



# 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 feet<sup>1</sup> 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

<sup>1</sup> 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.<sup>2</sup> 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.

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

\_\_\_\_\_ May 13, 2020 \_\_\_\_\_  
 Date of Determination

<sup>2</sup> 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”).<sup>3</sup> 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”).<sup>4</sup> 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.<sup>5</sup> 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).<sup>6</sup> The land uses in the adopted Plans are generally illustrated in **Figure 1**, which also depicts the project site.<sup>7</sup>

<sup>3</sup> Planning Department Case No. 86.505E.

<sup>4</sup> Planning Department Case No. 96.771E, Redevelopment Agency Case No. ER 919-97.

<sup>5</sup> Resolution No. 14696.

<sup>6</sup> Resolution No. 191-98, and No. 188-98, respectively.

<sup>7</sup> 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.



SOURCE: OCII, 2020

Warriors Hotel Addendum

**Figure 1**  
Location Map and Project Site



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.<sup>8</sup> 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.<sup>9</sup> 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.<sup>10</sup> 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.

<sup>8</sup> North and South OPAs, Attachment L.

<sup>9</sup> Resolution No. 191-98 and Resolution No. 186-98, respectively.

<sup>10</sup> 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.<sup>11</sup> 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

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<sup>11</sup> 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
<b>Total Blocks 29-32 Retail area analyzed in 2015 Event Center FSEIR</b>	<b>125,000 gsf</b>
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
<b>Total Blocks 29-32 as-built Retail areas, including patios to be enclosed or covered</b>	<b>117,151 gsf</b>
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
<b>Total Blocks 29-32 Retail area after construction of proposed project/project variant, including patios to be enclosed or covered****</b>	<b>117,107 gsf</b>

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.

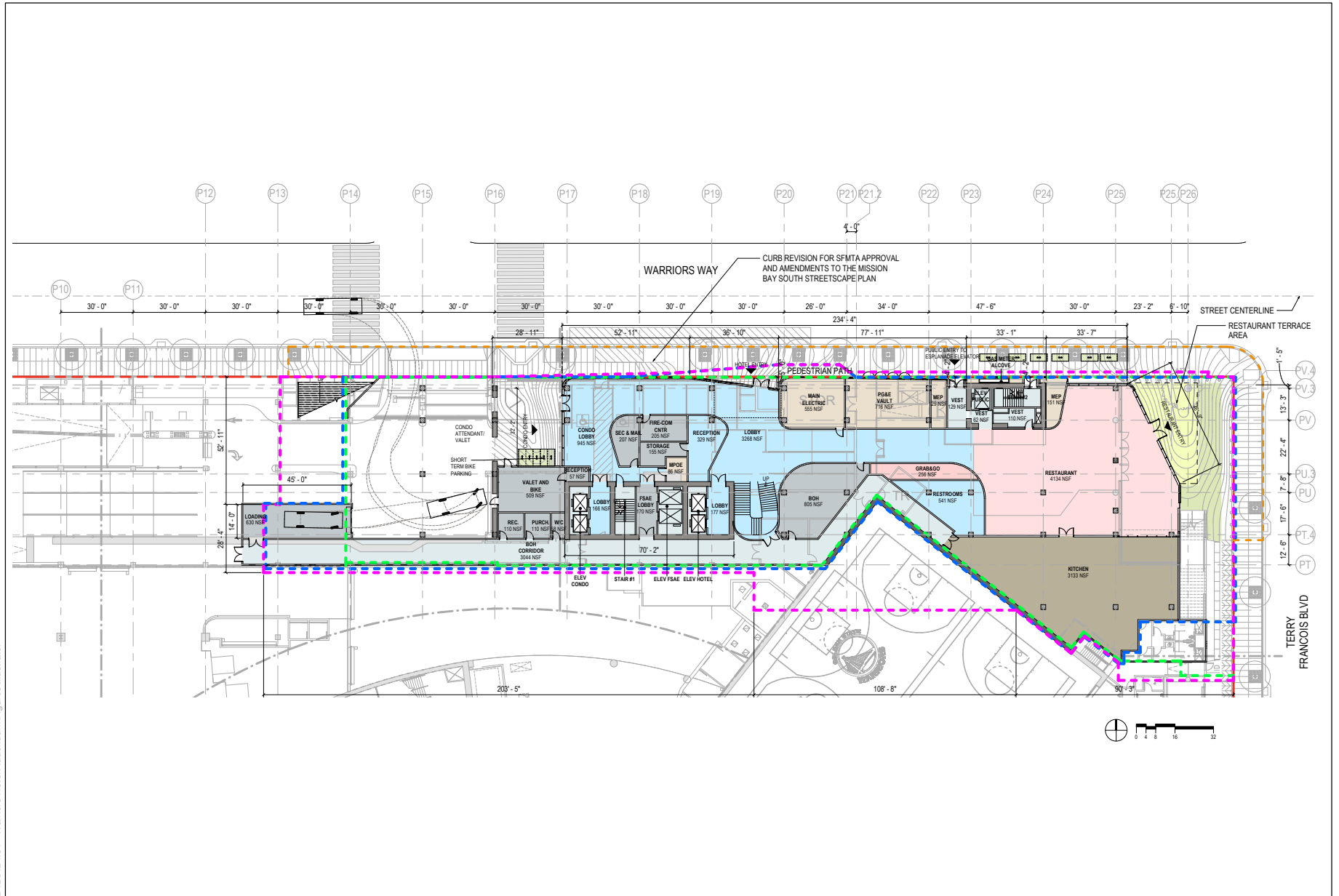
\*\* South Street Esplanade (5,277 gsf) and Northeast Corner (19,767 gsf) Retail areas.

