DRAFT 11-5-15

Entertainment Commission of the City and County of San Francisco

RESOLUTION ADOPTING ENVIRONMENTAL FINDINGS AND CONDITIONALLY GRANTING A PLACE OF ENTERTAINMENT PERMIT FOR THE GOLDEN STATE WARRIORS EVENT CENTER AT MISSION BAY SOUTH REDEVELOPMENT PROJECT AREA BLOCKS 29-32

WHEREAS, On October 8, 2015, the GSW Arena, LLC, an affiliate of Golden State Warriors, LLC, which owns and operates the Golden State Warriors National Basketball Association team ("Applicant"), submitted to the Entertainment Commission an application for a Place of Entertainment Permit pursuant to Article 15.1 of the Police Code for a mixed use event center to be located at Mission Bay South Blocks 29-32 ("the GSW Event Center"); and

WHEREAS, The GSW Event Center capacity is 18,064 seats and a total crowd capacity of 18,500 with the addition of floor seats and/or standing room only space; and

WHEREAS, Under the Applicant's proposal, the Event Center will host up to 60 Warriors basketball games (including pre-season and potential playoff games) per year during the basketball season running from mid-October through mid-June, and approximately 160 non-Warriors game events per year; and

WHEREAS, Applicant proposes to use the GSW Event Center as a Place of Entertainment open seven days a week. The hours of operation will vary depending on the nature of the activities programmed for the venue, but may begin as early as 7:00 AM and end as late as 2:00 AM. The proposed entertainment uses include family shows, professional basketball games, collegiate athletic events, and concerts for a wide variety of audiences and ages. Food and beverages will be served on-site, including alcoholic beverages; and

WHEREAS, On November 10, 2015, the Entertainment Commission held a duly noticed public hearing on the Applicant's Place of Entertainment Permit application; and

WHEREAS, The Office of Community Investment and Infrastructure, successor to the former Redevelopment Agency of the City and County of San Francisco ("OCII"), in accordance with California Environmental Quality Act, California Public Resources Code Sections 21000 et seq. ("CEQA"), and acting in its capacity as lead agency, as such term is defined in Public Resources Code Section 21067, prepared a Final Subsequent Environmental Impact Report ("FSEIR") for the Golden State Warriors Event Center and Mixed-Use Development at Mission Bay Blocks 29-32 (the "Event Center Project") consisting of the Draft Subsequent Environmental Impact Report (GSW DSEIR"), the comments received during the review period, any additional information that became available after the publication of the GSW DSEIR, and the Draft Summary of Comments and Responses, all as required by law, copies of which are available through the Secretary of the Entertainment Commission, and are incorporated herein by reference; and

WHEREAS, On November 3, 2015, the Commission on Community Investment and Infrastructure reviewed and considered the FSEIR and, by Resolution No. 69-2015, certified the FSEIR in compliance with CEQA. Said certification included minor technical errata as set forth

in the November 3, 2015 memorandum from Environmental Science Associates to Sally Oerth, Office of Community Investment and Infrastructure, and incorporated herein by reference; and

WHEREAS, On November 3, 2015, the San Francisco Municipal Transportation Agency ("SFMTA") Board of Directors, acting in its capacity as a responsible agency, as such term is defined in CEQA, Public Resources Code Section 21069, after a duly noticed public hearing, adopted Resolution No. 15-154, which includes required findings under CEQA and a Statement of Overriding Considerations ("CEQA Findings"), the abovementioned errata, and various approval actions in regard to the Event Center Project. Said Resolution and the SFMTA CEQA Findings are incorporated herein by reference; and

WHEREAS, The FSEIR files, other Project-related OCII files, and other materials have been available for review by the Entertainment Commission and the public with the OCII Board Secretary at 1 S. Van Ness, 5th Floor, San Francisco, CA 94103, through this Commission's Secretary, and at www.gsweventcenter.com, and those files are incorporated herein by reference and made part of the record before this Commission; and

WHEREAS, The Entertainment Commission, acting in its capacity as a responsible agency under CEQA, has reviewed and considered the information contained in the FSEIR for the Event Center Project and the SFMTA CEQA Findings; now, therefore, be it

RESOLVED, That the Entertainment Commission, in relation to the actions set forth herein, adopts the SFMTA CEQA Findings as its own and acknowledges that mitigation measures M-NO-4a and M-NO-4b, or parts thereof, in the Mitigation Monitoring and Reporting Program attached to the SFMTA CEQA Findings identify the Entertainment Commission as having monitoring and reporting responsibility to ensure the project sponsor complies with these measures as applicable to this permit; and, be it

FURTHER RESOLVED, That the Entertainment Commission hereby conditionally grants to Applicant a Place of Entertainment Permit for the Event Center (Permit No. EC-1352). The Permit is subject to the requirements of Article 15.1 of the Police Code and the following conditions:

- Permit holder shall adhere to the Entertainment Commission's Good Neighbor Policy, attached hereto as Exhibit A.

- Permit holder shall comply with the Security Plan, attached hereto as Exhibit B (pages 8-12 of the application), and the requirements pertaining thereto in Section 1060(n) of the Police Code.

- Permit holder shall comply with the Noise Control Plan, attached hereto as Exhibit C.

- Permit holder shall comply with the noise restrictions in Article 29 of the Police Code, and Article 1, Section 49 of the Police Code.

- Per Police Code Section 1060.15, Permit holder shall allow the Commission to conduct a sound test to ensure compliance with the allowable noise limits under Section 49 and Article 29 of the Police Code or any alternative noise limits set by the Commission in the

permit as authorized by subsection (e) of Section 2909 of the Police Code. Permit holder may not commence operations unless and until this sound test is conducted.

- Permit holder shall comply with all applicable provisions of the Police Code.
- [Placeholder for any SFPD conditions]
- [Placeholder for any additional EC conditions added at the November 10 hearing]

Exhibits: **A – Good Neighbor Policy**
B – Security Plan
C – Noise Control Plan

AYES:

NOES:

Adopted on November ___, 2015

Executive Director, Jocelyn Kane

Exhibit A

SAN FRANCISCO ENTERTAINMENT COMMISSION
Good Neighbor Policy

GOOD NEIGHBOR POLICIES FOR NIGHTTIME ENTERTAINMENT ACTIVITIES. Where nighttime entertainment activities, as defined by this permit are conducted, there shall be procedures in place that are reasonable calculated to insure that the quiet, safety and cleanliness of the premises and vicinity are maintained. Such conditions shall include, but not limited to, the following:

1 Notices shall be well-lit and prominently displayed at all entrances to and exits from the establishment urging patrons to leave the establishment and neighborhood in a quiet, peaceful and orderly fashion and to please not litter or block driveways in the neighborhood.

2 Employees of the establishment shall be posted at all entrances and exits to the establishment during the period from 10:00 pm to such time past closing that all patrons have left the premises. These employees shall insure that patrons waiting to enter the establishment and those exiting the premises are urged to respect the quiet and cleanliness of the neighborhood as they walk to their parked vehicle or otherwise leave the area.

3 Employees of the establishment shall walk a 100-foot radius from the premises some time between 30 minutes after closing time and 8:00 am the following morning, and shall pick up and dispose of any discarded beverage containers and other trash left by area nighttime entertainment patrons.

4 Sufficient toilet facilities shall be made accessible to patrons within the premises, and toilet facilities shall be made accessible to prospective patrons who may be lined up waiting to enter the establishment.

5 The establishment shall provide outside lighting in a manner that would illuminate outside street and sidewalk areas and adjacent parking, as appropriate.

6 The establishment shall provide adequate parking for patrons that would encourage use of parking by establishment patrons. Adequate signage shall be well-lit and prominently displayed to advertise the availability and location of such parking resources for establishment patrons.

7 The establishment shall provide adequate ventilation within the structures such that doors and/or windows are not left open for such purposes resulting in noise emission from the premises.

8 There shall be no noise audible outside the establishment during the daytime or nighttime hours that violates the San Francisco Municipal Code Section 49 or 2900 et. seq. Further, absolutely no sound from the establishment shall be audible inside any surrounding residences or businesses that violates San Francisco Police code section 2900.

9 The establishment shall implement other conditions and/or management practices necessary to insure that management and/or patrons of the establishments maintain the quiet, safety and cleanliness of the premises and the vicinity of the use, and do not block driveways of neighboring residents or businesses.

10 Permit holder shall take all reasonable measures to insure the sidewalks adjacent to the premises are not blocked or unnecessarily affected by patrons or employees due to the operations of the premises and shall provide security whenever patrons gather outdoors.

11 Permit holder shall provide a cell phone number to all interested neighbors that will be answered at all times by a manager or other responsible person who has the authority to adjust volume and respond to other complaints whenever entertainment is provided.

12 Permit holder agrees to be responsible for all operation under which the permit is granted including but not limited to a security plan as required.

13 In addition, a manager or other responsible person shall answer a cell phone for at least two hours after the close of business to allow for police and emergency personnel or other City personnel to contact that person concerning incidents.

Exhibit B

The Event Center has not yet been constructed.

Do you have permits for this work? If not, have you applied for permits?_____

Describe the steps you have taken or will take for complying with disability access requirements: The project will be designed to comply with all applicable access laws and regulations.

SECURITY

The San Francisco Police Code Section 1060.5 has been modified and now requires a "security plan" be submitted with an application for Place of Entertainment permits. The Entertainment Commission has requested that all permit holders also comply with this requirement. By answering the following questions, you will be submitting a plan in accordance with the Police Code requirements. Please attach any further information on your security plans, if available.

1) Based on you occupancy and events programming, the law requires you to hire at least one security personnel for every hundred patrons. How many security personnel will be on staff during the week and on weekends?

Event occupancy will vary based upon event requirements but security staffing will meet or exceed the 1:100 requirement using Event Center security guards. On non-event days (dark days) the Event Center FT Building Security staff will vary from 6-12 officers.

2) How many exits does your venue have? The building has two main exits and two auxiliary exits.

Will you be staffing all exits every night of the week? Please describe. During event hours all exits will be staffed. During Dark periods (no events) exits will be either secured to prevent unauthorized use or staffed appropriately. It is anticipated that during off hours there will be a single point of entry for staff.

3) Please submit a floor plan of your venue with all security positions marked.

4) Will you be using in-house security or will you be using an outside security company? GSW expects to hire a Vice President of Security with extensive public assembly arena/stadium experience approximately one year before the opening of the building. At that time GSW will make a determination regarding the composition of the security guard force (in-house or contracted). Approximately six months before the opening of the building the VP of Security and his/her staff will begin the process of hiring and training the workforce in order to insure that the venue is in full compliance of all applicable requirements and that the staff is fully trained and familiar with the venue prior to opening.

5) You are liable for the actions of your security personnel on your premises. If you are using in-house security, please submit a copy of your insurance coverage as it relates to security for your venue.

The insurance certificate will be furnished approximately six months prior to the Event Center's first event.

6) If you are using an outside security company, please submit a copy of their insurance coverage and state licensing. The insurance certificate will be furnished approximately six months prior to the Event Center's first event.

7) What kind of training and/or certification are you requiring of your security personnel (e.g. LEAD Training, Guard Cards?) ***Please be aware that you must comply with State Law SB194, Proprietary Private Security Officer Registration requirements (www.dca.ca.gov/bsis) for more information.***

All security officers will receive training commensurate with a first class public assembly arena. All officers will be at least 18 years old, undergo a criminal history background check through CA DOJ and the FBI and complete the 40 hour course of required training as required under state law. In addition guards will receive various additional venue specific training in emergency evacuation, techniques in alcohol management, active

shooter, individual and package screening, post procedures, bomb threats, fire emergency response, etc. These training sessions will be developed in conjunction with outside industry experts and local emergency management agencies.

8) The law requires that you secure your entire perimeter 50 feet in all directions. What is your plan for doing so?

The Event Complex is a secured enclosed facility with dedicated lobby entrances. Exterior areas will be secured by security officers (foot patrol) and monitored by external CCTV cameras. Physical barriers will be used to prevent vehicles from accessing areas, public areas such as the plaza, main entry and exit points and other sensitive areas immediately surrounding the building.

9) What are your door policies? (e.g. pat downs, bag checks, metal detectors).

The Event Center will deploy walk through magnetometers for all events as a primary screening method and handheld magnetometers or pat downs as a secondary screening method. All bags entering the facility will be restricted in size and subjected to search prior to entry. The Event Center will prohibit all items which could potentially be a hazard to patrons attending an event.

10) Describe your plan to control lines or crowds on the sidewalks and streets surrounding your business (entry of patrons) as well as your plans to exit and disburse your patrons.

The Event Center has been designed to accommodate the queuing of patrons on the property and under normal circumstances will not require the use of surrounding sidewalks or street for the entry sequence. The Event Center will typically open 60-90 minutes before the main act and line queuing/management will be supervised by Event Center security officers to insure an orderly ingress. During egress of the Event Center

security officers will be positioned at all exits and in surrounding areas outside the building to insure timely and orderly exiting of the building.

11) Is there a separate exterior area designated for smoking?

As part of the LEED GOLD certification pursuit, this will be a non-smoking facility and site.

If not, how will you deal with the associated noise issues?

---

12) What is your plan to exit patrons in case of emergency?

The Event Center will have a written crowd emergency evacuation and dispersal plan in the event that the Event Center needs to be evacuated. This plan will be developed in consultation with local police, and fire departments. All employees (security, ushers, guest services, etc.) will be trained on the policies and procedures for an emergency egress situation and the Event Center will conduct periodic emergency evacuation drills in conjunction with local law enforcement.

13) Will you be hiring any SFPD 10B officers or other Patrol Specials for events?

The Event Center will use SFPD or clients require however the predominate workforce will be internal event security.

14) Will you have medical staff (EMT, Paramedics) on site during your events at your venue?

The Event Center will have an event medical staff consisting of at least one qualified physician, supporting EMT team(s) and private ambulance service present for all major events.

Will you be using in-house medical staff or will you be using outside medical staff company?

We expect to contract the Medical Staff including physicians, EMT's and ambulance services.

15) If you are using an outside medical staff company, please submit a copy of their insurance and state licensing. Approximately six months prior to the Event Center opening a vendor will be selected and insurance certificate submitted.

16) If you have an ABC license that allows all ages, will you be doing all ages or 18 and over events?

The Event Center will have all ages and 18 and over events.

What additional security will you be implementing, and how will your security and medical plan change?

Event history, requirements and past experience (with other comparable facilities) will

dictate any changes necessary security and medical plans.

NEIGBORHOOD CONTACTS

Have you met with any local neighborhood associations or other groups concerning your proposed use of the premises?_____If yes, list those groups:_____

see attached "summary of public outreach"

DECLARATION

I, Stephen Collins, declare under penalty of perjury that the foregoing is true and correct. I understand that any false or incomplete information provided by me in connection with this application constitutes cause to either deny the requested permit or revoke the permit if granted.

10/23/15
Date

Signature of Applicant

Exhibit C

Noise Control Plan

GSW Arena, LLC, the Applicant for that certain Place of Entertainment Permit (POE) at the Golden State Warriors Event Center at Mission Bay South Redevelopment Project Area Blocks 29-32 (the "Applicant") proposes to implement the following measures as a Noise Control Plan.

1. The Applicant shall comply with noise controls and restrictions in applicable entertainment permit requirements.

2. The Applicant shall provide adequate ventilation within the Event Center such that doors and/or windows are not left open for such purposes resulting in noise emission from the premises.

3. The Applicant shall take measures to ensure that there shall be no noise audible outside the establishment during the daytime or nighttime hours that violates the San Francisco Police Code Section 49 or 2900 et seq. Further, no sound from the establishment shall be audible inside any surrounding residences or businesses that violates San Francisco Police Code section 2900 et seq.

4. The Applicant shall take all reasonable measures to ensure the sidewalks adjacent to the premises are not blocked or unnecessarily affected by patrons or employees due to the operations of the premises and shall provide security whenever patrons gather outdoors.

5. The Applicant shall provide a cell phone number to all interested neighbors that will be answered at all times by a manager or other responsible person who has the authority to adjust volume and respond to other complaints whenever entertainment is provided.

EC-1352

GSW Arena, LLC

Golden State Warriors Event Center

Mission Bay South Blocks 29-32

Place of Entertainment Permit Application

November 4, 2015

Jocelyn Kane
Executive Director
Entertainment Commission
San Francisco Entertainment Commission
City Hall, Room 453
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: GSW Arena, LLC

I write on behalf of GSW Arena, LLC, the Project Sponsor of the Event Center and Mixed-Use Development Project at Mission Bay Blocks 29-32 (the "Proposed Project"). In connection with the Proposed Project, the Project Sponsor has submitted an application to your Commission seeking a Place of Entertainment Permit (POE).

The Project Sponsor has been in the process of seeking project approvals from the Successor Agency to the former San Francisco Redevelopment Agency, the Office of Community Investment and Infrastructure (OCII) and in the course of that process has had over fifty (50) meetings with members of the public and various interested stakeholders. Information about the project has also been the subject of extensive reporting in local newspapers.

Please do not hesitate to call if you have questions.

Sincerely,

Stephen Collins
COO, GSW Arena

GOLDEN STATE WARRIORS · NATIONAL BASKETBALL ASSOCIATION
1011 Broadway ·Oakland, CA 94607-4019
510.986.2200 · 1-888-GSW-HOOP · warriors.com

Entertainment Commission

PERMIT APPLICATION

Type of Permit: Place of Entertainment

☒ New Application ☐ Renewal: Old # _____

Date: October 9, 2015

☐ Amendment

Receipt No.: _____

☐ Adding Partners to Existing Permit # _____

Part 1: Please Print Clearly – Complete Entire Front Side

Applicant's Name			Residence Address		Residence Phone
Collins (Last)	Stephen (First)	Timothy (Middle)	[redacted] (Number Street Apt# City State Zip)		[redacted]

Race	Sex	Height	Weight	Eye Color	Hair Color	Date of Birth	Place of Birth
(Optional)	M	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]

Driver's License Number and State: [redacted]

Social Security Number: [redacted]

Email Address	Business Registration Certificate
[redacted]	32-0367528
Any Other Name(s) Used	Mailing Address (if different than residence): 1011 Broadway (Number Street) Oakland (City) CA (State) 94607 (Zip)
Business Name / Employed By / Name of Organization: GSW Arena LLC	Business Address: 1011 Broadway (Number Street) Oakland (City) CA (State) 94607 (Zip)
If Corporation, give name	Date and Place of Incorporation: January 23, 2012 State of Delaware / Business Phone: 510-740-7548

List your residences for the last five years. (Use additional form, if necessary)

From Date	To Date	Address Resided At (Number, Street, Name, City)
[redacted]	[redacted]	[redacted]

List your employment for the last five years. (Use additional form, if necessary)

From Date	To Date	Company Name	Company Address	Type of Work
[redacted]	[redacted]	[redacted]		

Have you ever been convicted of, or plead guilty or No Contest to any Crime? [redacted]

If yes, provide the information required below. Use additional forms If necessary ***Failure*** *to provide full information relative to prior convictions, guilty pleas or no contest pleas may be considered* cause to *deny the permit.*

Offense	Date	Place of Arrest	Disposition

Entertainment Commission

Part 2: Mechanical Amusement Device, Billiard Parlor, or Family Recreation Center
These permits do not include jukeboxes

Office Use Only

Total number of devices, subject to permit, to be placed, maintained, or operated: _____

Warrants

What type of business, if any, is now operated at the place where said devices are to be placed, maintained, or operated?

Give a complete description of each device to be operated:

No. of Pinball Machines: _____ No. of Video Games: _____ No. of Pool tables: _____

No. of other devices (describe):

Give the name of the company, corporation, or individual from whom the machines are being rented. If self-owned, state so:

Part 3: Additional Mechanical Amusement Device, Billiard Parlor, or Family Recreation Center.
These permits do not include jukeboxes

How many devices do you have on the premises now:

No. of Pinball Machines: _____ No. of Video Games: _____ No. of Pool tables: _____

No. of other devices (describe):

How many devices are to be added by this application:

No. of Pinball Machines: _____ No. of Video Games: _____ No. of Pool tables: _____

No. of other devices (describe):

Part 4: Acknowledgement and Declaration

I, Stephen T Collins, understand that there may be sections of the San Francisco Municipal Code that are applicable to my business and/or permit. There are copies of the San Francisco Municipal Code available at City Hall, The Public Library, and legal bookstores. If a Letter of Intent is required, I acknowledge that the Letter if Intent is part of the application, and I declare under penalty of perjury that the foregoing is true and correct. Executed at San Francisco, California. I understand that any false or incomplete information provided by me, relative to this application, may be considered cause to either deny the requested permit or revoke the permit that is granted.

Date: 10/12/15 Signature of Applicant: _____

Office Use Only

Hearing Date	Received By	Temp. Issued By	Class Date	

NOTE: READ INSTRUCTION PRIOR TO COMPLETING THIS FORM

INSTRUCTIONS:

1. SOLE PROPRIETOR APPLICANT: COMPLETE SECTION A & E
2. CORPORATE APPLICANT: COOMPLETE A, B, D, & E
3. PARTNERSHIP APPLICANT: COMPLETE SECTION A, C, D, & E

LETTER OF INTENT FORM
SAN FRANCISCO ENTERTAINMENT COMMISSION

DATE 10/8/2015

TYPE OF PERMIT(S) POE

SECTION A

APPLICANT'S NAME	RESIDENCE ADDRESS	RESIDENCE PHONE
Collins Stephen Timothy LAST FIRST MIDDLE	[redacted] NUMBER STREET APT# CITY STATE ZIP CODE	[redacted]
BUSINESS NAME	**BUSINESS ADDRESS**	**BUSINESS PHONE**
GSW Arena LLC LAST FIRST MIDDLE	1011 Broadway Oakland CA 94602 NUMBER STREET APT# CITY STATE ZIP CODE	510-986-2200

PHONE NUMBER WHERE YOU CAN BE CONTACTED BETWEEN 9:00 A.M. AND 5:00 P.M.

NAMES AND ADDRESS OF PERSONS WHO WILL HAVE DIRECT AUTHORITY AND/OR CONTROL OF PREMISES:

NAME	RESIDENCE ADDRESS	RESIDENCE PHONE
Collins Stephen Timothy LAST FIRST MIDDLE	[redacted] NUMBER STREET APT# CITY STATE ZIP CODE	[redacted]
NAME LAST FIRST MIDDLE	RESIDENCE ADDRESS NUMBER STREET APT# CITY STATE ZIP CODE	RESIDENCE PHONE
NAME LAST FIRST MIDDLE	RESIDENCE ADDRESS NUMBER STREET APT# CITY STATE ZIP CODE	RESIDENCE PHONE

NAMES AND ADDRESS OF PERSONS AUTHORIZED TO ACCEPT SERVICE OF PROCESS:

NAME	MAILING ADDRESS	
Kelly David John LAST FIRST MIDDLE	1011 Broadway Oakland CA 94602 NUMBER STREET APT# CITY STATE ZIP CODE	
PREMISES ☐ LEASED ☐ OWNED ☐ RENTED	NAME AND ADDRESS OF OWNER	

SECTION B

NAMES AND ADDRESS OFFICER AND / OR DIRECTORS OF THE CORPORATION: (USE ADDITIONAL SHEET IF NECESSARY)

CORPORATE TITLE	NAME	RESIDENCE ADDRESS
	LAST FIRST MIDDLE	NUMBER STREET APT# CITY STATE ZIP CODE
CORPORATE TITLE	NAME LAST FIRST MIDDLE	RESIDENCE ADDRESS NUMBER STREET APT# CITY STATE ZIP CODE
CORPORATE TITLE	NAME LAST FIRST MIDDLE	RESIDENCE ADDRESS NUMBER STREET APT# CITY STATE ZIP CODE

SECTION C

NAME	RESIDENCE ADDRESS	RESIDENCE PHONE
Collins Stephen Timothy LAST FIRST MIDDLE	[redacted] NUMBER STREET APT# CITY STATE ZIP CODE	[redacted]
NAME Lacob Joseph Steven LAST FIRST MIDDLE	RESIDENCE ADDRESS [redacted] NUMBER STREET APT# CITY STATE ZIP CODE	RESIDENCE PHONE [redacted]
NAME Welts Frederic Keith LAST FIRST MIDDLE	RESIDENCE ADDRESS [redacted] NUMBER STREET APT# CITY STATE ZIP CODE	RESIDENCE PHONE [redacted]

SECTION D

HAVE PARTNERS, OFFICES, DIRECTORS OF CORPORATE, EVER BEEN CONVICTED OF ANY CRIME EXCEPT MISDEMEANOR TRAFFIC VIOLATIONS? ☐ YES ☑ NO

NAME	CHARGES	DATE & COURT	DISPOSITION OR SENTENCE
NAME	CHARGES	DATE & COURT	DISPOSITION OR SENTENCE

SECTION E

DESCRIBE IN DETAIL YOUR PROPOSED BUSINESS OR SPECIFIC ACTIVITY: (INCLUDE IN YOUR DESCRIPTION THE HOURS AND DAYS OF THE PROPOSED BUSINESS, THE SPECIFIC TYPE OF ACTIVITY, THE HOURS AND DAYS OR EACH SPECIFIC ACTIVITY, THE LOCATION IF DIFFERENT FROM THE BUSINESS ADDRESS, TYPE OF ITEMS SOLD OR RENTED, TYPE OF LIVE ENTERTAINMENT, TYPE AND LOUDNESS OF SOUND SYTEM, TYPE AND AMOUNT OF SOUNDPROOFING, AND PERMITS OR LICENSES THAT HAVE BEEN APPLIED FOR OR ARE ALREADY IN EFFECT AT THE PROPOSED LOCATION, AND ANY SPECIFIC INFORMATION AS REQUIRED BY THE SAN FRANCISCO MUNICIPAL CODE OR STATE OF CALIFORNIA CODES, WHO? WHAT? WHERE? WHY? WHEN? HOW?)

