

ATTACHMENT C
3333 California Street
Transportation Efficiency

MEMORANDUM

Date: July 18, 2018

Project #: 20641

To: Barbara Sahm and Peter Mye- SWCA

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

Project: 3333 California Street

Subject: AB 900 Transportation Assessment

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 based on national average characteristics. 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. 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.

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.

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.

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.²

- 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 2018.³

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.

² 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.

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

Table 4.C.4: Local Muni Operations summarizes Muni service characteristics for the Muni routes operating within the study area with bus stops located within one half of a mile of the project site. 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.⁴

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

⁴ 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.

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 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.⁵ 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.

Chariot. Chariot is a commuter shuttle and charter vehicle service that operates public and private routes in several neighborhoods of San Francisco. The company operates 14-seat passenger vans along specific fixed routes, operating during morning and evening commute hours only. Passengers can reserve a seat

⁵ 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.

on public routes using a phone-based app. The public routes operate inbound toward downtown during the morning commute hours and outbound away from downtown during the evening commute hours.

Project Trip Generation

The travel demand for the proposed project and project variant were estimated for weekday daily and weekday AM and PM peak hours. The person-trip generation rates include residents, employees, and visitors to the proposed development. Project trip generation rates were estimated using weekday daily and PM peak hour rates for the proposed land use provided in the SF Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review (SF Guidelines)*, published in October 2002. Internal trip capture rates were developed and mode splits applied to the person-trip generation to calculate person-trip generation by mode and trip type (internal/external). Detailed travel demand calculations are included as Appendix A.

Proposed Project

The proposed project consists of six different land uses: Residential, General Retail, Quality Sit-Down Restaurant, Composite Restaurant, General Office, and Daycare Center. The proposed project is anticipated to generate 16,462 daily person trips and 5,760 total daily vehicle trips. This includes 691 total weekday AM peak hour vehicle trips, with 312 vehicles entering and 379 vehicles exiting the development, as well as 752 total weekday PM peak hour vehicle trips, with 418 vehicles entering and 334 vehicles exiting the development.

Project Variant

The project variant consists of the same land use types as the proposed project, apart from the General Office land use. Considering these land uses, the project variant is expected to generate 16,171 daily person trips and 5,744 total daily vehicle trips. The weekday AM peak hour vehicle trips would amount to 726 trips, with 304 vehicles entering and 422 leaving the development, and the weekday PM peak hour vehicle trips would total 804 trips, with 482 vehicles entering and 322 vehicles leaving the development.

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.⁶ Typically, low-density development at

⁶ California Smart-Growth Trip Generation Rates Study, Appendix A, University of California, Davis Institute of Transportation Studies, March 2013.

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.

Given these travel behavior factors, San Francisco has a lower average vehicle miles traveled (VMT)⁷ 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	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

⁷ 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.

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.

Comparable Project

To analyze the transportation efficiency of the proposed and variant projects, the projects' vehicle trip generation was examined against that of comparable developments. The comparable project is assumed to be a project with similar land use as the proposed project but vehicle trip generation that is more typical of national averages. The comparable development's vehicle trip generation was calculated using the standard national reference, the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*.⁸ The comparable project has the same land uses and quantities (size/number of units) as the proposed and variant projects, but may not have the same characteristics as the proposed and variant projects that would lead to trip reductions, such as an urban location near transit, an infill nature, or a Transit Demand Management (TDM) program.

For the proposed project, the ITE trip rates used to calculate the vehicle trip generation of the comparable development originated from the following land use categories: Multifamily Housing—Mid-Rise (ITE 221), Multifamily Housing—Low-Rise (ITE 220), Shopping Center (ITE 820), Quality Restaurant (ITE 931), Coffee/Donut shop without Drive-Through Window (ITE 936), General Office (ITE 710), and Day Care Center (ITE 565). For the comparable project relating to the variant project, the same land use categories were used, with the exception of the General Office category.

The comparable project that corresponds to the proposed project generates 13,532 total daily vehicle trips, including 1,374 total vehicle trips in the weekday AM peak hour and 975 total vehicle trips in the weekday PM peak hour. The comparable project that corresponds to the project variant generates 13,847 total daily vehicle trips, including 1,350 total weekday AM peak hour vehicle trips and 962 total weekday PM peak hour vehicle trips.

Project Related Reductions of Trip Generation and VMT

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

⁸ *Trip Generation Manual 10th Edition*. Institute of Transportation Engineers, 2017

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 are included as Appendix B.

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 development, 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.

The proposed project and project variant are estimated to result in an internal trip capture rate of 17.6 percent and 19.0 percent, respectively during the weekday AM peak hour. During the weekday PM peak hour, the proposed project and project variant are estimated to result in an internal trip capture rate of

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*.

18.9 percent and 19.2 percent, respectively. Detailed internal trip capture calculations are included as Appendix C.

Transportation Demand Management (TDM) Program

The proposed project and project variant would implement the following transportation demand management measures to encourage the use of non-auto modes and reduce vehicle trips.

- Improve biking/walking conditions
- Bicycle parking
- Showers and lockers
- Bicycle repair station
- Car share parking
- Delivery supportive amenities
- On-site childcare
- Multimodal wayfinding signage
- Real-time information displays
- Tailored transportation marketing
- Unbundled parking

Based on analysis included in the TDM Technical Justification Memo¹¹ measures from the TDM Program, such as improving walking conditions could reduce VMT by up to two percent and unbundled parking could reduce VMT by up to 4.5 percent. As such, implementation of the proposed TDM package would result in a reduction in vehicle trips to and from the site. These potential reductions have not been included in the vehicle trip generation calculations or the comparisons below.

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 and internal trips. 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 decrease in vehicle trip generation when compared to the respective comparable project. Through this comparison, it is estimated that the proposed project would generate 7,772 fewer daily vehicle trips than the respective

¹¹ City and County of San Francisco, *Transportation Demand Management Technical Justification*, January 2018.

Appendix B. http://default.sfplanning.org/plans-and-programs/emerging_issues/tsp/TDM_Technical_Justification_update2018.pdf, accessed May 18, 2018

comparable project. This equates to a 57% decrease in daily vehicle trips, a 50% decrease in weekday AM peak hour vehicle trips, and a 23% decrease in weekday PM peak hour vehicle trips. For the project variant, it is estimated that there would be 8,103 fewer daily vehicle trips generated in comparison to the comparable project, which corresponds to a 59% decrease in daily vehicle trips, a 46% decrease in weekday AM peak hour vehicle trips, and a 16% decrease in weekday PM peak hour vehicle trips.

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.

This analysis shows that both the proposed project and the project variant 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, the 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.

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

Contents

Appendix A: Travel Demand Calculations

Appendix B: Driveway Count Data

Appendix C: Internal Trip Capture

Appendix D: Trip Generation Calculations for Comparable Projects

Appendix E: Trip Generation Comparison

Appendix A: Travel Demand Calculations

3333 California Street
Travel Demand Summary - Office Scenario, Weekday AM Peak Hour

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

Mode	Daily							Weekday AM Peak Hour							AM Peak Hour Total
	Residential	General Office	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	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	399	39	472	45	343	111	
Transit	1,354	240	476	68	468	78	2,684	212	22	59	6	43	14	356	
Walk	610	129	1,532	219	1,505	251	4,246	78	10	188	18	137	44	475	
Other	299	47	156	22	154	26	704	42	3	19	2	14	5	85	
Total Person Trips	4,993	905	6,000	857	5,896	984	19,635	731	74	738	71	537	174	2,325	
Total Vehicle Trips	1,631	288	2,070	296	2,033	339	6,656	262	28	255	25	185	60	815	

Mode	Weekday AM Peak Hour							AM Peak Hour Overall
	Residential	General Office	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	AVO	
Auto	54.6%	53.1%	64.0%	63.4%	63.9%	63.8%	60.6%	
Transit	29.0%	30.3%	8.0%	8.5%	8.0%	8.0%	15.3%	
Walk	10.7%	13.1%	25.5%	25.4%	25.5%	25.3%	20.4%	
Other	5.7%	3.5%	2.6%	2.8%	2.6%	2.9%	3.6%	
Total	100%	100%	100%	100%	100%	100%	100%	
AVO	1.53	1.37	1.85	1.80	1.85	1.85	1.73	

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

Mode	Weekday AM Peak Hour																				
	Residential			General Office			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	In	Out	Total
Auto	134	265	399	32	7	39	244	228	472	23	22	45	177	166	343	57	54	111	667	742	1,409
Transit	58	154	212	19	3	22	34	25	59	3	3	6	25	18	43	8	6	14	147	209	356
Walk	37	41	78	8	2	10	96	92	188	9	9	18	70	67	137	23	21	44	243	232	475
Other	16	26	42	2	1	3	10	9	19	1	1	2	7	7	14	2	3	5	38	47	85
Total Person Trips	245	486	731	61	13	74	384	354	738	36	35	71	279	258	537	90	84	174	1,095	1,230	2,325
Total Vehicle Trips	65	197	262	24	4	28	133	121	255	13	12	25	97	88	185	31	29	60	363	451	815
Average Vehicle Occupancy	2.06	1.35	1.53	1.33	1.58	1.37	1.83	1.88	1.85	1.77	1.83	1.80	1.83	1.89	1.85	1.84	1.86	1.85	1.84	1.65	1.73

AM Peak Hour Person-Trips and Vehicle-Trips by Direction - Internal and External (POST-INTERNAL TRIP CAPTURE)

Mode	Weekday AM Peak Hour																				
	Residential			General Office			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	In	Out	Total
Auto	107	212	319	27	6	33	209	192	401	20	20	40	161	148	309	49	45	94	573	623	1,196
Transit	57	113	170	16	3	19	26	24	50	3	2	5	20	19	39	6	6	12	128	167	295
Walk	53	104	157	15	4	19	135	125	260	12	12	24	90	82	172	31	28	59	336	356	692
Other	28	57	85	2	1	3	14	13	27	1	1	2	9	8	17	5	4	9	59	82	141
Total Person Trips	245	486	731	60	14	74	384	354	738	36	35	71	280	257	537	91	83	174	1,096	1,229	2,325
Total External Vehicle Trips	52	157	209	20	4	24	114	102	216	11	11	22	88	79	167	27	24	51	312	379	691
Total Internalized Vehicle Trips	13	39	52	4	1	4	19	19	38	2	1	3	9	10	18	4	5	9	51	72	124

3333 California Street

Office Scenario Trip Generation - Weekday AM Peak Hour

Land Use: Residential (Work Trips)

Proposed Size:		558 units	
DAILY			
Person-trip Generation Rate [1]:	8.9 trips/units	AM PEAK HOUR	
Total Person-trips:	4,993 person-trips	Person-trip Generation Rate [5]: 14.6%	1.3 trips/unit
Work Trips [2]: 33%	1,648 person-trips	Total Person-trips:	731 person-trips
		Work Trips [2]: 50%	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		385	
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		55	
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		55	
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		55	
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		58	
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		58	
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		58	
Other (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		17	
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		741	

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			
Person-trip Generation Rate [1]:	8.9 trips/unit	AM PEAK HOUR	
Total Person-trips:	4,993 person-trips	Person-trip Generation Rate [4]: 14.6%	1.3 trips/1,000 gsf
Non-Work Trips [2]: 67%	3,345 person-trips	Total Person-trips:	731 person-trips
		Non-Work Trips [2]:	365 person-trips
			50%

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		48	
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		99	
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		51	
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		33	
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		40	
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		15	
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		29	
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		51	
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		365	

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			
Person-trip Generation Rate [1]:	150.0 trips/1000 gsf	AM PEAK HOUR	
Total Person-trips:	6,001 person-trips	Person-trip Generation Rate [4]: 12.3%	18.5 trips/1000 gsf
Work Trips [2]: 4%	240 person-trips	Total Person-trips:	738 person-trips
		Work Trips [2]: 4%	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			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq ft	Person-trip Generation Rate [4]:	12.3%
Total Person-trips:	6,001 person-trips	Total Person-trips:	738 person-trips
Non-Work Trips [2]: 96%	5,761 person-trips	Non-Work Trips [2]:	96%
			18.5 trips/1,000 gsf
			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		236	
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		1,140	
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		138	
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		131	
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		49	
North Bay	2.0%	Auto	81.2%	2.13	94	44	12	5
		Transit	0.0%		0		0	
		Walk	18.8%		22		3	
		Other	0.0%		0		0	
		TOTAL	100.0%		115		44	
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		79	
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		154	
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		1,971	