\*\*\* 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.



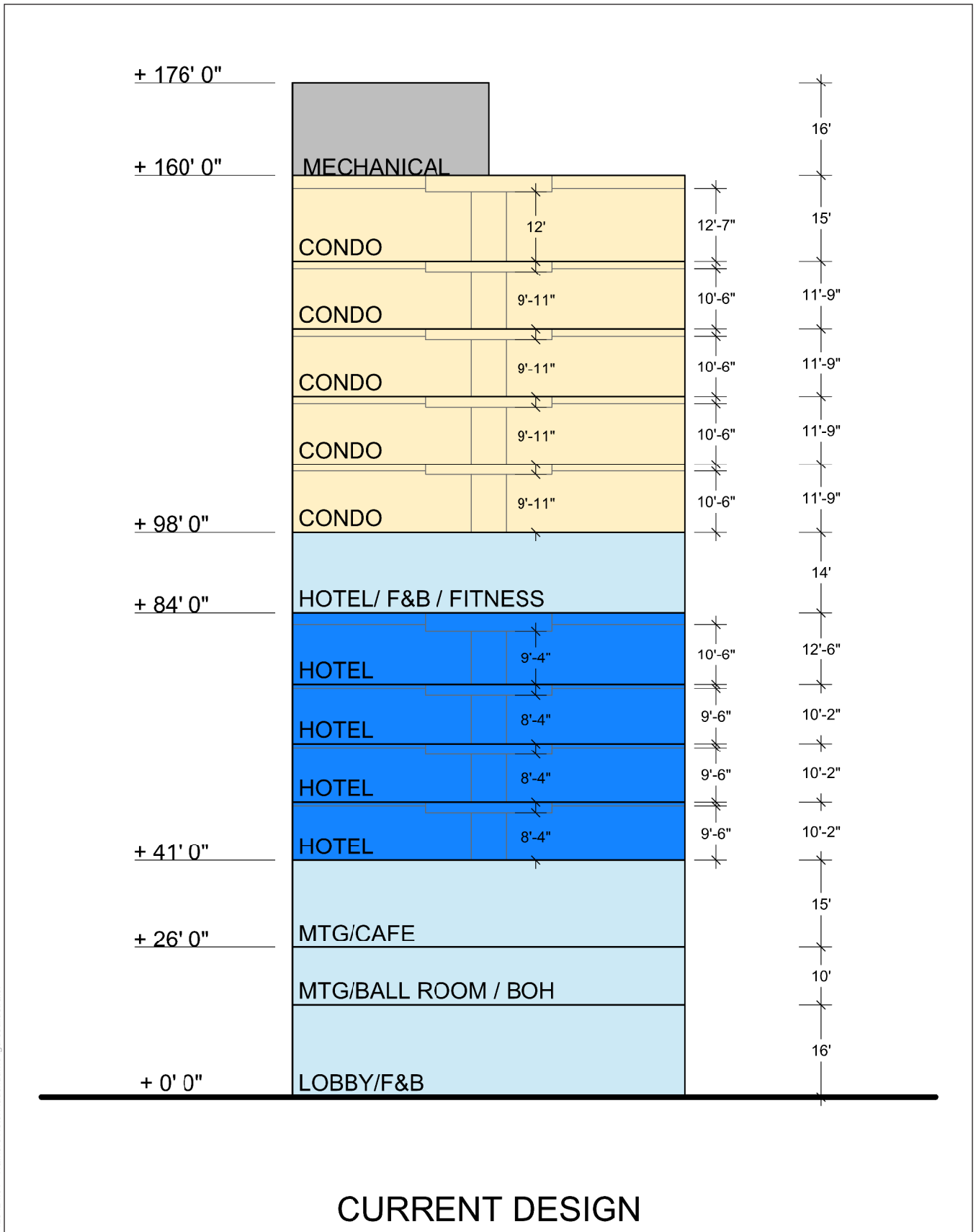
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SOURCE: Gensler, 2020

