

# 3333 CALIFORNIA STREET MIXED-USE PROJECT



## DRAFT ENVIRONMENTAL IMPACT REPORT VOLUME 2c: APPENDICES D-G

**CITY AND COUNTY OF SAN FRANCISCO**  
**PLANNING DEPARTMENT: CASE NO. 2015-014028ENV**  
**STATE CLEARINGHOUSE NO. 2017092053**

DRAFT EIR PUBLICATION DATE: NOVEMBER 7, 2018

DRAFT EIR PUBLIC HEARING DATE: DECEMBER 13, 2018

DRAFT EIR PUBLIC COMMENT PERIOD: NOVEMBER 8, 2018 - DECEMBER 24, 2018

### **WRITTEN COMMENTS SHOULD REFERENCE**

**THE CASE NO. AND BE SENT TO:**

**Kei Zushi, EIR Coordinator**

San Francisco Planning Department

1650 Mission Street, Suite 400

San Francisco, CA 94103

[CPC.3333CaliforniaEIR@sfgov.org](mailto:CPC.3333CaliforniaEIR@sfgov.org)



**SAN FRANCISCO**  
**PLANNING**  
**DEPARTMENT**

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## LIST OF ACRONYMS AND ABBREVIATIONS

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ABAG	Association of Bay Area Governments
AC Transit	Alameda-Contra Costa Transit
ADT	Average Daily Traffic
APEZ	Air Pollutant Exposure Zones
AQI	Air Quality Index
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
California Register	California Register of Historical Resources
Caltrans	Californian Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CO	carbon monoxide
CO <sub>2</sub> e	carbon dioxide equivalents
CPMC	California Pacific Medical Center
dB	decibel
dBA	decibel a-weighted
DBI	Department of Building Inspection
DEPH	diethylhexyl phthalate
DPM	diesel particulate matter
EIR	Environmental Impact Report
ERO	Environmental Review Officer
FAR	floor area ratio
FCC	Federal Communications Commission
FFIC	Fireman's Fund Insurance Company
GGT	Golden Gate Transit
GHG	greenhouse gases
HABS/HALS	Historic American Buildings/Historic American Landscape Survey
HMUPA	Hazardous Materials Unified Program Agency
HPC	Historic Preservation Commission
HRE	Historic Resource Evaluation
HRER	Historic Resource Evaluation Response
HVAC	heating, ventilation, and air conditioning
I-80	Interstate 80
in/sec	inches per second
JCCSF	Jewish Community Center of San Francisco
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
LT	Long-Term
MMRP	Mitigation Monitoring and Report Program
mph	miles per hour
MTC	Metropolitan Transportation Commission
Muni	San Francisco Municipal Railway
National Register	National Register of Historic Places
NOP	Notice of Preparation
NO <sub>x</sub>	oxides of nitrogen
NO <sub>2</sub>	nitrogen dioxide

## List of Acronyms and Abbreviations

NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
O <sub>3</sub>	ozone
Pb	lead
PCBs	polychlorinated biphenyls
PG&E	Pacific Gas & Electricity
PM	particulate matter
PM <sub>10</sub>	PM composed of particulates that are 10 microns in diameter or less
PM <sub>2.5</sub>	PM composed of particulates that are 2.5 microns in diameter or less
ppm	parts per million
PPV	peak particle velocity
ROG	reactive organic gases
ROSE	Recreational and Open Space Element
RWQCB	Regional Water Quality Control Board
Samtrans	San Mateo County Transit
SB	Senate Bill
SFMTA	San Francisco Municipal Transportation Agency
SFPUC	San Francisco Public Utilities Commission
SHPO	State Historic Preservation Office
SO <sub>2</sub>	sulfur dioxide
SUD	Special Use District
TACs	toxic air contaminants
TASC	Transportation Advisory Staff Committee
TAZ	transportation analysis zone
TDM	Transportation Demand Management
TNC	transportation network companies
TOG	total organic gases
UC	University of California
UCSF	University of California, San Francisco
U.S.C.	United States Code
U.S. EPA	U.S. Environmental Protection Agency
U.S. 101	U.S. Highway 101
VMT	vehicle miles traveled
VOCs	volatile organic compounds
WETA	Water Energy Transportation Authority
µg/m <sup>3</sup>	micrograms per cubic meter

## **APPENDIX D**

### **Transportation and Circulation Calculation Details and Supporting Information**



# **3333 California Street Mixed-Use Project**

Case No. 2015-014028ENV

## **EIR Appendix D**

### **Transportation and Circulation**

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# 1. Transportation Scope of Work

## SCOPE OF WORK – Final

# 3333 California Street (Laurel Heights) Transportation and Circulation Section

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Kittelison & Associates, Inc. (KAI) is pleased to submit this Draft Scope of Work for the transportation study of the proposed 3333 California Street Mixed Use Project (Case No. 2015-014028ENV) in the Laurel Heights/Jordan Park area of the Presidio Heights neighborhood in San Francisco, California (herein referred to as the “Project”).

The project site is the 10.25-acre parcel on the block bounded by California Street in the north, Presidio Avenue in the east, Masonic Avenue and Euclid Avenue in the south, and Laurel Street in the west. The parcel is Lot 003 of Assessor’s Block 1032, within Traffic Analysis Zone (TAZ) 709. 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 currently used as the University of California San Francisco (UCSF) Laurel Heights Campus. The site includes a four story office building (about 455,000 square feet) with a one story annex building, three surface parking lots (with 331 vehicle parking spaces including 60 publicly available spaces), two circular garage ramp structures leading to the three level partially below-grade parking garage with 212 additional vehicle parking spaces, and landscaping and open space. There are currently five car share parking spaces and 15 Class 2 bicycle parking spaces on the project site.

As documented in the *3333 California Street Environmental Evaluation Application (EEA)* (dated March 6, 2017) and the Draft 1 Project Description (dated May 9, 2017), the Project would entail the demolition of the existing 1-story annex building at the corner of California Street and Laurel Street, an existing surface parking lot, and the partial demolition of the existing office building located at the center of the project site. The remaining portion of the 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. A total of 298,356 square feet would be retained, including 49,999 square feet of office space and 205,356 square feet of office space that would be converted to residential use. The Project would also include construction of two 4- to 5-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) (ground floor retail and child care with commercial office) along California Street east of Walnut Street, one 4- to 6-story residential building (the Masonic Building) along Masonic Avenue, and 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 Project:** Overall, the Project would include 558 dwelling units, 49,999 square feet of commercial office floor area, 54,967 square feet of retail floor area, and a 14,620 square foot child care center. Additionally, the Project would provide about 236,900 square feet of public and private open space, and would widen adjacent sidewalks to meet the requirements of the *Better Streets Plan* and include other proposed streetscape changes. The Project would include 898 vehicle parking spaces (558 residential, 141 retail, 100 commercial office, 29 child care, 60 public use, and 10 car share) – there would be an overall increase of 355 vehicle parking spaces on the site. The 60 public use parking spaces would be non-accessory spaces, which are proposed to offset the loss of public parking on-site. The Project would provide 586 Class 1 bicycle parking spaces (558 residential, 10 office, 8 retail, and 10 child care), and 73 Class 2 bicycle parking spaces (28 residential, 2 office, 33 retail, and 10 child care).

**Variant:** The project sponsor is also considering a variant to the Project, referred to as the Mixed Use Senior Housing Variant (herein referred to as the “Variant”). This Variant would allow for the development of 744 dwelling units on the site, representing an increase of 186 dwelling units compared to the Project. Under this Variant, the 49,999 square feet of commercial office space would be converted to residential use. With this Variant, the 3-story Walnut Building would be comprised of 153,920 square feet of residential use and 18,800 square feet of retail use, and 14,620 square feet of child care use would be retained. The footprint of the other proposed new buildings would not change. The

Variant would include 871 vehicle parking spaces (558 general residential, 93 senior housing, 131 retail, 29 child care, 60 public use, and 10 car share) – there would be an overall increase of 328 vehicle parking spaces on the site.

In addition to these land use changes, the proposed project would widen existing sidewalks adjacent to the project site to meet the recommendations of the *Better Streets Plan* and include other improvements as part of a series of proposed streetscape changes along California Street, Presidio Avenue, Masonic Avenue, and Euclid Avenue. The streetscape improvements would result in changes to the California Street/Presidio Avenue, Presidio Avenue/Masonic Avenue/Pine Street and Masonic Avenue/Euclid Avenue intersections. The level of analysis required to support potential streetscape and intersection modifications will be determined in consultation with Planning and SFMTA staff during the scoping process.

Analysis of the proposed Project and Variant will be conducted as part of the transportation and circulation section of the environmental impact report (EIR). The following scope of work has been developed based on the San Francisco Planning Department guidelines for the environmental review of projects within the City (primarily the Planning Department’s *Transportation Impact Analysis Guidelines for Environmental Review*, published in October 2002), supplemental guidance from the Environmental Planning Transportation team, Planning Commission resolution regarding the Transportation Sustainability Program Align Component modifying transportation impact analysis regarding the change to a vehicle miles traveled (VMT) metric for transportation analysis, and information included in the EEA and Project Description.

## TASK 1: PROJECT DESCRIPTION

### *Task 1.1 – Transportation Demand Management Program*

Selected transportation demand management (TDM) measures will be incorporated into the description of the Project and Variant and analyzed in Draft 1 (and subsequent drafts) of the Transportation and Circulation Section. The TDM Application and TDM Tool calculations for the Proposed Project and Variant will be included as an appendix.

A graphical representation of the project area and the project site will be provided and the Project’s transportation context within the Presidio Heights neighborhood will be discussed. KAI assumes that a site plan will be provided by the applicant, or architect for the existing uses, Proposed Project and Variant that clearly indicates the location and associated dimensions of the pedestrian, bicycle, and vehicular access points and public right-of-way adjacent to the site and/or the locations proposed to be changed by the project, as well as the location and dimensions of any off-street parking spaces for vehicles (including car share and Americans with Disabilities Act [ADA] spaces), bicycle parking (Class 1 and Class 2), commercial and passenger loading spaces, and recycling/trash facilities. Cross sections with dimensions and diagrams will also be provided for locations where streetscape and/or roadway modifications are proposed and would affect operations on public right-of-way.

### *Task 1.2 – Planning Code Compliance Checklist*

The Project and Variant will be evaluated for compliance with the San Francisco Planning Code requirements. The Planning Code Compliance evaluates consistency with off-street vehicle parking spaces, car share parking spaces, freight loading spaces, and bicycle parking and amenities. Planning Code Compliance Checklists for the Project and Variant will be included as an appendix.

### *Task 1.3 – Better Streets Plan Checklist*

The Project and Variant will be evaluated for compliance with the *Better Streets Plan* sidewalk widths and public right-of-way requirements per San Francisco Planning Code §138.1 and in accordance with the City’s “Better Streets Policy” (San Francisco Administrative Code §98.1) will be noted. Better Streets Plan Compliance Checklists for the Project and Variant will be included as an appendix.

## TASK 2: DATA COLLECTION & FIELD OBSERVATIONS

KAI will document and describe the existing conditions in the approximately two-block vicinity of the project site (the study area). The study area is bounded by Clay Street to the north, Geary Boulevard to the south, Baker Street to the east, and Spruce Street to the west.

**Intersection Traffic Counts:** KAI will obtain (either through recent studies or from new counts) weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak period vehicular turning movement and bicycle and pedestrian counts for the following intersections:

- |   |  |
|---|--|
| 1. Sacramento Street / Walnut Street    | 8. Presidio Avenue / Masonic Avenue / Pine Street* |
| 2. Sacramento Street / Presidio Avenue  | 9. Euclid Avenue / Laurel Street*                  |
| 3. California Street / Spruce Street    | 10. Masonic Avenue / Euclid Avenue*                |
| 4. California Street / Laurel Street*   | 11. Presidio Avenue / Euclid Avenue / Bush Street* |
| 5. California Street / Walnut Street*   | 12. Geary Boulevard / Masonic Avenue               |
| 6. California Street / Presidio Avenue* | 13. Geary Boulevard / Presidio Avenue              |
| 7. Mayfair Drive / Laurel Street*       |  |

Weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak period counts was collected on Thursday, December 1, 2016, for eight of these intersections, as denoted by an asterisk (\*). Weekday PM (4:00 PM to 6:00 PM) data collected at Geary Boulevard / Masonic Avenue and Geary Boulevard / Presidio Avenue for the 2670 Geary Boulevard TIS will be utilized. KAI will collect new weekday AM period counts at these two locations and weekday AM and PM peak hour counts at all remaining intersections.

**Driveway Counts:** The intersection count locations include site driveway access points at California Street / Walnut Street and Mayfair Drive / Laurel Street. Additional counts would be collected at the existing site entrance on Laurel Street between Mayfair Drive and Euclid Avenue on Thursday, December 1, 2016. Using this data, KAI will estimate the number of entering and exiting vehicles for the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) periods.

**Presidio Bus Yard Counts:** Counts of bus movements into and out of the SFMTA Presidio Yard will be collected during the weekday AM (7:00 AM to 8:00 AM) peak hour of bus yard operations at the two curb cuts on the site.

A map illustrating proposed count locations has been included as an attachment to this scope of work.

**Crash History:** KAI will evaluate the most recent three years of vehicle, pedestrian, and bicycle collision data for intersections and roadway segments within a two-block radius of the project site. KAI will obtain data from the Statewide Integrated Traffic Records System (SWITRS) and through the City's Transportation Information Map website ([www.sftransportationmap.org](http://www.sftransportationmap.org)). Using these data, KAI will summarize findings in text and tables.

**Vehicle Miles Traveled:** KAI will utilize the San Francisco Transportation Information Map to obtain vehicle miles traveled data from the Planning Department data, which includes average daily VMT estimates by use for the region and the project's traffic analysis zone (TAZ 709).

**Local and Regional Transit:** KAI will compile and summarize data on all Muni routes and stop locations within the one-half mile study area. This will include a description of Muni's transit route service hours, peak periods, stops and headways on weekdays for the lines within the study area. Weekday AM and PM peak hour ridership and capacity for local transit routes within the study area will be referenced from the *Transit Data for Transportation Impact Studies Memorandum* (May 15, 2015), or subsequent memorandum, if available.

KAI will also compile data and information on regional transit operators that provide service within the one-half mile study area (e.g., Golden Gate Transit buses) and private operators (e.g., employer-operated shuttles) including their nearest transit stop location and weekday service. Transit stop and service information would be obtained from the

operators' websites. Weekday AM and PM peak hour ridership and capacity for regional transit operators will be referenced from the *Updated BART Regional Screenlines – Revised* (October 2016).

**Pedestrians:** KAI will observe and document general pedestrian conditions on both sides of streets and at intersections adjacent to the site during the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) periods. Observations and documentation will include pedestrian facilities and amenities (crosswalks, countdown signals), sidewalk widths (actual and effective), and compliance with ADA requirements. Pedestrian counts will be collected at all locations where new turning movement counts are collected. Pedestrian conditions will be described as they relate to the study area, including safety, accessibility, and right-of-way issues, and general compliance with the *Better Streets Plan* sidewalk widths and requirements.

**Bicycles:** KAI will observe and document general bicyclist conditions on streets and intersections adjacent to the site during the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) periods. Observations and documentation will include bicycle activity level and bicycle facilities and amenities (e.g., bike lanes, bicycle parking). Bicycle counts will be collected at all locations where new turning movement counts are collected. Bicyclist conditions will be described as they relate to the study area, including safety, accessibility, and right-of-way issues.

**Commercial and Passenger Loading:** KAI will conduct commercial and passenger loading observations during the weekday peak period for commercial loading, which typically occurs between 10:00 AM and 1:00 PM. These observations will be supplemented with observations conducted at/around the site during the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) periods. KAI will document the usage and hour restrictions of existing on-street commercial and passenger loading spaces, ADA/blue zones, and car share spaces provided on streets and intersections adjacent to the site as well as any instances of illegal and double parking. This summary will include a description of the uses and hours of operation of the adjacent parcels and buildings to which they service/provide access and note any off-street facilities currently serving the existing site.

**Child Care Drop-Off and Pick-Up:** KAI will observe and document pick-up and drop-off activities at the Jewish Community Center of San Francisco (JCCSF) Kid Care, Havurah Youth Center (HYC) at 3200 California Street and the Bright Horizons day care facilities located on the project site, during the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) periods. KAI will also contact JCCSF, Havurah Youth Center, and Bright Horizons to obtain information on typical transportation-related activities for staff and children, including number of staff, number of children, and typical drop-off and pick-up times.

**Emergency Vehicle Access:** KAI will identify the nearest fire stations (including Fire Station 10 located across the street from the site at 655 Presidio Avenue, between Masonic Avenue/Pine Street and Euclid Avenue) and nearby police stations. KAI will qualitatively describe emergency vehicle access to the project site and any observed or reported traffic operational issues will be identified, including potential impacts of the Project on emergency vehicle operations.

### TASK 3: DOCUMENT EXISTING CONDITIONS

Using the data collected in Task 2, KAI will document vehicle traffic and any existing traffic hazards, transit, pedestrian, bicycle, emergency vehicle access, vehicle parking and loading conditions within the study area, which includes the following:

- Map and text for the study area, describing the street designations, street names, number of lanes, volumes, and traffic flow directions;
- Discussion of crash history within the study area;
- Discussion of vehicle miles traveled for the uses proposed by the project for the region and the Project's traffic analysis zone (TAZ);
- Discussion of vehicle access into and out of the site, including location and dimensions of existing curb cuts and driveway activity;
- Map and discussion of general transit services within the study area, including documentation of the Muni and regional transit screenlines and individual line capacity for the Muni lines 1/1AX/1BX, 2, 3, 31/31AX/31BX, 33, 38/38BX/38R, and 43;

- Discussion of general pedestrian circulation conditions in the area, including access to transit and any roadways on the pedestrian high injury network;
- Map and text describing the existing bicycle network and bicycle circulation conditions in the area, including any roadways on the bicycle high injury network;
- Discussion of nearby on-street and off-street commercial and passenger loading facilities and general occupancy conditions;
- Discussion of parking supply and occupancy conditions will be provided for informational purposes, as it relates to the significant impact criteria of secondary parking impacts; and,
- Discussion of area-wide emergency vehicle access conditions.

## TASK 4: DOCUMENT BASELINE (YEAR 2020) CONDITIONS

The future baseline (Year 2020) conditions analysis will consider the planned infrastructure, roadway, and transit operations changes, including proposed changes under the San Francisco 2017-2021 Capital Improvement Plan and 20-Year Capital Improvement Plan (adopted 2013), Muni Forward, and other land use and development projects within the study area.

**Land Use and Transportation Network Changes:** KAI will work with Planning Department staff to identify approved and funded transportation projects and private development projects under construction that would have the potential to substantively change circulation and access conditions in the study area. The impacts of these projects on pedestrian, bicycle, transit, and vehicle circulation will be discussed as well as implications for commercial and passenger loading and emergency vehicle access.

**Vehicle Miles Traveled:** For purposes of the VMT analysis, KAI assumes the baseline (Year 2020) conditions VMT for the region and the Project's transportation analysis zone for each of the uses proposed by the Project and Variant will be the same as Existing.

**Local and Regional Transit:** Muni and regional transit provider screenlines will be presented for the baseline (Year 2020) scenario, which will include any planned modifications to the transit lines and operations. KAI will work with Planning Department staff to identify and document approved and funded transit improvements and their effect on bus routes and vehicular circulation in the study area. The transit analysis will utilize transit ridership and capacity data from the SF-CHAMP model run for 2020, if available. If the SF-CHAMP model run data are not available, KAI will use the latest transit data memos from the Planning Department and adjust the capacity to reflect approved and funded projects and ridership to reflect under construction development projects for transit lines that would be affected by the proposed Project. If this approach is used, KAI will confirm the ridership and capacity inputs and assumptions with Planning staff prior to conducting analysis.

Using the data collected in Task 4, KAI will update the existing conditions to reflect the baseline (Year 2020) conditions. KAI will document vehicle traffic and any traffic hazards, transit, pedestrian, bicycle, emergency vehicle access, vehicle parking and loading conditions within the study area for baseline (Year 2020) conditions. Documentation will include the following:

- Map and text for the study area, describing the street designations, street names, number of lanes, volumes, and traffic flow directions (if different from existing);
- Discussion of vehicle miles traveled for the uses proposed by the project for the region and the Project's traffic analysis zone (TAZ) (assumes baseline (Year 2020) VMT will be the same as existing);
- Discussion of vehicle access into and out of the site, including location and dimensions of existing curb cuts and driveway activity (if different from existing);
- Map and discussion of general transit services within the study area, including documentation of the Muni and regional transit screenlines and individual line capacity for the Muni lines 1/1AX/1BX, 2, 3, 31/31AX/31BX, 33, 38/38BX/38R, and 43;
- Discussion of any changes to pedestrian circulation conditions in the area, including access to transit and any roadways on the pedestrian high injury network;
- Map and text describing any changes to the bicycle network and bicycle circulation conditions in the area, including any roadways on the bicycle high injury network;

- Discussion of any changes to nearby on-street and off-street commercial and passenger loading facilities and anticipated general occupancy conditions;
- Discussion of known and anticipated changes to parking supply and occupancy conditions; and,
- Discussion of any changes to area-wide emergency vehicle access conditions.

## TASK 5: PROJECT TRAVEL DEMAND

### *Task 5.1 – Travel Demand Estimates*

The net-new travel demand for the Project and Variant will be estimated, which will account for the displacement of any current and active uses on the site.

**SF Guidelines Trip Generation/Distribution/Mode Split:** KAI will estimate the number of weekday daily, weekday AM and PM peak hour person trips generated by the Project and Variant, followed by trip distribution by mode and by origin/destination. A weekday AM and PM peak hour analysis would be conducted to assess the potential effects of the Project and Variant.

The trip generation, mode split and distribution of trips generated by the Project and Variant will be based on data from the *SF Guidelines* information for Superdistrict 2 and the current U.S. Census American Community Survey Five-Year (2011-2015) Estimates journey-to-work data. Project vehicle trips will be distributed and assigned to the study intersections based on the trip origin/destination and local street network.

As this study would examine the weekday AM peak hour, trip generation rates for the weekday AM peak hour will be developed using a ratio comparison of the Institute of Transportation Engineers' (ITE) Trip Generation (9th Edition) (Transportation Research Board, 2012) weekday AM peak hour and weekday PM peak hour rates for each proposed land use and applying that ratio to the weekday PM peak hour *SF Guidelines* rates to derive *SF Guidelines*-equivalent shares of daily trips for the weekday AM peak hour.

**Trip Credits for Existing Uses:** The Project would displace the existing office use at the UCSF Laurel Heights Campus on the site. To account for the elimination of this use, as part of Task 2.1, KAI will collect driveway counts at the site access points during the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) periods and conduct observations of loading activity at the site. The observed activity levels will be applied to determine the net travel and loading demand of the Project.

**Net New Trips:** Incorporating the data, analysis and conclusions from the above tasks, KAI will estimate the net new trips anticipated to be generated by the Project and Variant during the weekday AM and PM peak hours.

**Commercial Loading Demand:** KAI will estimate the daily, average, and peak hour commercial loading demand for each land use component of the Project and Variant. The loading demand will be estimated using *SF Guidelines* rates.

**Passenger Loading Demand:** KAI will estimate the peak hour passenger loading demand for each land use component of the Project and Variant. Passenger loading demand associated with the daycare center will be estimated based on the proposed staffing plan, hours of operation, and number of children anticipated to be served. The passenger loading demand for all other uses will be estimated assuming 100 percent of the "other" mode share would be pick-up/drop-off trips arriving and departing in taxis or transportation network company vehicles.

### *Task 5.2 – Travel Demand Memorandum*

KAI will prepare a Draft Travel Demand Memorandum, incorporating the data, analysis and conclusions from Task 4. One electronic copy of the Draft Travel Demand Memorandum will be submitted to the Planning Department for review by the Environmental Planning Division. All background information used in the analysis will also be submitted to the Planning Department as part of the technical appendices to deliverables. KAI will incorporate one consolidated

set of comments and prepare a response to comments document and Final Travel Demand Memorandum. All deliverables will be provided in in electronic format (PDF and WORD formats) and hard copies will not be submitted.

## TASK 6: TRANSIT ASSESSMENT

Using the trip generation estimates and the trip distribution and assignment produced as part of Task 5, KAI will develop a narrative and figure illustrating the weekday AM and PM peak hour Project-related vehicle traffic and bus movements at study intersections within the study area. KAI will also summarize qualitative assessment describing how the proposed street modifications and vehicle trips would affect transit operations at the following locations (*Note: the intersection numbering is consistent with the numbering used for data collection in Task 2*).

5. California Street / Walnut Street (Muni Lines 1/1AX/1BX, 2, 3)
6. California Street / Presidio Avenue (Muni Lines 1/1AX/1BX, 2, 3, 43)
9. Presidio Avenue / Masonic Avenue / Pine Street (Muni Lines 2, 43)
11. Masonic Avenue / Euclid Avenue (Muni Lines 2, 43)
12. Presidio Avenue / Euclid Avenue / Bush Street (Muni Lines 2, 43)
14. Geary Boulevard / Presidio Avenue (Muni Lines 38/38BX/38R)  
Presidio Bus Yard

KAI will present these findings at a meeting with Planning and SFMTA staff. If additional transit analysis is required as part of this process then subsequent review and approval of the proposed methodology will occur.

## TASK 7: BASELINE PLUS PROJECT IMPACT ANALYSIS

KAI will evaluate potential for transportation impacts associated with the Project and Variant. This assessment will document the land use and transportation network changes proposed by the Project and Variant and their effects to circulation on transportation modes within the study area. The Project and Variant will be reviewed for impacts to vehicle miles traveled, traffic hazards, pedestrian, bicycle, transit, and vehicular access and circulation, commercial and passenger loading, emergency vehicle access, as described in this section. Analysis of construction conditions (Task 8) and cumulative (Year 2040) conditions (Task 9) will also be conducted.

### *Task 7.1 – Vehicle Miles Traveled and Induced Automobile Travel Analysis*

KAI will provide a discussion of the existing vehicle miles traveled (VMT) for the region and the Project's transportation analysis zone for each of the uses proposed by the Project and Variant. KAI will review the Planning Department's map-based screening criteria for VMT to assess whether or not the Project and Variant screen out of a detailed VMT analysis. KAI will document compliance with these screening criteria and established thresholds for the proposed land uses by completing the Eligibility Checklist for this Project and Variant.

KAI will discuss the project's compliance with the TDM Program Standards and describe the project's target and measures selected to reach the target. It should be noted that the TDM target depends on the timing of the development application. Because the EEA was submitted in March 2016 and an amended EEA was re-submitted in 2017, it is anticipated that the application would be deemed complete before January 1, 2018 and the Project would be subject to 75 percent of the TDM Program target. However, the applicant will enter into a Development Agreement with the City and, as noted in the TDM Ordinance (amended January 23, 2017), adjustments may be made to the requirements of Planning Code §169. For example, SFMTA may provide recommendations for the TDM Program and this may be an iterative process with the project sponsor, Planning, and the SFMTA. The TDM Application and TDM Tool calculations for the Proposed Project and Variant will be included as an appendix.



## Task 7.2 – Traffic Hazards Analysis

**Site Access and Circulation.** KAI will assess the driveway and parking garage operations, including the potential for vehicles to queue at the driveways with the Project and Variant. If queuing concerns are identified, KAI will work with the project team to develop parking management solutions. Potential circulation issues or conflicts will be identified, including the potential for project-related traffic increases to create conflict with transit vehicles on nearby bus routes, impact pedestrians or bicyclists, or emergency vehicle access, and if proposed streetscape modifications would cause sight distance concerns or other traffic hazards. KAI will use the crash analysis and summary conducted as part of Task 2 and field observations to evaluate if the Project or Variant would significantly contribute to an existing safety problem or if any improvements are recommended to alleviate potential adverse safety effects.

**Vehicle Turning Templates.** This section will include a summary of existing and proposed curb cut and streetscape modifications. Turn templates will be provided for intersections/driveways and on-site locations, as noted in the SDAT 2<sup>nd</sup> Review Comment Letter (dated April 25, 2017). Drawings will show existing and proposed curb alignments and striping and turn templates will be prepared for the following vehicle types: SU-30, WB-43, WB-50 (where appropriate), Custom SF Fire Truck, Custom SF Ladder Truck, B-40 (where buses make turns). KAI will obtain truck turning templates from the consultant team and include them as an appendix. KAI will provide a qualitative discussion regarding adequacy of the design to accommodate these vehicles, and whether the truck (or bus) maneuvers would create hazards or conflicts with other users.

**Intersection Operations Analysis.** KAI will calculate the intersection Level of Service (LOS) using the guidelines set forth in the Planning Department’s *Guidelines for SYNCHRO Intersection LOS Analysis* memorandum (dated October 4, 2012). Intersection LOS will be calculated for the weekday AM and weekday PM peak hours for a subset of the study intersections and used to evaluate the effects of the proposed removal of channelized right turns at the following locations: (*Note: the intersection numbering is consistent with the numbering used for data collection in Task 2*).

6. California Street / Presidio Avenue
9. Presidio Avenue / Masonic Avenue / Pine Street
11. Masonic Avenue / Euclid Avenue

Intersection LOS, delay, and volume-to-capacity ratios will be summarized and presented for the Existing, Baseline, Baseline plus Project, and Baseline plus Variant scenarios. KAI will work with Planning to identify an appropriate growth rate to develop future baseline traffic volumes at study intersections. The intersection operations analysis will be included as an appendix and narrative discussion of the effects of the proposed streetscape changes (e.g., removal of channelized right turns and addition of bulbouts) will be provided in the Transportation and Circulation Section.

**Secondary Parking Impacts.** KAI will prepare a parking supply/code analysis for the Project and Variant. If any parking shortfalls are identified, the secondary effects of vehicle circulation and traffic added to the surrounding roadway network will be qualitatively assessed.

## Task 7.3 – Transit

KAI will conduct a qualitative and quantitative assessment of the effect of the Project and Variant on local and regional transit operations. As several Muni bus lines currently operate along California Street (1/1AX/1BX, 2, 3) and Presidio Avenue (2, 3, 43), KAI will qualitatively assess transit operations and potential conflicts with vehicles entering and exiting the site. KAI will also assess transit operations and potential conflicts between transit and project-generated vehicle traffic on other nearby streets with transit service (i.e., Geary Boulevard, Walnut Street, Sutter Street, Sacramento Street, and Presidio Avenue).

Access to nearby transit stops and potential for overcrowding on nearby routes will be assessed and described based on field observations and available transit data. The effects of proposed streetscape and public right-of-way modifications on transit service and operations will be described and evaluated using turn templates (Task 7.2) and any potential conflicts will be identified.

**Directional Link Analysis.** KAI will estimate the increase in weekday AM and PM peak hour transit ridership for nearby Muni lines (1/1AX/1BX, 2, 3, 33, 38/38BX/38R, and 43) as a result of the Project and Variant. The directional link analysis examines a limited number of transit lines that serve or are in close proximity to the project site. The transit trips generated by the Project and Variant will be distributed among the four quadrants of San Francisco (Superdistricts 1, 2, 3, and 4), the East Bay, the North Bay, the South Bay / Peninsula, and outside the region based on information included in the *SF Guidelines*. KAI will assign transit trips to the individual Muni lines based on the direction of travel and linkages with other transit operators. KAI will estimate the increase in weekday AM and PM peak hour transit ridership for individual Muni lines as a result of the Project and Variant. The directional link analysis of capacity utilization considers project contribution by route.

**Local and Regional Screenline Analysis.** KAI will estimate the increase in weekday AM and PM peak hour transit ridership for Muni and regional screenlines as a result of the Project and Variant. Using the trip distribution from the *SF Guidelines*, KAI will assign transit-riders generated by the Project (and Variant) to nearby Muni lines. A subset of these Muni lines would cross local screenlines and therefore, a subset of transit riders generated by the Project (and Variant) would be accounted for in the local screenline analysis, which evaluates trips inbound to downtown during the weekday AM peak hour and trips outbound from downtown during the weekday PM peak hour. Regional Project transit riders would utilize local Muni routes to access regional transit stops that are located outside of walking distance (e.g., BART and Caltrain). Regional transit riders generated by the Project (and Variant) will be assigned to local Muni lines and screenlines and regional screenlines for purposes of the analysis. Based on these values, the local Muni and regional transit provider screenlines will be assessed and documented.

**Transit Delay Analysis.** Project-related transit delay analysis may be required. If a quantitative transit delay analysis is required, it will be conducted according to the methodology agreed upon.

#### *Task 7.4 – Pedestrians*

KAI will discuss existing pedestrian volumes at study intersection locations. Based on field observations and count data, KAI will qualitatively assess the pedestrian conditions in and around the site, including the number of new pedestrian trips that would be added to the pedestrian network with the Project and Variant. The adequacy of pedestrian connections to nearby transit routes will be determined and potential pedestrian safety issues will be identified, including potential conflicts between vehicular traffic and pedestrian circulation. This assessment will include an evaluation of compliance with the *Better Streets Plan* requirements and will specifically address potential pedestrian capacity and accessibility issues and hazards along study area sidewalks and at the proposed site access driveways, public right-of-way changes, and commercial and passenger loading areas.

#### *Task 7.5 – Bicycles*

KAI will discuss existing bicycle traffic volumes at study intersection locations. Based on field observations and count data, KAI will qualitatively assess the bicycle conditions in and around the site, including the number of new bicycle trips that would be added to the network with the Project and Variant. Potential bicycle safety issues will be identified, including potential conflicts between vehicular traffic and bicycle circulation, and the effect on adjacent bike facilities. This assessment will focus on potential accessibility issues and hazards at the proposed site access driveways, public right-of-way changes, and commercial and passenger loading areas. The analysis will qualitatively assess proposed street improvements as they relate to bicycle conditions. In addition, the City and County of San Francisco *Planning Code* requirements for bicycle parking, showers and lockers (if applicable) will be identified, and compared to the supply proposed by the Project and Variant.

#### *Task 7.6 – Freight and Passenger Loading*

KAI will prepare a loading supply/code/demand analysis for the Project and Variant. The loading demand for the Project and Variant will be estimated using *SF Guidelines* rates and compared to the proposed loading supply and Planning Code requirements for the Project and Variant with respect to location, number of spaces, and minimum dimensions. The analysis will determine if proposed loading supply will accommodate anticipated demand. If the anticipated demand is not met, the analysis will determine if any potential hazards between vehicle loading and

transit, bicyclists, or pedestrians would occur. Discussion of truck access to proposed freight loading spaces and internal circulation will be provided.

Based on the current site plans, off-street loading facilities are proposed to be provided along Masonic Avenue and Presidio Avenue. There is the potential that trucks entering and exiting the loading docks may impede local street access and pedestrian conditions. To evaluate the adequacy of the proposed configuration, KAI will prepare, or obtain, truck turning templates for the ingress and egress maneuvers for the loading spaces and for trash/recycling trucks. Truck turning templates will be used to determine whether the loading areas are adequate to accommodate the standard delivery vehicles, and whether the truck maneuvers would create hazards or conflicts with other users.

KAI will describe and qualitatively assess anticipated recycling/trash collection procedures, residential move-in/move-out activities and procedures. Passenger loading accommodation will be quantitatively assessed based on the estimated passenger loading demand and proposed supply. The sponsor will preliminarily consult with Recology regarding the anticipated recycling/trash collection procedures and the feedback from that consultation will be cited and included in this analysis.

### *Task 7.7 – Emergency Vehicle Access*

KAI will assess emergency vehicle access to the site using truck turning templates provided by the consultant team (Task 5.2). This evaluation will identify potential on-site emergency vehicle access conflicts and overall accessibility to the site. KAI will coordinate with Planning, SFMTA, and SFFD to review site circulation for emergency vehicles. This task assumes KAI participation in up to two meetings/calls to review emergency vehicle access. Documentation of meetings or phone calls will be included as an appendix.

## TASK 8: CONSTRUCTION IMPACTS

KAI will obtain construction information from the project sponsor and will evaluate potential construction impacts that would be generated as part of each phase and the overall buildout of the Project and Variant. Construction impact evaluation will address the staging and duration of construction activity, truck routings, estimated daily truck volumes, street and/or sidewalk closures (which will be described in the Project Description), impacts on Muni bus operations and bicycle facilities, and construction worker trips and vehicle parking. As part of the analysis, KAI will identify areas of coordination needed between SFMTA and City staff regarding items such as, transit stop relocation and re-routing, sidewalk/travel lane closures and vehicle/bicycle/pedestrian detours, as applicable.

## TASK 9: CUMULATIVE (YEAR 2040) CONDITIONS

The cumulative (Year 2040) conditions analysis will consider the proposed infrastructure, roadway, and transit operations changes, including proposed changes under the San Francisco 2017-2021 Capital Improvement Plan and 20-Year Capital Improvement Plan (adopted 2013), Muni Forward, and other proposed land use and development projects within the study area.

**Land Use and Transportation Network Changes:** KAI will work with Planning Department staff to identify land use and transportation network changes that have been proposed and/or approved that would have the potential to substantively change circulation and access conditions in the study area.

**Vehicle Miles Traveled:** Similar to the discussion included in the Existing Conditions section, KAI will provide a discussion of the future year (Year 2040) VMT for the region and the Project's transportation analysis zone for each of the uses proposed by the Project and Variant. KAI will document compliance with these screening criteria and established thresholds for the proposed land uses.

**Local and Regional Transit:** Muni and regional transit provider screenlines will be presented for the cumulative (Year 2040) scenario, which will include any future assumed modifications to the transit lines and operations. KAI will document planned transit improvements, including Geary Bus Rapid Transit, and its effect on bus routes and vehicular

circulation in the study area. Any other proposals to alter local or regional service will be obtained from the Planning Department and described. The contribution of the Project and Variant to the cumulative (Year 2040) conditions will be calculated based on the number of project-related transit riders through each screenline that is projected to operate over-capacity in the future. Quantitative directional link and transit delay analysis will not be conducted for cumulative (Year 2040) conditions.

**Pedestrians:** KAI will describe any planned land use and transportation network changes that would have the potential to alter pedestrian access and circulation. This assessment will address potential of the Project and Variant to contribute considerably to any significant cumulative pedestrian impacts and conflict with such transportation network changes.

**Bicycles:** KAI will describe any planned land use and transportation network changes that would have the potential to alter bicycle access and circulation. Planned bicycle network improvements identified in the San Francisco 2017-2021 Capital Improvement Plan and 20-Year Capital Improvement Plan (adopted 2013) will be discussed, as well as the potential for bike share expansion in the study area. This assessment will address potential of the Project and Variant to contribute considerably to any significant cumulative bicycle impacts and conflict with such transportation network changes.

**Commercial and Passenger Loading:** KAI will describe any planned land use and transportation network changes that would have the potential to alter commercial and passenger loading conditions. This assessment will address potential of the Project and Variant to contribute considerably to any significant cumulative commercial and/or passenger loading impacts and conflict with such transportation network changes. Impacts to the JCCSF Kid Care, HYC, and Bright Horizons will be considered as part of this assessment.

**Emergency Vehicle Access:** KAI will describe any planned land use and transportation network changes that would have the potential to alter emergency vehicle access to the site. This assessment will address potential of the Project and Variant to contribute to any cumulatively significant emergency vehicle access impacts.

**Cumulative Construction:** KAI will describe any construction activities that have the potential to overlap with those of the proposed project or Variant. This assessment will address potential of the Project and Variant to contribute considerably to any significant cumulative construction impacts

## TASK 10: DEVELOP MITIGATION MEASURES

The EIR Section will include an impact statement for each analysis topic. Mitigation measures will be identified for the Project and Variant, as needed.

## TASK 11: PREPARE TRANSPORTATION AND CIRCULATION SECTION

KAI will present draft results for review by the San Francisco Planning Department, via a teleconference or in-person meeting, at least two weeks prior to submittal of the Draft 1 EIR Section. The goal of this preliminary review would be to assess results and impact determinations and determine if model refinements or additional information is necessary. Furthermore, if required, the review will help identify feasible mitigation measures to reduce project impacts and the methodology for evaluating the effectiveness of those mitigation measures. The Planning Department will not accept Preliminary Draft 1 EIR Section until two weeks after the occurrence of the meeting, unless unusual circumstances prevent the meeting from occurring within a timely manner. KAI will also provide an updated schedule to Planning with the preliminary check-in meeting and two weeks prior to every deliverable, if the schedule has changed since the preliminary check-in meeting.

KAI will prepare an Administrative Draft 1 Transportation and Circulation Section (EIR Section), incorporating the data, analysis and conclusions from the above tasks. KAI will use the template prepared by SWCA for the EIR Section. Five printed and bound copies and one electronic copy of the Administrative Draft 1 EIR Section will be submitted to the Planning Department for review by the Environmental Planning Division and other relevant agencies (e.g. SFMTA

staff). All background information used in the analysis will also be submitted to the Planning Department as part of the technical appendices to deliverables. KAI will prepare an Administrative Draft 2 EIR Section, followed by a Final Draft EIR Section for the City's approval. The Final Draft EIR Section will be included in the Draft EIR document. KAI will incorporate one consolidated set of comments and prepare a response to comments document for each administrative draft EIR Section. All deliverables will be submitted in hard copy and in electronic format (PDF and WORD formats). Five printed and bound copies and one electronic copy will be provided to Environmental Planning.

## ANTICIPATED SCHEDULE

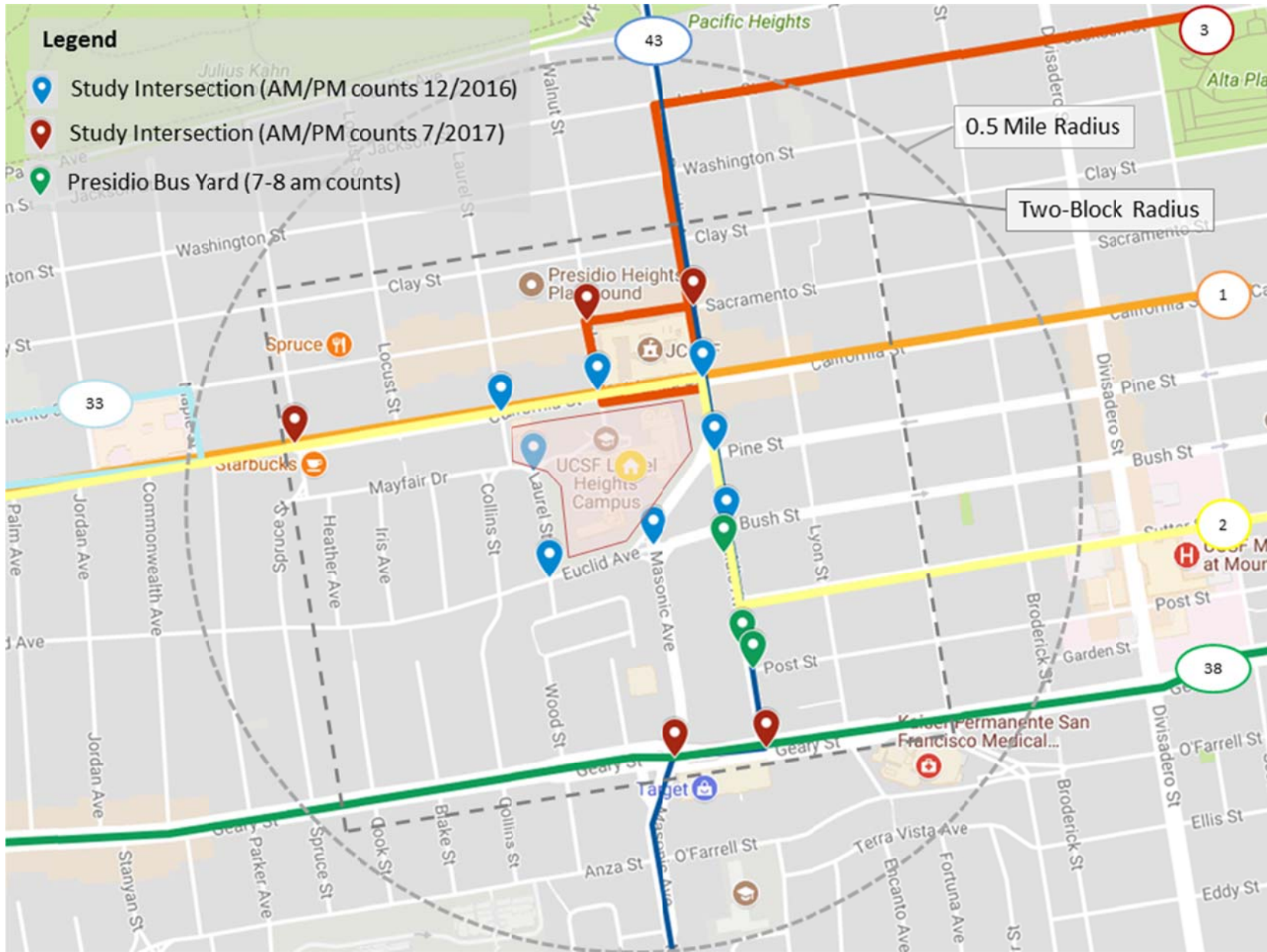
The delivery of the 3333 California Street Transportation and Circulation Section is anticipated to follow the timeline outlined in the CEQA Schedule prepared by SWCA.

### **Attachments:**

Map of proposed intersection count locations and nearby Muni routes

**Attachment:**

Map of Proposed Intersection Count Locations and Nearby Muni Routes



## 2. Travel Demand Memorandum

## TRAVEL DEMAND MEMORANDUM

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Date: March 9, 2018 Case No.: 2015-014028ENV

To: Lana Russell-Hurd, San Francisco Planning Department

CC: Wade Wietgreffe, Julie Moore, and Debra Dwyer

From: Tim Erney, AICP/CTP/PTP; Amanda Leahy, AICP; and, Kelwalee Jutipanya

Project: 3333 California Street

Subject: Travel Demand Memorandum – Final

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Kittelison & Associates, Inc. (KAI) prepared this memorandum to describe the assumptions and methodologies used to estimate the travel demand (trip generation, distribution, and assignment) and freight and passenger loading demand for use in the transportation assessment for the proposed 3333 California Street Mixed Use Project (Case No. 2015-014028ENV) in the Laurel Heights/Jordan Park area of the Presidio Heights neighborhood in San Francisco, California (herein referred to as the “proposed project”). This memorandum is organized into the following sections:

- Project Description
- Project Travel Demand
- Vehicle Trip Assignment
- Freight and Passenger Loading Demand
- Transit Impact Assessment

### PROJECT DESCRIPTION

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 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 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 455,000 square foot<sup>1</sup>

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<sup>1</sup> The office building square footage includes a three-level 212-space, 93,000 square-foot garage and a one-story 14,000 square foot annex building. Square footages are approximate.



office building located at the center of the project site (the remaining portion of the 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). As documented in the Administrative Draft Initial Study (dated November 9, 2017), 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 two on-street 60-foot-long commercial truck (yellow) loading spaces along Laurel Street and California Street. Three on-street 60-foot-long passenger (white) loading spaces would also be requested along Laurel Street, Masonic Avenue, and Euclid Avenue.

The proposed project 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 Better Streets Plan (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.

Overall, approximately 53 percent of the project site (approximately 236,000 square feet) would be retained as open area. Portions would be developed as privately-owned publicly accessible open space, such as the proposed Mayfair Walk, Cypress Square, and Euclid Park open spaces; and private and common open space would be developed in the form of rooftop decks, terraces, and courtyards.

The following three land use scenarios are described and evaluated in this memorandum:

- **Mixed-Use Office Scenario (Proposed Project).** The existing 49,999 square feet of office use would be retained and relocated to the proposed Walnut Building. The Mixed-Use Office Scenario would also include a total of 558 residential units (235 one-bedroom, 323 two-bedroom), 54,117 square feet of retail space (40,004 square feet general retail, 4,287 square feet quality sit-down restaurant, and 9,826 square feet composite restaurant), and 14,690 square feet of childcare space. The Mixed-Use Office Scenario would include 896 vehicle parking spaces (100 office, 558 residential, 138 retail, 29 child care, 60 commercial, and 11 car

share) in four below-grade garages and six individual two-car parking garages. The possibility of interconnecting the four below-grade parking garages is currently under study.

- Mixed-Use Multi-Family Housing Scenario.** This variant would change the use of the proposed Walnut Building from a mixed-use office building to a mixed-use residential building. Under the Mixed-Use Multi-Family Housing Scenario, 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 Mixed-Use Multi-Family Housing Scenario would include 970 vehicle parking spaces (744 residential, 128 retail, 29 child care, 60 commercial, and 9 car share) in four below-grade garages and six individual two-car parking garages.
- Mixed-Use Senior Housing Scenario.** This variant would change the use of the proposed Walnut Building from a mixed-use office building to a mixed-use residential building. Under the Mixed-Use Senior Housing Scenario, the 49,999 square feet of office use in the Walnut Building would be replaced with 186 senior housing units. Under this scenario, 744 dwelling units (231 one-bedroom, 327 two-bedroom, 186 senior housing) would be developed at the project site, and the retail and daycare square footage would be slightly reduced. The Mixed-Use Senior Housing Scenario would include 878 vehicle parking spaces (651 residential, 128 retail, 29 child care, 60 commercial, and 10 car share) in four below-grade garages and six individual two-car parking garages.

The total land uses and vehicle parking spaces for the proposed project scenarios are summarized in Table 1, Table 2, and Table 3. Site plans are included as Attachment A.

**Table 1: Land Use Summary – Mixed-Use Office Scenario**

Building	Land Use / Size						Vehicle Parking Spaces
	Residential (Units)	General Retail (GSF)	Quality Sit-Down Restaurant (GSF)	Composite Rate Restaurant (GSF)	Office (GSF)	Childcare (GSF)	
Plaza A	67	14,178	0	0	0	0	180 <sup>2</sup>
Plaza B	61	5,664	0	5,664	0	0	95
Walnut	0	20,162	0	4,162	49,999	14,690	177
Center Building A	51	0	0	0	0	0	51
Center Building B	139	0	0	0	0	0	139
Masonic	61	0	0	0	0	0	61
Euclid	135	0	4,287	0	0	0	150
Laurel Duplexes	14	0	0	0	0	0	12
Mayfair	30	0	0	0	0	0	30
<b>Total</b>	<b>558</b>	<b>40,004</b>	<b>4,287</b>	<b>9,826</b>	<b>49,999</b>	<b>14,690</b>	<b>896<sup>2</sup></b>

Source: P/SKS, 2017. Kittelson & Associates, Inc. 2017.

Notes: GSF = Gross Square Feet

<sup>1</sup> The 558 residential dwelling units (235 one-bedroom, 323 two-bedroom) would occupy 824,691 gross square feet.

<sup>2</sup> Includes car share parking spaces.

**Table 2: Land Use Summary – Mixed-Use Multi-Family Housing Scenario**

Building	Land Use / Size				
	Residential (Units) <sup>1</sup>	General Retail (GSF)	Quality Sit-Down Restaurant (GSF)	Composite Rate Restaurant (GSF)	Childcare (GSF)
Plaza A	67	14,178	0	0	0
Plaza B	61	5,664	0	5,664	0
Walnut	186	14,638	0	4,162	14,650
Center Building A	51	0	0	0	0
Center Building B	139	0	0	0	0
Masonic	61	0	0	0	0
Euclid	135	0	4,287	0	0
Laurel Duplexes	14	0	0	0	0
Mayfair	30	0	0	0	0
<b>Total</b>	<b>744</b>	<b>34,480</b>	<b>4,287</b>	<b>9,826</b>	<b>14,650</b>

Source: P/SKS, 2017. Kittelson & Associates, Inc. 2017.

Notes: GSF = Gross Square Feet

<sup>1</sup> The 744 residential dwelling units (313 one-bedroom, 431 two-bedroom) would occupy 978,611 gross square feet. Under the Mixed-Use Multi-Family Housing Scenario the office parking (100 spaces) would be removed and there would be an increase in residential parking supply (186 spaces) in the Walnut Building.

**Table 3: Land Use Summary – Mixed-Use Senior Housing Scenario**

Building	Land Use / Size				
	Residential (Units) <sup>1</sup>	General Retail (GSF)	Quality Sit-Down Restaurant (GSF)	Composite Rate Restaurant (GSF)	Childcare (GSF)
Plaza A	67	14,178	0	0	0
Plaza B	61	5,664	0	5,664	0
Walnut	186	14,638	0	4,162	14,650
Center Building A	51	0	0	0	0
Center Building B	139	0	0	0	0
Masonic	61	0	0	0	0
Euclid	135	0	4,287	0	0
Laurel Duplexes	14	0	0	0	0
Mayfair	30	0	0	0	0
<b>Total</b>	<b>744</b>	<b>34,480</b>	<b>4,287</b>	<b>9,826</b>	<b>14,650</b>

Source: P/SKS, 2017. Kittelson & Associates, Inc. 2017.

Notes: SF = Square Feet

<sup>1</sup> The 744 residential dwelling units (235 one-bedroom, 323 two-bedroom, 186 senior housing) would occupy 978,611 gross square feet. Under the Mixed-Use Senior Housing Scenario the office parking (100 spaces) would be removed and there would be an increase in residential parking supply (93 spaces) in the Walnut Building.

## PROJECT TRAVEL DEMAND

### Trip Generation Estimates

The travel demand for the proposed project scenarios was 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 Attachment B.

The weekday PM peak hour trip generation rates were obtained from the *SF Guidelines* for each land use. Because the *SF Guidelines* does not provide trip generation rates for weekday AM peak hour conditions, the weekday AM peak hour trip generation rates were based on the weekday PM peak hour trip generation rates provided in the *SF Guidelines*, adjusted based on the ratio of the weekday AM to PM peak hour trip generation for the proposed uses from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (2012, 9<sup>th</sup> Edition). Following this methodology, the weekday AM peak hour share of daily trips were estimated using the following ITE Land Use Codes:

- Residential – ITE Land Use Code 230
- Senior Housing – ITE Land Use Code 252
- General Retail – ITE Land Use Code 826
- Quality Sit-Down Restaurant – ITE Land Use Code 931
- Composite Rate Restaurant – ITE Land Use Code 932
- Office – ITE Land Use Code 710
- Daycare Center – ITE Land Use Code 565

Person-trip generation rates are presented in Table 4. Person-trip generation estimates (internal and external) for the proposed project scenarios are presented in Table 5. The table presents trips that would occur inside the project site (internal trips) and person-trips that would begin or end outside of the project site (external trips).

**Table 4: Person-Trip Generation Rates**

Land Use	Daily Rate	AM Peak Hour Percent of Daily	PM Peak Hour Percent of Daily
Residential – Studio & 1 Bedroom	7.5 trips per dwelling unit (DU)	14.6%	17.3%
Residential – 2 & 2 + Bedroom	10 trips per DU	14.6%	17.3%
Residential – Senior Housing	5 trips per DU	5.4%	6.0%
General Office	18.1 trips per 1,000 square feet (SF)	8.2%	8.5%
General Retail	150 trips per 1,000 SF	12.3%	9.0%
Quality Sit-Down Restaurant	200 trips per 1,000 SF	8.3%	13.5%
Composite Restaurant <sup>1</sup>	600 trips per 1,000 SF	9.1%	13.5%
Daycare Center	67 trips per 1,000 SF	17.6%	18.0%

Source: Kittelson & Associates, Inc. 2018. *SF Guidelines, 2002. ITE Manual, 9th Edition, 2012.*

Notes: DU = Dwelling Units. SF = Square Feet.

<sup>1</sup> The Composite Restaurant rate was used because the anticipated tenants are expected to be regular “sit-down” restaurants (defined as a casual dining restaurant with table service) and are not envisioned as “fast food” restaurants where food is ordered at a counter.

**Table 5: Person-Trip Generation Estimates**

Land Use	Size/Unit	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>Mixed-Use Office Scenario</b>								
Residential <sup>1</sup>	558 DU	5,002	245	487	732	575	290	865
General Office	49,999 SF	905	61	13	74	13	64	77
General Retail	40,004 SF	6,000	384	354	738	260	280	540
Sit-Down	4,287 SF	857	36	35	71	55	61	116
Composite	9,826 SF	5,896	279	258	537	383	413	796
Daycare Center	14,690 SF	984	90	84	174	85	92	177
<b>Total</b>	-	<b>19,644</b>	<b>1,095</b>	<b>1,231</b>	<b>2,326</b>	<b>1,371</b>	<b>1,200</b>	<b>2,571</b>
<b>Mixed-Use Multi-Family Housing Scenario</b>								
Residential	744 DU	6,670	326	648	974	767	388	1,155
General Retail	34,480 SF	5,172	331	305	636	224	242	466
Sit-Down	4,287 SF	857	36	35	71	55	61	116
Composite	9,826 SF	5,896	297	275	572	383	413	796
Daycare Center	14,650 SF	984	89	84	173	85	92	177
<b>Total</b>	-	<b>19,579</b>	<b>1,079</b>	<b>1,347</b>	<b>2,426</b>	<b>1,514</b>	<b>1,196</b>	<b>2,710</b>
<b>Mixed-Use Senior Housing Scenario</b>								
Residential	558 DU	5,002	245	487	732	575	290	865
Senior Housing	186 DU	931	41	9	50	10	46	56
General Retail	34,480 SF	5,172	330	304	634	224	242	466
Sit-Down	4,287 SF	857	37	35	72	55	61	116
Composite	9,826 SF	5,896	298	277	575	383	413	796
Daycare Center	14,650 SF	984	89	84	173	85	92	177
<b>Total</b>	-	<b>18,842</b>	<b>1,040</b>	<b>1,196</b>	<b>2,236</b>	<b>1,332</b>	<b>1,144</b>	<b>2,476</b>

Source: Kittelson & Associates, Inc. 2018. *SF Guidelines, 2002. ITE Manual, 9th Edition, 2012.*

Notes: DU = Dwelling Units. SF = Square Feet. In = inbound to the project site. Out = outbound away from the project site. Numbers may not sum to total due to rounding. Total includes both internal and external person-trips.

<sup>1</sup> Mixed-Use Office Scenario assumes 235 one-bedroom and 323 two-bedroom. Mixed-Use Multi-Family Housing Scenario assumes 313 one-bedroom and 431 two-bedroom. Mixed-Use Senior Housing Scenario assumes 235 one-bedroom, 323 two-bedroom, and 186 senior housing units. Page 21

As shown in Table 5, the Mixed-Use Office Scenario would generate more internal and external person-trips than the Mixed-Use Multi-Family Housing or Mixed-Use Senior Housing Scenarios on a daily basis and fewer internal and external person-trips than the Mixed-Use Multi-Family Housing Scenario during the weekday AM and PM peak hours. This reflects the fact that overall, the Mixed-Use Office Scenario has a lower share of trips that would occur during the weekday AM and PM peak hours. The Mixed-Use Senior Housing Scenario would generate the lowest number of internal and external person-trips on a daily basis and during weekday AM and PM peak hours. This reflects the fact that people living in senior housing take fewer trips during the peak periods than the people using the office space or people living in market rate units. Therefore, for purposes of simplifying and presenting the “worst-case” scenarios, the Mixed-Use Senior Housing Scenario is excluded from subsequent analysis.

## 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* does not provide a specific methodology to assess the number of trips that could remain within a large, mixed-use project site and these trips would, 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<sup>2</sup>, ITE<sup>3</sup>, 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

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<sup>2</sup> Transportation Research Board. National Cooperative Highway Research Program Report 684. 2011. *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*.

<sup>3</sup> 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*. Page 22

project site and would occur by walking, bicycling, and linked trips. The following steps were used to develop the internal trip capture rates for the 3333 California Street project.

- Determine the total number of person-trips generated during the daily, weekday AM and weekday PM peak hour periods by each individual land use (see Table 4 and Table 5)
- Estimate the number of person-trips by place of origin/destination and calculate respective mode split for each land use
- Group the auto and transit-person trips into producers (land uses where the trips typically originate, e.g., residential) and attractors (land uses where the trips typically arrive, e.g., office, retail, restaurant)
- Use unconstrained internal capture percentages to estimate the number of potential internal trips between each pair of land uses. Apply the internal capture rate to each individual land use within the producer and attractor categories based on NCHRP Report 684 and ITE data. The internalization ratios selected are within the range of published observed internalization for various land uses published by the National Cooperative Research Program and calculated according to the recommended estimation method.
- Iteratively adjust the internal capture rate applied to each individual land use to balance the number of trips generated at both ends of each interacting pair of producer and attractors
- Shift the resulting number of attractor and producer trips calculated for each individual land use from the original auto and transit modes to walk and other modes, these represent the additional person-trips that would be considered internal to the project
- Validate the resulting internal person trip capture rates by comparing the results against similar results available from ITE and other sources, such as previous EIR analyses

Table 6 summarizes typical maximum unconstrained internal trip capture rates for the proposed mixed-use projects obtained from NCHRP Report 684 and ITE. These internal trip capture rates represent the highest possible values resulting from the most favorable balance of land uses. As explained in the step-by-step process, the internal trip capture rates used in the analysis are constrained by the need for the number of trips generated by the producer uses to match the number of trips received by the attractor uses. Using the unconstrained internal trip capture rates as an initial point of analysis, the project- and scenario-specific internal trip capture rates were identified through an iterative balancing process. The weekday daily, AM peak hour and PM peak hour internal and external person-trip generation estimates for the Mixed-Use Office and the Mixed-Use Multi-Family Housing scenarios are shown in Table 7. Detailed internal trip capture calculations are included as Attachment C.

**Table 6: Internal Trip Capture Rates**

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	NCHRP & ITE	Used for Analysis		NCHRP & ITE	Used for Analysis	
		Office	Multi-Fam.		Office	Multi-Fam.
Residential (all unit types)	20%	20.0%	19.9%	53%	20.0%	20.0%
General Office	32%	13.6%	-	31%	15.6%	-
General Retail	30%	13.7%	13.7%	20%	15.0%	18.7%
Restaurant (all types)	31%	10.6%	10.8%	20%	14.7%	18.6%
<b>Overall</b>	-	<b>17.6%</b>	<b>19.0%</b>	-	<b>18.9%</b>	<b>19.2%</b>

Source: Kittelson & Associates, Inc. 2018. NCHRP Report 684, 2011. ITE Journal, August 2010.

Notes: “-“ indicates not applicable.

- The daycare use is assumed to have travel characteristics similar to those of General Office use. There is no distinction between the sit-down and composite rate restaurant uses.
- The internal trip capture rates selected for analysis are constrained by the need for each scenario to match trip origins with trip destinations (producers/attractors) within the project site. The differences in the selected trip capture rates reflect the mix of uses within each scenario and match potential residential trips with office trips, office trips with restaurant trips, etc.

**Table 7: Person-Trip Generation Estimates – Internal and External**

Trip Type	Number and Proportion of Person-Trips			
	Weekday AM Peak Hour		Weekday PM Peak Hour	
<b>Mixed-Use Office Scenario</b>				
External	1,917	82.4%	2,086	81.1%
Internal	409	17.6%	485	18.9%
<b>Total (Internal and External)</b>	<b>2,326</b>	<b>100%</b>	<b>2,571</b>	<b>100%</b>
<b>Mixed-Use Multi-Family Housing Scenario</b>				
External	1,966	81.0%	2,189	80.8%
Internal	460	19.0%	521	19.2%
<b>Total (Internal and External)</b>	<b>2,426</b>	<b>100%</b>	<b>2,710</b>	<b>100%</b>

Source: Kittelson & Associates, Inc. 2018. NCHRP Report 684, 2011. ITE Journal, August 2010.

As shown in Table 6 and Table 7, the Mixed-Use Office and Mixed-Use Multi-Family Housing scenarios are estimated to result in an internal trip capture rate of 17.6 percent (409 person-trips) and 19.0 percent (460 person-trips), respectively during the weekday AM peak hour. During the weekday PM peak hour, the Mixed-Use Office and Mixed-Use Multi-Family Housing scenarios are estimated to result in an internal trip capture rate of 18.9 percent (485 person-trips) and 19.2 percent (521 person-trips), respectively .

### Trip Distribution

External trips generated by the proposed project scenarios were distributed to the four quadrants of San Francisco (Superdistricts 1, 2, 3, and 4), the East Bay, the North Bay, the South Bay/Peninsula, and outside the region based on the origin/destination of each trip using data from the *SF Guidelines*.



United States Census Bureau five-year estimates of commute trip travel behavior from the 2011–2015 *American Community Survey* for Census Tract 154 that includes the project site. The external vehicle trip distribution is summarized in Table 8 and illustrated in Figure 1. These patterns were used as the basis for assigning external project-generated vehicle trips to the roadway network.

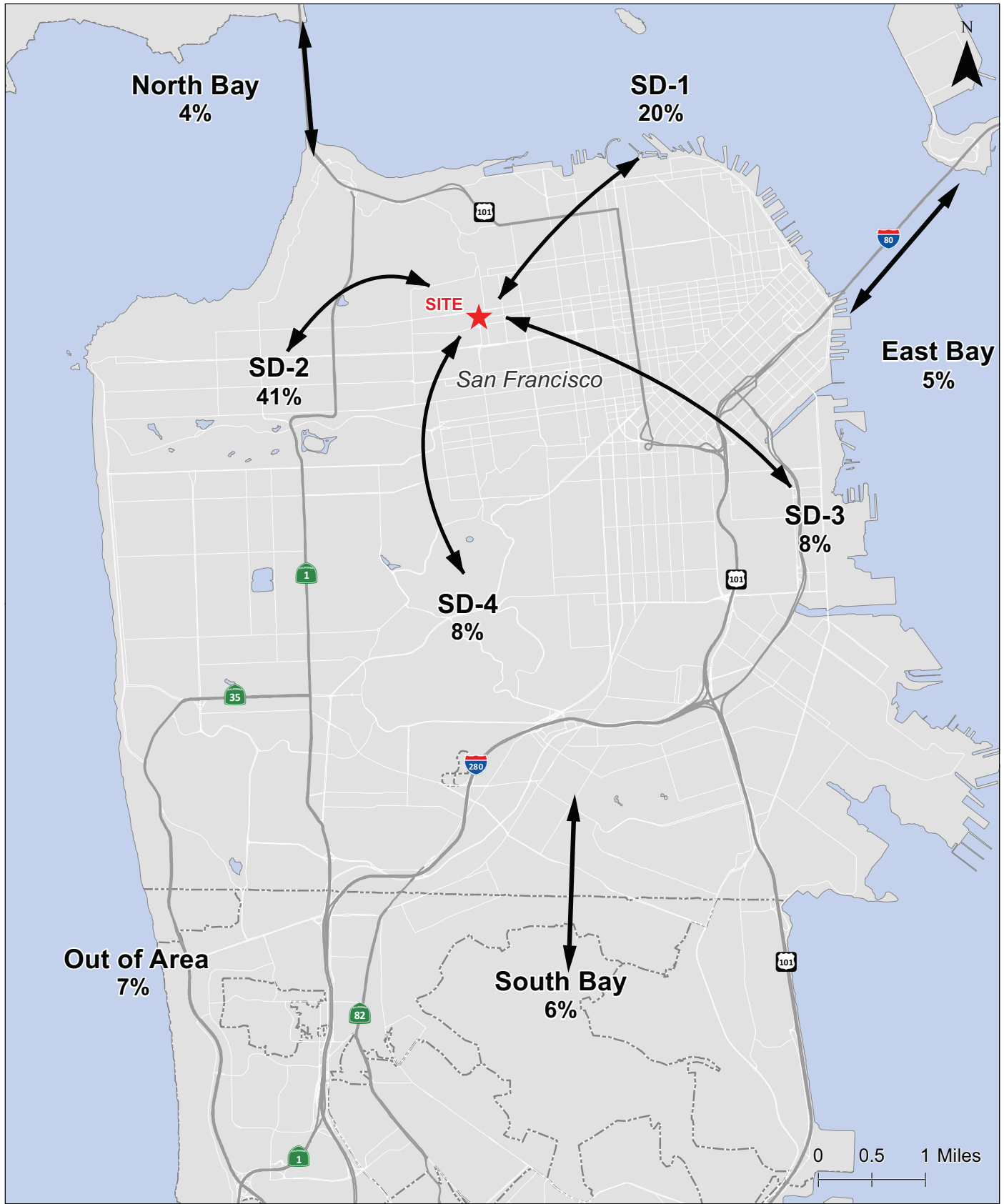
**Table 8: External Vehicle Trip Distribution**

Origin/Destination	Mixed-Use Office Scenario		Mixed-Use Multi-Family Housing Scenario	
	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday AM Peak Hour	Weekday PM Peak Hour
Superdistrict 1	19%	20%	20%	21%
Superdistrict 2	44%	41%	44%	41%
Superdistrict 3	8%	9%	8%	8%
Superdistrict 4	8%	8%	7%	8%
East Bay	4%	5%	4%	5%
North Bay	4%	4%	4%	4%
South Bay	6%	6%	6%	6%
Out of Area	7%	7%	7%	7%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: *SF Guidelines*, 2002. Kittelson & Associates, Inc. 2017.

### Mode Share

Person-trips generated by the proposed project scenarios were distributed to San Francisco’s four Superdistricts and the greater Bay Area and then assigned to travel modes based on mode shares presented in the *SF Guidelines* in order to determine the number of auto, transit, walk, and “other” trips, with the “other” mode including trips taken by bicycle, motorcycle, transportation network companies, taxis, and other modes. The person-trips shown as “auto” person trips reflect the total number of persons traveling by automobile and some automobiles would transport more than one person or multiple people, each of whom is making one person trip. Vehicle trips are calculated as the number of auto person trips divided by the average vehicle occupancy (AVO). Mode shares and average vehicle occupancy rates for residential work trips are based on United States Census Bureau five-year estimates of commute trip travel behavior from the 2011–2015 *American Community Survey* for Census Tract 154 that includes the project site. Mode share by trip purpose (work or non-work) is presented in Table 9. The internal trips presented in Table 7 would be expected to occur for the most part by walking and bicycling. As a result, the preliminary modal split percentages presented in Table 9 would change. Table 10 provides a comparison of modal splits before and after the calculation of internal trips for the Mixed-Use Office Scenario and Mixed-Use Multi-Family Housing Scenario. The resulting person-trips by mode and external person- and vehicle-trips are shown in Table 11.



XX% Vehicle Trips

Project Vehicle Trip Distribution

Figure 1

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**Table 9: Mode Share by Trip Purpose**

Land Use – Trip Purpose	Mode Share					Average Vehicle Occupancy
	Auto	Transit	Walk	Other <sup>1</sup>	Total	
Residential – Work	54.5%	34.3%	6.3%	4.9%	100%	1.21
Residential – Non-Work	54.8%	23.6%	15.1%	6.5%	100%	2.05
<b>Residential – Overall</b>	<b>54.7%</b>	<b>28.9%</b>	<b>10.8%</b>	<b>5.7%</b>	<b>100%</b>	<b>1.53</b>
General Office – Work	52.7%	31.7%	12.6%	2.9%	100%	1.19
General Office – Non-Work	54.8%	23.6%	15.1%	6.5%	100%	2.05
<b>General Office – Overall</b>	<b>53.1%</b>	<b>30.3%</b>	<b>13.1%</b>	<b>3.5%</b>	<b>100%</b>	<b>1.37</b>
General Retail – Work	52.7%	31.7%	12.6%	2.9%	100%	1.29
General Retail – Non-Work	64.4%	6.9%	26.1%	2.6%	100%	1.91
<b>General Retail – Overall</b>	<b>63.9%</b>	<b>8.0%</b>	<b>25.6%</b>	<b>2.6%</b>	<b>100%</b>	<b>1.85</b>
Quality Sit-Down – Work	52.7%	31.7%	12.6%	2.9%	100%	1.29
Quality Sit-Down – Non-Work	64.4%	6.9%	26.1%	2.6%	100%	1.91
<b>Quality Sit-Down – Overall</b>	<b>63.8%</b>	<b>7.8%</b>	<b>25.9%</b>	<b>2.6%</b>	<b>100%</b>	<b>1.85</b>
Composite Restaurant – Work	52.7%	31.7%	12.6%	2.9%	100%	1.29
Composite Restaurant – Non-Work	64.4%	6.9%	26.1%	2.6%	100%	1.91
<b>Composite Restaurant – Overall</b>	<b>63.9%</b>	<b>7.9%</b>	<b>25.5%</b>	<b>2.6%</b>	<b>100%</b>	<b>1.85</b>
Daycare Center – Work	52.7%	31.7%	12.6%	2.9%	100%	1.29
Daycare Center – Non-Work	64.4%	6.9%	26.1%	2.6%	100%	1.91
<b>Daycare Center – Overall</b>	<b>63.8%</b>	<b>7.9%</b>	<b>25.4%</b>	<b>2.8%</b>	<b>100%</b>	<b>1.85</b>

Source: Kittelson & Associates, Inc. 2017. American Community Survey Five-Year (2011-2015) Estimates. *SF Guidelines*, 2002.

Notes: Overall mode share and average vehicle occupancy presented for each land use is calculated based on the percentage of work and non-work trips. Mode share presented reflects the weekday PM peak hour mode share. The weekday AM peak hour mode share is within +/- 0.3 percent of the weekday PM peak hour mode share.

<sup>1</sup> “Other” mode includes trips taken by bicycle, motorcycle, transportation network companies, taxis, and other modes.

**Table 10: Mode Share Comparison after Estimation of Internal Trips**

Mode	Mixed-Use Office Scenario				Mixed-Use Multi-Family Housing Scenario			
	Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour	
	Before <sup>1</sup>	After <sup>2</sup>	Before <sup>1</sup>	After <sup>2</sup>	Before <sup>1</sup>	After <sup>2</sup>	Before <sup>1</sup>	After <sup>2</sup>
Auto	61%	52%	61%	50%	61%	52%	60%	50%
Transit	14%	12%	16%	13%	15%	13%	17%	14%
Walk	21%	30%	20%	31%	20%	29%	19%	30%
Other	4%	6%	4%	6%	4%	6%	4%	6%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>101%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Source: *SF Guidelines*, 2002. Kittelson & Associates, Inc. 2017.

Notes: “Other” includes bicycle, motorcycle, and additional modes such as taxis and transportation network companies.

<sup>1</sup> Generally based on *SF Guidelines* and US Census data, which treats all person-trips as external trips.

<sup>2</sup> Calculates the proportion of person-trips that would remain internal to the project and shifts them to use non-motorized modes of travel.

**Table 11: Person-Trip Generation Estimates by Mode – External Trips**

Mode	Daily <sup>1</sup>	Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>Mixed-Use Office Scenario</b>							
Auto	10,057	573	624	1,197	682	616	1,298
Transit	2,353	128	167	295	190	140	330
Walk	3,475	194	182	376	195	203	398
Other <sup>2</sup>	576	24	25	49	31	29	60
<b>Total Person-Trips<sup>3</sup></b>	<b>16,462</b>	<b>919</b>	<b>997</b>	<b>1,917</b>	<b>1,098</b>	<b>988</b>	<b>2,086</b>
<b>Total Vehicle-Trips<sup>3</sup></b>	<b>5,760</b>	<b>312</b>	<b>379</b>	<b>691</b>	<b>418</b>	<b>334</b>	<b>752</b>
<b>Mixed-Use Multi-Family Housing Scenario</b>							
Auto	9,812	561	674	1,235	750	599	1,349
Transit	2,466	127	197	324	241	151	392
Walk	3,290	182	177	359	195	192	387
Other <sup>2</sup>	603	23	25	48	34	27	61
<b>Total Person-Trips<sup>3</sup></b>	<b>16,171</b>	<b>893</b>	<b>1,071</b>	<b>1,966</b>	<b>1,220</b>	<b>969</b>	<b>2,189</b>
<b>Total Vehicle-Trips<sup>3</sup></b>	<b>5,744</b>	<b>304</b>	<b>422</b>	<b>726</b>	<b>482</b>	<b>322</b>	<b>804</b>

Source: Kittelson & Associates, Inc. 2017. *SF Guidelines*, 2002.

Notes: In = inbound to the project site. Out = outbound away from the project site. Numbers may not sum to total due to rounding.

<sup>1</sup> The weekday AM peak hour internal trip rate was applied to the daily person-trips to estimate the number of external person- and vehicle-trips.

<sup>2</sup> "Other" mode includes trips taken by bicycle, motorcycle, transportation network companies, taxis, and other modes.

<sup>3</sup> Total reflects external person- and vehicle-trips.

As shown in Table 11, the Mixed-Use Office Scenario would generate 1,916 external person-trips, including 1,196 auto person-trips, 295 transit trips, 376 walk trips, and 49 trips by other modes during the weekday AM peak hour. During the weekday PM peak hour, the Mixed-Use Office Scenario would generate 2,086 external person-trips, including 1,298 auto person-trips, 330 transit trips, 398 walk trips, and 60 trips by other modes. Based on the expected mode share and average vehicle occupancy presented in Table 9, the Mixed-Use Office Scenario would generate 807 vehicle-trips (372 inbound, 435 outbound) during the weekday AM peak hour, and 752 vehicle-trips (418 inbound, 334 outbound) during the weekday PM peak hour.

As shown in Table 11, the Mixed-Use Multi-Family Housing Scenario would generate 1,964 external person-trips, including 1,233 auto person-trips, 324 transit trips, 359 walk trips, and 48 trips by other modes during the weekday AM peak hour. During the weekday PM peak hour, the Mixed-Use Multi-Family Housing Scenario would generate 2,189 external person-trips, including 1,349 auto person-trips, 392 transit trips, 387 walk trips, and 61 trips by other modes. Based on the expected mode share and average vehicle occupancy presented in Table 9, the Mixed-Use Multi-Family Housing Scenario would generate 847 vehicle-trips (369 inbound, 478 outbound) during the weekday AM peak hour and 804 vehicle-trips (482 inbound, 322 outbound) during the weekday PM peak hour.

## Net-New Vehicle-Trips

As previously noted, the project site is currently occupied by a four-story 455,000 gross square foot office building including a three-level partially below grade parking structure with 212 spaces, a one-story 14,000 square foot annex building, and three surface parking lots with 331 vehicle parking spaces. To account for the existing activity at the site, field observations were conducted at the site access points during the weekday AM and PM peak periods on Thursday, December 1, 2016. Based on vehicle turning movement counts collected at the site driveways (California Street/Walnut Street, Mayfair Drive/Laurel Street, and the Laurel Street driveway between Mayfair Drive and Euclid Avenue), the existing use was observed to generate 266 vehicle-trips (190 inbound, 76 outbound) and 296 vehicle-trips (102 inbound, 194 outbound) during the weekday AM and PM peak hours, respectively, as summarized in Table 12. Detailed driveway count data is included as Attachment D.

**Table 12: Existing Vehicle-Trips**

Driveway	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
Walnut Street / California Street	44	22	66	29	45	74
Laurel Street / Mayfair Drive	71	27	198	29	85	114
Laurel Street b/w Mayfair and Euclid	75	27	102	44	64	108
<b>Total Existing Vehicle-Trips</b>	<b>190</b>	<b>76</b>	<b>266</b>	<b>102</b>	<b>194</b>	<b>296</b>

Source: Kittelson & Associates, Inc. 2017. Quality Counts, 2016.

Notes:

<sup>1</sup> The vehicle counts shown in the table represents the vehicles entering and exiting the site based on field observations conducted on Thursday, December 1, 2016.

Vehicle-trip credits were applied to the external vehicle-trip generation estimates to calculate the net-new weekday AM and PM peak hour vehicle-trip generation of the proposed project scenarios, as summarized in Table 13.

**Table 13: Net-New External Vehicle-Trips**

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
<b>Existing Use</b>	<b>190</b>	<b>76</b>	<b>266</b>	<b>102</b>	<b>194</b>	<b>296</b>
<b>Mixed-Use Office Scenario</b>						
External Vehicle Trips	312	379	691	418	334	752
<b>Net-New External Vehicle-Trips</b>	<b>122</b>	<b>303</b>	<b>425</b>	<b>316</b>	<b>140</b>	<b>456</b>
<b>Mixed-Use Multi-Family Housing Scenario</b>						
External Vehicle Trips	304	422	726	482	322	804
<b>Net-New External Vehicle-Trips</b>	<b>114</b>	<b>346</b>	<b>460</b>	<b>380</b>	<b>128</b>	<b>508</b>

Source: Kittelson & Associates, Inc. 2018. Quality Counts, 2016.

Notes: The vehicle counts shown in the table represents the vehicles entering and exiting the site based on field observations conducted on Thursday, December 1, 2016.

The net-new external vehicle-trip generation estimates represent the anticipated increase in weekday AM and PM peak hour vehicle trips resulting from the proposed development, as compared to existing conditions. As shown in Table 13, the Mixed-Use Office Scenario would generate a total of 425 net-new external vehicle-trips (122 inbound, 303 outbound) during the weekday AM peak hour and 456 net-new external vehicle-trips (316 inbound, 140 outbound) during the weekday PM peak hour. The Mixed-Use Multi-Family Housing Scenario would generate a total of 460 net-new external vehicle-trips (114 inbound, 346 outbound) during the weekday AM peak hour and 508 net-new external vehicle-trips (380 inbound, 128 outbound) during the weekday PM peak hour.

The Mixed-Use Multi-Family Housing Scenario would have the highest vehicle trip generation during both the weekday AM and PM peak hours. The Mixed-Use Multi-Family Housing Scenario would generate 35 more external vehicle-trips than the Mixed-Use Office Scenario during the weekday AM peak hour and 52 more external vehicle-trips during the weekday PM peak hour. Therefore, for purposes of presenting the “worst-case” scenario, subsequent intersection operations analysis, trip distribution and assignment, included in this memorandum reflects the Mixed-Use Multi-Family Housing Scenario.

## VEHICLE TRIP ASSIGNMENT

The proposed project scenarios would provide parking in four below-grade parking garages that would be accessed from the following five driveways:

- a. Walnut Street/California Street – 215 stalls
- b. Presidio Avenue and Masonic Avenue – 346 stalls<sup>4</sup>
  - Presidio Avenue (ingress only)
  - Masonic Avenue/Pine Street (egress only)
- c. Masonic Avenue – 250 stalls
- d. Laurel Street south of Mayfair Drive – 30 stalls
- e. Laurel Street northernmost driveway (right-in/right-out) – 128 stalls

Parking for the Laurel Duplexes (12 vehicle parking spaces) would be accessible via six individual driveways on Laurel Street and the two parking spaces for the Laurel Duplex without a private parking garage would be located within the proposed Masonic Garage.

A study assessing the feasibility of interconnecting the four below-grade parking garages is currently underway. Due to the uncertainty of the interconnection, the transportation study assumes the parking garages are not interconnected and could only be accessed via individual driveway entrances

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<sup>4</sup> The parking supply (346 spaces) assumes that under the Mixed-Use Multi-Family Housing Scenario, the 186 residential parking spaces would be provided in the same location as the 100 office parking spaces are provided under the Mixed-Use Office Scenario. Under the Mixed-Use Office Scenario there would be 260 stalls accessible via Presidio Avenue and Masonic Avenue. Under the Mixed-Use Senior Housing Scenario there would be 253 stalls accessible via Presidio Avenue and Masonic Avenue. Page 30

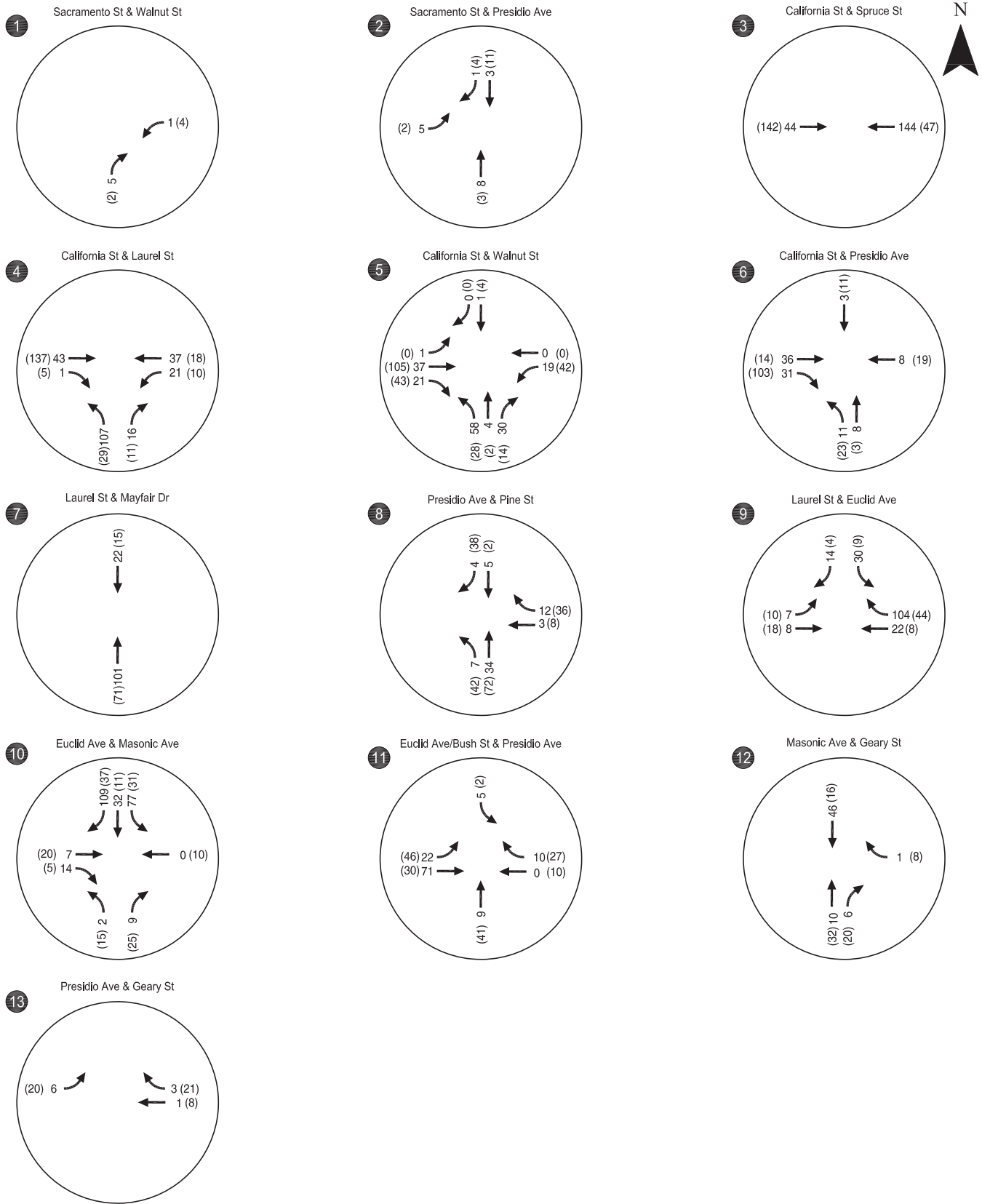
identified above and in Table 14. A summary of the proposed vehicle parking spaces, the buildings and land uses they serve, and the driveway access locations are shown in Table 14.

**Table 14: Proposed Parking Arrangement and Driveway Access Locations**

Proposed Garage	Primary Entrance to Garage	Number of Parking Spaces	Building/Land Use
California Street Garage	Laurel Street	128	Plaza A/B Residential
	Walnut Street	103 106	Plaza A/B, Walnut, Euclid Retail Center A/B Residential
	Presidio Avenue	100 35 29 11 60	Walnut office Walnut retail Walnut childcare Car share Commercial/public
Center B Building Garage	Walnut Street	6	Center A/B Residential
	Presidio Avenue	26	
Masonic Garage	Masonic Avenue	52	Center A/B Residential
		61	Masonic residential
		135	Euclid residential
		2	Laurel Duplex (1 duplex)
Mayfair Garage	Mayfair Drive	30	Mayfair residential
Laurel Garages	Laurel Street	12	Laurel Duplexes (6 duplexes)
<b>Total</b>		<b>896</b>	<b>All buildings/uses</b>

Source: P/SKS and SWCA, 2017. Kittelson & Associates, Inc, 2017.

Net-new external vehicle-trips generated under the Mixed-Use Multi-Family Housing Scenario were assigned to travel routes and study intersections based on the external vehicle-trip distribution to superdistricts/regions summarized in Table 8, the building and garage access locations summarized in Table 14. External vehicle-trips summarized in Table 11 are assigned to a project driveway based on the land use/building generating the trip and the associated garage access location. Trips are then distributed and assigned to the street network based on their origin/destination. The resulting external vehicle-trips at the project driveways is summarized in Table 15. The trip distribution routes and project vehicle trips on the surrounding roadway network are illustrated in Figure 2 and Figure 3. Vehicle trip assignment to study intersections and driveways are illustrated in Figure 4 and Figure 5, respectively.



0(0) = Weekday AM(PM) Peak Hour Volume

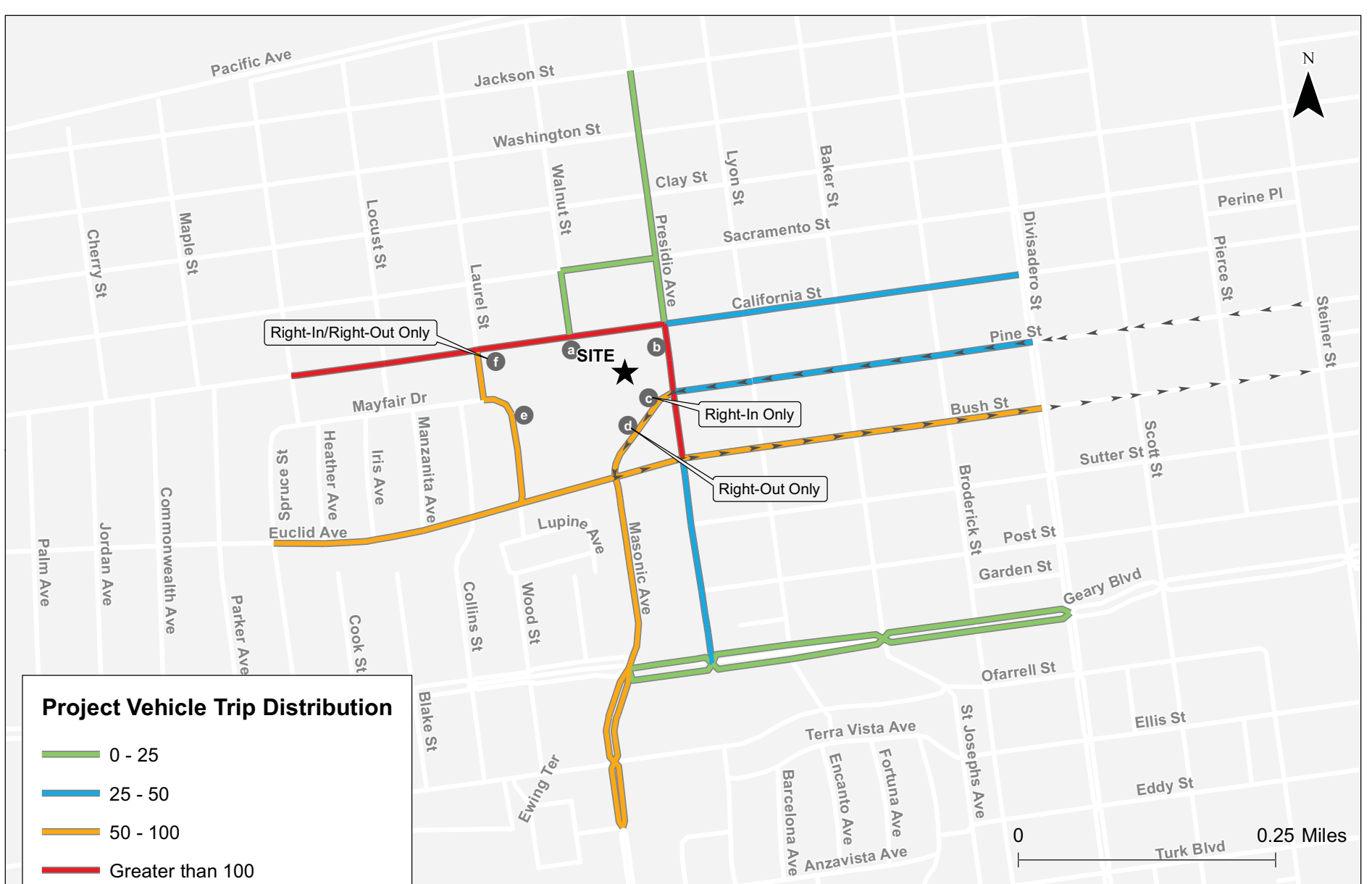
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### Mixed-Use Multi-Family Housing Scenario Vehicle-Trips at Study Intersections

Figure  
**4**

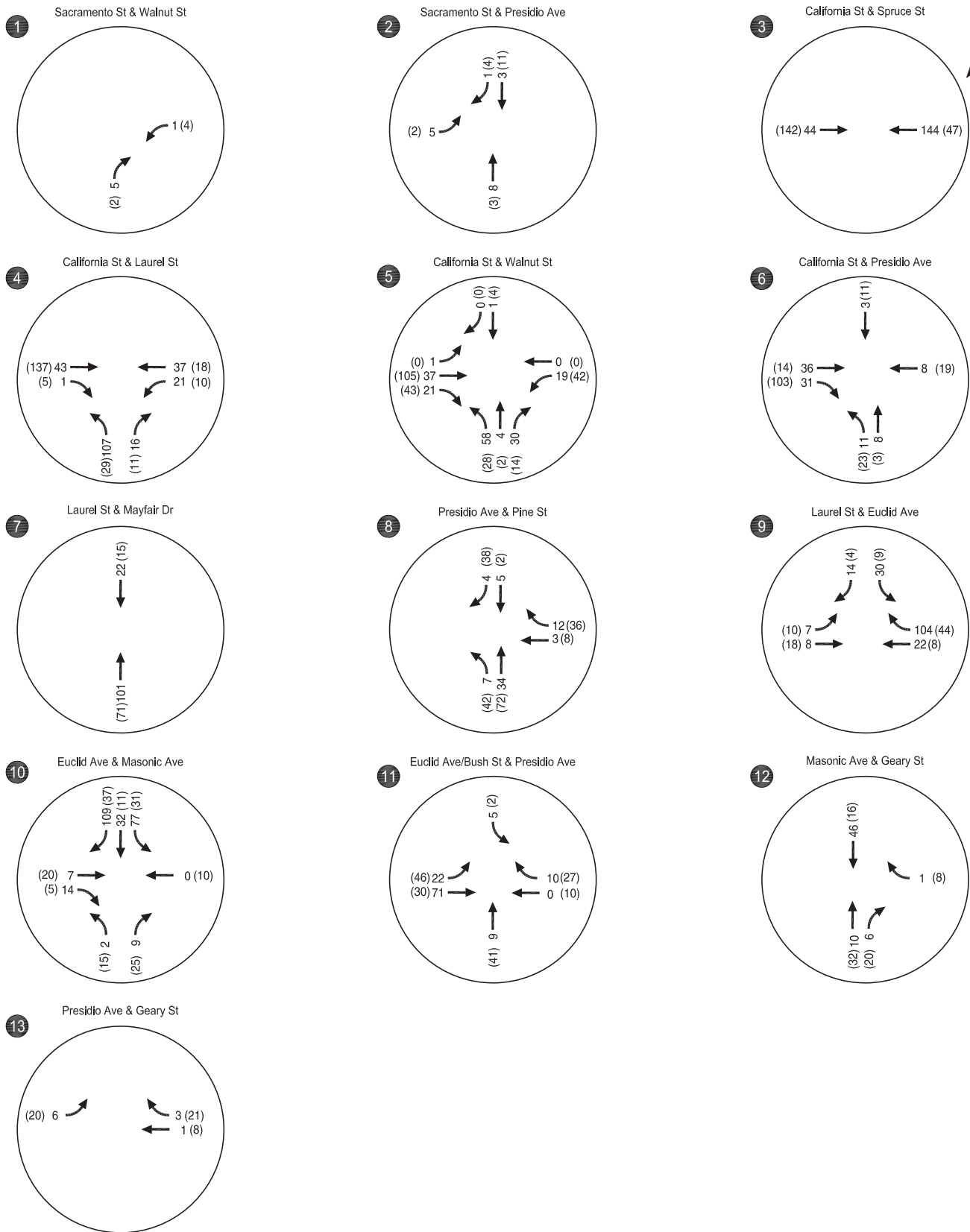


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**PM Peak Hour Project Vehicle Trip Distribution  
Mixed-Use Multi-Family Housing Scenario**

**Figure  
3**

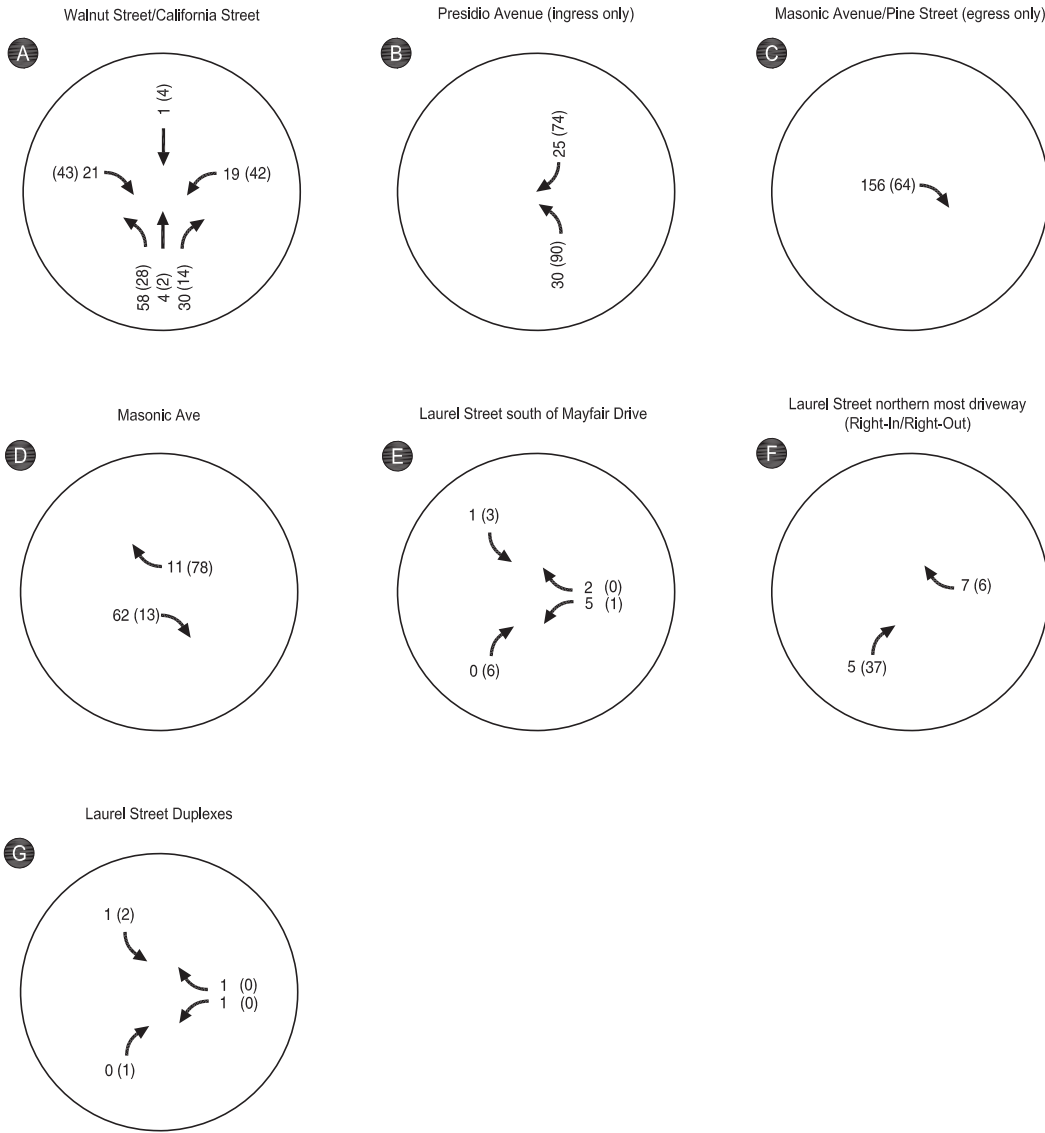


0(0) = Weekday AM(PM) Peak Hour Volume

▲ = North

Mixed-Use Multi-Family Housing Scenario  
Vehicle-Trips at Study Intersections

Figure  
4



0(0) = Weekday AM(PM) Peak Hour Volume

▲ = North

### Mixed-Use Multi-Family Housing Scenario Vehicle-Trips at Project Driveways

Figure  
**5**

Page 35

**Table 15: Net-New External Project Vehicle Trips at Project Driveways – Mixed-Use Multi-Family Housing Scenario**

Driveway	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
a. Walnut Street/California Street	41	92	133	89	44	133
b. Presidio Avenue (ingress only)	55	0	55	164	0	164
c. Masonic Avenue/Pine Street (egress only)	0	156	156	0	64	64
d. Masonic Avenue	11	62	73	78	13	91
e. Laurel Street, south of Mayfair Drive	1	7	8	9	1	10
f. Laurel Street, northernmost driveway	6	27	33	37	6	43
g. Laurel Duplexes	0	2	2	3	0	3
<b>Total</b>	<b>114</b>	<b>346</b>	<b>460</b>	<b>380</b>	<b>128</b>	<b>508</b>

Source: Kittelson & Associates, Inc, 2017.

