

Via Electronic Mail

MEMORANDUM

To: Jing Ng, The Prado Group

From: Michael Keinath
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Subject: Relocated Greenhouse Gas Emissions for 3333 California St
AB900

In support of the AB900 Application for the mixed-use development project located at 3333 California Street in San Francisco, California (herein referred to as the "Proposed Project" or "Project"), Ramboll US Corporation (Ramboll) quantified both direct and indirect greenhouse gas (GHG) emissions associated with the Proposed Project's and Project Variant's operation. That analysis, referred to hereafter as the "GHG Report", is available as Appendix E: Greenhouse Gas Emissions Analysis.¹

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The California Air Resources Board ("ARB") requested additional analysis and revisions to add to the Project and Project Variant emissions the mobile emissions from existing UCSF and childcare staff and visitors who may relocate to other UCSF campuses. ARB reasons that given that a portion of the existing staff and visitors will continue to commute by car after relocation, their emissions should be accounted for in the AB900 analysis.² This memorandum describes methodology and summarizes data used to determine the GHG emissions for relocated 3333 California Street tenants.

RELOCATED TRIPS

Data from the UCSF Long-Range Development Plan Environmental Impact Report (LRDP EIR) and the San Francisco Planning 2018 Workbook Mode Share for each campus location have been used to calculate expected vehicle trips for relocated staff and childcare students. Kittelson & Associates, Inc reviewed the 2014 LRDP EIR assumptions on mode share and provided updated data, which is included as **Appendix A**. The weighted average external vehicle mode split is slightly higher using the 2018 dataset.

¹ Ramboll, August 2018, AB900 Analysis. Available at: <http://opr.ca.gov/ceqa/california-jobs.html>. Accessed: December 4, 2018.

² A search of AB900 documentation concludes that several other approved AB900 projects did not account for the possibility that their existing tenants would continue to cause mobile emissions after relocation and took credit for the full reduction in existing emissions.

The number of people who will relocate includes all faculty, staff, and childcare students.³ The total number of people have been distributed to the other UCSF campuses proportionally based on the anticipated faculty/staff population changes in the UCSF LRDP EIR. The number and types of visitors to the existing site is unknown, and therefore it would be speculative to estimate a number or destination for relocated visitors.

Table 1 shows the assumptions for vehicle trip generation for relocated emissions. As shown in Table 1, total weekday vehicle trips per day for the relocated site are lower than the vehicle trips per day for the existing site as presented in the GHG Report, Table Ops-1a.

RELOCATED OPERATIONAL EMISSIONS

This section describes how the information derived above is used to quantify the relocated emissions.

CalEEMod[®] was run to calculate the mobile emissions from the relocated staff and visitors. The weekday vehicle trips for all campuses were summed by population type. For purpose of this calculation, the land use parameters from existing conditions run were used to represent the land uses of the relocated emissions, although the density of buildings and land use subtypes may differ. The resulting CalEEMod[®] inputs are shown in **Table 2**. The trip lengths and types used were CalEEMod[®] defaults to be consistent with the existing conditions and Project runs. CalEEMod[®] outputs are included as **Appendix B**.

Relocated mobile emissions decrease over time as the vehicle fleet becomes cleaner. The year-by-year mobile emissions are shown in **Table 3**. These incorporate the same mobile reductions as calculated in the GHG Report, **Table Ops-5**.

OFFSETS WITH RELOCATED EMISSIONS

The year-by-year summary comparison of the existing condition to the Proposed Project plus relocated emissions and Project Variant plus relocated emissions is shown in **Table 3**. This assumes that all existing tenants relocate as soon as construction of Phase 1 begins. Detailed yearly GHG emissions (not including relocated emissions) for construction and concurrent operations for the Project and Project Variant are presented in the GHG Report, **Tables Ops-6** and **Ops-7** of Appendix 1. Project and Project Variant emissions would begin to exceed existing condition emissions in 2026. From 2020 to 2025, the Project and Project Variant would not be fully operational and emissions from phases 1 and 2 of operation plus relocated emissions would be below existing condition emissions. The added operation of phase 3 in 2026 would increase the Project and Project Variant emissions above existing condition emissions.

