001542706	0.000638722	0.005949273	0.002134444	0	0	0.001442347	0		
A	W	PM10_PMBW	0.03675	0.03675	0.03675	0.03675	0.07644002	0.089180026	0.130340037	0.059837709	0.130340037	0.065697	0.01176	0.744800208	0.13034	
A	W	PM10_PMTW	0.008	0.008	0.008	0.008	0.009537626	0.010661121	0.012000003	0.034866419	0.012000003	0.034616	0.004	0.009647761	0.013112	
A	W	PM10_RUNEX	0.001707	0.001958	0.001743	0.001827	0.006623479	0.012466601	0.006734037	0.022088496	0.008125038	0.005462	0.002385	0.009649739	0.012884	
A	W	PM10_STREX	0.0001714	0.0001999	0.001697	0.001749	0.000239853	0.000126437	8.57747E-05	2.11888E-06	0.000140359	0	0.002993	0.000148556	0.000284	

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	129.00	Room	0.00	160,000.00	0
----- Apartments High Rise	21.00	----- Dwelling Unit	0.00	85,000.00	60

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	4.6	Precipitation Freq (Days)	64
Climate Zone	5			Operational Year	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	641.35	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

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Project Characteristics -

Land Use - Version 2 of land use

Construction Phase - Provided by client.

Off-road Equipment - Provided by client

Trips and VMT - Provided by client.

Demolition -

Grading - provided

Architectural Coating - exterior will be pre-finished, not painted. Nonres interior area adjusted for removal of retail area

Vehicle Trips - apt and hotel weekday trip rate provided - others scaled

Woodstoves - no woodstoves or fireplaces

Area Coating - No exterior reapplication.

Construction Off-road Equipment Mitigation - MM AQ-1

Stationary Sources - Emergency Generators and Fire Pumps - Provided

Stationary Sources - Process Boilers - Provided

Mobile Land Use Mitigation - $DU + jobs / .7 \text{ acre} = DU + jobs / \text{acre}$

Mobile Commute Mitigation -

Area Mitigation -

Energy Use - 2019 T24 Updates

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	80,000.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	240,000.00	98,824.00

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tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
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tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
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tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	0.00	45.00
tblConstructionPhase	NumDays	0.00	25.00
tblConstructionPhase	NumDays	0.00	181.00
tblConstructionPhase	NumDays	0.00	30.00
tblConstructionPhase	NumDays	0.00	60.00
tblConstructionPhase	NumDays	0.00	298.00
tblEnergyUse	LightingElect	741.44	726.61
tblEnergyUse	LightingElect	3.13	2.80
tblEnergyUse	T24E	426.45	417.92
tblEnergyUse	T24E	2.19	1.96
tblEnergyUse	T24NG	6,115.43	5,809.66
tblEnergyUse	T24NG	29.38	29.09
tblFireplaces	FireplaceDayYear	11.14	0.00
tblFireplaces	FireplaceHourDay	3.50	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00

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tblFireplaces	NumberGas	3.15	0.00
tblFireplaces	NumberNoFireplace	0.84	0.00
tblFireplaces	NumberWood	3.57	0.00
tblFleetMix	HHD	9.2570e-003	8.5739e-003
tblFleetMix	HHD	9.2570e-003	8.5739e-003
tblFleetMix	LDA	0.60	0.58
tblFleetMix	LDA	0.60	0.58
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT2	0.19	0.17
tblFleetMix	LDT2	0.19	0.17
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD2	5.0770e-003	5.5388e-003
tblFleetMix	LHD2	5.0770e-003	5.5388e-003
tblFleetMix	MCY	6.2620e-003	7.1022e-003
tblFleetMix	MCY	6.2620e-003	7.1022e-003
tblFleetMix	MDV	0.09	0.11
tblFleetMix	MDV	0.09	0.11
tblFleetMix	MH	5.1900e-004	5.8398e-004
tblFleetMix	MH	5.1900e-004	5.8398e-004
tblFleetMix	MHD	0.03	0.03
tblFleetMix	MHD	0.03	0.03
tblFleetMix	OBUS	4.2880e-003	3.4083e-003
tblFleetMix	OBUS	4.2880e-003	3.4083e-003
tblFleetMix	SBUS	9.4500e-004	1.0359e-003
tblFleetMix	SBUS	9.4500e-004	1.0359e-003

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tblFleetMix	UBUS	3.5530e-003	6.4740e-003
tblFleetMix	UBUS	3.5530e-003	6.4740e-003
tblLandUse	LandUseSquareFeet	187,308.00	160,000.00
tblLandUse	LandUseSquareFeet	21,000.00	85,000.00
tblLandUse	LotAcreage	4.30	0.00
tblLandUse	LotAcreage	0.34	0.00
tblOffRoadEquipment	HorsePower	78.00	150.00
tblOffRoadEquipment	HorsePower	81.00	33.00
tblOffRoadEquipment	HorsePower	130.00	74.00
tblOffRoadEquipment	HorsePower	97.00	350.00
tblOffRoadEquipment	HorsePower	97.00	120.00
tblOffRoadEquipment	HorsePower	97.00	350.00
tblOffRoadEquipment	HorsePower	78.00	150.00
tblOffRoadEquipment	HorsePower	78.00	150.00
tblOffRoadEquipment	HorsePower	81.00	33.00
tblOffRoadEquipment	HorsePower	231.00	350.00
tblOffRoadEquipment	HorsePower	231.00	350.00
tblOffRoadEquipment	HorsePower	158.00	385.00
tblOffRoadEquipment	HorsePower	84.00	10.00
tblOffRoadEquipment	HorsePower	84.00	10.00
tblOffRoadEquipment	HorsePower	84.00	10.00
tblOffRoadEquipment	HorsePower	84.00	10.00
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tblOffRoadEquipment	HorsePower	402.00	325.00
tblOffRoadEquipment	HorsePower	402.00	325.00
tblOffRoadEquipment	HorsePower	367.00	330.00
tblOffRoadEquipment	HorsePower	78.00	41.00

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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	8.00	3.00
tblOffRoadEquipment	UsageHours	7.00	10.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblTripsAndVMT	HaulingTripNumber	227.00	270.00
tblTripsAndVMT	VendorTripLength	7.30	2.00
tblTripsAndVMT	VendorTripNumber	28.00	40.00
tblTripsAndVMT	VendorTripNumber	0.00	12.00
tblTripsAndVMT	VendorTripNumber	28.00	40.00
tblTripsAndVMT	WorkerTripLength	10.80	30.00
tblTripsAndVMT	WorkerTripLength	10.80	30.00

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tblTripsAndVMT	WorkerTripLength	10.80	30.00
tblTripsAndVMT	WorkerTripLength	10.80	30.00
tblTripsAndVMT	WorkerTripLength	10.80	30.00
tblTripsAndVMT	WorkerTripLength	10.80	30.00
tblTripsAndVMT	WorkerTripNumber	50.00	60.00
tblTripsAndVMT	WorkerTripNumber	18.00	30.00
tblTripsAndVMT	WorkerTripNumber	82.00	80.00
tblTripsAndVMT	WorkerTripNumber	10.00	18.00
tblTripsAndVMT	WorkerTripNumber	82.00	32.00
tblTripsAndVMT	WorkerTripNumber	16.00	200.00
tblVehicleEF	HHD	0.56	0.05
tblVehicleEF	HHD	0.38	0.35
tblVehicleEF	HHD	0.06	1.0977e-006
tblVehicleEF	HHD	1.74	4.91
tblVehicleEF	HHD	2.21	1.39
tblVehicleEF	HHD	4.51	0.01
tblVehicleEF	HHD	3,134.48	944.48
tblVehicleEF	HHD	1,887.93	1,826.23
tblVehicleEF	HHD	14.15	0.11
tblVehicleEF	HHD	17.68	5.87
tblVehicleEF	HHD	3.02	3.67
tblVehicleEF	HHD	18.99	2.33
tblVehicleEF	HHD	0.03	5.9643e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.4530e-003	0.02
tblVehicleEF	HHD	1.4500e-004	2.1189e-006

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tblVehicleEF	HHD	0.02	5.7063e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.5310e-003	8.7166e-003
tblVehicleEF	HHD	8.0860e-003	0.02
tblVehicleEF	HHD	1.3300e-004	1.9482e-006
tblVehicleEF	HHD	7.9000e-005	6.2621e-006
tblVehicleEF	HHD	4.0930e-003	3.5646e-004
tblVehicleEF	HHD	0.39	0.33
tblVehicleEF	HHD	5.6000e-005	4.0496e-006
tblVehicleEF	HHD	0.10	0.04
tblVehicleEF	HHD	6.6800e-004	2.4323e-003
tblVehicleEF	HHD	0.09	5.7411e-006
tblVehicleEF	HHD	0.03	7.9914e-003
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	2.1500e-004	1.1276e-006
tblVehicleEF	HHD	7.9000e-005	6.2621e-006
tblVehicleEF	HHD	4.0930e-003	3.5646e-004
tblVehicleEF	HHD	0.48	0.40
tblVehicleEF	HHD	5.6000e-005	4.0496e-006
tblVehicleEF	HHD	0.48	0.40
tblVehicleEF	HHD	6.6800e-004	2.4323e-003
tblVehicleEF	HHD	0.10	6.2858e-006
tblVehicleEF	HHD	0.53	0.05
tblVehicleEF	HHD	0.38	0.35
tblVehicleEF	HHD	0.06	1.0189e-006
tblVehicleEF	HHD	1.27	4.79
tblVehicleEF	HHD	2.23	1.39

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tblVehicleEF	HHD	4.12	0.01
tblVehicleEF	HHD	3,320.71	944.00
tblVehicleEF	HHD	1,887.93	1,826.23
tblVehicleEF	HHD	14.15	0.11
tblVehicleEF	HHD	18.25	5.76
tblVehicleEF	HHD	2.89	3.52
tblVehicleEF	HHD	18.96	2.33
tblVehicleEF	HHD	0.02	5.0942e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.4530e-003	0.02
tblVehicleEF	HHD	1.4500e-004	2.1189e-006
tblVehicleEF	HHD	0.02	4.8739e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.5310e-003	8.7166e-003
tblVehicleEF	HHD	8.0860e-003	0.02
tblVehicleEF	HHD	1.3300e-004	1.9482e-006
tblVehicleEF	HHD	1.6600e-004	1.5109e-005
tblVehicleEF	HHD	4.3660e-003	3.7595e-004
tblVehicleEF	HHD	0.36	0.34
tblVehicleEF	HHD	1.2200e-004	1.0976e-005
tblVehicleEF	HHD	0.10	0.05
tblVehicleEF	HHD	6.3700e-004	2.3563e-003
tblVehicleEF	HHD	0.09	5.3547e-006
tblVehicleEF	HHD	0.03	7.9899e-003
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	2.0900e-004	1.1113e-006

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tblVehicleEF	HHD	1.6600e-004	1.5109e-005
tblVehicleEF	HHD	4.3660e-003	3.7595e-004
tblVehicleEF	HHD	0.45	0.42
tblVehicleEF	HHD	1.2200e-004	1.0976e-005
tblVehicleEF	HHD	0.48	0.40
tblVehicleEF	HHD	6.3700e-004	2.3563e-003
tblVehicleEF	HHD	0.09	5.8627e-006
tblVehicleEF	HHD	0.60	0.04
tblVehicleEF	HHD	0.38	0.35
tblVehicleEF	HHD	0.07	1.1457e-006
tblVehicleEF	HHD	2.40	5.07
tblVehicleEF	HHD	2.20	1.39
tblVehicleEF	HHD	4.77	0.01
tblVehicleEF	HHD	2,877.32	945.13
tblVehicleEF	HHD	1,887.93	1,826.23
tblVehicleEF	HHD	14.15	0.12
tblVehicleEF	HHD	16.89	6.02
tblVehicleEF	HHD	3.07	3.73
tblVehicleEF	HHD	19.00	2.33
tblVehicleEF	HHD	0.03	7.1658e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.4530e-003	0.02
tblVehicleEF	HHD	1.4500e-004	2.1189e-006
tblVehicleEF	HHD	0.03	6.8558e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.5310e-003	8.7166e-003

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tblVehicleEF	HHD	8.0860e-003	0.02
tblVehicleEF	HHD	1.3300e-004	1.9482e-006
tblVehicleEF	HHD	4.9000e-005	3.2291e-006
tblVehicleEF	HHD	4.3680e-003	4.1859e-004
tblVehicleEF	HHD	0.42	0.31
tblVehicleEF	HHD	2.7000e-005	1.4423e-006
tblVehicleEF	HHD	0.10	0.04
tblVehicleEF	HHD	7.5200e-004	2.6644e-003
tblVehicleEF	HHD	0.10	5.9762e-006
tblVehicleEF	HHD	0.02	7.9934e-003
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	2.1900e-004	1.1387e-006
tblVehicleEF	HHD	4.9000e-005	3.2291e-006
tblVehicleEF	HHD	4.3680e-003	4.1859e-004
tblVehicleEF	HHD	0.52	0.38
tblVehicleEF	HHD	2.7000e-005	1.4423e-006
tblVehicleEF	HHD	0.48	0.40
tblVehicleEF	HHD	7.5200e-004	2.6644e-003
tblVehicleEF	HHD	0.11	6.5432e-006
tblVehicleEF	LDA	3.6440e-003	2.0268e-003
tblVehicleEF	LDA	4.2460e-003	0.04
tblVehicleEF	LDA	0.49	0.56
tblVehicleEF	LDA	1.00	2.13
tblVehicleEF	LDA	248.83	249.41
tblVehicleEF	LDA	52.61	49.94
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.06	0.17

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tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.0930e-003	1.7067e-003
tblVehicleEF	LDA	2.2530e-003	1.7135e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	1.9270e-003	1.5723e-003
tblVehicleEF	LDA	2.0710e-003	1.5755e-003
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	9.2100e-003	7.6973e-003
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.06	0.20
tblVehicleEF	LDA	2.4900e-003	2.4669e-003
tblVehicleEF	LDA	5.4300e-004	4.9421e-004
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.20
tblVehicleEF	LDA	0.06	0.22
tblVehicleEF	LDA	3.9780e-003	2.2428e-003
tblVehicleEF	LDA	3.5580e-003	0.04
tblVehicleEF	LDA	0.56	0.64
tblVehicleEF	LDA	0.79	1.66
tblVehicleEF	LDA	264.63	264.90

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tblVehicleEF	LDA	52.61	49.10
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.05	0.15
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.0930e-003	1.7067e-003
tblVehicleEF	LDA	2.2530e-003	1.7135e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	1.9270e-003	1.5723e-003
tblVehicleEF	LDA	2.0710e-003	1.5755e-003
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.01	8.3762e-003
tblVehicleEF	LDA	0.04	0.18
tblVehicleEF	LDA	0.05	0.17
tblVehicleEF	LDA	2.6490e-003	2.6202e-003
tblVehicleEF	LDA	5.3900e-004	4.8584e-004
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.18
tblVehicleEF	LDA	0.05	0.18
tblVehicleEF	LDA	3.5900e-003	1.9791e-003
tblVehicleEF	LDA	4.6640e-003	0.05

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tblVehicleEF	LDA	0.49	0.56
tblVehicleEF	LDA	1.14	2.41
tblVehicleEF	LDA	248.27	248.86
tblVehicleEF	LDA	52.61	50.45
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.06	0.18
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	8.0000e-003	8.0000e-003
tblVehicleEF	LDA	2.0930e-003	1.7067e-003
tblVehicleEF	LDA	2.2530e-003	1.7135e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	2.0000e-003	2.0000e-003
tblVehicleEF	LDA	1.9270e-003	1.5723e-003
tblVehicleEF	LDA	2.0710e-003	1.5755e-003
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	9.0760e-003	7.5880e-003
tblVehicleEF	LDA	0.05	0.24
tblVehicleEF	LDA	0.06	0.22
tblVehicleEF	LDA	2.4850e-003	2.4615e-003
tblVehicleEF	LDA	5.4500e-004	4.9929e-004
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.05	0.24

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tblVehicleEF	LDA	0.07	0.24
tblVehicleEF	LDT1	5.9890e-003	3.3456e-003
tblVehicleEF	LDT1	8.2800e-003	0.05
tblVehicleEF	LDT1	0.74	0.77
tblVehicleEF	LDT1	1.81	2.29
tblVehicleEF	LDT1	310.75	301.06
tblVehicleEF	LDT1	66.21	60.36
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.10	0.21
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	2.3520e-003	1.9580e-003
tblVehicleEF	LDT1	2.5880e-003	1.9988e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	2.1640e-003	1.8016e-003
tblVehicleEF	LDT1	2.3800e-003	1.8378e-003
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.16	0.12
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.13	0.47
tblVehicleEF	LDT1	0.11	0.25
tblVehicleEF	LDT1	3.1140e-003	2.9791e-003
tblVehicleEF	LDT1	6.9300e-004	5.9728e-004
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.16	0.12

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tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.13	0.47
tblVehicleEF	LDT1	0.12	0.28
tblVehicleEF	LDT1	6.5020e-003	3.6797e-003
tblVehicleEF	LDT1	6.8970e-003	0.05
tblVehicleEF	LDT1	0.84	0.87
tblVehicleEF	LDT1	1.42	1.79
tblVehicleEF	LDT1	329.94	317.05
tblVehicleEF	LDT1	66.21	59.42
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.09	0.18
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	2.3520e-003	1.9580e-003
tblVehicleEF	LDT1	2.5880e-003	1.9988e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	2.1640e-003	1.8016e-003
tblVehicleEF	LDT1	2.3800e-003	1.8378e-003
tblVehicleEF	LDT1	0.11	0.11
tblVehicleEF	LDT1	0.17	0.13
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.11	0.42
tblVehicleEF	LDT1	0.09	0.21
tblVehicleEF	LDT1	3.3070e-003	3.1374e-003

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tblVehicleEF	LDT1	6.8600e-004	5.8800e-004
tblVehicleEF	LDT1	0.11	0.11
tblVehicleEF	LDT1	0.17	0.13
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.11	0.42
tblVehicleEF	LDT1	0.10	0.23
tblVehicleEF	LDT1	5.9110e-003	3.2718e-003
tblVehicleEF	LDT1	9.1220e-003	0.06
tblVehicleEF	LDT1	0.74	0.77
tblVehicleEF	LDT1	2.05	2.59
tblVehicleEF	LDT1	310.08	300.50
tblVehicleEF	LDT1	66.21	60.93
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.11	0.22
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	8.0000e-003	8.0000e-003
tblVehicleEF	LDT1	2.3520e-003	1.9580e-003
tblVehicleEF	LDT1	2.5880e-003	1.9988e-003
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.0000e-003	2.0000e-003
tblVehicleEF	LDT1	2.1640e-003	1.8016e-003
tblVehicleEF	LDT1	2.3800e-003	1.8378e-003
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.17	0.13
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.01	0.01

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tblVehicleEF	LDT1	0.15	0.57
tblVehicleEF	LDT1	0.12	0.28
tblVehicleEF	LDT1	3.1070e-003	2.9736e-003
tblVehicleEF	LDT1	6.9700e-004	6.0291e-004
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.17	0.13
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.15	0.57
tblVehicleEF	LDT1	0.13	0.31
tblVehicleEF	LDT2	5.0070e-003	3.0069e-003
tblVehicleEF	LDT2	5.1920e-003	0.06
tblVehicleEF	LDT2	0.64	0.71
tblVehicleEF	LDT2	1.22	2.68
tblVehicleEF	LDT2	350.14	318.38
tblVehicleEF	LDT2	73.70	64.11
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.08	0.23
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.1760e-003	1.7425e-003
tblVehicleEF	LDT2	2.3270e-003	1.6972e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	2.0010e-003	1.6043e-003
tblVehicleEF	LDT2	2.1400e-003	1.5605e-003
tblVehicleEF	LDT2	0.03	0.05

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tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.03	0.05
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.07	0.27
tblVehicleEF	LDT2	3.5050e-003	3.1491e-003
tblVehicleEF	LDT2	7.5700e-004	6.3442e-004
tblVehicleEF	LDT2	0.03	0.05
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.03	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LDT2	5.4610e-003	3.3191e-003
tblVehicleEF	LDT2	4.3540e-003	0.05
tblVehicleEF	LDT2	0.72	0.81
tblVehicleEF	LDT2	0.97	2.09
tblVehicleEF	LDT2	371.94	333.64
tblVehicleEF	LDT2	73.70	63.03
tblVehicleEF	LDT2	0.05	0.04
tblVehicleEF	LDT2	0.07	0.20
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.1760e-003	1.7425e-003
tblVehicleEF	LDT2	2.3270e-003	1.6972e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003

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tblVehicleEF	LDT2	2.0010e-003	1.6043e-003
tblVehicleEF	LDT2	2.1400e-003	1.5605e-003
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.33
tblVehicleEF	LDT2	0.06	0.22
tblVehicleEF	LDT2	3.7240e-003	3.3002e-003
tblVehicleEF	LDT2	7.5300e-004	6.2376e-004
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.33
tblVehicleEF	LDT2	0.06	0.24
tblVehicleEF	LDT2	4.9320e-003	2.9369e-003
tblVehicleEF	LDT2	5.7010e-003	0.06
tblVehicleEF	LDT2	0.64	0.71
tblVehicleEF	LDT2	1.38	3.03
tblVehicleEF	LDT2	349.38	317.85
tblVehicleEF	LDT2	73.70	64.76
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.09	0.25
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	8.0000e-003	8.0000e-003
tblVehicleEF	LDT2	2.1760e-003	1.7425e-003

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tblVehicleEF	LDT2	2.3270e-003	1.6972e-003
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	2.0000e-003	2.0000e-003
tblVehicleEF	LDT2	2.0010e-003	1.6043e-003
tblVehicleEF	LDT2	2.1400e-003	1.5605e-003
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.08	0.45
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LDT2	3.4980e-003	3.1439e-003
tblVehicleEF	LDT2	7.6000e-004	6.4090e-004
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.08	0.45
tblVehicleEF	LDT2	0.08	0.32
tblVehicleEF	LHD1	5.6310e-003	5.7058e-003
tblVehicleEF	LHD1	0.01	6.6602e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	0.20
tblVehicleEF	LHD1	0.75	0.58
tblVehicleEF	LHD1	2.33	1.10
tblVehicleEF	LHD1	8.76	8.63
tblVehicleEF	LHD1	690.52	806.60

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tblVehicleEF	LHD1	35.12	12.89
tblVehicleEF	LHD1	0.06	0.04
tblVehicleEF	LHD1	0.60	0.34
tblVehicleEF	LHD1	1.03	0.33
tblVehicleEF	LHD1	7.0900e-004	6.7993e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.9640e-003	9.5376e-003
tblVehicleEF	LHD1	9.9640e-003	6.6235e-003
tblVehicleEF	LHD1	8.1300e-004	2.3985e-004
tblVehicleEF	LHD1	6.7800e-004	6.5052e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4910e-003	2.3844e-003
tblVehicleEF	LHD1	9.4940e-003	6.2887e-003
tblVehicleEF	LHD1	7.4800e-004	2.2054e-004
tblVehicleEF	LHD1	1.8860e-003	1.4241e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.2420e-003	9.2068e-004
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.28	0.42
tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	8.8000e-005	8.4027e-005
tblVehicleEF	LHD1	6.7840e-003	7.8940e-003
tblVehicleEF	LHD1	3.9500e-004	1.2759e-004
tblVehicleEF	LHD1	1.8860e-003	1.4241e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.02	0.03

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tblVehicleEF	LHD1	1.2420e-003	9.2068e-004
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.28	0.42
tblVehicleEF	LHD1	0.26	0.07
tblVehicleEF	LHD1	5.6310e-003	5.7229e-003
tblVehicleEF	LHD1	0.01	6.8375e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	0.20
tblVehicleEF	LHD1	0.77	0.59
tblVehicleEF	LHD1	2.15	1.02
tblVehicleEF	LHD1	8.76	8.63
tblVehicleEF	LHD1	690.52	806.63
tblVehicleEF	LHD1	35.12	12.75
tblVehicleEF	LHD1	0.06	0.04
tblVehicleEF	LHD1	0.57	0.32
tblVehicleEF	LHD1	0.95	0.31
tblVehicleEF	LHD1	7.0900e-004	6.7993e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.9640e-003	9.5376e-003
tblVehicleEF	LHD1	9.9640e-003	6.6235e-003
tblVehicleEF	LHD1	8.1300e-004	2.3985e-004
tblVehicleEF	LHD1	6.7800e-004	6.5052e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4910e-003	2.3844e-003
tblVehicleEF	LHD1	9.4940e-003	6.2887e-003
tblVehicleEF	LHD1	7.4800e-004	2.2054e-004
tblVehicleEF	LHD1	3.7230e-003	2.8555e-003

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tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.4410e-003	1.8390e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.27	0.40
tblVehicleEF	LHD1	0.22	0.06
tblVehicleEF	LHD1	8.8000e-005	8.4027e-005
tblVehicleEF	LHD1	6.7850e-003	7.8943e-003
tblVehicleEF	LHD1	3.9200e-004	1.2617e-004
tblVehicleEF	LHD1	3.7230e-003	2.8555e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	2.4410e-003	1.8390e-003
tblVehicleEF	LHD1	0.12	0.09
tblVehicleEF	LHD1	0.27	0.40
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	5.6310e-003	5.6948e-003
tblVehicleEF	LHD1	0.01	6.5615e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	0.20
tblVehicleEF	LHD1	0.74	0.57
tblVehicleEF	LHD1	2.46	1.16
tblVehicleEF	LHD1	8.76	8.63
tblVehicleEF	LHD1	690.52	806.59
tblVehicleEF	LHD1	35.12	13.00
tblVehicleEF	LHD1	0.06	0.04
tblVehicleEF	LHD1	0.62	0.35

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tblVehicleEF	LHD1	1.08	0.35
tblVehicleEF	LHD1	7.0900e-004	6.7993e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.9640e-003	9.5376e-003
tblVehicleEF	LHD1	9.9640e-003	6.6235e-003
tblVehicleEF	LHD1	8.1300e-004	2.3985e-004
tblVehicleEF	LHD1	6.7800e-004	6.5052e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4910e-003	2.3844e-003
tblVehicleEF	LHD1	9.4940e-003	6.2887e-003
tblVehicleEF	LHD1	7.4800e-004	2.2054e-004
tblVehicleEF	LHD1	1.1850e-003	8.7596e-004
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.2900e-004	4.5742e-004
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.31	0.47
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	8.8000e-005	8.4027e-005
tblVehicleEF	LHD1	6.7840e-003	7.8939e-003
tblVehicleEF	LHD1	3.9700e-004	1.2861e-004
tblVehicleEF	LHD1	1.1850e-003	8.7596e-004
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	6.2900e-004	4.5742e-004
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.31	0.47

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tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD2	3.2090e-003	3.3655e-003
tblVehicleEF	LHD2	6.7110e-003	6.0178e-003
tblVehicleEF	LHD2	5.6100e-003	7.6684e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.50	0.52
tblVehicleEF	LHD2	1.11	0.65
tblVehicleEF	LHD2	13.84	13.47
tblVehicleEF	LHD2	698.44	765.11
tblVehicleEF	LHD2	23.92	8.40
tblVehicleEF	LHD2	0.09	0.08
tblVehicleEF	LHD2	0.44	0.47
tblVehicleEF	LHD2	0.40	0.19
tblVehicleEF	LHD2	1.1970e-003	1.3542e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.9100e-004	1.2644e-004
tblVehicleEF	LHD2	1.1450e-003	1.2957e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	2.6920e-003	2.6653e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5900e-004	1.1625e-004
tblVehicleEF	LHD2	5.8600e-004	8.0057e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.8300e-004	5.0792e-004

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tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.06	0.24
tblVehicleEF	LHD2	0.08	0.04
tblVehicleEF	LHD2	1.3500e-004	1.2891e-004
tblVehicleEF	LHD2	6.7910e-003	7.3987e-003
tblVehicleEF	LHD2	2.5900e-004	8.3150e-005
tblVehicleEF	LHD2	5.8600e-004	8.0057e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.8300e-004	5.0792e-004
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	0.06	0.24
tblVehicleEF	LHD2	0.08	0.04
tblVehicleEF	LHD2	3.2090e-003	3.3748e-003
tblVehicleEF	LHD2	6.8030e-003	6.0913e-003
tblVehicleEF	LHD2	5.3080e-003	7.2152e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.51	0.52
tblVehicleEF	LHD2	1.03	0.60
tblVehicleEF	LHD2	13.84	13.47
tblVehicleEF	LHD2	698.44	765.12
tblVehicleEF	LHD2	23.92	8.32
tblVehicleEF	LHD2	0.09	0.08
tblVehicleEF	LHD2	0.42	0.45
tblVehicleEF	LHD2	0.38	0.17
tblVehicleEF	LHD2	1.1970e-003	1.3542e-003
tblVehicleEF	LHD2	0.09	0.09

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tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.9100e-004	1.2644e-004
tblVehicleEF	LHD2	1.1450e-003	1.2957e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	2.6920e-003	2.6653e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5900e-004	1.1625e-004
tblVehicleEF	LHD2	1.1730e-003	1.6084e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	7.7100e-004	1.0242e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.06	0.23
tblVehicleEF	LHD2	0.07	0.04
tblVehicleEF	LHD2	1.3500e-004	1.2891e-004
tblVehicleEF	LHD2	6.7910e-003	7.3988e-003
tblVehicleEF	LHD2	2.5700e-004	8.2326e-005
tblVehicleEF	LHD2	1.1730e-003	1.6084e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.7100e-004	1.0242e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	0.06	0.23
tblVehicleEF	LHD2	0.08	0.04
tblVehicleEF	LHD2	3.2090e-003	3.3594e-003
tblVehicleEF	LHD2	6.6590e-003	5.9764e-003

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tblVehicleEF	LHD2	5.8010e-003	7.9532e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.50	0.51
tblVehicleEF	LHD2	1.17	0.68
tblVehicleEF	LHD2	13.84	13.47
tblVehicleEF	LHD2	698.44	765.10
tblVehicleEF	LHD2	23.92	8.46
tblVehicleEF	LHD2	0.09	0.08
tblVehicleEF	LHD2	0.45	0.48
tblVehicleEF	LHD2	0.42	0.19
tblVehicleEF	LHD2	1.1970e-003	1.3542e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.9100e-004	1.2644e-004
tblVehicleEF	LHD2	1.1450e-003	1.2957e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	2.6920e-003	2.6653e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5900e-004	1.1625e-004
tblVehicleEF	LHD2	3.6600e-004	4.9285e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.9400e-004	2.5755e-004
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.07	0.27
tblVehicleEF	LHD2	0.08	0.04

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tblVehicleEF	LHD2	1.3500e-004	1.2891e-004
tblVehicleEF	LHD2	6.7910e-003	7.3987e-003
tblVehicleEF	LHD2	2.6000e-004	8.3743e-005
tblVehicleEF	LHD2	3.6600e-004	4.9285e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.9400e-004	2.5755e-004
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	0.07	0.27
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	MCY	0.56	0.40
tblVehicleEF	MCY	0.17	0.25
tblVehicleEF	MCY	20.61	20.63
tblVehicleEF	MCY	10.18	9.07
tblVehicleEF	MCY	193.06	229.85
tblVehicleEF	MCY	46.00	61.66
tblVehicleEF	MCY	1.19	1.19
tblVehicleEF	MCY	0.33	0.28
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.5080e-003	2.3850e-003
tblVehicleEF	MCY	3.7870e-003	2.9934e-003
tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	2.3460e-003	2.2302e-003
tblVehicleEF	MCY	3.5710e-003	2.8199e-003
tblVehicleEF	MCY	0.79	0.79
tblVehicleEF	MCY	0.80	0.78

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tblVehicleEF	MCY	0.51	0.51
tblVehicleEF	MCY	2.80	2.80
tblVehicleEF	MCY	0.84	2.28
tblVehicleEF	MCY	2.26	1.99
tblVehicleEF	MCY	2.3520e-003	2.2745e-003
tblVehicleEF	MCY	6.9300e-004	6.1015e-004
tblVehicleEF	MCY	0.79	0.79
tblVehicleEF	MCY	0.80	0.78
tblVehicleEF	MCY	0.51	0.51
tblVehicleEF	MCY	3.46	3.47
tblVehicleEF	MCY	0.84	2.28
tblVehicleEF	MCY	2.46	2.16
tblVehicleEF	MCY	0.54	0.39
tblVehicleEF	MCY	0.14	0.21
tblVehicleEF	MCY	19.20	19.22
tblVehicleEF	MCY	8.83	7.78
tblVehicleEF	MCY	193.06	227.18
tblVehicleEF	MCY	46.00	58.42
tblVehicleEF	MCY	1.03	1.03
tblVehicleEF	MCY	0.30	0.25
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.5080e-003	2.3850e-003
tblVehicleEF	MCY	3.7870e-003	2.9934e-003
tblVehicleEF	MCY	5.0400e-003	5.0400e-003
tblVehicleEF	MCY	2.3460e-003	2.2302e-003
tblVehicleEF	MCY	3.5710e-003	2.8199e-003

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tblVehicleEF	MCY	1.97	1.96
tblVehicleEF	MCY	0.93	0.92
tblVehicleEF	MCY	1.31	1.29
tblVehicleEF	MCY	2.68	2.68
tblVehicleEF	MCY	0.77	2.09
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.3260e-003	2.2481e-003
tblVehicleEF	MCY	6.5900e-004	5.7813e-004
tblVehicleEF	MCY	1.97	1.96
tblVehicleEF	MCY	0.93	0.92
tblVehicleEF	MCY	1.31	1.29
tblVehicleEF	MCY	3.32	3.32
tblVehicleEF	MCY	0.77	2.09
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.58	0.41
tblVehicleEF	MCY	0.19	0.28
tblVehicleEF	MCY	21.90	21.93
tblVehicleEF	MCY	11.25	10.08
tblVehicleEF	MCY	193.06	232.22
tblVehicleEF	MCY	46.00	64.09
tblVehicleEF	MCY	1.26	1.26
tblVehicleEF	MCY	0.34	0.29
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	4.0000e-003	4.0000e-003
tblVehicleEF	MCY	2.5080e-003	2.3850e-003
tblVehicleEF	MCY	3.7870e-003	2.9934e-003
tblVehicleEF	MCY	5.0400e-003	5.0400e-003

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tblVehicleEF	MCY	2.3460e-003	2.2302e-003
tblVehicleEF	MCY	3.5710e-003	2.8199e-003
tblVehicleEF	MCY	0.35	0.35
tblVehicleEF	MCY	1.00	0.97
tblVehicleEF	MCY	0.21	0.22
tblVehicleEF	MCY	2.89	2.89
tblVehicleEF	MCY	0.99	2.69
tblVehicleEF	MCY	2.53	2.24
tblVehicleEF	MCY	2.3760e-003	2.2980e-003
tblVehicleEF	MCY	7.1900e-004	6.3427e-004
tblVehicleEF	MCY	0.35	0.35
tblVehicleEF	MCY	1.00	0.97
tblVehicleEF	MCY	0.21	0.22
tblVehicleEF	MCY	3.57	3.57
tblVehicleEF	MCY	0.99	2.69
tblVehicleEF	MCY	2.76	2.44
tblVehicleEF	MDV	7.1350e-003	3.0460e-003
tblVehicleEF	MDV	9.0500e-003	0.06
tblVehicleEF	MDV	0.80	0.69
tblVehicleEF	MDV	1.79	2.72
tblVehicleEF	MDV	460.22	375.26
tblVehicleEF	MDV	94.54	73.63
tblVehicleEF	MDV	0.08	0.05
tblVehicleEF	MDV	0.14	0.23
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.2400e-003	1.8274e-003

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tblVehicleEF	MDV	2.3440e-003	1.7492e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.0640e-003	1.6854e-003
tblVehicleEF	MDV	2.1550e-003	1.6083e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.11	0.09
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.02	0.01
tblVehicleEF	MDV	0.09	0.32
tblVehicleEF	MDV	0.12	0.27
tblVehicleEF	MDV	4.6020e-003	3.7079e-003
tblVehicleEF	MDV	9.7600e-004	7.2866e-004
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.11	0.09
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.09	0.32
tblVehicleEF	MDV	0.13	0.30
tblVehicleEF	MDV	7.7670e-003	3.3567e-003
tblVehicleEF	MDV	7.5720e-003	0.05
tblVehicleEF	MDV	0.90	0.79
tblVehicleEF	MDV	1.41	2.12
tblVehicleEF	MDV	488.04	390.03
tblVehicleEF	MDV	94.54	72.53
tblVehicleEF	MDV	0.07	0.04
tblVehicleEF	MDV	0.12	0.20

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tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.2400e-003	1.8274e-003
tblVehicleEF	MDV	2.3440e-003	1.7492e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.0640e-003	1.6854e-003
tblVehicleEF	MDV	2.1550e-003	1.6083e-003
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.12	0.10
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.02	0.01
tblVehicleEF	MDV	0.08	0.29
tblVehicleEF	MDV	0.10	0.23
tblVehicleEF	MDV	4.8810e-003	3.8541e-003
tblVehicleEF	MDV	9.6900e-004	7.1777e-004
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.12	0.10
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.08	0.29
tblVehicleEF	MDV	0.11	0.25
tblVehicleEF	MDV	7.0370e-003	2.9795e-003
tblVehicleEF	MDV	9.9480e-003	0.06
tblVehicleEF	MDV	0.80	0.70
tblVehicleEF	MDV	2.03	3.08
tblVehicleEF	MDV	459.24	374.74

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tblVehicleEF	MDV	94.54	74.30
tblVehicleEF	MDV	0.09	0.05
tblVehicleEF	MDV	0.15	0.25
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	8.0000e-003	8.0000e-003
tblVehicleEF	MDV	2.2400e-003	1.8274e-003
tblVehicleEF	MDV	2.3440e-003	1.7492e-003
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	2.0000e-003	2.0000e-003
tblVehicleEF	MDV	2.0640e-003	1.6854e-003
tblVehicleEF	MDV	2.1550e-003	1.6083e-003
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	0.12	0.10
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	0.02	0.01
tblVehicleEF	MDV	0.11	0.39
tblVehicleEF	MDV	0.13	0.30
tblVehicleEF	MDV	4.5920e-003	3.7028e-003
tblVehicleEF	MDV	9.8000e-004	7.3529e-004
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	0.12	0.10
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.39
tblVehicleEF	MDV	0.15	0.33
tblVehicleEF	MH	0.02	7.9406e-003
tblVehicleEF	MH	0.02	0.02

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tblVehicleEF	MH	1.01	0.78
tblVehicleEF	MH	4.36	1.96
tblVehicleEF	MH	1,185.81	1,444.02
tblVehicleEF	MH	56.72	17.21
tblVehicleEF	MH	0.83	0.98
tblVehicleEF	MH	0.62	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	1.0110e-003	2.8415e-004
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.2230e-003	3.2780e-003
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	9.3000e-004	2.6127e-004
tblVehicleEF	MH	0.34	0.38
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.15	0.15
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	0.01	1.14
tblVehicleEF	MH	0.24	0.08
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.4300e-004	1.7030e-004
tblVehicleEF	MH	0.34	0.38
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.15	0.15
tblVehicleEF	MH	0.07	0.07
tblVehicleEF	MH	0.01	1.14

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tblVehicleEF	MH	0.27	0.09
tblVehicleEF	MH	0.02	8.2296e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.06	0.81
tblVehicleEF	MH	4.00	1.80
tblVehicleEF	MH	1,185.81	1,444.08
tblVehicleEF	MH	56.72	16.93
tblVehicleEF	MH	0.78	0.92
tblVehicleEF	MH	0.57	0.21
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	1.0110e-003	2.8415e-004
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.2230e-003	3.2780e-003
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	9.3000e-004	2.6127e-004
tblVehicleEF	MH	0.70	0.77
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.30	0.33
tblVehicleEF	MH	0.06	0.05
tblVehicleEF	MH	0.01	1.10
tblVehicleEF	MH	0.23	0.08
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.3600e-004	1.6757e-004
tblVehicleEF	MH	0.70	0.77
tblVehicleEF	MH	0.03	0.04

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tblVehicleEF	MH	0.30	0.33
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.01	1.10
tblVehicleEF	MH	0.25	0.09
tblVehicleEF	MH	0.01	7.7885e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.99	0.76
tblVehicleEF	MH	4.62	2.08
tblVehicleEF	MH	1,185.81	1,443.99
tblVehicleEF	MH	56.72	17.40
tblVehicleEF	MH	0.85	1.00
tblVehicleEF	MH	0.65	0.24
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	1.0110e-003	2.8415e-004
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	3.2230e-003	3.2780e-003
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	9.3000e-004	2.6127e-004
tblVehicleEF	MH	0.20	0.21
tblVehicleEF	MH	0.04	0.05
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	0.01	1.22
tblVehicleEF	MH	0.25	0.09
tblVehicleEF	MH	0.01	0.01

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tblVehicleEF	MH	6.4700e-004	1.7215e-004
tblVehicleEF	MH	0.20	0.21
tblVehicleEF	MH	0.04	0.05
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	0.07	0.07
tblVehicleEF	MH	0.01	1.22
tblVehicleEF	MH	0.28	0.10
tblVehicleEF	MHD	0.02	3.1867e-003
tblVehicleEF	MHD	3.4540e-003	1.3418e-003
tblVehicleEF	MHD	0.05	7.5740e-003
tblVehicleEF	MHD	0.31	0.50
tblVehicleEF	MHD	0.30	0.19
tblVehicleEF	MHD	4.66	0.85
tblVehicleEF	MHD	155.32	115.04
tblVehicleEF	MHD	1,179.47	1,042.08
tblVehicleEF	MHD	51.33	7.73
tblVehicleEF	MHD	0.45	0.72
tblVehicleEF	MHD	1.09	1.42
tblVehicleEF	MHD	12.05	1.80
tblVehicleEF	MHD	1.5900e-004	6.2721e-004
tblVehicleEF	MHD	0.13	0.13
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	3.1450e-003	6.7340e-003
tblVehicleEF	MHD	7.2000e-004	8.5775e-005
tblVehicleEF	MHD	1.5200e-004	6.0007e-004
tblVehicleEF	MHD	0.06	0.06
tblVehicleEF	MHD	3.0000e-003	3.0000e-003

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tblVehicleEF	MHD	3.0060e-003	6.4387e-003
tblVehicleEF	MHD	6.6200e-004	7.8867e-005
tblVehicleEF	MHD	7.5300e-004	3.0648e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	4.8600e-004	1.9877e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.02	0.09
tblVehicleEF	MHD	0.29	0.04
tblVehicleEF	MHD	1.4920e-003	1.0893e-003
tblVehicleEF	MHD	0.01	9.9132e-003
tblVehicleEF	MHD	5.9500e-004	7.6513e-005
tblVehicleEF	MHD	7.5300e-004	3.0648e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	4.8600e-004	1.9877e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.09
tblVehicleEF	MHD	0.32	0.04
tblVehicleEF	MHD	0.01	3.0270e-003
tblVehicleEF	MHD	3.5180e-003	1.3773e-003
tblVehicleEF	MHD	0.04	7.1045e-003
tblVehicleEF	MHD	0.22	0.44
tblVehicleEF	MHD	0.30	0.20
tblVehicleEF	MHD	4.26	0.77
tblVehicleEF	MHD	164.67	114.96
tblVehicleEF	MHD	1,179.47	1,042.08

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tblVehicleEF	MHD	51.33	7.61
tblVehicleEF	MHD	0.47	0.71
tblVehicleEF	MHD	1.04	1.36
tblVehicleEF	MHD	12.00	1.79
tblVehicleEF	MHD	1.3400e-004	5.3415e-004
tblVehicleEF	MHD	0.13	0.13
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	3.1450e-003	6.7340e-003
tblVehicleEF	MHD	7.2000e-004	8.5775e-005
tblVehicleEF	MHD	1.2800e-004	5.1104e-004
tblVehicleEF	MHD	0.06	0.06
tblVehicleEF	MHD	3.0000e-003	3.0000e-003
tblVehicleEF	MHD	3.0060e-003	6.4387e-003
tblVehicleEF	MHD	6.6200e-004	7.8867e-005
tblVehicleEF	MHD	1.5510e-003	6.2899e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	1.0170e-003	4.1425e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.02	0.09
tblVehicleEF	MHD	0.27	0.04
tblVehicleEF	MHD	1.5800e-003	1.0887e-003
tblVehicleEF	MHD	0.01	9.9133e-003
tblVehicleEF	MHD	5.8800e-004	7.5289e-005
tblVehicleEF	MHD	1.5510e-003	6.2899e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.03

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tblVehicleEF	MHD	1.0170e-003	4.1425e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.09
tblVehicleEF	MHD	0.30	0.04
tblVehicleEF	MHD	0.02	3.3426e-003
tblVehicleEF	MHD	3.4210e-003	1.3224e-003
tblVehicleEF	MHD	0.05	7.8515e-003
tblVehicleEF	MHD	0.41	0.56
tblVehicleEF	MHD	0.30	0.19
tblVehicleEF	MHD	4.94	0.90
tblVehicleEF	MHD	142.73	115.26
tblVehicleEF	MHD	1,179.47	1,042.07
tblVehicleEF	MHD	51.33	7.82
tblVehicleEF	MHD	0.43	0.74
tblVehicleEF	MHD	1.11	1.44
tblVehicleEF	MHD	12.08	1.80
tblVehicleEF	MHD	1.9300e-004	7.5571e-004
tblVehicleEF	MHD	0.13	0.13
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	3.1450e-003	6.7340e-003
tblVehicleEF	MHD	7.2000e-004	8.5775e-005
tblVehicleEF	MHD	1.8500e-004	7.2302e-004
tblVehicleEF	MHD	0.06	0.06
tblVehicleEF	MHD	3.0000e-003	3.0000e-003
tblVehicleEF	MHD	3.0060e-003	6.4387e-003
tblVehicleEF	MHD	6.6200e-004	7.8867e-005
tblVehicleEF	MHD	4.5200e-004	1.8580e-004

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tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	2.3200e-004	9.6130e-005
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.30	0.04
tblVehicleEF	MHD	1.3730e-003	1.0912e-003
tblVehicleEF	MHD	0.01	9.9132e-003
tblVehicleEF	MHD	6.0000e-004	7.7350e-005
tblVehicleEF	MHD	4.5200e-004	1.8580e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	2.3200e-004	9.6130e-005
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.33	0.05
tblVehicleEF	OBUS	0.01	6.6390e-003
tblVehicleEF	OBUS	5.3460e-003	3.7011e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.24	0.61
tblVehicleEF	OBUS	0.42	0.48
tblVehicleEF	OBUS	4.75	1.70
tblVehicleEF	OBUS	142.11	100.56
tblVehicleEF	OBUS	1,309.44	1,332.93
tblVehicleEF	OBUS	64.09	14.28
tblVehicleEF	OBUS	0.32	0.41
tblVehicleEF	OBUS	1.10	1.59

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tblVehicleEF	OBUS	3.67	1.17
tblVehicleEF	OBUS	2.9000e-005	1.3444e-004
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	3.1040e-003	8.1250e-003
tblVehicleEF	OBUS	6.6000e-004	1.4036e-004
tblVehicleEF	OBUS	2.8000e-005	1.2863e-004
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	3.0000e-003	3.0000e-003
tblVehicleEF	OBUS	2.9580e-003	7.7637e-003
tblVehicleEF	OBUS	6.0600e-004	1.2905e-004
tblVehicleEF	OBUS	1.0980e-003	1.0914e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	6.0200e-004	5.6606e-004
tblVehicleEF	OBUS	0.05	0.03
tblVehicleEF	OBUS	0.03	0.18
tblVehicleEF	OBUS	0.30	0.08
tblVehicleEF	OBUS	1.3670e-003	9.5466e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.2400e-004	1.4132e-004
tblVehicleEF	OBUS	1.0980e-003	1.0914e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	6.0200e-004	5.6606e-004
tblVehicleEF	OBUS	0.06	0.03
tblVehicleEF	OBUS	0.03	0.18

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tblVehicleEF	OBUS	0.33	0.09
tblVehicleEF	OBUS	0.01	6.7332e-003
tblVehicleEF	OBUS	5.4750e-003	3.8324e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.23	0.60
tblVehicleEF	OBUS	0.43	0.49
tblVehicleEF	OBUS	4.35	1.56
tblVehicleEF	OBUS	149.62	99.32
tblVehicleEF	OBUS	1,309.44	1,332.95
tblVehicleEF	OBUS	64.09	14.04
tblVehicleEF	OBUS	0.33	0.39
tblVehicleEF	OBUS	1.05	1.51
tblVehicleEF	OBUS	3.61	1.16
tblVehicleEF	OBUS	2.5000e-005	1.1946e-004
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	3.1040e-003	8.1250e-003
tblVehicleEF	OBUS	6.6000e-004	1.4036e-004
tblVehicleEF	OBUS	2.4000e-005	1.1429e-004
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	3.0000e-003	3.0000e-003
tblVehicleEF	OBUS	2.9580e-003	7.7637e-003
tblVehicleEF	OBUS	6.0600e-004	1.2905e-004
tblVehicleEF	OBUS	2.1040e-003	2.1369e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	1.2250e-003	1.1613e-003

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tblVehicleEF	OBUS	0.05	0.03
tblVehicleEF	OBUS	0.03	0.17
tblVehicleEF	OBUS	0.28	0.08
tblVehicleEF	OBUS	1.4390e-003	9.4299e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.1700e-004	1.3893e-004
tblVehicleEF	OBUS	2.1040e-003	2.1369e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	1.2250e-003	1.1613e-003
tblVehicleEF	OBUS	0.06	0.04
tblVehicleEF	OBUS	0.03	0.17
tblVehicleEF	OBUS	0.31	0.09
tblVehicleEF	OBUS	0.01	6.5249e-003
tblVehicleEF	OBUS	5.2770e-003	3.6308e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.25	0.61
tblVehicleEF	OBUS	0.42	0.47
tblVehicleEF	OBUS	5.01	1.80
tblVehicleEF	OBUS	131.74	102.27
tblVehicleEF	OBUS	1,309.44	1,332.92
tblVehicleEF	OBUS	64.09	14.44
tblVehicleEF	OBUS	0.31	0.44
tblVehicleEF	OBUS	1.12	1.61
tblVehicleEF	OBUS	3.71	1.18
tblVehicleEF	OBUS	3.6000e-005	1.5513e-004
tblVehicleEF	OBUS	0.13	0.13

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tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	3.1040e-003	8.1250e-003
tblVehicleEF	OBUS	6.6000e-004	1.4036e-004
tblVehicleEF	OBUS	3.4000e-005	1.4842e-004
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	3.0000e-003	3.0000e-003
tblVehicleEF	OBUS	2.9580e-003	7.7637e-003
tblVehicleEF	OBUS	6.0600e-004	1.2905e-004
tblVehicleEF	OBUS	7.8400e-004	7.3463e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	2.7200e-004	2.4457e-004
tblVehicleEF	OBUS	0.05	0.03
tblVehicleEF	OBUS	0.03	0.20
tblVehicleEF	OBUS	0.32	0.09
tblVehicleEF	OBUS	1.2680e-003	9.7078e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.2900e-004	1.4291e-004
tblVehicleEF	OBUS	7.8400e-004	7.3463e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	2.7200e-004	2.4457e-004
tblVehicleEF	OBUS	0.06	0.03
tblVehicleEF	OBUS	0.03	0.20
tblVehicleEF	OBUS	0.35	0.10
tblVehicleEF	SBUS	0.81	0.16
tblVehicleEF	SBUS	9.8340e-003	3.3566e-003

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tblVehicleEF	SBUS	0.06	0.01
tblVehicleEF	SBUS	8.09	5.87
tblVehicleEF	SBUS	0.59	0.28
tblVehicleEF	SBUS	7.19	1.80
tblVehicleEF	SBUS	1,103.84	389.31
tblVehicleEF	SBUS	1,057.81	930.98
tblVehicleEF	SBUS	57.01	11.79
tblVehicleEF	SBUS	7.90	2.10
tblVehicleEF	SBUS	3.38	1.47
tblVehicleEF	SBUS	11.83	1.21
tblVehicleEF	SBUS	7.0490e-003	1.4423e-003
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	9.6478e-003
tblVehicleEF	SBUS	0.02	9.6497e-003
tblVehicleEF	SBUS	6.8100e-004	1.4856e-004
tblVehicleEF	SBUS	6.7440e-003	1.3800e-003
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.6370e-003	2.4119e-003
tblVehicleEF	SBUS	0.02	9.2039e-003
tblVehicleEF	SBUS	6.2600e-004	1.3659e-004
tblVehicleEF	SBUS	2.7710e-003	1.1659e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	0.96	0.71
tblVehicleEF	SBUS	1.5500e-003	6.2284e-004
tblVehicleEF	SBUS	0.09	0.03
tblVehicleEF	SBUS	0.02	0.09
tblVehicleEF	SBUS	0.38	0.07

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tblVehicleEF	SBUS	0.01	3.7524e-003
tblVehicleEF	SBUS	0.01	9.0207e-003
tblVehicleEF	SBUS	6.9400e-004	1.1662e-004
tblVehicleEF	SBUS	2.7710e-003	1.1659e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	1.38	1.03
tblVehicleEF	SBUS	1.5500e-003	6.2284e-004
tblVehicleEF	SBUS	0.11	0.04
tblVehicleEF	SBUS	0.02	0.09
tblVehicleEF	SBUS	0.42	0.08
tblVehicleEF	SBUS	0.81	0.16
tblVehicleEF	SBUS	0.01	3.4402e-003
tblVehicleEF	SBUS	0.05	0.01
tblVehicleEF	SBUS	8.00	5.85
tblVehicleEF	SBUS	0.61	0.28
tblVehicleEF	SBUS	5.45	1.36
tblVehicleEF	SBUS	1,152.72	392.38
tblVehicleEF	SBUS	1,057.81	930.99
tblVehicleEF	SBUS	57.01	11.06
tblVehicleEF	SBUS	8.15	2.12
tblVehicleEF	SBUS	3.22	1.40
tblVehicleEF	SBUS	11.79	1.20
tblVehicleEF	SBUS	5.9420e-003	1.2250e-003
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	9.6478e-003
tblVehicleEF	SBUS	0.02	9.6497e-003
tblVehicleEF	SBUS	6.8100e-004	1.4856e-004