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			
Person-trip Generation Rate [1]:	67.0 trips/1000 gsf	AM PEAK HOUR	
Total Person-trips:	984 person-trips	Person-trip Generation Rate [4]: 17.6%	11.8 trips/1000 gsf
Work Trips [2]: 4%	39 person-trips	Total Person-trips:	173 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			
Person-trip Generation Rate [1]:	67.0 trips/1000 sq ft	Person-trip Generation Rate [4]:	17.6%
Total Person-trips:	984 person-trips	Total Person-trips:	173 person-trips
Non-Work Trips [2]: 96%	945 person-trips	Non-Work Trips [2]:	96%
			11.8 trips/1,000 gsf
			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	294	187	52	33
		Transit	7.2%		37		7	
		Walk	34.5%		179		32	
		Other	1.8%		9		2	
		TOTAL	100.0%		520		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%		76		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%	2.31	19	8	3	1
		Transit	9.8%		3		0	
		Walk	24.4%		7		1	
		Other	0.0%		0		0	
		TOTAL	100.0%		28		8	
North Bay	2.0%	Auto	81.2%	2.13	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%	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	
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	
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	

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			
Person-trip Generation Rate [1]:	200.0 trips/1000 gsf	AM PEAK HOUR	
Total Person-trips:	857 person-trips	Person-trip Generation Rate [4]: 8.3%	16.6 trips/1000 gsf
Work Trips [2]: 4%	34 person-trips	Total Person-trips:	71 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			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	8.3%
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%
			16.6 trips/1,000 gsf
			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%	2.31	16	7	1	1
		Transit	9.8%		2		0	
		Walk	24.4%		6		1	
		Other	0.0%		0		0	
		TOTAL	100.0%		25		7	
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	
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	
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%	1.91	530	282	44	23
		Transit	6.9%		57		5	
		Walk	26.1%		215		18	
		Other	2.6%		21		2	
		TOTAL	100.0%		823		282	

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			
Person-trip Generation Rate [1]:	600.0 trips/1000 gsf	AM PEAK HOUR	
Total Person-trips:	5,896 person-trips	Person-trip Generation Rate [1]: 9.1%	54.6 trips/1000 gsf
Work Trips [2]: 4%	236 person-trips	Total Person-trips:	536 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
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	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			
Person-trip Generation Rate [1]:	600.0 trips/1000 sq ft	AM PEAK HOUR	
Total Person-trips:	5,896 person-trips	Person-trip Generation Rate [4]:	9.1%
Non-Work Trips [2]: 96%	5,660 person-trips	Total Person-trips:	54.6 trips/1,000 gsf
		Non-Work Trips [2]:	96%
			536 person-trips
			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	
		Other	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			
Person-trip Generation Rate [1]:	18.1 trips/ksf	AM PEAK HOUR	
Total Person-trips:	905 person-trips	Person-trip Generation Rate [4]: 8.15%	1.5 trips/unit
Work Trips [2]: 36%	326 person-trips	Total Person-trips:	74 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	
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	
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	
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	
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	
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	
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	
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	
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	

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%
Total Person-trips:	905 person-trips	Total Person-trips:	74 person-trips
Non-Work Trips [2]: 64%	579 person-trips	Non-Work Trips [2]:	17%
			1.5 trips/unit
			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	
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	
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	
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	
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	
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	
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	
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	
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	

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 - Office Scenario, Weekday PM Peak Hour

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.

Daily and PM Peak Hour Person-Trips and Vehicle-Trips Summary - Internal and External

Mode	Daily						Weekday PM Peak Hour						PM Peak Hour Total	
	Residential	General Office	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	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	472	41	345	74	509	113	1,554
Transit	1,354	240	476	68	468	78	2,684	250	23	43	9	63	14	402
Walk	610	129	1,532	219	1,505	251	4,246	93	10	138	30	203	45	519
Other	299	47	156	22	154	26	704	49	3	14	3	21	5	95
Total Person Trips	4,993	905	6,000	857	5,896	984	19,635	864	77	540	116	796	177	2,570
Total Vehicle Trips	1,631	288	2,070	296	2,033	339	6,656	309	30	186	40	275	61	901

PM Peak Hour Mode Split and Average Vehicle Occupancy by Land Use

Mode	Weekday PM Peak Hour						PM Peak Hour Overall
	Residential	General Office	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	
Auto	54.6%	53.1%	63.9%	63.8%	63.9%	63.8%	60.5%
Transit	28.9%	30.3%	8.0%	7.8%	7.9%	7.9%	15.7%
Walk	10.8%	13.1%	25.6%	25.9%	25.5%	25.4%	20.2%
Other	5.7%	3.5%	2.6%	2.6%	2.6%	2.8%	3.7%
Total	100%	100%	100%	100%	100%	100%	100%
AVO	1.53	1.37	1.85	1.85	1.85	1.85	1.72

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

Mode	Residential			General Office			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	In	Out	Total
Auto	314	158	472	7	34	41	167	178	345	36	38	74	246	263	509	55	58	113	825	729	1,554
Transit	182	68	250	4	19	23	18	25	43	4	5	9	27	36	63	6	8	14	241	161	402
Walk	49	44	93	2	8	10	68	70	138	14	16	30	100	103	203	22	23	45	255	264	519
Other	30	19	49	0	3	3	7	7	14	1	2	3	10	11	21	2	3	5	50	45	95
Total Person Trips	575	289	864	13	64	77	260	280	540	55	61	116	383	413	796	85	92	177	1,371	1,199	2,570
Total Vehicle Trips	232	77	309	5	25	30	89	98	186	19	21	40	131	144	275	29	32	61	504	397	901
Average Vehicle Occupancy	1.35	2.05	1.53	1.40	1.37	1.37	1.88	1.82	1.85	1.89	1.81	1.85	1.88	1.82	1.85	1.90	1.81	1.85	1.64	1.84	1.72

PM Peak Hour Person-Trips and Vehicle-Trips by Direction - Internal and External (POST-INTERNAL TRIP CAPTURE)

Mode	Residential			General Office			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	In	Out	Total
Auto	252	126	378	6	29	35	141	152	293	30	33	63	208	225	433	46	50	96	683	615	1,298
Transit	133	67	200	3	16	19	18	19	37	4	4	8	26	28	54	6	6	12	190	140	330
Walk	125	63	188	3	17	20	92	99	191	20	22	42	135	145	280	30	32	62	405	378	783
Other	65	33	98	0	3	3	9	10	19	1	2	3	14	15	29	4	3	7	93	66	159
Total Person Trips	575	289	864	12	65	77	260	280	540	55	61	116	383	413	796	86	91	177	1,371	1,199	2,570
Total External Vehicle Trips	186	61	248	4	21	25	75	83	158	16	18	34	111	123	234	24	28	52	418	335	752
Total Internalized Vehicle Trips	46	16	61	1	4	4	14	14	28	3	3	6	20	21	41	5	4	9	87	62	149

3333 California Street

Proposed Project Trip Generation - Weekday PM Peak Hour

Land Use: Residential (Work Trips)

Proposed Size:		558 units	
DAILY			
Person-trip Generation Rate [1]:	8.9 trips/units	PM PEAK HOUR	
Total Person-trips:	4,993 person-trips	Person-trip Generation Rate [1]: 17.3%	1.5 trips/unit
Work Trips [2]: 33%	1,648 person-trips	Total Person-trips:	864 person-trips
		Work Trips [2]: 50%	432 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [4]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	52.0%	Auto	54.5%	1.21	467	385	122	101
		Transit	34.3%		294		77	
		Walk	6.3%		54		14	
		Other	4.9%		42		11	
		TOTAL	100.0%		857		385	
Superdistrict 2	7.4%	Auto	54.5%	1.21	67	55	17	14
		Transit	34.3%		42		11	
		Walk	6.3%		8		2	
		Other	4.9%		6		2	
		TOTAL	100.0%		122		55	
Superdistrict 3	7.4%	Auto	54.5%	1.21	67	55	17	14
		Transit	34.3%		42		11	
		Walk	6.3%		8		2	
		Other	4.9%		6		2	
		TOTAL	100.0%		122		55	
Superdistrict 4	7.4%	Auto	54.5%	1.21	67	55	17	14
		Transit	34.3%		42		11	
		Walk	6.3%		8		2	
		Other	4.9%		6		2	
		TOTAL	100.0%		122		55	
East Bay	7.8%	Auto	54.5%	1.21	70	58	18	15
		Transit	34.3%		44		12	
		Walk	6.3%		8		2	
		Other	4.9%		6		2	
		TOTAL	100.0%		129		58	
North Bay	7.8%	Auto	54.5%	1.21	70	58	18	15
		Transit	34.3%		44		12	
		Walk	6.3%		8		2	
		Other	4.9%		6		2	
		TOTAL	100.0%		129		58	
South Bay	7.8%	Auto	54.5%	1.21	70	58	18	15
		Transit	34.3%		44		12	
		Walk	6.3%		8		2	
		Other	4.9%		6		2	
		TOTAL	100.0%		129		58	
Other (Out of Region)	2.2%	Auto	54.5%	1.21	20	17	5	4
		Transit	34.3%		13		3	
		Walk	6.3%		2		1	
		Other	4.9%		2		0	
		TOTAL	100.0%		37		17	
TOTAL	100.0%	Auto	54.5%	1.21	898	741	236	194
		Transit	34.3%		565		148	
		Walk	6.3%		104		27	
		Other	4.9%		80		21	
		TOTAL	100.0%		1,648		741	

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)

3333 California Street

Proposed Project Trip Generation - Weekday PM Peak Hour

Land Use: Residential (Non-Work Trips)

Proposed Size:		558 units	
DAILY			
Person-trip Generation Rate [1]:	8.9 trips/unit	PM PEAK HOUR	
Total Person-trips:	4,993 person-trips	Person-trip Generation Rate [1]: 17.3%	1.5 trips/1,000 gsf
Non-Work Trips [2]: 67%	3,345 person-trips	Total Person-trips:	864 person-trips
		Non-Work Trips [2]:	432 person-trips
			50%

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	13.0%	Auto	41.7%	1.93	181	94	23	12
		Transit	35.5%		154		20	
		Walk	16.4%		71		9	
		Other	6.4%		28		4	
		TOTAL	100.0%		435		94	
Superdistrict 2	27.0%	Auto	50.9%	1.96	460	235	59	30
		Transit	23.7%		214		28	
		Walk	19.7%		178		23	
		Other	5.7%		51		7	
		TOTAL	100.0%		903		235	
Superdistrict 3	14.0%	Auto	57.1%	2.05	267	130	35	17
		Transit	22.3%		104		13	
		Walk	9.9%		46		6	
		Other	10.7%		50		6	
		TOTAL	100.0%		468		130	
Superdistrict 4	9.0%	Auto	63.4%	2.16	191	88	25	11
		Transit	32.4%		98		13	
		Walk	4.2%		13		2	
		Other	0.0%		0		0	
		TOTAL	100.0%		301		88	
East Bay	11.0%	Auto	52.2%	2.20	192	87	25	11
		Transit	25.0%		92		12	
		Walk	14.1%		52		7	
		Other	8.7%		32		4	
		TOTAL	100.0%		368		87	
North Bay	4.0%	Auto	73.6%	1.89	98	52	13	7
		Transit	8.8%		12		2	
		Walk	14.7%		20		3	
		Other	2.9%		4		1	
		TOTAL	100.0%		134		52	
South Bay	8.0%	Auto	80.5%	2.30	215	94	28	12
		Transit	8.3%		22		3	
		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	29	14
		Transit	19.7%		92		12	
		Walk	23.8%		111		14	
		Other	8.2%		38		5	
		TOTAL	100.0%		468		109	
TOTAL	100.0%	Auto	54.8%	2.05	1,831	890	236	115
		Transit	23.6%		789		102	
		Walk	15.1%		506		65	
		Other	6.5%		219		28	
		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

3333 California Street

Proposed Project Trip Generation - Weekday PM Peak Hour

Land Use: General Retail (Work Trips)