Notes: The driveway letter in the table corresponds with the driveway lettering on Figure 3.

As shown in Table 15 and Figure 5, the majority of people driving to/from the site would enter/exit using the Walnut Street/California Street driveway or the Presidio Avenue (ingress) and Masonic Avenue/Pine Street (egress) driveways. Based on a review of the existing driveway counts summarized in Table 12 and the net new vehicle-trip assignment shown in Table 15, the proposed project would effectively reduce the number of weekday AM and PM peak period vehicle trips traveling to/from the site on Laurel Street. The driveways on Laurel Street would primarily serve the duplexes and residential uses and would not be anticipated to generate as much traffic as the existing daycare on the site.

## FREIGHT AND PASSENGER LOADING DEMAND

### Freight Loading Demand

Freight loading demand consists of the number of delivery and service vehicle-trips generated by a project. The number of daily delivery/service vehicle trips is estimated based on the size of each land use and a truck trip generation rate (specific to each land use). The number of freight loading spaces necessary to accommodate this demand is based on the anticipated hours of operation, turnover of loading spaces, and an hourly distribution of trips. The information and rates used in the loading demand analysis were obtained from the *SF Guidelines* for the proposed land uses. Freight loading demand for the proposed project scenarios are summarized in Table 16. As shown in the table, the Mixed-Use Senior Housing Scenario would have the same demand as the Mixed-Use Multi-Family Housing Scenario.

**Table 16: Freight Loading Demand**

Land Use	Size (Gross Square Feet)	Turnover Rate (R Value)	Delivery/Service Vehicle-Trips per Day	Loading Demand (Spaces)	
				Average Hour	Peak Hour
<b>Mixed-Use Office Scenario</b>					
Residential	824,691	0.03	24.7	1.2	1.4
General Office	49,999	0.21	10.5	0.5	0.6
General Retail	40,004	0.22	8.8	0.4	0.5
Quality Sit-Down	4,287	3.60	15.4	0.7	0.9
Composite Restaurant	9,826	3.60	35.4	1.6	2.1
Daycare Center	14,690	0.10	1.5	0.1	0.1
<b>Total</b>	<b>943,497</b>	<b>-</b>	<b>96.3</b>	<b>4.5</b>	<b>5.6</b>
<b>Mixed-Use Multi-Family Housing Scenario &amp; Mixed-Use Senior Housing Scenario</b>					
Residential	978,611	0.03	29.4	1.4	1.7
General Retail	34,480	0.22	7.6	0.4	0.4
Quality Sit-Down	4,287	3.60	15.4	0.7	0.9
Composite Restaurant	9,826	3.60	35.4	1.6	2.1
Daycare Center	14,650	0.10	1.5	0.1	0.1
<b>Total</b>	<b>1,041,854</b>	<b>-</b>	<b>89.3</b>	<b>4.2</b>	<b>5.2</b>

Source: *SF Guidelines*, 2002. Kittelson & Associates, Inc, 2017.

Notes: The peak period of loading demand typically occurs between 10:00 AM and 1:00 PM and does not coincide with the weekday AM and PM peak periods.

Loading Demand Equation: Daily Trips = (SF / 1,000) \* R; Average Hour = (SF / 1,000) \* R / 9 / 2.4; Peak Hour = (GSF / 1,000) \* (R \* 1.25) / 9 / 2.4

As shown in Table 16, the Mixed-Use Office Scenario would generate a demand for about 96 delivery/service vehicle-trips per day and is estimated to result in a demand for about five loading spaces during the average hour and about six loading spaces during the peak hour of loading activity. The Mixed-Use Multi-Family Housing and Mixed-Use Senior Housing Scenarios would generate a demand for about 89 delivery/service vehicle-trips per day and would result in a demand for about five loading spaces during the average hour and about six loading spaces during the peak hour of loading activity. The Mixed-Use Multi-Family Housing and Mixed-Use Senior Housing Scenarios would result in less loading activity because the loading demand rate associated with the residential use is lower than the loading demand rate associated with the office use.

### Passenger Loading Demand

Passenger loading demand is estimated for the proposed project scenarios to evaluate whether adequate space to accommodate curbside passenger loading is provided. The extent of curbside space needed to accommodate this demand is based on the trip generation rates and methodology outlined in the *SF Guidelines*, Appendix H.

- Using the trip generation calculations for the “other” mode shown in Table 11, determine the number of peak hour arrivals (inbound trips plus outbound trips)

- Multiply the number of arrivals by a peaking factor of two and divide by four to estimate the number of vehicle arrivals during the peak 15-minute period
- Multiply the number of vehicle arrivals during the peak 15-minute period by the average duration of a stop (1.5 minutes) and divide by 15 minutes to estimate the peak demand for passenger loading in passenger car equivalents during any one minute of the peak 15-minute period

The passenger loading demand and curbside loading space needs for each scenario are summarized in Table 17. A portion of the “other” trips shown in Table 11, would be taxi or transportation network company (TNC) (e.g., Uber, Lyft) trips and would result in passenger pick-up/drop-off activities. Assuming all “other” trips are taxi or TNC trips, the Mixed-Use Office Scenario would generate 49 passenger drop-off/pick-up trips (24 drop-off, 25 pick-up) during the weekday AM peak hour and 60 passenger drop-off/pick-up trips (31 drop-off, 29 pick-up) during the weekday PM peak hour. Assuming a peaking factor of two and an average stop duration of 1.5 minutes (per the *SF Guidelines*), about 30 vehicles would be anticipated to arrive during the peak 15-minute period resulting in a peak demand for passenger loading equivalent to about three vehicles. Assuming an average vehicle length of 20 feet, this would be equivalent to about 60 linear feet of curb.

Assuming all “other” trips are taxi or TNC trips, the Mixed-Use Multi-Family Housing Scenario would generate 48 passenger drop-off/pick-up trips (23 drop-off, 25 pick-up) during the weekday AM peak hour and 61 passenger drop-off/pick-up trips (34 drop-off, 27 pick-up) during the weekday PM peak hour. Assuming a peaking factor of two and an average stop duration of 1.5 minutes (per the *SF Guidelines*), about 31 vehicles would be anticipated to arrive during the peak 15-minute period resulting in a peak demand for passenger loading equivalent to about three vehicles. Assuming an average vehicle length of 20 feet, this would be equivalent to about 60 linear feet of curb.

The Mixed-Use Senior Housing Scenario would generate fewer “other” trips than the Mixed-Use Office Scenario or Mixed-Use Multi-Family Housing Scenario and would therefore generate a demand for fewer loading spaces.

**Table 17: Passenger Loading Demand**

Step Description <sup>1</sup>	Office Scenario		Multi-Family Housing Scenario	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
a Peak Hour Vehicle-Trips	49	60	48	61
b Peak Hour Factor	98	120	96	122
c Peak 15-minute Arrivals	25	30	24	30.5
d Average Dwell Time <sup>1</sup>	37	45	36	45.75
e Linear Space, PCE	2.5	3.0	2.4	3.1
f Linear Space, feet <sup>2</sup>	49	60	45	61

Source: *SF Guidelines, 2002*. Kittelson & Associates, Inc., 2018.

Notes: “-” indicates not applicable. PCE = passenger car equivalents. The passenger loading demand is calculated based on the number of external person trips generated by the “other” mode.

<sup>1</sup> Average dwell time is 1.5 minutes, per *SF Guidelines* curbside loading demand equation.

<sup>1</sup> Equations/calculation:

- a) See Table 11, “other” mode
- b) Multiply (a) by 2
- c) Divide (b) by 4
- d) Multiply (c) by 1.5
- e) Divide (d) by 15
- f) Multiply (e) by 20. Assumes an average vehicle length of 20 feet

## TRANSIT IMPACT ASSESSMENT

The scope of the transit impact assessment was determined in coordination with SF Planning and SFMTA staff based on the results of the travel demand estimates and vehicle trip distribution and assignment analysis summarized in the sections above. The initial results of the travel demand analysis and Presidio Bus Yard data collection effort were summarized and presented to SF Planning and SFMTA staff in a meeting held on August 29, 2017. Due to the expected increase in vehicle traffic along California Street, it was determined that localized impacts should be evaluated at the following three intersections:

- 1) California Street/Laurel Street
- 2) California Street/Walnut Street
- 3) California Street/Presidio Avenue

Based on the driveway counts and the trip generation and distribution of the Mixed-Use Multi-Family Housing Scenario, SF Planning and SFMTA staff agreed that the ability of buses to enter/exit the bus yard would not be substantially impacted and additional analysis was not warranted. The Presidio Bus Yard data collection and operations are summarized in the following section.

### Presidio Bus Yard Operations

The SFMTA Presidio Bus Yard is a 5.4-acre site located southeast of the project site where SFMTA buses are stored and maintained. The Presidio Bus Yard is bounded by Geary Boulevard to the south, Masonic Avenue to the west, Euclid Avenue to the north, and Presidio Avenue to the east.

Field observations were conducted at the Presidio Bus Yard access points during the weekday AM peak hour (7:00 AM to 8:00 AM) on Thursday, July 20, 2017. Driveway counts are summarized in Table 18.

**Table 18: Presidio Bus Yard Driveway Counts**

Driveway Location	Inbound			Outbound		
	SBR	NBL	Total	EBL	EBR	Total
North Driveway (south of Euclid Avenue)	0	0	0	11	28	39
South Driveway (north of Post Street)	6	1	7	0	0	0
<b>Total</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>11</b>	<b>28</b>	<b>39</b>

Source: Quality Counts, July 20, 2017. Kittelson & Associates, Inc., 2017.

Notes: Inbound = Inbound to the bus yard. Outbound = outbound away from the bus yard. SBR = southbound right. NBL = northbound left. EBL = eastbound left. EBR = eastbound right.

As shown in Table 18, based on vehicle turning movement counts collected at the site driveways, the bus yard was observed to generate 46 bus trips (7 inbound, 39 outbound). The majority of the buses entering the bus yard (86 percent, or 6 buses) were observed to travel southbound on Presidio Avenue and access the site by making a right turn into the south driveway, the entrance to the yard from the street. One bus entered the bus yard by making a northbound left turn from Presidio Avenue into the south driveway. The majority of the buses exiting the bus yard (72 percent, or 28 buses) were observed to make an eastbound right-turn out of the north driveway and travel southbound on Presidio Avenue. As noted above, based on the driveway counts and the trip generation and distribution of the Mixed-Use Multi-Family Housing Scenario, SF Planning and SFMTA staff agreed that the ability of buses to enter/exit the bus yard would not be substantially impacted by the project and additional analysis was not warranted. Detailed driveway count data for the Presidio Bus Yard is included as Attachment E.

### Intersection Operations Analysis

As noted above, due to the expected increase in vehicle traffic along California Street that would be generated by the Mixed-Use Multi-Family Housing Scenario, the transit assessment considers the potential for project-related traffic to impact transit operations at three intersections adjacent the project site. Specifically, the transit impact assessment consists of an evaluation of the project-related contribution to existing traffic volumes and estimated increases in delay and 95th percentile queue lengths. This evaluation considers the following locations:

- 1) **California Street/Laurel Street.** Potential for vehicles making a westbound left-turn from California Street to Laurel Street (and into the project site via the site access driveways on Laurel Street) to queue and result in delay for westbound buses along California Street
- 2) **California Street/Walnut Street.** Potential for vehicles making a westbound left-turn from California Street to Walnut Street into the project site to queue and result in delay for westbound buses along California Street
- 3) **California Street/Presidio Avenue.** Potential for vehicles making an eastbound right-turn at California Street/Presidio Avenue to conflict with buses at the near side bus stop



Kittelson collected weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak period vehicular turning movement and bicycle and pedestrian counts for the three study intersection locations on Thursday, December 1, 2016.<sup>5</sup> Intersection operations analysis was performed using Synchro software and conducted using the SF Planning Department’s *Guidelines for Synchro Intersection LOS Analysis*. Intersection operations were analyzed for Existing and Existing plus Project (Mixed-Use Multi-Family Housing Scenario) conditions. The weekday AM and PM peak hour intersection operations analysis results are summarized in Table 19 and Table 20, respectively. The results of the project traffic volume contribution analysis are summarized in Table 21. Synchro worksheets are included as Attachment F.

**Table 19: Intersection Operations Analysis for Mixed-Use Multi-Family Housing Scenario – Weekday AM Peak Hour<sup>1</sup>**

Intersection / Approach	Existing Conditions			Existing plus Project (Multi-Fam.) Conditions			Project-Related Increase	
	LOS	Delay	Queue <sup>2</sup>	LOS	Delay	Queue <sup>2</sup>	Delay	Queue <sup>2</sup>
<b>California Street/Laurel Street</b>								
Eastbound	B	11.3	175	C	24.4	250	13.1	75
Westbound	B	10.3	100	C	21.8	150	11.5	50
Northbound	C	22.6	125	C	28.7	250	6.1	125
Southbound	C	21.5	125	B	13.9	75	-7.6	-50
<b>Overall</b>	<b>B</b>	<b>13.4</b>	-	<b>C</b>	<b>23.5</b>	-	<b>10.1</b>	-
<b>California Street/Walnut Street</b>								
Eastbound	A	8.8	125	B	15.7	200	6.9	75
Westbound	A	7.4	75	A	9.5	100	2.1	25
Northbound	B	19.7	25	D	38.7	150	19.0	125
Southbound	C	20.4	50	B	15.9	50	-4.5	0
<b>Overall</b>	<b>A</b>	<b>9.0</b>	-	<b>B</b>	<b>16.3</b>	-	<b>7.3</b>	-

Source: Kittelson & Associates, Inc., 2018.

Notes: LOS = Level of Service. Delay is reported as delay in seconds per vehicle on each approach or the intersection overall. *Italics* indicates the 95th percentile volume exceeds capacity and queue may be longer than reported. “-” indicates not applicable.

<sup>1</sup> Weekday AM peak hour traffic count data is not available for the California Street/Presidio Avenue intersection.

<sup>2</sup> Queue refers to 95th percentile queue length. Queues are rounded up to the nearest 25 feet (approximately one vehicle length).

<sup>5</sup> Due to an issue with the video data collection equipment, weekday AM peak hour counts were not captured at the California Street/Presidio Avenue location. As a result, weekday AM peak hour intersection operations analysis at this location is not included in this memorandum.

**Table 20: Intersection Operations Analysis for Mixed-Use Multi-Family Housing Scenario – Weekday PM Peak Hour**

Intersection / Approach	Existing Conditions			Existing plus Project Conditions			Project-Related Increase	
	LOS	Delay	Queue <sup>1</sup>	LOS	Delay	Queue <sup>1</sup>	Delay	Queue <sup>1</sup>
<b>California Street/Laurel Street</b>								
Eastbound	B	10.3	125	B	15.6	200	5.3	75
Westbound	B	12.1	175	C	26.7	225	14.6	50
Northbound	C	26.1	225	C	34.3	250	8.2	25
Southbound	C	22.1	125	B	20.0	125	-2.1	0
<b>Overall</b>	<b>B</b>	<b>14.5</b>	-	<b>C</b>	<b>22.8</b>	-	<b>8.3</b>	-
<b>California Street/Walnut Street</b>								
Eastbound	A	8.2	100	A	7.5	100	-0.7	0
Westbound	A	9.7	125	A	8.9	150	-0.8	25
Northbound	B	19.6	50	C	22.0	75	2.4	25
Southbound	B	19.9	50	C	22.4	50	2.5	0
<b>Overall</b>	<b>A</b>	<b>9.9</b>	-	<b>A</b>	<b>9.6</b>	-	<b>-0.3</b>	-
<b>California Street/Presidio Avenue</b>								
Eastbound	B	15.3	150	C	23.9	200	8.6	50
Westbound	B	16.9	300	C	22.1	175	5.2	-125
Northbound	C	21.4	200	C	20.0	200	-1.4	0
Southbound	B	15.7	125	B	12.3	100	-3.4	-25
<b>Overall</b>	<b>B</b>	<b>17.2</b>	-	<b>C</b>	<b>20.3</b>	-	<b>3.1</b>	-

Source: Kittelson & Associates, Inc., 2018.

Notes: LOS = Level of Service. Delay is reported as delay in seconds per vehicle on each approach or the intersection overall. *Italics* indicates the 95th percentile volume exceeds capacity and queue may be longer than reported. “-” indicates not applicable.

<sup>1</sup>Queue refers to 95th percentile queue length, or the queue length that has a five percent chance of being exceeded during the peak hour of analysis. Queues are rounded up to the nearest 25 feet (approximately one vehicle length).

**Table 21: Project Contribution to Existing Traffic Volumes – Mixed-Use Multi-Family Housing Scenario**

Intersection / Approach	AM Peak Hour			PM Peak Hour		
	Existing	Existing plus Project	Project Contribution <sup>1</sup>	Existing	Existing plus Project	Project Contribution <sup>1</sup>
<b>California Street/Laurel Street</b>						
Eastbound	762	904	16%	651	695	6%
Westbound	411	439	6%	691	749	8%
Northbound	172	212	19%	259	382	32%
Southbound	156	156	0%	183	183	0%
<b>Overall</b>	<b>1,501</b>	<b>1,711</b>	<b>12%</b>	<b>1,784</b>	<b>2,009</b>	<b>11%</b>
<b>California Street/Walnut Street</b>						
Eastbound	744	892	17%	589	648	9%
Westbound	500	542	8%	810	829	2%
Northbound	21	65	68%	50	142	65%
Southbound	63	67	6%	68	69	1%
<b>Overall</b>	<b>1,328</b>	<b>1,566</b>	<b>15%</b>	<b>1,517</b>	<b>1,688</b>	<b>10%</b>
<b>California Street/Presidio Avenue<sup>2</sup></b>						
Eastbound	-	-	-	613	680	10%
Westbound	-	-	-	547	555	1%
Northbound	-	-	-	425	444	4%
Southbound	-	-	-	447	455	2%
<b>Overall</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,032</b>	<b>2,134</b>	<b>5%</b>

Source: Kittelson & Associates, Inc., 2018.

Notes:

<sup>1</sup> Project contribution is calculated as the contribution to Existing plus Project volumes.

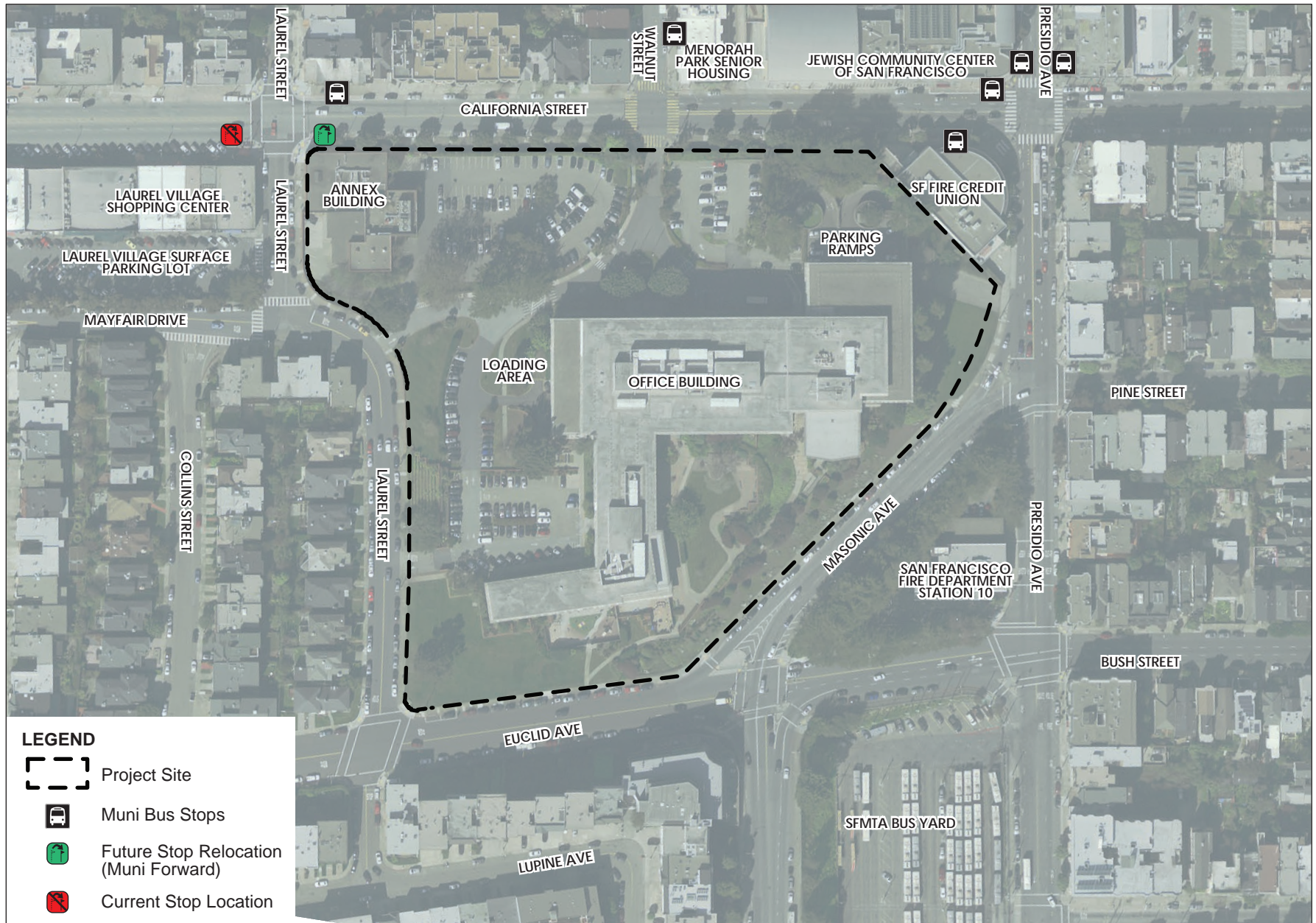
<sup>2</sup> Weekday AM peak hour traffic count data is not available for the California Street/Presidio Avenue intersection. As a result, weekday AM peak hour intersection operations analysis at this location is not included in this memorandum.

**California Street/Laurel Street.** As shown in Table 21, the Mixed-Use Multi-Family Housing Scenario would increase traffic volumes by 12 percent and 11 percent overall at the California Street/Laurel Street intersection during the weekday AM and PM peak hours, respectively. As shown in Table 19 and Table 20, this project-related increase in traffic volumes would result in an overall increase in delay of 10.1 seconds of delay at this location during the weekday AM peak hour and 8.3 seconds of delay during the weekday PM peak hour. The increase in traffic on the westbound approach (28 vehicles during the weekday AM peak hour, 58 vehicles during the weekday PM peak hour) would result in an increase in delay of less than 15 seconds and an increase in 95th percentile queue length of 50 feet during both time periods. The redistribution of traffic as a result of the driveway restrictions at the Laurel Street northernmost driveway, would result in a queue length reduction of around 50 feet on the southbound approach. Therefore, the Mixed-Use Multi-Family Housing scenario would not result in substantial delays to westbound buses along California Street as a result of the increase in the number of vehicles on the westbound approach making a westbound left-turn.

**California Street/Walnut Street.** As shown in Table 21, the Mixed-Use Multi-Family Housing Scenario would increase traffic volumes by 15 percent and 10 percent overall at the California Street/Walnut Street intersection during the weekday AM and PM peak hours, respectively. As shown in Table 19 and Table 20, this project-related increase in traffic volumes would result in an overall increase in delay of 7.3 seconds of delay at this location during the weekday AM peak hour and would reduce delay by less than one second during the weekday PM peak hour. The increase in traffic on the westbound approach (42 vehicles during the weekday AM peak hour, 19 vehicles during the weekday PM peak hour) would result in an increase in delay of less than three seconds and an increase in 95th percentile queue length of 25 feet during both time periods. Therefore, the Mixed-Use Multi-Family Housing scenario would not result in substantial delays to westbound buses along California Street as a result of the increase in the number of vehicles on the westbound approach making a westbound left-turn.

**California Street/Presidio Avenue.** As shown in Table 21, the Mixed-Use Multi-Family Housing Scenario would increase traffic volumes by five percent overall at the California Street/Presidio Avenue intersection during the weekday PM peak hour. As shown in Table 20, this project-related increase in traffic volumes would result in an overall increase in delay of about three seconds of delay at this location during the weekday PM peak hour. As a result of the driveway restrictions at the Laurel Street northernmost driveway, people accessing this driveway from the east would use Geary Boulevard or other streets south of California Street to access the site. The redistribution of this traffic would result in a queue length reduction of around 125 feet on the westbound approach and 50 feet on the southbound approach. The increase in traffic on the eastbound approach (67 vehicles during the weekday PM peak hour) would result in an increase in delay of less than nine seconds and an increase in 95th percentile queue length of 50 feet. The increase in delay would be minimal and should have no impact to the near side bus stop for the eastbound buses. During the weekday AM period, there are more buses in service and the eastbound right-turn onto Presidio Avenue would be higher, and increases in delay would have a more negative impact to transit service. The Mixed-Use Multi-Family Housing scenario would not result in substantial conflicts with buses at the near side bus stop.

## Attachment A – Existing and Proposed Site Plan

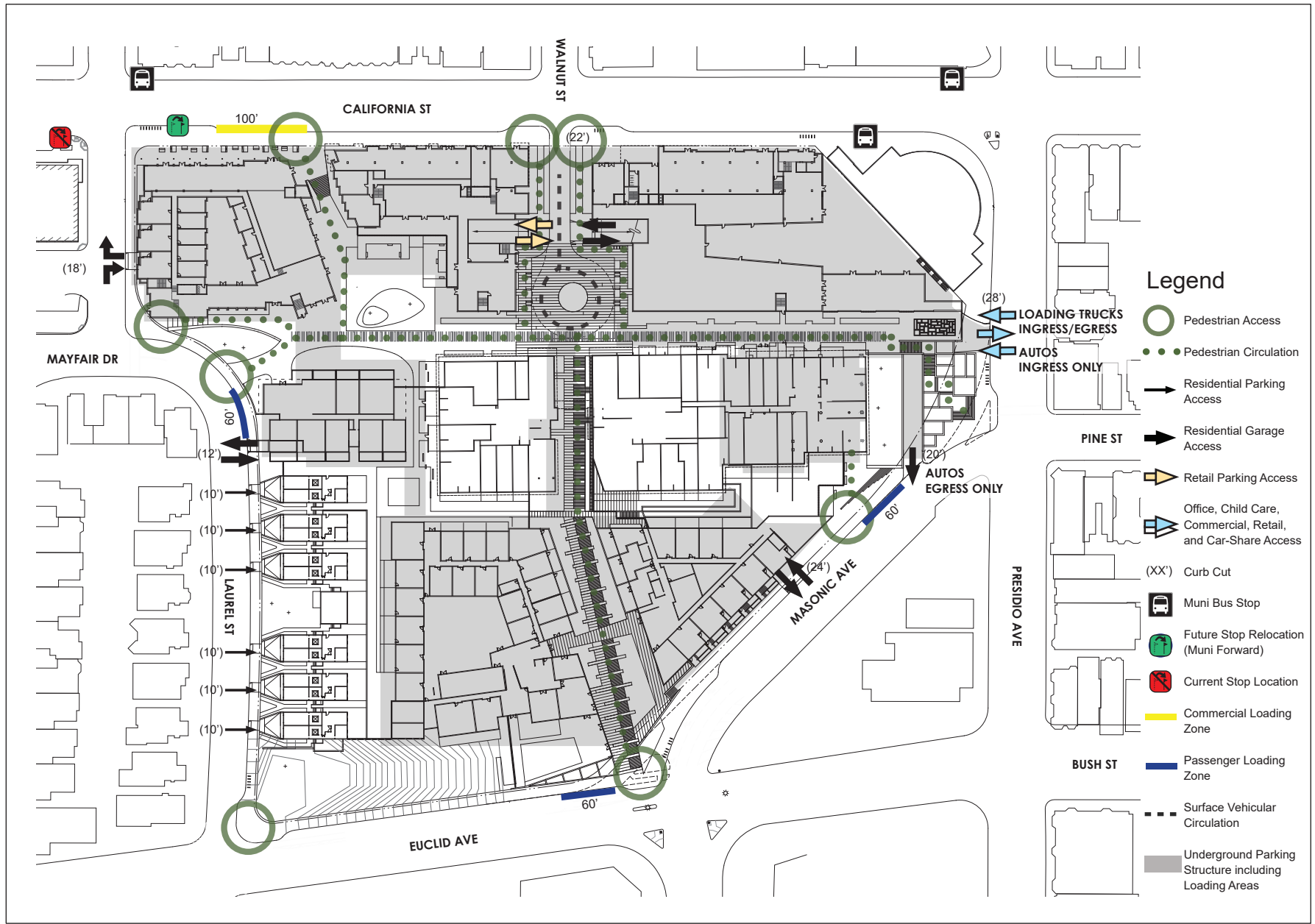


Source: P/SKS (2017)

# 3333 CALIFORNIA STREET MIXED-USE PROJECT

2015-014028ENV

FIGURE 2: EXISTING SITE

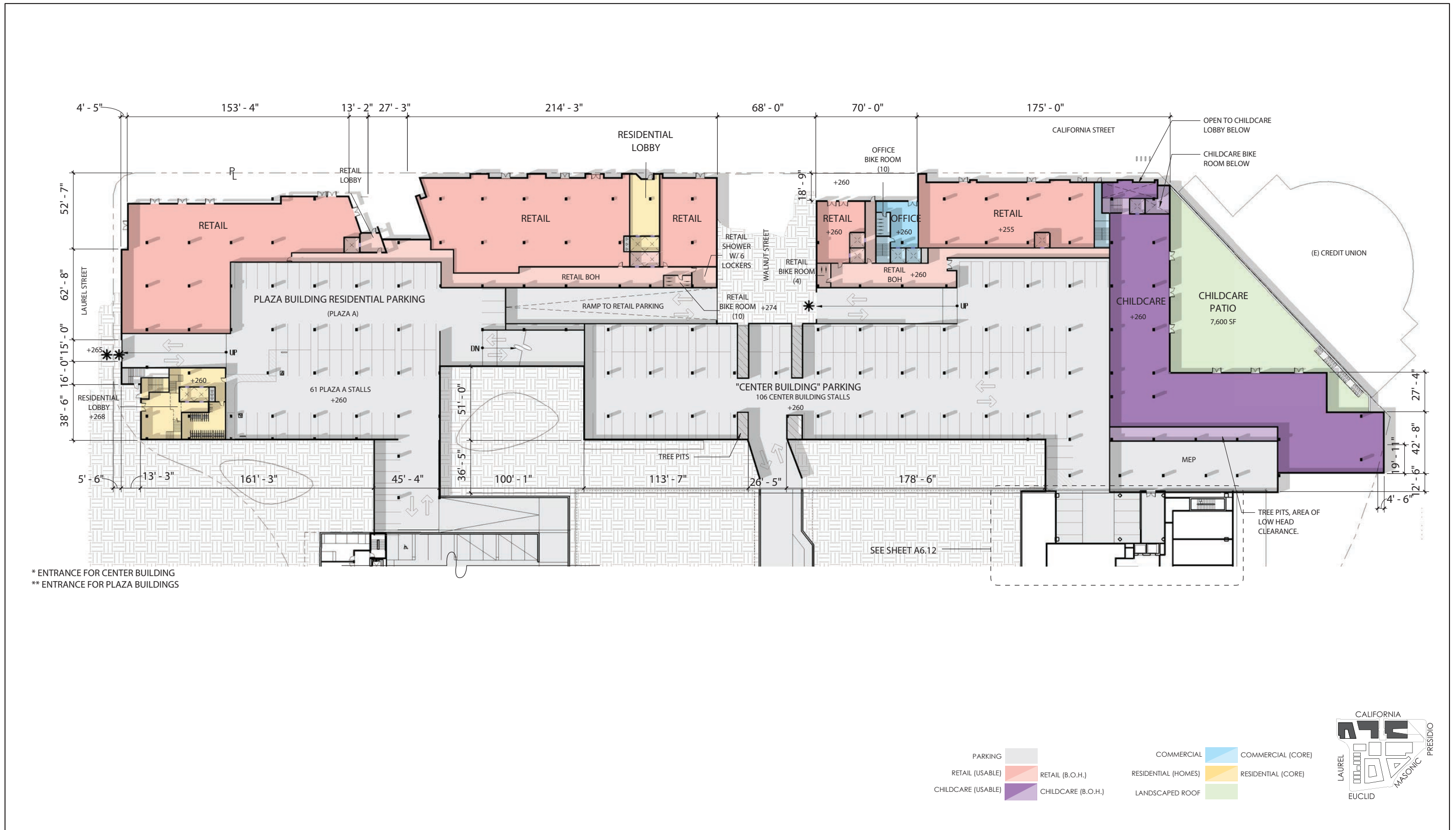


Source: P/SKS (2017)

# 3333 CALIFORNIA STREET MIXED-USE PROJECT

2015-014028ENV

FIGURE 22: PROPOSED SITE ACCESS

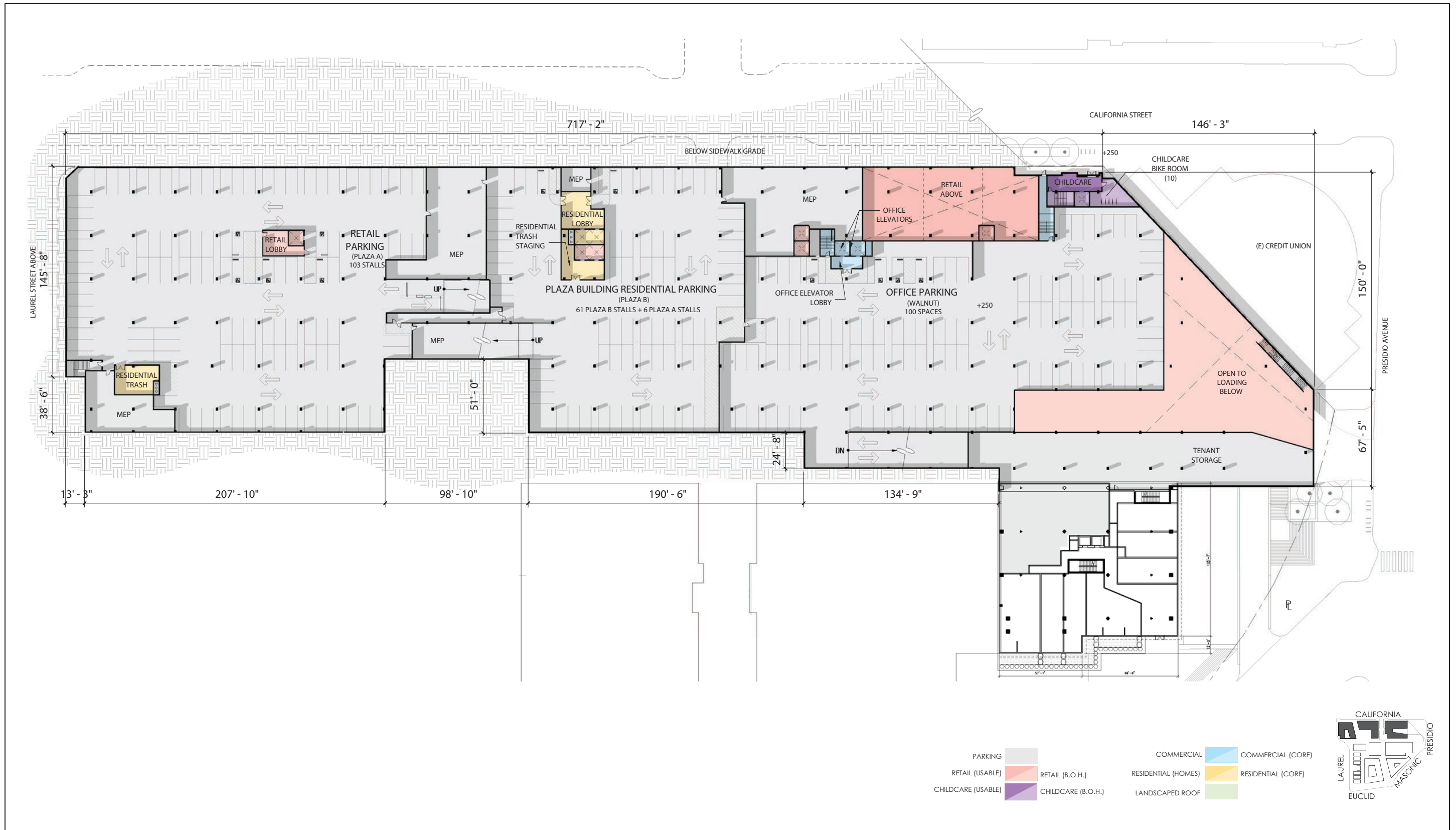


Source: P/SKS (2017)

**3333 CALIFORNIA STREET MIXED USE PROJECT**

**FIGURE 23: PROPOSED CALIFORNIA STREET GARAGE - BASEMENT LEVEL**

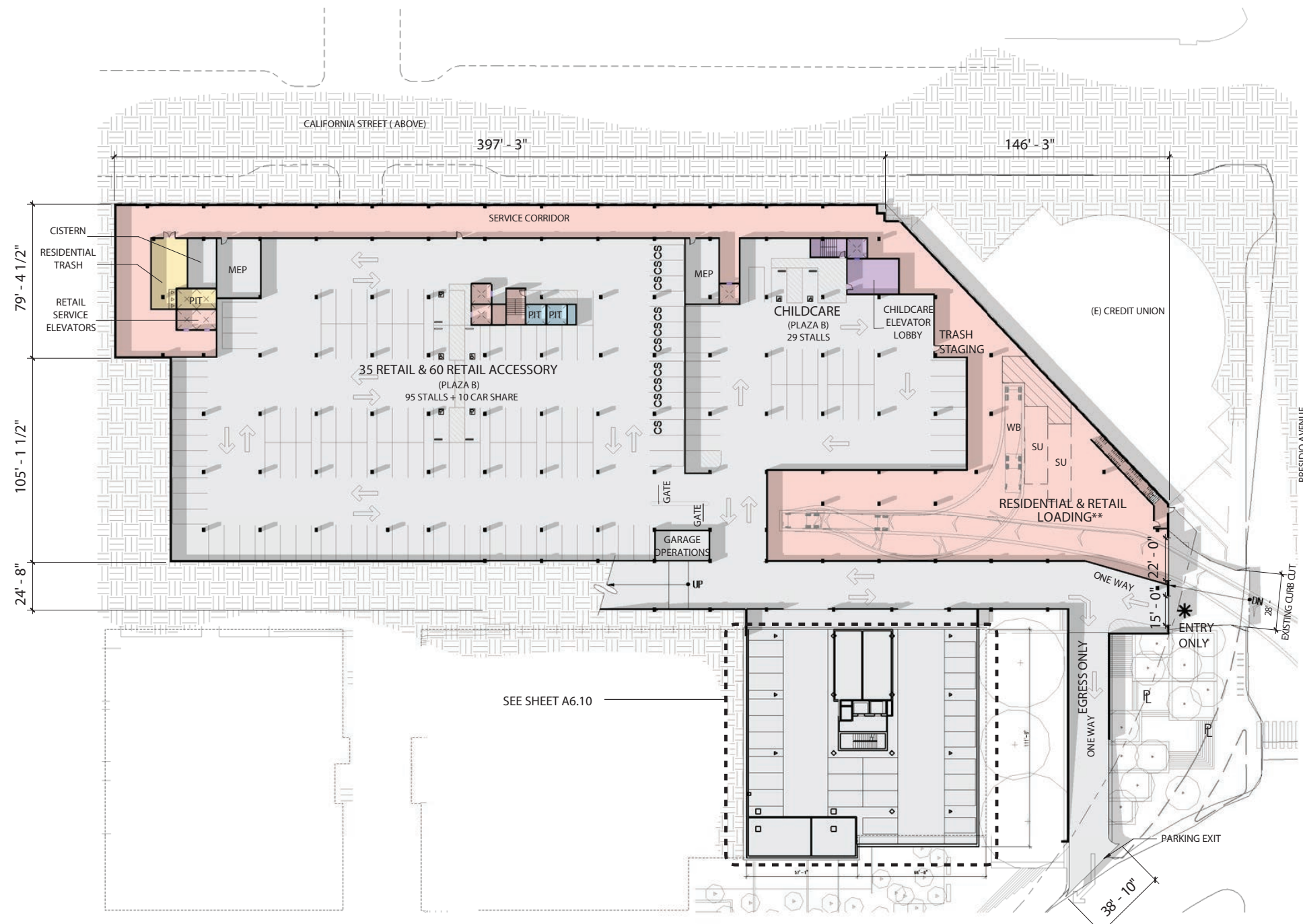




Source: P/SKS (2017)

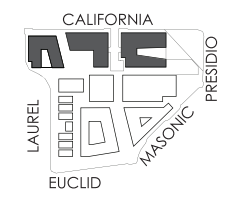
**3333 CALIFORNIA STREET MIXED USE PROJECT**

**FIGURE 24: PROPOSED CALIFORNIA STREET GARAGE - BASEMENT LEVEL**



\* ENTRY FOR: RETAIL, PUBLIC REPLACEMENT, CHILDCARE, OFFICE, CENTER BUILDING B (SELECT STALLS)  
 \*\* LOADING AREA USED FOR RETAIL, COMMERCIAL, AND RESIDENTIAL TRASH COLLECTION AS WELL AS RESIDENTIAL AND RETAIL LOADING.

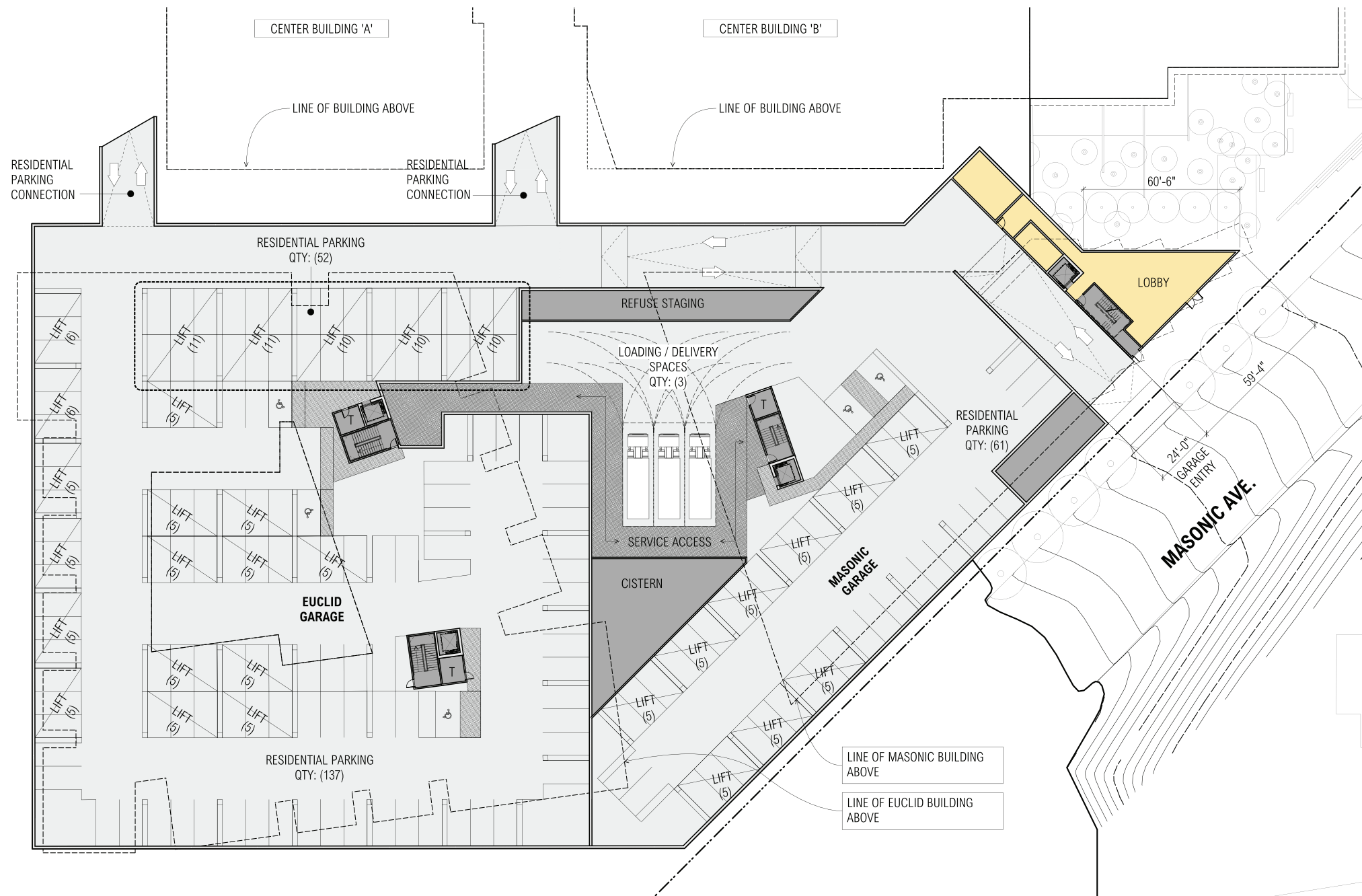
PARKING	RETAIL (USABLE)	CHILDCARE (USABLE)	RETAIL (B.O.H.)	CHILDCARE (B.O.H.)	COMMERCIAL (CORE)	RESIDENTIAL (CORE)
RETAIL (B.O.H.)	CHILDCARE (B.O.H.)	COMMERCIAL (CORE)	RESIDENTIAL (CORE)	LANDSCAPED ROOF		



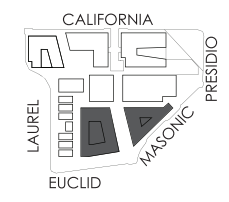
Source: P/SKS (2017)

**3333 CALIFORNIA STREET MIXED USE PROJECT**

**FIGURE 25: PROPOSED CALIFORNIA STREET GARAGE - BASEMENT LEVEL**



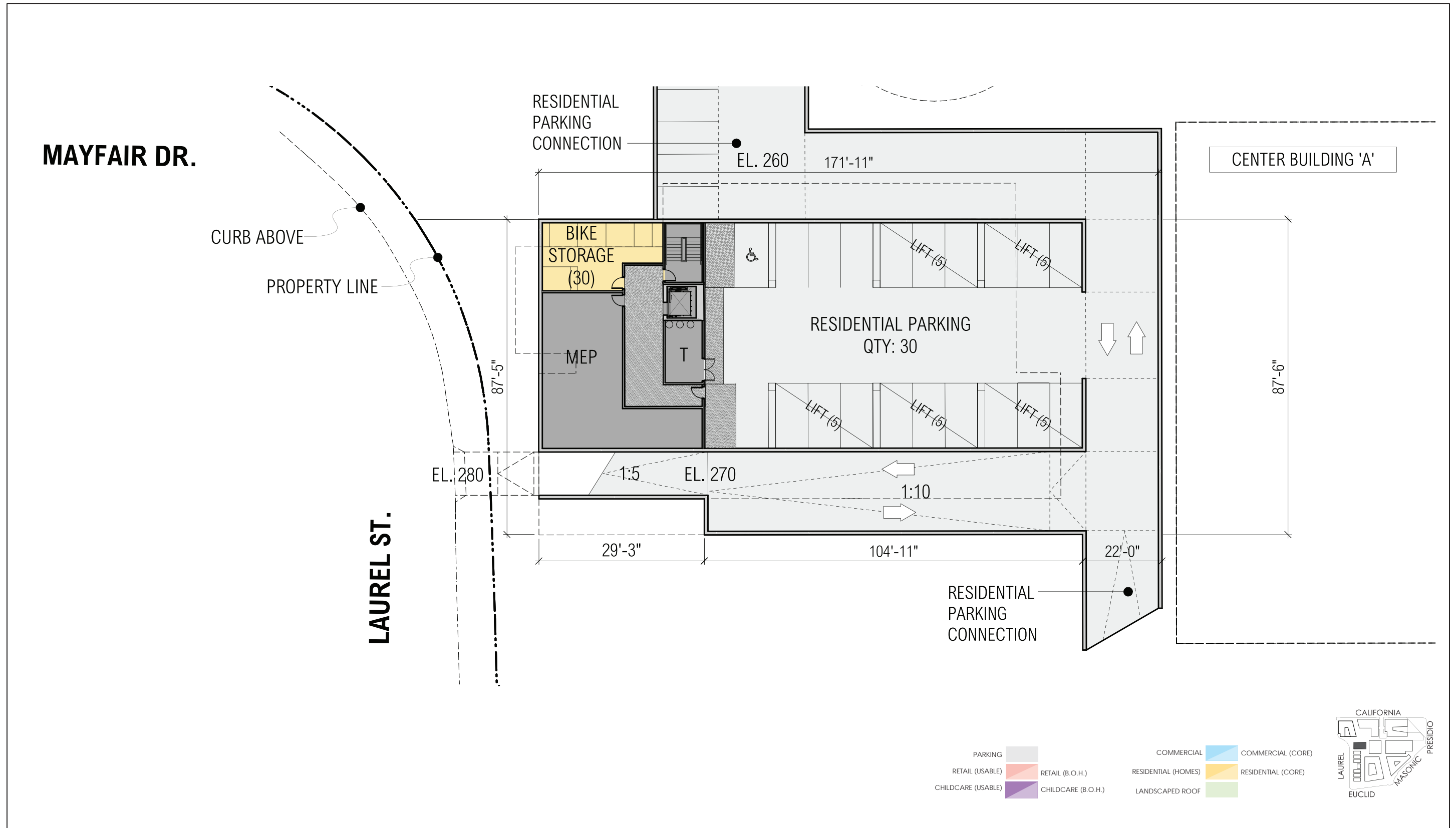
PARKING		COMMERCIAL		COMMERCIAL (CORE)
RETAIL (USABLE)		RESIDENTIAL (HOMES)		RESIDENTIAL (CORE)
CHILDCARE (USABLE)		LANDSCAPED ROOF		



Source: P/SKS (2017)

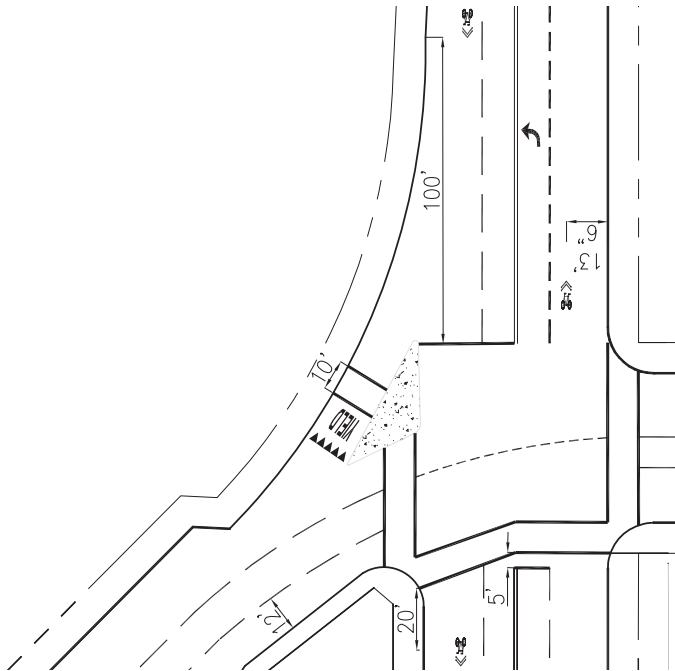
**3333 CALIFORNIA STREET MIXED USE PROJECT**

**FIGURE 26: PROPOSED MASONIC GARAGE**



Source: P/SKS (2017)

### MASONIC AND PRESIDIO AVENUE (EXISTING)



### MASONIC AND PRESIDIO AVENUE (PROPOSED)

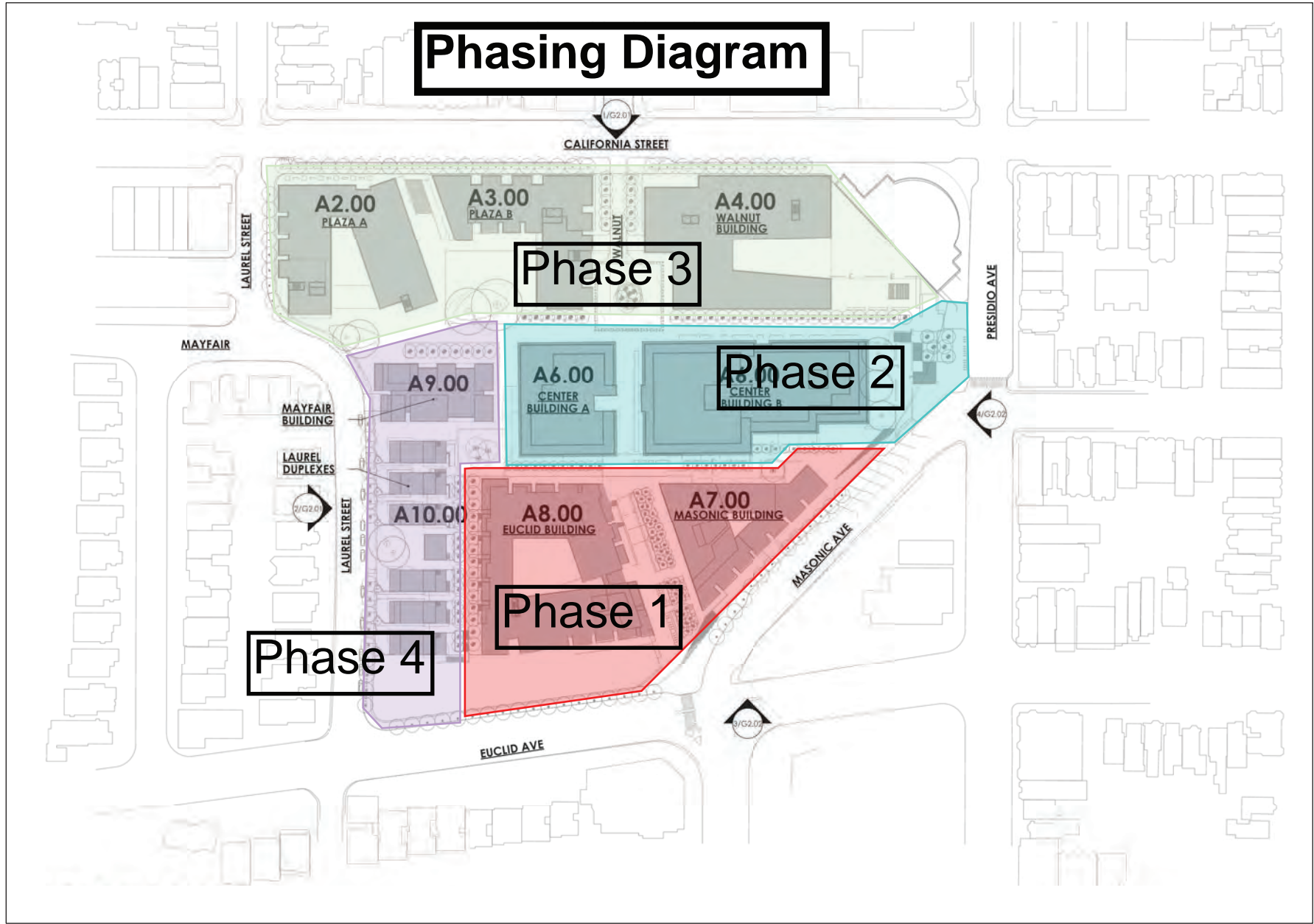


Source: P/SKS (2017)





# Phasing Diagram



Source: P/SKS (2017)



## Attachment B – 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	
<b>Total Person Trips</b>	<b>4,993</b>	<b>905</b>	<b>6,000</b>	<b>857</b>	<b>5,896</b>	<b>984</b>	<b>19,635</b>	<b>731</b>	<b>74</b>	<b>738</b>	<b>71</b>	<b>537</b>	<b>174</b>	<b>2,325</b>	
<b>Total Vehicle Trips</b>	<b>1,631</b>	<b>288</b>	<b>2,070</b>	<b>296</b>	<b>2,033</b>	<b>339</b>	<b>6,656</b>	<b>262</b>	<b>28</b>	<b>255</b>	<b>25</b>	<b>185</b>	<b>60</b>	<b>815</b>	

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%	
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	
<b>AVO</b>	<b>1.53</b>	<b>1.37</b>	<b>1.85</b>	<b>1.80</b>	<b>1.85</b>	<b>1.85</b>	<b>1.73</b>	

**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	
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
<b>Total Person Trips</b>	<b>245</b>	<b>486</b>	<b>731</b>	<b>61</b>	<b>13</b>	<b>74</b>	<b>384</b>	<b>354</b>	<b>738</b>	<b>36</b>	<b>35</b>	<b>71</b>	<b>279</b>	<b>258</b>	<b>537</b>	<b>90</b>	<b>84</b>	<b>174</b>	<b>1,095</b>	<b>1,230</b>	<b>2,325</b>
<b>Total Vehicle Trips</b>	<b>65</b>	<b>197</b>	<b>262</b>	<b>24</b>	<b>4</b>	<b>28</b>	<b>133</b>	<b>121</b>	<b>255</b>	<b>13</b>	<b>12</b>	<b>25</b>	<b>97</b>	<b>88</b>	<b>185</b>	<b>31</b>	<b>29</b>	<b>60</b>	<b>363</b>	<b>451</b>	<b>815</b>
<b>Average Vehicle Occupancy</b>	<b>2.06</b>	<b>1.35</b>	<b>1.53</b>	<b>1.33</b>	<b>1.58</b>	<b>1.37</b>	<b>1.83</b>	<b>1.88</b>	<b>1.85</b>	<b>1.77</b>	<b>1.83</b>	<b>1.80</b>	<b>1.83</b>	<b>1.89</b>	<b>1.85</b>	<b>1.84</b>	<b>1.86</b>	<b>1.85</b>	<b>1.84</b>	<b>1.65</b>	<b>1.73</b>

**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	
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
<b>Total Person Trips</b>	<b>245</b>	<b>486</b>	<b>731</b>	<b>60</b>	<b>14</b>	<b>74</b>	<b>384</b>	<b>354</b>	<b>738</b>	<b>36</b>	<b>35</b>	<b>71</b>	<b>280</b>	<b>257</b>	<b>537</b>	<b>91</b>	<b>83</b>	<b>174</b>	<b>1,096</b>	<b>1,229</b>	<b>2,325</b>
<b>Total External Vehicle Trips</b>	<b>52</b>	<b>157</b>	<b>209</b>	<b>20</b>	<b>4</b>	<b>24</b>	<b>114</b>	<b>102</b>	<b>216</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>88</b>	<b>79</b>	<b>167</b>	<b>27</b>	<b>24</b>	<b>51</b>	<b>312</b>	<b>379</b>	<b>691</b>
<b>Total Internalized Vehicle Trips</b>	<b>13</b>	<b>39</b>	<b>52</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>19</b>	<b>19</b>	<b>38</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>9</b>	<b>10</b>	<b>18</b>	<b>4</b>	<b>5</b>	<b>9</b>	<b>51</b>	<b>72</b>	<b>124</b>

## 3333 California Street

Office Scenario Trip Generation - Weekday AM Peak Hour

Land Use: Residential (Work Trips)

<b>Proposed Size:</b>		<b>558 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.9 trips/units	<b>AM PEAK HOUR</b>	
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>857</b>		<b>385</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>37</b>		<b>17</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,648</b>		<b>741</b>	

## 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)

<b>Proposed Size:</b>		<b>558 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.9 trips/unit	<b>AM PEAK HOUR</b>	
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>435</b>		<b>48</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>903</b>		<b>99</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>468</b>		<b>51</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>301</b>		<b>33</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>368</b>		<b>40</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>134</b>		<b>15</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>268</b>		<b>29</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>468</b>		<b>51</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,345</b>		<b>365</b>	

## 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)

<b>Proposed Size:</b>		<b>40,004 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	150.0 trips/1000 gsf	<b>AM PEAK HOUR</b>	
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>20</b>	<b>7</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>84</b>	<b>30</b>	<b>10</b>	<b>4</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>38</b>	<b>15</b>	<b>5</b>	<b>2</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>36</b>	<b>17</b>	<b>4</b>	<b>2</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>	<b>6</b>	<b>2</b>	<b>1</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>25</b>	<b>15</b>	<b>3</b>	<b>2</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>240</b>	<b>99</b>	<b>30</b>	<b>12</b>

## 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)

<b>Proposed Size:</b>		<b>40,004 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq ft	<b>AM PEAK HOUR</b>	
Total Person-trips:	6,001 person-trips	Person-trip Generation Rate [4]:	12.3%
Non-Work Trips [2]: 96%	5,761 person-trips	Total Person-trips:	738 person-trips
		Non-Work Trips [2]:	96%
			709 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>691</b>		<b>236</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,168</b>		<b>1,140</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>461</b>		<b>138</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>403</b>		<b>131</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>173</b>		<b>49</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>115</b>		<b>44</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>288</b>		<b>79</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>461</b>		<b>154</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5,761</b>		<b>1,971</b>	

## 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)

<b>Proposed Size:</b>		<b>14,690 sq ft</b>	
<b>DAILY</b>		<b>AM PEAK HOUR</b>	
Person-trip Generation Rate [1]:	67.0 trips/1000 gsf	Person-trip Generation Rate [4]:	17.6%
Total Person-trips:	984 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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>39</b>	<b>16</b>	<b>7</b>	<b>3</b>

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)

<b>Proposed Size:</b>		<b>14,690 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	67.0 trips/1000 sq ft	<b>AM PEAK HOUR</b>	
Total Person-trips:	984 person-trips	Person-trip Generation Rate [4]:	17.6%
Non-Work Trips [2]: 96%	945 person-trips	Total Person-trips:	11.8 trips/1,000 gsf
		Non-Work Trips [2]:	96%
			173 person-trips
			166 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>39</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>520</b>		<b>187</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>76</b>		<b>23</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>		<b>8</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>19</b>		<b>7</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>13</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>76</b>		<b>25</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>945</b>		<b>323</b>	

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)

<b>Proposed Size:</b>		<b>4,287 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	200.0 trips/1000 gsf	<b>AM PEAK HOUR</b>	
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>34</b>	<b>14</b>	<b>3</b>	<b>1</b>

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)

<b>Proposed Size:</b>		<b>4,287 sq. ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>99</b>		<b>34</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>163</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>20</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>58</b>		<b>19</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>25</b>		<b>7</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>16</b>		<b>6</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>41</b>		<b>11</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>823</b>		<b>282</b>	

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)

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

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>20</b>	<b>7</b>	<b>2</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>83</b>	<b>30</b>	<b>8</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>37</b>	<b>15</b>	<b>3</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>36</b>	<b>16</b>	<b>3</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>17</b>	<b>6</b>	<b>2</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>17</b>	<b>9</b>	<b>2</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>25</b>	<b>14</b>	<b>2</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>2</b>	<b>1</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>236</b>	<b>97</b>	<b>21</b>

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)

<b>Proposed Size:</b>		<b>9,826 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	600.0 trips/1000 sq ft	Person-trip Generation Rate [4]:	9.1%
Total Person-trips:	5,896 person-trips	Total Person-trips:	54.6 trips/1,000 gsf
Non-Work Trips [2]: 96%	5,660 person-trips	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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>679</b>		<b>232</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,113</b>		<b>1,120</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>135</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>396</b>		<b>129</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>170</b>		<b>48</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>43</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>283</b>		<b>78</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>151</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5,660</b>		<b>1,937</b>	

## 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)

<b>Proposed Size:</b>		<b>49,999 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	18.1 trips/ksf	<b>AM PEAK HOUR</b>	
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>27</b>		<b>9</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>115</b>		<b>41</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>51</b>		<b>21</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>49</b>		<b>23</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>23</b>		<b>8</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>23</b>		<b>12</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>35</b>		<b>20</b>	
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>		<b>1</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>326</b>		<b>134</b>	

## 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)

<b>Proposed Size:</b> 49,999 sq. ft.			
<b>DAILY</b>		<b>AM PEAK HOUR</b>	
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>16</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>156</b>		<b>41</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>81</b>		<b>23</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>52</b>		<b>15</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>64</b>		<b>15</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>23</b>		<b>9</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>46</b>		<b>16</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>81</b>		<b>19</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>579</b>		<b>154</b>	

## 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.

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	
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
<b>Total Person Trips</b>	<b>4,993</b>	<b>905</b>	<b>6,000</b>	<b>857</b>	<b>5,896</b>	<b>984</b>	<b>19,635</b>	<b>864</b>	<b>77</b>	<b>540</b>	<b>116</b>	<b>796</b>	<b>177</b>	<b>2,570</b>
<b>Total Vehicle Trips</b>	<b>1,631</b>	<b>288</b>	<b>2,070</b>	<b>296</b>	<b>2,033</b>	<b>339</b>	<b>6,656</b>	<b>309</b>	<b>30</b>	<b>186</b>	<b>40</b>	<b>275</b>	<b>61</b>	<b>901</b>

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%	
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%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>AVO</b>	<b>1.53</b>	<b>1.37</b>	<b>1.85</b>	<b>1.85</b>	<b>1.85</b>	<b>1.85</b>	<b>1.72</b>

Mode	Weekday PM 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	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
<b>Total Person Trips</b>	<b>575</b>	<b>289</b>	<b>864</b>	<b>13</b>	<b>64</b>	<b>77</b>	<b>260</b>	<b>280</b>	<b>540</b>	<b>55</b>	<b>61</b>	<b>116</b>	<b>383</b>	<b>413</b>	<b>796</b>	<b>85</b>	<b>92</b>	<b>177</b>	<b>1,371</b>	<b>1,199</b>	<b>2,570</b>
<b>Total Vehicle Trips</b>	<b>232</b>	<b>77</b>	<b>309</b>	<b>5</b>	<b>25</b>	<b>30</b>	<b>89</b>	<b>98</b>	<b>186</b>	<b>19</b>	<b>21</b>	<b>40</b>	<b>131</b>	<b>144</b>	<b>275</b>	<b>29</b>	<b>32</b>	<b>61</b>	<b>504</b>	<b>397</b>	<b>901</b>
<b>Average Vehicle Occupancy</b>	<b>1.35</b>	<b>2.05</b>	<b>1.53</b>	<b>1.40</b>	<b>1.37</b>	<b>1.37</b>	<b>1.88</b>	<b>1.82</b>	<b>1.85</b>	<b>1.89</b>	<b>1.81</b>	<b>1.85</b>	<b>1.88</b>	<b>1.82</b>	<b>1.85</b>	<b>1.90</b>	<b>1.81</b>	<b>1.85</b>	<b>1.64</b>	<b>1.84</b>	<b>1.72</b>

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	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
<b>Total Person Trips</b>	<b>575</b>	<b>289</b>	<b>864</b>	<b>12</b>	<b>65</b>	<b>77</b>	<b>260</b>	<b>280</b>	<b>540</b>	<b>55</b>	<b>61</b>	<b>116</b>	<b>383</b>	<b>413</b>	<b>796</b>	<b>86</b>	<b>91</b>	<b>177</b>	<b>1,371</b>	<b>1,199</b>	<b>2,570</b>
<b>Total External Vehicle Trips</b>	<b>186</b>	<b>61</b>	<b>248</b>	<b>4</b>	<b>21</b>	<b>25</b>	<b>75</b>	<b>83</b>	<b>158</b>	<b>16</b>	<b>18</b>	<b>34</b>	<b>111</b>	<b>123</b>	<b>234</b>	<b>24</b>	<b>28</b>	<b>52</b>	<b>418</b>	<b>335</b>	<b>752</b>
<b>Total Internalized Vehicle Trips</b>	<b>46</b>	<b>16</b>	<b>61</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>14</b>	<b>14</b>	<b>28</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>20</b>	<b>21</b>	<b>41</b>	<b>5</b>	<b>4</b>	<b>9</b>	<b>87</b>	<b>62</b>	<b>149</b>

## 3333 California Street

Proposed Project Trip Generation - Weekday PM Peak Hour

Land Use: Residential (Work Trips)

<b>Proposed Size:</b>		<b>558 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.9 trips/units	<b>PM PEAK HOUR</b>	
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>857</b>		<b>385</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>37</b>		<b>17</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,648</b>		<b>741</b>	

## 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)

<b>Proposed Size:</b>		<b>558 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.9 trips/unit	<b>PM PEAK HOUR</b>	
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>435</b>		<b>94</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>903</b>		<b>235</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>468</b>		<b>130</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>301</b>		<b>88</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>368</b>		<b>87</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>134</b>		<b>52</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>268</b>		<b>94</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>468</b>		<b>109</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,345</b>		<b>890</b>	

## 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)

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

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>20</b>	<b>7</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>84</b>	<b>30</b>	<b>8</b>	<b>3</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>38</b>	<b>15</b>	<b>3</b>	<b>1</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>36</b>	<b>17</b>	<b>3</b>	<b>1</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>	<b>6</b>	<b>2</b>	<b>1</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>25</b>	<b>15</b>	<b>2</b>	<b>1</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>240</b>	<b>99</b>	<b>22</b>	<b>9</b>

## 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)

<b>Proposed Size:</b>		<b>40,004 sq. ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>691</b>		<b>236</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,168</b>		<b>1,140</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>461</b>		<b>138</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>403</b>		<b>131</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>173</b>		<b>49</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>115</b>		<b>44</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>288</b>		<b>79</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>461</b>		<b>154</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5,761</b>		<b>1,971</b>	

## 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)

<b>Proposed Size:</b>		<b>14,690 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	67.0 trips/1000 gsf	Person-trip Generation Rate [1]:	18.0%
Total Person-trips:	984 person-trips	Total Person-trips:	177 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		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>39</b>	<b>16</b>	<b>7</b>	<b>3</b>

## 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)

<b>Proposed Size:</b>		<b>14,690 sq. ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>39</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>520</b>		<b>187</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>76</b>		<b>23</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>		<b>8</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>19</b>		<b>7</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>13</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>76</b>		<b>25</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>945</b>		<b>323</b>	

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)

<b>Proposed Size:</b>		<b>4,287 sq ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>12</b>	<b>4</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>34</b>	<b>14</b>	<b>5</b>	<b>2</b>

## 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)

<b>Proposed Size:</b>		<b>4,287 sq. ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>99</b>		<b>34</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>163</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>20</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>58</b>		<b>19</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>25</b>		<b>7</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>16</b>		<b>6</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>41</b>		<b>11</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>823</b>		<b>282</b>	

## 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)

<b>Proposed Size:</b>		<b>9,826 sq ft</b>	
<b>DAILY</b>			
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%	Work Trips [2]:	4%
	236 person-trips		32 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>20</b>	<b>7</b>	<b>3</b>	<b>1</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>83</b>	<b>30</b>	<b>11</b>	<b>4</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>37</b>	<b>15</b>	<b>5</b>	<b>2</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>36</b>	<b>16</b>	<b>5</b>	<b>2</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>	<b>6</b>	<b>2</b>	<b>1</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>25</b>	<b>14</b>	<b>3</b>	<b>2</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>236</b>	<b>97</b>	<b>32</b>	<b>13</b>

## 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)

<b>Proposed Size:</b>		<b>9,826 sq. ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>679</b>		<b>232</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,113</b>		<b>1,120</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>135</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>396</b>		<b>129</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>170</b>		<b>48</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>43</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>283</b>		<b>78</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>151</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5,660</b>		<b>1,937</b>	

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
<b>Total Person Trips</b>	<b>6,656</b>	<b>5,172</b>	<b>857</b>	<b>5,896</b>	<b>982</b>	<b>19,563</b>	<b>971</b>	<b>636</b>	<b>71</b>	<b>572</b>	<b>173</b>	<b>2,423</b>
<b>Total Vehicle Trips</b>	<b>2,185</b>	<b>1,830</b>	<b>303</b>	<b>2,087</b>	<b>347</b>	<b>6,752</b>	<b>349</b>	<b>225</b>	<b>25</b>	<b>202</b>	<b>61</b>	<b>862</b>

**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%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>AVO</b>	<b>1.52</b>	<b>1.81</b>	<b>1.80</b>	<b>1.81</b>	<b>1.80</b>	<b>1.69</b>

**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
<b>Total Person Trips</b>	<b>325</b>	<b>646</b>	<b>971</b>	<b>331</b>	<b>305</b>	<b>636</b>	<b>36</b>	<b>35</b>	<b>71</b>	<b>297</b>	<b>275</b>	<b>572</b>	<b>89</b>	<b>84</b>	<b>173</b>	<b>1,078</b>	<b>1,345</b>	<b>2,423</b>
<b>Total Vehicle Trips</b>	<b>87</b>	<b>262</b>	<b>349</b>	<b>118</b>	<b>107</b>	<b>225</b>	<b>13</b>	<b>12</b>	<b>25</b>	<b>106</b>	<b>96</b>	<b>202</b>	<b>32</b>	<b>29</b>	<b>61</b>	<b>356</b>	<b>506</b>	<b>862</b>
<b>Average Vehicle Occupancy</b>	<b>2.05</b>	<b>1.35</b>	<b>1.52</b>	<b>1.78</b>	<b>1.84</b>	<b>1.81</b>	<b>1.77</b>	<b>1.83</b>	<b>1.80</b>	<b>1.78</b>	<b>1.84</b>	<b>1.81</b>	<b>1.78</b>	<b>1.83</b>	<b>1.80</b>	<b>1.85</b>	<b>1.58</b>	<b>1.69</b>

**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
<b>Total Person Trips</b>	<b>324</b>	<b>647</b>	<b>971</b>	<b>331</b>	<b>305</b>	<b>636</b>	<b>36</b>	<b>35</b>	<b>71</b>	<b>297</b>	<b>275</b>	<b>572</b>	<b>89</b>	<b>84</b>	<b>173</b>	<b>1,077</b>	<b>1,346</b>	<b>2,423</b>
<b>Total External Vehicle Trips</b>	<b>69</b>	<b>210</b>	<b>279</b>	<b>101</b>	<b>90</b>	<b>191</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>96</b>	<b>86</b>	<b>182</b>	<b>27</b>	<b>25</b>	<b>52</b>	<b>304</b>	<b>422</b>	<b>726</b>
<b>Total Internalized Vehicle Trips</b>	<b>18</b>	<b>52</b>	<b>70</b>	<b>17</b>	<b>17</b>	<b>34</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>5</b>	<b>4</b>	<b>9</b>	<b>52</b>	<b>84</b>	<b>136</b>

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

<b>Proposed Size:</b>		<b>744 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.9 trips/units	<b>AM PEAK HOUR</b>	
Total Person-trips:	6,658 person-trips	Person-trip Generation Rate [1]:	14.6%
Work Trips [2]:	33%	2,197 person-trips	1.3 trips/unit
		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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,143</b>		<b>514</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>163</b>		<b>73</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>163</b>		<b>73</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>163</b>		<b>73</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>172</b>		<b>77</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>172</b>		<b>77</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>172</b>		<b>77</b>	
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>49</b>		<b>22</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,197</b>		<b>988</b>	

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)

<b>Proposed Size:</b>		<b>744 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.9 trips/unit	<b>AM PEAK HOUR</b>	
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>580</b>		<b>125</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,204</b>		<b>318</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>624</b>		<b>174</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>401</b>		<b>124</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>491</b>		<b>116</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>178</b>		<b>69</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>357</b>		<b>125</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>624</b>		<b>146</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,461</b>		<b>1,197</b>	

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)

<b>Proposed Size:</b>		<b>34,480 sq ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>		<b>6</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>73</b>		<b>26</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>33</b>		<b>13</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>31</b>		<b>14</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>15</b>		<b>5</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>		<b>8</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>22</b>		<b>13</b>	
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>		<b>1</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>207</b>		<b>85</b>	

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)

<b>Proposed Size:</b>		<b>34,480 sq. ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>596</b>		<b>203</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,731</b>		<b>983</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>397</b>		<b>119</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>348</b>		<b>113</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>149</b>		<b>49</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>99</b>		<b>35</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>248</b>		<b>111</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>397</b>		<b>133</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,965</b>		<b>1,745</b>	

## 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)

<b>Proposed Size:</b>		<b>14,650 sq ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>39</b>	<b>16</b>	<b>7</b>	<b>3</b>

## 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)

<b>Proposed Size:</b>		<b>14,650 sq. ft</b>	
<b>DAILY</b>		<b>AM PEAK HOUR</b>	
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>39</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>518</b>		<b>187</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>23</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>		<b>9</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>19</b>		<b>7</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>21</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>25</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>942</b>		<b>331</b>	

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)

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

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>34</b>	<b>14</b>	<b>3</b>	<b>1</b>

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)

<b>Proposed Size:</b>		<b>4,287 sq. ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>99</b>		<b>34</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>163</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>20</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>58</b>		<b>19</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>25</b>		<b>8</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>16</b>		<b>6</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>41</b>		<b>18</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>823</b>		<b>289</b>	

## 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)

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

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>20</b>	<b>7</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>83</b>	<b>30</b>	<b>8</b>	<b>3</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>37</b>	<b>15</b>	<b>4</b>	<b>1</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>36</b>	<b>16</b>	<b>3</b>	<b>2</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>	<b>6</b>	<b>2</b>	<b>1</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>25</b>	<b>14</b>	<b>2</b>	<b>1</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>236</b>	<b>97</b>	<b>23</b>	<b>9</b>

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)

<b>Proposed Size:</b>		<b>9,826 sq. ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>679</b>		<b>232</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,113</b>		<b>1,120</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>135</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>396</b>		<b>129</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>170</b>		<b>56</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>40</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>283</b>		<b>126</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>151</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5,660</b>		<b>1,990</b>	

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
<b>Total Person Trips</b>	<b>6,656</b>	<b>5,172</b>	<b>857</b>	<b>5,896</b>	<b>982</b>	<b>19,563</b>	<b>1,151</b>	<b>466</b>	<b>116</b>	<b>796</b>	<b>177</b>	<b>2,706</b>
<b>Total Vehicle Trips</b>	<b>2,185</b>	<b>1,830</b>	<b>303</b>	<b>2,087</b>	<b>347</b>	<b>6,752</b>	<b>414</b>	<b>165</b>	<b>41</b>	<b>282</b>	<b>63</b>	<b>965</b>

**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	
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%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>AVO</b>	<b>1.52</b>	<b>1.81</b>	<b>1.80</b>	<b>1.80</b>	<b>1.79</b>	<b>1.68</b>

**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
<b>Total Person Trips</b>	<b>765</b>	<b>386</b>	<b>1,151</b>	<b>224</b>	<b>242</b>	<b>466</b>	<b>55</b>	<b>61</b>	<b>116</b>	<b>383</b>	<b>413</b>	<b>796</b>	<b>85</b>	<b>92</b>	<b>177</b>	<b>1,512</b>	<b>1,194</b>	<b>2,706</b>
<b>Total Vehicle Trips</b>	<b>310</b>	<b>104</b>	<b>414</b>	<b>79</b>	<b>86</b>	<b>165</b>	<b>20</b>	<b>21</b>	<b>41</b>	<b>134</b>	<b>148</b>	<b>282</b>	<b>30</b>	<b>33</b>	<b>63</b>	<b>573</b>	<b>391</b>	<b>964</b>
<b>Average Vehicle Occupancy</b>	<b>1.35</b>	<b>2.04</b>	<b>1.52</b>	<b>1.83</b>	<b>1.79</b>	<b>1.81</b>	<b>1.80</b>	<b>1.81</b>	<b>1.80</b>	<b>1.83</b>	<b>1.78</b>	<b>1.80</b>	<b>1.83</b>	<b>1.76</b>	<b>1.79</b>	<b>1.57</b>	<b>1.85</b>	<b>1.68</b>

**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
<b>Total Person Trips</b>	<b>765</b>	<b>386</b>	<b>1,151</b>	<b>223</b>	<b>243</b>	<b>466</b>	<b>54</b>	<b>62</b>	<b>116</b>	<b>383</b>	<b>413</b>	<b>796</b>	<b>85</b>	<b>92</b>	<b>177</b>	<b>1,510</b>	<b>1,196</b>	<b>2,706</b>
<b>Total External Vehicle Trips</b>	<b>273</b>	<b>91</b>	<b>364</b>	<b>62</b>	<b>69</b>	<b>132</b>	<b>16</b>	<b>17</b>	<b>33</b>	<b>107</b>	<b>118</b>	<b>226</b>	<b>23</b>	<b>27</b>	<b>50</b>	<b>481</b>	<b>323</b>	<b>804</b>
<b>Total Internalized Vehicle Trips</b>	<b>37</b>	<b>12</b>	<b>49</b>	<b>16</b>	<b>17</b>	<b>33</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>27</b>	<b>29</b>	<b>56</b>	<b>7</b>	<b>6</b>	<b>13</b>	<b>92</b>	<b>68</b>	<b>160</b>

3333 California Street

Maximum Residential Scenario Trip Generation - Weekday PM Peak Hour

Land Use: Residential (Work Trips)

<b>Proposed Size:</b>		<b>744 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.9 trips/units	<b>PM PEAK HOUR</b>	
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,143</b>		<b>300</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>163</b>		<b>43</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>163</b>		<b>43</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>163</b>		<b>43</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>172</b>		<b>45</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>172</b>		<b>45</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>172</b>		<b>45</b>	
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>49</b>		<b>13</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,197</b>		<b>576</b>	

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)

<b>Proposed Size:</b>		<b>744 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.9 trips/unit	<b>PM PEAK HOUR</b>	
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>580</b>		<b>125</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,204</b>		<b>318</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>624</b>		<b>174</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>401</b>		<b>124</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>491</b>		<b>116</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>178</b>		<b>69</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>357</b>		<b>125</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>624</b>		<b>146</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,461</b>		<b>1,197</b>	

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)

<b>Proposed Size:</b>		<b>34,480 sq ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>		<b>6</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>73</b>		<b>26</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>33</b>		<b>13</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>31</b>		<b>14</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>15</b>		<b>5</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>		<b>8</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>22</b>		<b>13</b>	
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>		<b>1</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>207</b>		<b>85</b>	

## 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)

<b>Proposed Size:</b>		<b>34,480 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	9%
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%
			13.5 trips/1,000 gsf
			447 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>596</b>		<b>203</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,731</b>		<b>983</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>397</b>		<b>119</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>348</b>		<b>113</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>149</b>		<b>49</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>99</b>		<b>35</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>248</b>		<b>111</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>397</b>		<b>133</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,965</b>		<b>1,745</b>	

## 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)

<b>Proposed Size:</b>		<b>14,650 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	67.0 trips/1000 gsf	<b>PM PEAK HOUR</b>	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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>3</b>	<b>1</b>	<b>1</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>14</b>	<b>5</b>	<b>2</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>6</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>6</b>	<b>3</b>	<b>1</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>3</b>	<b>1</b>	<b>1</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>3</b>	<b>1</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>4</b>	<b>2</b>	<b>1</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>39</b>	<b>16</b>	<b>7</b>

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)

<b>Proposed Size:</b>		<b>14,650 sq. ft</b>	
<b>DAILY</b>			
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
			170 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>39</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>518</b>		<b>187</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>23</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>		<b>9</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>19</b>		<b>7</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>21</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>25</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>942</b>		<b>331</b>	

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)

<b>Proposed Size:</b>		<b>4,287 sq ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>12</b>	<b>4</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>34</b>	<b>14</b>	<b>5</b>	<b>2</b>

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)

<b>Proposed Size:</b>		<b>4,287 sq. ft</b>	
<b>DAILY</b>			
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:	116 person-trips
Non-Work Trips [2]: 96%	823 person-trips	Non-Work Trips [2]:	96%
			27.0 trips/1,000 gsf
			111 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>99</b>		<b>34</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>163</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>20</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>58</b>		<b>19</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>25</b>		<b>8</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>16</b>		<b>6</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>41</b>		<b>18</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>823</b>		<b>289</b>	

## 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)

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

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>20</b>	<b>7</b>	<b>3</b>	<b>1</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>83</b>	<b>30</b>	<b>11</b>	<b>4</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>37</b>	<b>15</b>	<b>5</b>	<b>2</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>36</b>	<b>16</b>	<b>5</b>	<b>2</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>	<b>6</b>	<b>2</b>	<b>1</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>25</b>	<b>14</b>	<b>3</b>	<b>2</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>236</b>	<b>97</b>	<b>32</b>	<b>13</b>

## 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)

<b>Proposed Size:</b>		<b>9,826 sq. ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>679</b>		<b>232</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,113</b>		<b>1,120</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>135</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>396</b>		<b>129</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>170</b>		<b>56</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>40</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>283</b>		<b>126</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>151</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5,660</b>		<b>1,990</b>	

## 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 - Senior Housing 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
Senior Housing	186	DU
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

Mode	Daily							Weekday AM Peak Hour							AM Peak Hour Total
	Residential	Senior Housing	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	Daily Total	Residential	Senior Housing	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center		
	Auto	2,730	681	3,306	548	3,769	627	11,661	399	27	405	46	367	110	
Transit	1,354	361	410	68	468	78	2,739	212	15	50	6	46	14	343	
Walk	610	134	1,321	219	1,505	251	4,040	78	5	162	18	147	44	454	
Other	299	71	135	22	154	26	707	42	3	17	2	15	5	84	
<b>Total Person Trips</b>	<b>4,993</b>	<b>1,247</b>	<b>5,172</b>	<b>857</b>	<b>5,896</b>	<b>982</b>	<b>19,147</b>	<b>731</b>	<b>50</b>	<b>634</b>	<b>72</b>	<b>575</b>	<b>173</b>	<b>2,235</b>	
<b>Total Vehicle Trips</b>	<b>1,631</b>	<b>447</b>	<b>1,784</b>	<b>296</b>	<b>2,033</b>	<b>339</b>	<b>6,530</b>	<b>262</b>	<b>18</b>	<b>219</b>	<b>25</b>	<b>198</b>	<b>60</b>	<b>781</b>	

Mode	Weekday AM Peak Hour							AM Peak Hour Overall
	Residential	Senior Housing	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	AM Peak Hour Overall	
Auto	54.6%	54.6%	63.9%	63.9%	63.8%	63.6%	60.6%	
Transit	29.0%	28.9%	7.9%	8.3%	8.0%	8.1%	15.3%	
Walk	10.7%	10.7%	25.6%	25.0%	25.6%	25.4%	20.3%	
Other	5.7%	5.7%	2.7%	2.8%	2.6%	2.9%	3.8%	
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	
<b>AVO</b>	<b>1.53</b>	<b>1.52</b>	<b>1.85</b>	<b>1.84</b>	<b>1.85</b>	<b>1.83</b>	<b>1.73</b>	

Mode	Weekday AM Peak Hour																				
	Residential			Senior Housing			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	23	4	27	209	196	405	24	22	46	189	178	367	57	53	110	636	718	1,354
Transit	58	154	212	12	3	15	29	21	50	3	3	6	26	20	46	8	6	14	136	207	343
Walk	37	41	78	4	1	5	83	79	162	9	9	18	75	72	147	22	22	44	230	224	454
Other	16	26	42	2	1	3	9	8	17	1	1	2	8	7	15	2	3	5	38	46	84
<b>Total Person Trips</b>	<b>245</b>	<b>486</b>	<b>731</b>	<b>41</b>	<b>9</b>	<b>50</b>	<b>330</b>	<b>304</b>	<b>634</b>	<b>37</b>	<b>35</b>	<b>72</b>	<b>298</b>	<b>277</b>	<b>575</b>	<b>89</b>	<b>84</b>	<b>173</b>	<b>1,040</b>	<b>1,195</b>	<b>2,235</b>
<b>Total Vehicle Trips</b>	<b>65</b>	<b>197</b>	<b>262</b>	<b>15</b>	<b>3</b>	<b>18</b>	<b>115</b>	<b>104</b>	<b>219</b>	<b>13</b>	<b>12</b>	<b>25</b>	<b>104</b>	<b>94</b>	<b>198</b>	<b>31</b>	<b>29</b>	<b>60</b>	<b>342</b>	<b>439</b>	<b>781</b>
<b>Average Vehicle Occupancy</b>	<b>2.06</b>	<b>1.35</b>	<b>1.53</b>	<b>1.53</b>	<b>1.47</b>	<b>1.52</b>	<b>1.82</b>	<b>1.88</b>	<b>1.85</b>	<b>1.85</b>	<b>1.83</b>	<b>1.84</b>	<b>1.82</b>	<b>1.89</b>	<b>1.85</b>	<b>1.84</b>	<b>1.83</b>	<b>1.83</b>	<b>1.86</b>	<b>1.64</b>	<b>1.73</b>

Mode Split	
Mode	Mode Split
Auto	60.6%
Transit	15.3%
Walk	20.3%
Other	3.8%
<b>Total</b>	<b>100%</b>
<b>AVO</b>	<b>1.73</b>

## 3333 California Street

Senior Housing Scenario Trip Generation - Weekday AM Peak Hour

Land Use: Residential (Work Trips)

<b>Proposed Size:</b>		<b>558 sq. ft.</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.9 trips/units	<b>AM PEAK HOUR</b>	
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]:	365 person-trips
		50%	

Origins	Distribution [3]	Mode	Percent [3]	AVO [4]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>857</b>		<b>385</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>37</b>		<b>17</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,648</b>		<b>741</b>	

## 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

Senior Housing Scenario Trip Generation - Weekday AM Peak Hour

Land Use: Residential (Non-Work Trips)

<b>Proposed Size:</b> 558 sq. ft.			
<b>DAILY</b>		<b>AM PEAK HOUR</b>	
Person-trip Generation Rate [1]:	8.9 trips/unit	Person-trip Generation Rate [4]:	14.6%
Total Person-trips:	4,993 person-trips	Total Person-trips:	731 person-trips
Non-Work Trips [2]: 67%	3,345 person-trips	Non-Work Trips [2]:	50%
			1.3 trips/1,000 gsf
			365 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>435</b>		<b>48</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>903</b>		<b>99</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>468</b>		<b>51</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>301</b>		<b>33</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>368</b>		<b>40</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>134</b>		<b>15</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>268</b>		<b>29</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>468</b>		<b>51</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,345</b>		<b>365</b>	

## 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

Senior Housing Scenario Trip Generation - Weekday AM Peak Hour

Land Use: General Retail (Work Trips)

<b>Proposed Size:</b>		<b>34,480 sq. ft.</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	150.0 trips/1000 gsf	<b>AM PEAK HOUR</b>	
Total Person-trips:	5,172 person-trips	Person-trip Generation Rate [4]: 12.3%	18.4 trips/1000 gsf
Work Trips [2]: 4%	207 person-trips	Total Person-trips:	634 person-trips
		Work Trips [2]: 4%	25 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>	<b>6</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>73</b>	<b>26</b>	<b>9</b>	<b>3</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>33</b>	<b>13</b>	<b>4</b>	<b>2</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>31</b>	<b>14</b>	<b>4</b>	<b>2</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>15</b>	<b>5</b>	<b>2</b>	<b>1</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>	<b>8</b>	<b>2</b>	<b>1</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>22</b>	<b>13</b>	<b>3</b>	<b>2</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>207</b>	<b>85</b>	<b>25</b>	<b>10</b>

## 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

Senior Housing Scenario Trip Generation - Weekday AM Peak Hour

Land Use: General Retail (Non-Work Trips)

<b>Proposed Size:</b>		<b>34,480 sq. ft.</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq ft	Person-trip Generation Rate [4]:	12.3%
Total Person-trips:	5,172 person-trips	Total Person-trips:	634 person-trips
Non-Work Trips [2]: 96%	4,965 person-trips	Non-Work Trips [2]:	96%
			18.4 trips/1,000 gsf
			609 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>596</b>		<b>203</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	1,543	983	189	121
		Transit	7.2%		197		24	
		Walk	34.5%		942		116	
		Other	1.8%		49		6	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,731</b>		<b>983</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>397</b>		<b>119</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>348</b>		<b>113</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	98	42	12	5
		Transit	9.8%		15		2	
		Walk	24.4%		36		4	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>149</b>		<b>42</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	81	38	10	5
		Transit	0.0%		0		0	
		Walk	18.8%		19		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>99</b>		<b>38</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	236	68	29	8
		Transit	0.0%		0		0	
		Walk	4.9%		12		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>248</b>		<b>68</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	248	133	30	16
		Transit	7.0%		28		3	
		Walk	20.9%		83		10	
		Other	9.6%		38		5	
		<b>TOTAL</b>	<b>100.0%</b>		<b>397</b>		<b>133</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	3,197	1,699	392	208
		Transit	6.9%		345		42	
		Walk	26.1%		1,295		159	
		Other	2.6%		129		16	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,965</b>		<b>1,699</b>	

## 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

Senior Housing Scenario Trip Generation - Weekday AM Peak Hour

Land Use: Daycare (Work Trips)

<b>Proposed Size:</b>		<b>14,650 sq. ft.</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	67.0 trips/1000 gsf	<b>AM PEAK HOUR</b>	Person-trip Generation Rate [4]: 17.6%
Total Person-trips:	982 person-trips	Total Person-trips:	173 person-trips
Work Trips [2]: 4%	39 person-trips	Work Trips [2]: 4%	7 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>39</b>	<b>16</b>	<b>7</b>	<b>3</b>

## 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

Senior Housing Scenario Trip Generation - Weekday AM Peak Hour

Land Use: Daycare (Non-Work Trips)

<b>Proposed Size:</b>		<b>14,650 sq. ft.</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	67.0 trips/1000 sq ft	Person-trip Generation Rate [4]:	17.6%
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>39</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>518</b>		<b>187</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>23</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>		<b>8</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>19</b>		<b>7</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>13</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>25</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	607	322	107	57
		Transit	6.9%		65		12	
		Walk	26.1%		246		43	
		Other	2.6%		24		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>942</b>		<b>322</b>	

## 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  
 Senior Housing Scenario Trip Generation - Weekday AM Peak Hour  
 Land Use: Quality Sit-Down (Work Trips)

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

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>34</b>	<b>14</b>	<b>3</b>	<b>1</b>

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

Senior Housing Scenario Trip Generation - Weekday AM Peak Hour

Land Use: Quality Sit-Down (Non-Work Trips)

<b>Proposed Size:</b>		<b>4,287 sq. ft.</b>	
<b>DAILY</b>			
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%
			16.7 trips/1,000 gsf
			69 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>99</b>		<b>34</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>163</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>20</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>58</b>		<b>19</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>25</b>		<b>7</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>16</b>		<b>6</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>41</b>		<b>11</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>823</b>		<b>282</b>	

## 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

Senior Housing Scenario Trip Generation - Weekday AM Peak Hour

Land Use: Composit Rate, Cafe (Work Trips)

<b>Proposed Size:</b>		<b>9,826 sq. ft.</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	600.0 trips/1000 gsf	<b>AM PEAK HOUR</b>	Person-trip Generation Rate [1]: 9.7%
Total Person-trips:	5,896 person-trips	Total Person-trips:	58.4 trips/1000 gsf
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>20</b>	<b>7</b>	<b>2</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>83</b>	<b>30</b>	<b>8</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>37</b>	<b>15</b>	<b>4</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>36</b>	<b>16</b>	<b>3</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>17</b>	<b>6</b>	<b>2</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>17</b>	<b>9</b>	<b>2</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>25</b>	<b>14</b>	<b>2</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>2</b>	<b>1</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>236</b>	<b>97</b>	<b>23</b>

## 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

Senior Housing Scenario Trip Generation - Weekday AM Peak Hour

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

<b>Proposed Size:</b>		<b>9,826 sq. ft.</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	600.0 trips/1000 sq ft	Person-trip Generation Rate [4]:	9.7%
Total Person-trips:	5,896 person-trips	Total Person-trips:	58.4 trips/1,000 gsf
Non-Work Trips [2]: 96%	5,660 person-trips	Non-Work Trips [2]:	96%
			574 person-trips
			551 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	532	232	52	23
		Transit	8.5%		58		6	
		Walk	11.1%		75		7	
		Other	2.0%		14		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>679</b>		<b>232</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	1,759	1,120	171	109
		Transit	7.2%		224		22	
		Walk	34.5%		1,074		105	
		Other	1.8%		56		5	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,113</b>		<b>1,120</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>135</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>396</b>		<b>129</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	112	48	11	5
		Transit	9.8%		17		2	
		Walk	24.4%		41		4	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>170</b>		<b>48</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	92	43	9	4
		Transit	0.0%		0		0	
		Walk	18.8%		21		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>43</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	269	78	26	8
		Transit	0.0%		0		0	
		Walk	4.9%		14		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>283</b>		<b>78</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	283	151	28	15
		Transit	7.0%		32		3	
		Walk	20.9%		95		9	
		Other	9.6%		43		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>151</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	3,644	1,937	355	188
		Transit	6.9%		393		38	
		Walk	26.1%		1,476		144	
		Other	2.6%		147		14	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5,660</b>		<b>1,937</b>	