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tblVehicleEF	SBUS	5.6850e-003	1.1720e-003
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.6370e-003	2.4119e-003
tblVehicleEF	SBUS	0.02	9.2039e-003
tblVehicleEF	SBUS	6.2600e-004	1.3659e-004
tblVehicleEF	SBUS	5.2560e-003	2.2798e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	0.95	0.71
tblVehicleEF	SBUS	3.1210e-003	1.2969e-003
tblVehicleEF	SBUS	0.09	0.03
tblVehicleEF	SBUS	0.01	0.07
tblVehicleEF	SBUS	0.33	0.06
tblVehicleEF	SBUS	0.01	3.7814e-003
tblVehicleEF	SBUS	0.01	9.0209e-003
tblVehicleEF	SBUS	6.6500e-004	1.0945e-004
tblVehicleEF	SBUS	5.2560e-003	2.2798e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	1.38	1.03
tblVehicleEF	SBUS	3.1210e-003	1.2969e-003
tblVehicleEF	SBUS	0.11	0.04
tblVehicleEF	SBUS	0.01	0.07
tblVehicleEF	SBUS	0.36	0.07
tblVehicleEF	SBUS	0.81	0.16
tblVehicleEF	SBUS	9.7060e-003	3.3097e-003
tblVehicleEF	SBUS	0.07	0.01
tblVehicleEF	SBUS	8.23	5.90
tblVehicleEF	SBUS	0.59	0.27

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tblVehicleEF	SBUS	8.50	2.13
tblVehicleEF	SBUS	1,036.35	385.06
tblVehicleEF	SBUS	1,057.81	930.97
tblVehicleEF	SBUS	57.01	12.33
tblVehicleEF	SBUS	7.55	2.08
tblVehicleEF	SBUS	3.43	1.50
tblVehicleEF	SBUS	11.86	1.22
tblVehicleEF	SBUS	8.5770e-003	1.7425e-003
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	9.6478e-003
tblVehicleEF	SBUS	0.02	9.6497e-003
tblVehicleEF	SBUS	6.8100e-004	1.4856e-004
tblVehicleEF	SBUS	8.2060e-003	1.6671e-003
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.6370e-003	2.4119e-003
tblVehicleEF	SBUS	0.02	9.2039e-003
tblVehicleEF	SBUS	6.2600e-004	1.3659e-004
tblVehicleEF	SBUS	2.0200e-003	8.1327e-004
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	0.96	0.71
tblVehicleEF	SBUS	7.1100e-004	2.7894e-004
tblVehicleEF	SBUS	0.09	0.03
tblVehicleEF	SBUS	0.02	0.12
tblVehicleEF	SBUS	0.42	0.08
tblVehicleEF	SBUS	0.01	3.7123e-003
tblVehicleEF	SBUS	0.01	9.0207e-003
tblVehicleEF	SBUS	7.1600e-004	1.2199e-004

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tblVehicleEF	SBUS	2.0200e-003	8.1327e-004
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	1.39	1.03
tblVehicleEF	SBUS	7.1100e-004	2.7894e-004
tblVehicleEF	SBUS	0.11	0.04
tblVehicleEF	SBUS	0.02	0.12
tblVehicleEF	SBUS	0.46	0.09
tblVehicleEF	UBUS	0.42	1.38
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	8.65	10.31
tblVehicleEF	UBUS	9.26	0.00
tblVehicleEF	UBUS	2,259.15	1,709.68
tblVehicleEF	UBUS	65.85	0.00
tblVehicleEF	UBUS	15.81	0.75
tblVehicleEF	UBUS	17.18	0.00
tblVehicleEF	UBUS	0.69	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.30	5.4623e-003
tblVehicleEF	UBUS	1.1580e-003	0.00
tblVehicleEF	UBUS	0.29	0.03
tblVehicleEF	UBUS	3.0000e-003	8.6539e-003
tblVehicleEF	UBUS	0.29	5.2260e-003
tblVehicleEF	UBUS	1.0650e-003	0.00
tblVehicleEF	UBUS	3.1800e-003	0.00
tblVehicleEF	UBUS	0.08	0.00
tblVehicleEF	UBUS	1.5890e-003	0.00
tblVehicleEF	UBUS	1.27	0.02

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tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.62	0.00
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	8.2300e-004	0.00
tblVehicleEF	UBUS	3.1800e-003	0.00
tblVehicleEF	UBUS	0.08	0.00
tblVehicleEF	UBUS	1.5890e-003	0.00
tblVehicleEF	UBUS	1.79	1.41
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.68	0.00
tblVehicleEF	UBUS	0.43	1.38
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	8.80	10.31
tblVehicleEF	UBUS	7.07	0.00
tblVehicleEF	UBUS	2,259.15	1,709.68
tblVehicleEF	UBUS	65.85	0.00
tblVehicleEF	UBUS	15.09	0.75
tblVehicleEF	UBUS	17.12	0.00
tblVehicleEF	UBUS	0.69	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.30	5.4623e-003
tblVehicleEF	UBUS	1.1580e-003	0.00
tblVehicleEF	UBUS	0.29	0.03
tblVehicleEF	UBUS	3.0000e-003	8.6539e-003
tblVehicleEF	UBUS	0.29	5.2260e-003
tblVehicleEF	UBUS	1.0650e-003	0.00
tblVehicleEF	UBUS	6.5610e-003	0.00

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tblVehicleEF	UBUS	0.08	0.00
tblVehicleEF	UBUS	3.2820e-003	0.00
tblVehicleEF	UBUS	1.30	0.02
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.51	0.00
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	7.8500e-004	0.00
tblVehicleEF	UBUS	6.5610e-003	0.00
tblVehicleEF	UBUS	0.08	0.00
tblVehicleEF	UBUS	3.2820e-003	0.00
tblVehicleEF	UBUS	1.84	1.41
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.56	0.00
tblVehicleEF	UBUS	0.41	1.38
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	8.57	10.31
tblVehicleEF	UBUS	10.92	0.00
tblVehicleEF	UBUS	2,259.15	1,709.68
tblVehicleEF	UBUS	65.85	0.00
tblVehicleEF	UBUS	16.05	0.75
tblVehicleEF	UBUS	17.22	0.00
tblVehicleEF	UBUS	0.69	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.30	5.4623e-003
tblVehicleEF	UBUS	1.1580e-003	0.00
tblVehicleEF	UBUS	0.29	0.03
tblVehicleEF	UBUS	3.0000e-003	8.6539e-003

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tblVehicleEF	UBUS	0.29	5.2260e-003
tblVehicleEF	UBUS	1.0650e-003	0.00
tblVehicleEF	UBUS	1.7960e-003	0.00
tblVehicleEF	UBUS	0.11	0.00
tblVehicleEF	UBUS	5.5600e-004	0.00
tblVehicleEF	UBUS	1.25	0.02
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	0.69	0.00
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	8.5200e-004	0.00
tblVehicleEF	UBUS	1.7960e-003	0.00
tblVehicleEF	UBUS	0.11	0.00
tblVehicleEF	UBUS	5.5600e-004	0.00
tblVehicleEF	UBUS	1.77	1.41
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	0.76	0.00
tblVehicleTrips	ST_TR	4.98	12.45
tblVehicleTrips	ST_TR	8.19	8.42
tblVehicleTrips	SU_TR	3.65	9.13
tblVehicleTrips	SU_TR	5.95	6.12
tblVehicleTrips	WD_TR	4.20	10.50
tblVehicleTrips	WD_TR	8.17	8.40
tblWoodstoves	NumberCatalytic	0.42	0.00
tblWoodstoves	NumberNoncatalytic	0.42	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

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2.0 Emissions Summary

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2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.4000	2.9574	3.3344	7.7700e-003	0.1373	0.1328	0.2701	0.0337	0.1285	0.1622	0.0000	678.8037	678.8037	0.0979	0.0000	681.2522
2022	0.8336	3.1959	5.1245	0.0140	0.6054	0.1356	0.7410	0.1615	0.1330	0.2945	0.0000	1,240.6940	1,240.6940	0.0945	0.0000	1,243.0569
2023	0.1925	0.2313	0.7583	2.4800e-003	0.1952	0.0114	0.2066	0.0519	0.0113	0.0632	0.0000	221.0280	221.0280	5.5700e-003	0.0000	221.1672
Maximum	0.8336	3.1959	5.1245	0.0140	0.6054	0.1356	0.7410	0.1615	0.1330	0.2945	0.0000	1,240.6940	1,240.6940	0.0979	0.0000	1,243.0569

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1600	1.8606	3.7399	7.7700e-003	0.1373	0.0362	0.1735	0.0337	0.0348	0.0685	0.0000	678.8031	678.8031	0.0979	0.0000	681.2515
2022	0.5445	2.3024	5.6547	0.0140	0.6054	0.0368	0.6422	0.1615	0.0357	0.1972	0.0000	1,240.6933	1,240.6933	0.0945	0.0000	1,243.0561
2023	0.1650	0.1795	0.8152	2.4800e-003	0.1952	2.2500e-003	0.1975	0.0519	2.1400e-003	0.0541	0.0000	221.0279	221.0279	5.5700e-003	0.0000	221.1671
Maximum	0.5445	2.3024	5.6547	0.0140	0.6054	0.0368	0.6422	0.1615	0.0357	0.1972	0.0000	1,240.6933	1,240.6933	0.0979	0.0000	1,243.0561

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	39.03	31.98	-10.77	0.00	0.00	73.13	16.80	0.00	73.40	38.52	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-27-2021	12-26-2021	3.1803	1.9122
2	12-27-2021	3-26-2022	1.8421	1.1965
3	3-27-2022	6-26-2022	1.6066	1.1915
4	6-27-2022	9-26-2022	0.3315	0.2538
5	9-27-2022	12-26-2022	0.3408	0.2639
6	12-27-2022	3-26-2023	0.3153	0.2570
7	3-27-2023	6-26-2023	0.1313	0.1065
		Highest	3.1803	1.9122

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2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0572	1.8100e-003	0.1571	1.0000e-005		8.7000e-004	8.7000e-004		8.7000e-004	8.7000e-004	0.0000	0.2570	0.2570	2.5000e-004	0.0000	0.2633
Energy	0.0322	0.2922	0.2421	1.7600e-003		0.0223	0.0223		0.0223	0.0223	0.0000	698.5588	698.5588	0.0233	9.4000e-003	701.9410
Mobile	0.4261	0.5442	3.4103	9.4300e-003	0.9265	7.1700e-003	0.9337	0.2486	6.6700e-003	0.2553	0.0000	885.4675	885.4675	0.0650	0.0000	887.0915
Stationary	0.0145	0.0606	0.0577	2.1000e-004		3.8000e-003	3.8000e-003		3.8000e-003	3.8000e-003	0.0000	32.8056	32.8056	1.3700e-003	0.0000	32.8398
Waste						0.0000	0.0000		0.0000	0.0000	16.2981	0.0000	16.2981	0.9632	0.0000	40.3780
Water						0.0000	0.0000		0.0000	0.0000	1.4722	8.5533	10.0255	0.1516	3.6500e-003	14.9033
Total	1.5300	0.8988	3.8671	0.0114	0.9265	0.0341	0.9606	0.2486	0.0336	0.2822	17.7704	1,625.6421	1,643.4125	1.2047	0.0131	1,677.4169

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0549	1.4300e-003	0.1191	1.0000e-005		6.5000e-004	6.5000e-004		6.5000e-004	6.5000e-004	0.0000	0.1795	0.1795	1.3000e-004	0.0000	0.1827
Energy	0.0322	0.2922	0.2421	1.7600e-003		0.0223	0.0223		0.0223	0.0223	0.0000	698.5588	698.5588	0.0233	9.4000e-003	701.9410
Mobile	0.3650	0.2823	1.8429	3.0500e-003	0.2780	2.7600e-003	0.2807	0.0746	2.5600e-003	0.0771	0.0000	286.4513	286.4513	0.0350	0.0000	287.3251
Stationary	0.0145	0.0606	0.0577	2.1000e-004		3.8000e-003	3.8000e-003		3.8000e-003	3.8000e-003	0.0000	32.8056	32.8056	1.3700e-003	0.0000	32.8398
Waste						0.0000	0.0000		0.0000	0.0000	16.2981	0.0000	16.2981	0.9632	0.0000	40.3780
Water						0.0000	0.0000		0.0000	0.0000	1.4722	8.5533	10.0255	0.1516	3.6500e-003	14.9033
Total	1.4666	0.6365	2.2618	5.0300e-003	0.2780	0.0295	0.3074	0.0746	0.0293	0.1038	17.7704	1,026.5484	1,044.3187	1.1745	0.0131	1,077.5699

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	4.14	29.18	41.51	55.92	70.00	13.58	68.00	70.00	12.89	63.20	0.00	36.85	36.45	2.50	0.00	35.76

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/27/2021	11/26/2021	5	45	
2	Site Preparation	Site Preparation	9/27/2021	10/29/2021	5	25	
3	Superstructure	Building Construction	9/27/2021	6/6/2022	5	181	
4	Paving	Paving	2/1/2022	3/14/2022	5	30	
5	Exterior Systems	Building Construction	3/15/2022	6/6/2022	5	60	
6	Architectural Coating	Architectural Coating	3/15/2022	5/4/2023	5	298	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 52,500; Residential Outdoor: 0; Non-Residential Indoor: 98,824; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Air Compressors	4	9.00	150	0.48
Demolition	Concrete/Industrial Saws	3	3.00	33	0.73
Demolition	Cranes	1	12.00	350	0.29
Demolition	Crushing/Proc. Equipment	2	6.00	85	0.78
Demolition	Excavators	1	8.00	385	0.38
Demolition	Generator Sets	2	6.00	10	0.74
Demolition	Off-Highway Trucks	2	6.00	325	0.38
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Demolition	Sweepers/Scrubbers	1	6.00	64	0.46
Demolition	Tractors/Loaders/Backhoes	1	6.00	350	0.37

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Demolition	Tractors/Loaders/Backhoes	3	8.00	120	0.37
Site Preparation	Cranes	1	12.00	350	0.29
Site Preparation	Generator Sets	2	6.00	10	0.74
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Off-Highway Trucks	2	6.00	325	0.38
Site Preparation	Sweepers/Scrubbers	1	6.00	64	0.46
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Trenchers	1	5.00	41	0.50
Superstructure	Air Compressors	12	6.00	150	0.48
Superstructure	Concrete/Industrial Saws	6	3.00	33	0.73
Superstructure	Cranes	0	4.00	231	0.29
Superstructure	Forklifts	0	6.00	89	0.20
Superstructure	Generator Sets	2	6.00	10	0.74
Superstructure	Off-Highway Trucks	2	6.00	325	0.38
Superstructure	Plate Compactors	1	6.00	8	0.43
Superstructure	Sweepers/Scrubbers	1	6.00	64	0.46
Superstructure	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Paving	Pavers	1	10.00	74	0.42
Paving	Paving Equipment	1	10.00	132	0.36
Paving	Rollers	0	7.00	80	0.38
Paving	Scrapers	1	12.00	330	0.48
Paving	Tractors/Loaders/Backhoes	1	8.00	350	0.37
Exterior Systems	Cranes	0	4.00	231	0.29
Exterior Systems	Forklifts	0	6.00	89	0.20
Exterior Systems	Generator Sets	2	6.00	10	0.74
Exterior Systems	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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Architectural Coating	Air Compressors	2	8.00	150	0.48
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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	20	60.00	0.00	270.00	30.00	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	30.00	0.00	0.00	30.00	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Superstructure	24	80.00	40.00	0.00	30.00	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	18.00	12.00	0.00	30.00	2.00	20.00	LD_Mix	HDT_Mix	HHDT
Exterior Systems	2	32.00	40.00	0.00	30.00	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	2	200.00	0.00	0.00	30.00	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Oxidation Catalyst for Construction Equipment

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3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0266	0.0000	0.0266	4.0300e-003	0.0000	4.0300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1410	1.1568	1.2034	2.5400e-003		0.0553	0.0553		0.0528	0.0528	0.0000	219.6967	219.6967	0.0463	0.0000	220.8534
Total	0.1410	1.1568	1.2034	2.5400e-003	0.0266	0.0553	0.0819	4.0300e-003	0.0528	0.0568	0.0000	219.6967	219.6967	0.0463	0.0000	220.8534

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0200e-003	0.0436	0.0143	1.1000e-004	2.2600e-003	1.3000e-004	2.3900e-003	6.2000e-004	1.2000e-004	7.4000e-004	0.0000	11.8459	11.8459	2.1700e-003	0.0000	11.9003
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9900e-003	6.2100e-003	0.0687	2.9000e-004	0.0296	2.1000e-004	0.0298	7.8700e-003	1.9000e-004	8.0700e-003	0.0000	26.6741	26.6741	5.2000e-004	0.0000	26.6870
Total	0.0100	0.0498	0.0829	4.0000e-004	0.0319	3.4000e-004	0.0322	8.4900e-003	3.1000e-004	8.8100e-003	0.0000	38.5200	38.5200	2.6900e-003	0.0000	38.5872

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3.2 Demolition - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0266	0.0000	0.0266	4.0300e-003	0.0000	4.0300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0495	0.6132	1.4160	2.5400e-003		0.0115	0.0115		0.0111	0.0111	0.0000	219.6965	219.6965	0.0463	0.0000	220.8531
Total	0.0495	0.6132	1.4160	2.5400e-003	0.0266	0.0115	0.0382	4.0300e-003	0.0111	0.0151	0.0000	219.6965	219.6965	0.0463	0.0000	220.8531

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0200e-003	0.0436	0.0143	1.1000e-004	2.2600e-003	1.3000e-004	2.3900e-003	6.2000e-004	1.2000e-004	7.4000e-004	0.0000	11.8459	11.8459	2.1700e-003	0.0000	11.9003
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9900e-003	6.2100e-003	0.0687	2.9000e-004	0.0296	2.1000e-004	0.0298	7.8700e-003	1.9000e-004	8.0700e-003	0.0000	26.6741	26.6741	5.2000e-004	0.0000	26.6870
Total	0.0100	0.0498	0.0829	4.0000e-004	0.0319	3.4000e-004	0.0322	8.4900e-003	3.1000e-004	8.8100e-003	0.0000	38.5200	38.5200	2.6900e-003	0.0000	38.5872

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3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0251	0.2381	0.1769	4.2000e-004		0.0104	0.0104		9.5800e-003	9.5800e-003	0.0000	36.6738	36.6738	0.0116	0.0000	36.9633
Total	0.0251	0.2381	0.1769	4.2000e-004	0.0000	0.0104	0.0104	0.0000	9.5800e-003	9.5800e-003	0.0000	36.6738	36.6738	0.0116	0.0000	36.9633

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-003	1.7300e-003	0.0191	8.0000e-005	8.2200e-003	6.0000e-005	8.2800e-003	2.1900e-003	5.0000e-005	2.2400e-003	0.0000	7.4095	7.4095	1.4000e-004	0.0000	7.4131
Total	2.5000e-003	1.7300e-003	0.0191	8.0000e-005	8.2200e-003	6.0000e-005	8.2800e-003	2.1900e-003	5.0000e-005	2.2400e-003	0.0000	7.4095	7.4095	1.4000e-004	0.0000	7.4131

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3.3 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0143	0.1324	0.1801	4.2000e-004		4.5900e-003	4.5900e-003		4.3600e-003	4.3600e-003	0.0000	36.6738	36.6738	0.0116	0.0000	36.9633
Total	0.0143	0.1324	0.1801	4.2000e-004	0.0000	4.5900e-003	4.5900e-003	0.0000	4.3600e-003	4.3600e-003	0.0000	36.6738	36.6738	0.0116	0.0000	36.9633

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-003	1.7300e-003	0.0191	8.0000e-005	8.2200e-003	6.0000e-005	8.2800e-003	2.1900e-003	5.0000e-005	2.2400e-003	0.0000	7.4095	7.4095	1.4000e-004	0.0000	7.4131
Total	2.5000e-003	1.7300e-003	0.0191	8.0000e-005	8.2200e-003	6.0000e-005	8.2800e-003	2.1900e-003	5.0000e-005	2.2400e-003	0.0000	7.4095	7.4095	1.4000e-004	0.0000	7.4131

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3.4 Superstructure - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1985	1.3376	1.6607	3.3300e-003		0.0660	0.0660		0.0650	0.0650	0.0000	282.9191	282.9191	0.0311	0.0000	283.6971
Total	0.1985	1.3376	1.6607	3.3300e-003		0.0660	0.0660		0.0650	0.0650	0.0000	282.9191	282.9191	0.0311	0.0000	283.6971

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2700e-003	0.1605	0.0490	3.7000e-004	9.1500e-003	3.6000e-004	9.5100e-003	2.6400e-003	3.4000e-004	2.9900e-003	0.0000	38.2605	38.2605	5.0800e-003	0.0000	38.3874
Worker	0.0187	0.0129	0.1425	6.1000e-004	0.0614	4.4000e-004	0.0618	0.0163	4.0000e-004	0.0167	0.0000	55.3240	55.3240	1.0700e-003	0.0000	55.3507
Total	0.0229	0.1734	0.1914	9.8000e-004	0.0706	8.0000e-004	0.0714	0.0190	7.4000e-004	0.0197	0.0000	93.5845	93.5845	6.1500e-003	0.0000	93.7382

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3.4 Superstructure - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0608	0.8902	1.8503	3.3300e-003		0.0188	0.0188		0.0182	0.0182	0.0000	282.9188	282.9188	0.0311	0.0000	283.6967
Total	0.0608	0.8902	1.8503	3.3300e-003		0.0188	0.0188		0.0182	0.0182	0.0000	282.9188	282.9188	0.0311	0.0000	283.6967

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2700e-003	0.1605	0.0490	3.7000e-004	9.1500e-003	3.6000e-004	9.5100e-003	2.6400e-003	3.4000e-004	2.9900e-003	0.0000	38.2605	38.2605	5.0800e-003	0.0000	38.3874
Worker	0.0187	0.0129	0.1425	6.1000e-004	0.0614	4.4000e-004	0.0618	0.0163	4.0000e-004	0.0167	0.0000	55.3240	55.3240	1.0700e-003	0.0000	55.3507
Total	0.0229	0.1734	0.1914	9.8000e-004	0.0706	8.0000e-004	0.0714	0.0190	7.4000e-004	0.0197	0.0000	93.5845	93.5845	6.1500e-003	0.0000	93.7382

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3.4 Superstructure - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2914	1.8548	2.6134	5.2800e-003		0.0898	0.0898		0.0886	0.0886	0.0000	448.6571	448.6571	0.0485	0.0000	449.8691
Total	0.2914	1.8548	2.6134	5.2800e-003		0.0898	0.0898		0.0886	0.0886	0.0000	448.6571	448.6571	0.0485	0.0000	449.8691

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.3500e-003	0.2410	0.0762	5.8000e-004	0.0145	5.0000e-004	0.0150	4.1900e-003	4.8000e-004	4.6800e-003	0.0000	59.8691	59.8691	7.9400e-003	0.0000	60.0676
Worker	0.0281	0.0185	0.2114	9.3000e-004	0.0974	6.8000e-004	0.0981	0.0259	6.3000e-004	0.0265	0.0000	84.4652	84.4652	1.5400e-003	0.0000	84.5036
Total	0.0344	0.2595	0.2876	1.5100e-003	0.1119	1.1800e-003	0.1131	0.0301	1.1100e-003	0.0312	0.0000	144.3343	144.3343	9.4800e-003	0.0000	144.5712

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3.4 Superstructure - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0911	1.3269	2.9174	5.2800e-003		0.0266	0.0266		0.0258	0.0258	0.0000	448.6566	448.6566	0.0485	0.0000	449.8685
Total	0.0911	1.3269	2.9174	5.2800e-003		0.0266	0.0266		0.0258	0.0258	0.0000	448.6566	448.6566	0.0485	0.0000	449.8685

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.3500e-003	0.2410	0.0762	5.8000e-004	0.0145	5.0000e-004	0.0150	4.1900e-003	4.8000e-004	4.6800e-003	0.0000	59.8691	59.8691	7.9400e-003	0.0000	60.0676
Worker	0.0281	0.0185	0.2114	9.3000e-004	0.0974	6.8000e-004	0.0981	0.0259	6.3000e-004	0.0265	0.0000	84.4652	84.4652	1.5400e-003	0.0000	84.5036
Total	0.0344	0.2595	0.2876	1.5100e-003	0.1119	1.1800e-003	0.1131	0.0301	1.1100e-003	0.0312	0.0000	144.3343	144.3343	9.4800e-003	0.0000	144.5712

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3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0292	0.3004	0.2568	6.0000e-004		0.0130	0.0130		0.0120	0.0120	0.0000	52.6638	52.6638	0.0170	0.0000	53.0896
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0292	0.3004	0.2568	6.0000e-004		0.0130	0.0130		0.0120	0.0120	0.0000	52.6638	52.6638	0.0170	0.0000	53.0896

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9000e-004	0.0131	3.5600e-003	2.0000e-005	3.3000e-004	2.0000e-005	3.4000e-004	9.0000e-005	2.0000e-005	1.1000e-004	0.0000	1.8267	1.8267	2.9000e-004	0.0000	1.8340
Worker	1.7100e-003	1.1200e-003	0.0129	6.0000e-005	5.9200e-003	4.0000e-005	5.9600e-003	1.5700e-003	4.0000e-005	1.6100e-003	0.0000	5.1364	5.1364	9.0000e-005	0.0000	5.1387
Total	2.0000e-003	0.0142	0.0164	8.0000e-005	6.2500e-003	6.0000e-005	6.3000e-003	1.6600e-003	6.0000e-005	1.7200e-003	0.0000	6.9631	6.9631	3.8000e-004	0.0000	6.9727

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3.5 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.9500e-003	0.1123	0.3487	6.0000e-004		2.0500e-003	2.0500e-003		2.0500e-003	2.0500e-003	0.0000	52.6637	52.6637	0.0170	0.0000	53.0895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.9500e-003	0.1123	0.3487	6.0000e-004		2.0500e-003	2.0500e-003		2.0500e-003	2.0500e-003	0.0000	52.6637	52.6637	0.0170	0.0000	53.0895

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9000e-004	0.0131	3.5600e-003	2.0000e-005	3.3000e-004	2.0000e-005	3.4000e-004	9.0000e-005	2.0000e-005	1.1000e-004	0.0000	1.8267	1.8267	2.9000e-004	0.0000	1.8340
Worker	1.7100e-003	1.1200e-003	0.0129	6.0000e-005	5.9200e-003	4.0000e-005	5.9600e-003	1.5700e-003	4.0000e-005	1.6100e-003	0.0000	5.1364	5.1364	9.0000e-005	0.0000	5.1387
Total	2.0000e-003	0.0142	0.0164	8.0000e-005	6.2500e-003	6.0000e-005	6.3000e-003	1.6600e-003	6.0000e-005	1.7200e-003	0.0000	6.9631	6.9631	3.8000e-004	0.0000	6.9727

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3.6 Exterior Systems - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.6800e-003	0.0258	0.0207	5.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	3.0279	3.0279	3.0000e-004	0.0000	3.0354
Total	3.6800e-003	0.0258	0.0207	5.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	3.0279	3.0279	3.0000e-004	0.0000	3.0354

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.4300e-003	0.1303	0.0412	3.1000e-004	7.8400e-003	2.7000e-004	8.1200e-003	2.2700e-003	2.6000e-004	2.5300e-003	0.0000	32.3617	32.3617	4.2900e-003	0.0000	32.4690
Worker	6.0600e-003	4.0000e-003	0.0457	2.0000e-004	0.0211	1.5000e-004	0.0212	5.6000e-003	1.4000e-004	5.7300e-003	0.0000	18.2628	18.2628	3.3000e-004	0.0000	18.2711
Total	9.4900e-003	0.1343	0.0869	5.1000e-004	0.0289	4.2000e-004	0.0293	7.8700e-003	4.0000e-004	8.2600e-003	0.0000	50.6244	50.6244	4.6200e-003	0.0000	50.7400

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3.6 Exterior Systems - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.6800e-003	0.0258	0.0207	5.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	3.0279	3.0279	3.0000e-004	0.0000	3.0354
Total	3.6800e-003	0.0258	0.0207	5.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	3.0279	3.0279	3.0000e-004	0.0000	3.0354

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.4300e-003	0.1303	0.0412	3.1000e-004	7.8400e-003	2.7000e-004	8.1200e-003	2.2700e-003	2.6000e-004	2.5300e-003	0.0000	32.3617	32.3617	4.2900e-003	0.0000	32.4690
Worker	6.0600e-003	4.0000e-003	0.0457	2.0000e-004	0.0211	1.5000e-004	0.0212	5.6000e-003	1.4000e-004	5.7300e-003	0.0000	18.2628	18.2628	3.3000e-004	0.0000	18.2711
Total	9.4900e-003	0.1343	0.0869	5.1000e-004	0.0289	4.2000e-004	0.0293	7.8700e-003	4.0000e-004	8.2600e-003	0.0000	50.6244	50.6244	4.6200e-003	0.0000	50.7400

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3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2460					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0855	0.5199	0.8477	1.5900e-003		0.0268	0.0268		0.0268	0.0268	0.0000	136.8282	136.8282	6.9800e-003	0.0000	137.0028
Total	0.3314	0.5199	0.8477	1.5900e-003		0.0268	0.0268		0.0268	0.0268	0.0000	136.8282	136.8282	6.9800e-003	0.0000	137.0028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1320	0.0871	0.9950	4.3900e-003	0.4584	3.2000e-003	0.4616	0.1219	2.9500e-003	0.1248	0.0000	397.5952	397.5952	7.2400e-003	0.0000	397.7761
Total	0.1320	0.0871	0.9950	4.3900e-003	0.4584	3.2000e-003	0.4616	0.1219	2.9500e-003	0.1248	0.0000	397.5952	397.5952	7.2400e-003	0.0000	397.7761

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3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2460					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.3424	0.9820	1.5900e-003		2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	136.8281	136.8281	6.9800e-003	0.0000	137.0026
Total	0.2619	0.3424	0.9820	1.5900e-003		2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	136.8281	136.8281	6.9800e-003	0.0000	137.0026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1320	0.0871	0.9950	4.3900e-003	0.4584	3.2000e-003	0.4616	0.1219	2.9500e-003	0.1248	0.0000	397.5952	397.5952	7.2400e-003	0.0000	397.7761
Total	0.1320	0.0871	0.9950	4.3900e-003	0.4584	3.2000e-003	0.4616	0.1219	2.9500e-003	0.1248	0.0000	397.5952	397.5952	7.2400e-003	0.0000	397.7761

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3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1047					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0342	0.1976	0.3613	6.8000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	58.2666	58.2666	2.7700e-003	0.0000	58.3358
Total	0.1390	0.1976	0.3613	6.8000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	58.2666	58.2666	2.7700e-003	0.0000	58.3358

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0535	0.0337	0.3970	1.8000e-003	0.1952	1.3500e-003	0.1965	0.0519	1.2400e-003	0.0532	0.0000	162.7614	162.7614	2.8000e-003	0.0000	162.8314
Total	0.0535	0.0337	0.3970	1.8000e-003	0.1952	1.3500e-003	0.1965	0.0519	1.2400e-003	0.0532	0.0000	162.7614	162.7614	2.8000e-003	0.0000	162.8314

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3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1047					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7800e-003	0.1458	0.4182	6.8000e-004		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	58.2665	58.2665	2.7700e-003	0.0000	58.3357
Total	0.1115	0.1458	0.4182	6.8000e-004		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	58.2665	58.2665	2.7700e-003	0.0000	58.3357

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0535	0.0337	0.3970	1.8000e-003	0.1952	1.3500e-003	0.1965	0.0519	1.2400e-003	0.0532	0.0000	162.7614	162.7614	2.8000e-003	0.0000	162.8314
Total	0.0535	0.0337	0.3970	1.8000e-003	0.1952	1.3500e-003	0.1965	0.0519	1.2400e-003	0.0532	0.0000	162.7614	162.7614	2.8000e-003	0.0000	162.8314

4.0 Operational Detail - Mobile

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4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures
- Limit Parking Supply
- Increase Transit Frequency
- Implement Trip Reduction Program
- Transit Subsidy
- Implement Employee Parking CashOut
- Encourage Telecommuting and Alternative Work Schedules
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3650	0.2823	1.8429	3.0500e-003	0.2780	2.7600e-003	0.2807	0.0746	2.5600e-003	0.0771	0.0000	286.4513	286.4513	0.0350	0.0000	287.3251
Unmitigated	0.4261	0.5442	3.4103	9.4300e-003	0.9265	7.1700e-003	0.9337	0.2486	6.6700e-003	0.2553	0.0000	885.4675	885.4675	0.0650	0.0000	887.0915

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4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	220.50	261.45	191.73	513,287	153,986
Hotel	1,083.60	1,086.18	789.48	1,979,636	593,891
Total	1,304.10	1,347.63	981.21	2,492,923	747,877

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.580966	0.054933	0.173869	0.105905	0.023720	0.005539	0.027890	0.008574	0.003408	0.006474	0.007102	0.001036	0.000584
Hotel	0.580966	0.054933	0.173869	0.105905	0.023720	0.005539	0.027890	0.008574	0.003408	0.006474	0.007102	0.001036	0.000584

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Electricity Mitigated							0.0000	0.0000		0.0000	0.0000	379.8638	379.8638	0.0172	3.5500e-003	381.3522	
Electricity Unmitigated							0.0000	0.0000		0.0000	0.0000	379.8638	379.8638	0.0172	3.5500e-003	381.3522	
NaturalGas Mitigated	0.0322	0.2922	0.2421	1.7600e-003			0.0223	0.0223		0.0223	0.0223	0.0000	318.6950	318.6950	6.1100e-003	5.8400e-003	320.5888
NaturalGas Unmitigated	0.0322	0.2922	0.2421	1.7600e-003			0.0223	0.0223		0.0223	0.0223	0.0000	318.6950	318.6950	6.1100e-003	5.8400e-003	320.5888

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	176918	9.5000e-004	8.1500e-003	3.4700e-003	5.0000e-005			6.6000e-004	6.6000e-004		6.6000e-004	0.0000	9.4410	9.4410	1.8000e-004	1.7000e-004	9.4971
Hotel	5.7952e+006	0.0313	0.2841	0.2386	1.7000e-003			0.0216	0.0216		0.0216	0.0000	309.2539	309.2539	5.9300e-003	5.6700e-003	311.0917
Total		0.0322	0.2922	0.2421	1.7500e-003			0.0223	0.0223		0.0223	0.0000	318.6950	318.6950	6.1100e-003	5.8400e-003	320.5888

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5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	176918	9.5000e-004	8.1500e-003	3.4700e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	9.4410	9.4410	1.8000e-004	1.7000e-004	9.4971
Hotel	5.7952e+006	0.0313	0.2841	0.2386	1.7000e-003		0.0216	0.0216		0.0216	0.0216	0.0000	309.2539	309.2539	5.9300e-003	5.6700e-003	311.0917
Total		0.0322	0.2922	0.2421	1.7500e-003		0.0223	0.0223		0.0223	0.0223	0.0000	318.6950	318.6950	6.1100e-003	5.8400e-003	320.5888

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	88171.2	25.6500	1.1600e-003	2.4000e-004	25.7505
Hotel	1.2176e+006	354.2138	0.0160	3.3100e-003	355.6017
Total		379.8638	0.0172	3.5500e-003	381.3523

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5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	88171.2	25.6500	1.1600e-003	2.4000e-004	25.7505
Hotel	1.2176e+006	354.2138	0.0160	3.3100e-003	355.6017
Total		379.8638	0.0172	3.5500e-003	381.3523

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0549	1.4300e-003	0.1191	1.0000e-005		6.5000e-004	6.5000e-004		6.5000e-004	6.5000e-004	0.0000	0.1795	0.1795	1.3000e-004	0.0000	0.1827
Unmitigated	1.0572	1.8100e-003	0.1571	1.0000e-005		8.7000e-004	8.7000e-004		8.7000e-004	8.7000e-004	0.0000	0.2570	0.2570	2.5000e-004	0.0000	0.2633

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0955					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9569					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.8000e-003	1.8100e-003	0.1571	1.0000e-005		8.7000e-004	8.7000e-004		8.7000e-004	8.7000e-004	0.0000	0.2570	0.2570	2.5000e-004	0.0000	0.2633
Total	1.0572	1.8100e-003	0.1571	1.0000e-005		8.7000e-004	8.7000e-004		8.7000e-004	8.7000e-004	0.0000	0.2570	0.2570	2.5000e-004	0.0000	0.2633

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0955					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9569					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.5300e-003	1.4300e-003	0.1191	1.0000e-005		6.5000e-004	6.5000e-004		6.5000e-004	6.5000e-004	0.0000	0.1795	0.1795	1.3000e-004	0.0000	0.1827
Total	1.0549	1.4300e-003	0.1191	1.0000e-005		6.5000e-004	6.5000e-004		6.5000e-004	6.5000e-004	0.0000	0.1795	0.1795	1.3000e-004	0.0000	0.1827

7.0 Water Detail

7.1 Mitigation Measures Water

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	10.0255	0.1516	3.6500e-003	14.9033
Unmitigated	10.0255	0.1516	3.6500e-003	14.9033

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	1.36823 / 0.862583	3.4661	0.0447	1.0800e-003	4.9063
Hotel	3.27231 / 0.36359	6.5594	0.1069	2.5700e-003	9.9970
Total		10.0255	0.1516	3.6500e-003	14.9033

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7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	1.36823 / 0.862583	3.4661	0.0447	1.0800e-003	4.9063
Hotel	3.27231 / 0.36359	6.5594	0.1069	2.5700e-003	9.9970
Total		10.0255	0.1516	3.6500e-003	14.9033

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	16.2981	0.9632	0.0000	40.3780
Unmitigated	16.2981	0.9632	0.0000	40.3780

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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	9.66	1.9609	0.1159	0.0000	4.8580
Hotel	70.63	14.3373	0.8473	0.0000	35.5199
Total		16.2981	0.9632	0.0000	40.3780

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	9.66	1.9609	0.1159	0.0000	4.8580
Hotel	70.63	14.3373	0.8473	0.0000	35.5199
Total		16.2981	0.9632	0.0000	40.3780

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0	16	1005.77	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
Boiler	2	0	250	800	CNG

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Boiler - CNG (75 - 9999 MMBTU)	1.3500e-003	1.5500e-003	0.0240	1.5000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003	0.0000	26.6824	26.6824	5.1000e-004	0.0000	26.6952
Emergency Generator - Diesel (750 - 9999 HP)	0.0132	0.0590	0.0336	6.0000e-005		1.9400e-003	1.9400e-003		1.9400e-003	1.9400e-003	0.0000	6.1232	6.1232	8.6000e-004	0.0000	6.1447
Total	0.0145	0.0606	0.0577	2.1000e-004		3.8000e-003	3.8000e-003		3.8000e-003	3.8000e-003	0.0000	32.8056	32.8056	1.3700e-003	0.0000	32.8398

11.0 Vegetation

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	230.00	Room	0.00	245,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	4.6	Precipitation Freq (Days)	64
Climate Zone	5			Operational Year	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	641.35	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

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Project Characteristics -

Land Use - Variation.

Construction Phase - Provided by client.

Off-road Equipment - Provided by client

Trips and VMT - Provided by client.

Demolition -

Grading -

Architectural Coating - exterior will be pre-finished, not painted

Vehicle Trips - hotel weekday trip rate provided - others scaled

Woodstoves - no woodstoves or fireplaces

Area Coating - No exterior reapplication.

Energy Use - 2019 T24 updates

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - MM AQ-1

Mobile Land Use Mitigation - jobs / 0.7 acre = jobs/acre; google earth (16 intersection/quarter square mile); TR MMs from FSEIR RE pedestrian network and traffic calming

Stationary Sources - Emergency Generators and Fire Pumps - Provided

Stationary Sources - Process Boilers - Provided

Road Dust -

Mobile Commute Mitigation -

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tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
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tblVehicleEF	LDT1	66.21	60.36
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.10	0.21
tblVehicleEF	LDT1	2.3520e-003	1.9580e-003

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tblVehicleEF	LDT1	2.5880e-003	1.9990e-003
tblVehicleEF	LDT1	2.1640e-003	1.8020e-003
tblVehicleEF	LDT1	2.3800e-003	1.8380e-003
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.16	0.12
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.13	0.47
tblVehicleEF	LDT1	0.11	0.25
tblVehicleEF	LDT1	3.1140e-003	2.9790e-003
tblVehicleEF	LDT1	6.9300e-004	5.9700e-004
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.16	0.12
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.13	0.47
tblVehicleEF	LDT1	0.12	0.28
tblVehicleEF	LDT1	6.5020e-003	3.6800e-003
tblVehicleEF	LDT1	6.8970e-003	0.05
tblVehicleEF	LDT1	0.84	0.87
tblVehicleEF	LDT1	1.42	1.79
tblVehicleEF	LDT1	329.94	317.05
tblVehicleEF	LDT1	66.21	59.42
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.09	0.18
tblVehicleEF	LDT1	2.3520e-003	1.9580e-003
tblVehicleEF	LDT1	2.5880e-003	1.9990e-003

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tblVehicleEF	LDT1	2.1640e-003	1.8020e-003
tblVehicleEF	LDT1	2.3800e-003	1.8380e-003
tblVehicleEF	LDT1	0.11	0.11
tblVehicleEF	LDT1	0.17	0.13
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.11	0.42
tblVehicleEF	LDT1	0.09	0.21
tblVehicleEF	LDT1	3.3070e-003	3.1370e-003
tblVehicleEF	LDT1	6.8600e-004	5.8800e-004
tblVehicleEF	LDT1	0.11	0.11
tblVehicleEF	LDT1	0.17	0.13
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.11	0.42
tblVehicleEF	LDT1	0.10	0.23
tblVehicleEF	LDT1	5.9110e-003	3.2720e-003
tblVehicleEF	LDT1	9.1220e-003	0.06
tblVehicleEF	LDT1	0.74	0.77
tblVehicleEF	LDT1	2.05	2.59
tblVehicleEF	LDT1	310.08	300.50
tblVehicleEF	LDT1	66.21	60.93
tblVehicleEF	LDT1	0.07	0.06
tblVehicleEF	LDT1	0.11	0.22
tblVehicleEF	LDT1	2.3520e-003	1.9580e-003
tblVehicleEF	LDT1	2.5880e-003	1.9990e-003
tblVehicleEF	LDT1	2.1640e-003	1.8020e-003

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tblVehicleEF	LDT1	2.3800e-003	1.8380e-003
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.17	0.13
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.01	0.01
tblVehicleEF	LDT1	0.15	0.57
tblVehicleEF	LDT1	0.12	0.28
tblVehicleEF	LDT1	3.1070e-003	2.9740e-003
tblVehicleEF	LDT1	6.9700e-004	6.0300e-004
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.17	0.13
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.15	0.57
tblVehicleEF	LDT1	0.13	0.31
tblVehicleEF	LDT2	5.0070e-003	3.0070e-003
tblVehicleEF	LDT2	5.1920e-003	0.06
tblVehicleEF	LDT2	0.64	0.71
tblVehicleEF	LDT2	1.22	2.68
tblVehicleEF	LDT2	350.14	318.38
tblVehicleEF	LDT2	73.70	64.11
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.08	0.23
tblVehicleEF	LDT2	2.1760e-003	1.7430e-003
tblVehicleEF	LDT2	2.3270e-003	1.6970e-003
tblVehicleEF	LDT2	2.0010e-003	1.6040e-003
tblVehicleEF	LDT2	2.1400e-003	1.5600e-003

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tblVehicleEF	LDT2	0.03	0.05
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.03	0.05
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.07	0.27
tblVehicleEF	LDT2	3.5050e-003	3.1490e-003
tblVehicleEF	LDT2	7.5700e-004	6.3400e-004
tblVehicleEF	LDT2	0.03	0.05
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.03	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LDT2	5.4610e-003	3.3190e-003
tblVehicleEF	LDT2	4.3540e-003	0.05
tblVehicleEF	LDT2	0.72	0.81
tblVehicleEF	LDT2	0.97	2.09
tblVehicleEF	LDT2	371.94	333.64
tblVehicleEF	LDT2	73.70	63.03
tblVehicleEF	LDT2	0.05	0.04
tblVehicleEF	LDT2	0.07	0.20
tblVehicleEF	LDT2	2.1760e-003	1.7430e-003
tblVehicleEF	LDT2	2.3270e-003	1.6970e-003
tblVehicleEF	LDT2	2.0010e-003	1.6040e-003
tblVehicleEF	LDT2	2.1400e-003	1.5600e-003
tblVehicleEF	LDT2	0.06	0.09

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tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.33
tblVehicleEF	LDT2	0.06	0.22
tblVehicleEF	LDT2	3.7240e-003	3.3000e-003
tblVehicleEF	LDT2	7.5300e-004	6.2400e-004
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.33
tblVehicleEF	LDT2	0.06	0.24
tblVehicleEF	LDT2	4.9320e-003	2.9370e-003
tblVehicleEF	LDT2	5.7010e-003	0.06
tblVehicleEF	LDT2	0.64	0.71
tblVehicleEF	LDT2	1.38	3.03
tblVehicleEF	LDT2	349.38	317.85
tblVehicleEF	LDT2	73.70	64.76
tblVehicleEF	LDT2	0.06	0.05
tblVehicleEF	LDT2	0.09	0.25
tblVehicleEF	LDT2	2.1760e-003	1.7430e-003
tblVehicleEF	LDT2	2.3270e-003	1.6970e-003
tblVehicleEF	LDT2	2.0010e-003	1.6040e-003
tblVehicleEF	LDT2	2.1400e-003	1.5600e-003
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.09	0.11

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tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.08	0.45
tblVehicleEF	LDT2	0.08	0.29
tblVehicleEF	LDT2	3.4980e-003	3.1440e-003
tblVehicleEF	LDT2	7.6000e-004	6.4100e-004
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.09	0.11
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.08	0.45
tblVehicleEF	LDT2	0.08	0.32
tblVehicleEF	LHD1	5.6310e-003	5.7060e-003
tblVehicleEF	LHD1	0.01	6.6600e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	0.20
tblVehicleEF	LHD1	0.75	0.58
tblVehicleEF	LHD1	2.33	1.10
tblVehicleEF	LHD1	8.76	8.63
tblVehicleEF	LHD1	690.52	806.60
tblVehicleEF	LHD1	35.12	12.89
tblVehicleEF	LHD1	0.06	0.04
tblVehicleEF	LHD1	0.60	0.34
tblVehicleEF	LHD1	1.03	0.33
tblVehicleEF	LHD1	7.0900e-004	6.8000e-004
tblVehicleEF	LHD1	9.9640e-003	9.5380e-003
tblVehicleEF	LHD1	9.9640e-003	6.6230e-003

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tblVehicleEF	LHD1	8.1300e-004	2.4000e-004
tblVehicleEF	LHD1	6.7800e-004	6.5100e-004
tblVehicleEF	LHD1	2.4910e-003	2.3840e-003
tblVehicleEF	LHD1	9.4940e-003	6.2890e-003
tblVehicleEF	LHD1	7.4800e-004	2.2100e-004
tblVehicleEF	LHD1	1.8860e-003	1.4240e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.2420e-003	9.2100e-004
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.28	0.42
tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	8.8000e-005	8.4000e-005
tblVehicleEF	LHD1	6.7840e-003	7.8940e-003
tblVehicleEF	LHD1	3.9500e-004	1.2800e-004
tblVehicleEF	LHD1	1.8860e-003	1.4240e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.2420e-003	9.2100e-004
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.28	0.42
tblVehicleEF	LHD1	0.26	0.07
tblVehicleEF	LHD1	5.6310e-003	5.7230e-003
tblVehicleEF	LHD1	0.01	6.8380e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	0.20
tblVehicleEF	LHD1	0.77	0.59

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tblVehicleEF	LHD1	2.15	1.02
tblVehicleEF	LHD1	8.76	8.63
tblVehicleEF	LHD1	690.52	806.63
tblVehicleEF	LHD1	35.12	12.75
tblVehicleEF	LHD1	0.06	0.04
tblVehicleEF	LHD1	0.57	0.32
tblVehicleEF	LHD1	0.95	0.31
tblVehicleEF	LHD1	7.0900e-004	6.8000e-004
tblVehicleEF	LHD1	9.9640e-003	9.5380e-003
tblVehicleEF	LHD1	9.9640e-003	6.6230e-003
tblVehicleEF	LHD1	8.1300e-004	2.4000e-004
tblVehicleEF	LHD1	6.7800e-004	6.5100e-004
tblVehicleEF	LHD1	2.4910e-003	2.3840e-003
tblVehicleEF	LHD1	9.4940e-003	6.2890e-003
tblVehicleEF	LHD1	7.4800e-004	2.2100e-004
tblVehicleEF	LHD1	3.7230e-003	2.8550e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.4410e-003	1.8390e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.27	0.40
tblVehicleEF	LHD1	0.22	0.06
tblVehicleEF	LHD1	8.8000e-005	8.4000e-005
tblVehicleEF	LHD1	6.7850e-003	7.8940e-003
tblVehicleEF	LHD1	3.9200e-004	1.2600e-004
tblVehicleEF	LHD1	3.7230e-003	2.8550e-003
tblVehicleEF	LHD1	0.09	0.06

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tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	2.4410e-003	1.8390e-003
tblVehicleEF	LHD1	0.12	0.09
tblVehicleEF	LHD1	0.27	0.40
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	5.6310e-003	5.6950e-003
tblVehicleEF	LHD1	0.01	6.5610e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	0.20
tblVehicleEF	LHD1	0.74	0.57
tblVehicleEF	LHD1	2.46	1.16
tblVehicleEF	LHD1	8.76	8.63
tblVehicleEF	LHD1	690.52	806.59
tblVehicleEF	LHD1	35.12	13.00
tblVehicleEF	LHD1	0.06	0.04
tblVehicleEF	LHD1	0.62	0.35
tblVehicleEF	LHD1	1.08	0.35
tblVehicleEF	LHD1	7.0900e-004	6.8000e-004
tblVehicleEF	LHD1	9.9640e-003	9.5380e-003
tblVehicleEF	LHD1	9.9640e-003	6.6230e-003
tblVehicleEF	LHD1	8.1300e-004	2.4000e-004
tblVehicleEF	LHD1	6.7800e-004	6.5100e-004
tblVehicleEF	LHD1	2.4910e-003	2.3840e-003
tblVehicleEF	LHD1	9.4940e-003	6.2890e-003
tblVehicleEF	LHD1	7.4800e-004	2.2100e-004
tblVehicleEF	LHD1	1.1850e-003	8.7600e-004
tblVehicleEF	LHD1	0.10	0.07

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tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.2900e-004	4.5700e-004
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.31	0.47
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	8.8000e-005	8.4000e-005
tblVehicleEF	LHD1	6.7840e-003	7.8940e-003
tblVehicleEF	LHD1	3.9700e-004	1.2900e-004
tblVehicleEF	LHD1	1.1850e-003	8.7600e-004
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	6.2900e-004	4.5700e-004
tblVehicleEF	LHD1	0.11	0.09
tblVehicleEF	LHD1	0.31	0.47
tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD2	3.2090e-003	3.3650e-003
tblVehicleEF	LHD2	6.7110e-003	6.0180e-003
tblVehicleEF	LHD2	5.6100e-003	7.6680e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.50	0.52
tblVehicleEF	LHD2	1.11	0.65
tblVehicleEF	LHD2	13.84	13.47
tblVehicleEF	LHD2	698.44	765.11
tblVehicleEF	LHD2	23.92	8.40
tblVehicleEF	LHD2	0.09	0.08
tblVehicleEF	LHD2	0.44	0.47
tblVehicleEF	LHD2	0.40	0.19

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tblVehicleEF	LHD2	1.1970e-003	1.3540e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.9100e-004	1.2600e-004
tblVehicleEF	LHD2	1.1450e-003	1.2960e-003
tblVehicleEF	LHD2	2.6920e-003	2.6650e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5900e-004	1.1600e-004
tblVehicleEF	LHD2	5.8600e-004	8.0100e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	3.8300e-004	5.0800e-004
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.06	0.24
tblVehicleEF	LHD2	0.08	0.04
tblVehicleEF	LHD2	1.3500e-004	1.2900e-004
tblVehicleEF	LHD2	6.7910e-003	7.3990e-003
tblVehicleEF	LHD2	2.5900e-004	8.3000e-005
tblVehicleEF	LHD2	5.8600e-004	8.0100e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.8300e-004	5.0800e-004
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	0.06	0.24
tblVehicleEF	LHD2	0.08	0.04
tblVehicleEF	LHD2	3.2090e-003	3.3750e-003
tblVehicleEF	LHD2	6.8030e-003	6.0910e-003

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tblVehicleEF	LHD2	5.3080e-003	7.2150e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.51	0.52
tblVehicleEF	LHD2	1.03	0.60
tblVehicleEF	LHD2	13.84	13.47
tblVehicleEF	LHD2	698.44	765.12
tblVehicleEF	LHD2	23.92	8.32
tblVehicleEF	LHD2	0.09	0.08
tblVehicleEF	LHD2	0.42	0.45
tblVehicleEF	LHD2	0.38	0.17
tblVehicleEF	LHD2	1.1970e-003	1.3540e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.9100e-004	1.2600e-004
tblVehicleEF	LHD2	1.1450e-003	1.2960e-003
tblVehicleEF	LHD2	2.6920e-003	2.6650e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5900e-004	1.1600e-004
tblVehicleEF	LHD2	1.1730e-003	1.6080e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	7.7100e-004	1.0240e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.06	0.23
tblVehicleEF	LHD2	0.07	0.04
tblVehicleEF	LHD2	1.3500e-004	1.2900e-004
tblVehicleEF	LHD2	6.7910e-003	7.3990e-003