To determine the offsets commitments by Phase, the relocated emissions by year shown in **Table 3** would be added to the Project or Project Variant emissions by phase shown in Attachment I: GHG Emissions by Phase for 3333 California St AB900. The project sponsor commits to measures to ensure there will be no net additional GHG emissions associated with the Project or Project Variant, as described in Attachment H: 3333 California Street Project Greenhouse Gas Emissions Offset Commitment Approach.

³ The UCSF LRDP EIR (page 3-56) states: "If UCSF were to vacate the Laurel Heights campus site, relocation of the 1,200 employees there would likely occur in phases as programs are consolidated at other sites. Therefore, the 1,200 employees at the Laurel Heights campus site are included in the projected population of the 2014 LRDP at UCSF's major campus sites at Parnassus Heights, Mission Bay, Mount Zion, and Mission Center, and the environmental impacts of projected UCSF population growth at those sites are evaluated in the 2014 LRDP EIR." Source: UCSF. https://www.ucsf.edu/sites/default/files/3_Project%20Description.pdf. Accessed: December 5, 2018.

In addition, we have accounted for the maximum licensed capacity of 116 childcare students to relocate from the existing University Child Care Center at Laurel Heights. Source: UCSF. https://campuslifeservices.ucsf.edu/familyservices/services/child_care_centers/laurel_heights_child_care. Accessed: December 4, 2018.

TABLES

Table 1. Trip Rates - UCSF Other Campuses
3333 California St AB900
San Francisco, California

Existing UCSF Staff and Childcare Students, Relocated to Other Campuses¹

Campus	Land Use Type	Number of People ^{1,2}	Average Daily External Person-Trips ³	Mode Split						External Trip Vehicle Mode Split	Weekday Vehicle Trips	
			trips/day	Drive Alone	Drop-Off/Taxi	Carpool/Vanpool	Public Transit	UCSF Shuttle	Bike/Motorcycle	Walk	%	trips/day
Parnassus Heights	Office	0	0	48%	2%	20%	4%	19%	1%	6%	63%	0
Mission Bay/Mission Center	Office	1,249	2,169	29%	11%	9%	18%	13%	3%	17%	56%	1,223
Mount Zion	Office	67	117	26%	11%	12%	18%	13%	3%	17%	55%	64
Total	-	1,316	2,286								56%	1,287

Notes:

- ¹ The UCSF LRDP EIR (page 3-56) states: "If UCSF were to vacate the Laurel Heights campus site, relocation of the 1,200 employees there would likely occur in phases as programs are consolidated at other sites. Therefore, the 1,200 employees at the Laurel Heights campus site are included in the projected population of the 2014 LRDP at UCSF's major campus sites at Parnassus Heights, Mission Bay, Mount Zion, and Mission Center, and the environmental impacts of projected UCSF population growth at those sites are evaluated in the 2014 LRDP EIR." In addition, we have accounted for the maximum licensed capacity of 116 childcare students to relocate from the existing University Child Care Center at Laurel Heights.
- ² The total number of people have been proportionally distributed to the other UCSF campuses based on the anticipated faculty/staff population changes in the UCSF LRDP EIR Chapters 6, 7, 8, and 9, which shows the following:
 - Parnassus Heights: (-55) faculty/staff: net decrease under LRDP, therefore 0% of 3333 was assumed to relocate here
 - Mount Zion: +649 faculty/staff: 5% of total LRDP growth, therefore 5% of 3333 assumed to relocate here
 - Mission Bay: +11,542 faculty/staff; and Mission Center: +490 faculty/staff: 95% of total LRDP growth, therefore 95% of 3333 assumed to relocate here
- ³ Person-trips are calculated consistent with the UCSF LRDP EIR, Appendix G. This assumes 10% absenteeism for staff, internal trip rates of 10% for staff and 50% for childcare children, and a daily person trip rate of 2.23 for staff and 2.04 for daycare children.
- ⁴ Mode splits as provided by Kittelson and Associates (12/4/2018) based on the San Francisco Planning 2018 Workbook Mode Share for each campus location for office land use type. Office is assumed to most accurately represent campus land uses, as there is no "institutional" land use trip data.
- ⁵ Vehicle trips are calculated consistent with the UCSF LRDP EIR, Appendix G, Table 3-6: Drive Alone trips + (Drop-off trips x 2) + (Carpool trips /2) + (Vanpool trips/10) + (UCSF Shuttle/15). Since carpool and vanpool trips are combined, this calculation conservatively assumes (carpool + vanpool)/2.