## 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

## Senior Housing Scenario Trip Generation - Weekday AM Peak Hour

## Land Use: Senior Housing (Work Trips)

<b>Proposed Size:</b>		<b>186 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	5.0 trips/unit	<b>AM PEAK HOUR</b>	
Total Person-trips:	930 person-trips	Person-trip Generation Rate [1]: 5.4%	0.3 trips/1,000 gsf
Non-Work Trips [2]: 67%	623 person-trips	Total Person-trips:	50 person-trips
		Non-Work Trips [2]:	25 person-trips
			50%

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	52.0%	Auto	54.5%	1.21	177	146	7	6
		Transit	34.3%		111		4	
		Walk	6.3%		20		1	
		Other	4.9%		16		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>324</b>		<b>146</b>	
<b>Superdistrict 2</b>	7.4%	Auto	54.5%	1.21	25	21	1	1
		Transit	34.3%		16		1	
		Walk	6.3%		3		0	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>46</b>		<b>21</b>	
<b>Superdistrict 3</b>	7.4%	Auto	54.5%	1.21	25	21	1	1
		Transit	34.3%		16		1	
		Walk	6.3%		3		0	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>46</b>		<b>21</b>	
<b>Superdistrict 4</b>	7.4%	Auto	54.5%	1.21	25	21	1	1
		Transit	34.3%		16		1	
		Walk	6.3%		3		0	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>46</b>		<b>21</b>	
<b>East Bay</b>	7.8%	Auto	54.5%	1.21	27	22	1	1
		Transit	34.3%		17		1	
		Walk	6.3%		3		0	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>49</b>		<b>22</b>	
<b>North Bay</b>	7.8%	Auto	54.5%	1.21	27	22	1	1
		Transit	34.3%		17		1	
		Walk	6.3%		3		0	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>49</b>		<b>22</b>	
<b>South Bay</b>	7.8%	Auto	54.5%	1.21	27	22	1	1
		Transit	34.3%		17		1	
		Walk	6.3%		3		0	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>49</b>		<b>22</b>	
<b>Other (Out of Region)</b>	2.2%	Auto	54.5%	1.21	8	6	0	0
		Transit	34.3%		5		0	
		Walk	6.3%		1		0	
		Other	4.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>		<b>6</b>	
<b>TOTAL</b>	100.0%	Auto	54.5%	1.21	340	280	14	11
		Transit	34.3%		214		9	
		Walk	6.3%		39		2	
		Other	4.9%		30		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>623</b>		<b>280</b>	

## 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

Senior Housing Scenario Trip Generation - Weekday AM Peak Hour

Land Use: Office (Non-Work Trips)

<b>Proposed Size:</b>		<b>186 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	5.0 trips/unit	<b>AM PEAK HOUR</b>	
Total Person-trips:	930 person-trips	Person-trip Generation Rate [1]:	5.4%
Non-Work Trips [2]:	67%	Total Person-trips:	50 person-trips
	623 person-trips	Non-Work Trips [2]:	50%
			25 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	13.0%	Auto	41.7%	1.93	34	18	1	1
		Transit	35.5%		29		1	
		Walk	16.4%		13		1	
		Other	6.4%		5		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>81</b>		<b>18</b>	
<b>Superdistrict 2</b>	27.0%	Auto	50.9%	1.93	86	44	3	2
		Transit	23.7%		40		2	
		Walk	19.7%		33		1	
		Other	5.7%		10		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>168</b>		<b>44</b>	
<b>Superdistrict 3</b>	14.0%	Auto	57.1%	2.05	50	24	2	1
		Transit	22.3%		19		1	
		Walk	9.9%		9		0	
		Other	10.7%		9		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>87</b>		<b>24</b>	
<b>Superdistrict 4</b>	9.0%	Auto	63.4%	2.06	36	17	1	1
		Transit	32.4%		18		1	
		Walk	4.2%		2		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>56</b>		<b>17</b>	
<b>East Bay</b>	11.0%	Auto	52.2%	2.20	36	16	1	1
		Transit	25.0%		17		1	
		Walk	14.1%		10		0	
		Other	8.7%		6		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>69</b>		<b>16</b>	
<b>North Bay</b>	4.0%	Auto	73.6%	1.89	18	10	1	0
		Transit	8.8%		2		0	
		Walk	14.7%		4		0	
		Other	2.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>25</b>		<b>10</b>	
<b>South Bay</b>	8.0%	Auto	80.5%	2.30	40	17	2	1
		Transit	8.3%		4		0	
		Walk	5.6%		3		0	
		Other	5.6%		3		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>50</b>		<b>17</b>	
<b>Out of Region</b>	14.0%	Auto	48.3%	2.07	42	20	2	1
		Transit	19.7%		17		1	
		Walk	23.8%		21		1	
		Other	8.2%		7		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>87</b>		<b>20</b>	
<b>TOTAL</b>	100.0%	Auto	54.8%	2.04	341	167	14	7
		Transit	23.6%		147		6	
		Walk	15.1%		94		4	
		Other	6.5%		41		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>623</b>		<b>167</b>	

## 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

Travel Demand Summary - Senior Housing Scenario, Weekday PM Peak Hour

Land Use Program		
Land Use	Size	Units
Residential	558	DU
	235	Studio/1-bed
	323	2/2+bed
Senior Housing	186	DU
General Retail	34,490	SF
Quality Sit-Down	4,287	SF
Composite Restaurant	9,826	SF
Daycare Center	14,650	SF

Source: 170215 LG\_Sitewide Data.pdf

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	Senior Housing	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	Daily Total	Residential	Senior Housing	General Retail	Quality Sit-Down	Composite Restaurant		Daycare Center
Auto	2,730	509	3,306	548	3,769	627	11,489	472	30	298	74	509	113	1,496
Transit	1,354	252	410	68	468	78	2,630	250	16	37	9	63	14	389
Walk	610	114	1,321	219	1,505	251	4,020	93	6	119	30	203	45	496
Other	299	56	135	22	154	26	692	49	3	12	3	21	5	93
<b>Total Person Trips</b>	<b>4,993</b>	<b>931</b>	<b>5,172</b>	<b>857</b>	<b>5,896</b>	<b>982</b>	<b>18,831</b>	<b>864</b>	<b>56</b>	<b>466</b>	<b>116</b>	<b>796</b>	<b>177</b>	<b>2,475</b>
<b>Total Vehicle Trips</b>	<b>1,631</b>	<b>305</b>	<b>1,784</b>	<b>296</b>	<b>2,033</b>	<b>339</b>	<b>6,388</b>	<b>309</b>	<b>20</b>	<b>161</b>	<b>40</b>	<b>275</b>	<b>61</b>	<b>866</b>

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

Mode	Weekday PM Peak Hour						PM Peak Hour Overall
	Residential	Senior Housing	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	
Auto	54.6%	54.6%	63.9%	63.8%	63.9%	63.8%	60.5%
Transit	28.9%	28.9%	7.9%	7.8%	7.9%	7.9%	15.7%
Walk	10.8%	10.7%	25.5%	25.9%	25.5%	25.4%	20.0%
Other	5.7%	5.7%	2.6%	2.6%	2.6%	2.8%	3.8%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>AVO</b>	<b>1.53</b>	<b>1.52</b>	<b>1.86</b>	<b>1.85</b>	<b>1.85</b>	<b>1.85</b>	<b>1.73</b>

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

Mode	Weekday PM Peak Hour																		Mode Split			
	Residential			Senior Housing			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	Mode Split
Auto	314	158	472	5	25	30	144	154	298	36	38	74	246	263	509	55	58	113	800	696	1,496	60.5%
Transit	182	68	250	3	13	16	16	21	37	4	5	9	27	36	63	6	8	14	238	151	389	15.7%
Walk	49	44	93	1	5	6	58	61	119	14	16	30	100	103	203	22	23	45	244	252	496	20.0%
Other	30	19	49	1	2	3	6	6	12	1	2	3	10	11	21	2	3	5	50	43	93	3.8%
<b>Total Person Trips</b>	<b>575</b>	<b>289</b>	<b>864</b>	<b>10</b>	<b>46</b>	<b>56</b>	<b>224</b>	<b>242</b>	<b>466</b>	<b>55</b>	<b>61</b>	<b>116</b>	<b>383</b>	<b>413</b>	<b>796</b>	<b>85</b>	<b>92</b>	<b>177</b>	<b>1,332</b>	<b>1,143</b>	<b>2,475</b>	<b>100%</b>
<b>Total Vehicle Trips</b>	<b>232</b>	<b>77</b>	<b>309</b>	<b>3</b>	<b>17</b>	<b>20</b>	<b>76</b>	<b>84</b>	<b>161</b>	<b>19</b>	<b>21</b>	<b>40</b>	<b>131</b>	<b>144</b>	<b>275</b>	<b>29</b>	<b>32</b>	<b>61</b>	<b>490</b>	<b>375</b>	<b>866</b>	
<b>Average Vehicle Occupancy</b>	<b>1.35</b>	<b>2.05</b>	<b>1.53</b>	<b>1.67</b>	<b>1.50</b>	<b>1.52</b>	<b>1.88</b>	<b>1.83</b>	<b>1.86</b>	<b>1.89</b>	<b>1.81</b>	<b>1.85</b>	<b>1.88</b>	<b>1.82</b>	<b>1.85</b>	<b>1.90</b>	<b>1.81</b>	<b>1.85</b>	<b>1.63</b>	<b>1.85</b>	<b>1.73</b>	

Mode	Mode Split
Auto	60.5%
Transit	15.7%
Walk	20.0%
Other	3.8%
<b>Total</b>	<b>100%</b>
<b>AVO</b>	<b>1.73</b>

3333 California Street  
 Senior Housing Scenario Trip Generation - Weekday PM Peak Hour  
 Land Use: Residential (Work Trips)

<b>Proposed Size:</b>		<b>558 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.9 trips/units	<b>PM PEAK HOUR</b>	
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>857</b>		<b>385</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>37</b>		<b>17</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,648</b>		<b>741</b>	

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

## Senior Housing Scenario Trip Generation - Weekday PM Peak Hour

## Land Use: Residential (Non-Work Trips)

<b>Proposed Size:</b>		<b>558 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.9 trips/unit	<b>PM PEAK HOUR</b>	
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>435</b>		<b>94</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>903</b>		<b>235</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>468</b>		<b>130</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>301</b>		<b>88</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>368</b>		<b>87</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>134</b>		<b>52</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>268</b>		<b>94</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>468</b>		<b>109</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,345</b>		<b>890</b>	

## 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  
 Senior Housing Scenario Trip Generation - Weekday PM Peak Hour  
 Land Use: General Retail (Work Trips)

<b>Proposed Size:</b>		<b>34,480 sq ft</b>	
<b>DAILY</b>			
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%	207 person-trips	4%
		Work Trips [2]:	19 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>		<b>6</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>73</b>		<b>26</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>33</b>		<b>13</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>31</b>		<b>14</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>15</b>		<b>5</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>		<b>8</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>22</b>		<b>13</b>	
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>		<b>1</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>207</b>		<b>85</b>	

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

Senior Housing Scenario Trip Generation - Weekday PM Peak Hour

Land Use: General Retail (Non-Work Trips)

<b>Proposed Size:</b>		<b>34,480 sq. ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>596</b>		<b>203</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,731</b>		<b>983</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>397</b>		<b>119</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>348</b>		<b>113</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	98	42	9	4
		Transit	9.8%		15		1	
		Walk	24.4%		36		3	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>149</b>		<b>42</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	81	38	7	3
		Transit	0.0%		0		0	
		Walk	18.8%		19		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>99</b>		<b>38</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	236	68	21	6
		Transit	0.0%		0		0	
		Walk	4.9%		12		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>248</b>		<b>68</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>397</b>		<b>133</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	3,197	1,699	288	153
		Transit	6.9%		345		31	
		Walk	26.1%		1,295		117	
		Other	2.6%		129		12	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,965</b>		<b>1,699</b>	

## 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  
 Senior Housing Scenario Trip Generation - Weekday PM Peak Hour  
 Land Use: Daycare (Work Trips)

<b>Proposed Size:</b>		<b>14,650 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	67.0 trips/1000 gsf	<b>PM PEAK HOUR</b>	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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>3</b>	<b>1</b>	<b>1</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>14</b>	<b>5</b>	<b>2</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>6</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>6</b>	<b>3</b>	<b>1</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>3</b>	<b>1</b>	<b>1</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>3</b>	<b>1</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>4</b>	<b>2</b>	<b>1</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>			<b>39</b>	<b>16</b>	<b>7</b>

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  
 Senior Housing Scenario Trip Generation - Weekday PM Peak Hour  
 Land Use: Daycare (Non-Work Trips)

<b>Proposed Size:</b>		<b>14,650 sq. ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>39</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>518</b>		<b>187</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>23</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>		<b>8</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>19</b>		<b>7</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>13</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>25</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	607	322	109	58
		Transit	6.9%		65		12	
		Walk	26.1%		246		44	
		Other	2.6%		24		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>942</b>		<b>322</b>	

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  
 Senior Housing Scenario Trip Generation - Weekday PM Peak Hour  
 Land Use: Quality Sit-Down (Work Trips)

<b>Proposed Size:</b>		<b>4,287 sq ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>12</b>	<b>4</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>34</b>	<b>14</b>	<b>5</b>	<b>2</b>

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

Senior Housing Scenario Trip Generation - Weekday PM Peak Hour

Land Use: Quality Sit-Down (Non-Work Trips)

<b>Proposed Size:</b>		<b>4,287 sq. ft</b>	
<b>DAILY</b>			
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:	116 person-trips
Non-Work Trips [2]: 96%	823 person-trips	Non-Work Trips [2]:	96%
			27.0 trips/1,000 gsf
			111 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>99</b>		<b>34</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>163</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>20</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>58</b>		<b>19</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>25</b>		<b>7</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>16</b>		<b>6</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>41</b>		<b>11</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>823</b>		<b>282</b>	

## 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

Senior Housing Scenario Trip Generation - Weekday PM Peak Hour

Land Use: Composite Rate, Cafe (Work Trips)

<b>Proposed Size:</b>		<b>9,826 sq ft</b>	
<b>DAILY</b>			
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%	Work Trips [2]:	4%
	236 person-trips		32 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>20</b>	<b>7</b>	<b>3</b>	<b>1</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>83</b>	<b>30</b>	<b>11</b>	<b>4</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>37</b>	<b>15</b>	<b>5</b>	<b>2</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>36</b>	<b>16</b>	<b>5</b>	<b>2</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>	<b>6</b>	<b>2</b>	<b>1</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>25</b>	<b>14</b>	<b>3</b>	<b>2</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>236</b>	<b>97</b>	<b>32</b>	<b>13</b>

## 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

Senior Housing Scenario Trip Generation - Weekday PM Peak Hour

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

<b>Proposed Size:</b>		<b>9,826 sq. ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>679</b>		<b>232</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,113</b>		<b>1,120</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>135</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>396</b>		<b>129</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>170</b>		<b>48</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>43</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>283</b>		<b>78</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>453</b>		<b>151</b>	
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5,660</b>		<b>1,937</b>	

## 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

Senior Housing Scenario Trip Generation - Weekday PM Peak Hour

Land Use: Senior Housing (Work Trips)

<b>Proposed Size:</b>		<b>186 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	5.0 trips/unit	<b>PM PEAK HOUR</b>	
Total Person-trips:	930 person-trips	Person-trip Generation Rate [1]:	6.0%
Work Trips [2]:	33%	307 person-trips	0.3 trips/unit
		Total Person-trips:	56 person-trips
		Non-Work Trips [2]:	50%
			28 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	52.0%	Auto	54.5%	1.21	87	72	8	7
		Transit	34.3%		55		5	
		Walk	6.3%		10		1	
		Other	4.9%		8		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>160</b>		<b>72</b>	
<b>Superdistrict 2</b>	7.4%	Auto	54.5%	1.21	12	10	1	1
		Transit	34.3%		8		1	
		Walk	6.3%		1		0	
		Other	4.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>23</b>		<b>10</b>	
<b>Superdistrict 3</b>	7.4%	Auto	54.5%	1.21	12	10	1	1
		Transit	34.3%		8		1	
		Walk	6.3%		1		0	
		Other	4.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>23</b>		<b>10</b>	
<b>Superdistrict 4</b>	7.4%	Auto	54.5%	1.21	12	10	1	1
		Transit	34.3%		8		1	
		Walk	6.3%		1		0	
		Other	4.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>23</b>		<b>10</b>	
<b>East Bay</b>	7.8%	Auto	54.5%	1.21	13	11	1	1
		Transit	34.3%		8		1	
		Walk	6.3%		2		0	
		Other	4.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>24</b>		<b>11</b>	
<b>North Bay</b>	7.8%	Auto	54.5%	1.21	13	11	1	1
		Transit	34.3%		8		1	
		Walk	6.3%		2		0	
		Other	4.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>24</b>		<b>11</b>	
<b>South Bay</b>	7.8%	Auto	54.5%	1.21	13	11	1	1
		Transit	34.3%		8		1	
		Walk	6.3%		2		0	
		Other	4.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>24</b>		<b>11</b>	
<b>Other (Out of Region)</b>	2.2%	Auto	54.5%	1.21	4	3	0	0
		Transit	34.3%		2		0	
		Walk	6.3%		0		0	
		Other	4.9%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>7</b>		<b>3</b>	
<b>TOTAL</b>	100.0%	Auto	54.5%	1.21	167	138	15	13
		Transit	34.3%		105		10	
		Walk	6.3%		19		2	
		Other	4.9%		15		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>307</b>		<b>138</b>	

## 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)

## 3333 California Street

Senior Housing Scenario Trip Generation - Weekday PM Peak Hour

Land Use: Senior Housing (Non-Work Trips)

<b>Proposed Size:</b>		<b>186 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	5.0 trips/unit	<b>PM PEAK HOUR</b>	
Total Person-trips:	930 person-trips	Person-trip Generation Rate [1]:	6.0%
Non-Work Trips [2]:	67%	Total Person-trips:	56 person-trips
	623 person-trips	Non-Work Trips [2]:	50%
			0.3 trips/unit
			28 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	13.0%	Auto	41.7%	1.93	34	18	2	1
		Transit	35.5%		29		1	
		Walk	16.4%		13		1	
		Other	6.4%		5		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>81</b>		<b>18</b>	
<b>Superdistrict 2</b>	27.0%	Auto	50.9%	1.93	86	44	4	2
		Transit	23.7%		40		2	
		Walk	19.7%		33		1	
		Other	5.7%		10		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>168</b>		<b>44</b>	
<b>Superdistrict 3</b>	14.0%	Auto	57.1%	2.05	50	24	2	1
		Transit	22.3%		19		1	
		Walk	9.9%		9		0	
		Other	10.7%		9		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>87</b>		<b>24</b>	
<b>Superdistrict 4</b>	9.0%	Auto	63.4%	2.06	36	17	2	1
		Transit	32.4%		18		1	
		Walk	4.2%		2		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>56</b>		<b>17</b>	
<b>East Bay</b>	11.0%	Auto	52.2%	2.20	36	16	2	1
		Transit	25.0%		17		1	
		Walk	14.1%		10		0	
		Other	8.7%		6		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>69</b>		<b>16</b>	
<b>North Bay</b>	4.0%	Auto	73.6%	1.89	18	10	1	0
		Transit	8.8%		2		0	
		Walk	14.7%		4		0	
		Other	2.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>25</b>		<b>10</b>	
<b>South Bay</b>	8.0%	Auto	80.5%	2.30	40	17	2	1
		Transit	8.3%		4		0	
		Walk	5.6%		3		0	
		Other	5.6%		3		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>50</b>		<b>17</b>	
<b>Out of Region</b>	14.0%	Auto	48.3%	2.07	42	20	2	1
		Transit	19.7%		17		1	
		Walk	23.8%		21		1	
		Other	8.2%		7		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>87</b>		<b>20</b>	
<b>TOTAL</b>	100.0%	Auto	54.8%	2.04	341	167	15	7
		Transit	23.6%		147		7	
		Walk	15.1%		94		4	
		Other	6.5%		41		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>623</b>		<b>167</b>	

## 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  
 Loading Demand and Code Requirements

<b>Freight Loading Demand</b>						
Land Use	Size (Square Feet)	Turnover Rate (B Value)	Loading Demand Daily	Average Hour	Peak Hour	
<b>Mixed-Use Office Scenario</b>						
Residential	824,691	0.03	24.7	1.2	1.4	
General Office	49,999	0.21	10.5	0.5	0.6	
General Retail	40,004	3.6	8.8	0.4	0.5	
Quality Sit-Down	4,287	3.6	15.4	0.7	0.9	
Composite Restaurant	9,826	3.6	35.4	1.6	2.1	
Daycare Center	14,690	0.1	1.5	0.1	0.1	
<b>Total</b>	<b>943,497</b>	<b>-</b>	<b>96.3</b>	<b>4.5</b>	<b>5.6</b>	
<b>Mixed-Use Multi-Family Housing Scenario</b>						
Residential	978,611	0.03	29.4	1.4	1.7	
General Retail	34,480	3.6	7.6	0.4	0.4	
Quality Sit-Down	4,287	3.6	15.4	0.7	0.9	
Composite Restaurant	9,826	3.6	35.4	1.6	2.1	
Daycare Center	14,650	0.1	1.5	0.1	0.1	
<b>Total</b>	<b>1,041,854</b>	<b>-</b>	<b>89.3</b>	<b>4.2</b>	<b>5.2</b>	
<b>Mixed-Use Senior Housing Scenario</b>						
Residential	978,611	0.03	29.4	1.4	1.7	
General Retail	34,480	3.6	7.6	0.4	0.4	
Quality Sit-Down	4,287	3.6	15.4	0.7	0.9	
Composite Restaurant	9,826	3.6	35.4	1.6	2.1	
Daycare Center	14,650	0.1	1.5	0.1	0.1	
<b>Total</b>	<b>1,041,854</b>	<b>-</b>	<b>89.3</b>	<b>4.2</b>	<b>5.2</b>	

<b>Passenger Loading Demand</b>						
Step	Calculation	Office Scenario		Multi-Family Housing Scenario		
		AM	PM	AM	PM	
Peak Hour Vehicle Trips	"Other" mode	49	60	48	61	
Peak Hour Factor	x 2	98	120	96	122	
Peak 15-Min Arrivals	/4	24.5	30	24	30.5	
Average Dwell Time	1.5 min	36.75	45	36	45.75	
Linear Space, PCE	/15	2.45	3	2.4	3.05	
Linear Space, feet	* 20	49	60	48	61	

## Attachment C – Internal Trip Capture Worksheets

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
<b>Office</b>									
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%
<b>Multi-Family Housing</b>									
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
<b>Office</b>																									
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
<b>Multi-Family Housing</b>																									
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
<b>Senior Housing</b>																									
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
<b>Office</b>									
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%
<b>Multi-Family Housing</b>									
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
<b>Office</b>																									
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
<b>Multi-Family Housing</b>																									
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
<b>Senior Housing</b>																									
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	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																190	76	266
External Vehicle Trips	69	210	279	101	90	191	11	11	22	96	86	182	27	25	52	304	422	726
Trip Credit	44	39	83	63	16	79	7	2	9	60	15	75	17	4	21	191	76	267
<b>Net New External Vehicle Trips</b>	<b>25</b>	<b>171</b>	<b>196</b>	<b>38</b>	<b>74</b>	<b>112</b>	<b>4</b>	<b>9</b>	<b>13</b>	<b>36</b>	<b>71</b>	<b>107</b>	<b>10</b>	<b>21</b>	<b>31</b>	<b>113</b>	<b>346</b>	<b>459</b>

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	
<b>Total</b>	<b>971</b>		<b>636</b>		<b>71</b>		<b>572</b>		<b>173</b>		<b>2,423</b>	

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
<b>Total</b>	<b>971</b>	<b>281</b>	<b>636</b>	<b>87</b>	<b>71</b>	<b>8</b>	<b>572</b>	<b>59</b>	<b>173</b>	<b>24</b>	<b>2,423</b>	<b>459</b>
<b>Overall Internal Capture Rate</b>		<b>29%</b>		<b>14%</b>		<b>11%</b>		<b>10%</b>		<b>14%</b>		<b>19%</b>

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
<b>Total</b>	<b>971</b>	<b>281</b>	<b>636</b>	<b>87</b>	<b>71</b>	<b>8</b>	<b>572</b>	<b>59</b>	<b>173</b>	<b>24</b>	<b>2,423</b>	<b>459</b>
<b>Overall Internal Capture Rate</b>		<b>29%</b>		<b>14%</b>		<b>11%</b>		<b>10%</b>		<b>14%</b>		<b>19%</b>

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
<b>Total</b>	<b>971</b>	<b>281</b>	<b>1,452</b>	<b>178</b>

Land Use	AM Peak Hour		PM Peak Hour	
	NCHRP	Applied	NCHRP	Applied
<b>Internal Trip Capture Rate for Auto and Transit</b>				
Residential	20%	20%	53%	20%
General Office	32%	15%	31%	15%
General Retail	50%	15%	20%	15%
Restaurant	31%	10%	20%	15%
<b>Internal Trip Capture Rate for Walk and Other</b>				
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	
<b>Inbound</b>										
Walnut St/California St	42	8	17	4	4	1	1	2	4	41
Presidio Ave (Ingress only)	57	12	22	4	4	3	3	3	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
<b>Total Inbound</b>	<b>113</b>	<b>23</b>	<b>46</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>9</b>	<b>113</b>
<b>Outbound</b>										
Walnut St/California St	91	19	37	8	8	5	4	5	6	92
Masonic Ave	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
<b>Total Outbound</b>	<b>347</b>	<b>72</b>	<b>140</b>	<b>29</b>	<b>29</b>	<b>17</b>	<b>13</b>	<b>22</b>	<b>24</b>	<b>346</b>
<b>Total</b>	<b>460</b>	<b>95</b>	<b>186</b>	<b>39</b>	<b>39</b>	<b>22</b>	<b>17</b>	<b>28</b>	<b>33</b>	<b>459</b>

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%
<b>Total Inbound</b>	<b>113</b>	<b>346</b>	<b>459</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Building	Land Use	Proportion				
		Residential	Retail	Quality	Composite	Daycare
<b>Inbound</b>						
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%				
<b>Total</b>		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Outbound</b>						
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%				
<b>Total</b>		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

**3333 California Street**

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

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																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
<b>Net New External Vehicle Trips</b>	<b>215</b>	<b>36</b>	<b>251</b>	<b>49</b>	<b>27</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>20</b>	<b>84</b>	<b>47</b>	<b>132</b>	<b>18</b>	<b>11</b>	<b>29</b>	<b>379</b>	<b>129</b>	<b>508</b>

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	
<b>Total</b>	<b>1,151</b>		<b>466</b>		<b>116</b>		<b>796</b>		<b>177</b>		<b>2,706</b>	

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	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
<b>Total</b>	<b>1,151</b>	<b>229</b>	<b>466</b>	<b>87</b>	<b>116</b>	<b>22</b>	<b>796</b>	<b>148</b>	<b>177</b>	<b>34</b>	<b>2,706</b>	<b>520</b>
<b>Overall Internal Capture Rate</b>		<b>20%</b>		<b>19%</b>		<b>19%</b>		<b>19%</b>		<b>19%</b>		<b>19%</b>

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	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
<b>Total</b>	<b>1,151</b>	<b>229</b>	<b>466</b>	<b>87</b>	<b>116</b>	<b>22</b>	<b>796</b>	<b>148</b>	<b>177</b>	<b>34</b>	<b>2,706</b>	<b>520</b>
<b>Overall Internal Capture Rate</b>		<b>20%</b>		<b>19%</b>		<b>19%</b>		<b>19%</b>		<b>19%</b>		<b>19%</b>

**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
<b>Total</b>	<b>1,151</b>	<b>229</b>	<b>1,555</b>	<b>291</b>

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

Driveway	Vehicle Trips	Superdistrict/Region							Total (Calculated)	
		SD1	SD2	SD3	SD4	East Bay	North Bay	South Bay		Other
<b>Inbound</b>										
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
<b>Total Inbound</b>	<b>379</b>	<b>81</b>	<b>156</b>	<b>29</b>	<b>29</b>	<b>18</b>	<b>15</b>	<b>23</b>	<b>28</b>	<b>379</b>
<b>Outbound</b>										
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
<b>Total Outbound</b>	<b>128</b>	<b>30</b>	<b>48</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>129</b>
<b>Total</b>	<b>507</b>	<b>111</b>	<b>204</b>	<b>41</b>	<b>41</b>	<b>25</b>	<b>20</b>	<b>28</b>	<b>38</b>	<b>508</b>

**Vehicle Trips at Project Driveways**

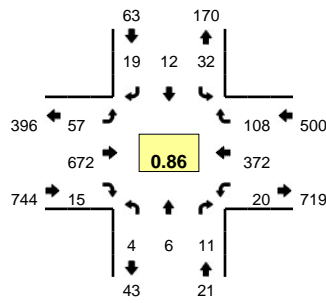
Driveway	PM Peak Hour				Proportion		
	In	Out	Total	In	Out	Total	
Walnut St/California St	89	44	133	23%	34%	26%	
Presidio Ave	163	0	163	43%	0%	32%	
Masonic Ave	0	64	64	0%	50%	13%	
Masonic Ave	78	14	92	21%	11%	18%	
Laurel St South of Cal St	9	1	10	2%	1%	2%	
Laurel St South of Cal St	37	6	43	10%	5%	8%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

Building	Land Use	Proportion				
		Residential	Retail	Quality	Composite	Daycare
<b>Inbound</b>						
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%				
<b>Total</b>		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Outbound</b>						
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%				
<b>Total</b>		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

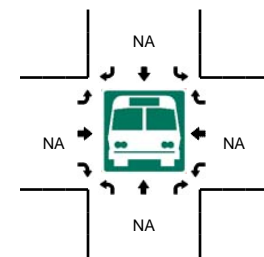
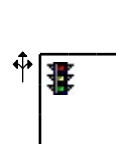
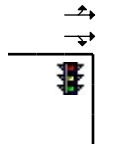
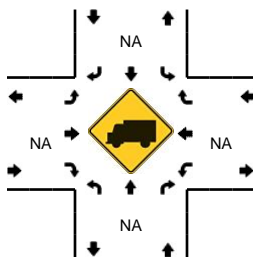
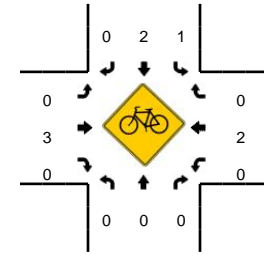
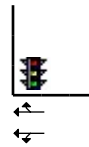
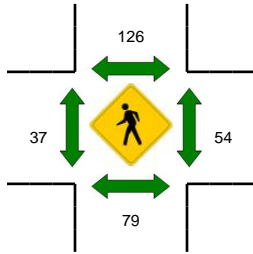
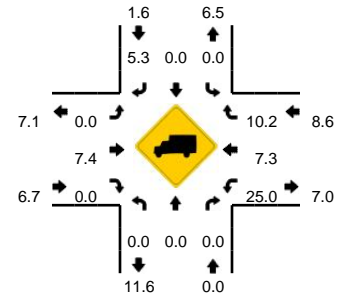
## Attachment D – Project Site Driveway Counts

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

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



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

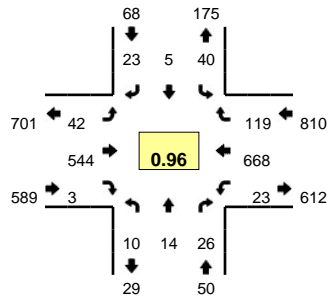


5-Min Count Period Beginning At	Walnut/UCSF Entrance #1 (Northbound)				Walnut/UCSF Entrance #1 (Southbound)				California St (Eastbound)				California St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	3	0	2	0	1	0	3	29	0	0	0	18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

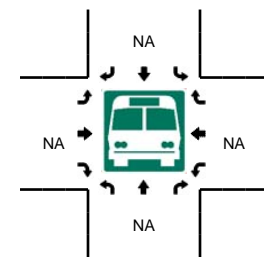
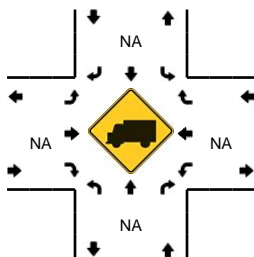
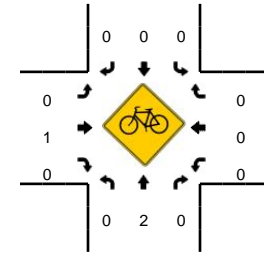
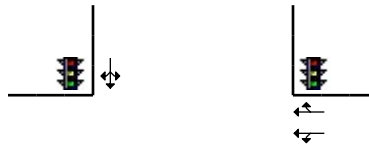
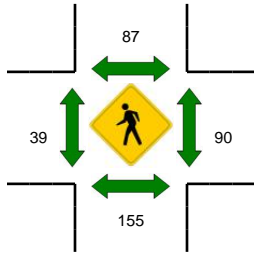
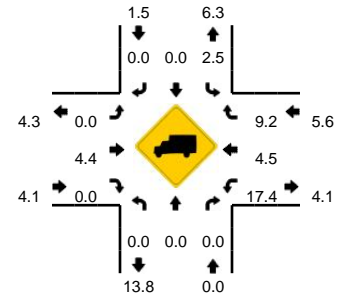
Comments:

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

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



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



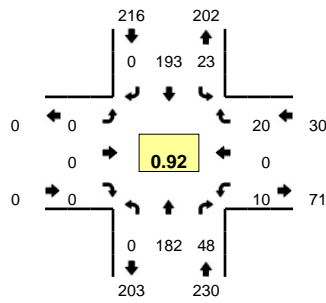
5-Min Count Period Beginning At	Walnut/UCSF Entrance #1 (Northbound)				Walnut/UCSF Entrance #1 (Southbound)				California St (Eastbound)				California St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	1	0	0	0	5	0	3	63	0	0	0	63	14	0		
4:05 PM	0	0	2	0	2	2	3	0	3	49	0	0	1	62	3	1		
4:10 PM	0	0	2	0	3	1	1	0	4	46	2	0	1	43	6	0		
4:15 PM	1	2	1	0	1	0	6	0	1	42	0	0	3	59	9	0		
4:20 PM	1	0	4	0	7	1	3	0	4	51	0	0	2	53	5	1		
4:25 PM	0	0	0	0	0	0	3	0	3	59	0	0	0	62	6	0		
4:30 PM	0	0	2	0	3	1	3	0	2	38	0	0	2	49	13	1		
4:35 PM	0	4	3	0	1	0	4	0	3	42	1	0	2	44	7	0		
4:40 PM	2	0	2	0	8	1	1	0	4	53	1	0	1	43	6	0		
4:45 PM	0	0	4	0	1	1	4	0	3	51	1	0	1	50	7	0		
4:50 PM	0	0	0	0	4	0	2	0	3	32	0	0	0	51	9	0		
4:55 PM	0	0	0	0	3	1	3	0	1	46	1	0	1	54	4	0		
5:00 PM	2	1	2	0	8	0	2	0	2	55	0	0	5	53	11	0		
5:05 PM	0	1	6	0	2	0	4	0	3	49	0	0	0	69	9	0		
5:10 PM	1	0	1	0	4	0	2	0	1	43	0	0	2	48	8	1		
5:15 PM	1	1	2	0	3	0	2	0	4	52	2	0	1	59	5	0		
5:20 PM	0	1	2	0	4	1	0	0	3	50	0	0	1	50	3	0		
5:25 PM	2	1	1	0	4	0	2	0	5	38	0	0	2	61	10	0		
5:30 PM	1	1	3	0	4	0	2	0	4	34	0	0	4	57	10	0		
5:35 PM	0	1	3	0	3	2	3	0	1	54	0	0	2	45	15	0		
5:40 PM	2	1	0	0	1	1	5	0	6	46	0	0	2	62	11	0		
5:45 PM	1	3	2	0	0	1	1	0	4	44	1	0	1	54	14	1		
5:50 PM	0	2	2	0	1	0	0	0	5	37	0	0	0	51	10	0		
5:55 PM	0	1	2	0	6	0	0	0	4	42	0	0	1	59	13	0		
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		
Heavy Trucks	0	0	0		0	0	0		0	28	0		4	24	20			
Pedestrians	272				108				48				180				608	
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0			
Railroad																	1	
Stopped Buses																		

Comments:

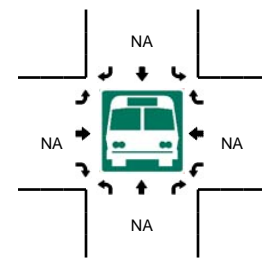
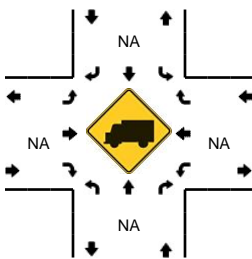
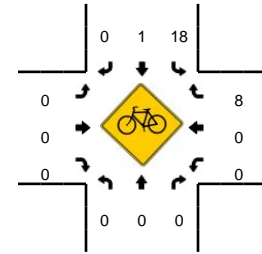
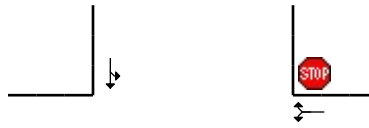
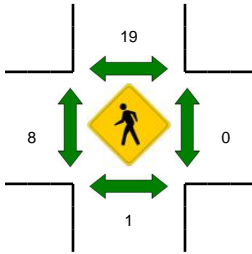
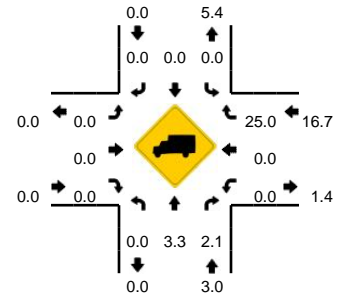


**LOCATION:** Laurel St -- Mayfair/UCSF Entrance #2  
**CITY/STATE:** San Francisco, CA

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



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

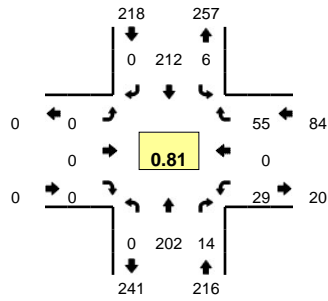


5-Min Count Period Beginning At	Laurel St (Northbound)				Laurel St (Southbound)				Mayfair/UCSF Entrance #2 (Eastbound)				Mayfair/UCSF Entrance #2 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	6	2	0	2	5	0	0	0	0	0	0	0	0	1	0	16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

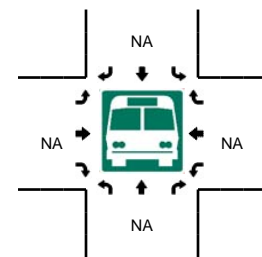
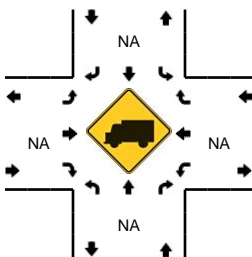
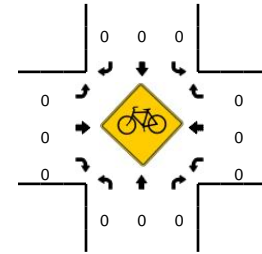
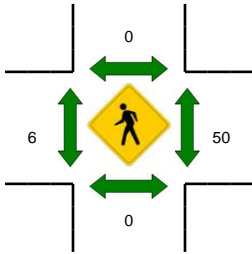
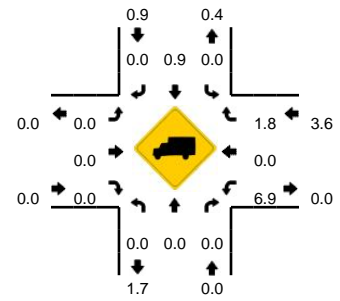
Comments:

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

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



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

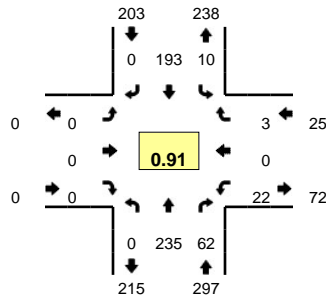


5-Min Count Period Beginning At	Laurel St (Northbound)				Laurel St (Southbound)				Mayfair/UCSF Entrance #2 (Eastbound)				Mayfair/UCSF Entrance #2 (Westbound)				Total	Hourly Totals		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
4:00 PM	0	16	0	0	1	18	0	0	0	0	0	0	0	1	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																				

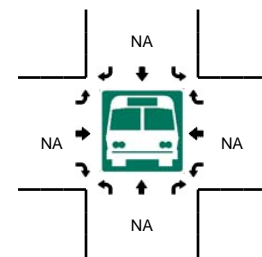
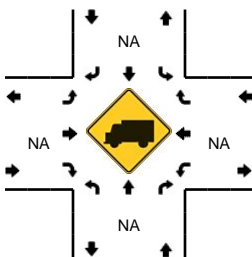
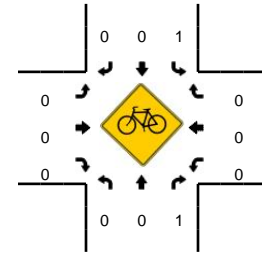
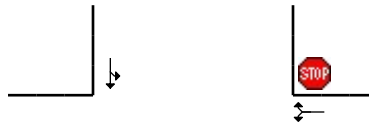
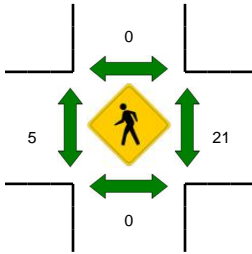
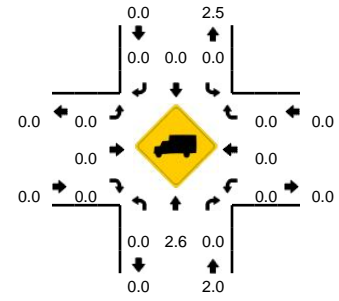
Comments:

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

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



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

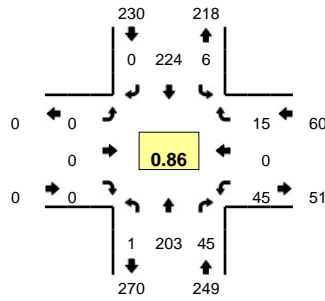


5-Min Count Period Beginning At	Laurel St (Northbound)				Laurel St (Southbound)				Mayfair/UCSF Entrance #3 (Eastbound)				Mayfair/UCSF Entrance #3 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	10	2	0	0	4	0	0	0	0	0	0	0	0	0	0	16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

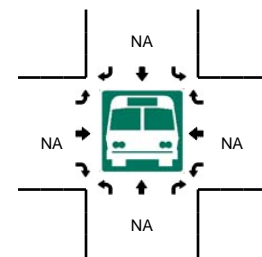
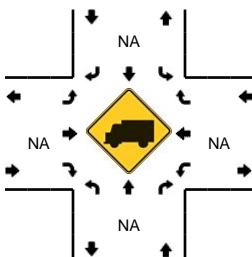
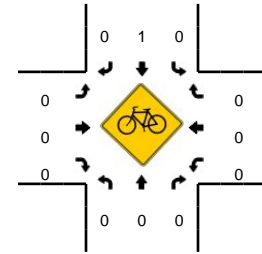
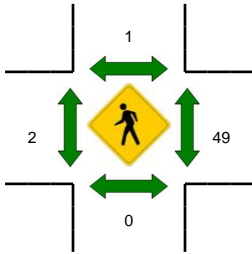
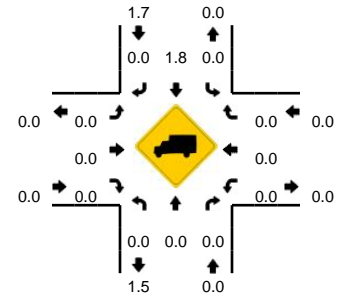
Comments:

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

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



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



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

Comments:

## Attachment E – Presidio Bus Yard Driveway Counts



**Location:** Presidio Ave - SFMTA Presidio Yard (North)

**Date:** 7/20/2017

**Site Code:** 14457011

Time	SB Right Entering	NB Left Entering	EB Right Exiting	EB Left Exiting
7:00 AM	0	0	2	2
7:05 AM	0	0	0	2
7:10 AM	0	0	1	4
7:15 AM	0	0	2	2
7:20 AM	0	0	2	3
7:25 AM	0	0	0	1
7:30 AM	0	0	1	3
7:35 AM	0	0	0	2
7:40 AM	0	0	0	3
7:45 AM	0	0	3	2
7:50 AM	0	0	0	3
7:55 AM	0	0	0	1
Totals	0	0	11	28



**Location:** Presidio Ave - SFMTA Presidio Yard (South)

**Date:** 7/20/2017

**Site Code:** 14457011

Time	SB Right Entering	NB Left Entering	EB Right Exiting	EB Left Exiting
7:00 AM	2	0	0	0
7:05 AM	0	0	0	0
7:10 AM	1	0	0	0
7:15 AM	0	0	0	0
7:20 AM	0	0	0	0
7:25 AM	1	0	0	0
7:30 AM	0	0	0	0
7:35 AM	0	0	0	0
7:40 AM	0	0	0	0
7:45 AM	2	1	0	0
7:50 AM	0	0	0	0
7:55 AM	0	0	0	0
Totals	6	1	0	0

## Attachment F – Synchro Worksheets



No-Build California St & Laurel St						
Approach	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Queue*	LOS	Delay	Queue*
EB	B	11.3	175	B	10.3	125
WB	B	10.3	100	B	12.1	175
NB	C	22.6	125	C	26.1	#225
SB	C	21.5	125	C	22.1	125
<b>Intersection</b>	<b>B</b>	<b>13.4</b>	<b>-</b>	<b>B</b>	<b>14.5</b>	<b>-</b>

California St & Walnut St						
Approach	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Queue*	LOS	Delay	Queue*
EB	A	8.8	125	A	8.2	100
WB	A	7.4	75	A	9.7	125
NB	B	19.7	25	B	19.6	50
SB	C	20.4	50	B	19.9	50
<b>Intersection</b>	<b>A</b>	<b>9.0</b>	<b>-</b>	<b>A</b>	<b>9.9</b>	<b>-</b>

California St & Presidio St						
Approach	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Queue*	LOS	Delay	Queue*
EB				B	15.3	150
WB				B	16.9	#300
NB				C	21.4	#200
SB				B	15.7	125
<b>Intersection</b>				<b>B</b>	<b>17.2</b>	<b>-</b>

Build California St & Laurel St						
Approach	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Queue*	LOS	Delay	Queue*
EB	C	24.4	#250	B	15.6	200
WB	C	21.8	150	C	26.7	#225
NB	C	28.7	#250	C	34.3	#250
SB	B	13.9	75	B	20	125
<b>Intersection</b>	<b>C</b>	<b>23.5</b>	<b>-</b>	<b>C</b>	<b>22.8</b>	<b>-</b>

California St & Walnut St						
Approach	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Queue*	LOS	Delay	Queue*
EB	B	15.7	200	A	7.5	100
WB	A	9.5	100	A	8.9	150
NB	D	38.7	150	C	22	75
SB	B	15.9	50	C	22.4	50
<b>Intersection</b>	<b>B</b>	<b>16.3</b>	<b>-</b>	<b>A</b>	<b>9.6</b>	<b>-</b>

California St & Presidio St						
Approach	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Queue*	LOS	Delay	Queue*
EB				C	23.9	200
WB				C	22.1	175
NB				C	20	#200
SB				B	12.3	100
<b>Intersection</b>				<b>C</b>	<b>20.3</b>	<b>-</b>

Project-Related Increase California St & Laurel St					
AM Peak Hour		PM Peak Hour			
Delay	Queue	Delay	Queue		
13.1	#VALUE!	5.3	75		
11.5	50	14.6	#VALUE!		
6.1	#VALUE!	8.2	#VALUE!		
-7.6	-50	-2.1	0		
<b>10.1</b>	<b>#VALUE!</b>	<b>8.3</b>	<b>#VALUE!</b>		

California St & Walnut St					
AM Peak Hour		PM Peak Hour			
Delay	Queue	Delay	Queue		
6.9	75	-0.7	0		
2.1	25	-0.8	25		
19	125	2.4	25		
-4.5	0	2.5	0		
<b>7.3</b>	<b>#VALUE!</b>	<b>-0.3</b>	<b>#VALUE!</b>		

California St & Presidio St					
AM Peak Hour		PM Peak Hour			
Delay	Queue	Delay	Queue		
0	0	8.6	50		
0	0	5.2	#VALUE!		
0	0	-1.4	#VALUE!		
0	0	-3.4	-25		
<b>0</b>	<b>0</b>	<b>3.1</b>	<b>#VALUE!</b>		

Project Contribution to Traffic Volumes California St & Laurel St						
Approach	AM Peak Hour			PM Peak Hour		
	Existing	Ex+Project	Contribution	Existing	Ex+Project	Contribution
EB	762	838	9%	651	807	19%
WB	411	483	15%	691	729	5%
NB	172	303	43%	259	297	13%
SB	156	156	0%	183	183	0%
<b>Intersection</b>	<b>1501</b>	<b>1780</b>	<b>16%</b>	<b>1784</b>	<b>2016</b>	<b>12%</b>

















California St & Walnut St						
Approach	AM Peak Hour			PM Peak Hour		
	Existing	Ex+Project	Contribution	Existing	Ex+Project	Contribution
EB	744	827	10%	589	735	20%
WB	500	532	6%	810	860	6%
NB	21	135	84%	50	94	47%
SB	63	65	3%	68	74	8%
<b>Intersection</b>	<b>1328</b>	<b>1559</b>	<b>15%</b>	<b>1517</b>	<b>1763</b>	<b>14%</b>

California St & Presidio St						
Approach	AM Peak Hour			PM Peak Hour		
	Existing	Ex+Project	Contribution	Existing	Ex+Project	Contribution
EB			#DIV/0!	613	730	16%
WB			#DIV/0!	547	574	5%
NB			#DIV/0!	425	451	6%
SB			#DIV/0!	447	456	2%
<b>Intersection</b>	<b>0</b>	<b>0.0</b>	<b>#DIV/0!</b>	<b>2032</b>	<b>2211</b>	<b>8%</b>

\*Rounded to the nearest 25ft  
# 95th percentile volume exceeds capacity; queue may be longer

HCM 2010 Signalized Intersection Summary  
4: California St & Laurel St

2017 AM - No Build  
09/12/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	657	77	69	310	32	33	89	50	18	109	29
Future Volume (veh/h)	28	657	77	69	310	32	33	89	50	18	109	29
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.94	1.00		0.94	0.92		0.86	0.92		0.86
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710	1710	1676	1710	1710	1676	1710	1710	1676	1710
Adj Flow Rate, veh/h	31	730	86	77	344	36	37	99	56	20	121	32
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	1508	174	221	1018	114	110	245	121	81	339	82
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	56	2706	313	268	1827	205	167	836	413	81	1158	281
Grp Volume(v), veh/h	449	0	398	199	0	258	192	0	0	173	0	0
Grp Sat Flow(s),veh/h/ln	1627	0	1447	826	0	1474	1415	0	0	1520	0	0
Q Serve(g_s), s	0.0	0.0	11.8	4.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.3	0.0	11.8	15.8	0.0	6.6	7.2	0.0	0.0	6.1	0.0	0.0
Prop In Lane	0.07		0.22	0.39		0.14	0.19		0.29	0.12		0.18
Lane Grp Cap(c), veh/h	962	0	806	532	0	821	476	0	0	503	0	0
V/C Ratio(X)	0.47	0.00	0.49	0.37	0.00	0.31	0.40	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	962	0	806	532	0	821	476	0	0	503	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	0.0	9.5	9.6	0.0	8.3	20.0	0.0	0.0	19.7	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	2.2	2.0	0.0	1.0	2.5	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	5.1	2.8	0.0	2.9	3.3	0.0	0.0	2.9	0.0	0.0
LnGrp Delay(d),s/veh	11.0	0.0	11.6	11.7	0.0	9.3	22.6	0.0	0.0	21.5	0.0	0.0
LnGrp LOS	B		B	B		A	C			C		
Approach Vol, veh/h		847			457			192			173	
Approach Delay, s/veh		11.3			10.3			22.6			21.5	
Approach LOS		B			B			C			C	
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.0		26.0		44.0		26.0				
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5				
Max Green Setting (Gmax), s		39.0		20.5		39.0		20.5				
Max Q Clear Time (g_c+I1), s		13.8		8.1		17.8		9.2				
Green Ext Time (p_c), s		2.0		0.5		2.0		0.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			13.4									
HCM 2010 LOS			B									


















Queues  
4: California St & Laurel St

2017 AM - No Build  
09/12/2017

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	847	457	192	173
v/c Ratio	0.59	0.40	0.52	0.45
Control Delay	11.9	9.7	23.1	22.6
Queue Delay	0.0	0.5	0.0	0.0
Total Delay	11.9	10.1	23.1	22.6
Queue Length 50th (ft)	111	50	57	54
Queue Length 95th (ft)	162	81	118	108
Internal Link Dist (ft)	236	186	167	234
Turn Bay Length (ft)				
Base Capacity (vph)	1445	1152	372	386
Starvation Cap Reductn	0	314	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.59	0.55	0.52	0.45
<b>Intersection Summary</b>				

HCM 2010 Signalized Intersection Summary  
5: Walnut St

2017 AM - No Build  
09/12/2017

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	57	672	15	20	372	108	4	6	11	32	12	19	
Future Volume (veh/h)	57	672	15	20	372	108	4	6	11	32	12	19	
Number	5	2	12	1	6	16	3	8	18	7	4	14	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	0.96		0.87	0.97		0.87	0.94		0.91	0.94		0.91	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1710	1676	1710	1710	1676	1710	1710	1676	1710	1710	1676	1710	
Adj Flow Rate, veh/h	66	781	17	23	433	126	5	7	13	37	14	22	
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	158	1667	36	91	1335	375	102	122	172	217	83	94	
Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.24	0.24	0.24	0.24	0.24	0.24	
Sat Flow, veh/h	158	2760	59	54	2211	622	157	514	726	570	348	396	
Grp Volume(v), veh/h	430	0	434	317	0	265	25	0	0	73	0	0	
Grp Sat Flow(s),veh/h/ln	1472	0	1505	1578	0	1309	1396	0	0	1314	0	0	
Q Serve(g_s), s	0.0	0.0	10.6	0.0	0.0	6.7	0.0	0.0	0.0	0.7	0.0	0.0	
Cycle Q Clear(g_c), s	9.0	0.0	10.6	6.1	0.0	6.7	0.9	0.0	0.0	2.6	0.0	0.0	
Prop In Lane	0.15		0.04	0.07		0.47	0.20		0.52	0.51		0.30	
Lane Grp Cap(c), veh/h	951	0	909	1011	0	790	397	0	0	394	0	0	
V/C Ratio(X)	0.45	0.00	0.48	0.31	0.00	0.34	0.06	0.00	0.00	0.19	0.00	0.00	
Avail Cap(c_a), veh/h	951	0	909	1011	0	790	474	0	0	467	0	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	7.0	0.0	7.3	6.4	0.0	6.5	19.6	0.0	0.0	20.2	0.0	0.0	
Incr Delay (d2), s/veh	1.5	0.0	1.8	0.8	0.0	1.1	0.1	0.0	0.0	0.2	0.0	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	4.6	0.0	4.8	3.0	0.0	2.6	0.4	0.0	0.0	1.1	0.0	0.0	
LnGrp Delay(d),s/veh	8.5	0.0	9.1	7.2	0.0	7.7	19.7	0.0	0.0	20.4	0.0	0.0	
LnGrp LOS	A		A	A		A	B			C			
Approach Vol, veh/h		864			582			25				73	
Approach Delay, s/veh		8.8			7.4			19.7				20.4	
Approach LOS		A			A			B				C	
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>					
Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc), s		45.0		21.2		45.0		21.2					
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5					
Max Green Setting (Gmax), s		40.0		19.5		40.0		19.5					
Max Q Clear Time (g_c+I1), s		12.6		4.6		8.7		2.9					
Green Ext Time (p_c), s		2.2		0.4		2.2		0.4					
<b>Intersection Summary</b>													
HCM 2010 Ctrl Delay			9.0										
HCM 2010 LOS			A										

Queues  
5: Walnut St

2017 AM - No Build  
09/12/2017

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	864	582	25	73
v/c Ratio	0.53	0.35	0.12	0.36
Control Delay	7.1	4.8	16.1	22.4
Queue Delay	1.1	0.4	0.0	0.0
Total Delay	8.2	5.2	16.1	22.4
Queue Length 50th (ft)	70	33	4	17
Queue Length 95th (ft)	114	58	20	47
Internal Link Dist (ft)	186	198	74	199
Turn Bay Length (ft)				
Base Capacity (vph)	1632	1648	386	357
Starvation Cap Reductn	491	578	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.76	0.54	0.06	0.20
<b>Intersection Summary</b>				

HCM 2010 Signalized Intersection Summary  
 6: California St & Presidio Ave

2017 AM - No Build  
 09/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕		↖	↗			↕	
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710	0	1676	1710	1676	1676	1710	1710	1676	1710
Adj Flow Rate, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adj No. of Lanes	0	2	0	0	2	0	1	1	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	9999	0	0	9999	0	9999	9999	0	0	9999	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	-82147	0	0	-82147	0	1597	1676	0	0	-90529	0
Grp Volume(v), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1593	0	0	1593	0	1597	1676	0	0	1593	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	72963915776		0	72963915776		1649267441664	16642060288		0	72963915776		0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	23348450951168		0	23348450951168		155471565802669548544	1565802669548544		0	23713271513088		0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h		0			0			0				0
Approach Delay, s/veh		0.0			0.0			0.0				0.0
Approach LOS												
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		0.0		0.0		0.0		0.0				0.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5				
Max Green Setting (Gmax), s		32.0		32.5		32.0		32.5				
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				0.0								
HCM 2010 LOS				A								

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Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio
Intersection Summary

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HCM 2010 Signalized Intersection Summary  
 4: California St & Laurel St

2017 PM - No Build  
 09/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	25	495	131	99	554	38	59	134	66	30	124	29
Future Volume (veh/h)	25	495	131	99	554	38	59	134	66	30	124	29
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	0.99		0.90	0.93		0.88	0.94		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710	1710	1676	1710	1710	1676	1710	1710	1676	1710
Adj Flow Rate, veh/h	26	521	138	104	583	40	62	141	69	32	131	31
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	1285	331	220	1185	84	129	245	106	102	334	71
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	52	2306	594	274	2128	151	225	838	361	143	1139	244
Grp Volume(v), veh/h	373	0	312	335	0	392	272	0	0	194	0	0
Grp Sat Flow(s),veh/h/ln	1607	0	1344	1073	0	1479	1425	0	0	1526	0	0
Q Serve(g_s), s	0.0	0.0	9.4	7.4	0.0	11.2	4.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.9	0.0	9.4	16.8	0.0	11.2	11.1	0.0	0.0	6.9	0.0	0.0
Prop In Lane	0.07		0.44	0.31		0.10	0.23		0.25	0.16		0.16
Lane Grp Cap(c), veh/h	950	0	749	665	0	824	480	0	0	507	0	0
V/C Ratio(X)	0.39	0.00	0.42	0.50	0.00	0.48	0.57	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	950	0	749	665	0	824	480	0	0	507	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.8	0.0	8.9	10.3	0.0	9.3	21.3	0.0	0.0	19.9	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	1.7	2.7	0.0	2.0	4.8	0.0	0.0	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	3.8	4.9	0.0	4.9	5.2	0.0	0.0	3.3	0.0	0.0
LnGrp Delay(d),s/veh	10.0	0.0	10.7	13.1	0.0	11.3	26.1	0.0	0.0	22.1	0.0	0.0
LnGrp LOS	B		B	B		B	C			C		
Approach Vol, veh/h		685			727			272			194	
Approach Delay, s/veh		10.3			12.1			26.1			22.1	
Approach LOS		B			B			C			C	
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.0		26.0		44.0		26.0				
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5				
Max Green Setting (Gmax), s		39.0		20.5		39.0		20.5				
Max Q Clear Time (g_c+I1), s		11.4		8.9		18.8		13.1				
Green Ext Time (p_c), s		2.3		0.6		2.3		0.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				14.5								
HCM 2010 LOS				B								



Queues  
4: California St & Laurel St

2017 PM - No Build  
09/12/2017

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	685	727	272	194
v/c Ratio	0.50	0.62	0.76	0.52
Control Delay	9.9	13.1	36.3	25.0
Queue Delay	0.0	1.7	0.0	0.0
Total Delay	9.9	14.8	36.3	25.0
Queue Length 50th (ft)	76	98	96	64
Queue Length 95th (ft)	117	152	#213	125
Internal Link Dist (ft)	236	186	167	234
Turn Bay Length (ft)				
Base Capacity (vph)	1371	1181	360	373
Starvation Cap Reductn	0	280	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.50	0.81	0.76	0.52

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary  
5: Walnut St

2017 PM - No Build  
09/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	544	3	23	668	119	10	14	26	40	5	23
Future Volume (veh/h)	42	544	3	23	668	119	10	14	26	40	5	23
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.85	0.95		0.85	0.91		0.88	0.91		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710	1710	1676	1710	1710	1676	1710	1710	1676	1710
Adj Flow Rate, veh/h	44	567	3	24	696	124	10	15	27	42	5	24
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	1637	9	77	1477	258	102	129	181	251	40	106
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	138	2779	15	36	2507	438	150	504	707	650	156	412
Grp Volume(v), veh/h	300	0	314	461	0	383	52	0	0	71	0	0
Grp Sat Flow(s),veh/h/ln	1412	0	1520	1628	0	1354	1362	0	0	1218	0	0
Q Serve(g_s), s	0.0	0.0	7.3	0.0	0.0	11.0	0.0	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	6.1	0.0	7.3	10.6	0.0	11.0	1.9	0.0	0.0	2.7	0.0	0.0
Prop In Lane	0.15		0.01	0.05		0.32	0.19		0.52	0.59		0.34
Lane Grp Cap(c), veh/h	893	0	895	1015	0	798	412	0	0	397	0	0
V/C Ratio(X)	0.34	0.00	0.35	0.45	0.00	0.48	0.13	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	893	0	895	1015	0	798	453	0	0	433	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.0	0.0	7.2	7.9	0.0	8.0	19.5	0.0	0.0	19.7	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	1.1	1.5	0.0	2.1	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	3.3	5.3	0.0	4.5	0.8	0.0	0.0	1.1	0.0	0.0
LnGrp Delay(d),s/veh	8.0	0.0	8.3	9.4	0.0	10.1	19.6	0.0	0.0	19.9	0.0	0.0
LnGrp LOS	A		A	A		B	B			B		
Approach Vol, veh/h		614			844			52				71
Approach Delay, s/veh		8.2			9.7			19.6				19.9
Approach LOS		A			A			B				B
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		22.9		45.0		22.9				
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5				
Max Green Setting (Gmax), s		40.0		19.5		40.0		19.5				
Max Q Clear Time (g_c+I1), s		9.3		4.7		13.0		3.9				
Green Ext Time (p_c), s		2.2		0.6		2.2		0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			9.9									
HCM 2010 LOS			A									


















Queues  
5: Walnut St

2017 PM - No Build  
09/12/2017

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	614	844	52	71
v/c Ratio	0.38	0.49	0.24	0.37
Control Delay	5.8	6.4	16.2	22.4
Queue Delay	0.5	0.9	0.0	0.0
Total Delay	6.3	7.3	16.2	22.4
Queue Length 50th (ft)	43	61	8	15
Queue Length 95th (ft)	78	111	34	48
Internal Link Dist (ft)	186	198	74	199
Turn Bay Length (ft)				
Base Capacity (vph)	1621	1709	385	331
Starvation Cap Reductn	568	551	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.58	0.73	0.14	0.21
<b>Intersection Summary</b>				

HCM 2010 Signalized Intersection Summary  
6: California St & Presidio Ave

2017 PM - No Build  
09/12/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	471	142	3	514	30	195	191	39	39	339	69
Future Volume (veh/h)	0	471	142	3	514	30	195	191	39	39	339	69
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.96		0.84	0.97		0.90	0.96		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710	1710	1676	1710	1676	1676	1710	1710	1676	1710
Adj Flow Rate, veh/h	0	491	0	3	535	31	203	199	41	41	353	72
Adj No. of Lanes	0	2	0	0	2	0	1	1	0	0	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1359	0	50	1262	72	369	572	118	132	998	197
Arrive On Green	0.00	0.43	0.00	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	0	3353	0	3	2957	170	837	1320	272	176	2304	455
Grp Volume(v), veh/h	0	491	0	303	0	266	203	0	240	247	0	219
Grp Sat Flow(s),veh/h/ln	0	1593	0	1673	0	1456	837	0	1591	1552	0	1383
Q Serve(g_s), s	0.0	7.8	0.0	0.0	0.0	9.6	16.2	0.0	7.5	0.0	0.0	8.0
Cycle Q Clear(g_c), s	0.0	7.8	0.0	9.5	0.0	9.6	24.2	0.0	7.5	7.4	0.0	8.0
Prop In Lane	0.00		0.00	0.01		0.12	1.00		0.17	0.17		0.33
Lane Grp Cap(c), veh/h	0	1359	0	762	0	621	369	0	690	728	0	599
V/C Ratio(X)	0.00	0.36	0.00	0.40	0.00	0.43	0.55	0.00	0.35	0.34	0.00	0.36
Avail Cap(c_a), veh/h	0	1359	0	762	0	621	369	0	690	728	0	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.6	0.0	15.0	0.0	15.1	22.4	0.0	14.2	14.1	0.0	14.3
Incr Delay (d2), s/veh	0.0	0.7	0.0	1.6	0.0	2.1	5.8	0.0	1.4	1.3	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	0.0	4.7	0.0	4.2	4.3	0.0	3.5	3.6	0.0	3.3
LnGrp Delay(d),s/veh	0.0	15.3	0.0	16.6	0.0	17.2	28.2	0.0	15.6	15.4	0.0	16.0
LnGrp LOS		B		B		B	C		B	B		B
Approach Vol, veh/h		491			569			443				466
Approach Delay, s/veh		15.3			16.9			21.4				15.7
Approach LOS		B			B			C				B
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		38.0		37.0		38.0				
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5				
Max Green Setting (Gmax), s		32.0		32.5		32.0		32.5				
Max Q Clear Time (g_c+I1), s		9.8		10.0		11.6		26.2				
Green Ext Time (p_c), s		1.5		1.2		1.5		0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				17.2								
HCM 2010 LOS				B								



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	639	569	203	240	466
v/c Ratio	0.53	3.10dr	0.67	0.41	0.43
Control Delay	16.1	261.7	30.8	16.1	15.1
Queue Delay	1.5	0.0	0.0	0.0	0.0
Total Delay	17.7	261.7	30.8	16.1	15.1
Queue Length 50th (ft)	99	~197	73	68	70
Queue Length 95th (ft)	147	#298	#176	125	108
Internal Link Dist (ft)	198	158		202	155
Turn Bay Length (ft)					
Base Capacity (vph)	1198	379	302	589	1087
Starvation Cap Reductn	361	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.76	1.50	0.67	0.41	0.43

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Lanes, Volumes, Timings  
4: California St & Laurel St

02/19/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	28	700	78	90	347	32	140	89	66	18	109	29
Future Volume (vph)	28	700	78	90	347	32	140	89	66	18	109	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.94			0.97	
Frt		0.985			0.990			0.970			0.975	
Flt Protected		0.998			0.991			0.977			0.994	
Satd. Flow (prot)	0	2775	0	0	2783	0	0	1326	0	0	1338	0
Flt Permitted		0.923			0.623			0.782			0.945	
Satd. Flow (perm)	0	2563	0	0	1743	0	0	1012	0	0	1269	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			14			25			20	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		316			266			247			314	
Travel Time (s)		8.6			7.3			6.7			8.6	
Confl. Peds. (#/hr)	31		37	37		31	122		42	42		122
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Bus Blockages (#/hr)	0	5	0	0	5	0	0	0	0	0	0	0
Parking (#/hr)		5			5			5			5	
Adj. Flow (vph)	31	778	87	100	386	36	156	99	73	20	121	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	896	0	0	522	0	0	328	0	0	173	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.31	1.19	1.19	1.31	1.19	1.19	1.41	1.19	1.19	1.41	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	23.0	23.0		23.0	23.0		25.5	25.5		25.5	25.5	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	30.0	30.0		30.0	30.0		29.5	29.5		29.5	29.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	8.0	8.0		8.0	8.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings  
4: California St & Laurel St

02/19/2018

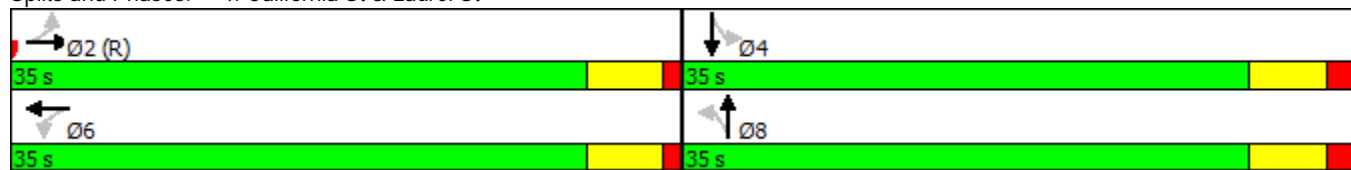


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)		30.0			30.0			29.5			29.5	
Actuated g/C Ratio		0.43			0.43			0.42			0.42	
v/c Ratio		0.81			0.69			0.75			0.32	
Control Delay		24.4			21.7			28.7			13.9	
Queue Delay		0.0			0.2			0.0			0.0	
Total Delay		24.4			21.8			28.7			13.9	
LOS		C			C			C			B	
Approach Delay		24.4			21.8			28.7			13.9	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type:	CBD
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	23.5
Intersection LOS:	C
Intersection Capacity Utilization:	93.6%
ICU Level of Service:	F
Analysis Period (min):	15

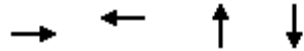
Splits and Phases: 4: California St & Laurel St



# Queues

## 4: California St & Laurel St

02/19/2018



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	896	522	328	173
v/c Ratio	0.81	0.69	0.75	0.32
Control Delay	24.4	21.7	28.7	13.9
Queue Delay	0.0	0.2	0.0	0.0
Total Delay	24.4	21.8	28.7	13.9
Queue Length 50th (ft)	166	90	106	42
Queue Length 95th (ft)	#250	146	#240	85
Internal Link Dist (ft)	236	186	167	234
Turn Bay Length (ft)				
Base Capacity (vph)	1109	755	440	546
Starvation Cap Reductn	0	18	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.81	0.71	0.75	0.32

### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



# Lanes, Volumes, Timings

## 5: Walnut St

02/19/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	58	709	36	39	372	108	108	62	10	32	13	19
Future Volume (vph)	58	709	36	39	372	108	108	62	10	32	13	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.97			0.97			0.96	
Frt		0.993			0.969			0.992			0.960	
Flt Protected		0.996			0.996			0.971			0.976	
Satd. Flow (prot)	0	2842	0	0	2703	0	0	1360	0	0	1306	0
Flt Permitted		0.866			0.842			0.773			0.817	
Satd. Flow (perm)	0	2462	0	0	2282	0	0	1059	0	0	1071	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			72			5			22	
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		266			278			154			279	
Travel Time (s)		7.3			7.6			3.5			7.6	
Confl. Peds. (#/hr)	126		79	79		126	37		54	54		37
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Parking (#/hr)		5			5			5			5	
Adj. Flow (vph)	67	824	42	45	433	126	126	72	12	37	15	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	933	0	0	604	0	0	210	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.29	1.19	1.19	1.29	1.19	1.19	1.41	1.19	1.19	1.41	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

# Lanes, Volumes, Timings

## 5: Walnut St

02/19/2018

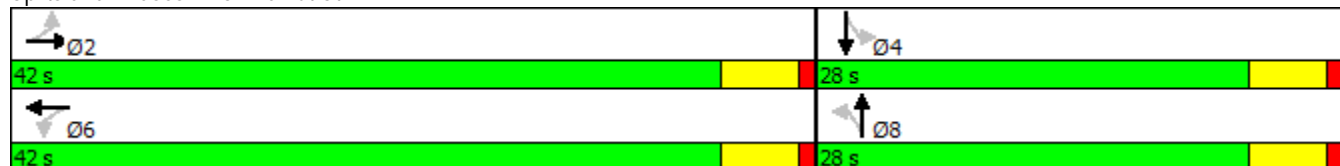


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		24.5	24.5		24.5	24.5	
Total Split (s)	42.0	42.0		42.0	42.0		28.0	28.0		28.0	28.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	37.0	37.0		37.0	37.0		22.5	22.5		22.5	22.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		Min	Min		Min	Min	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)		37.2			37.2			16.8			16.8	
Actuated g/C Ratio		0.58			0.58			0.26			0.26	
v/c Ratio		0.66			0.45			0.75			0.25	
Control Delay		13.1			8.9			38.7			15.9	
Queue Delay		2.7			0.5			0.0			0.0	
Total Delay		15.7			9.5			38.7			15.9	
LOS		B			A			D			B	
Approach Delay		15.7			9.5			38.7			15.9	
Approach LOS		B			A			D			B	

### Intersection Summary

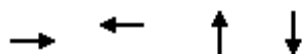
Area Type:	CBD
Cycle Length:	70
Actuated Cycle Length:	64.6
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	16.3
Intersection LOS:	B
Intersection Capacity Utilization:	71.7%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 5: Walnut St



Queues  
5: Walnut St

02/19/2018



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	933	604	210	74
v/c Ratio	0.66	0.45	0.75	0.25
Control Delay	13.1	8.9	38.7	15.9
Queue Delay	2.7	0.5	0.0	0.0
Total Delay	15.7	9.5	38.7	15.9
Queue Length 50th (ft)	118	56	73	16
Queue Length 95th (ft)	198	101	135	42
Internal Link Dist (ft)	186	198	74	199
Turn Bay Length (ft)				
Base Capacity (vph)	1422	1345	374	389
Starvation Cap Reductn	357	359	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.88	0.61	0.56	0.19
<b>Intersection Summary</b>				

Lanes, Volumes, Timings  
6: California St & Presidio Ave

02/19/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↕	↕			↕↕	
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor												
Flt Protected												
Satd. Flow (prot)	0	2858	0	0	2858	0	1621	1390	0	0	2858	0
Flt Permitted												
Satd. Flow (perm)	0	2858	0	0	2858	0	1621	1390	0	0	2858	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		278			238			282			235	
Travel Time (s)		7.6			6.5			7.7			6.4	
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	5	0	0	5	0	0	5	0	0	5	0
Parking (#/hr)		5			5			5			5	
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.31	1.19	1.19	1.31	1.19	1.19	1.44	1.19	1.19	1.31	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type							Perm					
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Minimum Split (s)	23.0	23.0			23.0		24.5	24.5		24.5	24.5	
Total Split (s)	35.2	35.2			35.2		39.8	39.8		39.8	39.8	
Total Split (%)	46.9%	46.9%			46.9%		53.1%	53.1%		53.1%	53.1%	
Maximum Green (s)	30.2	30.2			30.2		34.3	34.3		34.3	34.3	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0			1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)							6.0	6.0		6.0	6.0	
Flash Dont Walk (s)							13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effect Green (s)												

Lanes, Volumes, Timings  
6: California St & Presidio Ave

02/19/2018

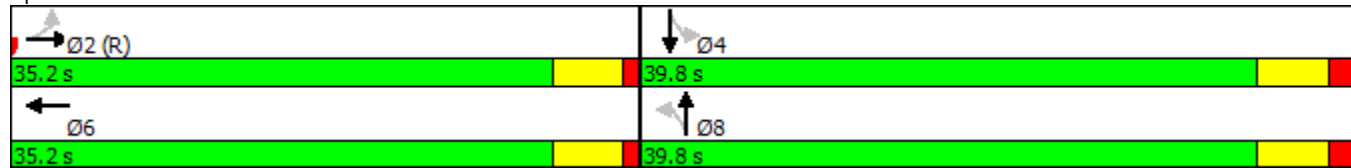


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												

Intersection Summary

Area Type:	CBD
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.00
Intersection Signal Delay:	0.0
Intersection LOS:	A
Intersection Capacity Utilization:	0.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 6: California St & Presidio Ave



## Queues

### 6: California St & Presidio Ave

02/19/2018

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#### Lane Group

Lane Group Flow (vph)

v/c Ratio

Control Delay

Queue Delay

Total Delay

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

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#### Intersection Summary

Lanes, Volumes, Timings  
4: Laurel St & California St

02/19/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	25	632	136	109	572	38	88	134	77	30	124	29
Future Volume (vph)	25	632	136	109	572	38	88	134	77	30	124	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.96			0.98			0.95			0.97	
Frt		0.974			0.992			0.965			0.978	
Flt Protected		0.998			0.992			0.985			0.992	
Satd. Flow (prot)	0	2661	0	0	2786	0	0	1304	0	0	1348	0
Flt Permitted		0.918			0.677			0.857			0.909	
Satd. Flow (perm)	0	2444	0	0	1886	0	0	1112	0	0	1227	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			11			27			15	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		316			266			363			314	
Travel Time (s)		8.6			7.3			9.9			8.6	
Confl. Peds. (#/hr)	56		83	83		56	76		106	76		106
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Bus Blockages (#/hr)	0	5	0	0	5	0	0	0	0	0	0	0
Parking (#/hr)		5			5			5			5	
Adj. Flow (vph)	26	665	143	115	602	40	93	141	81	32	131	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	834	0	0	757	0	0	315	0	0	194	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.31	1.19	1.19	1.31	1.19	1.19	1.41	1.19	1.19	1.41	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	23.0	23.0		23.0	23.0		25.5	25.5		25.5	25.5	
Total Split (s)	40.0	40.0		40.0	40.0		30.0	30.0		30.0	30.0	
Total Split (%)	57.1%	57.1%		57.1%	57.1%		42.9%	42.9%		42.9%	42.9%	
Maximum Green (s)	35.0	35.0		35.0	35.0		24.5	24.5		24.5	24.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	8.0	8.0		8.0	8.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings  
4: Laurel St & California St

02/19/2018

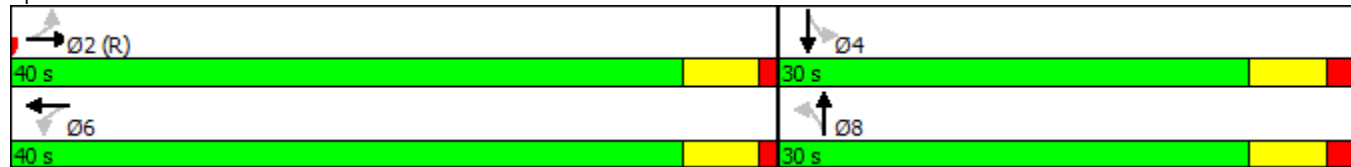


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)		35.0			35.0			24.5			24.5	
Actuated g/C Ratio		0.50			0.50			0.35			0.35	
v/c Ratio		0.67			0.80			0.78			0.44	
Control Delay		15.6			22.6			34.3			20.0	
Queue Delay		0.0			4.1			0.0			0.0	
Total Delay		15.6			26.7			34.3			20.0	
LOS		B			C			C			B	
Approach Delay		15.6			26.7			34.3			20.0	
Approach LOS		B			C			C			B	

Intersection Summary

Area Type:	CBD
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	22.8
Intersection LOS:	C
Intersection Capacity Utilization	94.8%
ICU Level of Service	F
Analysis Period (min)	15

Splits and Phases: 4: Laurel St & California St

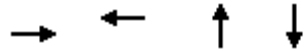




# Queues

## 4: Laurel St & California St

02/19/2018



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	834	757	315	194
v/c Ratio	0.67	0.80	0.78	0.44
Control Delay	15.6	22.6	34.3	20.0
Queue Delay	0.0	4.1	0.0	0.0
Total Delay	15.6	26.7	34.3	20.0
Queue Length 50th (ft)	124	131	109	58
Queue Length 95th (ft)	186	#224	#240	113
Internal Link Dist (ft)	236	186	283	234
Turn Bay Length (ft)				
Base Capacity (vph)	1247	948	406	439
Starvation Cap Reductn	0	124	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.67	0.92	0.78	0.44

### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

# Lanes, Volumes, Timings

## 5: Walnut St

02/19/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	42	649	46	65	668	119	38	16	40	40	9	23
Future Volume (vph)	42	649	46	65	668	119	38	16	40	40	9	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98			0.93			0.93	
Frt		0.991			0.979			0.943			0.957	
Flt Protected		0.997			0.996			0.980			0.973	
Satd. Flow (prot)	0	2824	0	0	2776	0	0	1246	0	0	1294	0
Flt Permitted		0.870			0.842			0.835			0.813	
Satd. Flow (perm)	0	2460	0	0	2339	0	0	1043	0	0	1029	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			44			42			24	
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		266			278			154			279	
Travel Time (s)		7.3			7.6			3.5			7.6	
Confl. Peds. (#/hr)	87		155	155		87	39		90	90		39
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Parking (#/hr)		5			5			5			5	
Adj. Flow (vph)	44	676	48	68	696	124	40	17	42	42	9	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	768	0	0	888	0	0	99	0	0	75	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.29	1.19	1.19	1.29	1.19	1.19	1.41	1.19	1.19	1.41	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

Lanes, Volumes, Timings  
5: Walnut St

02/19/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		24.5	24.5		24.5	24.5	
Total Split (s)	45.5	45.5		45.5	45.5		24.5	24.5		24.5	24.5	
Total Split (%)	65.0%	65.0%		65.0%	65.0%		35.0%	35.0%		35.0%	35.0%	
Maximum Green (s)	40.5	40.5		40.5	40.5		19.0	19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		Min	Min		Min	Min	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)		40.5			40.5			10.9			10.9	
Actuated g/C Ratio		0.65			0.65			0.18			0.18	
v/c Ratio		0.48			0.57			0.45			0.38	
Control Delay		6.6			7.6			22.0			22.4	
Queue Delay		0.8			1.3			0.0			0.0	
Total Delay		7.5			8.9			22.0			22.4	
LOS		A			A			C			C	
Approach Delay		7.5			8.9			22.0			22.4	
Approach LOS		A			A			C			C	

Intersection Summary

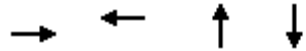
Area Type:	CBD
Cycle Length:	70
Actuated Cycle Length:	61.9
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	9.6
Intersection LOS:	A
Intersection Capacity Utilization:	79.4%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 5: Walnut St



Queues  
5: Walnut St

02/19/2018



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	768	888	99	75
v/c Ratio	0.48	0.57	0.45	0.38
Control Delay	6.6	7.6	22.0	22.4
Queue Delay	0.8	1.3	0.0	0.0
Total Delay	7.5	8.9	22.0	22.4
Queue Length 50th (ft)	57	71	19	17
Queue Length 95th (ft)	111	140	58	50
Internal Link Dist (ft)	186	198	74	199
Turn Bay Length (ft)				
Base Capacity (vph)	1615	1545	349	332
Starvation Cap Reductn	515	415	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.70	0.79	0.28	0.23
<b>Intersection Summary</b>				

Lanes, Volumes, Timings  
6: California St & Presidio Ave

02/19/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↕	↕			↕↕	
Traffic Volume (vph)	0	487	245	3	560	30	218	194	39	39	350	69
Future Volume (vph)	0	487	245	3	560	30	218	194	39	39	350	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.98			0.99		0.91	0.99			0.97	
Frt		0.950			0.992			0.975			0.977	
Flt Protected							0.950				0.996	
Satd. Flow (prot)	0	2658	0	0	2809	0	1540	1341	0	0	2712	0
Flt Permitted					0.952		0.469				0.910	
Satd. Flow (perm)	0	2658	0	0	2674	0	690	1341	0	0	2471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		134			8			19			37	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		278			238			282			235	
Travel Time (s)		7.6			6.5			7.7			6.4	
Confl. Peds. (#/hr)	119		58	58		119	129		40	40		129
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Bus Blockages (#/hr)	0	5	0	0	5	0	0	5	0	0	5	0
Parking (#/hr)		5			5			5			5	
Adj. Flow (vph)	0	507	255	3	583	31	227	202	41	41	365	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	762	0	0	617	0	227	243	0	0	478	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.31	1.19	1.19	1.31	1.19	1.19	1.44	1.19	1.19	1.31	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Minimum Split (s)	23.0	23.0		23.0	23.0		24.5	24.5		24.5	24.5	
Total Split (s)	33.0	33.0		33.0	33.0		42.0	42.0		42.0	42.0	
Total Split (%)	44.0%	44.0%		44.0%	44.0%		56.0%	56.0%		56.0%	56.0%	
Maximum Green (s)	28.0	28.0		28.0	28.0		36.5	36.5		36.5	36.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.0			5.0		5.5	5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)							6.0	6.0		6.0	6.0	
Flash Dont Walk (s)							13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)							0	0		0	0	

Lanes, Volumes, Timings  
6: California St & Presidio Ave

02/19/2018

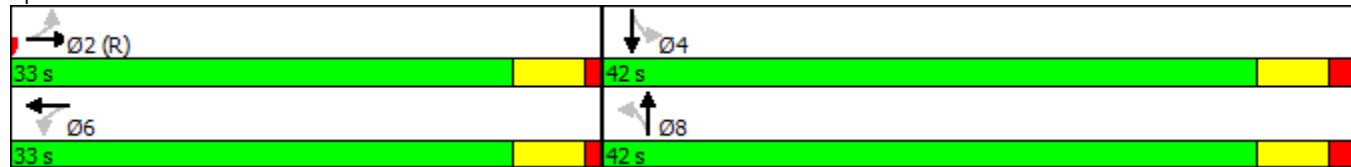


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)		28.0			28.0		36.5	36.5			36.5	
Actuated g/C Ratio		0.37			0.37		0.49	0.49			0.49	
v/c Ratio		0.71			0.62		0.68	0.37			0.39	
Control Delay		20.6			22.1		27.6	13.0			12.3	
Queue Delay		3.3			0.0		0.0	0.0			0.0	
Total Delay		23.9			22.1		27.6	13.0			12.3	
LOS		C			C		C	B			B	
Approach Delay		23.9			22.1			20.0			12.3	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type:	CBD
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	20.3
Intersection LOS:	C
Intersection Capacity Utilization:	70.1%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 6: California St & Presidio Ave



# Queues

## 6: California St & Presidio Ave

02/19/2018



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	762	617	227	243	478
v/c Ratio	0.71	0.62	0.68	0.37	0.39
Control Delay	20.6	22.1	27.6	13.0	12.3
Queue Delay	3.3	0.0	0.0	0.0	0.0
Total Delay	23.9	22.1	27.6	13.0	12.3
Queue Length 50th (ft)	127	118	76	61	64
Queue Length 95th (ft)	192	172	#189	112	98
Internal Link Dist (ft)	198	158		202	155
Turn Bay Length (ft)					
Base Capacity (vph)	1076	1003	335	662	1221
Starvation Cap Reductn	217	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.62	0.68	0.37	0.39

### Intersection Summary

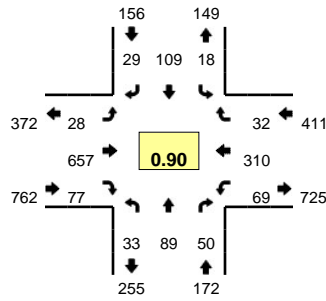
# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

### **3. Multimodal Turning Movement Counts**

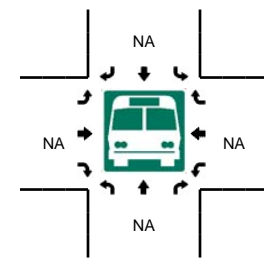
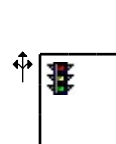
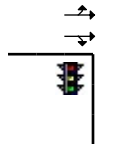
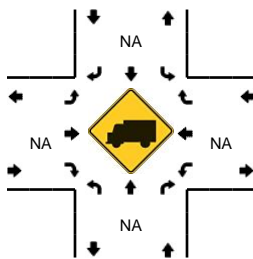
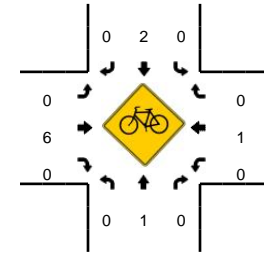
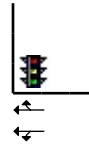
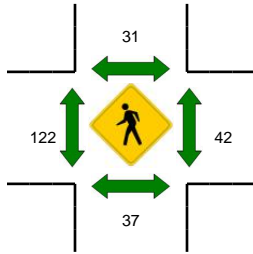
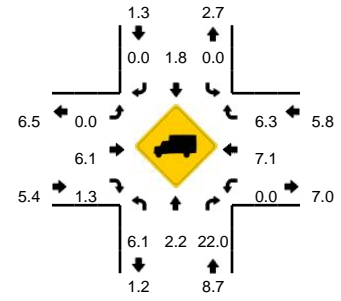


**LOCATION:** Laurel St -- California St  
**CITY/STATE:** San Francisco, CA

**QC JOB #:** 14070701  
**DATE:** Thu, Dec 01 2016



**Peak-Hour: 8:00 AM -- 9:00 AM**  
**Peak 15-Min: 8:40 AM -- 8:55 AM**

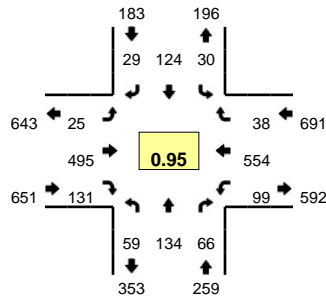


5-Min Count Period Beginning At	Laurel St (Northbound)				Laurel St (Southbound)				California St (Eastbound)				California St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	6	6	0	0	3	0	0	0	28	4	0	1	13	1	0	65	
7:05 AM	2	9	3	0	1	3	2	0	2	33	5	0	5	13	0	0	78	
7:10 AM	1	6	6	0	1	4	0	0	3	26	3	0	2	11	2	0	65	
7:15 AM	1	5	1	0	1	5	0	0	2	37	5	0	3	16	1	0	77	
7:20 AM	1	7	3	0	0	5	3	0	3	44	8	0	2	12	0	0	88	
7:25 AM	2	9	1	0	1	2	0	0	2	54	9	0	3	19	1	0	103	
7:30 AM	4	6	3	0	1	4	0	0	1	35	7	0	4	25	0	0	90	
7:35 AM	2	8	3	0	1	6	0	0	1	46	5	0	2	19	1	0	94	
7:40 AM	4	5	5	0	1	9	3	0	1	49	7	0	2	16	3	0	105	
7:45 AM	3	13	1	0	0	10	1	0	3	59	7	0	2	20	2	0	121	
7:50 AM	1	14	5	0	0	5	1	0	3	61	6	0	1	22	0	0	119	
7:55 AM	5	8	4	0	4	5	2	0	3	64	5	0	1	27	2	0	130	1135
8:00 AM	1	6	2	0	0	11	1	0	1	51	6	0	1	22	3	0	105	1175
8:05 AM	2	10	2	0	0	11	5	0	2	46	8	0	5	23	2	0	116	1213
8:10 AM	3	10	1	0	2	8	2	0	5	53	5	0	3	21	3	0	116	1264
8:15 AM	1	4	4	0	3	12	4	0	0	63	6	0	1	26	4	0	128	1315
8:20 AM	5	7	7	0	3	8	1	0	0	53	7	0	2	34	2	0	129	1356
8:25 AM	1	8	5	0	3	9	1	0	3	41	4	0	4	22	1	0	102	1355
8:30 AM	5	6	6	0	1	6	4	0	4	54	2	0	4	24	3	0	119	1384
8:35 AM	1	3	6	0	0	6	1	0	3	56	8	0	7	27	4	0	122	1412
8:40 AM	3	7	7	0	1	8	2	0	3	71	7	0	15	29	2	0	155	1462
8:45 AM	2	9	2	0	0	10	3	0	2	55	7	0	4	23	2	0	119	1460
8:50 AM	6	7	4	0	1	8	3	0	1	65	11	0	9	24	4	0	143	1484
8:55 AM	3	12	4	0	4	12	2	0	4	49	6	0	14	35	2	0	147	1501
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	44	92	52	0	8	104	32	0	24	764	100	0	112	304	32	0	1668	
Heavy Trucks	0	0	12		0	4	0		0	48	0		0	20	4		88	
Pedestrians		40				28				148				60			276	
Bicycles	0	0	0		0	1	0		0	4	0		0	0	0		5	
Railroad																		
Stopped Buses																		

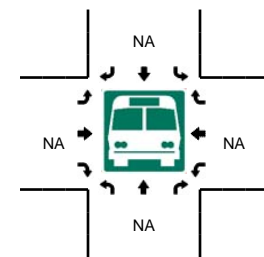
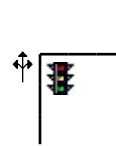
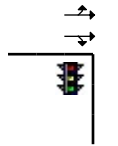
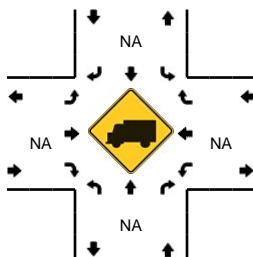
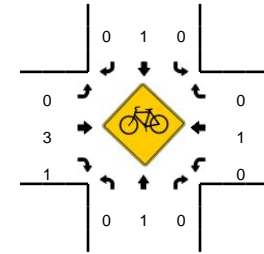
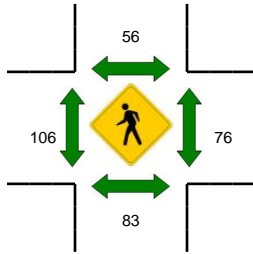
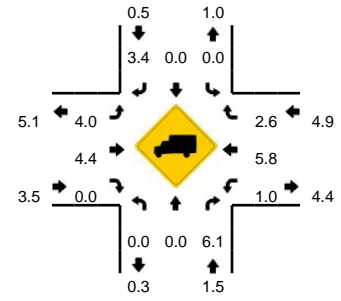
Comments:

**LOCATION:** Laurel St -- California St  
**CITY/STATE:** San Francisco, CA

**QC JOB #:** 14070702  
**DATE:** Thu, Dec 01 2016



**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:00 PM -- 4:15 PM**

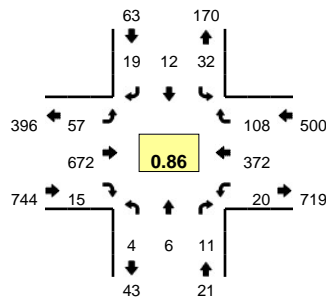


5-Min Count Period Beginning At	Laurel St (Northbound)				Laurel St (Southbound)				California St (Eastbound)				California St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	7	8	0	3	8	1	0	1	47	8	0	11	46	2	0	148	
4:05 PM	5	10	4	0	3	13	5	0	1	40	19	0	13	59	3	0	175	
4:10 PM	6	11	3	0	2	14	2	0	3	45	9	0	4	43	3	0	145	
4:15 PM	6	14	8	0	5	11	5	0	1	32	12	1	5	43	1	0	144	
4:20 PM	5	11	4	0	1	7	2	0	2	47	8	0	7	48	4	0	146	
4:25 PM	5	12	6	0	2	7	3	0	2	51	17	0	15	51	4	0	175	
4:30 PM	2	10	7	0	1	9	2	0	3	33	8	0	8	44	5	1	133	
4:35 PM	5	10	6	0	3	7	0	0	4	34	8	0	8	45	1	0	131	
4:40 PM	2	12	7	0	2	14	2	0	1	51	7	0	6	40	1	0	145	
4:45 PM	10	14	3	0	5	8	3	0	3	46	15	0	6	42	4	0	159	
4:50 PM	4	10	5	0	3	12	2	0	3	29	5	0	6	38	1	0	118	
4:55 PM	3	13	5	0	0	14	2	0	0	40	15	0	9	55	9	0	165	1784
5:00 PM	2	10	3	0	1	6	1	0	4	49	7	0	1	51	3	0	138	1774
5:05 PM	2	10	5	0	1	12	0	0	1	41	14	0	6	54	4	0	150	1749
5:10 PM	6	6	4	0	4	12	5	0	2	43	9	0	6	59	1	0	157	1761
5:15 PM	6	14	7	0	1	3	4	0	3	52	9	0	7	54	1	0	161	1778
5:20 PM	7	8	3	0	2	8	0	0	1	45	14	0	8	42	2	0	140	1772
5:25 PM	3	12	6	0	2	15	4	0	3	32	6	0	2	41	2	0	128	1725
5:30 PM	1	4	5	0	0	6	3	0	2	35	13	0	7	64	4	0	144	1736
5:35 PM	7	7	3	0	5	9	1	0	1	38	6	1	3	44	4	0	129	1734
5:40 PM	2	20	6	0	1	9	3	0	3	42	10	1	14	40	1	1	153	1742
5:45 PM	3	11	4	0	1	7	1	0	0	45	5	0	10	52	5	0	144	1727
5:50 PM	5	16	3	0	0	9	2	0	1	40	7	0	4	45	1	0	133	1742
5:55 PM	4	5	1	0	0	8	4	0	4	48	7	0	7	57	2	0	147	1724
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	68	112	60	0	32	140	32	0	20	528	144	0	112	592	32	0	1872	
Heavy Trucks	0	0	4		0	0	0		0	20	0		4	44	0		72	
Pedestrians		100				20				84				80			284	
Bicycles	0	0	0		0	0	0		0	1	1		0	0	0		2	
Railroad																		
Stopped Buses																		

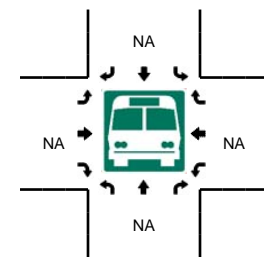
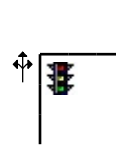
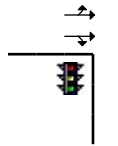
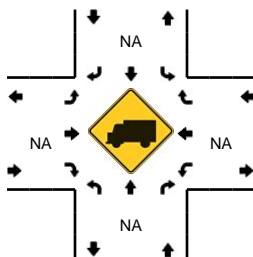
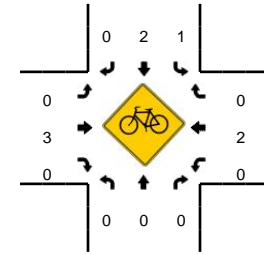
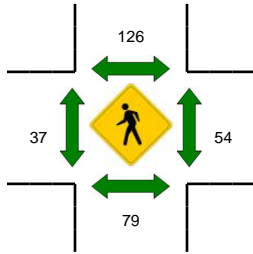
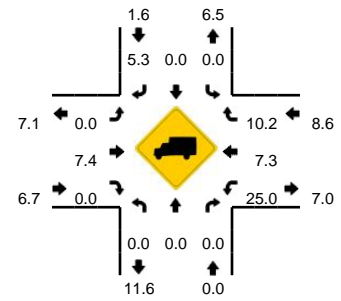
Comments:

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

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



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

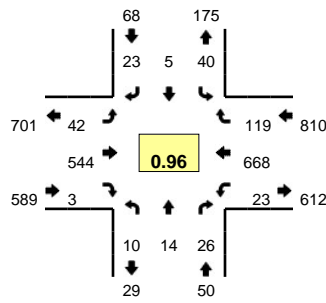


5-Min Count Period Beginning At	Walnut/UCSF Entrance #1 (Northbound)				Walnut/UCSF Entrance #1 (Southbound)				California St (Eastbound)				California St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	3	0	2	0	1	0	3	29	0	0	0	18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

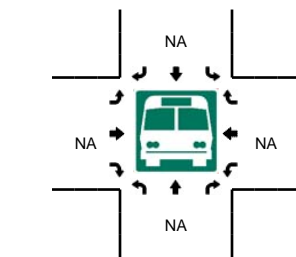
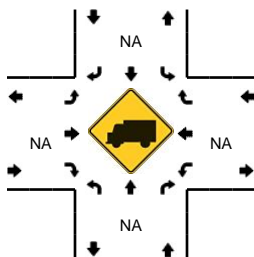
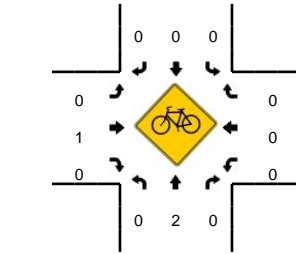
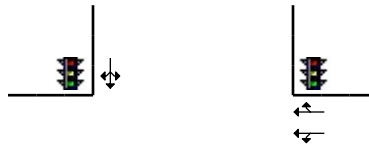
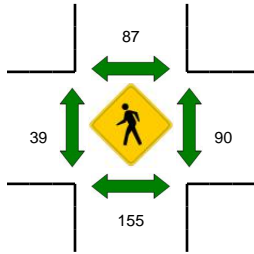
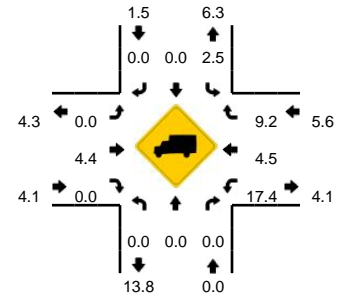
Comments:

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

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



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

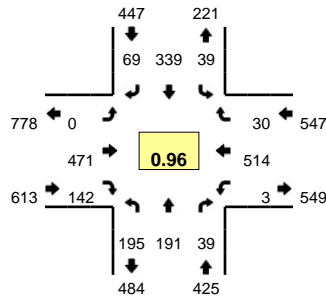


5-Min Count Period Beginning At	Walnut/UCSF Entrance #1 (Northbound)				Walnut/UCSF Entrance #1 (Southbound)				California St (Eastbound)				California St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	1	0	0	0	5	0	3	63	0	0	0	63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

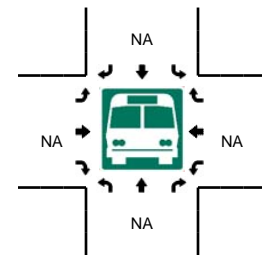
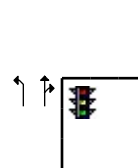
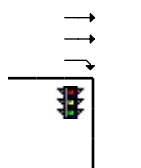
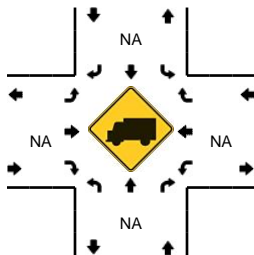
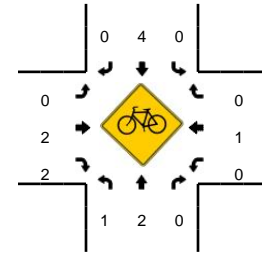
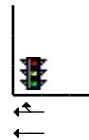
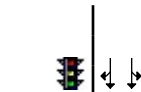
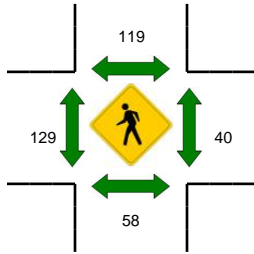
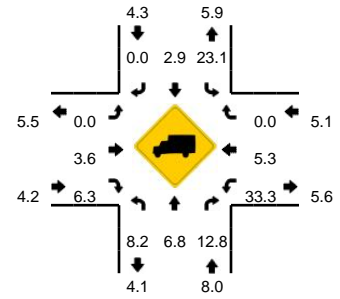
Comments:

**LOCATION:** Presidio Ave -- California St  
**CITY/STATE:** San Francisco, CA

**QC JOB #:** 14070706  
**DATE:** Thu, Dec 01 2016



**Peak-Hour: 5:00 PM -- 6:00 PM**  
**Peak 15-Min: 5:30 PM -- 5:45 PM**

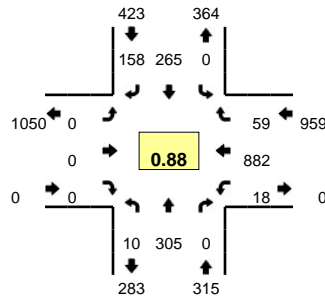


5-Min Count Period Beginning At	Presidio Ave (Northbound)				Presidio Ave (Southbound)				California St (Eastbound)				California St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	12	18	5	0	3	23	9	0	0	51	18	0	0	53	8	0	200	
4:05 PM	16	19	2	0	4	25	4	0	0	35	14	0	0	45	5	0	169	
4:10 PM	12	24	1	0	3	26	1	0	0	48	7	0	0	30	2	0	154	
4:15 PM	12	20	1	0	2	28	2	0	0	36	11	0	0	54	2	0	168	
4:20 PM	16	17	2	0	1	24	6	0	1	37	23	0	0	40	4	0	171	
4:25 PM	13	13	1	0	3	22	7	0	0	40	7	0	1	41	5	0	153	
4:30 PM	18	23	1	0	2	28	5	0	0	39	11	0	0	37	1	0	165	
4:35 PM	17	12	0	0	7	25	5	0	0	33	13	0	0	37	3	0	152	
4:40 PM	15	14	0	0	2	29	4	0	0	50	16	0	0	32	3	0	165	
4:45 PM	14	16	2	0	1	26	6	0	0	38	10	0	0	38	5	0	156	
4:50 PM	21	16	5	0	1	20	8	0	0	34	6	0	0	34	3	0	148	
4:55 PM	17	14	3	0	2	18	5	0	0	37	12	0	0	38	1	0	147	1948
5:00 PM	20	20	2	0	4	18	5	0	0	47	14	0	0	39	0	0	169	1917
5:05 PM	17	15	2	0	2	30	6	0	0	43	17	0	0	49	5	0	186	1934
5:10 PM	14	14	3	0	2	25	12	0	0	36	8	0	1	38	4	0	157	1937
5:15 PM	17	11	1	0	1	30	6	0	0	46	12	0	0	41	5	0	170	1939
5:20 PM	12	17	2	0	2	24	4	0	0	41	12	0	1	41	2	0	158	1926
5:25 PM	17	14	4	0	4	33	3	0	0	34	12	0	0	50	0	0	171	1944
5:30 PM	19	15	2	0	1	32	6	0	0	34	11	0	1	55	3	0	179	1958
5:35 PM	22	19	4	0	6	31	7	0	0	41	11	0	0	23	1	0	165	1971
5:40 PM	22	17	6	0	1	30	3	0	0	42	13	0	0	46	4	0	184	1990
5:45 PM	13	15	4	0	6	25	5	0	0	36	13	0	0	39	1	0	157	1991
5:50 PM	7	16	6	0	3	34	6	0	0	32	8	0	0	51	4	0	167	2010
5:55 PM	15	18	3	0	7	27	6	0	0	39	11	0	0	42	1	0	169	2032
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	252	204	48	0	32	372	64	0	0	468	140	0	4	496	32	0	2112	
Heavy Trucks	20	4	8		8	12	0		0	20	4		0	20	0		96	
Pedestrians		64				112				152				28			356	
Bicycles	1	0	0		0	2	0		0	1	1		0	0	0		5	
Railroad																		
Stopped Buses																		

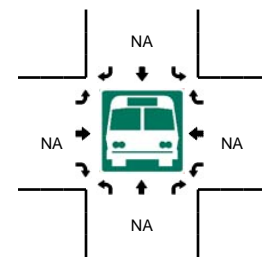
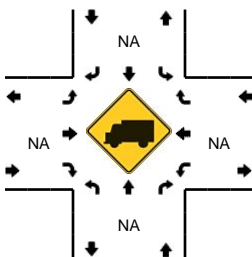
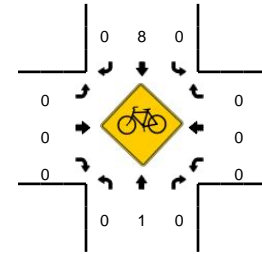
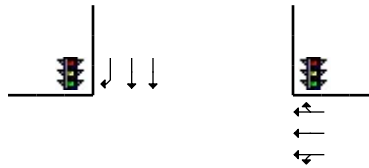
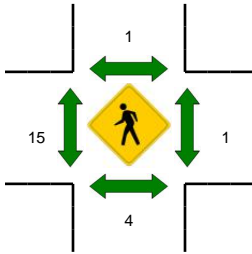
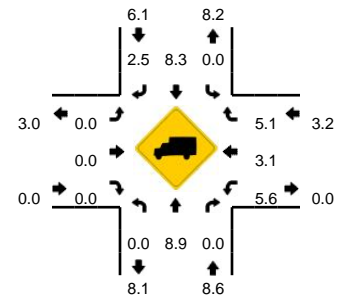
Comments:

**LOCATION:** Presidio Ave -- Pine St/Masonic Ave  
**CITY/STATE:** San Francisco, CA

**QC JOB #:** 14070707  
**DATE:** Thu, Dec 01 2016



**Peak-Hour: 7:40 AM -- 8:40 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**

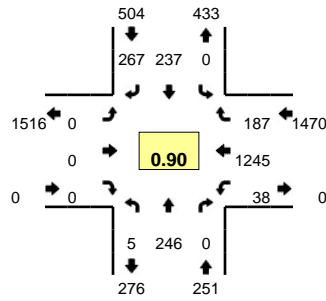


5-Min Count Period Beginning At	Presidio Ave (Northbound)				Presidio Ave (Southbound)				Pine St/Masonic Ave (Eastbound)				Pine St/Masonic Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	7	0	0	0	10	5	0	0	0	0	0	0	30	6	0	60	
7:05 AM	4	19	0	0	0	14	8	0	0	0	0	0	1	25	7	0	78	
7:10 AM	1	12	0	1	0	16	20	0	0	0	0	0	2	39	0	0	91	
7:15 AM	2	6	0	0	0	16	5	0	0	0	0	0	4	42	10	0	85	
7:20 AM	1	25	0	0	0	18	2	0	0	0	0	0	3	41	15	0	105	
7:25 AM	0	19	0	0	0	18	1	0	0	0	0	0	1	46	6	0	91	
7:30 AM	2	18	0	0	0	22	13	0	0	0	0	0	2	51	10	0	118	
7:35 AM	0	28	0	0	0	23	10	0	0	0	0	0	5	54	7	0	127	
7:40 AM	3	20	0	0	0	31	9	0	0	0	0	0	0	71	3	0	137	
7:45 AM	0	29	0	0	0	17	17	0	0	0	0	0	2	79	5	0	149	
7:50 AM	1	35	0	0	0	20	18	0	0	0	0	0	2	85	9	0	170	
7:55 AM	1	21	0	0	0	21	11	0	0	0	0	0	3	98	7	0	162	1373
8:00 AM	1	19	0	0	0	26	8	0	0	0	0	0	2	76	2	0	134	1447
8:05 AM	2	25	0	0	0	20	15	0	0	0	0	0	0	54	7	0	123	1492
8:10 AM	0	29	0	0	0	32	13	0	0	0	0	0	1	75	4	0	154	1555
8:15 AM	0	24	0	0	0	21	18	0	0	0	0	0	0	73	3	0	139	1609
8:20 AM	0	14	0	0	0	21	15	0	0	0	0	0	2	75	2	0	129	1633
8:25 AM	1	33	0	0	0	16	9	0	0	0	0	0	3	63	3	0	128	1670
8:30 AM	1	23	0	0	0	21	15	0	0	0	0	0	0	66	9	0	135	1687
8:35 AM	0	33	0	0	0	19	10	0	0	0	0	0	3	67	5	0	137	1697
8:40 AM	0	24	0	0	0	17	15	0	0	0	0	0	3	49	8	0	116	1676
8:45 AM	0	25	0	0	0	23	6	0	0	0	0	0	3	58	13	0	128	1655
8:50 AM	0	25	0	0	0	22	17	0	0	0	0	0	0	66	6	0	136	1621
8:55 AM	0	26	0	0	0	19	8	0	0	0	0	0	6	54	9	0	122	1581
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	8	340	0	0	0	232	184	0	0	0	0	0	28	1048	84	0	1924	
Heavy Trucks	0	36	0	0	0	12	4	0	0	0	0	0	0	32	0	0	84	
Pedestrians		8				0				28				4			40	
Bicycles	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
Railroad																		
Stopped Buses																		

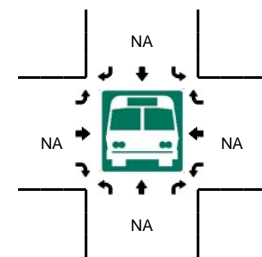
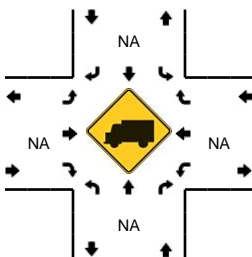
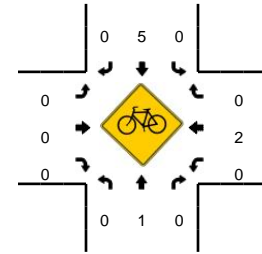
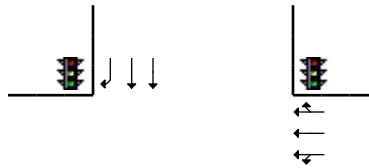
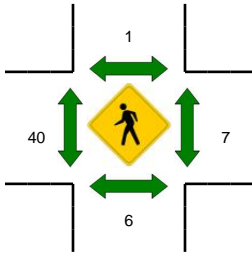
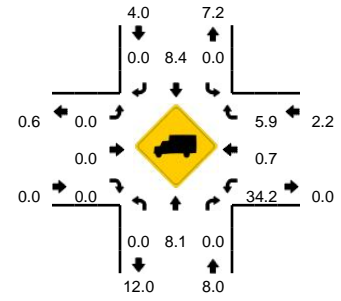
Comments:

**LOCATION:** Presidio Ave -- Pine St/Masonic Ave  
**CITY/STATE:** San Francisco, CA

**QC JOB #:** 14070708  
**DATE:** Thu, Dec 01 2016



**Peak-Hour: 5:00 PM -- 6:00 PM**  
**Peak 15-Min: 5:30 PM -- 5:45 PM**

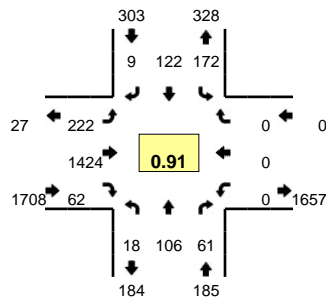


5-Min Count Period Beginning At	Presidio Ave (Northbound)				Presidio Ave (Southbound)				Pine St/Masonic Ave (Eastbound)				Pine St/Masonic Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	21	0	0	0	22	21	0	0	0	0	0	1	110	16	0	191	
4:05 PM	0	24	0	0	0	18	26	0	0	0	0	0	2	111	9	0	190	
4:10 PM	0	24	0	0	0	16	17	0	0	0	0	0	0	90	14	0	161	
4:15 PM	0	21	0	0	0	14	22	0	0	0	0	0	0	99	12	0	168	
4:20 PM	1	17	0	0	0	19	26	0	0	0	0	0	6	90	16	0	175	
4:25 PM	1	18	0	0	0	15	16	0	0	0	0	0	3	91	10	0	154	
4:30 PM	2	19	0	0	0	16	21	0	0	0	0	0	1	104	24	0	187	
4:35 PM	0	15	0	0	0	15	21	0	0	0	0	0	4	95	10	0	160	
4:40 PM	0	19	0	0	0	21	27	0	0	0	0	0	4	87	16	0	174	
4:45 PM	2	21	0	0	0	19	16	0	0	0	0	0	0	93	10	0	161	
4:50 PM	0	26	0	0	0	11	10	0	0	0	0	0	3	100	17	0	167	
4:55 PM	2	15	0	0	0	17	18	0	0	0	0	0	5	87	10	0	154	2042
5:00 PM	0	17	0	1	0	15	16	0	0	0	0	0	2	86	25	0	162	2013
5:05 PM	0	20	0	0	0	32	20	0	0	0	0	0	1	100	12	0	185	2008
5:10 PM	1	20	0	0	0	18	17	0	0	0	0	0	4	111	13	0	184	2031
5:15 PM	0	17	0	0	0	23	20	0	0	0	0	0	2	104	10	0	176	2039
5:20 PM	1	19	0	0	0	21	16	0	0	0	0	0	0	106	6	0	169	2033
5:25 PM	1	15	0	0	0	22	25	0	0	0	0	0	4	97	16	0	180	2059
5:30 PM	1	31	0	0	0	22	24	0	0	0	0	0	2	110	22	0	212	2084
5:35 PM	0	25	0	0	0	18	28	0	0	0	0	0	3	99	21	0	194	2118
5:40 PM	0	18	0	0	0	16	33	0	0	0	0	0	2	115	26	0	210	2154
5:45 PM	0	17	0	0	0	17	19	0	0	0	0	0	7	118	14	0	192	2185
5:50 PM	0	18	0	0	0	19	25	0	0	0	0	0	5	99	11	0	177	2195
5:55 PM	0	29	0	0	0	14	24	0	0	0	0	0	6	100	11	0	184	2225
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	296	0	0	0	224	340	0	0	0	0	0	28	1296	276	0	2464	
Heavy Trucks	0	16	0	0	0	20	0	0	0	0	0	0	20	12	16	0	84	
Pedestrians		4				0				72				0			76	
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

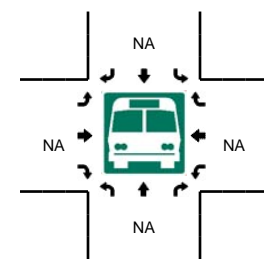
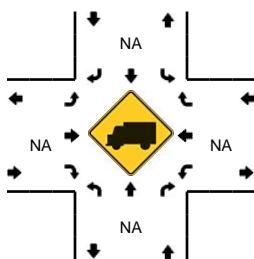
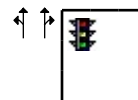
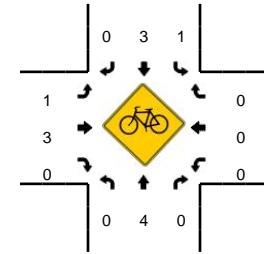
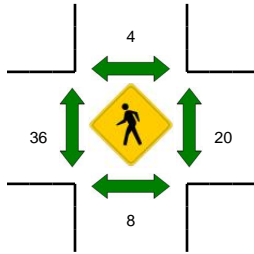
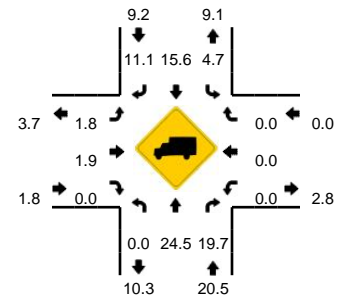
Comments:

**LOCATION:** Presidio Ave -- Euclid Ave/Brush St  
**CITY/STATE:** San Francisco, CA

**QC JOB #:** 14070709  
**DATE:** Thu, Dec 01 2016



**Peak-Hour: 7:35 AM -- 8:35 AM**  
**Peak 15-Min: 7:35 AM -- 7:50 AM**



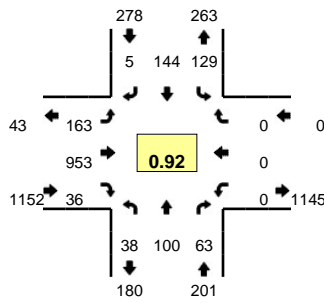
5-Min Count Period Beginning At	Presidio Ave (Northbound)				Presidio Ave (Southbound)				Euclid Ave/Brush St (Eastbound)				Euclid Ave/Brush St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	5	3	0	8	7	0	0	5	52	4	0	0	0	0	0	84	
7:05 AM	1	11	5	0	10	5	0	0	8	46	5	0	0	0	0	0	91	
7:10 AM	0	7	3	0	7	8	0	0	9	69	3	0	0	0	0	0	106	
7:15 AM	0	4	2	0	10	8	1	0	7	76	5	0	0	0	0	0	113	
7:20 AM	2	5	6	0	14	8	1	0	15	83	3	0	0	0	0	0	137	
7:25 AM	1	4	1	0	12	10	2	0	19	110	2	0	0	0	0	0	161	
7:30 AM	1	7	3	0	10	7	0	0	17	123	3	0	0	0	0	0	171	
7:35 AM	0	9	5	0	20	11	2	0	18	139	6	0	0	0	0	0	210	
7:40 AM	0	9	6	0	17	11	3	0	13	116	6	0	0	0	0	0	181	
7:45 AM	0	8	4	0	18	7	1	0	23	144	8	0	0	0	0	0	213	
7:50 AM	0	11	5	0	10	7	0	0	24	104	5	0	0	0	0	0	166	
7:55 AM	2	8	3	0	9	15	0	0	17	123	9	0	0	0	0	0	186	1819
8:00 AM	1	7	2	0	17	10	0	0	19	125	4	0	0	0	0	0	185	1920
8:05 AM	7	7	5	0	7	9	0	0	18	122	6	0	0	0	0	0	181	2010
8:10 AM	2	13	3	0	21	19	1	0	16	105	5	0	0	0	0	0	185	2089
8:15 AM	0	8	5	0	16	6	1	0	22	112	5	0	0	0	0	0	175	2151
8:20 AM	1	6	7	0	15	11	0	0	12	99	2	0	0	0	0	0	153	2167
8:25 AM	3	8	9	0	11	5	1	0	18	117	4	0	0	0	0	0	176	2182
8:30 AM	2	12	7	0	11	11	0	0	22	118	2	0	0	0	0	0	185	2196
8:35 AM	0	9	9	0	20	9	0	0	25	97	7	0	0	0	0	0	176	2162
8:40 AM	3	9	5	0	8	15	1	0	20	106	7	0	0	0	0	0	174	2155
8:45 AM	0	8	5	0	16	9	1	0	28	119	6	0	0	0	0	0	192	2134
8:50 AM	1	7	5	0	13	9	0	0	21	103	10	0	0	0	0	0	169	2137
8:55 AM	2	9	5	0	10	16	1	0	21	96	5	0	0	0	0	0	165	2116
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	104	60	0	220	116	24	0	216	1596	80	0	0	0	0	0	2416	
Heavy Trucks	0	36	16		12	20	0		12	32	0		0	0	0		128	
Pedestrians		4				0				52			24				80	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

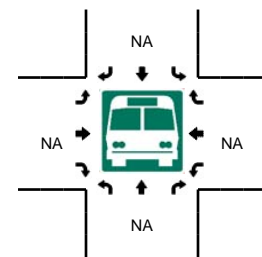
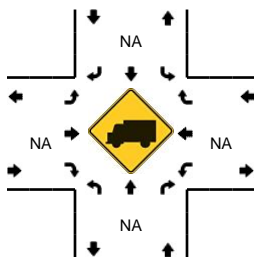
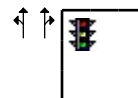
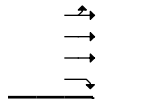
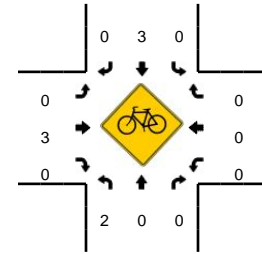
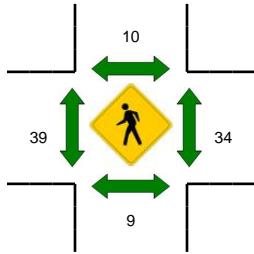
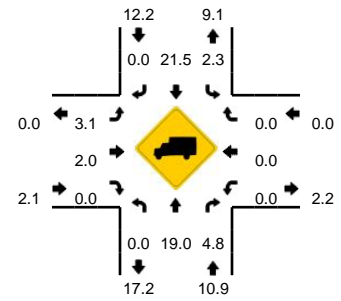


**LOCATION:** Presidio Ave -- Euclid Ave/Brush St  
**CITY/STATE:** San Francisco, CA

**QC JOB #:** 14070710  
**DATE:** Thu, Dec 01 2016



**Peak-Hour: 4:40 PM -- 5:40 PM**  
**Peak 15-Min: 5:20 PM -- 5:35 PM**

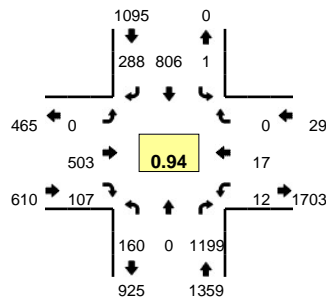


5-Min Count Period Beginning At	Presidio Ave (Northbound)				Presidio Ave (Southbound)				Euclid Ave/Brush St (Eastbound)				Euclid Ave/Brush St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	8	3	0	8	8	0	0	8	78	2	0	0	0	0	0	115	
4:05 PM	2	4	4	0	12	11	0	0	20	83	5	0	0	0	0	0	141	
4:10 PM	2	9	2	0	8	11	0	0	17	80	2	0	0	0	0	0	131	
4:15 PM	2	7	6	0	6	6	0	0	14	80	4	0	0	0	0	0	125	
4:20 PM	0	5	1	0	14	8	0	0	11	60	3	0	0	0	0	0	102	
4:25 PM	4	10	2	0	10	7	0	0	9	90	5	0	0	0	0	0	137	
4:30 PM	4	11	4	0	11	10	0	0	7	70	5	0	0	0	0	0	122	
4:35 PM	5	8	3	0	8	9	0	0	10	80	4	0	0	0	0	0	127	
4:40 PM	5	6	6	0	12	16	1	0	14	72	3	0	0	0	0	0	135	
4:45 PM	2	4	7	0	10	10	0	0	14	64	1	0	0	0	0	0	112	
4:50 PM	4	13	7	0	6	10	0	0	14	89	3	0	0	0	0	0	146	
4:55 PM	3	8	2	0	12	10	0	0	12	80	3	0	0	0	0	0	130	1523
5:00 PM	5	6	2	0	9	9	0	0	13	72	4	0	0	0	0	0	120	1528
5:05 PM	2	5	6	0	17	14	0	0	11	65	4	0	0	0	0	0	124	1511
5:10 PM	6	7	5	0	6	15	1	0	13	81	2	0	0	0	0	0	136	1516
5:15 PM	1	6	10	0	11	13	0	0	12	83	1	0	0	0	0	0	137	1528
5:20 PM	1	13	5	0	14	11	2	0	17	88	4	0	0	0	0	0	155	1581
5:25 PM	3	6	4	0	8	15	0	0	11	90	5	0	0	0	0	0	142	1586
5:30 PM	2	12	5	0	11	11	1	0	20	81	4	0	0	0	0	0	147	1611
5:35 PM	4	14	4	0	13	10	0	0	12	88	2	0	0	0	0	0	147	1631
5:40 PM	2	4	4	0	8	9	1	0	16	76	3	0	0	0	0	0	123	1619
5:45 PM	2	7	2	0	6	15	1	0	9	72	4	0	0	0	0	0	118	1625
5:50 PM	4	8	3	0	13	16	0	0	12	77	2	0	0	0	0	0	135	1614
5:55 PM	4	15	5	0	6	15	1	0	12	78	5	0	0	0	0	0	141	1625
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	24	124	56	0	132	148	12	0	192	1036	52	0	0	0	0	0	1776	
Heavy Trucks	0	24	4		4	24	0		8	28	0		0	0	0		92	
Pedestrians		0				8				36				36			80	
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

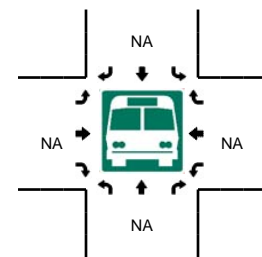
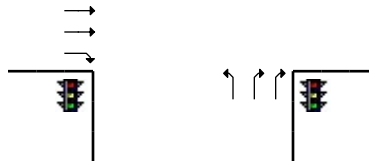
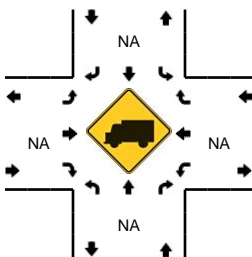
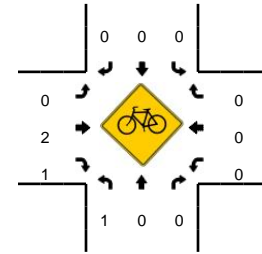
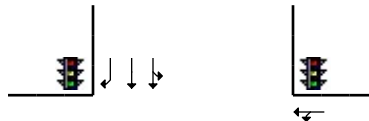
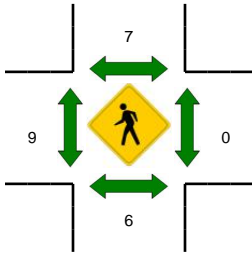
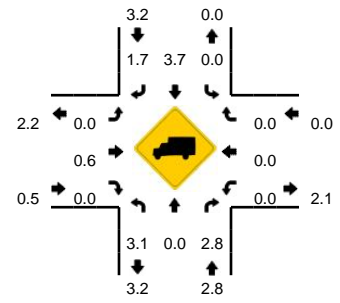
Comments:

**LOCATION:** Masonic Ave -- Euclid Ave  
**CITY/STATE:** San Francisco, CA

**QC JOB #:** 14070711  
**DATE:** Thu, Dec 01 2016



**Peak-Hour: 7:35 AM -- 8:35 AM**  
**Peak 15-Min: 7:50 AM -- 8:05 AM**

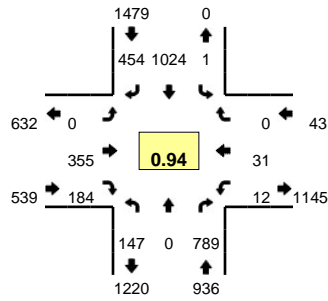


5-Min Count Period Beginning At	Masonic Ave (Northbound)				Masonic Ave (Southbound)				Euclid Ave (Eastbound)				Euclid Ave (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:00 AM	7	0	49	0	0	26	11	0	0	17	1	0	0	0	0	0	0	111	
7:05 AM	8	0	53	0	2	36	8	0	0	12	2	0	0	1	0	0	0	122	
7:10 AM	16	0	62	0	3	40	11	0	0	27	2	0	0	0	0	0	0	161	
7:15 AM	5	0	60	0	0	31	17	0	0	22	8	0	0	0	0	0	0	143	
7:20 AM	8	0	99	0	0	26	16	0	0	16	8	0	0	2	0	0	0	175	
7:25 AM	12	0	94	0	0	35	13	0	0	29	3	0	0	1	0	0	0	187	
7:30 AM	7	0	96	0	0	47	14	0	0	33	4	0	0	1	0	0	0	202	
7:35 AM	11	0	100	0	0	49	21	0	0	46	8	0	3	0	0	0	0	238	
7:40 AM	13	0	117	0	0	66	22	0	0	38	8	0	4	0	0	0	0	268	
7:45 AM	10	0	98	0	0	67	22	0	0	46	5	0	0	1	0	0	0	249	
7:50 AM	11	0	109	0	0	78	28	0	0	41	4	0	0	0	0	0	0	271	
7:55 AM	17	0	116	0	0	77	32	0	0	42	6	0	1	1	0	0	0	292	2419
8:00 AM	10	0	90	0	0	72	23	0	0	52	13	0	1	1	0	0	0	262	2570
8:05 AM	18	0	96	0	0	60	22	0	0	46	10	0	1	6	0	0	0	259	2707
8:10 AM	7	0	112	0	0	75	25	0	0	34	13	0	0	3	0	0	0	269	2815
8:15 AM	15	0	84	0	0	65	25	0	0	42	15	0	0	2	0	0	0	248	2920
8:20 AM	13	0	96	0	0	75	25	0	0	33	7	0	0	1	0	0	0	250	2995
8:25 AM	17	0	98	0	1	57	20	0	0	47	2	0	1	2	0	0	0	245	3053
8:30 AM	18	0	83	0	0	65	23	0	0	36	16	0	1	0	0	0	0	242	3093
8:35 AM	17	0	91	0	0	48	25	0	0	38	11	0	1	0	0	0	0	231	3086
8:40 AM	12	0	108	0	0	54	19	0	0	43	11	0	2	0	0	0	0	249	3067
8:45 AM	21	0	88	0	0	51	18	0	0	51	10	0	0	1	0	0	0	240	3058
8:50 AM	23	0	84	0	1	53	32	0	0	36	12	0	2	1	0	0	0	244	3031
8:55 AM	12	0	103	0	0	40	16	0	0	41	10	0	2	0	0	0	0	224	2963
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	152	0	1260	0	0	908	332	0	0	540	92	0	8	8	0	0	0	3300	
Heavy Trucks	4	0	48	0	0	28	4	0	0	0	0	0	0	0	0	0	0	84	
Pedestrians	0	0	0	0	0	0	0	0	0	24	0	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																		0	
Stopped Buses																			

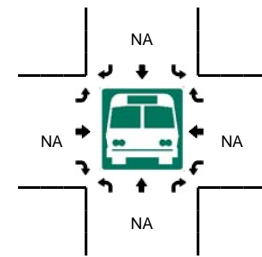
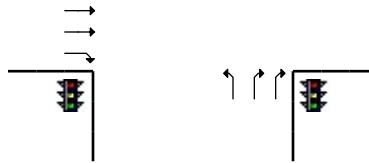
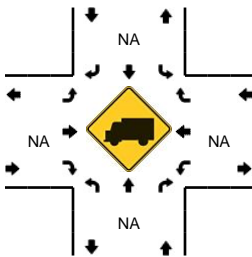
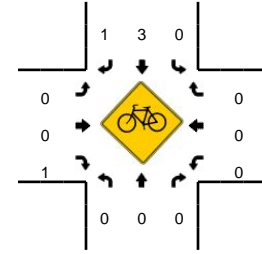
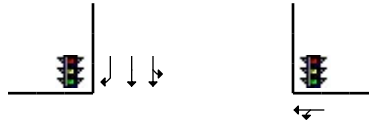
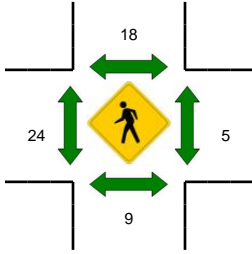
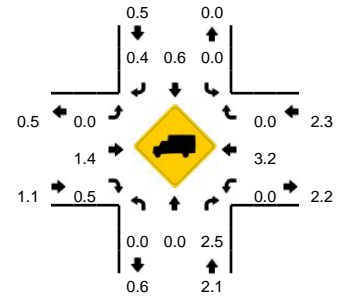
Comments:

**LOCATION:** Masonic Ave -- Euclid Ave  
**CITY/STATE:** San Francisco, CA

**QC JOB #:** 14070712  
**DATE:** Thu, Dec 01 2016



**Peak-Hour: 4:50 PM -- 5:50 PM**  
**Peak 15-Min: 5:30 PM -- 5:45 PM**

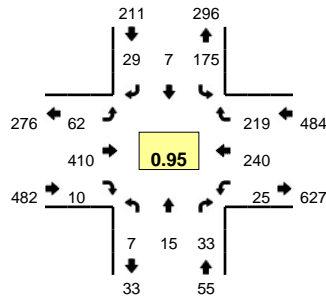


5-Min Count Period Beginning At	Masonic Ave (Northbound)				Masonic Ave (Southbound)				Euclid Ave (Eastbound)				Euclid Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	0	52	0	0	96	36	0	0	33	19	0	0	0	0	0	245	
4:05 PM	7	0	81	0	0	94	36	0	0	38	15	0	2	1	0	0	274	
4:10 PM	16	0	53	0	0	80	38	0	0	34	25	0	1	2	0	0	249	
4:15 PM	11	0	65	0	0	86	32	0	0	26	15	0	0	1	0	0	236	
4:20 PM	10	0	59	0	0	84	31	0	0	23	10	0	0	0	0	0	217	
4:25 PM	6	0	58	0	0	79	29	0	0	34	17	0	4	1	0	0	228	
4:30 PM	5	0	58	0	1	93	36	0	0	32	11	0	0	2	0	0	238	
4:35 PM	9	0	57	0	1	97	21	0	0	40	13	0	2	6	0	0	246	
4:40 PM	7	0	48	0	0	75	29	0	0	28	11	0	1	3	0	0	202	
4:45 PM	9	0	65	0	0	80	26	0	0	37	13	0	1	2	0	0	233	
4:50 PM	11	0	72	0	0	72	40	0	0	33	24	0	3	2	0	0	257	
4:55 PM	15	0	55	0	0	70	34	0	0	29	14	0	2	2	0	0	221	2846
5:00 PM	14	0	61	0	0	70	31	0	0	21	14	0	0	4	0	0	215	2816
5:05 PM	14	0	65	0	0	79	39	0	0	29	20	0	1	1	0	0	248	2790
5:10 PM	11	0	59	0	0	90	39	0	0	35	21	0	3	5	0	0	263	2804
5:15 PM	15	0	68	0	0	86	29	0	0	32	15	0	0	1	0	0	246	2814
5:20 PM	11	0	83	0	0	83	41	0	0	35	16	0	2	2	0	0	273	2870
5:25 PM	15	0	66	0	0	84	34	0	0	27	11	0	0	2	0	0	239	2881
5:30 PM	8	0	64	0	0	105	40	0	0	36	13	0	0	3	0	0	269	2912
5:35 PM	12	0	76	0	1	76	41	0	0	28	18	0	1	4	0	0	257	2923
5:40 PM	11	0	69	0	0	107	43	0	0	26	11	0	0	2	0	0	269	2990
5:45 PM	10	0	51	0	0	102	43	0	0	24	7	0	0	3	0	0	240	2997
5:50 PM	11	0	76	0	0	92	27	0	0	23	11	0	1	3	0	0	244	2984
5:55 PM	5	0	56	0	1	85	42	0	0	26	8	0	1	2	0	0	226	2989
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	124	0	836	0	4	1152	496	0	0	360	168	0	4	36	0	0	3180	
Heavy Trucks	0	0	12		0	4	0		0	8	4		0	0	0		28	
Pedestrians						20				4				0			24	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

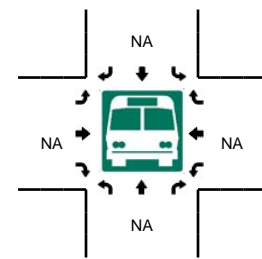
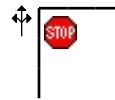
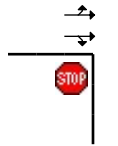
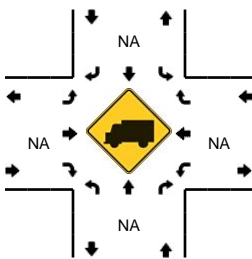
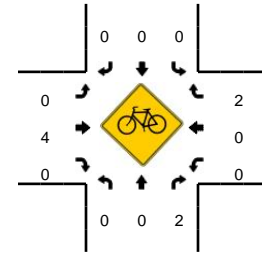
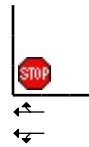
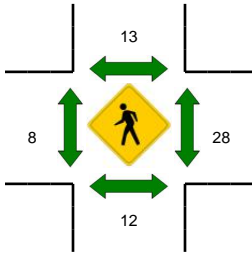
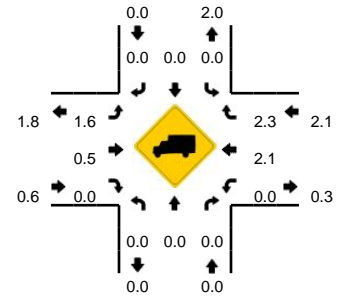
Comments:

**LOCATION:** Laurel St -- Euclid Ave  
**CITY/STATE:** San Francisco, CA

**QC JOB #:** 14070713  
**DATE:** Thu, Dec 01 2016



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

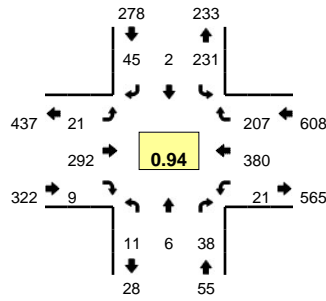


5-Min Count Period Beginning At	Laurel St (Northbound)				Laurel St (Southbound)				Euclid Ave (Eastbound)				Euclid Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	1	0	4	0	0	0	2	11	1	0	0	8	11	0	39	
7:05 AM	0	2	1	0	6	0	0	0	0	14	0	0	1	7	9	1	41	
7:10 AM	1	0	0	0	12	0	0	0	1	14	0	0	2	14	13	0	57	
7:15 AM	0	0	3	0	11	0	1	0	1	14	0	0	0	12	8	0	50	
7:20 AM	1	2	1	0	11	0	1	0	1	12	1	0	0	14	14	0	58	
7:25 AM	1	0	2	0	10	0	1	0	2	22	0	0	1	7	17	1	64	
7:30 AM	0	1	2	0	15	1	1	0	2	21	1	0	1	11	11	0	67	
7:35 AM	1	1	3	0	17	0	1	0	1	34	4	0	0	10	15	0	87	
7:40 AM	2	2	5	0	13	2	1	0	1	30	1	0	5	15	13	0	90	
7:45 AM	2	2	3	0	12	1	5	0	1	34	0	0	1	23	10	1	95	
7:50 AM	2	2	2	0	12	1	2	0	1	33	1	0	2	21	15	0	94	
7:55 AM	1	1	4	0	11	1	3	0	2	35	1	0	1	24	24	0	108	850
8:00 AM	1	2	6	0	21	1	1	0	4	32	1	0	2	15	15	0	101	912
8:05 AM	1	1	2	0	18	0	2	0	2	40	1	0	1	18	20	1	107	978
8:10 AM	0	1	2	0	11	4	1	0	4	38	1	0	0	24	10	1	97	1018
8:15 AM	0	1	0	0	12	0	2	0	7	37	0	0	0	20	20	1	100	1068
8:20 AM	1	3	3	0	8	0	2	0	5	31	0	0	4	21	16	0	94	1104
8:25 AM	0	1	1	0	11	0	1	0	5	33	1	0	1	18	19	3	94	1134
8:30 AM	1	0	3	0	12	0	2	0	8	32	0	0	1	18	19	2	98	1165
8:35 AM	1	2	3	0	20	0	3	0	8	26	3	0	1	24	19	0	110	1188
8:40 AM	0	0	4	0	15	1	1	0	7	38	1	0	1	18	14	0	100	1198
8:45 AM	1	1	1	0	17	0	2	0	5	38	0	0	3	16	20	1	105	1208
8:50 AM	0	2	4	0	19	0	9	0	5	30	1	0	1	24	23	0	118	1232
8:55 AM	0	1	4	0	13	1	6	0	6	32	1	0	4	17	13	0	98	1222
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	12	36	0	204	4	48	0	68	424	8	0	20	232	228	4	1292	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	
Pedestrians		8			16					4				48			76	
Bicycles	0	0	1		0	0	0		0	1	0		0	0	1		3	
Railroad																		
Stopped Buses																		

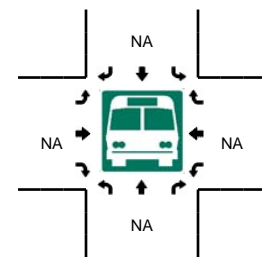
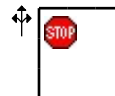
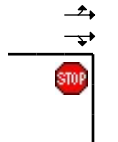
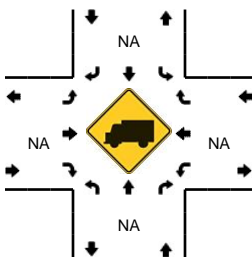
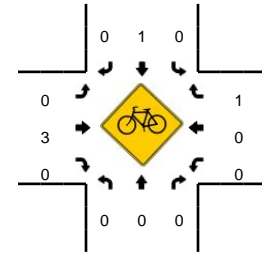
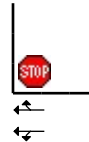
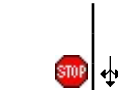
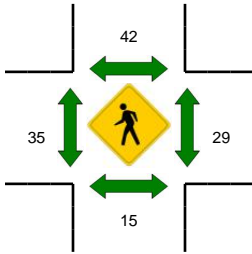
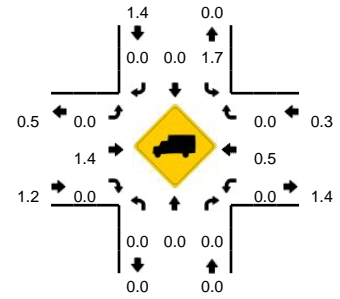
Comments:

**LOCATION:** Laurel St -- Euclid Ave  
**CITY/STATE:** San Francisco, CA

**QC JOB #:** 14070714  
**DATE:** Thu, Dec 01 2016



**Peak-Hour: 4:45 PM -- 5:45 PM**  
**Peak 15-Min: 5:10 PM -- 5:25 PM**

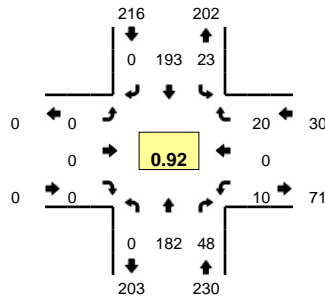


5-Min Count Period Beginning At	Laurel St (Northbound)				Laurel St (Southbound)				Euclid Ave (Eastbound)				Euclid Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	2	0	0	17	2	3	0	0	35	1	0	0	29	14	0	103	
4:05 PM	1	0	1	0	21	0	1	0	1	29	1	1	0	26	19	0	101	
4:10 PM	0	0	4	0	25	0	1	0	1	30	1	0	3	26	19	1	111	
4:15 PM	0	0	1	0	21	0	2	0	1	16	1	0	1	27	19	0	89	
4:20 PM	1	0	1	0	18	2	3	0	2	27	1	0	0	26	16	0	97	
4:25 PM	0	0	3	0	16	1	2	0	3	24	0	0	1	22	13	1	86	
4:30 PM	0	0	4	0	18	2	0	0	0	28	0	0	2	26	12	0	92	
4:35 PM	1	0	3	0	22	0	7	0	1	22	1	0	0	22	17	0	96	
4:40 PM	0	0	2	0	15	3	5	0	1	20	1	0	1	26	10	0	84	
4:45 PM	2	2	4	0	19	0	1	0	1	36	1	0	1	27	11	0	105	
4:50 PM	0	1	1	0	18	0	2	0	0	31	0	1	2	31	21	1	109	
4:55 PM	1	1	3	0	16	0	6	0	3	17	1	0	1	25	21	1	96	1169
5:00 PM	1	0	3	0	12	1	3	0	3	25	0	0	1	32	16	0	97	1163
5:05 PM	1	0	3	0	23	0	5	0	2	25	1	0	2	29	13	0	104	1166
5:10 PM	1	0	4	0	31	0	7	0	0	22	0	0	0	34	19	1	119	1174
5:15 PM	2	0	2	0	19	0	4	0	2	26	2	0	1	34	18	0	110	1195
5:20 PM	0	0	2	0	26	1	4	0	2	22	0	0	1	30	19	0	107	1205
5:25 PM	1	2	5	0	18	0	7	0	1	23	0	0	4	32	15	0	108	1227
5:30 PM	0	0	4	0	17	0	1	0	2	23	2	0	2	34	16	0	101	1236
5:35 PM	0	0	5	0	19	0	3	0	3	20	1	0	2	36	19	0	108	1248
5:40 PM	2	0	2	0	13	0	2	0	1	22	1	0	0	36	19	1	99	1263
5:45 PM	0	1	1	0	10	0	4	0	1	21	0	0	0	30	23	1	92	1250
5:50 PM	0	0	0	0	17	1	2	0	5	20	1	0	1	35	5	0	87	1228
5:55 PM	0	1	4	0	20	0	4	0	1	14	2	0	3	32	6	0	87	1219
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	0	32	0	304	4	60	0	16	280	8	0	8	392	224	4	1344	
Heavy Trucks	0	0	0		8	0	0		0	0	0		0	4	0		12	
Pedestrians		20				20				24				24			88	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

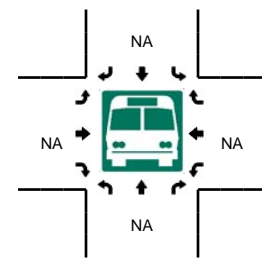
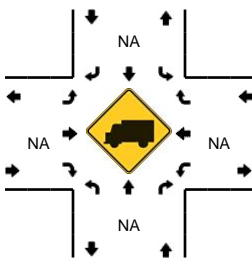
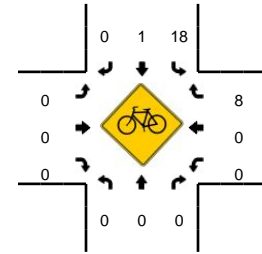
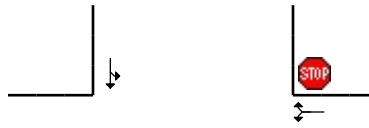
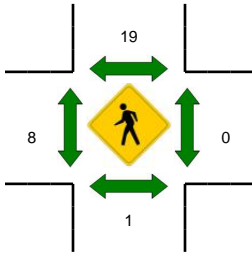
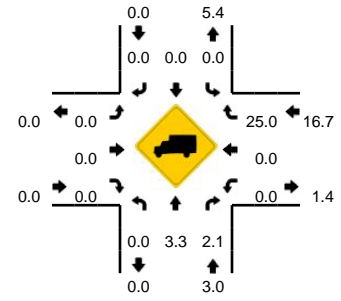
Comments:

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

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



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

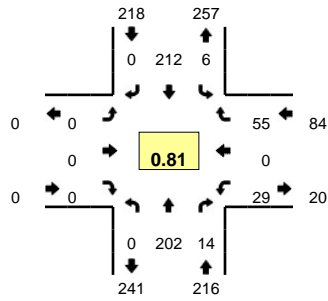


5-Min Count Period Beginning At	Laurel St (Northbound)				Laurel St (Southbound)				Mayfair/UCSF Entrance #2 (Eastbound)				Mayfair/UCSF Entrance #2 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	6	2	0	2	5	0	0	0	0	0	0	0	0	1	0	16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

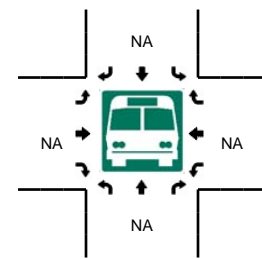
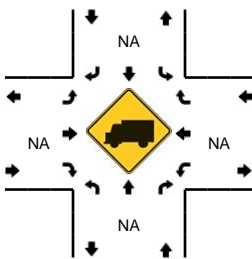
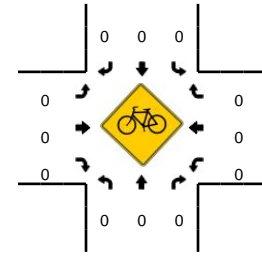
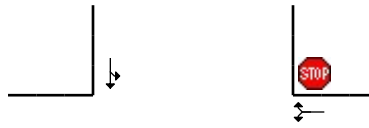
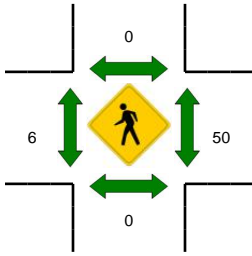
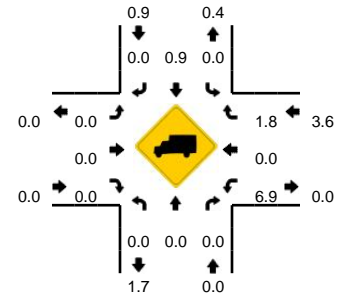
Comments:

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

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



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

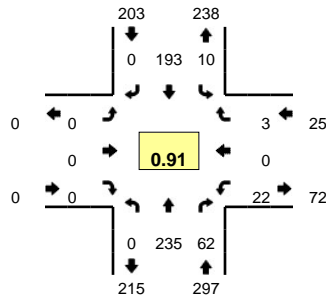


5-Min Count Period Beginning At	Laurel St (Northbound)				Laurel St (Southbound)				Mayfair/UCSF Entrance #2 (Eastbound)				Mayfair/UCSF Entrance #2 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	16	0	0	1	18	0	0	0	0	0	0	0	0	1	0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

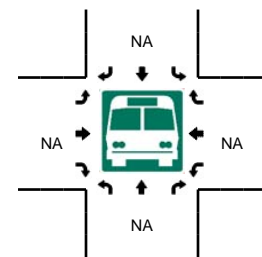
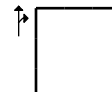
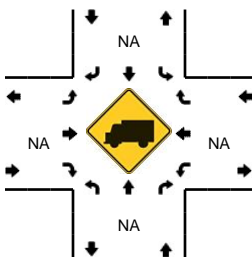
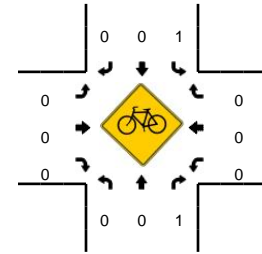
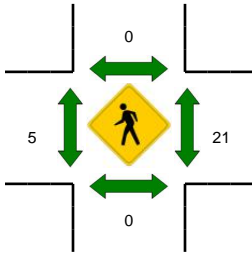
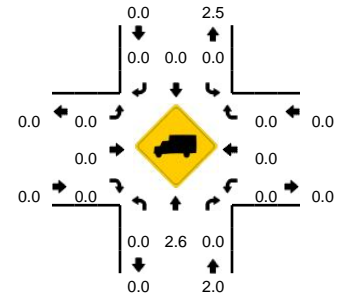
Comments:

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

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



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



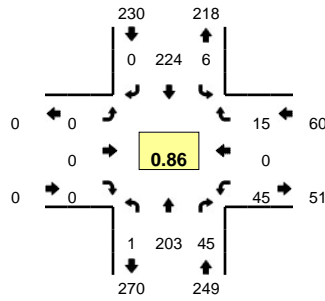
5-Min Count Period Beginning At	Laurel St (Northbound)				Laurel St (Southbound)				Mayfair/UCSF Entrance #3 (Eastbound)				Mayfair/UCSF Entrance #3 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	10	2	0	0	4	0	0	0	0	0	0	0	0	0	0	16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

Comments:

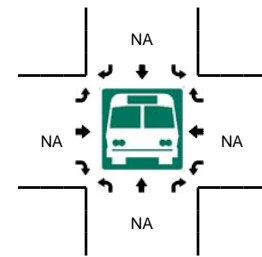
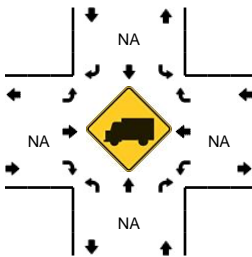
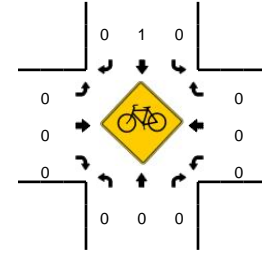
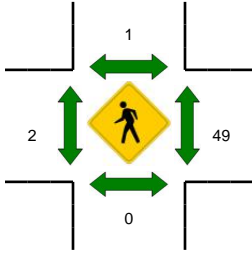
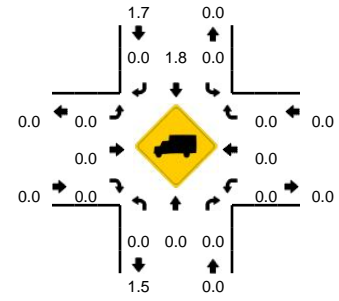


**LOCATION:** Laurel St -- Mayfair/UCSF Entrance #3  
**CITY/STATE:** San Francisco, CA

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



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

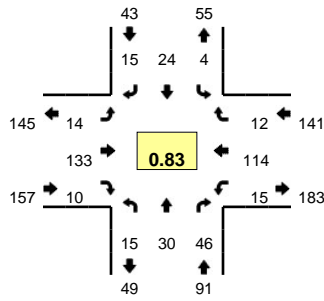


5-Min Count Period Beginning At	Laurel St (Northbound)				Laurel St (Southbound)				Mayfair/UCSF Entrance #3 (Eastbound)				Mayfair/UCSF Entrance #3 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	17	1	0	0	18	0	0	0	0	0	0	4	0	0	0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

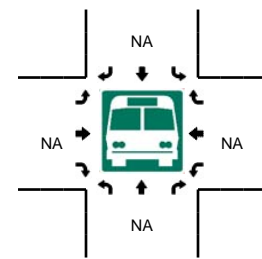
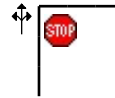
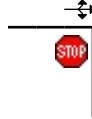
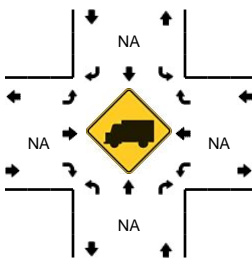
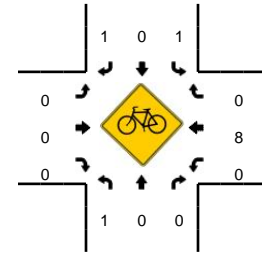
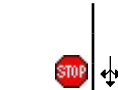
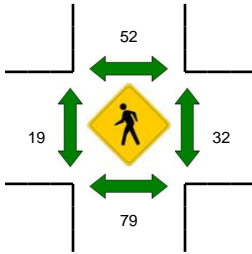
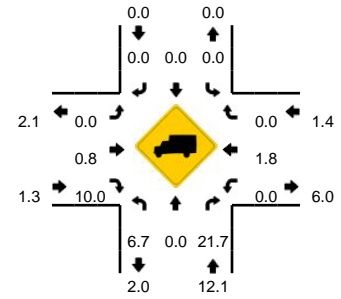
Comments:

**LOCATION:** Walnut St -- Sacramento St  
**CITY/STATE:** San Francisco, CA

**QC JOB #:** 14457002  
**DATE:** Thu, Jul 06 2017



**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:00 PM -- 4:15 PM**

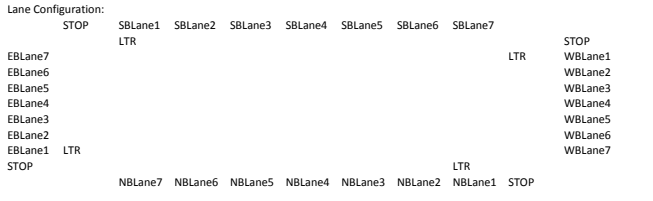


5-Min Count Period Beginning At	Walnut St (Northbound)				Walnut St (Southbound)				Sacramento St (Eastbound)				Sacramento St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	1	11	0	0	1	1	0	4	13	3	0	2	13	0	0	52	
4:05 PM	1	2	5	0	0	1	1	0	0	14	0	0	1	10	1	0	36	
4:10 PM	1	7	6	0	0	0	2	0	1	13	0	0	0	11	1	0	42	
4:15 PM	2	2	0	0	0	3	3	0	2	14	0	0	3	6	0	0	35	
4:20 PM	1	3	2	0	1	4	2	0	0	9	1	0	2	10	0	0	35	
4:25 PM	0	2	2	0	0	0	0	0	2	11	0	0	0	11	0	0	28	
4:30 PM	0	3	4	0	0	2	0	0	1	8	0	0	1	10	2	0	31	
4:35 PM	0	3	8	0	0	3	3	0	0	10	1	0	0	7	3	0	38	
4:40 PM	1	2	2	0	1	2	0	0	1	14	1	0	1	6	1	0	32	
4:45 PM	3	2	4	0	0	2	1	0	1	7	0	0	1	14	0	0	35	
4:50 PM	0	2	1	0	0	5	1	0	1	8	3	1	3	11	2	0	38	
4:55 PM	3	1	1	0	2	1	1	0	0	12	1	0	1	5	2	0	30	432
5:00 PM	2	2	2	0	1	3	1	0	0	13	4	0	1	8	0	0	37	417
5:05 PM	0	2	7	0	2	1	1	0	2	10	3	0	0	6	2	0	36	417
5:10 PM	1	5	3	0	1	0	0	0	3	11	0	0	0	9	0	0	33	408
5:15 PM	0	2	5	1	0	3	1	0	1	3	1	0	1	4	0	0	22	395
5:20 PM	2	3	4	0	0	2	0	0	1	8	2	0	0	15	1	0	38	398
5:25 PM	0	3	2	0	2	3	1	0	1	6	3	0	2	7	1	0	31	401
5:30 PM	0	2	4	0	0	0	1	0	1	11	1	0	0	5	1	0	26	396
5:35 PM	0	3	2	0	2	2	0	0	0	13	1	0	0	13	1	1	38	396
5:40 PM	3	2	6	0	0	1	1	0	1	5	0	0	1	12	2	0	34	398
5:45 PM	0	1	5	0	0	4	1	0	0	8	1	0	2	9	0	1	32	395
5:50 PM	1	3	6	0	0	0	2	0	2	8	0	0	1	11	0	0	34	391
5:55 PM	0	6	6	0	1	0	2	0	4	6	2	0	1	12	1	0	41	402
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	20	40	88	0	0	8	16	0	20	160	12	0	12	136	8	0	520	
Heavy Trucks	0	0	12		0	0	0		0	4	0		0	0	0		16	
Pedestrians		120				44				28				40			232	
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1	
Railroad																		
Stopped Buses																		

Comments:

QUALITY COUNTS REPORT  
 =====

Intersectio Walnut St Sacramento St  
 City/State: San Francis CA  
 QJobNo: 14457001  
 ClientID:  
 Date: 7/6/2017  
 Comments:  
 PEAK HOU: 8:00 AM  
 PEAK HOU: 9:00 AM  
 PEAK 15-M: 8:45 AM  
 PEAK 15-M: 9:00 AM  
 PHF: 0.77



PEAK-HOUR VOLUMES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEnterin	NBLeaving	SBLeaving	EBLeaving	WBLeaving
5	34	66	8	25	15	16	121	17	15	78	9	105	48	154	102	57	57	196	99

PERCENT HEAVY VEHICLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEnterin	NBLeaving	SBLeaving	EBLeaving	WBLeaving
0	2.9	18.2	0	6.7	0	0	2.5	0	0	2.6	0	12.4	2.1	1.9	2	1.8	0	7.7	3

PEAK-HOUR VOLUMES - PEDESTRIANS

North	South	East	West
27	54	27	23

PEAK-HOUR VOLUMES - BICYCLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
0	0	0	0	1	0	1	20	0	0	3	0

PEAK 15-MIN FLOWRATES

VehicleTyp	NBLeft	NBThru	NBRight	NBU-Turn	NBRTOR	SBLeft	SBThru	SBRight	SB U-Turn	SBRTOR	EBLeft	EBThru	EBRight	EBU-Turn	EBRTOR	WBLeft	WBThru	WBRight	WBU-Turn	WBRTOR	Total
All Vehicles	12	52	96	0	0	16	52	12	0	0	8	112	24	0	0	20	112	12	0	0	528
Heavy Truc	0	4	12	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	20
Pedestrians	0	88	0	0	0	12	0	0	0	0	40	0	0	0	0	20	0	0	0	0	160
Bicycles	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	1	0	0	0	10

ALL-VEHICLE VOLUMES

Time Perio	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totals
7:00 AM	2	1	1	0	0	2	0	0	0	0	1	2	0	0	0	1	3	0	0	0	0	13
7:05 AM	0	3	1	0	0	0	1	0	0	0	0	3	0	0	0	0	4	2	0	0	0	14
7:10 AM	0	2	1	0	0	0	0	0	0	0	0	7	0	0	0	0	2	0	0	0	0	12
7:15 AM	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	6
7:20 AM	1	0	0	0	0	0	1	0	0	0	0	9	0	0	0	0	2	0	0	0	0	13
7:25 AM	0	1	1	0	0	0	1	2	0	0	0	4	0	0	0	1	1	0	0	0	0	11
7:30 AM	1	1	3	0	0	1	2	1	0	0	0	5	1	0	0	0	5	0	0	0	0	20
7:35 AM	0	2	4	0	0	0	1	1	0	0	0	5	0	0	0	1	6	0	0	0	0	20
7:40 AM	1	1	2	0	0	0	0	0	1	0	2	4	4	0	0	1	2	1	0	0	0	19
7:45 AM	0	3	0	0	0	0	1	0	0	0	1	6	1	0	0	0	1	1	0	0	0	14
7:50 AM	0	4	2	0	0	1	3	0	0	0	0	7	0	0	0	0	7	0	0	0	0	24
7:55 AM	1	2	4	0	0	0	3	1	0	0	2	5	0	0	0	0	7	2	0	0	0	27
8:00 AM	0	4	8	0	0	1	0	2	0	0	1	11	1	1	0	1	7	0	0	0	0	37
8:05 AM	0	5	3	0	0	2	2	1	0	0	0	9	1	0	0	1	3	0	0	0	0	27
8:10 AM	0	3	3	0	0	0	2	1	0	0	0	7	1	0	0	0	9	2	0	0	0	28
8:15 AM	0	2	4	0	0	1	0	2	0	0	3	9	1	0	0	2	6	1	0	0	0	31
8:20 AM	0	1	7	0	0	0	1	1	0	0	0	12	1	0	0	2	5	1	0	0	0	31
8:25 AM	1	1	3	0	0	0	2	0	0	0	3	13	4	0	0	0	7	0	0	0	0	34
8:30 AM	0	3	4	0	0	0	3	1	0	0	2	12	0	1	0	2	2	0	0	0	0	30
8:35 AM	0	1	6	1	0	0	0	2	0	0	1	13	0	0	0	0	1	2	0	0	0	27
8:40 AM	0	1	4	0	0	0	2	2	0	0	2	7	2	0	0	1	10	0	1	0	0	32
8:45 AM	3	7	5	0	0	1	2	1	0	0	1	9	2	0	0	2	7	3	0	0	0	43
8:50 AM	0	3	11	0	0	1	3	1	0	0	1	8	2	0	0	0	13	0	0	0	0	43
8:55 AM	0	3	8	0	0	2	8	1	0	0	0	11	2	0	0	3	8	0	0	0	0	46

HEAVY-VEHICLE VOLUMES

Time Perio	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:35 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:40 AM	0	0	1	0	0	0	1	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	2	0	0	0	1	0	0	0	0	0	3
8:05 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:10 AM	0	0	1	0	0	0	1	0	0	1	0	0	3
8:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
8:35 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:40 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	2
8:50 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
8:55 AM	0	0	1	0	0	0	0	0	0	0	0	0	1

QUALITY COUNTS REPORT  
 =====

Intersectio Walnut St Sacramento St  
 City/State: San Francis CA  
 QJobNo: 14457001  
 ClientID:  
 Date: 7/6/2017  
 Comments:  
 PEAK HOUJ 8:00 AM  
 PEAK HOUJ 9:00 AM  
 PEAK 15-M 8:45 AM  
 PEAK 15-M 9:00 AM  
 PHF 0.77

Lane Configuration:  
 STOP SBLane1 SBLane2 SBLane3 SBLane4 SBLane5 SBLane6 SBLane7  
 LTR  
 EBLane7 LTR  
 EBLane6  
 EBLane5  
 EBLane4  
 EBLane3  
 EBLane2  
 EBLane1 LTR  
 STOP  
 NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 NBLane1 STOP

STOP  
 WBLane1  
 WBLane2  
 WBLane3  
 WBLane4  
 WBLane5  
 WBLane6  
 WBLane7

PEDESTRIAN VOLUMES

Time Perio	North	South	East	West	Total
7:00 AM	3	3	2	0	8
7:05 AM	1	2	0	1	4
7:10 AM	1	3	3	3	10
7:15 AM	1	4	1	0	6
7:20 AM	1	0	0	1	2
7:25 AM	3	4	3	3	13
7:30 AM	1	5	1	4	11
7:35 AM	2	3	2	2	9
7:40 AM	3	3	0	1	7
7:45 AM	5	7	4	5	21
7:50 AM	3	3	2	3	11
7:55 AM	0	7	2	1	10
8:00 AM	2	6	1	1	10
8:05 AM	3	6	0	2	11
8:10 AM	2	1	4	1	8
8:15 AM	3	2	3	1	9
8:20 AM	4	2	1	1	8
8:25 AM	1	4	1	2	8
8:30 AM	3	4	4	0	11
8:35 AM	2	6	4	2	14
8:40 AM	4	1	4	3	12
8:45 AM	0	7	0	5	12
8:50 AM	2	4	2	4	12
8:55 AM	1	11	3	1	16

BICYCLE VOLUMES

Time Perio	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:25 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:35 AM	1	0	0	0	0	0	0	1	0	0	1	0	3
7:40 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	1	0	0	3	0	0	0	0	4
8:05 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:10 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:35 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:40 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:50 AM	0	0	0	0	0	0	1	2	0	0	0	0	3
8:55 AM	0	0	0	0	0	0	0	4	0	0	1	0	5

QUALITY COUNTS REPORT  
 =====

Intersectio Presidio Av Sacramento St  
 City/State: San Francis CA  
 QJobNo: 14457003  
 ClientID:  
 Date: 7/6/2017  
 Comments:  
 PEAK HOU: 8:00 AM  
 PEAK HOU: 9:00 AM  
 PEAK 15-M: 8:45 AM  
 PEAK 15-M: 9:00 AM  
 PHF 0.83

Lane Configuration:  
 SIGNAL SBLane1 SBLane2 SBLane3 SBLane4 SBLane5 SBLane6 SBLane7  
 LTR  
 EBLane7 LTR  
 EBLane6  
 EBLane5  
 EBLane4  
 EBLane3  
 EBLane2  
 EBLane1 LTR  
 SIGNAL  
 NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 LTR NBLane1 SIGNAL

SIGNAL  
 WBLane1  
 WBLane2  
 WBLane3  
 WBLane4  
 WBLane5  
 WBLane6  
 WBLane7

PEAK-HOUR VOLUMES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
17	227	17	8	262	17	17	104	80	10	72	16	261	287	201	98	260	352	129	106

PERCENT HEAVY VEHICLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
0	5.7	0	0	5	5.9	5.9	3.8	10	20	2.8	0	5	4.9	6.5	4.1	5.4	6.5	3.1	2.8

PEAK-HOUR VOLUMES - PEDESTRIANS

North	South	East	West
26	40	44	80

PEAK-HOUR VOLUMES - BICYCLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
0	4	0	0	4	0	0	11	5	0	2	1

PEAK 15-MIN FLOWRATES

VehicleTyp	NBLeft	NBThru	NBRight	NBUTurn	NBRTOR	SBLeft	SBThru	SBRight	SBUTurn	SBRTOR	EBLeft	EBThru	EBRight	EBUTurn	EBRTOR	WBLeft	WBThru	WBRight	WBUTurn	WBRTOR	Total
All Vehicles	24	280	28	0	0	4	296	20	0	0	36	108	96	0	0	8	100	20	0	0	1020
Heavy Truc	0	12	0	0	0	0	24	0	0	0	0	4	4	0	0	0	4	0	0	0	48
Pedestrians		40					20					84					36				180
Bicycles	0	2	0			0	0	0			0	3	0			0	0	1			6

ALL-VEHICLE VOLUMES

Time Perio	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totals
7:00 AM	0	9	1	0	0	0	12	2	0	0	1	2	4	0	0	1	2	1	0	0	35	
7:05 AM	0	11	1	0	0	1	13	1	0	0	1	1	2	0	0	0	5	0	0	0	36	
7:10 AM	1	9	0	0	0	0	15	1	0	0	0	5	3	1	0	1	1	1	0	0	38	
7:15 AM	0	13	2	0	0	0	9	0	0	0	1	5	0	0	0	0	2	0	0	0	32	
7:20 AM	0	7	1	0	0	0	16	0	0	0	1	4	4	0	0	0	2	0	0	0	35	
7:25 AM	0	12	1	0	0	0	15	0	0	0	0	5	0	0	0	2	1	0	0	0	36	
7:30 AM	0	7	4	0	0	0	23	1	0	0	1	4	2	0	0	0	4	0	0	0	46	
7:35 AM	0	10	1	0	0	0	17	2	0	0	1	3	5	0	0	2	3	1	0	0	45	
7:40 AM	0	7	0	0	0	0	19	1	0	0	0	2	3	0	0	0	5	0	0	0	37	
7:45 AM	1	13	1	0	0	0	20	1	0	0	3	3	0	0	0	0	1	1	0	0	44	
7:50 AM	1	16	2	0	0	0	18	0	0	0	0	6	2	0	0	1	5	1	0	0	52	
7:55 AM	3	10	1	0	0	2	18	3	0	0	0	5	5	0	0	1	3	0	0	0	51	487
8:00 AM	0	18	3	0	0	0	22	2	0	0	0	9	10	0	0	2	5	1	0	0	72	524
8:05 AM	1	20	0	0	0	0	24	2	0	0	1	8	4	0	0	0	6	0	0	0	66	554
8:10 AM	1	15	1	0	0	3	22	2	0	0	1	7	1	0	0	0	6	1	0	0	60	576
8:15 AM	1	22	1	0	0	1	20	2	0	0	1	6	7	0	0	0	6	3	0	0	70	614
8:20 AM	0	11	0	0	0	0	21	0	0	0	1	11	8	0	0	0	6	1	0	0	59	638
8:25 AM	2	16	2	0	0	1	14	1	0	0	2	9	6	0	0	0	5	1	0	0	59	661
8:30 AM	2	14	0	0	0	2	21	0	0	0	1	8	6	0	0	0	3	2	0	0	59	674
8:35 AM	1	18	2	0	0	0	23	1	0	0	0	11	8	0	0	3	2	2	0	0	71	700
8:40 AM	3	23	1	0	0	0	21	2	0	0	1	8	6	0	0	3	8	0	0	0	76	739
8:45 AM	4	24	1	0	0	0	25	2	0	0	1	7	9	0	0	1	6	1	0	0	81	776
8:50 AM	2	30	4	0	0	1	23	1	0	0	2	8	5	0	0	1	10	2	0	0	89	813
8:55 AM	0	16	2	0	0	0	26	2	0	0	6	12	10	0	0	0	9	2	0	0	85	847

QUALITY COUNTS REPORT  
 =====

Intersectio Presidio Av Sacramento St  
 City/State: San Francis CA  
 QJobNo: 14457003  
 ClientID:  
 Date: 7/6/2017  
 Comments:

Lane Configuration:  
 SIGNAL SBLane1 SBLane2 SBLane3 SBLane4 SBLane5 SBLane6 SBLane7  
 LTR  
 EBLane7 LTR  
 EBLane6  
 EBLane5  
 EBLane4  
 EBLane3  
 EBLane2  
 EBLane1 LTR  
 SIGNAL

SIGNAL  
 WBLane1  
 WBLane2  
 WBLane3  
 WBLane4  
 WBLane5  
 WBLane6  
 WBLane7

PEAK HOU: 8:00 AM  
 PEAK HOU: 9:00 AM  
 PEAK 15-M: 8:45 AM  
 PEAK 15-M: 9:00 AM  
 PHF: 0.83

HEAVY-VEHICLE VOLUMES

Time Perio	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	1	0	0	1	0	0	1	0	0	0	0	3
7:05 AM	0	1	0	0	1	0	0	0	0	1	0	0	3
7:10 AM	0	4	0	0	2	0	0	0	0	0	0	0	6
7:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
7:20 AM	0	1	0	0	1	0	1	0	0	0	0	0	3
7:25 AM	0	2	0	0	0	0	0	0	0	1	0	0	3
7:30 AM	0	1	0	0	1	0	1	0	0	0	0	0	3
7:35 AM	0	0	0	0	2	0	0	0	1	0	0	0	3
7:40 AM	0	3	0	0	2	0	0	0	0	0	0	0	5
7:45 AM	1	2	0	0	2	0	0	1	0	0	0	0	6
7:50 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:55 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	2	1	0	1	0	0	0	0	5
8:05 AM	0	2	0	0	0	0	1	0	0	0	0	0	3
8:10 AM	0	2	0	0	0	0	0	0	1	0	1	0	4
8:15 AM	0	1	0	0	0	0	0	1	2	0	0	0	4
8:20 AM	0	0	0	0	2	0	0	0	1	0	0	0	3
8:25 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:35 AM	0	2	0	0	2	0	0	1	1	0	0	0	6
8:40 AM	0	1	0	0	0	0	0	0	1	2	0	0	4
8:45 AM	0	1	0	0	3	0	0	0	1	0	1	0	6
8:50 AM	0	1	0	0	1	0	0	1	0	0	0	0	3
8:55 AM	0	1	0	0	2	0	0	0	0	0	0	0	3

PEDESTRIAN VOLUMES

Time Perio	North	South	East	West	Total
7:00 AM	3	5	1	5	14
7:05 AM	0	0	6	4	10
7:10 AM	1	1	2	6	10
7:15 AM	2	8	2	2	14
7:20 AM	0	3	1	1	5
7:25 AM	0	4	0	3	7
7:30 AM	0	6	0	6	12
7:35 AM	3	3	3	5	14
7:40 AM	3	4	4	3	14
7:45 AM	4	2	5	6	17
7:50 AM	3	5	2	4	14
7:55 AM	0	4	0	3	7
8:00 AM	2	5	1	11	19
8:05 AM	4	3	6	5	18
8:10 AM	4	2	5	4	15
8:15 AM	1	4	3	5	13
8:20 AM	1	4	5	9	19
8:25 AM	0	4	5	6	15
8:30 AM	5	2	3	7	17
8:35 AM	1	3	5	5	14
8:40 AM	3	3	2	7	15
8:45 AM	2	2	0	6	10
8:50 AM	2	6	5	9	22
8:55 AM	1	2	4	6	13

BICYCLE VOLUMES

Time Perio	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
7:20 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:25 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
7:30 AM	0	1	0	0	1	0	0	1	0	0	1	0	4
7:35 AM	1	0	0	0	0	0	0	1	0	0	0	0	2
7:40 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	1	0	0	0	3	0	0	0	4
8:05 AM	0	0	0	0	1	0	0	2	0	0	0	0	3
8:10 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:20 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
8:25 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
8:30 AM	0	0	0	0	1	0	0	2	1	0	0	0	4
8:35 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
8:40 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
8:50 AM	0	0	0	0	0	0	0	1	0	0	0	1	2
8:55 AM	0	1	0	0	0	0	0	1	0	0	0	0	2

QUALITY COUNTS REPORT  
 =====

Intersection: Spruce St California St  
 City/State: San Francisco CA  
 QJobNo: 14457005  
 ClientID:  
 Date: 7/6/2017  
 Comments:  
 PEAK HOU: 8:00 AM  
 PEAK HOU: 9:00 AM  
 PEAK 15-M: 8:40 AM  
 PEAK 15-M: 8:55 AM  
 PHF: 0.9

Lane Configuration:  
 SIGNAL  
 SBLane1 SBLane2 SBLane3 SBLane4 SBLane5 SBLane6 SBLane7  
 LTR  
 EBLane7 TR SIGNAL  
 EBLane6 LT WBLane1  
 EBLane5 WBLane2  
 EBLane4 WBLane3  
 EBLane3 WBLane4  
 EBLane2 LT WBLane5  
 EBLane1 TR WBLane6  
 SIGNAL WBLane7  
 NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 NBLane1 SIGNAL

PEAK-HOUR VOLUMES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
19	72	25	35	68	11	22	610	43	29	257	17	116	114	675	303	111	137	673	287

PERCENT HEAVY VEHICLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
10.5	2.8	4	0	0	0	9.1	5.9	4.7	6.9	7	0	4.3	0	5.9	6.6	3.6	2.9	5.5	7

PEAK-HOUR VOLUMES - PEDESTRIANS

North	South	East	West
41	182	77	61

PEAK-HOUR VOLUMES - BICYCLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
0	2	0	0	1	0	0	8	0	0	4	0

PEAK 15-MIN FLOWRATES

VehicleType	NBLeft	NBThru	NBRight	NBU-Turn	NBRTOR	SBLeft	SBThru	SBRight	SBU-Turn	SBRTOR	EBLeft	EBThru	EBRight	EBU-Turn	EBRTOR	WBLeft	WBThru	WBRight	WBU-Turn	WBRTOR	Total
All Vehicles	32	52	28	0	0	48	64	12	0	0	32	660	44	0	0	16	328	16	4	0	1336
Heavy Truc	0	4	4	0	0	0	0	0	0	0	8	40	4	0	0	0	20	0	0	0	80
Pedestrians		172					36					72					84				364
Bicycles	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4

ALL-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totz
7:00 AM	4	3	2	0	0	1	0	2	0	0	0	34	4	0	0	2	12	0	0	0	64	
7:05 AM	2	1	1	0	0	0	3	0	0	0	3	28	4	0	0	2	10	0	0	0	54	
7:10 AM	3	4	3	0	0	1	0	0	0	0	0	35	4	0	0	0	15	1	0	0	66	
7:15 AM	1	0	4	0	0	1	2	2	0	0	2	30	3	0	0	0	20	2	0	0	67	
7:20 AM	5	1	3	0	0	2	2	1	0	0	0	44	4	0	0	4	16	1	0	0	83	
7:25 AM	3	8	5	0	0	3	4	0	0	0	1	33	1	0	0	3	19	0	0	0	80	
7:30 AM	1	3	3	0	0	3	3	0	0	0	0	39	3	0	0	0	14	2	0	0	71	
7:35 AM	3	3	2	0	0	2	1	0	0	0	3	43	3	1	0	1	19	1	0	0	82	
7:40 AM	1	3	4	0	0	2	4	1	0	0	1	53	3	0	0	3	21	1	0	0	97	
7:45 AM	7	6	5	0	0	3	2	3	0	0	0	44	3	0	0	2	15	2	0	0	92	
7:50 AM	3	1	4	0	0	2	1	0	0	0	0	50	2	0	0	1	14	1	0	0	79	
7:55 AM	2	5	3	0	0	1	3	1	0	0	3	49	3	0	0	1	15	3	0	0	89	924
8:00 AM	0	5	2	0	0	1	7	0	0	0	0	50	3	0	0	2	15	2	0	0	87	947
8:05 AM	2	5	1	0	0	4	7	0	0	0	1	37	2	0	0	6	18	2	0	0	85	978
8:10 AM	2	6	1	0	0	5	7	1	0	0	1	49	5	0	0	2	19	2	0	0	100	1012
8:15 AM	1	5	3	0	0	2	9	0	0	0	1	49	3	0	0	2	21	1	2	0	99	1044
8:20 AM	0	9	1	0	0	2	1	2	0	0	4	48	2	0	0	3	18	2	0	0	92	1053
8:25 AM	0	10	4	0	0	4	5	2	0	0	3	51	0	0	0	1	19	1	0	0	100	1073
8:30 AM	4	7	1	0	0	3	10	3	0	0	4	65	3	0	0	3	20	1	0	0	124	1126
8:35 AM	2	4	2	0	0	0	3	0	0	0	0	52	5	0	0	0	15	2	0	0	85	1129
8:40 AM	5	4	2	0	0	5	7	1	0	0	1	44	5	0	0	0	26	3	0	0	103	1135
8:45 AM	1	5	0	0	0	6	6	0	0	0	4	58	2	0	0	1	24	0	1	0	108	1151
8:50 AM	2	4	5	0	0	1	3	2	0	0	3	63	4	0	0	3	32	1	0	0	123	1195
8:55 AM	0	8	3	0	0	2	3	0	0	0	0	44	9	0	0	3	30	0	0	0	102	1208

HEAVY-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	5	0	1	2	0	8
7:05 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
7:10 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:15 AM	0	0	0	0	0	0	1	2	0	0	4	0	7
7:20 AM	0	0	0	0	0	0	0	5	0	0	1	0	6
7:25 AM	0	0	0	0	0	0	0	4	0	0	3	0	7
7:30 AM	0	0	0	1	0	0	0	0	0	0	2	0	3
7:35 AM	1	0	0	0	0	0	0	4	0	0	2	0	7
7:40 AM	0	0	0	0	0	0	0	4	0	0	1	0	5
7:45 AM	0	0	0	0	0	0	0	5	0	0	2	0	7
7:50 AM	0	0	1	0	0	0	0	2	0	0	2	0	5
7:55 AM	0	0	0	0	0	0	1	3	0	0	3	0	7
8:00 AM	0	1	0	0	0	0	0	3	0	0	0	0	4
8:05 AM	0	0	0	0	0	0	0	3	0	1	4	0	8
8:10 AM	1	0	0	0	0	0	0	3	0	0	1	0	5
8:15 AM	0	0	0	0	0	0	0	4	0	1	2	0	7
8:20 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
8:25 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:30 AM	1	0	0	0	0	0	0	3	1	0	1	0	6
8:35 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
8:40 AM	0	0	0	0	0	0	0	4	1	0	1	0	6
8:45 AM	0	1	0	0	0	0	1	1	0	0	2	0	5
8:50 AM	0	0	1	0	0	0	1	5	0	0	2	0	9
8:55 AM	0	0	0	0	0	0	0	2	0	0	1	0	3

QUALITY COUNTS REPORT  
 =====

Intersection: Spruce St California St  
 City/State: San Francisco CA  
 QJobNo: 14457005  
 ClientID:  
 Date: 7/6/2017  
 Comments:  
 PEAK HOUR: 8:00 AM  
 PEAK HOUR: 9:00 AM  
 PEAK 15-M: 8:40 AM  
 PEAK 15-M: 8:55 AM  
 PHF: 0.9

Lane Configuration:  
 SIGNAL SBLane1 SBLane2 SBLane3 SBLane4 SBLane5 SBLane6 SBLane7  
 LTR  
 EBLane7 TR  
 EBLane6 LT  
 EBLane5  
 EBLane4  
 EBLane3  
 EBLane2 LT  
 EBLane1 TR  
 SIGNAL  
 NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 NBLane1 SIGNAL

SIGNAL  
 WBLane1  
 WBLane2  
 WBLane3  
 WBLane4  
 WBLane5  
 WBLane6  
 WBLane7

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
7:00 AM	6	10	3	2	21
7:05 AM	4	8	5	1	18
7:10 AM	2	9	10	3	24
7:15 AM	3	14	2	3	22
7:20 AM	0	10	1	1	12
7:25 AM	0	16	3	5	24
7:30 AM	1	18	0	4	23
7:35 AM	1	17	0	4	22
7:40 AM	5	11	2	11	29
7:45 AM	10	9	7	6	32
7:50 AM	9	24	6	6	45
7:55 AM	6	13	10	7	36
8:00 AM	1	14	5	6	26
8:05 AM	2	18	4	3	27
8:10 AM	6	19	4	3	32
8:15 AM	5	16	6	1	28
8:20 AM	4	14	13	5	36
8:25 AM	4	9	6	3	22
8:30 AM	2	12	8	2	24
8:35 AM	4	16	3	10	33
8:40 AM	2	18	10	8	38
8:45 AM	2	7	3	6	18
8:50 AM	5	18	8	4	35
8:55 AM	4	21	7	10	42

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
8:05 AM	0	0	0	0	1	0	0	1	0	0	1	0	3
8:10 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:20 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
8:25 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:55 AM	0	1	0	0	0	0	0	0	0	0	0	0	1



QUALITY COUNTS REPORT  
 =====

Intersectio:Laurel St California St  
 City/State: San Francis CA  
 QJobNo: 14070701  
 ClientID:  
 Date: 12/1/2016  
 Comments:  
 PEAK HOUF 8:00 AM  
 PEAK HOUF 9:00 AM  
 PEAK 15-M 8:40 AM  
 PEAK 15-M 8:55 AM  
 PHF 0.9

Lane Configuration:  
 SIGNAL SBLane1 SBLane2 SBLane3 SBLane4 SBLane5 SBLane6 SBLane7  
 LTR  
 EBLane7 TR SIGNAL  
 EBLane6 LT WBLane1  
 EBLane5 WBLane2  
 EBLane4 WBLane3  
 EBLane3 WBLane4  
 EBLane2 LT WBLane5  
 EBLane1 TR WBLane6  
 SIGNAL WBLane7  
 NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 NBLane1 SIGNAL

PEAK-HOUR VOLUMES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
33	89	50	18	109	29	28	657	77	69	310	32	172	156	762	411	149	255	725	372

PERCENT HEAVY VEHICLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
6.1	2.2	22	0	1.8	0	0	6.1	1.3	0	7.1	6.3	8.7	1.3	5.4	5.8	2.7	1.2	7	6.5

PEAK-HOUR VOLUMES - PEDESTRIANS

North	South	East	West
31	37	42	122

PEAK-HOUR VOLUMES - BICYCLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
0	1	0	0	2	0	0	6	0	0	1	0

PEAK 15-MIN FLOWRATES

VehicleType	NBLeft	NBThru	NBRight	NBU-Turn	NBR-TOR	SBLeft	SBThru	SBRight	SB-U-Turn	SB-RTOR	EBLeft	EBThru	EBRight	EBU-Turn	EBRTOR	WBLeft	WBThru	WBRight	WB-U-Turn	WB-RTOR	Total
All Vehicles	44	92	52	0	0	8	104	32	0	0	24	764	100	0	0	112	304	32	0	0	1668
Heavy Truc	0	0	12	0	0	0	4	0	0	0	0	48	0	0	0	0	20	4	0	0	88
Pedestrians	0	40	0	0	0	0	28	0	0	0	0	148	0	0	0	0	60	0	0	0	276
Bicycles	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	5

ALL-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totz
7:00 AM	3	6	6	0	0	0	3	0	0	0	0	28	4	0	0	1	13	1	0	0	65	
7:05 AM	2	9	3	0	0	1	3	2	0	0	2	33	5	0	0	5	13	0	0	0	78	
7:10 AM	1	6	6	0	0	1	4	0	0	0	3	26	3	0	0	2	11	2	0	0	65	
7:15 AM	1	5	1	0	0	1	5	0	0	2	37	5	0	0	3	16	1	0	0	0	77	
7:20 AM	1	7	3	0	0	0	5	3	0	0	3	44	8	0	0	2	12	0	0	0	88	
7:25 AM	2	9	1	0	0	1	2	0	0	2	54	9	0	0	3	19	1	0	0	0	103	
7:30 AM	4	6	3	0	0	1	4	0	0	0	1	35	7	0	0	4	25	0	0	0	90	
7:35 AM	2	8	3	0	0	1	6	0	0	0	1	46	5	0	0	2	19	1	0	0	94	
7:40 AM	4	5	5	0	0	1	9	3	0	0	1	49	7	0	0	2	16	3	0	0	105	
7:45 AM	3	13	1	0	0	0	10	1	0	0	3	59	7	0	0	2	20	2	0	0	121	
7:50 AM	1	14	5	0	0	0	5	1	0	0	3	61	6	0	0	1	22	0	0	0	119	
7:55 AM	5	8	4	0	0	4	5	2	0	0	3	64	5	0	0	1	27	2	0	0	130	1135
8:00 AM	1	6	2	0	0	0	11	1	0	0	1	51	6	0	0	1	22	3	0	0	105	1175
8:05 AM	2	10	2	0	0	0	11	5	0	0	2	46	8	0	0	5	23	2	0	0	116	1213
8:10 AM	3	10	1	0	0	2	8	2	0	0	5	53	5	0	0	3	21	3	0	0	116	1264
8:15 AM	1	4	4	0	0	3	12	4	0	0	0	63	6	0	0	1	26	4	0	0	128	1315
8:20 AM	5	7	7	0	0	3	8	1	0	0	0	53	7	0	0	2	34	2	0	0	129	1356
8:25 AM	1	8	5	0	0	3	9	1	0	0	3	41	4	0	0	4	22	1	0	0	102	1355
8:30 AM	5	6	6	0	0	1	6	4	0	0	4	54	2	0	0	4	24	3	0	0	119	1384
8:35 AM	1	3	6	0	0	0	6	1	0	0	3	56	8	0	0	7	27	4	0	0	122	1412
8:40 AM	3	7	7	0	0	1	8	2	0	0	3	71	7	0	0	15	29	2	0	0	155	1462
8:45 AM	2	9	2	0	0	0	10	3	0	0	2	55	7	0	0	4	23	2	0	0	119	1460
8:50 AM	6	7	4	0	0	1	8	3	0	0	1	65	11	0	0	9	24	4	0	0	143	1484
8:55 AM	3	12	4	0	0	4	12	2	0	0	4	49	6	0	0	14	35	2	0	0	147	1501

HEAVY-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	1	0	0	0	0	0	0	4	0	0	1	0	6
7:05 AM	0	0	0	0	0	0	0	4	0	0	4	0	8
7:10 AM	0	0	1	0	0	0	0	3	0	0	2	0	6
7:15 AM	0	0	0	0	0	0	0	3	0	1	2	0	6
7:20 AM	0	0	1	0	0	0	0	0	0	1	2	0	4
7:25 AM	0	0	0	0	0	0	0	5	0	1	0	0	6
7:30 AM	0	0	1	0	0	0	0	2	0	0	3	0	6
7:35 AM	0	0	1	0	0	0	0	2	0	0	2	0	5
7:40 AM	0	0	0	0	0	0	0	4	1	0	2	0	7
7:45 AM	0	0	0	0	0	0	0	2	0	1	1	0	4
7:50 AM	0	0	1	0	0	0	0	3	0	0	0	0	4
7:55 AM	0	0	0	0	0	0	0	3	0	0	3	0	6
8:00 AM	0	1	1	0	1	0	0	1	0	0	1	1	6
8:05 AM	0	0	0	0	0	0	0	4	0	0	3	0	7
8:10 AM	0	1	0	0	0	0	0	3	0	0	2	0	6
8:15 AM	0	0	2	0	0	0	0	3	0	0	1	0	6
8:20 AM	0	0	1	0	0	0	0	3	0	0	3	0	7
8:25 AM	0	0	1	0	0	0	0	2	1	0	2	0	6
8:30 AM	1	0	0	0	0	0	0	7	0	0	2	0	10
8:35 AM	0	0	2	0	0	0	0	3	0	0	2	0	7
8:40 AM	0	0	1	0	0	0	0	3	0	0	3	0	7
8:45 AM	0	0	0	0	1	0	0	4	0	0	1	0	6
8:50 AM	0	0	2	0	0	0	0	5	0	0	1	1	9
8:55 AM	1	0	1	0	0	0	0	2	0	0	1	0	5

QUALITY COUNTS REPORT  
 =====

Intersectio:Laurel St California St  
 City/State: San Francis CA  
 QJobNo: 14070701  
 ClientID:  
 Date: 12/1/2016  
 Comments:  
 PEAK HOUF 8:00 AM  
 PEAK HOUF 9:00 AM  
 PEAK 15-M 8:40 AM  
 PEAK 15-M 8:55 AM  
 PHF 0.9

Lane Configuration:  
 SIGNAL SBLane1 SBLane2 SBLane3 SBLane4 SBLane5 SBLane6 SBLane7  
 LTR  
 EBLane7 TR  
 EBLane6 LT  
 EBLane5  
 EBLane4  
 EBLane3  
 EBLane2 LT  
 EBLane1 TR  
 SIGNAL  
 NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 NBLane1 SIGNAL

SIGNAL  
 WBLane1  
 WBLane2  
 WBLane3  
 WBLane4  
 WBLane5  
 WBLane6  
 WBLane7

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
7:00 AM	0	2	4	1	7
7:05 AM	3	0	1	8	12
7:10 AM	0	2	1	1	4
7:15 AM	2	5	1	4	12
7:20 AM	0	3	2	7	12
7:25 AM	0	4	4	6	14
7:30 AM	1	2	3	8	14
7:35 AM	0	0	3	4	7
7:40 AM	1	0	5	6	12
7:45 AM	2	2	2	5	11
7:50 AM	2	4	4	14	24
7:55 AM	1	1	10	4	16
8:00 AM	3	3	0	10	16
8:05 AM	2	3	2	12	19
8:10 AM	3	1	3	9	16
8:15 AM	4	1	2	7	14
8:20 AM	3	2	4	5	14
8:25 AM	5	4	2	10	21
8:30 AM	3	3	8	10	24
8:35 AM	1	9	0	11	21
8:40 AM	1	0	4	12	17
8:45 AM	5	4	9	6	24
8:50 AM	1	6	2	19	28
8:55 AM	0	1	6	11	18

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:20 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
7:50 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:55 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:10 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	3	0	0	0	0	4
8:50 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

QUALITY COUNTS REPORT

Intersection: Walnut/UC California St  
 City/State: San Francisco CA  
 QJobNo: 14070703  
 ClientID:  
 Date: 12/1/2016  
 Comments:  
 PEAK HOUF 7:55 AM  
 PEAK HOUF 8:55 AM  
 PEAK 15-M 8:30 AM  
 PEAK 15-M 8:45 AM  
 PHF 0.86

Lane Configuration:  
 SIGNAL SB Lane1 SB Lane2 SB Lane3 SB Lane4 SB Lane5 SB Lane6 SB Lane7  
 LTR  
 EB Lane7 TR  
 EB Lane6 LT  
 EB Lane5  
 EB Lane4  
 EB Lane3  
 EB Lane2 LT  
 EB Lane1 TR  
 SIGNAL  
 NB Lane7 NB Lane6 NB Lane5 NB Lane4 NB Lane3 NB Lane2 NB Lane1 SIGNAL

SIGNAL  
 WBLane1  
 WBLane2  
 WBLane3  
 WBLane4  
 WBLane5  
 WBLane6  
 WBLane7

PEAK-HOUR VOLUMES																			
NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
4	6	11	32	12	19	57	672	15	20	372	108	21	63	744	500	170	43	719	396

PERCENT HEAVY VEHICLES																			
NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
0	0	0	0	0	5.3	0	7.4	0	25	7.3	10.2	0	1.6	6.7	8.6	6.5	11.6	7	7.1

PEAK-HOUR VOLUMES - PEDESTRIANS				
North	South	East	West	
126	79	54	37	

PEAK-HOUR VOLUMES - BICYCLES											
NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
0	0	0	1	2	0	0	3	0	0	2	0

PEAK 15-MIN FLOWRATES																					
VehicleType	NBLeft	NBThru	NBRight	NBU-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total
All Vehicles	4	4	16	0	0	44	24	24	0	0	88	736	24	0	0	20	412	152	0	0	1548
Heavy Truc	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	8	28	8	0	0	100
Pedestrians			80				136					40					52				308
Bicycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	3