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tblVehicleEF	LHD2	2.5700e-004	8.2000e-005
tblVehicleEF	LHD2	1.1730e-003	1.6080e-003
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.7100e-004	1.0240e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	0.06	0.23
tblVehicleEF	LHD2	0.08	0.04
tblVehicleEF	LHD2	3.2090e-003	3.3590e-003
tblVehicleEF	LHD2	6.6590e-003	5.9760e-003
tblVehicleEF	LHD2	5.8010e-003	7.9530e-003
tblVehicleEF	LHD2	0.12	0.14
tblVehicleEF	LHD2	0.50	0.51
tblVehicleEF	LHD2	1.17	0.68
tblVehicleEF	LHD2	13.84	13.47
tblVehicleEF	LHD2	698.44	765.10
tblVehicleEF	LHD2	23.92	8.46
tblVehicleEF	LHD2	0.09	0.08
tblVehicleEF	LHD2	0.45	0.48
tblVehicleEF	LHD2	0.42	0.19
tblVehicleEF	LHD2	1.1970e-003	1.3540e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.9100e-004	1.2600e-004
tblVehicleEF	LHD2	1.1450e-003	1.2960e-003
tblVehicleEF	LHD2	2.6920e-003	2.6650e-003
tblVehicleEF	LHD2	0.01	0.01

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tblVehicleEF	LHD2	3.5900e-004	1.1600e-004
tblVehicleEF	LHD2	3.6600e-004	4.9300e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.9400e-004	2.5800e-004
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.07	0.27
tblVehicleEF	LHD2	0.08	0.04
tblVehicleEF	LHD2	1.3500e-004	1.2900e-004
tblVehicleEF	LHD2	6.7910e-003	7.3990e-003
tblVehicleEF	LHD2	2.6000e-004	8.4000e-005
tblVehicleEF	LHD2	3.6600e-004	4.9300e-004
tblVehicleEF	LHD2	0.03	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.9400e-004	2.5800e-004
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	0.07	0.27
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	MCY	0.56	0.40
tblVehicleEF	MCY	0.17	0.25
tblVehicleEF	MCY	20.61	20.63
tblVehicleEF	MCY	10.18	9.07
tblVehicleEF	MCY	193.06	229.85
tblVehicleEF	MCY	46.00	61.66
tblVehicleEF	MCY	1.19	1.19
tblVehicleEF	MCY	0.33	0.28
tblVehicleEF	MCY	2.5080e-003	2.3850e-003

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tblVehicleEF	MCY	3.7870e-003	2.9930e-003
tblVehicleEF	MCY	2.3460e-003	2.2300e-003
tblVehicleEF	MCY	3.5710e-003	2.8200e-003
tblVehicleEF	MCY	0.79	0.79
tblVehicleEF	MCY	0.80	0.78
tblVehicleEF	MCY	0.51	0.51
tblVehicleEF	MCY	2.80	2.80
tblVehicleEF	MCY	0.84	2.28
tblVehicleEF	MCY	2.26	1.99
tblVehicleEF	MCY	2.3520e-003	2.2750e-003
tblVehicleEF	MCY	6.9300e-004	6.1000e-004
tblVehicleEF	MCY	0.79	0.79
tblVehicleEF	MCY	0.80	0.78
tblVehicleEF	MCY	0.51	0.51
tblVehicleEF	MCY	3.46	3.47
tblVehicleEF	MCY	0.84	2.28
tblVehicleEF	MCY	2.46	2.16
tblVehicleEF	MCY	0.54	0.39
tblVehicleEF	MCY	0.14	0.21
tblVehicleEF	MCY	19.20	19.22
tblVehicleEF	MCY	8.83	7.78
tblVehicleEF	MCY	193.06	227.18
tblVehicleEF	MCY	46.00	58.42
tblVehicleEF	MCY	1.03	1.03
tblVehicleEF	MCY	0.30	0.25
tblVehicleEF	MCY	2.5080e-003	2.3850e-003
tblVehicleEF	MCY	3.7870e-003	2.9930e-003

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tblVehicleEF	MCY	2.3460e-003	2.2300e-003
tblVehicleEF	MCY	3.5710e-003	2.8200e-003
tblVehicleEF	MCY	1.97	1.96
tblVehicleEF	MCY	0.93	0.92
tblVehicleEF	MCY	1.31	1.29
tblVehicleEF	MCY	2.68	2.68
tblVehicleEF	MCY	0.77	2.09
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.3260e-003	2.2480e-003
tblVehicleEF	MCY	6.5900e-004	5.7800e-004
tblVehicleEF	MCY	1.97	1.96
tblVehicleEF	MCY	0.93	0.92
tblVehicleEF	MCY	1.31	1.29
tblVehicleEF	MCY	3.32	3.32
tblVehicleEF	MCY	0.77	2.09
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.58	0.41
tblVehicleEF	MCY	0.19	0.28
tblVehicleEF	MCY	21.90	21.93
tblVehicleEF	MCY	11.25	10.08
tblVehicleEF	MCY	193.06	232.22
tblVehicleEF	MCY	46.00	64.09
tblVehicleEF	MCY	1.26	1.26
tblVehicleEF	MCY	0.34	0.29
tblVehicleEF	MCY	2.5080e-003	2.3850e-003
tblVehicleEF	MCY	3.7870e-003	2.9930e-003
tblVehicleEF	MCY	2.3460e-003	2.2300e-003

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tblVehicleEF	MCY	3.5710e-003	2.8200e-003
tblVehicleEF	MCY	0.35	0.35
tblVehicleEF	MCY	1.00	0.97
tblVehicleEF	MCY	0.21	0.22
tblVehicleEF	MCY	2.89	2.89
tblVehicleEF	MCY	0.99	2.69
tblVehicleEF	MCY	2.53	2.24
tblVehicleEF	MCY	2.3760e-003	2.2980e-003
tblVehicleEF	MCY	7.1900e-004	6.3400e-004
tblVehicleEF	MCY	0.35	0.35
tblVehicleEF	MCY	1.00	0.97
tblVehicleEF	MCY	0.21	0.22
tblVehicleEF	MCY	3.57	3.57
tblVehicleEF	MCY	0.99	2.69
tblVehicleEF	MCY	2.76	2.44
tblVehicleEF	MDV	7.1350e-003	3.0460e-003
tblVehicleEF	MDV	9.0500e-003	0.06
tblVehicleEF	MDV	0.80	0.69
tblVehicleEF	MDV	1.79	2.72
tblVehicleEF	MDV	460.22	375.26
tblVehicleEF	MDV	94.54	73.63
tblVehicleEF	MDV	0.08	0.05
tblVehicleEF	MDV	0.14	0.23
tblVehicleEF	MDV	2.2400e-003	1.8270e-003
tblVehicleEF	MDV	2.3440e-003	1.7490e-003
tblVehicleEF	MDV	2.0640e-003	1.6850e-003
tblVehicleEF	MDV	2.1550e-003	1.6080e-003

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tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.11	0.09
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.02	0.01
tblVehicleEF	MDV	0.09	0.32
tblVehicleEF	MDV	0.12	0.27
tblVehicleEF	MDV	4.6020e-003	3.7080e-003
tblVehicleEF	MDV	9.7600e-004	7.2900e-004
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.11	0.09
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.09	0.32
tblVehicleEF	MDV	0.13	0.30
tblVehicleEF	MDV	7.7670e-003	3.3570e-003
tblVehicleEF	MDV	7.5720e-003	0.05
tblVehicleEF	MDV	0.90	0.79
tblVehicleEF	MDV	1.41	2.12
tblVehicleEF	MDV	488.04	390.03
tblVehicleEF	MDV	94.54	72.53
tblVehicleEF	MDV	0.07	0.04
tblVehicleEF	MDV	0.12	0.20
tblVehicleEF	MDV	2.2400e-003	1.8270e-003
tblVehicleEF	MDV	2.3440e-003	1.7490e-003
tblVehicleEF	MDV	2.0640e-003	1.6850e-003
tblVehicleEF	MDV	2.1550e-003	1.6080e-003
tblVehicleEF	MDV	0.08	0.09

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tblVehicleEF	MDV	0.12	0.10
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.02	0.01
tblVehicleEF	MDV	0.08	0.29
tblVehicleEF	MDV	0.10	0.23
tblVehicleEF	MDV	4.8810e-003	3.8540e-003
tblVehicleEF	MDV	9.6900e-004	7.1800e-004
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.12	0.10
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.08	0.29
tblVehicleEF	MDV	0.11	0.25
tblVehicleEF	MDV	7.0370e-003	2.9800e-003
tblVehicleEF	MDV	9.9480e-003	0.06
tblVehicleEF	MDV	0.80	0.70
tblVehicleEF	MDV	2.03	3.08
tblVehicleEF	MDV	459.24	374.74
tblVehicleEF	MDV	94.54	74.30
tblVehicleEF	MDV	0.09	0.05
tblVehicleEF	MDV	0.15	0.25
tblVehicleEF	MDV	2.2400e-003	1.8270e-003
tblVehicleEF	MDV	2.3440e-003	1.7490e-003
tblVehicleEF	MDV	2.0640e-003	1.6850e-003
tblVehicleEF	MDV	2.1550e-003	1.6080e-003
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	0.12	0.10

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tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	0.02	0.01
tblVehicleEF	MDV	0.11	0.39
tblVehicleEF	MDV	0.13	0.30
tblVehicleEF	MDV	4.5920e-003	3.7030e-003
tblVehicleEF	MDV	9.8000e-004	7.3500e-004
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	0.12	0.10
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.39
tblVehicleEF	MDV	0.15	0.33
tblVehicleEF	MH	0.02	7.9410e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.01	0.78
tblVehicleEF	MH	4.36	1.96
tblVehicleEF	MH	1,185.81	1,444.02
tblVehicleEF	MH	56.72	17.21
tblVehicleEF	MH	0.83	0.98
tblVehicleEF	MH	0.62	0.23
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	1.0110e-003	2.8400e-004
tblVehicleEF	MH	3.2230e-003	3.2780e-003
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	9.3000e-004	2.6100e-004
tblVehicleEF	MH	0.34	0.38

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tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.15	0.15
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	0.01	1.14
tblVehicleEF	MH	0.24	0.08
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.4300e-004	1.7000e-004
tblVehicleEF	MH	0.34	0.38
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.15	0.15
tblVehicleEF	MH	0.07	0.07
tblVehicleEF	MH	0.01	1.14
tblVehicleEF	MH	0.27	0.09
tblVehicleEF	MH	0.02	8.2300e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.06	0.81
tblVehicleEF	MH	4.00	1.80
tblVehicleEF	MH	1,185.81	1,444.08
tblVehicleEF	MH	56.72	16.93
tblVehicleEF	MH	0.78	0.92
tblVehicleEF	MH	0.57	0.21
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	1.0110e-003	2.8400e-004
tblVehicleEF	MH	3.2230e-003	3.2780e-003
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	9.3000e-004	2.6100e-004

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tblVehicleEF	MH	0.70	0.77
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.30	0.33
tblVehicleEF	MH	0.06	0.05
tblVehicleEF	MH	0.01	1.10
tblVehicleEF	MH	0.23	0.08
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.3600e-004	1.6800e-004
tblVehicleEF	MH	0.70	0.77
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	0.30	0.33
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.01	1.10
tblVehicleEF	MH	0.25	0.09
tblVehicleEF	MH	0.01	7.7880e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.99	0.76
tblVehicleEF	MH	4.62	2.08
tblVehicleEF	MH	1,185.81	1,443.99
tblVehicleEF	MH	56.72	17.40
tblVehicleEF	MH	0.85	1.00
tblVehicleEF	MH	0.65	0.24
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	1.0110e-003	2.8400e-004
tblVehicleEF	MH	3.2230e-003	3.2780e-003
tblVehicleEF	MH	0.01	0.01

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tblVehicleEF	MH	9.3000e-004	2.6100e-004
tblVehicleEF	MH	0.20	0.21
tblVehicleEF	MH	0.04	0.05
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	0.01	1.22
tblVehicleEF	MH	0.25	0.09
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.4700e-004	1.7200e-004
tblVehicleEF	MH	0.20	0.21
tblVehicleEF	MH	0.04	0.05
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	0.07	0.07
tblVehicleEF	MH	0.01	1.22
tblVehicleEF	MH	0.28	0.10
tblVehicleEF	MHD	0.02	3.1870e-003
tblVehicleEF	MHD	3.4540e-003	1.3420e-003
tblVehicleEF	MHD	0.05	7.5740e-003
tblVehicleEF	MHD	0.31	0.50
tblVehicleEF	MHD	0.30	0.19
tblVehicleEF	MHD	4.66	0.85
tblVehicleEF	MHD	155.32	115.04
tblVehicleEF	MHD	1,179.47	1,042.08
tblVehicleEF	MHD	51.33	7.73
tblVehicleEF	MHD	0.45	0.72
tblVehicleEF	MHD	1.09	1.42
tblVehicleEF	MHD	12.05	1.80

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tblVehicleEF	MHD	1.5900e-004	6.2700e-004
tblVehicleEF	MHD	3.1450e-003	6.7340e-003
tblVehicleEF	MHD	7.2000e-004	8.6000e-005
tblVehicleEF	MHD	1.5200e-004	6.0000e-004
tblVehicleEF	MHD	3.0060e-003	6.4390e-003
tblVehicleEF	MHD	6.6200e-004	7.9000e-005
tblVehicleEF	MHD	7.5300e-004	3.0600e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	4.8600e-004	1.9900e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.02	0.09
tblVehicleEF	MHD	0.29	0.04
tblVehicleEF	MHD	1.4920e-003	1.0890e-003
tblVehicleEF	MHD	0.01	9.9130e-003
tblVehicleEF	MHD	5.9500e-004	7.7000e-005
tblVehicleEF	MHD	7.5300e-004	3.0600e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	4.8600e-004	1.9900e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.09
tblVehicleEF	MHD	0.32	0.04
tblVehicleEF	MHD	0.01	3.0270e-003
tblVehicleEF	MHD	3.5180e-003	1.3770e-003
tblVehicleEF	MHD	0.04	7.1040e-003
tblVehicleEF	MHD	0.22	0.44

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tblVehicleEF	MHD	0.30	0.20
tblVehicleEF	MHD	4.26	0.77
tblVehicleEF	MHD	164.67	114.96
tblVehicleEF	MHD	1,179.47	1,042.08
tblVehicleEF	MHD	51.33	7.61
tblVehicleEF	MHD	0.47	0.71
tblVehicleEF	MHD	1.04	1.36
tblVehicleEF	MHD	12.00	1.79
tblVehicleEF	MHD	1.3400e-004	5.3400e-004
tblVehicleEF	MHD	3.1450e-003	6.7340e-003
tblVehicleEF	MHD	7.2000e-004	8.6000e-005
tblVehicleEF	MHD	1.2800e-004	5.1100e-004
tblVehicleEF	MHD	3.0060e-003	6.4390e-003
tblVehicleEF	MHD	6.6200e-004	7.9000e-005
tblVehicleEF	MHD	1.5510e-003	6.2900e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	1.0170e-003	4.1400e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.02	0.09
tblVehicleEF	MHD	0.27	0.04
tblVehicleEF	MHD	1.5800e-003	1.0890e-003
tblVehicleEF	MHD	0.01	9.9130e-003
tblVehicleEF	MHD	5.8800e-004	7.5000e-005
tblVehicleEF	MHD	1.5510e-003	6.2900e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.03

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tblVehicleEF	MHD	1.0170e-003	4.1400e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.09
tblVehicleEF	MHD	0.30	0.04
tblVehicleEF	MHD	0.02	3.3430e-003
tblVehicleEF	MHD	3.4210e-003	1.3220e-003
tblVehicleEF	MHD	0.05	7.8520e-003
tblVehicleEF	MHD	0.41	0.56
tblVehicleEF	MHD	0.30	0.19
tblVehicleEF	MHD	4.94	0.90
tblVehicleEF	MHD	142.73	115.26
tblVehicleEF	MHD	1,179.47	1,042.07
tblVehicleEF	MHD	51.33	7.82
tblVehicleEF	MHD	0.43	0.74
tblVehicleEF	MHD	1.11	1.44
tblVehicleEF	MHD	12.08	1.80
tblVehicleEF	MHD	1.9300e-004	7.5600e-004
tblVehicleEF	MHD	3.1450e-003	6.7340e-003
tblVehicleEF	MHD	7.2000e-004	8.6000e-005
tblVehicleEF	MHD	1.8500e-004	7.2300e-004
tblVehicleEF	MHD	3.0060e-003	6.4390e-003
tblVehicleEF	MHD	6.6200e-004	7.9000e-005
tblVehicleEF	MHD	4.5200e-004	1.8600e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	2.3200e-004	9.6000e-005
tblVehicleEF	MHD	0.04	0.01

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tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.30	0.04
tblVehicleEF	MHD	1.3730e-003	1.0910e-003
tblVehicleEF	MHD	0.01	9.9130e-003
tblVehicleEF	MHD	6.0000e-004	7.7000e-005
tblVehicleEF	MHD	4.5200e-004	1.8600e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	2.3200e-004	9.6000e-005
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.33	0.05
tblVehicleEF	OBUS	0.01	6.6390e-003
tblVehicleEF	OBUS	5.3460e-003	3.7010e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.24	0.61
tblVehicleEF	OBUS	0.42	0.48
tblVehicleEF	OBUS	4.75	1.70
tblVehicleEF	OBUS	142.11	100.56
tblVehicleEF	OBUS	1,309.44	1,332.93
tblVehicleEF	OBUS	64.09	14.28
tblVehicleEF	OBUS	0.32	0.41
tblVehicleEF	OBUS	1.10	1.59
tblVehicleEF	OBUS	3.67	1.17
tblVehicleEF	OBUS	2.9000e-005	1.3400e-004
tblVehicleEF	OBUS	3.1040e-003	8.1250e-003
tblVehicleEF	OBUS	6.6000e-004	1.4000e-004

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tblVehicleEF	OBUS	2.8000e-005	1.2900e-004
tblVehicleEF	OBUS	2.9580e-003	7.7640e-003
tblVehicleEF	OBUS	6.0600e-004	1.2900e-004
tblVehicleEF	OBUS	1.0980e-003	1.0910e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	6.0200e-004	5.6600e-004
tblVehicleEF	OBUS	0.05	0.03
tblVehicleEF	OBUS	0.03	0.18
tblVehicleEF	OBUS	0.30	0.08
tblVehicleEF	OBUS	1.3670e-003	9.5500e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.2400e-004	1.4100e-004
tblVehicleEF	OBUS	1.0980e-003	1.0910e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	6.0200e-004	5.6600e-004
tblVehicleEF	OBUS	0.06	0.03
tblVehicleEF	OBUS	0.03	0.18
tblVehicleEF	OBUS	0.33	0.09
tblVehicleEF	OBUS	0.01	6.7330e-003
tblVehicleEF	OBUS	5.4750e-003	3.8320e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.23	0.60
tblVehicleEF	OBUS	0.43	0.49
tblVehicleEF	OBUS	4.35	1.56
tblVehicleEF	OBUS	149.62	99.32

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tblVehicleEF	OBUS	1,309.44	1,332.95
tblVehicleEF	OBUS	64.09	14.04
tblVehicleEF	OBUS	0.33	0.39
tblVehicleEF	OBUS	1.05	1.51
tblVehicleEF	OBUS	3.61	1.16
tblVehicleEF	OBUS	2.5000e-005	1.1900e-004
tblVehicleEF	OBUS	3.1040e-003	8.1250e-003
tblVehicleEF	OBUS	6.6000e-004	1.4000e-004
tblVehicleEF	OBUS	2.4000e-005	1.1400e-004
tblVehicleEF	OBUS	2.9580e-003	7.7640e-003
tblVehicleEF	OBUS	6.0600e-004	1.2900e-004
tblVehicleEF	OBUS	2.1040e-003	2.1370e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	1.2250e-003	1.1610e-003
tblVehicleEF	OBUS	0.05	0.03
tblVehicleEF	OBUS	0.03	0.17
tblVehicleEF	OBUS	0.28	0.08
tblVehicleEF	OBUS	1.4390e-003	9.4300e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.1700e-004	1.3900e-004
tblVehicleEF	OBUS	2.1040e-003	2.1370e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	1.2250e-003	1.1610e-003
tblVehicleEF	OBUS	0.06	0.04
tblVehicleEF	OBUS	0.03	0.17

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tblVehicleEF	OBUS	0.31	0.09
tblVehicleEF	OBUS	0.01	6.5250e-003
tblVehicleEF	OBUS	5.2770e-003	3.6310e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.25	0.61
tblVehicleEF	OBUS	0.42	0.47
tblVehicleEF	OBUS	5.01	1.80
tblVehicleEF	OBUS	131.74	102.27
tblVehicleEF	OBUS	1,309.44	1,332.92
tblVehicleEF	OBUS	64.09	14.44
tblVehicleEF	OBUS	0.31	0.44
tblVehicleEF	OBUS	1.12	1.61
tblVehicleEF	OBUS	3.71	1.18
tblVehicleEF	OBUS	3.6000e-005	1.5500e-004
tblVehicleEF	OBUS	3.1040e-003	8.1250e-003
tblVehicleEF	OBUS	6.6000e-004	1.4000e-004
tblVehicleEF	OBUS	3.4000e-005	1.4800e-004
tblVehicleEF	OBUS	2.9580e-003	7.7640e-003
tblVehicleEF	OBUS	6.0600e-004	1.2900e-004
tblVehicleEF	OBUS	7.8400e-004	7.3500e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	2.7200e-004	2.4500e-004
tblVehicleEF	OBUS	0.05	0.03
tblVehicleEF	OBUS	0.03	0.20
tblVehicleEF	OBUS	0.32	0.09
tblVehicleEF	OBUS	1.2680e-003	9.7100e-004

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tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.2900e-004	1.4300e-004
tblVehicleEF	OBUS	7.8400e-004	7.3500e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	2.7200e-004	2.4500e-004
tblVehicleEF	OBUS	0.06	0.03
tblVehicleEF	OBUS	0.03	0.20
tblVehicleEF	OBUS	0.35	0.10
tblVehicleEF	SBUS	0.81	0.16
tblVehicleEF	SBUS	9.8340e-003	3.3570e-003
tblVehicleEF	SBUS	0.06	0.01
tblVehicleEF	SBUS	8.09	5.87
tblVehicleEF	SBUS	0.59	0.28
tblVehicleEF	SBUS	7.19	1.80
tblVehicleEF	SBUS	1,103.84	389.31
tblVehicleEF	SBUS	1,057.81	930.98
tblVehicleEF	SBUS	57.01	11.79
tblVehicleEF	SBUS	7.90	2.10
tblVehicleEF	SBUS	3.38	1.47
tblVehicleEF	SBUS	11.83	1.21
tblVehicleEF	SBUS	7.0490e-003	1.4420e-003
tblVehicleEF	SBUS	0.01	9.6480e-003
tblVehicleEF	SBUS	0.02	9.6500e-003
tblVehicleEF	SBUS	6.8100e-004	1.4900e-004
tblVehicleEF	SBUS	6.7440e-003	1.3800e-003
tblVehicleEF	SBUS	2.6370e-003	2.4120e-003

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tblVehicleEF	SBUS	0.02	9.2040e-003
tblVehicleEF	SBUS	6.2600e-004	1.3700e-004
tblVehicleEF	SBUS	2.7710e-003	1.1660e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	0.96	0.71
tblVehicleEF	SBUS	1.5500e-003	6.2300e-004
tblVehicleEF	SBUS	0.09	0.03
tblVehicleEF	SBUS	0.02	0.09
tblVehicleEF	SBUS	0.38	0.07
tblVehicleEF	SBUS	0.01	3.7520e-003
tblVehicleEF	SBUS	0.01	9.0210e-003
tblVehicleEF	SBUS	6.9400e-004	1.1700e-004
tblVehicleEF	SBUS	2.7710e-003	1.1660e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	1.38	1.03
tblVehicleEF	SBUS	1.5500e-003	6.2300e-004
tblVehicleEF	SBUS	0.11	0.04
tblVehicleEF	SBUS	0.02	0.09
tblVehicleEF	SBUS	0.42	0.08
tblVehicleEF	SBUS	0.81	0.16
tblVehicleEF	SBUS	0.01	3.4400e-003
tblVehicleEF	SBUS	0.05	0.01
tblVehicleEF	SBUS	8.00	5.85
tblVehicleEF	SBUS	0.61	0.28
tblVehicleEF	SBUS	5.45	1.36
tblVehicleEF	SBUS	1,152.72	392.38
tblVehicleEF	SBUS	1,057.81	930.99

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tblVehicleEF	SBUS	57.01	11.06
tblVehicleEF	SBUS	8.15	2.12
tblVehicleEF	SBUS	3.22	1.40
tblVehicleEF	SBUS	11.79	1.20
tblVehicleEF	SBUS	5.9420e-003	1.2250e-003
tblVehicleEF	SBUS	0.01	9.6480e-003
tblVehicleEF	SBUS	0.02	9.6500e-003
tblVehicleEF	SBUS	6.8100e-004	1.4900e-004
tblVehicleEF	SBUS	5.6850e-003	1.1720e-003
tblVehicleEF	SBUS	2.6370e-003	2.4120e-003
tblVehicleEF	SBUS	0.02	9.2040e-003
tblVehicleEF	SBUS	6.2600e-004	1.3700e-004
tblVehicleEF	SBUS	5.2560e-003	2.2800e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	0.95	0.71
tblVehicleEF	SBUS	3.1210e-003	1.2970e-003
tblVehicleEF	SBUS	0.09	0.03
tblVehicleEF	SBUS	0.01	0.07
tblVehicleEF	SBUS	0.33	0.06
tblVehicleEF	SBUS	0.01	3.7810e-003
tblVehicleEF	SBUS	0.01	9.0210e-003
tblVehicleEF	SBUS	6.6500e-004	1.0900e-004
tblVehicleEF	SBUS	5.2560e-003	2.2800e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	1.38	1.03
tblVehicleEF	SBUS	3.1210e-003	1.2970e-003
tblVehicleEF	SBUS	0.11	0.04

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tblVehicleEF	SBUS	0.01	0.07
tblVehicleEF	SBUS	0.36	0.07
tblVehicleEF	SBUS	0.81	0.16
tblVehicleEF	SBUS	9.7060e-003	3.3100e-003
tblVehicleEF	SBUS	0.07	0.01
tblVehicleEF	SBUS	8.23	5.90
tblVehicleEF	SBUS	0.59	0.27
tblVehicleEF	SBUS	8.50	2.13
tblVehicleEF	SBUS	1,036.35	385.06
tblVehicleEF	SBUS	1,057.81	930.97
tblVehicleEF	SBUS	57.01	12.33
tblVehicleEF	SBUS	7.55	2.08
tblVehicleEF	SBUS	3.43	1.50
tblVehicleEF	SBUS	11.86	1.22
tblVehicleEF	SBUS	8.5770e-003	1.7430e-003
tblVehicleEF	SBUS	0.01	9.6480e-003
tblVehicleEF	SBUS	0.02	9.6500e-003
tblVehicleEF	SBUS	6.8100e-004	1.4900e-004
tblVehicleEF	SBUS	8.2060e-003	1.6670e-003
tblVehicleEF	SBUS	2.6370e-003	2.4120e-003
tblVehicleEF	SBUS	0.02	9.2040e-003
tblVehicleEF	SBUS	6.2600e-004	1.3700e-004
tblVehicleEF	SBUS	2.0200e-003	8.1300e-004
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	0.96	0.71
tblVehicleEF	SBUS	7.1100e-004	2.7900e-004
tblVehicleEF	SBUS	0.09	0.03

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tblVehicleEF	SBUS	0.02	0.12
tblVehicleEF	SBUS	0.42	0.08
tblVehicleEF	SBUS	0.01	3.7120e-003
tblVehicleEF	SBUS	0.01	9.0210e-003
tblVehicleEF	SBUS	7.1600e-004	1.2200e-004
tblVehicleEF	SBUS	2.0200e-003	8.1300e-004
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	1.39	1.03
tblVehicleEF	SBUS	7.1100e-004	2.7900e-004
tblVehicleEF	SBUS	0.11	0.04
tblVehicleEF	SBUS	0.02	0.12
tblVehicleEF	SBUS	0.46	0.09
tblVehicleEF	UBUS	0.42	1.38
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	8.65	10.31
tblVehicleEF	UBUS	9.26	0.00
tblVehicleEF	UBUS	2,259.15	1,709.68
tblVehicleEF	UBUS	65.85	0.00
tblVehicleEF	UBUS	15.81	0.75
tblVehicleEF	UBUS	17.18	0.00
tblVehicleEF	UBUS	0.69	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.30	5.4620e-003
tblVehicleEF	UBUS	1.1580e-003	0.00
tblVehicleEF	UBUS	0.29	0.03
tblVehicleEF	UBUS	3.0000e-003	8.6540e-003
tblVehicleEF	UBUS	0.29	5.2260e-003

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tblVehicleEF	UBUS	1.0650e-003	0.00
tblVehicleEF	UBUS	3.1800e-003	0.00
tblVehicleEF	UBUS	0.08	0.00
tblVehicleEF	UBUS	1.5890e-003	0.00
tblVehicleEF	UBUS	1.27	0.02
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.62	0.00
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	8.2300e-004	0.00
tblVehicleEF	UBUS	3.1800e-003	0.00
tblVehicleEF	UBUS	0.08	0.00
tblVehicleEF	UBUS	1.5890e-003	0.00
tblVehicleEF	UBUS	1.79	1.41
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.68	0.00
tblVehicleEF	UBUS	0.43	1.38
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	8.80	10.31
tblVehicleEF	UBUS	7.07	0.00
tblVehicleEF	UBUS	2,259.15	1,709.68
tblVehicleEF	UBUS	65.85	0.00
tblVehicleEF	UBUS	15.09	0.75
tblVehicleEF	UBUS	17.12	0.00
tblVehicleEF	UBUS	0.69	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.30	5.4620e-003
tblVehicleEF	UBUS	1.1580e-003	0.00

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tblVehicleEF	UBUS	0.29	0.03
tblVehicleEF	UBUS	3.0000e-003	8.6540e-003
tblVehicleEF	UBUS	0.29	5.2260e-003
tblVehicleEF	UBUS	1.0650e-003	0.00
tblVehicleEF	UBUS	6.5610e-003	0.00
tblVehicleEF	UBUS	0.08	0.00
tblVehicleEF	UBUS	3.2820e-003	0.00
tblVehicleEF	UBUS	1.30	0.02
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.51	0.00
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	7.8500e-004	0.00
tblVehicleEF	UBUS	6.5610e-003	0.00
tblVehicleEF	UBUS	0.08	0.00
tblVehicleEF	UBUS	3.2820e-003	0.00
tblVehicleEF	UBUS	1.84	1.41
tblVehicleEF	UBUS	0.03	0.00
tblVehicleEF	UBUS	0.56	0.00
tblVehicleEF	UBUS	0.41	1.38
tblVehicleEF	UBUS	0.05	0.00
tblVehicleEF	UBUS	8.57	10.31
tblVehicleEF	UBUS	10.92	0.00
tblVehicleEF	UBUS	2,259.15	1,709.68
tblVehicleEF	UBUS	65.85	0.00
tblVehicleEF	UBUS	16.05	0.75
tblVehicleEF	UBUS	17.22	0.00
tblVehicleEF	UBUS	0.69	0.07

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tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.30	5.4620e-003
tblVehicleEF	UBUS	1.1580e-003	0.00
tblVehicleEF	UBUS	0.29	0.03
tblVehicleEF	UBUS	3.0000e-003	8.6540e-003
tblVehicleEF	UBUS	0.29	5.2260e-003
tblVehicleEF	UBUS	1.0650e-003	0.00
tblVehicleEF	UBUS	1.7960e-003	0.00
tblVehicleEF	UBUS	0.11	0.00
tblVehicleEF	UBUS	5.5600e-004	0.00
tblVehicleEF	UBUS	1.25	0.02
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	0.69	0.00
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	8.5200e-004	0.00
tblVehicleEF	UBUS	1.7960e-003	0.00
tblVehicleEF	UBUS	0.11	0.00
tblVehicleEF	UBUS	5.5600e-004	0.00
tblVehicleEF	UBUS	1.77	1.41
tblVehicleEF	UBUS	0.04	0.00
tblVehicleEF	UBUS	0.76	0.00
tblVehicleTrips	CW_TL	9.50	7.30
tblVehicleTrips	ST_TR	8.19	8.40
tblVehicleTrips	SU_TR	5.95	6.10
tblVehicleTrips	WD_TR	8.17	8.40

2.0 Emissions Summary

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2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.4000	2.9574	3.3344	7.7700e-003	0.1373	0.1328	0.2701	0.0337	0.1285	0.1622	0.0000	678.8037	678.8037	0.0979	0.0000	681.2522
2022	0.8587	3.1959	5.1245	0.0140	0.6054	0.1356	0.7410	0.1615	0.1330	0.2945	0.0000	1,240.6940	1,240.6940	0.0945	0.0000	1,243.0569
2023	0.2032	0.2313	0.7583	2.4800e-003	0.1952	0.0114	0.2066	0.0519	0.0113	0.0632	0.0000	221.0280	221.0280	5.5700e-003	0.0000	221.1672
Maximum	0.8587	3.1959	5.1245	0.0140	0.6054	0.1356	0.7410	0.1615	0.1330	0.2945	0.0000	1,240.6940	1,240.6940	0.0979	0.0000	1,243.0569

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1600	1.8606	3.7399	7.7700e-003	0.1373	0.0362	0.1735	0.0337	0.0348	0.0685	0.0000	678.8031	678.8031	0.0979	0.0000	681.2515
2022	0.5696	2.3024	5.6547	0.0140	0.6054	0.0368	0.6422	0.1615	0.0357	0.1972	0.0000	1,240.6933	1,240.6933	0.0945	0.0000	1,243.0561
2023	0.1757	0.1795	0.8152	2.4800e-003	0.1952	2.2500e-003	0.1975	0.0519	2.1400e-003	0.0541	0.0000	221.0279	221.0279	5.5700e-003	0.0000	221.1671
Maximum	0.5696	2.3024	5.6547	0.0140	0.6054	0.0368	0.6422	0.1615	0.0357	0.1972	0.0000	1,240.6933	1,240.6933	0.0979	0.0000	1,243.0561

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	38.07	31.98	-10.77	0.00	0.00	73.13	16.80	0.00	73.40	38.52	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-27-2021	12-26-2021	3.1803	1.9122
2	12-27-2021	3-26-2022	1.8431	1.1975
3	3-27-2022	6-26-2022	1.6145	1.1994
4	6-27-2022	9-26-2022	0.3394	0.2617
5	9-27-2022	12-26-2022	0.3486	0.2717
6	12-27-2022	3-26-2023	0.3230	0.2648
7	3-27-2023	6-26-2023	0.1347	0.1099
		Highest	3.1803	1.9122

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2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0422	2.0000e-005	2.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1100e-003	4.1100e-003	1.0000e-005	0.0000	4.3800e-003
Energy	0.0479	0.4350	0.3654	2.6100e-003		0.0331	0.0331		0.0331	0.0331	0.0000	1,015.9350	1,015.9350	0.0336	0.0138	1,020.8743
Mobile	0.6142	0.7498	4.7130	0.0127	1.2385	9.7000e-003	1.2482	0.3323	9.0200e-003	0.3414	0.0000	1,187.5634	1,187.5634	0.0898	0.0000	1,189.8071
Stationary	0.0145	0.0606	0.0577	2.1000e-004		3.8000e-003	3.8000e-003		3.8000e-003	3.8000e-003	0.0000	32.8056	32.8056	1.3700e-003	0.0000	32.8398
Waste						0.0000	0.0000		0.0000	0.0000	25.5606	0.0000	25.5606	1.5106	0.0000	63.3254
Water						0.0000	0.0000		0.0000	0.0000	1.8510	9.8440	11.6950	0.1906	4.5800e-003	17.8241
Total	1.7188	1.2454	5.1382	0.0155	1.2385	0.0466	1.2851	0.3323	0.0459	0.3782	27.4116	2,246.1521	2,273.5637	1.8259	0.0183	2,324.6750

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0421	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2100e-003	2.2100e-003	0.0000	0.0000	2.3300e-003
Energy	0.0479	0.4350	0.3654	2.6100e-003		0.0331	0.0331		0.0331	0.0331	0.0000	1,015.9350	1,015.9350	0.0336	0.0138	1,020.8743
Mobile	0.5278	0.3795	2.4965	3.6300e-003	0.3214	3.4600e-003	0.3249	0.0862	3.2100e-003	0.0895	0.0000	340.5013	340.5013	0.0473	0.0000	341.6841
Stationary	0.0145	0.0606	0.0577	2.1000e-004		3.8000e-003	3.8000e-003		3.8000e-003	3.8000e-003	0.0000	32.8056	32.8056	1.3700e-003	0.0000	32.8398
Waste						0.0000	0.0000		0.0000	0.0000	25.5606	0.0000	25.5606	1.5106	0.0000	63.3254
Water						0.0000	0.0000		0.0000	0.0000	1.8510	9.8440	11.6950	0.1906	4.5800e-003	17.8241
Total	1.6323	0.8750	2.9208	6.4500e-003	0.3214	0.0403	0.3617	0.0862	0.0401	0.1263	27.4116	1,399.0881	1,426.4997	1.7834	0.0183	1,476.5500

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	5.03	29.74	43.16	58.31	74.05	13.42	71.85	74.05	12.68	66.60	0.00	37.71	37.26	2.32	0.00	36.48

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/27/2021	11/26/2021	5	45	
2	Site Preparation	Site Preparation	9/27/2021	10/29/2021	5	25	
3	Superstructure	Building Construction	9/27/2021	6/6/2022	5	181	
4	Paving	Paving	2/1/2022	3/14/2022	5	30	
5	Exterior Systems	Building Construction	3/15/2022	6/6/2022	5	60	
6	Architectural Coating	Architectural Coating	3/15/2022	5/4/2023	5	298	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 166,765; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Air Compressors	4	9.00	150	0.48
Demolition	Concrete/Industrial Saws	3	3.00	33	0.73
Demolition	Cranes	1	12.00	350	0.29
Demolition	Crushing/Proc. Equipment	2	6.00	85	0.78
Demolition	Excavators	1	8.00	385	0.38
Demolition	Generator Sets	2	6.00	10	0.74
Demolition	Off-Highway Trucks	2	6.00	325	0.38
Demolition	Rubber Tired Dozers	0	1.00	247	0.40
Demolition	Sweepers/Scrubbers	1	6.00	64	0.46
Demolition	Tractors/Loaders/Backhoes	1	6.00	350	0.37

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Demolition	Tractors/Loaders/Backhoes	3	8.00	120	0.37
Site Preparation	Cranes	1	12.00	350	0.29
Site Preparation	Generator Sets	2	6.00	10	0.74
Site Preparation	Graders	0	8.00	187	0.41
Site Preparation	Off-Highway Trucks	2	6.00	325	0.38
Site Preparation	Sweepers/Scrubbers	1	6.00	64	0.46
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Trenchers	1	5.00	41	0.50
Superstructure	Air Compressors	12	6.00	150	0.48
Superstructure	Concrete/Industrial Saws	6	3.00	33	0.73
Superstructure	Cranes	0	4.00	231	0.29
Superstructure	Forklifts	0	6.00	89	0.20
Superstructure	Generator Sets	2	6.00	10	0.74
Superstructure	Off-Highway Trucks	2	6.00	325	0.38
Superstructure	Plate Compactors	1	6.00	8	0.43
Superstructure	Sweepers/Scrubbers	1	6.00	64	0.46
Superstructure	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Paving	Pavers	1	10.00	74	0.42
Paving	Paving Equipment	1	10.00	132	0.36
Paving	Rollers	0	7.00	80	0.38
Paving	Scrapers	1	12.00	330	0.48
Paving	Tractors/Loaders/Backhoes	1	8.00	350	0.37
Exterior Systems	Cranes	0	4.00	231	0.29
Exterior Systems	Forklifts	0	6.00	89	0.20
Exterior Systems	Generator Sets	2	6.00	10	0.74
Exterior Systems	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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Architectural Coating	Air Compressors	2	8.00	150	0.48
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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	20	60.00	0.00	270.00	30.00	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	30.00	0.00	0.00	30.00	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Superstructure	24	80.00	40.00	0.00	30.00	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	18.00	12.00	0.00	30.00	2.00	20.00	LD_Mix	HDT_Mix	HHDT
Exterior Systems	2	32.00	40.00	0.00	30.00	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	2	200.00	0.00	0.00	30.00	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Oxidation Catalyst for Construction Equipment

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3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0266	0.0000	0.0266	4.0300e-003	0.0000	4.0300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1410	1.1568	1.2034	2.5400e-003		0.0553	0.0553		0.0528	0.0528	0.0000	219.6967	219.6967	0.0463	0.0000	220.8534
Total	0.1410	1.1568	1.2034	2.5400e-003	0.0266	0.0553	0.0819	4.0300e-003	0.0528	0.0568	0.0000	219.6967	219.6967	0.0463	0.0000	220.8534

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0200e-003	0.0436	0.0143	1.1000e-004	2.2600e-003	1.3000e-004	2.3900e-003	6.2000e-004	1.2000e-004	7.4000e-004	0.0000	11.8459	11.8459	2.1700e-003	0.0000	11.9003
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9900e-003	6.2100e-003	0.0687	2.9000e-004	0.0296	2.1000e-004	0.0298	7.8700e-003	1.9000e-004	8.0700e-003	0.0000	26.6741	26.6741	5.2000e-004	0.0000	26.6870
Total	0.0100	0.0498	0.0829	4.0000e-004	0.0319	3.4000e-004	0.0322	8.4900e-003	3.1000e-004	8.8100e-003	0.0000	38.5200	38.5200	2.6900e-003	0.0000	38.5872

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3.2 Demolition - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0266	0.0000	0.0266	4.0300e-003	0.0000	4.0300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0495	0.6132	1.4160	2.5400e-003		0.0115	0.0115		0.0111	0.0111	0.0000	219.6965	219.6965	0.0463	0.0000	220.8531
Total	0.0495	0.6132	1.4160	2.5400e-003	0.0266	0.0115	0.0382	4.0300e-003	0.0111	0.0151	0.0000	219.6965	219.6965	0.0463	0.0000	220.8531

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0200e-003	0.0436	0.0143	1.1000e-004	2.2600e-003	1.3000e-004	2.3900e-003	6.2000e-004	1.2000e-004	7.4000e-004	0.0000	11.8459	11.8459	2.1700e-003	0.0000	11.9003
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9900e-003	6.2100e-003	0.0687	2.9000e-004	0.0296	2.1000e-004	0.0298	7.8700e-003	1.9000e-004	8.0700e-003	0.0000	26.6741	26.6741	5.2000e-004	0.0000	26.6870
Total	0.0100	0.0498	0.0829	4.0000e-004	0.0319	3.4000e-004	0.0322	8.4900e-003	3.1000e-004	8.8100e-003	0.0000	38.5200	38.5200	2.6900e-003	0.0000	38.5872

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3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0251	0.2381	0.1769	4.2000e-004		0.0104	0.0104		9.5800e-003	9.5800e-003	0.0000	36.6738	36.6738	0.0116	0.0000	36.9633
Total	0.0251	0.2381	0.1769	4.2000e-004	0.0000	0.0104	0.0104	0.0000	9.5800e-003	9.5800e-003	0.0000	36.6738	36.6738	0.0116	0.0000	36.9633

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-003	1.7300e-003	0.0191	8.0000e-005	8.2200e-003	6.0000e-005	8.2800e-003	2.1900e-003	5.0000e-005	2.2400e-003	0.0000	7.4095	7.4095	1.4000e-004	0.0000	7.4131
Total	2.5000e-003	1.7300e-003	0.0191	8.0000e-005	8.2200e-003	6.0000e-005	8.2800e-003	2.1900e-003	5.0000e-005	2.2400e-003	0.0000	7.4095	7.4095	1.4000e-004	0.0000	7.4131

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3.3 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0143	0.1324	0.1801	4.2000e-004		4.5900e-003	4.5900e-003		4.3600e-003	4.3600e-003	0.0000	36.6738	36.6738	0.0116	0.0000	36.9633
Total	0.0143	0.1324	0.1801	4.2000e-004	0.0000	4.5900e-003	4.5900e-003	0.0000	4.3600e-003	4.3600e-003	0.0000	36.6738	36.6738	0.0116	0.0000	36.9633

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-003	1.7300e-003	0.0191	8.0000e-005	8.2200e-003	6.0000e-005	8.2800e-003	2.1900e-003	5.0000e-005	2.2400e-003	0.0000	7.4095	7.4095	1.4000e-004	0.0000	7.4131
Total	2.5000e-003	1.7300e-003	0.0191	8.0000e-005	8.2200e-003	6.0000e-005	8.2800e-003	2.1900e-003	5.0000e-005	2.2400e-003	0.0000	7.4095	7.4095	1.4000e-004	0.0000	7.4131

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3.4 Superstructure - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1985	1.3376	1.6607	3.3300e-003		0.0660	0.0660		0.0650	0.0650	0.0000	282.9191	282.9191	0.0311	0.0000	283.6971
Total	0.1985	1.3376	1.6607	3.3300e-003		0.0660	0.0660		0.0650	0.0650	0.0000	282.9191	282.9191	0.0311	0.0000	283.6971

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2700e-003	0.1605	0.0490	3.7000e-004	9.1500e-003	3.6000e-004	9.5100e-003	2.6400e-003	3.4000e-004	2.9900e-003	0.0000	38.2605	38.2605	5.0800e-003	0.0000	38.3874
Worker	0.0187	0.0129	0.1425	6.1000e-004	0.0614	4.4000e-004	0.0618	0.0163	4.0000e-004	0.0167	0.0000	55.3240	55.3240	1.0700e-003	0.0000	55.3507
Total	0.0229	0.1734	0.1914	9.8000e-004	0.0706	8.0000e-004	0.0714	0.0190	7.4000e-004	0.0197	0.0000	93.5845	93.5845	6.1500e-003	0.0000	93.7382

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3.4 Superstructure - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0608	0.8902	1.8503	3.3300e-003		0.0188	0.0188		0.0182	0.0182	0.0000	282.9188	282.9188	0.0311	0.0000	283.6967
Total	0.0608	0.8902	1.8503	3.3300e-003		0.0188	0.0188		0.0182	0.0182	0.0000	282.9188	282.9188	0.0311	0.0000	283.6967

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2700e-003	0.1605	0.0490	3.7000e-004	9.1500e-003	3.6000e-004	9.5100e-003	2.6400e-003	3.4000e-004	2.9900e-003	0.0000	38.2605	38.2605	5.0800e-003	0.0000	38.3874
Worker	0.0187	0.0129	0.1425	6.1000e-004	0.0614	4.4000e-004	0.0618	0.0163	4.0000e-004	0.0167	0.0000	55.3240	55.3240	1.0700e-003	0.0000	55.3507
Total	0.0229	0.1734	0.1914	9.8000e-004	0.0706	8.0000e-004	0.0714	0.0190	7.4000e-004	0.0197	0.0000	93.5845	93.5845	6.1500e-003	0.0000	93.7382

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3.4 Superstructure - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2914	1.8548	2.6134	5.2800e-003		0.0898	0.0898		0.0886	0.0886	0.0000	448.6571	448.6571	0.0485	0.0000	449.8691
Total	0.2914	1.8548	2.6134	5.2800e-003		0.0898	0.0898		0.0886	0.0886	0.0000	448.6571	448.6571	0.0485	0.0000	449.8691

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.3500e-003	0.2410	0.0762	5.8000e-004	0.0145	5.0000e-004	0.0150	4.1900e-003	4.8000e-004	4.6800e-003	0.0000	59.8691	59.8691	7.9400e-003	0.0000	60.0676
Worker	0.0281	0.0185	0.2114	9.3000e-004	0.0974	6.8000e-004	0.0981	0.0259	6.3000e-004	0.0265	0.0000	84.4652	84.4652	1.5400e-003	0.0000	84.5036
Total	0.0344	0.2595	0.2876	1.5100e-003	0.1119	1.1800e-003	0.1131	0.0301	1.1100e-003	0.0312	0.0000	144.3343	144.3343	9.4800e-003	0.0000	144.5712

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3.4 Superstructure - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0911	1.3269	2.9174	5.2800e-003		0.0266	0.0266		0.0258	0.0258	0.0000	448.6566	448.6566	0.0485	0.0000	449.8685
Total	0.0911	1.3269	2.9174	5.2800e-003		0.0266	0.0266		0.0258	0.0258	0.0000	448.6566	448.6566	0.0485	0.0000	449.8685

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.3500e-003	0.2410	0.0762	5.8000e-004	0.0145	5.0000e-004	0.0150	4.1900e-003	4.8000e-004	4.6800e-003	0.0000	59.8691	59.8691	7.9400e-003	0.0000	60.0676
Worker	0.0281	0.0185	0.2114	9.3000e-004	0.0974	6.8000e-004	0.0981	0.0259	6.3000e-004	0.0265	0.0000	84.4652	84.4652	1.5400e-003	0.0000	84.5036
Total	0.0344	0.2595	0.2876	1.5100e-003	0.1119	1.1800e-003	0.1131	0.0301	1.1100e-003	0.0312	0.0000	144.3343	144.3343	9.4800e-003	0.0000	144.5712

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3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0292	0.3004	0.2568	6.0000e-004		0.0130	0.0130		0.0120	0.0120	0.0000	52.6638	52.6638	0.0170	0.0000	53.0896
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0292	0.3004	0.2568	6.0000e-004		0.0130	0.0130		0.0120	0.0120	0.0000	52.6638	52.6638	0.0170	0.0000	53.0896

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9000e-004	0.0131	3.5600e-003	2.0000e-005	3.3000e-004	2.0000e-005	3.4000e-004	9.0000e-005	2.0000e-005	1.1000e-004	0.0000	1.8267	1.8267	2.9000e-004	0.0000	1.8340
Worker	1.7100e-003	1.1200e-003	0.0129	6.0000e-005	5.9200e-003	4.0000e-005	5.9600e-003	1.5700e-003	4.0000e-005	1.6100e-003	0.0000	5.1364	5.1364	9.0000e-005	0.0000	5.1387
Total	2.0000e-003	0.0142	0.0164	8.0000e-005	6.2500e-003	6.0000e-005	6.3000e-003	1.6600e-003	6.0000e-005	1.7200e-003	0.0000	6.9631	6.9631	3.8000e-004	0.0000	6.9727

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3.5 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.9500e-003	0.1123	0.3487	6.0000e-004		2.0500e-003	2.0500e-003		2.0500e-003	2.0500e-003	0.0000	52.6637	52.6637	0.0170	0.0000	53.0895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.9500e-003	0.1123	0.3487	6.0000e-004		2.0500e-003	2.0500e-003		2.0500e-003	2.0500e-003	0.0000	52.6637	52.6637	0.0170	0.0000	53.0895

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9000e-004	0.0131	3.5600e-003	2.0000e-005	3.3000e-004	2.0000e-005	3.4000e-004	9.0000e-005	2.0000e-005	1.1000e-004	0.0000	1.8267	1.8267	2.9000e-004	0.0000	1.8340
Worker	1.7100e-003	1.1200e-003	0.0129	6.0000e-005	5.9200e-003	4.0000e-005	5.9600e-003	1.5700e-003	4.0000e-005	1.6100e-003	0.0000	5.1364	5.1364	9.0000e-005	0.0000	5.1387
Total	2.0000e-003	0.0142	0.0164	8.0000e-005	6.2500e-003	6.0000e-005	6.3000e-003	1.6600e-003	6.0000e-005	1.7200e-003	0.0000	6.9631	6.9631	3.8000e-004	0.0000	6.9727

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3.6 Exterior Systems - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.6800e-003	0.0258	0.0207	5.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	3.0279	3.0279	3.0000e-004	0.0000	3.0354
Total	3.6800e-003	0.0258	0.0207	5.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	3.0279	3.0279	3.0000e-004	0.0000	3.0354

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.4300e-003	0.1303	0.0412	3.1000e-004	7.8400e-003	2.7000e-004	8.1200e-003	2.2700e-003	2.6000e-004	2.5300e-003	0.0000	32.3617	32.3617	4.2900e-003	0.0000	32.4690
Worker	6.0600e-003	4.0000e-003	0.0457	2.0000e-004	0.0211	1.5000e-004	0.0212	5.6000e-003	1.4000e-004	5.7300e-003	0.0000	18.2628	18.2628	3.3000e-004	0.0000	18.2711
Total	9.4900e-003	0.1343	0.0869	5.1000e-004	0.0289	4.2000e-004	0.0293	7.8700e-003	4.0000e-004	8.2600e-003	0.0000	50.6244	50.6244	4.6200e-003	0.0000	50.7400

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3.6 Exterior Systems - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.6800e-003	0.0258	0.0207	5.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	3.0279	3.0279	3.0000e-004	0.0000	3.0354
Total	3.6800e-003	0.0258	0.0207	5.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	3.0279	3.0279	3.0000e-004	0.0000	3.0354

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.4300e-003	0.1303	0.0412	3.1000e-004	7.8400e-003	2.7000e-004	8.1200e-003	2.2700e-003	2.6000e-004	2.5300e-003	0.0000	32.3617	32.3617	4.2900e-003	0.0000	32.4690
Worker	6.0600e-003	4.0000e-003	0.0457	2.0000e-004	0.0211	1.5000e-004	0.0212	5.6000e-003	1.4000e-004	5.7300e-003	0.0000	18.2628	18.2628	3.3000e-004	0.0000	18.2711
Total	9.4900e-003	0.1343	0.0869	5.1000e-004	0.0289	4.2000e-004	0.0293	7.8700e-003	4.0000e-004	8.2600e-003	0.0000	50.6244	50.6244	4.6200e-003	0.0000	50.7400

