

MEMORANDUM

Date: January 30, 2019

Project #: 20641

To: Don Bragg, Lisa Congdon, and Jing Ng – Prado Group

From: Amanda Leahy, AICP and Tim Erney, AICP/PTP – Kittelson & Associates, Inc.

Project: 3333 California Street

Subject: AB 900 Transportation Assessment – Final, Revised per OPR Comments

This memorandum provides a transportation assessment of the 3333 California Street project to determine whether it meets the transportation efficiency requirements for classification as an Environmental Leadership Development Project under California Assembly Bill 900 (AB 900). This memorandum gives a background summary of the project location and surrounding area, and then summarizes the travel demand for the proposed project and project variant using the San Francisco Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review (SF Guidelines)*, as well as any changes in trip generation due to alternative modes of transportation, internalization, existing uses, and implementation of transportation demand management measures. The trip generation for both the proposed project and project variant are then analyzed against the trip generation of a comparable project, which is assumed to be located within the same neighborhood but would not include transportation demand management measures. The expected Vehicle Miles Traveled (VMT) per capita for the proposed project and project variant are also compared to the VMT per capita of the San Francisco Bay Area region. The resulting trip generation and VMT comparisons summarize the extent of the transportation efficiency changes expected from the proposed project and project variant.

Project Location

The project site is located in the Laurel Heights/Jordan Park area of the Presidio Heights neighborhood in San Francisco, California. The neighborhood includes a variety of land uses, including commercial, retail, office, and residential uses.

The project site is the 10.25-acre parcel on the block bounded by California Street to the north, Presidio Avenue to the east, Masonic Avenue to the southeast, Euclid Avenue to the south, and Laurel Street/Mayfair Drive to the west. The parcel is Lot 003 of Assessor's Block 1032, within San Francisco Superdistrict 2 (SD-2), Traffic Analysis Zone (TAZ) 709, and United States Census Bureau Census Tract 154. The property is located within the RM-1 (Residential Mixed, Low Density) Zoning District, and the 40-X

Height and Bulk District. The project site is located close to major transit services and facilities, bicycle and pedestrian networks and facilities, and a diversity and density of land uses.

Project Description

The proposed project entails the demolition of the existing one-story 14,000 square foot annex building at the corner of California Street and Laurel Street, the existing 212-space partially below-grade parking garage and 331 surface parking spaces, and the partial demolition of the existing 362,000 square foot office building located at the center of the project site. The remaining portion of the office building would be separated into two buildings with interior renovations to adapt the structures from office to residential use and include the addition of 2-to 3-stories to each building.

The proposed project and project variant would widen the existing 10-foot-wide sidewalks on Presidio Avenue and Masonic Avenue (adjacent to the project site) to meet the recommended widths identified in the San Francisco Better Streets Plan¹ (15 feet). The existing sidewalks on Euclid Avenue (10.5 feet wide) and Laurel Street (10 feet wide) would be widened to meet the minimum widths identified in the Better Streets Plan (12 feet). The proposed project would include other streetscape changes as part of a series of proposed improvements along California Street, Presidio Avenue, Masonic Avenue, Euclid Avenue, and Mayfair Drive. The proposed improvements would result in changes to the intersections of Presidio Avenue/Masonic Avenue/Pine Street, Masonic Avenue/Euclid Avenue, and Mayfair Drive/Laurel Street.

Proposed Project

The proposed project would eliminate approximately 376,000 square feet of the existing uses, retaining 49,999 square feet of office space on the project site (relocated to the proposed Walnut Building). The proposed project would also include construction of two 4-story mixed use residential buildings (the Plaza A and Plaza B Buildings) with ground floor retail along California Street between Laurel Street and Walnut Street, one 3-story mixed use building (the Walnut Building), with ground floor retail, child care, and commercial uses along California Street east of Walnut Street, one 4- to 6-story residential building (the Masonic Building) along Masonic Avenue, one 4- to 6-story mixed use building (the Euclid Building) along Euclid Avenue, seven two-unit townhomes along Laurel Street (the Laurel Duplexes), and one 4-story residential building (the Mayfair Building) near the Laurel Street/Mayfair Drive intersection. Proposed parking (895 off-street parking spaces, or net increase of 352 spaces) would be provided in four below-grade parking garages and six individual two-car parking garages. Implementation of Mitigation Measure M-TR-2 identified in the *3333 California Street Mixed-Use Project Draft Environmental Impact Report*² (EIR) would reduce the amount of off-street retail parking provided by the proposed project to an amount not to exceed the existing neighborhood rate of 1.55 spaces per 1,000 gross square feet by

¹ San Francisco Planning Department, San Francisco Better Streets Plan, January 2011, http://www.sf-planning.org/ftp/BetterStreets/proposals.htm#Final_Plan, accessed October 3, 2017.

² 3333 California Street Mixed-Use Project Draft Environmental Impact Report, Volume 1. http://sfmea.sfplanning.org/2015-014028ENV_3333CaliforniaSt_DEIR_Volume01.pdf

38 percent (or 2.14 spaces per 1,000 gross square feet). The proposed project would include eight freight loading spaces: six off-street freight loading spaces in two separate off-street loading docks and one on-street 100-foot-long commercial truck (yellow) loading spaces along California Street. Three on-street 60-foot-long passenger (white) loading spaces would also be requested along Laurel Street, Masonic Avenue, and Euclid Avenue.

Project Variant

The project variant would change the use of the proposed Walnut Building from a mixed-use office building to a mixed-use residential building. Under the project variant, the 49,999 square feet of office use in the Walnut Building would be replaced with 186 market rate residential units. Under this scenario, 744 dwelling units (313 one-bedroom, 431 two-bedroom) would be developed at the project site, and the retail and daycare square footage would be slightly reduced. The project variant would include 971 vehicle parking spaces (744 residential, 128 retail, 29 child care, 60 commercial, and 10 car share) in four below-grade garages and six individual two-car parking garages. Implementation of Mitigation Measure M-TR-2 identified in the EIR would reduce the amount of off-street retail parking provided by the project variant to an amount not to exceed the existing neighborhood rate of 1.55 spaces per 1,000 gross square feet by 38 percent (or 2.14 spaces per 1,000 gross square feet).

Site Access and Circulation

Vehicle Access

Local access to the project site is provided by an urban street grid network. California Street is the main east-west street in the study area that provides direct access to the project site. Direct access to the project site is also available from Euclid Avenue, Masonic Avenue, Presidio Avenue, Walnut Street, and Laurel Street. Each of the roadways provides on-street parking and sidewalks.

Regional access is provided by Interstate 80 (I-80) and U.S. Highway 101 (U.S. 101). I-80 provides the primary regional access to the project site from the East Bay merging with U.S. 101 in San Francisco. U.S. 101 provides regional access to both the north and south of San Francisco. Within the northern part of San Francisco, U.S. 101 operates on surface arterial streets (Van Ness Avenue, Lombard Street, and Richardson Avenue) until it reaches the Golden Gate Bridge. U.S. 101 connects San Francisco to the North Bay via the Golden Gate Bridge and East Bay via I-80 and the San Francisco-Oakland Bay Bridge

Pedestrian Access

Observations of pedestrian facilities included sidewalks, crosswalks, and curb ramps and pedestrian activity within the study area. Observations indicated pedestrian facilities were generally complete in the study area, with sidewalks provided continuously on both sides of the streets. Sidewalks adjacent to the project site on California Street are 15 feet wide while those on Laurel Street and Presidio, Masonic, Euclid avenues are about 10 feet wide. There are marked crosswalks (high visibility markings at California

Street/Presidio Avenue, Masonic Avenue/Euclid Avenue, and Laurel Street/Euclid Avenue), and pedestrian countdown signals are provided at all signalized intersections adjacent to the project site.

Bicycle Access

Existing on-street bicycle facilities, as designated by the SFMTA Bike Network Map are described in this section.³

- Presidio Avenue – Class III facility runs north-south between Lincoln Boulevard in the Presidio, turns on Geary Boulevard and continues along Masonic Avenue to Page Street.
- Arguello Boulevard – Class II facility runs north-south from Washington Street in the Presidio to John F. Kennedy Drive in Golden Gate Park. Class III facility runs east-west on Clay Street from Cherry Street to Webster Street and continues north-south on Webster Street to Broadway, where it continues east-west to The Embarcadero.
- Euclid Avenue – Class II facility from Arguello Boulevard to Masonic Avenue. The facility continues as a class III bike route for one block to connect with Presidio Avenue.
- Post Street – Class II facility runs east-west from Presidio Avenue to Steiner Street. The facility continues as a one-way westbound class III bike route between Steiner Street and Market Street.

In 2013, Bay Area Bike Share was launched as a pilot program throughout the Bay Area to test the viability of a regional bike share system. The bike share system is operated by the firm Motivate, and service expansion is being supported through a 10-year sponsorship from Ford. The re-branded Ford GoBike bike share system will provide 7,000 bikes across San Francisco, the East Bay, and San Jose by 2019. According to the latest expansion map, additional stations are expected in the project study area in 2018.⁴

The nearest existing bike share station (24 docks) is located at Divisadero Street/O'Farrell Street, which is approximately 1.1 miles southeast of the project site.

Transit Access

The project site is served by local transit provided by the San Francisco Municipal Railway (Muni), operated by the San Francisco Municipal Transportation Agency (SFMTA). Regional transit provides service to the East Bay via the Bay Area Rapid Transit rail service (BART), Alameda-Contra Costa Transit buses, and ferries; to the North Bay via Golden Gate Transit buses and ferries; and to the Peninsula and South Bay via Caltrain, BART, and San Mateo County Transit (SamTrans) buses.

Local Transit

Muni provides transit service within the City and County of San Francisco, including bus (diesel, bio-diesel/electric hybrid and electric trolley), light rail (Muni Metro), cable car, and electric streetcar lines.

³ SFMTA, San Francisco Bike Network Map, July 2016, <https://www.sfmta.com/sites/default/files/maps/2016/SFMTA%20Retail%20Map%20-%207.16-Online.pdf>, accessed October 3, 2017.

⁴ Ford GoBike San Francisco Expansion Map, <https://d21xlh2maitm24.cloudfront.net/fgb/san-francisco.jpg?mtime=20170523174220>, accessed October 3, 2017.

Muni operates ten bus lines with stops located within one half of a mile of the project site (1 California, 1BX California 'B' Express, 2 Clement, 3 Jackson, 31BX Balboa 'B' Express, 33 Ashbury-18th, 38 Geary, 38BX Geary 'B' Express, 38R Geary Rapid, and 43 Masonic).

Muni bus stops for outbound (service away from downtown or to the south) routes are located at the northwest corner of California Street and Presidio Avenue for the 1 California, 2 Clement, 3 Jackson, and 43 Masonic, and at the northeast corners of California and Laurel streets for the 1 California and 2 Clement bus routes. Inbound bus stops (with service toward downtown or to the north) are located at the southeast corner of California and Laurel streets and the southwest corner of California Street and Presidio Avenue for the 1 California and 2 Clement bus routes, the northeast corner of California Street and Presidio Avenue for the 43 Masonic bus route, and the east side of Walnut Street mid-block between California and Sacramento streets for the 3 Jackson bus route.

Regional Transit

Regional transit provides service to the East Bay via BART commuter rail service, Alameda-Contra Costa Transit (AC Transit) buses, and Water Emergency Transportation Authority (WETA) ferries; service to the North Bay via Golden Gate Transit (GGT) buses and ferries; and service to the Peninsula/South Bay via Caltrain, BART, and San Mateo County Transit (SamTrans) buses. Regional transit services are generally not within walking distance of the project site but can be reached by bicycle or from various Muni lines (some requiring a transfer). The project site is about 3 miles northwest of the Civic Center UN Plaza BART/Muni Metro station, about 4 miles west of the San Francisco Ferry Building and the Temporary Transbay Terminal, and about 4 miles northwest of the Fourth and King Caltrain Station. Regional transit providers and service are described below.

Caltrain. Caltrain provides passenger rail service on the Peninsula between San Francisco and Downtown San Jose with several stops in San Mateo County and Santa Clara County. Some service is also available south of San Jose to Gilroy. Caltrain operates either local or express trains between 4:30 a.m. and midnight inbound (northbound) and 5:00 a.m. to midnight outbound (southbound). Caltrain service headways for Limited-Stop and Express ("Baby Bullet") trains during the weekday a.m. and p.m. peak periods are 10 minutes to 40 minutes, depending on the type of train. The peak direction of service is northbound during the weekday a.m. peak period (7:00 a.m. to 9:00 a.m.) and southbound during the weekday p.m. peak period (4:00 p.m. to 6:00 p.m.). Local service is not provided during peak periods.

In San Francisco, Caltrain provides service to the 22nd Street Station and terminates at the San Francisco Station at Fourth and King streets. Both stations can be accessed directly by Muni transit and are served by local, limited, and express Baby Bullet trains. The Fourth and King Street Caltrain station can be reached by bus from the project site (1 California, 2 Clement, or 3 Jackson) with a transfer to the 30 Stockton, 45 Union/Stockton, or 10 Townsend. Caltrain also provides service to the 22nd Street Station, located between Indiana Street and Pennsylvania Avenue. This station can be reached by bus from the project site (1 California, 2 Clement, or 3 Jackson) with a transfer to the 22 Fillmore.

BART. BART provides regional commuter rail service between San Francisco and the East Bay (Pittsburg/Bay Point, Richmond, Dublin/Pleasanton and Fremont), as well as between San Francisco and San Mateo County (Daly City, SFO Airport, and Millbrae). Weekday hours of operation are between 4 a.m. and midnight. During the weekday p.m. peak period, headways are 5 to 15 minutes along each line. Within San Francisco, BART operates underground along Market Street to Civic Center Station where it turns south through the Mission District towards Daly City, running partially aboveground between the Glen Park and Daly City stations. The BART stations nearest to the project study area are the Civic Center/UN Plaza Station at Market Street/Hyde Street (2.6 miles via 38 Geary), the Montgomery Station at Market Street/Second Street (2.9 miles via 2 Clement, 3 Jackson, or 38 Geary), and the Embarcadero Station at Market Street/Main Street (3.2 miles via 1 California, 1BX California 'B' Express, or 2 Clement).

AC Transit. AC Transit provides local bus service in western Alameda and Contra Costa Counties and operates Transbay routes to San Francisco and San Mateo counties. The majority of AC Transit Transbay routes terminate at the Temporary Transbay Terminal located at Main Street and Folsom Street, approximately 3.5 miles east of the project site. This station can be reached by three Muni bus routes (2 Clement, 38R Geary Rapid, or 38 Geary) that operate near the project site.

Most Transbay bus lines are for peak period and peak direction (to San Francisco during the weekday a.m. peak period and from San Francisco during the weekday p.m. peak period), with headways of 15 to 30 minutes per route. AC Transit has an average daily Transbay ridership of approximately 17,900 daily weekday passengers, 3,700 daily Saturday passengers, and 3,000 daily Sunday passengers.⁵

WETA. WETA is a regional public transit agency that operates ferry services on San Francisco Bay and coordinates the water transit response to regional emergencies. The San Francisco Ferry Terminal is located about 3.2 miles east of the project site and can be reached by Muni bus routes (1 California, 1BX California 'B' Express, 2 Clement, 38BX Geary 'B' Express). WETA services operate from eight terminals in Alameda, Oakland, San Francisco, South San Francisco, and Vallejo. Ferry routes operate with 30- to 60-minute headways, depending on time and day of the week.

SamTrans. SamTrans provides bus service between San Mateo County and San Francisco. SamTrans operates three bus lines that serve downtown San Francisco. The closest SamTrans bus stops to the project site are located at the Temporary Transbay Terminal (Main Street/Folsom Street) and First Street/Mission Street. The Temporary Transbay Terminal can be reached by two Muni bus routes (2 Clement or 38 Geary). Route KX operates as a peak-only express route (Temporary Transbay Terminal), Route 292 provides service throughout the day (Temporary Transbay Terminal), and Route 397 operates as a late-night route (First Street/Mission Street). Headways during the weekday p.m. peak period are approximately 60 minutes for Route KX and 20 to 30 minutes for Route 292.

Golden Gate Transit. Golden Gate Transit, operated by the Golden Gate Bridge and Highway Transportation District, provides bus service between the North Bay (Marin and Sonoma counties) and

⁵ AC Transit, Annual Ridership and Route Performance Report, September 27, 2017, http://www.actransit.org/wp-content/uploads/board_memos/1_17-268%202017%20Ridership%20and%20Route%20Performance%20Web.pdf, accessed October 2, 2017.

San Francisco. It operates 22 commuter bus routes, 9 basic bus routes, and 16 ferry feeder bus routes (ferry feeder bus routes do not operate in San Francisco). Golden Gate Transit carries approximately 8,750 bus passengers per day total across the Golden Gate Bridge. Most bus routes serve either the Civic Center (via Van Ness Avenue and Mission Street) or the Financial District (via Battery and Sansome streets). Basic bus routes operate with 15- to 90-minute headways, depending on the time and day of the week. Commute and ferry feeder bus routes operate at intervals that are more frequent in the mornings and evenings. Commute bus Route 92, within the study area, provides service to and from Marin County via stops in both directions on Geary Boulevard between Masonic and Presidio avenues, approximately one half of a mile south of the project site.

Other Transit Service Providers

UCSF Laurel Heights Campus Shuttle. The UCSF Laurel Heights Campus is served by UCSF's free inter-campus shuttle service, which connects the Laurel Heights Campus to all the other UCSF Campus sites as well as to select secondary campus locations. UCSF's Tan and Black shuttle routes, which operate with 20-minute headways, access the project site via the California Street entrance, stop at the shuttle bus stop near the main entrance to the existing office building (along its north elevation), and exit via Laurel Street/Mayfair Drive.