Proposed Size:		40,004 sq ft	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 gsf	PM PEAK HOUR	
Total Person-trips:	6,001 person-trips	Person-trip Generation Rate [1]: 9.0%	13.5 trips/1000 gsf
Work Trips [2]: 4%	240 person-trips	Total Person-trips:	540 person-trips
		Work Trips [2]: 4%	22 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM 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	3	3
		Transit	24.4%		21		2	
		Walk	30.6%		26		2	
		Other	4.0%		3		0	
		TOTAL	100.0%		84	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%		38	15	3	1
Superdistrict 4	15.1%	Auto	55.9%	1.22	20	17	2	1
		Transit	38.9%		14		1	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		TOTAL	100.0%		36	17	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	14	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	18	15	2	1
		Transit	27.5%		7		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		TOTAL	100.0%		25	15	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	127	99	11	9
		Transit	31.7%		76		7	
		Walk	12.6%		30		3	
		Other	2.9%		7		1	
		TOTAL	100.0%		240	99	22	9

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

Proposed Project Trip Generation - Weekday PM Peak Hour

Land Use: General Retail (Non-Work Trips)

Proposed Size:		40,004 sq. ft	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	9% 13.5 trips/1,000 gsf
Total Person-trips:	6,001 person-trips	Total Person-trips:	540 person-trips
Non-Work Trips [2]: 96%	5,761 person-trips	Non-Work Trips [2]:	96% 518 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	12.0%	Auto	78.4%	2.30	542	236	49	21
		Transit	8.5%		59		5	
		Walk	11.1%		77		7	
		Other	2.0%		14		1	
		TOTAL	100.0%		691		236	
Superdistrict 2	55.0%	Auto	56.5%	1.57	1,790	1,140	161	103
		Transit	7.2%		228		21	
		Walk	34.5%		1,093		98	
		Other	1.8%		57		5	
		TOTAL	100.0%		3,168		1,140	
Superdistrict 3	8.0%	Auto	60.9%	2.04	281	138	25	12
		Transit	10.0%		46		4	
		Walk	25.5%		118		11	
		Other	3.6%		17		1	
		TOTAL	100.0%		461		138	
Superdistrict 4	7.0%	Auto	81.2%	2.49	327	131	29	12
		Transit	4.4%		18		2	
		Walk	10.0%		40		4	
		Other	4.4%		18		2	
		TOTAL	100.0%		403		131	
East Bay	3.0%	Auto	65.8%	2.31	114	49	10	4
		Transit	9.8%		17		2	
		Walk	24.4%		42		4	
		Other	0.0%		0		0	
		TOTAL	100.0%		173		49	
North Bay	2.0%	Auto	81.2%	2.13	94	44	8	4
		Transit	0.0%		0		0	
		Walk	18.8%		22		2	
		Other	0.0%		0		0	
		TOTAL	100.0%		115		44	
South Bay	5.0%	Auto	95.1%	3.47	274	79	25	7
		Transit	0.0%		0		0	
		Walk	4.9%		14		1	
		Other	0.0%		0		0	
		TOTAL	100.0%		288		79	
Out of Region	8.0%	Auto	62.5%	1.87	288	154	26	14
		Transit	7.0%		32		3	
		Walk	20.9%		96		9	
		Other	9.6%		44		4	
		TOTAL	100.0%		461		154	
TOTAL	100.0%	Auto	64.4%	1.91	3,709	1,971	334	177
		Transit	6.9%		400		36	
		Walk	26.1%		1,502		135	
		Other	2.6%		149		13	
		TOTAL	100.0%		5,761		1,971	

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

Proposed Project Trip Generation - Weekday PM Peak Hour

Land Use: Daycare (Work Trips)

Proposed Size:		14,690 sq ft	
DAILY			
Person-trip Generation Rate [1]:	67.0 trips/1000 gsf	PM PEAK HOUR	Person-trip Generation Rate [1]: 18.0%
Total Person-trips:	984 person-trips	Total Person-trips:	177 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		PM 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	1	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

Proposed Project Trip Generation - Weekday PM Peak Hour

Land Use: Daycare (Non-Work Trips)

Proposed Size:		14,690 sq. ft	
DAILY			
Person-trip Generation Rate [1]:	67.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	18%
Total Person-trips:	984 person-trips	Total Person-trips:	177 person-trips
Non-Work Trips [2]: 96%	945 person-trips	Non-Work Trips [2]:	96%
			12.1 trips/1,000 gsf
			177 person-trips
			170 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM 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	294	187	53	34
		Transit	7.2%		37		7	
		Walk	34.5%		179		32	
		Other	1.8%		9		2	
		TOTAL	100.0%		520		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%		76		23	
Superdistrict 4	7.0%	Auto	81.2%	2.49	54	22	10	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%	2.31	19	8	3	1
		Transit	9.8%		3		1	
		Walk	24.4%		7		1	
		Other	0.0%		0		0	
		TOTAL	100.0%		28		8	
North Bay	2.0%	Auto	81.2%	2.13	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%	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	
Out of Region	8.0%	Auto	62.5%	1.87	47	25	9	5
		Transit	7.0%		5		1	
		Walk	20.9%		16		3	
		Other	9.6%		7		1	
		TOTAL	100.0%		76		25	
TOTAL	100.0%	Auto	64.4%	1.91	608	323	110	58
		Transit	6.9%		66		12	
		Walk	26.1%		246		44	
		Other	2.6%		25		4	
		TOTAL	100.0%		945		323	

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

Proposed Project Trip Generation - Weekday PM Peak Hour

Land Use: Quality Sit-Down (Work Trips)

Proposed Size:		4,287 sq ft	
DAILY			
Person-trip Generation Rate [1]:	200.0 trips/1000 gsf	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	857 person-trips	Total Person-trips:	116 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	34 person-trips		5 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM 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	1	1
		Transit	24.4%		3		0	
		Walk	30.6%		4		0	
		Other	4.0%		0		0	
		TOTAL	100.0%		12	4	2	1
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	1	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	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%		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	2
		Transit	31.7%		11		1	
		Walk	12.6%		4		1	
		Other	2.9%		1		0	
		TOTAL	100.0%		34	14	5	2

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

Proposed Project Trip Generation - Weekday PM Peak Hour

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]:	13.5%
Total Person-trips:	857 person-trips	Total Person-trips:	27.0 trips/1,000 gsf
Non-Work Trips [2]: 96%	823 person-trips	Non-Work Trips [2]:	96%
			116 person-trips
			111 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	12.0%	Auto	78.4%	2.30	77	34	10	5
		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	35	22
		Transit	7.2%		33		4	
		Walk	34.5%		156		21	
		Other	1.8%		8		1	
		TOTAL	100.0%		453		163	
Superdistrict 3	8.0%	Auto	60.9%	2.04	40	20	5	3
		Transit	10.0%		7		1	
		Walk	25.5%		17		2	
		Other	3.6%		2		0	
		TOTAL	100.0%		66		20	
Superdistrict 4	7.0%	Auto	81.2%	2.49	47	19	6	3
		Transit	4.4%		3		0	
		Walk	10.0%		6		1	
		Other	4.4%		3		0	
		TOTAL	100.0%		58		19	
East Bay	3.0%	Auto	65.8%	2.31	16	7	2	1
		Transit	9.8%		2		0	
		Walk	24.4%		6		1	
		Other	0.0%		0		0	
		TOTAL	100.0%		25		7	
North Bay	2.0%	Auto	81.2%	2.13	13	6	2	1
		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%	3.47	39	11	5	2
		Transit	0.0%		0		0	
		Walk	4.9%		2		0	
		Other	0.0%		0		0	
		TOTAL	100.0%		41		11	
Out of Region	8.0%	Auto	62.5%	1.87	41	22	6	3
		Transit	7.0%		5		1	
		Walk	20.9%		14		2	
		Other	9.6%		6		1	
		TOTAL	100.0%		66		22	
TOTAL	100.0%	Auto	64.4%	1.91	530	282	72	38
		Transit	6.9%		57		8	
		Walk	26.1%		215		29	
		Other	2.6%		21		3	
		TOTAL	100.0%		823		282	

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

Proposed Project Trip Generation - Weekday PM Peak Hour

Land Use: Composite Rate, Cafe (Work Trips)

Proposed Size:		9,826 sq ft	
DAILY			
Person-trip Generation Rate [1]:	600.0 trips/1000 gsf	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	5,896 person-trips	Total Person-trips:	796 person-trips
Work Trips [2]:	4%	236 person-trips	4%
		PM PEAK HOUR	
		Person-trip Generation Rate [1]:	81.0 trips/1000 gsf
		Total Person-trips:	796 person-trips
		Work Trips [2]:	32 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM 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	3	1
Superdistrict 2	35.2%	Auto	41.0%	1.14	34	30	5	4
		Transit	24.4%		20		3	
		Walk	30.6%		25		3	
		Other	4.0%		3		0	
		TOTAL	100.0%		83	30	11	4
Superdistrict 3	15.8%	Auto	49.9%	1.25	19	15	3	2
		Transit	48.0%		18		2	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		TOTAL	100.0%		37	15	5	2
Superdistrict 4	15.1%	Auto	55.9%	1.22	20	16	3	2
		Transit	38.9%		14		2	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		TOTAL	100.0%		36	16	5	2
East Bay	7.1%	Auto	67.4%	2.02	11	6	2	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	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	17	14	2	2
		Transit	27.5%		7		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		TOTAL	100.0%		25	14	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	124	97	17	13
		Transit	31.7%		75		10	
		Walk	12.6%		30		4	
		Other	2.9%		7		1	
		TOTAL	100.0%		236	97	32	13

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

Proposed Project Trip Generation - Weekday PM Peak Hour

Land Use: Composite Rate, Cafe (Non-Work Trips)

Proposed Size:		9,826 sq. ft	
DAILY			
Person-trip Generation Rate [1]:	600.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	5,896 person-trips	Total Person-trips:	796 person-trips
Non-Work Trips [2]: 96%	5,660 person-trips	Non-Work Trips [2]:	96%
			81.0 trips/1,000 gsf
			764 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	12.0%	Auto	78.4%	2.30	532	232	72	31
		Transit	8.5%		58		8	
		Walk	11.1%		75		10	
		Other	2.0%		14		2	
		TOTAL	100.0%		679		232	
Superdistrict 2	55.0%	Auto	56.5%	1.57	1,759	1,120	237	151
		Transit	7.2%		224		30	
		Walk	34.5%		1,074		145	
		Other	1.8%		56		8	
		TOTAL	100.0%		3,113		1,120	
Superdistrict 3	8.0%	Auto	60.9%	2.04	276	135	37	18
		Transit	10.0%		45		6	
		Walk	25.5%		115		16	
		Other	3.6%		16		2	
		TOTAL	100.0%		453		135	
Superdistrict 4	7.0%	Auto	81.2%	2.49	322	129	43	17
		Transit	4.4%		17		2	
		Walk	10.0%		40		5	
		Other	4.4%		17		2	
		TOTAL	100.0%		396		129	
East Bay	3.0%	Auto	65.8%	2.31	112	48	15	7
		Transit	9.8%		17		2	
		Walk	24.4%		41		6	
		Other	0.0%		0		0	
		TOTAL	100.0%		170		48	
North Bay	2.0%	Auto	81.2%	2.13	92	43	12	6
		Transit	0.0%		0		0	
		Walk	18.8%		21		3	
		Other	0.0%		0		0	
		TOTAL	100.0%		113		43	
South Bay	5.0%	Auto	95.1%	3.47	269	78	36	10
		Transit	0.0%		0		0	
		Walk	4.9%		14		2	
		Other	0.0%		0		0	
		TOTAL	100.0%		283		78	
Out of Region	8.0%	Auto	62.5%	1.87	283	151	38	20
		Transit	7.0%		32		4	
		Walk	20.9%		95		13	
		Other	9.6%		43		6	
		TOTAL	100.0%		453		151	
TOTAL	100.0%	Auto	64.4%	1.91	3,644	1,937	492	261
		Transit	6.9%		393		53	
		Walk	26.1%		1,476		199	
		Other	2.6%		147		20	
		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

3333 California Street

Travel Demand Summary - Multi-Family Housing Scenario, Weekday AM Peak Hour

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.