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3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2711					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0855	0.5199	0.8477	1.5900e-003		0.0268	0.0268		0.0268	0.0268	0.0000	136.8282	136.8282	6.9800e-003	0.0000	137.0028
Total	0.3565	0.5199	0.8477	1.5900e-003		0.0268	0.0268		0.0268	0.0268	0.0000	136.8282	136.8282	6.9800e-003	0.0000	137.0028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1320	0.0871	0.9950	4.3900e-003	0.4584	3.2000e-003	0.4616	0.1219	2.9500e-003	0.1248	0.0000	397.5952	397.5952	7.2400e-003	0.0000	397.7761
Total	0.1320	0.0871	0.9950	4.3900e-003	0.4584	3.2000e-003	0.4616	0.1219	2.9500e-003	0.1248	0.0000	397.5952	397.5952	7.2400e-003	0.0000	397.7761

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3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2711					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.3424	0.9820	1.5900e-003		2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	136.8281	136.8281	6.9800e-003	0.0000	137.0026
Total	0.2870	0.3424	0.9820	1.5900e-003		2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	136.8281	136.8281	6.9800e-003	0.0000	137.0026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1320	0.0871	0.9950	4.3900e-003	0.4584	3.2000e-003	0.4616	0.1219	2.9500e-003	0.1248	0.0000	397.5952	397.5952	7.2400e-003	0.0000	397.7761
Total	0.1320	0.0871	0.9950	4.3900e-003	0.4584	3.2000e-003	0.4616	0.1219	2.9500e-003	0.1248	0.0000	397.5952	397.5952	7.2400e-003	0.0000	397.7761

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3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1154					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0342	0.1976	0.3613	6.8000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	58.2666	58.2666	2.7700e-003	0.0000	58.3358
Total	0.1497	0.1976	0.3613	6.8000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	58.2666	58.2666	2.7700e-003	0.0000	58.3358

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0535	0.0337	0.3970	1.8000e-003	0.1952	1.3500e-003	0.1965	0.0519	1.2400e-003	0.0532	0.0000	162.7614	162.7614	2.8000e-003	0.0000	162.8314
Total	0.0535	0.0337	0.3970	1.8000e-003	0.1952	1.3500e-003	0.1965	0.0519	1.2400e-003	0.0532	0.0000	162.7614	162.7614	2.8000e-003	0.0000	162.8314

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3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1154					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7800e-003	0.1458	0.4182	6.8000e-004		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	58.2665	58.2665	2.7700e-003	0.0000	58.3357
Total	0.1222	0.1458	0.4182	6.8000e-004		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	58.2665	58.2665	2.7700e-003	0.0000	58.3357

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0535	0.0337	0.3970	1.8000e-003	0.1952	1.3500e-003	0.1965	0.0519	1.2400e-003	0.0532	0.0000	162.7614	162.7614	2.8000e-003	0.0000	162.8314
Total	0.0535	0.0337	0.3970	1.8000e-003	0.1952	1.3500e-003	0.1965	0.0519	1.2400e-003	0.0532	0.0000	162.7614	162.7614	2.8000e-003	0.0000	162.8314

4.0 Operational Detail - Mobile

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4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures
- Limit Parking Supply
- Increase Transit Frequency
- Implement Trip Reduction Program
- Transit Subsidy
- Implement Employee Parking CashOut
- Encourage Telecommuting and Alternative Work Schedules
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5278	0.3795	2.4965	3.6300e-003	0.3214	3.4600e-003	0.3249	0.0862	3.2100e-003	0.0895	0.0000	340.5013	340.5013	0.0473	0.0000	341.6841
Unmitigated	0.6142	0.7498	4.7130	0.0127	1.2385	9.7000e-003	1.2482	0.3323	9.0200e-003	0.3414	0.0000	1,187.5634	1,187.5634	0.0898	0.0000	1,189.8071

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4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	1,932.00	1,932.00	1403.00	3,332,412	864,761
Total	1,932.00	1,932.00	1,403.00	3,332,412	864,761

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	7.30	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.580966	0.054933	0.173869	0.105905	0.023720	0.005539	0.027890	0.008574	0.003408	0.006474	0.007102	0.001036	0.000584

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Electricity Mitigated							0.0000	0.0000		0.0000	0.0000	542.3899	542.3899	0.0245	5.0700e-003	544.5151	
Electricity Unmitigated							0.0000	0.0000		0.0000	0.0000	542.3899	542.3899	0.0245	5.0700e-003	544.5151	
NaturalGas Mitigated	0.0479	0.4350	0.3654	2.6100e-003			0.0331	0.0331		0.0331	0.0331	0.0000	473.5451	473.5451	9.0800e-003	8.6800e-003	476.3591
NaturalGas Unmitigated	0.0479	0.4350	0.3654	2.6100e-003			0.0331	0.0331		0.0331	0.0331	0.0000	473.5451	473.5451	9.0800e-003	8.6800e-003	476.3591

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	tons/yr										MT/yr						
Hotel	8.8739e+006	0.0479	0.4350	0.3654	2.6100e-003			0.0331	0.0331		0.0331	0.0331	0.0000	473.5451	473.5451	9.0800e-003	8.6800e-003	476.3591
Total		0.0479	0.4350	0.3654	2.6100e-003			0.0331	0.0331		0.0331	0.0331	0.0000	473.5451	473.5451	9.0800e-003	8.6800e-003	476.3591

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5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	8.8739e+006	0.0479	0.4350	0.3654	2.6100e-003		0.0331	0.0331		0.0331	0.0331	0.0000	473.5451	473.5451	9.0800e-003	8.6800e-003	476.3591
Total		0.0479	0.4350	0.3654	2.6100e-003		0.0331	0.0331		0.0331	0.0331	0.0000	473.5451	473.5451	9.0800e-003	8.6800e-003	476.3591

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	1.86445e+006	542.3899	0.0245	5.0700e-003	544.5151
Total		542.3899	0.0245	5.0700e-003	544.5151

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5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	1.86445e+006	542.3899	0.0245	5.0700e-003	544.5151
Total		542.3899	0.0245	5.0700e-003	544.5151

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0421	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2100e-003	2.2100e-003	0.0000	0.0000	2.3300e-003
Unmitigated	1.0422	2.0000e-005	2.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1100e-003	4.1100e-003	1.0000e-005	0.0000	4.3800e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0852					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9569					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.9000e-004	2.0000e-005	2.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1100e-003	4.1100e-003	1.0000e-005	0.0000	4.3800e-003
Total	1.0422	2.0000e-005	2.1100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1100e-003	4.1100e-003	1.0000e-005	0.0000	4.3800e-003

Warriors Hotel Project, Variation No Retail, FINAL - San Francisco County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0852					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9569					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.0000e-005	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2100e-003	2.2100e-003	0.0000	0.0000	2.3300e-003
Total	1.0421	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.2100e-003	2.2100e-003	0.0000	0.0000	2.3300e-003

7.0 Water Detail

7.1 Mitigation Measures Water

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	11.6950	0.1906	4.5800e-003	17.8241
Unmitigated	11.6950	0.1906	4.5800e-003	17.8241

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	5.83436 / 0.648262	11.6950	0.1906	4.5800e-003	17.8241
Total		11.6950	0.1906	4.5800e-003	17.8241

Warriors Hotel Project, Variation No Retail, FINAL - San Francisco County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	5.83436 / 0.648262	11.6950	0.1906	4.5800e-003	17.8241
Total		11.6950	0.1906	4.5800e-003	17.8241

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	25.5606	1.5106	0.0000	63.3254
Unmitigated	25.5606	1.5106	0.0000	63.3254

Warriors Hotel Project, Variation No Retail, FINAL - San Francisco County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	125.92	25.5606	1.5106	0.0000	63.3254
Total		25.5606	1.5106	0.0000	63.3254

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	125.92	25.5606	1.5106	0.0000	63.3254
Total		25.5606	1.5106	0.0000	63.3254

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0	16	1005.77	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
Boiler	2	0	250	800	CNG

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Boiler - CNG (75 - 9999 MMBTU)	1.3500e-003	1.5500e-003	0.0240	1.5000e-004		1.8600e-003	1.8600e-003		1.8600e-003	1.8600e-003	0.0000	26.6824	26.6824	5.1000e-004	0.0000	26.6951
Emergency Generator - Diesel (750 - 9999 HP)	0.0132	0.0590	0.0336	6.0000e-005		1.9400e-003	1.9400e-003		1.9400e-003	1.9400e-003	0.0000	6.1232	6.1232	8.6000e-004	0.0000	6.1447
Total	0.0145	0.0606	0.0577	2.1000e-004		3.8000e-003	3.8000e-003		3.8000e-003	3.8000e-003	0.0000	32.8056	32.8056	1.3700e-003	0.0000	32.8398

11.0 Vegetation

Warriors Hotel Addendum - Project Version 2

Hotel Construction

	ROG	NOX	PM10	PM2.5
CalEEMod TPY				
2021	0.16	1.8606	0.0362	0.0348
2022	0.5696	2.3024	0.0368	0.0357
2023	0.1757	0.1795	0.00225	0.00214
Alt Fuel Emissions (TPY)				
2021	0.000483616	0.00163661	4.7257E-05	3.57056E-05
2022	0.001224495	0.00407727	0.00011965	9.04051E-05
Total (TPY)				
2021	0.160483616	1.86223661	0.03624726	0.034835706
2022	0.570824495	2.30647727	0.03691965	0.035790405
2023	0.1757	0.1795	0.00225	0.00214
PPD				
2021	2.32	26.94	0.52	0.50
2022	2.77	11.20	0.18	0.17
2023	3.95	4.03	0.05	0.05

Hotel Operation

	ROG	NOX	PM10	PM2.5
TPY				
Area	1.0549	0.00143	0.00065	0.00065
Energy	0.0322	0.2922	0.0223	0.0223
Mobile	0.365	0.2823	0.2807	0.0771
Stationary	0.0145	0.0606	0.0038	0.0038
Total	1.47	0.64	0.31	0.10
PPD				
Area	5.780273973	0.00783562	0.00356164	0.003561644
Energy	0.176438356	1.60109589	0.12219178	0.122191781
Mobile	2	1.54684932	1.53808219	0.422465753
Stationary	0.079452055	0.33205479	0.02082192	0.020821918
Total	8.04	3.49	1.68	0.57

EIR Operation

	ROG	NOX	PM10	PM2.5
TPY	14	23	14.6	4.5
PPD	79	124	80	25

EIR Operation + Hotel Construction (PPD)

	ROG	NOX	PM10	PM2.5
2021	81.32	150.94	80.52	25.50
2022	81.77	135.20	80.18	25.17
2023	82.95	128.03	80.05	25.05

EIR Operation + Hotel Operation

	ROG	NOX	PM10	PM2.5
TPY	15.47	23.64	14.91	4.60
PPD	87.04	127.49	81.68	25.57

BAAQMD Thresholds

	ROG	NOX	PM10*	PM2.5*
Construction				
PPD	54	54	82	54
Operation				
PPD	54	54	82	54
TPY	10	10	15	10

*Exhaust only

Work Days	639
Days/Year	365

Year	Work Days
2021	138
2022	412
2023	89

Warriors Hotel Addendum - Project Variation

Hotel Construction

	ROG	NOX	PM10	PM2.5
CalEEMod TPY				
2021	0.16	1.8606	0.0362	0.0348
2022	0.5696	2.3024	0.0368	0.0357
2023	0.1757	0.1795	0.00225	0.00214
Alt Fuel Emissions (TPY)				
2021	0.000483616	0.00163661	4.7257E-05	3.57056E-05
2022	0.001224495	0.00407727	0.00011965	9.04051E-05
Total (TPY)				
2021	0.160483616	1.86223661	0.03624726	0.034835706
2022	0.570824495	2.30647727	0.03691965	0.035790405
2023	0.1757	0.1795	0.00225	0.00214
PPD				
2021	2.32	26.94	0.52	0.50
2022	2.77	11.20	0.18	0.17
2023	3.95	4.03	0.05	0.05

Hotel Operation

	ROG	NOX	PM10	PM2.5
TPY				
Area	1.0421	0.00001	0	0
Energy	0.0479	0.435	0.0331	0.0331
Mobile	0.5278	0.3795	0.3249	0.0895
Stationary	0.0145	0.0606	0.0038	0.0038
Total	1.63	0.88	0.36	0.13
PPD				
Area	5.710136986	5.4795E-05	0	0
Energy	0.262465753	2.38356164	0.18136986	0.181369863
Mobile	2.892054795	2.07945205	1.78027397	0.490410959
Stationary	0.079452055	0.33205479	0.02082192	0.020821918
Total	8.94	4.80	1.98	0.69

EIR Operation

	ROG	NOX	PM10	PM2.5
TPY	14	23	14.6	4.5
PPD	79	124	80	25

EIR Operation + Hotel Construction (PPD)

	ROG	NOX	PM10	PM2.5
2021	81.32	150.94	80.52	25.50
2022	81.77	135.20	80.18	25.17
2023	82.95	128.03	80.05	25.05

EIR Operation + Hotel Operation

	ROG	NOX	PM10	PM2.5
TPY	15.63	23.88	14.96	4.63
PPD	87.94	128.80	81.98	25.69

BAAQMD Thresholds

	ROG	NOX	PM10*	PM2.5*
Construction				
PPD	54	54	82	54
Operation				
PPD	54	54	82	54
TPY	10	10	15	10

*Exhaust only

Work Days	639
Days/Year	365

Year	Work Days
2021	138
2022	412
2023	89

Appendix C

Wind Study



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March 3, 2020

Jose Campos
Office of Community Investment and Infrastructure
One South Van Ness Avenue, 5th Floor
San Francisco, CA 94103

**Re: Pedestrian Wind Conditions
Esplanade Hotel
RWDI Reference No.1401175**

Dear Jose,

Rowan Williams Davies & Irwin Inc. (RWDI) was retained by GSW Hotel LLC to conduct a pedestrian wind study for the proposed Esplanade Hotel Project addition to the Golden State Warriors new arena project in San Francisco, California. The results of the aforementioned study were presented in the Pedestrian Wind Study report issued on December 3, 2019, Appendix A.

Wind tunnel testing for the above noted report was completed based on a massing model provided by Gensler on November 1, 2019. The massing model of the Esplanade Hotel Project was consistent with drawings provided at the time of testing and reflected an overall height of 180 feet (160' plus 20' for the mechanical penthouse). Following testing there have been minor design changes to the proposed building which include a minor 6" increase to the façade curve adjacent to the north and south cores and a slight 1' variance on the West façade. These minor adjustments as described would not have any impact on the results that we presented in early December, therefore that report remains the most current and up to date.

We trust that the above assessment satisfies your requirements at this time. Should you have any questions or require additional information, please do not hesitate to contact us.

Yours truly,

RWDI

Dan Bacon
Senior Project Manager / Principal

ESPLANADE HOTEL PROJECT

SAN FRANCISCO, CA

PEDESTRIAN WIND STUDY

RWDI # 1401175

December 3, 2019

SUBMITTED TO

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EXECUTIVE SUMMARY

RWDI was retained to conduct a pedestrian wind assessment for the proposed Esplanade Hotel Project as part of the Warriors Arena development in San Francisco, CA. Based on wind-tunnel testing for the development under the Existing, Existing + Project (with and without landscaping), and Project + Cumulative (with and without landscaping) configurations (Images 2A through 2E), and the local wind records, the potential wind comfort and hazard conditions are predicted as shown on site plans in Figures 1a through 2e, while the associated wind speeds are listed in Table 1. These results can be summarized as follows:

Wind Hazard

- For the Existing configuration of the GSW site which does not include any existing landscaping, winds at all but ten locations are anticipated to meet the wind hazard criterion.
- With the addition of the Esplanade Hotel Project development on the GSW site, wind conditions are expected to improve with the elimination of four of the existing wind hazard locations. The addition of landscaping around the project site is expected to eliminate two of the remaining wind hazard exceedances (intersection of Third Street and Sixteenth Street and intersection of Terry Francois Boulevard and South Street).
- The addition of the future building planned to the west of the project site is expected to eliminate two hazard exceedances at the northwest and southeast corner of the intersection of Third Street and Sixteenth Street; The addition of the landscaping is expected to eliminate two of the remaining wind hazard exceedances (intersection of Third Street and Sixteenth Street and intersection Terry Francois Boulevard and South Street).

Wind Comfort

- Wind conditions around the existing GSW site are generally windy without any landscaping showing wind speeds at 52 of 83 locations exceeding the 11-mph pedestrian-comfort criterion.
- The addition of the Esplanade Hotel Project on the GSW site is expected to slightly increase the number of locations exceeding the 11-mph pedestrian-comfort criterion from 52 to 54 of 86 locations.
- The future building planned to the west of the project site is expected to improve the project site pedestrian wind comfort conditions with only 48 of 86 locations expected to exceed the pedestrian comfort criterion.
- The addition of landscaping around the project site is expected to improve the project site pedestrian wind comfort conditions.



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- Figure 1c: Wind Comfort Conditions – Existing + Project (Landscaping) Configuration
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- Figure 1e: Wind Comfort Conditions – Project + Cumulative (Landscaping) Configuration

- Figure 2a: Wind Hazard Conditions – Existing Configuration
- Figure 2b: Wind Hazard Conditions – Existing + Project Configuration
- Figure 2c: Wind Hazard Conditions – Existing + Project (Landscaping) Configuration
- Figure 2d: Wind Hazard Conditions – Project + Cumulative Configuration
- Figure 2e: Wind Hazard Conditions – Project + Cumulative (Landscaping) Configuration

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- Table 1: Pedestrian Wind Comfort and Hazard Conditions

1 INTRODUCTION

RWDI was retained to conduct a pedestrian wind assessment for the Esplanade Hotel Project addition to the Golden State Warriors new arena project in San Francisco, California. The objective of this study is to fully validate the wind impact of the proposed Esplanade Hotel Project allowing the team to amend the current FSEIR for the GSW site. This report presents the project objectives, background, approach, and provides a discussion of the results from RWDI's assessment.

1.1 Objectives

The objective of the study was to assess the effect of the proposed development on local conditions in pedestrian areas around the study site and provide recommendations for minimizing adverse effects. This quantitative assessment was based on wind speed measurements on a scale model of the project and its surroundings in one of RWDI's boundary-layer wind tunnels, to quantify local wind speed conditions and compare to appropriate criteria for gauging wind comfort in pedestrian areas. The assessment focused on critical pedestrian areas including the main and secondary entrances, pedestrian plaza and outdoor amenity spaces, adjacent properties, and sidewalks along adjacent and nearby streets.



Image 1: Aerial View of Site and Surroundings (Photo Courtesy of Google™ Earth)



2 BACKGROUND AND APPROACH

2.1 Wind Tunnel Study Model

To assess the wind environment around the proposed project, a 1:300 scale model of the project site and surroundings was constructed for the wind tunnel test with the following configurations tested:

	Configuration Name	Description
A	Existing:	Existing GSW site with existing surroundings, including buildings that are approved and under construction (Image 2a)
B	Existing + Project	Configuration A with the proposed Esplanade Hotel Project development (Image 2b)
C	Existing + Project (Landscaping)	Configuration B with proposed and existing street landscaping (Image 2c)
D	Project + Cumulative	Configuration B with proposed future surrounding buildings (Image 2d)
E	Project + Cumulative (Landscaping)	Configuration C with proposed future surrounding buildings and existing street landscaping (Image 2E)

The wind tunnel model included all relevant surrounding buildings and topography within an approximately 1200 ft radius of the study site. The boundary-layer wind conditions beyond the modelled area were also simulated in RWDI's wind tunnel. The wind tunnel model was instrumented with 86 specially designed wind speed sensors that were connected to the wind tunnel's data acquisition system to record the mean and fluctuating components of wind speed at a full-scale height of approximately 5 ft above grade in pedestrian areas throughout the study site. Wind speeds were measured for 16 wind directions, in 22.5-degree increments, starting from true north. The measurements at each sensor location were recorded in the form of ratios of local mean and gust speeds to the reference wind speed in the free stream above the model. The placement of wind measurement locations was based on our experience and understanding of the pedestrian usage for this site and reviewed by the project design team.

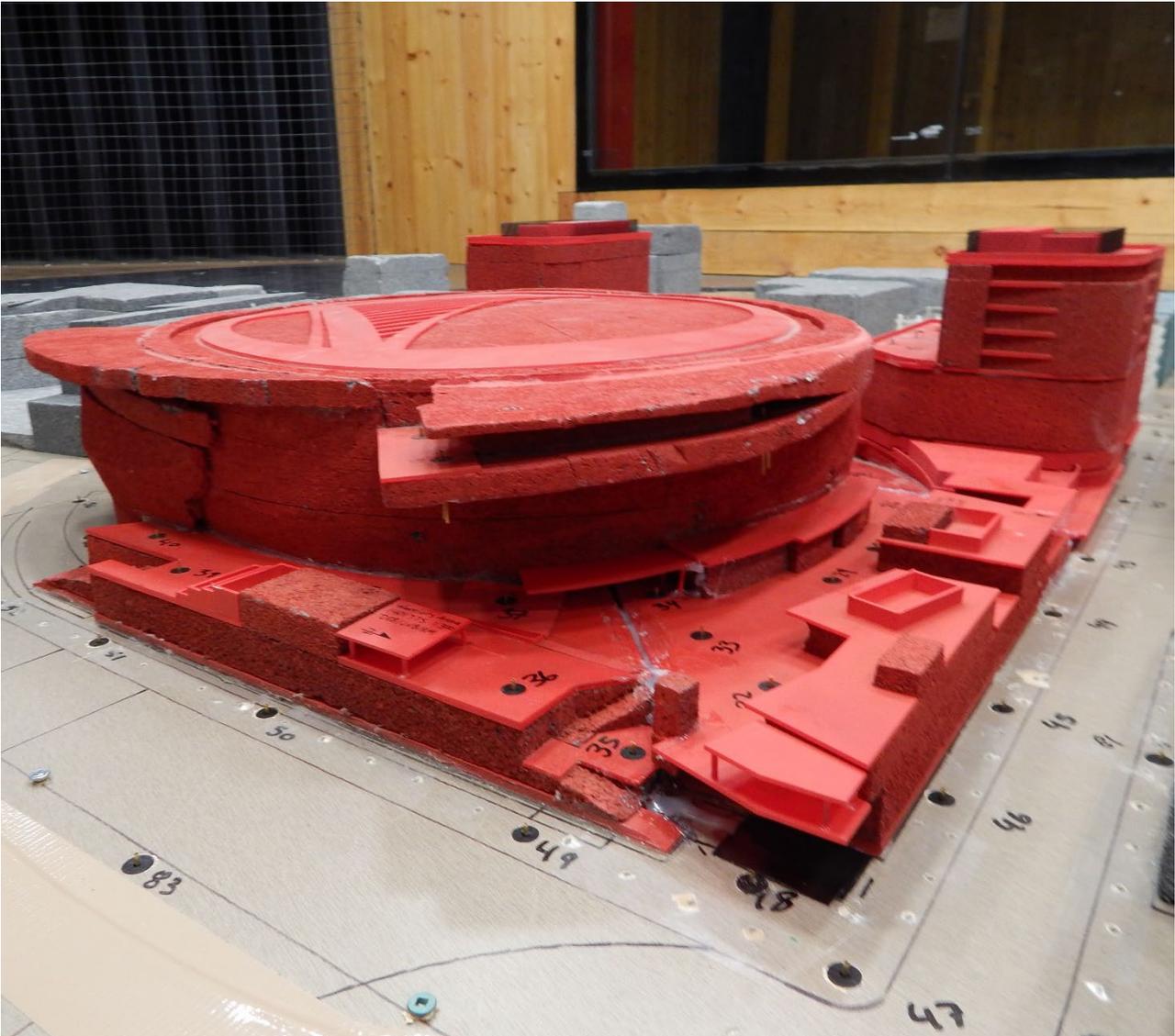


Image 2a: Wind Tunnel Study Model - Existing Configuration

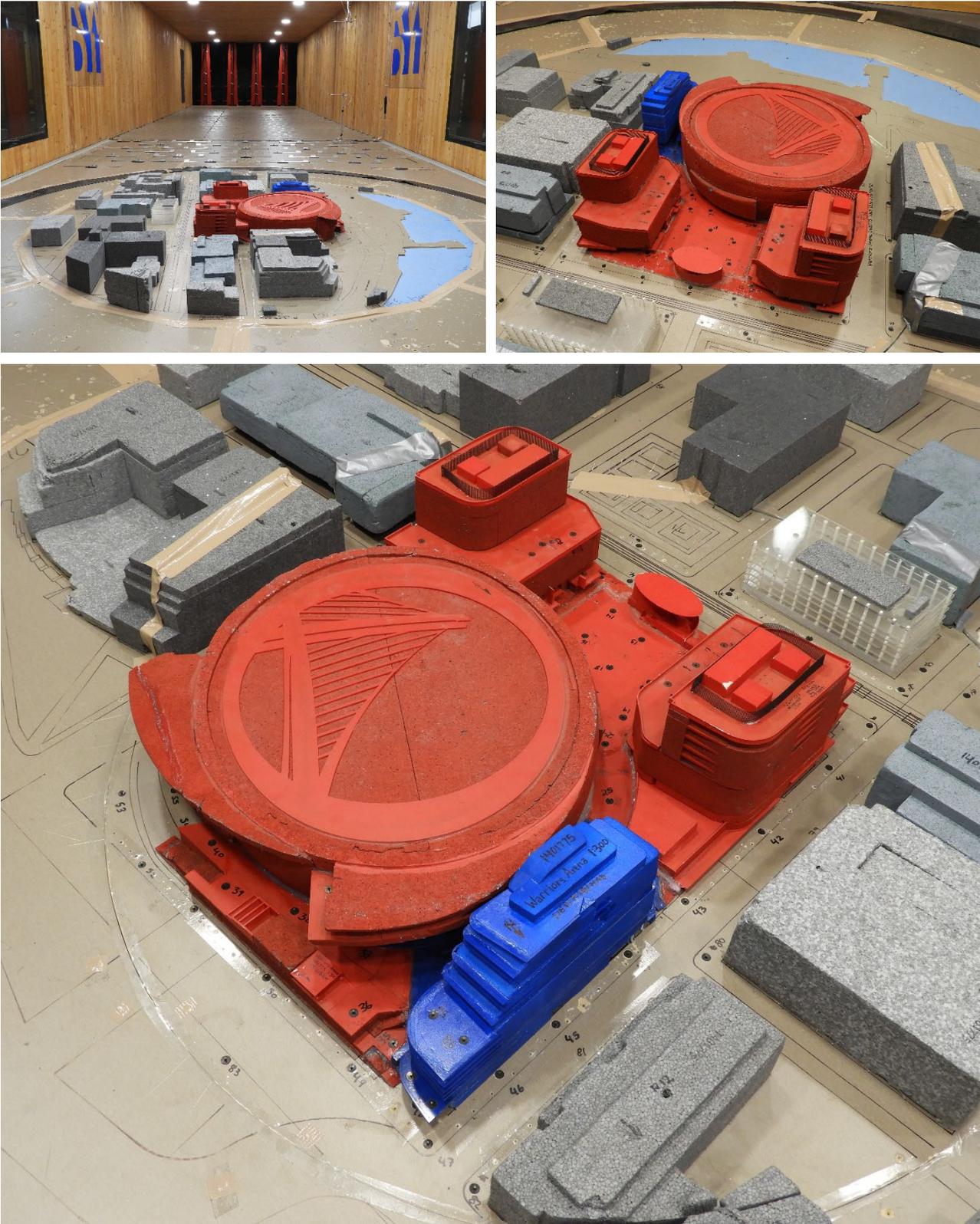


Image 2b: Wind Tunnel Study Model - Existing + Project Configuration

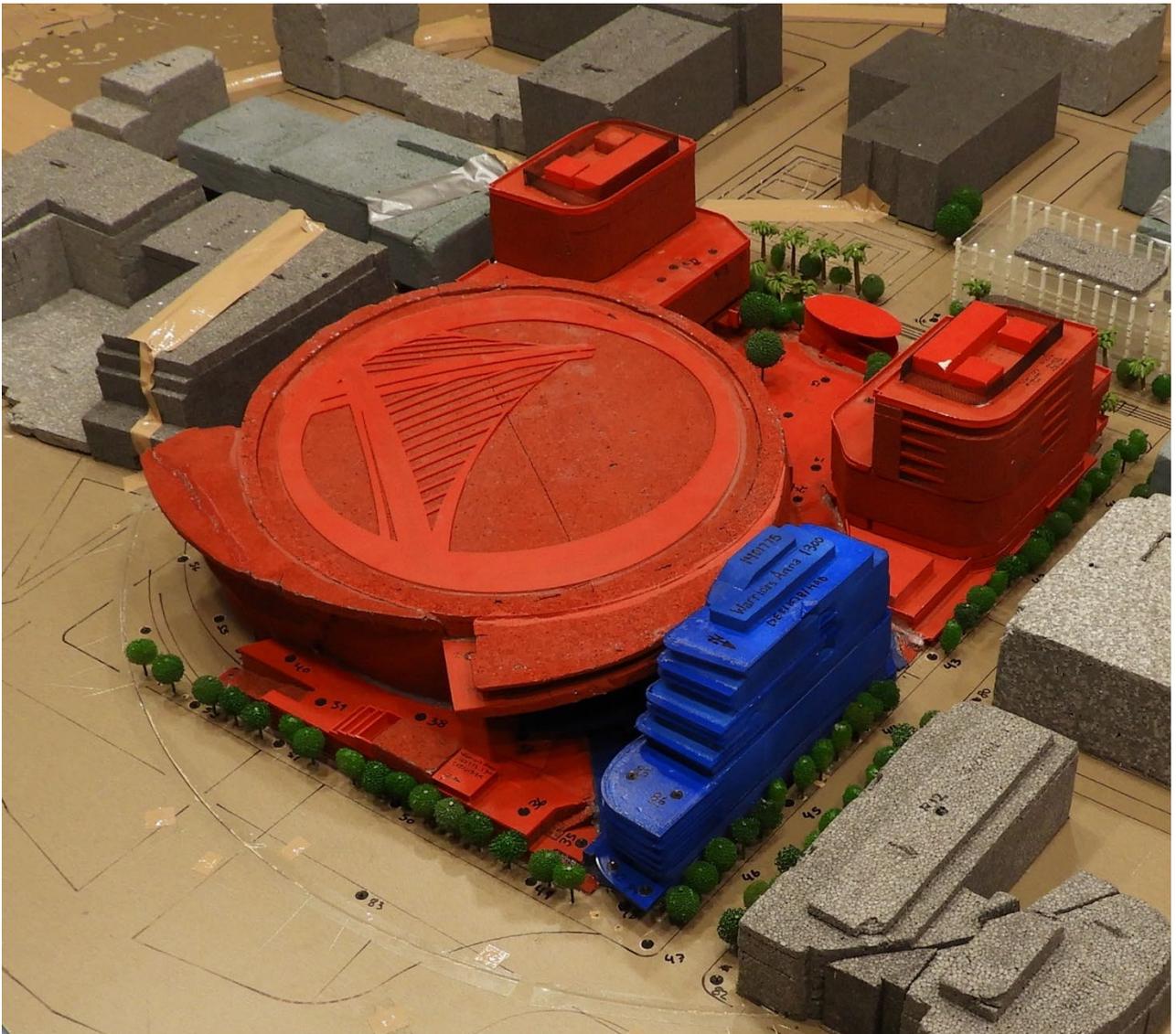


Image 2c: Wind Tunnel Study Model – Existing + Project (Landscaping) Configuration

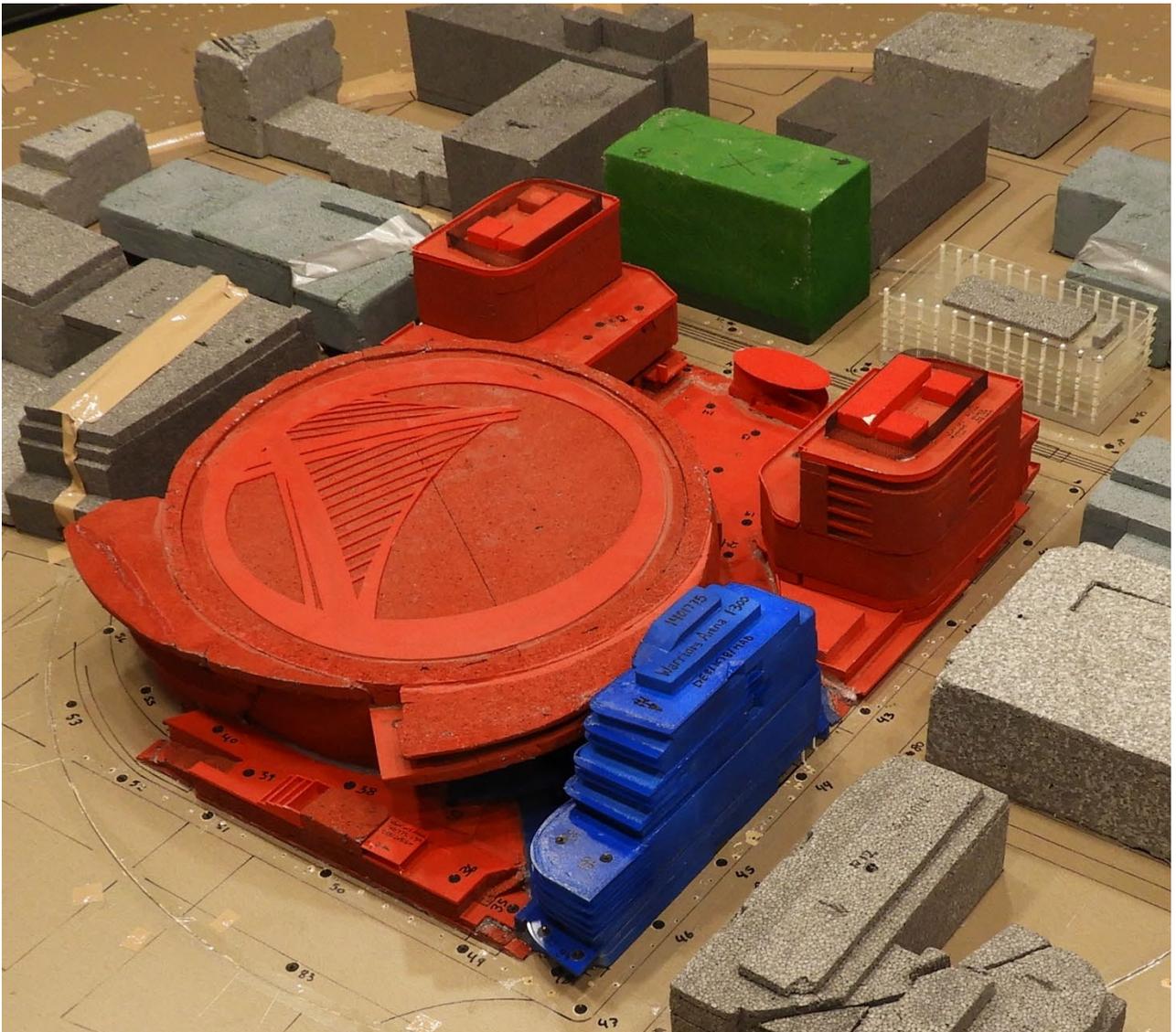


Image 2d: Wind Tunnel Study Model – Project + Cumulative Configuration

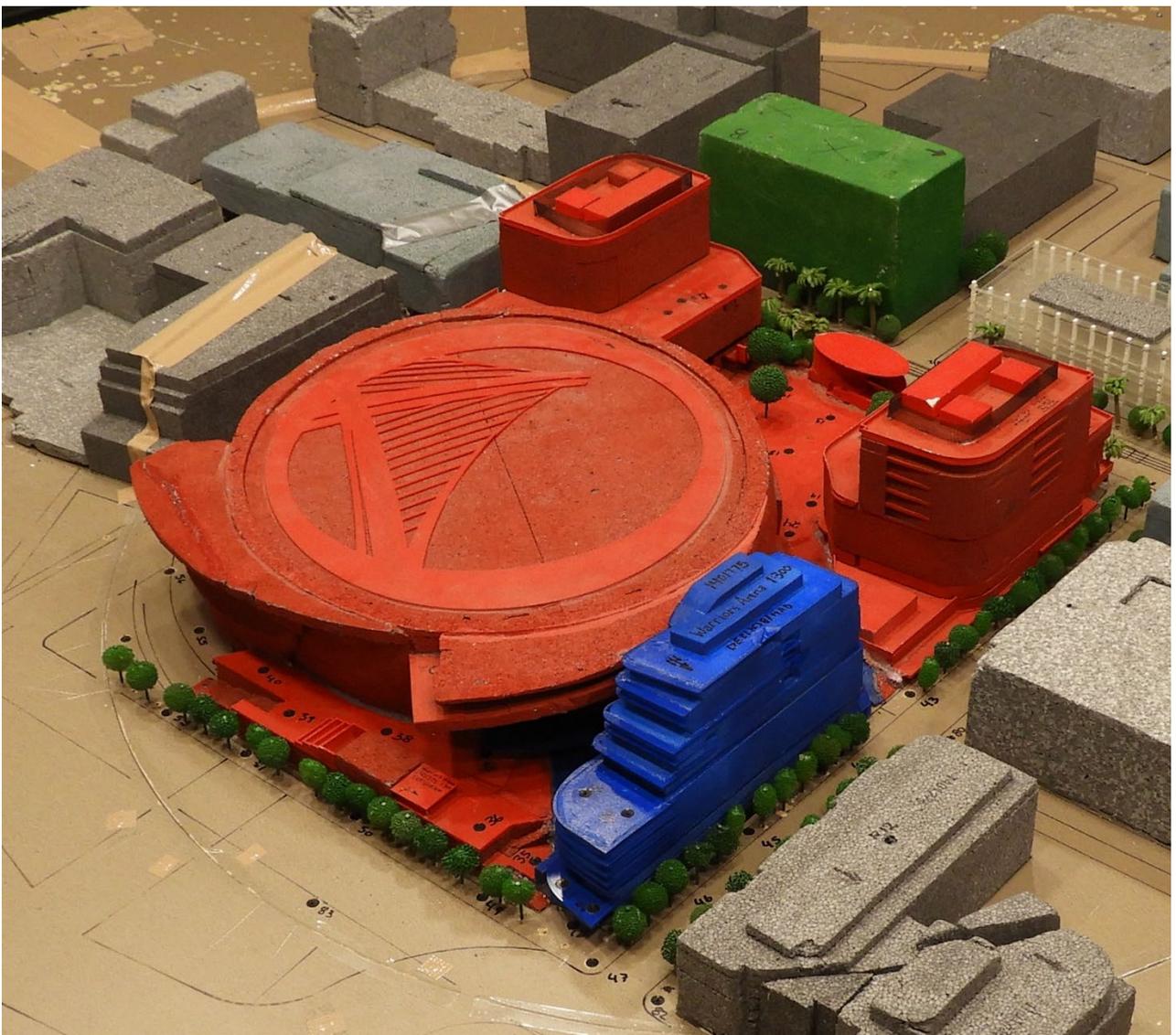


Image 2e: Wind Tunnel Study Model – Project + Cumulative (Landscaping) Configuration

2.2 Meteorological Data

Wind statistics recorded at the San Francisco Federal Building between 1945 and 1951 were analyzed as a reference for local climate. Wind statistics were combined with the wind tunnel data to predict the frequency of occurrence of full-scale wind speeds.

Data describing the speed, direction, and frequency of occurrence of winds were gathered at the old San Francisco Federal Building at 50 United Nations Plaza (at a height of 132 ft.) during the six-year period, 1945 to 1951. Average wind speeds in San Francisco are the highest in the summer and lowest in winter. However, the strongest peak winds occur in winter. Throughout the year the highest wind speeds occur in mid-afternoon and the lowest in the early morning. Westerly to northwesterly winds are the most frequent and strongest winds during all seasons. Of the primary wind directions, four have the greatest frequency of occurrence and make up the majority of the strong winds that occur. These winds include the northwest, west-northwest, west and west-southwest.

2.2 Mission Bay Requirements

An Environmental Impact Report (“EIR”), and associated Mitigation Monitoring and Reporting Program (“MMRP”), were prepared for the entire Mission Bay project. The EIR (State Clearinghouse No. 97092068) and the MMRP were certified by the Agency Commission on September 17, 1998.

The MMRP stipulated that a qualified wind consultant be retained to conduct a thorough wind study to review specific designs for buildings of 100-feet or more in height in terms of hazardous winds based on a 26-mile-per-hour hazard for a single hour of the year criterion. Wind tunnel testing would be required to ensure that the exposure, massing and orientation of the buildings are such that hazardous impacts will not occur (MMRP No. D7. Pedestrian Level Winds).

3 RESULTS AND DISCUSSION

This section presents the results of the wind tunnel measurements analyzed in terms of equivalent wind speeds. The text of the report simply refers to the data as wind speeds.

The wind comfort results for the configurations tested are graphically depicted on a site plan in **Figures 1a through 1e** located in the “**Figures**” sections of this report where locations have been color-coded according to the criteria of the 7-mph and 11-mph comfort categories. This same data is also numerically depicted in **Table 1**, located in the “**Tables**” section of this report. For each measurement point, the measured 10% exceeded (90th percentile) equivalent wind speed and the percentage of time that the wind speed exceeds 11 mph are listed. The point is marked as a comfort exceedance if the 11-mph threshold is exceeded. A letter “e” in the last column of each configuration indicates a wind comfort exceedance.

Table 1 also presents the wind hazard results and lists the predicted wind speed to be exceeded one hour per year. The predicted number of hours per year that wind hazard criterion (one - hour wind speed of 36 mph) is exceeded is also provided. A letter “e” in the last column of each configuration indicates a wind hazard exceedance. **Figures 2a through 2e** depicts these locations on and around the project site.

3.1 Existing Configuration

For the Existing configuration without landscaping, the average 90th percentile wind speed for the 83 test locations is 13 mph. Wind speeds at 52 of 83 test locations exceed the pedestrian-comfort criterion of 11 mph and exceed the applicable criterion 18% of the time (**Table 1** and **Figure 1a**).

The wind hazard criterion is currently exceeded at 10 of the 83 locations for the Existing configuration (**Table 1** and **Figure 2a**). For all locations, the average wind speed which is exceeded for 1 hour per year is 26 mph (**Table 1**).

3.2 Existing + Project Configuration

Compared to the Existing configuration, the addition of the proposed project would result in similar wind conditions around the project site with the average 90th percentile wind speed for the 86 test locations expected to be 12 mph. The wind speeds at a total of 54 test locations (out of 86) would exceed the pedestrian-comfort criterion of 11 mph (**Table 1** and **Figure 1b**) with winds exceeding the 11-mph comfort criterion approximately 18% of the time (**Table 1**).

The addition of the proposed project would result in a total of 6 hazard exceedances (4 less than the Existing configuration) (**Table 1** and **Figure 2b**). For all 86 locations, the average wind speed which is exceeded for 1 hour per year would reduce from 26 mph for the Existing configuration to 24 mph. The total number of hours per year where winds would exceed the applicable hazard criterion decreases by 47 hours compared to the Existing configuration (**Table 1**).

3.3 Existing + Project (Landscaping) Configuration

The addition of the proposed landscaping in and around the project site would result in improved wind conditions with the average 90th percentile wind speed for the 86 test locations improving from 13 mph (for the Existing + Project configuration) to 11 mph. The wind speeds at a total of 42 test locations (out of 86) would exceed the pedestrian-comfort criterion of 11 mph (**Table 1** and **Figure 1c**) with winds exceeding the 11-mph comfort criterion 13% of the time (**Table 1**).

Compared to the Existing + Project configuration, the addition of the proposed landscaping is expected to improve the total number of hazard exceedances from 6 to 4 (**Table 1** and **Figure 2c**). For all 86 locations, the average wind speed which is exceeded for 1 hour per year would also reduce from 24 mph to 21 mph along with the total number of hours per year where winds would exceed the applicable hazard criterion decreasing from 47 to 45 hours (**Table 1**).

3.4 Project + Cumulative Configuration

The addition of the approved cumulative (future) developments in the surrounding area would provide wind speeds similar to the Existing + Project configuration. The average 90th percentile wind speed for the 86 test locations would be 12 mph with the wind speeds at 48 test locations exceeding the pedestrian-comfort criterion of 11 mph (**Table 1** and **Figure 1d**). Winds would exceed the 11-mph comfort criterion approximately 15% of the time (**Table 1**).



For the Project + Cumulative configuration, the total number of locations exceeding the wind hazard criterion would be 4, with a total of 21 hours per year where winds would exceed the criterion (**Table 1** and **Figure 2e**). For all locations, the average wind speed would be 23 mph (**Table 1**).

3.5 Project + Cumulative (Landscaping) Configuration

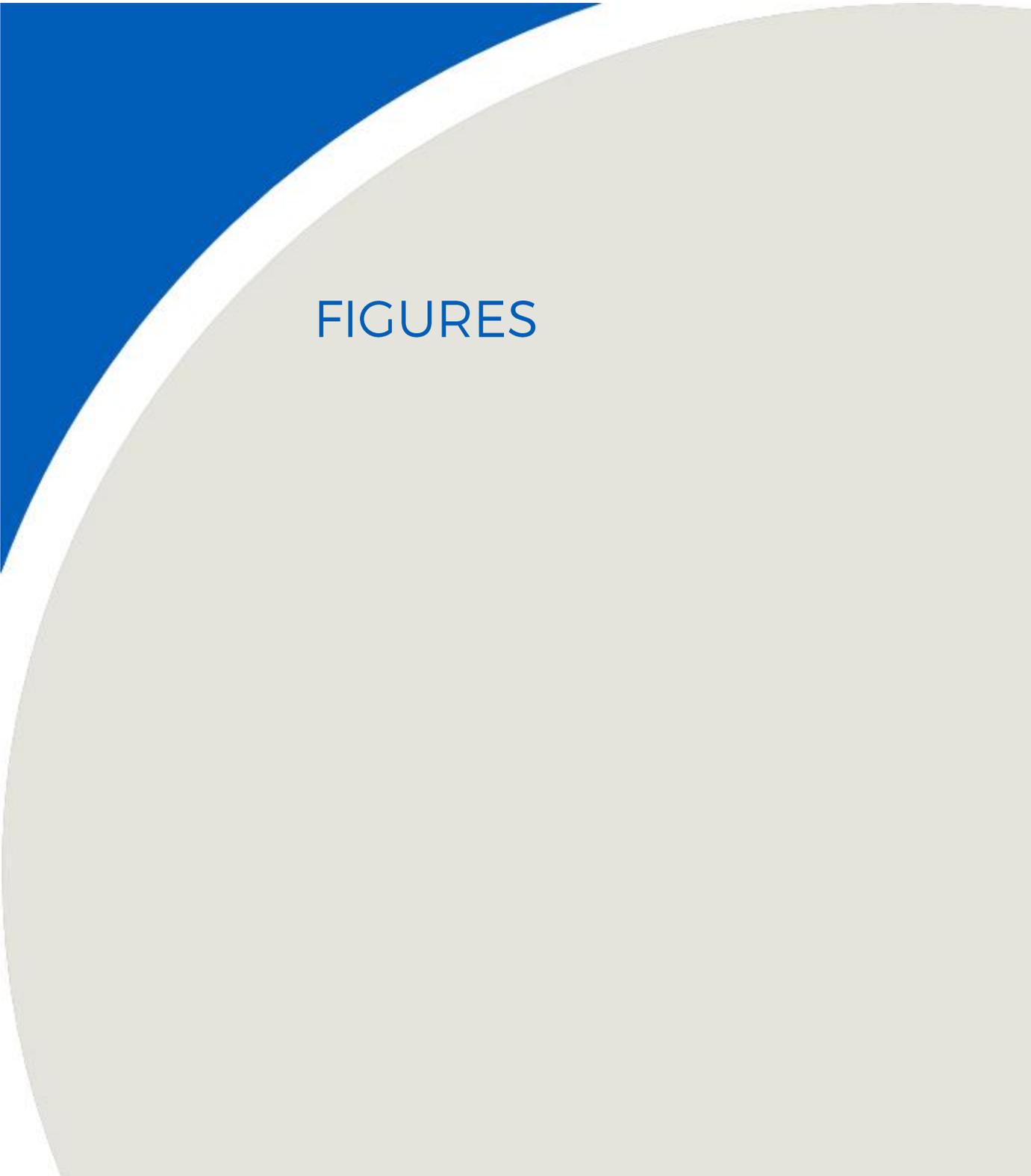
The addition of the proposed landscaping to the Project + Cumulative configuration is expected to provide similar improvements to the wind speeds on the project site as the Existing + Project (landscaping) configuration. The average 90th percentile wind speed for the 86 test locations would be 11 mph with the wind speeds at 31 test locations exceeding the pedestrian-comfort criterion of 11 mph (**Table 1** and **Figure 1e**). Winds would exceed the 11-mph comfort criterion approximately 12% of the time (**Table 1**).

For the Project + Cumulative (Landscaping) configuration, the total number of locations exceeding the wind hazard criterion would be 2, with a total of 15 hours per year where winds would exceed the criterion (**Table 1** and **Figure 1e**). For all locations, the average wind speed would be 21 mph (**Table 1**).

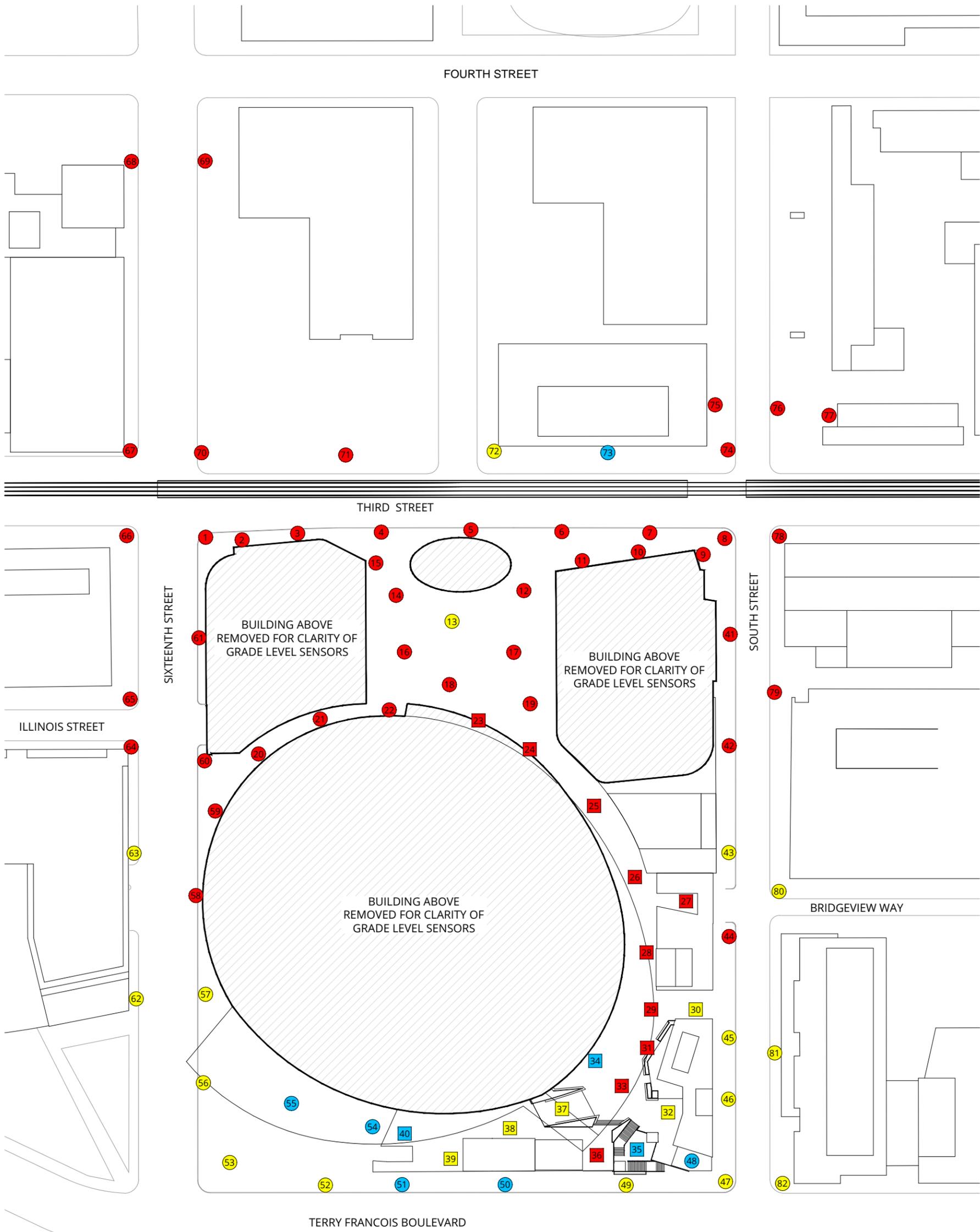
4 APPLICABILITY OF RESULTS

The drawings and information listed below were received from the project design team and were used to construct the scale model of the proposed Esplanade Hotel Project. The wind conditions presented in this report pertain to the proposed as detailed in the architectural design drawings listed in the table below. Should there be any design changes that deviate from this list of drawings, the wind condition predictions presented may change. Therefore, if changes in the design are made, it is recommended that RWDI be contacted and requested to review their potential effects on wind conditions

File Name	File Type	Date Received (mm/dd/yyyy)
191101_Massing.3dm	.3dm	11/06/2019

A large decorative graphic on the left side of the page. It features a blue triangular shape at the top left, which transitions into a large, light grey curved shape that dominates the lower half of the page. The word 'FIGURES' is centered within the grey area.