Commuter Shuttles. The SFMTA Board unanimously approved a Commuter Shuttle Program on February 12, 2017. The Commuter Shuttle Program provides permits to eligible commuter shuttle operators (e.g., those provided by employers, educational institutions, medical facilities, and various companies/office buildings) to use a network of designated streets and stops. No designated shared Muni/commuter shuttle stops are located in the study area.⁶ California Street, Pine Street, Bush Street, Masonic Avenue, Geary Boulevard, and Presidio Avenue are designated unrestricted arterials in the shuttle network. Laurel Street and Mayfair Drive are designated restricted arterials (trucks over 3 tons prohibited) in the shuttle network.

Vehicle Miles Traveled

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management.⁷ Typically, low-density development at great distance from other land uses, located in areas with poor access to nonprivate vehicular modes of travel, generates more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

⁶ SFMTA, Commuter Shuttles Program Stop Locations & Permitted Streets, February 23, 2017. The "a.m. and p.m. hours" refer to the time periods as defined by the Commuter Shuttle Program, <http://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=9fa72be4a92b449c92bcf832bb1da1f1>, accessed December 26, 2017.

⁷ California Smart-Growth Trip Generation Rates Study, Appendix A, University of California, Davis Institute of Transportation Studies, March 2013.

Given these travel behavior factors, San Francisco has a lower average vehicle miles traveled (VMT)⁸ ratio than the nine-county San Francisco Bay Area region (hereinafter, the region). In addition, and for the same reasons, different areas of the City have different VMT ratios and some areas of the City have lower VMT ratios than others.

These geographic-based differences in VMT that are associated with different parts of the City and region are identified in the San Francisco County Transportation Authority transportation analysis zones (TAZs). SF TAZs are subdivisions of census tracts. There are 981 TAZs within San Francisco that vary in size from single city blocks in the downtown core, to multiple blocks in outer neighborhoods, to even larger geographic areas in historically industrial areas like the Hunters Point Shipyard. TAZs are used by planners as part of transportation planning models for transportation analysis and other planning purposes. All VMT results presented in this section are derived from the San Francisco Chained Activity Model Process (SF-CHAMP) travel demand model.

The project site comprises most of the area in TAZ 709, which is the area generally between Laurel/California streets, Presidio Avenue/California Street, Presidio/Euclid avenues and Laurel Street/Euclid Avenue. The project site is located close to major transit services and facilities, bicycle and pedestrian networks and facilities, and a diversity and density of land uses. A project located in TAZ 709 would have substantially reduced vehicle trips and shorter vehicle distance, and thus reduced VMT, compared to other areas of the region. This is demonstrated by comparing data on the average VMT for residential, office, and retail uses in the region to data for the project-site-specific TAZ 709. Table 1 presents a summary of the existing daily VMT per capita for the region, City, and TAZ 709, in which the project site is located.

Table 1: Existing Daily Vehicle Miles Traveled per Capita/Employee

Land Use	Bay Area Regional Average	Citywide Average	Project Site, TAZ 709
Residential (per capita)	17.2	7.9	7.3
Office (per employee)	19.1	8.8	10.1
Retail (per employee)	14.9	5.4	8.3

Source: San Francisco Planning Department Transportation Information Map, accessed September 28, 2017.

As shown in Table 1, the average daily VMT per capita for residential uses in TAZ 709 is 7.3 miles, which is approximately 58% below the regional average daily VMT per capita of 17.2 miles. Additionally, the average daily VMT per employee for office uses in TAZ 709 is 10.1 miles, which is approximately 47% below the regional average daily VMT per employee of 19.1 miles. Lastly, the average daily VMT per employee for retail uses in TAZ 709 is 8.3 miles, which is approximately 44% below the regional average daily VMT per employee of 14.9 miles.

⁸ VMT data is expressed as a ratio which compares how many vehicle miles residents, employees, or visitors travel on a daily basis. Information on VMT per capita or per employee is referred to as a VMT ratio.

Comparable Projects

To analyze the transportation efficiency of the proposed and variant projects, the projects' vehicle trip generation was examined against that of a comparable development, which represents a baseline case. For the purpose of this assessment, the comparable project has the same land uses and quantities (size/number of units) as the proposed and project variant, but does not have the location-specific nor design-specific characteristics as the proposed and variant projects that would lead to trip reductions. Specifically, trip reductions due to the removal of existing buildings are associated with the infill nature of the site and would therefore be applicable to the proposed project and project variant only and would not be applicable to the comparable project. Similarly, trip reductions made for internal capture of trips and trip reductions due to the transportation demand management (TDM) program are considered to be design-specific benefits and therefore would be applicable to the proposed project and project variant and not to the comparable project.

Trip Generation

This section summarizes daily person and vehicle trip generation estimates for the comparable projects and proceeds to summarize vehicle trip reductions associated with the proposed project and project variant. Specifically, this includes vehicle trip reductions related to the proposed transportation demand management program, internal trip capture, and removal of existing uses.

Baseline person and vehicle trip generation for each scenario was calculated using weekday daily rates for the proposed land uses provided in the SF Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review (SF Guidelines)*, published in October 2002. Detailed travel demand calculations for the comparable projects are included as Appendix A.

Comparable Projects

Comparable to the Proposed Project: The project comparable to the proposed project consists of the same type and size of uses as the proposed project: Residential, General Retail, Quality Sit-Down Restaurant, Composite Restaurant, General Office, and Daycare Center. Considering the size and type of land uses, when applying the *SF Guidelines* rates without accounting for design factors (TDM program, internalization, or existing trips), the proposed project would generate 16,384 daily person trips and 5,702 total daily vehicle trips. These daily vehicle trips would result in 53,991 daily VMT, assuming the existing daily VMT per capita/employee for each land use as shown in Table 1.

Comparable to the Project Variant: The project comparable to the project variant consists of the type and size of uses as the proposed project: Residential, General Retail, Quality Sit-Down Restaurant, Composite Restaurant, and Daycare Center. Considering the size and type of land uses, when applying the *SF Guidelines* rates without accounting for design factors (TDM program, internalization, or existing trips), the project variant would generate 19,563 daily person trips, 6,572 total daily vehicle trips. These daily vehicle trips would result in 54,485 daily VMT, assuming the existing daily VMT per capita/employee for each land use as shown in Table 1.

Project Related Reductions to Vehicle Trips and VMT

The proposed project’s and project variant’s infill nature, location, design, and TDM program would reduce vehicle trips and VMT compared to the comparable project. Vehicle trip and VMT reductions associated with the proposed TDM program, internal trip capture, and removal of existing uses are estimated and the quantitative analysis of these reductions to vehicle trips and VMT are presented in this section.

Transportation Demand Management (TDM) Program

The proposed project and project variant would implement a number of transportation demand management measures to encourage the use of non-auto modes and reduce vehicle trips. Proposed TDM measures are identified in Table 2, along with the estimated vehicle trip reduction rate associated with implementation. Detailed vehicle trip and VMT reductions associated with the proposed TDM program are included as Appendix B.

Table 2: TDM Measures and Estimated Vehicle Trip Reduction

TDM Measure	Range of Vehicle Trip Reduction Rate	Estimated Vehicle Trip Reduction Rate for Proposed Project and Project Variant¹
Improve Biking/Walking Network	0% to 2%	1.0%
Provide Bicycle Parking	0.625%	0.6%
Implement Car Share Program	5% to 15%	5.0%
Unbundle Parking	2.6% to 13%	4.4%
Limit On-Site Parking Supply	5% to 12.5%	5.0%
Improved Design of Development ²	3% to 21.3%	7.1%
TDM Program Total		23.1%

Source: California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, August 2010.

¹ Vehicle trip reduction rate estimated based on the estimated level of adoption and aggressiveness of implementation of a given strategy and account for the implementation of other TDM program elements so as not to overestimate vehicle trip reduction for the overall program.

² Design elements include: multimodal wayfinding, real-time information displays, bicycle repair station, showers and lockers, delivery supportive amenities, tailored transportation marketing.

The range of effectiveness for vehicle miles traveled/vehicle trip reductions (VMT/VTR) identified for each measure is based on information included in the California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, August 2010 (CAPCOA Report). The quantification methods provided in the CAPCOA Report are based on an extensive literature review and are appropriate for use in this project-level analysis. The estimated vehicle trip reduction rate is based on the anticipated level of adoption and aggressiveness of implementation of a given strategy. Vehicle trip reduction is estimated by applying the vehicle trip reduction rate to the vehicle trips generated by the target user group. The analysis assumes that the TDM measures would affect residents, employees, and visitors to the site and that vehicle trip length and average vehicle occupancy would remain constant for each group.

As shown in Table 2, implementation of the TDM Program would result in an estimated reduction of about 23% of the vehicle trips and associated VMT generated by the proposed project or project variant. Implementation of the proposed TDM program would result in a reduction of 1,535 daily vehicle trips for the proposed project and 1,557 daily vehicle trips for the project variant. These vehicle trip reductions result in reductions of 12,444 daily VMT for the proposed project or 12,567 daily VMT for the project variant.

Internal Trip Capture

Internal trip capture is the portion of trips generated by a mixed-use development that both begin and end within the development. These “internal” trips account for a portion of the total development’s trip generation without using the external transportation network. As a result, mixed-use development, such as the proposed 3333 California Street Mixed-Use Project with an internal circulation network, creates less demand on the external transportation network than single-use developments generating the same number of trips. Given that the 3333 California Street development would include a mix of different integrated, complementary, and interacting land uses such as office, retail, restaurants, child care, and residential and features internal walkways – the project is anticipated to result in some level of internal trip capture.

The *SF Guidelines* do not provide a specific methodology to assess the number of trips that could remain within a large, mixed-use project site and which could, therefore, be “double counted”. Therefore, appropriate refinements to the standard travel demand analysis approach have been made to account for the size and land use mix of the project, which would be expected to have more than the typical proportion of project trips internal to the site than would be assumed using *SF Guidelines* methodology. To better estimate the trip-making patterns of the proposed project, a modified trip generation model specific to the 3333 California Street project was developed. The methodology was developed using the National Cooperative Highway Research Program Report 684,⁹ ITE,¹⁰ and is similar to the approach used in the analysis of the Mission Rock Project at Seawall Lot 337 and Pier 48, and the Pier 70 Mixed-Use District Project.

Internalization is dependent on the quantity and mix of uses as well as the varying levels of activity they generate at various times of day. As a result, the internalization percentage is different for each scenario and time period. The proposed methodology accounts for trips internal to the project that would still occur but would not be made by automobile or transit, and would instead remain within the project site and would occur by walking, bicycling, and linked trips.

Internal trip capture rates were developed and mode splits were applied to the person-trip generation to calculate person-trip generation by mode and trip type (i.e., internal and external trips). The proposed

⁹ Transportation Research Board. National Cooperative Highway Research Program Report 684. 2011. *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*.

¹⁰ ITE Journal. 2010 and 2011. *Improved Estimation of Internal Trip Capture for Mixed-Use Development and Alternative Approaches to Estimating Internal Traffic Capture of Mixed-Use Project*.

project and project variant are estimated to result in a daily internal vehicle trip capture rate of 14.3 percent (reduction of 954 daily vehicle trips) and 14.9% (reduction of 1,003 daily vehicle trips), respectively. These vehicle trip reductions result in reductions of 7,756 daily VMT (16.8% reduction) for the proposed project and 7,888 daily VMT (14.5% reduction) for the project variant. Detailed internal trip capture calculations are included as Appendix C.

Removal of Existing Uses from the Project Site

As previously noted, the project site is currently occupied by a four-story 455,000 gross square foot office building including a three-level partially below grade parking structure with 212 spaces, a one-story 14,000 square foot annex building, and three surface parking lots with 331 vehicle parking spaces. To account for the existing activity at the site, field observations were conducted at the site access points during the weekday AM and PM peak periods on Thursday, December 1, 2016. Based on vehicle turning movement counts collected at the site driveways (California Street/Walnut Street, Mayfair Drive/Laurel Street, and the Laurel Street driveway between Mayfair Drive and Euclid Avenue), the existing use was observed to generate 266 vehicle-trips (190 inbound, 76 outbound) and 296 vehicle-trips (102 inbound, 194 outbound) during the weekday AM and PM peak hours, respectively. Detailed driveway count data and daily vehicle trip estimates for the existing site are included as Appendix D.

The weekday AM and PM peak hour counts were combined to develop a conservative estimate of daily vehicle trips generated by the existing site. Based on this analysis, the existing site was estimated to generate a total of 561 daily vehicle trips, equivalent to 5,778 daily VMT per employee.¹¹ This level of existing activity represents an 8.4% reduction in daily vehicle trips and a 10.7% reduction in daily VMT when compared with the comparable proposed project. This existing activity represents an 8.3% reduction in daily vehicle trips and a 12.6% reduction in daily VMT when compared with the comparable project variant.

Trip Generation and VMT Comparison Summary

To compare the overall trip generation of the proposed project and project variant to the comparable project, the *SF Guidelines* trip generation estimates for the proposed project and project variant were adjusted to account for existing uses, internal trips, and the TDM program. The resulting vehicle-trip generation estimates were then compared to the trip generation estimates for the comparable projects (Appendix D). The overall comparison is shown in Appendix E.

Both the proposed project as well as the project variant would lead to a reduction in vehicle trip and VMT generation when analyzed against the respective comparable project. A summary of the land use and design-related elements and their associated vehicle trip and VMT reductions is provided in Table 3.

¹¹ This estimate of existing activity at the project site is conservative because it only considers vehicle trips entering/exiting the site during the weekday AM and PM peak hours and does not account for vehicle trips generated by the project site outside of the weekday AM and PM peak hours.

Table 3: Summary of Project-Related Daily Vehicle Trip and VMT Reductions

Transportation Efficiency Strategy	Vehicle Trip Reduction Number (Percent)	Vehicle Miles Traveled Reduction Number (Percent)
Proposed Project		
<i>Comparable Project – Baseline Trip Generation</i>	<i>6,656 (100%)</i>	<i>53,991 (100%)</i>
Transportation Demand Management Program	1,535 (23.1%)	12,444 (23.1%)
Internal Trip Capture	954 (14.3%)	7,756 (14.5%)
Elimination of Existing Trips	561 (8.4%)	5,778 (10.7%)
Total Project-Related Reduction	3,050 (45.8%)	25,978 (48.1%)
Project Variant		
<i>Comparable Project – Baseline Trip Generation</i>	<i>6,752 (100%)</i>	<i>54,485 (100%)</i>
Transportation Demand Management Program	1,557 (23.1%)	12,567 (23.1%)
Internal Trip Capture	1,003 (14.9%)	7,888 (14.5%)
Elimination of Existing Trips	561 (8.3%)	5,778 (12.6%)
Total Project-Related Reduction	3,121 (46.2%)	26,233 (48.1%)

Source: SF Guidelines, 2002. California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, August 2010.

The analysis presented above demonstrates that both the proposed project and the project variant would exceed the minimum threshold of 15% transportation efficiency required for the project to be considered an Environmental Leadership Development Project. This transportation efficiency is achieved through the removal of existing land uses, proposed land use program and mix of uses and resulting in internal trip capture, as well as the implementation of transportation demand management measures and encouragement of the use of sustainable modes. The combination of location and design-related benefits of the proposed project and project variant represent a reduction of approximately 46% daily vehicle trips and over 48% daily VMT when compared against the comparable projects. Implementation of the TDM program alone would exceed the minimum of 15% transportation efficiency required for the proposed project or project variant to be considered an Environmental Leadership Development Project.

In comparison to the regional average daily VMT per capita/employee, as discussed above, the average daily VMT per capita within TAZ 709 for residential, office, and retail uses is 58%, 47%, and 44% lower, respectively, when compared to the regional averages. This shows that, for both the proposed project and the project variant, there is expected to be lower than average daily VMT when compared to the regional average daily VMT.