Daily and AM Peak Hour Person-Trips and Vehicle-Trips Summary

Mode	Daily						Weekday AM Peak Hour					
	Residential	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	Daily Total	Residential	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	AM Peak Hour Total
Auto	3,640	3,306	548	3,769	627	11,890	531	407	45	366	110	1,459
Transit	1,805	410	68	468	78	2,829	281	50	6	45	14	396
Walk	813	1,321	219	1,505	251	4,109	104	162	18	146	44	474
Other	398	135	22	154	26	735	55	17	2	15	5	94
Total Person Trips	6,656	5,172	857	5,896	982	19,563	971	636	71	572	173	2,423
Total Vehicle Trips	2,185	1,830	303	2,087	347	6,752	349	225	25	202	61	862

AM Peak Hour Mode Split and AVO by Land Use

Mode	Weekday AM Peak Hour					AM Peak Hour Overall
	Residential	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	
Auto	54.7%	64.0%	63.4%	64.0%	63.6%	60.2%
Transit	28.9%	7.9%	8.5%	7.9%	8.1%	16.3%
Walk	10.7%	25.5%	25.4%	25.5%	25.4%	19.6%
Other	5.7%	2.7%	2.8%	2.6%	2.9%	3.9%
Total	100%	100%	100%	100%	100%	100%
AVO	1.52	1.81	1.80	1.81	1.80	1.69

AM Peak Hour Person-Trips and Vehicle-Trips by Direction

Mode	Weekday AM Peak Hour																	
	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	178	353	531	210	197	407	23	22	45	189	177	366	57	53	110	657	802	1,459
Transit	77	204	281	29	21	50	3	3	6	26	19	45	8	6	14	143	253	396
Walk	49	55	104	83	79	162	9	9	18	74	72	146	22	22	44	237	237	474
Other	21	34	55	9	8	17	1	1	2	8	7	15	2	3	5	41	53	94
Total Person Trips	325	646	971	331	305	636	36	35	71	297	275	572	89	84	173	1,078	1,345	2,423
Total Vehicle Trips	87	262	349	118	107	225	13	12	25	106	96	202	32	29	61	356	506	862
Average Vehicle Occupancy	2.05	1.35	1.52	1.78	1.84	1.81	1.77	1.83	1.80	1.78	1.84	1.81	1.78	1.83	1.80	1.85	1.58	1.69

AM Peak Hour Person-Trips and Vehicle-Trips by Direction - Internal and External (POST-INTERNAL TRIP CAPTURE)

Mode	Weekday AM Peak Hour																	
	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	142	283	425	180	166	346	20	20	40	171	158	329	48	45	93	561	672	1,233
Transit	75	150	225	22	20	42	3	2	5	21	19	40	6	6	12	127	197	324
Walk	70	140	210	116	107	223	12	12	24	95	88	183	30	29	59	323	377	700
Other	37	74	111	13	12	25	1	1	2	10	10	20	5	4	9	66	100	166
Total Person Trips	324	647	971	331	305	636	36	35	71	297	275	572	89	84	173	1,077	1,346	2,423
Total External Vehicle Trips	69	210	279	101	90	191	11	11	22	96	86	182	27	25	52	304	422	726
Total Internalized Vehicle Trips	18	52	70	17	17	34	2	1	3	10	10	20	5	4	9	52	84	136

3333 California Street
 Maximum Residential Scenario Trip Generation - Weekday AM Peak Hour
 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		253	
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		36	
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		36	
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		36	
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		38	
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		38	
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		38	
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		11	
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		486	

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

Maximum Residential Scenario Trip Generation - Weekday AM Peak Hour

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	125	63	14
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	318	131	35
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	174	68	19
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	124	44	13
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	116	53	13
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	69	19	8
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	125	39	14
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	146	68	16
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	1,197	486	130

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

Maximum Residential Scenario Trip Generation - Weekday AM Peak Hour

Land Use: General Retail (Work Trips)

Proposed Size:		34,480 sq ft	
DAILY			
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	
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	
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	
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	
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	
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	
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	
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	
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	

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

Maximum Residential Scenario Trip Generation - Weekday AM Peak Hour

Land Use: General Retail (Non-Work Trips)

Proposed Size:		34,480 sq. ft	
DAILY			
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
			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
 Maximum Residential Scenario Trip Generation - Weekday AM Peak Hour
 Land Use: Daycare (Work Trips)

Proposed Size:		14,650 sq ft	
DAILY			
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%	Work Trips [2]:	4%
	39 person-trips		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

Maximum Residential Scenario Trip Generation - Weekday AM Peak Hour

Land Use: Daycare (Non-Work Trips)

Proposed Size:		14,650 sq. ft	
DAILY			
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
			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

Maximum Residential Scenario Trip Generation - Weekday AM Peak Hour

Land Use: Quality Sit-Down (Work Trips)

Proposed Size:		4,287 sq ft	
DAILY			
Person-trip Generation Rate [1]:	200.0 trips/1000 gsf	Person-trip Generation Rate [1]: 8.30%	16.6 trips/1000 gsf
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

3333 California Street
 Maximum Residential Scenario Trip Generation - Weekday AM Peak Hour
 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:	71 person-trips
Non-Work Trips [2]: 96%	823 person-trips	Non-Work Trips [2]:	96%
			16.6 trips/1,000 gsf
			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

Maximum Residential Scenario Trip Generation - Weekday AM Peak Hour

Land Use: Composit Rate, Cafe (Work Trips)

Proposed Size:		9,826 sq ft	
DAILY			
Person-trip Generation Rate [1]:	600.0 trips/1000 gsf	Person-trip Generation Rate [1]: 9.70%	58.2 trips/1000 gsf
Total Person-trips:	5,896 person-trips	Total Person-trips:	572 person-trips
Work Trips [2]: 4%	236 person-trips	Work Trips [2]: 4%	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
 Maximum Residential Scenario Trip Generation - Weekday AM Peak Hour
 Land Use: Composite Rate, Cafe (Non-Work Trips)

Proposed Size:		9,826 sq. ft	
DAILY			
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%
			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

3333 California Street

Travel Demand Summary - Multi-Family Housing Scenario, Weekday PM Peak Hour

Land Use Program - Variant		
Land Use	Size	Units
Residential	744	DU
	313	Studio/1-bed
	431	2/2+bed
Senior Housing	0	SF
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.

Daily and PM Peak Hour Person-Trips and Vehicle-Trips Summary

Mode	Daily						Weekday PM Peak Hour					PM Peak Hour Total
	Residential	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	Daily Total	Residential	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	
Auto	3,640	3,306	548	3,769	627	11,890	629	298	74	509	113	1,623
Transit	1,805	410	68	468	78	2,829	333	37	9	63	14	456
Walk	813	1,321	219	1,505	251	4,109	123	119	30	203	45	520
Other	398	135	22	154	26	735	66	12	3	21	5	107
Total Person Trips	6,656	5,172	857	5,896	982	19,563	1,151	466	116	796	177	2,706
Total Vehicle Trips	2,185	1,830	303	2,087	347	6,752	414	165	41	282	63	965

PM Peak Hour Mode Split and Average Vehicle Occupancy by Land Use

Mode	Weekday PM Peak Hour						PM Peak Hour Overall
	Residential	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	Overall	
Auto	54.6%	63.9%	63.8%	63.9%	63.8%	60.0%	
Transit	28.9%	7.9%	7.8%	7.9%	7.9%	16.9%	
Walk	10.7%	25.5%	25.9%	25.5%	25.4%	19.2%	
Other	5.7%	2.6%	2.6%	2.6%	2.8%	4.0%	
Total	100%	100%	100%	100%	100%	100%	
AVO	1.52	1.81	1.80	1.80	1.79	1.68	

PM Peak Hour Person-Trips and Vehicle-Trips by Direction

Mode	Weekday PM Peak Hour																	
	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	418	211	629	144	154	298	36	38	74	246	263	509	55	58	113	899	724	1,623
Transit	242	91	333	16	21	37	4	5	9	27	36	63	6	8	14	295	161	456
Walk	65	58	123	58	61	119	14	16	30	100	103	203	22	23	45	259	261	520
Other	40	26	66	6	6	12	1	2	3	10	11	21	2	3	5	59	48	107
Total Person Trips	765	386	1,151	224	242	466	55	61	116	383	413	796	85	92	177	1,512	1,194	2,706
Total Vehicle Trips	310	104	414	79	86	165	20	21	41	134	148	282	30	33	63	573	391	964
Average Vehicle Occupancy	1.35	2.04	1.52	1.83	1.79	1.81	1.80	1.81	1.80	1.83	1.78	1.80	1.83	1.76	1.79	1.57	1.85	1.68

PM Peak Hour Person-Trips and Vehicle-Trips by Direction - Internal and External (POST-INTERNAL TRIP CAPTURE)

Mode	Weekday AM Peak Hour																	
	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	368	186	554	114	124	238	28	31	59	196	211	407	43	47	90	749	599	1,348
Transit	195	98	293	14	16	30	3	4	7	24	26	50	5	6	11	241	150	391
Walk	131	67	198	86	93	179	22	25	47	148	160	308	33	35	68	420	379	799
Other	71	35	106	9	10	19	1	2	3	15	16	31	4	4	8	100	68	168
Total Person Trips	765	386	1,151	223	243	466	54	62	116	383	413	796	85	92	177	1,510	1,196	2,706
Total External Vehicle Trips	273	91	364	62	69	132	16	17	33	107	118	226	23	27	50	481	323	804
Total Internalized Vehicle Trips	37	12	49	16	17	33	4	4	8	27	29	56	7	6	13	92	68	160

3333 California Street

Maximum Residential Scenario Trip Generation - Weekday PM Peak Hour

Land Use: Residential (Work Trips)

Proposed Size:		744 units	
DAILY			
Person-trip Generation Rate [1]:	8.9 trips/units	PM PEAK HOUR	
Total Person-trips:	6,658 person-trips	Person-trip Generation Rate [1]: 17.3%	1.5 trips/unit
Work Trips [2]: 33%	2,197 person-trips	Total Person-trips:	1,152 person-trips
		Work Trips [2]: 50%	576 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [4]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	52.0%	Auto	54.5%	1.21	623	514	163	135
		Transit	34.3%		392		103	
		Walk	6.3%		72		19	
		Other	4.9%		56		15	
		TOTAL	100.0%		1,143		300	
Superdistrict 2	7.4%	Auto	54.5%	1.21	89	73	23	19
		Transit	34.3%		56		15	
		Walk	6.3%		10		3	
		Other	4.9%		8		2	
		TOTAL	100.0%		163		43	
Superdistrict 3	7.4%	Auto	54.5%	1.21	89	73	23	19
		Transit	34.3%		56		15	
		Walk	6.3%		10		3	
		Other	4.9%		8		2	
		TOTAL	100.0%		163		43	
Superdistrict 4	7.4%	Auto	54.5%	1.21	89	73	23	19
		Transit	34.3%		56		15	
		Walk	6.3%		10		3	
		Other	4.9%		8		2	
		TOTAL	100.0%		163		43	
East Bay	7.8%	Auto	54.5%	1.21	94	77	25	20
		Transit	34.3%		59		15	
		Walk	6.3%		11		3	
		Other	4.9%		8		2	
		TOTAL	100.0%		172		45	
North Bay	7.8%	Auto	54.5%	1.21	94	77	25	20
		Transit	34.3%		59		15	
		Walk	6.3%		11		3	
		Other	4.9%		8		2	
		TOTAL	100.0%		172		45	
South Bay	7.8%	Auto	54.5%	1.21	94	77	25	20
		Transit	34.3%		59		15	
		Walk	6.3%		11		3	
		Other	4.9%		8		2	
		TOTAL	100.0%		172		45	
Other (Out of Region)	2.2%	Auto	54.5%	1.21	27	22	7	6
		Transit	34.3%		17		4	
		Walk	6.3%		3		1	
		Other	4.9%		2		1	
		TOTAL	100.0%		49		13	
TOTAL	100.0%	Auto	54.5%	1.21	1,198	988	314	259
		Transit	34.3%		754		198	
		Walk	6.3%		138		36	
		Other	4.9%		107		28	
		TOTAL	100.0%		2,197		576	

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

Maximum Residential Scenario Trip Generation - Weekday PM Peak Hour

Land Use: Residential (Non-Work Trips)