FIGURES



LEGEND:

COMFORT CATEGORIES:

- 1 - 7 mph —
- 8 - 11 mph —
- > 11 mph —

SENSOR LOCATION:

- Grade Level
- Podium Level



Pedestrian Wind Comfort Conditions
Existing Annual

Warrior's Arena - San Francisco, CA



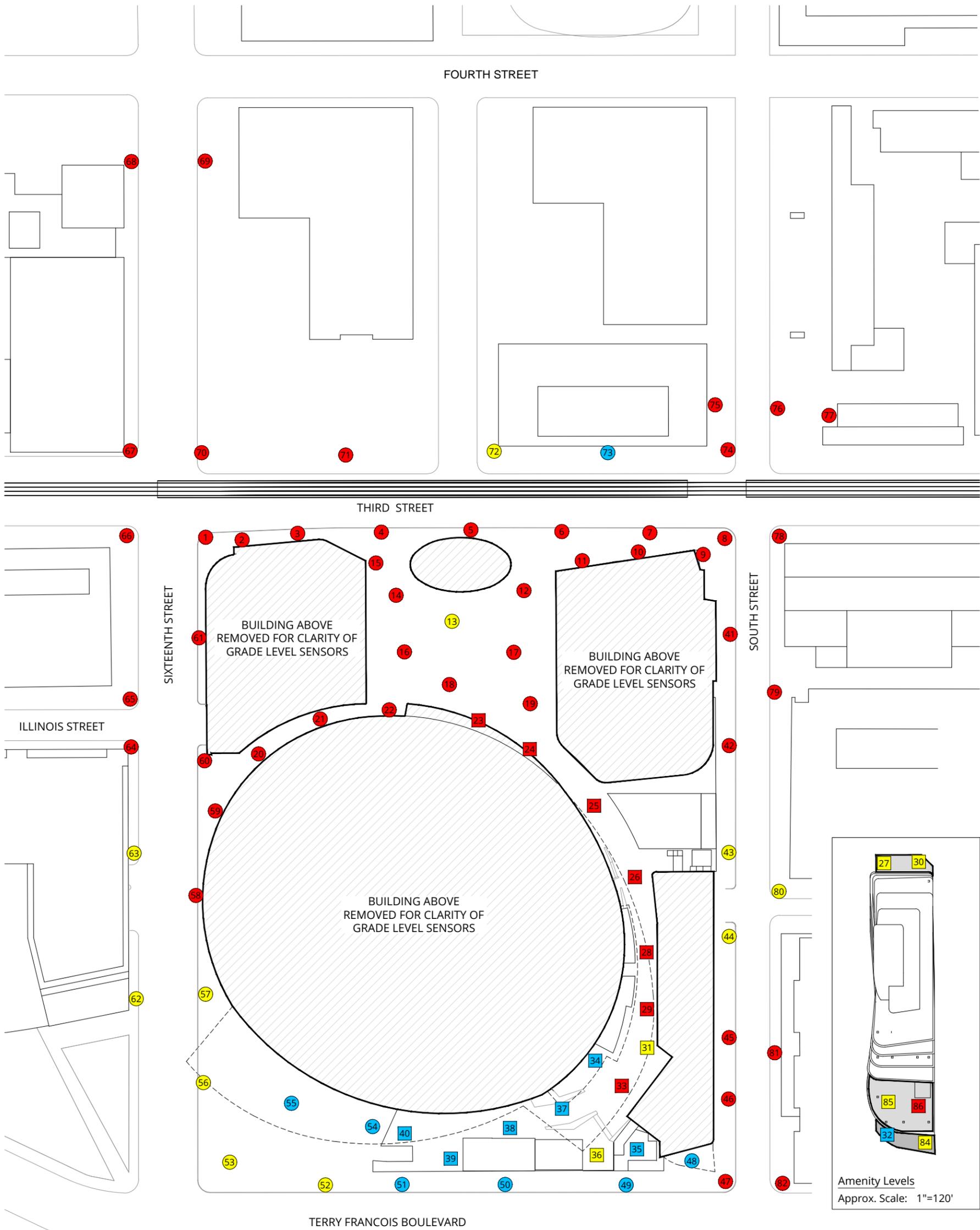
Drawn by: ck | Figure: 1a

Approx. Scale: 1"=120'

Date Revised: Nov. 23, 2018

Project #1401775





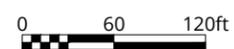
LEGEND:

COMFORT CATEGORIES:

- 1 - 7 mph —
- 8 - 11 mph —
- > 11 mph —

SENSOR LOCATION:

- Grade Level
- Podium/Amenity Level



Pedestrian Wind Comfort Conditions
Existing + Project
Annual

Warrior's Arena - San Francisco, CA



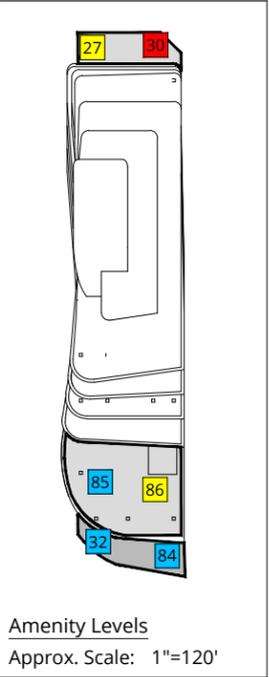
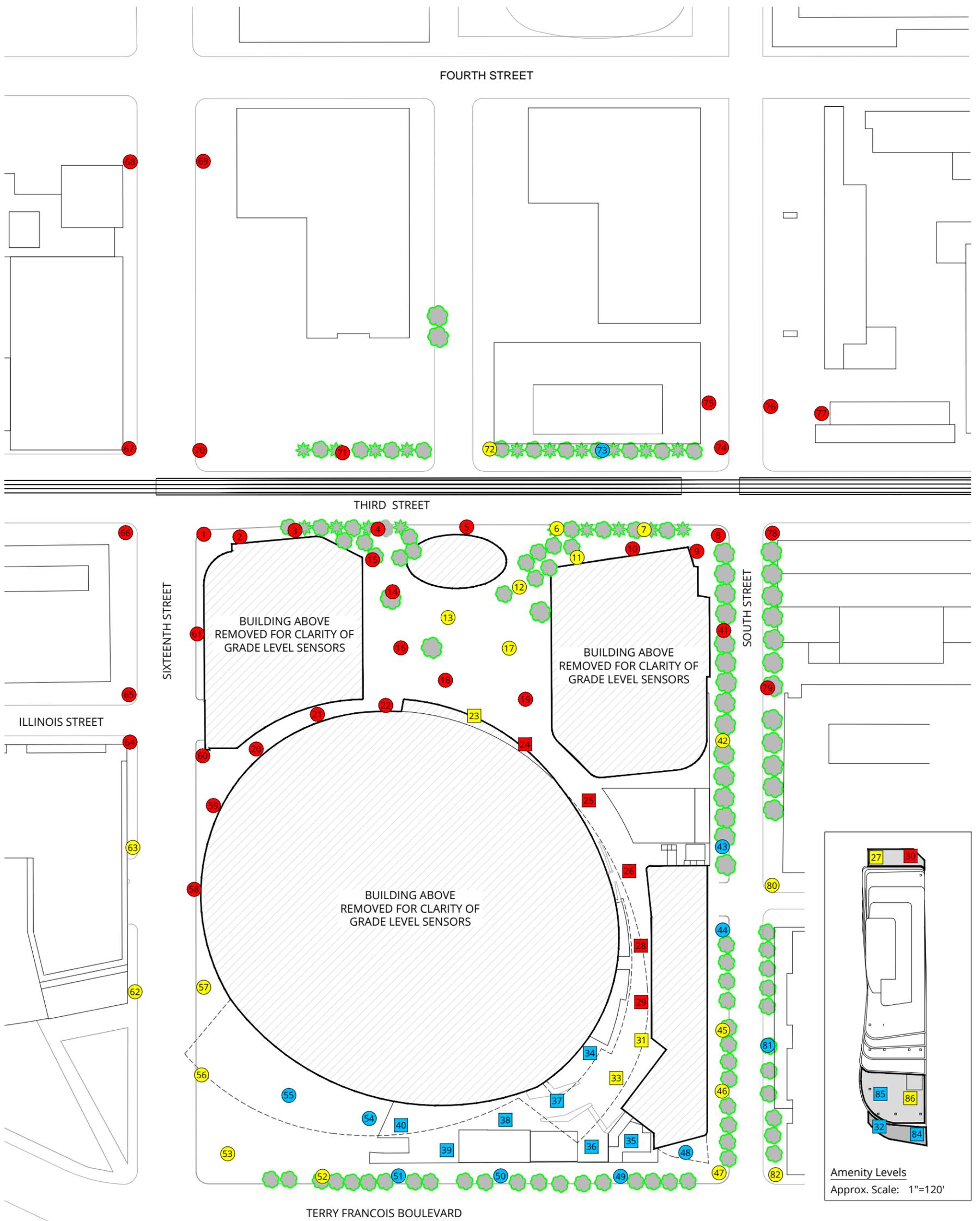
Project #1401775

Drawn by: DBB | Figure: 1b

Approx. Scale: 1"=120'

Date Revised: Nov. 29, 2019





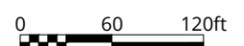
LEGEND:

COMFORT CATEGORIES:

- 1 - 7 mph
- 8 - 11 mph
- > 11 mph

SENSOR LOCATION:

- Grade Level
- Podium/Amenity Level



Pedestrian Wind Comfort Conditions
Existing + Project (Landscaping)
Annual

Warrior's Arena - San Francisco, CA



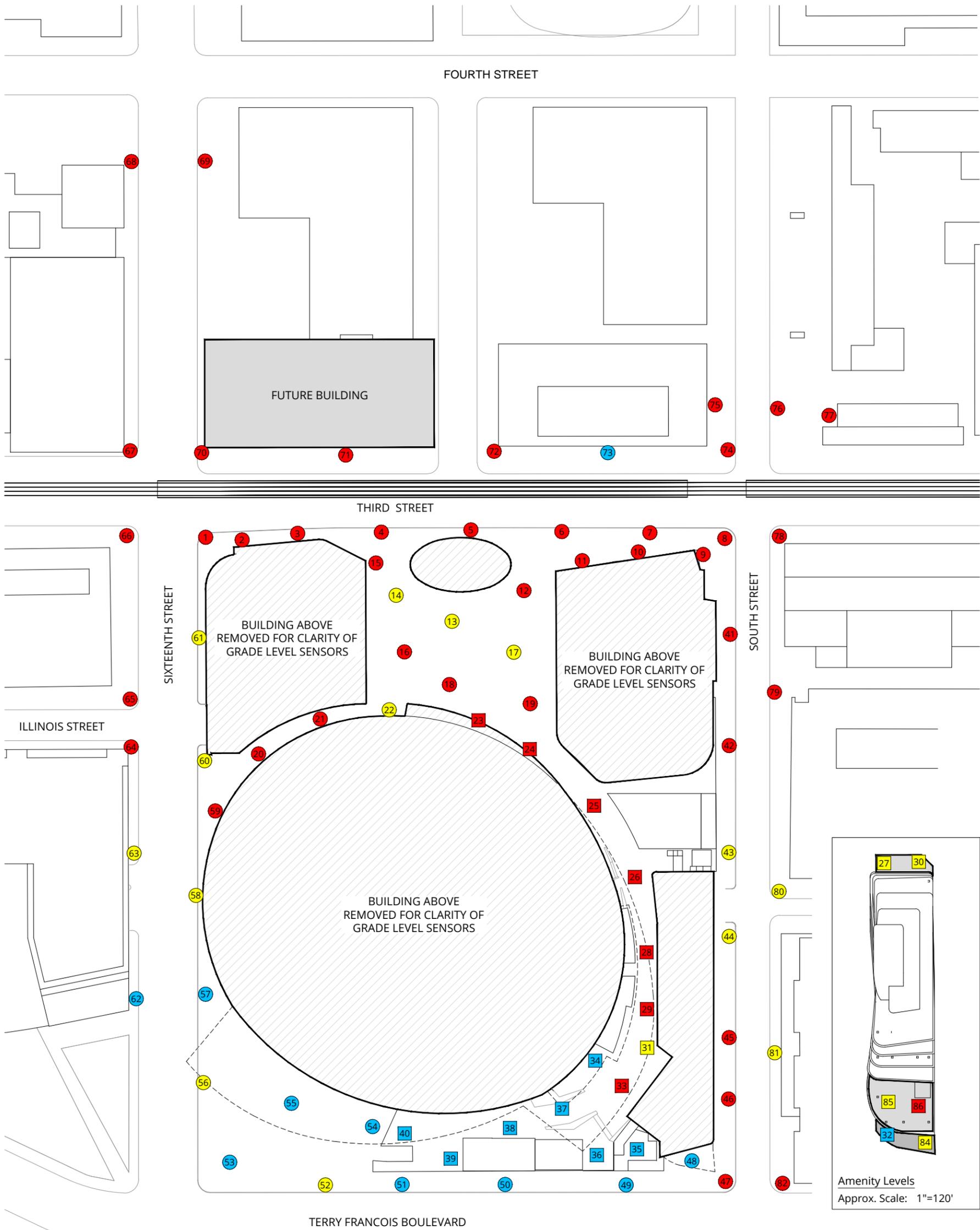
Project #1401775

Drawn by: DBB Figure: 1C

Approx. Scale: 1"=120'

Date Revised: Nov. 29, 2019





LEGEND:

COMFORT CATEGORIES:

- 1 - 7 mph
- 8 - 11 mph
- > 11 mph

SENSOR LOCATION:

- Grade Level
- Podium/Amenity Level



Pedestrian Wind Comfort Conditions
Project + Cumulative
Annual

Warrior's Arena - San Francisco, CA



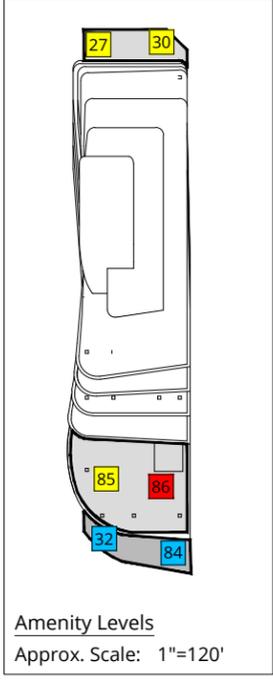
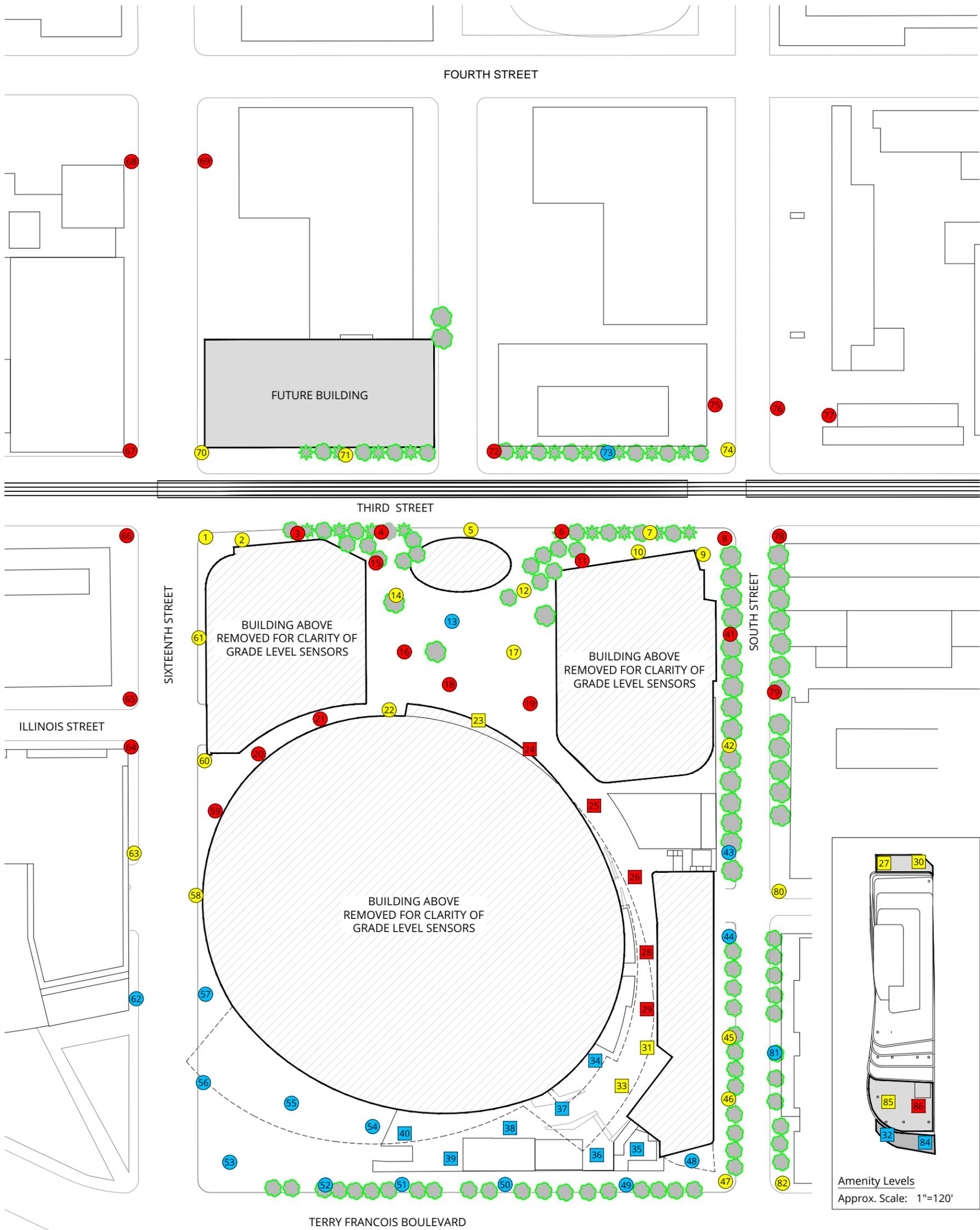
Drawn by: DBB | Figure: 1d

Approx. Scale: 1"=120'

Date Revised: Nov. 29, 2019

Project #1401775





LEGEND:

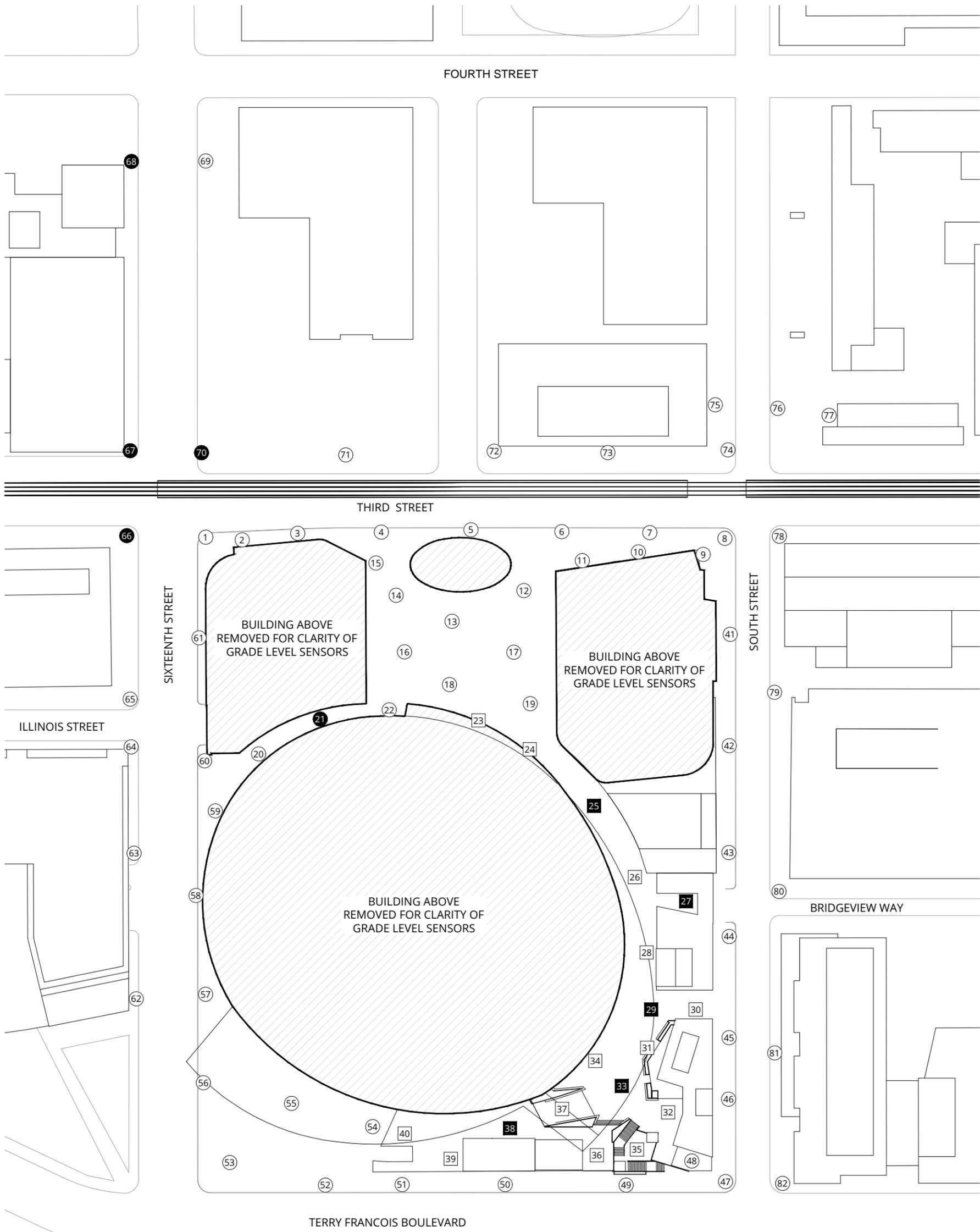
COMFORT CATEGORIES:

- 1 - 7 mph
- 8 - 11 mph
- > 11 mph

SENSOR LOCATION:

- Grade Level
- Podium/Amenity Level





LEGEND:

HAZARD CATEGORIES:

Pass ————
 Exceeded ————

SENSOR LOCATION:

○ Grade Level
 □ Podium Level



Pedestrian Wind Hazard Conditions
 Existing
 Annual

Warrior's Arena - San Francisco, CA



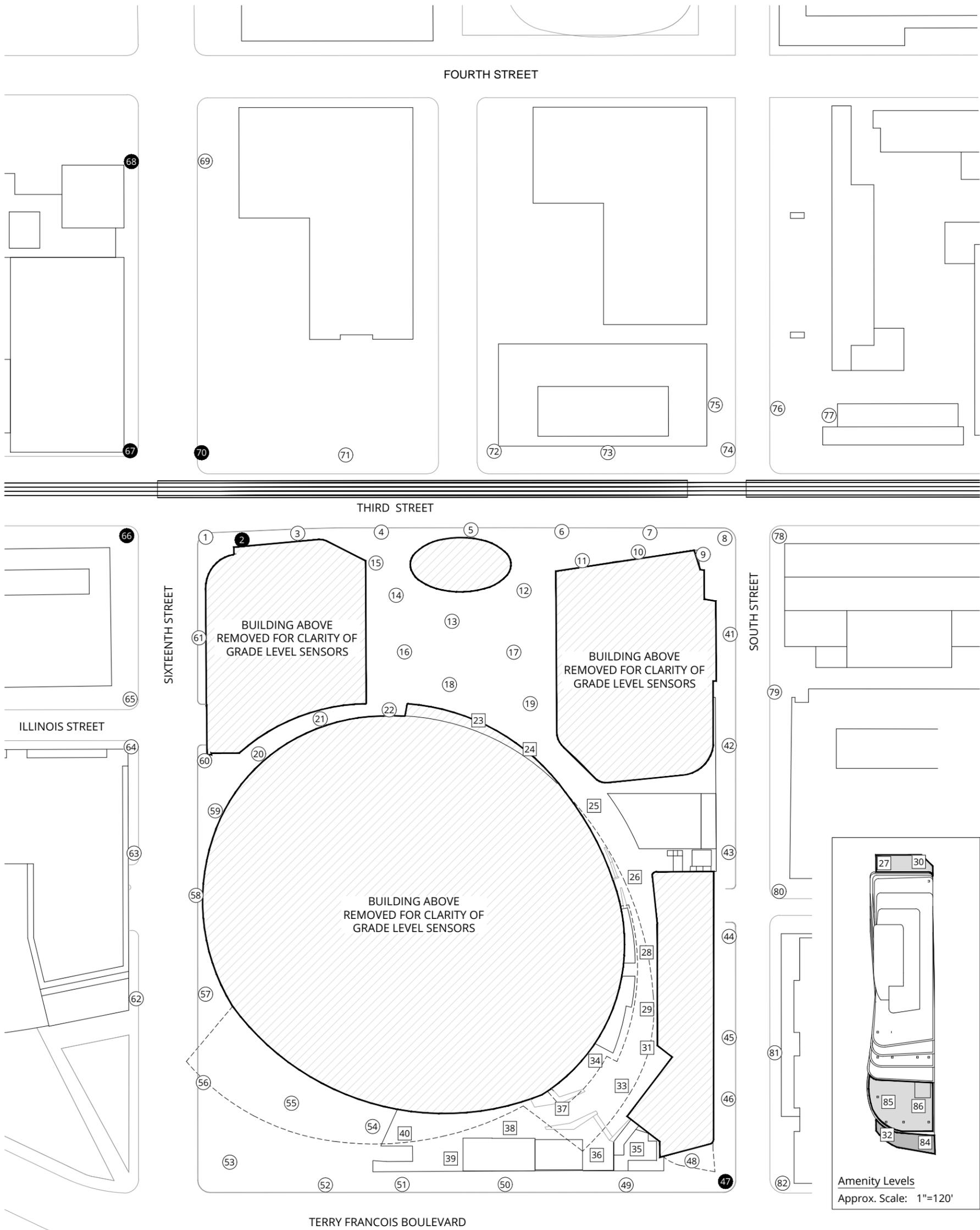
Drawn by: ck | Figure: 2a

Approx. Scale: 1"=120'

Date Revised: Nov. 23, 2018



Project #1401775



LEGEND:

HAZARD CATEGORIES:

Pass 

Exceeded 

SENSOR LOCATION:

 Grade Level

 Podium/Amenity Level



Pedestrian Wind Hazard Conditions
Existing + Project
Annual

Warrior's Arena - San Francisco, CA



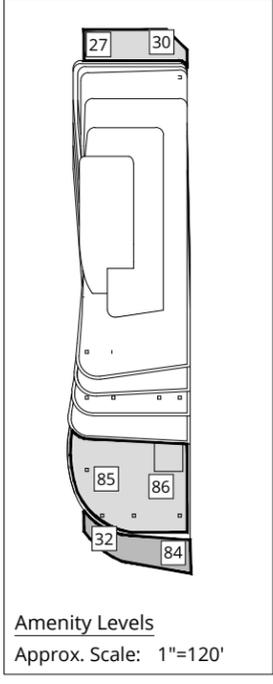
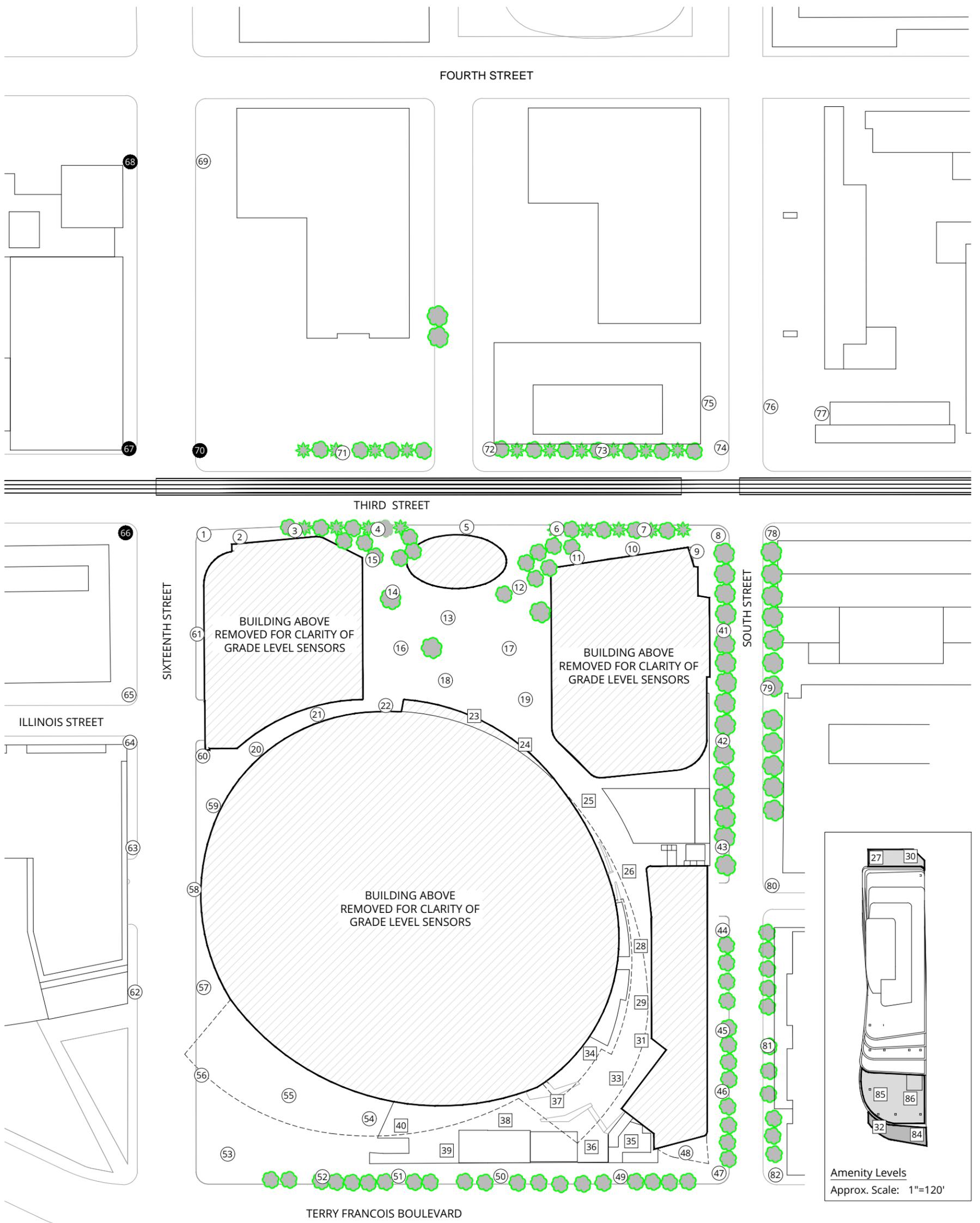
Project #1401775

Drawn by: DBB Figure: 2b

Approx. Scale: 1"=120'

Date Revised: Nov. 29, 2019





LEGEND:

HAZARD CATEGORIES:

Pass ————

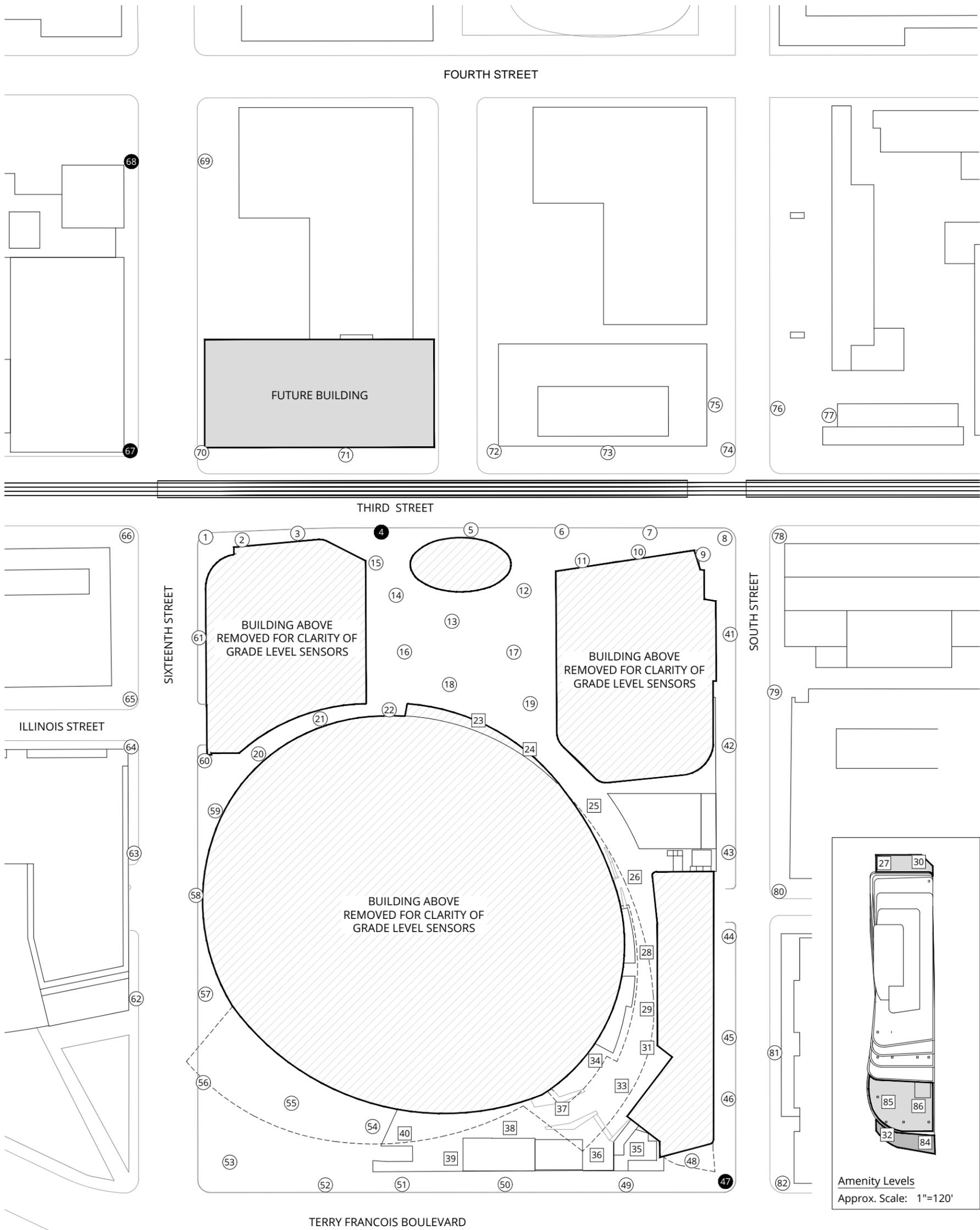
Exceeded ————

SENSOR LOCATION:

○ Grade Level

□ Podium/Amenity Level





LEGEND:

HAZARD CATEGORIES:

Pass
 Exceeded

SENSOR LOCATION:

Grade Level
 Podium/Amenity Level



Pedestrian Wind Hazard Conditions

Project + Cumulative
Annual

Warrior's Arena - San Francisco, CA

True North



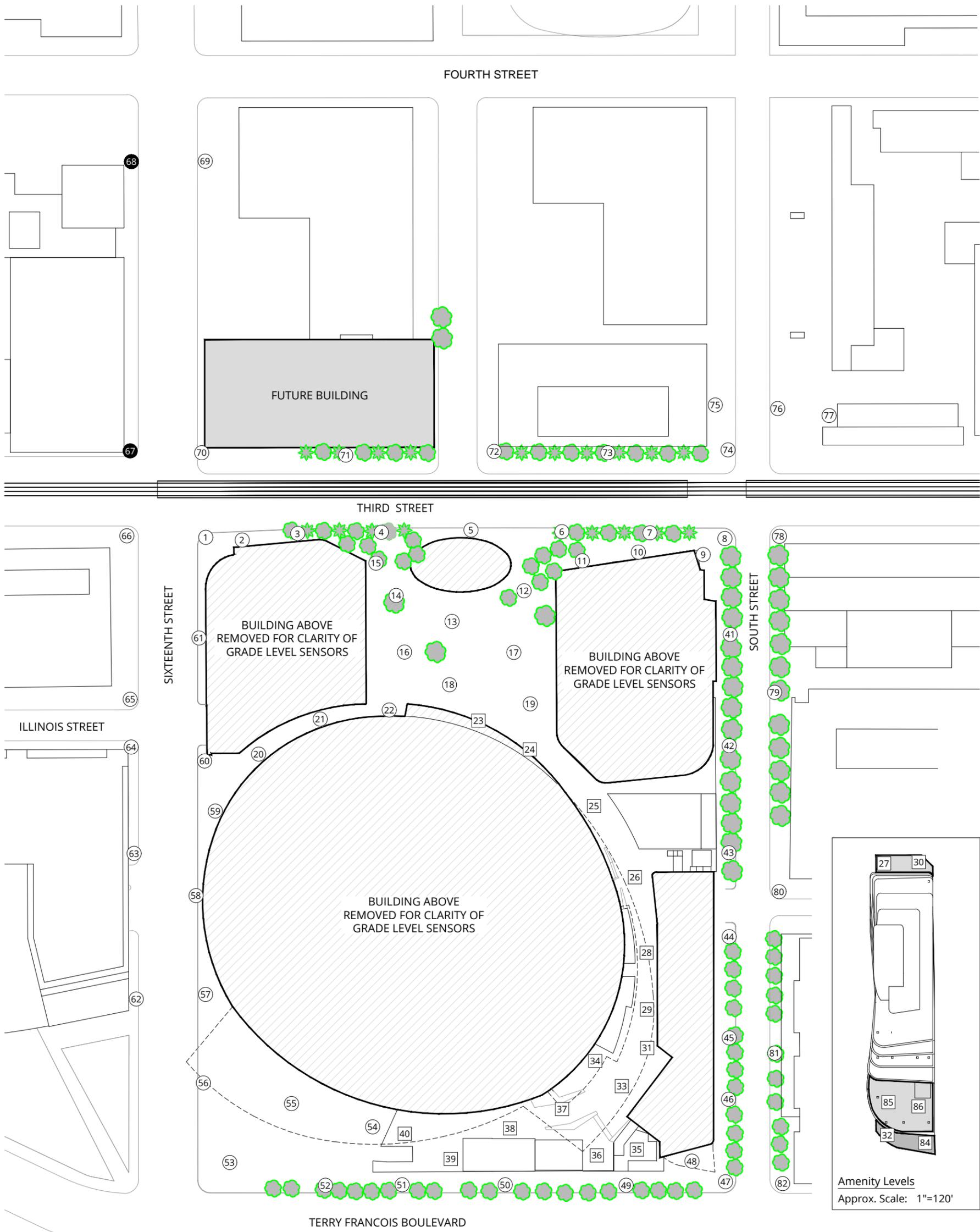
Drawn by: DBB Figure: 2d

Approx. Scale: 1"=120'

Date Revised: Nov. 29, 2019



Project #1401775



LEGEND:

HAZARD CATEGORIES:

Pass
 Exceeded

SENSOR LOCATION:

Grade Level
 Podium/Amenity Level



Pedestrian Wind Hazard Conditions
Project + Cumulative (Landscaping)
Annual

Warrior's Arena - San Francisco, CA

True North



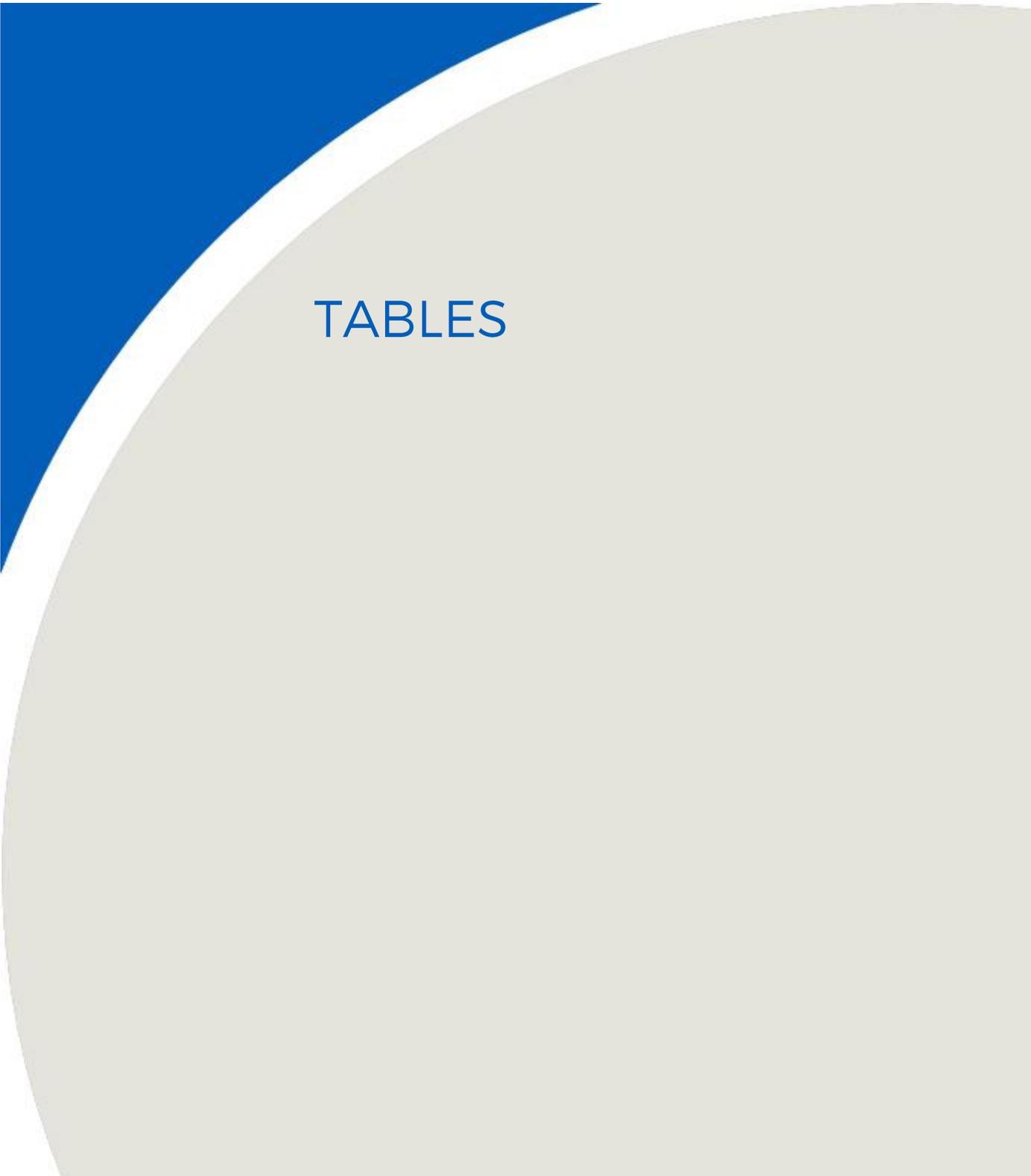
Drawn by: DBB Figure: 2e

Approx. Scale: 1"=120'

Date Revised: Nov. 29, 2019

Project #1401775



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TABLES

Table 1: Pedestrian Wind Comfort and Hazard Conditions

Location	Configuration	WIND COMFORT				WIND HAZARD			
		Wind Speed Exceeded (mph)	% of Time Exceeding	Speed Change (mph)	Exceeds	Wind Speed Exceeded (mph)	Hours per Year Exceeding	Hours Change	Exceeds
1	Existing	18	42	-	e	32	0	-	
	Project	18	42	0	e	32	0	0	
	Project (Land.)	17	38	-1	e	31	0	0	
	Cumulative	13	17	-5	e	26	0	0	
	Cumulative (Land.)	11	10	-7		22	0	0	
2	Existing	18	42	-	e	35	0	-	
	Project	18	43	0	e	37	2	2	e
	Project (Land.)	17	34	-1	e	28	0	0	
	Cumulative	16	27	-2	e	32	0	0	
	Cumulative (Land.)	11	10	-7		22	0	0	
3	Existing	14	23	-	e	25	0	-	
	Project	14	23	0	e	25	0	0	
	Project (Land.)	12	15	-2	e	21	0	0	
	Cumulative	17	30	3	e	35	0	0	
	Cumulative (Land.)	15	25	1	e	29	0	0	
4	Existing	16	31	-	e	30	0	-	
	Project	16	30	0	e	29	0	0	
	Project (Land.)	12	13	-4	e	21	0	0	
	Cumulative	18	37	2	e	39	5	5	e
	Cumulative (Land.)	17	33	1	e	32	0	0	
5	Existing	16	29	-	e	27	0	-	
	Project	16	30	0	e	28	0	0	
	Project (Land.)	13	16	-3	e	24	0	0	
	Cumulative	14	22	-2	e	25	0	0	
	Cumulative (Land.)	11	10	-5		21	0	0	
6	Existing	14	23	-	e	26	0	-	
	Project	15	24	1	e	25	0	0	
	Project (Land.)	11	10	-3		21	0	0	
	Cumulative	14	23	0	e	24	0	0	
	Cumulative (Land.)	12	15	-2	e	20	0	0	
7	Existing	12	15	-	e	23	0	-	
	Project	12	18	0	e	23	0	0	
	Project (Land.)	11	10	-1		20	0	0	
	Cumulative	12	12	0	e	23	0	0	
	Cumulative (Land.)	10	7	-2		23	0	0	
8	Existing	13	20	-	e	25	0	-	
	Project	14	24	1	e	28	0	0	
	Project (Land.)	12	14	-1	e	25	0	0	
	Cumulative	14	22	1	e	28	0	0	
	Cumulative (Land.)	14	21	1	e	28	0	0	
9	Existing	14	22	-	e	28	0	-	
	Project	14	21	0	e	27	0	0	
	Project (Land.)	12	13	-2	e	21	0	0	
	Cumulative	13	18	-1	e	25	0	0	
	Cumulative (Land.)	9	4	-5		19	0	0	

Table 1: Pedestrian Wind Comfort and Hazard Conditions

Location	Configuration	WIND COMFORT				WIND HAZARD			
		Wind Speed Exceeded (mph)	% of Time Exceeding	Speed Change (mph)	Exceeds	Wind Speed Exceeded (mph)	Hours per Year Exceeding	Hours Change	Exceeds
10	Existing	14	22	-	e	26	0	-	
	Project	14	24	0	e	26	0	0	
	Project (Land.)	12	14	-2	e	22	0	0	
	Cumulative	14	22	0	e	25	0	0	
	Cumulative (Land.)	10	8	-4		21	0	0	
11	Existing	13	19	-	e	25	0	-	
	Project	13	21	0	e	24	0	0	
	Project (Land.)	10	8	-3		21	0	0	
	Cumulative	13	20	0	e	24	0	0	
	Cumulative (Land.)	12	15	-1	e	21	0	0	
12	Existing	14	23	-	e	29	0	-	
	Project	16	29	2	e	28	0	0	
	Project (Land.)	9	6	-5		21	0	0	
	Cumulative	16	32	2	e	30	0	0	
	Cumulative (Land.)	11	10	-3		22	0	0	
13	Existing	11	10	-		19	0	-	
	Project	10	7	-1		18	0	0	
	Project (Land.)	8	1	-3		14	0	0	
	Cumulative	9	5	-2		18	0	0	
	Cumulative (Land.)	7	1	-4		14	0	0	
14	Existing	18	37	-	e	30	0	-	
	Project	17	36	-1	e	30	0	0	
	Project (Land.)	13	19	-5	e	22	0	0	
	Cumulative	9	4	-9		19	0	0	
	Cumulative (Land.)	9	6	-9		20	0	0	
15	Existing	17	34	-	e	30	0	-	
	Project	16	33	-1	e	29	0	0	
	Project (Land.)	14	21	-3	e	24	0	0	
	Cumulative	15	27	-2	e	30	0	0	
	Cumulative (Land.)	16	28	-1	e	30	0	0	
16	Existing	12	15	-	e	23	0	-	
	Project	12	14	0	e	23	0	0	
	Project (Land.)	12	14	0	e	24	0	0	
	Cumulative	12	13	0	e	23	0	0	
	Cumulative (Land.)	13	20	1	e	24	0	0	
17	Existing	12	14	-	e	25	0	-	
	Project	12	14	0	e	24	0	0	
	Project (Land.)	9	4	-3		18	0	0	
	Cumulative	11	10	-1		23	0	0	
	Cumulative (Land.)	9	5	-3		21	0	0	
18	Existing	13	20	-	e	24	0	-	
	Project	13	20	0	e	24	0	0	
	Project (Land.)	13	16	0	e	26	0	0	
	Cumulative	13	20	0	e	24	0	0	
	Cumulative (Land.)	15	25	2	e	27	0	0	

Table 1: Pedestrian Wind Comfort and Hazard Conditions

Location	Configuration	WIND COMFORT				WIND HAZARD			
		Wind Speed Exceeded (mph)	% of Time Exceeding	Speed Change (mph)	Exceeds	Wind Speed Exceeded (mph)	Hours per Year Exceeding	Hours Change	Exceeds
19	Existing	14	23	-	e	28	0	-	
	Project	14	23	0	e	31	0	0	
	Project (Land.)	14	22	0	e	27	0	0	
	Cumulative	14	24	0	e	32	0	0	
	Cumulative (Land.)	15	26	1	e	32	0	0	
20	Existing	17	33	-	e	32	0	-	
	Project	17	33	0	e	32	0	0	
	Project (Land.)	16	28	-1	e	31	0	0	
	Cumulative	17	32	0	e	33	0	0	
	Cumulative (Land.)	17	31	0	e	32	0	0	
21	Existing	20	43	-	e	40	9	-	e
	Project	19	41	-1	e	35	0	-9	
	Project (Land.)	18	34	-2	e	35	0	-9	
	Cumulative	19	38	-1	e	35	0	-9	
	Cumulative (Land.)	18	39	-2	e	35	0	-9	
22	Existing	13	18	-	e	25	0	-	
	Project	13	19	0	e	25	0	0	
	Project (Land.)	13	18	0	e	27	0	0	
	Cumulative	11	10	-2		21	0	0	
	Cumulative (Land.)	11	10	-2		21	0	0	
23	Existing	13	19	-	e	25	0	-	
	Project	13	18	0	e	25	0	0	
	Project (Land.)	11	10	-2		21	0	0	
	Cumulative	12	14	-1	e	27	0	0	
	Cumulative (Land.)	11	10	-2		24	0	0	
24	Existing	17	34	-	e	33	0	-	
	Project	17	36	0	e	34	0	0	
	Project (Land.)	15	29	-2	e	30	0	0	
	Cumulative	15	28	-2	e	35	0	0	
	Cumulative (Land.)	15	26	-2	e	35	0	0	
25	Existing	17	35	-	e	37	3	-	e
	Project	16	33	-1	e	34	0	-3	
	Project (Land.)	15	27	-2	e	31	0	-3	
	Cumulative	15	29	-2	e	34	0	-3	
	Cumulative (Land.)	15	28	-2	e	34	0	-3	
26	Existing	15	28	-	e	31	0	-	
	Project	14	19	-1	e	32	0	0	
	Project (Land.)	12	14	-3	e	28	0	0	
	Cumulative	14	19	-1	e	32	0	0	
	Cumulative (Land.)	13	19	-2	e	31	0	0	
27	Existing	13	15	-	e	37	3	-	e
	Project	10	5	-3		18	0	-3	
	Project (Land.)	9	3	-4		16	0	-3	
	Cumulative	9	4	-4		17	0	-3	
	Cumulative (Land.)	9	3	-4		17	0	-3	

Table 1: Pedestrian Wind Comfort and Hazard Conditions

Location	Configuration	WIND COMFORT				WIND HAZARD			
		Wind Speed Exceeded (mph)	% of Time Exceeding	Speed Change (mph)	Exceeds	Wind Speed Exceeded (mph)	Hours per Year Exceeding	Hours Change	Exceeds
28	Existing	15	28	-	e	31	0	-	
	Project	16	31	1	e	32	0	0	
	Project (Land.)	14	26	-1	e	28	0	0	
	Cumulative	16	30	1	e	31	0	0	
	Cumulative (Land.)	15	25	0	e	31	0	0	
29	Existing	16	31	-	e	37	3	-	e
	Project	13	17	-3	e	24	0	-3	
	Project (Land.)	12	13	-4	e	22	0	-3	
	Cumulative	13	16	-3	e	24	0	-3	
	Cumulative (Land.)	12	13	-4	e	23	0	-3	
30	Existing	11	10	-		26	0	-	
	Project	11	10	0		21	0	0	
	Project (Land.)	12	13	1	e	21	0	0	
	Cumulative	11	10	0		20	0	0	
	Cumulative (Land.)	11	10	0		20	0	0	
31	Existing	13	16	-	e	35	0	-	
	Project	11	10	-2		21	0	0	
	Project (Land.)	10	8	-3		19	0	0	
	Cumulative	11	10	-2		20	0	0	
	Cumulative (Land.)	10	7	-3		20	0	0	
32	Existing	8	1	-		15	0	-	
	Project	5	0	-3		8	0	0	
	Project (Land.)	4	0	-4		8	0	0	
	Cumulative	5	0	-3		9	0	0	
	Cumulative (Land.)	4	0	-4		9	0	0	
33	Existing	14	17	-	e	38	4	-	e
	Project	12	14	-2	e	24	0	-4	
	Project (Land.)	11	10	-3		22	0	-4	
	Cumulative	12	13	-2	e	24	0	-4	
	Cumulative (Land.)	11	10	-3		23	0	-4	
34	Existing	5	0	-		10	0	-	
	Project	3	0	-2		6	0	0	
	Project (Land.)	3	0	-2		6	0	0	
	Cumulative	3	0	-2		6	0	0	
	Cumulative (Land.)	3	0	-2		6	0	0	
35	Existing	6	0	-		11	0	-	
	Project	5	0	-1		10	0	0	
	Project (Land.)	5	0	-1		9	0	0	
	Cumulative	5	0	-1		10	0	0	
	Cumulative (Land.)	5	0	-1		10	0	0	
36	Existing	14	16	-	e	35	0	-	
	Project	8	1	-6		15	0	0	
	Project (Land.)	7	0	-7		13	0	0	
	Cumulative	7	0	-7		13	0	0	
	Cumulative (Land.)	7	0	-7		13	0	0	