3333 California Street Mixed-Use Project
AB 900 Transportation Assessment
Technical Appendix

Appendix Contents

Appendix A: Travel Demand Calculations for Comparable Project

Appendix B: Transportation Demand Management Program Vehicle Trip Reduction Estimates for Proposed Project and Project Variant

Appendix C: Internal Trip Capture Estimates for Proposed Project and Project Variant

Appendix D: Vehicle Counts at Existing Driveway

Appendix E: Trip Generation Comparison for Proposed Project and Project Variant

Appendix A: Travel Demand Calculations for Comparable Project

3333 California Street

Travel Demand Summary - Baseline/Comparable Proposed Project, Daily

Land Use Program		
Land Use	Size	Units
Residential	558	DU
	235	Studio/1-bed
	323	2/2+-bed
	824,691	GSF
General Office	49,999	SF
General Retail	40,004	SF
Quality Sit-Down	4,287	SF
Composite Restaurant	9,826	SF
Daycare Center	14,690	SF

Source: Planning Application and Project Description, August 2017

Comparable Project							
Mode	Daily						Daily Total
	Residential	General Office	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	
Auto	2,730	489	3,836	548	3,769	629	12,001
Transit	1,354	240	476	68	468	78	2,684
Walk	610	129	1,532	219	1,505	251	4,246
Other	299	47	156	22	154	26	704
Total Person Trips	4,993	905	6,000	857	5,896	984	19,635
Total Vehicle Trips	1,631	288	2,070	296	2,033	339	6,656

Person-Trips and Vehicle-Trips by Direction - Internal and External Trips (PRE-INTERNAL TRIP CAPTURE)

Mode	Residential		Total	General Office			General Retail			Daily Quality Sit-Down			Composite Restaurant			Daycare Center			Overall Total		
	In	Out		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total			
Auto	1,365	1,365	2,730	245	244	489	1,918	1,918	3,836	274	274	548	1,885	1,884	3,769	315	314	629	6,002	5,999	12,001
Transit	677	677	1,354	120	120	240	238	238	476	34	34	68	234	234	468	39	39	78	1,342	1,342	2,684
Walk	305	305	610	65	64	129	766	766	1,532	110	109	219	753	752	1,505	126	125	251	2,125	2,121	4,246
Other	150	149	299	24	23	47	78	78	156	11	11	22	77	77	154	13	13	26	353	351	704
Total Person Trips	2,497	2,496	4,993	454	451	905	3,000	3,000	6,000	429	428	857	2,949	2,947	5,896	493	491	984	9,822	9,813	19,635
Total Vehicle Trips	815	816	1,631	144	144	288	1,035	1,035	2,070	148	148	296	1,017	1,016	2,033	170	169	339	3,329	3,327	6,656
Average Vehicle Occupancy	1.67	1.67	1.67	1.70	1.69	1.70	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.85	1.86	1.86	1.80	1.80	1.80

3333 California Street
Office Scenario Trip Generation - Weekday AM Peak Hour
Land Use: Residential (Work Trips)

Proposed Size: 558 units			
DAILY		AM PEAK HOUR	
Person-trip Generation Rate [1]:	8.9 trips/units	Person-trip Generation Rate [5]:	14.6%
Total Person-trips:	4,993 person-trips	Total Person-trips:	731 person-trips
Work Trips [2]: 33%	1,648 person-trips	Work Trips [2]:	50%
			1.3 trips/unit
			365 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [4]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	52.0%	Auto	54.5%	1.21	467	385	104	85
		Transit	34.3%		294		65	
		Walk	6.3%		54		12	
		Other	4.9%		42		9	
		TOTAL	100.0%		857		190	
Superdistrict 2	7.4%	Auto	54.5%	1.21	67	55	15	12
		Transit	34.3%		42		9	
		Walk	6.3%		8		2	
		Other	4.9%		6		1	
		TOTAL	100.0%		122		27	
Superdistrict 3	7.4%	Auto	54.5%	1.21	67	55	15	12
		Transit	34.3%		42		9	
		Walk	6.3%		8		2	
		Other	4.9%		6		1	
		TOTAL	100.0%		122		27	
Superdistrict 4	7.4%	Auto	54.5%	1.21	67	55	15	12
		Transit	34.3%		42		9	
		Walk	6.3%		8		2	
		Other	4.9%		6		1	
		TOTAL	100.0%		122		27	
East Bay	7.8%	Auto	54.5%	1.21	70	58	16	13
		Transit	34.3%		44		10	
		Walk	6.3%		8		2	
		Other	4.9%		6		1	
		TOTAL	100.0%		129		29	
North Bay	7.8%	Auto	54.5%	1.21	70	58	16	13
		Transit	34.3%		44		10	
		Walk	6.3%		8		2	
		Other	4.9%		6		1	
		TOTAL	100.0%		129		29	
South Bay	7.8%	Auto	54.5%	1.21	70	58	16	13
		Transit	34.3%		44		10	
		Walk	6.3%		8		2	
		Other	4.9%		6		1	
		TOTAL	100.0%		129		29	
ther (Out of Region)	2.2%	Auto	54.5%	1.21	20	17	4	4
		Transit	34.3%		13		3	
		Walk	6.3%		2		1	
		Other	4.9%		2		0	
		TOTAL	100.0%		37		8	
TOTAL	100.0%	Auto	54.5%	1.21	898	741	199	164
		Transit	34.3%		565		125	
		Walk	6.3%		104		23	
		Other	4.9%		80		18	
		TOTAL	100.0%		1,648		365	

Notes:

- [1] SF Guidelines, Appendix C, Table C-1 - Residential
- [2] SF Guidelines, Appendix C, Table C-2 - Residential
- [3] American Community Survey Five-Year (2011-2015) Estimates (Tract 154)
- [4] American Community Survey Five-Year (2011-2015) Estimates (Tract 154)
- [5] Estimation of SF Guidelines and ITE Trip Generation Handbook, 9th edition.

3333 California Street
Office Scenario Trip Generation - Weekday AM Peak Hour
Land Use: Residential (Non-Work Trips)

Proposed Size: 558 units	
DAILY	AM PEAK HOUR
Person-trip Generation Rate [1]: 8.9 trips/unit	Person-trip Generation Rate [4]: 14.6%
Total Person-trips: 4,993 person-trips	Total Person-trips: 731 person-trips
Non-Work Trips [2]: 67%	Non-Work Trips [2]: 50%
	1.3 trips/1,000 gsf
	365 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	13.0%	Auto	41.7%	1.93	181	94	20	10
		Transit	35.5%		154		17	
		Walk	16.4%		71		8	
		Other	6.4%		28		3	
		TOTAL	100.0%		435		94	
Superdistrict 2	27.0%	Auto	50.9%	1.96	460	235	50	26
		Transit	23.7%		214		23	
		Walk	19.7%		178		19	
		Other	5.7%		51		6	
		TOTAL	100.0%		903		235	
Superdistrict 3	14.0%	Auto	57.1%	2.05	267	130	29	14
		Transit	22.3%		104		11	
		Walk	9.9%		46		5	
		Other	10.7%		50		5	
		TOTAL	100.0%		468		130	
Superdistrict 4	9.0%	Auto	63.4%	2.16	191	88	21	10
		Transit	32.4%		98		11	
		Walk	4.2%		13		1	
		Other	0.0%		0		0	
		TOTAL	100.0%		301		88	
East Bay	11.0%	Auto	52.2%	2.20	192	87	21	10
		Transit	25.0%		92		10	
		Walk	14.1%		52		6	
		Other	8.7%		32		3	
		TOTAL	100.0%		368		87	
North Bay	4.0%	Auto	73.6%	1.89	98	52	11	6
		Transit	8.8%		12		1	
		Walk	14.7%		20		2	
		Other	2.9%		4		0	
		TOTAL	100.0%		134		52	
South Bay	8.0%	Auto	80.5%	2.30	215	94	24	10
		Transit	8.3%		22		2	
		Walk	5.6%		15		2	
		Other	5.6%		15		2	
		TOTAL	100.0%		268		94	
Out of Region	14.0%	Auto	48.3%	2.07	226	109	25	12
		Transit	19.7%		92		10	
		Walk	23.8%		111		12	
		Other	8.2%		38		4	
		TOTAL	100.0%		468		109	
TOTAL	100.0%	Auto	54.8%	2.05	1,831	890	200	97
		Transit	23.6%		789		86	
		Walk	15.1%		506		55	
		Other	6.5%		219		24	
		TOTAL	100.0%		3,345		890	

Notes:

- [1] SF Guidelines, Appendix C, Table C-1 - Residential
- [2] SF Guidelines, Appendix C, Table C-2 - Residential
- [3] SF Guidelines, Appendix E - Table E-13
- [4] Estimation of SF Guidelines and ITE Trip Generation Handbook, 9th edition.

3333 California Street
Office Scenario Trip Generation - Weekday AM Peak Hour
Land Use: General Retail (Work Trips)

Proposed Size: 40,004 sq ft			
DAILY		AM PEAK HOUR	
Person-trip Generation Rate [1]:	150.0 trips/1000 gsf	Person-trip Generation Rate [4]:	12.3%
Total Person-trips:	6,001 person-trips	Total Person-trips:	738 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	240 person-trips		30 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	8.4%	Auto	39.3%	1.19	8	7	1	1
		Transit	40.7%		8		1	
		Walk	16.7%		3		0	
		Other	3.3%		1		0	
		TOTAL	100.0%		20	7	2	1
Superdistrict 2	35.2%	Auto	41.0%	1.14	35	30	4	4
		Transit	24.4%		21		3	
		Walk	30.6%		26		3	
		Other	4.0%		3		0	
		TOTAL	100.0%		84	30	10	4
Superdistrict 3	15.8%	Auto	49.9%	1.25	19	15	2	2
		Transit	48.0%		18		2	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		TOTAL	100.0%		38	15	5	2
Superdistrict 4	15.1%	Auto	55.9%	1.22	20	17	2	2
		Transit	38.9%		14		2	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		TOTAL	100.0%		36	17	4	2
East Bay	7.1%	Auto	67.4%	2.02	11	6	1	1
		Transit	31.0%		5		1	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		TOTAL	100.0%		17	6	2	1
North Bay	7.0%	Auto	81.5%	1.53	14	9	2	1
		Transit	16.1%		3		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		TOTAL	100.0%		17	9	2	1
South Bay	10.6%	Auto	69.9%	1.21	18	15	2	2
		Transit	27.5%		7		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		TOTAL	100.0%		25	15	3	2
Other (Out of Region)	0.8%	Auto	95.7%	3.16	2	1	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		TOTAL	100.0%		2	1	0	0
TOTAL	100.0%	Auto	52.7%	1.29	127	99	16	12
		Transit	31.7%		76		9	
		Walk	12.6%		30		4	
		Other	2.9%		7		1	
		TOTAL	100.0%		240	99	30	12

Notes:

- [1] SF Guidelines, Appendix C, Table C-1 - General Retail
- [2] SF Guidelines, Appendix C, Table C-2 - Retail
- [3] SF Guidelines, Appendix E - Table E-4
- [4] Estimation of SF Guidelines and ITE Trip Generation Handbook, 9th edition.

3333 California Street
Office Scenario Trip Generation - Weekday AM Peak Hour
Land Use: General Retail (Non-Work Trips)

Proposed Size: 40,004 sq. ft	
DAILY	AM PEAK HOUR
Person-trip Generation Rate [1]: 150.0 trips/1000 sq ft	Person-trip Generation Rate [4]: 12.3% 18.5 trips/1,000 gsf
Total Person-trips: 6,001 person-trips	Total Person-trips: 738 person-trips
Non-Work Trips [2]: 96%	Non-Work Trips [2]: 96% 709 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	12.0%	Auto	78.4%	2.30	542	236	67	29
		Transit	8.5%		59		7	
		Walk	11.1%		77		9	
		Other	2.0%		14		2	
		TOTAL	100.0%		691		85	
Superdistrict 2	55.0%	Auto	56.5%	1.57	1,790	1,140	220	140
		Transit	7.2%		228		28	
		Walk	34.5%		1,093		134	
		Other	1.8%		57		7	
		TOTAL	100.0%		3,168		390	
Superdistrict 3	8.0%	Auto	60.9%	2.04	281	138	35	17
		Transit	10.0%		46		6	
		Walk	25.5%		118		14	
		Other	3.6%		17		2	
		TOTAL	100.0%		461		57	
Superdistrict 4	7.0%	Auto	81.2%	2.49	327	131	40	16
		Transit	4.4%		18		2	
		Walk	10.0%		40		5	
		Other	4.4%		18		2	
		TOTAL	100.0%		403		50	
East Bay	3.0%	Auto	65.8%	2.31	114	49	14	6
		Transit	9.8%		17		2	
		Walk	24.4%		42		5	
		Other	0.0%		0		0	
		TOTAL	100.0%		173		21	
North Bay	2.0%	Auto	81.2%	2.13	94	44	12	5
		Transit	0.0%		0		0	
		Walk	18.8%		22		3	
		0	0.0%		0		0	
		TOTAL	100.0%		115		14	
South Bay	5.0%	Auto	95.1%	3.47	274	79	34	10
		Transit	0.0%		0		0	
		Walk	4.9%		14		2	
		Other	0.0%		0		0	
		TOTAL	100.0%		288		35	
Out of Region	8.0%	Auto	62.5%	1.87	288	154	35	19
		Transit	7.0%		32		4	
		Walk	20.9%		96		12	
		Other	9.6%		44		5	
		TOTAL	100.0%		461		57	
TOTAL	100.0%	Auto	64.4%	1.91	3,709	1,971	456	242
		Transit	6.9%		400		49	
		Walk	26.1%		1,502		185	
		Other	2.6%		149		18	
		TOTAL	100.0%		5,761		709	

Notes:

- [1] SF Guidelines, Appendix C. Table C-1 - General Retail
- [2] SF Guidelines, Appendix C. Table C-2 - Retail
- [3] SF Guidelines, Appendix E - Table E-12
- [4] Estimation of SF Guidelines and ITE Trip Generation Handbook, 9th edition.

3333 California Street
Office Scenario Trip Generation - Weekday AM Peak Hour
Land Use: Daycare (Work Trips)

Proposed Size: 14,690 sq ft	
DAILY	AM PEAK HOUR
Person-trip Generation Rate [1]: 67.0 trips/1000 gsf	Person-trip Generation Rate [4]: 17.6% 11.8 trips/1000 gsf
Total Person-trips: 984 person-trips	Total Person-trips: 173 person-trips
Work Trips [2]: 4% 39 person-trips	Work Trips [2]: 4% 7 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	8.4%	Auto	39.3%	1.19	1	1	0	0
		Transit	40.7%		1		0	
		Walk	16.7%		1		0	
		Other	3.3%		0		0	
		TOTAL	100.0%		3	1	1	0
Superdistrict 2	35.2%	Auto	41.0%	1.14	6	5	1	1
		Transit	24.4%		3		1	
		Walk	30.6%		4		1	
		Other	4.0%		1		0	
		TOTAL	100.0%		14	5	2	1
Superdistrict 3	15.8%	Auto	49.9%	1.25	3	2	1	0
		Transit	48.0%		3		1	
		Walk	0.0%		0		0	
		Other	2.1%		0		0	
		TOTAL	100.0%		6	2	1	0
Superdistrict 4	15.1%	Auto	55.9%	1.22	3	3	1	0
		Transit	38.9%		2		0	
		Walk	3.0%		0		0	
		Other	2.2%		0		0	
		TOTAL	100.0%		6	3	1	0
East Bay	7.1%	Auto	67.4%	2.02	2	1	0	0
		Transit	31.0%		1		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		TOTAL	100.0%		3	1	0	0
North Bay	7.0%	Auto	81.5%	1.53	2	1	0	0
		Transit	16.1%		0		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		TOTAL	100.0%		3	1	0	0
South Bay	10.6%	Auto	69.9%	1.21	3	2	1	0
		Transit	27.5%		1		0	
		Walk	0.0%		0		0	
		Other	2.6%		0		0	
		TOTAL	100.0%		4	2	1	0
Other (Out of Region)	0.8%	Auto	95.7%	3.16	0	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		TOTAL	100.0%		0	0	0	0
TOTAL	100.0%	Auto	52.7%	1.29	21	16	4	3
		Transit	31.7%		12		2	
		Walk	12.6%		5		1	
		Other	2.9%		1		0	
		TOTAL	100.0%		39	16	7	3

Notes:

- [1] SF Guidelines, Appendix C, Table C-1 - Daycare Centers
- [2] SF Guidelines, Appendix C, Table C-2 - Retail
- [3] SF Guidelines, Appendix E - Table E-4
- [4] Estimation of SF Guidelines and ITE Trip Generation Handbook, 9th edition.

3333 California Street
Office Scenario Trip Generation - Weekday AM Peak Hour
Land Use: Daycare (Non-Work Trips)

Proposed Size: 14,690 sq. ft	
DAILY	AM PEAK HOUR
Person-trip Generation Rate [1]: 67.0 trips/1000 sq ft	Person-trip Generation Rate [4]: 17.6% 11.8 trips/1,000 gsf
Total Person-trips: 984 person-trips	Total Person-trips: 173 person-trips
Non-Work Trips [2]: 96%	Non-Work Trips [2]: 96% 166 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	12.0%	Auto	78.4%	2.30	89	39	16	7
		Transit	8.5%		10		2	
		Walk	11.1%		13		2	
		Other	2.0%		2		0	
		TOTAL	100.0%			113	39	20
Superdistrict 2	55.0%	Auto	56.5%	1.57	294	187	52	33
		Transit	7.2%		37		7	
		Walk	34.5%		179		32	
		Other	1.8%		9		2	
		TOTAL	100.0%			520	187	91
Superdistrict 3	8.0%	Auto	60.9%	2.04	46	23	8	4
		Transit	10.0%		8		1	
		Walk	25.5%		19		3	
		Other	3.6%		3		0	
		TOTAL	100.0%			76	23	13
Superdistrict 4	7.0%	Auto	81.2%	2.49	54	22	9	4
		Transit	4.4%		3		1	
		Walk	10.0%		7		1	
		Other	4.4%		3		1	
		TOTAL	100.0%			66	22	12
East Bay	3.0%	Auto	65.8%	2.31	19	8	3	1
		Transit	9.8%		3		0	
		Walk	24.4%		7		1	
		Other	0.0%		0		0	
		TOTAL	100.0%			28	8	5
North Bay	2.0%	Auto	81.2%	2.13	15	7	3	1
		Transit	0.0%		0		0	
		Walk	18.8%		4		1	
		0	0.0%		0		0	
		TOTAL	100.0%			19	7	3
South Bay	5.0%	Auto	95.1%	3.47	45	13	8	2
		Transit	0.0%		0		0	
		Walk	4.9%		2		0	
		Other	0.0%		0		0	
		TOTAL	100.0%			47	13	8
Out of Region	8.0%	Auto	62.5%	1.87	47	25	8	4
		Transit	7.0%		5		1	
		Walk	20.9%		16		3	
		Other	9.6%		7		1	
		TOTAL	100.0%			76	25	13
TOTAL	100.0%	Auto	64.4%	1.91	608	323	107	57
		Transit	6.9%		66		12	
		Walk	26.1%		246		43	
		Other	2.6%		25		4	
		TOTAL	100.0%			945	323	166

Notes:

- [1] SF Guidelines, Appendix C - Daycare Centers
- [2] SF Guidelines, Appendix C - Retail
- [3] SF Guidelines, Appendix E - Table E-12
- [4] Estimation of SF Guidelines and ITE Trip Generation Handbook, 9th edition.