Please see the Completed Questionnaire form, dated October 8, 2015 and submitted in support of this application.

HAVE YOU EVER HAD A POLICE PERMIT? ☐ YES ☐ NO IF YES, LOCATION PERMIT USED

TYPE OF PERMIT	DATES PERMIT USED	LOCATION PERMIT USED

DECLARATION

I, David J. Kelly, declare under penalty of perjury that the foregoing is true and correct, executed at San Francisco, California, I understand that any false or incomplete information provided by me relative to this application may be considered cause to either deny the requested permit or revoke the permit that is granted.

October 13, 2015
DATE

SIGNATURE OF APPLICANT

SAN FRANCISCO ENTERTAINMENT COMMISSION
PLACE OF ENTERTAINMENT/EXTENDED-HOURS
APPLICATION QUESTIONNAIRE

All applicants must complete this questionnaire. No application will be accepted for filing until the entire questionnaire has been completed. (If necessary, attach additional sheets to answer a question).

Date: October 8, 2015

Name of Business: GSW Arena, LLC

Location of Business: Blocks 29-32 Mission Bay South

Business Tax Certificate number:

List the Entertainment Permits that you are applying for: Place of Entertainment permit – please note the project is not yet constructed therefore certain matters will be determined at a later date.

List the Entertainment Permits previously issued for this premises: N/A

Describe the present use of the premises. (i.e: bar, restaurant, rental hall)

The site is currently an asphalt parking lot. The proposed project is a mixed-use Event Center.

Operations

Days of the week open to the public: The Event Center will be generally be open seven (7) days a week.

Hours of operation: Hours of operation of the Event Center will vary depending on the nature of the activities programmed for the site. Preparation for events will generally occur in normal business hours, starting with deliveries in the early morning hours.

Days and times of entertainment: Warriors games and concerts will generally start around 7 p.m., so on days of the weeks programmed for evening events, patrons will arrive in the early evening. Family shows and conventions may commence in the morning with patrons arriving at approximately 10 or 11 a.m. but occasionally as early as 9 a.m. The Golden State Warriors plan to host Warriors home basketball games at the Event Center. In most years, the Warriors would host approximately 2-3 pre-season games (mid to late October) 41 regular season games (late October – mid April). If they were to reach the play-offs in any given year, they would host somewhere between approximately 2 to 16 play-off games (mid-April – mid June). The Event Center would also host non-Golden State Warriors events throughout the year, including concerts, family shows, other sporting events and conventions/corporate events. Approximately 160 non-Golden State Warrior game events would occur annually at the Event Center.

Type of food and/or beverage service: The Event Center will provide a variety of food and beverage offering, including full service restaurants, quick service restaurant locations, concessions stands, seat service in the arena and on certain event days, kiosks serving a variety of food and beverages on the plaza.

Do you have a liquor license? (If yes, please attach a copy with any conditions)

The Event Center plans to acquire the necessary liquor licenses for the various alcoholic beverage offerings. GSW Arena, LLC may acquire its own license.

Name/number/type of liquor license:

If no license, describe the status of the application:_____

Occupancy limitations: The Event Center capacity is 18,064 seats and a total crowd capacity of 18,500 with the addition of floor seats and/or standing room only spaces.

Number of employees and their duties:

Part-time employees:

It is estimated that approximately 1,000 day-of-game non-Warriors employees would be required at the event center on Warriors game days to work in various operations and jobs. Employee roles would include, but not be limited to, those of security guards, ushers, ticket takers, merchandise sales staff, food service staff, janitorial staff, guest services staff, scoreboard/video operators and staff for other event-related operations. It is estimated that day-of-event employees for non-Golden State Warriors events at the event center would range from 675 to 775, depending on the specific event and anticipated attendance levels.

Full-time employees:

It is estimated that the Warriors front-office staff and event center staffs, both with offices located inside the event center, will consist of approximately 255 full-time employees serving a range of departments (e.g., sales, marketing, booking).

Name(s) of manager(s) (e.g. Bar, Food, Security, General): To be determined.

Days/hours these managers will be on premises:

Entertainment/Music

Type of entertainment/music planned: Entertainment will range from family shows such as Disney themed shows to professional basketball games and collegiate athletic events to concerts for a wide variety of audiences and ages.

Demographic of expected clientele: Demographics are determined by the events and would primarily be differentiated by age, but not gender. For example, family shows will be primarily young children and parents or grandparents whereas basketball fans and concert patrons may range considerably in age.

If sound amplification to be used, specifically describe the amplification: The Event Center is not yet constructed, therefore the sound system will be described in detail at a later date.

Have you done any sound testing? N/A **If yes, describe**: We are seeking a conditional permit and will conduct sound testing after construction is completed. Building designs are incorporating sound attenuation in the plans.

Do you have plans to do any soundproofing?_____If yes, describe the soundproofing: The Event Center has not yet been constructed. The engineering and design for the new structure are incorporating state of the art sound attenuation features.

Is Adult entertainment to be offered? No **If yes, describe the entertainment.** N/A

Is there another adult entertainment business within 1,000 feet from your premises?

If yes, list the business(es): N/A

Please provide a layout of your venue: Please see attached floorplan, labeled Exhibit A.

EXTENDED-HOUSE (Skip this section if not applying)

Hours of operation for proposed business:

Days of operation for proposed business:

What type of food and/or beverage will you serve?

What type of after-hours entertainment will you offer?

Have you received a copy of 1070MPC, the section governing extended-hours premises?

TRAFFIC AND PARKING

Describe street location and cross streets: The Event Center is located on Blocks 29-32 of Mission Bay South, bounded by Terry Francois Blvd to the East; South Street to the North; 16th Street to the South and Third Street to the West.

Attach a diagram to this questionnaire, showing your street, and all cross-streets, alleys and driveways. Include the number of lanes, direction of travel, and whether streets are one-way.

Please see attached site plan, labeled Exhibit B.

Describe the parking and stopping restrictions on your block. Include both sides of the street and immediate cross-streets and alleys: Attach a diagram to this questionnaire, showing your street, and all cross-streets, alleys and driveways. Include the number of lanes, direction of travel, and whether streets are one-way.

Please see the site plan parking and stopping description, shown as Figure 5.2-9, Figure 5.2-12 and Figure 5.2-13 from the DSEIR, attached as Exhibit C.

How many patrons are expected to arrive by car per day? As set forth in the Draft SEIR, the estimated number of trips by vehicle arriving in the vicinity of the Event Center both with and without an enhanced transit plan (called the "Transit Service Plan" in the DSEIR). Please see Table 5.2-22 from the DSEIR showing all trips for the entire project, including non-event center trips, and Table 5.2-32 of the DSEIR showing estimated vehicle trips and times of arrival, attached as Exhibit D.

What will be your peak usage periods? Please see Exhibit D

How many patrons are expected to arrive by car during peak usage period? Please see Exhibit D.

Where will your patrons/member park? Give location, number of space reserved and attach contracts: Please see Figures 5.2-14B and 5.2-14C for a description of parking facilities as shown in the DSEIR, attached as Exhibit E.

Do you intend to offer valet parking? Give location, number of space reserved and attach contracts: Valet parking will be provided for visitors to retail and restaurant destinations on-site, who may access the service via a valet drop-off area inside the garage at the South Street driveway. Approximately 328 vehicle parking spaces, all located at along South Street on levels B100 and 000, will be dedicated to valet use. If parking in the garage is not available, and during peak events, valet attendants may park retail customers' vehicles at off-site locations, including public lots in the vicinity. Valet parking will not be available to event center patrons parking on-site. Instead, these patrons will use pre-sold passes to access the garage for self-parking.

See attached plans for further detail.

Where will truck/commercial vehicle loading/unloading occur? All truck loading will take place in an enclosed underground facility adjacent to the event floor. Trucks will enter and exit off of 16th street.

Do you have a nearby passenger loading zone or red zone available for your use? If yes, describe the type of zone and location: The Warriors and SFMTA have agreed to designate several white curb zones along the project perimeter for vehicles including: Mission Bay TMA shuttles, general passenger loading/unloading including TNCs (e.g., Uber, Lyft, Sidecar) and paratransit, and media trucks. In addition, the site will have two

designated taxi zones for retail and event center use, respectively. Seventeen parking spaces will be metered as commercial loading zones during non-event hours. Select curb zones will be signed during event hours for Event Center Muni shuttle bus loading/unloading.

See attached excerpts from the project Transportation Management Plan (TMP) for further detail.

How will parking be made available for persons with disability? The on-site garage contains 14 ADA car parking spaces and 2 ADA van parking spaces. ADA parking is located proximate to elevator cores for ease of access. Additionally, a paratransit drop-off location will be designated along the western curb of Terry Francois Boulevard. From this location, patrons have accessible routes to the event center "theater" entry at grade, or to the event center main concourse entry one level above via an elevator fronting Terry Francois Boulevard.

ZONING

What is your zoning district? Mission Bay South Redevelopment Plan

Is your business within a Special Use District? No If yes, please identify the district:

N/A

Identify and describe the location of any school, day care facility, playground, park, or place of worship within a two block radius of your proposed location:

A park is proposed for construction across from the Event Center in accordance with the Mission Bay South Redevelopment Plan.

CONSTRUCTION/RENOVATION

Describe any construction, renovation or other improvements planned for building and the timetable for completion:

The Event Center has not yet been constructed.

Do you have permits for this work? If not, have you applied for permits?_____

Describe the steps you have taken or will take for complying with disability access requirements: The project will be designed to comply with all applicable access laws and regulations.

SECURITY

The San Francisco Police Code Section 1060.5 has been modified and now requires a "security plan" be submitted with an application for Place of Entertainment permits. The Entertainment Commission has requested that all permit holders also comply with this requirement. By answering the following questions, you will be submitting a plan in accordance with the Police Code requirements. Please attach any further information on your security plans, if available.

1) Based on you occupancy and events programming, the law requires you to hire at least one security personnel for every hundred patrons. How many security personnel will be on staff during the week and on weekends?

Event occupancy will vary based upon event requirements but security staffing will meet or exceed the 1:100 requirement using Event Center security guards. On non-event days (dark days) the Event Center FT Building Security staff will vary from 6-12 officers.

2) How many exits does your venue have? The building has two main exits and two auxiliary exits.

Will you be staffing all exits every night of the week? Please describe. During event hours all exits will be staffed. During Dark periods (no events) exits will be either secured to prevent unauthorized use or staffed appropriately. It is anticipated that during off hours there will be a single point of entry for staff.

3) Please submit a floor plan of your venue with all security positions marked.

4) Will you be using in-house security or will you be using an outside security company? GSW expects to hire a Vice President of Security with extensive public assembly arena/stadium experience approximately one year before the opening of the building. At that time GSW will make a determination regarding the composition of the security guard force (in-house or contracted). Approximately six months before the opening of the building the VP of Security and his/her staff will begin the process of hiring and training the workforce in order to insure that the venue is in full compliance of all applicable requirements and that the staff is fully trained and familiar with the venue prior to opening.

5) You are liable for the actions of your security personnel on your premises. If you are using in-house security, please submit a copy of your insurance coverage as it relates to security for your venue.

The insurance certificate will be furnished approximately six months prior to the Event Center's first event.

6) If you are using an outside security company, please submit a copy of their insurance coverage and state licensing. The insurance certificate will be furnished approximately six months prior to the Event Center's first event.

7) What kind of training and/or certification are you requiring of your security personnel (e.g. LEAD Training, Guard Cards?) ***Please be aware that you must comply with State Law SB194, Proprietary Private Security Officer Registration requirements (www.dca.ca.gov/bsis) for more information.***

All security officers will receive training commensurate with a first class public assembly arena. All officers will be at least 18 years old, undergo a criminal history background check through CA DOJ and the FBI and complete the 40 hour course of required training as required under state law. In addition guards will receive various additional venue specific training in emergency evacuation, techniques in alcohol management, active

shooter, individual and package screening, post procedures, bomb threats, fire emergency response, etc. These training sessions will be developed in conjunction with outside industry experts and local emergency management agencies.

8) The law requires that you secure your entire perimeter 50 feet in all directions. What is your plan for doing so?

The Event Complex is a secured enclosed facility with dedicated lobby entrances. Exterior areas will be secured by security officers (foot patrol) and monitored by external CCTV cameras. Physical barriers will be used to prevent vehicles from accessing areas, public areas such as the plaza, main entry and exit points and other sensitive areas immediately surrounding the building.

9) What are your door policies? (e.g. pat downs, bag checks, metal detectors).

The Event Center will deploy walk through magnetometers for all events as a primary screening method and handheld magnetometers or pat downs as a secondary screening method. All bags entering the facility will be restricted in size and subjected to search prior to entry. The Event Center will prohibit all items which could potentially be a hazard to patrons attending an event.

10) Describe your plan to control lines or crowds on the sidewalks and streets surrounding your business (entry of patrons) as well as your plans to exit and disburse your patrons.

The Event Center has been designed to accommodate the queuing of patrons on the property and under normal circumstances will not require the use of surrounding sidewalks or street for the entry sequence. The Event Center will typically open 60-90 minutes before the main act and line queuing/management will be supervised by Event Center security officers to insure an orderly ingress. During egress of the Event Center

security officers will be positioned at all exits and in surrounding areas outside the building to insure timely and orderly exiting of the building.

11) Is there a separate exterior area designated for smoking?

As part of the LEED GOLD certification pursuit, this will be a non-smoking facility and site.

If not, how will you deal with the associated noise issues?

---

12) What is your plan to exit patrons in case of emergency?

The Event Center will have a written crowd emergency evacuation and dispersal plan in the event that the Event Center needs to be evacuated. This plan will be developed in consultation with local police, and fire departments. All employees (security, ushers, guest services, etc.) will be trained on the policies and procedures for an emergency egress situation and the Event Center will conduct periodic emergency evacuation drills in conjunction with local law enforcement.

13) Will you be hiring any SFPD 10B officers or other Patrol Specials for events?

The Event Center will use SFPD or clients require however the predominate workforce will be internal event security.

14) Will you have medical staff (EMT, Paramedics) on site during your events at your venue?

The Event Center will have an event medical staff consisting of at least one qualified physician, supporting EMT team(s) and private ambulance service present for all major events.

Will you be using in-house medical staff or will you be using outside medical staff company?

We expect to contract the Medical Staff including physicians, EMT's and ambulance services.

15) If you are using an outside medical staff company, please submit a copy of their insurance and state licensing. Approximately six months prior to the Event Center opening a vendor will be selected and insurance certificate submitted.

16) If you have an ABC license that allows all ages, will you be doing all ages or 18 and over events?

The Event Center will have all ages and 18 and over events.

What additional security will you be implementing, and how will your security and medical plan change?

Event history, requirements and past experience (with other comparable facilities) will

dictate any changes necessary security and medical plans.

NEIGBORHOOD CONTACTS

Have you met with any local neighborhood associations or other groups concerning your proposed use of the premises?_____If yes, list those groups:_____

see attached "summary of public outreach."

DECLARATION

I, Stephen Collins, declare under penalty of perjury that the foregoing is true and correct. I understand that any false or incomplete information provided by me in connection with this application constitutes cause to either deny the requested permit or revoke the permit if granted.

10/23/15
Date

Signature of Applicant

Golden State Warriors
Mission Bay Blocks 29-32
Event Center & Mixed-Use Development
Summary of Public Outreach

Workshops with Planning Commission and OCII Commission

- Unanimous EIR certification by OCII Commission 11/3/15
- Planning Commission Hearing scheduled 11/5/15

Key Stakeholder Outreach including:

- Mission Bay Neighborhood Group
- Rincon Neighborhood Group
- Potrero Neighborhood Group
- Dogpatch Neighborhood Group
- Eastern Neighborhood Group
- UCSF Mission Bay
- San Francisco Giants
- Biotech Roundtable
- SF Bicycle Coalition
- WalkSF
- Board of Supervisors

12 meetings with Mission Bay Community Advisory Committee

- Unanimous approval 10/8/15

GOLDEN STATE WARRIORS · NATIONAL BASKETBALL ASSOCIATION
1011 Broadway ·Oakland, CA 94607-4019
510.986.2200 · 1-888-GSW-HOOP · warriors.com

Entertainment Commission
City and County of San Francisco

AFFIDAVIT OF POSTING

Posting shall be completed within 5 days from date of application.
Investigation cannot progress until this completed form, Affidavit of Posting, has been received by this office.

Date of Filing Application: 10/8/15

Name of Applicant(s) GSW Arena, LLC

Name and Address of Premises: GSW Event Center, Mission Bay Blocks 29-32

License(s) Applied for: Place of Entertainment

I hereby certify under penalty of perjury that pursuant to the provisions of the SF Police and Administrative Code, after filing an application for a Place of Entertainment at the above designated premises, I did date the posting notice and on said date did post the notice in a conspicuous place on the premises and said notice shall remain posted for a period of at least 30 consecutive days.

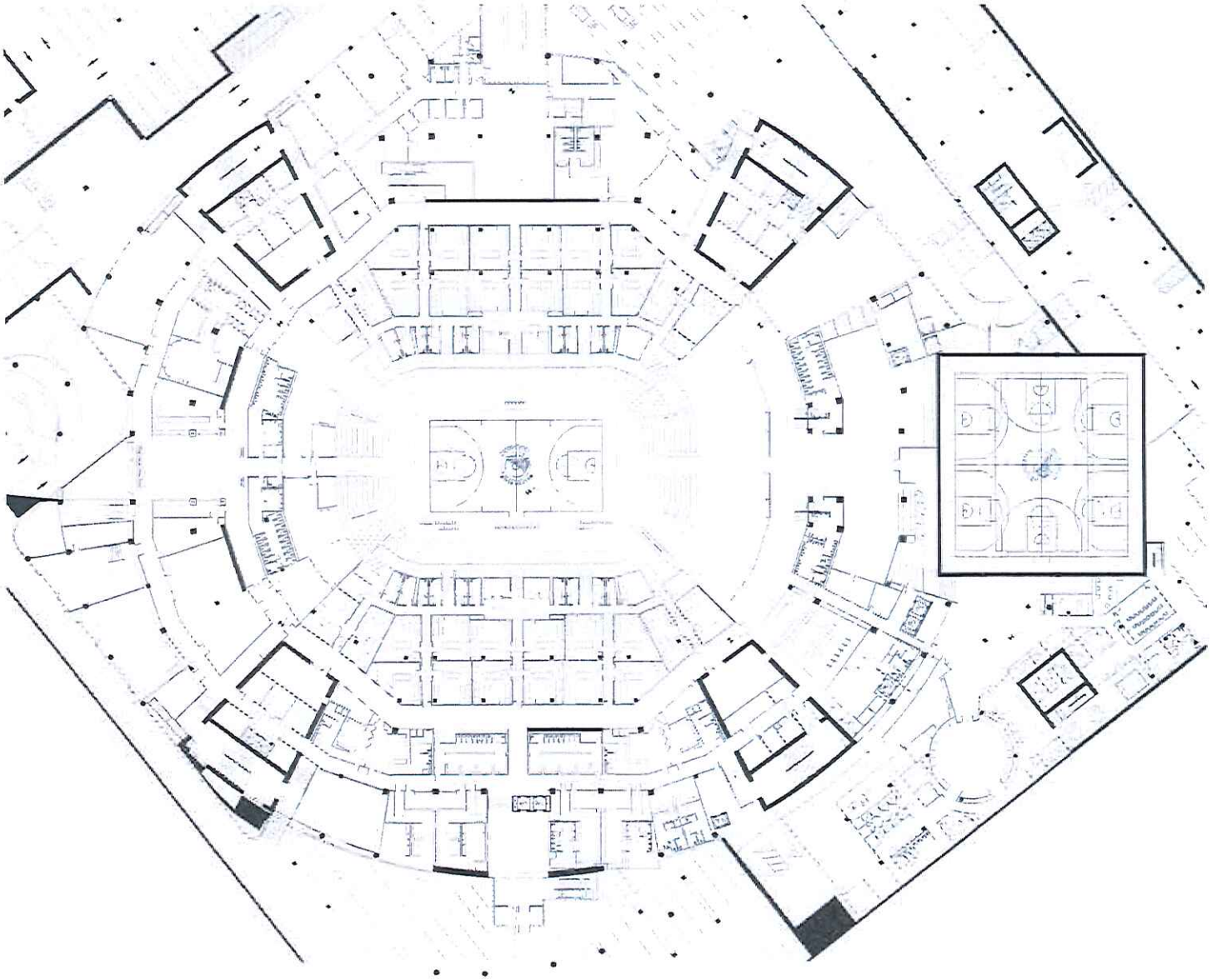
NOTICE DATED AND POSTED: 10/10/2015

SIGNATURE OF THE APPLICANT _____ DATE 10/8/15

Please return within five days to :

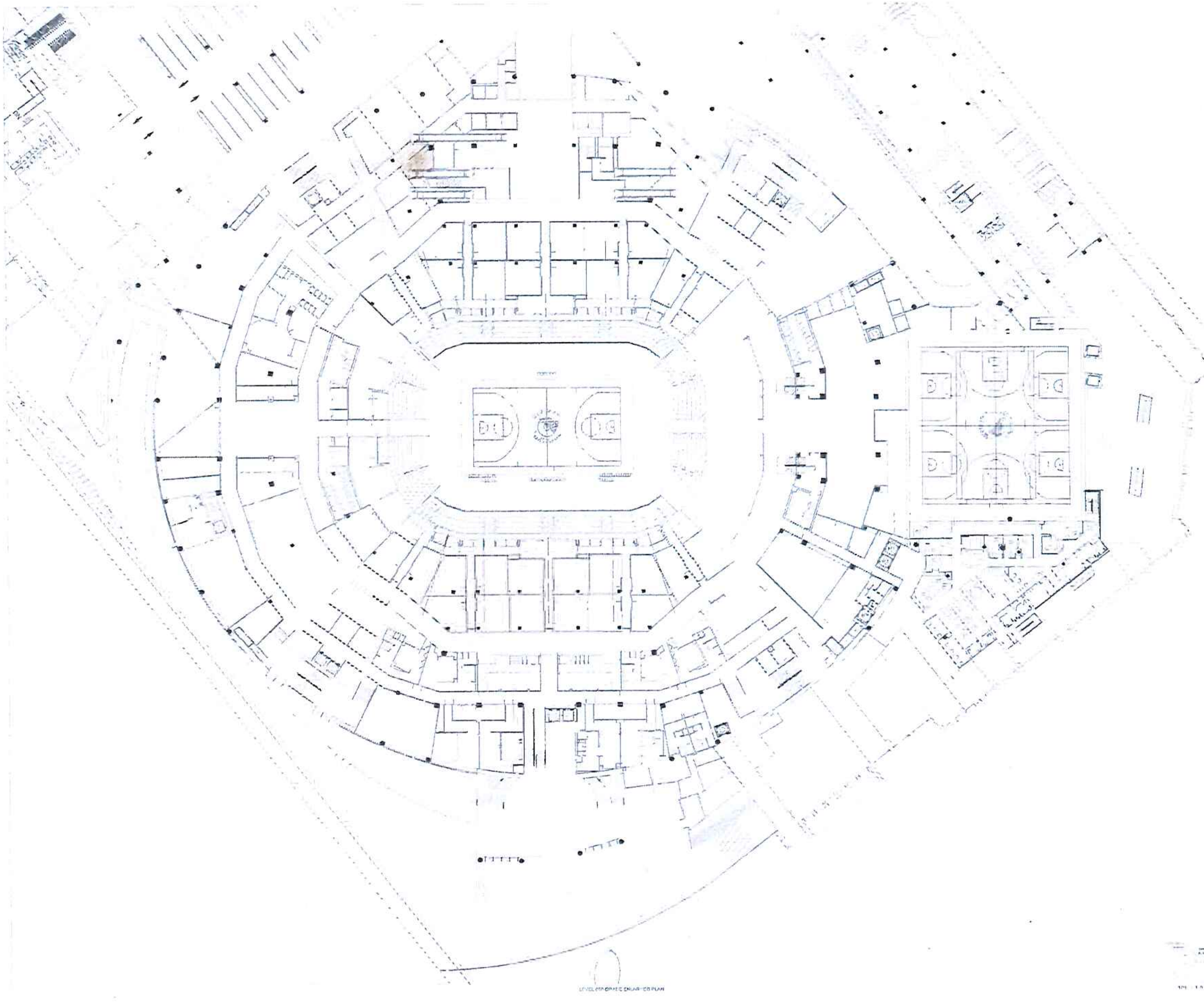
Entertainment Commission
City Hall, Room 453
1 Dr. Carlton B Goodlett Place
San Francisco, CA 94102
(415) 554-5793

EXIBIT A



LEVEL 000 EVENT
ENLARGED PLAN

AA3.01



LEVEL 050 GRADE ENLARGED PLAN

MISSION BAY ARENA AND
ENTERTAINMENT COMPLEX
SAN FRANCISCO, CA

MANICA ARCHITECTURE

KENDALL/HEATON ASSOCIATES, INC

RICHTWORKS

PFAU LONG ARCHITECTURE

AGS PARTNERS

MAGNUSSON KLEMENCIC ASSOCIATES

SMITH SECKMAN REID, INC.