Table 1: Pedestrian Wind Comfort and Hazard Conditions

Location	Configuration	WIND COMFORT				WIND HAZARD			
		Wind Speed Exceeded (mph)	% of Time Exceeding	Speed Change (mph)	Exceeds	Wind Speed Exceeded (mph)	Hours per Year Exceeding	Hours Change	Exceeds
37	Existing	8	6	-		34	0	-	
	Project	6	0	-2		11	0	0	
	Project (Land.)	5	0	-3		11	0	0	
	Cumulative	5	0	-3		11	0	0	
	Cumulative (Land.)	6	0	-2		11	0	0	
38	Existing	9	7	-		38	4	-	e
	Project	7	1	-2		15	0	-4	
	Project (Land.)	6	0	-3		13	0	-4	
	Cumulative	7	1	-2		14	0	-4	
	Cumulative (Land.)	6	1	-3		14	0	-4	
39	Existing	8	3	-		23	0	-	
	Project	7	0	-1		13	0	0	
	Project (Land.)	6	0	-2		11	0	0	
	Cumulative	6	0	-2		13	0	0	
	Cumulative (Land.)	6	0	-2		11	0	0	
40	Existing	7	3	-		21	0	-	
	Project	6	0	-1		13	0	0	
	Project (Land.)	4	0	-3		9	0	0	
	Cumulative	6	0	-1		13	0	0	
	Cumulative (Land.)	5	0	-2		11	0	0	
41	Existing	17	34	-	e	30	0	-	
	Project	16	32	-1	e	30	0	0	
	Project (Land.)	12	16	-5	e	23	0	0	
	Cumulative	15	28	-2	e	29	0	0	
	Cumulative (Land.)	13	19	-4	e	24	0	0	
42	Existing	12	17	-	e	21	0	-	
	Project	12	17	0	e	22	0	0	
	Project (Land.)	9	3	-3		16	0	0	
	Cumulative	12	14	0	e	22	0	0	
	Cumulative (Land.)	10	5	-2		18	0	0	
43	Existing	8	2	-		19	0	-	
	Project	9	5	1		24	0	0	
	Project (Land.)	7	1	-1		14	0	0	
	Cumulative	9	4	1		23	0	0	
	Cumulative (Land.)	7	1	-1		15	0	0	
44	Existing	12	13	-	e	25	0	-	
	Project	10	7	-2		18	0	0	
	Project (Land.)	5	0	-7		11	0	0	
	Cumulative	10	4	-2		16	0	0	
	Cumulative (Land.)	6	0	-6		12	0	0	
45	Existing	8	2	-		16	0	-	
	Project	13	16	5	e	29	0	0	
	Project (Land.)	8	3	0		19	0	0	
	Cumulative	13	15	5	e	29	0	0	
	Cumulative (Land.)	9	4	1		20	0	0	

Table 1: Pedestrian Wind Comfort and Hazard Conditions

Location	Configuration	WIND COMFORT				WIND HAZARD			
		Wind Speed Exceeded (mph)	% of Time Exceeding	Speed Change (mph)	Exceeds	Wind Speed Exceeded (mph)	Hours per Year Exceeding	Hours Change	Exceeds
46	Existing	8	1	-		15	0	-	
	Project	15	19	7	e	33	0	0	
	Project (Land.)	10	7	2		22	0	0	
	Cumulative	15	18	7	e	33	0	0	
	Cumulative (Land.)	10	9	2		23	0	0	
47	Existing	9	5	-		19	0	-	
	Project	16	19	7	e	36	1	1	e
	Project (Land.)	9	4	0		21	0	0	
	Cumulative	16	19	7	e	36	1	1	e
	Cumulative (Land.)	9	6	0		21	0	0	
48	Existing	6	0	-		12	0	-	
	Project	4	0	-2		9	0	0	
	Project (Land.)	4	0	-2		8	0	0	
	Cumulative	4	0	-2		9	0	0	
	Cumulative (Land.)	5	0	-1		9	0	0	
49	Existing	8	3	-		18	0	-	
	Project	5	0	-3		12	0	0	
	Project (Land.)	5	0	-3		9	0	0	
	Cumulative	6	0	-2		11	0	0	
	Cumulative (Land.)	5	0	-3		10	0	0	
50	Existing	7	1	-		16	0	-	
	Project	6	0	-1		13	0	0	
	Project (Land.)	5	0	-2		11	0	0	
	Cumulative	6	0	-1		13	0	0	
	Cumulative (Land.)	5	0	-2		11	0	0	
51	Existing	7	1	-		17	0	-	
	Project	6	0	-1		13	0	0	
	Project (Land.)	6	0	-1		12	0	0	
	Cumulative	6	0	-1		12	0	0	
	Cumulative (Land.)	5	0	-2		10	0	0	
52	Existing	8	4	-		25	0	-	
	Project	9	3	1		20	0	0	
	Project (Land.)	8	2	0		17	0	0	
	Cumulative	8	2	0		18	0	0	
	Cumulative (Land.)	7	1	-1		17	0	0	
53	Existing	10	5	-		18	0	-	
	Project	10	5	0		18	0	0	
	Project (Land.)	10	4	0		17	0	0	
	Cumulative	7	0	-3		15	0	0	
	Cumulative (Land.)	7	0	-3		14	0	0	
54	Existing	4	0	-		9	0	-	
	Project	5	0	1		9	0	0	
	Project (Land.)	4	0	0		9	0	0	
	Cumulative	4	0	0		9	0	0	
	Cumulative (Land.)	5	0	1		9	0	0	

Table 1: Pedestrian Wind Comfort and Hazard Conditions

Location	Configuration	WIND COMFORT				WIND HAZARD			
		Wind Speed Exceeded (mph)	% of Time Exceeding	Speed Change (mph)	Exceeds	Wind Speed Exceeded (mph)	Hours per Year Exceeding	Hours Change	Exceeds
55	Existing	6	0	-		13	0	-	
	Project	7	0	1		13	0	0	
	Project (Land.)	6	0	0		13	0	0	
	Cumulative	5	0	-1		12	0	0	
	Cumulative (Land.)	5	0	-1		12	0	0	
56	Existing	9	2	-		16	0	-	
	Project	10	4	1		18	0	0	
	Project (Land.)	9	3	0		17	0	0	
	Cumulative	8	1	-1		16	0	0	
	Cumulative (Land.)	7	1	-2		15	0	0	
57	Existing	9	2	-		15	0	-	
	Project	9	3	0		17	0	0	
	Project (Land.)	8	1	-1		15	0	0	
	Cumulative	7	1	-2		16	0	0	
	Cumulative (Land.)	6	0	-3		13	0	0	
58	Existing	12	14	-	e	21	0	-	
	Project	12	15	0	e	22	0	0	
	Project (Land.)	12	15	0	e	22	0	0	
	Cumulative	9	3	-3		18	0	0	
	Cumulative (Land.)	9	2	-3		17	0	0	
59	Existing	14	23	-	e	28	0	-	
	Project	14	24	0	e	28	0	0	
	Project (Land.)	14	21	0	e	27	0	0	
	Cumulative	12	16	-2	e	22	0	0	
	Cumulative (Land.)	12	14	-2	e	20	0	0	
60	Existing	13	20	-	e	25	0	-	
	Project	13	20	0	e	26	0	0	
	Project (Land.)	13	19	0	e	24	0	0	
	Cumulative	11	10	-2		22	0	0	
	Cumulative (Land.)	11	10	-2		21	0	0	
61	Existing	13	19	-	e	24	0	-	
	Project	13	19	0	e	24	0	0	
	Project (Land.)	12	17	-1	e	22	0	0	
	Cumulative	8	3	-5		19	0	0	
	Cumulative (Land.)	8	2	-5		17	0	0	
62	Existing	8	1	-		14	0	-	
	Project	8	1	0		14	0	0	
	Project (Land.)	8	0	0		13	0	0	
	Cumulative	7	0	-1		13	0	0	
	Cumulative (Land.)	6	0	-2		12	0	0	
63	Existing	11	10	-		19	0	-	
	Project	11	10	0		19	0	0	
	Project (Land.)	11	10	0		19	0	0	
	Cumulative	9	4	-2		17	0	0	
	Cumulative (Land.)	9	3	-2		16	0	0	

Table 1: Pedestrian Wind Comfort and Hazard Conditions

Location	Configuration	WIND COMFORT				WIND HAZARD			
		Wind Speed Exceeded (mph)	% of Time Exceeding	Speed Change (mph)	Exceeds	Wind Speed Exceeded (mph)	Hours per Year Exceeding	Hours Change	Exceeds
64	Existing	16	30	-	e	28	0	-	
	Project	16	31	0	e	29	0	0	
	Project (Land.)	15	26	-1	e	27	0	0	
	Cumulative	13	19	-3	e	24	0	0	
	Cumulative (Land.)	12	14	-4	e	22	0	0	
65	Existing	17	34	-	e	32	0	-	
	Project	17	34	0	e	32	0	0	
	Project (Land.)	16	31	-1	e	30	0	0	
	Cumulative	14	24	-3	e	29	0	0	
	Cumulative (Land.)	13	18	-4	e	27	0	0	
66	Existing	19	37	-	e	39	6	-	e
	Project	19	38	0	e	39	5	-1	e
	Project (Land.)	18	35	-1	e	40	6	0	e
	Cumulative	15	26	-4	e	30	0	-6	
	Cumulative (Land.)	15	26	-4	e	32	0	-6	
67	Existing	21	46	-	e	44	59	-	e
	Project	21	46	0	e	43	30	-29	e
	Project (Land.)	21	46	0	e	43	30	-29	e
	Cumulative	21	47	0	e	40	9	-50	e
	Cumulative (Land.)	21	47	0	e	40	9	-50	e
68	Existing	27	56	-	e	39	6	-	e
	Project	27	55	0	e	39	6	0	e
	Project (Land.)	27	55	0	e	39	6	0	e
	Cumulative	25	53	-2	e	39	6	0	e
	Cumulative (Land.)	25	53	-2	e	39	6	0	e
69	Existing	21	50	-	e	33	0	-	
	Project	21	50	0	e	33	0	0	
	Project (Land.)	21	50	0	e	33	0	0	
	Cumulative	19	47	-2	e	35	0	0	
	Cumulative (Land.)	19	47	-2	e	35	0	0	
70	Existing	19	36	-	e	37	3	-	e
	Project	19	35	0	e	37	3	0	e
	Project (Land.)	18	33	-1	e	37	3	0	e
	Cumulative	13	15	-6	e	25	0	-3	
	Cumulative (Land.)	11	10	-8		20	0	-3	
71	Existing	13	18	-	e	23	0	-	
	Project	13	19	0	e	23	0	0	
	Project (Land.)	12	13	-1	e	20	0	0	
	Cumulative	13	15	0	e	27	0	0	
	Cumulative (Land.)	9	4	-4		18	0	0	
72	Existing	11	10	-		21	0	-	
	Project	11	10	0		21	0	0	
	Project (Land.)	11	10	0		21	0	0	
	Cumulative	14	24	3	e	32	0	0	
	Cumulative (Land.)	15	26	4	e	30	0	0	

Table 1: Pedestrian Wind Comfort and Hazard Conditions

Location	Configuration	WIND COMFORT				WIND HAZARD			
		Wind Speed Exceeded (mph)	% of Time Exceeding	Speed Change (mph)	Exceeds	Wind Speed Exceeded (mph)	Hours per Year Exceeding	Hours Change	Exceeds
73	Existing	7	1	-		14	0	-	
	Project	7	1	0		14	0	0	
	Project (Land.)	18	33	11	e	14	0	0	
	Cumulative	7	0	0		12	0	0	
	Cumulative (Land.)	11	10	4		12	0	0	
74	Existing	15	27	-	e	29	0	-	
	Project	14	24	-1	e	29	0	0	
	Project (Land.)	12	13	-3	e	20	0	0	
	Cumulative	15	26	0	e	28	0	0	
	Cumulative (Land.)	9	4	-6		18	0	0	
75	Existing	15	27	-	e	34	0	-	
	Project	15	25	0	e	34	0	0	
	Project (Land.)	15	25	0	e	34	0	0	
	Cumulative	15	25	0	e	33	0	0	
	Cumulative (Land.)	15	25	0	e	33	0	0	
76	Existing	16	29	-	e	32	0	-	
	Project	16	28	0	e	32	0	0	
	Project (Land.)	16	28	0	e	32	0	0	
	Cumulative	15	28	-1	e	31	0	0	
	Cumulative (Land.)	15	28	-1	e	31	0	0	
77	Existing	16	29	-	e	28	0	-	
	Project	16	29	0	e	29	0	0	
	Project (Land.)	16	29	0	e	29	0	0	
	Cumulative	15	27	-1	e	27	0	0	
	Cumulative (Land.)	15	27	-1	e	27	0	0	
78	Existing	14	22	-	e	29	0	-	
	Project	16	29	2	e	32	0	0	
	Project (Land.)	14	17	0	e	29	0	0	
	Cumulative	16	29	2	e	30	0	0	
	Cumulative (Land.)	15	26	1	e	30	0	0	
79	Existing	14	25	-	e	27	0	-	
	Project	15	26	1	e	28	0	0	
	Project (Land.)	13	16	-1	e	24	0	0	
	Cumulative	15	25	1	e	27	0	0	
	Cumulative (Land.)	14	21	0	e	26	0	0	
80	Existing	9	5	-		22	0	-	
	Project	11	10	2		23	0	0	
	Project (Land.)	9	5	0		18	0	0	
	Cumulative	11	10	2		23	0	0	
	Cumulative (Land.)	9	5	0		19	0	0	
81	Existing	10	8	-		24	0	-	
	Project	12	13	2	e	22	0	0	
	Project (Land.)	7	1	-3		16	0	0	
	Cumulative	11	10	1		22	0	0	
	Cumulative (Land.)	7	2	-3		16	0	0	

Table 1: Pedestrian Wind Comfort and Hazard Conditions

Location	Configuration	WIND COMFORT				WIND HAZARD			
		Wind Speed Exceeded (mph)	% of Time Exceeding	Speed Change (mph)	Exceeds	Wind Speed Exceeded (mph)	Hours per Year Exceeding	Hours Change	Exceeds
82	Existing	9	2	-		15	0	-	
	Project	15	23	6	e	33	0	0	
	Project (Land.)	10	8	1		23	0	0	
	Cumulative	15	22	6	e	33	0	0	
	Cumulative (Land.)	11	10	2		23	0	0	
83	Existing	10	7	-		20	0	-	
	Project	9	3	-1		17	0	0	
	Project (Land.)	8	2	-2		17	0	0	
	Cumulative	9	3	-1		17	0	0	
	Cumulative (Land.)	9	4	-1		18	0	0	
84	Existing	-	-	-	-	-	-	-	-
	Project	8	3	-		20	0	-	
	Project (Land.)	7	1	-		15	0	-	
	Cumulative	8	3	-		19	0	-	
	Cumulative (Land.)	7	2	-		17	0	-	
85	Existing	-	-	-	-	-	-	-	-
	Project	8	2	-		16	0	-	
	Project (Land.)	7	1	-		15	0	-	
	Cumulative	8	2	-		16	0	-	
	Cumulative (Land.)	8	1	-		15	0	-	
86	Existing	-	-	-	-	-	-	-	-
	Project	13	13	-	e	31	0	-	
	Project (Land.)	11	10	-		26	0	-	
	Cumulative	12	13	-	e	29	0	-	
	Cumulative (Land.)	13	14	-	e	29	0	-	

SUMMARY	Configurations	WIND COMFORT				WIND HAZARD			
		Average (mph)	Average (%)	Speed Change (mph)	Total	Average (mph)	Total Hours	Hours Change	Total
	Existing	13 mph	18%	-	52 / 83	26 mph	100 Hrs	-	10 / 83
	Project	12 mph	18%	-1	54 / 86	24 mph	47 Hrs	-53	6 / 86
	Project (Land.)	11 mph	13%	-2	42 / 86	21 mph	45 Hrs	-55	4 / 86
	Cumulative	12 mph	15%	-1	48 / 86	23 mph	21 Hrs	-79	4 / 86
	Cumulative (Land.)	11 mph	12%	-2	31 / 86	21 mph	15 Hrs	-85	2 / 86

Notes:

- 1) Wind Comfort = Wind speeds exceeding 11 mph for ≥ 10% of the time
- 2) Wind Hazard = Wind speeds exceeding 36 mph for ≥ 1 hour/year

Appendix D

Shadow Study



CHASE CENTER: ESPLANADE HOTEL PROJECT CEQA SHADOW STUDY

March 9, 2020

Background

In an urban environment, shadow is a function of the height, size, and massing of buildings and other elements of the built environment, and the angle of the sun. The angle of the sun varies due to the time of day (from rotation of the earth) and the change in seasons (due to the earth's elliptical orbit around the sun and the earth's tilted axis). The longer mid-day shadows are cast during the winter (when the mid-day sun is lowest in the sky) and the shorter mid-day shadows are cast during the summer (when the mid-day sun is higher in the sky). At the time of the summer solstice (which falls approximately on June 21 of every year), the mid-day sun is highest in the sky, and the longest day and shortest night occur on this date. Conversely, the shortest day and longest night occur on the winter solstice (which falls on approximately December 21 of every year). The vernal and fall equinoxes (when day and night are equal in length) represent the halfway point between solstices.

Mission Bay South Design for Development

The Mission Bay South Design for Development includes Sunlight Access to Open Space design standards. These standards were prepared with the objective of encouraging new developments to ensure sunlight access to public open spaces and limit the extent and duration of shadows on these public open spaces. The South Design for Development notes that shadow studies have determined that development complying with the design standards will reasonably limit areas of shadow on public open spaces during the active months of the year (March to September) and during the most active times of the day (10:00 a.m. to 4:00 p.m.). The South Design for Development requires that additional shadow analysis be conducted for a project that would need a variance from South Design for Development's design standards for height, bulk and coverage and streetwall.

Significance Thresholds for Shadow

The proposed project would have a significant shadow impact if it were to create new shadow in a manner that would:

- Substantially affect the use of publicly accessible open space or outdoor recreation facilities or other public areas.

Project Description

The proposed project consists of an addition to the recently completed Chase Center Development (hereafter Esplanade Hotel Project), and proposes to add a 13-story, 180-foot tall (84 feet tall at podium, 160-foot tall



tower with 20-foot tall mechanical penthouse) mixed-use hotel/condominium project to be on the northeast corner of the Chase Center Site. The project would consist of approximately 21 residential units and 129 hotel rooms¹, along with amenity, patio and service spaces.

Approach to Shadow Analysis

For projects subject to a shadow analysis per the South Design for Development, the amount of area shadowed, the duration of the shadow, and the importance of sunlight to the use patterns of open spaces are considered when determining the impact of shadows from development. The South Design for Development provides the following methodology:

- For the purposes of assessing the impact of shadows on Mission Bay open spaces, open spaces have been divided into four areas: Mission Creek Park (which includes both North and South), Bayfront Park, Triangle Square, and the section of Mission Bay Commons, between Third Street and Terry Francois Boulevard. (See Figure 1 for project location in relation to the existing/planned Mission Bay South open spaces.)
- Shadow analysis should study the area of public open space in continuous shadow for periods of one hour, during the most active months of the year (March to September) and during the most active times of the day (10:00 a.m. to 4:00 p.m.).
- Analysis for a specific development proposal should consider aggregate shadow impacts from all buildings over 40 feet in height adjacent to the public open space. For the purpose of shadow analysis, undeveloped parcels should be analyzed using either approved plans for future development or a plan that resembles the maximum allowable building envelope for that parcel.
- The total area of each of the described public open spaces should be the basis for shadow calculation. To reasonably limit areas of open space in continuous shadow for extended periods of time, the area of public open space in continuous shadow for a period of one hour from March to September between 10:00 a.m. and 4:00 p.m. should not exceed the following percentages:

Mission Creek Park:	13 percent
Bayfront Park:	20 percent
Triangle Square:	17 percent
Mission Bay Commons:	11 percent

As shown in Figure 1 (next page), given the proposed project’s location, the purpose of this shadow analysis within the Mission Bay South plan area is to evaluate the potential shadow impacts on the planned Bayfront Park, a linear park that will extend from Mission Bay Boulevard south to Mariposa Street. No other existing or planned open space in the Mission Bay South plan area, including Mission Bay Commons, Mission Creek Park, Triangle Square, or Mariposa Park would be shadowed by the proposed project.

¹ The ratio of hotel rooms to residential units may ultimately vary including a scenario with up to 230 hotel rooms with zero residential units, however internal programmatic uses would not affect the project’s shadow.



FIGURE 1: Existing/Planned Public Open Space in Mission Bay South

Source: Design for Development for the Mission Bay South Project Area (2004)

To evaluate the shadow impact of the proposed project, PreVision Design prepared an up-to-date three-dimensional (3-D) model of the Mission Bay South plan area, which included the following:

- Current ground and roadway elevations for the study area in the 3-D model using the maps provided by the Office of Community Investment and Infrastructure (OCII).
- The digital 3-D model of the proposed Esplanade Hotel Project development as provided by the sponsor on November 8th, 2019².

² Since the issuance of the November 8th, 2019 model there have been minor design changes to the proposed building which include a minor 6” increase to the façade curve adjacent to the north and south cores and a slight 1’ variance on the West façade. These minor adjustments as described were reviewed and determined not have any impact on the analysis and findings that were performed using the November 8th, 2019 model, therefore the analysis in this report remains the most current and up to date.



- Planned development (Cumulative Condition) in the study area consistent with the maximum dimensions and bulks provided for in the Mission Bay South Design for Development.

To evaluate shadow effects pursuant to the Mission Bay South Design for Development, PreVision Design conducted a shadow screening study for the proposed project by casting shadows on the hour starting at noon and 4:00 p.m. continuing through the 21st of each month of concern – March, April, May, June, July, August, and September. (As discussed in the Setting, the equinoxes and solstices occur on approximately the 21st of the month, and consequently, are representative of the entire month). Given the project site’s location relative to Bayfront Park, there is no potential for project shadows to be cast on Bayfront Park between 10:00 a.m. and noon, and consequently, no shadow screening images were needed for times before noon.

Images of the resulting shadows cast for the study months/times are presented by Figures A1-G5.

Given that this shadow analysis follows the methodology from the South Design for Development, which requires the analysis “take into account shadow impacts from all building development over 40 feet in height adjacent to public open space,” the shadow analysis for this SEIR is essentially a cumulative analysis and project-specific impacts are addressed within the cumulative context.

Shadow Impact Evaluation

Impact C-WS-2: The project, in combination with cumulative development, would create new shadow but not in a manner that would substantially affect the use of publicly accessible open space or outdoor recreational facilities or other public areas within the Mission Bay South plan area. (Less than Significant)

The proposed project would include development of a mixed-use hotel and condominium building that would have the potential to cast shadows off-site, including on nearby public open space within the Mission Bay South plan area. While new private terraces and outdoor amenities would be created by the project, there would not be any new on-site public plazas, walkways or other open spaces.

As discussed under Regulatory Framework above, the South Design for Development indicates that the prior shadow studies have determined that development within the Mission Bay South plan area complying with the design standards will reasonably limit areas of shadow on public open spaces during the active months of the year and during the most active times of the day. However, consistent with Mission Bay FSEIR Mitigation Measure D.8, the South Design for Development requires that additional shadow analysis be conducted for projects that would need a variance from the South Design for Development’s design standards that establish the shape and location of buildings. Accordingly, the proposed project is subject to a shadow analysis per the South Design for Development Sunlight Access to Open Space methodology.

As described above under Approach to Analysis, the shadow analysis evaluated the potential shadow impacts on the planned Bayfront Park. Given the project site’s location relative to the planned Bayfront Park, the project could not cast any shadows on Bayfront Park between 10:00 a.m. and noon during any of the seven-month study interval, given that the sun rises in the east and all morning shadows would be cast towards the west. Furthermore, review of the shadow screening study images (Figures A1-G5) shows that no net new shadow from the proposed project would be cast on Bayfront Park at any time between noon and 4:00 p.m. during the seven-month study interval. As the area of public open space in Bayfront Park that would be in continuous shadow for a period of one hour from March to September between 10:00 a.m. and 4:00 p.m.



would be less than 20 percent, the project design satisfies the South Design for Development criterion for sunlight access to open space and therefore would not create new shadow in a manner that would substantially affect the use of publicly accessible open space or outdoor recreational facilities or other public areas within the Mission Bay South plan area. Accordingly, the project's shadow impact and its contribution to cumulative shadow impacts, on publicly accessible open space or outdoor recreation facilities or other public areas within the Mission Bay plan area would be less significant.

Mitigation: Not required.

Comparison of Impact C-WS-2 to the Impact under the Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 SEIR Analysis: As discussed in the Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 SEIR Analysis, given that project site's location relative to the planned Bayfront Park, that project could not cast any shadows on Bayfront Park between 10:00 a.m. and noon during any of the seven-month study interval, given that the sun rises in the east and all morning shadows would be cast towards the west, and shadow coverage (either project or cumulative) of Bayfront Park would be well under 20 percent at any time between noon and 4:00 p.m. during the seven-month study interval.

These impacts are greater than the shadow impacts that would be created due to the construction of the Esplanade Hotel Project. As the Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 SEIR Analysis concluded that project's shadow impact and its contribution to cumulative shadow impacts, on publicly accessible open space or outdoor recreation facilities or other public areas within the Mission Bay plan area would be less significant, the same finding of less than significant impacts is found for the Esplanade Hotel Project.

Comparison of Impact C-WS-2 to Mission Bay FSEIR Impact Analysis: As discussed under Summary of Impacts in the Mission Bay FSEIR, the Mission Bay FSEIR included a shadow analysis that indicated that the Mission Bay plan would shade open space areas within the Mission Bay plan area, including proposed open space area near the waterfront of the Bay along the eastern plan area boundary. The Mission Bay FSEIR determined that with implementation of Mitigation Measure D.8, which required analysis of potential shadows on existing and proposed open spaces during the building design and review process for any development that would exceed the design height and/or bulk criteria of the plan, Mission Bay plan shadow impacts on open space within the Mission Bay plan area would be less than significant.

Consistent with Mission Bay FSEIR Mitigation Measure D.8, a shadow analysis was conducted for the proposed project per the South Design for Development Sunlight Access to Open Space methodology. As discussed above, the project's shadow impact and its contribution to cumulative shadow impacts, on publicly accessible open space or outdoor recreation facilities or other public areas within the Mission Bay plan area would be less significant. Therefore, the project would result in no new or substantially more severe significant impacts than those previously identified in the Mission Bay FSEIR.



Impact C-WS-3: The project, in combination with cumulative development, would create new shadow but not in a manner that would substantially affect the use of publicly accessible open space or outdoor recreational facilities or other public areas outside the Mission Bay South plan area. (Less than Significant)

As discussed in the Setting, Agua Vista Park, an existing public open space is located on Port of San Francisco land adjacent to, and outside of, the Mission Bay plan area boundary. (Agua Vista Park is not under the jurisdiction of the City Recreation and Parks Department, and consequently, not subject to Planning Code 295.)

The shadow analysis conducted for the project in support of this addendum reveals that the project would not cast a shadow on any of Agua Vista Park during the study timeframe analyzed (March through September, 10:00 a.m. to 4:00 p.m.). The shadow analysis also determined the proposed project, and other existing and/or cumulative Mission Bay South plan development in the vicinity of Agua Vista Park would create shadows that would extend onto Agua Vista Park in late afternoons (after 4:00 p.m.) on or near the summer solstice. However, the design standards established for the Mission Bay South plan area ensure that development within Mission Bay South limit areas of shadow on public open spaces – including the adjacent Agua Vista Park - during the most active times of the day during the most active months. Accordingly, any project shadow effects, including project contribution to cumulative effects on publicly accessible open space or outdoor recreational facilities or other public areas outside the Mission Bay South plan area, would be less than significant.

Mitigation: Not required.

Comparison of Impact C-WS-3 to the Impact under the Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 SEIR Analysis: The shadow analysis conducted for the Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 SEIR revealed that the project would not cast a shadow on any of Agua Vista Park during the study timeframe analyzed (March through September, 10:00 a.m. to 4:00 p.m.). The shadow analysis also determined the proposed project, and other existing and/or cumulative Mission Bay South plan development in the vicinity of Agua Vista Park would create shadows that would extend onto Agua Vista Park in late afternoons (after 4:00 p.m.) on or near the summer solstice. However, the design standards established for the Mission Bay South plan area ensure that development within Mission Bay South limit areas of shadow on public open spaces – including the adjacent Agua Vista Park - during the most active times of the day during the most active months. Accordingly, any project shadow effects, including project contribution to cumulative effects on publicly accessible open space or outdoor recreational facilities or other public areas outside the Mission Bay South plan area, would be less than significant.

These impacts are substantially similar to the shadow impacts that would be created due to the construction of the Esplanade Hotel Project. As the Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 SEIR Analysis concluded that project's shadow impact and its contribution to cumulative shadow impacts, on publicly accessible open space or outdoor recreation facilities or other public areas outside the Mission Bay plan area would be less significant, the same finding of less than significant impacts is found for the Esplanade Hotel Project.

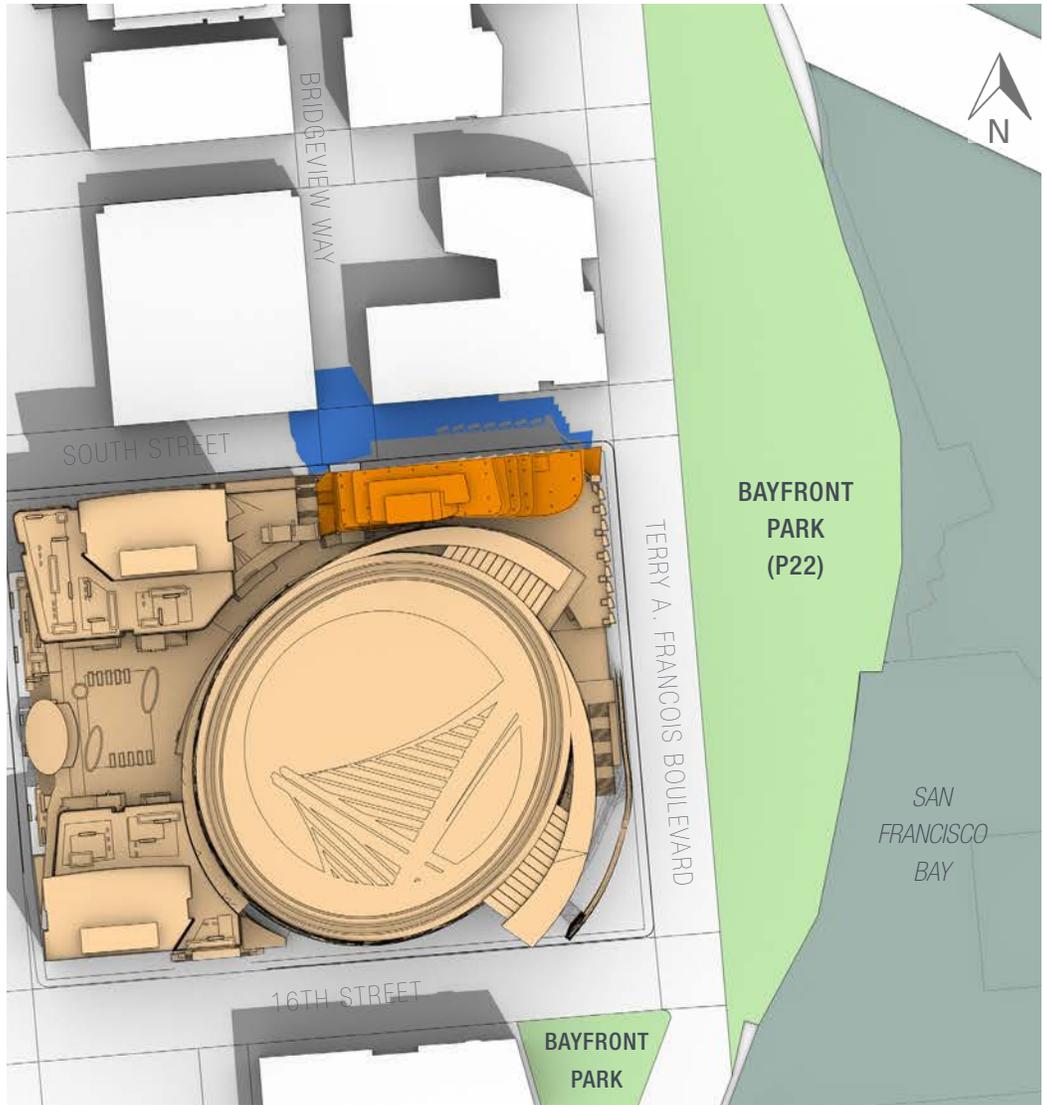


Comparison of Impact C-WS-3 to Mission Bay FSEIR Impact Analysis: As discussed under Summary of Impacts in the Mission Bay FSEIR, the Mission Bay FSEIR determined that development that would occur under the Mission Bay plan would not shade any City Recreation and Parks Department open space area located outside the Mission Bay plan area at any time, and consequently, would have a less-than-significant effect on these facilities. The Mission Bay FSEIR also determined that Mission Bay plan shading effects on vegetation or wildlife near the Mission Bay plan area, including along the Bay shore, would be less than significant. As discussed above, any project shadow effects, including project contribution to cumulative effects on publicly accessible open space or outdoor recreational facilities or other public areas outside the Mission Bay South plan area, would be less than significant. Therefore, the project would result in no new or substantially more severe significant impacts than those previously identified in the Mission Bay FSEIR.

FIGURE A1

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



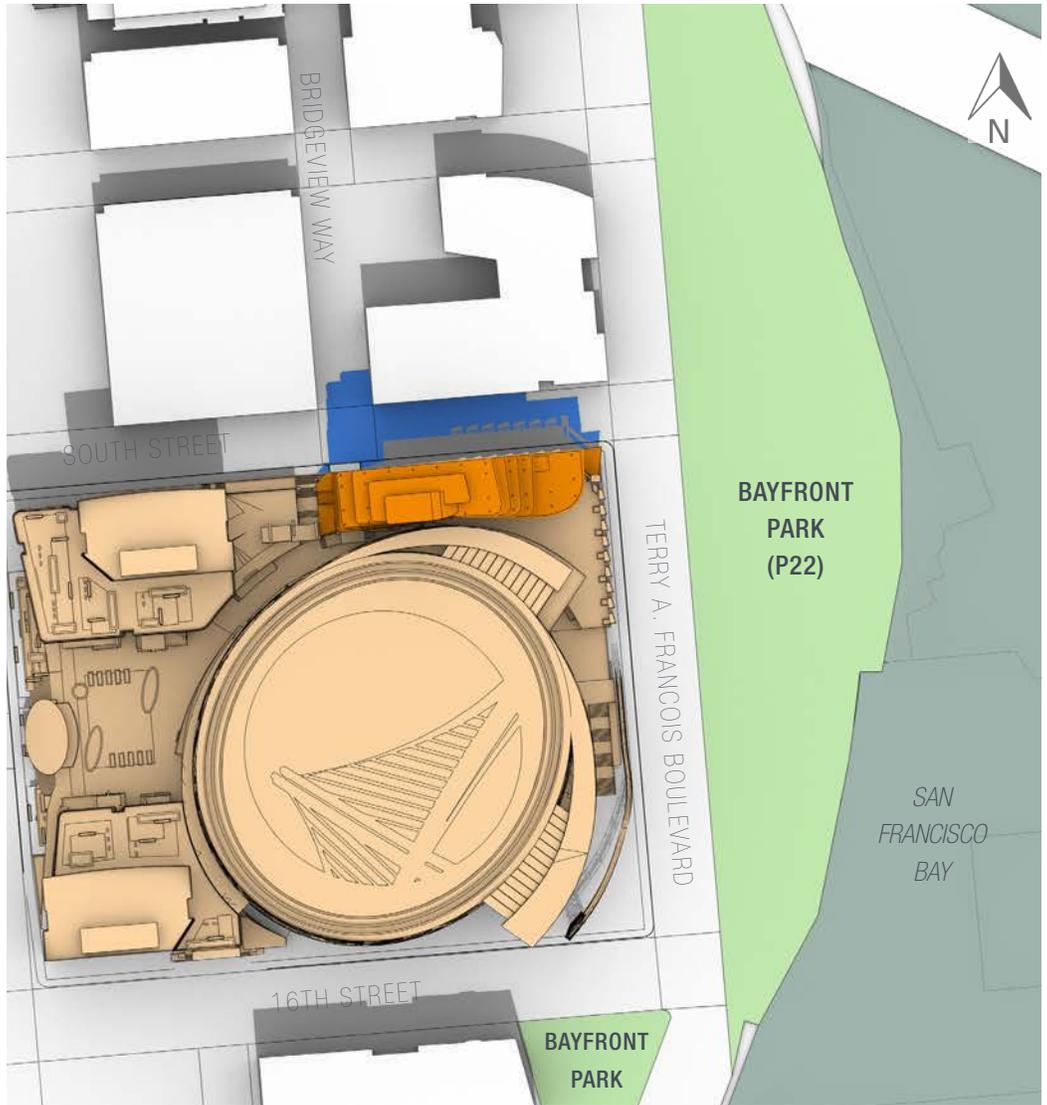
MARCH 21 **12:00 PM**
Approximate Spring Equinox

FIGURE A2

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE

Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



MARCH 21

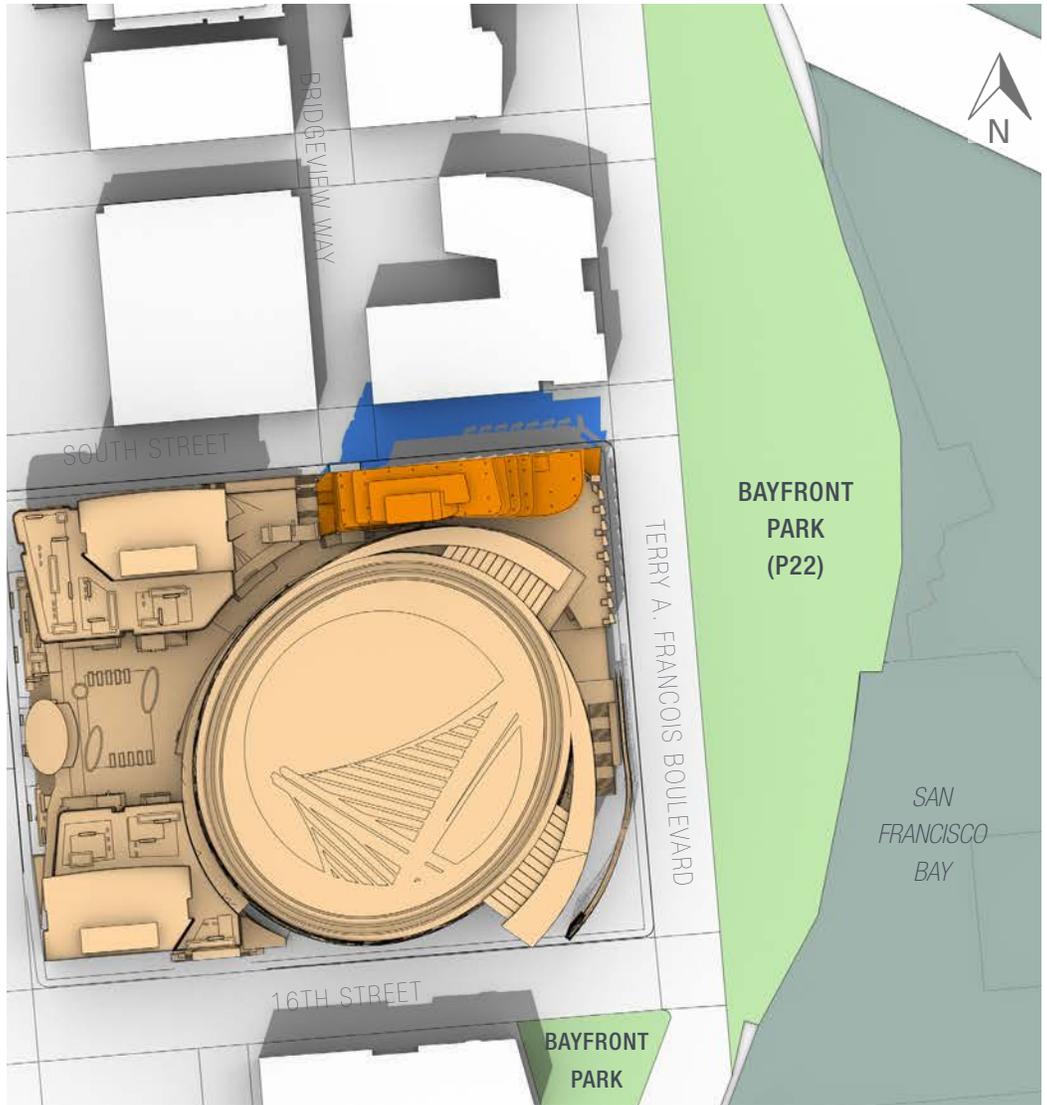
Approximate Spring Equinox

1:00 PM

FIGURE A3

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE
Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



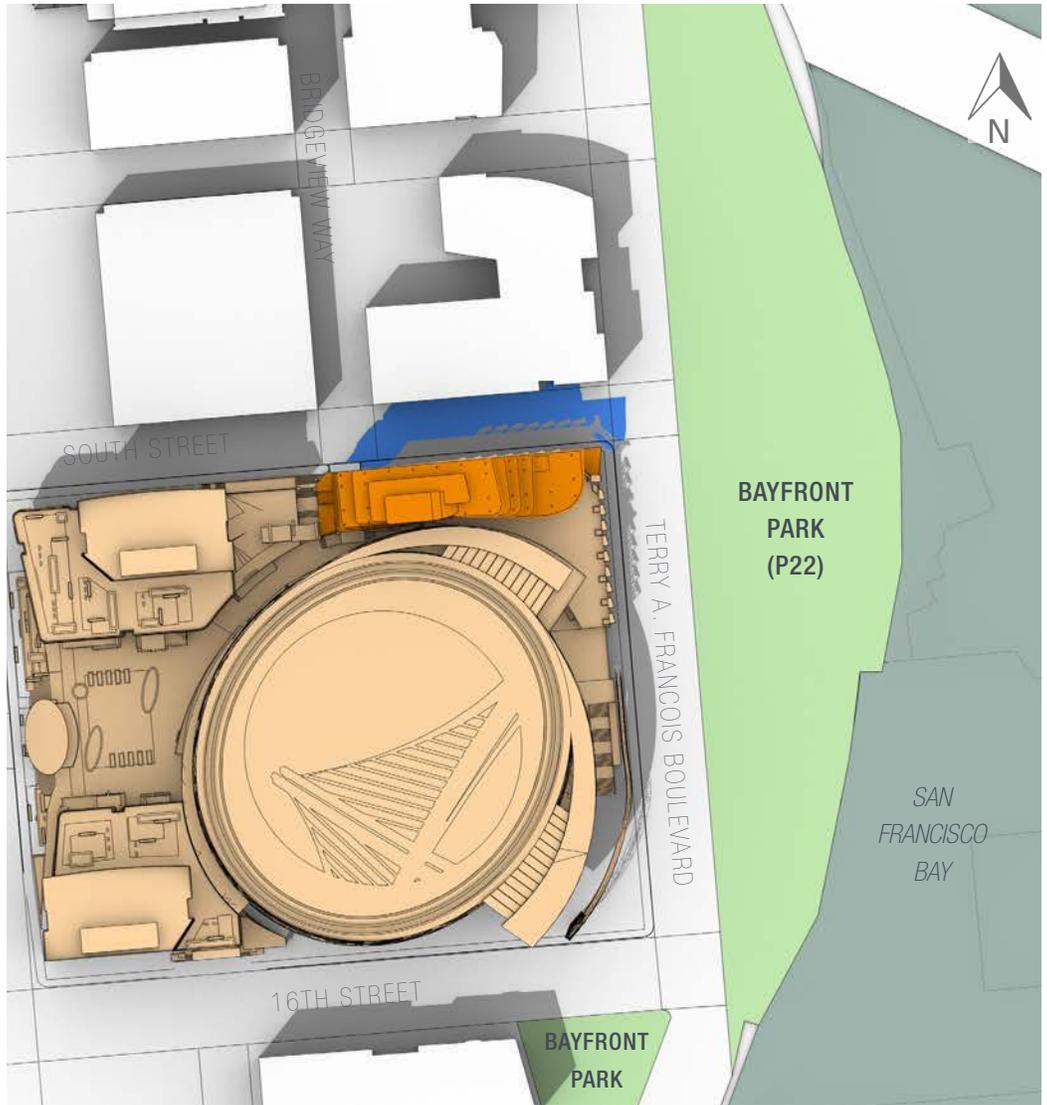
MARCH 21
Approximate Spring Equinox

2:00 PM

FIGURE A4

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE
Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