Abbreviations:

EIR - Environmental Impact Report
 LRDP - Long-Range Development Plan
 UCSF - University of California, San Francisco

References:

Kittelson & Associates. 2018. December 4. Attached as Appendix A.
 UCSF LRDP Final EIR. 2014. Available at: <https://www.ucsf.edu/content/lrpd-environmental-impact-report-downloads>. Accessed: December 5, 2018.
 UCSF University Child Care Center at Laurel Heights. Available at: https://campusliveservices.ucsf.edu/familyservices/services/child_care_centers/laurel_heights_child_care. Accessed: December 4, 2018.

Table 2. Trip Rates for Relocated Emissions - CalEEMod Inputs
3333 California St AB900
San Francisco, California

Land Use Data ¹		CalEEMod Defaults ²			Calculated Rates ³			
Land Use Sub-Type	Size	Weekday Trip Rate	Saturday Trip Rate	Sunday Trip Rate	Weekday Trip Counts	Weekday Trip Rate	Saturday Trip Rate	Sunday Trip Rate
	ksf	trips/ksf/day			trips/day	trips/ksf/day		
General Office Building	363.5	11.03	2.46	1.05	1,287	3.54	0.79	0.34

Notes:

- ¹ For purpose of this calculation, the land use totals from existing conditions run were used to represent the land uses of the relocated emissions, although in reality the density of buildings and land use subtypes may differ.
- ² CalEEMod version 2016.3.2 default trip rates for San Francisco County, urban setting.
- ³ Weekday trip counts calculated in Table 1. Weekend trip rates estimated using ratio of CalEEMod default weekday to weekend rates.

Abbreviations:

ksf - thousand square feet

Table 3. Comparison of GHG Emissions between Project, Variant, Relocated, and Existing, 2020-2057
3333 California St AB900
San Francisco, California