Proposed Size:		744 units	
DAILY			
Person-trip Generation Rate [1]:	8.9 trips/unit	PM PEAK HOUR	
Total Person-trips:	6,658 person-trips	Person-trip Generation Rate [1]: 17.3%	1.5 trips/1,000 gsf
Non-Work Trips [2]: 67%	4,461 person-trips	Total Person-trips:	1,152 person-trips
		Non-Work Trips [2]:	50%
			576 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	13.0%	Auto	41.7%	1.93	242	125	31	16
		Transit	35.5%		206		27	
		Walk	16.4%		95		12	
		Other	6.4%		37		5	
		TOTAL	100.0%		580	125	75	16
Superdistrict 2	27.0%	Auto	50.9%	1.93	613	318	79	41
		Transit	23.7%		285		37	
		Walk	19.7%		237		31	
		Other	5.7%		69		9	
		TOTAL	100.0%		1,204	318	155	41
Superdistrict 3	14.0%	Auto	57.1%	2.05	357	174	46	22
		Transit	22.3%		139		18	
		Walk	9.9%		62		8	
		Other	10.7%		67		9	
		TOTAL	100.0%		624	174	81	22
Superdistrict 4	9.0%	Auto	63.4%	2.06	255	124	33	16
		Transit	32.4%		130		17	
		Walk	4.2%		17		2	
		Other	0.0%		0		0	
		TOTAL	100.0%		401	124	52	16
East Bay	11.0%	Auto	52.2%	2.20	256	116	33	15
		Transit	25.0%		123		16	
		Walk	14.1%		69		9	
		Other	8.7%		43		6	
		TOTAL	100.0%		491	116	63	15
North Bay	4.0%	Auto	73.6%	1.89	131	69	17	9
		Transit	8.8%		16		2	
		Walk	14.7%		26		3	
		Other	2.9%		5		1	
		TOTAL	100.0%		178	69	23	9
South Bay	8.0%	Auto	80.5%	2.30	287	125	37	16
		Transit	8.3%		30		4	
		Walk	5.6%		20		3	
		Other	5.6%		20		3	
		TOTAL	100.0%		357	125	46	16
Out of Region	14.0%	Auto	48.3%	2.07	302	146	39	19
		Transit	19.7%		123		16	
		Walk	23.8%		149		19	
		Other	8.2%		51		7	
		TOTAL	100.0%		624	146	81	19
TOTAL	100.0%	Auto	54.8%	2.04	2,442	1,197	315	155
		Transit	23.6%		1,052		136	
		Walk	15.1%		675		87	
		Other	6.5%		292		38	
		TOTAL	100.0%		4,461	1,197	576	155

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

Maximum Residential Scenario Trip Generation - Weekday PM Peak Hour

Land Use: General Retail (Work Trips)

Proposed Size:		34,480 sq ft	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 gsf	Person-trip Generation Rate [1]:	9.0%
Total Person-trips:	5,172 person-trips	Total Person-trips:	465 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	207 person-trips		19 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM 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	
Superdistrict 2	35.2%	Auto	41.0%	1.14	30	26	3	2
		Transit	24.4%		18		2	
		Walk	30.6%		22		2	
		Other	4.0%		3		0	
		TOTAL	100.0%		73		26	
Superdistrict 3	15.8%	Auto	49.9%	1.25	16	13	1	1
		Transit	48.0%		16		1	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		TOTAL	100.0%		33		13	
Superdistrict 4	15.1%	Auto	55.9%	1.22	17	14	2	1
		Transit	38.9%		12		1	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		TOTAL	100.0%		31		14	
East Bay	7.1%	Auto	67.4%	2.02	10	5	1	0
		Transit	31.0%		5		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		TOTAL	100.0%		15		5	
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	
South Bay	10.6%	Auto	69.9%	1.21	15	13	1	1
		Transit	27.5%		6		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		TOTAL	100.0%		22		13	
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	
TOTAL	100.0%	Auto	52.7%	1.29	109	85	10	8
		Transit	31.7%		66		6	
		Walk	12.6%		26		2	
		Other	2.9%		6		1	
		TOTAL	100.0%		207		85	

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

Maximum Residential Scenario Trip Generation - Weekday PM Peak Hour

Land Use: General Retail (Non-Work Trips)

Proposed Size:		34,480 sq. ft	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	9% 13.5 trips/1,000 gsf
Total Person-trips:	5,172 person-trips	Total Person-trips:	465 person-trips
Non-Work Trips [2]: 96%	4,965 person-trips	Non-Work Trips [2]:	96% 447 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	12.0%	Auto	78.4%	2.30	467	203	42	18
		Transit	8.5%		51		5	
		Walk	11.1%		66		6	
		Other	2.0%		12		1	
		TOTAL	100.0%		596		203	
Superdistrict 2	55.0%	Auto	56.5%	1.57	1,543	983	139	88
		Transit	7.2%		197		18	
		Walk	34.5%		942		85	
		Other	1.8%		49		4	
		TOTAL	100.0%		2,731		983	
Superdistrict 3	8.0%	Auto	60.9%	2.04	242	119	22	11
		Transit	10.0%		40		4	
		Walk	25.5%		101		9	
		Other	3.6%		14		1	
		TOTAL	100.0%		397		119	
Superdistrict 4	7.0%	Auto	81.2%	2.49	282	113	25	10
		Transit	4.4%		15		1	
		Walk	10.0%		35		3	
		Other	4.4%		15		1	
		TOTAL	100.0%		348		113	
East Bay	3.0%	Auto	65.8%	2.00	98	49	9	4
		Transit	9.8%		15		1	
		Walk	24.4%		36		3	
		Other	0.0%		0		0	
		TOTAL	100.0%		149		49	
North Bay	2.0%	Auto	81.2%	2.30	81	35	7	3
		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	21	10
		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	22	12
		Transit	7.0%		28		3	
		Walk	20.9%		83		7	
		Other	9.6%		38		3	
		TOTAL	100.0%		397		133	
TOTAL	100.0%	Auto	64.4%	1.84	3,197	1,745	288	157
		Transit	6.9%		345		31	
		Walk	26.1%		1,295		117	
		Other	2.6%		129		12	
		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

Maximum Residential Scenario Trip Generation - Weekday PM Peak Hour

Land Use: Daycare (Work Trips)

Proposed Size:		14,650 sq ft	
DAILY			
Person-trip Generation Rate [1]:	67.0 trips/1000 gsf	PM PEAK HOUR	Person-trip Generation Rate [1]: 18.0%
Total Person-trips:	982 person-trips	Total Person-trips:	177 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		PM 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	1	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

Maximum Residential Scenario Trip Generation - Weekday PM Peak Hour

Land Use: Daycare (Non-Work Trips)

Proposed Size:		14,650 sq. ft	
DAILY			
Person-trip Generation Rate [1]:	67.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	18%
Total Person-trips:	982 person-trips	Total Person-trips:	177 person-trips
Non-Work Trips [2]: 96%	942 person-trips	Non-Work Trips [2]:	96%
			12.1 trips/1,000 gsf
			177 person-trips
			170 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM 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	53	34
		Transit	7.2%		37		7	
		Walk	34.5%		179		32	
		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	10	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	5
		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	109	60
		Transit	6.9%		65		12	
		Walk	26.1%		246		44	
		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

Maximum Residential Scenario Trip Generation - Weekday PM Peak Hour

Land Use: Quality Sit-Down (Work Trips)

Proposed Size:		4,287 sq ft	
DAILY			
Person-trip Generation Rate [1]:	200.0 trips/1000 gsf	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	857 person-trips	Total Person-trips:	116 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	34 person-trips		5 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM 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	1	1
		Transit	24.4%		3		0	
		Walk	30.6%		4		0	
		Other	4.0%		0		0	
		TOTAL	100.0%		12	4	2	1
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	1	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	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%		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	2
		Transit	31.7%		11		1	
		Walk	12.6%		4		1	
		Other	2.9%		1		0	
		TOTAL	100.0%		34	14	5	2

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

Maximum Residential Scenario Trip Generation - Weekday PM Peak Hour

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]:	13.5%
Total Person-trips:	857 person-trips	Total Person-trips:	27.0 trips/1,000 gsf
Non-Work Trips [2]: 96%	823 person-trips	Non-Work Trips [2]:	96%
			116 person-trips
			111 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	12.0%	Auto	78.4%	2.30	77	34	10	5
		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	35	22
		Transit	7.2%		33		4	
		Walk	34.5%		156		21	
		Other	1.8%		8		1	
		TOTAL	100.0%		453		163	
Superdistrict 3	8.0%	Auto	60.9%	2.04	40	20	5	3
		Transit	10.0%		7		1	
		Walk	25.5%		17		2	
		Other	3.6%		2		0	
		TOTAL	100.0%		66		20	
Superdistrict 4	7.0%	Auto	81.2%	2.49	47	19	6	3
		Transit	4.4%		3		0	
		Walk	10.0%		6		1	
		Other	4.4%		3		0	
		TOTAL	100.0%		58		19	
East Bay	3.0%	Auto	65.8%	2.00	16	8	2	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	2	1
		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	5	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	6	3
		Transit	7.0%		5		1	
		Walk	20.9%		14		2	
		Other	9.6%		6		1	
		TOTAL	100.0%		66		22	
TOTAL	100.0%	Auto	64.4%	1.84	530	289	72	39
		Transit	6.9%		57		8	
		Walk	26.1%		215		29	
		Other	2.6%		21		3	
		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

Maximum Residential Scenario Trip Generation - Weekday PM Peak Hour

Land Use: Composite Rate, Cafe (Work Trips)

Proposed Size:		9,826 sq ft	
DAILY			
Person-trip Generation Rate [1]:	600.0 trips/1000 gsf	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	5,896 person-trips	Total Person-trips:	796 person-trips
Work Trips [2]:	4%	236 person-trips	4%
		PM PEAK HOUR	
		Person-trip Generation Rate [1]:	81.0 trips/1000 gsf
		Total Person-trips:	796 person-trips
		Work Trips [2]:	32 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM 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	3	1
Superdistrict 2	35.2%	Auto	41.0%	1.14	34	30	5	4
		Transit	24.4%		20		3	
		Walk	30.6%		25		3	
		Other	4.0%		3		0	
		TOTAL	100.0%		83	30	11	4
Superdistrict 3	15.8%	Auto	49.9%	1.25	19	15	3	2
		Transit	48.0%		18		2	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		TOTAL	100.0%		37	15	5	2
Superdistrict 4	15.1%	Auto	55.9%	1.22	20	16	3	2
		Transit	38.9%		14		2	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		TOTAL	100.0%		36	16	5	2
East Bay	7.1%	Auto	67.4%	2.02	11	6	2	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	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	17	14	2	2
		Transit	27.5%		7		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		TOTAL	100.0%		25	14	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	124	97	17	13
		Transit	31.7%		75		10	
		Walk	12.6%		30		4	
		Other	2.9%		7		1	
		TOTAL	100.0%		236	97	32	13

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

Maximum Residential Scenario Trip Generation - Weekday PM Peak Hour

Land Use: Composite Rate, Cafe (Non-Work Trips)

Proposed Size:		9,826 sq. ft	
DAILY			
Person-trip Generation Rate [1]:	600.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	5,896 person-trips	Total Person-trips:	796 person-trips
Non-Work Trips [2]: 96%	5,660 person-trips	Non-Work Trips [2]:	96%
			81.0 trips/1,000 gsf
			764 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	12.0%	Auto	78.4%	2.30	532	232	72	31
		Transit	8.5%		58		8	
		Walk	11.1%		75		10	
		Other	2.0%		14		2	
		TOTAL	100.0%		679		232	
Superdistrict 2	55.0%	Auto	56.5%	1.57	1,759	1,120	237	151
		Transit	7.2%		224		30	
		Walk	34.5%		1,074		145	
		Other	1.8%		56		8	
		TOTAL	100.0%		3,113		1,120	
Superdistrict 3	8.0%	Auto	60.9%	2.04	276	135	37	18
		Transit	10.0%		45		6	
		Walk	25.5%		115		16	
		Other	3.6%		16		2	
		TOTAL	100.0%		453		135	
Superdistrict 4	7.0%	Auto	81.2%	2.49	322	129	43	17
		Transit	4.4%		17		2	
		Walk	10.0%		40		5	
		Other	4.4%		17		2	
		TOTAL	100.0%		396		129	
East Bay	3.0%	Auto	65.8%	2.00	112	56	15	8
		Transit	9.8%		17		2	
		Walk	24.4%		41		6	
		Other	0.0%		0		0	
		TOTAL	100.0%		170		56	
North Bay	2.0%	Auto	81.2%	2.30	92	40	12	5
		Transit	0.0%		0		0	
		Walk	18.8%		21		3	
		Other	0.0%		0		0	
		TOTAL	100.0%		113		40	
South Bay	5.0%	Auto	95.1%	2.13	269	126	36	17
		Transit	0.0%		0		0	
		Walk	4.9%		14		2	
		Other	0.0%		0		0	
		TOTAL	100.0%		283		126	
Out of Region	8.0%	Auto	62.5%	1.87	283	151	38	20
		Transit	7.0%		32		4	
		Walk	20.9%		95		13	
		Other	9.6%		43		6	
		TOTAL	100.0%		453		151	
TOTAL	100.0%	Auto	64.4%	1.84	3,644	1,990	492	269
		Transit	6.9%		393		53	
		Walk	26.1%		1,476		199	
		Other	2.6%		147		20	
		TOTAL	100.0%		5,660		1,990	