TLF

RWA GROUP

WJHW, INC

WALTER P. MOORE

SOI

DEGACHIF

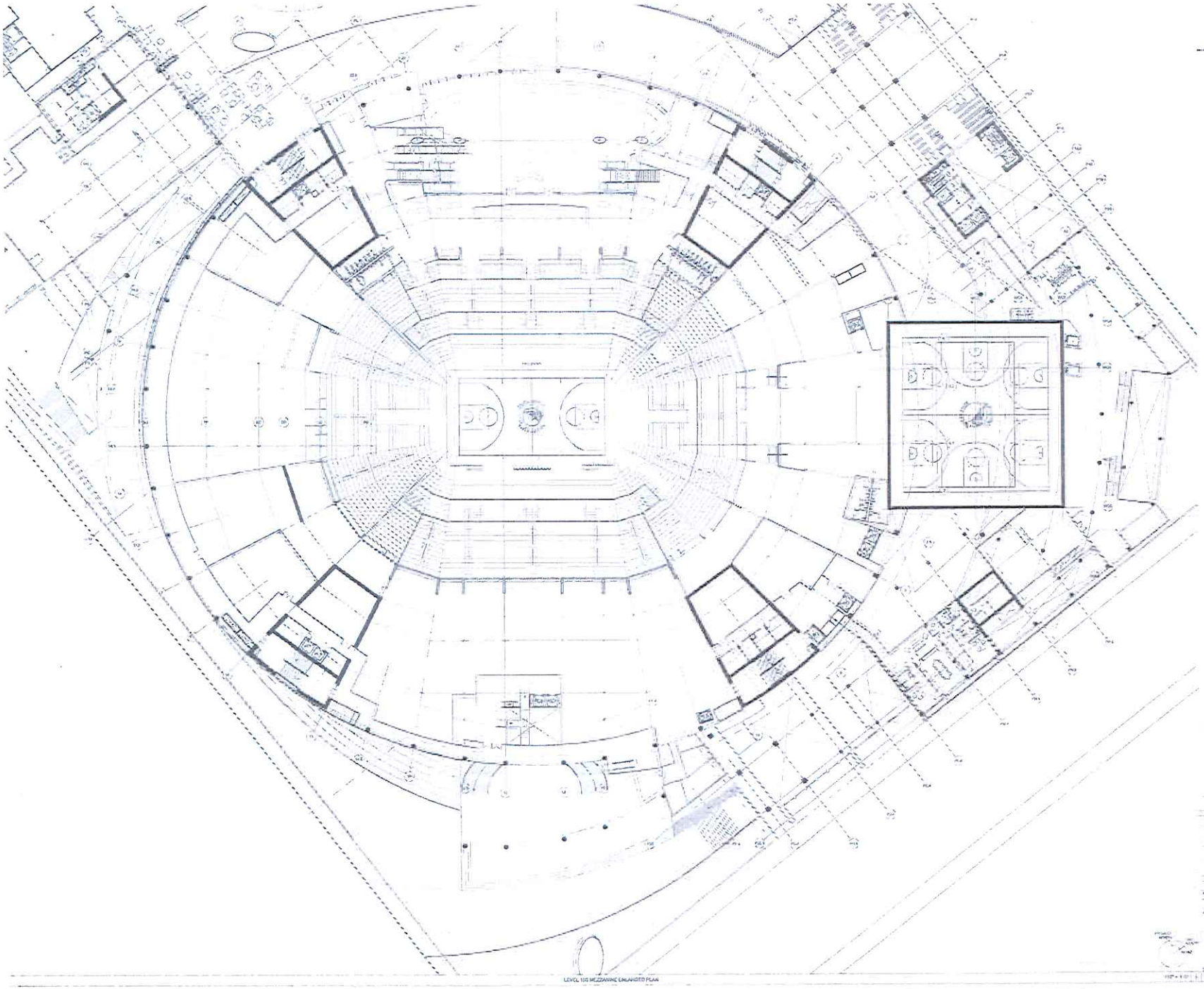
LANGAN TREADWELL ROLLO

MOMENTUM TRANSPORT

HOWE ENGINEERS

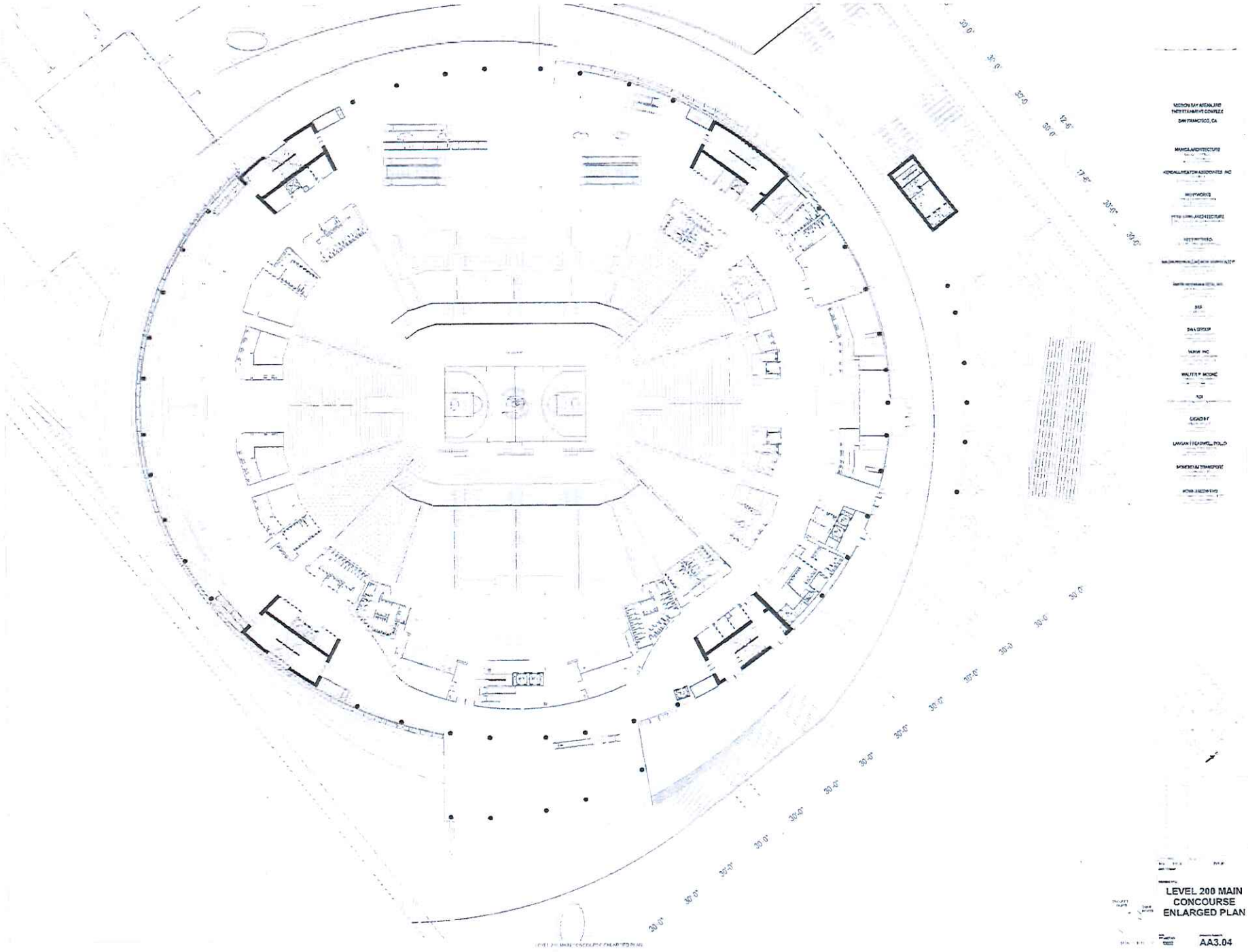
LEVEL 050 GRADE
ENLARGED PLAN

AA3 02



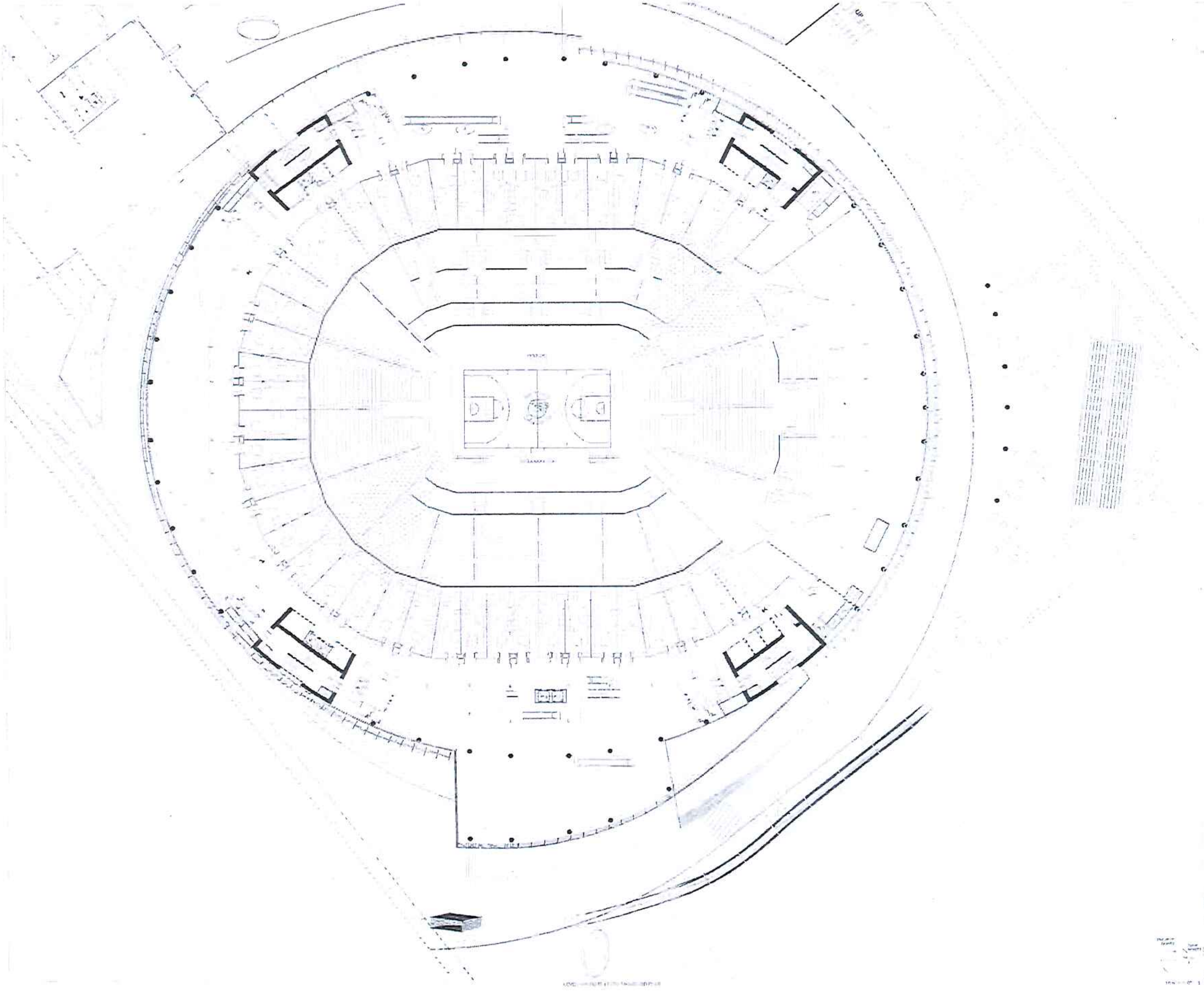
LEVEL 100 MEZZANINE ENLARGED PLAN

AA3.03



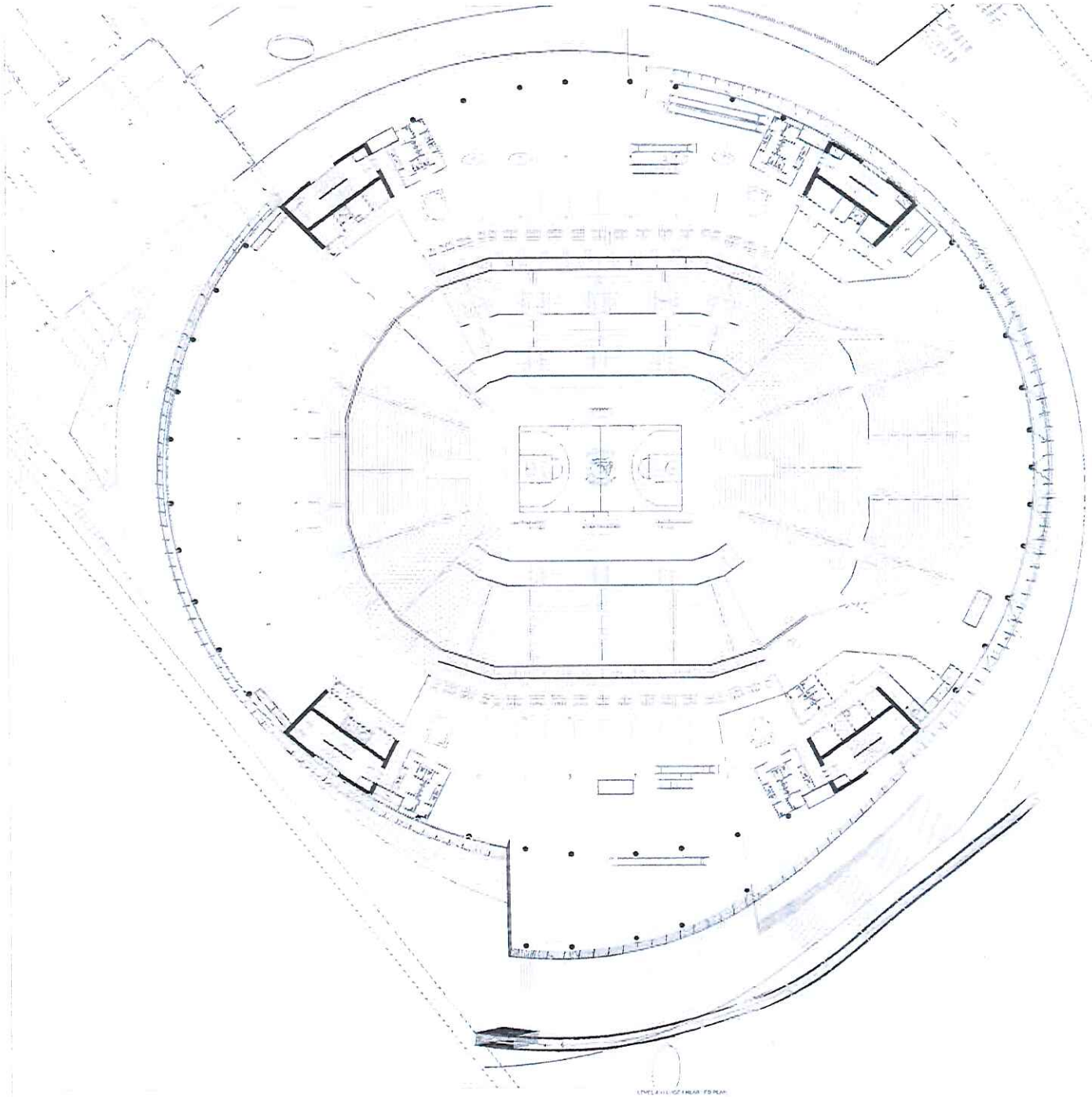
LEVEL 200 MAIN CONCOURSE ENLARGED PLAN

AA3.04



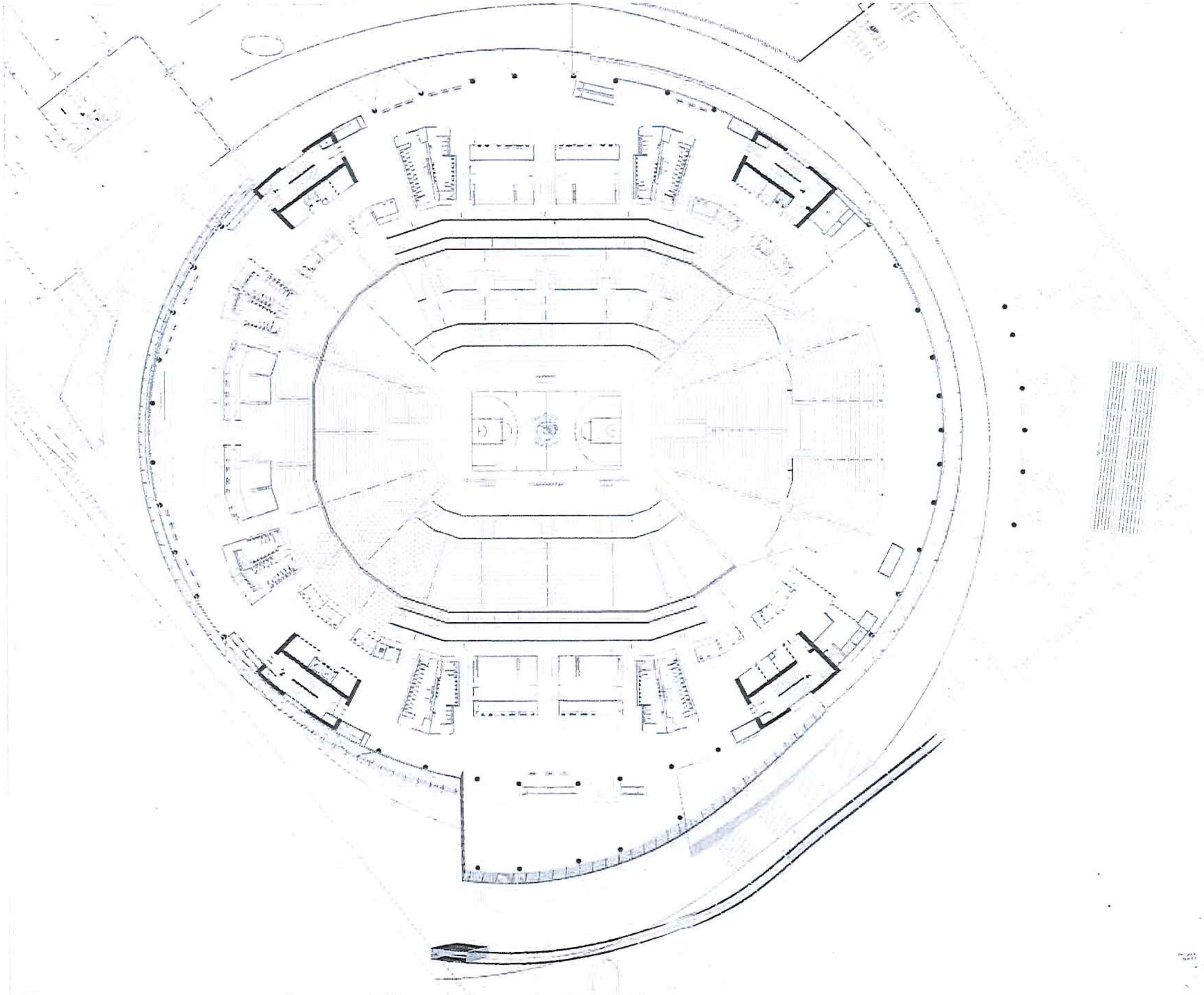
LEVEL 300 SUITE LEVEL ENLARGED PLAN

AA3.05



LEVEL 400 LOGE
ENLARGED PLAN

AA3 06



MISSION BAY ARENA AND
ENTERTAINMENT COMPLEX
SAN FRANCISCO, CA

MANICA ARCHITECTURE

KENDALL/HEATON ASSOCIATES, INC

ROCKWORKS

PFAU LONG ARCHITECTURE

AED PARTNERS

MAGNUSSON KLEMENCIC ASSOCIATES

SMITH SECKMAN REID, INC.

BKF

SWA GROUP

TEEVE INC.