MARCH 21
Approximate Spring Equinox

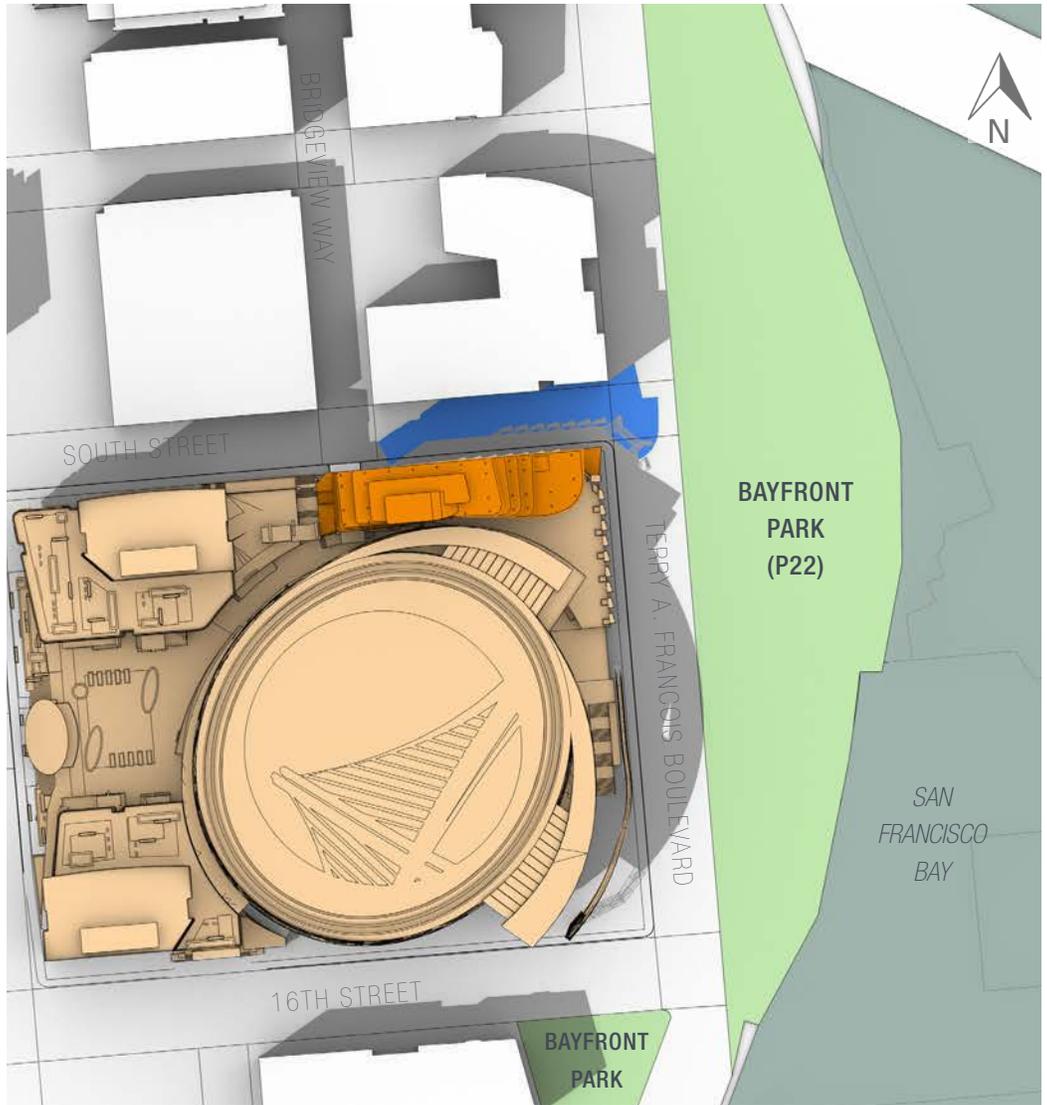
3:00 PM

FIGURE A5

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE

Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



MARCH 21

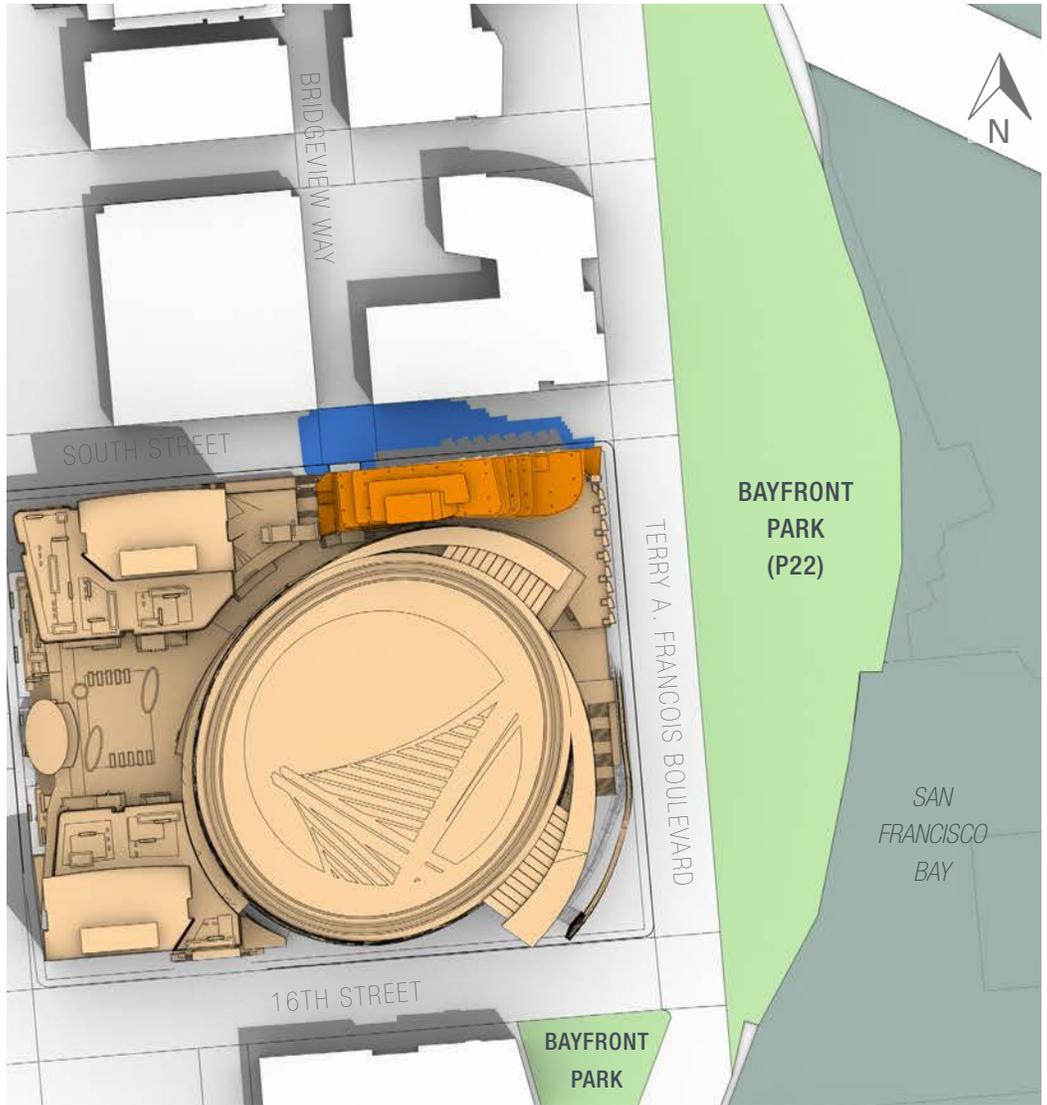
Approximate Spring Equinox

4:00 PM

FIGURE B1

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



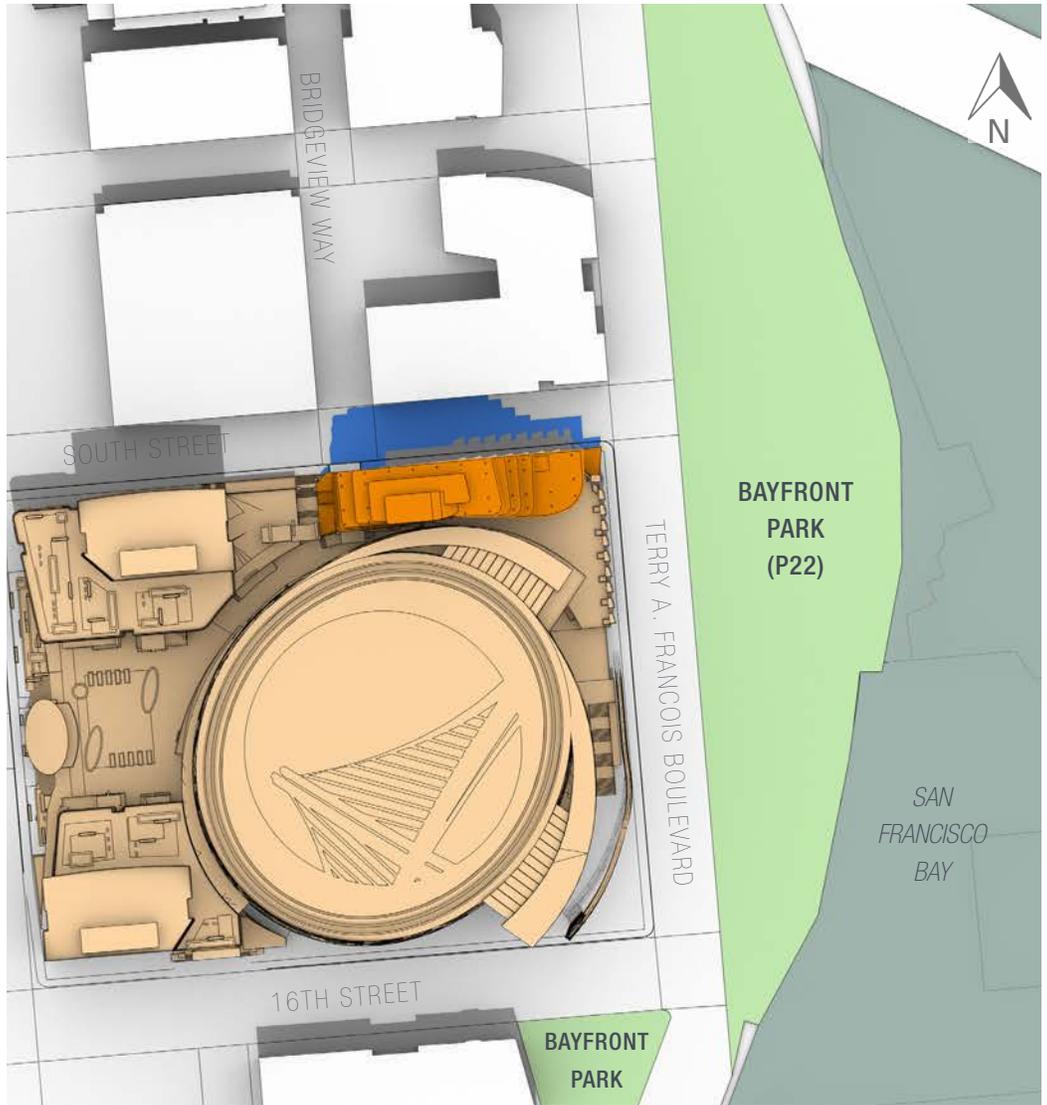
APRIL 21 **12:00 PM**
Late Spring

FIGURE B2

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE

Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



APRIL 21
Late Spring

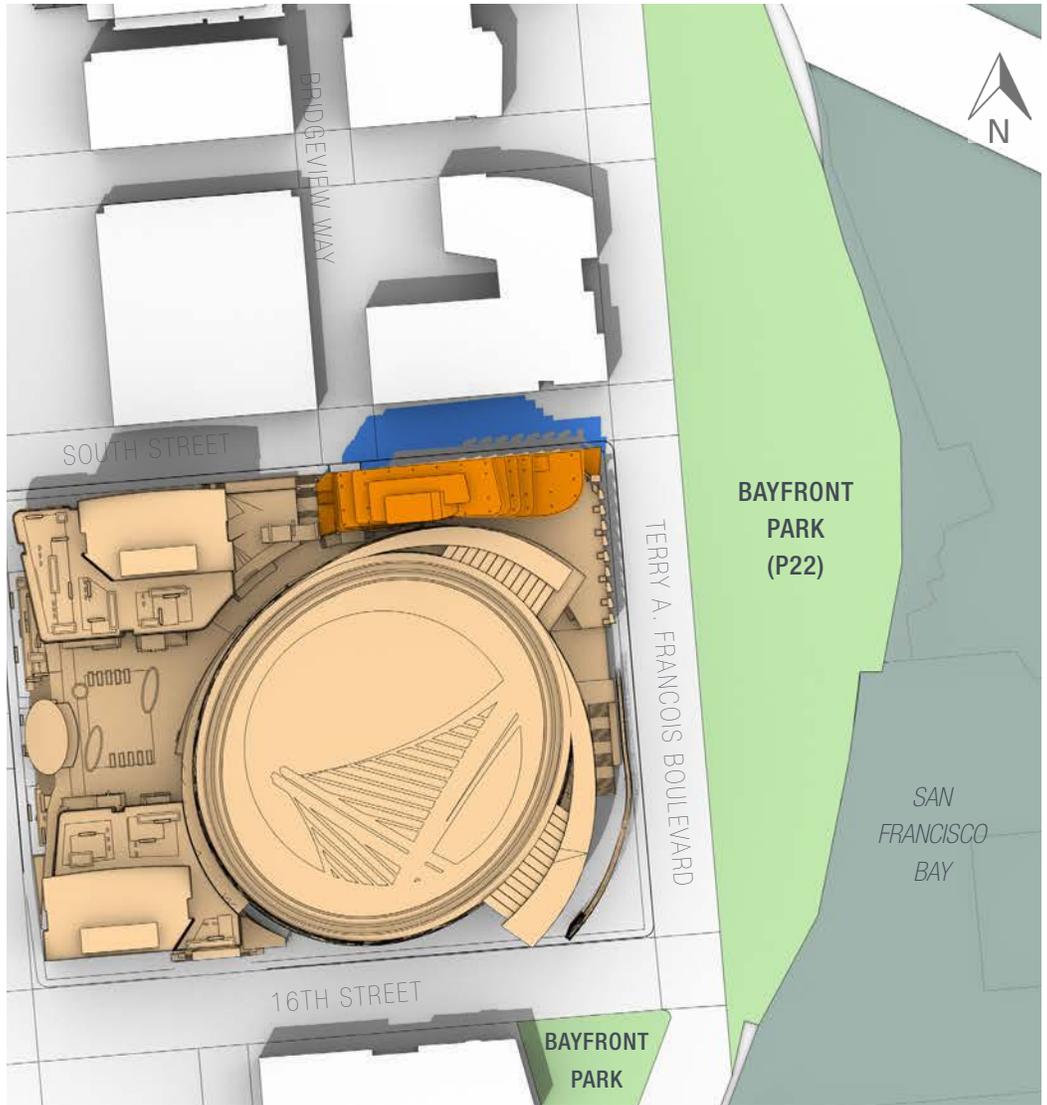
1:00 PM

FIGURE B3

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE

Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



APRIL 21
Late Spring

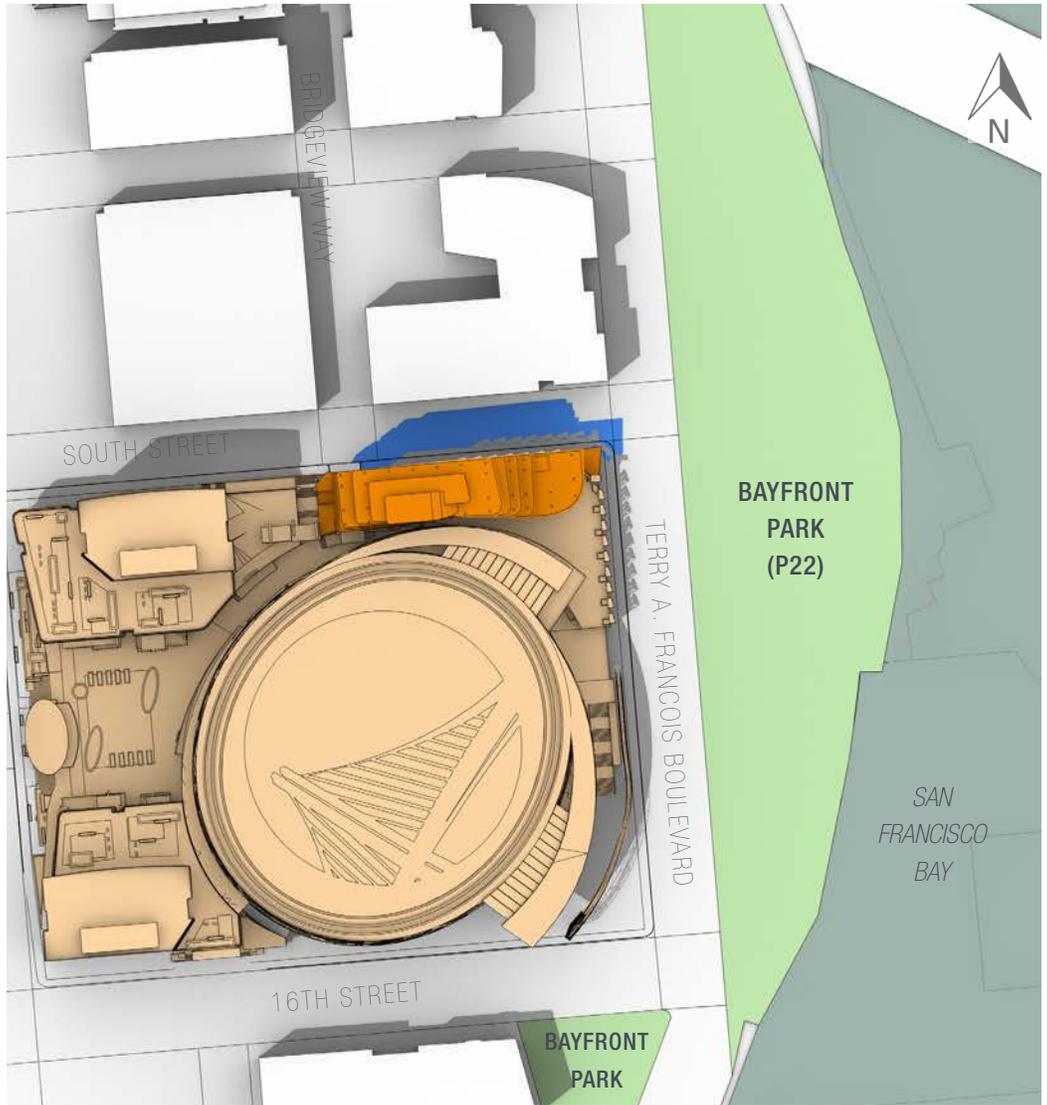
2:00 PM

FIGURE B4

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE

Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



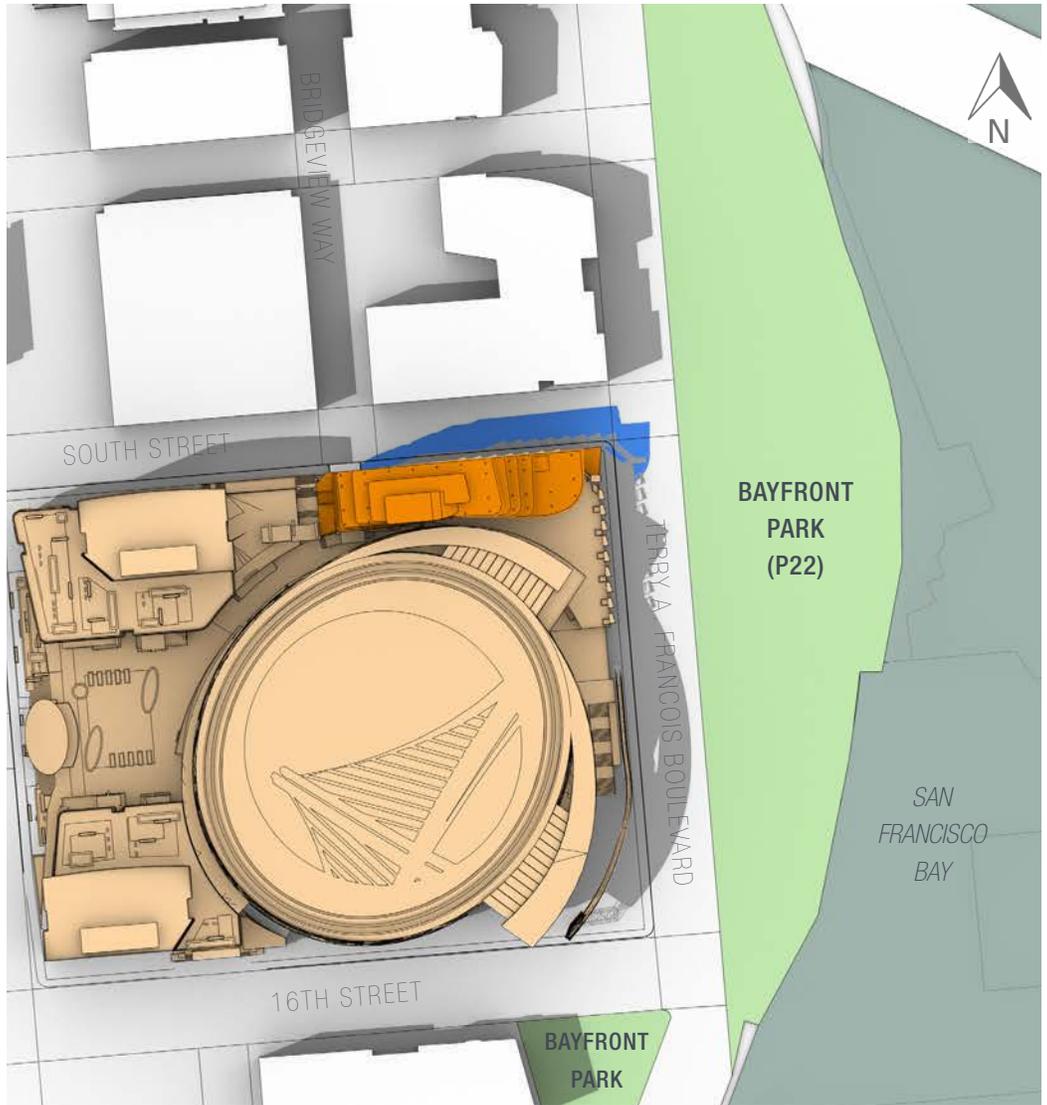
APRIL 21
Late Spring

3:00 PM

FIGURE B5

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE
Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



APRIL 21
Late Spring

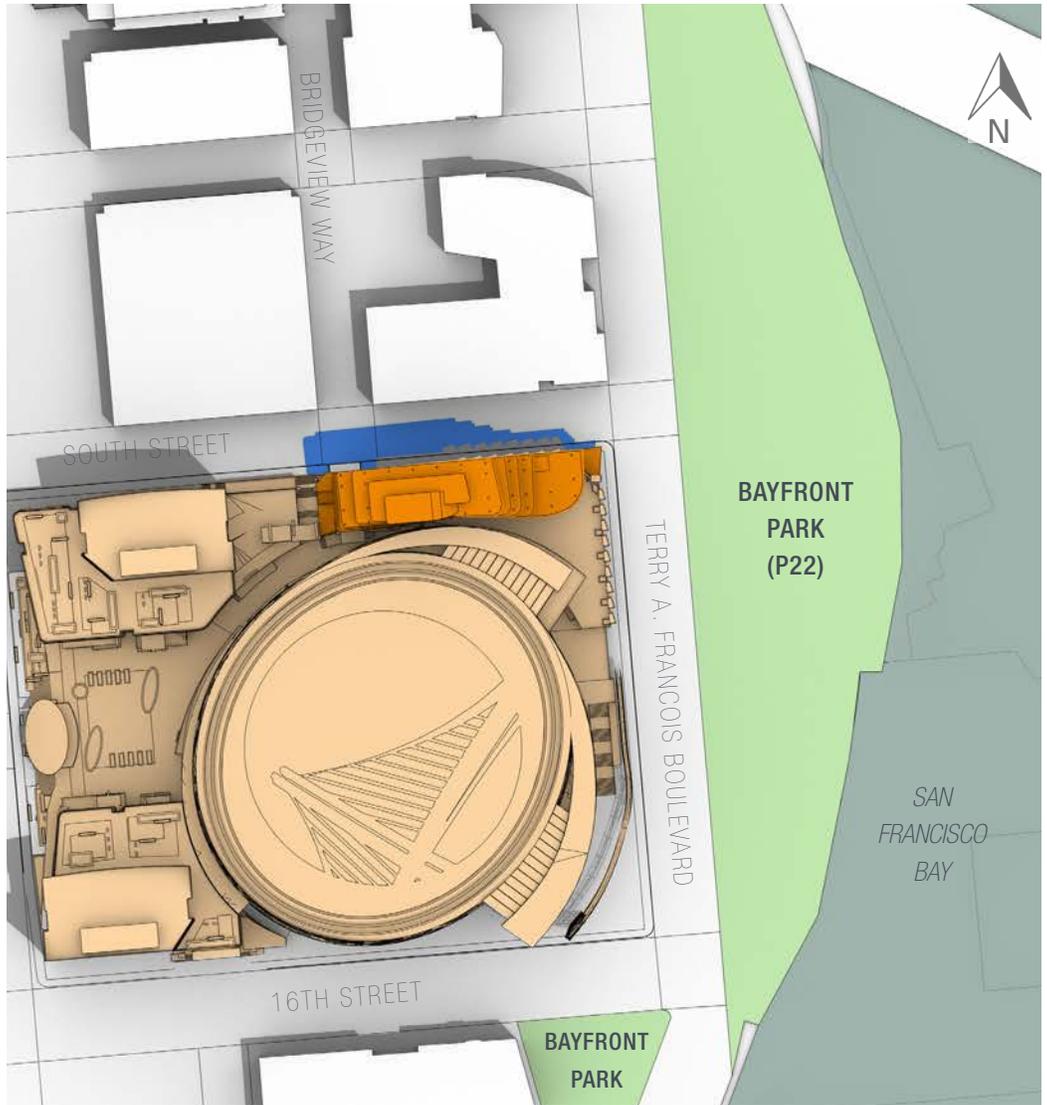
4:00 PM

FIGURE C1

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE

Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



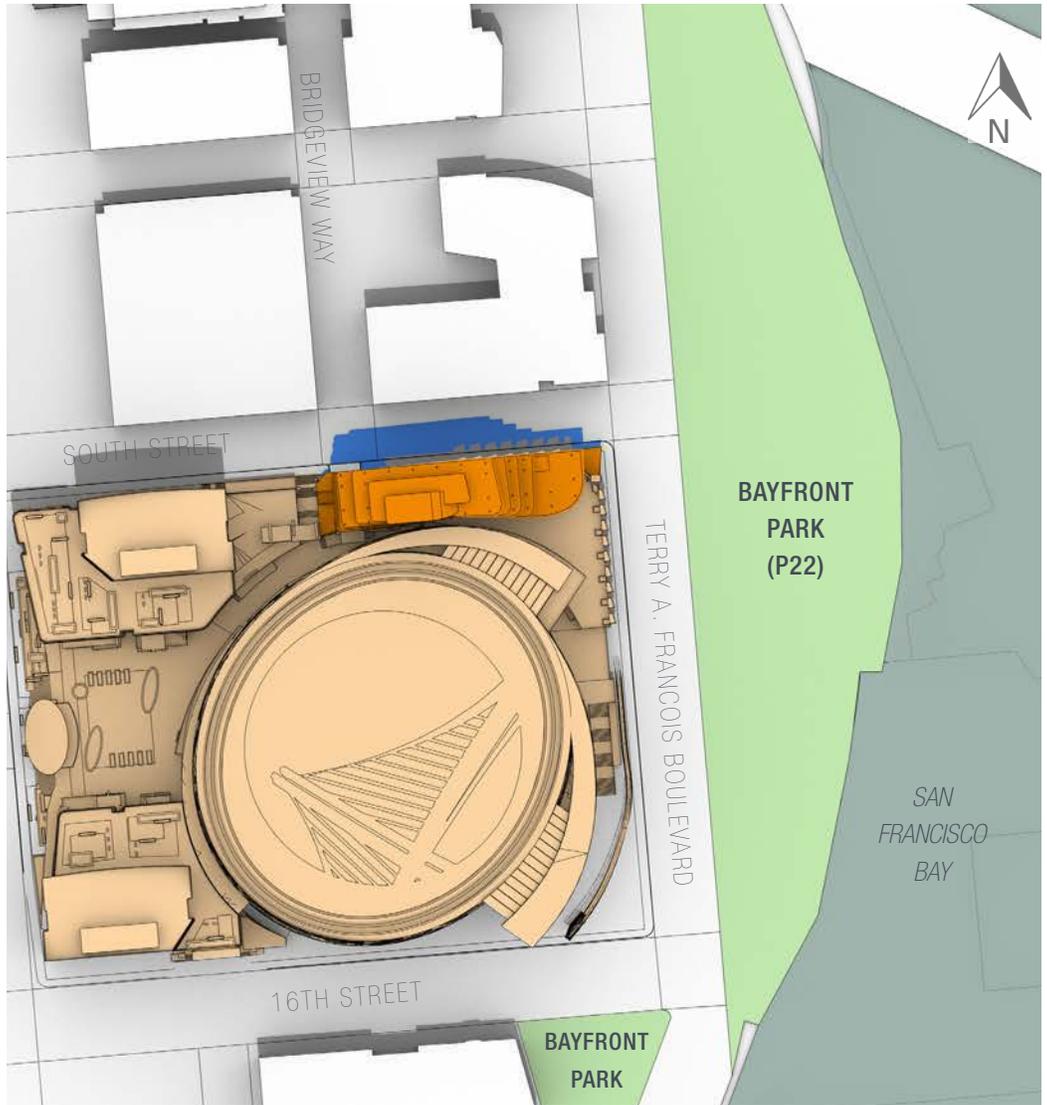
MAY 21 **12:00 PM**
Early Summer

FIGURE C2

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE

Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



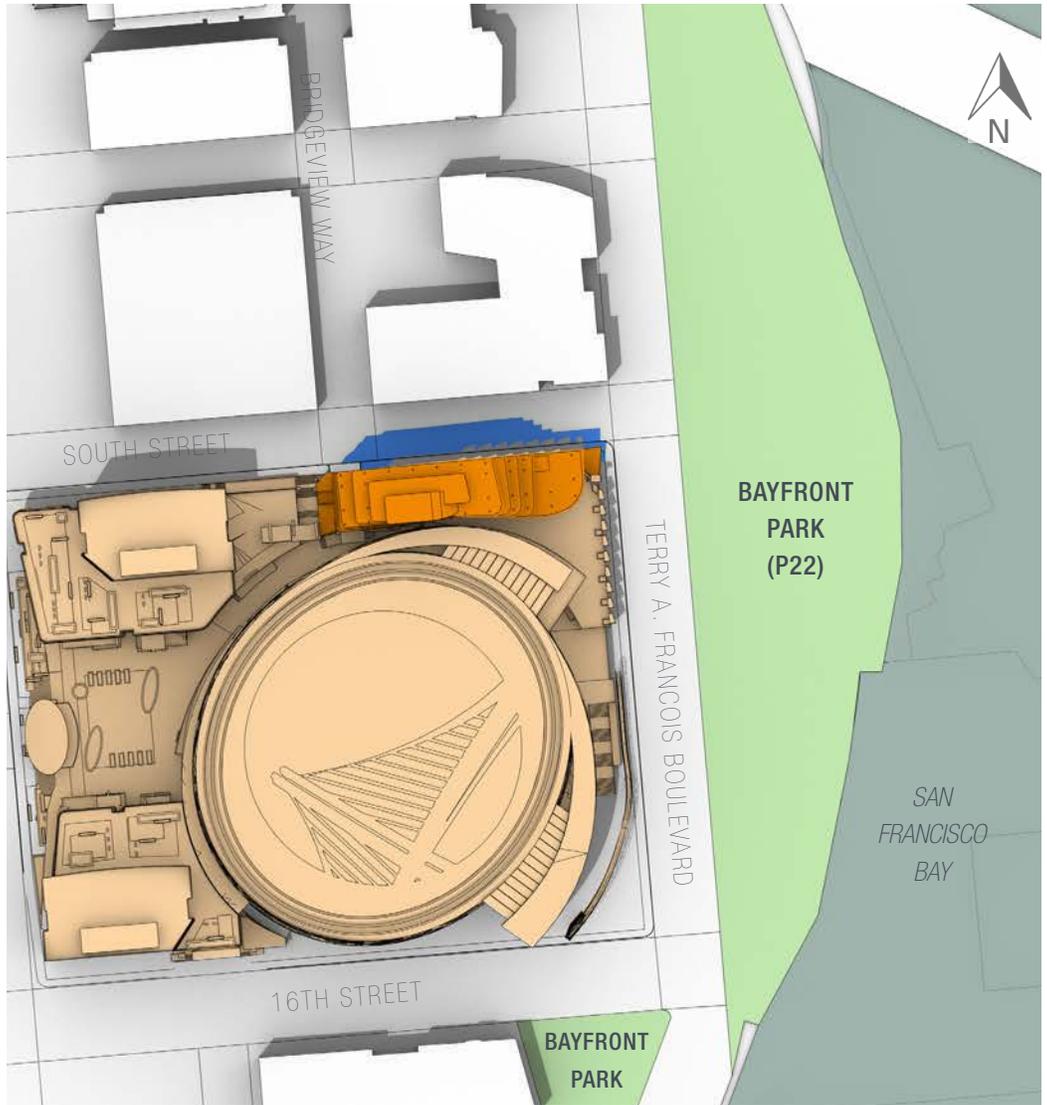
MAY 21
Early Summer

1:00 PM

FIGURE C3

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



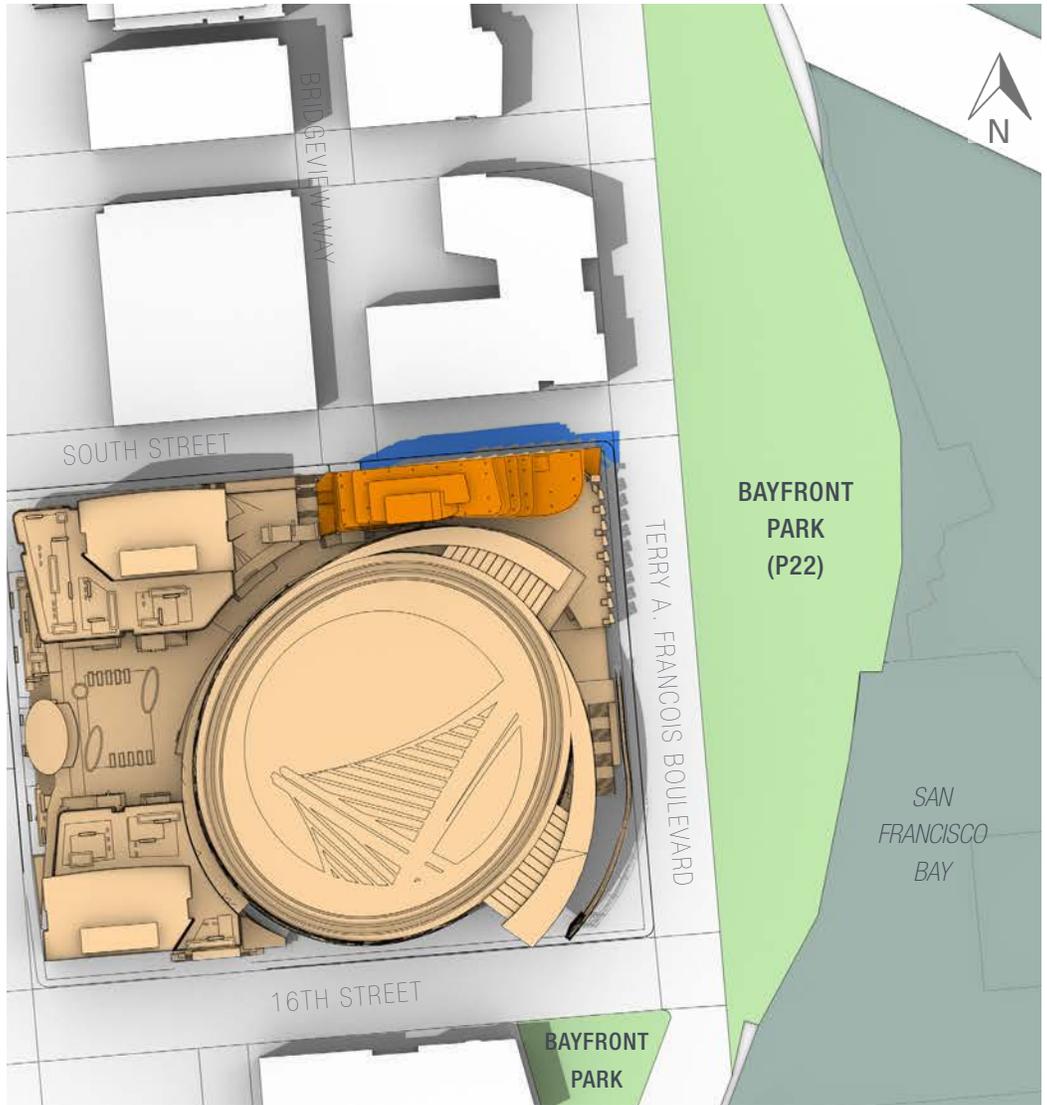
MAY 21
Early Summer

2:00 PM

FIGURE C4

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



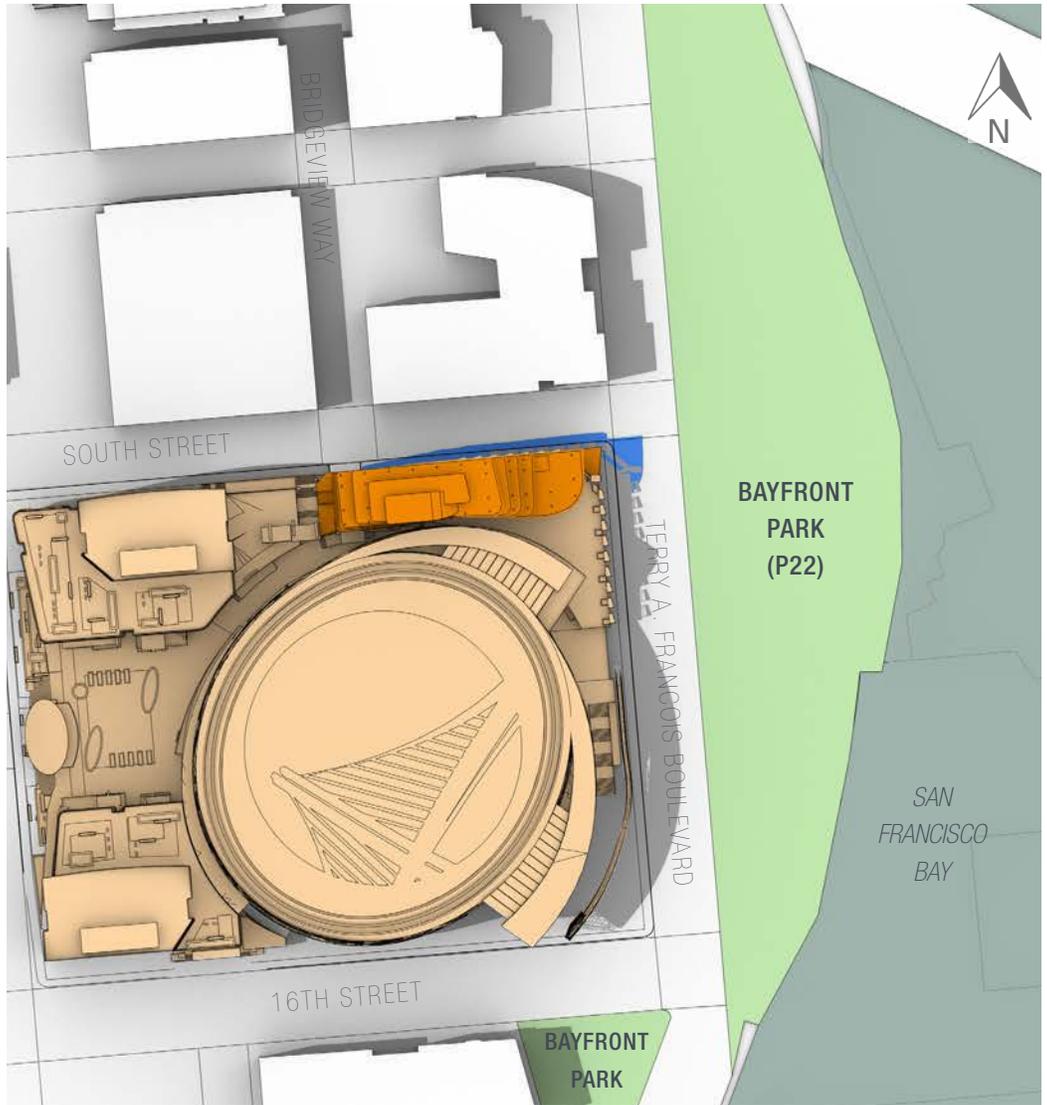
MAY 21
Early Summer

3:00 PM

FIGURE C5

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



MAY 21
Early Summer

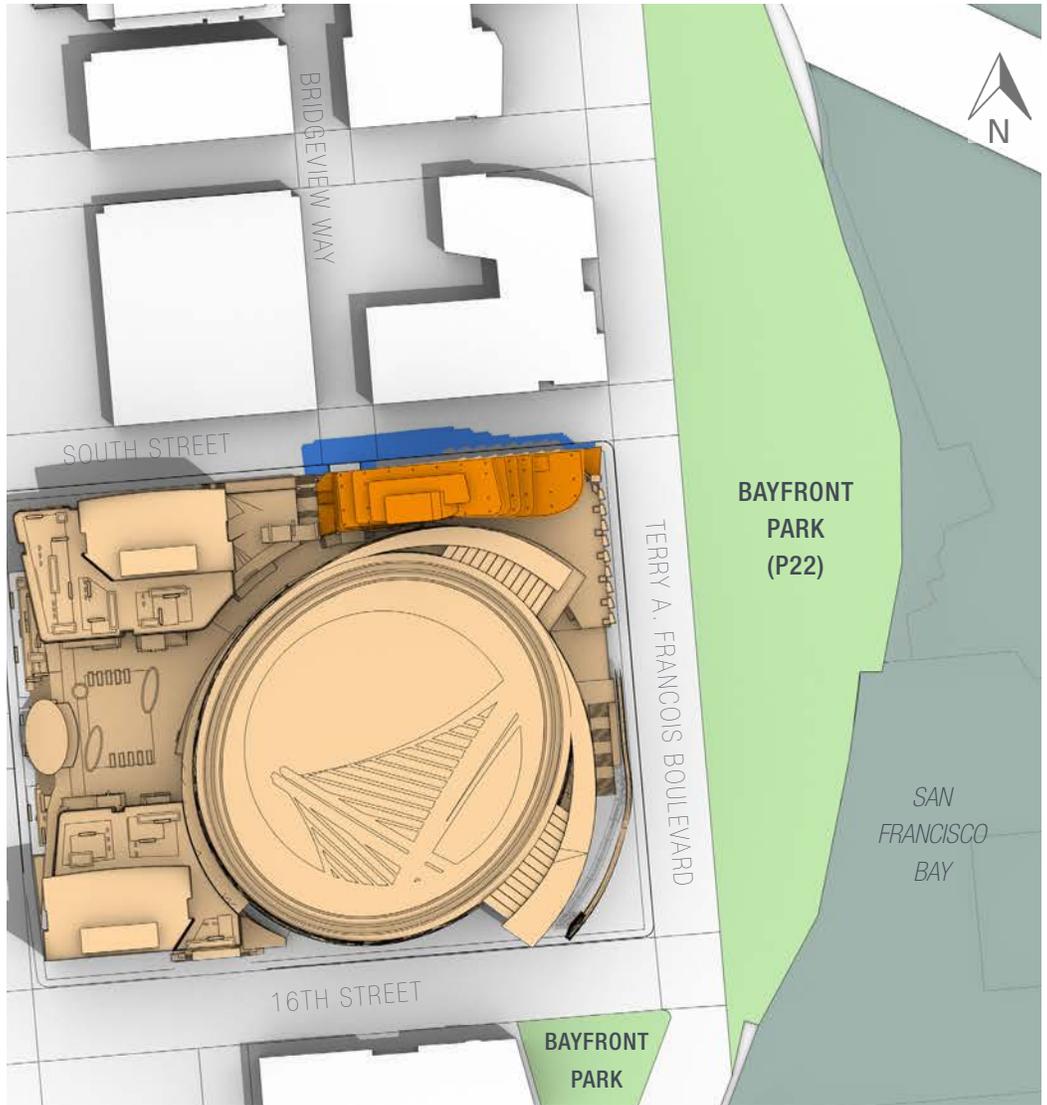
4:00 PM

FIGURE D1

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE

Shadow Condition Diagram

-  Esplanade Hotel Project
-  Chase Center (completed)
-  Existing Shadow (incl Chase Center)
-  Esplanade Hotel Project Shadow
-  Public Open Spaces

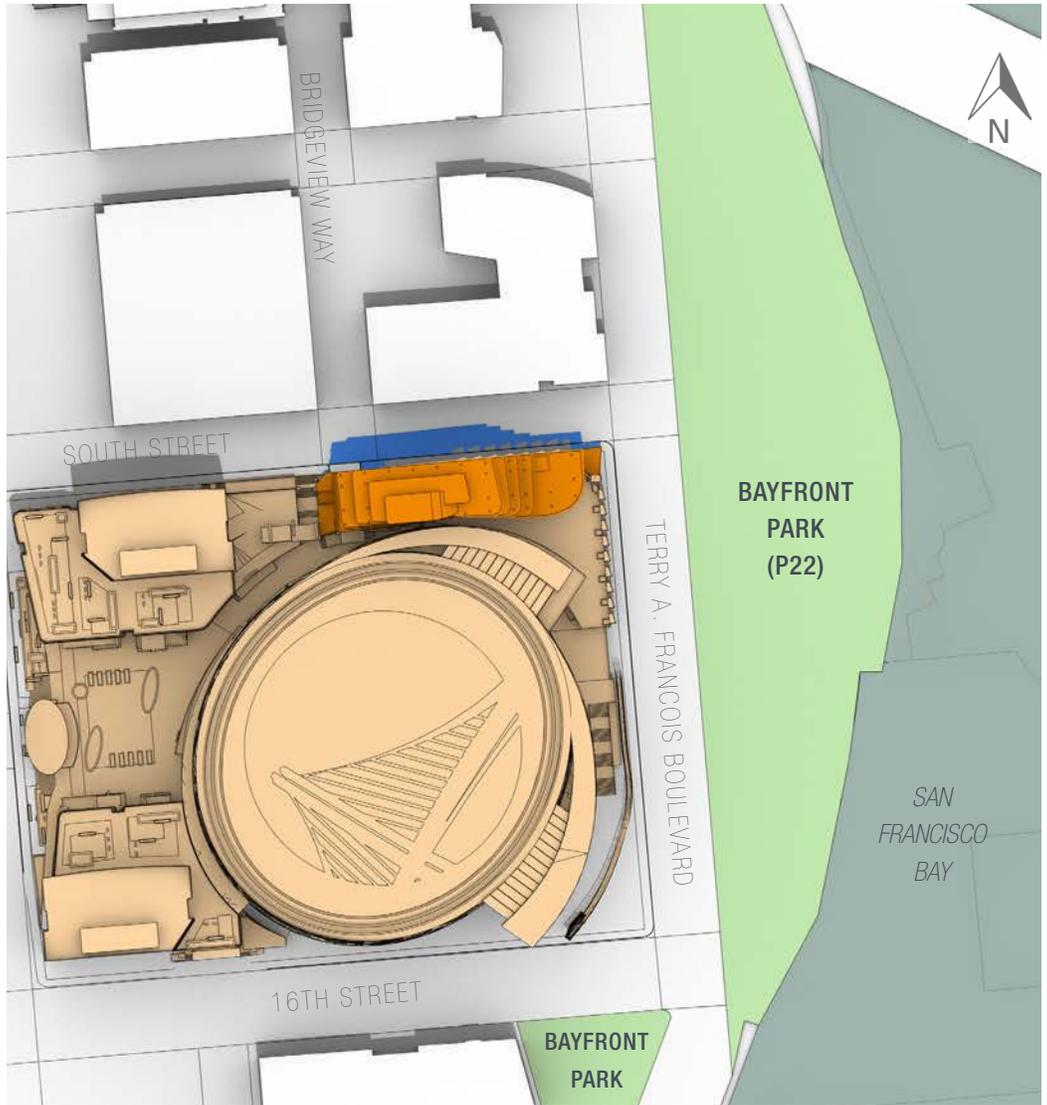


JUNE 21 **12:00 PM**
Summer Solstice

FIGURE D2

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE Shadow Condition Diagram

-  Esplanade Hotel Project
-  Chase Center (completed)
-  Existing Shadow (incl Chase Center)
-  Esplanade Hotel Project Shadow
-  Public Open Spaces



JUNE 21
Summer Solstice

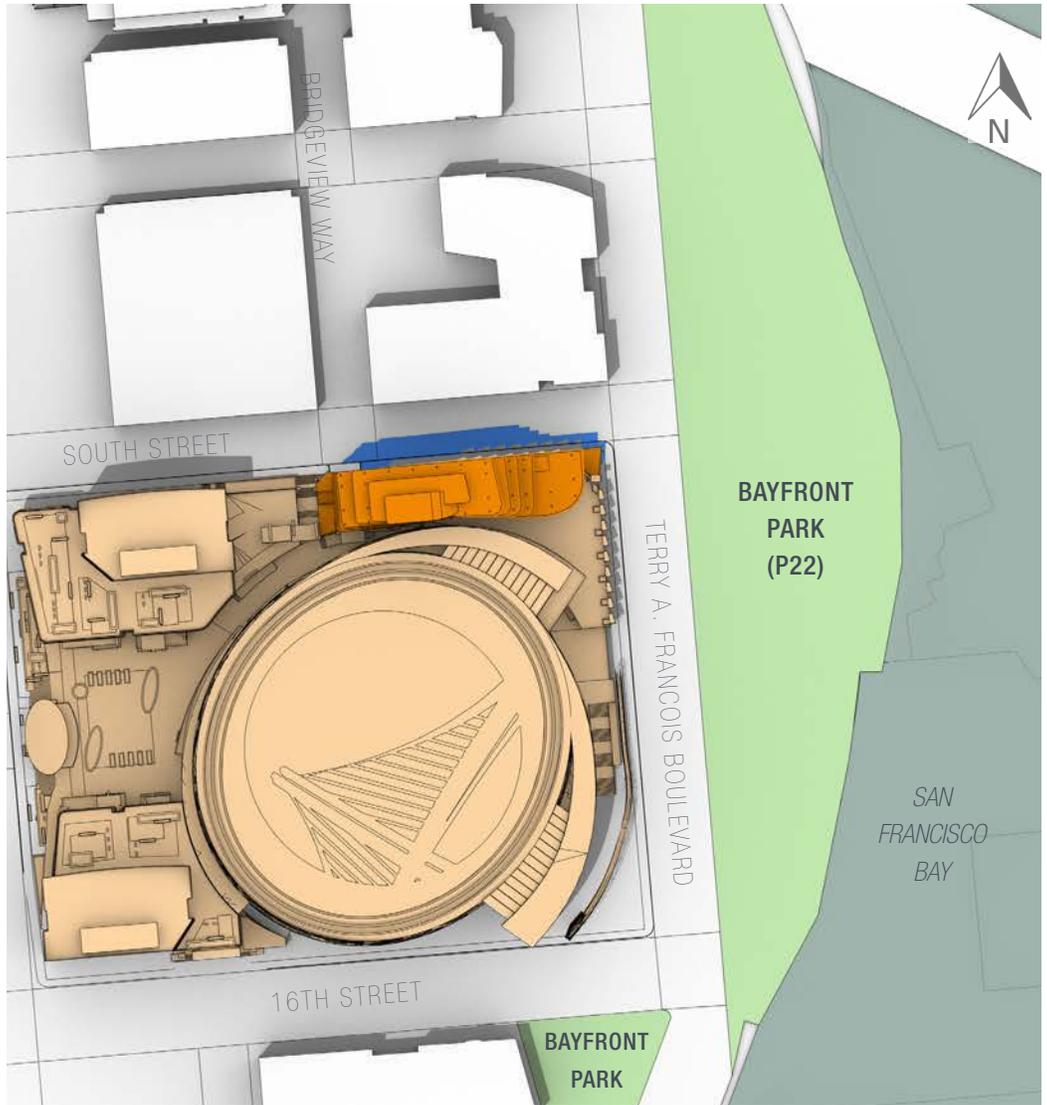
1:00 PM

FIGURE D3

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE

Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



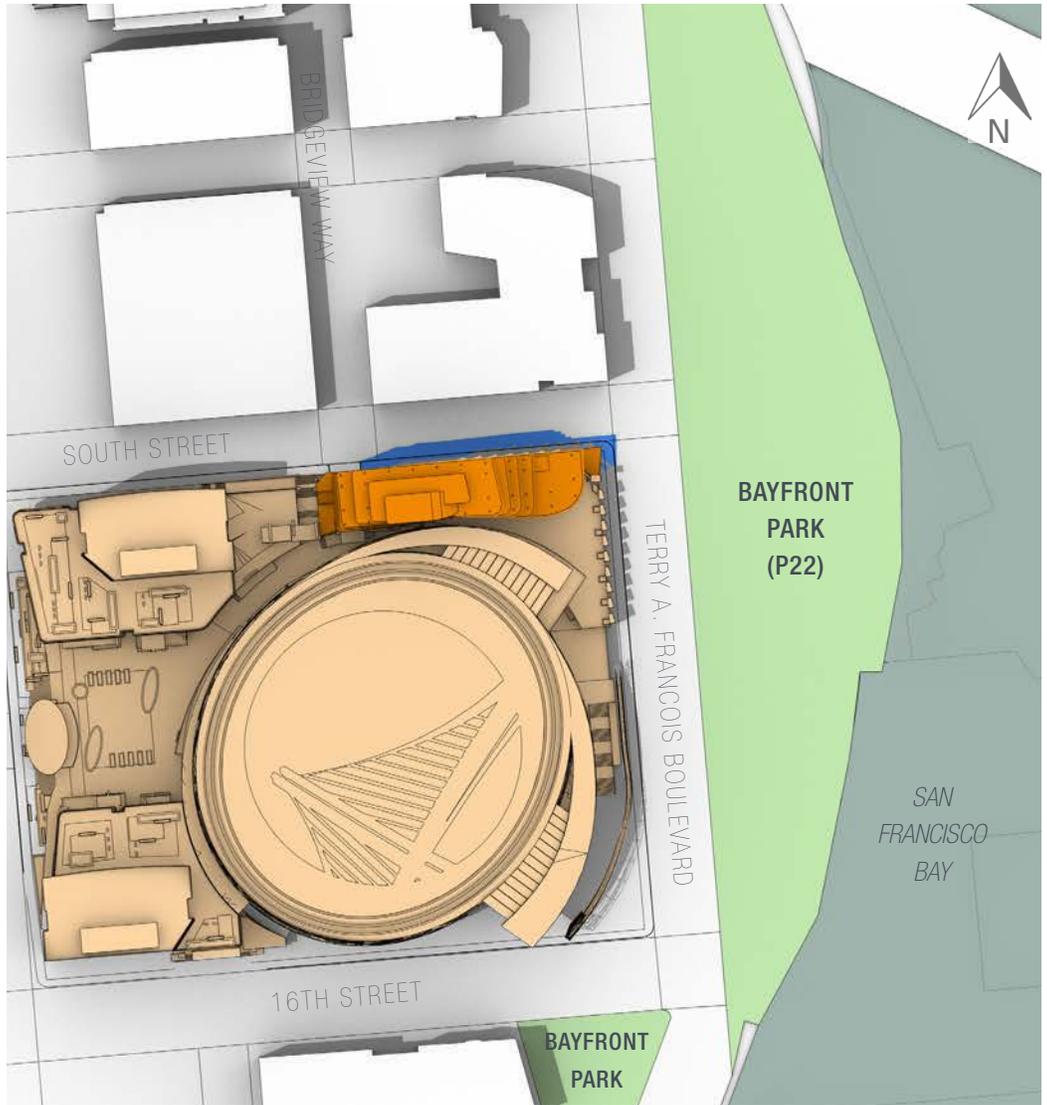
JUNE 21
Summer Solstice

2:00 PM

FIGURE D4

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



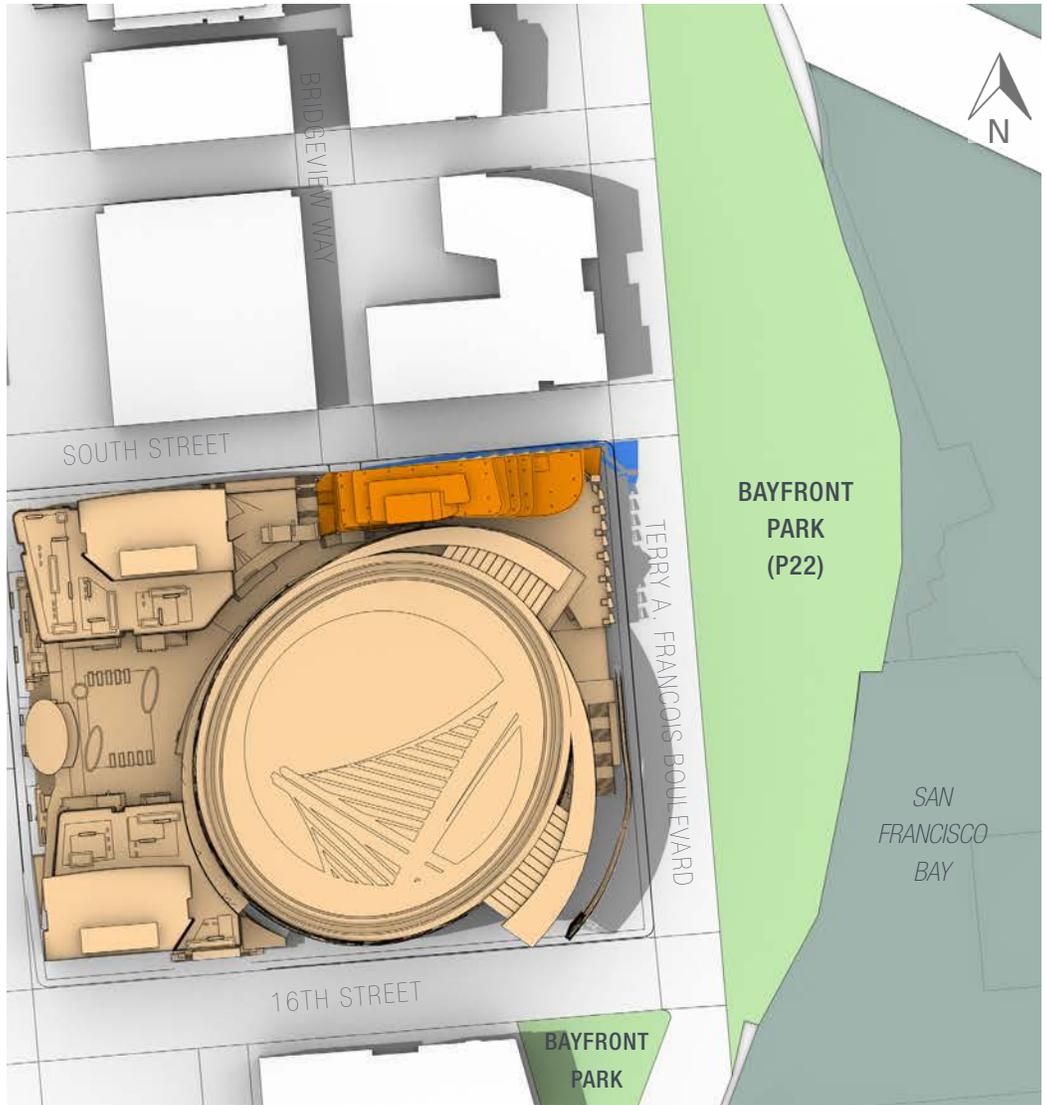
JUNE 21
Summer Solstice

3:00 PM

FIGURE D5

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE
Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