Year	GHG Emissions (MT CO ₂ e/year)						
	Existing Facilities	Relocated Emissions	Project Operational Emissions	Difference (Project Plus Relocated Minus Existing)	Project Variant Operational Emissions	Difference (Variant Plus Relocated Minus Existing)	Construction Emissions
2020	3,873	976	0	-2,897	0	-2,897	541
2021	3,873	952	0	-2,921	0	-2,921	733
2022	3,873	927	340	-2,606	331	-2,615	732
2023	3,873	901	1,235	-1,736	1,201	-1,771	752
2024	3,873	877	1,733	-1,263	1,678	-1,318	564
2025	3,873	852	1,858	-1,163	1,832	-1,189	664
2026	3,873	831	4,481	1,439	4,669	1,626	277
2027	3,873	811	4,496	1,434	4,674	1,612	8
2028	3,873	793	4,410	1,330	4,585	1,505	--
2029	3,873	776	4,326	1,229	4,498	1,402	--
2030	3,873	762	4,251	1,140	4,421	1,311	--
2031	3,873	750	4,184	1,061	4,352	1,230	--
2032	3,873	739	4,123	990	4,290	1,156	--
2033	3,873	729	4,069	926	4,235	1,091	--
2034	3,873	721	4,021	869	4,184	1,033	--
2035	3,873	714	3,977	818	4,139	980	--
2036	3,873	708	3,937	772	4,098	933	--
2037	3,873	703	3,901	731	4,060	890	--
2038	3,873	698	3,868	694	4,026	852	--
2039	3,873	695	3,839	660	3,995	817	--
2040	3,873	691	3,812	630	3,967	786	--
2041	3,873	689	3,787	603	3,941	757	--
2042	3,873	687	3,764	578	3,917	731	--
2043	3,873	685	3,742	554	3,894	706	--
2044	3,873	683	3,722	532	3,872	683	--
2045	3,873	682	3,702	512	3,852	662	--
2046	3,873	681	3,683	491	3,832	640	--
2047	3,873	680	3,677	484	3,824	631	--
2048	3,873	679	3,658	464	3,805	610	--
2049	3,873	678	3,641	446	3,786	591	--
2050	3,873	677	3,625	429	3,769	573	--
2051	3,873	677	3,625	429	3,769	573	--
2052	3,873	677	3,625	429	3,769	573	--
2053	3,873	677	3,625	429	3,769	573	--
2054	3,873	677	3,625	429	3,769	573	--
2055	3,873	677	3,625	429	3,769	573	--
2056	3,873	677	3,625	429	3,769	573	--
2057	3,873	677	3,625	429	3,769	573	--
Total Gross Emissions				22,822	--	27,820	4,273

Notes:

¹ Where existing emissions are greater than operational plus relocated emissions, no credit has been taken in the "Total Gross Emissions" summation.

² Project and Project Variant emissions for 2020 through 2021 include only construction-related and relocated emissions. Project and Project Variant emissions for 2022 through 2027 include construction-related, relocated, and operational emissions. All construction emissions are considered to be a net increase for those analysis years and apply to both the Proposed Project and Project Variant.

Abbreviations:

CO₂e - carbon dioxide equivalents

MT - metric ton

GHG - greenhouse gas

**APPENDIX A
MODE SHARE COMPARISONS**

3333 California Street
UCSF Mode Share Comparison

UCSF LRDP Mode Share

Population Group	Drive Alone	Drop-Off/Taxi	Carpool/Vanpool	Public Transit	UCSF Shuttle	Bike/Motorcycle	Walk	All Modes
Parnassus Heights								
Staff	4%	2%	1%	18%	32%	16%	28%	101%
Patients and Visitors	24%	17%	14%	42%	0%	1%	1%	99%
Other Visitors	54%	8%	4%	20%	0%	1%	13%	100%
Child care	9%	70%	3%	8%	5%	2%	3%	100%
Residential	24%	4%	0%	17%	47%	3%	4%	99%
Total	14%	6%	2%	21%	33%	9%	15%	100%
Mission Bay								
Staff	33%	2%	6%	22%	22%	8%	8%	101%
Patients and Visitors	45%	5%	14%	26%	2%	1%	7%	100%
Other Visitors	71%	4%	9%	11%	0%	1%	4%	100%
Child care	9%	72%	2%	7%	7%	2%	1%	100%
Residential	37%	0%	1%	15%	36%	5%	7%	101%
Total	38%	3%	8%	22%	16%	5%	8%	100%
Mount Zion								
Staff	37%	4%	8%	26%	12%	6%	8%	101%
Patients and Visitors	39%	7%	23%	25%	0%	1%	5%	100%
Other Visitors	63%	4%	14%	15%	0%	2%	4%	102%
Total	39%	6%	16%	25%	5%	3%	6%	100%
Mission Center								
Staff	43%	1%	5%	27%	13%	7%	4%	100%
Other Visitors	100%	0%	0%	0%	0%	0%	0%	100%
Total	46%	1%	5%	26%	13%	6%	3%	100%