WALTER P. MOORE

SDI

CISACHEF

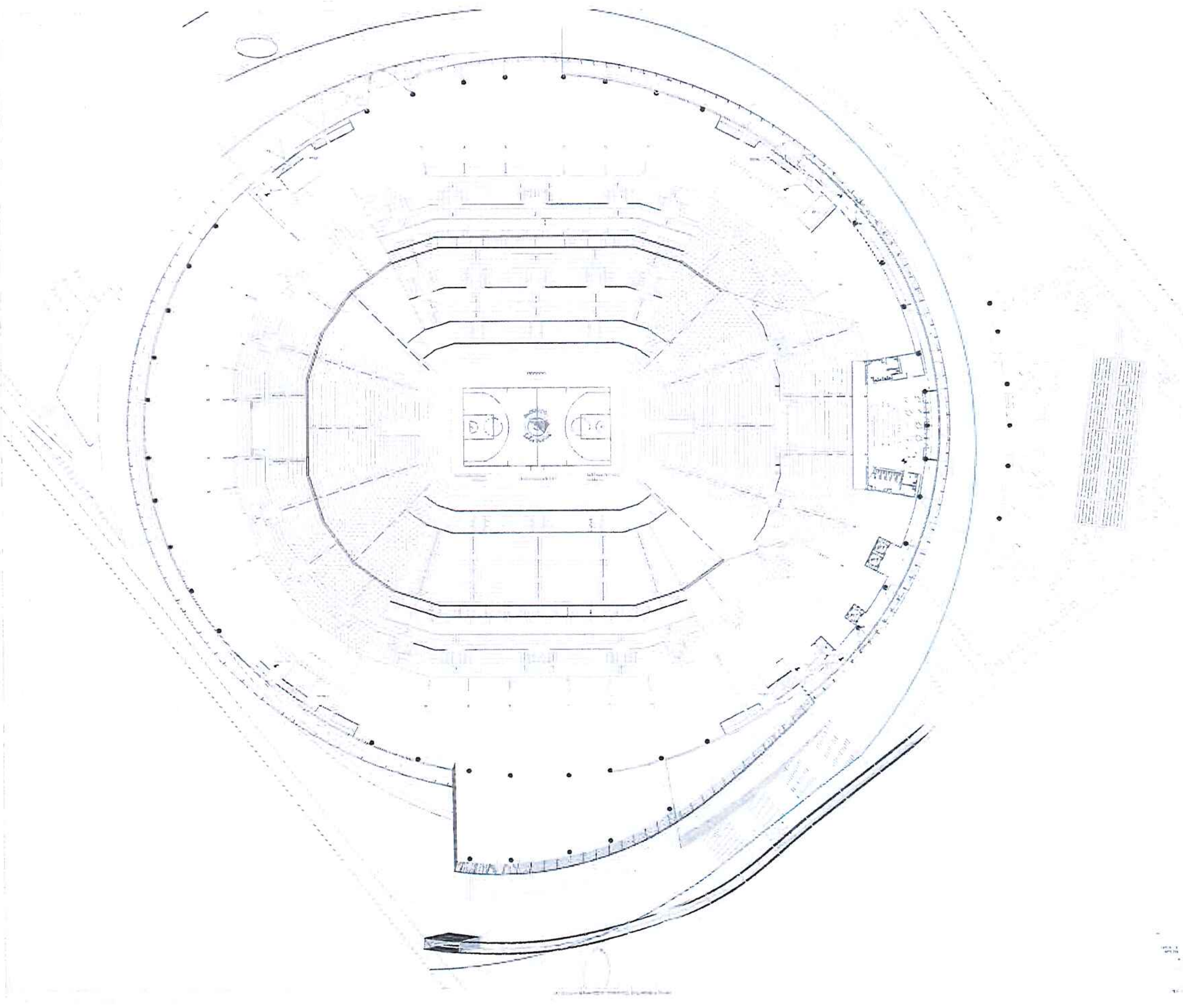
LANGAN TREADWELL ROLLO

MOMENTUM TRANSPORT

HOWE ENGINEERS

LEVEL 500 UPPER CONCOURSE ENLARGED PLAN

AA3.07



MISSION BAY ARENA AND ENTERTAINMENT COMPLEX
SAN FRANCISCO, CA

MANICA ARCHITECTURE

KENDALL/HEATON ASSOCIATES, INC

PFAU LONG ARCHITECTURE

MAGNUSSON KLEMENCIC ASSOCIATES

SMITH SECKMAN REID, INC

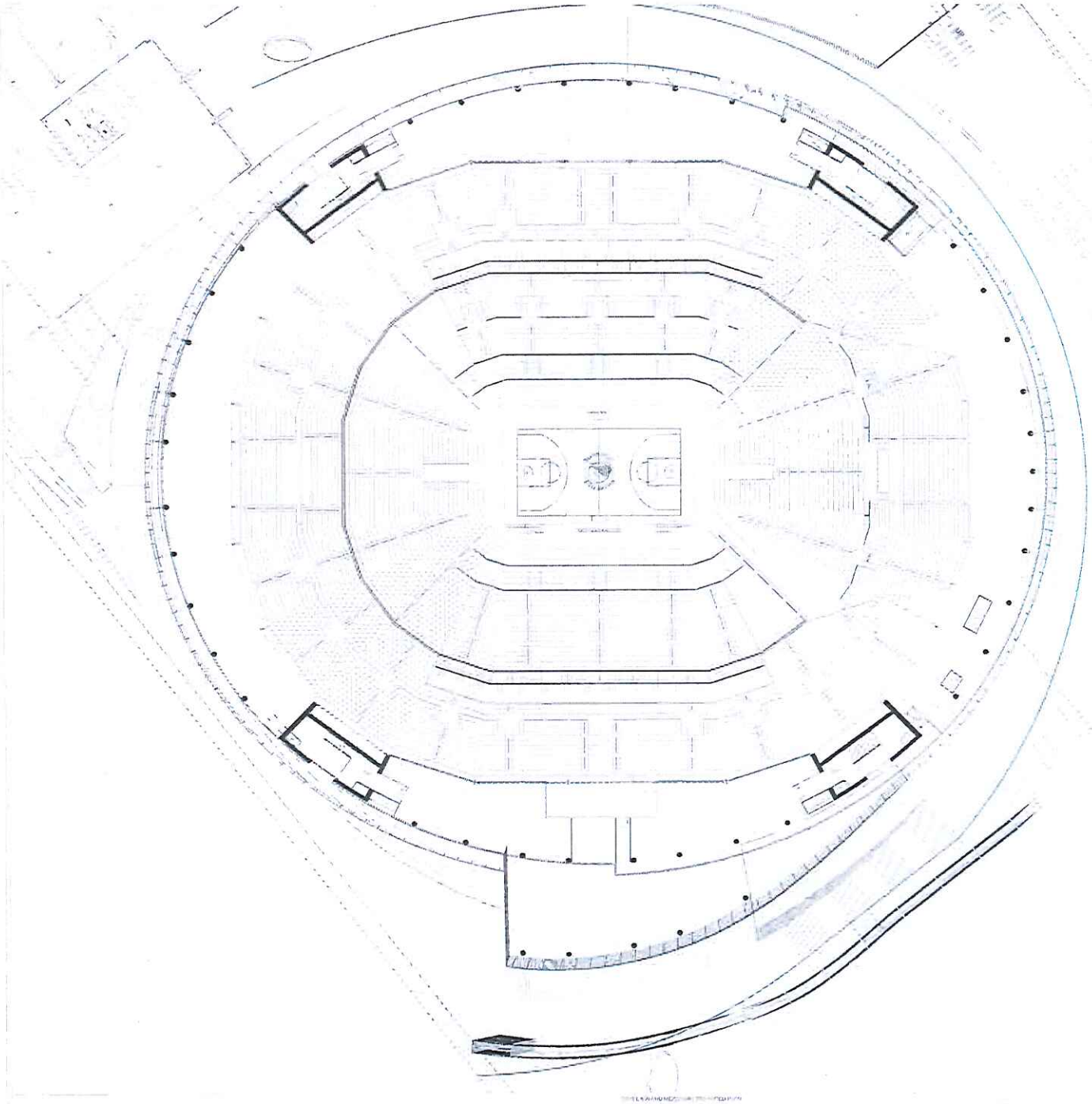
WALTER P. MOORE

LANGAN TREADWELL ROLLO

MOMENTUM TRANSPORT

LEVEL 600
BAYFRONT
TERRACE
ENLARGED PLAN

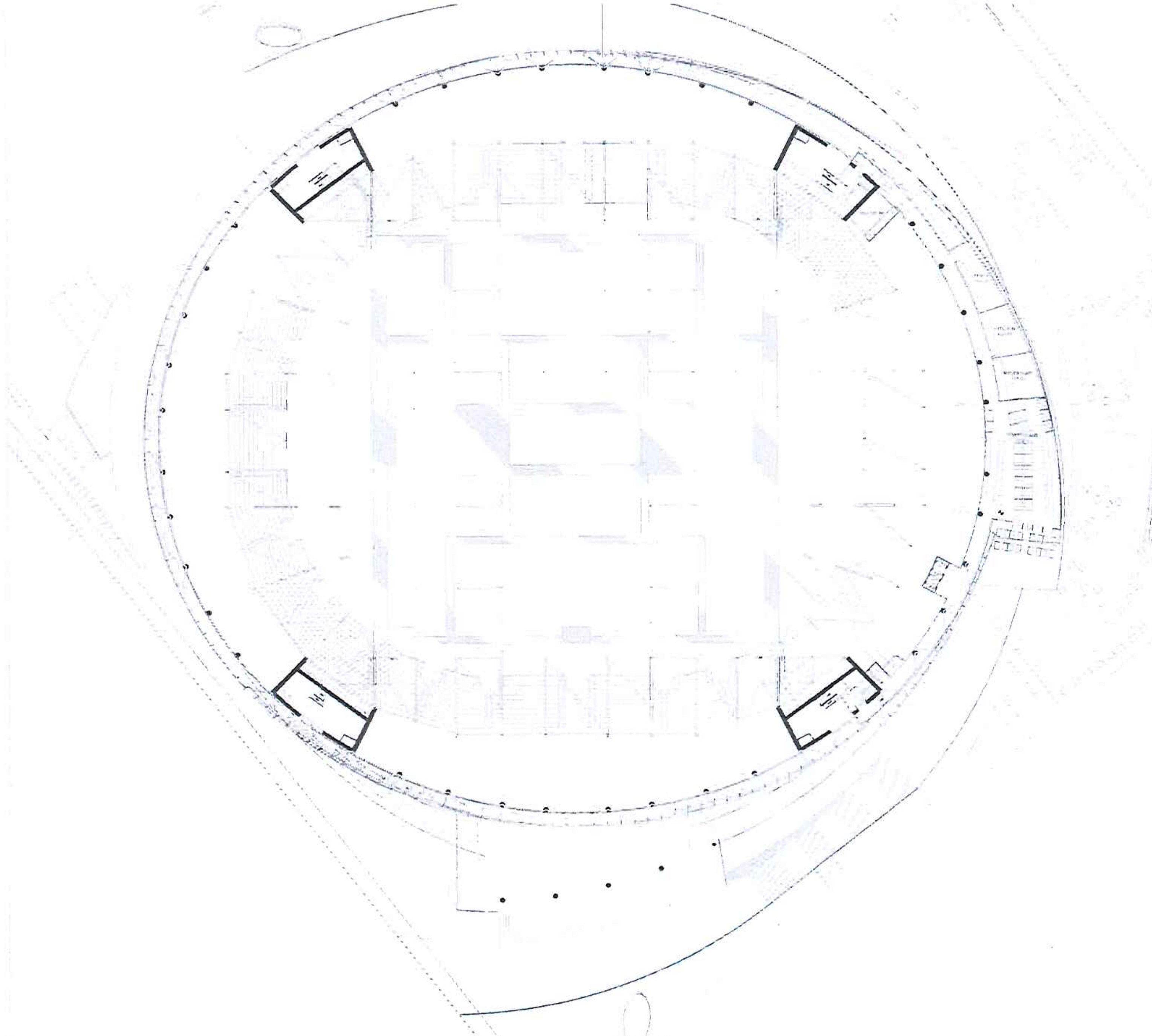
AA3.08



MISSION BAY ARENA AND
ENTERTAINMENT COMPLEX
SAN FRANCISCO, CA

LEVEL 650 AHU
MEZZANINE
ENLARGED PLAN

AA3.09



LEVEL 700 CATWALK ENLARGED PLAN

MISSION BAY ARENA AND
ENTERTAINMENT COMPLEX
SAN FRANCISCO CA

MANICA ARCHITECTURE

KENDALL/HEATON ASSOCIATES INC

TEECNWORKS

PFAU LONG ARCHITECTURE

ACI PARTNERS

MAGNUSSON KLEMENCIC ASSOCIATES

SMITH SECKMAN REID INC

WSP

SWA GROUP

WJHW INC

WALTER P MOORE

SDI

GIGANET

LANGAN TREADWELL ROLLO

MOMENTUM TRANSPORT

HOWE ENGINEERS

LEVEL 700
CATWALK
ENLARGED PLAN

AA3.10

PARKING SCHEDULE ALL LEVELS		
Level	Family and Type	Count
LOWER LEVEL 2		
LOWER LEVEL 2	8.5' x 15': OFFICE COMPACT TANDEM	10
LOWER LEVEL 2	9' x 15' x 90: [illegible] COMPACT PARKING	[illegible]
LOWER LEVEL 2	9' x 15' x 90: VALET COMPACT PARKING	[illegible]
LOWER LEVEL 2	9' x 15' x 90: VALET COMPACT TANDEM PARKING	[illegible]
LOWER LEVEL 2	9' x 15' x 90: OFFICE COMPACT PARKING	58
LOWER LEVEL 2	9' x 18' x 90: OFFICE STANDARD PARKING	[illegible]
LOWER LEVEL 2	9' x 18' x 90: VALET STANDARD SPACE	3
LOWER LEVEL 2	9' x 21' PARALLEL VALET -VALET ASSIST	[illegible]
LOWER LEVEL 2: 439		
LOWER LEVEL 1 (EVENT)		
LOWER LEVEL 1 (EVENT)	8.5' x 15': OFFICE COMPACT	12
LOWER LEVEL 1 (EVENT)	8.5' x 15': SE CORNER COMPACT VALET TANDEM	18
LOWER LEVEL 1 (EVENT)	9' x 16' x 90: GSW COMPACT PARKING	4
LOWER LEVEL 1 (EVENT)	9' x 15' x 90: OFFICE COMPACT PARKING	[illegible]
LOWER LEVEL 1 (EVENT)	9' x 15' x 90: VALET COMPACT PARKING	[illegible]
LOWER LEVEL 1 (EVENT)	9' x 16' x 90: VALET COMPACT TANDEM PARKING	31
LOWER LEVEL 1 (EVENT)	9' x 16' x 90: GSW COMPACT TANDEM	8
LOWER LEVEL 1 (EVENT)	9' x 16' x 90: OFFICE COMPACT PARKING	[illegible]
LOWER LEVEL 1 (EVENT)	9' x 16' x 90: SE CORNER COMPACT VALET	7
LOWER LEVEL 1 (EVENT)	9' x 16' x 90: SE CORNER COMPACT VALET TANDEM	11
LOWER LEVEL 1 (EVENT)	9' x 18' x 90: GSW STANDARD SPACE	41
LOWER LEVEL 1 (EVENT)	9' x 18' x 90: OFFICE STANDARD PARKING	76
LOWER LEVEL 1 (EVENT)	9' x 18' x 90: SE VALET STANDARD PARKING	44
LOWER LEVEL 1 (EVENT)	9' x 18' x 90: SE VALET TANDEM PARKING	11
LOWER LEVEL 1 (EVENT)	9' x 21' PARALLEL VALET -VALET ASSIST	[illegible]
LOWER LEVEL 1 (EVENT)	ADA REQ 90 DEG : GSW PARKING	3
LOWER LEVEL 1 (EVENT)	ADA REQ 90 DEG : OFFICE PARKING	9
LOWER LEVEL 1 (EVENT)	ADA REQ 90 DEG : VALET PARKING	2
LOWER LEVEL 1 (EVENT)	ADA VAN 90 DEG : GSW PARKING	2
LOWER LEVEL 1 (EVENT)	ADA VAN 90 DEG : OFFICE PARKING	3
LOWER LEVEL 1 (EVENT): 411		
LEVEL 01 (GRADE)		
LEVEL 01 (GRADE)	8.5' x 15': OFFICE COMPACT	7
LEVEL 01 (GRADE)	8.5' x 15': VALET COMPACT	8
LEVEL 01 (GRADE)	9' x 15' x 90: OFFICE COMPACT PARKING	8
LEVEL 01 (GRADE)	9' x 15' x 90: OFFICE COMPACT TANDEM	10
LEVEL 01 (GRADE)	9' x 18' x 90: OFFICE STANDARD PARKING	[illegible]
LEVEL 01 (GRADE)	9' x 21' PARALLEL VALET -VALET ASSIST	[illegible]
LEVEL 01 (GRADE)	ADA VAN 90 DEG : ADA VAN VALET	[illegible]
LEVEL 01 (GRADE): 100		
Grand total: 950		

GOLDEN STATE WARRIORS

MISSION BAY ARENA AND ENTERTAINMENT COMPLEX
SAN FRANCISCO CA

MANICA ARCHITECTURE
Design Architect

KENNALLIENATOR ASSOCIATES, INC.
Architect

RICHTWORKS

PFAU LONG ARCHITECTURE
Office and Retail Design Architect

AES PARTNERS

CRAIG DYKERS
Owners' Design Consultant

MAGNUSSON KLEMENCIC ASSOCIATES
Structural Engineers

SMITH SECKMAN REID INC

BKF
Civil Engineer

SWA GROUP
Landscape Design

WJHW INC.

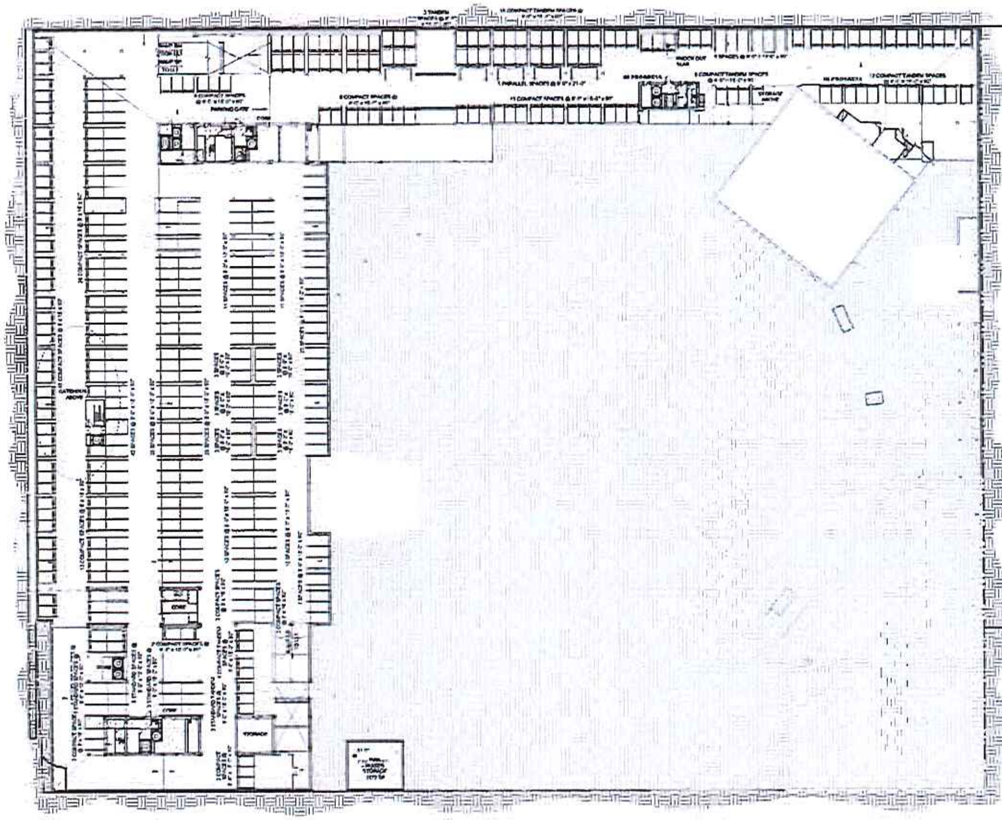
WALTER P MOORE
Parking Consultant

GACHEF
F&B Consultant

LANGAN TREADWELL ROLLO
Geotechnical Engineer

MOMENTUM TRANSPORT

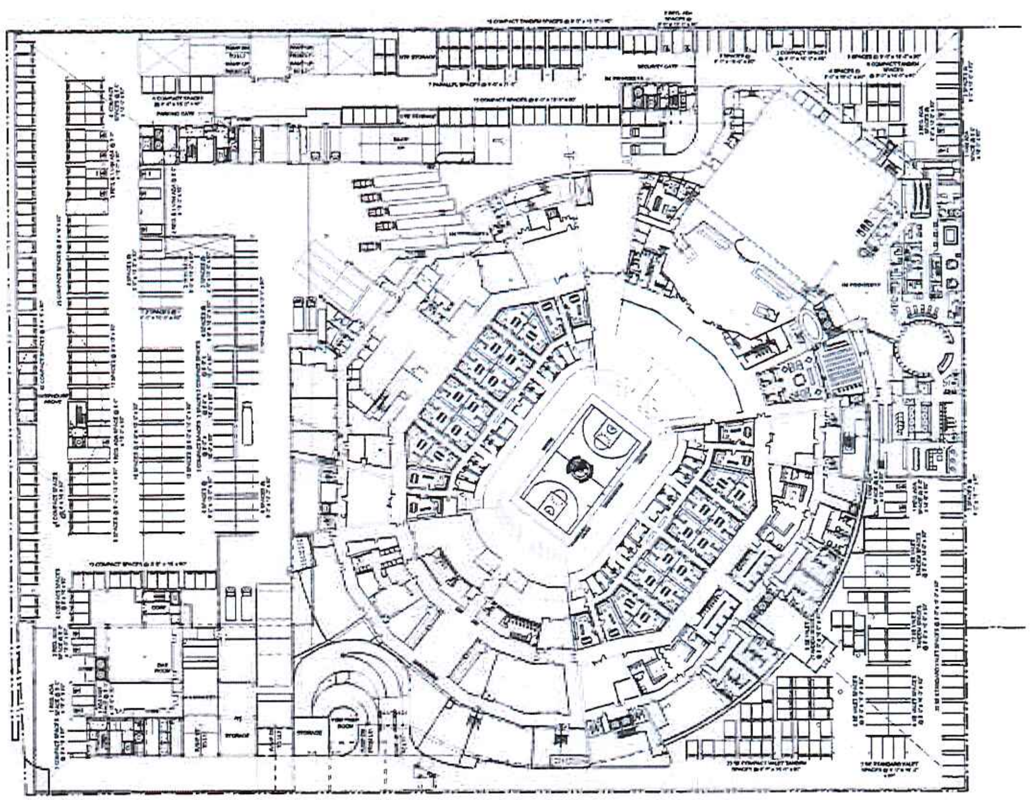
HOWE ENGINEERS



1 LOWER LEVEL 2 PAVEMENT MARKING PLAN

LOWER LEVEL 2 PAVEMENT MARKING PLAN

PK101



1 LOWER LEVEL 1 (EVENT)

GOLDEN STATE WARRIORS

MISSION BAY ARENA AND ENTERTAINMENT COMPLEX
SAN FRANCISCO, CA

MANICA ARCHITECTURE
Design Architect

KENDALL/HEATON ASSOCIATES, INC.
Architect

RICHYWORKS
Retail Design Architect

PFAU LONG ARCHITECTURE
Office and Retail Design Architect

AECI PARTNERS
MEP Office and Retail Design

CRAIG DYKERS
Owner Design Consultant

MAGNUSSON KLEMENCIC ASSOCIATES
Structural Engineers

SMITH SECKMAN REID INC.
MEP/FP Engineer

BKF
Civil Engineer

SWA GROUP
Landscape Design

WJHW INC.
Audiovisual Consultant

WALTER P. MOORE
Parking Consultant

SDI

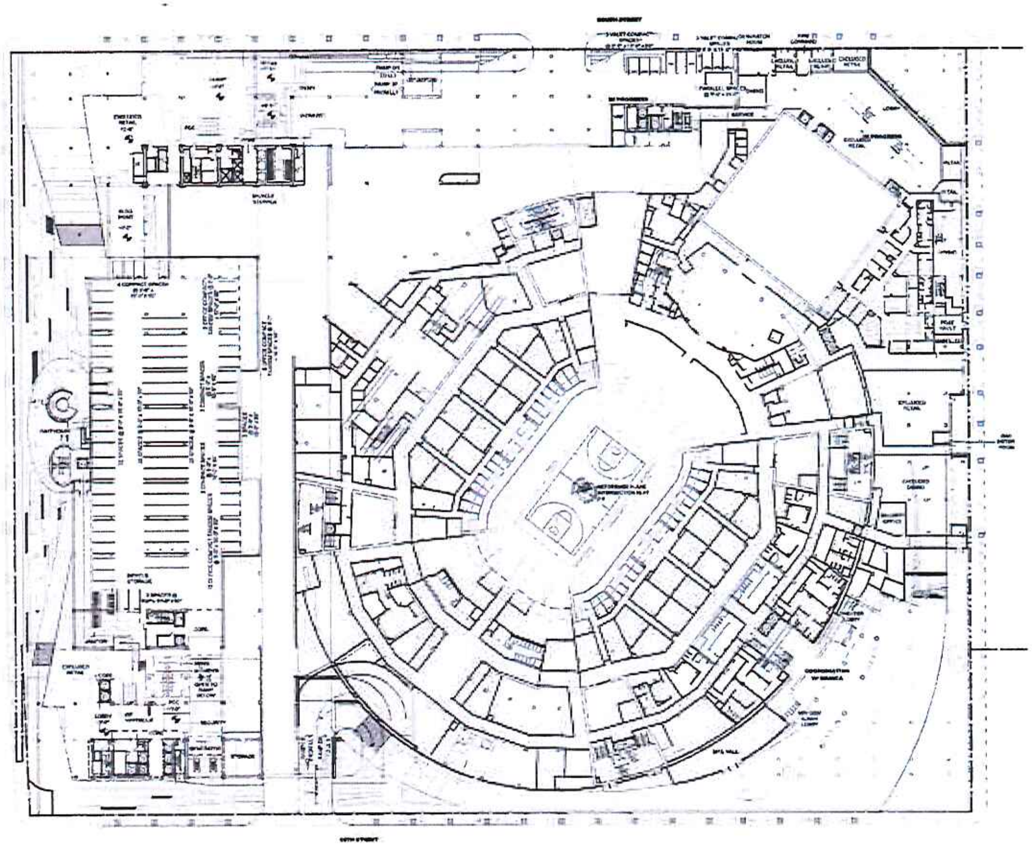
LANGAN TREADWELL ROLLO
Geotechnical Engineer

MOMENTUM TRANSPORT
Logistic Modeling

HOWE ENGINEERS

LOWER LEVEL 1
PAVEMENT
MARKING PLAN

PK102



1 LEVEL 050 PAVEMENT MARKING PLAN

GOLDEN STATE WARRIORS

MISSION BAY ARENA AND ENTERTAINMENT COMPLEX
SAN FRANCISCO, CA

MANICA ARCHITECTURE
KENDALL/HEATON ASSOCIATES, INC
RICHWORKS
PFAU LONG ARCHITECTURE
AES PARTNERS
CRAIG DYKERS
MAGNUSSON KLEMENCIC ASSOCIATES
SMITH SECKMAN REID, INC
BKF
SWA GROUP
WJHW, INC.
WALTER P MOORE
SDI
GRACHEF
LANGAN TREADWELL ROLLO
MOMENTUM TRANSPORT
HOPE ENGINEERS

LEVEL 01 (GRADE) PAVEMENT MARKING PLAN

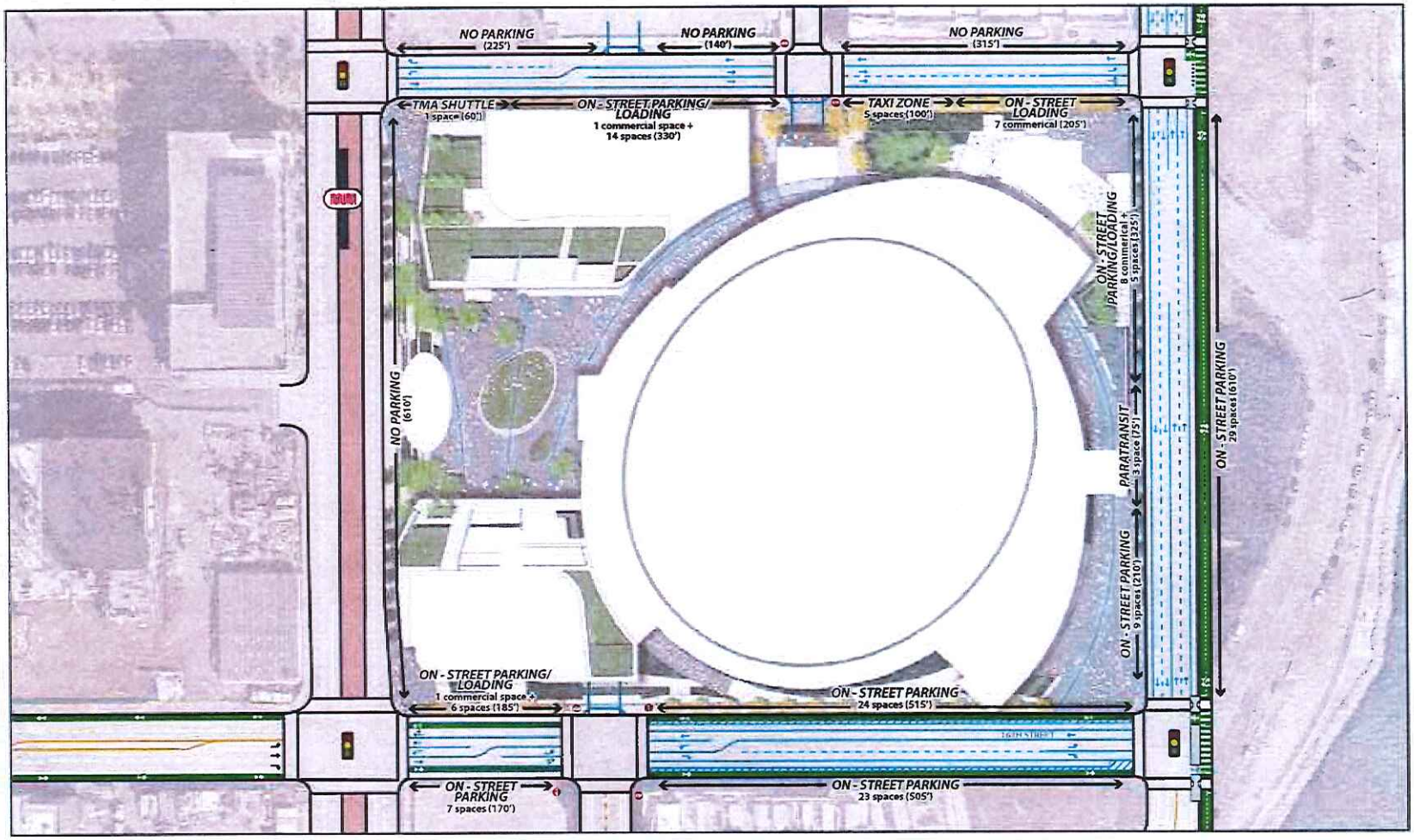
13032

PK103

EXHIBIT B


3rd Street
16th Street
South Street
Terry A Francois Boulevard (Future Alignment)