3333 California Street
Office Scenario Trip Generation - Weekday AM Peak Hour
Land Use: Quality Sit-Down (Work Trips)

Proposed Size: 4,287 sq ft	
DAILY	AM PEAK HOUR
Person-trip Generation Rate [1]: 200.0 trips/1000 gsf	Person-trip Generation Rate [4]: 8.3%
Total Person-trips: 857 person-trips	Total Person-trips: 71 person-trips
Work Trips [2]: 4% 34 person-trips	Work Trips [2]: 4% 3 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	8.4%	Auto	39.3%	1.19	1	1	0	0
		Transit	40.7%		1		0	
		Walk	16.7%		0		0	
		Other	3.3%		0		0	
		TOTAL	100.0%		3	1	0	0
Superdistrict 2	35.2%	Auto	41.0%	1.14	5	4	0	0
		Transit	24.4%		3		0	
		Walk	30.6%		4		0	
		Other	4.0%		0		0	
		TOTAL	100.0%		12	4	1	0
Superdistrict 3	15.8%	Auto	49.9%	1.25	3	2	0	0
		Transit	48.0%		3		0	
		Walk	0.0%		0		0	
		Other	2.1%		0		0	
		TOTAL	100.0%		5	2	0	0
Superdistrict 4	15.1%	Auto	55.9%	1.22	3	2	0	0
		Transit	38.9%		2		0	
		Walk	3.0%		0		0	
		Other	2.2%		0		0	
		TOTAL	100.0%		5	2	0	0
East Bay	7.1%	Auto	67.4%	2.02	2	1	0	0
		Transit	31.0%		1		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		TOTAL	100.0%		2	1	0	0
North Bay	7.0%	Auto	81.5%	1.53	2	1	0	0
		Transit	16.1%		0		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		TOTAL	100.0%		2	1	0	0
South Bay	10.6%	Auto	69.9%	1.21	3	2	0	0
		Transit	27.5%		1		0	
		Walk	0.0%		0		0	
		Other	2.6%		0		0	
		TOTAL	100.0%		4	2	0	0
Other (Out of Region)	0.8%	Auto	95.7%	3.16	0	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		TOTAL	100.0%		0	0	0	0
TOTAL	100.0%	Auto	52.7%	1.29	18	14	2	1
		Transit	31.7%		11		1	
		Walk	12.6%		4		0	
		Other	2.9%		1		0	
		TOTAL	100.0%		34	14	3	1

Notes:

- [1] SF Guidelines, Appendix C, Table C-1 - Quality Sit-Down
- [2] SF Guidelines, Appendix C, Table C-2 - Retail
- [3] SF Guidelines, Appendix E - Table E-4
- [4] Estimation of SF Guidelines and ITE Trip Generation Handbook, 9th edition.

3333 California Street
Office Scenario Trip Generation - Weekday AM Peak Hour
Land Use: Quality Sit-Down (Non-Work Trips)

Proposed Size: 4,287 sq. ft			
DAILY		AM PEAK HOUR	
Person-trip Generation Rate [1]:	200.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	8.3% 16.6 trips/1,000 gsf
Total Person-trips:	857 person-trips	Total Person-trips:	71 person-trips
Non-Work Trips [2]: 96%	823 person-trips	Non-Work Trips [2]:	96% 68 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	12.0%	Auto	78.4%	2.30	77	34	6	3
		Transit	8.5%		8		1	
		Walk	11.1%		11		1	
		Other	2.0%		2		0	
		TOTAL	100.0%		99	34	8	3
Superdistrict 2	55.0%	Auto	56.5%	1.57	256	163	21	14
		Transit	7.2%		33		3	
		Walk	34.5%		156		13	
		Other	1.8%		8		1	
		TOTAL	100.0%		453	163	38	14
Superdistrict 3	8.0%	Auto	60.9%	2.04	40	20	3	2
		Transit	10.0%		7		1	
		Walk	25.5%		17		1	
		Other	3.6%		2		0	
		TOTAL	100.0%		66	20	5	2
Superdistrict 4	7.0%	Auto	81.2%	2.49	47	19	4	2
		Transit	4.4%		3		0	
		Walk	10.0%		6		0	
		Other	4.4%		3		0	
		TOTAL	100.0%		58	19	5	2
East Bay	3.0%	Auto	65.8%	2.31	16	7	1	1
		Transit	9.8%		2		0	
		Walk	24.4%		6		1	
		Other	0.0%		0		0	
		TOTAL	100.0%		25	7	2	1
North Bay	2.0%	Auto	81.2%	2.13	13	6	1	1
		Transit	0.0%		0		0	
		Walk	18.8%		3		0	
		Other	0.0%		0		0	
		TOTAL	100.0%		16	6	1	1
South Bay	5.0%	Auto	95.1%	3.47	39	11	3	1
		Transit	0.0%		0		0	
		Walk	4.9%		2		0	
		Other	0.0%		0		0	
		TOTAL	100.0%		41	11	3	1
Out of Region	8.0%	Auto	62.5%	1.87	41	22	3	2
		Transit	7.0%		5		0	
		Walk	20.9%		14		1	
		Other	9.6%		6		1	
		TOTAL	100.0%		66	22	5	2
TOTAL	100.0%	Auto	64.4%	1.91	530	282	44	23
		Transit	6.9%		57		5	
		Walk	26.1%		215		18	
		Other	2.6%		21		2	
		TOTAL	100.0%		823	282	68	23

Notes:

- [1] SF Guidelines, Appendix C - Quality Sit-Down
- [2] SF Guidelines, Appendix C - Retail
- [3] SF Guidelines, Appendix E - Table E-12
- [4] Estimation of SF Guidelines and ITE Trip Generation Handbook, 9th edition.

3333 California Street
Office Scenario Trip Generation - Weekday AM Peak Hour
Land Use: Composit Rate, Cafe (Work Trips)

Proposed Size: 9,826 sq ft	
DAILY	AM PEAK HOUR
Person-trip Generation Rate [1]: 600.0 trips/1000 gsf	Person-trip Generation Rate [1]: 9.1% 54.6 trips/1000 gsf
Total Person-trips: 5,896 person-trips	Total Person-trips: 536 person-trips
Work Trips [2]: 4% 236 person-trips	Work Trips [2]: 4% 21 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	8.4%	Auto	39.3%	1.19	8	7	1	1
		Transit	40.7%		8		1	
		Walk	16.7%		3		0	
		Other	3.3%		1		0	
		TOTAL	100.0%		20	7	2	1
Superdistrict 2	35.2%	Auto	41.0%	1.14	34	30	3	3
		Transit	24.4%		20		2	
		Walk	30.6%		25		2	
		Other	4.0%		3		0	
		TOTAL	100.0%		83	30	8	3
Superdistrict 3	15.8%	Auto	49.9%	1.25	19	15	2	1
		Transit	48.0%		18		2	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		TOTAL	100.0%		37	15	3	1
Superdistrict 4	15.1%	Auto	55.9%	1.22	20	16	2	1
		Transit	38.9%		14		1	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		TOTAL	100.0%		36	16	3	1
East Bay	7.1%	Auto	67.4%	2.02	11	6	1	1
		Transit	31.0%		5		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		TOTAL	100.0%		17	6	2	1
North Bay	7.0%	Auto	81.5%	1.53	13	9	1	1
		Transit	16.1%		3		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		TOTAL	100.0%		17	9	2	1
South Bay	10.6%	Auto	69.9%	1.21	17	14	2	1
		Transit	27.5%		7		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		TOTAL	100.0%		25	14	2	1
ther (Out of Regio	0.8%	Auto	95.7%	3.16	2	1	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		TOTAL	100.0%		2	1	0	0
TOTAL	100.0%	Auto	52.7%	1.29	124	97	11	9
		Transit	31.7%		75		7	
		Walk	12.6%		30		3	
		Other	2.9%		7		1	
		TOTAL	100.0%		236	97	21	9

Notes:

- [1] SF Guidelines, Appendix C, Table C-1 - Composite Rate
- [2] SF Guidelines, Appendix C, Table C-2 - Retail
- [3] SF Guidelines, Appendix E - Table E-4
- [4] Estimation of SF Guidelines and ITE Trip Generation Handbook, 9th edition.

3333 California Street
Office Scenario Trip Generation - Weekday AM Peak Hour
Land Use: Composite Rate, Cafe (Non-Work Trips)

Proposed Size: 9,826 sq. ft	
DAILY	AM PEAK HOUR
Person-trip Generation Rate [1]: 600.0 trips/1000 sq ft	Person-trip Generation Rate [4]: 9.1% 54.6 trips/1,000 gsf
Total Person-trips: 5,896 person-trips	Total Person-trips: 536 person-trips
Non-Work Trips [2]: 96%	Non-Work Trips [2]: 96% 515 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	12.0%	Auto	78.4%	2.30	532	232	48	21
		Transit	8.5%		58		5	
		Walk	11.1%		75		7	
		Other	2.0%		14		1	
		TOTAL	100.0%		679		232	
Superdistrict 2	55.0%	Auto	56.5%	1.57	1,759	1,120	160	102
		Transit	7.2%		224		20	
		Walk	34.5%		1,074		98	
		Other	1.8%		56		5	
		TOTAL	100.0%		3,113		1,120	
Superdistrict 3	8.0%	Auto	60.9%	2.04	276	135	25	12
		Transit	10.0%		45		4	
		Walk	25.5%		115		11	
		Other	3.6%		16		1	
		TOTAL	100.0%		453		135	
Superdistrict 4	7.0%	Auto	81.2%	2.49	322	129	29	12
		Transit	4.4%		17		2	
		Walk	10.0%		40		4	
		Other	4.4%		17		2	
		TOTAL	100.0%		396		129	
East Bay	3.0%	Auto	65.8%	2.31	112	48	10	4
		Transit	9.8%		17		2	
		Walk	24.4%		41		4	
		Other	0.0%		0		0	
		TOTAL	100.0%		170		48	
North Bay	2.0%	Auto	81.2%	2.13	92	43	8	4
		Transit	0.0%		0		0	
		Walk	18.8%		21		2	
		0	0.0%		0		0	
		TOTAL	100.0%		113		43	
South Bay	5.0%	Auto	95.1%	3.47	269	78	24	7
		Transit	0.0%		0		0	
		Walk	4.9%		14		1	
		Other	0.0%		0		0	
		TOTAL	100.0%		283		78	
Out of Region	8.0%	Auto	62.5%	1.87	283	151	26	14
		Transit	7.0%		32		3	
		Walk	20.9%		95		9	
		Other	9.6%		43		4	
		TOTAL	100.0%		453		151	
TOTAL	100.0%	Auto	64.4%	1.91	3,644	1,937	332	176
		Transit	6.9%		393		36	
		Walk	26.1%		1,476		134	
		Other	2.6%		147		13	
		TOTAL	100.0%		5,660		1,937	

Notes:

- [1] SF Guidelines, Appendix C - Composite Rate, Café
- [2] SF Guidelines, Appendix C - Retail
- [3] SF Guidelines, Appendix E - Table E-12
- [4] Estimation of SF Guidelines and ITE Trip Generation Handbook, 9th edition.

3333 California Street
Office Scenario Trip Generation - Weekday AM Peak Hour
Land Use: Office (Work Trips)

Proposed Size: 49,999 sq ft	
DAILY	AM PEAK HOUR
Person-trip Generation Rate [1]: 18.1 trips/ksf	Person-trip Generation Rate [4]: 8.15% 1.5 trips/unit
Total Person-trips: 905 person-trips	Total Person-trips: 74 person-trips
Work Trips [2]: 36% 326 person-trips	Work Trips [2]: 83% 61 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	8.4%	Auto	39.3%	1.19	11	9	2	2
		Transit	40.7%		11		2	
		Walk	16.7%		5		1	
		Other	3.3%		1		0	
		TOTAL	100.0%			27	9	5
Superdistrict 2	35.2%	Auto	41.0%	1.14	47	41	9	8
		Transit	24.4%		28		5	
		Walk	30.6%		35		7	
		Other	4.0%		5		1	
		TOTAL	100.0%			115	41	22
Superdistrict 3	15.8%	Auto	49.9%	1.25	26	21	5	4
		Transit	48.0%		25		5	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		TOTAL	100.0%			51	21	10
Superdistrict 4	15.1%	Auto	55.9%	1.22	27	23	5	4
		Transit	38.9%		19		4	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		TOTAL	100.0%			49	23	9
East Bay	7.1%	Auto	67.4%	2.02	16	8	3	1
		Transit	31.0%		7		1	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		TOTAL	100.0%			23	8	4
North Bay	7.0%	Auto	81.5%	1.53	19	12	3	2
		Transit	16.1%		4		1	
		Walk	0.0%		0		0	
		Other	2.4%		1		0	
		TOTAL	100.0%			23	12	4
South Bay	10.6%	Auto	69.9%	1.21	24	20	5	4
		Transit	27.5%		9		2	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		TOTAL	100.0%			35	20	6
Other (Out of Region)	0.8%	Auto	95.7%	3.16	2	1	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		TOTAL	100.0%			3	1	0
TOTAL	100.0%	Auto	52.7%	1.19	172	134	32	25
		Transit	31.7%		103		19	
		Walk	12.6%		41		8	
		Other	2.9%		10		2	
		TOTAL	100.0%			326	134	61

Notes:

- [1] SF Guidelines, Appendix C, Table C-1 - General Office
- [2] SF Guidelines, Appendix C, Table C-2 - General Office
- [3] SF Guidelines, Appendix E - Table E-4
- [4] Estimation of SF Guidelines and ITE Trip Generation Handbook, 9th edition.

3333 California Street
Office Scenario Trip Generation - Weekday AM Peak Hour
Land Use: Office (Non-Work Trips)

Proposed Size: 49,999 sq. ft.	
DAILY	AM PEAK HOUR
Person-trip Generation Rate [1]: 18.1 trips/room	Person-trip Generation Rate [4]: 8.15% 1.5 trips/unit
Total Person-trips: 905 person-trips	Total Person-trips: 74 person-trips
Non-Work Trips [2]: 64%	Non-Work Trips [2]: 17% 13 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	13.0%	Auto	41.7%	1.93	31	16	1	0
		Transit	35.5%		27		1	
		Walk	16.4%		12		0	
		Other	6.4%		5		0	
		TOTAL	100.0%		75	16	2	0
Superdistrict 2	27.0%	Auto	50.9%	1.96	80	41	2	1
		Transit	23.7%		37		1	
		Walk	19.7%		31		1	
		Other	5.7%		9		0	
		TOTAL	100.0%		156	41	3	1
Superdistrict 3	14.0%	Auto	57.1%	2.05	46	23	1	0
		Transit	22.3%		18		0	
		Walk	9.9%		8		0	
		Other	10.7%		9		0	
		TOTAL	100.0%		81	23	2	0
Superdistrict 4	9.0%	Auto	63.4%	2.16	33	15	1	0
		Transit	32.4%		17		0	
		Walk	4.2%		2		0	
		Other	0.0%		0		0	
		TOTAL	100.0%		52	15	1	0
East Bay	11.0%	Auto	52.2%	2.20	33	15	1	0
		Transit	25.0%		16		0	
		Walk	14.1%		9		0	
		Other	8.7%		6		0	
		TOTAL	100.0%		64	15	1	0
North Bay	4.0%	Auto	73.6%	1.89	17	9	0	0
		Transit	8.8%		2		0	
		Walk	14.7%		3		0	
		Other	2.9%		1		0	
		TOTAL	100.0%		23	9	1	0
South Bay	8.0%	Auto	80.5%	2.30	37	16	1	0
		Transit	8.3%		4		0	
		Walk	5.6%		3		0	
		Other	5.6%		3		0	
		TOTAL	100.0%		46	16	1	0
Out of Region	14.0%	Auto	48.3%	2.07	39	19	1	0
		Transit	19.7%		16		0	
		Walk	23.8%		19		0	
		Other	8.2%		7		0	
		TOTAL	100.0%		81	19	2	0
TOTAL	100.0%	Auto	54.8%	2.05	317	154	7	3
		Transit	23.6%		137		3	
		Walk	15.1%		88		2	
		Other	6.5%		38		1	
		TOTAL	100.0%		579	154	13	3

Notes:

- [1] SF Guidelines, Appendix C, Table C-1 - General Office
- [2] SF Guidelines, Appendix C, Table C-2 - General Office
- [3] SF Guidelines, Appendix E - Table E-13
- [4] Estimation of SF Guidelines and ITE Trip Generation Handbook, 9th edition.

3333 California Street

Travel Demand Summary - Comparable/Baseline Project Variant, Daily

Land Use Program - Proposed Variant		
Land Use	Size	Units
Residential	744	DU
	313	Studio/1-bed
	431	2/2+bed
General Retail	34,480	SF
Quality Sit-Down	4,287	SF
Composite Restaurant	9,826	SF
Daycare Center	14,650	SF

Source: Planning Application and Project Description, August 2017.