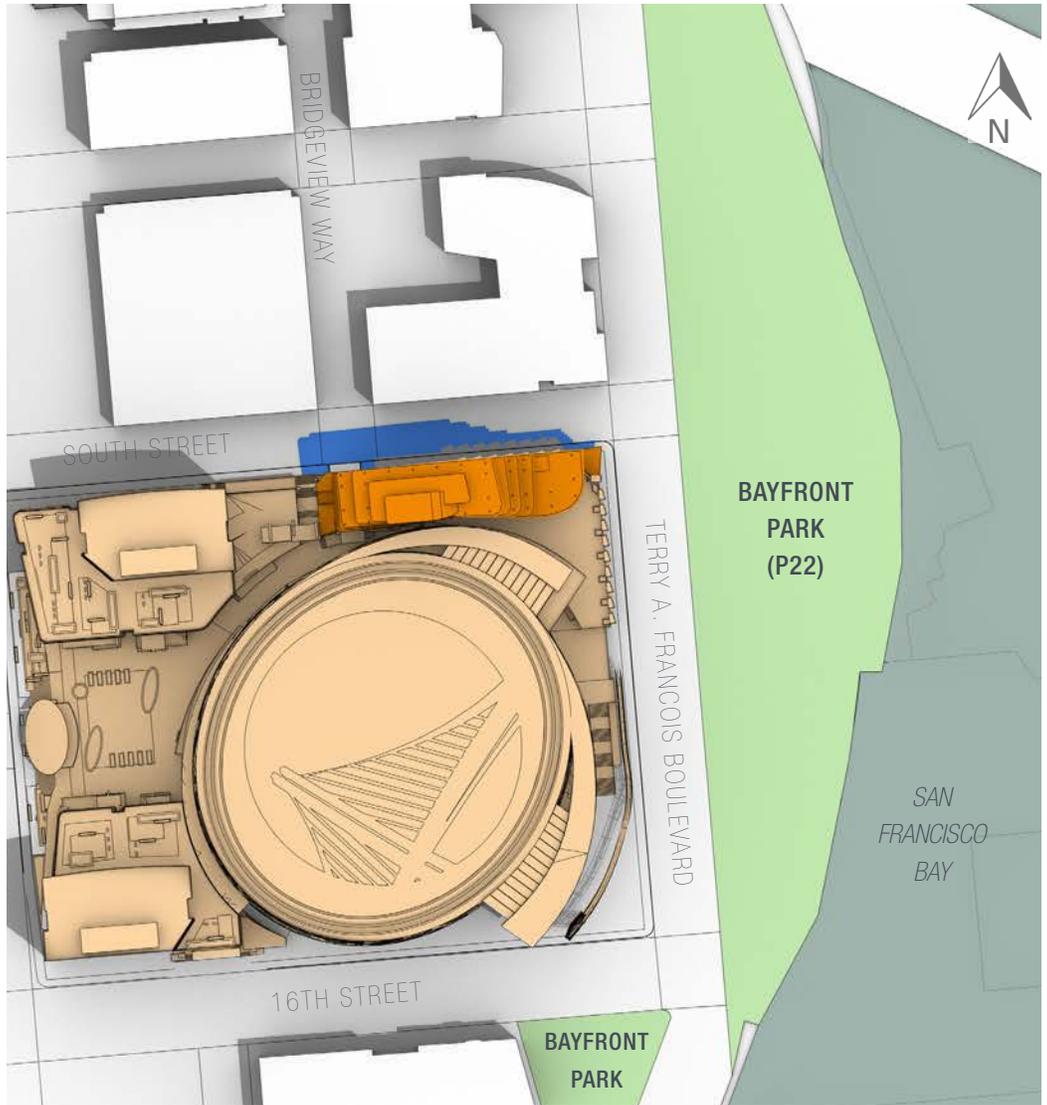
JUNE 21
Summer Solstice

4:00 PM

FIGURE E1

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces

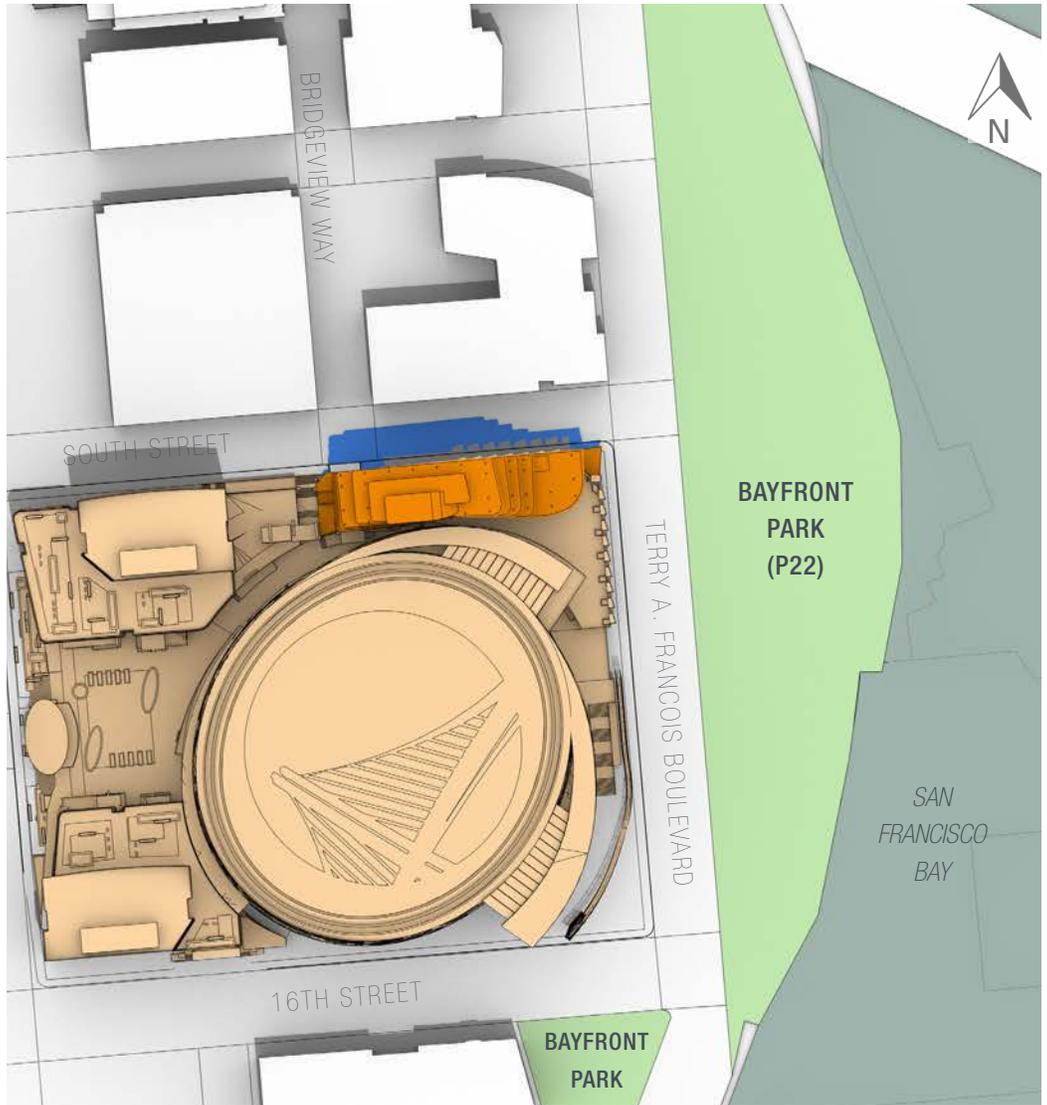


JULY 21 **12:00 PM**
Late Summer

FIGURE E2

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE
Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



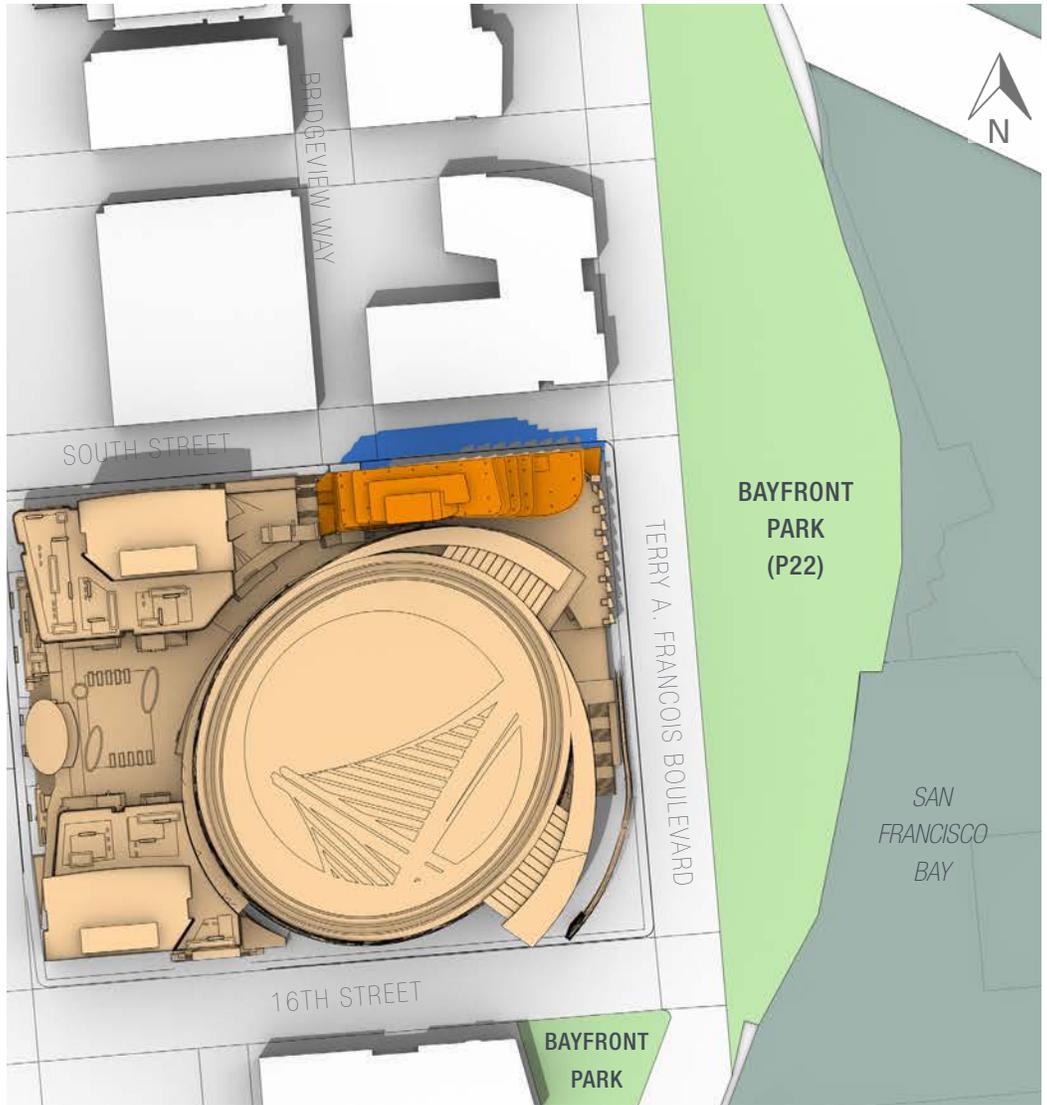
JULY 21
Late Summer

1:00 PM

FIGURE E3

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



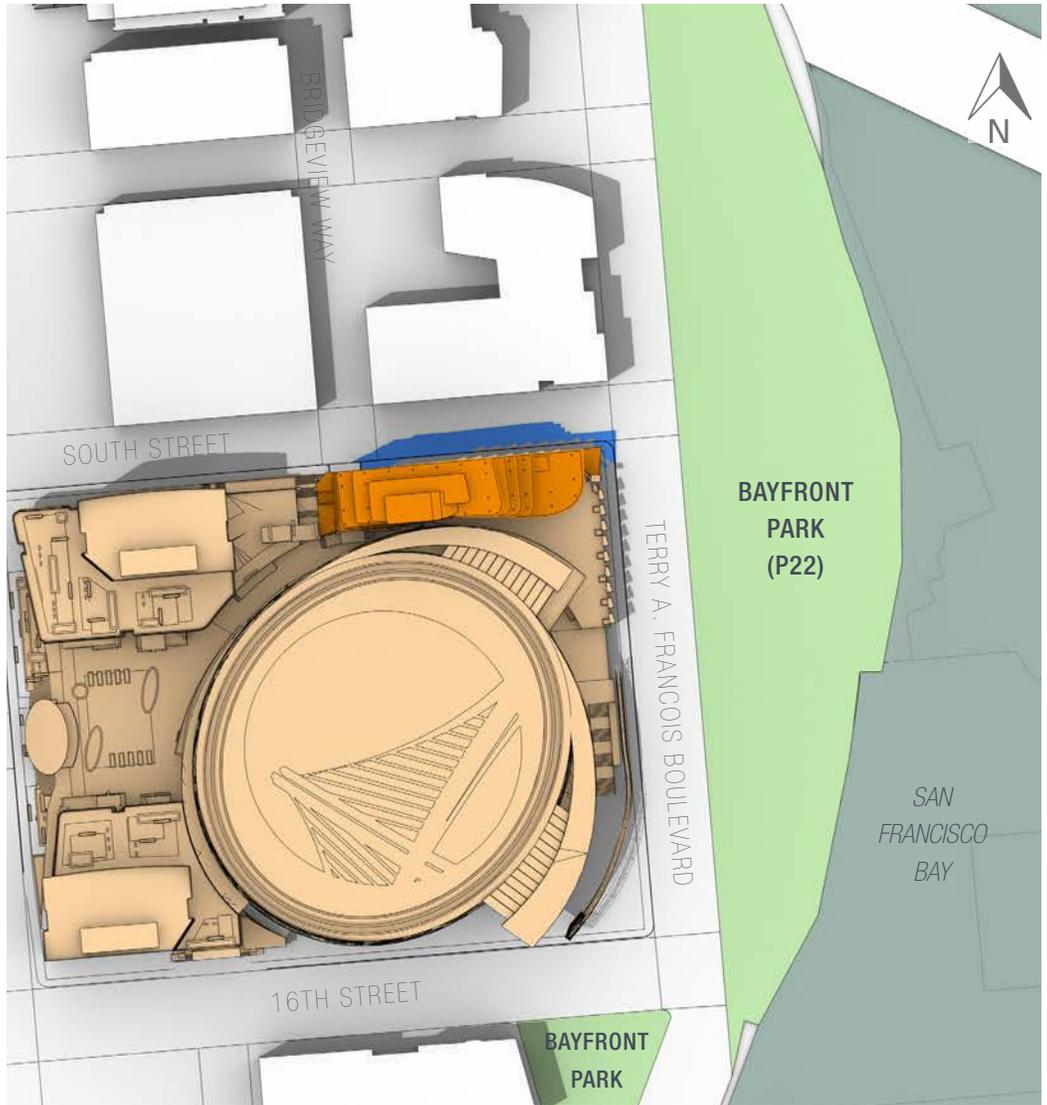
JULY 21
Late Summer

2:00 PM

FIGURE E4

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE
Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



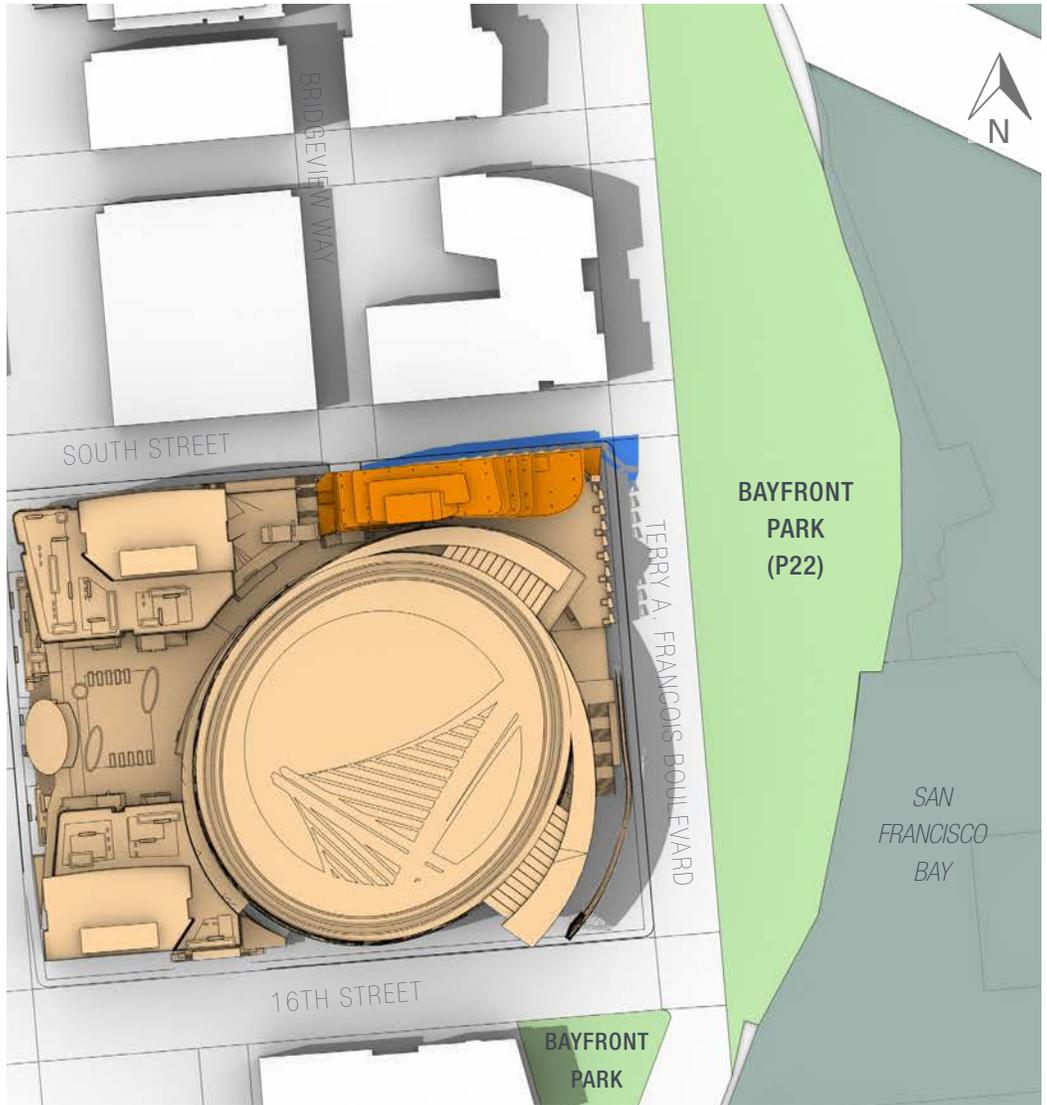
JULY 21
Late Summer

3:00 PM

FIGURE E5

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE
Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



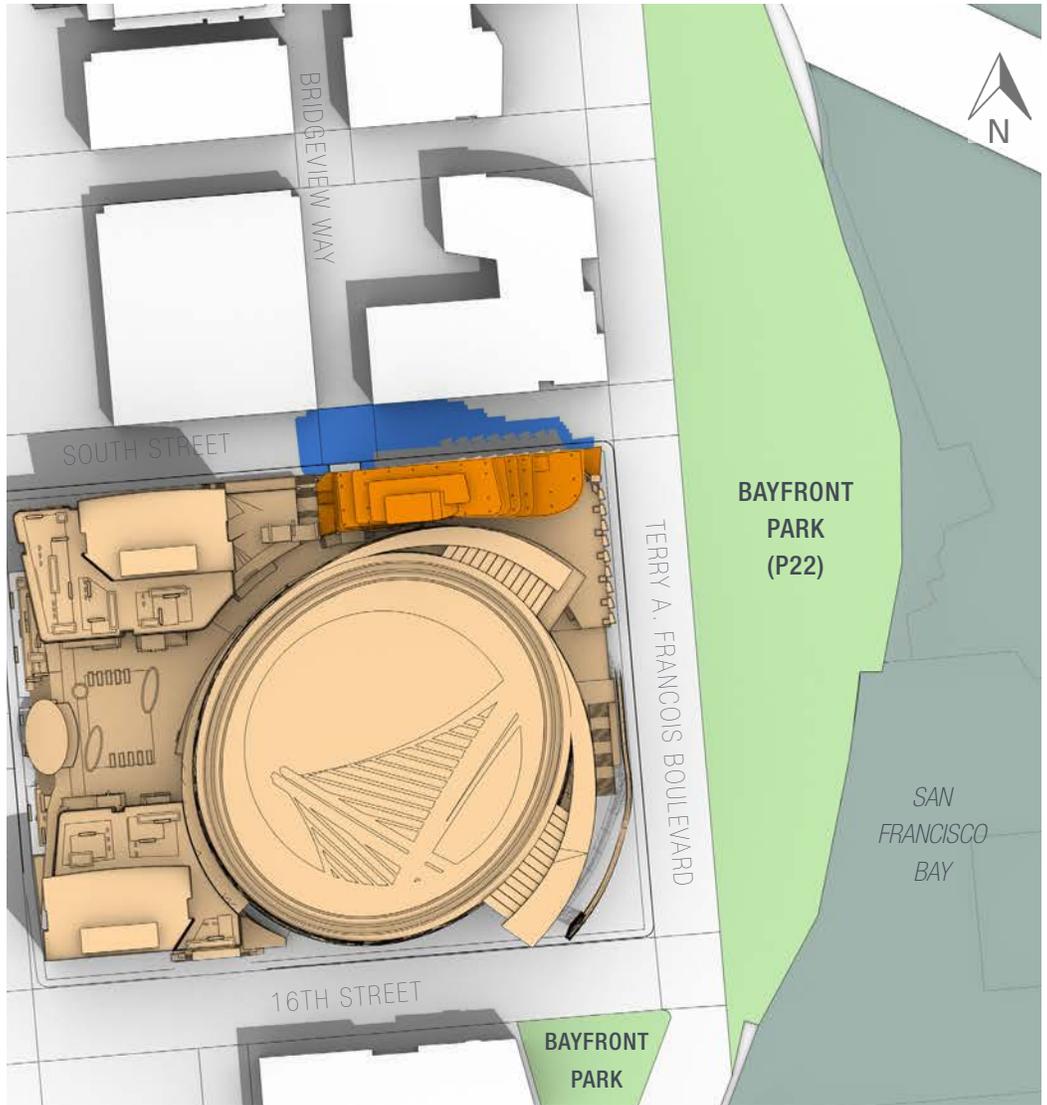
JULY 21
Late Summer

4:00 PM

FIGURE F1

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE
Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces

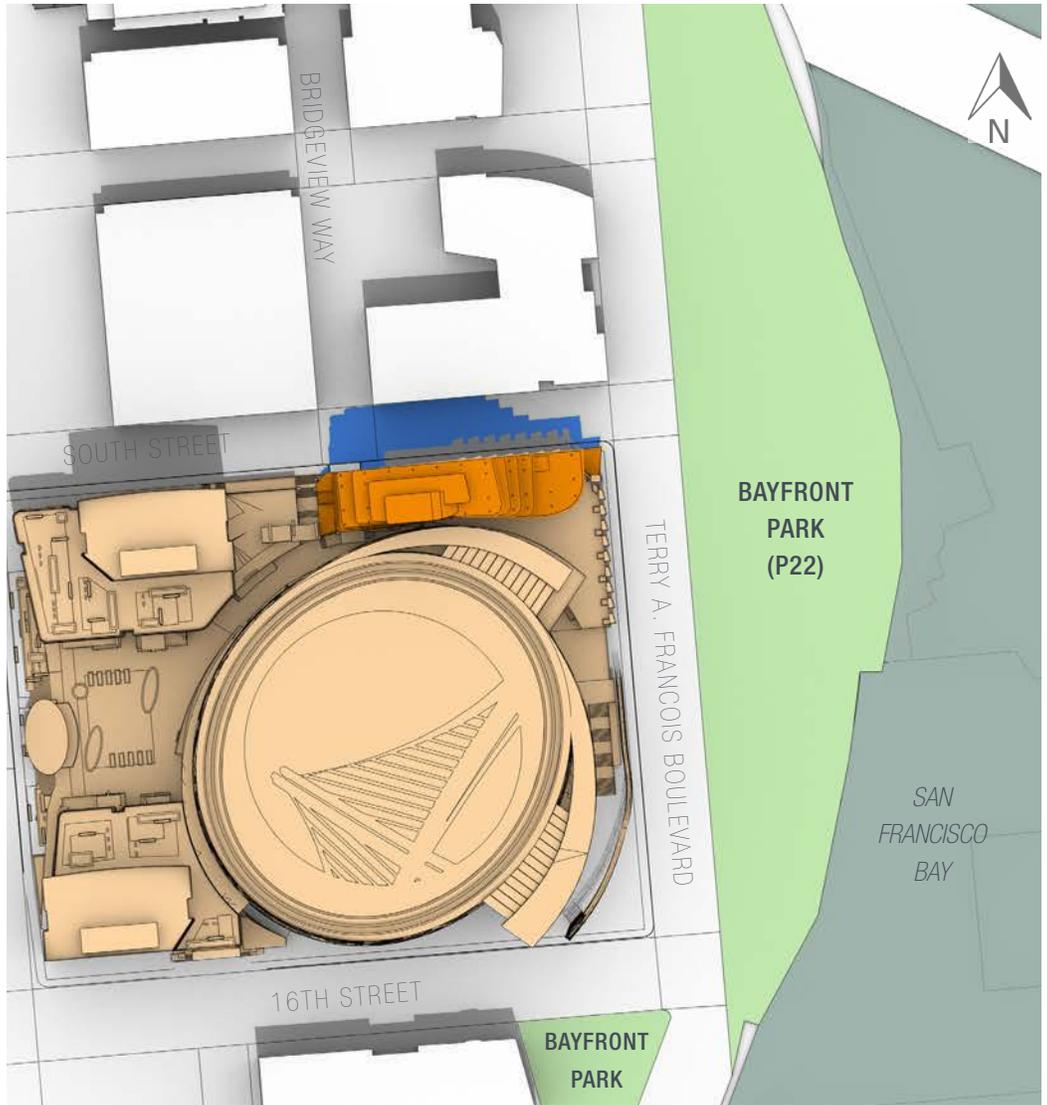


AUGUST 21 **12:00 PM**
Late Summer/Early Fall

FIGURE F2

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE
Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



AUGUST 21

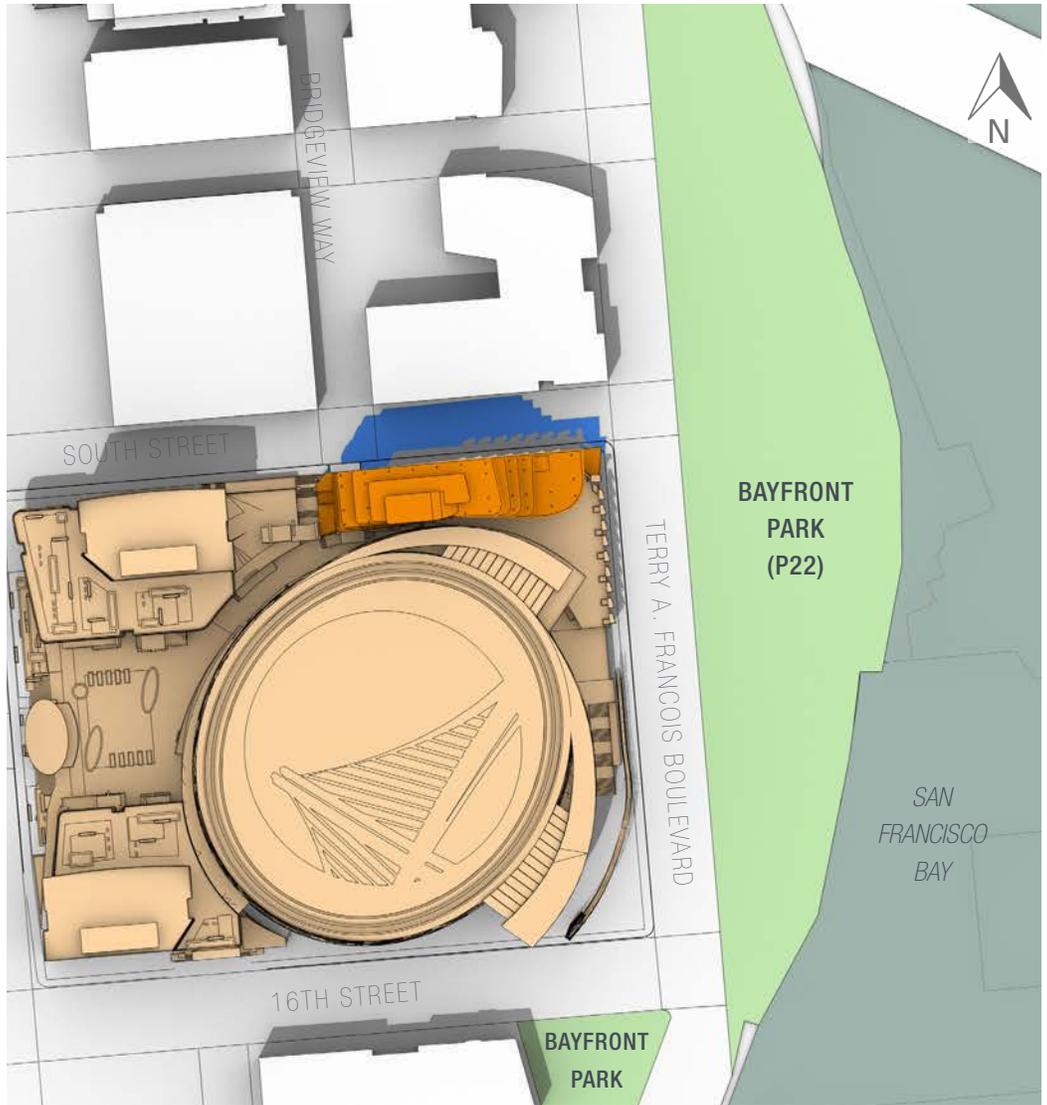
Late Summer/Early Fall

1:00 PM

FIGURE F3

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



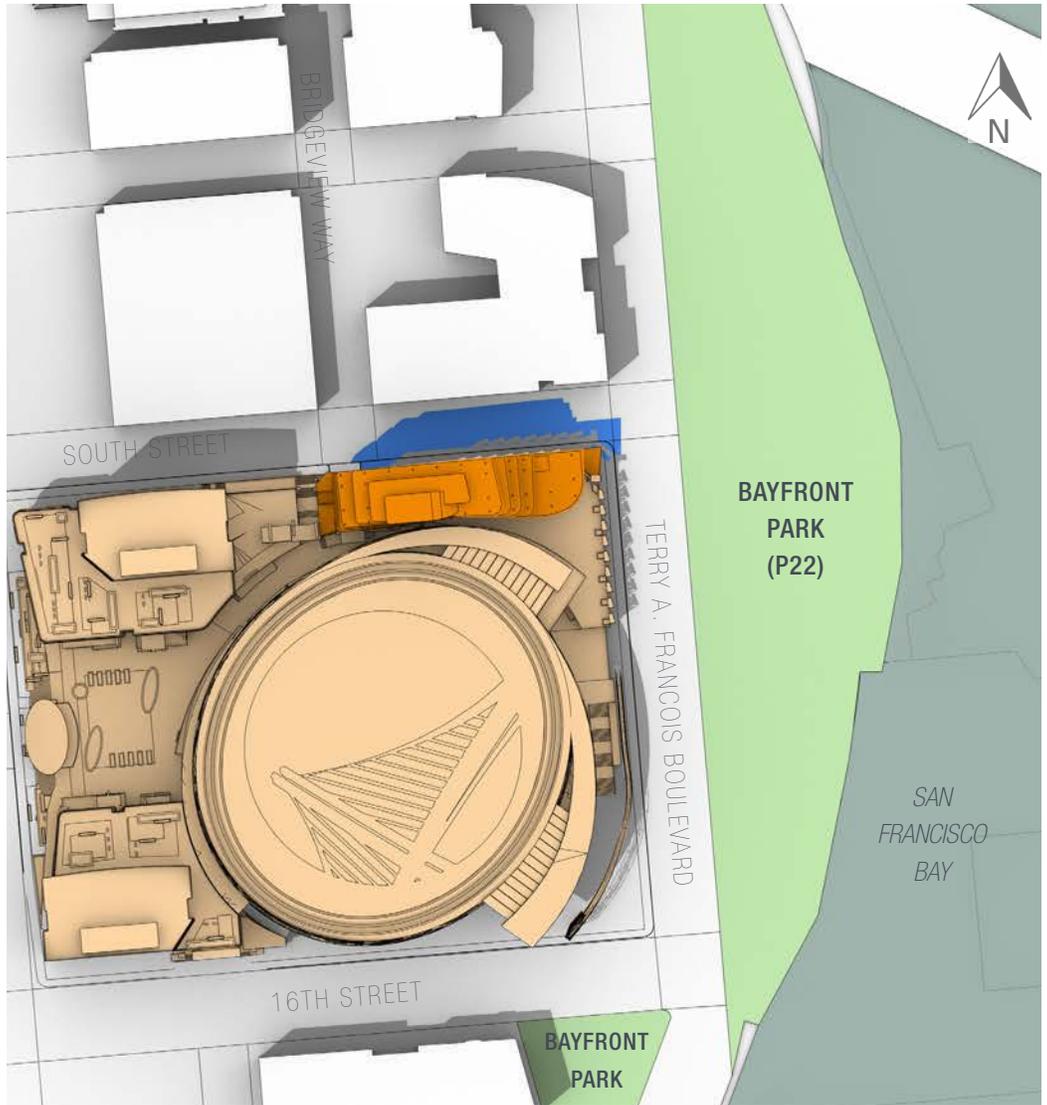
AUGUST 21
Late Summer/Early Fall

2:00 PM

FIGURE F4

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE
Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



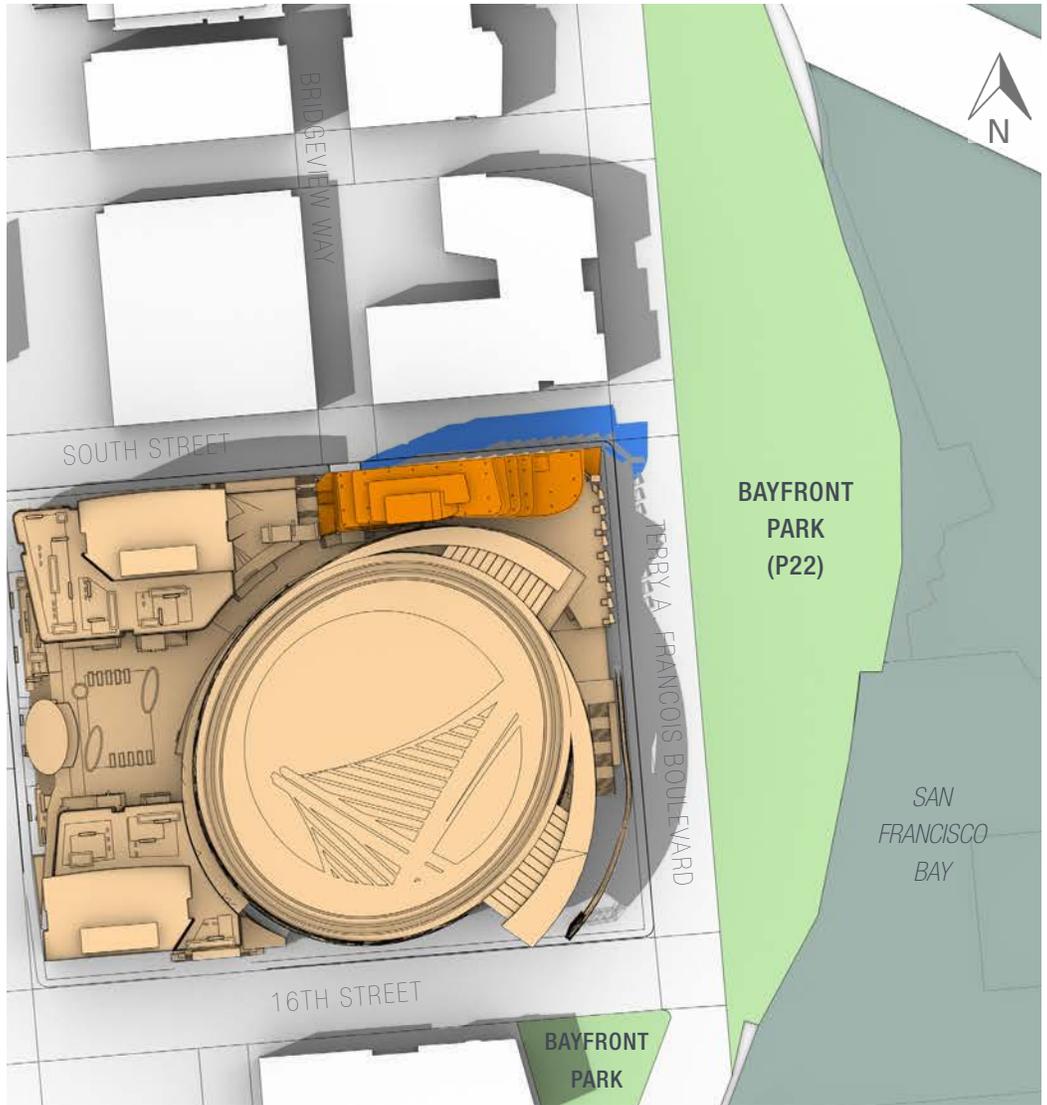
AUGUST 21
Late Summer/Early Fall

3:00 PM

FIGURE F5

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE
Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



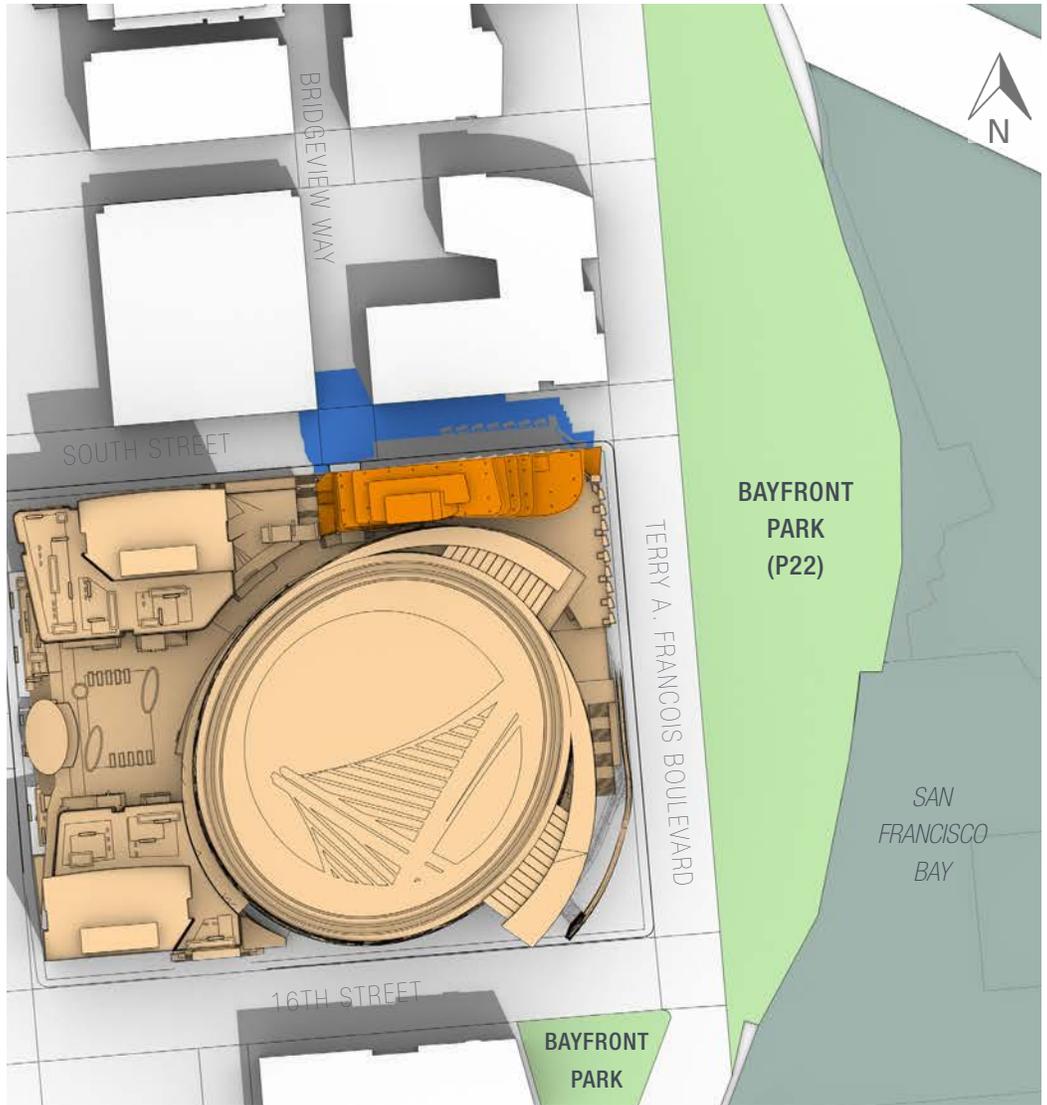
AUGUST 21
Late Summer/Early Fall

4:00 PM

FIGURE G1

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



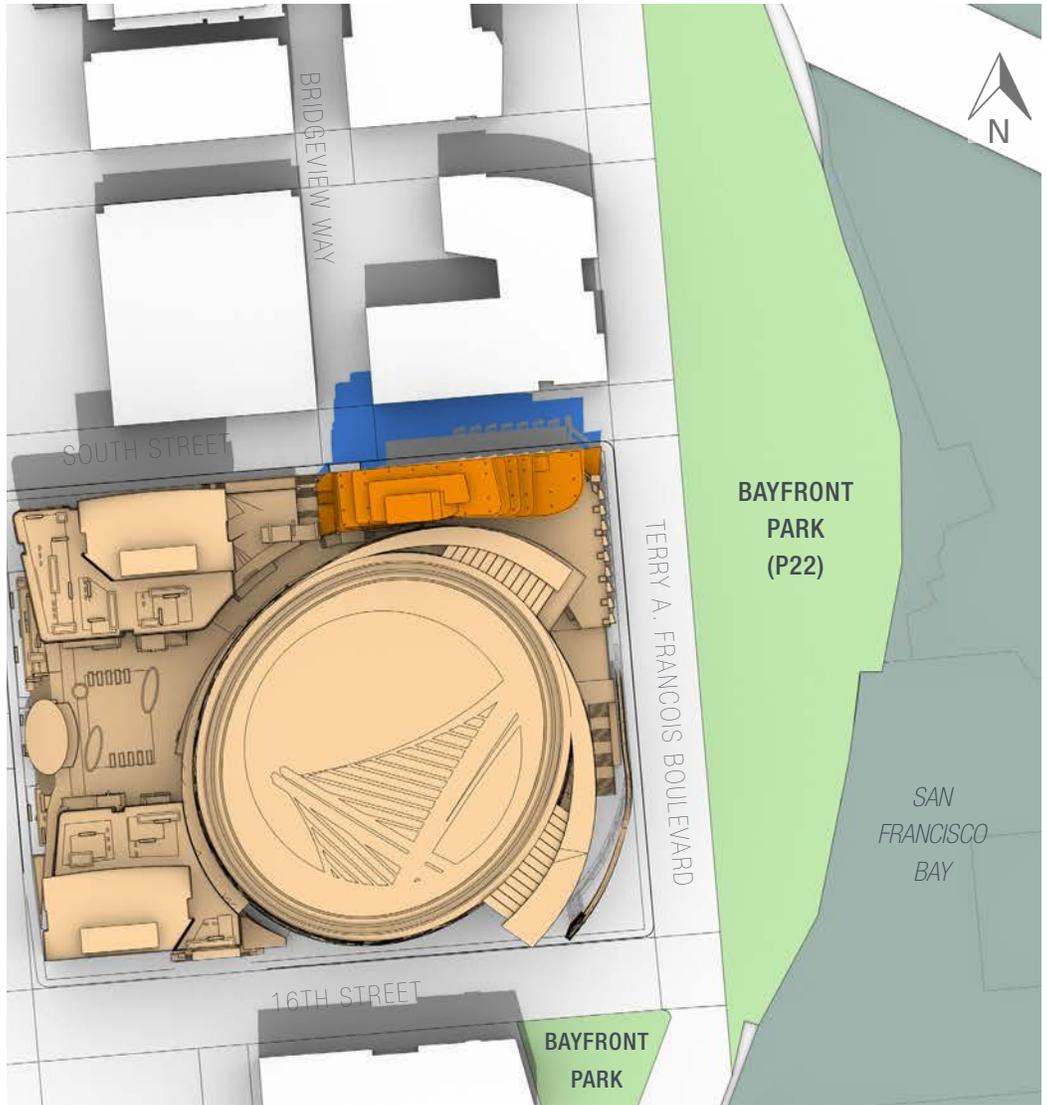
SEPTEMBER 21 **12:00 PM**
Approximate Fall Equinox

FIGURE G2

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE

Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



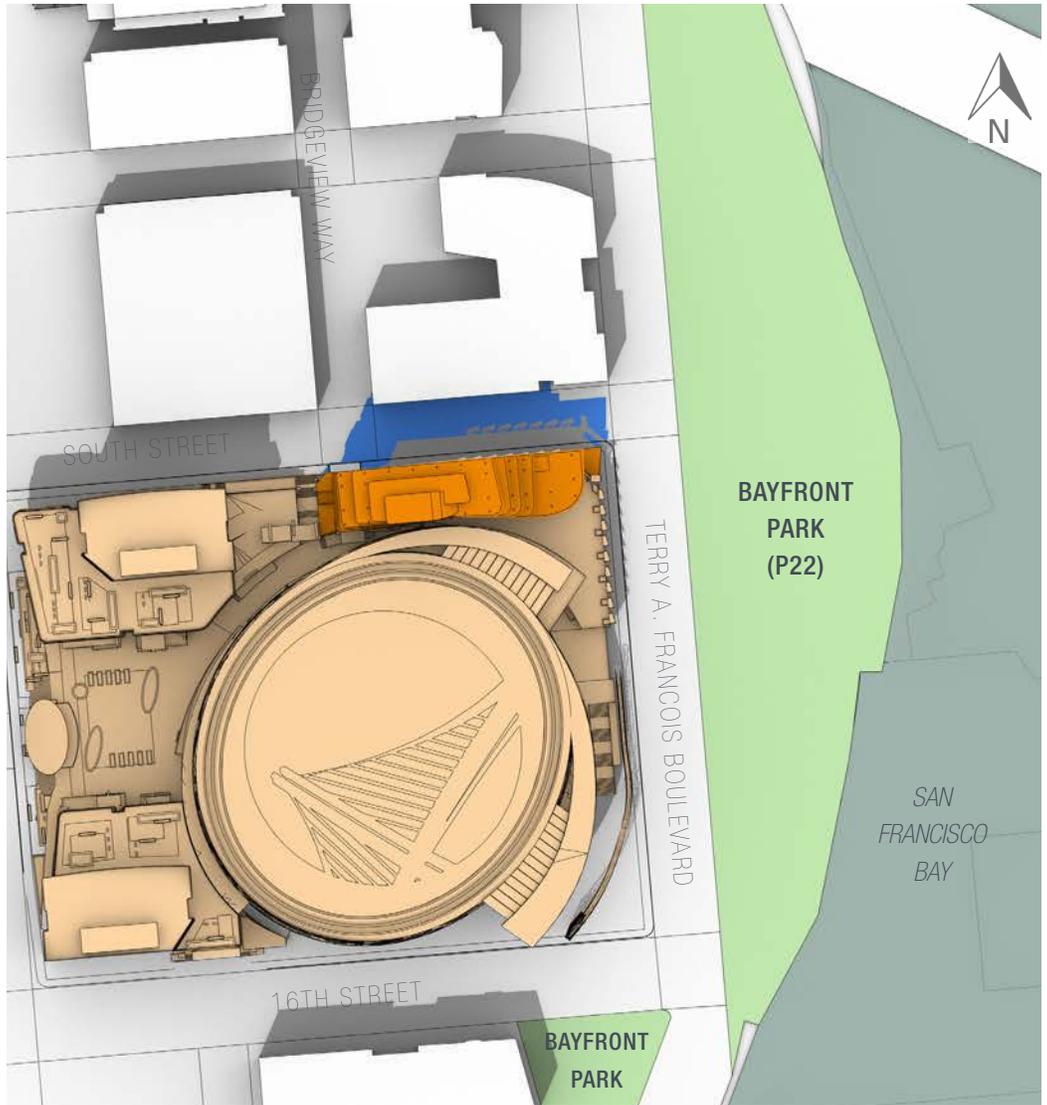
SEPTEMBER 21
Approximate Fall Equinox

1:00 PM

FIGURE G3

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



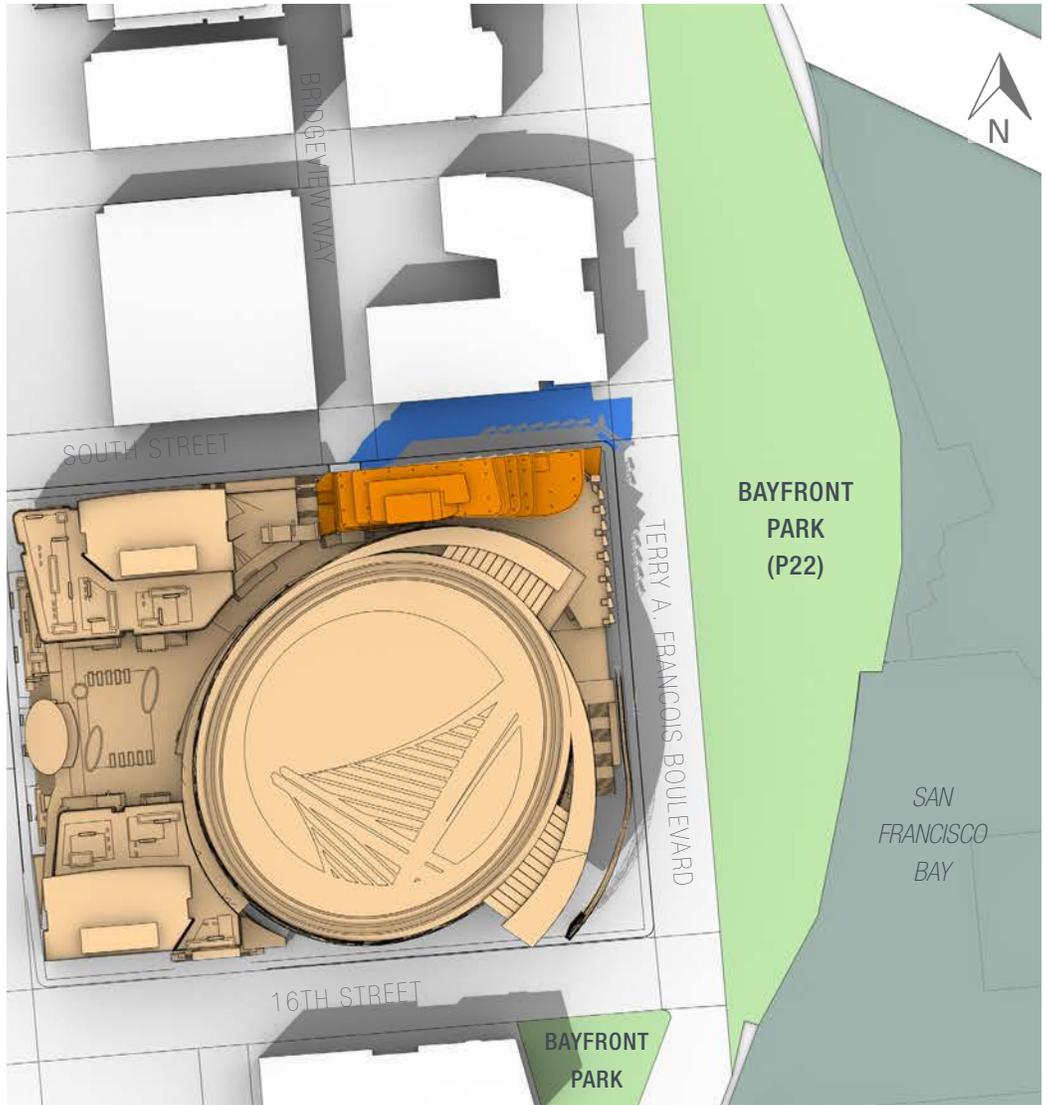
SEPTEMBER 21
Approximate Fall Equinox

2:00 PM

FIGURE G4

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



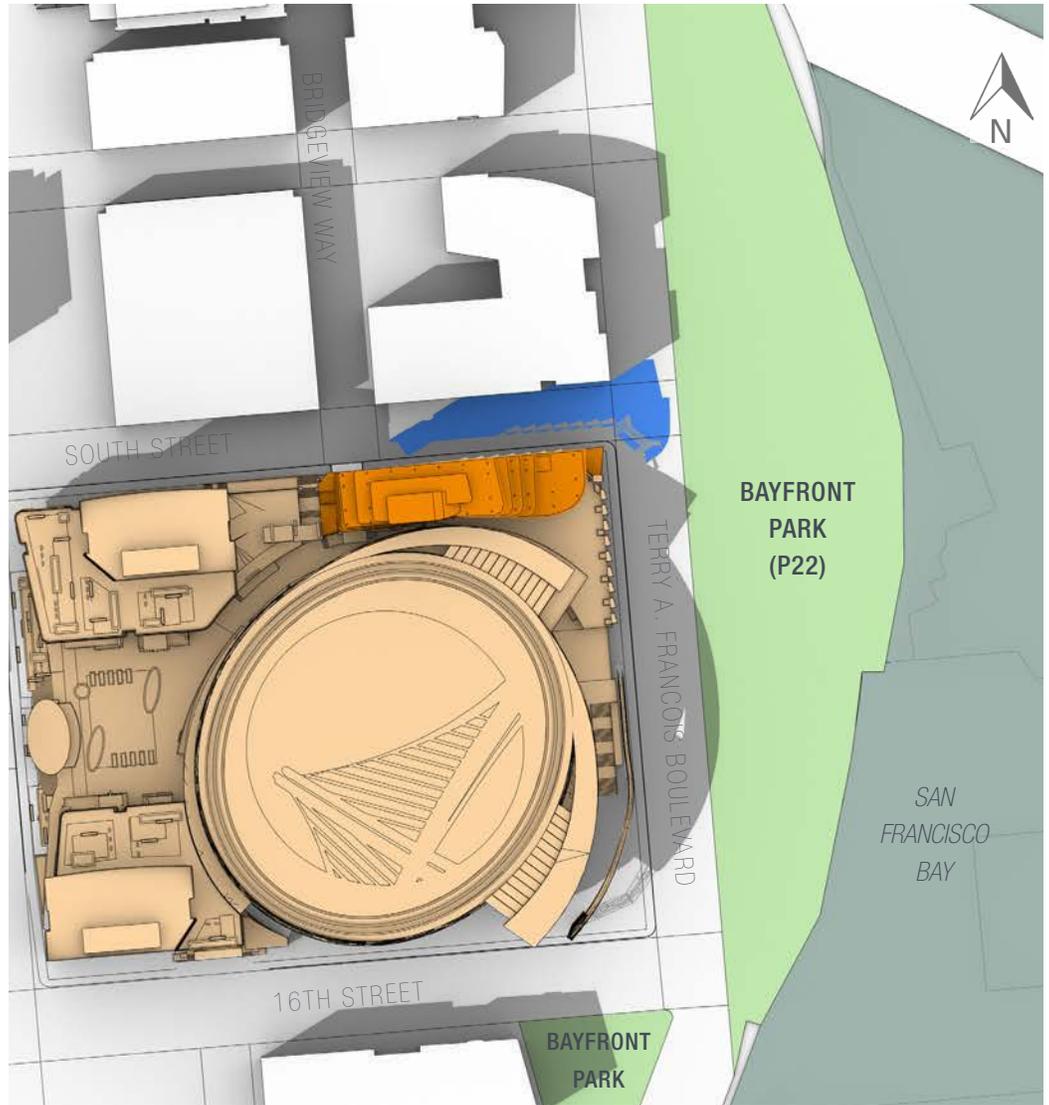
SEPTEMBER 21
Approximate Fall Equinox

3:00 PM

FIGURE G5

CHASE CENTER: ESPLANADE HOTEL PROJECT UPDATE
Shadow Condition Diagram

- Esplanade Hotel Project
- Chase Center (completed)
- Existing Shadow (incl Chase Center)
- Esplanade Hotel Project Shadow
- Public Open Spaces



SEPTEMBER 21
Approximate Fall Equinox

4:00 PM