EXHIBIT C (a)



Not to Scale

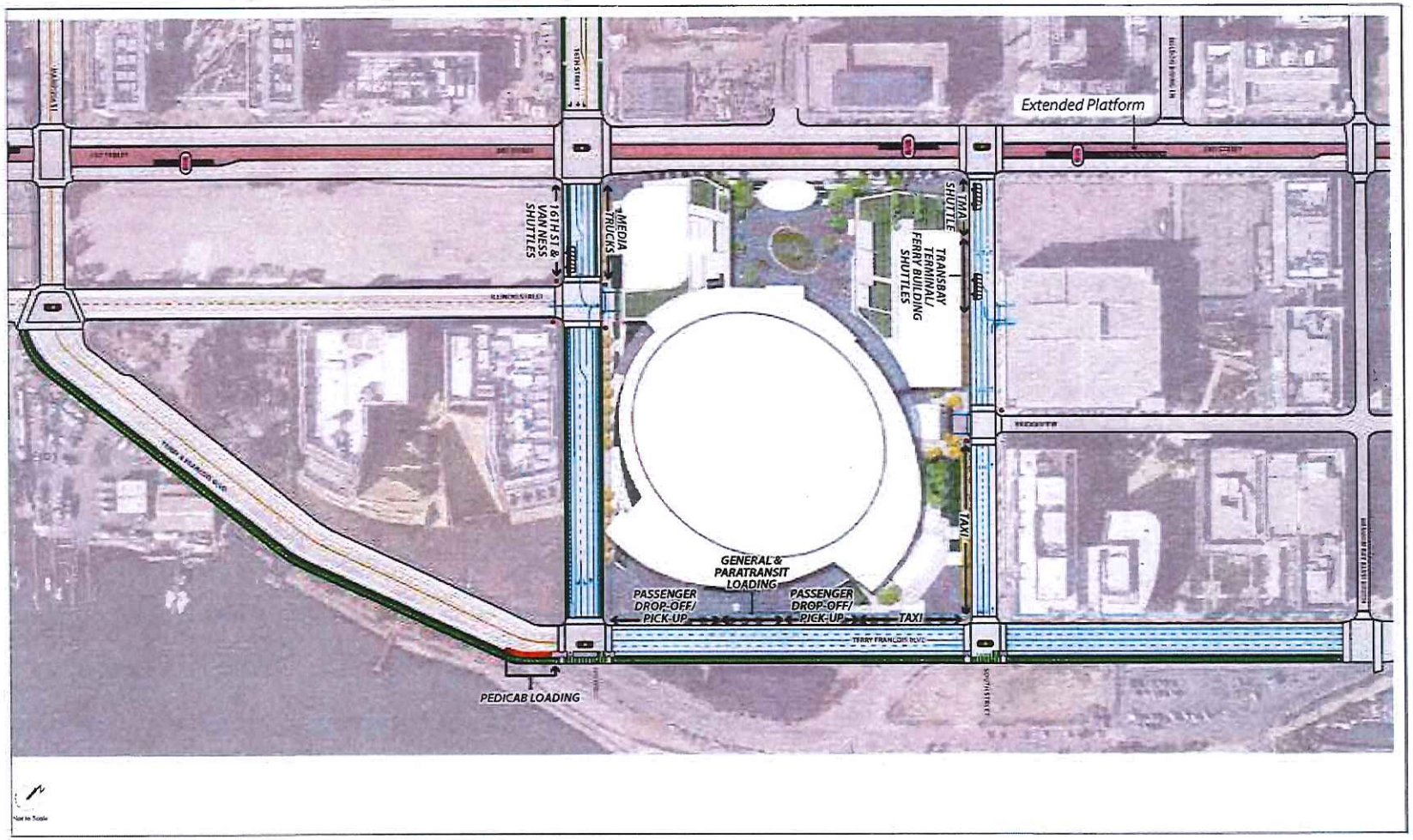
SOURCE: Final Transportation Management Plan for the Warriors San Francisco Event Center, April 2015

OCII Case No. ER 2014-919-97; Planning Department Case No. 2014.1441E: Event Center and Mixed-Use Development at Mission Bay Blocks 29-32

Figure 5.2-9

Proposed Roadway Configuration and Curb Management

EXHIBIT C (b)



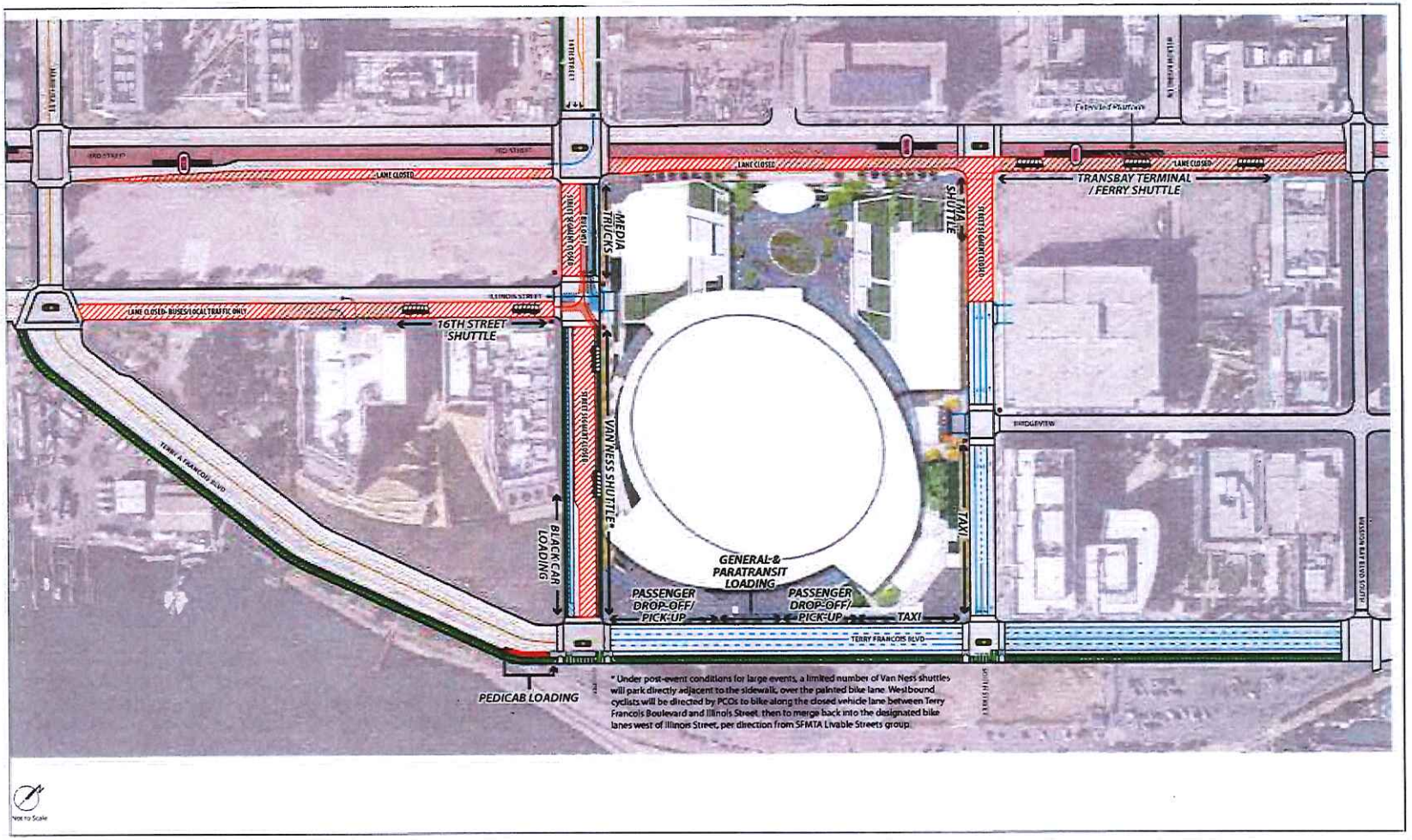
SOURCE: Final Transportation Management Plan for the Warriors San Francisco Event Center, April 2015

OCII Case No. ER 2014-919-97; Planning Department Case No. 2014.1441E:
Event Center and Mixed-Use Development at Mission Bay Blocks 29-32

Figure 5.2-12

Pre-Event Controls for Large Events

EXHIBIT C (c)



SOURCE: Final Transportation Management Plan for the Warriors San Francisco Event Center, April 2015

OCII Case No. ER 2014-919-97; Planning Department Case No. 2014.1441E:
Event Center and Mixed-Use Development at Mission Bay Blocks 29-32

Figure 5.2-13

Post-Event Controls for Large Events

EXHIBIT D

those could overlap with SF Giants home games. However, these events would almost exclusively be during the day, and only about 35 percent of the SF Giants games are day games; this indicates the potential for an estimated 3 overlapping events.

Based on league schedules and concert scheduling as described above and in Chapter 3, Project Description, Table 3-3, it is anticipated that in a regular year, on average, there is a possibility of about nine large events (about 12,500 or more attendees) at the event center overlapping with a SF Giants evening game at AT&T Park (i.e., two basketball games and seven concerts) annually. If either or both teams make it to their respective championships, the number of large events overlapping could moderately increase; however, it is unlikely that this scenario would occur on a regular basis.

3. *Travel Demand Methodology and Results*

The memorandum containing the detailed methodology and information used to calculate the project travel demand is included in **Appendix TR**. This section summarizes the information and analysis contained in the travel demand memorandum.[36] As described above, travel demand estimates for the Basketball Game scenario assume that the SFMTA would provide additional transit service to accommodate peak evening events. However, travel demand estimates for the Basketball Game scenario for conditions without implementation of the Muni Special Event Transit Service Plan are also included in this section.

Introduction

Travel demand refers to the new vehicle, transit, pedestrian and bicycle trips generated by the proposed project. The methods commonly used for forecasting travel demand for development projects in San Francisco are based on person-trip generation rates, trip distribution information, and mode splits data described in the *SF Guidelines*, and which are based on a number of detailed travel behavior surveys conducted within San Francisco. The data in the *SF Guidelines* are generally accepted as more appropriate for use in transportation impact analyses for San Francisco development projects than conventional transportation planning data because of the unique mix of uses, density, availability of transit, and cost of parking in San Francisco.

However, the *SF Guidelines* do not include travel demand characteristics for the specialized uses (e.g., sports events, conventions, and other events) that would take place at the proposed event center. Similarly, standard trip generation resources, such as the Institute of Transportation Engineer's *Trip Generation Manual*, do not include sufficiently detailed trip generation data for such specialized uses. Therefore, the travel demand for the event center component of the proposed project was based on the estimated attendance, as well as information on current travel characteristics of Golden State Warriors basketball attendees at the Oracle arena in Oakland. In addition, the trips generation rates presented in the *SF Guidelines* and ITE's *Trip Generation Manual* cannot be directly applied to some development projects, such as the proposed project, because of its large scale, unique location, and mixed-use character (restaurant and retail uses

[36] Travel, Parking, and Loading Demand Estimates for the Proposed Event Center & Mixed-Use Development at Mission Bay Blocks 29-32 – Case No. 2014.1441E, Final Memorandum, May 2015. See **Appendix TR**.

supporting an event center as an anchor use). Thus, adjustments have been made to account for these factors. See **Appendix TR.**

The weekday daily p.m. peak hour travel demand for standard project land uses, such as office, retail, and restaurant uses were developed in accordance with the *SF Guidelines*, which provides p.m. peak hour trip generation rates and modal split, trip distribution, and average vehicle occupancy data specific to the southeast quadrant of San Francisco (Superdistrict 3, referred to as SD 3) where the project site is located.[37] The modal split and trip distribution assumptions presented in the *SF Guidelines* for work trips into and out of SD 3 were further refined using more recent travel pattern data of existing Mission Bay employees collected by the Mission Bay TMA. Travel demand was also determined for weekday evening and late evening and for Saturday daily and evening conditions based on adjusted trip generation rates developed for the office, retail, and restaurant uses using information obtained from ITE's *Trip Generation Manual*, the *Urban Land Institute's Shared Parking (2nd Edition)*, and Pushkarev and Zupan's, *Urban Space for Pedestrians*. See **Appendix TR.**

The No Event scenario reflects travel demand associated with the office uses, retail, and restaurant uses for the weekday p.m. commute peak hour of analysis and the Saturday evening peak hour. The Convention Event scenario reflects the travel demand of the office, retail and restaurant uses, plus a daytime convention event.

The Basketball Game scenario reflects the travel demand of the office, retail and restaurant uses, plus an evening basketball game. The transportation impact analysis of the Basketball Game scenario was conducted for four analysis hours (weekday p.m., weekday evening, weekday late evening, and Saturday evening), for conditions without and with an overlapping SF Giants evening game at AT&T Park.

Table 5.2-21 presents the expected temporal distribution of arrival and departure patterns for basketball game attendees of the proposed project. The data are based on information provided by the Golden State Warriors for their current facility, which was then adjusted to provide for earlier arrival patterns based on comparable information collected at similar NBA facilities to account for the increased availability of retail and restaurant uses at the proposed project site compared to Oracle Arena in Oakland. A summary of this data is provided in the travel demand technical memorandum included in **Appendix TR.** Based on this information, it was be assumed that approximately 5 percent of arrivals to a basketball game would occur during the p.m. peak hour (5:00 to 6:00 p.m.), and up to 66 percent of arrivals would occur during the evening peak hour (7:00 to 8:00 p.m.). Similarly, up to 70 percent of the departures would occur during the late evening peak hour (9:00 to 10:00 p.m.). Event staff for basketball games would be expected to arrive between 4:30 and 5:00 p.m. and would be on post prior to the gate opening time; event staff would leave between 11:00 and 11:30 p.m.

[37] Superdistricts are travel analysis zones established by the Metropolitan Transportation Commission (MTC). These Superdistricts provide geographic subareas for planning purposes in San Francisco; a map with the Superdistrict boundaries is included in **Appendix TR).**

TABLE 5.2-21
BASKETBALL GAME ATTENDEE ARRIVAL AND DEPARTURE PATTERNS
FOR 7:30 P.M. START TIME AND 9:40 P.M. END TIME

Time Period	by Hour	Cumulative
Arrivals		
5:00 to 5:30 p.m.	1%	1%
5:30 to 6:00 p.m.	4%	5%
6:00 to 6:30 p.m.	11%	16%
6:30 to 7:00 p.m.	20%	35%
7:00 to 7:30 p.m.	33%	68%
7:30 to 8:00 p.m.	33%	100%
Departures		
9:00 to 9:30 p.m.	30%	30%
9:30 to 10:00 p.m.	40%	70%
10:00 to 10:30 p.m.	30%	100%

SOURCE: *Technical Memorandum - Travel, Parking and Loading Demand Estimates for the Proposed Event Center & Mixed-Use Development at Mission Bay Blocks 29-32*, May 2015. See **Appendix TR**.

Trip Generation

The person-trip[38] generation for the proposed project includes trips made by event attendees, employees, and other visitors to the project site and are based on the appropriate trip generation rates as described in a previous section, and which were then applied, as appropriate, to the number of expected event attendees, 1,000 gross square feet (GSF) of office, retail and restaurant uses in order to obtain the number of person trips generated by each land use. See **Appendix TR** for additional details.

The trip generation rates represent the number of person trips that would be generated by each project component as a stand-alone use. Some of the visitor trips entering/exiting the project retail and restaurant uses would be made by individuals destined to other components of the proposed project (referred to as visitor linked trips), such as the event center or the office uses. Thus, to account for the linked visitor trips, based on studies of non-work (visitor) trips conducted along the San Francisco waterfront and the type of retail and restaurant uses accessory to the event center, a daily 67 percent linked trips reduction was applied to non-work (visitor) trips for retail and restaurant uses during an event day (i.e., 33 percent of the visitor trips are considered new trips to the area unrelated to other nearby uses). On the other hand, because it is likely that more people would come to the area to specifically visit the project retail and restaurant uses on a non-event day, the daily linked trip factor was reduced to 33 percent for the sit-down restaurant and retail uses when no events are planned to take place at the site (i.e., 67 percent of the visitor trips are new trips to the site and to the area on non-event days). These assumptions are consistent with and more conservative (i.e., generates more trips) than the data obtained from a survey of shoppers conducted in the vicinity of the San Francisco Center at Powell and Market Streets, which found a

[38] A person trip is a trip made by one person by any means of transportation (auto, transit, walk, etc.).

linked trip factor of 67 percent for retail uses. Higher visitor linked trip ratios were assumed for the evening and late evening periods during an event when the percent of visitors unrelated to nearby project uses would be expected to be lower. It was assumed that the visitor linked trip factor would generally be constant throughout the day during non-event days. For event days, however, it was assumed that the linked trip factor would progressively increase as the event start time approaches. No linked trip factors were assumed under any scenario for visitors to the office uses.

Table 5.2-22 presents the number of person trips generated by the proposed project uses for the weekday and Saturday daily and peak hour analysis periods.

No Event. As shown in **Table 5.2-22**, the overall daily person trip generation would be lower on a Saturday than on a weekday, due to the higher trip generation associated with the office use on a weekday. On a weekday without an event, the proposed project would generate 26,998 daily person trips (inbound plus outbound), and 2,796 person trips during the weekday p.m. peak hour. On a Saturday without an event, the proposed project would generate 21,883 daily person trips and 3,130 person trips during the Saturday evening peak hour.

TABLE 5.2-22
PROPOSED PROJECT PERSON TRIP GENERATION BY LAND USE AND TIME PERIOD[a]

Land Use Type	Weekday				Saturday	
	Daily	PM Peak Hour	Evening Peak Hour	Late Evening Peak Hour	Daily	Evening Peak Hour
No Event						
Event Center[b]	263	22	--	--	263	0
Office	10,951	931	--	--	2,442	27
Retail	6,405	576	--	--	7,496	300
Quick Service Restaurant[d]	2,376	321	--	--	2,959	710
Sit-down Restaurant[d]	7,004	946	--	--	8,724	2,093
Total person trips w/out event	**26,998**	**2,796**	N.A.[c]	N.A.[c]	**21,883**	**3,130**
With Event						
Basketball Game	38,128	1,803	11,742	12,845	38,128	11,742
Convention Event	28,688	3,113	N.A.[c]	N.A.[c]	N.A.[c]	N.A.[c]
Office	10,951	931	186	47	2,442	27
Retail[d]	3,375	304	56	26	3,950	39
Quick Service Restaurant[d]	2,376	321	118	118	2,959	174
Sit-down Restaurant[d]	3,708	501	184	184	4,618	271
Total person trips w/ event						
Basketball Game	58,538	3,859	12,285	13,218	52,098	13,252
Convention Event	49,097	5,169	N.A.[c]	N.A.[c]	N.A.[c]	N.A.[c]

NOTES:
[a] Numbers may not sum to total due to rounding to the nearest person-trip.
[b] 105 employees would work at the event center on no-event days.
[c] Not applicable; not part of the travel demand analysis.
[d] Includes linked trip reductions as appropriate.

SOURCE: *Technical Memorandum - Travel, Parking and Loading Demand Estimates for the Proposed Event Center & Mixed-Use Development at Mission Bay Blocks 29-32*, May 2015. See **Appendix TR.**

Basketball Game. The total number of daily person trips generated on a weekday event day with a basketball game would be 58,538 person trips. Of these, 3,859 person trips would occur during the p.m. peak hour, 12,285 person trips would occur during the evening peak hour, and 13,218 person trips would occur during the weekday late evening peak hour. The total number of daily person trips generated on a Saturday with a basketball game would be 52,098 for a basketball game, of which 12,252 person trips would occur during the evening peak hour.

Convention Event. Convention events would generate fewer daily person trips than a basketball game (38,128 person trips for a basketball game versus 28,688 person trips for a convention event). However, because convention events would typically occur during the weekday, the proportion of convention event trips during the weekday p.m. peak hour would be greater than during a basketball game. This is because it is anticipated that many people would leave the convention event during the weekday p.m. peak hour while the majority of basketball fans arrive after the end of the p.m. peak hour (i.e., after 6:00 p.m.). The total number of daily person trips generated on a weekday event day with a convention event would be 49,097 trips, of which 5,169 person trips would occur during the p.m. peak hour.

Trip Distribution

The directional distribution is based on the origins and destinations of trips for each specific land use, which are then assigned to the four quadrants of San Francisco (Superdistricts 1 through 4), East Bay, North Bay, South Bay and Out of Region. The trip distribution percentages are summarized in **Table 5.2-23**.

The directional distribution of visitor trips for the proposed office, restaurant, and retail uses was obtained from the *SF Guidelines* for SD 3, in which the project is located. The distribution of convention/corporate events attendees was based on data provided by the Moscone Center Operator and documented in the Moscone Center Expansion EIR. The distribution of basketball game attendees was derived from information provided by Golden State Warriors (based on a market study assessment conducted by the project sponsor for the previously-proposed project location at Piers 30-32 in San Francisco). The directional distribution of employee trips for all proposed project uses was obtained from information provided by the Mission Bay TMA derived from transportation surveys of residents and employees in Mission Bay conducted in 2012, 2013, and 2014.

For worker trips to all land uses, the majority would be to/from San Francisco (47.3 percent), with the greatest proportion within SD 3 (22.3 percent), followed by East Bay (27.7 percent), and then South Bay (19.0 percent) origins/destinations. For visitor trips to a basketball game, the majority of trips would be to/from East Bay origins/destinations (31.1 to 33.0 percent), followed by the South Bay (26.7 to 28.0 percent), and then San Francisco (22.0 to 29.3 percent) origins/destinations.

The origin/destination distribution range for a weekday basketball game reflects an adjustment for event attendees who would travel to the event center directly from work rather than from their place of residence. The adjustment was based on a survey of Golden State Warriors season ticket holders (see **Appendix TR**). As shown in **Table 5.2-23**, the number of trips starting in

TABLE 5.2-23
PROPOSED PROJECT TRIP DISTRIBUTION PATTERNS BY LAND USE[a]

Place of Trip Origin/Destination	Basketball Game			Convention Event		Retail		Office/Restaurant	
		Visitors							
	Workers	Weekday Inbound	All Other	Workers	Visitors	Workers	Visitors	Workers	Visitors
San Francisco									
Superdistrict 1	7.7%	14.8%	11.1%	7.7%	55.0%	7.7%	6.0%	7.7%	13.0%
Superdistrict 2	9.9%	4.6%	3.4%	9.9%	5.0%	9.9%	9.0%	9.9%	14.0%
Superdistrict 3	22.3%	5.5%	4.2%	22.3%	5.0%	22.3%	61.0%	22.3%	44.0%
Superdistrict 4	7.4%	4.4%	3.3%	7.4%	5.0%	7.4%	5.0%	7.4%	7.0%
East Bay	27.7%	31.1%	33.0%	27.7%	7.5%	27.7%	3.0%	27.7%	9.0%
North Bay	3.5%	8.9%	13.0%	3.5%	2.5%	3.5%	2.0%	3.5%	1.0%
South Bay	19.0%	26.7%	28.0%	19.0%	10.0%	19.0%	9.0%	19.0%	9.0%
Out of Region	2.5%	4.0%	4.0%	2.5%	10.0%	2.5%	5.0%	2.5%	3.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

NOTES:

[a] Percentages may not sum to 100 due to rounding.

SOURCE: *Technical Memorandum - Travel, Parking and Loading Demand Estimates for the Proposed Event Center & Mixed-Use Development at Mission Bay Blocks 29-32*, May 2015. See **Appendix TR**.

San Francisco on a weekday is projected to be about 7.5 percentage points greater than on a weekend, with the corresponding reductions in trips arriving from the East Bay (2 percentage points), North Bay (4 percentage points), and South Bay (1.5 percentage points) areas.