Comparable Project						
Mode	Daily					Daily Total
	Residential	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	
Auto	3,640	3,306	548	3,769	627	11,890
Transit	1,805	410	68	468	78	2,829
Walk	813	1,321	219	1,505	251	4,109
Other	398	135	22	154	26	735
Total Person Trips	6,656	5,172	857	5,896	982	19,563
Total Vehicle Trips	2,185	1,830	303	2,087	347	6,752

Person-Trips and Vehicle-Trips by Direction																		
Mode	Daily																	
	Residential			General Retail			Quality Sit-Down			Composite Restaurant			Daycare Center			Overall Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Auto	1,820	1,820	3,640	1,653	1,653	3,306	274	274	548	1,885	1,884	3,769	314	313	627	5,946	5,944	11,890
Transit	903	902	1,805	205	205	410	34	34	68	234	234	468	39	39	78	1,415	1,414	2,829
Walk	407	406	813	661	660	1,321	110	109	219	753	752	1,505	126	125	251	2,057	2,052	4,109
Other	199	199	398	68	67	135	11	11	22	77	77	154	13	13	26	368	367	735
Total Person Trips	3,329	3,327	6,656	2,587	2,585	5,172	429	428	857	2,949	2,947	5,896	492	490	982	9,786	9,777	19,563
Total Vehicle Trips	1,092	1,093	2,185	915	915	1,830	152	151	303	1,044	1,043	2,087	174	173	347	3,377	3,375	6,752
Average Vehicle Occupancy	1.67	1.67	1.67	1.81	1.81	1.81	1.80	1.81	1.81	1.81	1.81	1.81	1.80	1.81	1.81	1.76	1.76	1.76

3333 California Street
Comparable/Baseline Project Variant - Daily
Land Use: Residential (Work Trips)

Proposed Size:		744 units	
DAILY			
Person-trip Generation Rate [1]:	8.9 trips/units	AM PEAK HOUR	
Total Person-trips:	6,658 person-trips	Person-trip Generation Rate [1]: 14.6%	1.3 trips/unit
Work Trips [2]: 33%	2,197 person-trips	Total Person-trips:	972 person-trips
		Work Trips [2]: 50%	486 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [4]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	52.0%	Auto	54.5%	1.21	623	514	138	114
		Transit	34.3%		392		87	
		Walk	6.3%		72		16	
		Other	4.9%		56		12	
		TOTAL	100.0%		1,143		514	
Superdistrict 2	7.4%	Auto	54.5%	1.21	89	73	20	16
		Transit	34.3%		56		12	
		Walk	6.3%		10		2	
		Other	4.9%		8		2	
		TOTAL	100.0%		163		73	
Superdistrict 3	7.4%	Auto	54.5%	1.21	89	73	20	16
		Transit	34.3%		56		12	
		Walk	6.3%		10		2	
		Other	4.9%		8		2	
		TOTAL	100.0%		163		73	
Superdistrict 4	7.4%	Auto	54.5%	1.21	89	73	20	16
		Transit	34.3%		56		12	
		Walk	6.3%		10		2	
		Other	4.9%		8		2	
		TOTAL	100.0%		163		73	
East Bay	7.8%	Auto	54.5%	1.21	94	77	21	17
		Transit	34.3%		59		13	
		Walk	6.3%		11		2	
		Other	4.9%		8		2	
		TOTAL	100.0%		172		77	
North Bay	7.8%	Auto	54.5%	1.21	94	77	21	17
		Transit	34.3%		59		13	
		Walk	6.3%		11		2	
		Other	4.9%		8		2	
		TOTAL	100.0%		172		77	
South Bay	7.8%	Auto	54.5%	1.21	94	77	21	17
		Transit	34.3%		59		13	
		Walk	6.3%		11		2	
		Other	4.9%		8		2	
		TOTAL	100.0%		172		77	
Other (Out of Region)	2.2%	Auto	54.5%	1.21	27	22	6	5
		Transit	34.3%		17		4	
		Walk	6.3%		3		1	
		Other	4.9%		2		1	
		TOTAL	100.0%		49		22	
TOTAL	100.0%	Auto	54.5%	1.21	1,198	988	265	219
		Transit	34.3%		754		167	
		Walk	6.3%		138		31	
		Other	4.9%		107		24	
		TOTAL	100.0%		2,197		988	

Notes:

- [1] SF Guidelines, Appendix C, Table C-1 - Residential
- [2] SF Guidelines, Appendix C, Table C-2 - Residential
- [3] American Community Survey Five-Year (2010-2014) Estimates (Tract 154)
- [4] American Community Survey Five-Year (2010-2014) Estimates (Tract 154)

3333 California Street
Comparable/Baseline Project Variant - Daily
Land Use: Residential (Non-Work Trips)

Proposed Size:		744 units	
DAILY			
Person-trip Generation Rate [1]:	8.9 trips/unit	AM PEAK HOUR	
Total Person-trips:	6,658 person-trips	Person-trip Generation Rate [1]: 14.6%	1.3 trips/1,000 gsf
Non-Work Trips [2]: 67%	4,461 person-trips	Total Person-trips:	972 person-trips
		Non-Work Trips [2]: 50%	486 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	13.0%	Auto	41.7%	1.93	242	125	26	14
		Transit	35.5%		206		22	
		Walk	16.4%		95		10	
		Other	6.4%		37		4	
		TOTAL	100.0%		580		63	
Superdistrict 2	27.0%	Auto	50.9%	1.93	613	318	67	35
		Transit	23.7%		285		31	
		Walk	19.7%		237		26	
		Other	5.7%		69		7	
		TOTAL	100.0%		1,204		131	
Superdistrict 3	14.0%	Auto	57.1%	2.05	357	174	39	19
		Transit	22.3%		139		15	
		Walk	9.9%		62		7	
		Other	10.7%		67		7	
		TOTAL	100.0%		624		68	
Superdistrict 4	9.0%	Auto	63.4%	2.06	255	124	28	13
		Transit	32.4%		130		14	
		Walk	4.2%		17		2	
		Other	0.0%		0		0	
		TOTAL	100.0%		401		44	
East Bay	11.0%	Auto	52.2%	2.20	256	116	28	13
		Transit	25.0%		123		13	
		Walk	14.1%		69		8	
		Other	8.7%		43		5	
		TOTAL	100.0%		491		53	
North Bay	4.0%	Auto	73.6%	1.89	131	69	14	8
		Transit	8.8%		16		2	
		Walk	14.7%		26		3	
		Other	2.9%		5		1	
		TOTAL	100.0%		178		19	
South Bay	8.0%	Auto	80.5%	2.30	287	125	31	14
		Transit	8.3%		30		3	
		Walk	5.6%		20		2	
		Other	5.6%		20		2	
		TOTAL	100.0%		357		39	
Out of Region	14.0%	Auto	48.3%	2.07	302	146	33	16
		Transit	19.7%		123		13	
		Walk	23.8%		149		16	
		Other	8.2%		51		6	
		TOTAL	100.0%		624		68	
TOTAL	100.0%	Auto	54.8%	2.04	2,442	1,197	266	130
		Transit	23.6%		1,052		115	
		Walk	15.1%		675		74	
		Other	6.5%		292		32	
		TOTAL	100.0%		4,461		486	

Notes:

- [1] SF Guidelines, Appendix C, Table C-1 - Residential
- [2] SF Guidelines, Appendix C, Table C-2 - Residential
- [3] SF Guidelines, Appendix E - Table E-13

3333 California Street
Comparable/Baseline Project Variant - Daily
Land Use: General Retail (Work Trips)

Proposed Size:		34,480 sq ft	
DAILY		AM PEAK HOUR	
Person-trip Generation Rate [1]:	150.0 trips/1000 gsf	Person-trip Generation Rate [1]:	12.3%
Total Person-trips:	5,172 person-trips	Total Person-trips:	636 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	207 person-trips		25 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	8.4%	Auto	39.3%	1.19	7	6	1	1
		Transit	40.7%		7		1	
		Walk	16.7%		3		0	
		Other	3.3%		1		0	
		TOTAL	100.0%			17	6	2
Superdistrict 2	35.2%	Auto	41.0%	1.14	30	26	4	3
		Transit	24.4%		18		2	
		Walk	30.6%		22		3	
		Other	4.0%		3		0	
		TOTAL	100.0%			73	26	9
Superdistrict 3	15.8%	Auto	49.9%	1.25	16	13	2	2
		Transit	48.0%		16		2	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		TOTAL	100.0%			33	13	4
Superdistrict 4	15.1%	Auto	55.9%	1.22	17	14	2	2
		Transit	38.9%		12		1	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		TOTAL	100.0%			31	14	4
East Bay	7.1%	Auto	67.4%	2.02	10	5	1	1
		Transit	31.0%		5		1	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		TOTAL	100.0%			15	5	2
North Bay	7.0%	Auto	81.5%	1.53	12	8	1	1
		Transit	16.1%		2		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		TOTAL	100.0%			14	8	2
South Bay	10.6%	Auto	69.9%	1.21	15	13	2	2
		Transit	27.5%		6		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		TOTAL	100.0%			22	13	3
Other (Out of Region)	0.8%	Auto	95.7%	3.16	2	1	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		TOTAL	100.0%			2	1	0
TOTAL	100.0%	Auto	52.7%	1.29	109	85	13	10
		Transit	31.7%		66		8	
		Walk	12.6%		26		3	
		Other	2.9%		6		1	
		TOTAL	100.0%			207	85	25

Notes:

- [1] SF Guidelines, Appendix C, Table C-1 - General Retail
- [2] SF Guidelines, Appendix C, Table C-2 - Retail
- [3] SF Guidelines, Appendix E - Table E-4

3333 California Street
Comparable/Baseline Project Variant - Daily
Land Use: General Retail (Non-Work Trips)

Proposed Size:		34,480 sq. ft	
DAILY		AM PEAK HOUR	
Person-trip Generation Rate [1]:	150.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	12.30%
Total Person-trips:	5,172 person-trips	Total Person-trips:	636 person-trips
Non-Work Trips [2]: 96%	4,965 person-trips	Non-Work Trips [2]:	96%
			18.5 trips/1,000 gsf
			636 person-trips
			611 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	12.0%	Auto	78.4%	2.30	467	203	57	25
		Transit	8.5%		51		6	
		Walk	11.1%		66		8	
		Other	2.0%		12		1	
		TOTAL	100.0%		596		203	
Superdistrict 2	55.0%	Auto	56.5%	1.57	1,543	983	190	121
		Transit	7.2%		197		24	
		Walk	34.5%		942		116	
		Other	1.8%		49		6	
		TOTAL	100.0%		2,731		983	
Superdistrict 3	8.0%	Auto	60.9%	2.04	242	119	30	15
		Transit	10.0%		40		5	
		Walk	25.5%		101		12	
		Other	3.6%		14		2	
		TOTAL	100.0%		397		119	
Superdistrict 4	7.0%	Auto	81.2%	2.49	282	113	35	14
		Transit	4.4%		15		2	
		Walk	10.0%		35		4	
		Other	4.4%		15		2	
		TOTAL	100.0%		348		113	
East Bay	3.0%	Auto	65.8%	2.00	98	49	12	6
		Transit	9.8%		15		2	
		Walk	24.4%		36		4	
		Other	0.0%		0		0	
		TOTAL	100.0%		149		49	
North Bay	2.0%	Auto	81.2%	2.30	81	35	10	4
		Transit	0.0%		0		0	
		Walk	18.8%		19		2	
		Other	0.0%		0		0	
		TOTAL	100.0%		99		35	
South Bay	5.0%	Auto	95.1%	2.13	236	111	29	14
		Transit	0.0%		0		0	
		Walk	4.9%		12		1	
		Other	0.0%		0		0	
		TOTAL	100.0%		248		111	
Out of Region	8.0%	Auto	62.5%	1.87	248	133	31	16
		Transit	7.0%		28		3	
		Walk	20.9%		83		10	
		Other	9.6%		38		5	
		TOTAL	100.0%		397		133	
TOTAL	100.0%	Auto	64.4%	1.84	3,197	1,745	393	215
		Transit	6.9%		345		42	
		Walk	26.1%		1,295		159	
		Other	2.6%		129		16	
		TOTAL	100.0%		4,965		1,745	

Notes:

- [1] SF Guidelines, Appendix C. Table C-1 - General Retail
- [2] SF Guidelines, Appendix C. Table C-2 - Retail
- [3] SF Guidelines, Appendix E - Table E-12

3333 California Street
Comparable/Baseline Project Variant - Daily
Land Use: Daycare (Work Trips)

Proposed Size:		14,650 sq ft	
DAILY		AM PEAK HOUR	
Person-trip Generation Rate [1]:	67.0 trips/1000 gsf	Person-trip Generation Rate [1]:	17.60%
Total Person-trips:	982 person-trips	Total Person-trips:	173 person-trips
Work Trips [2]: 4%	39 person-trips	Work Trips [2]: 4%	7 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	8.4%	Auto	39.3%	1.19	1	1	0	0
		Transit	40.7%		1		0	
		Walk	16.7%		1		0	
		Other	3.3%		0		0	
		TOTAL	100.0%		3	1	1	0
Superdistrict 2	35.2%	Auto	41.0%	1.14	6	5	1	1
		Transit	24.4%		3		1	
		Walk	30.6%		4		1	
		Other	4.0%		1		0	
		TOTAL	100.0%		14	5	2	1
Superdistrict 3	15.8%	Auto	49.9%	1.25	3	2	1	0
		Transit	48.0%		3		1	
		Walk	0.0%		0		0	
		Other	2.1%		0		0	
		TOTAL	100.0%		6	2	1	0
Superdistrict 4	15.1%	Auto	55.9%	1.22	3	3	1	0
		Transit	38.9%		2		0	
		Walk	3.0%		0		0	
		Other	2.2%		0		0	
		TOTAL	100.0%		6	3	1	0
East Bay	7.1%	Auto	67.4%	2.02	2	1	0	0
		Transit	31.0%		1		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		TOTAL	100.0%		3	1	0	0
North Bay	7.0%	Auto	81.5%	1.53	2	1	0	0
		Transit	16.1%		0		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		TOTAL	100.0%		3	1	0	0
South Bay	10.6%	Auto	69.9%	1.21	3	2	1	0
		Transit	27.5%		1		0	
		Walk	0.0%		0		0	
		Other	2.6%		0		0	
		TOTAL	100.0%		4	2	1	0
Other (Out of Region)	0.8%	Auto	95.7%	3.16	0	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		TOTAL	100.0%		0	0	0	0
TOTAL	100.0%	Auto	52.7%	1.29	21	16	4	3
		Transit	31.7%		12		2	
		Walk	12.6%		5		1	
		Other	2.9%		1		0	
		TOTAL	100.0%		39	16	7	3

Notes:

- [1] SF Guidelines, Appendix C, Table C-1 - Daycare Centers
- [2] SF Guidelines, Appendix C, Table C-2 - Retail
- [3] SF Guidelines, Appendix E - Table E-4

3333 California Street
Comparable/Baseline Project Variant - Daily
Land Use: Daycare (Non-Work Trips)

Proposed Size:		14,650 sq. ft	
DAILY		AM PEAK HOUR	
Person-trip Generation Rate [1]:	67.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	17.60%
Total Person-trips:	982 person-trips	Total Person-trips:	173 person-trips
Non-Work Trips [2]: 96%	942 person-trips	Non-Work Trips [2]:	96%
			11.8 trips/1,000 gsf
			173 person-trips
			166 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	12.0%	Auto	78.4%	2.30	89	39	16	7
		Transit	8.5%		10		2	
		Walk	11.1%		13		2	
		Other	2.0%		2		0	
		TOTAL	100.0%		113		39	
Superdistrict 2	55.0%	Auto	56.5%	1.57	293	187	52	33
		Transit	7.2%		37		7	
		Walk	34.5%		179		31	
		Other	1.8%		9		2	
		TOTAL	100.0%		518		187	
Superdistrict 3	8.0%	Auto	60.9%	2.04	46	23	8	4
		Transit	10.0%		8		1	
		Walk	25.5%		19		3	
		Other	3.6%		3		0	
		TOTAL	100.0%		75		23	
Superdistrict 4	7.0%	Auto	81.2%	2.49	54	22	9	4
		Transit	4.4%		3		1	
		Walk	10.0%		7		1	
		Other	4.4%		3		1	
		TOTAL	100.0%		66		22	
East Bay	3.0%	Auto	65.8%	2.00	19	9	3	2
		Transit	9.8%		3		0	
		Walk	24.4%		7		1	
		Other	0.0%		0		0	
		TOTAL	100.0%		28		9	
North Bay	2.0%	Auto	81.2%	2.30	15	7	3	1
		Transit	0.0%		0		0	
		Walk	18.8%		4		1	
		Other	0.0%		0		0	
		TOTAL	100.0%		19		7	
South Bay	5.0%	Auto	95.1%	2.13	45	21	8	4
		Transit	0.0%		0		0	
		Walk	4.9%		2		0	
		Other	0.0%		0		0	
		TOTAL	100.0%		47		21	
Out of Region	8.0%	Auto	62.5%	1.87	47	25	8	4
		Transit	7.0%		5		1	
		Walk	20.9%		16		3	
		Other	9.6%		7		1	
		TOTAL	100.0%		75		25	
TOTAL	100.0%	Auto	64.4%	1.84	607	331	107	58
		Transit	6.9%		65		12	
		Walk	26.1%		246		43	
		Other	2.6%		24		4	
		TOTAL	100.0%		942		331	

Notes:

- [1] SF Guidelines, Appendix C - Daycare Centers
- [2] SF Guidelines, Appendix C - Retail
- [3] SF Guidelines, Appendix E - Table E-12

3333 California Street
Comparable/Baseline Project Variant - Daily
Land Use: Quality Sit-Down (Work Trips)

Proposed Size:		4,287 sq ft	
DAILY		AM PEAK HOUR	
Person-trip Generation Rate [1]:	200.0 trips/1000 gsf	Person-trip Generation Rate [1]:	8.30%
Total Person-trips:	857 person-trips	Total Person-trips:	71 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	34 person-trips		3 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	8.4%	Auto	39.3%	1.19	1	1	0	0
		Transit	40.7%		1		0	
		Walk	16.7%		0		0	
		Other	3.3%		0		0	
		TOTAL	100.0%		3	1	0	0
Superdistrict 2	35.2%	Auto	41.0%	1.14	5	4	0	0
		Transit	24.4%		3		0	
		Walk	30.6%		4		0	
		Other	4.0%		0		0	
		TOTAL	100.0%		12	4	1	0
Superdistrict 3	15.8%	Auto	49.9%	1.25	3	2	0	0
		Transit	48.0%		3		0	
		Walk	0.0%		0		0	
		Other	2.1%		0		0	
		TOTAL	100.0%		5	2	0	0
Superdistrict 4	15.1%	Auto	55.9%	1.22	3	2	0	0
		Transit	38.9%		2		0	
		Walk	3.0%		0		0	
		Other	2.2%		0		0	
		TOTAL	100.0%		5	2	0	0
East Bay	7.1%	Auto	67.4%	2.02	2	1	0	0
		Transit	31.0%		1		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		TOTAL	100.0%		2	1	0	0
North Bay	7.0%	Auto	81.5%	1.53	2	1	0	0
		Transit	16.1%		0		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		TOTAL	100.0%		2	1	0	0
South Bay	10.6%	Auto	69.9%	1.21	3	2	0	0
		Transit	27.5%		1		0	
		Walk	0.0%		0		0	
		Other	2.6%		0		0	
		TOTAL	100.0%		4	2	0	0
Other (Out of Region)	0.8%	Auto	95.7%	3.16	0	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		TOTAL	100.0%		0	0	0	0
TOTAL	100.0%	Auto	52.7%	1.29	18	14	2	1
		Transit	31.7%		11		1	
		Walk	12.6%		4		0	
		Other	2.9%		1		0	
		TOTAL	100.0%		34	14	3	1

Notes:

- [1] SF Guidelines, Appendix C, Table C-1 - Quality Sit-Down
- [2] SF Guidelines, Appendix C, Table C-2 - Retail
- [3] SF Guidelines, Appendix E - Table E-4