Source: Advant Consulting, 2014. UCSF LRDP, 2014. Table 3-6: External Trips Mode of Travel Assumptions

Notes: Mode of travel percentages assumed for future travel conditions; percentages might not add to 100% due to rounding

3333 California Street
UCSF Mode Share Comparison

SF Planning - 2018 Workbook Mode Share

Location / Land Use	Drop-Drive Alone	Drop-Off/Taxi	Carpool/Vanpool	Public Transit	UCSF Shuttle	Bike	Walk	All Modes	Notes (2018 workbook relative to UCSF LRDP)
Parnassus Heights									- Auto (drive alone and carpool) mode shares are higher for Office and Retail uses relative to population groups
Office	48%	2%	20%	4%	19%	1%	6%	100%	
Retail - General	44%	1%	10%	16%	< 1%	1%	28%	100%	
n/a	-	-	-	-	-	-	-	-	-
n/a	-	-	-	-	-	-	-	-	-
Residential	17%	4%	22%	19%	< 1%	4%	34%	100%	- Auto mode share for residential land use is lower
Total	-	-	-	-	-	-	-	0%	- Walk mode share is higher for all land uses
Mission Bay									- Auto (drive alone and carpool) mode shares are lower for all land uses relative to population groups
Office	29%	11%	9%	18%	13%	3%	17%	100%	
Retail - General	9%	1%	17%	12%	< 1%	3%	58%	100%	
n/a	-	-	-	-	-	-	-	-	-
n/a	-	-	-	-	-	-	-	-	-
Residential	20%	4%	19%	19%	< 1%	4%	34%	100%	- Walk mode share is higher for all land uses
Total	-	-	-	-	-	-	-	0%	- Bike mode share is generally consistent
Mount Zion									- Auto (drive alone and carpool) mode shares are lower for all land uses relative to population groups
Office	26%	11%	12%	18%	13%	3%	17%	100%	
Retail - General	13%	1%	13%	12%	< 1%	3%	58%	100%	
n/a	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	0%	- Walk mode share is higher for all land uses
Mission Center (same as Mission Bay because of location in Mission/Potrero District)									- Bike mode share is generally consistent
Office	29%	11%	9%	18%	13%	3%	17%	100%	
Retail - General	9%	1%	17%	12%	< 1%	3%	58%	100%	
Total	-	-	-	-	-	-	-	0%	- Auto (drive alone and carpool) mode shares are lower for all land uses relative to population groups
									- Transit use is lower for office land use relative to staff population group

Source: Kittelson & Associates, Inc. 2018; SF Planning Travel Demand Distribution Application PM, 2018.

Notes: Mode of travel percentages presented for weekday PM peak hour for relevant land uses included in SF Planning's Travel Demand Workbook.

Parnassus Heights: District 8-Sunset; Placetype 3; TAZ 226

Mission Bay: District 4-Mission/Potrero; Placetype 2; TAZ 557

Mount Zion: District 3-Western Market; Placetype 2; TAZ 310

Mission Center: District 4-Mission/Potrero; Placetype 2; TAZ 590

3333 California Street
UCSF Mode Share Comparison

Mode Share Comparison - Percentage Point Difference, UCSF LRDP minus 2018 Workbook

Location / Land Use	Drive Alone	Drop-Off/Taxi	Carpool/Van pool	Public Transit	UCSF Shuttle	Bike	Walk
Parnassus Heights							
Staff minus Office	-44%	0%	-19%	14%	13%	15%	22%
Patients/Visitors minus Retail	-20%	16%	4%	26%	-1%	0%	-27%
Residential minus Residential	7%	0%	-22%	-2%	46%	-1%	-30%
Mission Bay							
Staff minus Office	4%	-9%	-3%	4%	9%	5%	-9%
Patients/Visitors minus Retail	36%	4%	-3%	14%	1%	-2%	-51%
Residential minus Residential	17%	-4%	-18%	-4%	35%	1%	-27%
Mount Zion							
Staff minus Office	11%	-7%	-4%	8%	-1%	3%	-9%
Patients/Visitors minus Retail	26%	6%	10%	13%	-1%	-2%	-53%
Mission Center							
Staff minus Office	14%	-10%	-4%	9%	0%	4%	-13%
Patients/Visitors minus Retail	91%	-1%	-17%	-12%	-1%	-3%	-58%