ALL-VEHICLE VOLUMES																						
Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totz
7:00 AM	0	0	3	0	0	2	0	1	0	0	3	29	0	0	0	0	18	6	0	0	62	
7:05 AM	0	0	0	0	0	2	0	0	0	0	3	36	2	0	0	0	18	5	0	0	66	
7:10 AM	0	0	0	0	0	3	0	1	0	0	1	38	0	0	0	2	13	1	0	0	59	
7:15 AM	0	0	0	0	0	2	0	0	0	0	2	39	1	0	0	3	22	5	0	0	74	
7:20 AM	0	0	0	0	0	0	0	0	0	0	3	44	0	0	0	0	22	2	0	0	71	
7:25 AM	0	0	1	0	0	1	1	2	0	0	4	51	0	1	0	1	18	1	0	0	81	
7:30 AM	0	2	0	0	0	2	1	0	0	0	4	35	0	0	0	2	22	6	0	0	74	
7:35 AM	0	0	0	0	0	4	0	0	0	0	3	52	0	0	0	1	24	8	0	0	92	
7:40 AM	0	0	0	0	0	1	0	2	0	0	0	69	2	0	0	1	23	2	0	0	100	
7:45 AM	0	0	0	0	0	3	2	4	0	0	2	47	1	0	0	2	17	3	0	0	81	
7:50 AM	1	1	1	0	0	4	0	0	0	0	5	70	0	0	0	0	30	7	0	0	119	
7:55 AM	0	1	0	0	0	2	0	0	0	0	2	70	1	1	0	1	25	8	0	0	111	990
8:00 AM	0	0	1	0	0	3	0	0	0	0	0	46	2	0	0	0	27	4	0	0	83	1011
8:05 AM	1	0	2	0	0	2	1	1	0	0	5	38	0	0	0	2	22	2	0	0	76	1021
8:10 AM	0	1	1	0	0	3	0	2	0	0	4	53	1	0	0	2	36	10	1	0	114	1076
8:15 AM	0	0	0	0	0	3	2	0	0	0	4	64	1	0	0	2	36	7	0	0	119	1121
8:20 AM	0	1	1	0	0	2	0	2	0	0	5	62	1	0	0	2	20	4	0	0	100	1150
8:25 AM	0	1	1	0	0	3	1	2	0	0	4	44	1	0	0	1	32	4	1	0	95	1164
8:30 AM	1	0	2	0	0	5	1	1	0	0	8	71	2	0	0	1	37	16	0	0	145	1235
8:35 AM	0	0	2	0	0	2	4	3	0	0	7	59	1	0	0	4	37	11	0	0	130	1273
8:40 AM	0	1	0	0	0	4	1	2	0	0	7	54	3	0	0	0	29	11	0	0	112	1285
8:45 AM	0	0	1	0	0	2	0	3	0	0	4	50	1	0	0	0	32	20	1	0	114	1318
8:50 AM	2	1	0	0	0	1	2	3	0	0	6	61	1	0	0	1	39	11	1	0	129	1328
8:55 AM	1	1	0	0	0	1	1	0	0	0	2	56	0	0	0	2	39	7	1	0	111	1328

HEAVY-VEHICLE VOLUMES													
Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	1	0	0	0	3	0	5
7:05 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
7:10 AM	0	0	0	1	0	0	0	4	0	1	3	0	9
7:15 AM	0	0	0	0	0	0	0	4	0	1	2	1	8
7:20 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
7:25 AM	0	0	0	0	0	0	0	5	0	1	1	0	7
7:30 AM	0	0	0	0	0	0	0	4	0	1	3	1	9
7:35 AM	0	0	0	0	0	0	0	4	0	0	3	0	7
7:40 AM	0	0	0	0	0	0	0	3	0	0	2	2	7
7:45 AM	0	0	0	0	0	0	0	2	0	1	1	0	4
7:50 AM	0	0	0	0	0	0	0	3	0	0	2	1	6
7:55 AM	0	0	0	0	0	0	0	4	0	1	2	2	9
8:00 AM	0	0	0	0	0	0	0	3	0	0	2	1	6
8:05 AM	0	0	0	0	0	0	0	4	0	0	3	0	7
8:10 AM	0	0	0	0	0	0	0	3	0	1	1	1	6
8:15 AM	0	0	0	0	0	0	0	3	0	0	3	1	7
8:20 AM	0	0	0	0	0	0	0	4	0	1	2	2	9
8:25 AM	0	0	0	0	0	1	0	3	0	0	3	1	8
8:30 AM	0	0	0	0	0	0	0	8	0	1	3	1	13
8:35 AM	0	0	0	0	0	0	0	3	0	1	2	1	7
8:40 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
8:45 AM	0	0	0	0	0	0	0	8	0	0	1	1	10
8:50 AM	0	0	0	0	0	0	0	4	0	0	3	0	7
8:55 AM	0	0	0	0	0	0	0	4	0	1	1	2	8

QUALITY COUNTS REPORT  
 =====

Intersection: Walnut/UC California St  
 City/State: San Francisco CA  
 QJobNo: 14070703  
 ClientID:  
 Date: 12/1/2016  
 Comments:

Lane Configuration:  
 SIGNAL SBLane1 SBLane2 SBLane3 SBLane4 SBLane5 SBLane6 SBLane7  
 LTR  
 EBLane7 TR  
 EBLane6 LT  
 EBLane5  
 EBLane4  
 EBLane3  
 EBLane2 LT  
 EBLane1 TR  
 SIGNAL  
 NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 NBLane1 SIGNAL

SIGNAL  
 WBLane1  
 WBLane2  
 WBLane3  
 WBLane4  
 WBLane5  
 WBLane6  
 WBLane7

PEAK HOUR 7:55 AM  
 PEAK HOUR 8:55 AM  
 PEAK 15-M 8:30 AM  
 PEAK 15-M 8:45 AM  
 PHF 0.86

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
7:00 AM	7	5	0	0	12
7:05 AM	3	6	3	1	13
7:10 AM	5	4	1	5	15
7:15 AM	2	5	1	2	10
7:20 AM	6	5	2	2	15
7:25 AM	10	9	4	1	24
7:30 AM	2	9	2	2	15
7:35 AM	3	6	6	0	15
7:40 AM	3	2	2	1	8
7:45 AM	3	6	4	6	19
7:50 AM	11	7	5	2	25
7:55 AM	9	7	1	0	17
8:00 AM	10	8	4	3	25
8:05 AM	8	8	3	3	22
8:10 AM	13	8	3	2	26
8:15 AM	11	4	7	4	26
8:20 AM	13	3	4	4	24
8:25 AM	10	7	7	3	27
8:30 AM	9	6	3	2	20
8:35 AM	12	9	7	6	34
8:40 AM	13	5	3	2	23
8:45 AM	7	8	7	4	26
8:50 AM	11	6	5	4	26
8:55 AM	14	8	3	7	32

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:20 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:25 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:50 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:55 AM	0	1	0	0	0	0	0	0	0	0	0	0	1

QUALITY COUNTS REPORT  
 =====

Intersectio Laurel St Mayfair/UCSF Entrance #2  
 City/State: San Francis CA  
 QJobNo: 14070715  
 ClientID:  
 Date: #####  
 Comments:  
 PEAK HOU: 7:55 AM  
 PEAK HOU: 8:55 AM  
 PEAK 15-M: 7:55 AM  
 PEAK 15-M: 8:10 AM  
 PHF: 0.92

Lane Configuration:  
 SBLane1 SBLane2 SBLane3 SBLane4 SBLane5 SBLane6 SBLane7  
 LT  
 EBLane7 LR STOP  
 EBLane6 WBLane1  
 EBLane5 WBLane2  
 EBLane4 WBLane3  
 EBLane3 WBLane4  
 EBLane2 WBLane5  
 EBLane1 WBLane6  
 STOP WBLane7  
 NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 TR  
 NBLane1

PEAK-HOUR VOLUMES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
0	182	48	23	193	0	0	0	0	10	0	20	230	216	0	30	202	203	71	0

PERCENT HEAVY VEHICLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
0	3.3	2.1	0	0	0	0	0	0	0	0	25	3	0	0	16.7	5.4	0	1.4	0

PEAK-HOUR VOLUMES - PEDESTRIANS

North	South	East	West
19	1	0	8

PEAK-HOUR VOLUMES - BICYCLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
0	0	0	18	1	0	0	0	0	0	0	8

PEAK 15-MIN FLOWRATES

VehicleTyp	NBLeft	NBThru	NBRight	NBUTurn	NBRTOR	SBLeft	SBThru	SBRight	SBUTurn	SBRTOR	EBLeft	EBThru	EBRight	EBUTurn	EBRTOR	WBLeft	WBThru	WBRight	WBUTurn	WBRTOR	Total
All Vehicles	0	216	40	0	0	32	212	0	0	0	0	0	0	0	0	8	0	12	0	0	520
Heavy Truc	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	12
Pedestrians	0	4	0	0	0	0	8	0	0	0	0	12	0	0	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	0	0	0

ALL-VEHICLE VOLUMES

Time Perio	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totals
7:00 AM	0	6	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	1	0	0	16	
7:05 AM	0	12	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
7:10 AM	0	10	0	0	0	1	11	0	0	0	0	0	0	0	0	0	1	0	1	0	24	
7:15 AM	0	8	0	0	0	1	15	0	0	0	0	0	0	0	0	1	0	2	0	0	27	
7:20 AM	0	17	1	0	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	33	
7:25 AM	0	9	3	0	0	0	12	0	0	0	0	0	0	0	0	0	0	1	0	0	25	
7:30 AM	0	9	5	0	0	0	15	0	0	0	0	0	0	0	0	0	0	1	0	0	30	
7:35 AM	0	12	2	0	0	1	12	0	0	0	0	0	0	0	0	1	0	2	0	0	30	
7:40 AM	0	16	1	0	0	1	16	0	0	0	0	0	0	0	0	0	0	1	0	0	35	
7:45 AM	0	11	0	0	0	2	15	0	0	0	0	0	0	0	0	0	1	0	1	0	30	
7:50 AM	0	17	1	0	0	1	15	0	0	0	0	0	0	0	0	0	0	1	0	0	35	
7:55 AM	0	23	2	0	0	0	13	0	0	0	0	0	0	0	0	0	0	2	0	0	40	342
8:00 AM	0	14	4	0	0	4	24	0	0	0	0	0	0	0	0	2	0	0	0	0	48	374
8:05 AM	0	17	4	0	0	4	16	0	0	0	0	0	0	0	0	0	0	1	0	0	42	399
8:10 AM	0	9	2	0	0	3	14	0	0	0	0	0	0	0	0	0	0	2	0	0	30	405
8:15 AM	0	11	3	0	0	2	13	0	0	0	0	0	0	0	0	0	0	2	0	0	31	409
8:20 AM	0	15	5	0	0	2	6	0	0	0	0	0	0	0	0	1	0	4	0	0	33	409
8:25 AM	0	16	6	0	0	2	13	0	0	0	0	0	0	0	0	0	0	1	0	0	38	422
8:30 AM	0	15	3	0	0	2	13	0	0	0	0	0	0	0	0	0	0	3	0	0	36	428
8:35 AM	0	19	3	0	0	2	21	0	0	0	0	0	0	0	0	3	0	0	0	0	48	446
8:40 AM	0	10	5	0	0	1	13	0	0	0	0	0	0	0	0	2	0	3	0	0	34	445
8:45 AM	0	9	6	0	0	0	22	0	0	0	0	0	0	0	0	0	0	2	0	0	39	454
8:50 AM	0	24	5	0	0	1	25	0	0	0	0	0	0	0	0	2	0	0	0	0	57	476
8:55 AM	0	9	5	0	0	1	14	0	0	0	0	0	0	0	0	1	0	1	0	0	31	467

HEAVY-VEHICLE VOLUMES

Time Perio	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	1	2	2
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
7:35 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
7:55 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:05 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:10 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:20 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	1	0	0	0	0	0	0	0	1	3	3
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	1	0	0	0	0	0	0	0	0	1	2	2
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	1	1	1

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
7:00 AM	0	2	0	0	2
7:05 AM	0	0	0	0	0
7:10 AM	2	0	0	0	2
7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	1	1
7:45 AM	0	2	0	0	2
7:50 AM	0	0	0	0	0
7:55 AM	0	1	0	1	2
8:00 AM	0	0	0	1	1
8:05 AM	2	0	0	1	3
8:10 AM	3	0	0	0	3
8:15 AM	1	0	0	1	2
8:20 AM	1	0	0	1	2
8:25 AM	3	0	0	0	3
8:30 AM	6	0	0	0	6
8:35 AM	1	0	0	0	1
8:40 AM	2	0	0	2	4
8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	1	1
8:55 AM	2	0	0	1	3

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	2
7:50 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	4	0	0	0	0	0	0	0	2	6
8:20 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:35 AM	0	0	0	1	0	0	0	0	0	0	0	3	4
8:40 AM	0	0	0	3	0	0	0	0	0	0	0	2	5
8:45 AM	0	0	0	6	1	0	0	0	0	0	0	1	8
8:50 AM	0	0	0	2	0	0	0	0	0	0	0	0	2
8:55 AM	0	0	0	5	0	0	0	0	0	0	0	0	5

QUALITY COUNTS REPORT  
 =====

Intersection: Presidio Av Pine St/Masonic Ave  
 City/State: San Francisco CA  
 QJobNo: 14070707  
 ClientID:  
 Date: 12/1/2016  
 Comments:  
 PEAK HOUR: 7:40 AM  
 PEAK HOUR: 8:40 AM  
 PEAK 15-M: 7:45 AM  
 PEAK 15-M: 8:00 AM  
 PHF: 0.88

Lane Configuration:  
 SIGNAL SBLane1 SBLane2 SBLane3 SBLane4 SBLane5 SBLane6 SBLane7  
 R T T  
 EBLane7 TR  
 EBLane6 T  
 EBLane5 LT  
 EBLane4  
 EBLane3  
 EBLane2  
 EBLane1  
 SIGNAL  
 NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 NBLane1 SIGNAL

SIGNAL  
 WBLane1  
 WBLane2  
 WBLane3  
 WBLane4  
 WBLane5  
 WBLane6  
 WBLane7

PEAK-HOUR VOLUMES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
10	305	0	0	265	158	0	0	0	18	882	59	315	423	0	959	364	283	0	1050

PERCENT HEAVY VEHICLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
0	8.9	0	0	8.3	2.5	0	0	0	5.6	3.1	5.1	8.6	6.1	0	3.2	8.2	8.1	0	3

PEAK-HOUR VOLUMES - PEDESTRIANS

North	South	East	West
1	4	1	15

PEAK-HOUR VOLUMES - BICYCLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
0	1	0	0	8	0	0	0	0	0	0	0

PEAK 15-MIN FLOWRATES

VehicleType	NBLeft	NBThru	NBRight	NBU-Turn	NB RTOR	SBLeft	SBThru	SBRight	SBU-Turn	SB RTOR	EBLeft	EBThru	EBRight	EBU-Turn	EB RTOR	WBLeft	WBThru	WBRight	WBU-Turn	WB RTOR	Total
All Vehicles	8	340	0	0	0	0	232	184	0	0	0	0	0	0	0	28	1048	84	0	0	1924
Heavy Truc	0	36	0	0	0	0	12	4	0	0	0	0	0	0	0	0	32	0	0	0	84
Pedestrians	8	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	4	0	0	0	40
Bicycles	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2

ALL-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totz
7:00 AM	2	7	0	0	0	0	10	5	0	0	0	0	0	0	0	0	30	6	0	0	60	
7:05 AM	4	19	0	0	0	0	14	8	0	0	0	0	0	0	0	1	25	7	0	0	78	
7:10 AM	1	12	0	1	0	0	16	20	0	0	0	0	0	0	0	2	39	0	0	0	91	
7:15 AM	2	6	0	0	0	0	16	5	0	0	0	0	0	0	0	4	42	10	0	0	85	
7:20 AM	1	25	0	0	0	0	18	2	0	0	0	0	0	0	0	3	41	15	0	0	105	
7:25 AM	0	19	0	0	0	0	18	1	0	0	0	0	0	0	0	1	46	6	0	0	91	
7:30 AM	2	18	0	0	0	0	22	13	0	0	0	0	0	0	0	2	51	10	0	0	118	
7:35 AM	0	28	0	0	0	0	23	10	0	0	0	0	0	0	0	5	54	7	0	0	127	
7:40 AM	3	20	0	0	0	0	31	9	0	0	0	0	0	0	0	0	71	3	0	0	137	
7:45 AM	0	29	0	0	0	0	17	17	0	0	0	0	0	0	0	2	79	5	0	0	149	
7:50 AM	1	35	0	0	0	0	20	18	0	0	0	0	0	0	0	2	85	9	0	0	170	
7:55 AM	1	21	0	0	0	0	21	11	0	0	0	0	0	0	0	3	98	7	0	0	162	1373
8:00 AM	1	19	0	0	0	0	26	8	0	0	0	0	0	0	0	2	76	2	0	0	134	1447
8:05 AM	2	25	0	0	0	0	20	15	0	0	0	0	0	0	0	0	54	7	0	0	123	1492
8:10 AM	0	29	0	0	0	0	32	13	0	0	0	0	0	0	0	1	75	4	0	0	154	1555
8:15 AM	0	24	0	0	0	0	21	18	0	0	0	0	0	0	0	0	73	3	0	0	139	1609
8:20 AM	0	14	0	0	0	0	21	15	0	0	0	0	0	0	0	2	75	2	0	0	129	1633
8:25 AM	1	33	0	0	0	0	16	9	0	0	0	0	0	0	0	3	63	3	0	0	128	1670
8:30 AM	1	23	0	0	0	0	21	15	0	0	0	0	0	0	0	0	66	9	0	0	135	1687
8:35 AM	0	33	0	0	0	0	19	10	0	0	0	0	0	0	0	3	67	5	0	0	137	1697
8:40 AM	0	24	0	0	0	0	17	15	0	0	0	0	0	0	0	3	49	8	0	0	116	1676
8:45 AM	0	25	0	0	0	0	23	6	0	0	0	0	0	0	0	3	58	13	0	0	128	1655
8:50 AM	0	25	0	0	0	0	22	17	0	0	0	0	0	0	0	0	66	6	0	0	136	1621
8:55 AM	0	26	0	0	0	0	19	8	0	0	0	0	0	0	0	6	54	9	0	0	122	1581

HEAVY-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:05 AM	0	8	0	0	1	1	0	0	0	0	0	1	11
7:10 AM	0	3	0	0	2	2	0	0	0	0	2	0	9
7:15 AM	0	3	0	0	2	0	0	0	0	1	0	1	7
7:20 AM	0	5	0	0	1	0	0	0	0	0	1	1	8
7:25 AM	0	2	0	0	2	0	0	0	0	4	1	9	9
7:30 AM	0	4	0	0	1	1	0	0	0	3	0	9	9
7:35 AM	0	4	0	0	3	0	0	0	0	2	2	1	12
7:40 AM	0	4	0	0	2	0	0	0	0	1	0	7	7
7:45 AM	0	4	0	0	0	0	0	0	0	3	0	7	7
7:50 AM	0	2	0	0	1	1	0	0	0	2	0	6	6
7:55 AM	0	3	0	0	2	0	0	0	0	3	0	8	8
8:00 AM	0	2	0	0	2	0	0	0	0	1	0	5	5
8:05 AM	0	1	0	0	2	0	0	0	0	1	2	6	6
8:10 AM	0	1	0	0	2	0	0	0	0	4	0	7	7
8:15 AM	0	2	0	0	1	1	0	0	0	2	1	7	7
8:20 AM	0	2	0	0	2	0	0	0	0	4	0	8	8
8:25 AM	0	1	0	0	3	1	0	0	0	1	1	7	7
8:30 AM	0	3	0	0	2	0	0	0	0	2	0	7	7
8:35 AM	0	2	0	0	3	1	0	0	0	3	0	9	9
8:40 AM	0	2	0	0	3	0	0	0	0	1	5	11	11
8:45 AM	0	1	0	0	0	0	0	0	0	4	1	6	6
8:50 AM	0	2	0	0	2	0	0	0	0	1	1	6	6
8:55 AM	0	2	0	0	3	1	0	0	0	1	0	7	7

QUALITY COUNTS REPORT  
 =====

Intersection: Presidio Av Pine St/Masonic Ave  
 City/State: San Francisco CA  
 QJobNo: 14070707  
 ClientID:  
 Date: 12/1/2016  
 Comments:

Lane Configuration:  
 SIGNAL SBLane1 SBLane2 SBLane3 SBLane4 SBLane5 SBLane6 SBLane7  
 R T T  
 EBLane7 TR  
 EBLane6 T  
 EBLane5 LT  
 EBLane4  
 EBLane3  
 EBLane2  
 EBLane1  
 SIGNAL  
 NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 NBLane1 SIGNAL  
 LT T

SIGNAL  
 WBLane1  
 WBLane2  
 WBLane3  
 WBLane4  
 WBLane5  
 WBLane6  
 WBLane7

PEAK HOUR 7:40 AM  
 PEAK HOUR 8:40 AM  
 PEAK 15-M 7:45 AM  
 PEAK 15-M 8:00 AM  
 PHF 0.88

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
7:00 AM	0	1	0	1	2
7:05 AM	0	1	0	0	1
7:10 AM	0	0	0	0	0
7:15 AM	0	2	2	4	8
7:20 AM	0	1	0	3	4
7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	4	4
7:35 AM	0	2	0	2	4
7:40 AM	0	0	0	1	1
7:45 AM	0	0	0	2	2
7:50 AM	0	2	1	4	7
7:55 AM	0	0	0	1	1
8:00 AM	0	2	0	3	5
8:05 AM	0	0	0	0	0
8:10 AM	1	0	0	2	3
8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	2	2
8:40 AM	0	1	0	0	1
8:45 AM	0	1	0	0	1
8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:55 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:10 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:35 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:40 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	1	0	0	0	0	0	0	0	0	0	0	1



QUALITY COUNTS REPORT

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Intersectio: Laurel St Euclid Ave  
 City/State: San Francisco CA  
 QJobNo: 14070713  
 ClientID:  
 Date: 12/1/2016  
 Comments:

Lane Configuration:

STOP  
 SB Lane 1 SB Lane 2 SB Lane 3 SB Lane 4 SB Lane 5 SB Lane 6 SB Lane 7  
 LTR  
 EBLane 7 TR  
 EBLane 6 LT  
 EBLane 5  
 EBLane 4  
 EBLane 3  
 EBLane 2 LT  
 EBLane 1 TR  
 STOP  
 NBLane 7 NBLane 6 NBLane 5 NBLane 4 NBLane 3 NBLane 2 NBLane 1 STOP

STOP  
 WBLane 1  
 WBLane 2  
 WBLane 3  
 WBLane 4  
 WBLane 5  
 WBLane 6  
 WBLane 7

PEAK HOUR 7:55 AM  
 PEAK HOUR 8:55 AM  
 PEAK 15-M 8:40 AM  
 PEAK 15-M 8:55 AM  
 PHF 0.95

PEAK-HOUR VOLUMES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
7	15	33	175	7	29	62	410	10	25	240	219	55	211	482	484	296	33	627	276

PERCENT HEAVY VEHICLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
0	0	0	0	0	0	1.6	0.5	0	0	2.1	2.3	0	0	0.6	2.1	2	0	0.3	1.8

PEAK-HOUR VOLUMES - PEDESTRIANS

North	South	East	West
13	12	28	8

PEAK-HOUR VOLUMES - BICYCLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
0	0	2	0	0	0	0	4	0	0	0	2

PEAK 15-MIN FLOWRATES

Vehicle Type	NBLeft	NBThru	NBRight	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total
All Vehicles	4	12	36	0	0	204	4	48	0	0	68	424	8	0	0	20	232	228	4	0	1292
Heavy Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	8
Pedestrians	8	8	16	0	0	0	16	0	0	0	4	48	0	0	0	48	0	0	0	0	76
Bicycles	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	3

ALL-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totz
7:00 AM	1	0	1	0	0	4	0	0	0	0	2	11	1	0	0	0	8	11	0	0	39	
7:05 AM	0	2	1	0	0	6	0	0	0	0	0	14	0	0	0	1	7	9	1	0	41	
7:10 AM	1	0	0	0	0	12	0	0	0	0	1	14	0	0	0	2	14	13	0	0	57	
7:15 AM	0	0	3	0	0	11	0	1	0	0	1	14	0	0	0	0	12	8	0	0	50	
7:20 AM	1	2	1	0	0	11	0	1	0	0	1	12	1	0	0	0	14	14	0	0	58	
7:25 AM	1	0	2	0	0	10	0	1	0	0	2	22	0	0	0	1	7	17	1	0	64	
7:30 AM	0	1	2	0	0	15	1	1	0	0	2	21	1	0	0	1	11	11	0	0	67	
7:35 AM	1	1	3	0	0	17	0	1	0	0	1	34	4	0	0	0	10	15	0	0	87	
7:40 AM	2	2	5	0	0	13	2	1	0	0	1	30	1	0	0	5	15	13	0	0	90	
7:45 AM	2	2	3	0	0	12	1	5	0	0	1	34	0	0	0	1	23	10	1	0	95	
7:50 AM	2	2	2	0	0	12	1	2	0	0	1	33	1	0	0	2	21	15	0	0	94	
7:55 AM	1	1	4	0	0	11	1	3	0	0	2	35	1	0	0	1	24	24	0	0	108	850
8:00 AM	1	2	6	0	0	21	1	1	0	0	4	32	1	0	0	2	15	15	0	0	101	912
8:05 AM	1	1	2	0	0	18	0	2	0	0	2	40	1	0	0	1	18	20	1	0	107	978
8:10 AM	0	1	2	0	0	11	4	1	0	0	4	38	1	0	0	0	24	10	1	0	97	1018
8:15 AM	0	1	0	0	0	12	0	2	0	0	7	37	0	0	0	0	20	20	1	0	100	1068
8:20 AM	1	3	3	0	0	8	0	2	0	0	5	31	0	0	0	4	21	16	0	0	94	1104
8:25 AM	0	1	1	0	0	11	0	1	0	0	5	33	1	0	0	1	18	19	3	0	94	1134
8:30 AM	1	0	3	0	0	12	0	2	0	0	8	32	0	0	0	1	18	19	2	0	98	1165
8:35 AM	1	2	3	0	0	20	0	3	0	0	8	26	3	0	0	1	24	19	0	0	110	1188
8:40 AM	0	0	4	0	0	15	1	1	0	0	7	38	1	0	0	1	18	14	0	0	100	1198
8:45 AM	1	1	1	0	0	17	0	2	0	0	5	38	0	0	0	3	16	20	1	0	105	1208
8:50 AM	0	2	4	0	0	19	0	9	0	0	5	30	1	0	0	1	24	23	0	0	118	1232
8:55 AM	0	1	4	0	0	13	1	6	0	0	6	32	1	0	0	4	17	13	0	0	98	1222

HEAVY-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:20 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:35 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
8:20 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	1	0	0	1	1	4
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

QUALITY COUNTS REPORT  
 =====

Intersection: Laurel St Euclid Ave  
 City/State: San Francisco CA  
 QJobNo: 14070713  
 ClientID:  
 Date: 12/1/2016  
 Comments:

Lane Configuration:  
 STOP SBLane1 SBLane2 SBLane3 SBLane4 SBLane5 SBLane6 SBLane7  
 LTR  
 EBLane7 TR  
 EBLane6 LT  
 EBLane5  
 EBLane4  
 EBLane3  
 EBLane2 LT  
 EBLane1 TR  
 STOP  
 NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 NBLane1 STOP

STOP  
 WBLane1  
 WBLane2  
 WBLane3  
 WBLane4  
 WBLane5  
 WBLane6  
 WBLane7

PEAK HOUR 7:55 AM  
 PEAK HOUR 8:55 AM  
 PEAK 15-M 8:40 AM  
 PEAK 15-M 8:55 AM  
 PHF 0.95

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
7:00 AM	0	0	1	1	2
7:05 AM	0	0	0	0	0
7:10 AM	1	0	1	0	2
7:15 AM	4	0	2	0	6
7:20 AM	0	1	0	0	1
7:25 AM	1	1	2	2	6
7:30 AM	1	1	2	0	4
7:35 AM	1	1	0	1	3
7:40 AM	2	0	1	0	3
7:45 AM	0	0	5	0	5
7:50 AM	1	1	2	0	4
7:55 AM	2	0	2	1	5
8:00 AM	0	2	6	0	8
8:05 AM	0	0	1	0	1
8:10 AM	3	0	0	2	5
8:15 AM	0	1	2	0	3
8:20 AM	1	0	2	2	5
8:25 AM	3	3	1	1	8
8:30 AM	0	1	1	0	2
8:35 AM	0	3	1	1	5
8:40 AM	3	0	3	1	7
8:45 AM	1	0	5	0	6
8:50 AM	0	2	4	0	6
8:55 AM	1	0	2	0	3

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:25 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:35 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	1	0	0	0	0	2
7:50 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:20 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:40 AM	0	0	1	0	0	0	0	0	0	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	1	0	0	0	0	1

QUALITY COUNTS REPORT  
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Intersection: Masonic AvEuclid Ave  
City/State: San Francisco CA  
QJobNo: 14070711  
ClientID:  
Date: 12/1/2016  
Comments:

Lane Configuration:  
SIGNAL SB Lane1 SB Lane2 SB Lane3 SB Lane4 SB Lane5 SB Lane6 SB Lane7  
R T LT  
EB Lane7 LT SIGNAL  
EB Lane6 WBLane1  
EB Lane5 WBLane2  
EB Lane4 WBLane3  
EB Lane3 T WBLane4  
EB Lane2 T WBLane5  
EB Lane1 R WBLane6  
SIGNAL WBLane7  
L R R  
NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 NBLane1 SIGNAL

PEAK HOU 7:35 AM  
PEAK HOU 8:35 AM  
PEAK 15-M 7:50 AM  
PEAK 15-M 8:05 AM  
PHF 0.94

PEAK-HOUR VOLUMES

NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Entering	SB Entering	EB Entering	WB Entering	NB Leaving	SB Leaving	EB Leaving	WB Leaving
160	0	1199	1	806	288	0	503	107	12	17	0	1359	1095	610	29	0	925	1703	465

PERCENT HEAVY VEHICLES

NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Entering	SB Entering	EB Entering	WB Entering	NB Leaving	SB Leaving	EB Leaving	WB Leaving
3.1	0	2.8	0	3.7	1.7	0	0.6	0	0	0	0	2.8	3.2	0.5	0	0	3.2	2.1	2.2

PEAK-HOUR VOLUMES - PEDESTRIANS

North	South	East	West
7	6	0	9

PEAK-HOUR VOLUMES - BICYCLES

NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
1	0	0	0	0	0	0	2	1	0	0	0

PEAK 15-MIN FLOWRATES

VehicleType	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total
All Vehicles	152	0	1260	0	0	0	908	332	0	0	0	540	92	0	0	8	8	0	0	0	3300
Heavy Truc	4	0	48	0	0	0	28	4	0	0	0	0	0	0	0	0	0	0	0	0	84
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	24	0	0	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	0	0	0

ALL-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totz
7:00 AM	7	0	49	0	0	0	26	11	0	0	0	17	1	0	0	0	0	0	0	0	0	111
7:05 AM	8	0	53	0	0	0	36	8	0	0	0	12	2	0	0	0	1	0	0	0	0	122
7:10 AM	16	0	62	0	0	3	40	11	0	0	0	27	2	0	0	0	0	0	0	0	0	161
7:15 AM	5	0	60	0	0	0	31	17	0	0	0	22	8	0	0	0	0	0	0	0	0	143
7:20 AM	8	0	99	0	0	0	26	16	0	0	0	16	8	0	0	0	2	0	0	0	0	175
7:25 AM	12	0	94	0	0	0	35	13	0	0	0	29	3	0	0	0	1	0	0	0	0	187
7:30 AM	7	0	96	0	0	0	47	14	0	0	0	33	4	0	0	0	1	0	0	0	0	202
7:35 AM	11	0	100	0	0	0	49	21	0	0	0	46	8	0	0	3	0	0	0	0	0	238
7:40 AM	13	0	117	0	0	0	66	22	0	0	0	38	8	0	0	4	0	0	0	0	0	268
7:45 AM	10	0	98	0	0	0	67	22	0	0	0	46	5	0	0	0	1	0	0	0	0	249
7:50 AM	11	0	109	0	0	0	78	28	0	0	0	41	4	0	0	0	0	0	0	0	0	271
7:55 AM	17	0	116	0	0	0	77	32	0	0	0	42	6	0	0	1	1	0	0	0	0	292 2419
8:00 AM	10	0	90	0	0	0	72	23	0	0	0	52	13	0	0	1	1	0	0	0	0	262 2570
8:05 AM	18	0	96	0	0	0	60	22	0	0	0	46	10	0	0	1	6	0	0	0	0	259 2707
8:10 AM	7	0	112	0	0	0	75	25	0	0	0	34	13	0	0	0	3	0	0	0	0	269 2815
8:15 AM	15	0	84	0	0	0	65	25	0	0	0	42	15	0	0	0	2	0	0	0	0	248 2920
8:20 AM	13	0	96	0	0	0	75	25	0	0	0	33	7	0	0	0	1	0	0	0	0	250 2995
8:25 AM	17	0	98	0	0	1	57	20	0	0	0	47	2	0	0	1	2	0	0	0	0	245 3053
8:30 AM	18	0	83	0	0	0	65	23	0	0	0	36	16	0	0	1	0	0	0	0	0	242 3093
8:35 AM	17	0	91	0	0	0	48	25	0	0	0	38	11	0	0	1	0	0	0	0	0	231 3086
8:40 AM	12	0	108	0	0	0	54	19	0	0	0	43	11	0	0	2	0	0	0	0	0	249 3067
8:45 AM	21	0	88	0	0	0	51	18	0	0	0	51	10	0	0	0	1	0	0	0	0	240 3058
8:50 AM	23	0	84	0	0	1	53	32	0	0	0	36	12	0	0	2	1	0	0	0	0	244 3031
8:55 AM	12	0	103	0	0	0	40	16	0	0	0	41	10	0	0	2	0	0	0	0	0	224 2963

HEAVY-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:05 AM	0	0	2	0	2	0	0	0	0	0	1	0	5
7:10 AM	1	0	2	1	2	0	0	0	0	0	0	0	6
7:15 AM	0	0	2	0	0	0	0	0	1	0	0	0	3
7:20 AM	1	0	4	0	1	1	0	1	0	0	0	0	8
7:25 AM	0	0	2	0	4	0	0	0	0	0	0	0	6
7:30 AM	0	0	2	0	3	1	0	0	0	0	0	0	6
7:35 AM	0	0	4	0	2	0	0	2	0	0	0	0	8
7:40 AM	0	0	1	0	1	1	0	0	0	0	0	0	3
7:45 AM	0	0	2	0	3	0	0	0	0	0	0	0	5
7:50 AM	0	0	3	0	3	0	0	0	0	0	0	0	6
7:55 AM	0	0	4	0	2	1	0	0	0	0	0	0	7
8:00 AM	1	0	5	0	2	0	0	0	0	0	0	0	8
8:05 AM	1	0	1	0	1	0	0	0	0	0	0	0	3
8:10 AM	0	0	3	0	6	0	0	0	0	0	0	0	9
8:15 AM	1	0	1	0	3	1	0	0	0	0	0	0	6
8:20 AM	0	0	2	0	3	2	0	0	0	0	0	0	7
8:25 AM	0	0	2	0	2	0	0	0	0	0	0	0	4
8:30 AM	2	0	5	0	2	0	0	1	0	0	0	0	10
8:35 AM	0	0	3	0	4	1	0	0	0	0	0	0	8
8:40 AM	0	0	2	0	6	1	0	0	0	0	0	0	9
8:45 AM	1	0	2	0	4	0	0	0	0	0	0	0	7
8:50 AM	0	0	2	1	2	0	0	0	0	0	0	0	5
8:55 AM	0	0	2	0	3	0	0	0	0	0	0	0	5

QUALITY COUNTS REPORT  
 =====

Intersection: Masonic Av/Euclid Ave  
 City/State: San Francisco CA  
 QJobNo: 14070711  
 ClientID:  
 Date: 12/1/2016  
 Comments:

Lane Configuration:  
 SIGNAL SBLane1 SBLane2 SBLane3 SBLane4 SBLane5 SBLane6 SBLane7  
 R T LT  
 EBLane7 LT  
 EBLane6  
 EBLane5  
 EBLane4  
 EBLane3 T  
 EBLane2 T  
 EBLane1 R  
 SIGNAL  
 NBLane7 NBLane6 NBLane5 NBLane4 L NBLane3 R NBLane2 R NBLane1 SIGNAL

SIGNAL  
 WBLane1  
 WBLane2  
 WBLane3  
 WBLane4  
 WBLane5  
 WBLane6  
 WBLane7

PEAK HOUR 7:35 AM  
 PEAK HOUR 8:35 AM  
 PEAK 15-M 7:50 AM  
 PEAK 15-M 8:05 AM  
 PHF 0.94

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
7:00 AM	0	0	0	0	0
7:05 AM	2	0	0	1	3
7:10 AM	1	0	0	1	2
7:15 AM	2	1	0	0	3
7:20 AM	1	1	0	1	3
7:25 AM	0	0	0	0	0
7:30 AM	1	1	0	0	2
7:35 AM	1	0	0	0	1
7:40 AM	0	2	0	0	2
7:45 AM	1	0	0	1	2
7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	6	6
8:05 AM	0	1	0	0	1
8:10 AM	0	0	0	0	0
8:15 AM	4	3	0	0	7
8:20 AM	1	0	0	2	3
8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:35 AM	0	2	0	0	2
8:40 AM	1	2	0	1	4
8:45 AM	0	0	0	0	0
8:50 AM	1	2	0	0	3
8:55 AM	0	0	0	0	0

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	1	0	0	0	0	0	0	1	1	0	0	0	3
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	1	0	1

QUALITY COUNTS REPORT

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Intersectio| Presidio Av Euclid Ave/Brush St  
 City/State: San Francis CA  
 QJobNo: 14070709  
 ClientID:  
 Date: 12/1/2016  
 Comments:  
 PEAK HOUF 7:35 AM  
 PEAK HOUF 8:35 AM  
 PEAK 15-M 7:35 AM  
 PEAK 15-M 7:50 AM  
 PHF 0.91

Lane Configuration:  
 SIGNAL SB Lane1 SB Lane2 SB Lane3 SB Lane4 SB Lane5 SB Lane6 SB Lane7  
 TR LT  
 EB Lane7  
 EB Lane6  
 EB Lane5  
 EB Lane4 LT  
 EB Lane3 T  
 EB Lane2 T  
 EB Lane1 R  
 SIGNAL  
 NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 NBLane1 SIGNAL

SIGNAL  
 WBLane1  
 WBLane2  
 WBLane3  
 WBLane4  
 WBLane5  
 WBLane6  
 WBLane7

PEAK-HOUR VOLUMES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving	
18	106	61	172	122	9	222	1424	62	0	0	0	0	185	303	1708	0	328	184	1657	27

PERCENT HEAVY VEHICLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
0	24.5	19.7	4.7	15.6	11.1	1.8	1.9	0	0	0	0	20.5	9.2	1.8	0	9.1	10.3	2.8	3.7

PEAK-HOUR VOLUMES - PEDESTRIANS

North	South	East	West
4	8	20	36

PEAK-HOUR VOLUMES - BICYCLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
0	4	0	1	3	0	1	3	0	0	0	0

PEAK 15-MIN FLOWRATES

VehicleTyp	NBLeft	NBThru	NBRight	NBU-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	
All Vehicles	0	104	60	0	0	220	116	24	0	0	216	1596	80	0	0	0	0	0	0	0	0	2416
Heavy Truc	0	36	16	0	0	12	20	0	0	0	12	32	0	0	0	0	0	0	0	0	0	128
Pedestrians	0	4	0	0	0	0	0	0	0	0	0	52	0	0	0	0	0	0	24	0	0	80
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL-VEHICLE VOLUMES

Time Perio	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totz
7:00 AM	0	5	3	0	0	8	7	0	0	0	5	52	4	0	0	0	0	0	0	0	0	84
7:05 AM	1	11	5	0	0	10	5	0	0	0	8	46	5	0	0	0	0	0	0	0	0	91
7:10 AM	0	7	3	0	0	7	8	0	0	0	9	69	3	0	0	0	0	0	0	0	0	106
7:15 AM	0	4	2	0	0	10	8	1	0	0	7	76	5	0	0	0	0	0	0	0	0	113
7:20 AM	2	5	6	0	0	14	8	1	0	0	15	83	3	0	0	0	0	0	0	0	0	137
7:25 AM	1	4	1	0	0	12	10	2	0	0	19	110	2	0	0	0	0	0	0	0	0	161
7:30 AM	1	7	3	0	0	10	7	0	0	0	17	123	3	0	0	0	0	0	0	0	0	171
7:35 AM	0	9	5	0	0	20	11	2	0	0	18	139	6	0	0	0	0	0	0	0	0	210
7:40 AM	0	9	6	0	0	17	11	3	0	0	13	116	6	0	0	0	0	0	0	0	0	181
7:45 AM	0	8	4	0	0	18	7	1	0	0	23	144	8	0	0	0	0	0	0	0	0	213
7:50 AM	0	11	5	0	0	10	7	0	0	0	24	104	5	0	0	0	0	0	0	0	0	166
7:55 AM	2	8	3	0	0	9	15	0	0	0	17	123	9	0	0	0	0	0	0	0	0	186
8:00 AM	1	7	2	0	0	17	10	0	0	0	19	125	4	0	0	0	0	0	0	0	0	185
8:05 AM	7	7	5	0	0	7	9	0	0	0	18	122	6	0	0	0	0	0	0	0	0	181
8:10 AM	2	13	3	0	0	21	19	1	0	0	16	105	5	0	0	0	0	0	0	0	0	185
8:15 AM	0	8	5	0	0	16	6	1	0	0	22	112	5	0	0	0	0	0	0	0	0	175
8:20 AM	1	6	7	0	0	15	11	0	0	0	12	99	2	0	0	0	0	0	0	0	0	153
8:25 AM	3	8	9	0	0	11	5	1	0	0	18	117	4	0	0	0	0	0	0	0	0	176
8:30 AM	2	12	7	0	0	11	11	0	0	0	22	118	2	0	0	0	0	0	0	0	0	185
8:35 AM	0	9	9	0	0	20	9	0	0	0	25	97	7	0	0	0	0	0	0	0	0	176
8:40 AM	3	9	5	0	0	8	15	1	0	0	20	106	7	0	0	0	0	0	0	0	0	174
8:45 AM	0	8	5	0	0	16	9	1	0	0	28	119	6	0	0	0	0	0	0	0	0	192
8:50 AM	1	7	5	0	0	13	9	0	0	0	21	103	10	0	0	0	0	0	0	0	0	169
8:55 AM	2	9	5	0	0	10	16	1	0	0	21	96	5	0	0	0	0	0	0	0	0	165

HEAVY-VEHICLE VOLUMES

Time Perio	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	1	2	1	0	0	0	0	0	0	0	0	4
7:05 AM	1	7	1	0	1	0	0	3	0	0	0	0	13
7:10 AM	0	3	1	0	1	0	0	1	0	0	0	0	7
7:15 AM	0	3	0	1	1	0	1	0	0	0	0	0	6
7:20 AM	0	3	2	1	2	0	1	3	0	0	0	0	12
7:25 AM	0	2	0	0	2	0	0	2	0	0	0	0	6
7:30 AM	0	3	1	1	0	0	1	1	0	0	0	0	7
7:35 AM	0	1	2	2	4	0	3	3	0	0	0	0	15
7:40 AM	0	4	1	1	1	0	0	3	0	0	0	0	10
7:45 AM	0	4	1	0	0	0	0	2	0	0	0	0	7
7:50 AM	0	2	1	1	0	0	0	2	0	0	0	0	6
7:55 AM	0	3	1	0	2	0	0	2	0	0	0	0	8
8:00 AM	0	2	0	1	1	0	0	2	0	0	0	0	6
8:05 AM	0	1	2	0	1	0	0	3	0	0	0	0	7
8:10 AM	0	1	0	1	2	0	0	1	0	0	0	0	5
8:15 AM	0	1	1	0	1	0	1	2	0	0	0	0	6
8:20 AM	0	3	1	0	3	0	0	1	0	0	0	0	8
8:25 AM	0	2	1	1	2	1	0	3	0	0	0	0	10
8:30 AM	0	2	1	1	2	0	0	3	0	0	0	0	9
8:35 AM	0	1	1	2	0	0	1	2	0	0	0	0	7
8:40 AM	0	2	1	1	4	0	0	2	0	0	0	0	10
8:45 AM	0	1	1	1	1	0	0	1	0	0	0	0	5
8:50 AM	0	1	0	0	1	0	2	1	0	0	0	0	5
8:55 AM	0	1	1	1	3	0	0	3	0	0	0	0	9

QUALITY COUNTS REPORT  
 =====

Intersection: Presidio Av Euclid Ave/Brush St  
 City/State: San Francisco CA  
 QJobNo: 14070709  
 ClientID:  
 Date: 12/1/2016  
 Comments:

Lane Configuration:  
 SIGNAL SBLane1 SBLane2 SBLane3 SBLane4 SBLane5 SBLane6 SBLane7  
 TR LT  
 EBLane7  
 EBLane6  
 EBLane5  
 EBLane4 LT  
 EBLane3 T  
 EBLane2 T  
 EBLane1 R  
 SIGNAL  
 NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 NBLane1 SIGNAL

SIGNAL  
 WBLane1  
 WBLane2  
 WBLane3  
 WBLane4  
 WBLane5  
 WBLane6  
 WBLane7

PEAK HOUR 7:35 AM  
 PEAK HOUR 8:35 AM  
 PEAK 15-M 7:35 AM  
 PEAK 15-M 7:50 AM

PHF 0.91  
 PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
7:00 AM	0	0	2	0	2
7:05 AM	0	0	1	2	3
7:10 AM	0	0	1	2	3
7:15 AM	3	1	0	4	8
7:20 AM	3	0	1	0	4
7:25 AM	0	0	1	0	1
7:30 AM	2	2	2	9	15
7:35 AM	0	1	2	3	6
7:40 AM	0	0	2	5	7
7:45 AM	0	0	2	5	7
7:50 AM	0	1	1	3	5
7:55 AM	0	1	0	7	8
8:00 AM	1	3	3	5	12
8:05 AM	0	0	1	0	1
8:10 AM	2	0	2	3	7
8:15 AM	1	0	1	1	3
8:20 AM	0	1	2	0	3
8:25 AM	0	0	4	2	6
8:30 AM	0	1	0	2	3
8:35 AM	0	0	2	2	4
8:40 AM	1	0	1	3	5
8:45 AM	0	2	0	2	4
8:50 AM	1	0	1	1	3
8:55 AM	0	2	2	2	6

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:20 AM	0	0	0	1	0	0	0	1	0	0	0	0	2
8:25 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	2	0	1	2	0	0	0	0	0	0	0	5
8:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
8:50 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
8:55 AM	0	0	0	0	0	0	0	0	1	0	0	0	1

QUALITY COUNTS REPORT

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Intersection: Masonic Av Geary Blvd

City/State: San Francisco CA

ClientID: 14457012

Date: 7/6/2017

Comments:

PEAK HOUR: 5:00 PM

PEAK HOUR: 6:00 PM

PEAK 15-M: 5:10 PM

PEAK 15-M: 5:25 PM

PHF: 0.95

Lane Configuration:

SIGNAL

SB Lane 1: R

SB Lane 2: T

SB Lane 3: T

SB Lane 4: L

SB Lane 5: T

SB Lane 6: T

SB Lane 7: R

SIGNAL

SIGNAL

TR

T

L

L

L

TR

SIGNAL

WL Lane 1

WL Lane 2

WL Lane 3

WL Lane 4

WL Lane 5

WL Lane 6

WL Lane 7

PEAK-HOUR VOLUMES

NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Entering	SB Entering	EB Entering	WB Entering	NB Leaving	SB Leaving	EB Leaving	WB Leaving
70	624	131	0	1086	161	142	157	87	359	139	13	825	1247	386	511	770	1532	288	379

PERCENT HEAVY VEHICLES

NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Entering	SB Entering	EB Entering	WB Entering	NB Leaving	SB Leaving	EB Leaving	WB Leaving
0	1.8	6.9	0	0.6	5	9.2	17.8	0	4.2	20.1	0	2.4	1.1	10.6	8.4	3.1	1.4	12.8	9.5

PEAK-HOUR VOLUMES - PEDESTRIANS

North	South	East	West
213	92	122	117

PEAK-HOUR VOLUMES - BICYCLES

NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right
1	4	0	0	2	0	0	2	0	0	7	1

PEAK 15-MIN FLOWRATES

Vehicle Type	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total
All Vehicles	68	640	184	0	0	0	1068	172	0	0	120	208	72	8	0	408	172	0	0	0	3120
Heavy Truc	0	8	12	0	0	0	12	12	0	0	16	20	0	0	0	20	24	0	0	0	124
Pedestrians	108	0	0	0	0	0	232	0	0	0	108	0	0	0	0	164	0	0	0	0	612
Bicycles	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5

ALL-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Tot
4:00 PM	5	54	10	0	0	0	87	14	0	0	15	12	2	1	0	26	9	0	0	0	235	
4:05 PM	5	57	12	0	0	0	80	11	0	0	10	5	8	0	0	31	10	1	0	0	230	
4:10 PM	5	52	8	0	0	0	82	18	0	0	8	18	6	0	0	26	12	2	0	0	237	
4:15 PM	3	55	18	0	0	0	87	13	0	0	5	8	8	0	0	23	8	0	0	0	228	
4:20 PM	2	42	9	0	0	0	75	18	0	0	8	12	11	0	0	24	16	0	0	0	217	
4:25 PM	8	40	13	0	0	0	62	16	0	0	7	10	8	3	0	27	16	1	0	0	211	
4:30 PM	5	66	15	0	0	0	84	12	0	0	7	16	7	2	0	23	7	3	0	0	247	
4:35 PM	7	55	14	0	0	0	76	19	0	0	12	10	7	2	0	22	12	0	0	0	236	
4:40 PM	5	32	14	0	0	0	81	14	0	0	12	14	9	1	0	25	11	2	0	0	220	
4:45 PM	3	64	14	0	0	0	85	16	0	0	11	13	5	1	0	25	9	0	0	0	246	
4:50 PM	5	50	13	0	0	0	81	21	0	0	13	8	11	1	0	28	8	4	0	0	243	
4:55 PM	6	45	13	0	0	0	80	14	0	0	8	10	8	0	0	21	10	2	0	0	217	2767
5:00 PM	3	57	9	0	0	0	95	14	0	0	8	8	8	0	0	25	7	0	0	0	234	2766
5:05 PM	4	53	11	0	0	0	95	13	0	0	14	9	11	1	0	34	10	4	0	0	259	2795
5:10 PM	5	39	19	0	0	0	80	16	0	0	10	24	4	1	0	31	20	0	0	0	249	2807
5:15 PM	7	45	16	0	0	0	95	17	0	0	9	13	2	1	0	33	13	0	0	0	251	2830
5:20 PM	5	76	11	0	0	0	92	10	0	0	11	15	12	0	0	38	10	0	0	0	280	2893
5:25 PM	8	52	16	0	0	0	84	12	0	0	12	9	9	0	0	30	15	1	0	0	248	2930
5:30 PM	9	55	10	0	0	0	92	12	0	0	9	11	6	1	0	25	9	0	0	0	239	2922
5:35 PM	2	48	4	0	0	0	100	19	0	0	11	12	5	1	0	29	4	2	0	0	237	2923
5:40 PM	7	49	12	0	0	0	83	18	0	0	15	18	13	1	0	20	14	3	0	0	253	2956
5:45 PM	4	49	15	0	0	0	96	13	0	0	12	9	5	1	0	28	8	0	0	0	240	2950
5:50 PM	9	49	4	0	0	0	90	7	0	0	12	13	6	0	0	36	11	2	0	0	239	2946
5:55 PM	7	52	4	0	0	0	84	10	0	0	10	16	6	2	0	30	18	1	0	0	240	2969

HEAVY-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
4:00 PM	0	0	0	0	1	0	0	2	0	0	1	0	4
4:05 PM	0	2	1	0	0	0	0	2	0	0	1	0	6
4:10 PM	0	0	1	0	0	0	0	2	1	1	3	0	8
4:15 PM	0	0	1	0	0	1	0	4	0	1	1	0	8
4:20 PM	0	1	2	0	0	0	0	1	0	1	5	0	10
4:25 PM	0	0	0	0	0	0	0	3	0	2	2	0	7
4:30 PM	0	1	0	0	2	0	0	1	0	0	1	0	5
4:35 PM	0	0	1	0	3	1	0	2	0	2	3	0	12
4:40 PM	0	0	2	0	0	1	2	4	0	1	3	0	13
4:45 PM	0	1	0	0	0	1	0	4	0	0	2	0	8
4:50 PM	0	0	1	0	1	2	3	2	0	0	2	0	11
4:55 PM	0	0	1	0	0	0	2	0	0	2	3	0	8
5:00 PM	0	1	1	0	1	0	0	3	0	1	2	0	9
5:05 PM	0	2	0	0	0	0	2	2	0	0	2	0	8
5:10 PM	0	0	1	0	1	1	1	1	0	2	2	0	9
5:15 PM	0	1	1	0	1	1	2	3	0	1	2	0	12
5:20 PM	0	1	1	0	1	1	1	1	0	2	2	0	10
5:25 PM	0	0	1	0	0	0	0	3	0	3	2	0	9
5:30 PM	0	2	0	0	0	2	1	2	0	1	2	0	10
5:35 PM	0	1	0	0	0	1	2	1	0	1	1	0	7
5:40 PM	0	0	1	0	1	0	0	5	0	1	6	0	14
5:45 PM	0	1	2	0	1	0	1	2	0	0	1	0	8
5:50 PM	0	2	1	0	0	2	1	2	0	1	3	0	12
5:55 PM	0	0	0	0	0	0	2	3	0	2	3	0	10

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Intersection: Masonic Av Geary Blvd  
 City/State: San Francisco CA  
 QJobNo: 14457012  
 ClientID:  
 Date: 7/6/2017  
 Comments:

PEAK HOUR: 5:00 PM  
 PEAK HOUR: 6:00 PM  
 PEAK 15-M: 5:10 PM  
 PEAK 15-M: 5:25 PM  
 PHF: 0.95

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
4:00 PM	10	8	3	11	32
4:05 PM	11	8	19	5	43
4:10 PM	20	9	8	2	39
4:15 PM	7	9	6	5	27
4:20 PM	7	7	16	7	37
4:25 PM	16	9	7	5	37
4:30 PM	14	6	21	7	48
4:35 PM	13	10	14	8	45
4:40 PM	12	9	7	5	33
4:45 PM	18	7	15	7	47
4:50 PM	16	9	9	5	39
4:55 PM	28	12	20	3	63
5:00 PM	8	9	12	5	34
5:05 PM	8	8	14	7	37
5:10 PM	30	12	12	6	60
5:15 PM	11	9	15	13	48
5:20 PM	17	6	14	8	45
5:25 PM	16	14	3	14	47
5:30 PM	17	8	10	11	46
5:35 PM	21	7	8	12	48
5:40 PM	28	4	7	13	52
5:45 PM	16	7	8	12	43
5:50 PM	19	6	12	8	45
5:55 PM	22	2	7	8	39

Lane Configuration:

SIGNAL	SB Lane1	SB Lane2	SB Lane3	SB Lane4	SB Lane5	SB Lane6	SB Lane7	SIGNAL
	R	T	T					
EB Lane7								TR
EB Lane6								T
EB Lane5								L
EB Lane4								L
EB Lane3								
EB Lane2	L							
EB Lane1	TR							
SIGNAL				L	T	T	R	
NB Lane7								SIGNAL
NB Lane6								
NB Lane5								
NB Lane4								
NB Lane3								
NB Lane2								
NB Lane1								

SIGNAL  
 WBLane1  
 WBLane2  
 WBLane3  
 WBLane4  
 WBLane5  
 WBLane6  
 WBLane7

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:05 PM	0	0	0	0	0	0	0	2	1	0	0	0	3
4:10 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	1	0	0	0	0	0	0	0	2	0	0	3
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:20 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:25 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:35 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
5:40 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	1	1	0	0	0	0	0	0	0	2	0	0	4
5:50 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0



QUALITY COUNTS REPORT

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Intersection: Presidio Av Geary Blvd  
 City/State: San Francisco CA  
 QJobNo: 14457013  
 ClientID:  
 Date: 7/6/2017  
 Comments:  
 PEAK HOU: 5:00 PM  
 PEAK HOU: 6:00 PM  
 PEAK 15-M: 5:10 PM  
 PEAK 15-M: 5:25 PM  
 PHF: 0.87

Lane Configuration:  
 STOP  
 SB Lane1 R  
 SB Lane2 LT  
 SB Lane3  
 SB Lane4  
 SB Lane5  
 SB Lane6  
 SB Lane7  
 EB Lane7  
 EB Lane6  
 EB Lane5  
 EB Lane4  
 EB Lane3  
 EB Lane2 L  
 EB Lane1 TR  
 STOP  
 NB Lane7  
 NB Lane6  
 NB Lane5  
 NB Lane4  
 NB Lane3  
 NB Lane2  
 NB Lane1  
 STOP

STOP  
 LTR  
 WBLane1  
 WBLane2  
 WBLane3  
 WBLane4  
 WBLane5  
 WBLane6  
 WBLane7

PEAK-HOUR VOLUMES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
22	10	9	91	5	150	136	186	16	21	332	39	41	246	338	392	170	26	302	519

PERCENT HEAVY VEHICLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight	NBEntering	SBEntering	EBEntering	WBEntering	NBLeaving	SBLeaving	EBLeaving	WBLeaving
0	0	0	0	0	12.7	11.8	12.4	0	0	7.2	2.6	0	7.7	11.5	6.4	10	0	7.6	8.3

PEAK-HOUR VOLUMES - PEDESTRIANS

North	South	East	West
81	1	35	100

PEAK-HOUR VOLUMES - BICYCLES

NBLeft	NBThru	NBRight	SBLeft	SBThru	SBRight	EBLeft	EBThru	EBRight	WBLeft	WBThru	WBRight
0	1	0	0	4	7	0	3	1	0	4	0

PEAK 15-MIN FLOWRATES

VehicleTyp	NBLeft	NBThru	NBRight	NBU Turn	NBRTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total
All Vehicles	32	12	8	0	0	100	12	156	0	0	172	200	28	32	0	12	348	48	8	0	1168
Heavy Truc	0	0	0	0	0	0	0	16	0	0	12	16	0	0	0	0	28	0	0	0	72
Pedestrians	4	4	0	0	0	72	0	0	0	0	80	0	0	0	0	44	0	0	0	0	200
Bicycles	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	0	0	0	0	6

ALL-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	NB U-Turn	NB RTOR	SB Left	SB Thru	SB Right	SB U-Turn	SB RTOR	EB Left	EB Thru	EB Right	EB U-Turn	EB RTOR	WB Left	WB Thru	WB Right	WB U-Turn	WB RTOR	Total	Hourly Totz
4:00 PM	3	2	2	0	0	4	1	11	0	0	11	13	0	2	0	0	26	2	1	0	78	
4:05 PM	4	1	1	0	0	3	0	11	0	0	9	10	1	1	0	3	26	2	0	0	72	
4:10 PM	1	0	0	0	0	5	1	9	0	0	9	7	4	3	0	1	24	1	2	0	67	
4:15 PM	2	0	1	0	0	4	1	6	0	0	14	12	1	1	0	0	21	7	1	0	71	
4:20 PM	1	0	1	0	0	7	1	15	0	0	12	12	0	1	0	1	23	5	1	0	80	
4:25 PM	4	0	1	0	0	3	0	9	0	0	7	11	1	2	0	1	28	0	1	0	68	
4:30 PM	0	0	0	0	0	3	2	13	0	0	7	12	3	2	0	0	22	2	1	0	67	
4:35 PM	2	0	1	0	0	6	1	6	0	0	10	21	0	1	0	0	21	1	1	0	71	
4:40 PM	1	1	0	0	0	5	0	8	0	0	13	9	0	1	0	0	30	7	2	0	77	
4:45 PM	1	0	2	0	0	5	0	11	0	0	17	12	0	0	0	1	19	5	1	0	74	
4:50 PM	1	0	1	0	0	5	0	9	0	0	9	11	2	1	0	1	26	3	1	0	70	
4:55 PM	0	2	0	0	0	3	0	10	0	0	9	14	1	1	0	0	23	1	3	0	67	862
5:00 PM	2	0	3	0	0	6	0	14	0	0	7	13	1	1	0	0	24	3	2	0	76	860
5:05 PM	1	0	1	0	0	4	0	13	0	0	4	13	1	2	0	1	36	1	2	0	79	867
5:10 PM	3	2	0	0	0	8	0	18	0	0	16	21	1	4	0	0	29	2	1	0	105	905
5:15 PM	3	1	1	0	0	10	1	10	0	0	17	12	4	3	0	3	28	7	1	0	101	935
5:20 PM	2	0	1	0	0	7	2	11	0	0	10	17	2	1	0	0	30	3	0	0	86	941
5:25 PM	1	1	1	0	0	8	0	17	0	0	10	22	2	2	0	0	22	4	2	0	92	965
5:30 PM	2	0	0	0	0	3	1	12	0	0	4	13	1	0	0	0	26	7	1	0	70	968
5:35 PM	4	1	0	0	0	7	0	9	0	0	9	11	0	0	0	0	19	0	1	0	61	958
5:40 PM	0	2	0	0	0	8	1	13	0	0	13	20	0	0	0	0	21	4	2	0	84	965
5:45 PM	2	2	1	0	0	10	0	9	0	0	12	19	2	1	0	0	32	2	4	0	96	987
5:50 PM	1	1	1	0	0	11	0	13	0	0	14	12	1	0	0	1	34	3	0	0	92	1009
5:55 PM	1	0	0	0	0	9	0	11	0	0	5	13	1	1	0	0	31	3	0	0	75	1017

HEAVY-VEHICLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
4:00 PM	1	0	0	0	0	0	0	2	0	0	0	0	3
4:05 PM	0	0	0	0	0	1	1	0	0	0	1	0	3
4:10 PM	0	0	0	1	0	0	2	2	0	0	3	0	8
4:15 PM	0	0	0	0	0	1	3	2	0	0	2	0	8
4:20 PM	0	0	0	0	0	3	2	1	0	0	3	0	9
4:25 PM	0	0	0	0	0	1	1	3	0	0	2	0	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:35 PM	0	0	0	0	0	1	0	3	0	0	3	0	7
4:40 PM	0	0	0	0	0	2	3	3	0	0	2	0	10
4:45 PM	0	0	0	0	0	0	1	2	0	0	2	0	5
4:50 PM	0	0	0	0	0	0	1	3	0	0	2	0	6
4:55 PM	0	0	0	0	0	3	0	1	0	0	3	0	7
5:00 PM	0	0	0	0	0	1	2	1	0	0	1	0	5
5:05 PM	0	0	0	0	0	2	1	3	0	0	1	0	7
5:10 PM	0	0	0	0	0	3	0	1	0	0	2	0	6
5:15 PM	0	0	0	0	0	0	2	1	0	0	1	0	4
5:20 PM	0	0	0	0	0	1	1	2	0	0	4	0	8
5:25 PM	0	0	0	0	0	2	2	3	0	0	3	1	11
5:30 PM	0	0	0	0	0	2	0	1	0	0	0	0	3
5:35 PM	0	0	0	0	0	1	1	2	0	0	2	0	6
5:40 PM	0	0	0	0	0	2	2	2	0	0	5	0	11
5:45 PM	0	0	0	0	0	3	3	3	0	0	1	0	7
5:50 PM	0	0	0	0	0	3	2	1	0	0	2	0	8
5:55 PM	0	0	0	0	0	2	0	3	0	0	2	0	7

QUALITY COUNTS REPORT  
 =====

Intersection: Presidio Av Geary Blvd

City/State: San Francisco CA  
 QJobNo: 14457013

ClientID:  
 Date: 7/6/2017

Comments:

PEAK HOUR: 5:00 PM  
 PEAK HOUR: 6:00 PM  
 PEAK 15-M: 5:10 PM  
 PEAK 15-M: 5:25 PM  
 PHF: 0.87

Lane Configuration:

STOP SBLane1 SBLane2 SBLane3 SBLane4 SBLane5 SBLane6 SBLane7  
 R LT  
 EBLane7 LTR  
 EBLane6  
 EBLane5  
 EBLane4  
 EBLane3  
 EBLane2 L  
 EBLane1 TR  
 STOP  
 NBLane7 NBLane6 NBLane5 NBLane4 NBLane3 NBLane2 NBLane1 STOP

STOP  
 WBLane1  
 WBLane2  
 WBLane3  
 WBLane4  
 WBLane5  
 WBLane6  
 WBLane7

PEDESTRIAN VOLUMES

Time Period	North	South	East	West	Total
4:00 PM	3	1	1	4	9
4:05 PM	3	2	3	3	11
4:10 PM	3	0	1	9	13
4:15 PM	3	0	1	9	13
4:20 PM	6	0	2	14	22
4:25 PM	2	0	2	6	10
4:30 PM	4	0	1	5	10
4:35 PM	5	0	3	12	20
4:40 PM	3	0	5	4	12
4:45 PM	7	0	3	6	16
4:50 PM	4	0	2	5	11
4:55 PM	8	0	1	10	19
5:00 PM	4	0	3	5	12
5:05 PM	3	0	4	14	21
5:10 PM	4	0	3	3	10
5:15 PM	7	0	3	7	17
5:20 PM	7	1	5	10	23
5:25 PM	15	0	2	7	24
5:30 PM	7	0	2	6	15
5:35 PM	9	0	2	5	16
5:40 PM	11	0	3	8	22
5:45 PM	4	0	5	8	17
5:50 PM	8	0	1	12	21
5:55 PM	2	0	2	15	19

BICYCLE VOLUMES

Time Period	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	Total
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:05 PM	0	1	1	0	1	0	0	0	0	0	0	0	3
4:10 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	2	1	0	3
4:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	1	0	0	1	0	3
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	1	1	0	0	0	0	1	0	3
5:15 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
5:20 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	2	0	1	0	0	0	0	3
5:50 PM	0	0	0	0	1	2	0	1	0	0	0	0	4
5:55 PM	0	0	0	0	1	0	0	0	1	0	0	0	2

## 4. Drop-Off and Pick-Up Data



**Site Code:** 14457021  
**Location:** Marin Day Schools West Side  
**Date:** 7/6/2017

Pick Ups & Drop Offs					
Arrival	Departure	Duration	Vehicle Type	Zone	Note
	16:30:27		Passenger Vehicle	Parking Space	
	16:32:16		Passenger Vehicle	Parking Space	
	16:33:15		Passenger Vehicle	Parking Space	
	16:33:48		Passenger Vehicle	Parking Space	
	16:35:48		Passenger Vehicle	Parking Space	
	16:36:17		Passenger Vehicle	Parking Space	
	16:37:20		Passenger Vehicle	Parking Space	
	16:38:53		Passenger Vehicle	Parking Space	
	16:42:40		Passenger Vehicle	Parking Space	
	16:54:32		Passenger Vehicle	Parking Space	
	16:55:30		Passenger Vehicle	Parking Space	
	17:00:29		Passenger Vehicle	Parking Space	
	17:02:41		Passenger Vehicle	Parking Space	
	17:08:31		Passenger Vehicle	Parking Space	
	17:09:45		Passenger Vehicle	Parking Space	
	17:10:21		Passenger Vehicle	Parking Space	
	17:10:40		Passenger Vehicle	Parking Space	Exits the parking lot travelling in the wrong direction
	17:12:46		Passenger Vehicle	Parking Space	
	17:14:52		Passenger Vehicle	Parking Space	
	17:15:57		Passenger Vehicle	Parking Space	
	17:17:21		Passenger Vehicle	Parking Space	
	17:20:23		Passenger Vehicle	Parking Space	
	17:20:42		Passenger Vehicle	Parking Space	
	17:37:28		Passenger Vehicle	Parking Space	
	17:40:28		Passenger Vehicle	Parking Space	
	17:46:06		Passenger Vehicle	Parking Space	Exits the parking lot travelling in the wrong direction
	17:51:16		Passenger Vehicle	Parking Space	
	17:53:09		Passenger Vehicle	Parking Space	
	17:57:48		Passenger Vehicle	Parking Space	
	18:12:03		Passenger Vehicle	Parking Space	
	18:12:22		Passenger Vehicle	Parking Space	
	18:13:45		Passenger Vehicle	Parking Space	
	18:20:15		Passenger Vehicle	Parking Space	
16:49:24	17:10:05	0:20:41	Passenger Vehicle	Parking Space	
16:51:33	17:13:23	0:21:50	Passenger Vehicle	Parking Space	
16:53:20	17:01:12	0:07:52	Passenger Vehicle	Parking Space	
16:53:46	17:19:25	0:25:39	Passenger Vehicle	Parking Space	
16:54:08	17:00:30	0:06:22	Passenger Vehicle	Parking Space	
16:54:30	17:22:36	0:28:06	Passenger Vehicle	Parking Space	
16:58:21	17:13:58	0:15:37	Passenger Vehicle	Parking Space	
16:58:37	17:07:52	0:09:15	Passenger Vehicle	Parking Space	
16:58:59	17:15:19	0:16:20	Passenger Vehicle	Parking Space	
17:01:33	17:09:46	0:08:13	Passenger Vehicle	Parking Space	
17:02:47	17:27:49	0:25:02	Passenger Vehicle	Parking Space	
17:08:56	17:39:11	0:30:15	Passenger Vehicle	Parking Space	
17:09:33	17:09:50	0:00:17	Passenger Vehicle	Roadway	
17:11:32	17:23:15	0:11:43	Passenger Vehicle	Parking Space	
17:11:51	17:21:41	0:09:50	Passenger Vehicle	Parking Space	
17:12:50	17:19:51	0:07:01	Passenger Vehicle	Parking Space	
17:14:11	17:32:15	0:18:04	Passenger Vehicle	Parking Space	

17:17:36	17:33:14	0:15:38	Passenger Vehicle	Parking Space	
17:18:02	17:33:19	0:15:17	Passenger Vehicle	Parking Space	
17:18:04	17:18:14	0:00:10	Passenger Vehicle	Roadway	
17:18:08	17:30:34	0:12:26	Passenger Vehicle	Parking Space	
17:19:13	17:54:24	0:35:11	Passenger Vehicle	Parking Space	Enters and exits the parking lot travelling in the wrong direction
17:19:40	17:21:48	0:02:08	Passenger Vehicle	Parking Space	
17:20:56	17:28:58	0:08:02	Passenger Vehicle	Parking Space	
17:21:58	17:30:50	0:08:52	Passenger Vehicle	Parking Space	
17:22:52	17:33:31	0:10:39	Passenger Vehicle	Parking Space	
17:24:34	17:24:46	0:00:12	Passenger Vehicle	Roadway	
17:24:43	17:48:37	0:23:54	Passenger Vehicle	Parking Space	
17:25:59	17:41:03	0:15:04	Passenger Vehicle	Parking Space	
17:26:56	17:40:39	0:13:43	Passenger Vehicle	Parking Space	
17:29:53	17:47:44	0:17:51	Passenger Vehicle	Parking Space	
17:31:34	17:50:09	0:18:35	Passenger Vehicle	Parking Space	
17:32:12	17:46:47	0:14:35	Passenger Vehicle	Parking Space	
17:34:40	17:53:50	0:19:10	Passenger Vehicle	Parking Space	
17:37:17	17:50:13	0:12:56	Passenger Vehicle	Parking Space	
17:40:04	17:51:18	0:11:14	Passenger Vehicle	Parking Space	
17:41:44	18:00:33	0:18:49	Passenger Vehicle	Parking Space	
17:43:18	17:56:47	0:13:29	Passenger Vehicle	Parking Space	
17:44:22	17:50:40	0:06:18	Passenger Vehicle	Parking Space	
17:46:51	17:58:28	0:11:37	Passenger Vehicle	Parking Space	
17:46:52	18:02:57	0:16:05	Passenger Vehicle	Parking Space	
17:47:19	18:00:26	0:13:07	Passenger Vehicle	Parking Space	
17:50:35	18:15:16	0:24:41	Passenger Vehicle	Parking Space	Changes parking spots after departing
17:51:33	17:55:45	0:04:12	Passenger Vehicle	Parking Space	Exits the parking lot travelling in the wrong direction
17:51:40	17:57:06	0:05:26	Passenger Vehicle	Parking Space	
17:57:05	18:05:10	0:08:05	Passenger Vehicle	Parking Space	
17:57:31	18:03:44	0:06:13	Passenger Vehicle	Parking Space	
17:57:47	18:26:39	0:28:52	Passenger Vehicle	Parking Space	
18:08:49			Passenger Vehicle	Parking Space	
18:10:57	18:11:03	0:00:06	Passenger Vehicle	Roadway	
18:15:32	18:28:54	0:13:22	Passenger Vehicle	Parking Space	Relocated from a different parking spot

Roadway Blockages				
Start Time	End Time	Duration	Description	
17:09:33	17:09:50	0:00:17	Vehicle stops in the roadway	
17:10:40	17:10:56	0:00:16	Vehicle exits the parking lot travelling the wrong direction	
17:18:04	17:18:14	0:00:10	Vehicle stops in the roadway	
17:19:01	17:19:13	0:00:12	Vehicle enters the parking lot travelling the wrong direction	
17:24:34	17:24:46	0:00:12	Vehicle stops in the roadway	
17:46:06	17:46:29	0:00:23	Vehicle exits the parking lot travelling the wrong direction	
17:54:24	17:54:43	0:00:19	Vehicle exits the parking lot travelling the wrong direction	
17:55:45	17:56:01	0:00:16	Vehicle exits the parking lot travelling the wrong direction	
18:10:57	18:11:03	0:00:06	Vehicle stops in the roadway	

Traffic Direction				
Start Time	End Time	Duration	Description	
			No traffic direction observed	



**Site Code:** 14457020  
**Location:** Marin Day Schools West Side  
**Date:** 7/6/2017

Pick Ups & Drop Offs					
Arrival	Departure	Duration	Vehicle Type	Zone	Note
6:14:26	6:17:41	0:03:15	Passenger Vehicle	Parking Space	
6:31:55	6:37:54	0:05:59	Passenger Vehicle	Parking Space	
7:02:08	7:16:35	0:14:27	Passenger Vehicle	Parking Space	
7:07:21	7:07:35	0:00:14	Passenger Vehicle	Roadway	
7:12:35			Passenger Vehicle	Parking Space	
7:18:39	7:19:25	0:00:46	Passenger Vehicle	Parking Space	
7:21:07			Passenger Vehicle	Parking Space	
7:28:00			Passenger Vehicle	Parking Space	
7:29:46	7:44:40	0:14:54	Passenger Vehicle	Parking Space	
7:33:37			Passenger Vehicle	Parking Space	
7:34:10			Passenger Vehicle	Parking Space	
7:34:40			Passenger Vehicle	Parking Space	
7:36:58	7:48:26	0:11:28	Passenger Vehicle	Parking Space	
7:37:28	7:46:28	0:09:00	Passenger Vehicle	Parking Space	Exits the parking lot travelling in the wrong direction
7:40:12	7:40:39	0:00:27	Passenger Vehicle	Roadway	
7:40:28	7:42:04	0:01:36	Passenger Vehicle	Parking Space	
7:42:06	7:42:14	0:00:08	Passenger Vehicle	Roadway	
7:42:23			Passenger Vehicle	Parking Space	
7:42:39	7:49:13	0:06:34	Passenger Vehicle	Parking Space	
7:43:15			Passenger Vehicle	Parking Space	
7:46:18			Passenger Vehicle	Parking Space	
7:46:22			Passenger Vehicle	Parking Space	
7:48:19			Passenger Vehicle	Parking Space	
7:50:28			Passenger Vehicle	Parking Space	
7:52:37			Passenger Vehicle	Parking Space	
7:52:37			Passenger Vehicle	Parking Space	
7:55:49			Passenger Vehicle	Parking Space	
7:56:48			Passenger Vehicle	Parking Space	
7:58:54			Passenger Vehicle	Parking Space	

Roadway Blockages				
Start Time	End Time	Duration	Description	
7:07:21	7:07:35	0:00:14	Vehicle stops in the roadway	
7:40:12	7:40:39	0:00:27	Vehicle stops in the roadway	
7:42:06	7:42:14	0:00:08	Vehicle stops in the roadway	
7:46:28	7:47:03	0:00:35	Vehicle exits the parking lot travelling the wrong direction	

Traffic Direction				
Start Time	End Time	Duration	Description	
			No traffic direction observed	



Site Code: 14457016

Location: JCCSF Youth Center

Date: 7/6/2017

Pick Ups & Drop Offs					
Arrival	Departure	Duration	Vehicle Type	Zone	Note
7:02:04	7:02:18	0:00:14	Bus	Bus Stop	
7:04:36	7:05:04	0:00:28	Passenger Vehicle	Pick Up/Drop Off Zone	
7:08:29	7:08:54	0:00:25	Bus	Bus Stop	
7:11:31	7:11:50	0:00:19	Passenger Vehicle	Pick Up/Drop Off Zone	
7:13:02	7:13:15	0:00:13	Bus	Bus Stop	
7:14:27	7:14:45	0:00:18	Bus	Bus Stop	
7:14:33	7:14:52	0:00:19	Bus	Bus Stop	
7:15:28	7:37:21	0:21:53	Box Truck	Pick Up/Drop Off Zone	
7:20:26	7:22:48	0:02:22	Passenger Vehicle	Pick Up/Drop Off Zone	
7:24:25	7:24:43	0:00:18	Bus	Bus Stop	
7:26:49	7:27:48	0:00:59	Passenger Vehicle	Bus Stop	
7:27:48	7:28:00	0:00:12	Passenger Vehicle	Roadway	
7:28:54	7:29:08	0:00:14	Passenger Vehicle	Bus Stop	
7:29:08	7:29:26	0:00:18	Bus	Bus Stop	
7:33:27	8:03:10	0:29:43	Bus	Pick Up/Drop Off Zone	
7:34:17	7:34:41	0:00:24	Bus	Bus Stop	
7:35:18	7:35:23	0:00:05	Passenger Vehicle	Roadway	
7:43:45	7:44:02	0:00:17	Passenger Vehicle	Pick Up/Drop Off Zone	
7:44:11	7:44:33	0:00:22	Bus	Bus Stop	
7:45:16	7:45:41	0:00:25	Passenger Vehicle	Pick Up/Drop Off Zone	
7:50:03	7:50:15	0:00:12	Passenger Vehicle	Pick Up/Drop Off Zone	
7:51:15	7:51:35	0:00:20	Bus	Bus Stop	
7:51:39	7:51:58	0:00:19	Bus	Bus Stop	
7:52:28	7:52:57	0:00:29	Passenger Vehicle	Bus Stop	
7:54:23	7:54:44	0:00:21	Bus	Bus Stop	
7:54:56	7:59:17	0:04:21	Passenger Vehicle	Pick Up/Drop Off Zone	
7:55:03	7:55:20	0:00:17	Passenger Vehicle	Pick Up/Drop Off Zone	
7:55:03	7:55:29	0:00:26	Passenger Vehicle	Pick Up/Drop Off Zone	
7:57:20	7:58:38	0:01:18	Passenger Vehicle	Pick Up/Drop Off Zone	
7:58:47	8:00:05	0:01:18	Passenger Vehicle	Pick Up/Drop Off Zone	
8:00:19	8:00:36	0:00:17	Passenger Vehicle	Pick Up/Drop Off Zone	
8:00:48	8:03:00	0:02:12	Passenger Vehicle	Pick Up/Drop Off Zone	
8:00:54	8:01:17	0:00:23	Passenger Vehicle	Pick Up/Drop Off Zone	
8:01:35	8:02:21	0:00:46	Bus	Bus Stop	
8:03:31	8:03:53	0:00:22	Passenger Vehicle	Pick Up/Drop Off Zone	
8:03:32	8:04:05	0:00:33	Passenger Vehicle	Pick Up/Drop Off Zone	
8:03:47	8:04:17	0:00:30	Passenger Vehicle	Roadway	
8:05:11	8:05:37	0:00:26	Bus	Bus Stop	
8:08:55	8:09:14	0:00:19	Bus	Bus Stop	
8:09:47	8:12:51	0:03:04	Passenger Vehicle	Pick Up/Drop Off Zone	
8:10:57	8:11:26	0:00:29	Passenger Vehicle	Pick Up/Drop Off Zone	
8:12:46	8:13:30	0:00:44	Bus	Bus Stop	
8:13:16	8:14:18	0:01:02	Bus	Bus Stop	
8:15:06	8:15:54	0:00:48	Bus	Bus Stop	
8:15:45	8:19:55	0:04:10	Passenger Vehicle	Pick Up/Drop Off Zone	
8:16:05	8:16:32	0:00:27	Bus	Bus Stop	
8:18:02	8:18:34	0:00:32	Passenger Vehicle	Pick Up/Drop Off Zone	
8:18:25	8:18:59	0:00:34	Passenger Vehicle	Pick Up/Drop Off Zone	

8:21:17	8:21:46	0:00:29	Bus	Bus Stop	
8:23:07	8:23:37	0:00:30	Passenger Vehicle	Pick Up/Drop Off Zone	
8:23:48	8:24:09	0:00:21	Bus	Bus Stop	
8:26:19	8:26:48	0:00:29	Bus	Bus Stop	
8:31:03	8:39:12	0:08:09	Passenger Vehicle	Pick Up/Drop Off Zone	
8:32:08	8:32:38	0:00:30	Bus	Bus Stop	
8:32:23	8:33:06	0:00:43	Bus	Bus Stop	
8:33:26	8:34:01	0:00:35	Passenger Vehicle	Pick Up/Drop Off Zone	
8:34:35	8:35:07	0:00:32	Passenger Vehicle	Pick Up/Drop Off Zone	
8:34:51	8:35:21	0:00:30	Bus	Bus Stop	
8:36:09	8:36:40	0:00:31	Bus	Bus Stop	
8:37:58	8:38:24	0:00:26	Passenger Vehicle	Pick Up/Drop Off Zone	
8:39:17	8:39:54	0:00:37	Passenger Vehicle	Pick Up/Drop Off Zone	
8:39:43	8:40:00	0:00:17	Passenger Vehicle	Pick Up/Drop Off Zone	
8:39:54	8:40:22	0:00:28	Bus	Bus Stop	
8:42:21	8:43:52	0:01:31	Bus	Bus Stop	
8:43:02	8:43:34	0:00:32	Passenger Vehicle	Pick Up/Drop Off Zone	
8:43:08	8:50:17	0:07:09	Bus	Bus Stop	
8:44:52	8:45:21	0:00:29	Bus	Bus Stop	
8:45:51	8:51:11	0:05:20	Passenger Vehicle	Pick Up/Drop Off Zone	
8:45:51	8:46:12	0:00:21	Passenger Vehicle	Pick Up/Drop Off Zone	
8:47:17	8:47:50	0:00:33	Passenger Vehicle	Pick Up/Drop Off Zone	
8:47:57	8:48:46	0:00:49	Passenger Vehicle	Pick Up/Drop Off Zone	
8:48:24	8:52:40	0:04:16	Passenger Vehicle	Pick Up/Drop Off Zone	
8:49:26	8:50:04	0:00:38	Passenger Vehicle	Pick Up/Drop Off Zone	
8:49:37	8:50:04	0:00:27	Passenger Vehicle	Pick Up/Drop Off Zone	
8:50:22	8:51:16	0:00:54	Passenger Vehicle	Pick Up/Drop Off Zone	
8:50:36	8:51:09	0:00:33	Bus	Bus Stop	
8:52:03	8:52:20	0:00:17	Passenger Vehicle	Pick Up/Drop Off Zone	
8:52:03	8:52:37	0:00:34	Passenger Vehicle	Pick Up/Drop Off Zone	
8:52:24	8:52:52	0:00:28	Passenger Vehicle	Pick Up/Drop Off Zone	
8:53:13	8:53:47	0:00:34	Passenger Vehicle	Pick Up/Drop Off Zone	
8:53:30	8:54:08	0:00:38	Bus	Bus Stop	
8:54:04	8:54:40	0:00:36	Passenger Vehicle	Pick Up/Drop Off Zone	
8:57:10	8:57:41	0:00:31	Bus	Bus Stop	
8:58:04	8:58:27	0:00:23	Passenger Vehicle	Pick Up/Drop Off Zone	
8:58:04	8:58:45	0:00:41	Passenger Vehicle	Pick Up/Drop Off Zone	
8:58:13	8:58:48	0:00:35	Passenger Vehicle	Pick Up/Drop Off Zone	
8:58:18	8:59:01	0:00:43	Passenger Vehicle	Pick Up/Drop Off Zone	
8:58:27			Passenger Vehicle	Pick Up/Drop Off Zone	
8:59:18			Passenger Vehicle	Pick Up/Drop Off Zone	
8:59:38			Bus	Bus Stop	

Roadway Blockages				
Start Time	End Time	Duration	Description	
7:06:42	7:06:48	0:00:06	Vehicle makes U-Turn in roadway	
7:27:48	7:28:00	0:00:12	Vehicle stops in the roadway	
7:35:18	7:35:23	0:00:05	Vehicle stops in the roadway	
8:18:34	8:18:42	0:00:08	Vehicle makes U-Turn in roadway	
8:34:07	8:34:13	0:00:06	Vehicle makes U-Turn in roadway	
8:42:56	8:43:02	0:00:06	Vehicle crosses opposing lane to park in a parking space	
8:51:21	8:51:26	0:00:05	Vehicle makes U-Turn in roadway	

Traffic Direction				
Start Time	End Time	Duration	Description	
			No traffic direction observed	





Site Code: 14457017  
 Location: JCCSF Youth Center  
 Date: 7/6/2017

Pick Ups & Drop Offs					
Arrival	Departure	Duration	Vehicle Type	Zone	Note
	16:00:10		Passenger Vehicle	Pick Up/Drop Off Zone	
	16:00:18		Passenger Vehicle	Pick Up/Drop Off Zone	
	16:00:30		Passenger Vehicle	Pick Up/Drop Off Zone	
	16:02:35		Passenger Vehicle	Pick Up/Drop Off Zone	
	16:05:50		Passenger Vehicle	Pick Up/Drop Off Zone	
	16:25:51		Passenger Vehicle	Pick Up/Drop Off Zone	
16:00:15	16:01:21	0:01:06	Passenger Vehicle	Pick Up/Drop Off Zone	
16:00:27	16:00:48	0:00:21	Bus	Bus Stop	
16:02:30	16:02:52	0:00:22	Passenger Vehicle	Pick Up/Drop Off Zone	
16:03:38	16:17:03	0:13:25	Passenger Vehicle	Pick Up/Drop Off Zone	
16:04:08	16:04:55	0:00:47	Bus	Bus Stop	
16:04:15	16:05:25	0:01:10	Bus	Bus Stop	
16:05:45	16:14:06	0:08:21	Passenger Vehicle	Pick Up/Drop Off Zone	
16:06:40	16:07:04	0:00:24	Passenger Vehicle	Pick Up/Drop Off Zone	
16:07:29	16:07:44	0:00:15	Bus	Bus Stop	
16:10:15	16:10:43	0:00:28	Bus	Bus Stop	
16:11:31	16:13:20	0:01:49	Passenger Vehicle	Pick Up/Drop Off Zone	
16:14:01	16:14:49	0:00:48	Bus	Bus Stop	
16:20:18	16:20:35	0:00:17	Bus	Bus Stop	
16:21:30	16:22:10	0:00:40	Bus	Bus Stop	
16:21:37	16:22:10	0:00:33	Shuttle Bus	Pick Up/Drop Off Zone	
16:24:43	16:25:12	0:00:29	Bus	Bus Stop	
16:24:59	16:25:19	0:00:20	Bus	Bus Stop	
16:26:05	16:30:14	0:04:09	School Bus	Pick Up/Drop Off Zone	
16:26:13	16:26:46	0:00:33	Bus	Bus Stop	
16:28:19	16:35:01	0:06:42	Passenger Vehicle	Pick Up/Drop Off Zone	
16:29:42	16:30:19	0:00:37	Passenger Vehicle	Pick Up/Drop Off Zone	
16:30:59	16:32:06	0:01:07	Passenger Vehicle	Pick Up/Drop Off Zone	
16:32:06	16:33:49	0:01:43	Passenger Vehicle	Pick Up/Drop Off Zone	
16:32:13	16:33:05	0:00:52	Passenger Vehicle	Pick Up/Drop Off Zone	
16:32:43	16:33:41	0:00:58	Bus	Bus Stop	
16:33:19	16:42:52	0:09:33	Passenger Vehicle	Pick Up/Drop Off Zone	
16:35:44	16:36:05	0:00:21	Passenger Vehicle	Pick Up/Drop Off Zone	
16:36:02	16:46:10	0:10:08	Passenger Vehicle	Pick Up/Drop Off Zone	
16:36:09	16:37:06	0:00:57	Bus	Bus Stop	
16:36:12	16:37:38	0:01:26	Passenger Vehicle	Pick Up/Drop Off Zone	
16:36:20	16:36:36	0:00:16	Shuttle Bus	Roadway	
16:37:24	16:37:57	0:00:33	Bus	Bus Stop	
16:38:27	16:39:01	0:00:34	Passenger Vehicle	Pick Up/Drop Off Zone	
16:38:36	16:38:44	0:00:08	Passenger Vehicle	Roadway	
16:38:41	16:39:04	0:00:23	Bus	Bus Stop	
16:39:10	16:39:25	0:00:15	Passenger Vehicle	Pick Up/Drop Off Zone	
16:39:22	16:40:01	0:00:39	Passenger Vehicle	Roadway	
16:40:02	16:40:22	0:00:20	Passenger Vehicle	Roadway	
16:40:36	16:49:04	0:08:28	Passenger Vehicle	Pick Up/Drop Off Zone	Enters parking space from opposite lane, exits travelling in wrong direction
16:40:44	16:41:21	0:00:37	Bus	Bus Stop	
16:41:26	16:41:43	0:00:17	Passenger Vehicle	Pick Up/Drop Off Zone	
16:43:33	16:44:41	0:01:08	Bus	Bus Stop	
16:43:38	16:44:46	0:01:08	Bus	Bus Stop	
16:44:37	16:46:26	0:01:49	Passenger Vehicle	Pick Up/Drop Off Zone	
16:44:58	16:45:18	0:00:20	Bus	Bus Stop	
16:45:34	16:46:14	0:00:40	Passenger Vehicle	Pick Up/Drop Off Zone	
16:46:00	16:47:33	0:01:33	Box Truck	Pick Up/Drop Off Zone	
16:46:09	16:46:27	0:00:18	Passenger Vehicle	Bus Stop	
16:47:19	16:47:52	0:00:33	Bus	Bus Stop	
16:48:29	16:50:41	0:02:12	Passenger Vehicle	Pick Up/Drop Off Zone	
16:49:16	16:49:59	0:00:43	Passenger Vehicle	Pick Up/Drop Off Zone	
16:51:01	16:51:22	0:00:21	Passenger Vehicle	Pick Up/Drop Off Zone	
16:52:38	16:53:05	0:00:27	Passenger Vehicle	Pick Up/Drop Off Zone	Exits and parks on opposite side of street
16:53:17	17:02:11	0:08:54	Passenger Vehicle	Pick Up/Drop Off Zone	
16:54:17	16:54:31	0:00:14	Bus	Bus Stop	
16:54:47	17:03:27	0:08:40	Passenger Vehicle	Pick Up/Drop Off Zone	
16:54:47	16:55:39	0:00:52	Bus	Bus Stop	
16:55:53	16:56:16	0:00:23	Bus	Bus Stop	
16:57:07	16:57:36	0:00:29	Bus	Bus Stop	
16:58:00	16:58:09	0:00:09	Passenger Vehicle	Pick Up/Drop Off Zone	

16:58:06	17:05:28	0:07:22	Passenger Vehicle	Pick Up/Drop Off Zone	
16:58:20	16:59:20	0:01:00	Bus	Bus Stop	
16:59:11	16:59:41	0:00:30	Passenger Vehicle	Pick Up/Drop Off Zone	
16:59:32	16:59:46	0:00:14	Passenger Vehicle	Roadway	
17:00:48	17:01:15	0:00:27	Passenger Vehicle	Pick Up/Drop Off Zone	
17:03:17	17:04:06	0:00:49	Bus	Bus Stop	
17:03:26	17:03:44	0:00:18	Bus	Roadway	
17:03:30	17:04:23	0:00:53	Bus	Bus Stop	
17:06:42	17:12:20	0:05:38	Passenger Vehicle	Pick Up/Drop Off Zone	
17:07:32	17:07:57	0:00:25	Passenger Vehicle	Pick Up/Drop Off Zone	
17:08:23	17:08:32	0:00:09	Passenger Vehicle	Pick Up/Drop Off Zone	
17:09:40	17:10:40	0:01:00	Passenger Vehicle	Pick Up/Drop Off Zone	
17:11:26	17:12:57	0:01:31	Passenger Vehicle	Pick Up/Drop Off Zone	
17:15:36	17:16:25	0:00:49	Bus	Bus Stop	
17:15:41	17:16:25	0:00:44	Bus	Bus Stop	
17:16:41	17:17:56	0:01:15	Passenger Vehicle	Pick Up/Drop Off Zone	
17:16:47	17:17:24	0:00:37	Bus	Bus Stop	
17:18:09	17:18:30	0:00:21	Passenger Vehicle	Pick Up/Drop Off Zone	
17:18:49	17:19:58	0:01:09	Passenger Vehicle	Pick Up/Drop Off Zone	
17:20:30	17:20:52	0:00:22	Bus	Bus Stop	
17:20:46	17:21:19	0:00:33	Bus	Bus Stop	
17:20:50	17:21:40	0:00:50	Passenger Vehicle	Pick Up/Drop Off Zone	
17:21:46	17:22:06	0:00:20	Bus	Bus Stop	
17:22:35	17:22:55	0:00:20	Bus	Bus Stop	
17:23:03	17:23:25	0:00:22	Passenger Vehicle	Pick Up/Drop Off Zone	
17:24:23	17:24:46	0:00:23	Bus	Bus Stop	
17:24:26	17:25:05	0:00:39	Bus	Bus Stop	
17:33:43			Passenger Vehicle	Pick Up/Drop Off Zone	
17:34:19	17:34:44	0:00:25	Bus	Bus Stop	
17:35:14	17:36:55	0:01:41	Passenger Vehicle	Pick Up/Drop Off Zone	
17:35:18	17:36:17	0:00:59	Bus	Bus Stop	
17:37:39	17:38:04	0:00:25	Passenger Vehicle	Pick Up/Drop Off Zone	
17:37:51	17:38:32	0:00:41	Passenger Vehicle	Pick Up/Drop Off Zone	
17:39:53	17:40:22	0:00:29	Bus	Bus Stop	
17:40:22	17:41:19	0:00:57	Bus	Bus Stop	
17:40:41	17:43:58	0:03:17	Passenger Vehicle	Pick Up/Drop Off Zone	
17:41:45	17:42:00	0:00:15	Passenger Vehicle	Pick Up/Drop Off Zone	
17:41:49	17:43:18	0:01:29	Bus	Bus Stop	
17:42:26	17:43:00	0:00:34	Passenger Vehicle	Pick Up/Drop Off Zone	
17:42:31	17:42:48	0:00:17	Passenger Vehicle	Roadway	
17:43:55	17:44:29	0:00:34	Bus	Bus Stop	
17:46:24	17:47:09	0:00:45	Bus	Bus Stop	
17:46:29	17:46:57	0:00:28	Bus	Bus Stop	
17:46:38	17:55:36	0:08:58	Passenger Vehicle	Pick Up/Drop Off Zone	
17:46:52	17:47:15	0:00:23	Shuttle Bus	Pick Up/Drop Off Zone	
17:47:40	17:48:07	0:00:27	Shuttle Bus	Pick Up/Drop Off Zone	
17:49:13	17:49:24	0:00:11	Passenger Vehicle	Pick Up/Drop Off Zone	
17:55:15	17:55:56	0:00:41	Bus	Bus Stop	
17:55:22	17:56:39	0:01:17	Bus	Bus Stop	
17:56:54			Passenger Vehicle	Pick Up/Drop Off Zone	
17:57:31	17:57:52	0:00:21	Bus	Bus Stop	
17:57:38	17:58:07	0:00:29	Bus	Bus Stop	
17:58:46	17:59:09	0:00:23	Bus	Bus Stop	
17:58:46			Passenger Vehicle	Pick Up/Drop Off Zone	
17:59:34			Bus	Bus Stop	

Roadway Blockages				
Start Time	End Time	Duration	Description	
16:17:11	16:17:21	0:00:10	Vehicle crosses opposing lane to park in the street	
16:36:20	16:36:36	0:00:16	Vehicle stops in the roadway	
16:38:36	16:38:44	0:00:08	Vehicle stops in the roadway	
16:39:22	16:40:01	0:00:39	Vehicle stops in the roadway	
16:40:02	16:40:22	0:00:20	Vehicle stops in the roadway	
16:40:29	16:40:36	0:00:07	Vehicle crosses opposing lane to park in a parking space	
16:53:07	16:53:26	0:00:19	Vehicle crosses opposing lane to park in the street	
16:59:32	16:59:46	0:00:14	Vehicle stops in the roadway	
17:03:26	17:03:44	0:00:18	Vehicle stops in the roadway	
17:17:24	17:17:29	0:00:05	Vehicle makes U-Turn in roadway	
17:28:53	17:29:21	0:00:28	Vehicle crosses opposing lane to park in the street	
17:42:31	17:42:48	0:00:17	Vehicle stops in the roadway	
17:44:51	17:44:58	0:00:07	Vehicle crosses opposing lane to park in the street	

Traffic Direction				
Start Time	End Time	Duration	Description	
			No traffic direction observed	

## 5. Vehicle Miles Traveled Background Data

	SF-CHAMP 5.0 2012 Base Year Model Run			SF-CHAMP 5.0 2040 Base Year Model Run (BMS Alt1B)		
	retail_vmt_per_jok	work-vmt-daily	vmt-hh-daily	retail_vmt_per_jok	work-vmt-daily	vmt-hh-daily
311	37	1653	8271	31	1621	7651
317	13	6140	6074	10	8181	6278
687	12	4839	5638	11	5129	4809
709	4	4701	0	4	4528	0
710	39	1050	4481	41	694	4703
718	9	7259	3322	9	7881	4264
843	12	3652	5567	14	4196	4874
Average	18	4185	4765	17	4604	4654
				-4%	9%	-2%

## **6. Transportation Demand Management Program Application**



## APPLICATION PACKET OF INFORMATION FOR **Transportation Demand Management Program**

### **WHAT IS THE TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM?**

The City and County of San Francisco (“City”) is projected to grow substantially through 2040, and this growth will bring more cars. The Transportation Demand Management (TDM) Program is aimed at improving and expanding the City’s transportation system, and it creates a policy framework for new private development to minimize its impact on the transportation system. The TDM Program helps ensure that new developments are designed to make it easier for residents, tenants, employees, and visitors to get around by sustainable travel modes, such as transit, walking, and biking. Property owners choose from a variety of TDM measures, which are intended to reduce Vehicle Miles Traveled (“VMT”) associated with a particular type of development project.

Planning Code Section 169 identifies the applicability for the TDM Program and establishes the TDM Program Standards. The TDM Program Standards contain the specific requirements necessary for a Development Project’s compliance with the TDM Program. These requirements include submittal of one or more TDM Plans. The TDM Plan(s) shall document the Development Project’s compliance with the TDM Program, including the Development Project’s point target and associated TDM measures selected to achieve that point target.