3333 California Street
Comparable/Baseline Project Variant - Daily
Land Use: Quality Sit-Down (Non-Work Trips)

Proposed Size:		4,287 sq. ft	
DAILY			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	8.30%
Total Person-trips:	857 person-trips	Total Person-trips:	16.6 trips/1,000 gsf
Non-Work Trips [2]: 96%	823 person-trips	Non-Work Trips [2]:	96%
			68 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	12.0%	Auto	78.4%	2.30	77	34	6	3
		Transit	8.5%		8		1	
		Walk	11.1%		11		1	
		Other	2.0%		2		0	
		TOTAL	100.0%		99		34	
Superdistrict 2	55.0%	Auto	56.5%	1.57	256	163	21	14
		Transit	7.2%		33		3	
		Walk	34.5%		156		13	
		Other	1.8%		8		1	
		TOTAL	100.0%		453		163	
Superdistrict 3	8.0%	Auto	60.9%	2.04	40	20	3	2
		Transit	10.0%		7		1	
		Walk	25.5%		17		1	
		Other	3.6%		2		0	
		TOTAL	100.0%		66		20	
Superdistrict 4	7.0%	Auto	81.2%	2.49	47	19	4	2
		Transit	4.4%		3		0	
		Walk	10.0%		6		0	
		Other	4.4%		3		0	
		TOTAL	100.0%		58		19	
East Bay	3.0%	Auto	65.8%	2.00	16	8	1	1
		Transit	9.8%		2		0	
		Walk	24.4%		6		1	
		Other	0.0%		0		0	
		TOTAL	100.0%		25		8	
North Bay	2.0%	Auto	81.2%	2.30	13	6	1	0
		Transit	0.0%		0		0	
		Walk	18.8%		3		0	
		Other	0.0%		0		0	
		TOTAL	100.0%		16		6	
South Bay	5.0%	Auto	95.1%	2.13	39	18	3	2
		Transit	0.0%		0		0	
		Walk	4.9%		2		0	
		Other	0.0%		0		0	
		TOTAL	100.0%		41		18	
Out of Region	8.0%	Auto	62.5%	1.87	41	22	3	2
		Transit	7.0%		5		0	
		Walk	20.9%		14		1	
		Other	9.6%		6		1	
		TOTAL	100.0%		66		22	
TOTAL	100.0%	Auto	64.4%	1.84	530	289	44	24
		Transit	6.9%		57		5	
		Walk	26.1%		215		18	
		Other	2.6%		21		2	
		TOTAL	100.0%		823		289	

Notes:

- [1] SF Guidelines, Appendix C - Quality Sit-Down
- [2] SF Guidelines, Appendix C - Retail
- [3] SF Guidelines, Appendix E - Table E-12

3333 California Street
Comparable/Baseline Project Variant - Daily
Land Use: Composit Rate, Cafe (Work Trips)

Proposed Size:		9,826 sq ft	
DAILY		AM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0 trips/1000 gsf	Person-trip Generation Rate [1]:	9.70%
Total Person-trips:	5,896 person-trips	Total Person-trips:	572 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	236 person-trips		23 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	8.4%	Auto	39.3%	1.19	8	7	1	1
		Transit	40.7%		8		1	
		Walk	16.7%		3		0	
		Other	3.3%		1		0	
		TOTAL	100.0%		20	7	2	1
Superdistrict 2	35.2%	Auto	41.0%	1.14	34	30	3	3
		Transit	24.4%		20		2	
		Walk	30.6%		25		2	
		Other	4.0%		3		0	
		TOTAL	100.0%		83	30	8	3
Superdistrict 3	15.8%	Auto	49.9%	1.25	19	15	2	1
		Transit	48.0%		18		2	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		TOTAL	100.0%		37	15	4	1
Superdistrict 4	15.1%	Auto	55.9%	1.22	20	16	2	2
		Transit	38.9%		14		1	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		TOTAL	100.0%		36	16	3	2
East Bay	7.1%	Auto	67.4%	2.02	11	6	1	1
		Transit	31.0%		5		1	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		TOTAL	100.0%		17	6	2	1
North Bay	7.0%	Auto	81.5%	1.53	13	9	1	1
		Transit	16.1%		3		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		TOTAL	100.0%		17	9	2	1
South Bay	10.6%	Auto	69.9%	1.21	17	14	2	1
		Transit	27.5%		7		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		TOTAL	100.0%		25	14	2	1
Other (Out of Region)	0.8%	Auto	95.7%	3.16	2	1	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		TOTAL	100.0%		2	1	0	0
TOTAL	100.0%	Auto	52.7%	1.29	124	97	12	9
		Transit	31.7%		75		7	
		Walk	12.6%		30		3	
		Other	2.9%		7		1	
		TOTAL	100.0%		236	97	23	9

Notes:

- [1] SF Guidelines, Appendix C, Table C-1 - Composite Rate
- [2] SF Guidelines, Appendix C, Table C-2 - Retail
- [3] SF Guidelines, Appendix E - Table E-4

3333 California Street
Comparable/Baseline Project Variant - Daily
Land Use: Composite Rate, Cafe (Non-Work Trips)

Proposed Size:		9,826 sq. ft	
DAILY		AM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	9.70%
Total Person-trips:	5,896 person-trips	Total Person-trips:	58.2 trips/1,000 gsf
Non-Work Trips [2]: 96%	5,660 person-trips	Non-Work Trips [2]:	96%
			572 person-trips
			549 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	12.0%	Auto	78.4%	2.30	532	232	52	22
		Transit	8.5%		58		6	
		Walk	11.1%		75		7	
		Other	2.0%		14		1	
		TOTAL	100.0%		679		232	
Superdistrict 2	55.0%	Auto	56.5%	1.57	1,759	1,120	171	109
		Transit	7.2%		224		22	
		Walk	34.5%		1,074		104	
		Other	1.8%		56		5	
		TOTAL	100.0%		3,113		1,120	
Superdistrict 3	8.0%	Auto	60.9%	2.04	276	135	27	13
		Transit	10.0%		45		4	
		Walk	25.5%		115		11	
		Other	3.6%		16		2	
		TOTAL	100.0%		453		135	
Superdistrict 4	7.0%	Auto	81.2%	2.49	322	129	31	13
		Transit	4.4%		17		2	
		Walk	10.0%		40		4	
		Other	4.4%		17		2	
		TOTAL	100.0%		396		129	
East Bay	3.0%	Auto	65.8%	2.00	112	56	11	5
		Transit	9.8%		17		2	
		Walk	24.4%		41		4	
		Other	0.0%		0		0	
		TOTAL	100.0%		170		56	
North Bay	2.0%	Auto	81.2%	2.30	92	40	9	4
		Transit	0.0%		0		0	
		Walk	18.8%		21		2	
		Other	0.0%		0		0	
		TOTAL	100.0%		113		40	
South Bay	5.0%	Auto	95.1%	2.13	269	126	26	12
		Transit	0.0%		0		0	
		Walk	4.9%		14		1	
		Other	0.0%		0		0	
		TOTAL	100.0%		283		126	
Out of Region	8.0%	Auto	62.5%	1.87	283	151	27	15
		Transit	7.0%		32		3	
		Walk	20.9%		95		9	
		Other	9.6%		43		4	
		TOTAL	100.0%		453		151	
TOTAL	100.0%	Auto	64.4%	1.84	3,644	1,990	354	193
		Transit	6.9%		393		38	
		Walk	26.1%		1,476		143	
		Other	2.6%		147		14	
		TOTAL	100.0%		5,660		1,990	

Notes:

- [1] SF Guidelines, Appendix C - Composite Rate, Café
- [2] SF Guidelines, Appendix C - Retail
- [3] SF Guidelines, Appendix E - Table E-12

**Appendix B: Transportation Demand Management Program
Vehicle Trip Reduction Estimates for Proposed Project and
Project Variant**

3333 California Street

Transportation Demand Management Program

TDM Measure Description	Transportation Efficiency				
	CAPCOA GHG	Target User	Low	High	Project
	Report Reference	Group			
Improve Biking/Walking	SDT-1	All	0.0%	2.0%	1.0%
Bicycle Parking	ADT-6/LUT-9	All	0.6%	0.6%	0.6%
Car Share Program	TRT-3	All	5.0%	15.0%	5.0%
Unbundle Parking	PDT-2	All	2.6%	13.0%	4.3%
Limit On-Site Parking Supply	PDT-1	All	5.0%	12.5%	5.0%
Improved Design of Development	LUT-9	All	3.0%	21.3%	7.1%
Additive Total			16.2%	64.4%	23.1%

Source: CAPCOA

Notes:

Improved design of development includes: wayfinding, real-time information displays, bicycle repair, showers and lockers, delivery supportive amenities, family TDM amenities (bike share), tailored marketing

Total transportation efficiency range (low to high) is not additive. Total transportation efficiency range estimated for the project (proposed project and project variant) would be additive as the estimated project efficiency is conservative and accounts for other measures selected for the proposed TDM program.

Proposed Project with TDM Plan

Daily Estimate	Residential	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	Total
Vehicle Trips	1,681	1,408	233	1,606	267	5,195
Vehicle Miles Traveled	12,271	11,686	1,934	13,330	2,697	41,918
Vehicle Trips Reduction	504	422	70	481	80	1,557
Vehicle Miles Traveled Reduction	3,679	3,507	581	3,992	808	12,567

Project Variant with TDM Plan

Daily Estimate	Residential	General Office	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	Total
Vehicle Trips	1,255	222	1,592	228	1,564	261	5,122
Vehicle Miles Traveled	9,162	2,287	12,895	1,847	12,668	2,688	41,547
Vehicle Trips Reduction	376	66	478	68	469	78	1,535
Vehicle Miles Traveled Reduction	2,742	680	3,869	551	3,799	803	12,444

Appendix C: Internal Trip Capture Estimates for Proposed Project and Project Variant

3333 California Street
Travel Demand Summary - Proposed Project, Daily

Land Use Program		
Land Use	Size	Units
Residential	558	DU
	235	Studio/1-bed
	323	2/2+bed
	824,691	GSF
General Office	49,999	SF
General Retail	40,004	SF
Quality Sit-Down	4,287	SF
Composite Restaurant	9,826	SF
Daycare Center	14,690	SF

Source: Planning Application and Project Description, August 2017

Person-Trips and Vehicle-Trips by Direction - External (POST-INTERNAL TRIP CAPTURE)

Mode	Daily																				Overall Total
	Residential			General Office			General Retail			Quality Sit-Down			Composite Restaurant			Daycare Center					
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total			
Auto	1,092	1,092	2,184	209	207	416	1,631	1,630	3,261	247	246	493	1,697	1,695	3,392	268	267	535	5,144	5,137	10,281
Transit	542	541	1,083	102	102	204	203	202	405	31	30	61	211	210	421	33	33	66	1,122	1,118	2,240
Walk	76	76	152	58	58	116	690	689	1,379	99	98	197	677	677	1,354	113	113	226	1,713	1,711	3,424
Other	38	37	75	21	21	42	70	70	140	10	10	20	70	69	139	12	11	23	221	218	439
Total External Person Trips	1,748	1,746	3,494	390	388	778	2,594	2,591	5,185	387	384	771	2,655	2,651	5,306	426	424	850	8,200	8,184	16,384
Total External Vehicle Trips	652	652	1,304	123	122	245	880	879	1,759	133	133	266	916	914	1,830	145	144	288	2,853	2,849	5,702
Total Internal Person Trips	749	750	1,499	64	63	127	407	408	815	43	43	86	295	295	590	67	67	134	1,625	1,626	3,251
Total Internal Walk Trips	503	504	1,007	46	46	92	368	370	738	39	40	79	269	268	537	60	60	120	1,285	1,286	2,571
Total Internal Other Trips	246	246	492	18	17	35	39	38	77	4	3	7	26	27	53	7	7	14	340	340	680

Person-Trips - Daily

Mode	Residential		General Office		General Retail		Quality Sit-Down		Composite Rate		Daycare Center		Total	
	Person-Trips	Vehicle-Trips	Person-Trips	Vehicle-Trips	Person-Trips	Vehicle-Trips	Person-Trips	Vehicle-Trips	Person-Trips	Vehicle-Trips	Person-Trips	Vehicle-Trips	Person-Trips	Vehicle-Trips
Auto	2,730	1,631	489	288	3,836	2,070	548	296	3,769	2,033	629	339	12,001	6,656
Transit	1,354		240		476		68		468		78		2,684	
Walk	610		129		1,532		219		1,505		251		4,246	
Other	299		47		156		22		154		26		704	
Total	4,993		905		6,000		857		5,896		984		19,635	

Internal Trip Capture

Mode	Residential		General Office		General Retail		Quality Sit-Down		Composite Rate		Daycare Center		Total	
	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips
Auto	2,730	546	489	73	3,836	575	548	55	3,769	377	629	94	7,603	1,249
Transit	1,354	271	240	36	476	71	68	7	468	47	78	12	2,138	385
Walk	610	458	129	13	1,532	153	219	22	1,505	151	251	25	2,490	646
Other	299	224	47	5	156	16	22	2	154	15	26	3	524	247
Total	4,993	1,499	905	127	6,000	815	857	86	5,896	590	984	134	12,755	2,527
Overall Internal Capture Rate		30%		14%		14%		10%		10%		14%		20%

Internal Trip Capture - Additional Walk and Other Trips

Mode	Residential		General Office		General Retail		Quality Sit-Down		Composite Rate		Daycare Center		Total	
	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips
Auto	2,184	0	416	0	3,261	0	493	0	3,392	0	535	0	6,354	0
Transit	1,083	0	204	0	405	0	61	0	421	0	66	0	1,753	0
Walk	1,159	1,007	208	92	2,117	738	276	79	1,891	537	346	120	3,759	1,915
Other	567	492	77	35	217	77	27	7	192	53	37	14	889	612
Total	4,993	1,499	905	127	6,000	815	857	86	5,896	590	984	134	12,755	2,527
Overall Internal Capture Rate		30%		14%		14%		10%		10%		14%		20%

3333 California Street

Travel Demand Summary - Project Variant, Daily

Land Use Program - Proposed Variant		
Land Use	Size	Units
Residential	744	DU
	313	Studio/1-bed
	431	2/2+bed
General Retail	34,480	SF
Quality Sit-Down	4,287	SF
Composite Restaurant	9,826	SF
Daycare Center	14,650	SF

Source: Planning Application and Project Description, August 2017.

Person-Trips and Vehicle-Trips by Direction - External (POST-INTERNAL TRIP CAPTURE)

Mode	Daily																	
	Residential			General Retail			Quality Sit-Down			Composite Restaurant			Daycare Center			Overall Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Auto	1,456	1,456	2,912	1,406	1,404	2,810	247	246	493	1,697	1,695	3,392	267	266	533	5,073	5,067	10,140
Transit	722	722	1,444	174	174	348	31	30	61	211	210	421	33	33	66	1,171	1,169	2,340
Walk	102	101	203	595	594	1,189	99	98	197	677	677	1,354	113	113	226	1,586	1,583	3,169
Other	50	49	99	61	60	121	10	10	20	70	69	139	12	11	23	203	199	402
Total External Person Trips	2,330	2,328	4,658	2,236	2,232	4,468	387	384	771	2,655	2,651	5,306	425	423	848	8,033	8,018	16,051
Total External Vehicle Trips	874	874	1,748	778	778	1,556	137	136	273	940	938	1,878	148	147	295	2,877	2,873	5,750
Total Internal Person Trips	998	1,000	1,998	351	353	704	43	43	86	295	295	590	67	67	134	1,754	1,758	3,512
Total Internal Walk Trips	670	671	1,341	318	318	636	39	40	79	269	268	537	60	60	120	1,356	1,356	2,712
Total Internal Other Trips	328	329	657	33	35	68	4	3	7	26	27	53	7	7	14	398	402	800

Person-Trips - Daily

Mode	Residential		General Retail		Quality Sit-Down		Composite Rate		Daycare Center		Total	
	Person-Trips	Vehicle-Trips	Person-Trips	Vehicle-Trips	Person-Trips	Vehicle-Trips	Person-Trips	Vehicle-Trips	Person-Trips	Vehicle-Trips	Person-Trips	Vehicle-Trips
Auto	3,640	2,185	3,306	1,830	548	303	3,769	2,087	627	347	11890	6752
Transit	1,805		410		68		468		78		2829	
Walk	813		1,321		219		1,505		251		4109	
Other	398		135		22		154		26		735	
Total	6,656		5,172		857		5,896		982		19,563	

Internal Trip Capture

Mode	Residential		General Retail		Quality Sit-Down		Composite Rate		Daycare Center		Total	
	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips
Auto	3,640	728	3,306	496	548	55	3,769	377	627	94	11890	1750
Transit	1,805	361	410	62	68	7	468	47	78	12	2829	489
Walk	813	610	1,321	132	219	22	1,505	151	251	25	4109	940
Other	398	299	135	14	22	2	154	15	26	3	735	333
Total	6,656	1,998	5,172	704	857	86	5,896	590	982	134	19,563	3,512
Overall Internal Capture Rate		30%		14%		10%		10%		14%		18%

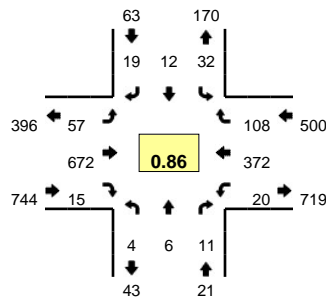
Internal Trip Capture - Additional Walk and Other Trips

Mode	Residential		General Retail		Quality Sit-Down		Composite Rate		Daycare Center		Total	
	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips	Total Trips	Internal Trips
Auto	2,912	0	2,810	0	493	0	3,392	0	533	0	10140	0
Transit	1,444	0	348	0	61	0	421	0	66	0	2340	0
Walk	1,544	1,341	1,825	636	276	79	1,891	537	346	120	5881	2712
Other	756	657	189	68	27	7	192	53	37	14	1202	800
Total	6,656	1,998	5,172	704	857	86	5,896	590	982	134	19,563	3,512
Overall Internal Capture Rate		30%		14%		10%		10%		14%		18%