Source: UCSF LRDP, 2014; Kittelson & Associates, Inc. 2018; SF Planning Travel Demand Distribution Application PM, 2018.

Notes:

A direct comparison cannot be made between the "population groups" in the UCSF LRDP table and the "land use" in the SF Planning 2018 Workbook table, with the exception of "residential". Values have been organized to make a best match; i.e., Staff & Office, Patients/Visitors & Retail.

**APPENDIX B
CALEEMOD® OUTPUT**

3333 CalSF Relocated Emissions - 2020 - San Francisco County, Annual

3333 CalSF Relocated Emissions - 2020
San Francisco County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	363.50	1000sqft	8.34	363,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	4.6	Precipitation Freq (Days)	64
Climate Zone	5	Operational Year	2020		
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	360.31	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Updated CO2 Intensity Factor

Land Use - For purpose of this calculation, the land use totals from existing conditions run were used to represent the land uses of the relocated emissions, although in reality the density of buildings and land use subtypes may differ.

Construction Phase - Construction not relevant.

Grading -

Architectural Coating -

Vehicle Trips - Trip rates based on data from SF Planning (2018), UCSF LRDP EIR (2014), and Kittelson & Associates (2018). Weekend trip rates estimated using ratio of CalEEMod default weekday to weekend rates. Default trip lengths/types.

Consumer Products -

Energy Use - Relocated mobile only

Landscape Equipment - Relocated mobile only

Water And Wastewater - Relocated mobile only

Solid Waste - Relocated mobile only

Table Name	Column Name	Default Value	New Value
tblEnergyUse	LightingElect	4.34	0.00
tblEnergyUse	NT24E	4.80	0.00
tblEnergyUse	NT24NG	1.01	0.00
tblEnergyUse	T24E	5.42	0.00
tblEnergyUse	T24NG	22.58	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	360.31
tblSolidWaste	SolidWasteGenerationRate	338.06	0.00
tblVehicleTrips	ST_TR	2.46	0.79
tblVehicleTrips	SU_TR	1.05	0.34
tblVehicleTrips	WD_TR	11.03	3.54
tblWater	IndoorWaterUseRate	64,606,217.40	0.00
tblWater	OutdoorWaterUseRate	39,597,359.05	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	6.5000e-003	6.5000e-003	2.0000e-005	0.0000	6.9300e-003

Energy												0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile												0.0000	974.6517	974.6517	0.0433	0.0000	975.7342
Waste												0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water												0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total												0.0000	974.6582	974.6582	0.0433	0.0000	975.7411

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e						
Category	tons/yr										MT/yr											
Area																	0.0000	6.5000e-003	6.5000e-003	2.0000e-005	0.0000	6.9300e-003
Energy																	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile																	0.0000	974.6517	974.6517	0.0433	0.0000	975.7342
Waste																	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water																	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total																	0.0000	974.6582	974.6582	0.0433	0.0000	975.7411

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	974.6517	974.6517	0.0433	0.0000	975.7342
Unmitigated											0.0000	974.6517	974.6517	0.0433	0.0000	975.7342

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	1,286.79	287.17	123.59	2,336,736	2,336,736
Total	1,286.79	287.17	123.59	2,336,736	2,336,736

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.607015	0.041018	0.191033	0.087570	0.015386	0.004865	0.027149	0.008727	0.004280	0.004624	0.006947	0.000926	0.000460