### **WHEN IS A TDM PLAN NECESSARY?**

In general, any Development Project that meets the applicability criteria of Planning Code Section 169.3 shall be subject to the TDM Program requirements, and must submit a TDM Plan. This includes projects that propose:

- Addition/Construction of ten (10) or more Dwelling Units
- Addition/Construction of ten (10) or more bedrooms of Group Housing
- New construction resulting in 10,000 square feet of **occupied floor area** or more of any use other than Residential, excluding any area used for accessory parking
- Any Change of Use of 25,000 square feet of **occupied floor area** or more of any use other than Residential, excluding any area used for accessory parking, if:
  - The Change of Use involves a change from a Residential use to any use other than Residential, or
  - The Change of Use involves a change from any use other than Residential to another use other than Residential.

Projects that are 100% Affordable Housing, or projects that are for Parking Garages or Parking Lots that are not included within a larger Development Project, are exempt from the TDM Program requirements.

Projects with a Development Application filed, or an Environmental Evaluation Application deemed complete on or before September 4, 2016, shall be subject to 50% of the applicable target requirement. Projects not meeting the above criteria, but which file a Development Application before January 1, 2018, shall be subject to 75% of the applicable target requirement. Projects submitting their first Development Application on or after January 1, 2018 shall be subject to 100% of the target requirement.

### **HOW DOES THE PROCESS WORK?**

If the project is subject to the TDM Program per Planning Code Section 169.3, the Project Sponsor shall fill out and submit the accompanying application form, along with the associated application fee, at the time of submittal for the first Development Application for the project.

For projects that require a pre-application community meeting, the Project Sponsor must discuss potential TDM measures at the meeting and solicit feedback from the local community to be taken into consideration when preparing the proposed TDM Plan application for submission. In addition, if the project requires a Preliminary Project Assessment (PPA), the Project Sponsor is required to submit a draft TDM Plan with the PPA application.

Once the TDM Plan is received, Planning Department staff will review the application for compliance with the TDM Program Standards in conjunction with review of the Development Application for the project. The project will be subject to the TDM Program Standards in effect on the date the TDM Plan application is accepted at the Planning Department.

A project's TDM Plan will be finalized prior to Planning Department approval of the associated building permit. The final TDM Plan will be recorded as a Notice in the Official Records of the Recorder of the City. Neither the Planning Commission or the Zoning Administrator can waive, reduce, or adjust the requirements of the TDM Program through the approval process for the Development Application. However, a Development Project's finalized TDM Plan may be subsequently modified after the issuance of a building or site permit, in accordance with Planning Code Section 169.4 and the TDM Program Standards.

All projects subject to the TDM Program must designate a TDM coordinator: the point of contact for Planning Department staff on the project's compliance with the TDM Program. The project's TDM coordinator will also coordinate a pre-occupancy site visit with Planning Department staff, and will submit Pre-Occupancy and Ongoing Monitoring and Reporting Forms along with the associated monitoring fee. These steps will help the Department ensure that the project will continue to comply with its TDM Plan.

#### **WHO MAY SUBMIT A TDM PLAN?**

The TDM Plan will be recorded on the property and will run with the property in perpetuity. Therefore, the property owner or a party designated as the owner's agent may submit the TDM Plan application.

#### **FEES:**

Please refer to the Planning Department Fee Schedule available at [www.sfplanning.org](http://www.sfplanning.org) or at the Planning Information Center (PIC) located at 1660 Mission Street, First Floor, San Francisco. For questions related to the Fee Schedule, please call the PIC at (415) 558-6377.

Submission of a TDM Plan application includes an initial application submittal fee. Should the cost of staff time exceed the initial fee paid, an additional fee for time and materials may be billed upon completion of the hearing process or permit approval. Monitoring for compliance will occur once a year beginning 18 months after occupancy, or will occur once every 3 years for those property owners that are in good standing after a period of 5 consecutive years. Such monitoring will be subject to a separate application and associated fee.

Development Projects consisting of 24 or fewer Dwelling Units shall be exempt from the periodic compliance review fee and the voluntary TDM Plan update review fee, but shall otherwise be subject to the TDM Program, including the required payment of the initial application fee.

Any land use that requires a TDM Plan, but will be occupied by a non-profit organization that will receive funding from the City to provide services at the subject property shall be exempt from all TDM application fees, provided it files a fee waiver application with the TDM Plan application at the time of submittal, and additional fee waivers with each Ongoing Monitoring and Reporting Form, and as needed if there is a voluntary TDM Plan update submittal. These non-profit fee waivers shall be revoked if a change occurs in the use or tenancy of the project, such that the minimum requirements for a waiver are no longer met.

#### **TDM PLAN UPDATE:**

Following occupancy of a project, if a property owner wishes to change their TDM Plan and select different measures they may submit a TDM Plan Update application, so long as it would still allow them to achieve the required point target for their Development Project. The attached application will also be used for the TDM Plan Update application, and will require a Letter of Authorization from the property owner and a written description of any programmatic TDM measures to be offered. Additionally, for a TDM Plan Update application, a set of plans must be submitted showing any physical TDM measures.



# TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

## APPLICATION SUBMITTAL REQUIREMENTS

The attached application for a TDM Plan includes a basic project description, necessary contact information, more detailed project description tables that identify the proposed land use(s), relevant point target(s) for the project, and a TDM Menu worksheet that lists the various measures the project may select in order to meet the required point target. For any programmatic TDM measures you must include a written description of the services to be provided. For physical TDM measures, the plans associated with the Development Application must show the location, number, and/or dimensions of these measures; however, a separate set of drawings is not required with the TDM application. Please answer all questions fully. Please type or print in ink and attach pages if necessary.

For assistance in preparing a TDM Plan, the Department provides a number of resources available online. Please visit <http://sf-planning.org/tdm-materials-and-resources> for more information.

### WHAT TO SUBMIT:

1. One (1) original of this application signed by owner or agent, with all blanks filled in.
2. A digital copy of all documents submitted (may be provided via CD or USB drive), containing the application and any other submittal materials that are available electronically.
3. Additional Information for Programmatic TDM Measures: the application must be accompanied by a written description of the services to be provided for any programmatic TDM measures.
4. A check made payable to the "San Francisco Planning Department" for the required application fee amount. (See Fee Schedule and/or Calculator)

Additionally, if you are not the property owner:

5. Written documentation from the property owner designating the Applicant as an Authorized Agent.

All plans and other exhibits submitted with this application will be retained as part of the permanent public record in this case.

### HOW TO SUBMIT:

To file your TDM Plan application, please bring the application and all accompanying materials with you at the time of your intake appointment for the project's Development Application.

To schedule an appointment, please send an email request along with the intake appointment request form to: [CPC.Intake@sfgov.org](mailto:CPC.Intake@sfgov.org).

Intake request forms are available here: <http://sf-planning.org/permit-forms-applications-and-fees>.

Projects that only require a Building Permit Application or if the Building Permit Application is the first Development Application filed for the project, the TDM Plan application may be submitted in person at the Planning Information Center at 1660 Mission Street, first floor.

**Español:** Si desea ayuda sobre cómo llenar esta solicitud en español, por favor llame al 415-575-9010. Tenga en cuenta que el Departamento de Planificación requerirá al menos un día hábil para responder

**中文:** 如果您希望獲得使用中文填寫這份申請表的幫助, 請致電415-575-9010。請注意, 規劃部門需要至少一個工作日來回應。

**Tagalog:** Kung gusto mo ng tulong sa pagkumpleto ng application na ito sa Filipino, paki tawagan ang 415-575-9121. Paki tandaan na mangangailangan ang Planning Department ng hindi kukulangin sa isang araw na pantrabaho para makasagot.





# TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN APPLICATION

## Property Owner's Information

---

Name: \_\_\_\_\_

Address: \_\_\_\_\_ Email Address: \_\_\_\_\_

\_\_\_\_\_ Telephone: \_\_\_\_\_

## Applicant Information (if applicable)

---

Name: \_\_\_\_\_ Same as above

Company/Organization: \_\_\_\_\_

Address: \_\_\_\_\_ Email Address: \_\_\_\_\_

\_\_\_\_\_ Telephone: \_\_\_\_\_

### Please Select Billing Contact:

Owner     Applicant     Other (see below for details)

Name: \_\_\_\_\_ Email: \_\_\_\_\_ Phone: \_\_\_\_\_

### Please Select Primary Project/TDM Contact:

Owner     Applicant     Billing     Other (see below for details)

Name: \_\_\_\_\_ Email: \_\_\_\_\_ Phone: \_\_\_\_\_

## Property Information

---

Project Address: \_\_\_\_\_ Block/Lot(s): \_\_\_\_\_

### Project Description:

Please provide a narrative project description that summarizes the project and its purpose.  See Attachment

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## LAND USE TABLES

If you are not sure of the eventual size of the project, provide the maximum estimates.

Gross Floor Area and Occupied Floor Area are defined in Planning Code Section 102.

<b>Land Use Category A (Retail)</b>	
Gross Floor Area (GFA)	
<b>Occupied Floor Area (OFA)</b>	
Number of Accessory Parking Spaces	
Target Points	

<b>Land Use Category B (Office)</b>	
Gross Floor Area (GFA)	
<b>Occupied Floor Area (OFA)</b>	
Number of Accessory Parking Spaces	
Target Points	

<b>Land Use Category C (Residential)</b>	
Gross Floor Area (GFA)	
<b>Occupied Floor Area (OFA)</b>	
Number of Accessory Parking Spaces	
Target Points	

<b>Land Use Category D (Other)</b>	
Gross Floor Area (GFA)	
<b>Occupied Floor Area (OFA)</b>	
Number of Accessory Parking Spaces	
Target Points	

# TDM PLAN WORKSHEET

Category	Measure	Points	Land Use Category			
			A Retail	B Office	C Residential	D Other
ACTIVE-1	Improve Walking Conditions: <b>Option A</b> ; or	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
	Improve Walking Conditions: <b>Option B</b>	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
ACTIVE-2	Bicycle Parking: <b>Option A</b> ; or	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Bicycle Parking: <b>Option B</b> ; or	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Bicycle Parking: <b>Option C</b> ; or	3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Bicycle Parking: <b>Option D</b>	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
ACTIVE-3	Showers and Lockers	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ACTIVE-4	Bike Share Membership: <b>Location A</b> ; or	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
	Bike Share Membership: <b>Location B</b>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
ACTIVE-5A	Bicycle Repair Station	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
ACTIVE-5B	Bicycle Maintenance Services	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
ACTIVE-6	Fleet of Bicycles	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
ACTIVE-7	Bicycle Valet Parking	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
CSHARE-1	Car-share Parking and Membership: <b>Option A</b> ; or	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Car-share Parking and Membership: <b>Option B</b> ; or	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Car-share Parking and Membership: <b>Option C</b> ; or	3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Car-share Parking and Membership: <b>Option D</b> ; or	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
	Car-share Parking and Membership: <b>Option E</b>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
DELIVERY-1	Delivery Supportive Amenities	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
DELIVERY-2	Provide Delivery Services	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
FAMILY-1	Family TDM Amenities: <b>Option A</b> ; and/or	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Family TDM Amenities: <b>Option B</b>	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FAMILY-2	On-site Childcare	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FAMILY-3	Family TDM Package	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HOV-1	Contributions or Incentives for Sustainable Transportation: <b>Option A</b> ; or	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
	Contributions or Incentives for Sustainable Transportation: <b>Option B</b> ; or	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
	Contributions or Incentives for Sustainable Transportation: <b>Option C</b> ; or	6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
	Contributions or Incentives for Sustainable Transportation: <b>Option D</b>	8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
HOV-2	Shuttle Bus Service: <b>Option A</b> ; or	7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>
	Shuttle Bus Service: <b>Option B</b>	14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>

- = applicable to land use category.
- = applicable to land use category, see fact sheets for further details regarding project size and/or location.
- = applicable to land use category only if project includes some parking.
- = not applicable to land use category.
- = project sponsor can select these measures for land use category D, but will not receive points.

NOTE: Please tally the points on the next page.

NOTE: A project sponsor can only receive up to 14 points between HOV-2 and HOV-3.

Category	Measure	Points	Land Use Category			
			A Retail	B Office	C Residential	D Other
HOV-3	Vanpool Program: Option A; or	1	☑	☑	☒	○
	Vanpool Program: Option B; or	2	☑	☑	☒	○
	Vanpool Program: Option C; or	3	☑	☑	☒	○
	Vanpool Program: Option D; or	4	☑	☑	☒	○
	Vanpool Program: Option E; or	5	☑	☑	☒	○
	Vanpool Program: Option F; or	6	☑	☑	☒	○
	Vanpool Program: Option G	7	☑	☑	☒	○
INFO-1	Multimodal Wayfinding Signage	1	☑	☑	☑	☑
INFO-2	Real Time Transportation Information Displays	1	☑	☑	☑	☑
INFO-3	Tailored Transportation Marketing Services: Option A; or	1	☑	☑	☑	○
	Tailored Transportation Marketing Services: Option B; or	2	☑	☑	☑	○
	Tailored Transportation Marketing Services: Option C; or	3	☑	☑	☑	○
	Tailored Transportation Marketing Services: Option D	4	☑	☑	☑	○
LU-1	Healthy Food Retail in Underserved Area	2	☑	☒	☒	☒
LU-2	On-site Affordable Housing: Option A; or	1	☒	☒	☑	☒
	On-site Affordable Housing: Option B; or	2	☒	☒	☑	☒
	On-site Affordable Housing: Option C; or	3	☒	☒	☑	☒
	On-site Affordable Housing: Option D	4	☒	☒	☑	☒
PKG-1	Unbundle Parking: Location A; or	1	☑☐	☑☐	☑☐	○
	Unbundle Parking: Location B; or	2	☑☐	☑☐	☑☐	○
	Unbundle Parking: Location C; or	3	☑☐	☑☐	☑☐	○
	Unbundle Parking: Location D; or	4	☑☐	☑☐	☑☐	○
	Unbundle Parking: Location E	5	☑☐	☑☐	☑☐	○
PKG-2	Parking Pricing	2	☐	☐	☒	○
PKG-3	Parking Cash Out: Non-residential Tenants	2	☐	☐	☒	○
PKG-4	Parking Supply: Option A; or	1	☐	☐	☐	☐
	Parking Supply: Option B; or	2	☐	☐	☐	☐
	Parking Supply: Option C; or	3	☐	☐	☐	☐
	Parking Supply: Option D; or	4	☐	☐	☐	○
	Parking Supply: Option E; or	5	☐	☐	☐	○
	Parking Supply: Option F; or	6	☐	☐	☐	○
	Parking Supply: Option G; or	7	☐	☐	☐	○
	Parking Supply: Option H; or	8	☐	☐	☐	○
	Parking Supply: Option I; or	9	☐	☐	☐	○
	Parking Supply: Option J; or	10	☐	☐	☐	○
	Parking Supply: Option K	11	☑	☑	☑	○

- ☑ = applicable to land use category.
- ☑☐ = applicable to land use category, see fact sheets for further details regarding project size and/or location.
- ☐ = applicable to land use category only if project includes some parking.
- ☒ = not applicable to land use category.
- = project sponsor can select these measures for land use category D, but will not receive points.

**Land Use Category Totals**

A Retail      B Office      C Residential      D Other

Point Subtotal from Page 1: \_\_\_\_\_

Point Subtotal from Page 2: \_\_\_\_\_

Totals: \_\_\_\_\_

# APPLICANT'S AFFIDAVIT

Under penalty of perjury the following declarations are made:

- a) The undersigned is the owner or authorized agent of the owner of this property.
- b) The information presented is true and correct to the best of my knowledge.
- c) The TDM Program Standards included multiple options to meet the target, and of those options, the owner has selected the TDM measures included in the TDM Plan application.
- d) Other information or applications may be required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Name (Printed)

\_\_\_\_\_  
Relationship to Project  
(i.e. Owner, Architect, etc.)

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Email

For Department Use Only

Application received by Planning Department:

By: \_\_\_\_\_

Date: \_\_\_\_\_ Page 237

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Site Information	
Case No.	2015-014028ENV
Street Address of Project	3333 California Street (BASE CASE)
Cross Streets	California Street / Presidio Avenue, Euclid Avenue / Masonic Avenue
Zip Code	94118
Assessors Block/Lot	1032/003
Lot Area (SQ FT)	447,361
Use District	RM-1, Residential - Mixed, Low Density
Height/Bulk District	40-X
Community Plan (IF ANY)	None
Transportation Analysis Zone Number ( <a href="#">click hyperlink</a> )	709

Project Characteristics - Land Use Category A (Retail Type)	
Specify Use(s)	General, Restaurant
Gross Floor Area (square footage)	54,117
Occupied Floor Area <sup>1</sup> (square footage)	54,117
Accessory Parking Spaces	138
<b>TARGET<sup>4</sup></b>	<b>32</b>

Project Characteristics - Land Use Category B (Office Type)	
Specify Use(s)	Office (49,999); Childcare (14,690)
Gross Floor Area (square footage)	64,689
Occupied Floor Area <sup>1</sup> (square footage)	64,689
Accessory Parking Spaces	129
<b>TARGET<sup>4</sup></b>	<b>24</b>

Project Characteristics - Land Use Category C (Residential Type)	
Dwelling Units and Bedrooms in Group Housing <sup>2</sup>	558
% of Two-Bedrooms	63%
% On-site Affordable Housing (Income > 55 ≤ 80%) <sup>3</sup>	0%
% On-site Affordable Housing (Income ≤ 55%) <sup>3</sup>	0%
Accessory Parking Spaces	558
<b>TARGET<sup>4</sup></b>	<b>32</b>

Project Characteristics - Land Use Category D (Other)	
Specify Use(s)	None
Gross Floor Area (square footage)	0
Occupied Floor Area <sup>1</sup> (square footage)	0
Accessory Parking Spaces	0
<b>TARGET<sup>4</sup></b>	<b>0</b>

1. Less than 10,000 square feet (25,000 square feet for a change of use) is not subject to TDM Program.
2. Less than 10 dwelling units or beds is not subject to TDM Program.
3. 100% Affordable Housing projects are not subject to TDM Program.
4. In-use-in-development projects with a Development Application filed or environmental evaluation Application deemed complete on or before September 4, 2016 shall be subject to 50% of the target; Development Projects with a Development Application filed on or after September 5, 2016, and before January 1, 2018, shall be subject to 75% of the target; Development Projects with a Development Application filed on or after January 1, 2018 shall be subject to 100% of the target.

**PARKING**

Measure Title	Measure Name	Measure Selected	Points
PKG-1	Unbundle Parking	Yes	4
	Neighborhood Parking Rate	0.46	
	Location	Location d	
PKG-2	Short Term Daily Parking Provision	No	0
PKG-3	Parking Cash Out - Non-residential Tenants	No	0
PKG-4	Parking Supply - Planning Code Sections 151 and 151.1	No	0
	Neighborhood Parking Rate	0.46	
	Project Parking Rate	2.55	
	Option	Parked > neighborhood rate	
<b>TOTAL</b>			<b>4</b>

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# of Accessory Parking Spaces	Running Points Total	Target
138	16	32

**ACTIVE TRANSPORTATION**

Measure Title	Measure Name	Measure Selected	Points
ACTIVE-1	Improve Walking Conditions	Yes	1
	Option	Option a	
ACTIVE-2	Bicycle Parking	Yes	1
	Option	Option a - Planning Code Section 155.2	
ACTIVE-3	Showers and Lockers - Planning Code Section 154.4	Yes	1
ACTIVE-4	Bike Share Membership	No	0
	Location		
ACTIVE-5a	Bicycle Repair Station	Yes	1
ACTIVE-5b	Bicycle Repair Services	No	0
ACTIVE-6	Fleet of Bicycles	No	0
ACTIVE-7	Temporary Bicycle Valet Parking	No	0
<b>TOTAL</b>			<b>4</b>

# of Accessory Parking Spaces	Running Points Total	Target
138	16	32

**CAR-SHARE**

Measure Title	Measure Name	Measure Selected	Points
CSHARE-1	Car-Share Parking	Yes	1
	Option	Option a - Planning	
<b>TOTAL</b>			<b>1</b>

# of Accessory Parking Spaces	Running Points Total	Target
138	16	32

**DELIVERY**

Measure Title	Measure Name	Measure Selected	Points
DELIVERY-1	Delivery Supportive Amenities	Yes	1
DELIVERY-2	Provide Delivery Services	No	0
<b>TOTAL</b>			<b>1</b>

# of Accessory Parking Spaces	Running Points Total	Target
138	16	32

**FAMILY**

Measure Title	Measure Name	Measure Selected	Points
FAM-2	Family TDM - On-site Childcare	Yes	2
<b>TOTAL</b>			<b>2</b>

# of Accessory Parking Spaces	Running Points Total	Target
138	16	32

**HIGH OCCUPANCY VEHICLES**

Measure Title	Measure Name	Measure Selected	Points
HOV-1	Contributions or Incentives	No	0
	Option	Option a	
HOV-2	Shuttle Bus Service	No	0
	Option		
HOV-3	Vanpool Program	No	0
	Option	Option a	
<b>TOTAL</b>			<b>0</b>

# of Accessory Parking Spaces	Running Points Total	Target
138	16	32

**COMMUNICATIONS AND INFORMATION**

Measure Title	Measure Name	Measure Selected	Points
INFO-1	Multimodal Wayfinding Signage	Yes	1
INFO-2	Real Time Transportation Displays	Yes	1
INFO-3	Tailored Transportation Marketing Services	Yes	2
	Option	Option b	
<b>TOTAL</b>			<b>4</b>

# of Accessory Parking Spaces	Running Points Total	Target
138	16	32

**LAND USE**

Measure Title	Measure Name	Measure Selected	Points
LU-1	Healthy Food Retail in Underserved Area	No	0
<b>TOTAL</b>			<b>0</b>

# of Accessory Parking Spaces	Running Points Total	Target
138	16	32



**PARKING**

Measure Title	Measure Name	Measure Selected	Points
PKG-1	Unbundle Parking	Yes	4
	Neighborhood Parking Rate	0.46	
	Location	Location d	
PKG-2	Short Term Daily Parking Provision	No	0
PKG-3	Parking Cash Out - Non-residential Tenants	No	0
PKG-4	Parking Supply - Planning Code Sections 151 and 151.1	No	0
	Neighborhood Parking Rate	0.46	
	Project Parking Rate	1.99	
	Option	Parked > neighborhood rate	
<b>TOTAL</b>			<b>4</b>

Fillable cell.  
Cell populated based on response elsewhere.

# of Accessory Parking Spaces	Running Points Total	Target
129	13	24

**ACTIVE TRANSPORTATION**

Measure Title	Measure Name	Measure Selected	Points
ACTIVE-1	Improve Walking Conditions	Yes	1
	Option	Option a	
ACTIVE-2	Bicycle Parking	Yes	1
	Option	Option a - Planning Code Section 155.2	
ACTIVE-3	Showers and Lockers - Planning Code Section 154.4	Yes	1
ACTIVE-4	Bike Share Membership	No	0
	Location		
ACTIVE-5a	Bicycle Repair Station	Yes	1
ACTIVE-5b	Bicycle Repair Services	No	0
ACTIVE-6	Fleet of Bicycles	No	0
<b>TOTAL</b>			<b>4</b>

# of Accessory Parking Spaces	Running Points Total	Target
129	13	24

**CAR-SHARE**

Measure Title	Measure Name	Measure Selected	Points
CSHARE-1	Car-Share Parking	Yes	1
	Option	Option a - Planning Code Section 166	
<b>TOTAL</b>			<b>1</b>

# of Accessory Parking Spaces	Running Points Total	Target
129	13	24

**DELIVERY**

Measure Title	Measure Name	Measure Selected	Points
DELIVERY-1	Delivery Supportive Amenities	No	0
<b>TOTAL</b>			<b>0</b>

# of Accessory Parking Spaces	Running Points Total	Target
129	13	24

**FAMILY**

Measure Title	Measure Name	Measure Selected	Points
FAM-2	Family TDM - On-site Childcare	Yes	2
<b>TOTAL</b>			<b>2</b>

# of Accessory Parking Spaces	Running Points Total	Target
129	13	24

**HIGH OCCUPANCY VEHICLES**

Measure Title	Measure Name	Measure Selected	Points
HOV-1	Contributions or Incentives	No	0
	Option	Option a	
HOV-2	Shuttle Bus Service	No	0
	Option		
HOV-3	Vanpool Program	No	0
	Option	Option a	
<b>TOTAL</b>			<b>0</b>

# of Accessory Parking Spaces	Running Points Total	Target
129	13	24

**COMMUNICATIONS AND INFORMATION**

Measure Title	Measure Name	Measure Selected	Points
INFO-1	Multimodal Wayfinding Signage	Yes	1
INFO-2	Real Time Transportation Displays	Yes	1
INFO-3	Tailored Transportation Marketing Services	No	0
	Option	Option b	
<b>TOTAL</b>			<b>2</b>

# of Accessory Parking Spaces	Running Points Total	Target
129	13	24

**PARKING**

Measure Title	Measure Name	Measure Selected	Points
PKG-1	Unbundle Parking - Planning Code Section 167	Yes	4
	Neighborhood Parking Rate	0.63	
	Location	Location d	
PKG-4	Parking Supply - Planning Code Sections 151 and 151.1	No	0
	Neighborhood Parking Rate	0.63	
	Project Parking Rate	1.00	
	Option	Parked > neighborhood rate	
<b>TOTAL</b>			<b>4</b>

Fillable cell.  
Cell populated based on response elsewhere.

# of Accessory Parking Spaces	Running Points Total	Target
558	16	32

**ACTIVE TRANSPORTATION**

Measure Title	Measure Name	Measure Selected	Points
ACTIVE-1	Improve Walking Conditions	Yes	1
	Option	Option a	
ACTIVE-2	Bicycle Parking	Yes	1
	Option	Option a - Planning Code Section 155.2	
ACTIVE-4	Bike Share Membership	No	0
	Location	Location a - > 1,000 feet	
ACTIVE-5a	Bicycle Repair Station	Yes	1
ACTIVE-5b	Bicycle Repair Services	Yes	1
ACTIVE-6	Fleet of Bicycles	No	0
<b>TOTAL</b>			<b>4</b>

# of Accessory Parking Spaces	Running Points Total	Target
558	16	32

**CAR-SHARE**

Measure Title	Measure Name	Measure Selected	Points
CSHARE-1	Car-Share Parking	Yes	1
	Option	Option a - Planning Code Section 166	
<b>TOTAL</b>			<b>1</b>

# of Accessory Parking Spaces	Running Points Total	Target
558	16	32

**DELIVERY**

Measure Title	Measure Name	Measure Selected	Points
DELIVERY-1	Delivery Supportive Amenities	Yes	1
<b>TOTAL</b>			<b>1</b>

# of Accessory Parking Spaces	Running Points Total	Target
558	16	32

**FAMILY**

Measure Title	Measure Name	Measure Selected	Points
FAM-1	Family TDM - Amenities	No	0
	Option	Option a & b	
FAM-2	Family TDM - On-site Childcare	Yes	2
FAM-3	Family TDM Package	No	0
<b>TOTAL</b>			<b>2</b>

# of Accessory Parking Spaces	Running Points Total	Target
558	16	32

**HIGH OCCUPANCY VEHICLES**

Measure Title	Measure Name	Measure Selected	Points
HOV-1	Contributions or Incentives	No	0
	Option	Option b	
HOV-2	Shuttle Bus Service	No	0
	Option		
<b>TOTAL</b>			<b>0</b>

# of Accessory Parking Spaces	Running Points Total	Target
558	16	32

**COMMUNICATIONS AND INFORMATION**

Measure Title	Measure Name	Measure Selected	Points
INFO-1	Multimodal Wayfinding Signage	Yes	1
INFO-2	Real Time Transportation Displays	Yes	1
INFO-3	Tailored Transportation Marketing Services	Yes	2
	Option	Option b	
<b>TOTAL</b>			<b>4</b>

# of Accessory Parking Spaces	Running Points Total	Target
558	16	32

**LAND USE**

Measure Title	Measure Name	Measure Selected	Points
LU-2	On-site Affordable Housing (Income > 55 ≤ 80%)	No	0
	Option		
	On-site Affordable Housing (Income ≤ 55%)	No	0
	Option		
<b>TOTAL</b>			<b>0</b>

# of Accessory Parking Spaces	Running Points Total	Target
558	16	32

### 3333 California Street – TDM Program Description

The proposed TDM program for 3333 California Street is summarized in Table 1 and described in this section.

**Table 1: TDM Program**

TDM Measure	Description	Category A	Category B	Category C
		Retail	Office	Residential
ACTIVE-1A	Improve Biking/Walking	1	1	1
ACTIVE-2A	Bicycle Parking	1	1	
ACTIVE-2B	Bicycle Parking			2
ACTIVE-3	Showers and Lockers	1	1	
ACTIVE-5A	Bicycle Repair Station	1	1	1
CSHARE-1A	Car Share Parking	1	1	1
DELIVERY-1	Delivery Supportive Amenities	1	-	1
FAMILY-2	On-Site Childcare	2	2	2
INFO-1	Multimodal Wayfinding Signage	1	1	1
INFO-2	Real Time Info Displays	1	1	1
INFO-3B	Tailored Transportation Marketing	2	-	2
PKG-1D	Unbundle Parking	4	4	4
<b>Target (50% Total)</b>		<b>16</b>	<b>12</b>	<b>16</b>
<b>Total</b>		<b>16</b>	<b>13</b>	<b>16</b>

The proposed TDM program for 3333 California Street is summarized in Table 1 and described in this section.

**Active-1: Improve Walking Conditions**

The property owner will complete streetscape improvements (e.g., sidewalk widening) consistent with the Better Streets Plan and local streetscape plan. Additional streetscape elements will be provided per discussions with Planning staff. The property owner will submit a streetscape plan and sections showing location, design, and dimensions of existing and proposed streetscape elements along the project frontage. Streetscape improvements will be maintained in good repair.

**Active-2: Bicycle Parking**

The code-required amount of bicycle parking will be provided for the proposed project’s retail and office uses. For the residential land use, one Class 1 bicycle parking space will be provided for each dwelling unit and two Class 2 bicycle parking spaces will be provided for each 20 dwelling units. The property owner will submit plans identifying the amount, type, and location of bicycle parking.

**Active-3: Showers and Lockers**

The proposed project will provide at least one shower and at least six clothes lockers for every 30 Class 1 bicycle parking spaces and no fewer than the number of showers and clothes lockers required by Planning Code. The property owner will submit plans identifying the number and location of showers and clothes lockers.

**Active-5: Bicycle Repair Station**

The proposed project will provide a bicycle repair station within a designated, secure area where bicycle maintenance tools and supplies are readily available. Tools and supplies will include at a minimum, a bicycle

## **3333 California Street**

### **TDM Program Description**

pump, wrenches, a chain tool, lubricants, tire levers, hex keys, torx keys, screwdrivers, and spoke wrenches. The property owner will submit plans identifying the location of the on-site bicycle repair station, a description of the amenities, a means for providing access to these amenities, and a plan for maintaining these amenities.

#### **Cshare-1: Car Share Parking**

The proposed project will provide car share spaces as required by Planning Code. Car share parking spaces provided will meet the availability and specifications required in the Planning Code.

#### **Delivery-1: Delivery Supportive Amenities**

The proposed project will facilitate delivery services by providing an area for receipt of deliveries that offers temporary storage for package deliveries. The property owner will submit plans identifying the location of the delivery supportive amenities.

#### **Family-2: On-Site Childcare**

The proposed project will include an on-site childcare facility. The property owner will submit plans identifying the location of the on-site childcare facility and a letter from the contracted childcare provider.

#### **Info-1: Multimodal Wayfinding Signage**

The proposed project will include multimodal wayfinding signage so that tenants, residents, visitors, and employees are directed to nearby transportation services. Wayfinding signage shall meet City standards for any on-street wayfinding signage. The property owner will submit plans that identify the general locations for the proposed signage.

#### **Info-2: Real Time Information Displays**

The proposed project will include real time information displays in prominent locations on the project site. The property owner will submit plans that identify the general locations for the proposed signage and a description of the content (e.g., transit lines, walk time to transit locations, on-site car share vehicles).

#### **Info-3: Tailored Transportation Marketing**

The proposed project will include individualized, tailored marketing and communication campaigns. Marketing services will be provided by a TDM coordinator and will include promotions and welcome packets with information about sustainable transportation options. A personal consultation will be offered for each new resident and retail employee along with a request for a commitment to try sustainable transportation options. The property owner will provide the TDM coordinator's contact information, qualifications, and a sample individualized transportation plan.

#### **Pkg-1: Unbundle Parking**

All accessory parking for the proposed project will be leased or sold separately from the rental or purchase fees.

## **7. Transit Capacity Analysis and Fair Share Contribution Calculations**

Directional Muni Line Analysis

Route by Direction	Existing Conditions								Project Trips		Existing plus Project Conditions			
	Weekday AM Peak Hour				Weekday PM Peak Hour						AM		PM	
	Ridership	Capacity	Utilization	MLP	Ridership	Capacity	Utilization	MLP	AM	PM	Ridership	Utilization	Ridership	Utilization
<b>Northbound</b>														
43-Masonic	318	378	84%	Geneva/Mission	140	315	44%	Masonic/Fulton	15	32	333	88%	172	55%
<i>Subtotal</i>	<i>318</i>	<i>378</i>	<i>84%</i>	<i>—</i>	<i>140</i>	<i>315</i>	<i>44%</i>	<i>—</i>	<i>15</i>	<i>32</i>	<i>333</i>	<i>88%</i>	<i>172</i>	<i>55%</i>
<b>Southbound</b>														
43-Masonic	246	378	65%	una Honda Blvd/Clarend	215	315	68%	Masonic Ave/Golden Gave Av	37	14	283	75%	229	73%
<i>Subtotal</i>	<i>246</i>	<i>378</i>	<i>65%</i>	<i>—</i>	<i>215</i>	<i>315</i>	<i>68%</i>	<i>—</i>	<i>37</i>	<i>14</i>	<i>283</i>	<i>75%</i>	<i>229</i>	<i>73%</i>
<b>Eastbound</b>														
1-California	735	945	78%	Clay/Taylor	290	630	46%	California/Laurel	12	46	747	79%	336	53%
1BX-California B Express	555	705	79%	California St/Fillmore	-	-	-	-	13	0	568	81%	-	-
2-Clement	240	315	76%	Post/Jones	140	315	44%	Post/Hyde	17	27	257	82%	167	53%
3-Jackson	240	315	76%	Post/Jones	135	315	43%	Post/Hyde	11	19	251	80%	154	49%
31BX-Balboa B Express	280	360	78%	-	-	-	-	-	15	0	295	82%	-	-
33-Ashbury-18th St	116	252	46%	18th St/Guerrero St	136	252	54%	18th St/Church	10	71	126	50%	207	82%
38-Geary	480	806	60%	18th St/Guerrero St	489	806	61%	18th St/Church	24	21	504	63%	510	63%
38R-Geary Rapid	862	1,025	84%	Geary Blvd/Laguna St	-	-	-	-	4	0	866	84%	-	-
38BX-Geary B Express	245	315	78%	-	-	-	-	-	4	0	249	79%	-	-
<i>Subtotal</i>	<i>3,753</i>	<i>5,038</i>	<i>74%</i>	<i>—</i>	<i>1,190</i>	<i>2,318</i>	<i>51%</i>	<i>—</i>	<i>110</i>	<i>184</i>	<i>3863</i>	<i>77%</i>	<i>1,374</i>	<i>59%</i>
<b>Westbound</b>														
1-California	583	1,080	54%	Sacramento/Gough	857	1,080	79%	Sacramento/Powell	61	13	644	60%	870	81%
1BX-California B Express	-	-	-	-	245	344	71%	Pine St/Montgomery St	0	12	-	-	257	75%
2-Clement	125	315	40%	Sutter/Hyde	240	315	76%	Sutter/Powell	20	17	145	46%	257	82%
3-Jackson	105	315	33%	Sutter/Polk	185	315	59%	Sutter/Taylor	13	10	118	37%	195	62%
31BX-Balboa B Express	-	-	-	-	164	344	48%	-	0	20	-	-	184	53%
33-Ashbury-18th St	116	252	46%	18th St/Hattie	108	252	43%	18th St/Dolores	14	13	130	52%	121	48%
38-Geary	429	806	53%	Geary Blvd/Van Ness Ave	640	940	68%	Geary Blvd/Taylor St	48	10	477	59%	650	69%
38R-Geary Rapid	-	-	-	-	927	1,025	90%	Geary Blvd/Leavenworth	0	10	-	-	937	91%
38BX-Geary B Express	-	-	-	-	209	329	64%	-	0	15	-	-	224	68%
<i>Subtotal</i>	<i>1,358</i>	<i>2,768</i>	<i>49%</i>	<i>—</i>	<i>3,575</i>	<i>4,944</i>	<i>72%</i>	<i>—</i>	<i>156</i>	<i>120</i>	<i>1514</i>	<i>55%</i>	<i>3,695</i>	<i>75%</i>



Muni Screenline Analysis

Screenline / Corridor	Existing Conditions						Baseline Conditions						Cumulative Conditions					
	AM Peak Hour (Inbound)			PM Peak Hour (Outbound)			AM Peak Hour (Inbound)			PM Peak Hour (Outbound)			AM Peak Hour (Inbound)			PM Peak Hour (Outbound)		
	Hourly Ridership	Hourly Capacity	Capacity Utilization	Hourly Ridership	Hourly Capacity	Capacity Utilization	Hourly Ridership	Hourly Capacity	Capacity Utilization	Hourly Ridership	Hourly Capacity	Capacity Utilization	Hourly Ridership	Hourly Capacity	Capacity Utilization	Hourly Ridership	Hourly Capacity	Capacity Utilization
<b>Northeast Screenline</b>																		
Kearny/Stockton	2,211	3,050	72%	2,245	3,327	67%	2,273	3,157	72%	2,444	3,327	73%	7,394	9,473	78%	6,295	8,329	76%
Other	538	1,141	47%	683	1,078	63%	867	1,470	59%	1,134	1,750	65%	758	1,785	42%	1,229	2,065	60%
<b>Subtotal</b>	<b>2,749</b>	<b>4,191</b>	<b>66%</b>	<b>2,928</b>	<b>4,405</b>	<b>66%</b>	<b>3,140</b>	<b>4,627</b>	<b>68%</b>	<b>3,578</b>	<b>5,077</b>	<b>70%</b>	<b>8,152</b>	<b>11,258</b>	<b>72%</b>	<b>7,524</b>	<b>10,394</b>	<b>72%</b>
<b>Northwest Screenline</b>																		
Geary	1,821	2,490	73%	1,964	2,623	75%	2,302	3,763	61%	2,913	3,621	80%	2,673	3,763	71%	2,996	3,621	83%
California	1,610	2,010	80%	1,322	1,752	75%	1,436	2,010	71%	1,349	1,752	77%	1,989	2,306	86%	1,766	2,021	87%
Sutter/Clement	480	630	76%	425	630	67%	514	630	82%	523	630	83%	581	756	77%	749	756	99%
Fulton/Hayes	1,277	1,680	76%	1,184	1,323	89%	1,505	2,237	67%	1,544	1,838	84%	1,962	1,977	99%	1,762	1,878	94%
Balboa	758	1,019	74%	625	974	64%	553	1,008	55%	537	974	55%	690	1,008	68%	776	974	80%
<b>Subtotal</b>	<b>5,946</b>	<b>7,828</b>	<b>76%</b>	<b>5,519</b>	<b>7,302</b>	<b>76%</b>	<b>6,310</b>	<b>9,648</b>	<b>65%</b>	<b>6,866</b>	<b>8,815</b>	<b>78%</b>	<b>7,895</b>	<b>9,810</b>	<b>80%</b>	<b>8,049</b>	<b>9,250</b>	<b>87%</b>
<b>Southeast Screenline<sup>(1)</sup></b>																		
Third Street	350	793	44%	782	793	99%	1,025	3,808	27%	1,836	3,808	48%	2,422	5,712	42%	2,300	5,712	40%
Mission	1,643	2,509	65%	1,407	2,601	54%	2,155	2,632	82%	1,927	2,632	73%	3,117	3,008	104%	2,673	3,008	89%
San Bruno/Bayshore	1,689	2,134	79%	1,536	2,134	72%	1,867	2,197	85%	1,035	2,134	49%	1,952	2,197	89%	1,817	2,134	85%
Other	1,466	1,756	83%	1,084	1,675	65%	1,577	1,712	92%	1,213	1,612	75%	1,795	2,027	89%	1,582	1,927	82%
<b>Subtotal</b>	<b>5,147</b>	<b>7,193</b>	<b>72%</b>	<b>4,810</b>	<b>7,203</b>	<b>67%</b>	<b>6,624</b>	<b>10,349</b>	<b>64%</b>	<b>6,011</b>	<b>10,186</b>	<b>59%</b>	<b>9,286</b>	<b>12,944</b>	<b>72%</b>	<b>8,372</b>	<b>12,781</b>	<b>66%</b>
<b>Southwest Screenline</b>																		
Subway	6,330	6,205	102%	4,905	6,164	80%	6,783	7,020	97%	5,433	6,804	80%	6,314	7,020	90%	5,692	6,804	84%
Haight/Noriega	1,121	1,554	72%	977	1,554	63%	1,178	1,596	74%	1,065	1,596	67%	1,415	1,596	89%	1,265	1,596	79%
Other	465	700	66%	555	700	79%	474	560	85%	655	841	78%	175	560	31%	380	840	45%
<b>Subtotal</b>	<b>7,916</b>	<b>8,459</b>	<b>94%</b>	<b>6,435</b>	<b>8,418</b>	<b>76%</b>	<b>8,435</b>	<b>9,176</b>	<b>92%</b>	<b>7,152</b>	<b>9,241</b>	<b>77%</b>	<b>7,904</b>	<b>9,176</b>	<b>86%</b>	<b>7,337</b>	<b>9,240</b>	<b>79%</b>
<b>Total All Screenlines</b>	<b>21,758</b>	<b>27,671</b>	<b>79%</b>	<b>19,693</b>	<b>27,328</b>	<b>72%</b>	<b>24,509</b>	<b>33,800</b>	<b>73%</b>	<b>23,608</b>	<b>33,919</b>	<b>71%</b>	<b>33,237</b>	<b>43,188</b>	<b>77%</b>	<b>31,282</b>	<b>41,665</b>	<b>75%</b>

Muni Screenline Analysis

Screenline / Corridor	Project Trips		Baseline Plus Project Variant Conditions						Cumulative Plus Project Variant Conditions					
			AM Peak Hour (Inbound)			PM Peak Hour (Outbound)			AM Peak Hour (Inbound)			PM Peak Hour (Outbound)		
	AM	PM	Hourly Ridership	Utilization	Project Contribution	Hourly Ridership	Utilization	Project Contribution	Hourly Ridership	Utilization	Project Contribution	Hourly Ridership	Utilization	Project Contribution
<b>Northeast Screenline</b>														
Kearny/Stockton	0	0	2,273	72%	0.0%	2,444	73%	0.0%	7,394	78%	0.0%	6,295	76%	0.0%
Other	0	0	867	59%	0.0%	1,134	65%	0.0%	758	42%	0.0%	1,229	60%	0.0%
<i>Subtotal</i>	<i>0</i>	<i>0</i>	<i>3,140</i>	<i>68%</i>	<i>0.0%</i>	<i>3,578</i>	<i>70%</i>	<i>0.0%</i>	<i>8,152</i>	<i>72%</i>	<i>0.0%</i>	<i>7,524</i>	<i>72%</i>	<i>0.0%</i>
<b>Northwest Screenline</b>														
Geary	28	35	2,330	62%	1.2%	2,948	81%	1.2%	2,701	72%	1.0%	3,031	84%	1.2%
California	40	45	1,476	73%	2.7%	1,394	80%	3.2%	2,029	88%	2.0%	1,811	90%	2.5%
Sutter/Clement	28	27	542	86%	5.2%	550	87%	4.9%	609	81%	4.6%	776	103%	3.5%
Fulton/Hayes	0	0	1,505	67%	0.0%	1,544	84%	0.0%	1,962	99%	0.0%	1,762	94%	0.0%
Balboa	0	0	553	55%	0.0%	537	55%	0.0%	690	68%	0.0%	776	80%	0.0%
<i>Subtotal</i>	<i>96</i>	<i>107</i>	<i>6,406</i>	<i>66%</i>	<i>1.5%</i>	<i>6,973</i>	<i>79%</i>	<i>1.5%</i>	<i>7,991</i>	<i>81%</i>	<i>1.2%</i>	<i>8,156</i>	<i>88%</i>	<i>1.3%</i>
<b>Southeast Screenline</b>														
Third Street	0	0	1,025	27%	0.0%	1,836	48%	0.0%	2,422	42%	0.0%	2,300	40%	0.0%
Mission	0	0	2,155	82%	0.0%	1,927	73%	0.0%	3,117	104%	0.0%	2,673	89%	0.0%
San Bruno/Bayshore	0	0	1,867	85%	0.0%	1,035	49%	0.0%	1,952	89%	0.0%	1,817	85%	0.0%
Other	0	0	1,577	92%	0.0%	1,213	75%	0.0%	1,795	89%	0.0%	1,582	82%	0.0%
<i>Subtotal</i>	<i>0</i>	<i>0</i>	<i>6,624</i>	<i>64%</i>	<i>0.0%</i>	<i>6,011</i>	<i>59%</i>	<i>0.0%</i>	<i>9,286</i>	<i>72%</i>	<i>0.0%</i>	<i>8,372</i>	<i>66%</i>	<i>0.0%</i>
<b>Southwest Screenline</b>														
Subway	0	0	6,783	97%	0.0%	5,433	80%	0.0%	6,314	90%	0.0%	5,692	84%	0.0%
Haight/Noriega	0	0	1,178	74%	0.0%	1,065	67%	0.0%	1,415	89%	0.0%	1,265	79%	0.0%
Other	0	0	474	85%	0.0%	655	78%	0.0%	175	31%	0.0%	380	45%	0.0%
<i>Subtotal</i>	<i>0</i>	<i>0</i>	<i>8,435</i>	<i>92%</i>	<i>0.0%</i>	<i>7,153</i>	<i>77%</i>	<i>0.0%</i>	<i>7,904</i>	<i>86%</i>	<i>0.0%</i>	<i>7,337</i>	<i>79%</i>	<i>0.0%</i>
<b>Total All Screenlines</b>	<b>96</b>	<b>107</b>	<b>24,605</b>	<b>73%</b>	<b>0.4%</b>	<b>23,715</b>	<b>71%</b>	<b>0.5%</b>	<b>33,333</b>	<b>77%</b>	<b>0.3%</b>	<b>31,389</b>	<b>75%</b>	<b>0.3%</b>

**Regional Screenline Analysis**

Screenline / Operator	Existing Conditions						Baseline Conditions					
	AM Peak Hour (Inbound)			PM Peak Hour (Outbound)			AM Peak Hour (Inbound)			PM Peak Hour (Outbound)		
	Hourly Ridership	Hourly Capacity	Capacity Utilization	Hourly Ridership	Hourly Capacity	Capacity Utilization	Hourly Ridership	Hourly Capacity	Capacity Utilization	Hourly Ridership	Hourly Capacity	Capacity Utilization
<b>East Bay</b>												
BART	25,399	23,256	109%	24,488	22,784	107%	28,000	25,680	109%	27,000	25,680	105%
AC Transit	1,568	2,829	55%	2,256	3,926	57%	1,596	2,829	56%	2,297	3,926	59%
Ferries	810	1,170	69%	805	1,615	50%	818	1,170	70%	813	1,615	50%
<i>Subtotal</i>	<i>27,777</i>	<i>27,255</i>	<i>102%</i>	<i>27,549</i>	<i>28,325</i>	<i>97%</i>	<i>30,414</i>	<i>29,679</i>	<i>102%</i>	<i>30,110</i>	<i>31,221</i>	<i>96%</i>
<b>North Bay</b>												
GGT Bus	1,330	2,543	52%	1,384	2,817	49%	1,344	2,543	53%	1,399	2,817	50%
Ferries	1,082	1,959	55%	968	1,959	49%	1,088	1,959	56%	973	1,959	50%
<i>Subtotal</i>	<i>2,412</i>	<i>4,502</i>	<i>54%</i>	<i>2,352</i>	<i>4,776</i>	<i>49%</i>	<i>2,432</i>	<i>4,502</i>	<i>54%</i>	<i>2,372</i>	<i>4,776</i>	<i>50%</i>
<b>South Bay</b>												
BART	14,150	19,367	73%	13,500	18,900	71%	16,000	21,400	75%	15,000	21,400	70%
Caltrain	2,171	3,100	70%	2,377	3,100	77%	2,258	3,100	73%	2,472	3,100	80%
SamTrans	255	520	49%	141	320	44%	266	520	51%	147	320	46%
Ferries	--	--	--	--	--	--	-	-	-	-	-	-
<i>Subtotal</i>	<i>16,576</i>	<i>22,987</i>	<i>72%</i>	<i>16,018</i>	<i>22,320</i>	<i>72%</i>	<i>18,524</i>	<i>25,020</i>	<i>74%</i>	<i>17,619</i>	<i>24,820</i>	<i>71%</i>
<b>Total All Screenlines</b>	<b>46,765</b>	<b>54,744</b>	<b>85%</b>	<b>45,919</b>	<b>55,421</b>	<b>83%</b>	<b>51,370</b>	<b>59,201</b>	<b>87%</b>	<b>50,101</b>	<b>60,817</b>	<b>82%</b>

Regional Screenline Analysis

Screenline / Operator	Project Trips		Baseline plus Project				Cumulative (2040) Conditions						Project Contribution to Cumulative	
	AM Peak Hour	PM Peak Hour	AM Peak Hour		PM Peak Hour		AM Peak Hour (Inbound)			PM Peak Hour (Outbound)			AM Peak Hour	PM Peak Hour
			Hourly Ridership	Capacity Utilization	Hourly Ridership	Capacity Utilization	Hourly Ridership	Hourly Capacity	Capacity Utilization	Hourly Ridership	Hourly Capacity	Capacity Utilization		
<b>East Bay</b>														
BART	15	18	28,015	109%	27,018	105%	38,000	32,100	118%	36,000	32,100	112%	0.05%	0.06%
AC Transit	1	2	1,597	56%	2,299	59%	7,000	12,000	58%	7,000	12,000	58%	0.01%	0.02%
Ferries	0	1	818	70%	814	50%	4682	5,940	79%	5319	5,940	90%	0.00%	0.02%
<i>Subtotal</i>	<i>16</i>	<i>20</i>	<i>30,430</i>	<i>103%</i>	<i>30,130</i>	<i>97%</i>	<i>49,682</i>	<i>50,040</i>	<i>99%</i>	<i>48,319</i>	<i>50,040</i>	<i>97%</i>	<i>0.03%</i>	<i>0.04%</i>
<b>North Bay</b>														
GGT Bus	4	6	1,348	53%	1,405	50%	1,990	2,543	78%	2,070	2,817	73%	0.17%	0.21%
Ferries	4	4	1,092	56%	977	50%	1,619	1,959	83%	1619	1,959	83%	0.18%	0.21%
<i>Subtotal</i>	<i>8</i>	<i>10</i>	<i>2,440</i>	<i>54%</i>	<i>2,382</i>	<i>50%</i>	<i>3,609</i>	<i>4,502</i>	<i>80%</i>	<i>3,689</i>	<i>4,776</i>	<i>77%</i>	<i>0.18%</i>	<i>0.21%</i>
<b>South Bay</b>														
BART	8	9	16,008	75%	15,009	70%	13,942	24,182	58%	13,971	24,182	58%	0.03%	0.04%
Caltrain	1	2	2,259	73%	2,474	80%	2,310	3,600	64%	2,529	3,600	70%	0.03%	0.05%
SamTrans	0	0	266	51%	147	46%	271	520	52%	150	320	47%	0.03%	0.03%
Ferries	--	--	--	--	--	--	59	200	30%	59	200	30%	--	--
<i>Subtotal</i>	<i>9</i>	<i>11</i>	<i>18,533</i>	<i>74%</i>	<i>17,630</i>	<i>71%</i>	<i>16,582</i>	<i>28,502</i>	<i>58%</i>	<i>16,709</i>	<i>28,302</i>	<i>59%</i>	<i>0.03%</i>	<i>0.04%</i>
<b>Total All Screenlines</b>	<b>33</b>	<b>41</b>	<b>51,403</b>	<b>87%</b>	<b>50,142</b>	<b>82%</b>	<b>69,873</b>	<b>83,044</b>	<b>84%</b>	<b>68,717</b>	<b>83,118</b>	<b>83%</b>	<b>0.04%</b>	<b>0.05%</b>

**3333 California Street**

Transit Impacts Mitigation - Fair Share Contribution Calculation

Scenario	Muni Route	Baseline			Project Trips	Baseline Plus Project				Project's Fair Share		Percent of Project Development that Triggers
		Ridership	Capacity	Utilization		Ridership	Total Needed Capacity	Additional Needed Capacity	Number of Additional Buses	Percent of Additional Buses	Project's Fair Share Cost of Bus	
Proposed Project	43 IB	318	378	84.1%	13	331	390	12	1	18.8%	\$ 182,227	25%
Project Variant	43 IB	318	378	84.1%	15	333	392	14	1	22.6%	\$ 218,390	20%

Notes:

Total Needed Capacity = Capacity so that projected ridership does not cause line to exceed 85% capacity utilization threshold

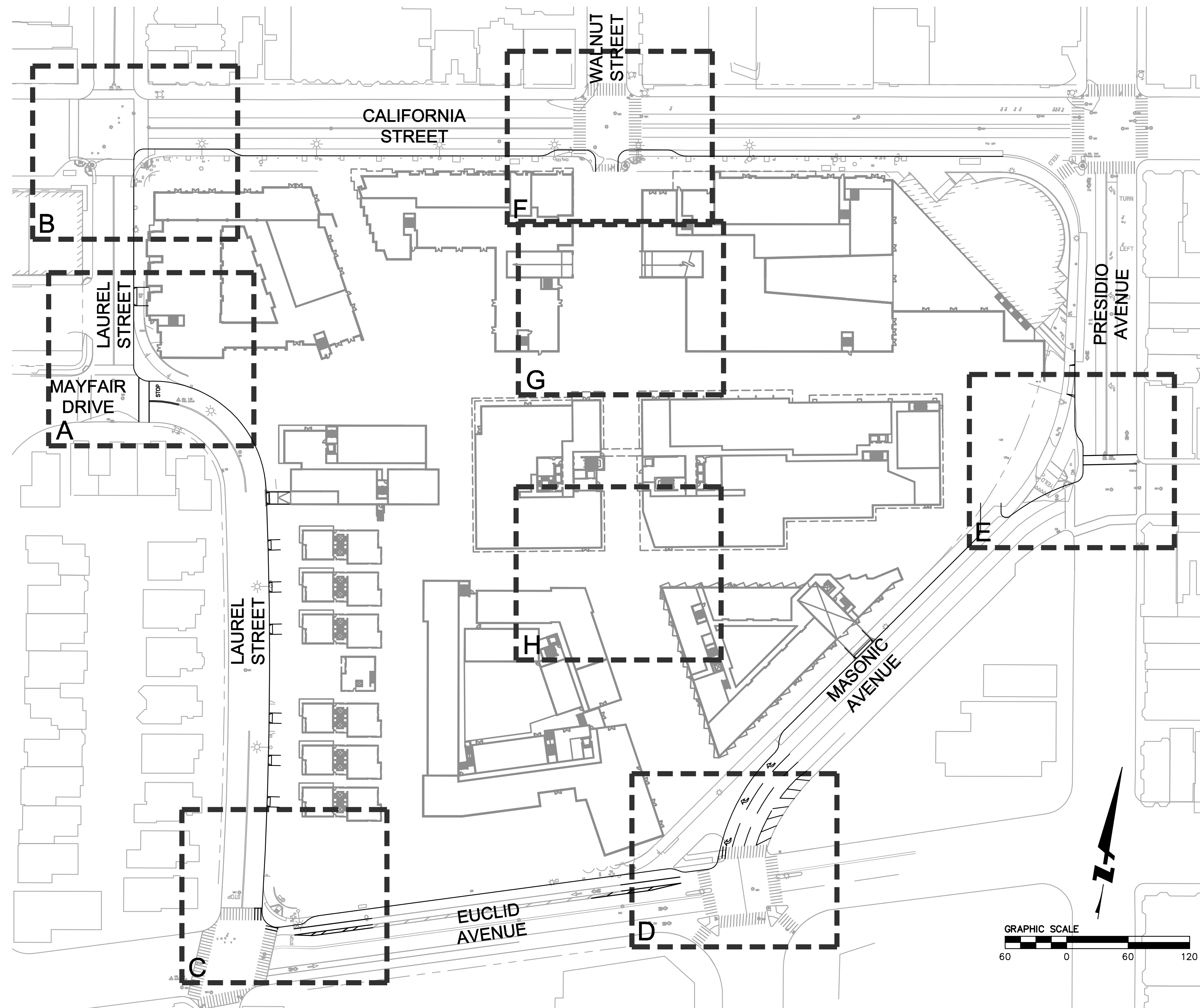
Added buses required to increase capacity such that (1) capacity utilization for the impacted line is less than 85%

Impact triggered by 3 additional riders on Muni line 43 IB AM.

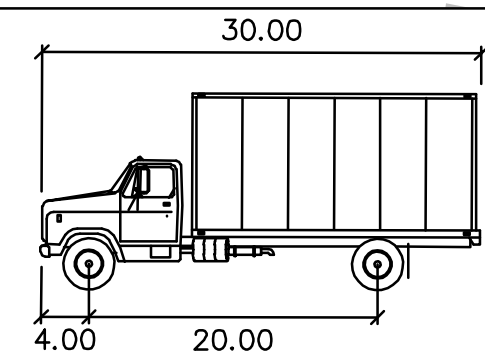
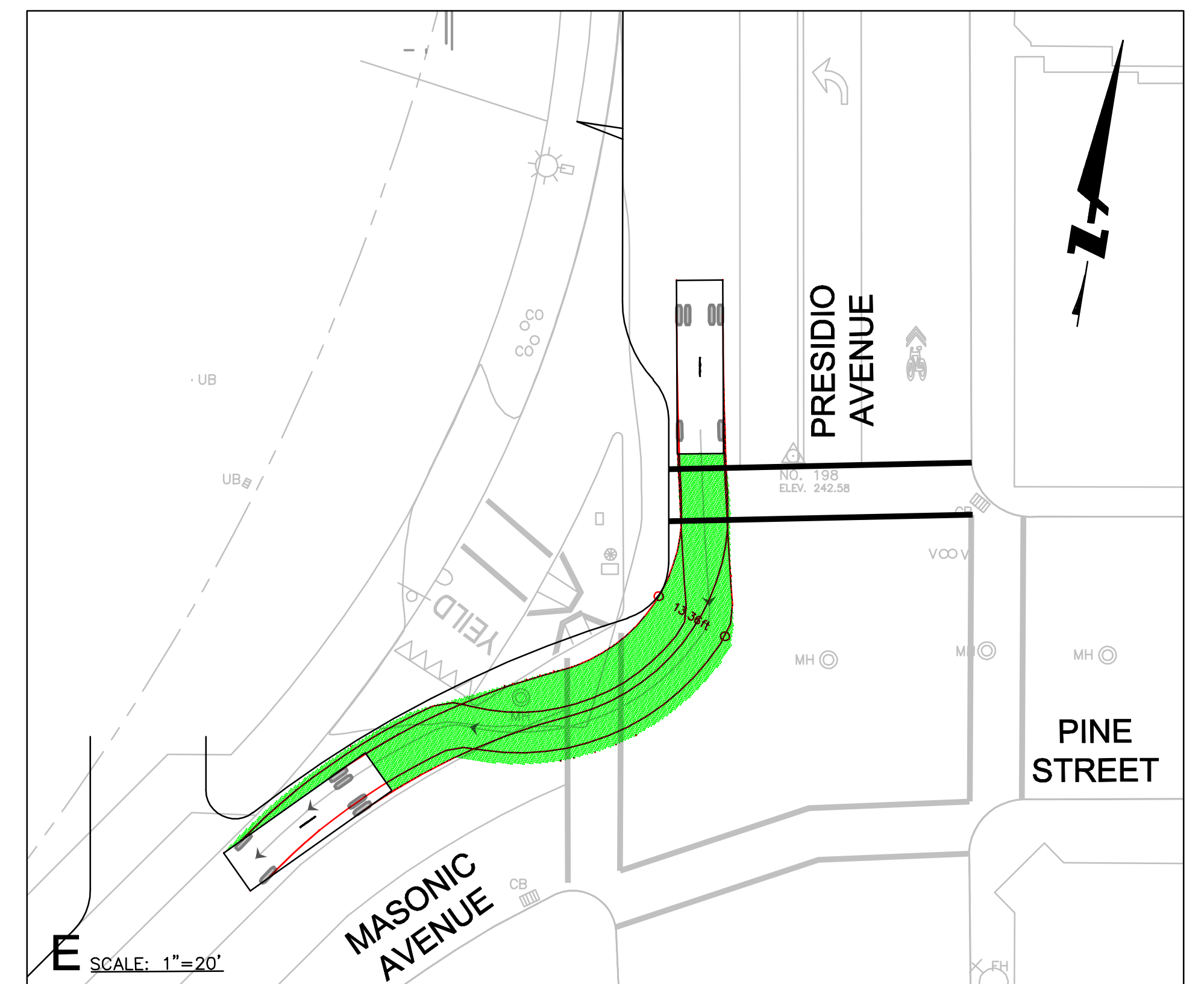
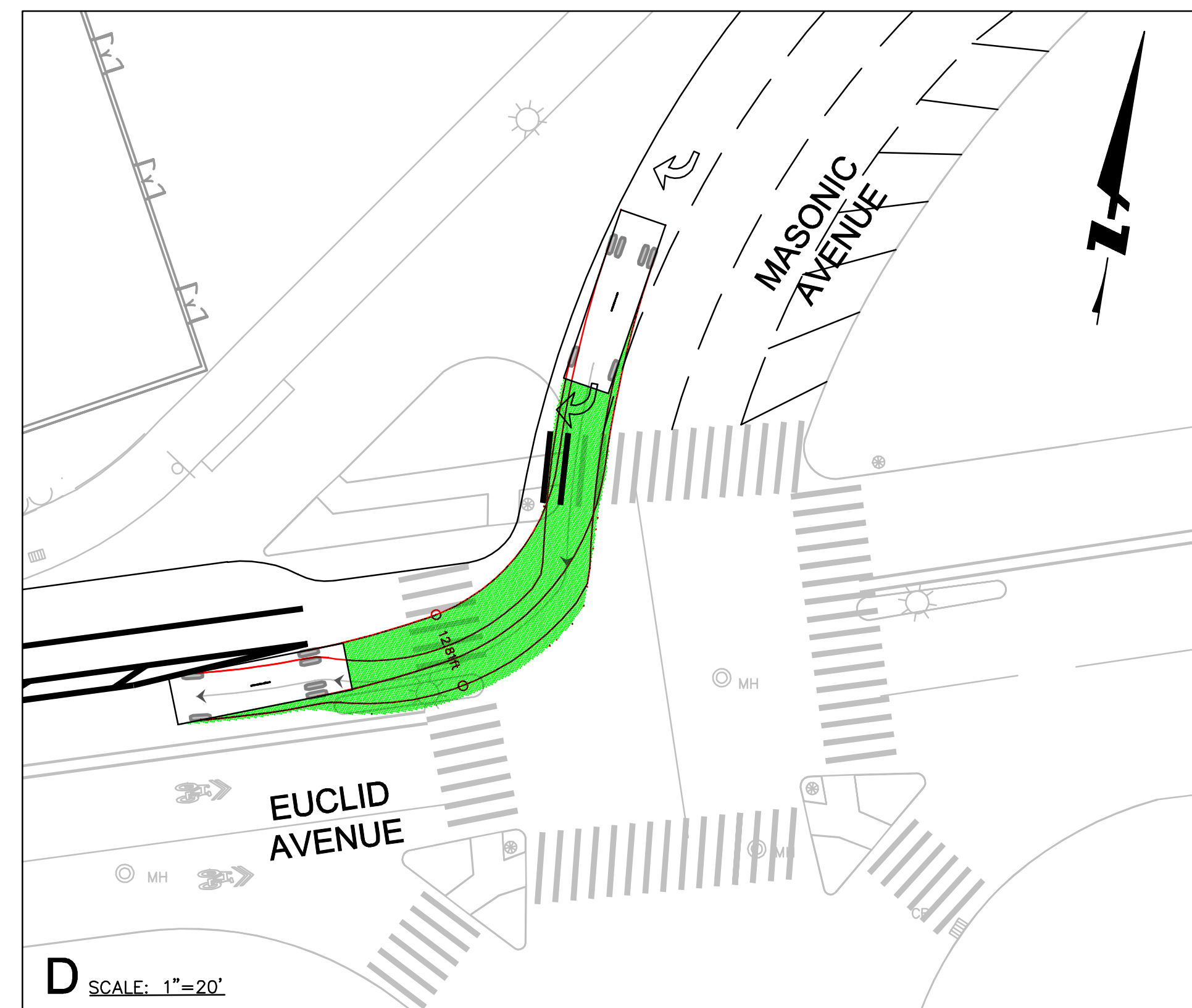
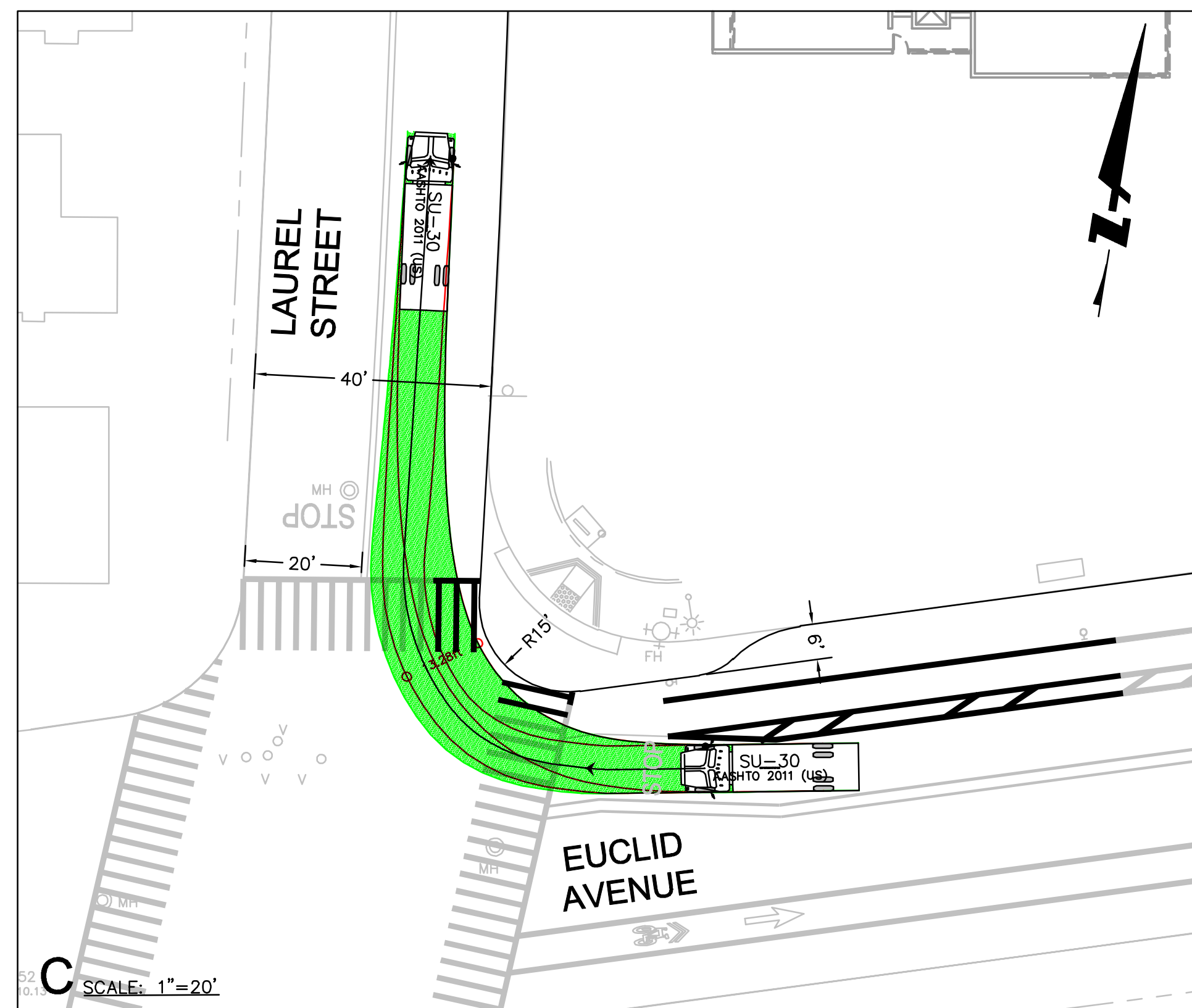
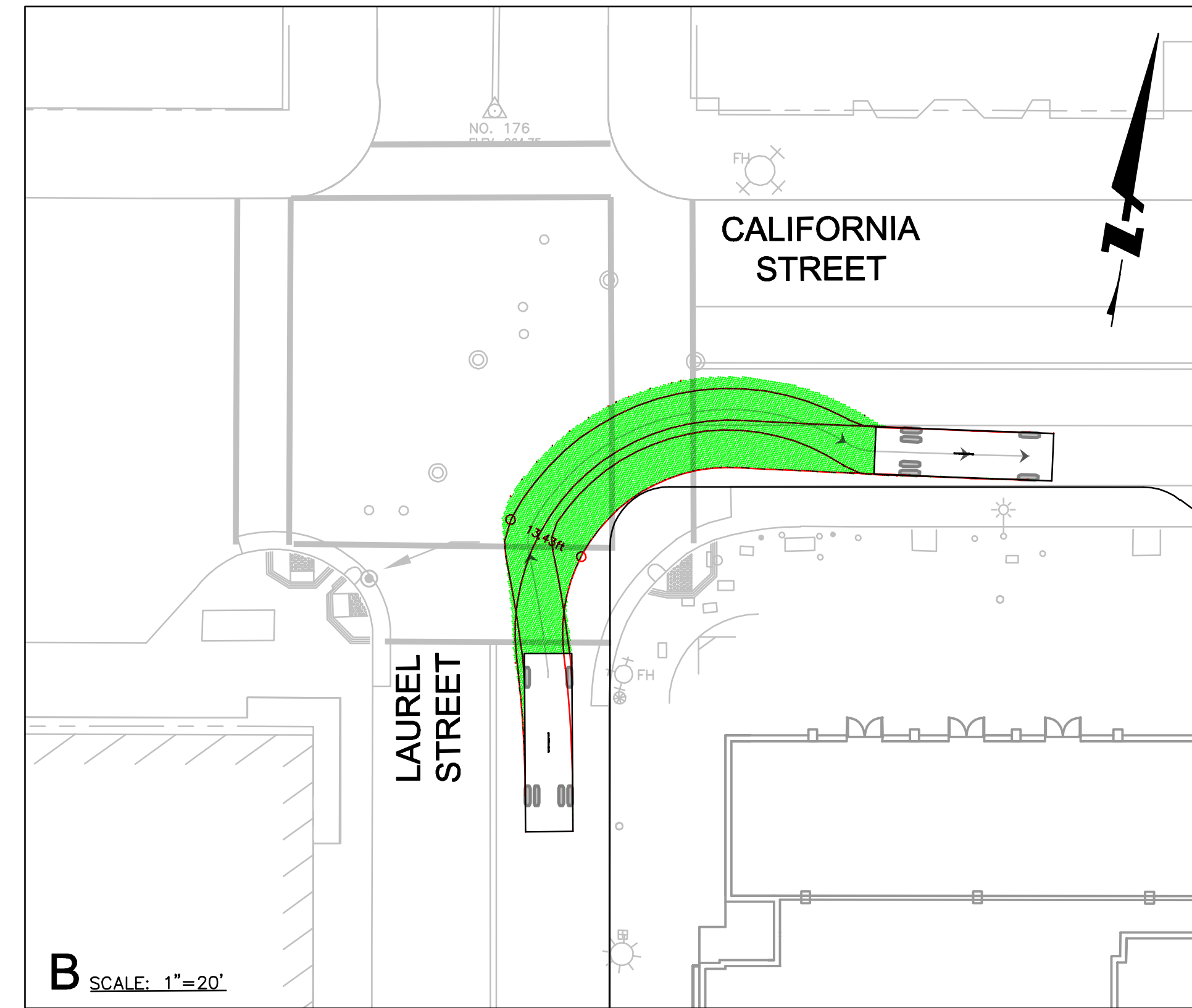
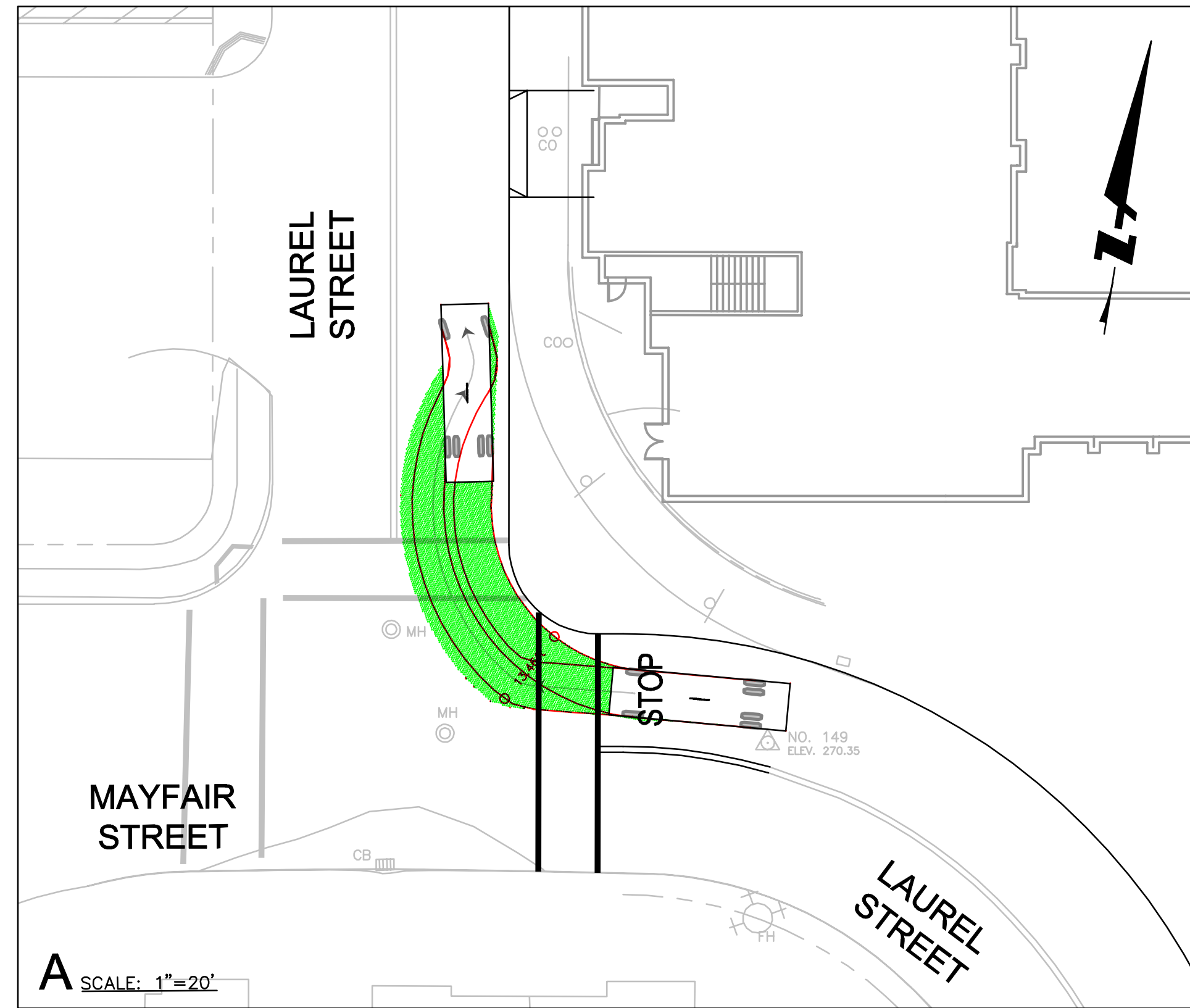
Muni line 43 Masonic operates a standard 40-foot 63 passenger capacity bus.

Cost of a 40-foot electric bus is \$967,132

## 8. Truck Turning Templates



**3333 CALIFORNIA**  
TRUCK TURNING INDEX

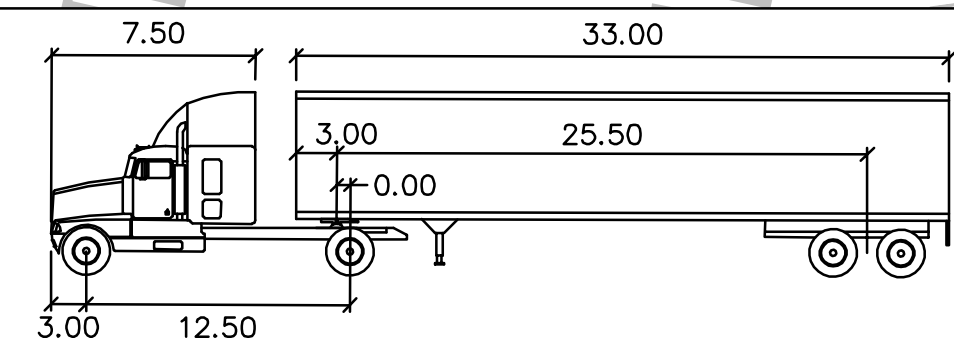
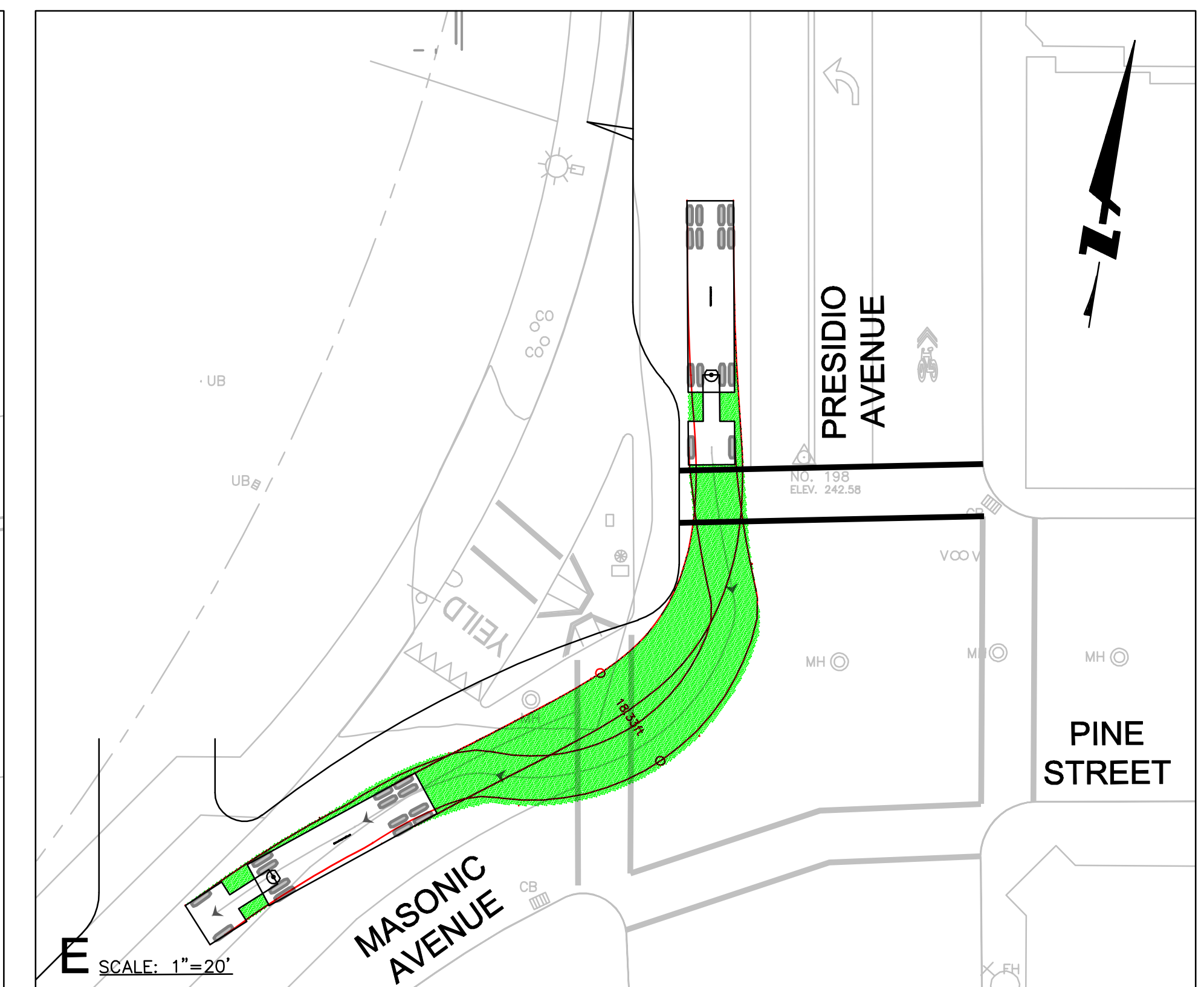
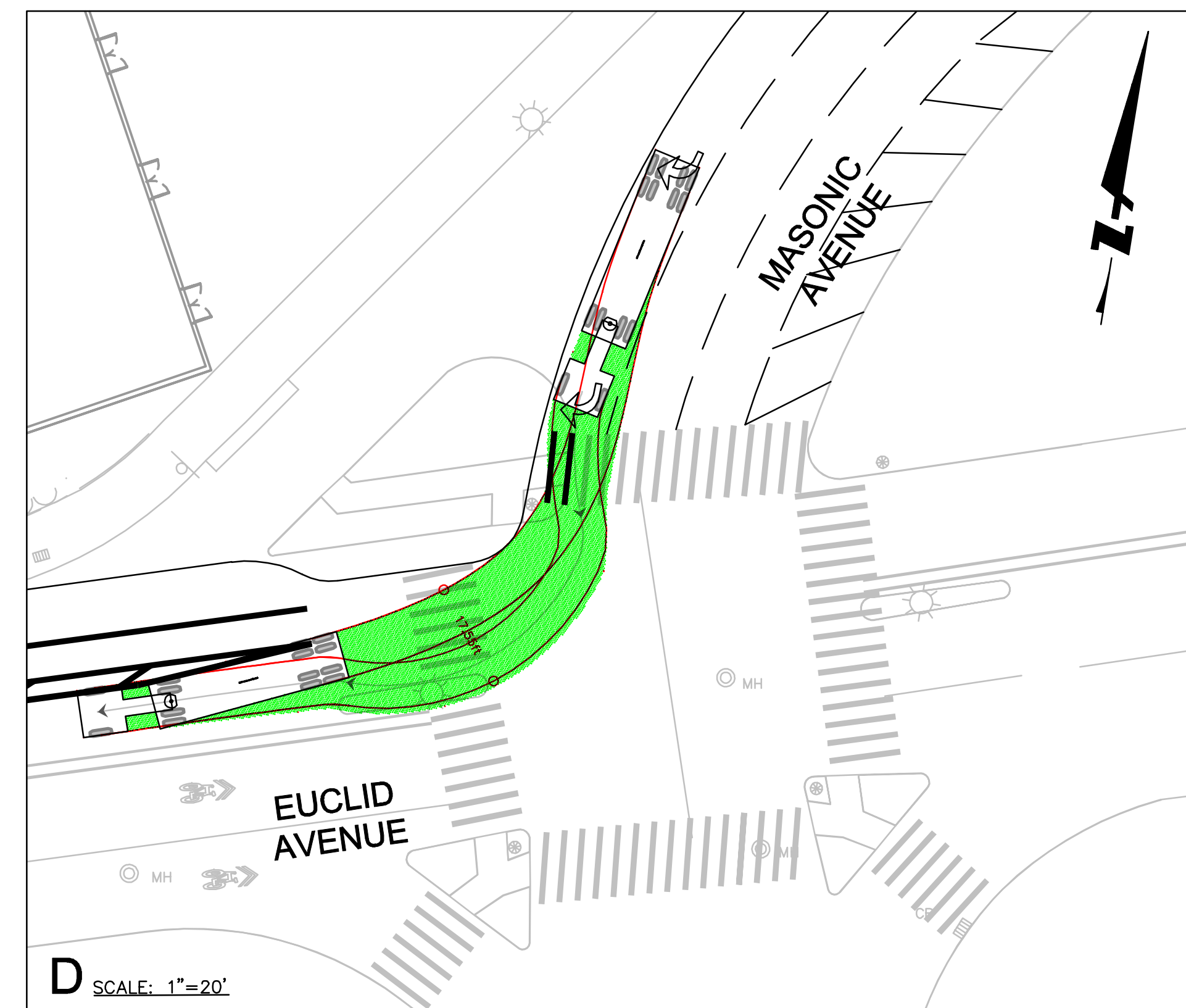
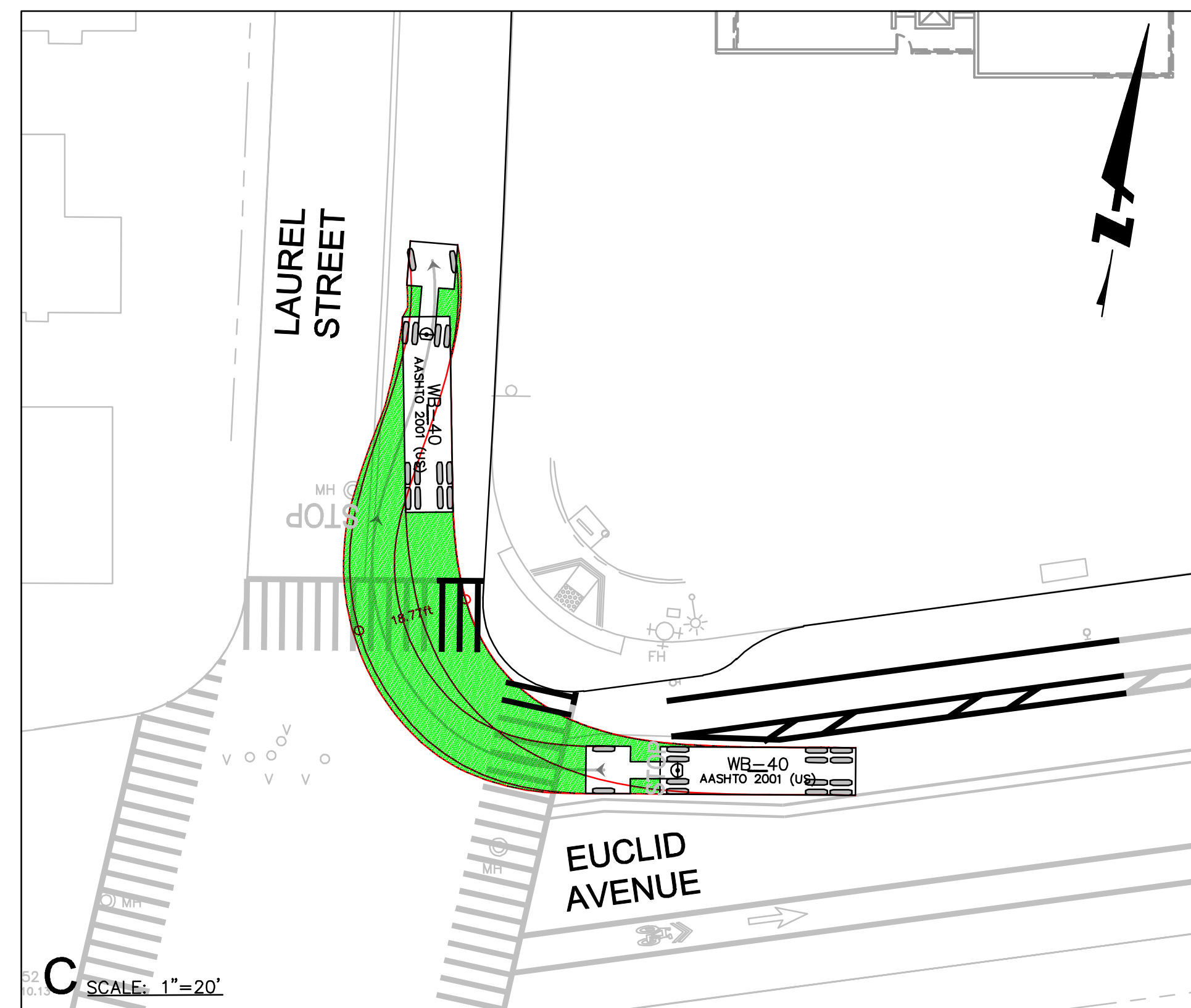
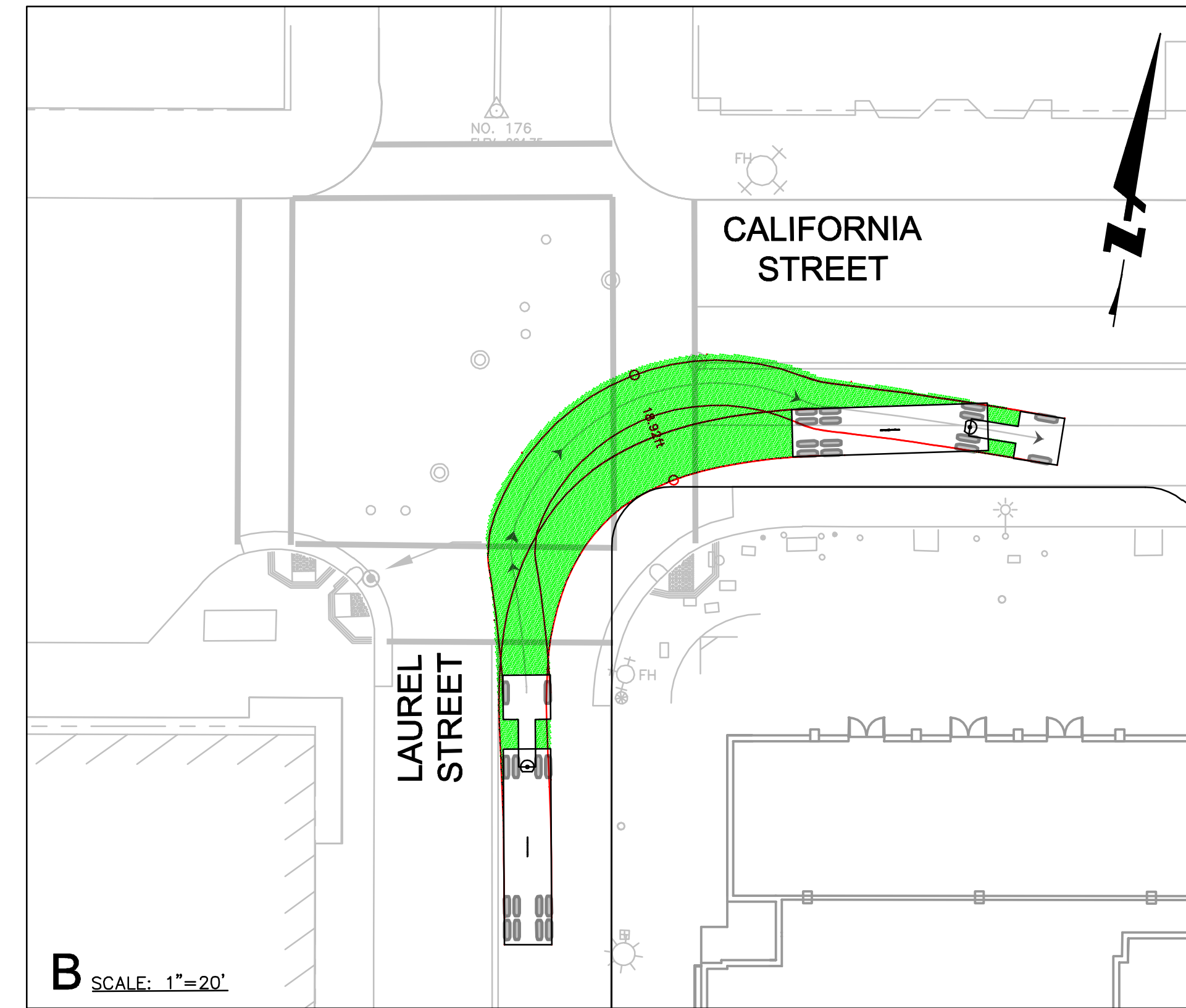
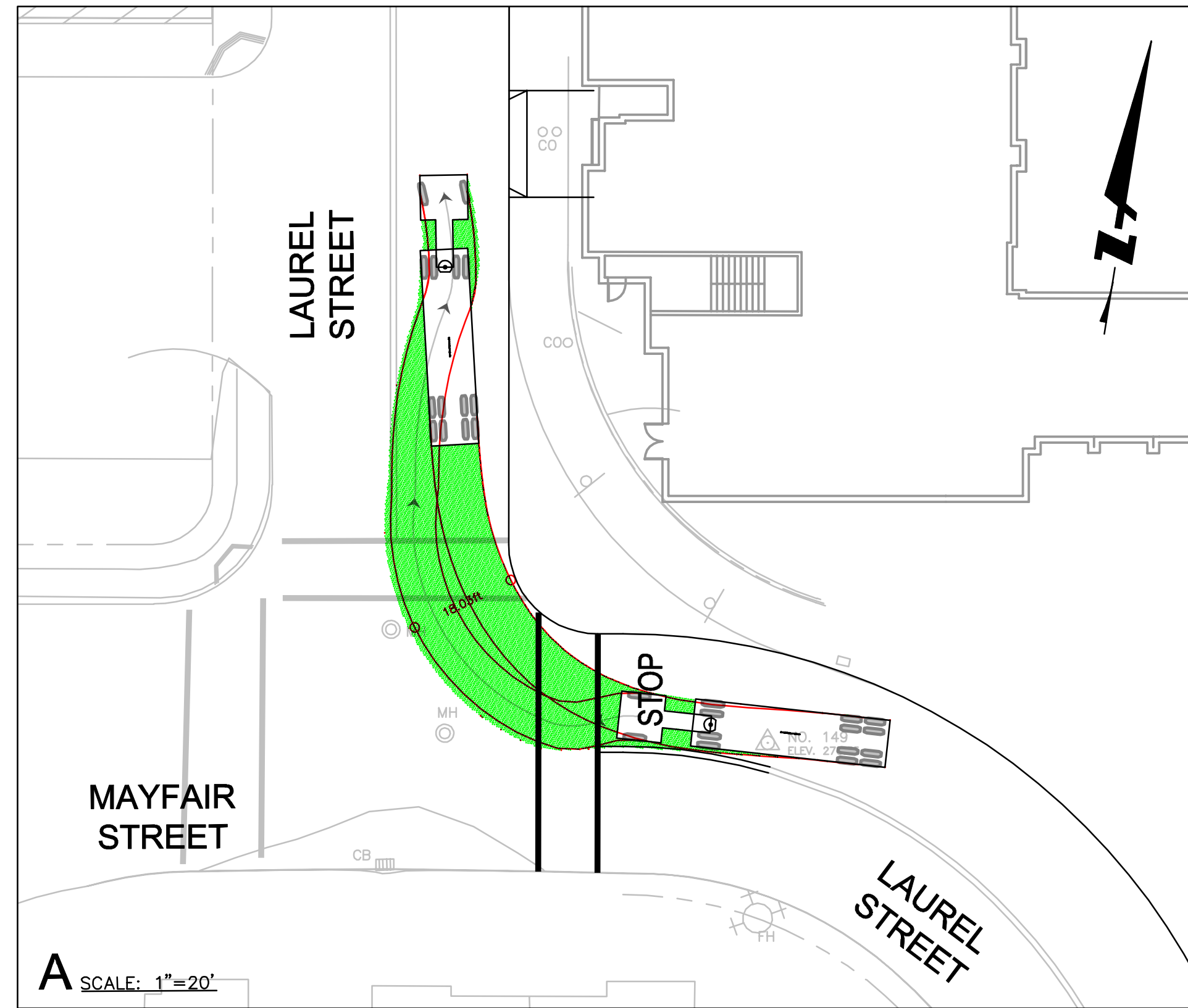