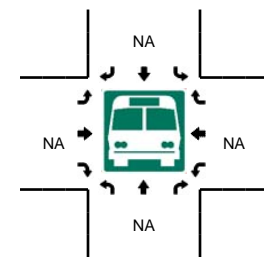
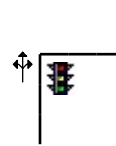
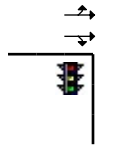
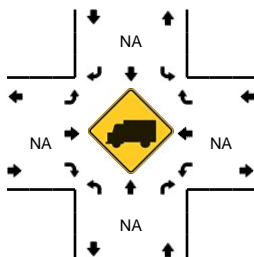
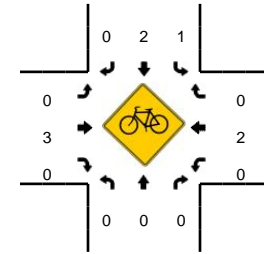
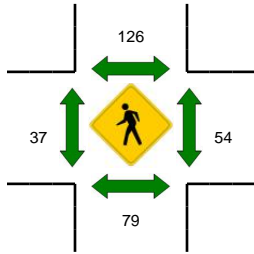
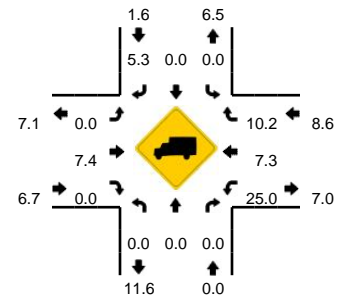
Appendix D: Vehicle Counts at Existing Driveway

LOCATION: Walnut/UCSF Entrance #1 -- California St
CITY/STATE: San Francisco, CA

QC JOB #: 14070703
DATE: Thu, Dec 01 2016



Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

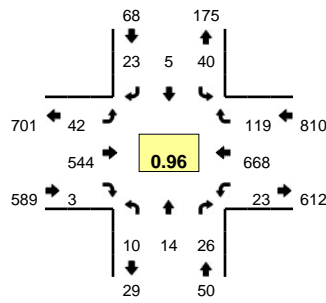


5-Min Count Period Beginning At	Walnut/UCSF Entrance #1 (Northbound)				Walnut/UCSF Entrance #1 (Southbound)				California St (Eastbound)				California St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	3	0	2	0	1	0	3	29	0	0	0	18	6	0	62	
7:05 AM	0	0	0	0	2	0	0	0	3	36	2	0	0	18	5	0	66	
7:10 AM	0	0	0	0	3	0	1	0	1	38	0	0	0	13	1	0	59	
7:15 AM	0	0	0	0	2	0	0	0	2	39	1	0	0	22	5	0	74	
7:20 AM	0	0	0	0	0	0	0	0	3	44	0	0	0	22	2	0	71	
7:25 AM	0	0	1	0	1	1	2	0	4	51	0	1	0	18	1	0	81	
7:30 AM	0	2	0	0	2	1	0	0	4	35	0	0	0	22	6	0	74	
7:35 AM	0	0	0	0	4	0	0	0	3	52	0	0	0	24	8	0	92	
7:40 AM	0	0	0	0	1	0	2	0	0	69	2	0	0	23	2	0	100	
7:45 AM	0	0	0	0	3	2	4	0	2	47	1	0	0	17	3	0	81	
7:50 AM	1	1	1	0	4	0	0	0	5	70	0	0	0	30	7	0	119	
7:55 AM	0	1	0	0	2	0	0	0	2	70	1	1	0	25	8	0	111	990
8:00 AM	0	0	1	0	3	0	0	0	0	46	2	0	0	27	4	0	83	1011
8:05 AM	1	0	2	0	2	1	1	0	5	38	0	0	0	22	2	0	76	1021
8:10 AM	0	1	1	0	3	0	2	0	4	53	1	0	0	36	10	1	114	1076
8:15 AM	0	0	0	0	3	2	0	0	4	64	1	0	0	36	7	0	119	1121
8:20 AM	0	1	1	0	2	0	2	0	5	62	1	0	0	20	4	0	100	1150
8:25 AM	0	1	1	0	3	1	2	0	4	44	1	0	0	32	4	1	95	1164
8:30 AM	1	0	2	0	5	1	1	0	8	71	2	0	0	37	16	0	145	1235
8:35 AM	0	0	2	0	2	4	3	0	7	59	1	0	0	37	11	0	130	1273
8:40 AM	0	1	0	0	4	1	2	0	7	54	3	0	0	29	11	0	112	1285
8:45 AM	0	0	1	0	2	0	3	0	4	50	1	0	0	32	20	1	114	1318
8:50 AM	2	1	0	0	1	2	3	0	6	61	1	0	0	39	11	1	129	1328
8:55 AM	1	1	0	0	1	1	0	0	2	56	0	0	0	39	7	1	111	1328
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	4	16	0	44	24	24	0	88	736	24	0	20	412	152	0	1548	
Heavy Trucks	0	0	0	0	0	0	0	0	0	56	0	0	8	28	8	0	100	
Pedestrians		80				136				40				52			308	
Bicycles	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	
Railroad																		
Stopped Buses																		

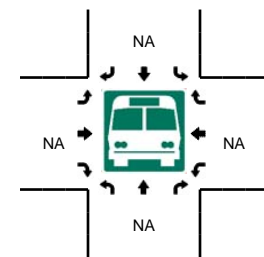
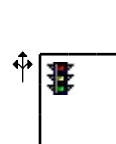
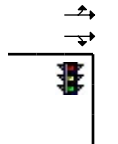
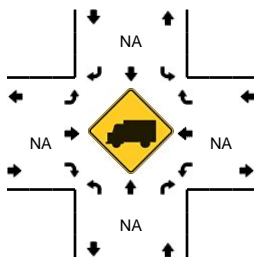
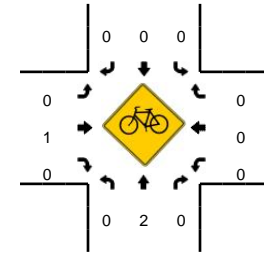
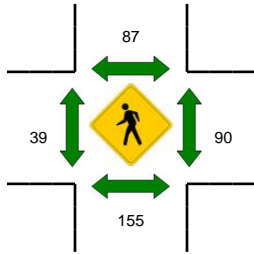
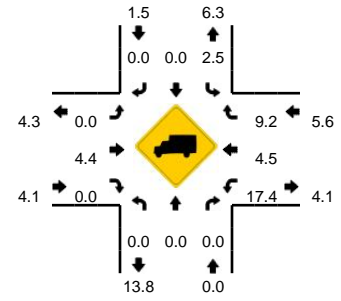
Comments:

LOCATION: Walnut/UCSF Entrance #1 -- California St
CITY/STATE: San Francisco, CA

QC JOB #: 14070704
DATE: Thu, Dec 01 2016



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

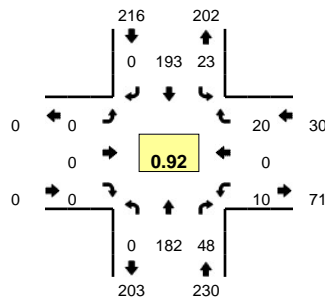


5-Min Count Period Beginning At	Walnut/UCSF Entrance #1 (Northbound)				Walnut/UCSF Entrance #1 (Southbound)				California St (Eastbound)				California St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	1	0	0	0	5	0	3	63	0	0	0	63	14	0	150	
4:05 PM	0	0	2	0	2	2	3	0	3	49	0	0	1	62	3	1	128	
4:10 PM	0	0	2	0	3	1	1	0	4	46	2	0	1	43	6	0	109	
4:15 PM	1	2	1	0	1	0	6	0	1	42	0	0	3	59	9	0	125	
4:20 PM	1	0	4	0	7	1	3	0	4	51	0	0	2	53	5	1	132	
4:25 PM	0	0	0	0	0	0	3	0	3	59	0	0	0	62	6	0	133	
4:30 PM	0	0	2	0	3	1	3	0	2	38	0	0	2	49	13	1	114	
4:35 PM	0	4	3	0	1	0	4	0	3	42	1	0	2	44	7	0	111	
4:40 PM	2	0	2	0	8	1	1	0	4	53	1	0	1	43	6	0	122	
4:45 PM	0	0	4	0	1	1	4	0	3	51	1	0	1	50	7	0	123	
4:50 PM	0	0	0	0	4	0	2	0	3	32	0	0	0	51	9	0	101	
4:55 PM	0	0	0	0	3	1	3	0	1	46	1	0	1	54	4	0	114	1462
5:00 PM	2	1	2	0	8	0	2	0	2	55	0	0	5	53	11	0	141	1453
5:05 PM	0	1	6	0	2	0	4	0	3	49	0	0	0	69	9	0	143	1468
5:10 PM	1	0	1	0	4	0	2	0	1	43	0	0	2	48	8	1	111	1470
5:15 PM	1	1	2	0	3	0	2	0	4	52	2	0	1	59	5	0	132	1477
5:20 PM	0	1	2	0	4	1	0	0	3	50	0	0	1	50	3	0	115	1460
5:25 PM	2	1	1	0	4	0	2	0	5	38	0	0	2	61	10	0	126	1453
5:30 PM	1	1	3	0	4	0	2	0	4	34	0	0	4	57	10	0	120	1459
5:35 PM	0	1	3	0	3	2	3	0	1	54	0	0	2	45	15	0	129	1477
5:40 PM	2	1	0	0	1	1	5	0	6	46	0	0	2	62	11	0	137	1492
5:45 PM	1	3	2	0	0	1	1	0	4	44	1	0	1	54	14	1	127	1496
5:50 PM	0	2	2	0	1	0	0	0	5	37	0	0	0	51	10	0	108	1503
5:55 PM	0	1	2	0	6	0	0	0	4	42	0	0	1	59	13	0	128	1517
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	8	36	0	56	0	32	0	24	588	0	0	28	680	112	4	1580	
Heavy Trucks	0	0	0		0	0	0		0	28	0		4	24	20		76	
Pedestrians	272				108				48				180				608	
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

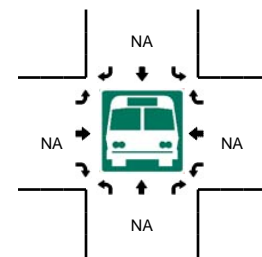
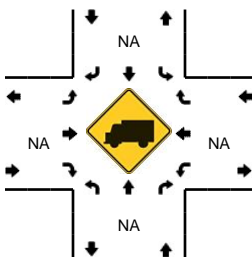
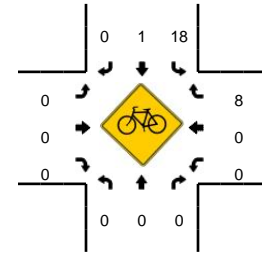
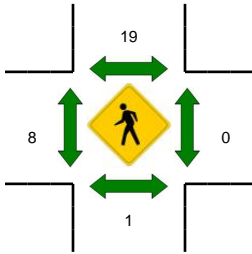
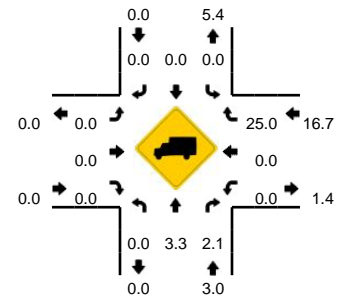
Comments:

LOCATION: Laurel St -- Mayfair/UCSF Entrance #2
CITY/STATE: San Francisco, CA

QC JOB #: 14070715
DATE: Thu, Dec 01 2016



Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

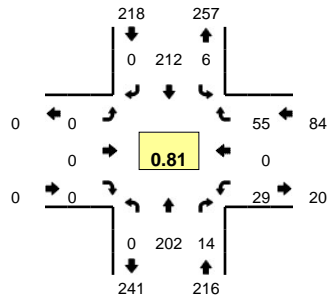


5-Min Count Period Beginning At	Laurel St (Northbound)				Laurel St (Southbound)				Mayfair/UCSF Entrance #2 (Eastbound)				Mayfair/UCSF Entrance #2 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	6	2	0	2	5	0	0	0	0	0	0	0	0	1	0	16	
7:05 AM	0	12	0	0	1	4	0	0	0	0	0	0	0	0	0	0	17	
7:10 AM	0	10	0	0	1	11	0	0	0	0	0	0	0	1	0	1	24	
7:15 AM	0	8	0	0	1	15	0	0	0	0	0	0	0	1	0	2	27	
7:20 AM	0	17	1	0	1	14	0	0	0	0	0	0	0	0	0	0	33	
7:25 AM	0	9	3	0	0	12	0	0	0	0	0	0	0	0	0	1	25	
7:30 AM	0	9	5	0	0	15	0	0	0	0	0	0	0	0	0	1	30	
7:35 AM	0	12	2	0	1	12	0	0	0	0	0	0	0	1	0	2	30	
7:40 AM	0	16	1	0	1	16	0	0	0	0	0	0	0	0	0	1	35	
7:45 AM	0	11	0	0	2	15	0	0	0	0	0	0	0	1	0	1	30	
7:50 AM	0	17	1	0	1	15	0	0	0	0	0	0	0	0	0	1	35	
7:55 AM	0	23	2	0	0	13	0	0	0	0	0	0	0	0	0	2	40	342
8:00 AM	0	14	4	0	4	24	0	0	0	0	0	0	0	2	0	0	48	374
8:05 AM	0	17	4	0	4	16	0	0	0	0	0	0	0	0	0	1	42	399
8:10 AM	0	9	2	0	3	14	0	0	0	0	0	0	0	0	0	2	30	405
8:15 AM	0	11	3	0	2	13	0	0	0	0	0	0	0	0	0	2	31	409
8:20 AM	0	15	5	0	2	6	0	0	0	0	0	0	0	1	0	4	33	409
8:25 AM	0	16	6	0	2	13	0	0	0	0	0	0	0	0	0	1	38	422
8:30 AM	0	15	3	0	2	13	0	0	0	0	0	0	0	0	0	3	36	428
8:35 AM	0	19	3	0	2	21	0	0	0	0	0	0	0	3	0	0	48	446
8:40 AM	0	10	5	0	1	13	0	0	0	0	0	0	0	2	0	3	34	445
8:45 AM	0	9	6	0	0	22	0	0	0	0	0	0	0	0	0	2	39	454
8:50 AM	0	24	5	0	1	25	0	0	0	0	0	0	0	2	0	0	57	476
8:55 AM	0	9	5	0	1	14	0	0	0	0	0	0	0	1	0	1	31	467
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	216	40	0	32	212	0	0	0	0	0	0	0	8	0	12	0	520
Heavy Trucks	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	12
Pedestrians		4				8					12				0			24
Bicycles	0	0	0		0	0	0			0	0	0		0	0	0		0
Railroad																		
Stopped Buses																		

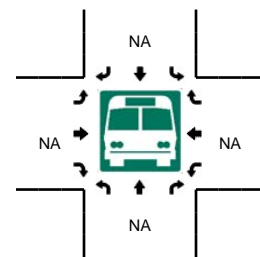
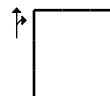
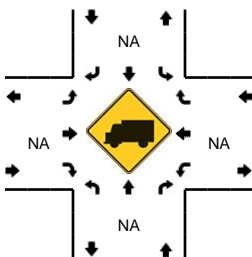
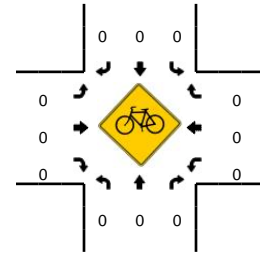
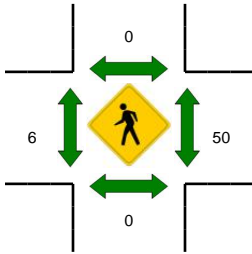
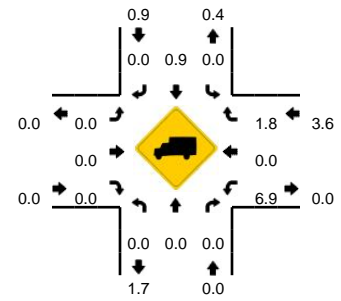
Comments:

LOCATION: Laurel St -- Mayfair/UCSF Entrance #2
CITY/STATE: San Francisco, CA

QC JOB #: 14070716
DATE: Thu, Dec 01 2016



Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

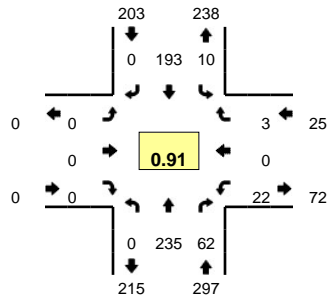


5-Min Count Period Beginning At	Laurel St (Northbound)				Laurel St (Southbound)				Mayfair/UCSF Entrance #2 (Eastbound)				Mayfair/UCSF Entrance #2 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	16	0	0	1	18	0	0	0	0	0	0	0	0	1	0	36	
4:05 PM	0	15	0	0	0	17	0	0	0	0	0	0	0	1	0	3	36	
4:10 PM	0	24	1	0	0	27	0	0	0	0	0	0	0	1	0	1	54	
4:15 PM	0	18	0	0	0	18	0	0	0	0	0	0	0	1	0	1	38	
4:20 PM	0	14	0	0	0	16	0	0	0	0	0	0	0	6	0	4	40	
4:25 PM	0	14	1	0	1	16	0	0	0	0	0	0	0	0	0	0	32	
4:30 PM	0	10	2	0	0	18	0	0	0	0	0	0	0	2	0	4	36	
4:35 PM	0	17	1	0	0	20	0	0	0	0	0	0	0	4	0	5	47	
4:40 PM	0	8	2	0	0	18	0	0	0	0	0	0	0	2	0	5	35	
4:45 PM	0	13	0	0	0	15	0	0	0	0	0	0	0	2	0	6	36	
4:50 PM	0	17	0	0	0	11	0	0	0	0	0	0	0	3	0	0	31	
4:55 PM	0	20	1	0	0	19	0	0	0	0	0	0	0	2	0	2	44	465
5:00 PM	0	15	2	0	0	12	0	0	0	0	0	0	0	3	0	5	37	466
5:05 PM	0	13	0	0	0	21	0	0	0	0	0	0	0	8	0	9	51	481
5:10 PM	0	21	1	0	0	32	0	0	0	0	0	0	0	0	0	11	65	492
5:15 PM	0	22	0	0	1	13	0	0	0	0	0	0	0	1	0	0	37	491
5:20 PM	0	15	2	0	1	31	0	0	0	0	0	0	0	3	0	6	58	509
5:25 PM	0	14	1	0	0	14	0	0	0	0	0	0	0	3	0	3	35	512
5:30 PM	0	16	2	0	1	15	0	0	0	0	0	0	0	1	0	5	40	516
5:35 PM	0	21	0	0	2	17	0	0	0	0	0	0	0	4	0	4	48	517
5:40 PM	0	16	2	0	0	8	0	0	0	0	0	0	0	2	0	2	30	512
5:45 PM	0	21	1	0	1	11	0	0	0	0	0	0	0	1	0	6	41	517
5:50 PM	0	8	2	0	0	19	0	0	0	0	0	0	0	1	0	2	32	518
5:55 PM	0	7	0	0	0	20	0	0	0	0	0	0	0	2	0	6	35	509
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	232	12	0	8	304	0	0	0	0	0	0	0	16	0	68	0	640
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	4	0	12
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	16
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad																		
Stopped Buses																		