Warriors Hotel Addendum

**Figure 2**  
Ground Floor Plan





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SOURCE: Gensler, 2020

Warriors Hotel Addendum

**Figure 3**  
Building Section



**TABLE 2  
PROJECT AND PROJECT VARIANT CHARACTERISTICS**

<b>Proposed Uses</b>	<b>Project</b>	<b>Project Variant</b>
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
<b>Total Building</b>	<b>270,000 gsf</b>	<b>270,000 gsf</b>
Open Space	TBD	TBD
Parking Spaces	No parking required <sup>a</sup>	No parking required <sup>a</sup>
Bicycle Parking Spaces	37 <sup>b</sup>	33 <sup>c</sup>
Commercial Loading Spaces	1 <sup>d</sup>	1 <sup>d</sup>
Tour Bus Loading Spaces	0	1 <sup>e</sup>
Number of Stories	13	13
Height	180 feet maximum tower height <sup>f</sup> 84 feet podium height	180 feet maximum tower height <sup>f</sup> 84 feet podium height

NOTES: gsf = gross square feet

<sup>a</sup> 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.

<sup>b</sup> 22 short-term spaces (Class II) and 15 Class I long-term spaces (i.e., lockable).

<sup>c</sup> 27 Class II spaces and 6 Class I spaces.

<sup>d</sup> 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.

<sup>e</sup> Located along the south side of Warriors Way

<sup>f</sup> 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.<sup>12</sup>

## 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);

<sup>12</sup> 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.<sup>13</sup> 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.<sup>14</sup> 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

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<sup>13</sup> 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.

<sup>14</sup> 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.<sup>15</sup> 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

<sup>15</sup> 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
<b>Total Person Trips</b>				
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%
<b>Vehicle Trips</b>				
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%
<b>Transit Trips</b>				
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.<sup>16</sup> 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

<sup>16</sup> 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.<sup>17</sup> 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

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<sup>17</sup> 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.<sup>18</sup> 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](http://www.511.org), designated carpool/vanpool parking, provide

<sup>18</sup> 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](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.<sup>19</sup> 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

<sup>19</sup> 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.<sup>20</sup> 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.

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<sup>20</sup> 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 Streets<sup>21</sup>, 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.

<sup>21</sup> 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](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.<sup>22</sup>

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.

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<sup>22</sup> 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<sub>x</sub>) 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<sub>x</sub> by requiring off-road equipment to meet minimum emission standards. With implementation of Mitigation Measure M-AQ-1, emissions of NO<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub>, during project operation. Mitigation Measure M-AQ-2a (Reduce Operational Emissions) was identified to reduce operational emissions of ROG and NO<sub>x</sub>; 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. ROGs 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 <sub>x</sub> (ppd)	PM <sub>10</sub> (ppd)	PM <sub>2.5</sub> (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
<b><i>Existing Project Operation + Proposed Construction</i></b>				
<b>2021</b>	<b>81.32</b>	<b>150.94</b>	<b>80.52</b>	<b>25.50</b>
<b>2022</b>	<b>81.77</b>	<b>135.20</b>	<b>80.18</b>	<b>25.17</b>
<b>2023</b>	<b>82.95</b>	<b>128.03</b>	<b>80.05</b>	<b>25.05</b>
BAAQMD Thresholds	54	54	82	54
<b>Exceeds Threshold?</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>No</b>

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 PM<sub>10</sub> and PM<sub>2.5</sub> from construction of the proposed project combined with PM<sub>10</sub> and PM<sub>2.5</sub> emissions from operation of the Event Center project would be below BAAQMD thresholds of significance.