Notes:

[1] SF Guidelines, Appendix C - Composite Rate, Café

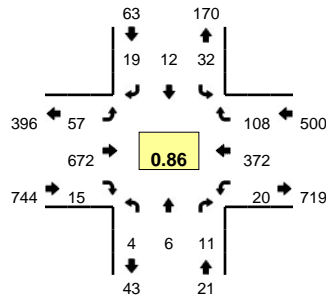
[2] SF Guidelines, Appendix C - Retail

[3] SF Guidelines, Appendix E - Table E-12

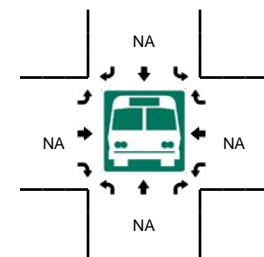
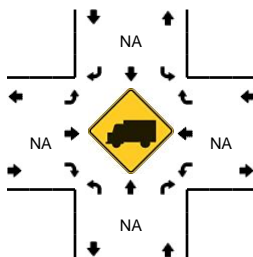
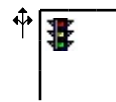
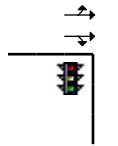
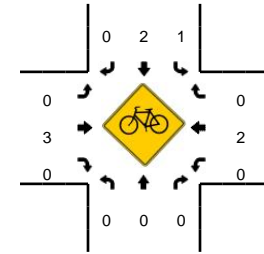
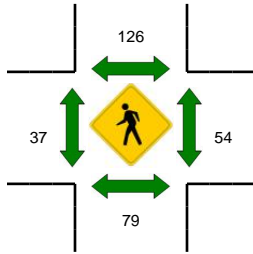
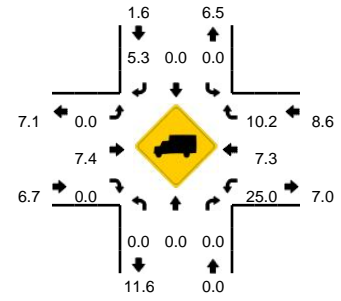
Appendix B: Driveway Count Data

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

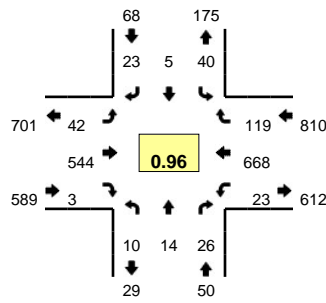


5-Min Count Period Beginning At	Walnut/UCSF Entrance #1 (Northbound)				Walnut/UCSF Entrance #1 (Southbound)				California St (Eastbound)				California St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	3	0	2	0	1	0	3	29	0	0	0	18	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	56	0		8	28	8		100	
Pedestrians		80				136				40				52			308	
Bicycles	0	0	0		0	0	0		0	1	0		0	2	0		3	
Railroad																		
Stopped Buses																		

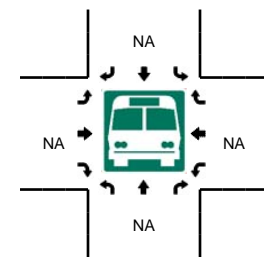
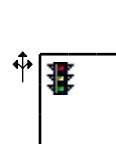
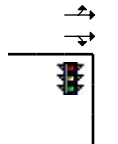
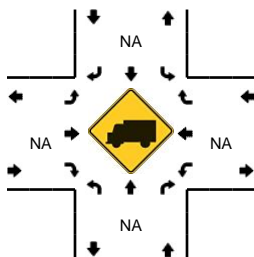
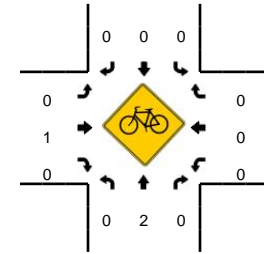
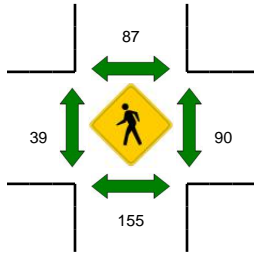
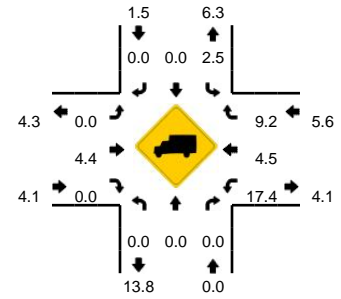
Comments:

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

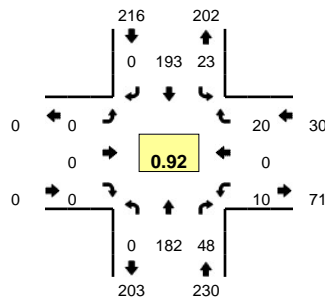


5-Min Count Period Beginning At	Walnut/UCSF Entrance #1 (Northbound)				Walnut/UCSF Entrance #1 (Southbound)				California St (Eastbound)				California St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	1	0	0	0	5	0	3	63	0	0	0	63	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																		

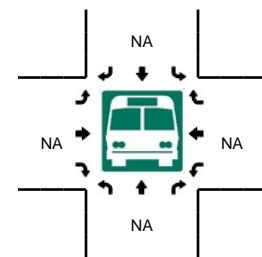
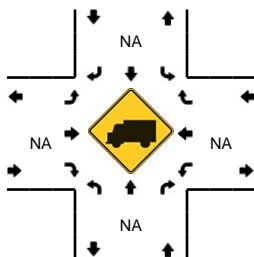
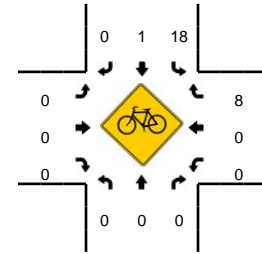
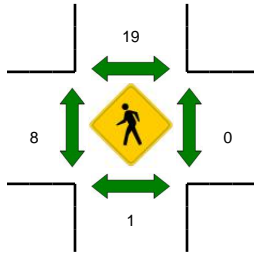
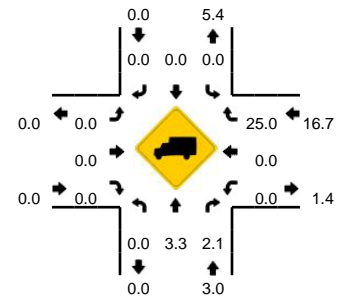
Comments:

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

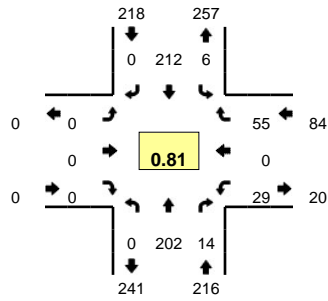


5-Min Count Period Beginning At	Laurel St (Northbound)				Laurel St (Southbound)				Mayfair/UCSF Entrance #2 (Eastbound)				Mayfair/UCSF Entrance #2 (Westbound)				Total	Hourly Totals		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
7:00 AM	0	6	2	0	2	5	0	0	0	0	0	0	0	0	0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

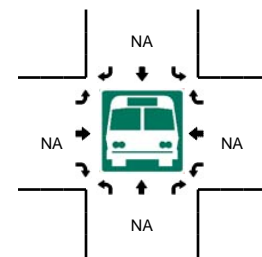
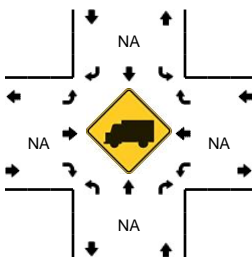
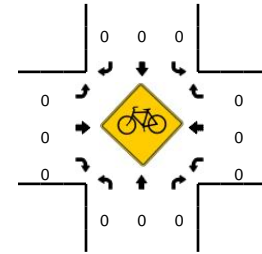
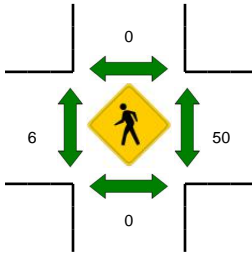
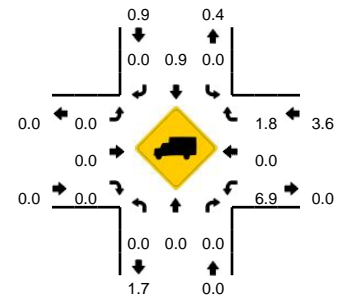
Comments:

LOCATION: Laurel St -- Mayfair/UCSF Entrance #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	0	1	0	36		
4:05 PM	0	15	0	0	0	17	0	0	0	0	0	0	0	1	0	3	0	36		
4:10 PM	0	24	1	0	0	27	0	0	0	0	0	0	0	1	0	1	0	54		
4:15 PM	0	18	0	0	0	18	0	0	0	0	0	0	0	1	0	1	0	38		
4:20 PM	0	14	0	0	0	16	0	0	0	0	0	0	0	6	0	4	0	40		
4:25 PM	0	14	1	0	1	16	0	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	0	36		
4:35 PM	0	17	1	0	0	20	0	0	0	0	0	0	0	4	0	5	0	47		
4:40 PM	0	8	2	0	0	18	0	0	0	0	0	0	0	2	0	5	0	35		
4:45 PM	0	13	0	0	0	15	0	0	0	0	0	0	0	2	0	6	0	36		
4:50 PM	0	17	0	0	0	11	0	0	0	0	0	0	0	3	0	0	0	31		
4:55 PM	0	20	1	0	0	19	0	0	0	0	0	0	0	2	0	2	0	44	465	
5:00 PM	0	15	2	0	0	12	0	0	0	0	0	0	0	3	0	5	0	37	466	
5:05 PM	0	13	0	0	0	21	0	0	0	0	0	0	0	8	0	9	0	51	481	
5:10 PM	0	21	1	0	0	32	0	0	0	0	0	0	0	0	0	11	0	65	492	
5:15 PM	0	22	0	0	1	13	0	0	0	0	0	0	0	1	0	0	0	37	491	
5:20 PM	0	15	2	0	1	31	0	0	0	0	0	0	0	3	0	6	0	58	509	
5:25 PM	0	14	1	0	0	14	0	0	0	0	0	0	0	3	0	3	0	35	512	
5:30 PM	0	16	2	0	1	15	0	0	0	0	0	0	0	1	0	5	0	40	516	
5:35 PM	0	21	0	0	2	17	0	0	0	0	0	0	0	4	0	4	0	48	517	
5:40 PM	0	16	2	0	0	8	0	0	0	0	0	0	0	2	0	2	0	30	512	
5:45 PM	0	21	1	0	1	11	0	0	0	0	0	0	0	1	0	6	0	41	517	
5:50 PM	0	8	2	0	0	19	0	0	0	0	0	0	0	1	0	2	0	32	518	
5:55 PM	0	7	0	0	0	20	0	0	0	0	0	0	0	2	0	6	0	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	4	0	0	12	0	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																				

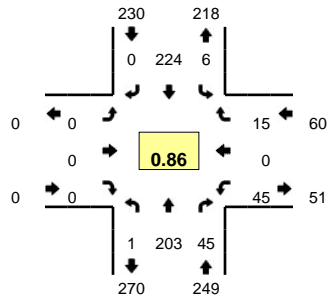
Comments:

Type of peak hour being reported: Intersection Peak

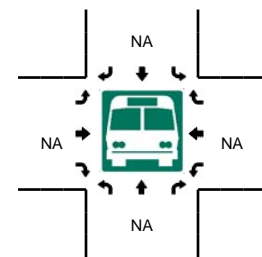
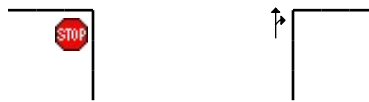
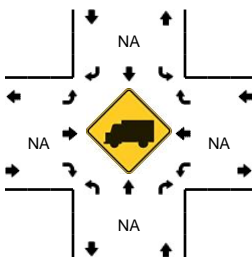
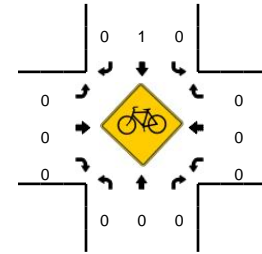
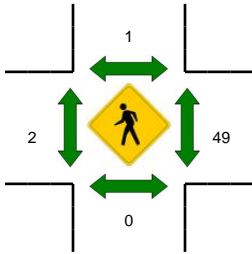
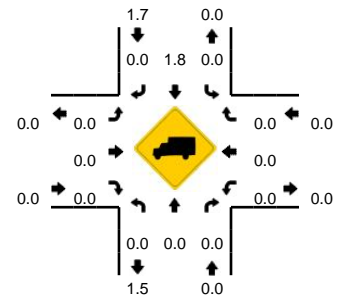
Method for determining peak hour: Total Entering Volume

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	0	4	0	0	0	40		
4:05 PM	0	18	0	0	1	16	0	1	0	0	0	0	0	3	0	0	0	39		
4:10 PM	0	23	0	0	1	26	0	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	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	0	37		
4:25 PM	0	15	0	0	0	17	0	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	0	1	0	0	0	35		
4:35 PM	0	16	1	0	1	22	0	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	0	3	0	0	0	34		
4:45 PM	0	14	0	0	0	19	0	1	0	0	0	0	0	2	0	0	0	36		
4:50 PM	0	19	4	0	0	15	0	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	0	3	0	0	0	49	481	
5:00 PM	0	16	2	0	0	14	0	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	0	6	0	3	0	55	490	
5:10 PM	0	18	4	0	1	30	0	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	0	3	0	2	0	42	500	
5:20 PM	0	16	5	0	1	28	0	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	0	7	0	1	0	39	524	
5:30 PM	0	18	3	0	1	15	0	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	0	3	0	3	0	48	533	
5:40 PM	0	17	6	0	1	9	0	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	0	2	0	2	0	38	539	
5:50 PM	0	10	2	0	1	19	0	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	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	0	44	0	20	0	624		
Heavy Trucks	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8		
Pedestrians	0	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	0		
Railroad																				
Stopped Buses																				

Comments:

Appendix C: Internal Trip Capture

3333 California Street - Internal Trip Capture Summary

Internal Trip Capture Rate by Land Use

Scenario	Residential	General Office	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	Overall Total		
							In	Out	Total
Office									
AM Peak Hour	20.0%	15.4%	15.0%	11.1%	9.9%	15.3%	14.0%	16.5%	15.4%
PM Peak Hour	20.1%	14.7%	15.1%	14.8%	14.9%	15.0%	17.7%	15.5%	16.7%
Multi-Family Housing									
AM Peak Hour	19.9%		15.0%	11.1%	10.1%	15.5%	14.4%	16.7%	15.8%
PM Peak Hour	12.0%		20.1%	20.3%	20.0%	20.3%	16.0%	17.6%	16.6%

Internal and External Vehicle Trip Summary

Scenario	Vehicle Trips	Residential			Senior Housing			General Office			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	In	Out	Total	In	Out	Total
Office																									
AM Peak Hour	Vehicle Trips	65	197	262				24	4	28	133	121	255	13	12	25	97	88	185	31	29	60	363	452	815
	External	52	158	210				20	4	24	114	102	216	11	11	22	88	79	167	27	24	51	313	377	690
	Internal	13	39	52				4	1	4	19	19	38	2	1	3	9	10	18	4	5	9	51	75	125
PM Peak Hour	Vehicle Trips	233	77	310				5	25	30	89	98	186	19	21	40	131	144	275	29	32	61	505	396	902
	External	186	61	248				4	21	25	75	83	158	16	18	34	111	123	234	24	28	52	416	335	751
	Internal	47	15	62				1	4	4	14	14	28	3	3	6	20	21	41	5	4	9	89	61	151
Multi-Family Housing																									
AM Peak Hour	Vehicle Trips	88	262	350							118	107	225	13	12	25	106	96	202	32	29	61	357	506	863
	External	70	210	280							101	90	191	11	11	22	96	86	182	27	25	52	305	422	727
	Internal	18	52	70							17	17	34	2	1	3	10	10	20	5	4	9	51	85	136
PM Peak Hour	Vehicle Trips	311	103	414							79	86	165	20	21	41	134	148	282	30	33	63	574	391	965
	External	274	91	365							62	69	132	16	17	33	107	118	225	23	27	50	482	322	804
	Internal	37	13	50							16	17	33	4	4	8	27	29	56	7	6	13	92	69	161
Senior Housing																									
Vehicle Trips	AM Peak Hour	65	197	262	15	3	18				115	104	219	13	12	25	104	94	198	31	29	60	342	440	782
	PM Peak Hour	233	77	310	3	17	20				76	84	161	19	21	40	131	144	275	29	32	61	491	375	866

Internal Trip Capture Rate by Land Use - Person Trips

Scenario	Residential	General Office	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	Overall Total		
							In	Out	Total
Office									
AM Peak Hour	29%	13.6%	13.7%	11.3%	9.9%	13.8%	16.1%	18.9%	17.6%
PM Peak Hour	27%	15.6%	15.0%	14.7%	14.8%	15.3%	19.8%	17.8%	18.9%
Multi-Family Housing									
AM Peak Hour	29%		13.7%	11.3%	10.3%	13.9%	17.1%	20.4%	19.0%
PM Peak Hour	20%		18.7%	19.0%	18.6%	19.2%	19.3%	19.1%	19.2%

Internal and External Person Trip Summary

Scenario	Person Trips	Residential			Senior Housing			General Office			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	In	Out	Total	In	Out	Total
Office																									
AM Peak Hour	Person Trips	245	487	732				60	14	74	384	354	738	36	35	71	280	257	537	91	83	174	1,096	1,230	2,326
	External	173	346	519				52	12	64	332	305	637	32	31	63	252	232	484	78	72	150	919	998	1,917
	Internal	72	141	213				8	2	10	52	49	101	4	4	8	28	25	53	13	11	24	177	232	409
PM Peak Hour	Person Trips	575	290	865				13	64	77	260	280	540	55	61	116	383	413	796	85	92	177	1,371	1,200	2,571
	External	423	212	635				11	54	65	221	238	459	47	52	99	326	352	678	71	79	150	1,099	987	2,086
	Internal	152	78	230				2	10	12	39	42	81	8	9	17	57	61	118	14	13	27	272	213	485
Multi-Family Housing																									
AM Peak Hour	Person Trips	326	648	974							331	305	636	36	35	71	297	275	572	89	84	173	1,079	1,347	2,426
	External	232	460	692							286	263	549	32	31	63	267	246	513	77	72	149	894	1,072	1,966
	Internal	94	188	282							45	42	87	4	4	8	30	29	59	12	12	24	185	275	460
PM Peak Hour	Person Trips	765	386	1,151							223	243	466	54	62	116	383	413	796	85	92	177	1,510	1,196	2,706
	External	613	309	922							182	197	379	44	50	94	312	336	648	68	75	143	1,219	967	2,186
	Internal	152	77	229							41	46	87	10	12	22	71	77	148	17	17	34	291	229	520
Senior Housing																									
Person Trips	AM Peak Hour	245	487	732	41	9	50				330	304	634	37	35	72	298	277	575	89	84	173	1,040	1,196	2,236
	PM Peak Hour	575	290	865	10	46	56				224	242	466	55	61	116	383	413	796	85	92	177	1,332	1,144	2,476

3333 California Street

Net New Vehicle Trips and Internal Trip Capture Summary - Multi-Family Housing Scenario, Weekday AM Peak Hour

AM Peak Hour Net New External Vehicle Trips

Mode	Weekday PM Peak Hour																	
	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
Existing Vehicle Trips																		
External Vehicle Trips	69	210	279	101	90	191	11	11	22	96	86	182	27	25	52	190	76	266
Trip Credit	44	39	83	63	16	79	7	2	9	60	15	75	17	4	21	191	76	267
Net New External Vehicle Trips	25	171	196	38	74	112	4	9	13	36	71	107	10	21	31	113	346	459

Person-Trips - AM Peak Hour

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	531	349	407	225	45	25	366	202	110	61	1459	862
Transit	281		50		6		45		14		396	
Walk	104		162		18		146		44		474	
Other	55		17		2		15		5		94	
Total	971		636		71		572		173		2,423	

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	531	106	407	61	45	5	366	37	110	17	1459	226
Transit	281	56	50	8	6	1	45	5	14	2	396	72
Walk	104	78	162	16	18	2	146	15	44	4	474	115
Other	55	41	17	2	2	0	15	2	5	1	94	46
Total	971	281	636	87	71	8	572	59	173	24	2,423	459
Overall Internal Capture Rate		29%		14%		11%		10%		14%		19%

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	425	0	346	0	40	0	329	0	93	0	1233	0
Transit	225	0	42	0	5	0	40	0	12	0	324	0
Walk	210	184	223	77	24	8	183	52	59	19	700	341
Other	111	97	25	10	2	0	20	7	9	5	166	118
Total	971	281	636	87	71	8	572	59	173	24	2,423	459
Overall Internal Capture Rate		29%		14%		11%		10%		14%		19%

Production and Attraction - Internal Trip Capture Balancing Check

Mode	Production		Attraction	
	Total Trips	Internal Trips	Total Trips	Internal Trips
Auto	531	106	928	120
Transit	281	56	115	16
Walk	104	78	370	37
Other	55	41	39	5
Total	971	281	1,452	178

Land Use	AM Peak Hour		PM Peak Hour	
	NCHRP	Applied	NCHRP	Applied
Internal Trip Capture Rate for Auto and Transit				
Residential	20%	20%	53%	20%
General Office	32%	15%	31%	15%
General Retail	50%	15%	20%	15%
Restaurant	31%	10%	20%	15%
Internal Trip Capture Rate for Walk and Other				
Producer		75%		60%
Attractor		10%		15%

Vehicle Trip Distribution

Driveway	Vehicle Trips	Superdistrict/Region								Total (Calculated)
		SD1	SD2	SD3	SD4	East Bay	North Bay	South Bay	Other	
Inbound										
Walnut St/California St	42	8	17	4	4	1	1	2	4	41
Presidio Ave (Ingress only)	57	12	22	4	3	3	3	4	4	55
Masonic Ave	9	2	4	1	1	1	1	1	1	11
Laurel St South of Mayfair Dr	1	0	1	0	0	0	0	0	0	1
Laurel St South of Cal St	4	1	2	1	1	0	0	0	0	5
Laurel Duplex	0	0	0	0	0	0	0	0	0	0
Total Inbound	113	23	46	10	10	5	4	6	9	113
Outbound										
Walnut St/California St	91	19	37	8	8	5	4	5	6	92
Masonic Ave (Egress only)	62	13	26	5	5	3	2	4	4	62
Masonic/Pine (Egress only)	156	32	63	13	13	8	6	10	11	156
Laurel Duplex	2	1	1	0	0	0	0	0	0	2
Laurel St South of Mayfair Dr	7	1	2	1	1	0	0	1	1	7
Laurel St South of Cal St	29	6	11	2	2	1	1	2	2	27
Total Outbound	347	72	140	29	29	17	13	22	24	346
Total	460	95	186	39	39	22	17	28	33	459

Vehicle Trips at Project Driveways

Driveway	AM Peak Hour			Proportion		
	In	Out	Total	In	Out	Total
Walnut St/Cal	41	92	133	36%	27%	29%
Presidio Ave (55	0	55	49%	0%	12%
Masonic Ave/	0	156	156	0%	45%	34%
Masonic Aven	11	62	73	10%	18%	16%
Laurel St Sour	1	7	8	1%	2%	2%
Laurel St Sour	5	27	32	4%	8%	7%
Laurel Duplex	0	2	2	0%	1%	0%
Total Inbound	113	346	459	100%	100%	100%