The majority of visitor trips to a convention event, retail, office, and restaurant uses would be from within San Francisco (70 to 81 percent), followed by South Bay (9 to 10 percent), and then East Bay (3 to 9 percent) origins/destinations.

Mode of Travel

The estimated daily, p.m. peak hour, evening peak hour, and late evening peak hour person trips were allocated to travel modes in order to determine the number of auto, transit, taxi, TNC vehicles, motor coaches, bicycle, walk, and other trips. For event center basketball games, the "other" category includes motorcycles and non-conventional travel modes such as pedicabs, while for the non-event related uses of the proposed project (office, retail, and restaurant) "other" includes bicycles, motorcycles, taxis, and TNC vehicles. The bicycle trips generated by a basketball game were calculated as a separate mode of travel, but have been aggregated with those under the "other" category in the summary tables presented in this technical memorandum.

Travel mode splits of visitor trips for the non-event related uses were estimated from information in the *SF Guidelines* to the southeastern waterfront (i.e., SD 3), where the project site is located. Travel mode splits of all employee trips (including event employees at basketball games and conventions) were estimated from information provided by the Mission Bay TMA based on transportation surveys conducted in 2012, 2013, and 2014.

Mode split assumptions for convention/corporate events attendees were based on data provided by the Moscone Center Operator and documented in the Moscone Center Expansion EIR, with some adjustments to account for the SD 3 location of the proposed project. Specifically, it was assumed that the overall auto usage would be twice the Moscone Center (20 percent at the proposed project site versus 10 percent at the Moscone Center), with minimal walk trips (2 percent at the proposed project site versus 30 percent at the Moscone Center). Taxi and shuttle bus trips would continue to represent about half of all the trips, while transit trips would increase to 23 percent. The modal split allocation for each major origin/destination was estimated by using the *SF Guidelines* data for visitor trips to SD 3 as a guide and proportionally shifting walk trips from SD 1, SD 2 and SD 4 to transit trips and shifting walk trips starting or ending outside of San Francisco to auto trips; no adjustments were made for walk trips within SD 3.

The estimation of the mode of travel assumptions for the basketball game attendees and the configuration of the Muni Special Event Transit Service Plan presented in Section 5.2.5.2, Project Transportation Improvements Assumptions, were developed concurrently. On one side, the modal splits for basketball game attendee trips were derived from similar data obtained from surveys conducted in 2012 by the SF Giants.[39] The transit utilization for an event at the project

[39] The overall modal split to a SF Giants game on a weekday was 38 percent auto, 45 percent transit, and 17 percent by other means of travel, including walking. The overall modal split to a weekend game was 45 percent auto, 40 percent transit, and 15 percent by other means of travel, including walking.

site was assumed to be lower than for a baseball game given that transit access to the project site is more limited than at AT&T Park. Similarly, given that the project site is located further away from downtown and the Market Street corridor (approximately 0.6 additional miles to the south of AT&T Park), the component of event attendees either walking to the event center or taking transit to downtown and then walking to the project site would also be lower than at AT&T Park. In addition, the area surrounding the proposed project would be expected to have larger parking availability concentrated in a relatively small number of large easy to locate facilities, making it more appealing to drive to the proposed event center than to AT&T Park. Parking near the event center would be closer to, more prominent, and easier to find, and with more availability than the parking facilities near AT&T Park.

The number of attendees taking transit to and from the event center was also compared against the transit service that could reasonably be provided by Muni prior to and following the largest event that could be accommodated at the proposed event center. The T Third light rail line and the 22 Fillmore bus route are the only existing Muni routes providing close transit access to the project site's immediate vicinity. The operation of the T Third is constrained by the length of the station platforms along the line, both above and within the planned subway, which are designed to accommodate trains that are no longer than two cars. In addition, the number of trains that can be accommodated on the subway where they have to be turned around at the end of the line also limits the maximum frequency of the T Third service that can be offered. Similarly, the frequency of operation of the 22 Fillmore line is constrained by the maximum number of trolley buses that can be operated on a given segment of the line, traffic congestion along other portions of the line, and the need to provide reasonable minimum headways to avoid bunching of transit vehicles.

Given these limitations, a supplemental system of transit shuttles (i.e., the Muni Special Event Transit Service Plan) was developed to operate during the evening period immediately prior to events and after events, thereby providing additional transit options for attendees. A system of three event-oriented shuttle bus line was developed by SFMTA to provide attendees with additional transit access along 16th Street (supplementing the 22 Fillmore), and to/from the Van Ness corridor and the Transbay/Ferry Building area (supplementing the T Third). The sizing of these three supplemental Muni shuttle bus services considered, in addition to the potential event transit ridership, the need to provide reasonable accommodation adjacent to the site for buses to pick up passengers, the estimated travel time from the site to its destination, and the potential for some buses to turnaround at the end of their trip and return to the event center to pick up passengers.

As a result of this combination of potential basketball game attendee transit demand with Muni's modified transit capacity under conditions with the Muni Special Event Transit Service Plan, and in consultation with SFMTA, the estimated modes of travel assumptions were developed, in consultation with SFMTA. The overall auto share for a basketball game at the project site was estimated to be 54 percent (weekdays) and 60 percent (weekends), which is 16 and 8 percentage points higher than at AT&T Park (38 and 52 percent, respectively). At the same time, the overall auto share for a basketball game at the project site, would be 3 to 10 percentage points lower than a similar average for the proposed project location (64 percent for retail and 57 percent for other uses for proposed developments within SD 3) per information within the *SF Guidelines*. Similarly,

the overall transit mode share was estimated to be about 35 percent, compared to 45 percent (weekdays) and 36 percent (weekends) at AT&T Park, and 19 percent (retail uses) to 22 percent (other uses) for projects within SD 3. Thus, the overall transit mode share of 35 percent reflects the anticipated additional transit service to and from the event center during large events, as well as the TDM strategies in the proposed project's TMP designed to encourage use of non-auto modes by event attendees.

Table 5.2-24 summarizes the trip generation by mode of travel for the proposed project land uses for the standard weekday p.m. peak hour, as well for the weekday evening and late evening peak hours, and for the Saturday evening peak hour. The overall percentage of trips shown in **Table 5.2-24** as arriving to the event center for the Basketball Game scenario by automobile during the weekday evening peak hour (i.e., 53 percent) and during the Saturday evening peak hour (i.e., 59 percent) were used to establish the weekday and weekend evening auto mode share minimum performance standards committed to by the project sponsor in the proposed project's TMP (see description of the TMP above in Section 5.2.5.2, Project Transportation Improvements Assumptions).

The resulting weekday and Saturday basketball game attendee transit demand was then assigned to the various Muni lines depending on their origins and destinations so that the initial Muni Special Event Transit Service Plan could be refined by SFMTA. The resulting plan was then incorporated into the proposed project as an intrinsic element of the design. Mode split assumptions and travel demand estimates for the Basketball Game scenario for conditions without implementation of the Muni Special Event Transit Service Plan (i.e., without the incorporation of this design feature) are included at the end of this section.

To determine the number of vehicle trips generated by the proposed project under various scenarios, an average vehicle occupancy rate was applied to the number of person trips by automobile mode. Average vehicle occupancies for a convention event as well as for standard project land uses, such as office, retail, and restaurant uses were estimated in accordance with the methodologies in the *SF Guidelines*. Vehicle occupancy data for the basketball games at the event center were developed based on information from surveys conducted by the SF Giants in 2007; data from 2007 were used because the 2012 SF Giants survey used to derive the modal split ratios did not include information about vehicle occupancy. The average vehicle occupancy for attendees for a weekday and Saturday evening event derived from the SF Giants survey (2.7 passengers per vehicle) is comparable to data obtained from other similar transportation planning studies for arenas in urban settings, which estimated average vehicle occupancies between 2.35 and 2.8 passengers per vehicle, with the higher values being observed on weekends. When combined with employee trips and trips to/from other on-site uses, the overall average vehicle occupancy during a convention event and a basketball would range between 1.5 and 3.6 passengers per vehicle, depending on the type, day of the event, and peak hour. It should be noted that the trips made by rideshare, such as taxis, shuttle buses, Uber and similar other smart phone application-based transportation services, were included in the vehicle trips as two vehicle trips during the analysis hour (i.e., one inbound and one outbound trip).

The overall number of vehicle trips generated by the proposed project by origin and destination is also presented in **Table 5.2-25**, while the number of transit trips is presented in **Table 5.2-26**.

TABLE 5.2-24
PROPOSED PROJECT TRIP GENERATION BY MODE, LAND USE AND TIME PERIOD[a]

	Weekday												Saturday			
	PM Peak Hour				Evening Peak Hour				Late Evening Peak Hour				Evening Peak Hour			
Project Land Use	Auto	Transit	Walk/ Other[b]	Total	Auto	Transit	Walk/ Other[b]	Total	Auto	Transit	Walk/ Other[b]	Total	Auto	Transit	Walk/ Other[b]	Total
No Event																
Event Center	6	14	3	22	–	–	–	–	–	–	–	–	0	0	0	0
Office	298	506	127	931	–	–	–	–	–	–	–	–	7	17	3	27
Retail[e]	357	84	135	576	–	–	–	–	–	–	–	–	185	44	70	300
Quick Service Restaurant[e]	170	75	76	321	–	–	–	–	–	–	–	–	376	167	168	710
Sit-down Restaurant[e]	514	201	230	946	–	–	–	–	–	–	–	–	1,139	446	509	2,093
Total person trips w/out event	1,344	881	570	2,796	N.A.[c]				N.A.[c]				1,707	673	750	3,130
	48%	32%	20%	100%									55%	22%	24%	100%
With Event																
Basketball Game	731	872	200	1,803	6,340	4,121	1,280	11,742	7,126	4,527	1,191	12,845	7,045	4,110	587	11,742
Convention Event[e]	633	772	1,708	3,113	N.A.[c]				N.A.[c]				N.A.[c]			
Office	298	506	127	931	50	115	21	186	13	29	5	47	7	17	3	27
Retail[e]	182	52	69	304	26	19	10	56	12	9	5	26	18	13	7	39
Quick Service Restaurant[e]	170	75	76	321	50	45	22	118	50	45	22	118	74	66	33	174
Sit-down Restaurant[e]	265	118	118	501	79	70	35	184	79	70	35	184	116	104	51	271
Total person trips w/ event																
Basketball Game[f]	1,645	1,625	590	3,859	6,546	4,371	1,368	12,285	7,280	4,680	1,258	13,218	7,261	4,310	681	12,2526
	43%	42%	15%	100%	53%	36%	11%	100%	55%	35%	10%	100%	59%	35%	6%	100%
Convention Event	1,547	1,524	2,098	5,169	N.A.[c]				N.A.[c]				N.A.[c]			
	30%	29%	41%	100%												

NOTES:

[a] Numbers may not sum to total due to rounding.
[b] "Other" includes walk, bicycle, motorcycle, taxis, limousines, TNC vehicles, etc.
[c] Not applicable; not part of the travel demand analysis.
[d] Transit mode includes trips made by convention event shuttle.
[e] Includes linked trip reductions.
[e] The overall percentage of trips arriving to the event center for the Basketball Game scenario by automobile during the weekday evening peak hour (i.e., 53 percent) and during the Saturday evening peak hour (i.e., 59 percent), highlighted in **bold**, were used to establish the weekday and weekend evening auto mode share minimum performance standards committed to by the project sponsor in the proposed project's TMP.

SOURCE: *Technical Memorandum - Travel, Parking and Loading Demand Estimates for the Proposed Event Center & Mixed-Use Development at Mission Bay Blocks 29-32*, May 2015. See **Appendix TR.**

TABLE 5.2-25
PROPOSED PROJECT VEHICLE TRIPS BY PLACE OF ORIGIN AND TIME PERIOD[a,b]

Place of Trip Origin/ Destination	Weekday					Saturday	
	PM Peak Hour			Evening Peak Hour	Late Evening Peak Hour	Evening Peak Hour	
	No Event	Basketball Game	Convention Event	Basketball Game	Basketball Game	No Event	Basketball Game
San Francisco							
Superdistrict 1	46	58	161	266	217	66	191
Superdistrict 2	101	93	87	128	106	141	103
Superdistrict 3	236	193	165	162	136	266	143
Superdistrict 4	52	63	54	161	133	59	120
East Bay	70	146	93	787	898	74	831
North Bay	19	46	51	286	446	10	422
South Bay	148	261	245	907	1,024	129	938
Out of Region	30	27	62	55	59	40	66
Total Vehicles	**702**	**886**	**919**	**2,752**	**3,018**	**785**	**2,815**
Inbound	255	524	256	2,553	134	367	2,687
Outbound	447	362	663	198	2,883	418	128

NOTES:

[a] Numbers may not sum due to rounding.

[b] For all analysis scenarios, vehicle trips include the proposed office, retail, and restaurant uses, as well as an event or no event at the event center, depending on the analysis scenario (i.e., No Event, Basketball Game, Convention Event).

SOURCE: Technical Memorandum - Travel, Parking and Loading Demand Estimates for the Proposed Event Center & Mixed-Use Development at Mission Bay Blocks 29-32, May 2015. See **Appendix TR.**

TABLE 5.2-26
PROPOSED PROJECT TRANSIT TRIPS BY PLACE OF ORIGIN AND TIME PERIOD[a,b]

Place of Trip Origin/Destination	Weekday					Saturday	
	PM Peak Hour			Evening Peak Hour	Late Evening Peak Hour	Evening Peak Hour	
	No Event	Basketball Game	Convention Event	Basketball Game	Basketball Game	No Event	Basketball Game
San Francisco							
Superdistrict 1	88	177	467	834	681	82	698
Superdistrict 2	93	149	99	184	157	72	151
Superdistrict 3	261	311	228	188	167	290	163
Superdistrict 4	61	104	81	125	107	43	94
East Bay	237	535	387	1,663	1,898	124	1,698
North Bay	18	55	19	295	460	5	399
South Bay	94	236	139	855	967	34	854
Out of Region	30	57	104	227	244	23	253
Total Transit Trips	**881**	**1,625**	**1,524**	**4,371**	**4,680**	**673**	**4,310**
Inbound	157	944	212	4,138	0	261	4,134
Outbound	724	681	1,312	232	4,680	413	176

NOTES:

[a] Numbers may not sum due to rounding.

[b] For all analysis scenarios, the transit trips include the proposed office, retail, and restaurant uses, as well as an event or no event at the event center, depending on the analysis scenario (i.e., No Event, Basketball Game, Convention Event).

SOURCE: *Technical Memorandum - Travel, Parking and Loading Demand Estimates for the Proposed Event Center & Mixed-Use Development at Mission Bay Blocks 29-32*, May 2015. See **Appendix TR**.

No Event Scenario. On a weekday with no event, the proposed project would generate 1,344 person trips by automobile (48 percent), 881 person trips by transit (32 percent), and 570 person trips by other modes (20 percent) during the p.m. peak hour. On a Saturday with no event, the proposed project would generate 1,707 person trips by automobile (55 percent), 673 person trips by transit (22 percent), and 750 person trips by other modes (24 percent) during the evening peak hour.

During the weekday p.m. peak hour without an event, the proposed project land uses would generate 702 vehicle trips. On Saturdays without an event, the number of vehicle trips during the Saturday evening peak hour (785 vehicle trips) would be higher but comparable to those occurring during the weekday p.m. peak hour (702 vehicle trips). The number of vehicle trips would be higher because trip generation associated with the office uses would be minimal on a Saturday, and the reduction in office trip generation (with a higher transit than auto mode split) would be offset by a greater trip generation for the retail and restaurant uses (with a higher auto than transit mode split) on a Saturday than on a weekday.

Basketball Game Scenario. The person trips by mode generated by the proposed project on a weekday with a basketball game would be as follows:

- The overall project would generate 1,645 person trips by automobile (43 percent), 1,625 person trips by transit (42 percent), and 590 person trips by other modes (15 percent) during the weekday p.m. peak hour.
- The overall project would generate 6,546 person trips by automobile (53 percent), 4,371 person trips by transit (36 percent), and 1,368 person trips by other modes (11 percent) during the weekday evening peak hour.
- The overall project would generate 7,280 person trips by automobile (55 percent), 4,680 person trips by transit (35 percent), and 1,258 person trips by other modes (10 percent) during the weekday late evening peak hour.

On weekdays with a basketball game, the proposed project would generate 886 vehicle trips during the p.m. peak hour, and the number of vehicle trips would increase to 2,752 vehicle trips during the evening peak hour (mostly arrivals to the event center), and to 3,018 vehicle trips during the late evening peak hour (mostly departures from the event center). More vehicle trips would be generated by a basketball game during the weekday late evening peak hour than during the p.m. peak hour because arrivals (inbound trips) tend to be spread out over a longer period of time as sport fans shop, buy food or meet on their way to their seats, whereas departures (outbound trips) are typically concentrated within the one hour immediately following the conclusion of an event.

On a Saturday with a basketball game, the proposed project would generate 7,261 person trips by automobile (59 percent), 4,310 person trips by transit (35 percent), and 681 person trips by other modes (6 percent). On a Saturday event day during the evening peak hour, the project would generate a higher percentage of auto trips than on a weekday event day (59 percent on a Saturday, as compared to 53 percent on a weekday), as a result of the typically lower transit service available, combined with a greater number of attendees arriving from outside San Francisco.

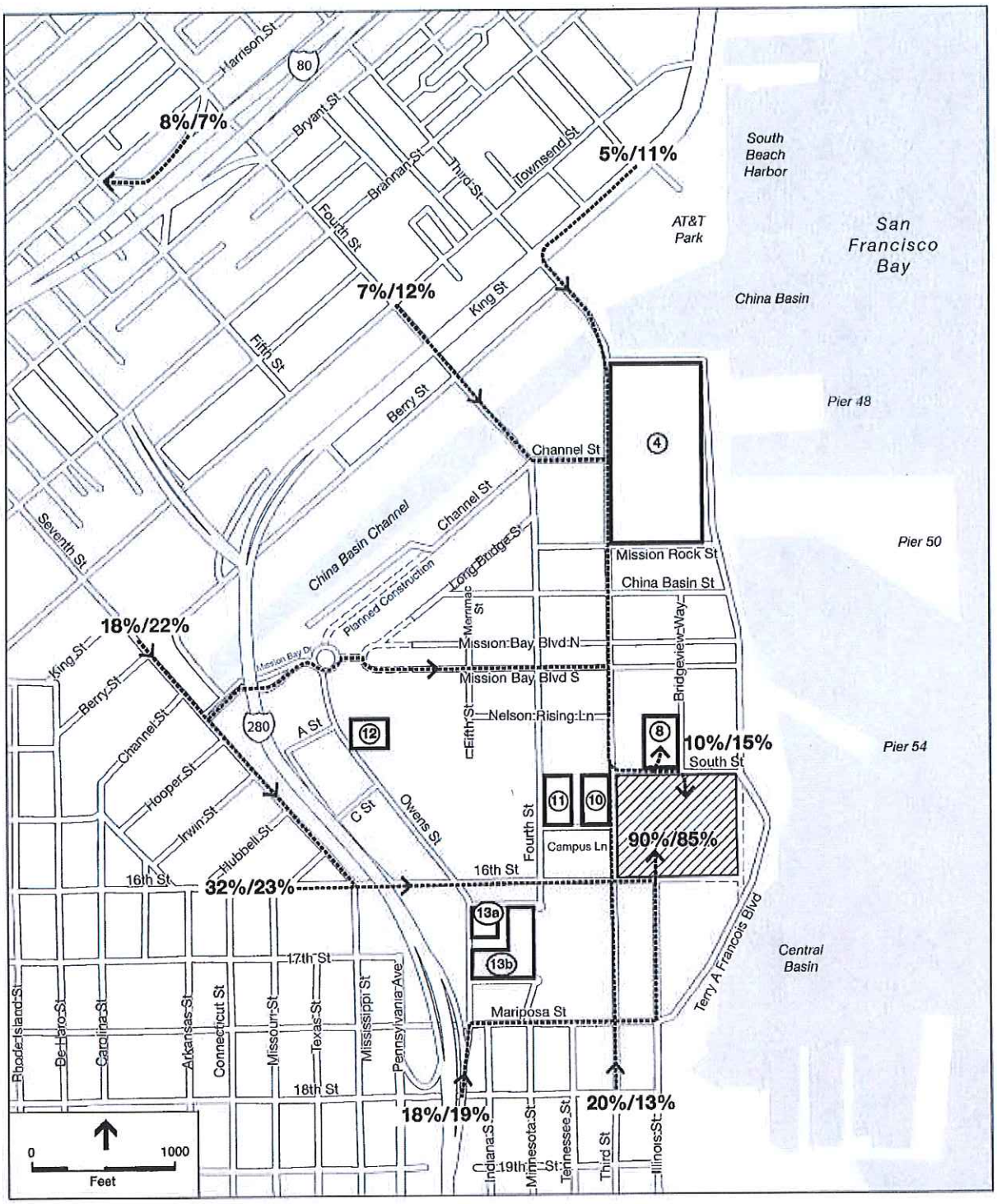
On Saturdays with a basketball game, the proposed project would generate 2,815 vehicle trips during the evening peak hour. As indicated in **Table 5.2-25**, there would be a somewhat greater vehicle trip generation for a Saturday basketball game (2,815 vehicle trips) than for a weekday basketball game (2,752 vehicle trips) as more people tend to drive on weekends because of the typically lighter traffic, more parking availability, and less transit service (e.g., fewer routes and/or longer headways between buses on Saturdays than on weekdays). In addition, retail, and restaurant uses would generate more vehicle trips on a Saturday than on a weekday.

Convention Event Scenario. On a weekday with a convention event, during the p.m. peak hour the proposed project would generate a relatively low percentage of weekday auto trips (30 percent for a convention event compared to 43 percent for a basketball game), since about 80 percent of the convention trips would be expected to arrive by transit, taxi, TNC vehicles, or convention shuttle bus service. Approximately 2 percent of the convention attendees are expected to walk to the site.

On a weekday with a convention event, the proposed project would generate 919 vehicle trips during the p.m. peak hour, slightly more than those generated by a basketball game during the same period (886 vehicle trips). Although a convention event would generate fewer weekday p.m. peak hour private vehicles trips than a basketball game, the addition of vehicle trips made by taxis and shuttle buses, (which are counted twice - once arriving and once departing the event center) would result in more trips being generated by convention events.

Vehicle Assignment

The trip distribution presented in **Table 5.2-25** was used as the basis for assigning project generated vehicle trips to the local streets in the study area during the analysis periods. **Figure 5.2-14A** and **Figure 5.2-14B** graphically depict the assignment paths for the vehicles accessing and departing the project site, respectively, for the No Event and Convention Event scenarios for the weekday p.m. peak hour, **Figure 5.2-14C** and **Figure 5.2-14D** present the inbound and outbound paths, respectively, for the No Event scenario for the Saturday evening peak hour, while **Figure 5.2-14E** and **Figure 5.2-14F** present the inbound and outbound paths, respectively for the Basketball Game scenario for the weekday and Saturday peak hours for conditions without an overlapping SF Giants evening game. For the analysis of No Event and Convention Event scenarios, vehicles were assumed to arrive at or depart from the proposed project garage or the 450 South Street garage. For the analysis of the Basketball Game scenario, vehicles were assumed to arrive/depart from the proposed project garage as well as other public parking facilities in the vicinity of the project site, such as Lot A, or various UCSF garages in the Mission Bay Area. Lot A (on Mission Rock Street) and other SF Giants-managed parking facilities such as Pier 48 and Lot C were assumed to be unavailable to basketball game attendees when evaluating overlapping baseball-basketball game conditions. Thus, for purposes of this analysis, all off-street parking facilities that are open to the paying public were assumed to be available for patrons of the event center in order to analyze the most conservative distribution of arriving vehicles (i.e., assigning more vehicles to parking facilities closer to the project site and through the greatest number of study intersections).