Although ROG and NO<sub>x</sub> emissions associated with construction of the proposed project in combination with the Event Center project's operational ROG and NO<sub>x</sub> 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 <sub>x</sub> (ppd/tpy)	PM <sub>10</sub> (ppd/tpy)	PM <sub>2.5</sub> (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
<b>Modified Project Operation</b>	<b>87.0/15.5</b>	<b>127.5/23.6</b>	<b>81.7/14.9</b>	<b>25.6/4.6</b>
BAAQMD Thresholds	54/10	54/10	82/15	54/10
<b>Exceeds Threshold?</b>	<b>Yes/Yes</b>	<b>Yes/Yes</b>	<b>No/No</b>	<b>No/No</b>

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 PM<sub>10</sub> and PM<sub>2.5</sub> would not exceed BAAQMD thresholds of significance. Operation of the proposed project would result in additional PM<sub>10</sub> and PM<sub>2.5</sub> emissions, such that total emissions from operation of the combined project would be 81.7 pounds per day (ppd) of PM<sub>10</sub> and 25.6 ppd of PM<sub>2.5</sub>. 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<sub>x</sub> emissions that would exceed BAAQMD thresholds of significance for operational criteria air pollutant emissions. Emissions of ROG and NO<sub>x</sub> 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<sub>x</sub>. Although ROG and NO<sub>x</sub> emissions associated with operation of the proposed project in

combination with the Event Center project's ROG and NO<sub>x</sub> 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 <sub>x</sub> (ppd/tpy)	PM <sub>10</sub> (ppd/tpy)	PM <sub>2.5</sub> (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
<b>Modified Project Operation</b>	<b>87.9/15.6</b>	<b>128.8/23.9</b>	<b>81.9/14.9</b>	<b>25.7/4.6</b>
BAAQMD Thresholds	54/10	54/10	82/15	54/10
<b>Exceeds Threshold?</b>	<b>Yes/Yes</b>	<b>Yes/Yes</b>	<b>No/No</b>	<b>No/No</b>

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<sub>x</sub>. 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<sub>2.5</sub> 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<sub>2.5</sub> concentrations that exceed 10 micrograms per cubic meter (µg/m<sup>3</sup>) 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/m<sup>3</sup> PM<sub>2.5</sub> 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<sub>2.5</sub>, 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<sub>2.5</sub>, 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<sub>2.5</sub> 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<sub>2.5</sub> 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<sub>2.5</sub> than those of the Event Center project. The proposed project would generate negligible TAC and PM<sub>2.5</sub> emissions compared to the Event Center project. Therefore, the combined project would generate neither PM<sub>2.5</sub> 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<sub>2.5</sub> 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<sub>2.5</sub> 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.<sup>23</sup>

### ***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

<sup>23</sup> 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).<sup>24</sup> 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.<sup>25</sup> 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.<sup>26</sup>

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

<sup>24</sup> 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](http://sfmea.sfplanning.org/GHG/GHG_Strategy_October2017.pdf).

<sup>25</sup> 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.

<sup>26</sup> 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;<sup>27</sup>
- 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.<sup>28</sup> 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

<sup>27</sup> 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.

<sup>28</sup> 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**

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

NOTES:

<sup>a</sup> 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.<sup>29</sup> 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.

<sup>29</sup> 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.<sup>30</sup> 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

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<sup>30</sup> 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.<sup>31</sup> 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

<sup>31</sup> 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.<sup>32</sup> 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

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<sup>32</sup> 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 7<sup>th</sup> amendment to the South OPA.<sup>33</sup> 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

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<sup>33</sup> See Section 4 of the 7<sup>th</sup> 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 zone<sup>34</sup>; 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.

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<sup>34</sup> 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](#)