Building	Land Use	Proportion				
		Residential	Retail	Quality	Composite	Daycare
Inbound						
Center A, Plaza	Residential (3)	6.9%	50%		58%	
Center B, Wall	Residential (1)	34.3%	50%	100%	42%	100%
Center A/B, M	Residential (1)	36.0%				
Mayfair	Residential (3)	4.0%				
Plaza A/B	Residential (1)	17.2%				
Duplex	12 units	1.6%				
Total		100.0%	100.0%	100.0%	100.0%	100.0%
Outbound						
Center A, Plaza	Residential (3)	6.9%	50%		58%	
Center A/B, M	Residential (1)	36.0%				
Center B	Residential (1)	34.3%	50%	100%	42%	100%
Duplex	12 units	1.6%				
Mayfair	Residential (3)	4.0%				
Center A/B, M	Residential (1)	17.2%				
Total		100.0%	100.0%	100.0%	100.0%	100.0%

3333 California Street

Net New Vehicle Trips and Internal Trip Capture Summary - Multi-Family Housing Scenario, Weekday PM Peak Hour

Weekday PM Peak Hour																		
Mode	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
Existing Vehicle Trips																102	194	296
External Vehicle Trips	273	91	364	62	69	132	16	17	33	107	118	226	23	27	50	481	323	804
Trip Credit	58	55	113	13	42	55	3	10	13	23	71	94	5	16	21	102	194	296
Net New External Vehicle Trips	215	36	251	49	27	77	13	7	20	84	47	132	18	11	29	379	129	508

Person-Trips - PM Peak Hour												
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	629	414	298	165	74	41	509	282	113	63	1623	964
Transit	333		37		9	41	63		14		456	
Walk	123		119		30		203		45		520	
Other	66		12		3		21		5		107	
Total	1,151		466		116		796		177		2,706	

Internal Trip Capture													
Mode	Residential		General Retail		Quality Sit-Down		Composite Rate		Daycare Center		Total		Overall Internal Capture Rate
	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	629	75	298	60	74	15	509	102	113	23	1623	275	
Transit	333	40	37	7	9	2	63	13	14	3	456	65	
Walk	123	74	119	18	30	5	203	30	45	7	520	134	
Other	66	40	12	2	3	0	21	3	5	1	107	46	
Total	1,151	229	466	87	116	22	796	148	177	34	2,706	520	
Overall Internal Capture Rate		20%		19%		19%		19%		19%		19%	

Internal Trip Capture - Additional Walk and Other Trips													
Mode	Residential		General Retail		Quality Sit-Down		Composite Rate		Daycare Center		Total		Overall Internal Capture Rate
	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	554	0	238	0	59	0	407	0	90	0	1348	0	
Transit	293	0	30	0	7	0	50	0	11	0	391	0	
Walk	198	149	179	78	47	22	308	135	68	30	790	413	
Other	106	80	19	9	3	0	31	13	8	4	168	107	
Total	1,151	229	466	87	116	22	796	148	177	34	2,706	520	
Overall Internal Capture Rate		20%		19%		19%		19%		19%		19%	

Production and Attraction - Internal Trip Capture Balancing Ch

Mode	Production		Attraction	
	Total Trips	Internal Trips	Total Trips	Internal Trips
Auto	629	75	994	200
Transit	333	40	123	25
Walk	123	74	397	60
Other	66	40	41	6
Total	1,151	229	1,555	291

Land Use	AM Peak Hour		PM Peak Hour	
	NCHRP	Applied	NCHRP	Applied
Internal Trip Capture Rate for Auto and Transit				
Residential	20%	20%	53%	12%
General Office	32%	15%	31%	15%
General Retail	50%	15%	20%	20%
Restaurant	31%	10%	20%	20%
Internal Trip Capture Rate for Walk and Other				
Producer		75%		60%
Attractor		10%		15%

Vehicle Trip Distribution										
Driveway	Vehicle Trips	Superdistrict/Region								Total (Calculated)
		SD1	SD2	SD3	SD4	East Bay	North Bay	South Bay	Other	
Inbound										
Walnut St/California St	89	19	36	7	7	4	4	5	7	89
Presidio Ave (Ingress only)	164	35	68	12	12	8	6	10	12	163
Masonic Ave	77	16	33	6	6	4	3	5	5	78
Laurel St South of Mayfair Dr	9	2	3	1	1	0	0	1	1	9
Laurel St South of Cal St	37	8	14	3	3	2	2	2	3	37
Laurel Duplex	3	1	2	0	0	0	0	0	0	3
Total Inbound	379	81	156	29	29	18	15	23	28	379
Outbound										
Walnut St/California St	44	10	18	4	4	2	2	2	2	44
Masonic Ave	13	3	5	2	2	0	0	0	2	14
Masonic/Pine (egress only)	64	14	23	6	6	3	3	3	6	64
Laurel Duplex	0									0
Laurel St South of Mayfair Dr	1	1	0	0	0	0	0	0	0	1
Laurel St South of Cal St	6	2	2	0	0	2	0	0	0	6
Total Outbound	128	30	48	12	12	7	5	5	10	129
Total	507	111	204	41	41	25	20	28	38	508

Vehicle Trips at Project Driveways

Driveway	PM Peak Hour				Proportion		
	In	Out	Total	In	Out	Total	
Walnut St/California St	89	44	133	23%	34%	26%	
Presidio Ave	163	0	163	43%	0%	32%	
Masonic Ave	0	64	64	0%	50%	13%	
Masonic Ave	78	14	92	21%	11%	18%	
Laurel St South of Cal St	9	1	10	2%	1%	2%	
Laurel St South of Cal St	37	6	43	10%	5%	8%	
Laurel Duplex	3	0	3	1%	0%	1%	
Total Inbound	379	129	508	100%	100%	100%	

Building	Land Use	Size				Proportion					
		744	34,480	4,287	9,826	14,650	Residential	Retail	Quality	Composite	Daycare
Inbound											
Center A, Plaza	Residential (I)	6.9%	50%			58%					
Center B, West	Residential (I)	34.3%	50%	100%		42%	100%				
Center A/B, North	Residential (I)	36.0%									
Mayfair	Residential (I)	4.0%									
Plaza A/B	Residential (I)	17.2%									
Duplex	12 units	1.6%									
Total		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Outbound											
Center A, Plaza	Residential (I)	6.9%	50%			58%					
Center A/B, North	Residential (I)	36.0%									
Center B	Residential (I)	34.3%	50%	100%		42%	100%				
Duplex	12 units	1.6%									
Mayfair	Residential (I)	4.0%									
Center A/B, North	Residential (I)	17.2%									
Total		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Appendix D: Trip Generation Calculations for Comparable Projects

Trip Generation for Project Comparable to Proposed Project

Land Use	ITE Code	Units	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
					Total	In	Out	Total	In	Out
Residential										
Multifamily House - Mid-rise (AVG)	221	Dwelling Units	544	2,959	196	51	145	239	146	93
Multifamily Housing - Low-rise (AVG)	220	Dwelling Units	14	102	8	2	6	9	6	4
Retail										
Shopping Center (AVG)	820	Square Feet	40,004	1,510	120	65	55	168	84	84
Quality Restaurant (AVG)	931	Square Feet	4,287	359	19	15	4	35	22	14
Coffee/Donut Shop without Drive-Through Window (AVG)	936	Square Feet	9,826	7,414	785	400	385	277	139	139
Office										
General Office (AVG)	710	Square Feet	49,999	487	73	65	9	71	13	58
Childcare										
Day Care Center (AVG)	565	Square Feet	14,690	700	172	91	81	174	82	92

Source: ITE Trip Generation Manual, 10th Edition

Trip Generation for Project Comparable to Project Variant

Land Use	ITE Code	Units	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
					Total	In	Out	Total	In	Out
Residential										
Multifamily House - Mid-rise (AVG)	221	Dwelling Units	730	3,971	263	68	194	321	196	125
Multifamily Housing - Low-rise (AVG)	220	Dwelling Units	14	102	8	2	6	9	6	4
Retail										
Shopping Center (AVG)	820	Square Feet	34,480	1,302	103	56	48	145	73	73
Quality Restaurant (AVG)	931	Square Feet	4,287	359	19	15	4	35	22	14
Coffee/Donut Shop without Drive-Through Window (AVG)	936	Square Feet	9,826	7,414	785	400	385	277	139	139
Childcare										
Day Care Center (AVG)	565	Square Feet	14,650	698	172	91	81	173	81	92

Source: ITE Trip Generation Manual, 10th Edition

Appendix E: Trip Generation Comparison

Trip Generation Comparison for Proposed Project
Comparable Development

Land Use	Units	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Residential									
Multifamily House - Mid-rise [ITE 221]	Dwelling Units	544	2,959	196	51	145	239	146	93
Multifamily Housing - Low-rise [ITE 220]	Dwelling Units	14	102	8	2	6	9	6	4
Total Residential	Dwelling Units	558	3,062	204	53	151	249	152	97
Retail									
Shopping Center [ITE 820]	Square Feet	40,004	1,510	120	65	55	168	84	84
Quailty Restaurant [ITE 931]	Square Feet	4,287	359	19	15	4	35	22	14
Coffee/Donut Shop without Drive-Through Window [ITE 936]	Square Feet	9,826	7,414	785	400	385	277	139	139
Office									
General Office [ITE 710]	Square Feet	49,999	487	73	65	9	71	13	58
Childcare									
Day Care Center [ITE 565]	Square Feet	14,690	700	172	91	81	174	82	92
Total Comparable Project			13,532	1,374	690	684	975	490	484

Source: ITE Trip Generation Manual, 10th Edition

Proposed Project

Land Use	Units	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Residential									
Total Residential	Dwelling Units	558		209	52	157	248	186	61
Retail									
Shopping Center	Square Feet	40,004		216	114	102	158	75	83
Quailty Restaurant	Square Feet	4,287		22	11	11	34	16	18
Coffee/Donut Shop without Drive-Through Window	Square Feet	9,826		167	88	79	234	111	123
Office									
General Office	Square Feet	49,999		24	20	4	25	4	21
Childcare									
Day Care Center	Square Feet	14,690		51	27	24	52	24	28
Total Proposed Project			5,760	689	313	377	751	416	335

Source: Travel Demand Memorandum--3333 California Street

Comparison

Comparative Vehicle Trip Decrease			7,772	685	377	307	224	75	149
Percent Decrease			57%	50%	55%	45%	23%	15%	31%

**Trip Generation Comparison for Project Variant
Comparable Development**

Land Use	Units	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Residential									
Multifamily House - Mid-rise [ITE 221]	Dwelling Units	730	3,971	263	68	194	321	196	125
Multifamily Housing - Low-rise [ITE 220]	Dwelling Units	14	102	8	2	6	9	6	4
Total Residential	Dwelling Units	744	4,074	271	71	200	331	201	129
Retail									
Shopping Center [ITE 820]	Square Feet	34,480	1,302	103	56	48	145	73	73
Quailty Restaurant [ITE 931]	Square Feet	4,287	359	19	15	4	35	22	14
Coffee/Donut Shop without Drive-Through Window [ITE 936]	Square Feet	9,826	7,414	785	400	385	277	139	139
Childcare									
Day Care Center [ITE 565]	Square Feet	14,650	698	172	91	81	173	81	92
Total Comparable Project			13,847	1,350	633	717	962	516	446

Source: ITE Trip Generation Manual, 10th Edition

Project Variant

Land Use	Units	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Residential									
Total Residential	Dwelling Units	744		279	69	210	364	273	91
Retail									
Shopping Center	Square Feet	34,480		191	101	90	132	62	69
Quailty Restaurant	Square Feet	4,287		22	11	11	33	16	17
Coffee/Donut Shop without Drive-Through Window	Square Feet	9,826		182	96	86	226	107	118
Childcare									
Day Care Center	Square Feet	14,650		52	27	25	50	23	27
Total Proposed Project			5,744	726	304	422	804	481	323

Source: Travel Demand Memorandum--3333 California Street

Comparison

Comparative Vehicle Trip Decrease		8,103	624	329	295	158	35	123
Percent Decrease		59%	46%	52%	41%	16%	7%	28%