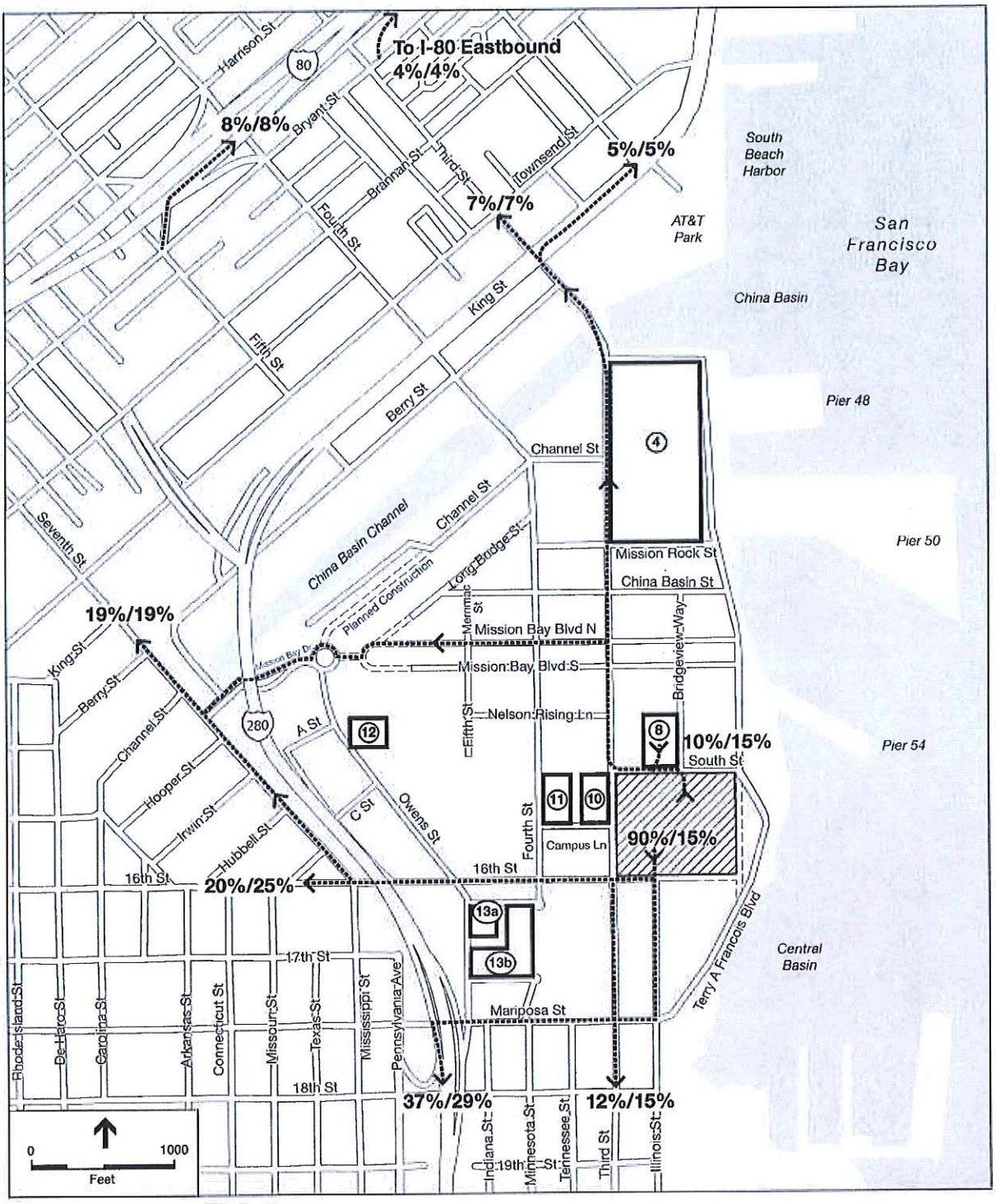
Project Site Boundary (#) Keyed to Table 5.2-8 No Event/Convention Event

SOURCE: Adavant Consulting/Fehr & Peers/LCW Consulting, 2015

OCII Case No. ER 2014-919-97; Planning Department Case No. 2014.1441E:
Event Center and Mixed-Use Development at Mission Bay Blocks 29-32

Figure 5.2-14A

Project Vehicle Trip Patterns to Major Parking Facilities-Inbound
Weekday PM Peak Hour - No Event and Convention Event

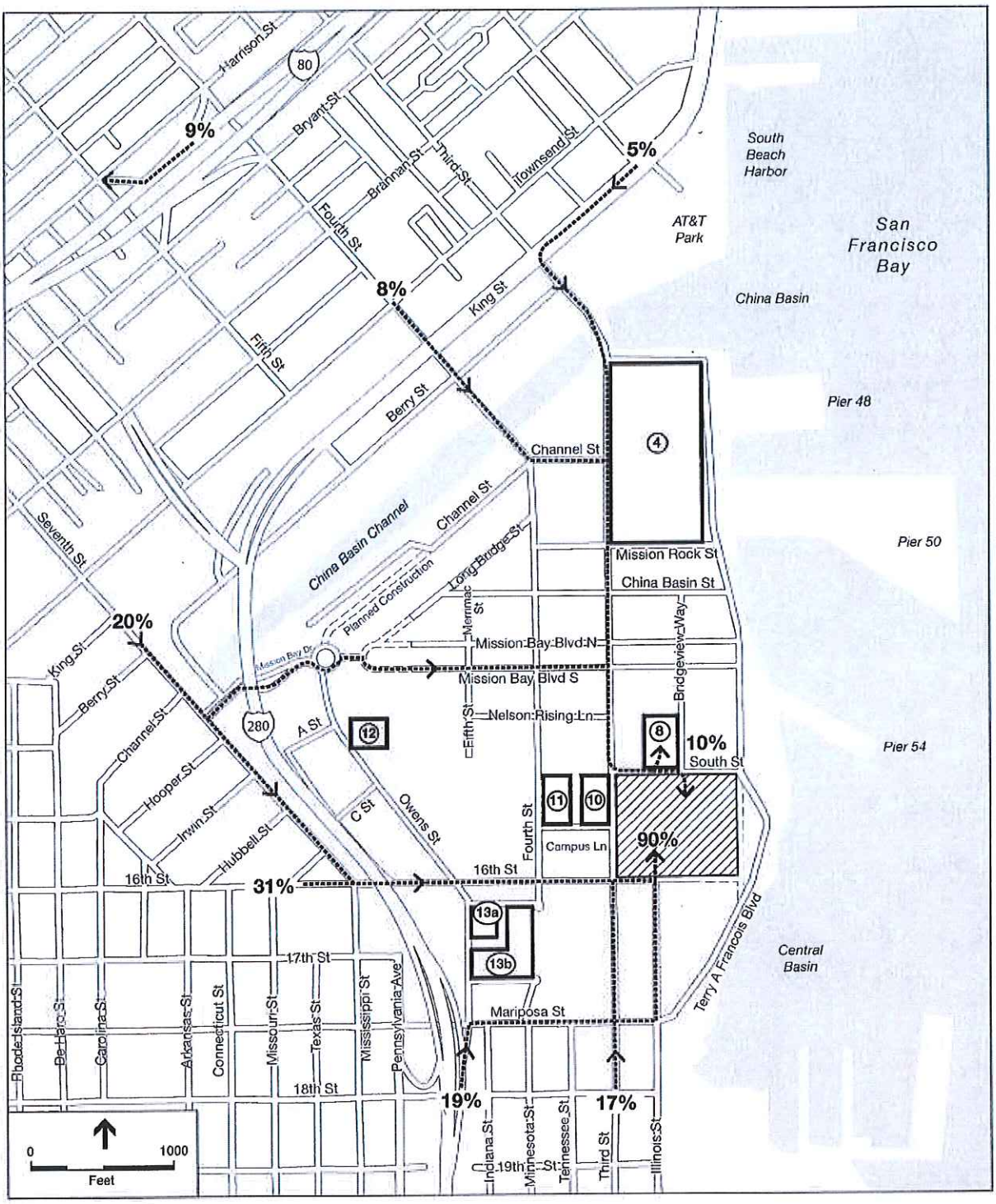


SOURCE: Adavant Consulting/Fehr & Peers/LCW Consulting, 2015

OCII Case No. ER 2014-919-97; Planning Department Case No. 2014.1441E:
Event Center and Mixed-Use Development at Mission Bay Blocks 29-32

Figure 5.2-14B

Project Vehicle Trip Patterns to Major Parking Facilities-Outbound
Weekday PM Peak Hour - No Event and Convention Event



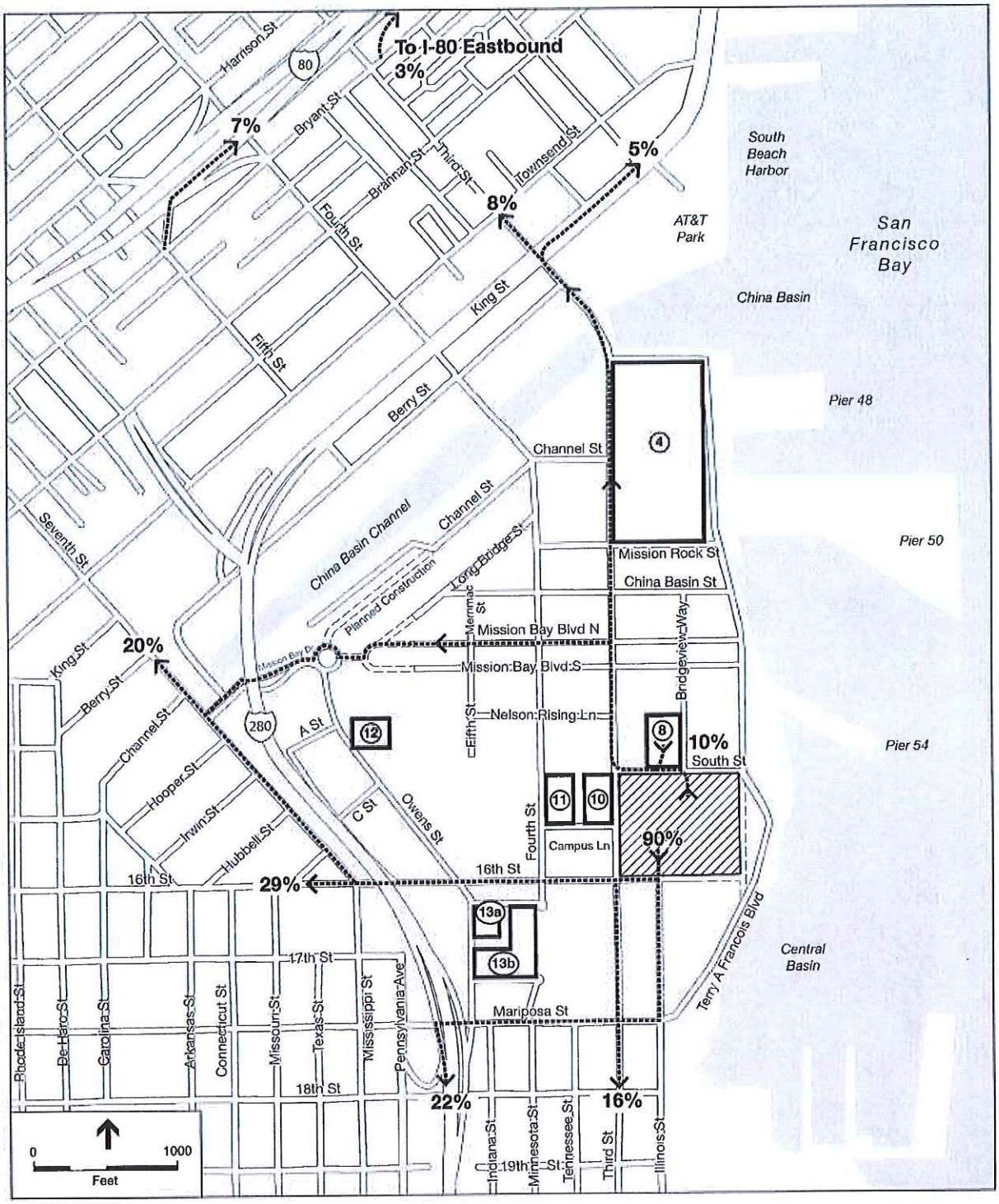
Project Site Boundary (#) Keyed to Table 5.2-8

SOURCE: Adavant Consulting/Fehr & Peers/LCW Consulting, 2015

OCII Case No. ER 2014-919-97; Planning Department Case No. 2014.1441E:
Event Center and Mixed-Use Development at Mission Bay Blocks 29-32

Figure 5.2-14C

Project Vehicle Trip Patterns to Major Parking Facilities-Inbound
Saturday Evening Peak Hour - No Event



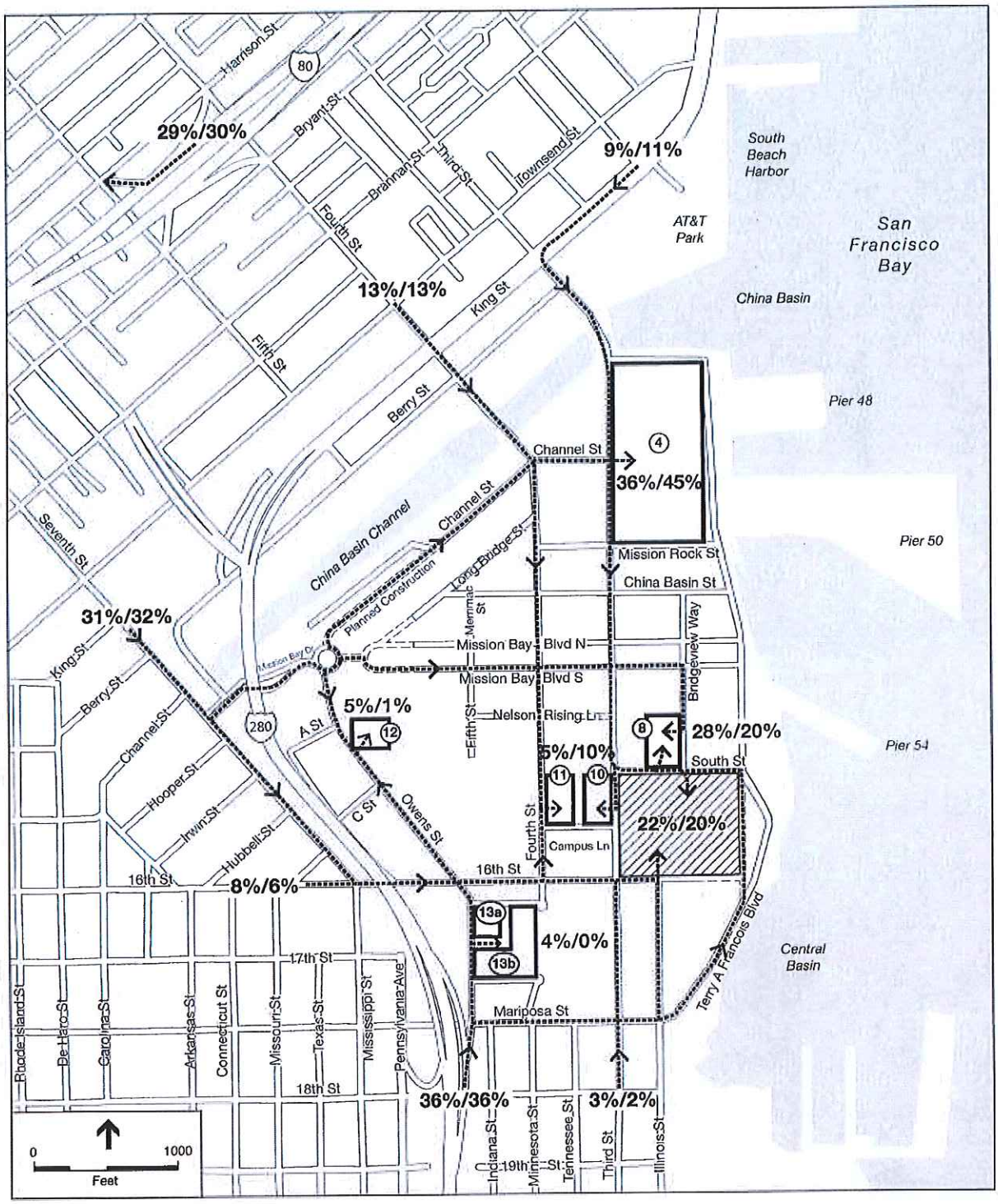
Project Site Boundary (#) Keyed to Table 5.2-8

SOURCE: Adavant Consulting/Fehr & Peers/LCW Consulting, 2015

OCII Case No. ER 2014-919-97; Planning Department Case No. 2014.1441E:
Event Center and Mixed-Use Development at Mission Bay Blocks 29-32

Figure 5.2-14D

Project Vehicle Trip Patterns to Major Parking Facilities-Outbound
Saturday Evening Peak Hour - No Event

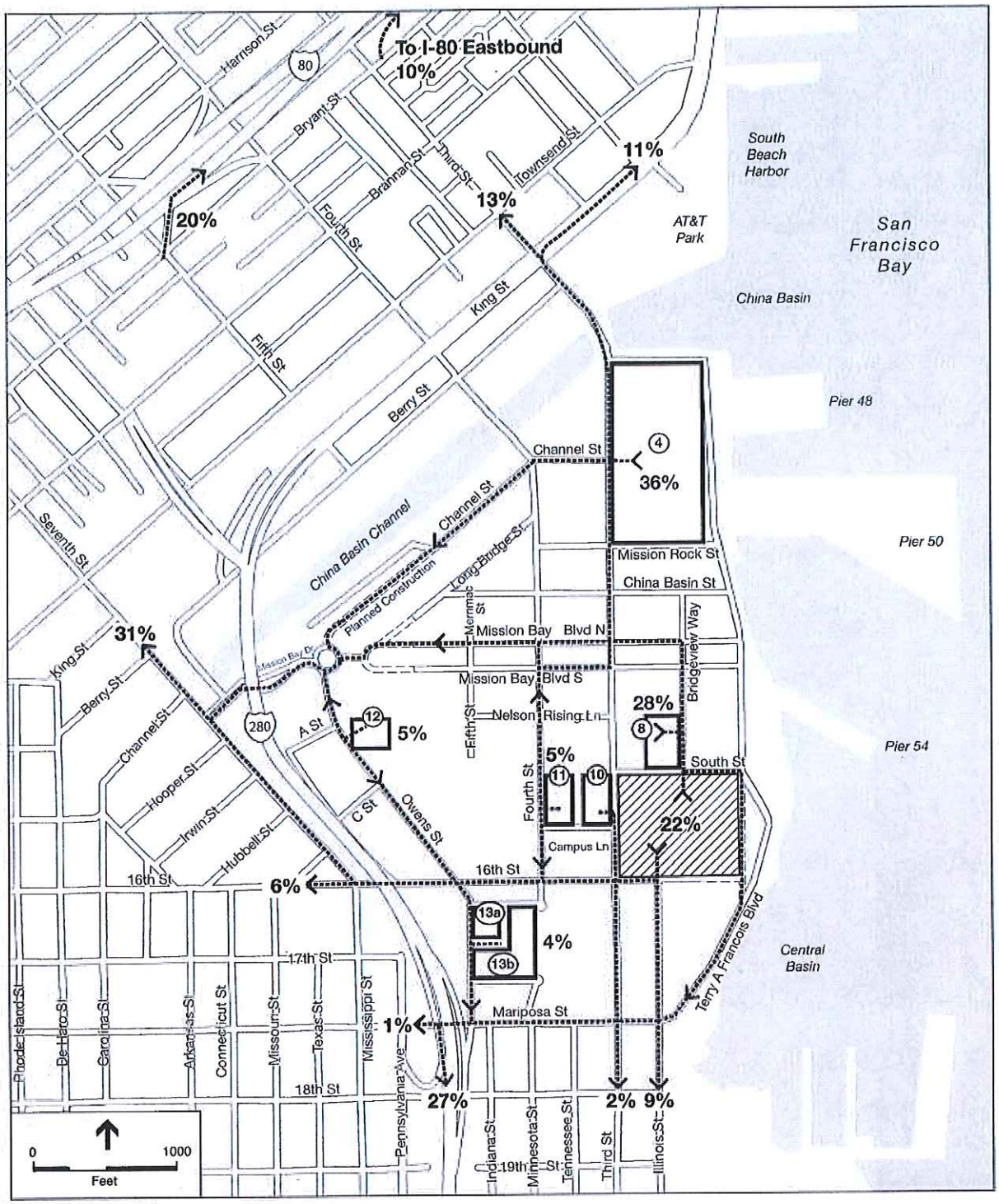


SOURCE: Adavant Consulting/Fehr & Peers/LCW Consulting, 2015

OCII Case No. ER 2014-919-97; Planning Department Case No. 2014.1441E:
Event Center and Mixed-Use Development at Mission Bay Blocks 29-32

Figure 5.2-14E

Project Vehicle Trip Patterns to Major Parking Facilities-Inbound
Weekday and Saturday Peak Hours
Basketball Game Without a SF Giants Evening Game



Project Site Boundary (#) Keyed to Table 5.2-8

SOURCE: Adavant Consulting/Fehr & Peers/LCW Consulting, 2015

OCII Case No. ER 2014-919-97; Planning Department Case No. 2014.1441E:
Event Center and Mixed-Use Development at Mission Bay Blocks 29-32

Figure 5.2-14F

Project Vehicle Trip Pattterns to Major Parking Facilities-Outbound
Weekday Late Evening Peak Hour-
Basketball Game Without a SF Giants Evening Game

As discussed below in Section 5.2.5.6, and quantified in **Table 5.2-69** and **Table 5.2-70**, it is possible that some parking facilities (such as the 450 South Street Parking Garage or UCSF parking facilities) may not be made available (e.g., permit parking after 7 p.m.) for weekday and weekend evening events at the project site. In this case, the vehicle assignment paths graphically depicted in **Figure 5.2-14E** and **Figure 5.2-14F** would still be applicable, except that project-generated vehicles that were assumed to park at those facilities would instead park at Lot A, or at other parking facilities outside of the study area. Thus, while in the future, more existing and planned parking facilities may have limited public access, the approach described above represents a reasonable assignment of project-generated vehicle trips to the study intersections.

As discussed below in Section 5.2.5.4, parking facilities in the study area would be expected to be full during overlapping SF Giants and basketball evening games. In those instances, drivers would have to park farther away, most likely outside of the study area, and then walk the rest of the way to the event center; as a result, they would not drive through many of the study intersections in the project vicinity. However, for a more conservative traffic impact analysis, it has been assumed that in those instances when parking facilities in the vicinity of the proposed project would be full, vehicles would still arrive at the vicinity of the project site.

For conditions without and with a SF Giants evening game at AT&T Park, it was assumed that the vehicles currently traveling to and from the two surface parking lots on the project site (610 parking spaces) that would be eliminated with the project would park instead at nearby garages (e.g., UCSF Third Street Garage, 450 South Street Garage), following similar travel paths to these alternate parking facilities. Thus, no vehicle assignment credit was applied to the project, and therefore the project-generated trips would be in addition to those vehicles already traveling to and from the parking facilities on the project site.

Freight Delivery and Service Vehicle Demand

The *SF Guidelines* methodology for estimating commercial vehicle and freight loading demand was used to calculate the daily truck/service vehicle trips and the average hour and peak hour loading space demand for the office, retail, and restaurant uses. Daily truck trips generated per 1,000 square feet were calculated based on the rates contained within the *SF Guidelines*, then converted to hourly demand based on a 9-hour day and a 25-minute average stay. Average hour loading space demand was converted to a peak hour demand by applying a peaking factor, as specified in the *SF Guidelines*. For the event center, information from the project sponsor on the loading activity for the Golden State Warriors at the Oracle Arena in Oakland, and event loading activity at the Toyota Center in Houston, Texas and at the Barclays Center in Brooklyn, New York was used to estimate the event center loading demand.

Table 5.2-27 presents the number of trucks generated on a daily basis, and the demand for loading dock spaces during the average hour and peak hour of loading activity. The office, retail, and restaurant uses would generate about 360 delivery and service vehicle trips per day, which corresponds to a demand for 17 loading spaces during the average hour of loading activity and 21 loading spaces during the peak hour of loading activity. In addition, as indicated in **Table 5.2-27**, the event center would generate a demand of up to 30 delivery and service vehicle trips on the

day prior to an event. Non-Golden State Warriors events would generate a greater number of delivery and service vehicle trips associated with show components (e.g., stage, sound equipment and controls, video equipment and controls, and props), as well as food and beverage trucks, than basketball games. As indicated in **Table 5.2-27**, the event center would generate a loading space demand for seven loading spaces during the average and peak hour of loading activity. The loading space demand for seven loading spaces takes into consideration that the loading demand would occur over a shorter period (i.e., over a period of about four hours, rather than 9-hour period for the office, retail, and restaurant uses), and some loading spaces would be occupied for one or more days (e.g., TV crew trucks).

TABLE 5.2-27
PROPOSED PROJECT DELIVERY/SERVICE VEHICLE TRIPS AND LOADING SPACE DEMAND

Land Use	GSF	Daily Trucks/ Service Vehicle Trip Generation	Loading Space Demand	
			Average Hour Loading Spaces	Peak Hour Loading Spaces
Event Center[a]	750,000	30	7	7
Office	605,000	127	6	7
Retail	62,500	14	1	1
Restaurant	62,500	225	10	13
Total		**396**	**24**	**28**

NOTE:
[a] Represents maximum loading demand associated with non-Golden State Warriors events, which would be higher than Golden State Warriors events (see text for explanation).

SOURCE: *Technical Memorandum - Travel, Parking and Loading Demand Estimates for the Proposed Event Center & Mixed-Use Development at Mission Bay Blocks 29-32*, May 2015. See **Appendix TR**.

Vehicle Parking Demand

Weekday and Saturday parking demand for the proposed project was determined based on methodologies presented in the *SF Guidelines*, supplemented with data obtained from the Urban Land Institute[40] and the project sponsor on the characteristics of the event center. Parking demand consists of both long-term demand (typically employees) and short-term demand (typically visitors). Peak parking demand was estimated for the midday period (1:00 to 3:00 p.m.) when parking occupancy is typically greatest for office and retail uses, and for the late evening (7:00 to 9:00 p.m.) period when parking demand is greater for the evening events and restaurant uses. Long-term parking demand for the office, retail, and restaurant uses was estimated by applying the average mode split and vehicle occupancy from the trip generation estimation to the number of employees for each of the proposed land uses. Short-term parking for these uses was estimated based on the total daily vehicle visitor trips and an average daily parking turnover rate of 5.5 vehicles per space per day for the office, retail, and restaurant uses.[41]

[40] Shared Parking, Urban Land Institute, Second Edition, 2005.
[41] A turnover of 5.5 means that each parking space is utilized by an average of 5.5 vehicles during the day.