SU-30	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

3333 CALIFORNIA  
SU-30 CIRCULATION EXHIBIT



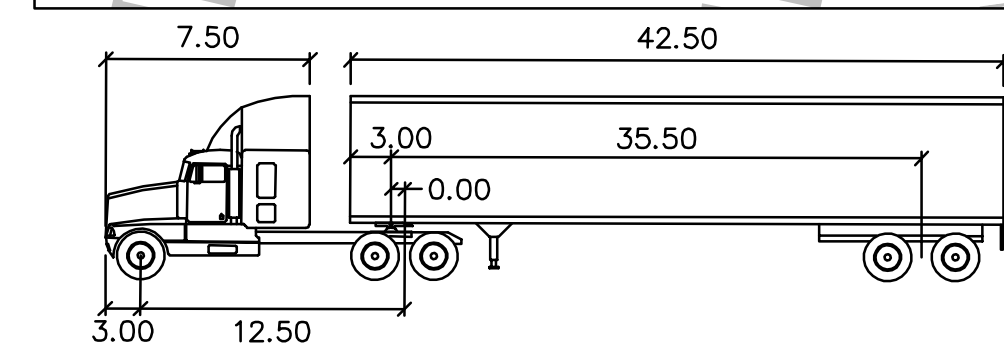
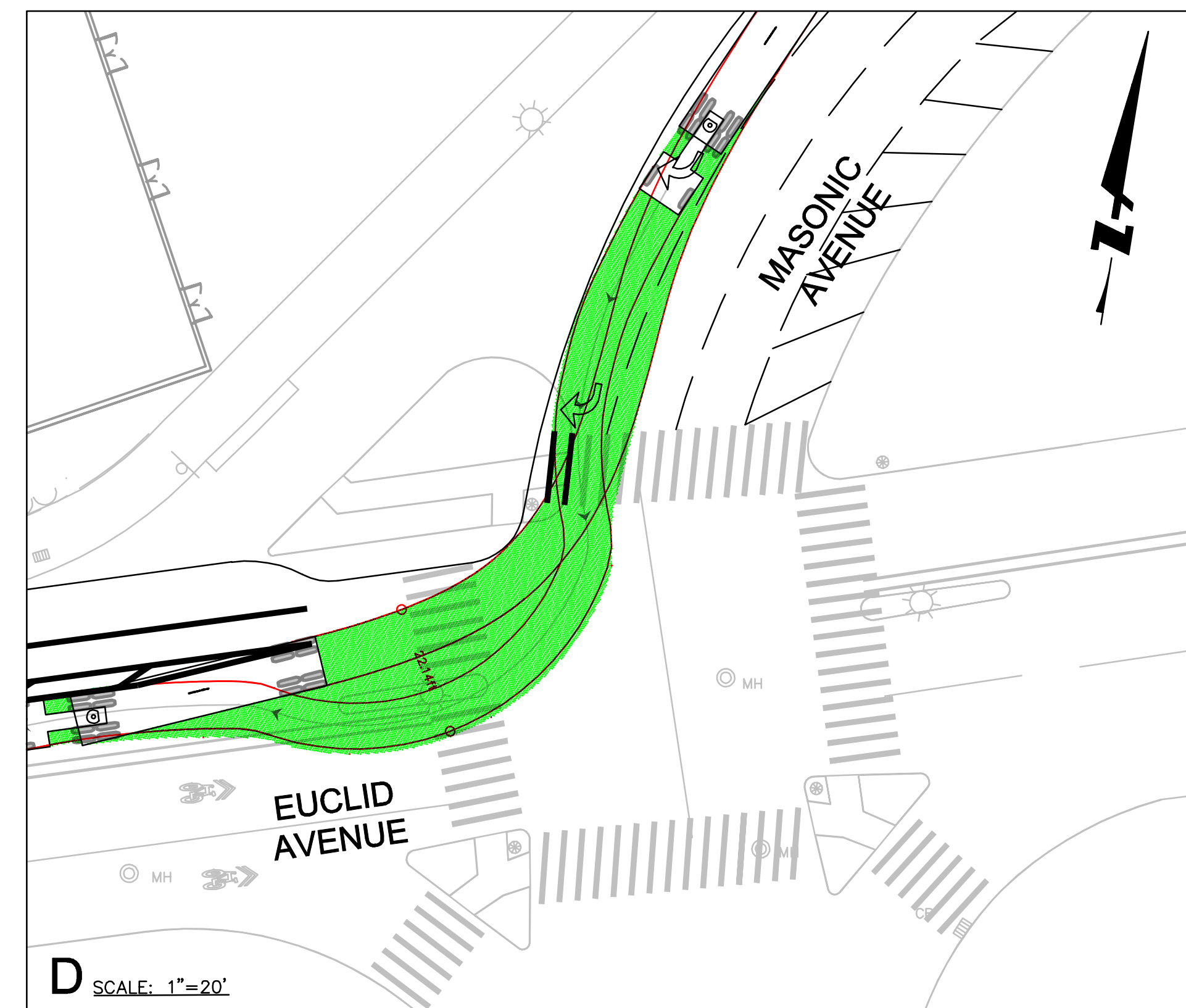
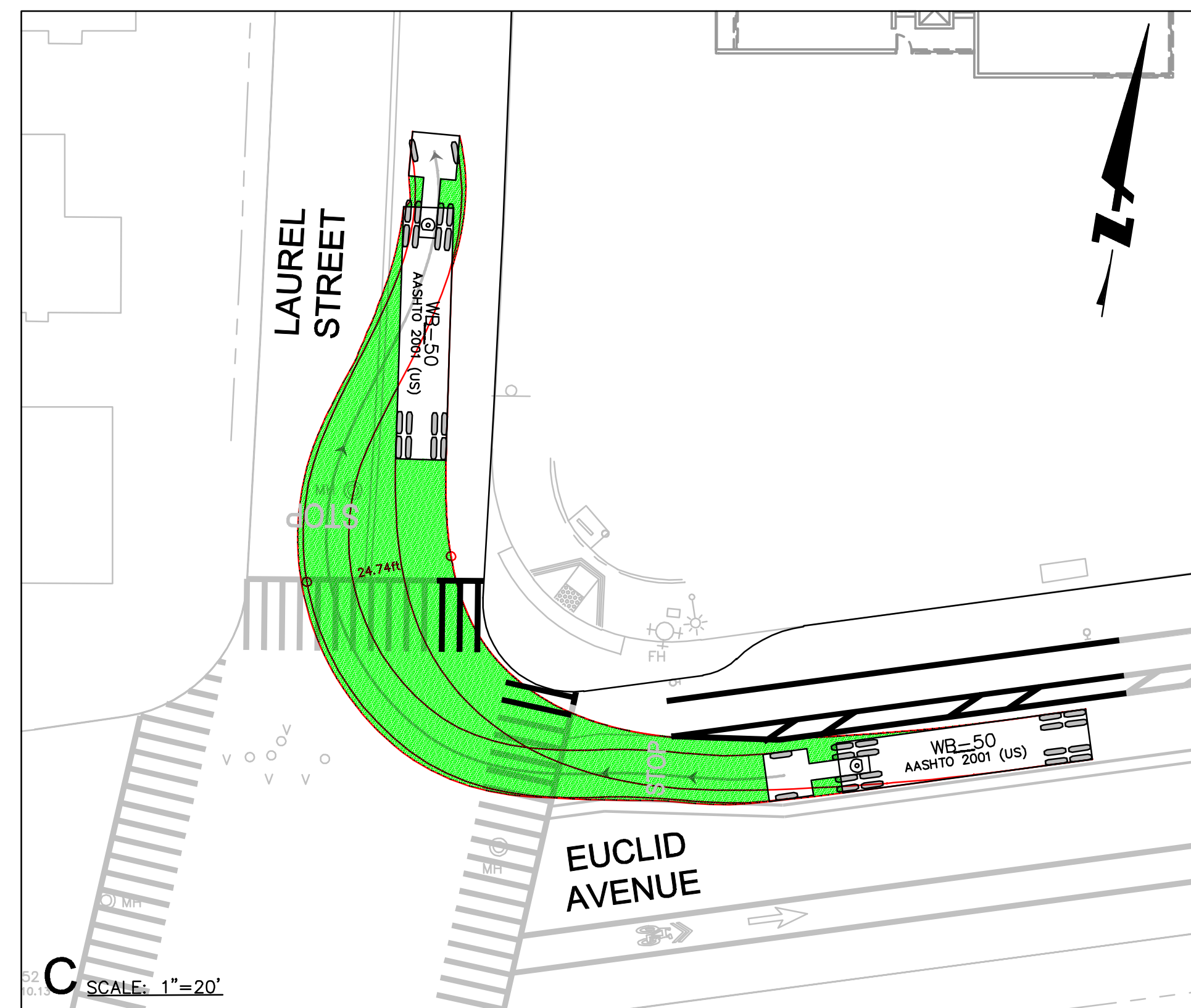
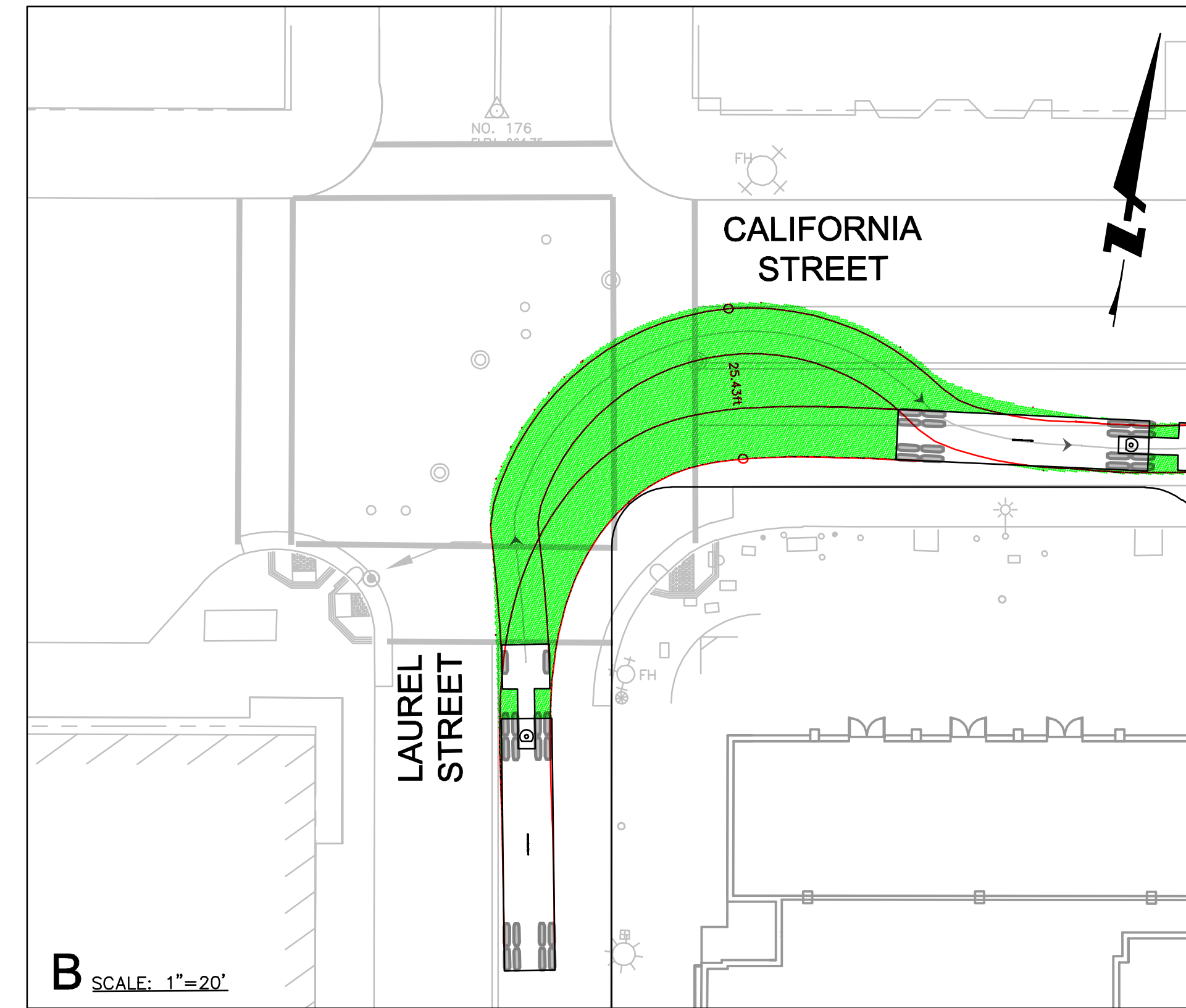
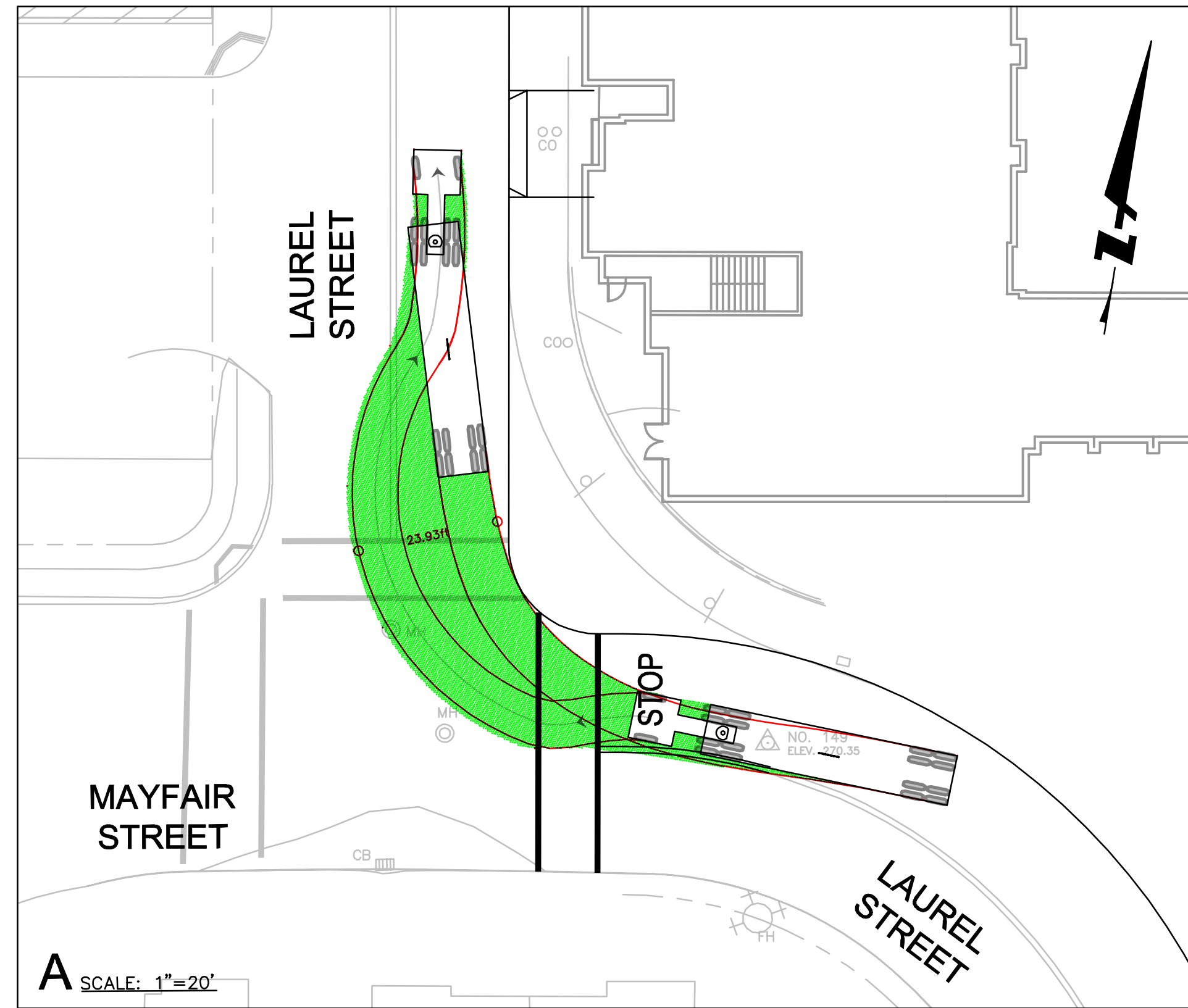




WB-40		feet	
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		

**3333 CALIFORNIA**  
WB-40 CIRCULATION EXHIBIT

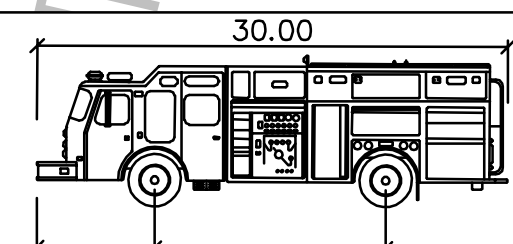
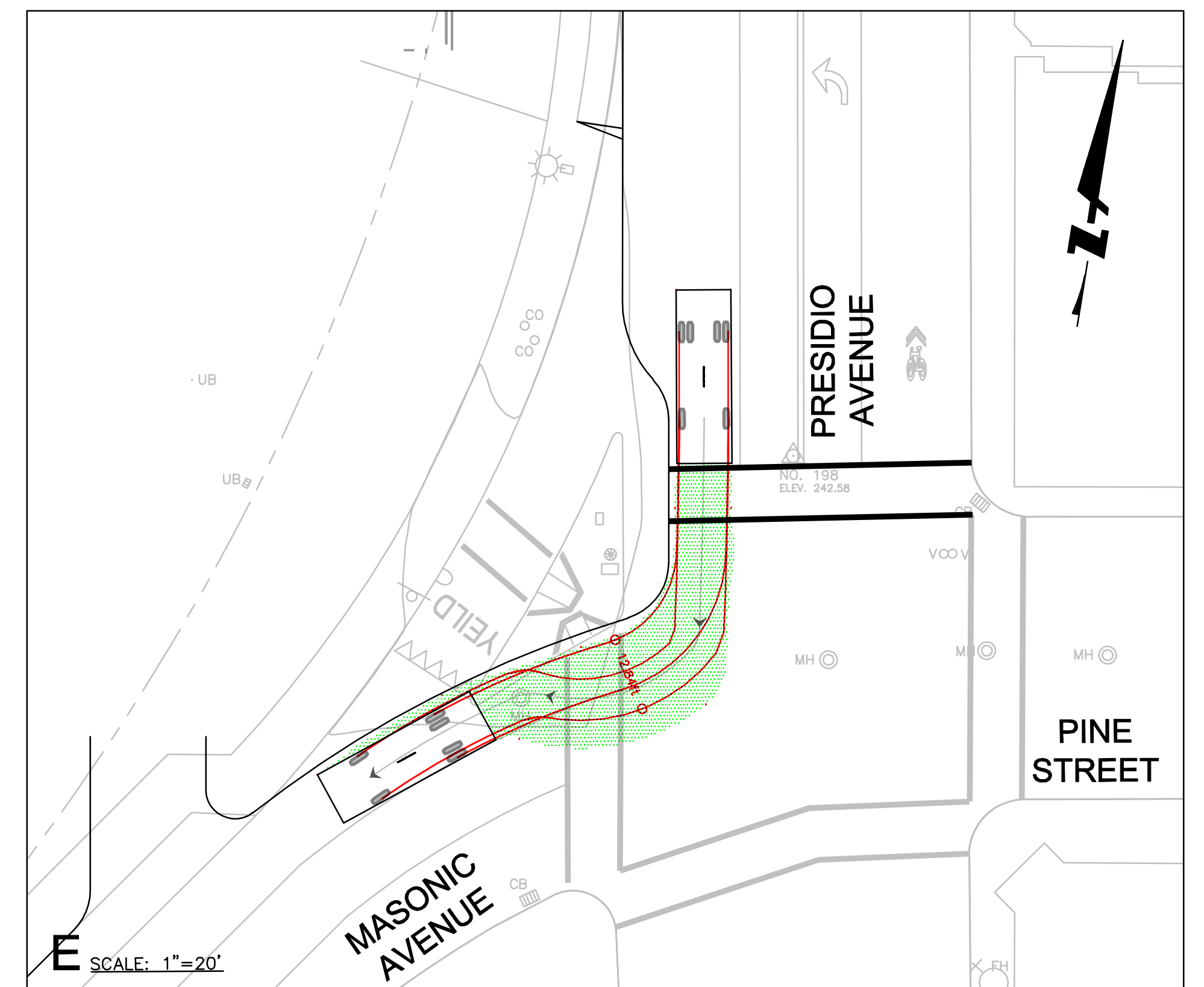
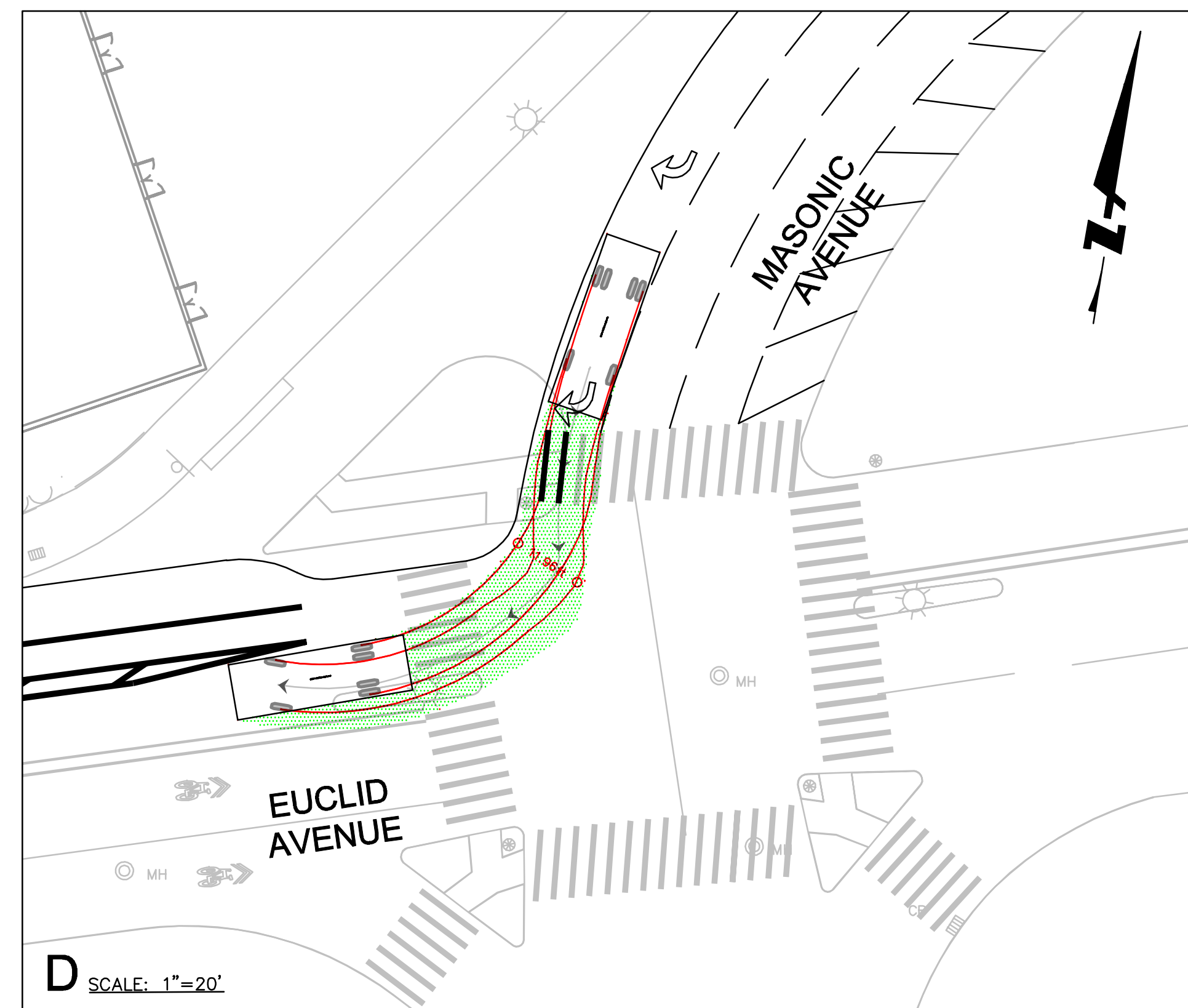
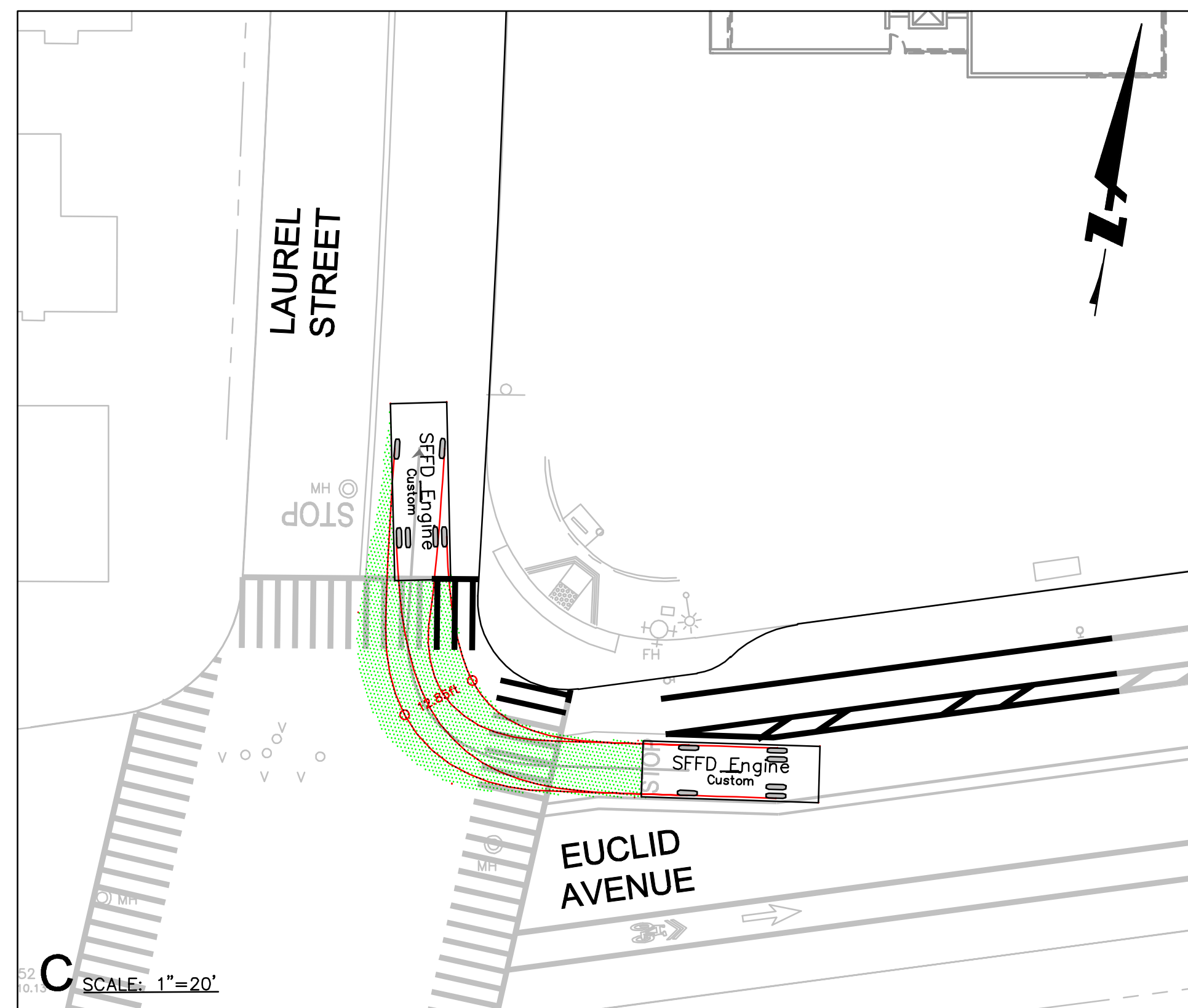
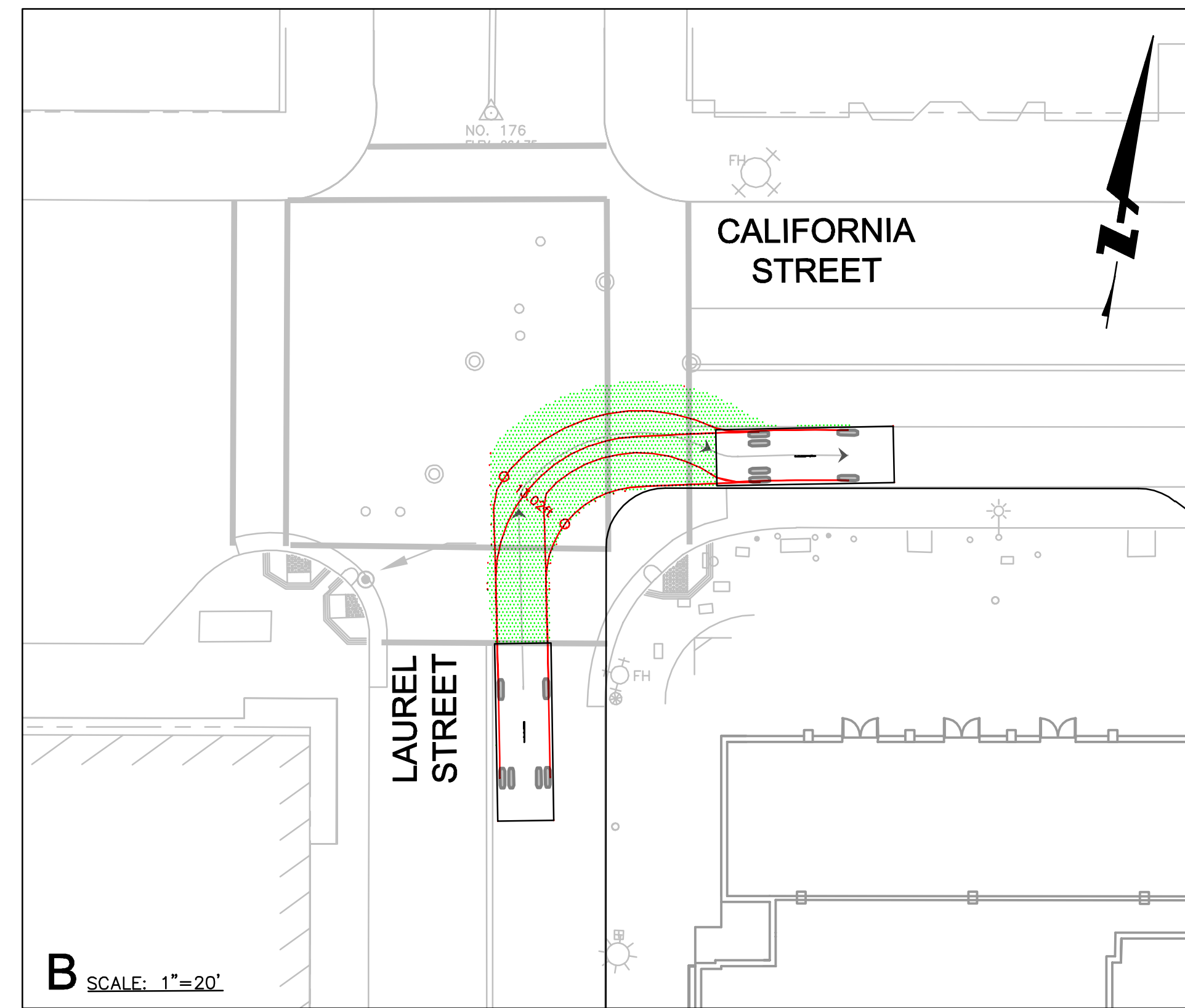
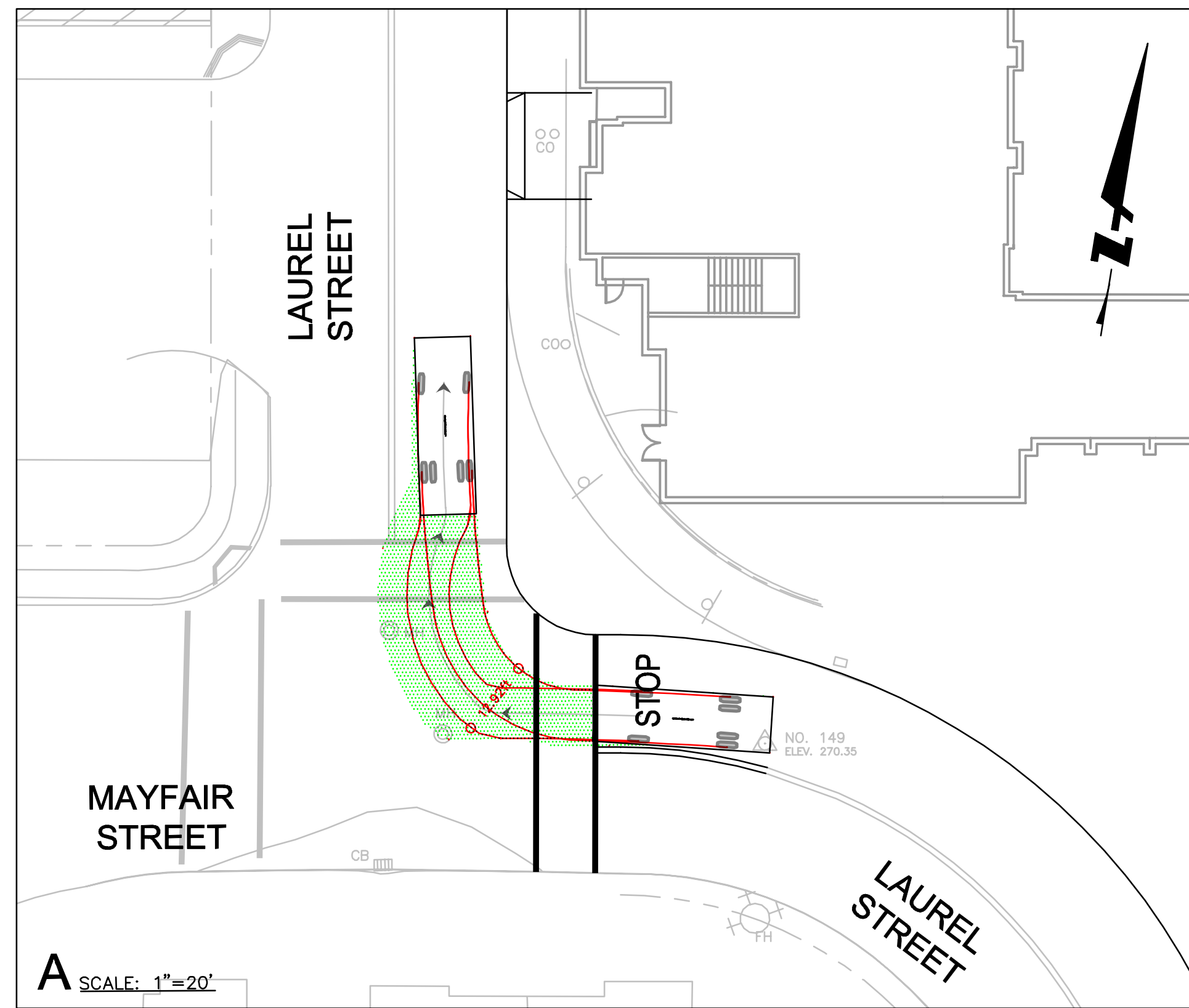




WB-50		feet	
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

**3333 CALIFORNIA**  
WB-50 CIRCULATION EXHIBIT

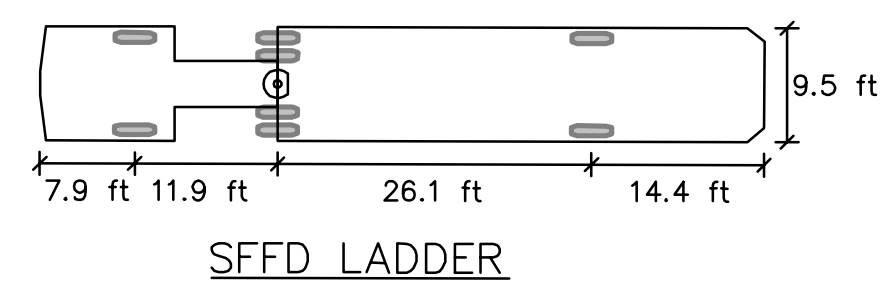
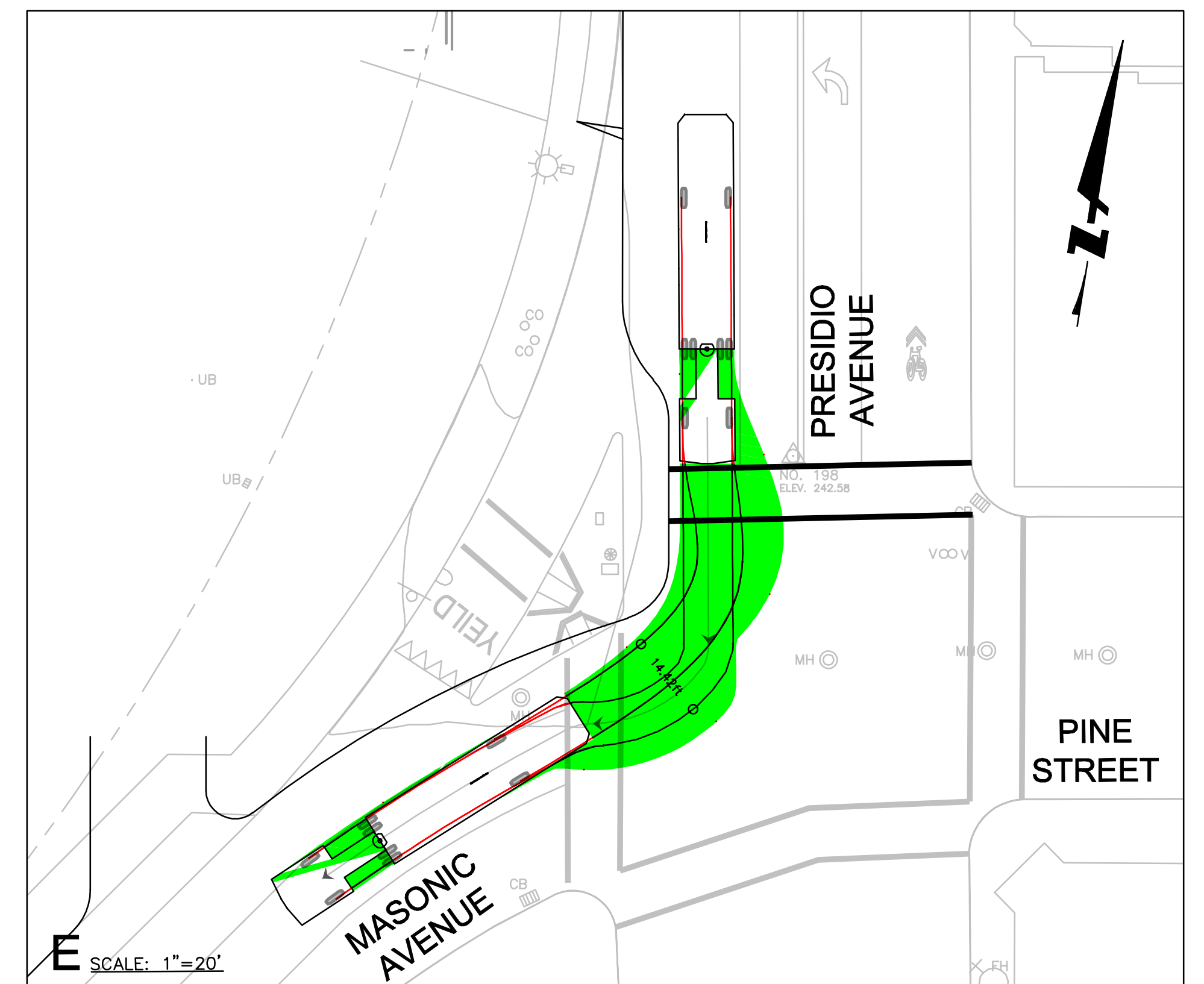
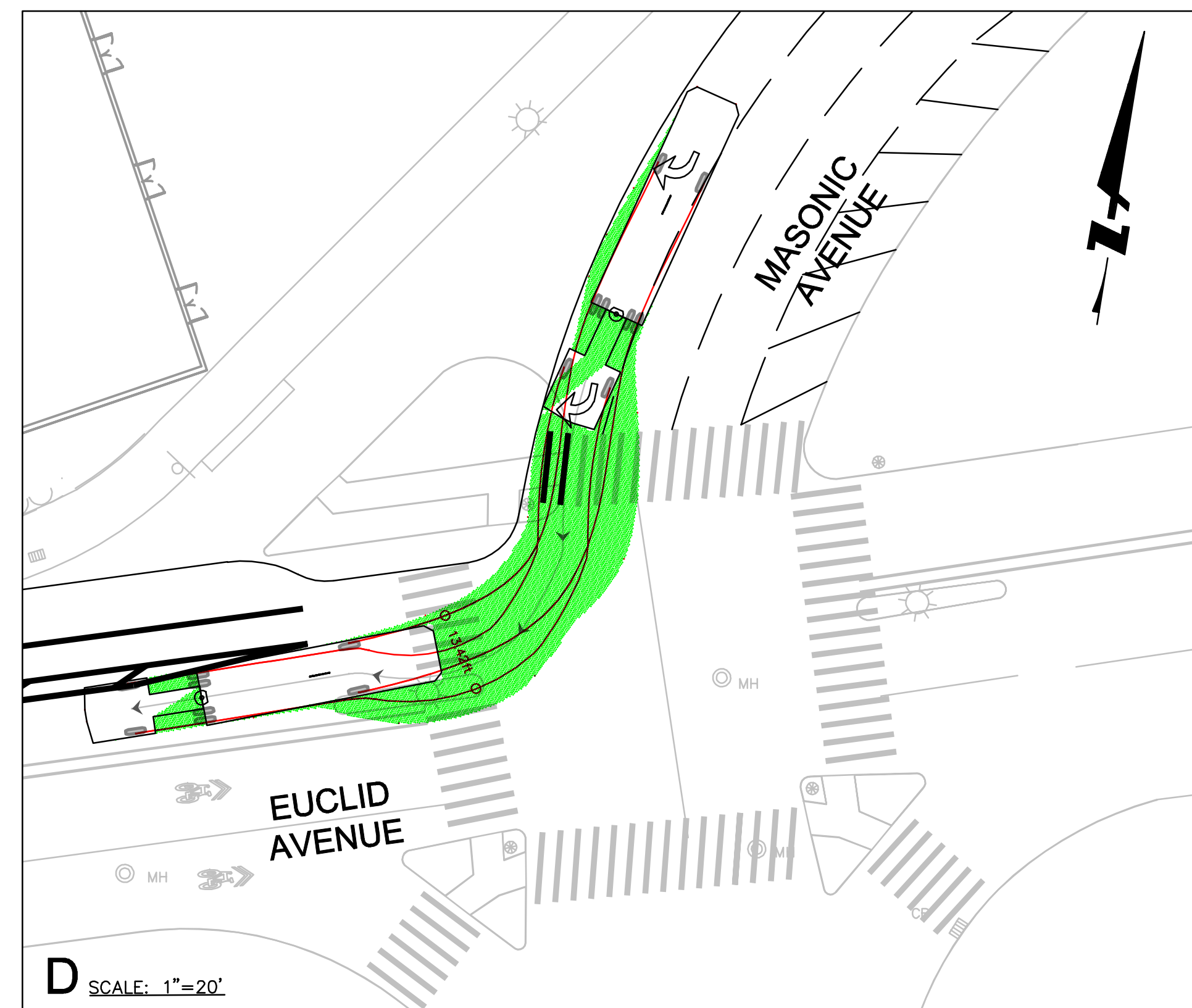
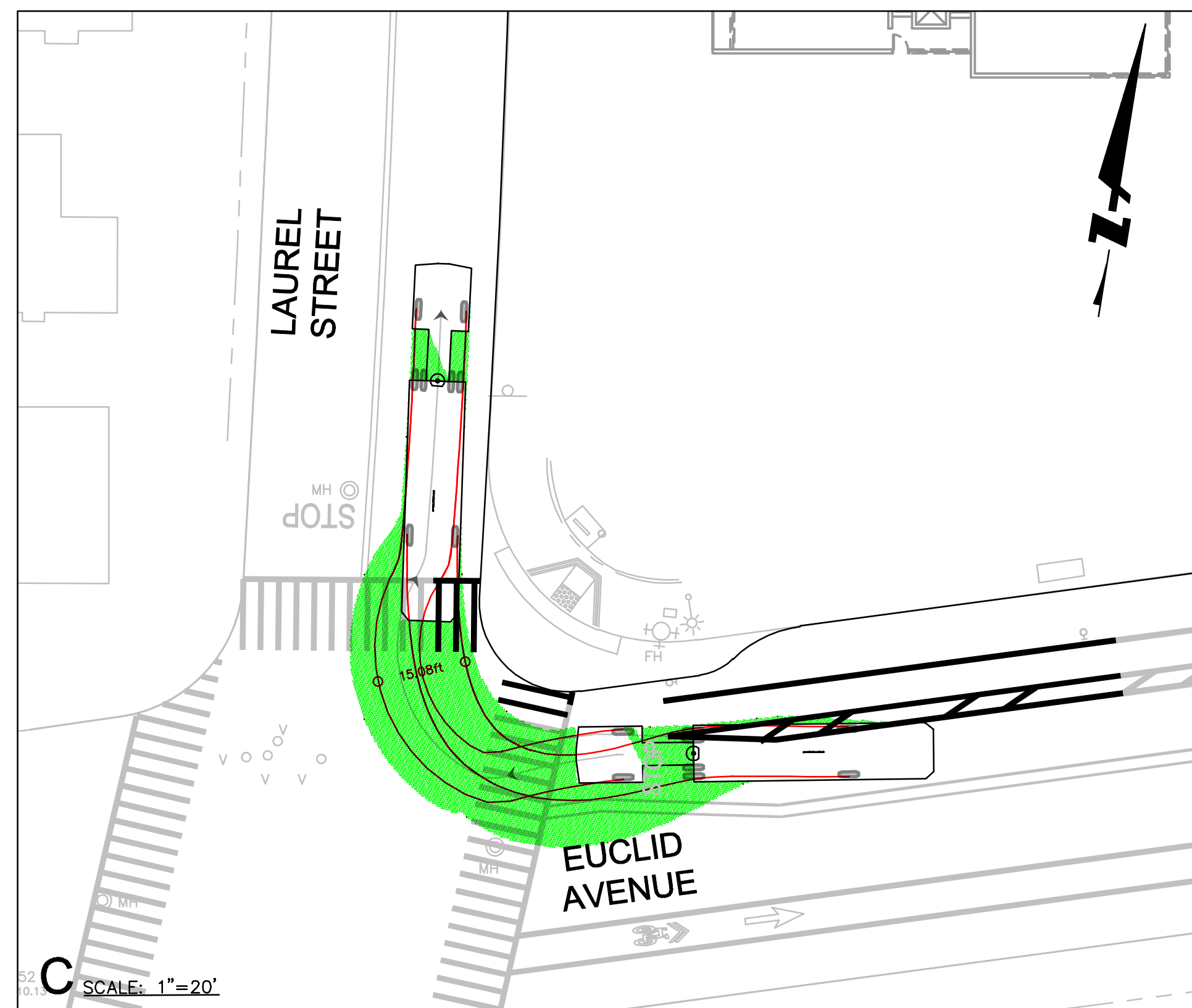
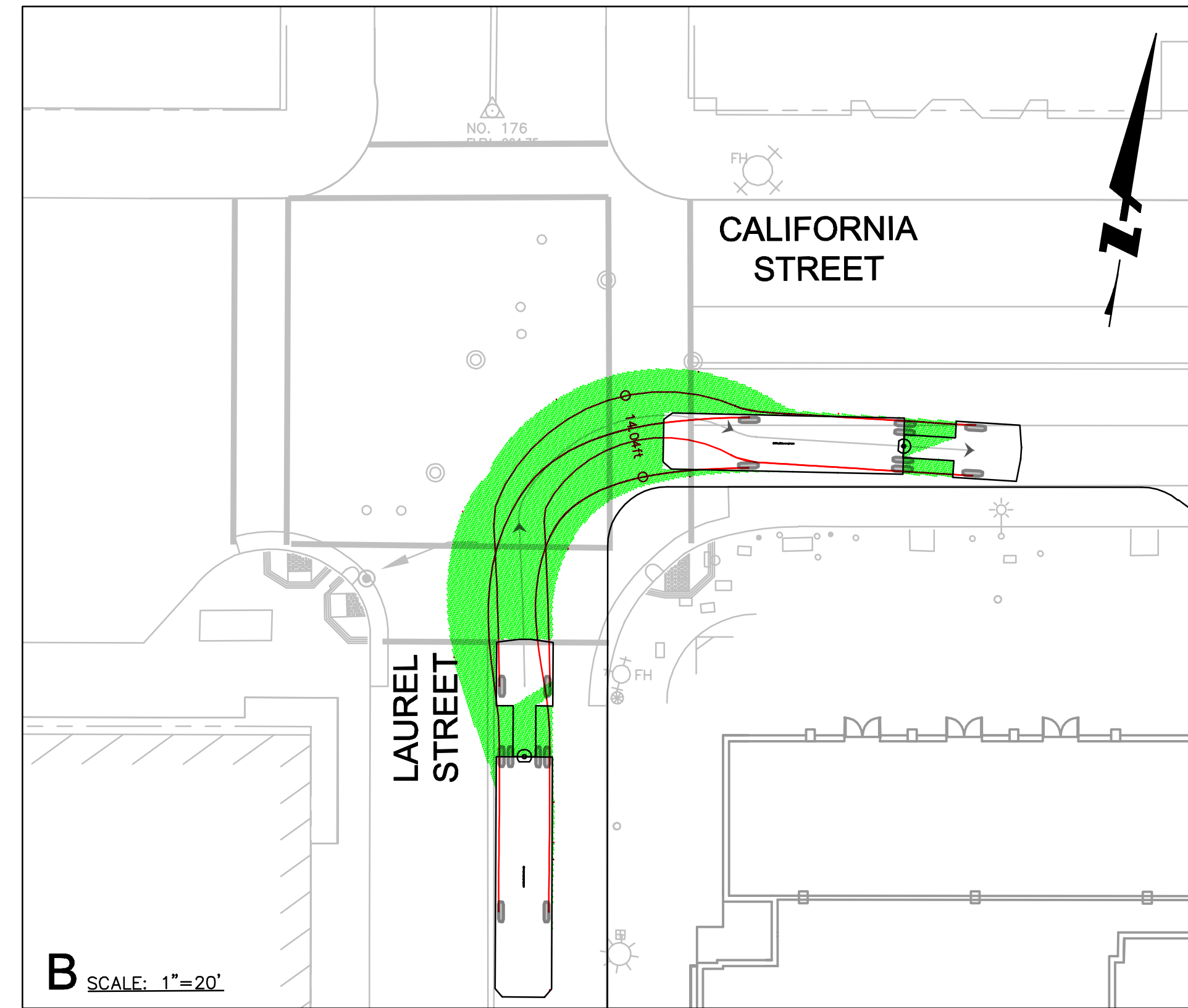
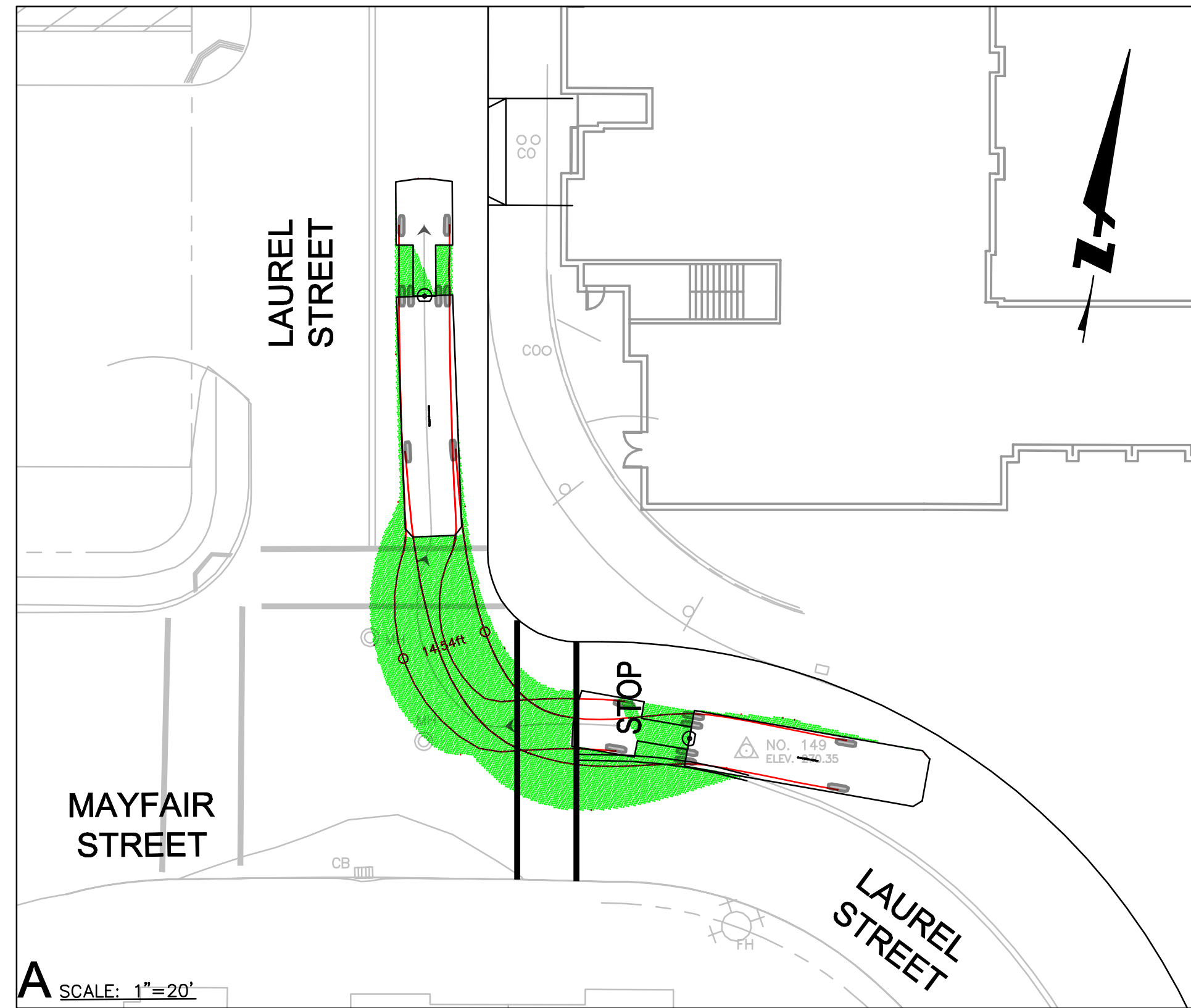




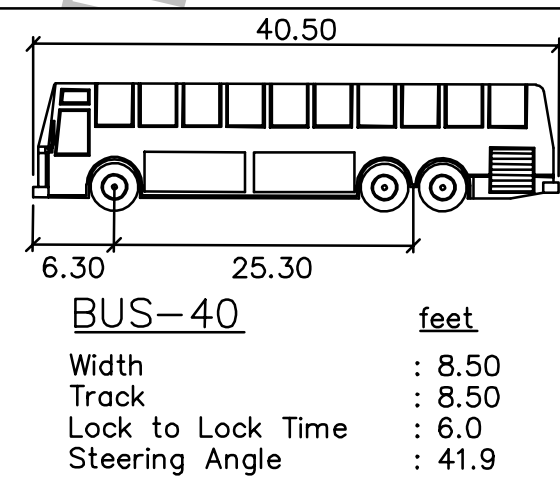
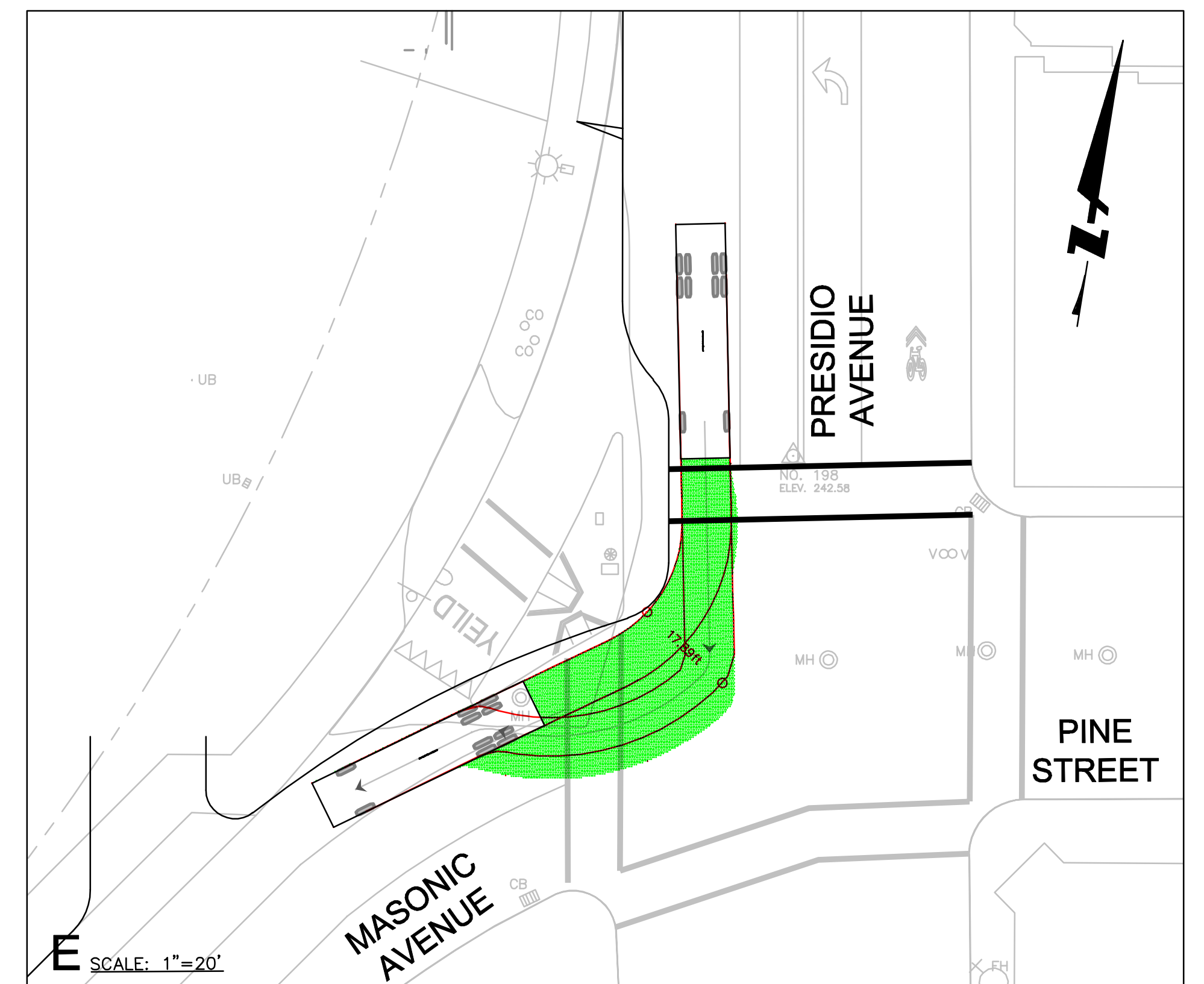
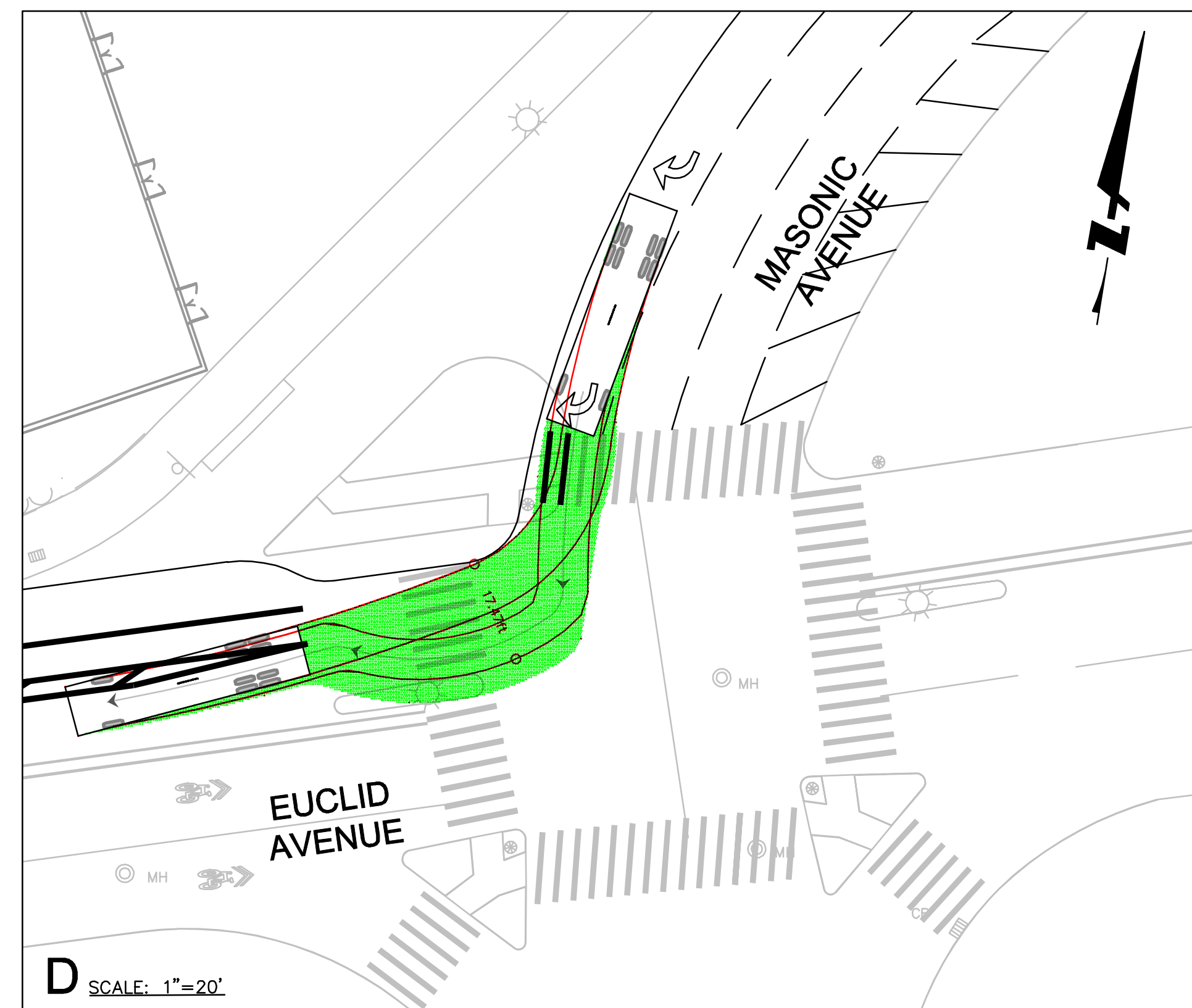
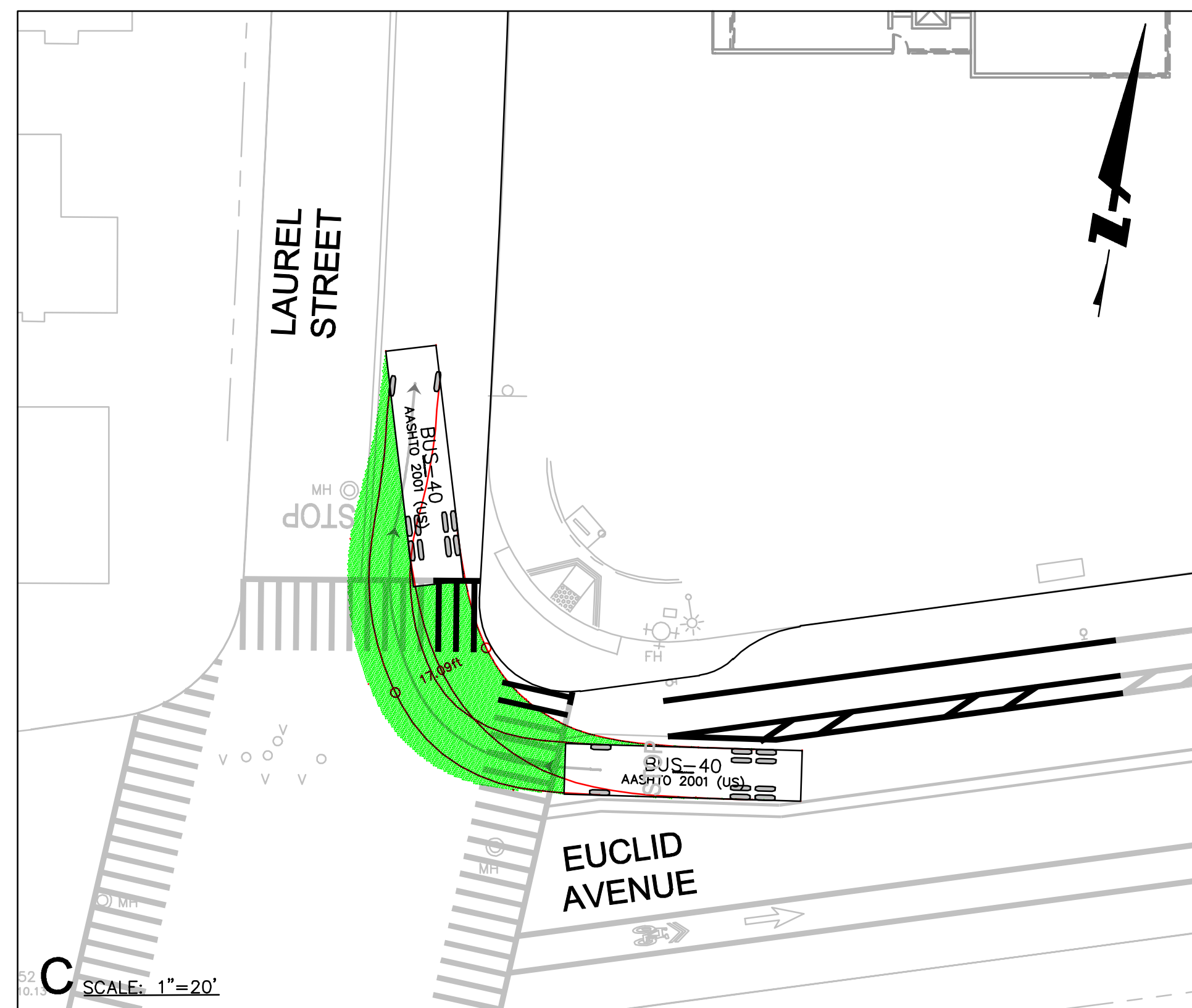
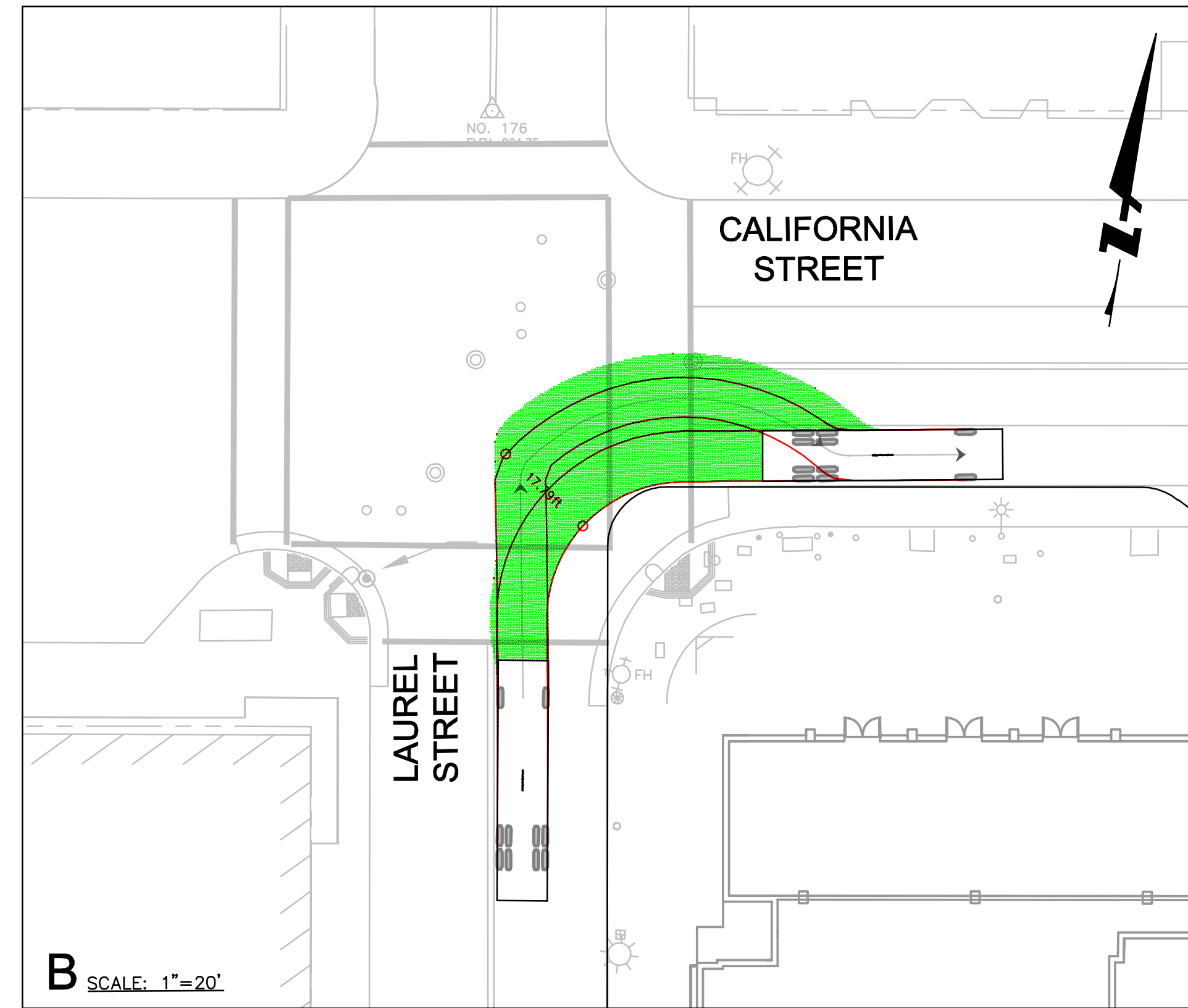
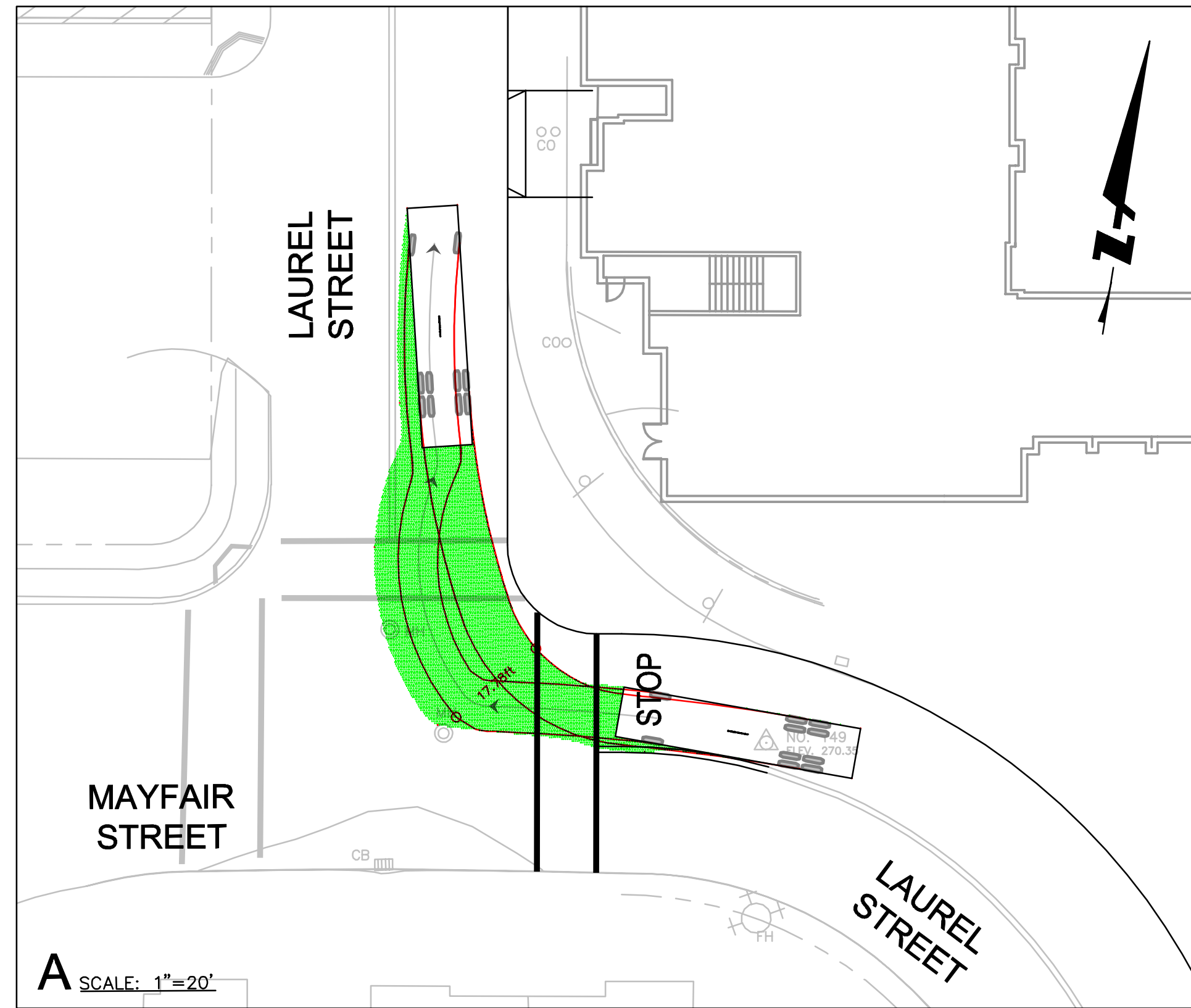
SFFD Engine	feet
Width	: 9.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.0

**3333 CALIFORNIA**  
FIRE ENGINE CIRCULATION EXHIBIT





3333 CALIFORNIA  
FIRE LADDER CIRCULATION EXHIBIT



**3333 CALIFORNIA**  
**BUS-40 CIRCULATION EXHIBIT**



## **9. SFPD and Fire Access Plan**

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# Housing Decision Memo

*A memo to memorialize a critical decision for an Executive Directive 17-02 project*

To: Public Works Infrastructure Taskforce, Department of Building Inspection

From: SFFD, Captain Mike Patt

CC: OEWD, Ken Rich

Date: 05/11/18

Re: ~~Completed Plan Review~~ <sup>Meeting Notes</sup> for 3333 California Project

---

Project: 3333 California Street (Laurel Heights), Prado Group and SKS Development

This memo memorializes San Francisco Fire Department's review of the development plans for the proposed 3333 California project. The attached meeting notes and fire access plan have been updated to reflect all SFFD comments on the project and are acceptable to the SFFD.

Signed,

 5/14/18

Captain Mike Patt

## MEETING NOTES

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**Date:** 5/11/18

**BKF Job Number:** 20147087

**Meeting Date:** 3/12/18

**Prepared By:** Alexis Matusek

**Location:** SFFD Headquarters: 698 2nd Street, Room 221

**Attendees:** Ketty Fedigan, Don Bragg, Lisa Congdon, Jing Ng, Eric Girod, Alexis Matusek, Don Fields, Tony Sanchez-Corea, Terry Fitzpatrick

**Subject:** 3333 California SFFD Meeting

---

SFFD Review and Comments based on Fire Access Plan Exhibit dated 8/21/17 prepared by BKF Engineers, updated on 5/11/18.

There was a follow-up meeting on 5/8/18 and 5/9/18 with Captain Mike Patt (SFFD) and Don Fields (ARS) to review the meeting minutes and Fire Access Plan exhibit.

### Topics:

#### A. General SFFD Requirements:

- a. Minimum 26-foot wide fire access road required by code capable of accommodating H-20 loads (50 PSI and 75,000 lbs.) required where emergency vehicles are anticipated to pass.
- b. Aerial ladder truck staging areas shall be minimum 100-feet long.
- c. Fire access without staging shall be minimum 20-feet wide.
- d. Fire hydrants required every 250-feet, comply with CFC, Appendix B and C
- e. Fire Department Connection (FDC) required to be within 100-foot max of fire hydrant.
- f. 150-foot maximum from fire engine to any point of building (limited by hose length).
- g. 150-foot maximum distance for fire truck access without a turn around.
- h. 2-inch high mountable curb can be approved at staff review level. Greater than 2" mountable curb requires approval from senior fire agency staff.
- i. Removable Bollards acceptable pending SFFD specification approval (TBD)
- j. 0%-6% longitudinal roadway slope acceptable for aerial ladder staging area. Greater than 6% reduces capacity.
- k. Aerial staging area shall be between 15-feet to 30-feet away from building to center of ladder truck.
- l. Buildings taller than 40' cannot be accessed with ground ladders and require aerial ladder access.
- m. Type V and Type III B construction requires access to rescue windows.

  
\_\_\_\_\_  
Captain Mike Patt



**B. Layout of Walnut Court (width and turnaround)**

- The 22 ft. street width is acceptable since no staging is anticipated to occur along that portion of Walnut Court.
- SFFD requires a minimum of 100 ft. for access along the south side of Walnut Court.
- The curb along the 100' staging area shall be painted red, or otherwise sufficiently marked with "no parking fire lane" signage.
- The proposed vehicular court is 88-feet wide with an 80 foot clear turnaround area for fire access. It will require mountable curb along a portion of the south edge to accommodate fire truck access sufficient to achieve the 100-foot staging area.
- Removable bollards will be considered to prevent vehicles from entering the emergency access lanes. Bollards shall meet SFFD specifications (TBD).
- Fire Truck turning analysis cannot utilize 8-foot passenger drop off areas along west and east sides of Walnut Court turn around. Confirmation (using digital AutoTurn software) shall be made for adequate turn around within an 80-foot clear area.



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Captain Mike Patt

**C. Layout of extended Walnut Court fire access between buildings (width and length)**

- Minimum 26 ft. width is required by code for aerial truck access. A variance reduction down to 20 ft. may be granted where emergency vehicles aren't expected to pass around aerial truck staging areas.
- A minimum of 26 ft. clear emergency access width is required in the following areas:
  - Along the Euclid and Masonic Building Lobby areas
  - Along the south end of Walnut Court in front of Center Building A & B lobbies



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Captain Mike Patt

**D. SFFD access points to each building on site**

- **PLAZA A (Type V – 4 stories)**
  - Address shall be off of Laurel Street
  - As building is over 40', aerial ladder access is required. Staging areas provided on California and Laurel frontages.
  - Current design provides sufficient aerial ladder truck access and ground access around building.
  - Existing oak trees to be preserved limit aerial access to south and east sides of building.
  - 100-200 ft. of clear space required for aerial truck staging area at Lobby on Laurel St.
  - Rescue windows with stable ladder pads required due to Type 5 construction.



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Captain Mike Patt

- **PLAZA B (Type V)**
  - Address shall be off of California Street
  - FDC location allows for proper access.
  - New fire hydrant off of Walnut Court will be over structure, structural design needs to be reinforced to accommodate it. Need confirmation from SFPUC or SFFD regarding who will be responsible for the hydrant and whether it will be public or privately maintained.

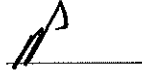
- Aerial ladder access staging areas provided on California and Walnut Street.
- Current design provides sufficient aerial ladder truck access and ground access around building.



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Captain Mike Patt

- **WALNUT (Type I/IIIA – 3 stories or 6 stories w/variant)**

- Address shall be off of Walnut Street
- Rescue windows ~~required for base 3-story design.~~ *not required For Type IIIA Construction*
- Rescue windows not required for 6-story variant design.
- Aerial ladder access staging areas provided off California and Walnut Street.
- Current design provides sufficient aerial ladder truck access and ground access around building, *if the Building Type III B or Type V Construction*
- Review fire access, egress, exiting related to the Childcare area and its outdoor space.



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Captain Mike Patt

- **MAYFAIR (Type V)**

- Address shall be off of Mayfair Street
- If the building is below 40 ft. in height, no aerial ladder truck access is required.
- If the building is over 40 ft., aerial ladder access is required along 50% of the building face.
- Current design provides aerial ladder access along Laurel Street. If the building is over 40 ft., aerial access will be required along the north or south side of the building.
- Ground ladder access with ladder pads required to rescue windows on east side confirm planter does not impede access. Ground surface should not be dirt – gravel is preferable.



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Captain Mike Patt

- **CENTER BUILDING A (Type I)**

- Address shall be off of Walnut Street
- Aerial ladder access staging areas provided along north and east face of building off of Walnut.
- Same 100' staging area (at Walnut Court) can be used for both Center Buildings A & B lobbies.
- Current design provides sufficient aerial ladder truck access and ground access around building.

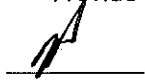


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Captain Mike Patt

- **CENTER BUILDING B (Type I)**

- Address shall be off of Walnut Street
- Aerial ladder access staging areas provided along north and west face of building off of Walnut.

- SFFD will allow variance above the 150-foot max fire access length without a turn around if if aerial access is provided along entire northern façade of building.
- Staging access along north face of building can be 20-feet wide as emergency vehicles are not expected to pass.
- Provide free standing FDC closer to Masonic Avenue rather than building mounted FDC.



Captain Mike Patt

• **LAUREL DUPLEXES (Type V-B)**

- Address shall be off Laurel Street. Fire Department access to rescue windows will be provided.




Captain Mike Patt

• **EUCLID (Type IIIA)**

- Address shall be off of Euclid Street
- Aerial ladder access staging area provided along Walnut walkway between Euclid and Masonic Buildings.
- A 26 ft. wide, 100-200 ft. long staging area is required at the Lobby
- If the building is Construction Type I or IIIA, then a variance request may be granted to reduce aerial ladder access along the north side.
- Install bollards (specifications to be approved by SFFD) at the end of Walnut Walk and Euclid.
- (Note: Easement via the Laurel duplexes may be required to maintain access to the rear egress windows)

• *Fire access through Walnut to Euclid Avenue shall be provided.*



Captain Mike Patt

• **MASONIC (Type V)**

- Address shall be off of Masonic Street
- Aerial ladder access staging area proposed along Masonic Avenue frontage.
- The proposed fire access is acceptable if aerial access is provided to the northern portion of the Walnut Walkway. In the current plan, aerial access cannot be accommodated in the southern portion of the Walnut Walkway due to proposed row of trees.



Captain Mike Patt

**E. Removal of the two slip lanes on Masonic (at Presidio and at Euclid)**

- Removal of the slip lanes is acceptable subject to meeting fire truck turning requirements.



Captain Mike Patt

**F. Location of on-site fire hydrant**

- Confirmation of maximum 250-foot radius building coverage required from hydrants to all sides of building. Additional hydrants may be required on-site to supplement existing hydrant locations in order to provide sufficient coverage.
- Existing hydrants along north side of California Street (comply with CFC B and C) are not anticipated to be acceptable for use in calculating the site building coverage as they are located on a street potentially classified as "heavily traveled". SFFD to confirm classification.
- Fire flow calculations and design layouts for hydrants and FDCs will be provided at a future submittal.

  
\_\_\_\_\_  
Captain Mike Patt

**G. Miscellaneous**

- Water required for demolition and construction activities: Plan for water street pull boxes will be required. Need to determine whether they will be installed by the private developer vs. the SF Fire Department. The proposed pull box locations should be added to the Fire Access Plan, as well as, the existing locations.
- Project Sponsor to confirm with SFPUC and SFFD that an AWSS (auxiliary water supply system) is not required.
- BKF added building heights that represent approximate Fire Department access height.

  
\_\_\_\_\_  
Captain Mike Patt

**Below is our record of SFFD's answers to our previous pre-application meeting questions:**

**1. What size/type of fire truck should be accommodated for firefighting around and through the site? Will different types of trucks be expected depending on the location of the fire?**

A 57 foot long Aerial Ladder Truck and Engine should be accommodated, with ladder access 15-30 feet from buildings on 2 sides. Follow-up: Contact Mike Sallaberry from SFMTA for truck turn templates.

  
\_\_\_\_\_  
Captain Mike Patt

**2. To what extent within the site will a vehicular access be required for firefighting?**

Vehicular fire ladder access should be provided between Center Building A and Center Building B, from the Walnut Street turnaround to 150 feet south of the NE Euclid Building corner. Note: A fire hammerhead should be provided between Center Building A and Euclid Building if access is not possible through Walnut to Euclid Avenue.

  
\_\_\_\_\_  
Captain Mike Patt

**9. Where trees line a fire lane, what clearances are required from tree branches?**

Clearance is required up to a 13.5 ft. height for the full fire access width required (20-26').

  
\_\_\_\_\_  
Captain Mike Patt

**10. Is there a preferred bollard type for use in emergency access areas?**

Currently, a standard bollard detail is being created by the fire department. There should be a preferred bollard design by the time the project is in permitting.

  
\_\_\_\_\_  
Captain Mike Patt

**11. Are ladder pads required?**


For buildings with rescue windows, 2<sup>nd</sup> and 3<sup>rd</sup> floors need ground ladder access with ladder pads that will support weight (not dirt). Ladder pads should be located with the equation:  
Distance from Building = (Ladder height) / 5 + 2'

  
\_\_\_\_\_  
Captain Mike Patt

**12. What is the maximum allowable distance between hydrants?**

Based on fire flow and construction type. The SFFD fire flow calculations are attached.

- Hydrants/Flow are attached, Fire flow is not attached, Fire Flow is required.

  
\_\_\_\_\_  
Captain Mike Patt

**13. What is the maximum allowable distance between hydrants and FDCs?**

100 feet

  
\_\_\_\_\_  
Captain Mike Patt

**14. Will existing hydrants be required to be upgraded?**


Existing hydrants do not need to be upgraded. Comply with CFC Appendix B and C for flow and pressure.

Refer to PUC installation guidelines regarding hydrants. *Fire Flow and hydrants locations are required*

  
\_\_\_\_\_  
Captain Mike Patt

**3. To what extent must the vehicular access be dedicated vehicular access vs. shared emergency access through pedestrian access areas?**

20 ft. wide fire access can be allowed where emergency vehicles aren't expected to pass around aerial truck staging areas.



Captain Mike Patt

**4. What minimum roadway width must be held?**

The minimum roadway width is typically 26 feet wide, but 20 feet on Walnut may be acceptable.



Captain Mike Patt

**5. What is the minimum required turning radius?**

The Walnut turnaround should be a minimum clear diameter of 80 feet, or 96 feet to accommodate parking on both sides (west and east).



Captain Mike Patt

**6. Is there a maximum allowable slope for the vehicular access areas?**

**a. Are level areas required on-site for firefighting access by truck?**

For aerial trucks, 0-6% is okay. Aerial trucks work at 50% capacity in areas with 7-14% grade.



Captain Mike Patt

**7. What materials are allowable for firefighting access and emergency access areas?**

**a. Are concrete and stone unit pavers acceptable?**

**b. Are permeable unit pavers and/or permeable-joint paving assemblies acceptable?**

**c. Are alternate paving materials acceptable?**


All forms of paving material are acceptable as long as they are structurally capable of handling fire truck loading.



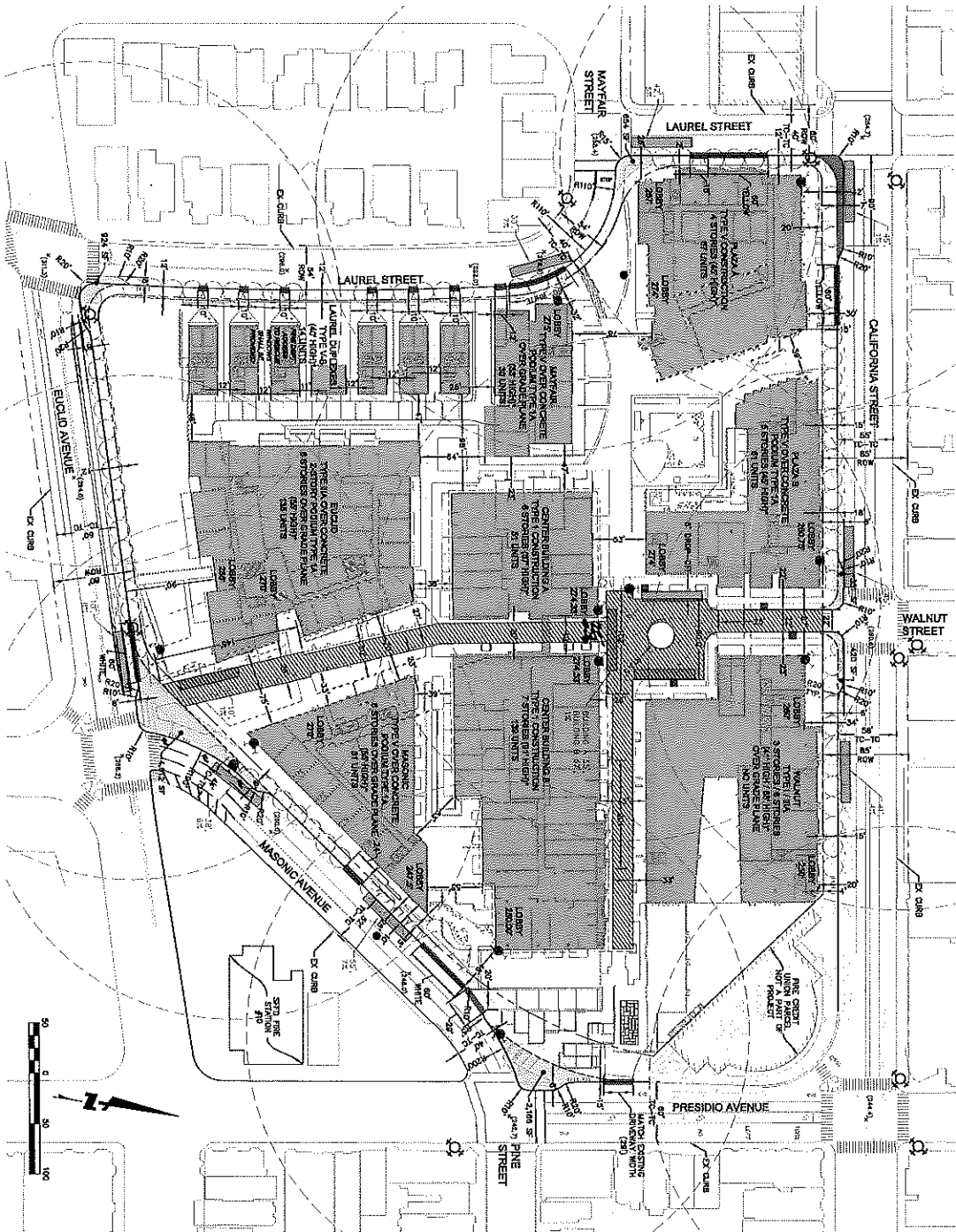
Captain Mike Patt

**8. Can fire vehicles and/or emergency vehicles be expected to drive over standard curbs? Are rolled curbs required under certain circumstances?**

Provide rolled curbs for access from Walnut Court turnaround. SFFD staff can immediately sign off on 2" rolled curb. Anything higher will need approval.



Captain Mike Patt



**LEGEND:**

- DRIVEWAY
- PROPOSED LOADING ZONE
- AREA OF EXISTING (EX CLASH TO EX CLASH)
- APPROVED TRAVEL BUILT TO BE CONSTRUCTED
- PROPOSED CURB RAIL
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- NO PARKING SIGN
- 3RD VERTICAL ON-SITE ACCESS PATH
- 3RD LADDER TRUCK ACCESS
- 3RD LADDER TRUCK ACCESS
- PROPOSED BUILDING
- 3RD LADDER TRUCK LOCATION TO LIFT FROM LEVEL OF EXISTING STREET TO FIRE HYDRANT
- FIRE HYDRANT 200' RADIUS

**NOTE:**

BUILDING HEIGHT NOTED INDICATES THE APPROXIMATE HEIGHT FROM THE LOWEST ELEVATION OF THE DEPARTMENT ACCESS TO THE FINISHED ROOF LEVEL.

• See Meeting Notes



SAN FRANCISCO FIRE DEPARTMENT  
 BUREAU OF FIRE PREVENTION  
 PLAN CHECK DIVISION/WATER FLOW  
 1660 MISSION STREET, 4TH FLOOR  
 SAN FRANCISCO, CA. 94103  
 FAX # 415-575-6933  
 Email: WaterflowSFFD@sfgov.org

**REQUEST FOR WATER FLOW INFORMATION**

DATE: 09 / 26 / 2017 REQUEST IS FOR:  FIRE FLOW  
 SPRINKLER DESIGN

CONTACT PERSON: Jessica Moritz ADDRESS: 4670 Willow Road, Suite 250  
~~Meghan Cronin~~

PHONE NO. ( 925 ) 396 / 7700 FAX NO. ( 925 ) 396 / 7799

EMAIL: ~~mcronin@bkf.com~~ jmoritz@bkf.com

OWNER'S NAME: Prado Group, Inc. PHONE # ( 415 ) 857 / 9303

ADDRESS FOR WATER FLOW INFORMATION:  
3333 California Ave

PROVIDE SKETCH HERE:

CROSS STREETS (BOTH ARE REQUIRED):  
Walnut Street / California Street



SPECIFY STREET FOR POINT OF CONNECTION: California Street

OCCUPANCY (CIRCLE ONE): R3 (R2) LIVE/WORK (COMMERCIAL) OTHER \_\_\_\_\_

HAZARD CLASSIFICATION: (LIGHT) ORD 1 ORD 2 EXT 1 EXT 2 OTHER \_\_\_\_\_

CAR-STACKER: YES (NO)

NUMBER OF STORIES: 5 HEIGHT OF BLDG.: 45 FT.

- SUBMIT FORM WITH A \$120.00 CHECK MADE PAYABLE TO 'S.F.F.D.'
- REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX OR EMAIL, AND AN ADDITIONAL FEE OF \$240.00 WILL BE NECESSARY.
- WATER FLOW INFORMATION WILL BE RETURNED BY FAX, MAIL, OR EMAIL.
- INCOMPLETE FORMS WILL NOT BE PROCESSED.
- PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING.

\*\*\*\*\*Official use only\*\*\*\*\*

Flow data provided by: JUNN Date Forwarded 4/2/2018

Flow data: FIELD FLOW TEST \_\_\_\_\_ STATIC 44 PSI  
 RECORDS ANALYSIS X RESIDUAL 42 PSI  
 FLOW 660 GPM

Gate Page 23 8 " MAIN on CALIFORNIA

IF YOU HAVE ANY QUESTIONS PLEASE CONTACT INSPECTOR DEBN @ 415-558-6361 9/05/2015 (4/8) Page 2/2





SAN FRANCISCO FIRE DEPARTMENT  
 BUREAU OF FIRE PREVENTION  
 PLAN CHECK DIVISION/WATER FLOW  
 1660 MISSION STREET, 4TH FLOOR  
 SAN FRANCISCO, CA. 94103  
 FAX # 415-575-6933  
 Email: WaterflowSFFD@sfgov.org

**REQUEST FOR WATER FLOW INFORMATION**

DATE: 09 / 26 / 2017 REQUEST IS FOR:  FIRE FLOW  
 SPRINKLER DESIGN

CONTACT PERSON: Meghan Cronin ADDRESS: 4670 Willow Road, Suite 250

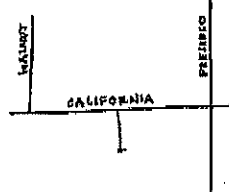
PHONE NO. ( 925 ) 396 / 7700 FAX NO. ( 925 ) 396 / 7799

EMAIL: mcronin@bkf.com

OWNER'S NAME: Prado Group, Inc. PHONE # ( 415 ) 857 / 9303

ADDRESS FOR WATER FLOW INFORMATION: PROVIDE SKETCH HERE:

3333 California Ave



CROSS STREETS (BOTH ARE REQUIRED):

California Street / Presidio Street

SPECIFY STREET FOR POINT OF CONNECTION: California Street

OCCUPANCY (CIRCLE ONE): R3 R2 LIVE/WORK COMMERCIAL OTHER \_\_\_\_\_

HAZARD CLASSIFICATION: LIGHT ORD 1 ORD 2 EXT 1 EXT 2 OTHER \_\_\_\_\_

CAR-STACKER: YES NO

NUMBER OF STORIES: 3 HEIGHT OF BLDG.: 45 FT.

- SUBMIT FORM WITH A \$120.00 CHECK MADE PAYABLE TO 'S.F.F.D.'
- REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX OR EMAIL, AND AN ADDITIONAL FEE OF \$240.00 WILL BE NECESSARY.
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- PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING.

\*\*\*\*\*Official use only\*\*\*\*\*

Flow data provided by: Dunn

Date Forwarded 4/2/2018

Flow data: FIELD FLOW TEST

STATIC 44 PSI

RECORDS ANALYSIS X

RESIDUAL 42 PSI

FLOW 660 GPM

Gate Page 23

8 " MAIN on CALIFORNIA

IF YOU HAVE ANY QUESTIONS PLEASE CONTACT INSPECTOR DEEN @ 415-558-6361 9/05/2015 (5/8) Page 273



SAN FRANCISCO FIRE DEPARTMENT  
 BUREAU OF FIRE PREVENTION  
 PLAN CHECK DIVISION/WATER FLOW  
 1660 MISSION STREET, 4TH FLOOR  
 SAN FRANCISCO, CA. 94103  
 FAX # 415-575-6933  
 Email: WaterflowSFFD@sfgov.org

**REQUEST FOR WATER FLOW INFORMATION**

DATE: 09 / 26 / 2017 REQUEST IS FOR:  FIRE FLOW  
 SPRINKLER DESIGN

CONTACT PERSON: Meghan Cronin ADDRESS: 4670 Willow Road, Suite 250

PHONE NO. ( 925 ) 396 / 7700 FAX NO. ( 925 ) 396 / 7799

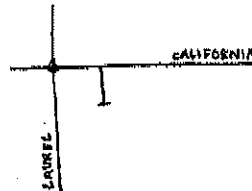
EMAIL: mcronin@bkf.com

OWNER'S NAME: Prado Group, Inc. PHONE # ( 415 ) 857 / 9303

ADDRESS FOR WATER FLOW INFORMATION:

PROVIDE SKETCH HERE:

3333 California Ave



CROSS STREETS (BOTH ARE REQUIRED):

Laurel Street / California Street

SPECIFY STREET FOR POINT OF CONNECTION: California Street

OCCUPANCY (CIRCLE ONE): R3  LIVE/WORK  COMMERCIAL OTHER \_\_\_\_\_

HAZARD CLASSIFICATION:  LIGHT  ORD 1  ORD 2  EXT 1  EXT 2  OTHER \_\_\_\_\_

CAR-STACKER: YES  NO

NUMBER OF STORIES: 4 HEIGHT OF BLDG.: 45 FT.

- SUBMIT FORM WITH A \$120.00 CHECK MADE PAYABLE TO 'S.F.F.D.'
- REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX OR EMAIL, AND AN ADDITIONAL FEE OF \$240.00 WILL BE NECESSARY.
- WATER FLOW INFORMATION WILL BE RETURNED BY FAX, MAIL, OR EMAIL.
- INCOMPLETE FORMS WILL NOT BE PROCESSED.
- PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING.

\*\*\*\*\*Official use only\*\*\*\*\*

Flow data provided by: Deen

Date Forwarded 4/2/2018

Flow data: FIELD FLOW TEST

STATIC 44 PSI

RECORDS ANALYSIS

RESIDUAL 42 PSI

FLOW 660 GPM

Gate Page 23

8 " MAIN on CALIFORNIA

IF YOU HAVE ANY QUESTIONS PLEASE CONTACT INSPECTOR DEEN @ 415-558-6361 9/05/2011 PaqB/B74



SAN FRANCISCO FIRE DEPARTMENT  
 BUREAU OF FIRE PREVENTION  
 PLAN CHECK DIVISION/WATER FLOW  
 1660 MISSION STREET, 4TH FLOOR  
 SAN FRANCISCO, CA. 94103  
 FAX # 415-575-6933  
 Email: WaterflowSFFD@stgov.org

**REQUEST FOR WATER FLOW INFORMATION**

DATE: 09 / 26 / 2017 REQUEST IS FOR:  FIRE FLOW  
 SPRINKLER DESIGN

CONTACT PERSON: Meghan Cronin ADDRESS: 4670 Willow Road, Suite 250

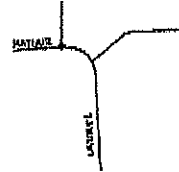
PHONE NO. ( 925 ) 396 / 7700 FAX NO. ( 925 ) 396 / 7799

EMAIL: mcronin@bkf.com

OWNER'S NAME: Prado Group, Inc. PHONE # ( 415 ) 857 / 9303

ADDRESS FOR WATER FLOW INFORMATION: PROVIDE SKETCH HERE:

3333 California Ave



CROSS STREETS (BOTH ARE REQUIRED):

Mayfair Street / Laurel Street

SPECIFY STREET FOR POINT OF CONNECTION: Laurel Street

OCCUPANCY (CIRCLE ONE): R3 **(R2)** LIVE/WORK COMMERCIAL OTHER \_\_\_\_\_

HAZARD CLASSIFICATION: **(LIGHT)** ORD 1 ORD 2 EXT 1 EXT 2 OTHER \_\_\_\_\_

CAR-STACKER: YES **(NO)**

NUMBER OF STORIES: 6 HEIGHT OF BLDG.: 80 FT.