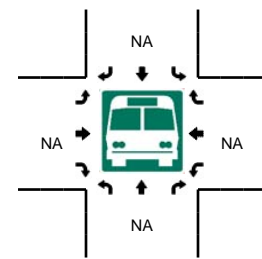
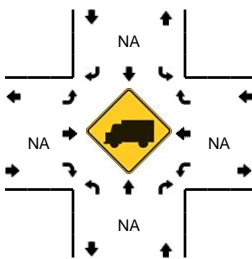
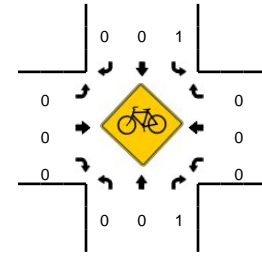
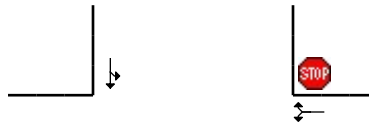
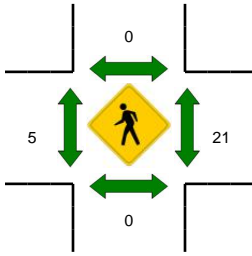
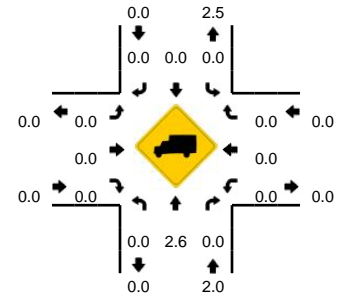
Comments:

LOCATION: Laurel St -- Mayfair/UCSF Entrance #3
CITY/STATE: San Francisco, CA

QC JOB #: 14070717
DATE: Thu, Dec 01 2016



Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:40 AM -- 8:55 AM



5-Min Count Period Beginning At	Laurel St (Northbound)				Laurel St (Southbound)				Mayfair/UCSF Entrance #3 (Eastbound)				Mayfair/UCSF Entrance #3 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	10	2	0	0	4	0	0	0	0	0	0	0	0	0	0	16	
7:05 AM	0	12	0	0	0	6	0	0	0	0	0	0	0	0	1	0	19	
7:10 AM	0	9	3	0	1	11	0	0	0	0	0	0	0	1	0	0	25	
7:15 AM	0	7	2	0	2	12	0	0	0	0	0	0	0	0	0	0	23	
7:20 AM	0	17	2	0	1	13	0	0	0	0	0	0	0	1	0	0	34	
7:25 AM	0	12	3	0	0	10	0	0	0	0	0	0	0	1	0	0	26	
7:30 AM	0	14	3	0	1	16	0	0	0	0	0	0	0	0	0	0	34	
7:35 AM	0	13	0	0	1	12	0	0	0	0	0	0	0	4	0	0	30	
7:40 AM	0	18	5	0	1	15	0	0	0	0	0	0	0	2	0	0	41	
7:45 AM	0	10	1	0	1	15	0	0	0	0	0	0	0	2	0	0	29	
7:50 AM	0	18	4	0	0	15	0	0	0	0	0	0	0	1	0	0	38	
7:55 AM	0	25	4	0	2	13	0	0	0	0	0	0	0	1	0	0	45	360
8:00 AM	0	19	1	0	1	22	0	0	0	0	0	0	0	1	0	0	44	388
8:05 AM	0	22	3	0	1	16	0	0	0	0	0	0	0	3	0	0	45	414
8:10 AM	0	12	5	0	0	14	0	0	0	0	0	0	0	2	0	0	33	422
8:15 AM	0	18	6	0	0	13	0	0	0	0	0	0	0	2	0	0	39	438
8:20 AM	0	20	8	0	0	8	0	0	0	0	0	0	0	2	0	0	38	442
8:25 AM	0	20	4	0	2	11	0	0	0	0	0	0	0	2	0	0	39	455
8:30 AM	0	17	5	0	1	12	0	0	0	0	0	0	0	4	0	1	40	461
8:35 AM	0	21	10	0	0	24	0	0	0	0	0	0	0	1	0	1	57	488
8:40 AM	0	14	7	0	1	14	0	0	0	0	0	0	0	2	0	0	38	485
8:45 AM	0	18	4	0	2	19	0	0	0	0	0	0	0	0	0	1	44	500
8:50 AM	0	29	5	0	0	27	0	0	0	0	0	0	0	2	0	0	63	525
8:55 AM	0	14	8	0	1	15	0	0	0	0	0	0	0	3	0	0	41	521
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	244	64	0	12	240	0	0	0	0	0	0	0	16	0	4	0	580
Heavy Trucks	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Pedestrians		0				0					12				12			24
Bicycles	0	0	1		1	0	0			0	0	0		0	0	0		2
Railroad																		
Stopped Buses																		

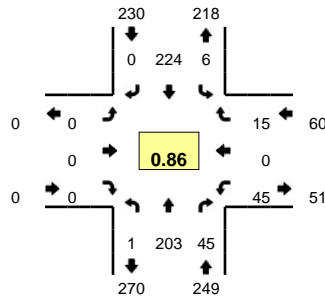
Comments:

Type of peak hour being reported: Intersection Peak

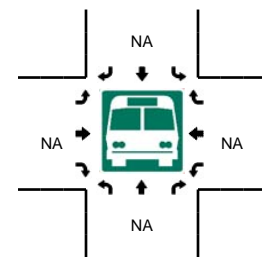
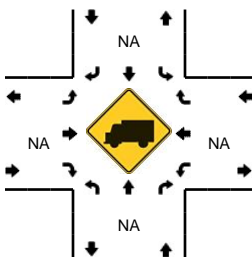
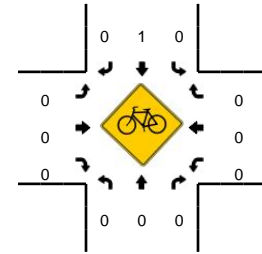
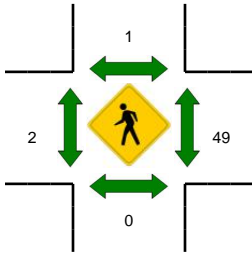
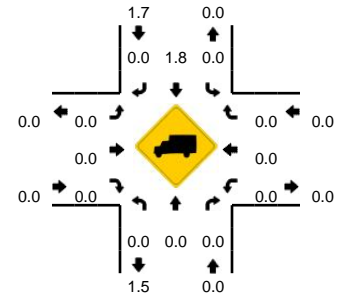
Method for determining peak hour: Total Entering Volume

LOCATION: Laurel St -- Mayfair/UCSF Entrance #3
CITY/STATE: San Francisco, CA

QC JOB #: 14070718
DATE: Thu, Dec 01 2016



Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:10 PM -- 5:25 PM



5-Min Count Period Beginning At	Laurel St (Northbound)				Laurel St (Southbound)				Mayfair/UCSF Entrance #3 (Eastbound)				Mayfair/UCSF Entrance #3 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	17	1	0	0	18	0	0	0	0	0	0	4	0	0	0	40	
4:05 PM	0	18	0	0	1	16	0	1	0	0	0	0	3	0	0	0	39	
4:10 PM	0	23	0	0	1	26	0	0	0	0	0	0	1	0	0	0	51	
4:15 PM	0	17	2	0	0	18	0	0	0	0	0	0	2	0	0	0	39	
4:20 PM	0	15	0	0	0	21	0	1	0	0	0	0	0	0	0	0	37	
4:25 PM	0	15	0	0	0	17	0	0	0	0	0	0	2	0	0	0	34	
4:30 PM	0	12	1	0	0	21	0	0	0	0	0	0	1	0	0	0	35	
4:35 PM	0	16	1	0	1	22	0	0	0	0	0	0	6	0	0	0	46	
4:40 PM	0	9	2	0	0	20	0	0	0	0	0	0	3	0	0	0	34	
4:45 PM	0	14	0	0	0	19	0	1	0	0	0	0	2	0	0	0	36	
4:50 PM	0	19	4	0	0	15	0	0	0	0	0	0	3	0	0	0	41	
4:55 PM	0	17	7	0	1	21	0	0	0	0	0	0	3	0	0	0	49	481
5:00 PM	0	16	2	0	0	14	0	0	0	0	0	0	0	0	1	0	33	474
5:05 PM	0	11	4	0	1	30	0	0	0	0	0	0	6	0	3	0	55	490
5:10 PM	0	18	4	0	1	30	0	0	0	0	0	0	2	0	3	0	58	497
5:15 PM	0	18	2	1	0	16	0	0	0	0	0	0	3	0	2	0	42	500
5:20 PM	0	16	5	0	1	28	0	0	0	0	0	0	6	0	0	0	56	519
5:25 PM	0	14	1	0	0	16	0	0	0	0	0	0	7	0	1	0	39	524
5:30 PM	0	18	3	0	1	15	0	0	0	0	0	0	5	0	0	0	42	531
5:35 PM	0	19	3	0	0	20	0	0	0	0	0	0	3	0	3	0	48	533
5:40 PM	0	17	6	0	1	9	0	0	0	0	0	0	5	0	0	0	38	537
5:45 PM	0	20	4	0	0	10	0	0	0	0	0	0	2	0	2	0	38	539
5:50 PM	0	10	2	0	1	19	0	0	0	0	0	0	2	0	0	0	34	532
5:55 PM	0	8	2	0	0	22	0	0	0	0	0	0	3	0	0	0	35	518
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	208	44	4	8	296	0	0	0	0	0	0	44	0	20	0	624	
Heavy Trucks	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8	
Pedestrians	0	0	0	0	0	0	0	0	8	0	0	0	0	32	0	0	40	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**Appendix E: Trip Generation Comparison for Proposed Project
and Project Variant**

3333 California Street

Proposed Project - Daily Travel Demand Comparison

Comparable Project

Mode	Daily Person and Vehicle Trip Estimates						Total
	Residential	General Office	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	
TAZ VMT per capita/employee	7.3	10.3	8.1	8.1	8.1	10.3	8.1
Auto	2,730	489	3,836	548	3,769	629	12,001
Transit	1,354	240	476	68	468	78	2,684
Walk	610	129	1,532	219	1,505	251	4,246
Other	299	47	156	22	154	26	704
Total Person Trips	4,993	905	6,000	857	5,896	984	19,635
Total Vehicle Trips	1,631	288	2,070	296	2,033	339	6,656
Total Vehicle Miles Traveled	11,903	2,967	16,765	2,398	16,467	3,492	53,991

Proposed Project

Transportation Demand Management Program

TDM Measure Description	CAPCOA GHG Report		Transportation Efficiency		
	Reference	Target User Group	Low	High	Project
Improve Biking/Walking	SDT-1	All	0.0%	2.0%	1.0%
Bicycle Parking	ADT-6/LUT-9	All	0.6%	0.6%	0.6%
Car Share Program	TRT-3	All	5.0%	15.0%	5.0%
Unbundle Parking	PDT-2	All	2.6%	13.0%	4.3%
Limit On-Site Parking Supply	PDT-1	All	5.0%	12.5%	5.0%
Improved Design of Development	LUT-9	All	3.0%	21.3%	7.1%
Additive Total			16.2%	64.4%	23.1%

Source: CAPCOA

Notes:

Improved design of development includes: wayfinding, real-time information displays, bicycle repair, showers and lockers, delivery supportive amenities, family TDM amenities (bike share), tailored marketing
 Total transportation efficiency range (low to high) is not additive. Total transportation efficiency range estimated for the project (proposed project and project variant) would be additive as the estimated project efficiency is conservative and accounts for other measures selected for the proposed TDM program.

Proposed Project with TDM Plan							
Daily Estimate	Residential	General Office	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	Total
Vehicle Trips	1,255	222	1,592	228	1,564	261	5,122
Vehicle Miles Traveled	9,162	2,287	12,895	1,847	12,668	2,688	41,547
Vehicle Trips Reduction	376	66	478	68	469	78	1,535
Vehicle Miles Traveled Reduction	2,742	680	3,869	551	3,799	803	12,444

Internal Trip Capture

Mode	Daily Person and Vehicle Trip Estimates						Total	Internal Trip Capture Rate
	Residential	General Office	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center		
TAZ VMT per capita/employee	7.3	10.3	8.1	8.1	8.1	8.1	10.3	8.1
Auto	2,184	416	3,261	493	3,392	535	10,281	
Transit	1,083	204	405	61	421	66	2,240	
Walk	152	116	1,379	197	1,354	226	3,424	
Other	75	42	140	20	139	23	439	
Total External Person Trips	3,494	778	5,185	771	5,306	850	16,384	16.6%
Total External Vehicle Trips	1,304	245	1,759	266	1,830	288	5,702	14.3%
Vehicle Miles Traveled	9,519	2,524	14,248	2,155	14,823	2,966	46,235	
Comparison to Baseline Project								
Vehicle Trip Reduction	327	43	311	30	203	51	954	14.3%
Vehicle Miles Traveled Reduction	2,384	443	2,517	243	1,644	525	7,756	14.4%

Existing Vehicle Trips to Project Site

Vehicle Trips	Number	Percent
Vehicle Trip Reduction	561	8.4%
Vehicle Miles Traveled Reduction	5,778	10.7%

3333 California Street

Project Variant - Daily Travel Demand Comparison

Comparable Project

Mode	Residential	Daily				Daily Total
		General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	
TAZ VMT per capita/employee	7.3	8.3	8.3	8.3	10.1	8.1
Auto	3,640	3,306	548	3,769	627	11,890
Transit	1,805	410	68	468	78	2,829
Walk	813	1,321	219	1,505	251	4,109
Other	398	135	22	154	26	735
Total Person Trips	6,656	5,172	857	5,896	982	19,563
Total Vehicle Trips	2,185	1,830	303	2,087	347	6,752
Total Vehicle Miles Traveled	15,950	15,193	2,515	17,322	3,505	54,485

Project Variant

Transportation Demand Management Program

TDM Measure Description	Transportation Efficiency				
	CAPCOA GHG		Target User		
	Report Reference	Target User Group	Low	High	Project
Improve Biking/Walking	SDT-1	All	0.0%	2.0%	1.0%
Bicycle Parking	ADT-6/LUT-9	All	0.6%	0.6%	0.6%
Car Share Program	TRT-3	All	5.0%	15.0%	5.0%
Unbundle Parking	PDT-2	All	2.6%	13.0%	4.3%
Limit On-Site Parking Supply	PDT-1	All	5.0%	12.5%	5.0%
Improved Design of Development	LUT-9	All	3.0%	21.3%	7.1%
Additive Total			16.2%	64.4%	23.1%

Source: CAPCOA

Notes:

Improved design of development includes: wayfinding, real-time information displays, bicycle repair, showers and lockers, delivery supportive amenities, family TDM amenities (bike share), tailored marketing
 Total transportation efficiency range (low to high) is not additive. Total transportation efficiency range estimated for the project (proposed project and project variant) would be additive as the estimated project efficiency is conservative and accounts for other measures selected for the proposed TDM program.

Internal Trip Capture

Mode	Daily Person and Vehicle Trip Estimates						Internal Trip Capture Rate
	Residential	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	Total	
TAZ VMT per capita/employee	7.3	8.1	8.1	8.1	10.3	7.97	
Auto	2,912	2,810	493	3,392	533	10,140	
Transit	1,444	348	61	421	66	2,340	
Walk	203	1,189	197	1,354	226	3,169	
Other	99	121	20	139	23	402	
Total External Person Trips	4,658	4,468	771	5,306	848	16,051	18.0%
Total External Vehicle Trips	1,748	1,556	273	1,878	295	5,750	14.9%
Vehicle Miles Traveled	12,760	12,603	2,208	15,214	3,038	45,823	
Comparison to Baseline Project							
Vehicle Trip Reduction	437	275	30	209	52	1,003	14.9%
Vehicle Miles Traveled Reduction	3,190	2,225	246	1,691	536	7,888	14.5%

Existing Vehicle Trips to Project Site

Vehicle Trips	Number	Percent
Vehicle Trip Reduction	561	8.3%
Vehicle Miles Traveled Reduction	5,778	12.6%

Daily Estimate	Proposed Project with TDM Plan					
	Residential	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	Total
Vehicle Trips	1,681	1,408	233	1,606	267	5,195
Vehicle Miles Traveled	12,271	11,686	1,934	13,330	2,697	41,918
Vehicle Trips Reduction	504	422	70	481	80	1,557
Vehicle Miles Traveled Reduction	3,679	3,507	581	3,992	808	12,567