Parking demand for attendees at a basketball game and convention event were estimated based on the total number of attendee vehicle trips expected at each event (i.e., the maximum number of vehicles arriving for the event, not just during the analysis hours) and an average daily parking turnover rate (1 vehicle per space per day for all basketball games on weekdays and Saturdays, and 1.5 vehicles per space per day for convention events). Event employee parking demand was estimated by applying the average mode split and vehicle occupancy from the trip generation estimation described in the previous sections to the number of employees expected at each event. **Table 5.2-28** summarizes the estimated weekday and Saturday parking demand for the proposed project during the midday and late evening periods.

TABLE 5.2-28
PROJECT PARKING DEMAND BY LAND USE AND TIME PERIOD[a]

	Weekday		Saturday	
	Midday Period	Late Evening Period	Midday Period	Late Evening Period
Land Use Type	Total spaces	Total spaces	Total spaces	Total spaces
No Event				
Event Center	22	2	22	2
Office	613	54	82	0
Retail	222	211	254	193
Quick Service Restaurant	54	44	66	53
Sit-down Restaurant	138	178	165	214
Total spaces w/out event	1,049	489	589	462
With Event				
Basketball Game	137	3,885	143	4,222
Convention Event	971	284	N.A.[b]	N.A.[b]
Office	613	54	82	0
Retail	164	155	185	141
Quick Service Restaurant	54	44	66	53
Sit-down Restaurant	104	132	122	157
Total spaces with event				
Basketball Game	1,072	4,270	598	4,573
Convention Event	1,906	669	N.A.[b]	N.A.[b]

NOTES:

[a] Numbers may not sum due to rounding.

[b] Not applicable; not part of the travel demand analysis.

SOURCE: *Technical Memorandum - Travel, Parking and Loading Demand Estimates for the Proposed Event Center & Mixed-Use Development at Mission Bay Blocks 29-32*, May 2015. See **Appendix TR**.

No Event. On weekdays without an event, the proposed project would generate a maximum parking demand for 1,049 spaces during weekday midday period and 489 spaces during the late evening period. The parking demand on Saturday (589 spaces during the midday and 462 spaces during the late evening period) would be lower because the parking demand associated with the office use would be substantially less on a Saturday than on a weekday, particularly at midday, and the reduction in the office parking demand would not be offset by the higher Saturday parking demand associated with the retail and restaurant uses.

With Event. On weekdays with an event, the proposed project would generate a maximum parking demand for 1,906 spaces during weekday midday period during a convention event, and 4,270 spaces during the late evening period with a basketball game.

On a Saturday with a basketball game, the midday parking demand would be similar to conditions with no event because basketball games start at 7:30 p.m. and game attendees would not have had arrived during the midday period. Thus, on Saturdays with a basketball game the midday parking demand associated with the event center would be somewhat greater, but similar to conditions without an event (i.e., 598 spaces with an event, as compared to the parking demand for 589 spaces without an event). The late evening parking demand on Saturday with a basketball game (4,573 spaces) would be greater than on weekdays (4,270 spaces) due to the higher auto mode share for basketball game attendees on Saturdays than on weekdays. As discussed above, concerts are anticipated to have a similar travel mode characteristics as a basketball game, and therefore, parking demand for sell-out event concerts would be similar to a basketball game.

Travel Demand for Conditions without Implementation of the Muni Special Event Transit Service Plan

The project sponsor is working with the City to secure funding for the Muni Special Event Transit Service Plan described above as part of the project improvements, and which would be implemented by the SFMTA before, during, and immediately after large events at the project site. The transportation impact analysis assumes that the special event transit service would be provided during basketball games to accommodate the transit demand. However, in the event that the SFMTA would not be able to provide all or a portion of the Muni Special Event Transit Service Plan, it is expected that transit would be less convenient for event attendees, and, therefore, that fewer attendees would travel to the site by transit. In order to determine the impact of not providing additional transit service during large events, the travel demand estimates were recalculated for conditions assuming the existing and planned (i.e., Central Subway) transit serving the project site.

Because the Muni Special Event Transit Service Plan was assumed only for analysis of a basketball game at the event center (i.e., the analysis did not assume that additional service would be provided for the Convention Event or No Event analysis scenarios), the travel demand and subsequent analysis of conditions without the Muni Special Event Transit Service Plan was conducted only for the Basketball Game scenario for the weekday p.m., evening and late evening and for Saturday evening hours of analysis.

The travel mode for attendees for conditions without the Muni Special Event Transit Service Plan for the Basketball Game scenario was estimated from information in the *SF Guidelines* for SD 3, similar as described above for non-event related project land uses, with some adjustments to account for availability of transit service. With these adjustments for no additional transit service specifically for the game or concert, the mode split for attendees was estimated to be 63 percent auto, 20 percent transit, and 17 percent walk/other (as compared to 54 percent auto, 35 percent transit, and 11 percent walk/other for conditions with the Muni Special Event Transit Service Plan). This shift in the mode choice for attendees reflects the conservative assumption that the SFMTA would not provide any additional transit service during a large event, though it is anticipated that the SFMTA would provide some additional transit service, as they currently do for large events throughout San Francisco.

Table 5.2-29 presents the trip generation by mode, by land use, and by time period for the Basketball Game scenario without implementation of the Muni Special Event Transit Service Plan. **Table 5.2-30** presents the vehicle trips by origin and destination, while **Table 5.2-31** presents the transit trips by origin and destination. **Table 5.2-32** presents a summary comparison for the Basketball Game scenario for conditions with and without the Muni Special Event Transit Service Plan. The complete set of travel demand calculations are included in **Appendix TR.**

Overall, without implementation of the Muni Special Event Transit Service Plan for a basketball game, during the weekday p.m. peak hour the number of vehicle trips would increase by 54 trips, while the number of transit trips would decrease by 136 trips. During the weekday and Saturday evening peak hours (i.e., the peak hour of arrivals to the event center), the number of vehicle trips would increase by 697 vehicles, while the number of transit trips would decrease by 1,762 trips. During the weekday late evening peak hour (i.e., departures from the event center), the number of vehicle trips would increase by 742 vehicles, while the number of transit trips would decrease by 1,878 trips. The number of pedestrian/other trips would remain similar for conditions with and without implementation of the Muni Special Event Transit Service Plan.

Because more attendees would be driving to the event center, the parking demand would also increase over conditions with the Muni Special Event Transit Service Plan, particularly during the late evening period when parking demand would be greatest. **Table 5.2-32** also presents the parking demand comparison. During the late evening the parking demand would increase by 606 spaces on weekdays and 669 spaces on a Saturday.

These travel demand estimates were used in the assessment of transportation impacts of conditions without implementation of the Muni Special Event Transit Service Plan, as presented in Section 5.2.5.5, **Impact TR-18** to **Impact TR-24.**

TABLE 5.2-29
PROPOSED PROJECT TRIP GENERATION BY MODE, LAND USE AND TIME PERIOD FOR BASKETBALL GAME SCENARIO WITHOUT IMPLEMENTATION OF THE MUNI SPECIAL EVENT TRANSIT SERVICE PLAN[a]

	Weekday												Saturday			
	PM Peak Hour				Evening Peak Hour				Late Evening Peak Hour				Evening Peak Hour			
Project Land Use	Auto	Transit	Walk/ Other[b]	Total	Auto	Transit	Walk/ Other[b]	Total	Auto	Transit	Walk/ Other[b]	Total	Auto	Transit	Walk/ Other[b]	Total
Basketball Game	810	737	256	1,803	7,374	2,360	2,008	11,742	8,304	2,649	1,892	12,845	8,219	2,348	1,174	11,742
Office	298	506	127	931	50	115	21	186	13	29	5	47	7	17	3	27
Retail[e]	182	52	69	304	26	19	10	56	12	9	5	26	18	13	7	39
Quick Service Restaurant[e]	170	75	76	321	50	45	22	118	50	45	22	118	74	66	33	174
Sit-down Restaurant[e]	265	118	118	501	79	70	35	184	79	70	35	184	116	104	51	271
Total person trips w/ event	1,724	1,489	646	3,859	7,579	2,609	2,096	12,285	8,458	2,802	1,959	13,218	8,435	2,548	1,268	12,252
	45%	39%	17%	100%	62%	21%	17%	100%	64%	21%	15%	100%	69%	21%	10%	100%

NOTES:
[a] Numbers may not sum to total due to rounding.
[b] "Other" includes walk, bicycle, motorcycle, taxis, limousines, TNC vehicles, etc.
[c] Not applicable; not part of the travel demand analysis.
[d] Transit mode includes trips made by convention event shuttle.
[e] Includes linked trip reductions.

SOURCE: *Technical Memorandum - Travel, Parking and Loading Demand Estimates for the Proposed Event Center & Mixed-Use Development at Mission Bay Blocks 29-32*, May 2015. See **Appendix TR**.

TABLE 5.2-30
PROPOSED PROJECT VEHICLE TRIPS BY PLACE OF ORIGIN AND TIME PERIOD FOR BASKETBALL GAME SCENARIO WITHOUT IMPLEMENTATION OF THE MUNI SPECIAL EVENT TRANSIT SERVICE PLAN[a,b]

Place of Trip Origin/ Destination	Weekday			Saturday
	PM Peak Hour	Evening Peak Hour	Late Evening Peak Hour	Evening Peak Hour
San Francisco				
Superdistrict 1	68	403	327	302
Superdistrict 2	95	160	132	128
Superdistrict 3	195	182	152	158
Superdistrict 4	65	189	155	141
East Bay	166	1,050	1,198	1,104
North Bay	49	333	519	488
South Bay	275	1,077	1,216	1,109
Out of Region	27	56	60	82
Total Vehicles	**940**	**3,449**	**3,760**	**3,512**
Inbound	566	3,094	287	3,253
Outbound	374	355	3,473	259

NOTES:
[a] Numbers may not sum due to rounding.
[b] For all analysis scenarios, vehicle trips include the proposed office, retail, and restaurant uses, as well as an event or no event at the event center, depending on the analysis scenario (i.e., No Event, Basketball Game, Convention Event).

SOURCE: Technical Memorandum - Travel, Parking and Loading Demand Estimates for the Proposed Event Center & Mixed-Use Development at Mission Bay Blocks 29-32, May 2015. See **Appendix TR**.

TABLE 5.2-31
PROPOSED PROJECT TRANSIT TRIPS BY PLACE OF ORIGIN AND TIME PERIOD FOR BASKETBALL GAME SCENARIO WITHOUT IMPLEMENTATION OF THE MUNI SPECIAL EVENT TRANSIT SERVICE PLAN[a,b]

Place of Trip Origin/Destination	Weekday			Saturday
	PM Peak Hour	Evening Peak Hour	Late Evening Peak Hour	Evening Peak Hour
San Francisco				
Superdistrict 1	151	498	409	415
Superdistrict 2	143	110	97	89
Superdistrict 3	306	124	115	107
Superdistrict 4	100	73	65	55
East Bay	487	1,042	1,188	1,038
North Bay	46	170	263	223
South Bay	207	482	545	469
Out of Region	48	112	121	154
Total Transit Trips	**1,489**	**2,609**	**2,802**	**2,548**
Inbound	808	2,377	0	2,372
Outbound	681	232	2,802	176

NOTES:
[a] Numbers may not sum due to rounding.
[b] For all analysis scenarios, the transit trips include the proposed office, retail, and restaurant uses, as well as an event or no event at the event center, depending on the analysis scenario (i.e., No Event, Basketball Game, Convention Event).

SOURCE: *Technical Memorandum - Travel, Parking and Loading Demand Estimates for the Proposed Event Center & Mixed-Use Development at Mission Bay Blocks 29-32*, May 2015. See **Appendix TR**.

TABLE 5.2-32
COMPARISON OF PROPOSED PROJECT VEHICLE TRIPS, TRANSIT TRIPS, AND PARKING DEMAND FOR BASKETBALL GAME SCENARIO WITH AND WITHOUT IMPLEMENTATION OF THE MUNI SPECIAL EVENT TRANSIT SERVICE PLAN

Trips and Parking Demand by Time Period	With Muni Special Event Transit Service Plan	Without Muni Special Event Transit Service Plan	Difference
Weekday PM			
Vehicle Trips	886	940	54
Transit Trips	1,625	1,489	-136
Weekday Evening			
Vehicle Trips	2,752	3,449	697
Transit Trips	4,371	2,609	-1,762
Weekday Late Evening			
Vehicle Trips	3,018	3,760	742
Transit Trips	4,680	2,802	-1,878
Saturday Evening			
Vehicle Trips	2,815	3,512	687
Transit Trips	4,310	2,548	-1,762
Parking Demand			
Weekday Late Evening	4,270	4,876	606
Saturday Late Evening	4,573	5,242	669

SOURCE: *Technical Memorandum - Travel, Parking and Loading Demand Estimates for the Proposed Event Center & Mixed-Use Development at Mission Bay Blocks 29-32*, May 2015. See **Appendix TR**.

4. *Development of 2040 Cumulative Traffic and Transit Forecasts Methodology*

Foreseeable Nearby Development Projects

In addition to full build-out of the Mission Bay South area and associated roadway infrastructure improvements, other reasonably foreseeable development projects that were considered in the cumulative transportation analysis include the following, which are described in Section 5.1.5.

- University of California at San Francisco (UCSF), 2014 Long Range Development Plan (LRDP), Mission Bay Campus
- Eastern Neighborhoods Program
- Seawall Lot 337 and Pier 48 Mixed-Use Project (Mission Rock Project)
- Pier 70 Mixed-Use Development

Cumulative Transportation Network Changes

The following transportation network changes, some of which were originally identified in the Mission Bay FSEIR, are incorporated into the cumulative analysis:

EXHIBIT E

B100 PARKING PLAN

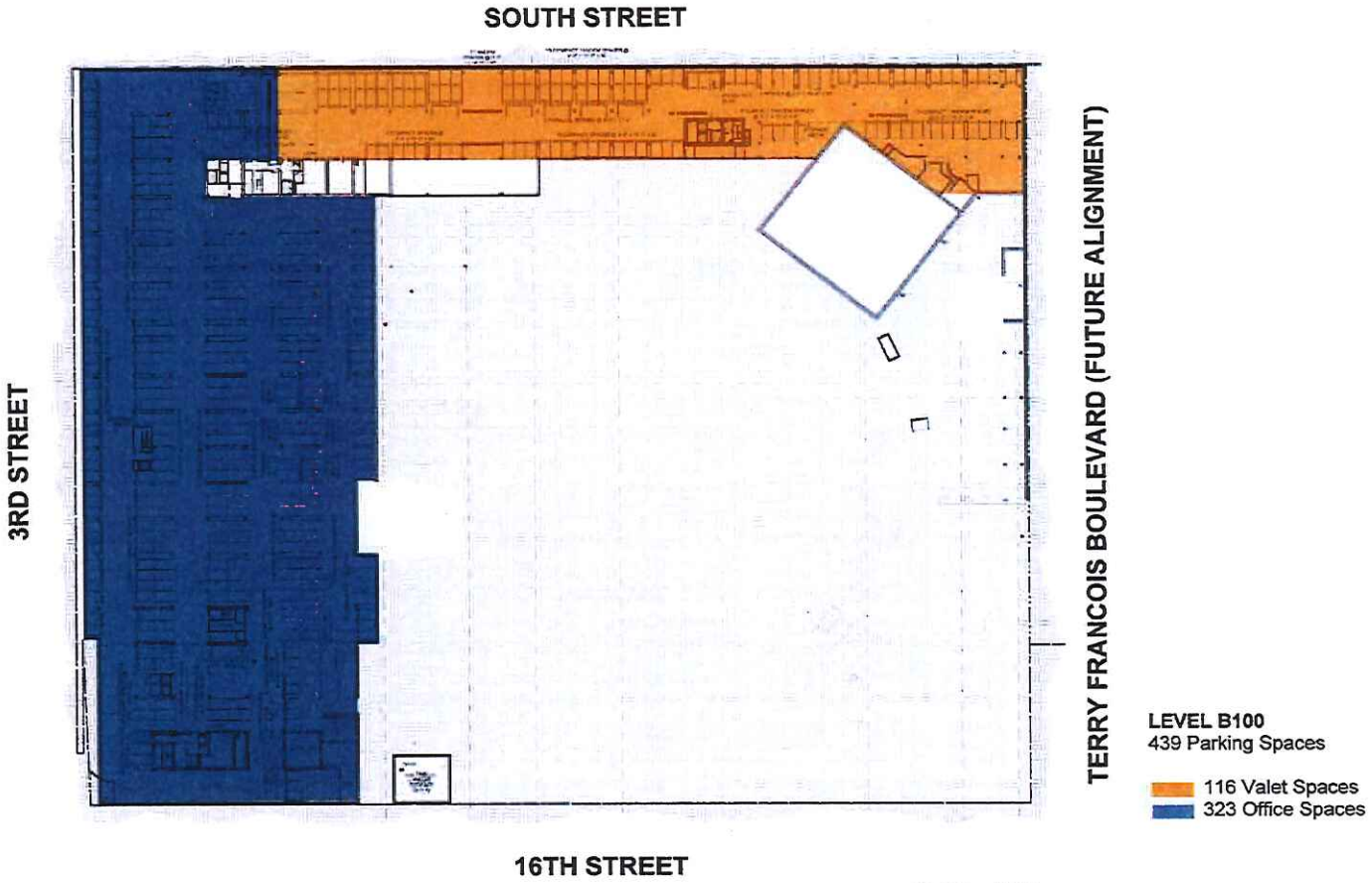


Fig 58 | Level B100

000 PARKING PLAN

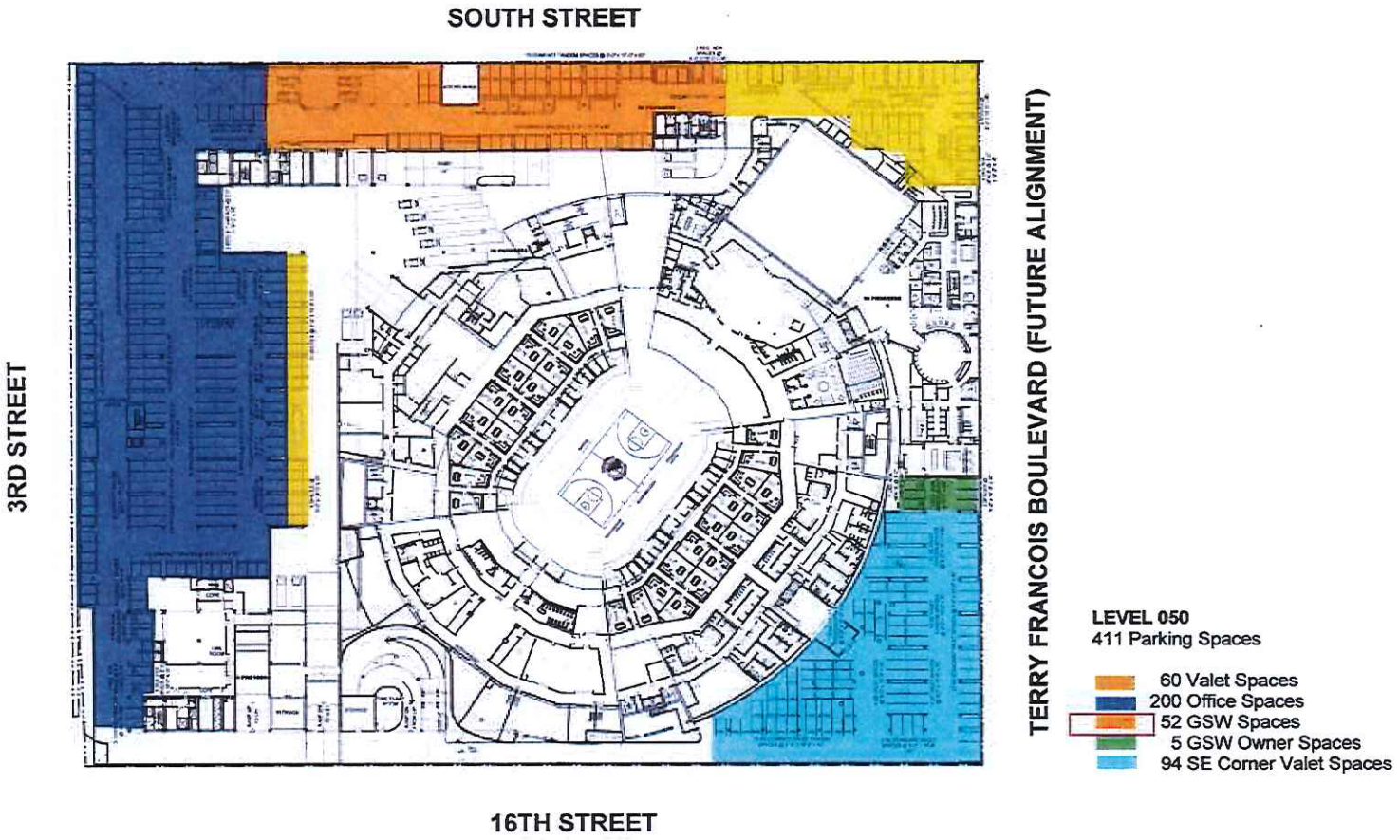


Fig 59 | Level 000

050 PARKING PLAN

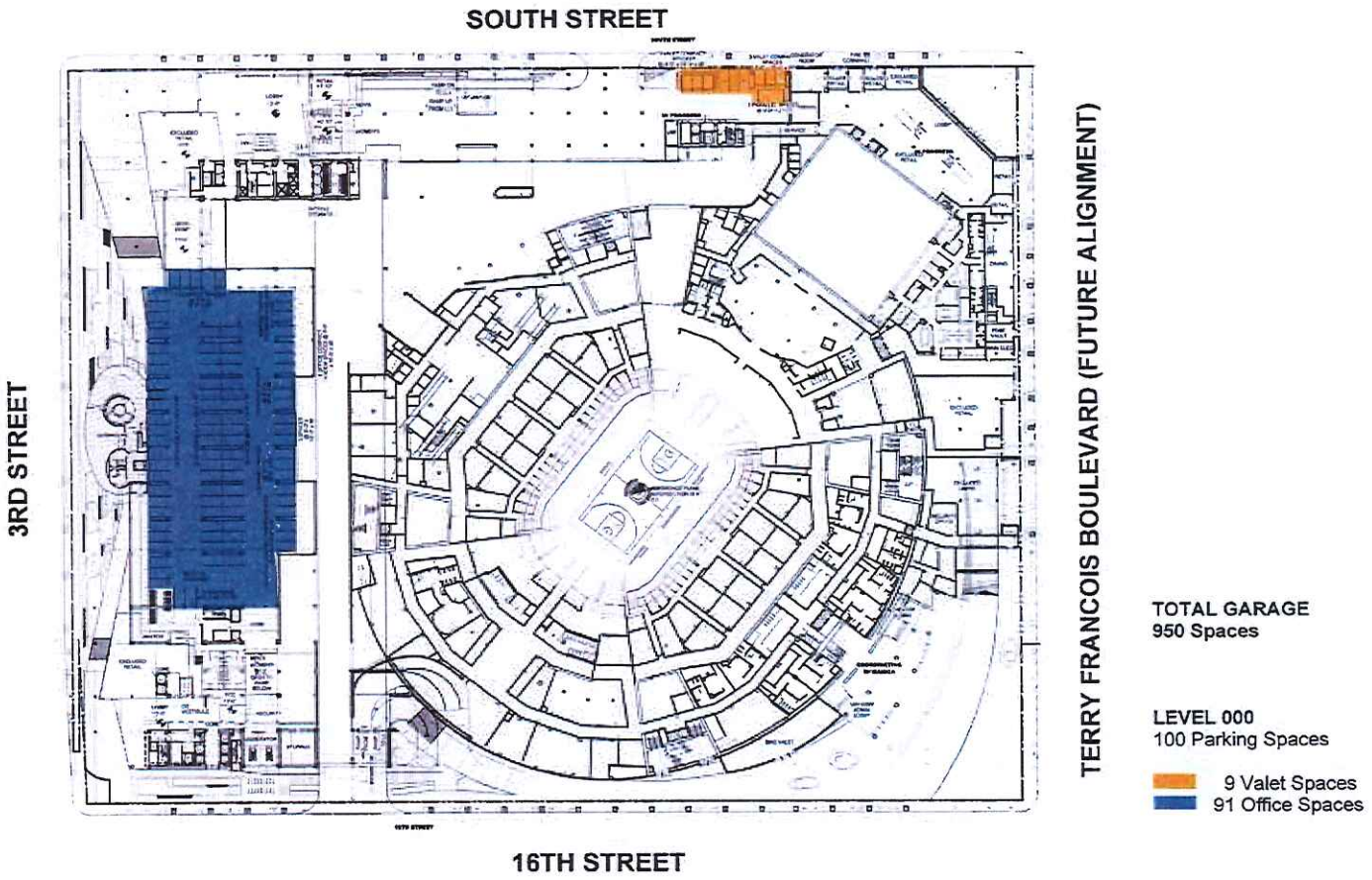


Fig 60 | Level 050