- SUBMIT FORM WITH A \$120.00 CHECK MADE PAYABLE TO 'S.F.F.D.'
- REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX OR EMAIL, AND AN ADDITIONAL FEE OF \$240.00 WILL BE NECESSARY.
- WATER FLOW INFORMATION WILL BE RETURNED BY FAX, MAIL, OR EMAIL.
- INCOMPLETE FORMS WILL NOT BE PROCESSED.
- PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING.

\*\*\*\*\*Official use only\*\*\*\*\*

Flow data provided by: Down

Date Forwarded 9/2/18

Flow data: FIELD-FLOW TEST \_\_\_\_\_

STATIC 83 PSI

RECORDS ANALYSIS X

RESIDUAL 78 PSI

FLOW 1368 GPM

Gate Page 23

8 " MAIN on LAUREL

IF YOU HAVE ANY QUESTIONS PLEASE CONTACT INSPECTOR DEEN @ 415-558-6361 9/05/2018 pa63/275



SAN FRANCISCO FIRE DEPARTMENT  
 BUREAU OF FIRE PREVENTION  
 PLAN CHECK DIVISION/WATER FLOW  
 1660 MISSION STREET, 4TH FLOOR  
 SAN FRANCISCO, CA. 94103  
 FAX # 415-575-6933  
 Email: WaterflowSFFD@sfgov.org

**REQUEST FOR WATER FLOW INFORMATION**

DATE: 09 / 26 / 2017 REQUEST IS FOR:  FIRE FLOW  
 SPRINKLER DESIGN

CONTACT PERSON: Meghan Cronin ADDRESS: 4670 Willow Road, Suite 250

PHONE NO. ( 925 ) 396 / 7700 FAX NO. ( 925 ) 396 / 7799

EMAIL: mcronin@bkf.com

OWNER'S NAME: Prado Group, Inc. PHONE # ( 415 ) 857 / 9303

ADDRESS FOR WATER FLOW INFORMATION: PROVIDE SKETCH HERE:

3333 California Ave



CROSS STREETS (BOTH ARE REQUIRED):

Mayfair Street / Laurel Street

SPECIFY STREET FOR POINT OF CONNECTION: Laurel Street

OCCUPANCY (CIRCLE ONE): R3 **(R2)** LIVE/WORK COMMERCIAL OTHER \_\_\_\_\_

HAZARD CLASSIFICATION: **(LIGHT)** ORD 1 ORD 2 EXT 1 EXT 2 OTHER \_\_\_\_\_

CAR-STACKER: YES **(NO)**

NUMBER OF STORIES: 4 HEIGHT OF BLDG.: 40 FT.

- SUBMIT FORM WITH A \$120.00 CHECK MADE PAYABLE TO 'S.F.F.D.'
- REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX OR EMAIL, AND AN ADDITIONAL FEE OF \$240.00 WILL BE NECESSARY.
- WATER FLOW INFORMATION WILL BE RETURNED BY FAX, MAIL, OR EMAIL.
- INCOMPLETE FORMS WILL NOT BE PROCESSED.
- PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING.

\*\*\*\*\*Official use only\*\*\*\*\*

Flow data provided by: DUNN

Date Forwarded 4 / 2 / 18

Flow data: FIELD FLOW TEST

STATIC 83 PSI

RECORDS ANALYSIS X

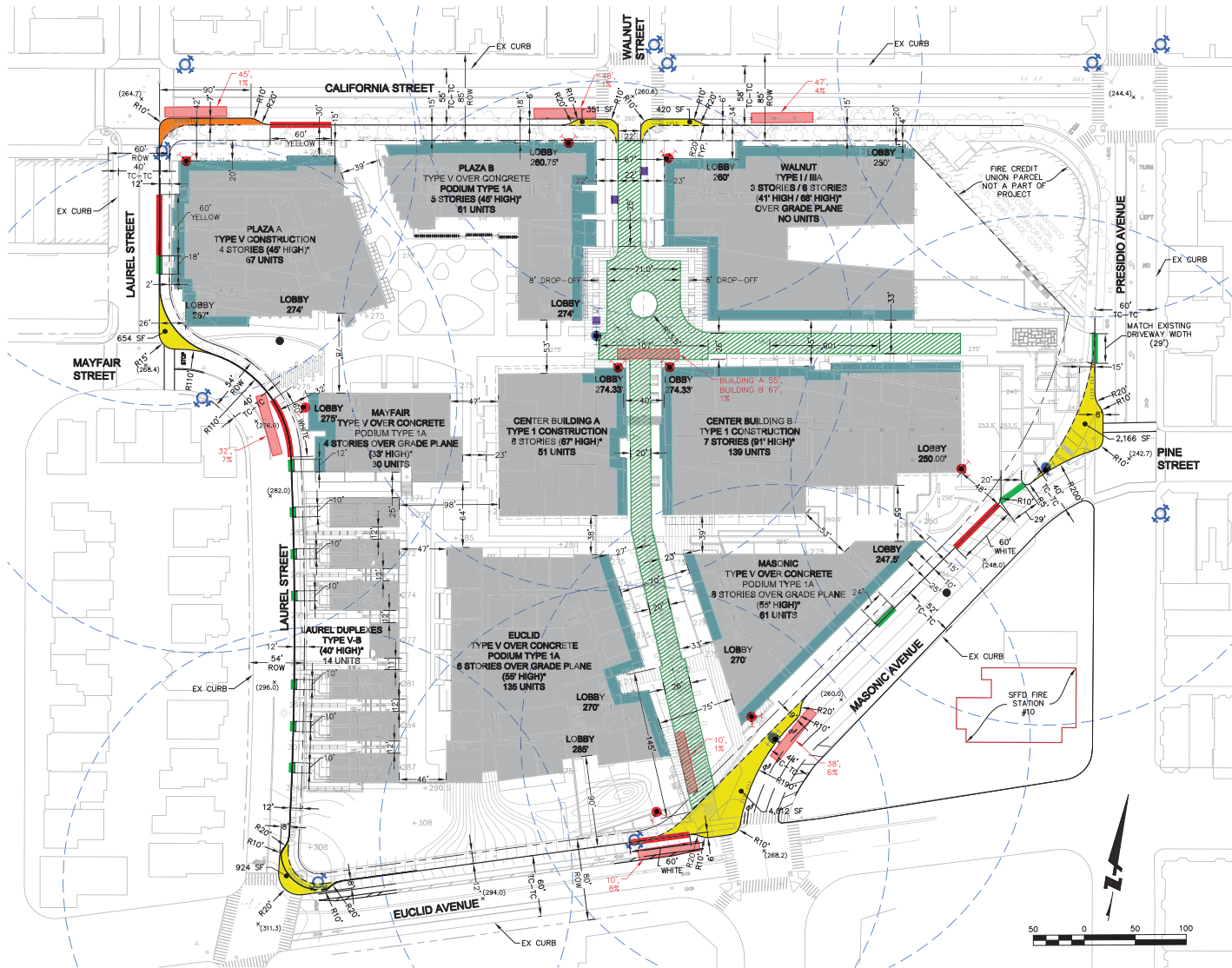
RESIDUAL 78 PSI

FLOW 1368 GPM

Gate Page 23

8 " MAIN on LAUREL

IF YOU HAVE ANY QUESTIONS PLEASE CONTACT INSPECTOR DEEN @ 415-558-6361 9/15/2015 (1/8) Page 276



- LEGEND:**
- DRIVEWAY
  - PROPOSED LOADING ZONE
  - AREA OF STREET RECONFIGURATION (EX CURB TO PR CURB)
  - APPROVED TRANSIT BULB TO BE CONSTRUCTED
  - R<sub>x</sub> PROPOSED CURB RADI
  - ⊙ EXISTING FIRE HYDRANT
  - ⊕ PROPOSED FIRE HYDRANT
  - PROPOSED FDC
  - NO PARKING SIGN
  - SFFD VEHICULAR ON-SITE ACCESS PATH
  - SFFD LADDER TRUCK ACCESS ALONG BUILDING FACADE
  - PROPOSED BUILDING
  - SFFD LADDER TRUCK LOCATION WITH RELATIVE AVERAGE HEIGHT TO FIRST ROOF LEVEL OF ADJACENT BUILDING AND STREET SLOPE WHERE PARKED.
  - FIRE HYDRANT 250' RADIUS

**NOTE:**

\* BUILDING HEIGHT NOTED REPRESENTS THE APPROXIMATE HEIGHT FROM THE LOWEST ELEVATION OF FIRE DEPARTMENT ACCESS TO THE HIGHEST OCCUPIED LEVEL

**SFFD APPROVAL TABLE**

BUILDING	SIGNATURE	DATE
PLAZA A		
PLAZA B		
WALNUT		
MAYFAIR		
CENTER BUILDING A		
CENTER BUILDING B		
LAUREL DUPLEXES		
EUCLID		
MASONIC		

## **10. Eligibility Checklist: CEQA Section 21099**



# SAN FRANCISCO PLANNING DEPARTMENT

## Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

*Date:* **December 18, 2017**  
*Case No.:* **2015-014028ENV**  
*Project Title:* **3333 California Street Mixed-Use Project**  
*Zoning:* **Residential, Mixed, Low Density (RM-1) Zoning District  
40-X Height and Bulk District**  
*Block/Lot:* **Block 1032/Lot 003**  
*Lot Size:* **10.25 acres**  
*Project Sponsor:* **Laurel Heights Partners LLC  
Don Bragg, 415-395-0880**  
*Staff Contact:* **Julie Moore – (415) 575-8733 and julie.moore@sfgov.org**

This checklist is in response to California Environmental Quality Act (CEQA) Section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects and Planning Commission Resolution 19579. CEQA Section 21099 allows for a determination that aesthetic and parking effects of a project need not be considered significant environmental effects. Planning Commission Resolution 19579 replaces automobile delay with vehicle miles traveled analysis. This checklist provides screening criteria for determining when detailed VMT analysis is required for a project.

### **Aesthetics and Parking**

In accordance with California Environmental Quality Act (CEQA) Section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects – aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets all of the following three criteria (Attachment A sets forth the definitions of the terms below):

- a) The project is residential, mixed-use residential, or an employment center; and
- b) The project is on an infill site; and
- c) The project is in a transit priority area.

As demonstrated by Table 1 on page 3, the proposed project described below satisfies each of the above criteria and therefore qualifies as a transit-oriented infill project subject to CEQA Section 21099.

### **Automobile Delay and Vehicle Miles Traveled**

In addition, CEQA Section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar

measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a [Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA](#) recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR's recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects. (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.)

The Planning Department has identified screening criteria to identify types, characteristics, or locations of projects and a list of transportation project types that would not result in significant transportation impacts under the VMT metric. These screening criteria are consistent with CEQA Section 21099 and the screening criteria recommended by OPR. If a project would generate VMT, but meets the screening criteria in Table 2a or 2b or falls within the types of transportation projects listed in Table 3, then a detailed VMT analysis is not required for a project.

**Project Description:**

The project sponsor, Laurel Heights Partners LLC, proposes a mixed-use project for the 3333 California Street site. The University of California San Francisco (UCSF) Laurel Heights Campus currently occupies the 10.25-acre site, which is owned by the Regents of the University of California, subject to a 99-year pre-paid ground lease to the project sponsor. The campus contains a four-story, 455,000-gross-square-foot (gsf)<sup>1</sup> office building with a three-level, partially below-grade parking garage at the center of the site and two circular garage ramp structures leading to the garage levels; a one-story annex building at the corner of California and Laurel streets; three surface parking lots; and landscaping or landscaped open space. The project site does not include the SF Fire Credit Union building at the southwest corner of California Street and Presidio Avenue. Current uses on the campus are office, research, child care, and parking.

Under the 3333 California Street Mixed-Use Project, the existing annex building, surface parking lots, and circular garage ramp structures would be demolished. The existing four-story office building would be partially demolished and divided into two separate buildings (Center Buildings A and B), expanded to include new levels (80 to 92 feet in height), and adapted for residential use. Thirteen new buildings ranging in height from 37 to 45 feet would be constructed in different locations around the site: the Plaza A and Plaza B buildings (residential and retail uses) along California Street between Laurel and Walnut streets; the Walnut Building (office, retail, and child care uses) along California Street east of Walnut Street; the Masonic Building (residential uses) along Masonic Avenue; the Euclid Building (residential and retail uses) near the intersection of Euclid and Masonic avenues; the Laurel Duplexes (residential uses) comprised of seven buildings along Laurel Street; and the Mayfair Building (residential uses) near the intersection of Laurel Street and Mayfair Drive. Overall, the proposed project would include 558 dwelling units within 824,691 gsf of residential floor area; 49,999 gsf of office floor area; 54,117 gsf of retail floor area; and a 14,690-gsf child care center. The project would include 895 vehicle

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<sup>1</sup> Gross square footages and square footages presented for the existing and proposed uses are approximate.



parking spaces in four below-grade garages and six individual, two-car, garages serving 12 of the 14 units in the Laurel Duplexes as well as 236,000 square feet of open areas, including publicly accessible plazas and public walkways. A variant that would replace the office space in the Walnut Building with 186 residential units, for a total of 744 dwelling units and no office space on the project site, is also being considered. The Walnut Building would be taller under this variant (from 45 feet under the proposed project to 67 feet).

Circulation changes would include the introduction, elimination, or relocation of existing curb cuts on Presidio, Masonic, and Euclid avenues; on Laurel Street; and on Mayfair Drive as follows:

- The existing 28-foot-wide curb cut at the California Street entrance would be reduced to 22 feet with the development of curb bulb-outs at the extension of Walnut Street into the project site, which would terminate with a roundabout. The Walnut Street extension would provide access to two of the California Street Garage entrances.
- The existing 28-foot-wide curb cut on Presidio Avenue would remain, but would be adjusted slightly to follow the proposed modification to the alignment of the west curb on Presidio Avenue, to be parallel to the existing east curb. The driveway would provide in and out access for the off-street freight loading area and separate in-only access to the California Street Garage for office, retail, child care, and residential parking uses as well as commercial parking.
- A new 20-foot-wide curb cut would be provided for vehicles exiting to Masonic Avenue from the California Street Garage and Basement Level B3 of Center Building B.
- A new 24-foot-wide curb cut on Masonic Avenue would provide in and out access to the proposed Masonic Garage.
- The existing 27-foot-wide curb cut on Laurel Street (between Mayfair Drive and Euclid Avenue) would be removed.
- The Laurel Duplexes would have independent access to their respective garages (12 independent parking spaces in total) via six separate 10-foot-wide curb cuts along Laurel Street, south of Mayfair Drive.
- The existing 22-foot-wide curb cut on Mayfair Drive would be relocated to the south and modified to be a 12-foot-wide driveway to provide in and out access to the proposed Mayfair Building's below-grade parking garage.
- A new 18-foot-wide curb cut on Laurel Street would provide in and out access to the proposed California Street Garage.

There are approximately 102 on-street vehicle parking spaces (including two car-share spaces on Euclid Avenue) and no loading spaces along the curbs adjacent to the site. The proposed project would reduce the number of on-street vehicle parking spaces to approximately 66 through the elimination of spaces for new curb cuts and the conversion of existing spaces to five new commercial and passenger loading zones. One new parking space would be created as a result of the streetscape changes at the Presidio Avenue/Masonic Avenue/Pine Street intersection. Overall, there would be a net reduction of 36 on-street parking spaces.

In addition to the six proposed off-street freight loading spaces, the project sponsor would request from the SFMTA the conversion of 15 on-street parking spaces to create five separate 60-foot-long commercial (2) and passenger (3) loading zones at the following locations:

- South side of California Street near Laurel Street (commercial)
- West side of Masonic Avenue near Presidio Avenue and Pine Street (passenger)
- North side of Euclid Avenue near Masonic Avenue (passenger)
- East side of Laurel Street near Mayfair Drive (passenger)
- East side of Laurel Street near California Street (commercial)

### **Proposed Streetscape Changes**

#### *Presidio Avenue*

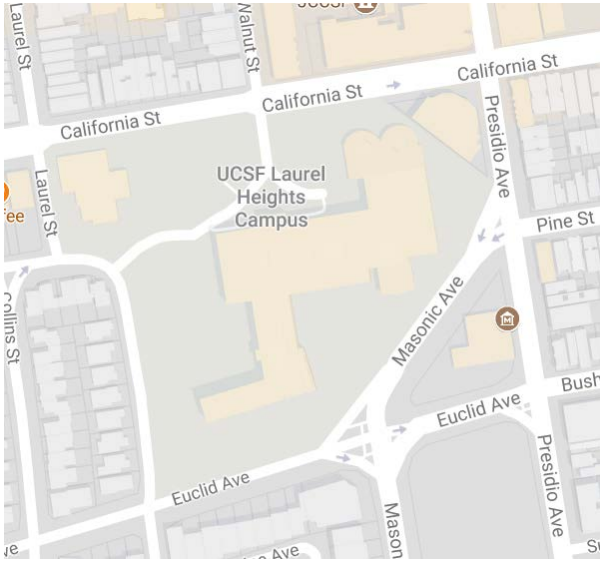
The proposed project would include an encroachment at the eastern property boundary along Presidio Avenue, immediately north of the intersection with Pine Street and Masonic Avenue, to accommodate streetscape improvements. The proposed project would reconfigure the curb line in this area to regularize the property's frontage on Presidio Avenue. These proposed modifications to the eastern edge of the property would be combined with the removal of the triangular-shaped pedestrian island and the right-most travel lane for southbound traffic on Presidio Avenue merging onto Masonic Avenue, the construction of a corner bulb-out on the west side of the Masonic Avenue/Presidio Avenue/Pine Street intersection, the installation of a continental crosswalk crossing Presidio Avenue (to Pine Street), and the widening of the Presidio Avenue sidewalk (from 10 to 15 feet). These streetscape changes would result in an approximately 2,170-square-foot space that would be integrated with the proposed Pine Street Steps and Plaza.

#### *Masonic Avenue and Euclid Avenue*

The proposed project would reconfigure the west curb line on Masonic Avenue and remove the triangular-shaped pedestrian island and right-most travel lane for southbound traffic on Masonic Avenue merging onto Euclid Avenue to regularize the intersection of Masonic and Euclid Avenues. The existing triangular-shaped pedestrian island would be incorporated into an approximately 4,000-square-foot open space (the proposed Corner Plaza) that would be integrated with the southern end of the proposed Walnut Walk. This open space would be activated by the proposed retail use in the adjacent Euclid Building, and the residential lobby and amenity spaces in the adjacent Masonic and Euclid buildings.

#### *Laurel Street and Mayfair Drive*

The proposed project would add a corner bulb-out at the northeast corner of Laurel Street/Mayfair Drive and an eastside crosswalk at the three-way intersection (crossing Mayfair Drive). The redesigned intersection would be an approximately 650-square-foot space that would highlight the primary east-west pedestrian access to the site – the proposed Mayfair Walk.

<b>Table 1: Transit-Oriented Infill Project Eligibility Checklist</b> The project must meet all three criteria below for <u>aesthetics and parking</u> to be excluded from CEQA review. See Attachment A for definitions and other terms.	
<input checked="" type="checkbox"/>	<p><b>Criterion 1. Does the project meet the definition of a residential, mixed-use residential, or “employment center”<sup>2</sup> and</b></p> <p>The proposed project would include 558 (or 744) dwelling units, 49,999 gsf office use; ground-floor retail; and a 14,690-gsf child care center in 15 buildings on the site. Therefore, the project meets the second criterion as a mixed-use residential project.</p>
<input checked="" type="checkbox"/>	<p><b>Criterion 2. Is the proposed project located on an “infill site” and</b></p> <p>As shown below, the project site lot is located within an urban area in the Presidio Heights neighborhood of San Francisco. The project site, as detailed in the historic resources and hazardous materials studies, has been continuously occupied by an office campus since 1956-1957. Based on its past history, the project site is a lot located within an urban area that has been previously developed and; therefore, meets the definition of an “infill site.”</p> 
<input checked="" type="checkbox"/>	<p><b>Criterion 3. Is the proposed project site located within a “transit priority area?”</b></p> <p>Yes, as evidenced below.</p> <p><b>Map:</b> See Attachment B.</p> <p>The project site is located within a ½ mile proximity of the following transit lines.</p> <p>1-California ; 1AX- California Express, 1BX-California Express, 2-Clement; 3-Jackson; 31-AX-Balboa Express, 31BX-Balboa Express 38-Geary; 38AX Geary Express, 38BX Geary Express, 43-Masoniac,</p>

<sup>2</sup> See **Attachment A** for definitions.

	NX Express
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<b>Table 2a: Vehicle Miles Traveled Analysis – Screening Criterion</b>																									
If a project meets the screening criterion listed below, then a detailed <u>VMT</u> analysis is not required. <sup>3</sup> See Attachment A for definitions and other terms.																									
<input checked="" type="checkbox"/>	<p><b>Criterion 1. Is the proposed project site located within the “map-based screening” area?</b></p> <p>Yes, the Project is in TAZ 709, which is more than 15% below the regional VMT per capita. As shown in the following table.</p> <div style="background-color: #f2f2f2; padding: 10px; margin: 10px 0;"> <p><b>VMT SCREENING CRITERIA (MAP BASED) - RESIDENTIAL:</b> <span style="float: right;"><input checked="" type="radio"/> MAP</span></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px 0;">Existing TAZ VMT Per Capita:</td> <td style="text-align: right; padding: 2px 0;">7.3</td> </tr> <tr> <td style="padding: 2px 0;">Existing Regional VMT per capita minus 15%:</td> <td style="text-align: right; padding: 2px 0;">14.6</td> </tr> <tr> <td style="padding: 2px 0;">Future 2040 TAZ VMT per capita:</td> <td style="text-align: right; padding: 2px 0;">6.6</td> </tr> <tr> <td style="padding: 2px 0;">Future 2040 Regional VMT per capita minus 15%:</td> <td style="text-align: right; padding: 2px 0;">13.7</td> </tr> </table> <p><b>VMT SCREENING CRITERIA (MAP BASED) - OFFICE:</b> <span style="float: right;"><input checked="" type="radio"/> MAP</span></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px 0;">Existing TAZ VMT per employee:</td> <td style="text-align: right; padding: 2px 0;">10.1</td> </tr> <tr> <td style="padding: 2px 0;">Existing Regional VMT per employee minus 15%:</td> <td style="text-align: right; padding: 2px 0;">16.2</td> </tr> <tr> <td style="padding: 2px 0;">Future 2040 TAZ VMT per employee:</td> <td style="text-align: right; padding: 2px 0;">8.9</td> </tr> <tr> <td style="padding: 2px 0;">Future 2040 Regional VMT per employee minus 15%:</td> <td style="text-align: right; padding: 2px 0;">14.5</td> </tr> </table> <p><b>VMT SCREENING CRITERIA (MAP BASED) - RETAIL:</b> <span style="float: right;"><input checked="" type="radio"/> MAP</span></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px 0;">Existing TAZ VMT per retail employee:</td> <td style="text-align: right; padding: 2px 0;">8.3</td> </tr> <tr> <td style="padding: 2px 0;">Existing Regional VMT per retail employee minus 15%:</td> <td style="text-align: right; padding: 2px 0;">12.6</td> </tr> <tr> <td style="padding: 2px 0;">Future 2040 TAZ VMT per retail employee:</td> <td style="text-align: right; padding: 2px 0;">7.8</td> </tr> <tr> <td style="padding: 2px 0;">Future 2040 Regional VMT per retail employee minus 15%:</td> <td style="text-align: right; padding: 2px 0;">12.4</td> </tr> </table> </div> <p>Due to number of parking spaces proposed as part of the project, a detailed VMT analysis will be performed as part of the Environmental Impact Report for the project.</p>	Existing TAZ VMT Per Capita:	7.3	Existing Regional VMT per capita minus 15%:	14.6	Future 2040 TAZ VMT per capita:	6.6	Future 2040 Regional VMT per capita minus 15%:	13.7	Existing TAZ VMT per employee:	10.1	Existing Regional VMT per employee minus 15%:	16.2	Future 2040 TAZ VMT per employee:	8.9	Future 2040 Regional VMT per employee minus 15%:	14.5	Existing TAZ VMT per retail employee:	8.3	Existing Regional VMT per retail employee minus 15%:	12.6	Future 2040 TAZ VMT per retail employee:	7.8	Future 2040 Regional VMT per retail employee minus 15%:	12.4
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Future 2040 TAZ VMT per retail employee:	7.8																								
Future 2040 Regional VMT per retail employee minus 15%:	12.4																								

<sup>3</sup> For projects that propose multiple land use types (e.g, residential, office, retail, etc.), each land use type must qualify under the three screening criterion in Table 2a.

<b>Table 2b: Vehicle Miles Traveled Analysis – Additional Screening Criteria</b> Identify whether a projects meets any of the additional screening criteria. See Attachment A for definitions and other terms.	
<input type="checkbox"/>	<p><b>Criterion 1. Does the proposed project qualify as a “small project”? or</b></p> <p>The project does NOT qualify as a small project as it would result in more than 100 vehicle trips per day. See Attachment C.</p>
<input checked="" type="checkbox"/>	<p><b>Criterion 2. Proximity to Transit Stations (must meet all four sub-criteria)</b></p> <hr/> <p>Is the proposed project site located within a half mile of an existing major transit stop; and                      Yes, the project within a half mile of the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods:                      The 1-California operates every less than 6 minutes in the am and pm peak hour. (see Appendix B)                      The 43-Masonic operates at a frequency of 11 minutes or less in the am and pm peak hour.                      The 38-Geary operates at a frequency of 8 minutes in the am and pm peak hour.</p> <hr/> <p>Would the proposed project have a floor area ratio of greater than or equal to 0.75,                      Yes. 1,372,270 gsf of proposed development/446,490 sf lot area = 3 (greater than 0.75)                      and</p> <hr/> <p>Would the project result in an amount of parking that is less than or equal to that required or allowed by the Planning Code without a conditional use authorization, and                      Yes, project is compliant with Planning Code requirements.</p> <hr/> <p>Is the proposed project consistent with the Sustainable Communities Strategy?<sup>4</sup>                      Yes, the project site is located within San Francisco and considered for development in Plan Bay Area.</p>

<sup>4</sup> A project is considered to be inconsistent with the Sustainable Communities Strategy if development is located outside of areas contemplated for development in the Sustainable Communities Strategy.

<b>Table 3: Induce Automobile Travel Analysis</b>	
If a project contains transportation elements and fits within the general types of projects described below, then a detailed VMT analysis is not required. See Attachment A for definitions and other terms.	
<input checked="" type="checkbox"/>	<p><b>Project Type 1. Does the proposed project qualify as an “active transportation, rightsizing (aka Road Diet) and Transit Project”?</b> or</p> <p>Yes. The proposed project would include sidewalk widenings, bulbouts, crosswalks, and Class II bicycle parking. These elements fit within the “infrastructure projects, including safety and accessibility improvements, for people walking or bicycling” category.</p>
<input checked="" type="checkbox"/>	<p><b>Project Type 2. Does the proposed project qualify as an “other minor transportation project”?</b></p> <p>Yes. The proposed project would include filling in curb cuts, adding new curb cuts, removing on-street parking, and adding new on-street loading zones. These elements fit within the “removal of off- or on-street parking spaces” and “adoption, removal, or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)” categories.</p> <p>The project would also reconfigure the curb line on Presidio avenue and remove the right-most travel lane for southbound traffic on Presidio Avenue merging onto Masonic, construction of a corner bulbout, and widening of the sidewalk adjacent to Presidio avenue.</p> <p>The project would reconfigure the west curb line on Masonic Avenue and remove the triangular pedestrian island and right travel lane for southbound traffic on Masonic Avenue merging onto Euclid Avenue. The existing pedestrian island would be incorporated into a plaza. These elements fit within the “installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, or emergency breakdown lanes that are not used as through lanes” categories.</p>

**ATTACHMENT A**  
**DEFINITIONS**

**Active transportation, rightsizing (aka road diet) and transit project** means any of the following:

- Reduction in number of through lanes
- Infrastructure projects, including safety and accessibility improvements, for people walking or bicycling
- Installation or reconfiguration of traffic calming devices
- Creation of new or expansion of existing transit service
- Creation of new or conversion of existing general purpose lanes (including vehicle ramps) to transit lanes
- Creation of new or addition of roadway capacity on local or collector streets, provided the project also substantially improves conditions for people walking, bicycling, and, if applicable, riding transit (e.g., by improving neighborhood connectivity or improving safety)

**Employment center project** means a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. If the underlying zoning for the project site allows for commercial uses and the project meets the rest of the criteria in this definition, then the project may be considered an employment center.

**Floor area ratio** means the ratio of gross building area of the development, excluding structured parking areas, proposed for the project divided by the net lot area.

**Gross building area** means the sum of all finished areas of all floors of a building included within the outside faces of its exterior walls.

**Infill opportunity zone** means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, that is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3 of the Public Resources Code, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

**Infill site** means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

**Lot** means all parcels utilized by the project.

**Major transit stop** is defined in CEQA Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

**Map-based screening** means the proposed project site is located within a transportation analysis zone that exhibits low levels of VMT.



**Net lot area** means the area of a lot, excluding publicly dedicated land and private streets that meet local standards, and other public use areas as determined by the local land use authority.

**Other land use projects** mean a land use other than residential, retail, and office. OPR has not provided proposed screening criteria or thresholds of significance for other types of land uses, other than those that meet the definition of a small project.

- Tourist hotels, student housing, single room occupancy hotels, and group housing land uses should be treated as residential for screening and analysis.
- Childcare, K-12 schools, post-secondary institutional (non-student housing), Medical, and production, distribution, and repair (PDR) land uses should be treated as office for screening and analysis.
- Grocery stores, local-serving entertainment venues, religious institutions, parks, and athletic clubs land uses should be treated as retail for screening and analysis.
- Public services (e.g., police, fire stations, public utilities) and do not generally generate VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. However, this presumption would not apply if the project is sited in a location that would require employees or visitors to travel substantial distances and the project is not located within ½ mile of a major transit stop or does not meet the small project screening criterion.
- Event centers and regional-serving entertainment venues would most likely require a detailed VMT analysis. Therefore, no screening criterion is applicable.

**Other minor transportation project** means any of the following:

- Rehabilitation, maintenance, replacement and repair projects designed to improve the condition of existing transportation assets (e.g., highways, roadways, bridges, culverts, tunnels, transit systems, and bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, or emergency breakdown lanes that are not used as through lanes
- Conversion of existing general purpose lanes (including vehicle ramps) to managed lanes (e.g., HOV, HOT, or trucks) or transit lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g. HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Traffic metering systems
- Timing of signals to optimize vehicle, bicycle or pedestrian flow on local or collector streets
- Installation of roundabouts
- Adoption of or increase in tolls
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Addition of transportation wayfinding signage
- Removal of off- or on-street parking spaces

- Adoption, removal, or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)

**Small project** means the project would not result in over 100 vehicle trips per day.

**Transit priority area** means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

**Vehicle miles traveled** measures the amount and distance that a project might cause people to drive and accounts for the number of passengers per vehicle.

**ATTACHMENT B**  
**MAJOR TRANSIT STOPS**

**San Francisco Transportation Information Map**  
 Beta Version

**Step 1: Search or Click on the Map**  
 Search Examples: 400 Van Ness Ave 0787/001  
 Mission and Van Ness 2011.0218  
 Ferry Building

3333 California street **SEARCH**

Measure Distance | Map Legend | Clear Map

**Step 2: Review Transportation Information**

Property & Planning | Safety | **Transit** | Ped & Bike | Vehicles & Parking

PRESIDIO AVE Transit Oriented

**MUNI LINES:** **MAP**

This location is within 1/4 mile of the following MUNI lines:

Line Number	Part of Rapid Network?
1	No
1AX	No
1BX	No
2	No
3	No
31AX	No
31BX	No
38	No
38AX	No
38BX	No
38R	No
43	No
NX	No

[less...](#)

# 1 California

## New Year's Eve Free Muni and Extra Service





Sunday, December 31, 2017 - 8:00pm to Monday, January 1, 2018 - 5:00am

### Service Frequencies

[Schedule](#)



Wait time between vehicles

### East of Presidio Ave

 Before 10 am	 10 am - 3 pm	 3 pm - 7 pm	 After 7 pm
WEEKDAY 4 min	WEEKDAY 5 min	WEEKDAY 4 min	WEEKDAY 10-20 min
WEEKEND 12 min	WEEKEND 10 min	WEEKEND 8 min	WEEKEND 20 min

On weekdays, the first trip is at 4:40 AM; the last trip is at 1:15 AM. On weekends, the first trip is at 5:20 AM; the last trip is at 2:15 AM.

### West of Presidio Ave

 Before 10 am	 10 am - 3 pm	 3 pm - 7 pm	 After 7 pm
WEEKDAY 6 min	WEEKDAY 6 min	WEEKDAY 6 min	WEEKDAY 10-20 min
WEEKEND 12 min	WEEKEND 10 min	WEEKEND 8 min	WEEKEND 20 min

https://www.sfmta.com/rou 43 Masonic | SFMTA 2017

San Francisco Property Inf... Employee Gateway SFGOV Google Maps SF TIM Accela Automati

**Alerts UPDATE: The 7X Route has now had all runs filled and will operate under normal schedule this mon**

Home / Getting Around / Muni / Routes & Stops / 43 Masonic

## 43 Masonic

### New Year's Eve Free Muni and Extra Service

Sunday, December 31, 2017 - 8:00pm to Monday, January 1, 2018 - 5:00am

### Temporary Stop Relocations

Friday, December 15, 2017 - 5:45pm to Monday, January 1, 2018 - 12:00am

### Service Frequencies

Wait time between vehicles

[Schedule](#)

Before 10 am	10 am - 3 pm	3 pm - 7 pm	After 7 pm
WEEKDAY 9 min	WEEKDAY 11 min	WEEKDAY 11 min	WEEKDAY 20 min
WEEKEND 15 min	WEEKEND 15 min	WEEKEND 15 min	WEEKEND 20 min

On weekdays, the first trip is at 5:15 AM; the last trip is at 12:30 AM. On weekends, the first trip is at 5:40 AM; the last trip is at 12:30 AM.

https://www.sfmta.com/rou 38 Geary | SFMTA 2017

San Francisco Property Inf... Employee Gateway SFGOV Google Maps SF TIM Accela Automatic

Alerts UPDATE: The 7X Route has now had all runs filled and will operate under normal schedule this morn

Home / Getting Around / Muni / Routes & Stops / 38 Geary

## 38 Geary

### New Year's Eve Free Muni and Extra Service

Sunday, December 31, 2017 - 8:00pm to Monday, January 1, 2018 - 5:00am

### Temporary Stop Relocations

Friday, December 15, 2017 - 5:45pm to Monday, January 1, 2018 - 12:00am

### Temporary Bus Stop Closure Geary & Stockton Streets

Saturday, January 17, 2015 - 5:00am to Sunday, December 31, 2017 - 11:45pm

### Service Frequencies

Wait time between vehicles

[Schedule](#)

#### Geary East of 33rd Ave

Before 10 am	10 am - 3 pm	3 pm - 7 pm	After 7 pm
WEEKDAY 8 min	WEEKDAY 8 min	WEEKDAY 8 min	WEEKDAY 8 min
WEEKEND 8 min	WEEKEND 8 min	WEEKEND 8 min	WEEKEND 10 min

This route operates 24 hours a day.

ATTACHMENT C  
TRIP GENERATION ESTIMATES

Mode	Daily <sup>1</sup>	Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>Mixed-Use Office Scenario</b>							
Auto	10,057	683	727	1,410	682	616	1,298
Transit	2,353	141	178	319	190	140	330
Walk	3,475	235	222	457	195	203	398
Other <sup>2</sup>	576	28	28	56	31	29	60
<b>Total Person-Trips<sup>3</sup></b>	<b>16,462</b>	<b>1,087</b>	<b>1,155</b>	<b>2,242</b>	<b>1,098</b>	<b>988</b>	<b>2,086</b>
<b>Total Vehicle-Trips<sup>3</sup></b>	<b>5,760</b>	<b>372</b>	<b>435</b>	<b>807</b>	<b>418</b>	<b>334</b>	<b>752</b>
<b>Mixed-Use Maximum Residential Scenario</b>							
Auto	9,812	677	775	1,452	750	599	1,349
Transit	2,466	142	210	352	241	151	392
Walk	3,290	225	217	442	195	192	387
Other <sup>2</sup>	603	27	29	56	34	27	61
<b>Total Person-Trips<sup>3</sup></b>	<b>16,171</b>	<b>1,071</b>	<b>1,231</b>	<b>2,302</b>	<b>1,220</b>	<b>969</b>	<b>2,189</b>
<b>Total Vehicle-Trips<sup>3</sup></b>	<b>5,744</b>	<b>369</b>	<b>478</b>	<b>847</b>	<b>482</b>	<b>322</b>	<b>804</b>

Source: Kittleson & Associates, 3333 California Street Travel Demand Memorandum, Table 11: Person-Trip Generation Estimates by Mode – External Trips. September 2017.

## **APPENDIX E**

### **Noise Measurement and Calculation Data**





**EIR APPENIX E**  
**NOISE MEASUREMENT AND CALCULATION DATA**

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### Sound Level Measurement Data

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- Table NO-9 Groundborne Vibration Calculation Detail

**Table NO-1**  
**Sound Level Measurement Data from LT-1**  
**3333 California Street**  
**San Francisco, California**

<b>Date</b>	<b>Time</b>	<b>Leq</b>	<b>L90</b>	<b>Lmax</b>
10/17/2017	17:00	57	52	75
10/17/2017	18:00	56	50	74
10/17/2017	19:00	56	49	76
10/17/2017	20:00	54	47	71
10/17/2017	21:00	53	46	70
10/17/2017	22:00	51	42	65
10/17/2017	23:00	52	42	78
10/18/2017	0:00	47	41	65
10/18/2017	1:00	45	38	62
10/18/2017	2:00	45	37	72
10/18/2017	3:00	44	37	70
10/18/2017	4:00	50	39	78
10/18/2017	5:00	50	40	72
10/18/2017	6:00	52	43	69
10/18/2017	7:00	57	49	75
10/18/2017	8:00	58	52	80
10/18/2017	9:00	58	51	74
10/18/2017	10:00	58	49	77
10/18/2017	11:00	63	50	95
10/18/2017	12:00	61	50	93
10/18/2017	13:00	58	51	80
10/18/2017	14:00	57	51	74
10/18/2017	15:00	59	53	81
10/18/2017	16:00	58	53	80
10/18/2017	17:00	60	54	88
10/18/2017	18:00	58	52	71
10/18/2017	19:00	57	49	74
10/18/2017	20:00	55	46	77
10/18/2017	21:00	54	45	85
10/18/2017	22:00	55	46	79
10/18/2017	23:00	52	41	72
10/19/2017	0:00	47	38	67
10/19/2017	1:00	48	37	77
10/19/2017	2:00	46	37	69
10/19/2017	3:00	49	37	74
10/19/2017	4:00	50	37	76
10/19/2017	5:00	53	38	73
10/19/2017	6:00	54	42	72
10/19/2017	7:00	58	49	80
10/19/2017	8:00	60	53	80
10/19/2017	9:00	59	52	79
10/19/2017	10:00	58	51	75
10/19/2017	11:00	58	51	73
10/19/2017	12:00	62	49	89
10/19/2017	13:00	56	48	72
10/19/2017	14:00	56	49	69
10/19/2017	15:00	57	51	71
10/19/2017	16:00	57	52	70
10/19/2017	17:00	60	52	59
10/19/2017	18:00	57	40	73

<b>Date</b>	<b>Time</b>	<b>Leg</b>	<b>L90</b>	<b>Lmax</b>
10/19/2017	19:00	56	48	73
10/19/2017	20:00	55	46	76
10/19/2017	21:00	53	46	72
10/19/2017	22:00	53	45	79
10/19/2017	23:00	58	48	71
10/20/2017	0:00	54	45	69
10/20/2017	1:00	51	39	72
10/20/2017	2:00	46	38	66
10/20/2017	3:00	46	38	65
10/20/2017	4:00	50	39	72
10/20/2017	5:00	51	41	74
10/20/2017	6:00	54	44	76
10/20/2017	7:00	57	49	73
10/20/2017	8:00	58	52	75
10/20/2017	9:00	59	51	81
10/20/2017	10:00	58	50	77
10/20/2017	11:00	57	50	73
10/20/2017	12:00	57	49	77
10/20/2017	13:00	57	50	75
10/20/2017	14:00	57	51	74
10/20/2017	15:00	58	52	74
10/20/2017	16:00	57	53	74
10/20/2017	17:00	57	52	74
10/20/2017	18:00	57	50	82
10/20/2017	19:00	56	48	78
10/20/2017	20:00	55	47	71
10/20/2017	21:00	54	45	78
10/20/2017	22:00	52	44	71
10/20/2017	23:00	55	43	79
10/21/2017	0:00	51	40	68
10/21/2017	1:00	57	39	91
10/21/2017	2:00	49	38	75
10/21/2017	3:00	45	37	62
10/21/2017	4:00	46	38	71
10/21/2017	5:00	45	39	66
10/21/2017	6:00	50	41	75
10/21/2017	7:00	53	44	74
10/21/2017	8:00	57	48	80
10/21/2017	9:00	57	48	80
10/21/2017	10:00	60	49	90
10/21/2017	11:00	56	49	72
10/21/2017	12:00	56	49	77
10/21/2017	13:00	56	48	74
10/21/2017	14:00	61	48	89
10/21/2017	15:00	57	50	77
10/21/2017	16:00	56	49	76
10/21/2017	17:00	56	49	74
10/21/2017	18:00	56	50	76
10/21/2017	19:00	55	47	72
10/21/2017	20:00	53	45	70
10/21/2017	21:00	53	45	72
10/21/2017	22:00	54	46	74
10/21/2017	23:00	54	46	80
10/22/2017	0:00	51	42	71
10/22/2017	1:00	50	43	72

<b>Date</b>	<b>Time</b>	<b>Leq</b>	<b>L90</b>	<b>Lmax</b>
10/22/2017	2:00	49	41	65
10/22/2017	3:00	46	41	65
10/22/2017	4:00	45	41	64
10/22/2017	5:00	46	41	67
10/22/2017	6:00	48	42	64
10/22/2017	7:00	51	43	67
10/22/2017	8:00	55	45	77
10/22/2017	9:00	56	48	72
10/22/2017	10:00	57	49	81
10/22/2017	11:00	59	50	84
10/22/2017	12:00	56	49	69
10/22/2017	13:00	58	49	85
10/22/2017	14:00	65	48	96
10/22/2017	15:00	55	47	74
10/22/2017	16:00	56	48	72
10/22/2017	17:00	56	48	73
10/22/2017	18:00	59	48	84
10/22/2017	19:00	55	47	78
10/22/2017	20:00	58	47	88
10/22/2017	21:00	53	46	74
10/22/2017	22:00	51	44	72
10/22/2017	23:00	50	44	70
10/23/2017	0:00	48	42	67
10/23/2017	1:00	46	40	65
10/23/2017	2:00	45	39	64
10/23/2017	3:00	44	40	64
10/23/2017	4:00	51	41	72
10/23/2017	5:00	52	44	74
10/23/2017	6:00	55	47	77
10/23/2017	7:00	58	52	76
10/23/2017	8:00	58	54	79
10/23/2017	9:00	60	52	86

Source: Measurement data by Ramboll Environ, 2017

**Table NO-2**  
**Sound Level Measurement Data from LT-2 and LT-3**  
**3333 California Street**  
**San Francisco, California**

Date	Time	LT-2			LT-3		
		Leq	L90	Lmax	Leq	L90	Lmax
10/09/2017	18:00	--	--	--	64	53	81
10/09/2017	19:00	56	48	77	67	51	97
10/09/2017	20:00	53	47	74	62	49	84
10/09/2017	21:00	53	46	79	63	48	89
10/09/2017	22:00	53	46	78	62	47	86
10/09/2017	23:00	52	45	80	57	46	76
10/10/2017	0:00	47	44	63	58	46	81
10/10/2017	1:00	47	43	64	57	45	77
10/10/2017	2:00	52	43	80	52	45	74
10/10/2017	3:00	46	42	75	55	45	79
10/10/2017	4:00	50	43	75	57	46	78
10/10/2017	5:00	57	45	86	60	48	85
10/10/2017	6:00	57	47	90	63	50	82
10/10/2017	7:00	58	50	76	65	54	91
10/10/2017	8:00	67	53	90	68	57	86
10/10/2017	9:00	68	50	100	73	56	105
10/10/2017	10:00	60	50	89	64	54	90
10/10/2017	11:00	57	50	75	65	54	88
10/10/2017	12:00	61	49	86	64	54	85
10/10/2017	13:00	58	50	79	70	54	100
10/10/2017	14:00	58	51	80	64	55	82
10/10/2017	15:00	57	51	80	65	54	90
10/10/2017	16:00	57	52	81	64	56	84
10/10/2017	17:00	58	52	76	65	56	89
10/10/2017	18:00	56	52	69	64	54	84
10/10/2017	19:00	55	48	72	64	52	85
10/10/2017	20:00	53	47	74	63	50	83
10/10/2017	21:00	54	47	78	69	50	103
10/10/2017	22:00	52	46	77	61	47	82
10/10/2017	23:00	47	44	62	59	45	83
10/11/2017	0:00	47	43	66	57	44	79
10/11/2017	1:00	45	42	63	55	43	76
10/11/2017	2:00	46	41	67	55	43	81
10/11/2017	3:00	46	41	70	54	43	77
10/11/2017	4:00	52	42	78	62	44	91
10/11/2017	5:00	52	44	75	62	46	82
10/11/2017	6:00	63	46	90	64	50	86
10/11/2017	7:00	57	51	74	70	56	94
10/11/2017	8:00	59	51	85	65	55	82
10/11/2017	9:00	57	50	70	65	55	84
10/11/2017	10:00	56	50	75	64	54	88
10/11/2017	11:00	59	50	86	72	54	103
10/11/2017	12:00	56	49	81	69	53	101
10/11/2017	13:00	55	50	74	64	53	82
10/11/2017	14:00	56	50	75	64	53	85
10/11/2017	15:00	58	52	78	64	54	85
10/11/2017	16:00	57	52	85	64	55	84
10/11/2017	17:00	56	51	73	64	55	86
10/11/2017	18:00	57	50	82	64	54	82

Date	Time	LT-2			LT-3		
		Leq	L90	Lmax	Leq	L90	Lmax
10/11/2017	19:00	54	48	74	63	52	80
10/11/2017	20:00	54	48	77	64	51	89
10/11/2017	21:00	54	47	82	63	49	81
10/11/2017	22:00	53	46	80	62	47	77
10/11/2017	23:00	53	45	79	60	46	75
10/12/2017	0:00	49	44	75	57	44	78
10/12/2017	1:00	47	44	64	57	44	83
10/12/2017	2:00	47	43	65	56	43	78
10/12/2017	3:00	49	43	75	59	43	97
10/12/2017	4:00	50	44	74	57	44	77
10/12/2017	5:00	55	45	81	60	46	94
10/12/2017	6:00	55	48	75	62	49	86
10/12/2017	7:00	60	53	84	71	55	102
10/12/2017	8:00	57	53	74	65	55	84
10/12/2017	9:00	59	52	84	64	54	86
10/12/2017	10:00	57	51	80	64	53	83
10/12/2017	11:00	56	49	84	65	53	93
10/12/2017	12:00	57	49	81	64	53	86
10/12/2017	13:00	57	49	81	64	53	84
10/12/2017	14:00	57	50	81	65	54	84
10/12/2017	15:00	57	50	81	65	55	86
10/12/2017	16:00	56	51	81	64	55	84
10/12/2017	17:00	57	51	78	64	55	84
10/12/2017	18:00	56	50	75	65	54	90
10/12/2017	19:00	55	48	77	63	52	87
10/12/2017	20:00	54	48	73	63	51	78
10/12/2017	21:00	53	47	73	63	50	88
10/12/2017	22:00	52	47	77	62	49	85
10/12/2017	23:00	52	46	79	60	47	82
10/13/2017	0:00	48	44	64	59	46	86
10/13/2017	1:00	48	44	67	57	46	77
10/13/2017	2:00	48	44	70	56	46	86
10/13/2017	3:00	47	43	64	55	46	76
10/13/2017	4:00	53	44	80	58	46	77
10/13/2017	5:00	55	46	85	61	47	81
10/13/2017	6:00	59	49	86	63	50	82
10/13/2017	7:00	57	52	80	65	55	87

Source: Measurement data by Ramboll Environ, 2017



**Table NO-3  
Sound Level Measurement Data from LT-4  
3333 California Street  
San Francisco, California**

<b>Date</b>	<b>Time</b>	<b>Leq</b>	<b>L90</b>	<b>Lmax</b>
10/12/2017	11:00	64	57	82
10/12/2017	12:00	64	53	85
10/12/2017	13:00	64	53	87
10/12/2017	14:00	64	53	84
10/12/2017	15:00	65	55	81
10/12/2017	16:00	64	55	85
10/12/2017	17:00	66	57	92
10/12/2017	18:00	67	56	92
10/12/2017	19:00	64	53	77
10/12/2017	20:00	65	51	83
10/12/2017	21:00	64	49	84
10/12/2017	22:00	63	48	84
10/12/2017	23:00	62	47	82
10/13/2017	0:00	59	44	75
10/13/2017	1:00	57	42	75
10/13/2017	2:00	57	42	80
10/13/2017	3:00	52	42	73
10/13/2017	4:00	56	43	78
10/13/2017	5:00	57	45	76
10/13/2017	6:00	60	48	76
10/13/2017	7:00	64	53	87
10/13/2017	8:00	66	55	94
10/13/2017	9:00	67	55	89
10/13/2017	10:00	64	53	84
10/13/2017	11:00	65	53	92
10/13/2017	12:00	65	53	85
10/13/2017	13:00	65	52	90
10/13/2017	14:00	74	54	107
10/13/2017	15:00	65	55	82
10/13/2017	16:00	65	55	90
10/13/2017	17:00	68	56	95
10/13/2017	18:00	65	55	84
10/13/2017	19:00	64	53	81
10/13/2017	20:00	64	52	87
10/13/2017	21:00	63	50	90
10/13/2017	22:00	62	49	77
10/13/2017	23:00	62	48	78
10/14/2017	0:00	61	46	78
10/14/2017	1:00	60	46	82
10/14/2017	2:00	59	44	79
10/14/2017	3:00	56	42	81
10/14/2017	4:00	51	42	71
10/14/2017	5:00	53	42	72
10/14/2017	6:00	57	45	73
10/14/2017	7:00	60	47	79
10/14/2017	8:00	62	51	81
10/14/2017	9:00	64	56	80
10/14/2017	10:00	65	53	89
10/14/2017	11:00	65	52	79
10/14/2017	12:00	64	52	82

Date	Time	Leg	L90	Lmax
10/14/2017	13:00	65	53	86
10/14/2017	14:00	65	52	85
10/14/2017	15:00	65	52	77
10/14/2017	16:00	65	52	84
10/14/2017	17:00	72	52	106
10/14/2017	18:00	66	52	88
10/14/2017	19:00	64	52	80
10/14/2017	20:00	65	51	85
10/14/2017	21:00	65	51	89
10/14/2017	22:00	64	49	78
10/14/2017	23:00	64	48	89
10/15/2017	0:00	62	46	79
10/15/2017	1:00	60	45	79
10/15/2017	2:00	60	45	89
10/15/2017	3:00	54	43	78
10/15/2017	4:00	53	42	74
10/15/2017	5:00	54	43	72
10/15/2017	6:00	62	45	89
10/15/2017	7:00	61	47	89
10/15/2017	8:00	62	49	87
10/15/2017	9:00	64	52	82
10/15/2017	10:00	63	52	81
10/15/2017	11:00	65	51	80
10/15/2017	12:00	64	52	83
10/15/2017	13:00	63	51	81
10/15/2017	14:00	64	52	83
10/15/2017	15:00	64	52	87
10/15/2017	16:00	64	52	93
10/15/2017	17:00	67	51	98
10/15/2017	18:00	64	51	79
10/15/2017	19:00	65	51	89
10/15/2017	20:00	62	49	82
10/15/2017	21:00	62	49	85
10/15/2017	22:00	60	46	77
10/15/2017	23:00	60	44	90
10/16/2017	0:00	56	43	75
10/16/2017	1:00	54	42	72
10/16/2017	2:00	53	42	75
10/16/2017	3:00	51	42	75
10/16/2017	4:00	51	43	73
10/16/2017	5:00	58	46	81
10/16/2017	6:00	61	50	78
10/16/2017	7:00	64	53	83
10/16/2017	8:00	66	56	87
10/16/2017	9:00	65	56	82
10/16/2017	10:00	64	52	82
10/16/2017	11:00	64	53	83
10/16/2017	12:00	64	53	83
10/16/2017	13:00	63	53	79
10/16/2017	14:00	64	53	85
10/16/2017	15:00	65	54	89
10/16/2017	16:00	65	54	83
10/16/2017	17:00	65	55	83
10/16/2017	18:00	65	54	80
10/16/2017	19:00	65	53	84

<b>Date</b>	<b>Time</b>	<b>Leq</b>	<b>L90</b>	<b>Lmax</b>
10/16/2017	20:00	64	51	92
10/16/2017	21:00	66	49	93
10/16/2017	22:00	60	47	80
10/16/2017	23:00	58	45	78
10/17/2017	0:00	55	45	76
10/17/2017	1:00	53	44	71
10/17/2017	2:00	52	44	71
10/17/2017	3:00	49	44	71
10/17/2017	4:00	55	44	81
10/17/2017	5:00	58	46	79
10/17/2017	6:00	60	49	78
10/17/2017	7:00	64	54	87
10/17/2017	8:00	65	55	86
10/17/2017	9:00	64	54	82
10/17/2017	10:00	66	53	94
10/17/2017	11:00	64	54	89
10/17/2017	12:00	64	53	82

Source: Measurement data by Ramboll Environ, 2017

**Table NO-4**  
**Traffic Data Used in Traffic Noise Impact Assessment**  
**3333 California Street**  
**San Francisco, California**

Roadway Segment Description	Traffic Pattern Basis	PM-Peak to ADT Volume Ratio <sup>1</sup>	PM-Peak Period Traffic Volumes (vph) <sup>2</sup>				Traffic Composition <sup>3</sup>		Speed (mph)
			Existing	Existing + Project	Cumulative	Cumulative + Project	LDV %	HDV %	
California St west of Walnut St	SLM3	0.05	575	760	589	774	98%	2%	25
California St btw Walnut St and Presidio Ave	SLM3	0.05	602	698	781	877	98%	2%	25
California St east of Presidio Ave	SLM3	0.05	619	649	628	658	98%	2%	25
Laurel St north of Mayfair Dr	SLM2	0.05	193	230	250	287	98%	2%	25
Laurel St south of Mayfair Dr	SLM2	0.05	193	230	250	287	98%	2%	25
Euclid Ave west of Masonic Ave	SLM1	0.07	878	925	1139	1185	98%	2%	25
Euclid Ave btw Masonic Ave and Presidio Ave	SLM1	0.07	878	925	1139	1185	98%	2%	25
Euclid Ave east of Presidio Ave	SLM1	0.07	790	818	986	1014	98%	2%	25
Masonic Ave north of Euclid Ave	SLM4	0.11	1519	1577	1611	1669	98%	2%	30
Masonic Ave east of Presidio Ave	SLM4	0.11	1684	1779	1928	2023	98%	2%	30
Presidio north of California St	SLM3	0.05	329	387	426	484	98%	2%	25
Presidio south of California St	SLM3	0.05	289	349	375	435	98%	2%	25
Masonic Ave south of Euclid Ave	SLM1	0.07	1174	1197	1245	1267	98%	2%	30
Presidio south of Euclid Ave	SLM1	0.07	295	398	382	485	98%	2%	25
Presidio south of Masonic Ave	SLM4	0.11	687	830	891	1035	98%	2%	25

**Notes:**

<sup>1</sup> PM-Peak to ADT Volume Ratio based on long-term sound level measurement data

<sup>2</sup> PM-Peak Period Traffic Volumes calculated by multiplying the ADT by the PM Peak Volume to ADT Ratio

<sup>3</sup> Light-duty vehicle (LDV) and heavy-duty vehicle (HDV) composition based on traffic data for California Street intersections.

Source: ADT data from Kittelson and Associates, Inc., 3333 California Street: Average Daily Traffic Volumes – Methodology and Results Memorandum, November 14, 2017.

**Table NO-5**  
**Estimated Construction Sound Levels by Phase and Activity for Comparison to FTA Guidelines, Including Overlapping Construction Phases (Hourly Leq, dBA)**

**3333 California Street  
San Francisco, California**

				Existing Construction Period Background Leq (dBA) <sup>2</sup>																													
				58			58			59			59			67			67			67			65								
				Construction Noise Levels, by Receptor (dBA) <sup>3</sup>																													
				R1			R2			R3			R4			R5			R6			R7			R8								
Primary Activity <sup>1</sup>	Secondary Activity <sup>1</sup>	Estimated Construction Schedule		Total Const.	Cumulative	Increase	Total Const.	Cumulative	Increase	Total Const.	Cumulative	Increase	Total Const.	Cumulative	Increase	Total Const.	Cumulative	Increase	Total Const.	Cumulative	Increase	Total Const.	Cumulative	Increase	Total Const.	Cumulative	Increase	Total Const.	Cumulative	Increase			
Phase: Activity (Leq @ 50')	Phase: Activity (Leq @ 50')	Start	End																														
1: Demo (77)		3/2/2020	4/24/2020	65	66	8	60	62	4	60	63	4	58	62	3	54	67	0	56	67	0	54	67	0	58	66	1	58	66	1	58	66	1
1: Excavation (85)		4/27/2020	9/22/2020	74	74	16	68	69	11	69	69	10	67	67	8	62	68	1	64	68	2	63	68	1	67	69	4	67	69	4	67	69	4
1: Excavation (85)	1: Foundations (77)	9/23/2020	11/17/2020	74	74	16	69	69	11	69	69	10	67	68	8	63	68	2	64	69	2	63	68	2	67	69	4	67	69	4	67	69	4
1: Foundations (77)		11/18/2020	2/9/2021	65	66	8	60	62	4	60	63	4	58	62	3	54	67	0	56	67	0	54	67	0	58	66	1	58	66	1	58	66	1
1: Structure (79)		2/10/2021	7/27/2021	67	68	10	62	64	6	63	64	5	60	63	4	56	67	0	58	67	1	56	67	0	60	67	1	60	67	1	60	67	1
1: Exterior (75)		7/28/2021	9/9/2021	64	65	7	59	62	3	59	62	3	57	61	2	53	67	0	55	67	0	53	67	0	57	66	1	57	66	1	57	66	1
2: Demo (77)	1: Exterior (75)	9/10/2021	12/30/2021	65	66	8	60	62	4	62	64	4	62	64	5	60	67	1	61	67	1	58	67	1	62	67	1	62	67	1	62	67	1
2: Excavation (83)	1: Exterior (75)	1/1/2022	1/27/2022	68	68	10	65	66	8	67	68	8	69	69	10	67	70	3	68	70	4	65	69	2	68	70	5	68	70	5	68	70	5
2: Foundations (77)	1: Exterior (75)	1/28/2022	4/5/2022	65	66	8	60	62	4	62	64	4	62	64	5	60	67	1	61	67	1	58	67	1	62	67	1	62	67	1	62	67	1
2: Foundations (77)		4/6/2022	5/19/2022	57	61	3	56	60	2	58	62	2	60	63	4	59	67	1	59	67	1	56	67	0	60	67	1	60	67	1	60	67	1
2: Structure (79)		5/20/2022	9/8/2022	59	62	4	58	61	3	60	63	3	63	64	5	61	68	1	61	68	1	59	67	1	62	67	2	62	67	2	62	67	2
2: Exterior (75)		9/9/2022	12/4/2022	56	60	2	54	60	1	57	61	2	59	62	3	57	67	0	58	67	1	55	67	0	58	66	1	58	66	1	58	66	1
3: Demo (77)	2: Exterior (75)	12/5/2022	1/27/2023	58	61	3	57	61	2	60	63	3	65	66	7	68	70	4	67	70	3	60	67	1	62	67	1	62	67	1	62	67	1
3: Excavation (83)	2: Exterior (75)	1/30/2023	2/23/2023	63	64	6	63	64	6	66	67	8	72	73	13	76	76	10	75	76	9	67	70	3	68	70	4	68	70	4	68	70	4
3: Excavation (83)		2/24/2023	7/25/2023	62	63	5	62	63	5	65	66	7	72	72	13	76	76	10	75	75	9	67	70	3	67	69	4	67	69	4	67	69	4
3: Excavation (83)	3: Foundations (77)	7/26/2023	8/22/2023	62	64	6	62	64	6	66	67	7	73	73	14	76	76	10	75	76	9	67	70	3	67	69	4	67	69	4	67	69	4
3: Foundations (77)		8/23/2023	9/19/2023	53	59	1	54	59	1	57	61	2	64	65	6	67	70	4	67	70	3	59	67	1	59	66	1	59	66	1	59	66	1
3: Structure (79)	3: Foundations (77)	9/20/2023	1/9/2024	58	61	3	58	61	3	61	63	4	68	68	9	71	72	6	69	71	5	62	68	1	62	67	2	62	67	2	62	67	2
3: Structure (79)		1/10/2024	4/2/2024	56	60	2	56	60	2	59	62	3	66	67	8	70	71	5	69	71	4	61	68	1	61	67	1	61	67	1	61	67	1
3: Structure (79)	3: Exterior (75)	4/3/2024	7/9/2024	57	61	3	57	61	3	61	63	4	67	68	9	70	72	5	69	71	4	62	68	1	62	67	1	62	67	1	62	67	1
3: Exterior (75)		7/10/2024	3/4/2025	52	59	1	52	59	1	56	61	2	63	64	5	66	69	3	65	69	2	57	67	1	57	66	1	57	66	1	57	66	1
4: Demo (77)		5/22/2025	6/18/2025	62	64	5	64	65	7	68	69	9	67	68	8	59	67	1	55	67	0	52	67	0	53	66	0	53	66	0	53	66	0
4: Excavation (83)		6/19/2025	8/13/2025	70	71	12	73	73	15	76	76	17	75	75	16	67	70	4	63	68	2	60	67	1	61	67	1	61	67	1	61	67	1
4: Foundations (77)		8/14/2025	12/3/2025	62	64	5	64	65	7	68	69	9	67	68	8	59	67	1	55	67	0	52	67	0	53	66	0	53	66	0	53	66	0
4: Structure (79)		12/4/2025	2/25/2026	64	65	7	67	67	9	70	71	11	69	69	10	61	68	1	57	67	0	54	67	0	55	66	0	55	66	0	55	66	0
4: Structure (79)	4: Exterior (75)	2/26/2026	5/20/2026	66	66	8	68	68	10	72	72	13	70	70	11	62	68	1	58	67	1	55	67	0	57	66	1	57	66	1	57	66	1
4: Exterior (75)		5/21/2026	8/12/2026	61	63	4	63	64	6	67	67	8	66	66	7	58	67	1	54	67	0	51	67	0	52	66	0	52	66	0	52	66	0

**Notes:**

<sup>1</sup> Primary and secondary construction activities listed for all noise-generating construction periods. When multiple, overlapping construction activities occur simultaneously, the primary activity column is used to indicate the louder activity.  
<sup>2</sup> Existing construction period background Leq based on measured SLM data between 7 am and 7 pm, when Project construction activity would likely occur.  
<sup>3</sup> "Total Const." indicates the total Leq (dBA) from construction-related equipment assuming average hourly equipment usage. "Cumulative" calculated as existing background period Leq + Total Const. Leq. "Increase" calculated as difference between "Cumulative" Leq and the existing background period Leq. Highlighted cells indicate noise level increases greater than or equal to 10 dBA.

Source: Noise calculations by Ramboll Environ, 2017. Calculations based on average hourly Leqs from FHWA RCNM, 2008.

**Table NO-6  
Estimated On-Site Construction Sound Levels by Phase and Activity (Hourly Leq, dBA)**

**3333 California Street  
San Francisco, California**

Phase	Activity	Total Leq @ 50'	Minimum Distance (ft) <sup>1,2</sup>							Leq (dBA) <sup>2</sup>						
			Euclid	Masonic	Center Bldg A	Center Bldg B	Plaza A	Plaza B	Walnut	Euclid	Masonic	Center Bldg A	Center Bldg B	Plaza A	Plaza B	Walnut
1	Demo	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	Excavation	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	Foundations	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	Exterior	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	Structure	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	Demo	77	110	120	-	-	-	-	-	70	69	-	-	-	-	-
2	Excavation	85	110	120	-	-	-	-	-	78	77	-	-	-	-	-
2	Foundations	77	110	120	-	-	-	-	-	70	69	-	-	-	-	-
2	Exterior	75	110	120	-	-	-	-	-	69	68	-	-	-	-	-
2	Structure	79	110	120	-	-	-	-	-	72	71	-	-	-	-	-
3	Demo	77	310	305	160	135	-	-	-	61	61	67	68	-	-	-
3	Excavation	85	310	305	160	135	-	-	-	69	69	75	76	-	-	-
3	Foundations	77	310	305	160	135	-	-	-	61	61	67	68	-	-	-
3	Exterior	75	310	305	160	135	-	-	-	60	60	65	67	-	-	-
3	Structure	79	310	305	160	135	-	-	-	63	63	69	70	-	-	-
4	Demo	77	85	315	110	270	110	175	330	72	61	70	62	70	66	60
4	Excavation	85	85	315	110	270	110	175	330	80	69	78	70	78	74	69
4	Foundations	77	85	315	110	270	110	175	330	72	61	70	62	70	66	60
4	Exterior	75	85	315	110	270	110	175	330	71	59	69	61	69	64	59
4	Structure	79	85	315	110	270	110	175	330	74	63	72	64	72	68	62

**Notes:**

<sup>1</sup> Based on distance measured from center of nearest building construction to façade of building receiver.

<sup>2</sup> Blank cells denoted by "-" indicate Project Building would not have been constructed and occupied during subsequent construction.

Source: Noise calculations by Ramboll Environ, 2017. Source noise levels based on average hourly Leqs from FHWA RCNM, 2008.

**Table NO-7  
Haul Traffic Volumes Calculation Detail  
3333 California Street  
San Francisco, California**

<b>Construction Haul Traffic Source</b>	<b>Total Hauling or Hauling + Concrete Trucks per Day</b>	<b>Total Assumed Vendor Trucks Per Hour</b>	<b>Assumed Hours Per Day</b>	<b>Total Trucks Per Hour <sup>1</sup></b>
80 Demolition and Excavation Haul Trips per Day + 2 Vendor and Material Trucks per Hour	80 round trips (Hauling Only)	2	12	9 (80/12 + 2)
			8	12 (80/8 + 2)
80 Demolition and Excavation Haul Trips per Day + 2 Vendor and Material Trucks per Hour + 50 Concrete Pouring Trucks per Day	130 round trips (Hauling + Concrete)	2	8	18 (130/8 + 2)

**Notes:**

<sup>1</sup> Note that haul trucks and concrete trucks represent a "round trip" and are assumed to result in only 1 pass-by along local roadways per hour

**Table NO-8  
Haul Traffic Noise Emissions Calculation Detail  
3333 California Street  
San Francisco, California**

Construction Haul Route	Hourly Time Period <sup>1</sup>	Existing Hourly Traffic Volumes <sup>2</sup>		Total Hourly Traffic (Existing + Construction), HDV <sup>3</sup>			Traffic Sound Level (Increase Over Existing) Hourly dBA <sup>4, 5</sup>			
		LDV	HDV	Haul Traffic, 12 hrs per Day	Haul Traffic, 8 hrs per Day	Haul Traffic + Concrete, 8 hrs per Day	Existing	Existing + Haul, 12 hr/day	Existing + Haul, 8 hr/day	Existing + Haul & Conc., 8 hr/day
Bust Street	AM	475	10	18	22	28	60.6	61.6 (1.0)	62.0 (1.4)	62.6 (2.0)
	PM	774	16	24	28	34	62.6	63.3 (0.7)	63.6 (1.0)	64.0 (1.4)
Euclid Avenue, West of Masonic	AM	706	14	23	26	33	62.2	63.0 (0.8)	63.3 (1.1)	63.8 (1.6)
	PM	1,151	23	32	35	42	64.3	64.8 (0.5)	65.0 (0.7)	65.5 (1.2)

**Notes:**

<sup>1</sup> LDV = Light duty vehicle; HDV = Heavy duty vehicle

<sup>2</sup> From ADT data provided by Kittelson and Associates, Inc., 3333 California Street: Average Daily Traffic Volumes – Methodology and Results Memorandum, November 14, 2017; Peak Period Traffic Volumes calculated by multiplying the ADT by the AM and PM Peak Volume to ADT Ratio (see Table NO-4)

<sup>3</sup> LDV volumes during construction assumed identical to existing traffic volumes

<sup>4</sup> Calculated using the FHWA Traffic Noise Model Lookup Program, Version 2.0, December 2004

<sup>5</sup> Calculated at an assumed setback distance of 50 feet

Note: *Apparent errors in traffic volumes due to rounding of values*



**Table NO-9**  
**Groundborne Vibration Calculation Detail**  
**3333 California Street**  
**San Francisco, California**

Vibration Source	PPV (ref) <sup>1</sup>	Reference Distance <sup>1</sup>	Distance to Receiver	Formula <sup>1</sup>	Calculation Detail	PPV at Receiver
Vibratory Roller	0.210	25	5	$PPV(Rec) = PPV(ref) * \left[ \frac{Dist(Ref)}{Dist(Rec)} \right]^{1.5}$	$0.210 * \left[ \frac{25}{5} \right]^{1.5}$	2.4
			15		$0.210 * \left[ \frac{25}{15} \right]^{1.5}$	0.45
			20		$0.210 * \left[ \frac{25}{20} \right]^{1.5}$	0.29
			60		$0.210 * \left[ \frac{25}{60} \right]^{1.5}$	0.06
			65		$0.210 * \left[ \frac{25}{65} \right]^{1.5}$	0.05
			120		$0.210 * \left[ \frac{25}{120} \right]^{1.5}$	0.02
			155		$0.210 * \left[ \frac{25}{155} \right]^{1.5}$	0.01
Excavator	0.089	25	5	$PPV(Rec) = PPV(ref) * \left[ \frac{Dist(Ref)}{Dist(Rec)} \right]^{1.5}$	$0.089 * \left[ \frac{25}{8} \right]^{1.5}$	1.0
			8		$0.089 * \left[ \frac{25}{5} \right]^{1.5}$	0.49

**Notes:**

<sup>1</sup> Based on Federal Transit Authority Noise and Vibration Impact Assessment Manual (2006)

## **APPENDIX F**

### **Air Quality Calculation Details and Supporting Information**



**EIR APPENDIX F  
AIR QUALITY CALCULATION DETAILS AND  
SUPPORTING INFORMATION**

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## F.1 AIR QUALITY SUPPORTING TABLES

**F.1 AIR QUALITY SUPPORTING TABLES  
CONSTRUCTION ASSUMPTIONS**



**Table AQ-1  
Project Construction Phasing  
3333 California Street  
San Francisco, California**

<b>Phase</b>	<b>Phase Name</b>	<b>Start Date</b>	<b>End Date</b>	<b># of Work Days</b>
1	Masonic/Euclid	3/2/2020	8/19/2022	645
2	Center Building A/B	9/10/2021	8/31/2023	515
3	Plaza A/Plaza B/Walnut	12/4/2022	11/18/2025	773
4	Mayfair/Townhouse/ Euclid Park	5/22/2025	1/12/2027	429

**Notes:**

<sup>1</sup>. Project construction schedule provided by the Project Sponsor.

**Table AQ-2  
Project Construction Equipment List  
3333 California Street  
San Francisco, California**

<b>Subphase<sup>1</sup></b>	<b>Equipment Type</b>	<b>Number</b>	<b>Hours/day</b>	<b>Phase</b>
Exterior	Aerial Lifts	2	8	All
Demolition	Air Compressors	2	5	All
Excavation	Crawler Tractors with Rippers	1	8	All
Excavation	Excavators	2	8	All
Excavation	Excavators with Hoe Ram	2	8	All
Exterior	Forklifts	1	8	All
Exterior	Pavers	1	8	Street Paving <sup>1</sup>
Exterior	Paving Equipment	1	8	Street Paving <sup>1</sup>
Structure	Pumps	1	8	Pouring Days <sup>2</sup>
Exterior	Rollers	1	6	Street Paving <sup>1</sup>
All	Rough Terrain Forklifts	2	8	All
Demolition	Skid Steer Loaders (Bobcat)	1	8	All
All	Sweepers/Scrubbers	1	3	All
Excavation	Tractors/Loaders/Backhoes	2	8	All

**Notes:**

1. Street paving occurs for one day at the completion of each construction phase.
2. There will be approximately 50 pouring days during Phase 1, 15 pouring days during Phase 2, 70 pouring days during Phase 3, and 12 pouring days during Phase 4.

**Table AQ-3  
Project Construction Trip Assumptions  
3333 California Street  
San Francisco, California**

Phase	Trip Category	Total Trips <sup>1</sup>	Total Trip Length <sup>2</sup>
1	Worker	58050	21
2		38625	
3		69570	
4		32175	
1	Non-hauling	2500	14
2		500	
3		3500	
4		400	
1	Vendor	1300	14
2		1000	
3		1500	
4		850	
1	Hauling (Hazardous Waste)	1636	60
2		24	
3		1631	
4		313	
1	Hauling (Non-Hazardous Waste)	3271	17
2		48	
3		3263	
4		626	
1		3271	48
2		48	
3		3263	
4		626	

**Notes:**

1. Trip rates were provided by the Project Sponsor.
2. Worker, non-hauling, and vendor trip lengths assume CalEEMod® default values. Hauling trip lengths were provided by the Project Sponsor.

**Abbreviations:**

CalEEMod® - California Emissions Estimator MODel

**F.1 AIR QUALITY SUPPORTING TABLES  
EMISSIONS**

**Table AQ-4  
Emissions Calculations Methodology  
3333 California Street  
San Francisco, California**

Type	Source	Methodology and Formula	Reference
Construction Equipment <sup>1</sup>	Off-Road Equipment	$E_c = \sum(EFC * HP * LF * Hr * Red * C)$	CalEEMod 2016.3.2
Construction On-Road Trucks and Vehicles <sup>2,3</sup>	Exhaust – Running	$E_R = \sum(EF_R * VMT * C)$ , where VMT = Trip Length * Trip Number	EMFAC2014
	Exhaust – Idling	$E_I = \sum(EF_I * Idle Time * Trip Number)$	EMFAC2014
Operational Generator Emissions <sup>4</sup>	Stationary Source	$E_{SS} = EF_{SS} * Hr * C$	See Table AQ-9 for details
Operational On-Road Emissions <sup>2</sup>	Exhaust – Running	$E_R = \sum(EF_R * VMT * C)$ , where VMT = Trip Length * Trip Number	CalEEMod 2016.3.2
	Brake wear and Tire wear	$E_{BW,TW} = \sum(EF_{BW,TW} * VMT * C)$ , where VMT = Trip Length * Vehicle Counts	CalEEMod 2016.3.2
	Exhaust – Idling	$E_I = \sum(EF_I * Idle Time * Trip Number)$	CalEEMod 2016.3.2
Operational Area Sources <sup>5</sup>	Area sources including architectural coating, hearths, landscaping equipment, consumer products, and building energy use.	Various CalEEMod Methods, see User's Guide.	CalEEMod 2016.3.2

**Notes:**

1. Emissions associated with off-road equipment were calculated using the following formulas:

**E<sub>c</sub>: off-road equipment exhaust emissions (lb)**

- EF<sub>c</sub>: emission factor (g/hp-hr). Emission factors for diesel equipment are default CalEEMod emission factors by Tier.
- HP: equipment horsepower. Project-specific or CalEEMod 2013.2.2 defaults
- LF: equipment load factor. Project-specific or CalEEMod 2013.2.2 defaults
- Hr: equipment hours
- Red: reduction from Diesel Particulate Filter (DPF), as applicable
- C: unit conversion factor

2. Emissions associated with on-road trucks were calculated using the following formulas:

**E<sub>R</sub>: running exhaust emissions (lb)**

- EF<sub>R</sub>: running emission factor (g/mile). From EMFAC2014 for T7 Single Construction vehicle type for calendar year 2015. T7 Single Construction vehicle type is the most conservative appropriate vehicle in EMFAC2014.
- VMT: vehicle miles traveled
- C: unit conversion factor
- Trip Length: provided by the traffic engineer
- Trip Number: Provided by Project Sponsor.

**E<sub>I</sub>: vehicle idling emissions (lb)**

- EF<sub>I</sub>: vehicle idling emission factor (g/trip). From EMFAC2014 idling rates for HHDT vehicle type. HHDT is the most conservative appropriate vehicle type for idling because EMFAC2014 idling rates do not break down further by vehicle type.
- Idle Time: assumed 5 minutes of idling per one-way trip, consistent with California ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling (Title 13, CCR, section 2485).
- Trip Number: Provided by Project Sponsor.

**E<sub>BW,TW</sub>: vehicle brake wear and tire wear emissions (lb)**

- EF<sub>BW,TW</sub>: vehicle brake wear and tire wear emission factor (g/mile) from EMFAC2014 incorporated into CalEEMod(R). CalEEMod(R) reports emissions in tons/day and VMT in miles/day. Brake wear and tire wear emissions are estimated for PM2.5 from all vehicles.

3. Construction trip rates and trip lengths used to calculate construction on-road truck and vehicle emissions were provided by the Project Sponsor.

4. See Tables AQ-10a/10b for detailed information on the emissions calculations for each operational stationary source of emissions.

**E<sub>SS</sub>: Stationary Source emissions.**

- EF<sub>SS</sub>: Stationary Source emission factor
- Hr: hours of operation per year (hr)
- C: unit conversion factor

5. Emissions for the various area sources were calculated using CalEEMod®. See Tables AQ-10a and AQ-10b for additional details.

**Abbreviations:**

- |  |   |
|--|---|
| ARB - California Air Resources Board             | HHDT - heavy heavy duty trucks                        |
| ATCM - Airborne Toxic Control Measure            | lb - pound  |
| CalEEMod® - California Emissions Estimator MODEL | mi - mile   |
| DPM - Diesel Particulate Filter                  | PM - particulate matter                               |
| EMFAC - Emission FACTor Model                    | SFPUC - San Francisco Public Utilities Commission     |
| MMBTU - one million British thermal unit         | USEPA - United States Environmental Protection Agency |

**Table AQ-4**  
**Emissions Calculations Methodology**  
**3333 California Street**  
**San Francisco, California**

**References:**

ARB/USEPA. Table 1: ARB and USEPA Off-Road Compression-Ignition (Diesel) Engine Standards.  
[http://www.arb.ca.gov/msprog/ordiesel/documents/Off-Road\\_Diesel\\_Std.xls](http://www.arb.ca.gov/msprog/ordiesel/documents/Off-Road_Diesel_Std.xls)

ARB. ATCM §2485 Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. Title 13, CCR, section 2485. Available at:  
<http://www.arb.ca.gov/msprog/truck-idling/2485.pdf>

California Air Pollution Control Officers Association (CAPCOA). 2016. CalEEMod. Available at: <http://www.caleemod.com>

**Table AQ-5  
Architectural Coating Emissions  
3333 California Street  
San Francisco, California**

Coating Category	Interior	Exterior
VOC Content (g/L) <sup>1</sup>	100	150
Emission Factor (lb/ft <sup>2</sup> ) <sup>2</sup>	0.0046	0.0069

Land Use	Fraction of Surface Area Painted <sup>2</sup> (%)	Painted Area Multiplier <sup>2</sup>
Residential	75%	2.7
Non-Residential	75%	2
Parking	0%	--

Construction Phase	Building	Building Square Footage <sup>3</sup>			Painted Areas		ROG Emissions
		Residential Area	Non-residential Area	Parking Area	Interior	Exterior	
		ft <sup>2</sup>	ft <sup>2</sup>	ft <sup>2</sup>	ft <sup>2</sup>	ft <sup>2</sup>	tons
1	Masonic	88,906	0	35,986	180,035	62,171	0.63
	Euclid	177,345	4,287	51,991	365,554	124,971	1.28
2	Center Bldg A	89,465	0	0	181,167	60,389	0.63
	Center Bldg B	233,423	0	19,258	472,682	158,716	1.65
3	Plaza A	66,150	14,178	64,550	155,221	55,613	0.55
	Plaza B	72,220	11,328	62,070	163,238	58,137	0.58
	Walnut	0	89,013	174,440	133,520	54,973	0.50
4	Laurel Duplexes	54,111	0	4,728	109,575	36,809	0.38
	Mayfair	43,071	0	15,750	87,219	30,018	0.31
<b>Total</b>		<b>824,691</b>	<b>118,806</b>	<b>428,773</b>	<b>1,848,208</b>	<b>641,796</b>	<b>6.5</b>

**Notes:**

- VOC content of paint is assumed to be consistent with BAAQMD Regulation 8, Rule 3. ROG and VOC can be used interchangeably for CEQA analysis.
- CalEEMod default architectural coating emissions parameters.
- Building footprint provided by the Project Sponsor.

**Abbreviations:**

BAAQMD - Bay Area Air Quality Management District	L - liters
CalEEMod® - California Emissions Estimator MODel	lb - pounds
CEQA - California Environmental Quality Act	ROG - reactive organic gas
g - gram	ft <sup>2</sup> - square feet
gal - gallons	VOC - volatile organic compound

**References:**

BAAQMD. 2009. Regulation 8 Rule 3 Architectural Coatings. July.  
California Air Pollution Control Officers Association (CAPCOA). 2016. Appendix A. Available at: <http://www.caleemod.com>

**Table AQ-6  
Asphalt Paving Off-Gassing Emissions  
3333 California Street  
San Francisco, California**

Construction Phase	Building	Parking Area <sup>1</sup>		VOC Emission Factor <sup>2</sup>	ROG Emissions <sup>2</sup>
		ft <sup>2</sup>	acres	lb/acre	lb
1	Masonic	35,986	0.83	2.6	2.2
	Euclid	51,991	1.2		3.1
2	Center Bldg A	0	0		0
	Center Bldg B	19,258	0.44		1.2
3	Plaza A	64,550	1.5		3.9
	Plaza B	62,070	1.4		3.7
	Walnut	174,440	4.0		10
4	Laurel Duplexes	4,728	0.11		0.28
	Mayfair	15,750	0.36		0.95
<b>Total</b>		<b>428,773</b>	<b>10</b>		<b>--</b>

**Notes:**

- <sup>1</sup>. Parking areas based on total garage square footage provided by the Project Sponsor.
- <sup>2</sup>. VOC emissions from paving the parking areas were calculated consistent with CalEEMod® methodology.

**Abbreviations:**

- CalEEMod® - California Emissions Estimator MODeI
- CAPCOA - California Air Pollution Control Officers Association
- CEQA - California Environmental Quality Act
- lb - pound
- ft<sup>2</sup> - square feet
- VOC - volatile organic compound

**References:**

- California Air Pollution Control Officers Association (CAPCOA). 2016. Appendix A. Available at: <http://www.caleemod.com>



**Table AQ-7  
Construction CAP Emissions  
3333 California Street  
San Francisco, California**

Total CAP Emissions					
Phase	Source	Emissions <sup>2</sup>			
		ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
lbs					
1	Off-road Equipment <sup>3</sup>	570	6,351	297	274
2		238	2,693	114	106
3		495	5,340	213	197
4		98	995	38	35
1	On-road Trucks and Vehicles <sup>4</sup>	124	4,602	19	19
2		7	217	0.9	0.8
3		86	2,725	8.5	8.2
4		17	490	1.5	1.5
1	Architectural Coating <sup>5</sup> Off-Gassing	3,827	--	--	--
2		4,551	--	--	--
3		3,266	--	--	--
4		1,376	--	--	--
1	Paving <sup>6</sup> Off-Gassing	5.3	--	--	--
2		1.2	--	--	--
3		18	--	--	--
4		1.2	--	--	--
<b>Total Emissions (lbs)</b>		14,680	23,412	692	642

Average Daily Emissions					
Phase	Days of Construction Per Phase <sup>7</sup>	Emissions <sup>2</sup>			
		ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
lbs/day					
1	645	7.0	17.0	0.49	0.45
2	515	9.3	5.6	0.22	0.21
3	773	5.0	10	0.29	0.27
4	429	3.5	3.5	0.092	0.085
<b>Total Length of Construction for the Project<sup>7</sup> (days)</b>		1,792			
<b>Daily Emissions Averaged Over All Construction Years (lb/day)</b>		8.2	13	0.39	0.36

**Notes:**

- Emissions are calculated based on default CalEEMod® off-road construction equipment tiers for each piece of equipment in the emissions year being modeled.
- Emissions were estimated using methodology consistent with CalEEMod® and Table AQ-4.
- A construction equipment list and hours of operation for each piece of equipment for each phase were provided by the Project Sponsor. See Table AQ-2 for more details.
- Total number of hauling, concrete, and delivery trips was provided by the Project Sponsor for each Phase. Haul trip distances were provided by the Project Sponsor; distances for concrete and vendor trips were assumed to be CalEEMod defaults. See Table AQ-3 for more details.
- Architectural Coating emissions are calculated in Table AQ-5.
- Paving emissions are calculated in Table AQ-6.
- Days of construction per phase shown are the number of work days for each phase and were provided by the Project Sponsor. Total length of construction for the Project does not equal the sum of the total of days in each phase since there are overlapping phases.

**Abbreviations:**

CAP - criteria air pollutant	NO <sub>x</sub> - nitrogen oxide compounds (NO + NO <sub>2</sub> )
CAPCOA - California Air Pollution Control Officers Association	PM <sub>10</sub> - particulate matter less than 10 micrometers
CEQA - California Environmental Quality Act	PM <sub>2.5</sub> - particulate matter less than 2.5 micrometers
lb - pound	ROG - reactive organic gas

**References:**

California Air Pollution Control Officers Association (CAPCOA). 2016. CalEEMod. Available at: <http://www.caleemod.com>.

**Table AQ-8  
Construction TAC Emissions by Phase  
3333 California Street  
San Francisco, California**

Phase	Source	Emissions <sup>2</sup>	
		TOG	DPM
lbs			
1	Off-road Diesel Equipment Exhaust <sup>3</sup>	1,329	297
2		853	114
3		1,255	213
4		215	38
1	On-road Diesel Trucks and Vehicles Exhaust <sup>4</sup>	35	7.6
2		2.9	1.5
3		27	5.4
4		5.6	1.9
<b>Total Emissions (lbs)</b>		3,724	678

**Notes:**

1. Emissions are calculated based on default CalEEMod® off-road construction equipment tiers for each piece of equipment in the emissions year being modeled.
2. Emissions were estimated using methodology consistent with CalEEMod® and Table AQ-4.
3. A construction equipment list and hours of operation for each piece of equipment for each phase were provided by the Project Sponsor. See Table AQ-2 for more details.
4. Total number of hauling, concrete, and delivery trips was provided for each Phase. See Table AQ-3 for more details.

**Abbreviations:**

- CalEEMod® - California Emissions Estimator Model
- CAPCOA - California Air Pollution Control Officers Association
- DPM - diesel particulate matter
- lb - pound
- TAC - toxic air contaminant
- TOG - total organic gases

**References:**

- California Air Pollution Control Officers Association (CAPCOA). 2016. CalEEMod. Available at: <http://www.caleemod.com>.

**Table AQ-9**  
**Project Operational CAP Emissions - Emergency Generators**  
**3333 California Street**  
**San Francisco, California**

Source	Engine Tier	HP	Fuel Type	Operation <sup>1</sup> (hrs/yr)	Emission Factors <sup>2,3,4</sup>				Emissions		
					NMHC	ROG	NOx	PM	ROG	NOx	PM
					[g/bhp-hr]				[ton/yr]		
Existing Generator	Tier 0 <sup>5</sup>	380	diesel	20	--	1.18	14.06	0.998	0.010	0.118	0.0084
Proposed Generator	Tier 2	1,073	diesel	50	0.60	0.64	4.20	0.150	0.038	0.248	0.0089
<b>Net Emissions:</b>									0.028	0.131	0.001

**Notes:**

- <sup>1</sup> Operation of the existing generator is assumed to be 20 hours per year, the maximum hours allowed by the generator's Bay Area Air Quality Management District (BAAQMD) permit for reliability-related testing. Operation for the new generator is conservatively assumed to be 50 hours per year, the maximum allowable by the BAAQMD.
- <sup>2</sup> Existing generator emission factors based on USEPA AP-42 emission factors for an uncontrolled diesel industrial engine (USEPA 1996).
- <sup>3</sup> Proposed generator emission factors based on Tier 2 standards from the ARB and USEPA Off-Road Compression-Ignition (Diesel) Engine Standards (ARB 2013). Emission factors for PM<sub>10</sub> and PM<sub>2.5</sub> are conservatively based on the PM emission standard. The split between NMHC and NOx was determined based on NOx-only factors published by the ARB (ARB 2011).
- <sup>4</sup> The emission factors for ROG were calculated from the NMHC emission factors using conversion factors for diesel engines (USEPA 1997) and assuming that VOC and ROG are equivalent (ARB 2009).
- <sup>5</sup> No tier information was found for the generator make and model and serial number provided by the Project Sponsor, therefore, it was assumed that the generator is Tier 0.

**Abbreviations:**

ARB - California Air Resources Board	hrs - hours
BAAQMD - Bay Area Air Quality Management District	NMHC - non-methane hydrocarbon
bhp - brake horsepower	NOx - nitrogen oxide compounds (NO + NO <sub>2</sub> )
CAP - Criteria Air Pollutant	PM - particulate matter
g - grams	USEPA - U.S. Environmental Protection Agency
HP - horsepower	

**References:**

- California Air Resources Board (ARB). 2009. *Definitions of VOC and ROG*. January. Available online at: [http://www.arb.ca.gov/ei/speciate/voc\\_rog\\_dfn\\_1\\_09.pdf](http://www.arb.ca.gov/ei/speciate/voc_rog_dfn_1_09.pdf). Accessed October 4, 2017.
- ARB. 2011. *Frequently Asked Questions In-Use Off-Road Diesel Vehicle Regulation*. Available at: <https://www.arb.ca.gov/msprog/ordiesel/documents/emissionfactorsfaq.pdf>. Accessed October 4, 2017.
- ARB. 2013. *ARB and USEPA Off-Road Compression-Ignition (Diesel) Engine Standards*. Available online at: [http://www.arb.ca.gov/msprog/ordiesel/documents/Off-Road\\_Diesel\\_Stdts.xls](http://www.arb.ca.gov/msprog/ordiesel/documents/Off-Road_Diesel_Stdts.xls). Accessed October 4, 2017.
- U.S. Environmental Protection Agency (USEPA). 1996. *Gasoline and Diesel Industrial Engines, AP-42, Section 3.3*. Office of Air Quality Planning and Standards, Research Triangle Park, North Carolina. October. Available at: <https://www3.epa.gov/ttn/chief/ap42/ch03/final/c03s03.pdf>. Accessed October 4, 2017.
- USEPA. 2004. *Conversion Factors for Hydrocarbon Emission Components*. Available at: <https://www3.epa.gov/otaq/models/nonrmdml/nonrmdml2004/420p04001.pdf>. Accessed October 4, 2017.

**Table AQ-10a**  
**Project Operational CAP Annual Emissions**  
**3333 California Street**  
**San Francisco, California**

Emissions Source	CAP Emissions <sup>1,2</sup> [ton/year]			
	ROG	NO <sub>x</sub>	PM <sub>10</sub> Total	PM <sub>2.5</sub> Total <sup>3</sup>
Net Generator Emissions	0.028	0.13	0.00051	0.00051
Architectural Coating	0.65	0	0	0
Consumer Products <sup>4</sup>	2.6	0	0	0
Hearths	0.0023	0.019	0.0016	0.0016
Landscaping	0.12	0.048	0.023	0.023
Building Energy Use	0.034	0.30	0.024	0.024
On-Road Fugitive Dust	0	0	3.7	1.0
On-Road Exhaust	0.95	3.80	0.038	0.035
<b>Total Project Emissions</b>	<b>4.4</b>	<b>4.3</b>	<b>3.8</b>	<b>1.1</b>

**Notes:**

- <sup>1</sup> Emissions estimated using CalEEMod version 2016.3.2.
- <sup>2</sup> Operational CAP emissions were estimated for the full Project build-out in 2027. Operations during all other years (while construction is still taking place) will have less emissions than the full build-out year presented above, because only a fraction of the project would be operational in earlier years. On-road emissions were calculated using emission factors assuming an average fleet in 2022.
- <sup>3</sup> PM<sub>2.5</sub> are assumed to be equivalent to PM<sub>10</sub> emissions for the emergency generators.
- <sup>4</sup> San Francisco's ROG emissions from consumer products was 5.30 tons and San Francisco's assumed square footage was 703,541,231 square feet. Therefore, the emission factor would be (5.30 tons/day \* 2000 lbs/ton)/703,541,231 = 1.51e-5 lbs/(sq.ft-day). This was used as the emission factor for ROG for the Project.

**Abbreviations:**

BAAQMD: Bay Area Air Quality Management District	NO <sub>x</sub> : nitrogen oxide compounds (NO + NO <sub>2</sub> )
CalEEMod: California Emissions Estimator Model	ROG: reactive organic gases
CAP: Criteria Air Pollutant	PM <sub>2.5</sub> - particulate matter < 2.5 μm
lb: pounds	PM <sub>10</sub> - particulate matter < 10 μm

**References:**

ARB, Almanac Emission Projection Data [Published in 2009], 2008 Estimated Annual Average Emissions, available online at: [https://www.arb.ca.gov/app/emsmv/emsumcat\\_query.php?F\\_YR=2008&F\\_DIV=2&F\\_SEASON=A&SP=2009&F\\_AREA=CO&F\\_CO=38&F\\_COAB=#5](https://www.arb.ca.gov/app/emsmv/emsumcat_query.php?F_YR=2008&F_DIV=2&F_SEASON=A&SP=2009&F_AREA=CO&F_CO=38&F_COAB=#5)

CalEEMod® 2016.3.2. Available Online at: <http://www.caleemod.com>  
San Francisco Environmental Planning Department 2011 Land Use data

**Table AQ-10b**  
**Project Operational CAP Average Daily Emissions**  
**3333 California Street**  
**San Francisco, California**

Emissions Source	CAP Emissions <sup>1,2,3</sup> [lb/day]			
	ROG	NO <sub>x</sub>	PM <sub>10</sub> Total	PM <sub>2.5</sub> Total <sup>4</sup>
Net Generator Emissions	0.15	0.72	0.0028	0.0028
Architectural Coating	3.6	0	0	0
Consumer Products <sup>5</sup>	14	0	0	0
Hearths	0	0.11	0	0
Landscaping	0.68	0.26	0.13	0.13
Building Energy Use	0.19	1.6	0.13	0.13
On-Road Fugitive Dust	0	0	20	5.5
On-Road Exhaust	5.2	21	0.21	0.19
<b>Total Project Emissions</b>	<b>24</b>	<b>23.5</b>	<b>21</b>	<b>5.9</b>

**Notes:**

- <sup>1</sup> Emissions estimated using CalEEMod version 2016.3.2.
- <sup>2</sup> Operational CAP emissions were estimated for the full Project build-out in 2027. Operations during all other years (while construction is still taking place) will have less emissions than the full build-out year presented above, because only a fraction of the project would be operational in earlier years. On-road emissions were calculated using emission factors assuming an average fleet in 2022.
- <sup>3</sup> Average daily emissions were calculated assuming 365 days of operation per year.
- <sup>4</sup> PM<sub>2.5</sub> are assumed to be equivalent to PM<sub>10</sub> emissions for the emergency generators.
- <sup>5</sup> San Francisco's ROG emissions from consumer products was 5.30 tons and San Francisco's assumed square footage was 703,541,231 square feet. Therefore, the emission factor would be (5.30 tons/day \* 2000 lbs/ton)/703,541,231 = 1.51e-5 lbs/(sq.ft-day). This was used as the emission factor for ROG for the Project.

**Abbreviations:**

BAAQMD: Bay Area Air Quality Management District	NO <sub>x</sub> : nitrogen oxide compounds (NO + NO <sub>2</sub> )
CalEEMod: California Emissions Estimator Model	ROG: reactive organic gases
CAP: Criteria Air Pollutant	PM <sub>2.5</sub> - particulate matter < 2.5 μm
lb: pounds	PM <sub>10</sub> - particulate matter < 10 μm

**References:**

ARB, Almanac Emission Projection Data [Published in 2009], 2008 Estimated Annual Average Emissions, available online at: [https://www.arb.ca.gov/app/emsmv/emssumcat\\_query.php?F\\_YR=2008&F\\_DIV=2&F\\_SEASON=A&SP=2009&F\\_AREA=CO&F\\_CO=38&F\\_COAB=#5](https://www.arb.ca.gov/app/emsmv/emssumcat_query.php?F_YR=2008&F_DIV=2&F_SEASON=A&SP=2009&F_AREA=CO&F_CO=38&F_COAB=#5)

CalEEMod® 2016.3.2. Available Online at: <http://www.caleemod.com>  
San Francisco Environmental Planning Department 2011 Land Use data

**Table AQ-11a**  
**Project Variant Operational CAP Annual Emissions**  
**3333 California Street**  
**San Francisco, California**

Emissions Source	CAP Emissions <sup>1,2</sup> [ton/year]			
	ROG	NO <sub>x</sub>	PM <sub>10</sub> Total	PM <sub>2.5</sub> Total <sup>3</sup>
Net Generator Emissions	0.028	0.13	0.00051	0.00051
Architectural Coating	0.73	0	0	0
Consumer Products <sup>4</sup>	2.9	0	0	0
Hearths	0.0030	0.026	0.0021	0.0021
Landscaping	0.17	0.064	0.031	0.031
Building Energy Use	0.04	0.32	0.03	0.03
On-Road Fugitive Dust	0	0	3.8	1.0
On-Road Exhaust	0.96	3.8	0.038	0.036
<b>Total Project Emissions</b>	<b>4.8</b>	<b>4.4</b>	<b>3.9</b>	<b>1.1</b>

**Notes:**

1. Emissions estimated using CalEEMod version 2016.3.2.
2. Operational CAP emissions were estimated for the full Project build-out in 2027. Operations during all other years (while construction is still taking place) will have less emissions than the full build-out year presented above, because only a fraction of the project would be operational in earlier years. On-road emissions were calculated using emission factors assuming an average fleet in 2022.
3. PM<sub>2.5</sub> are assumed to be equivalent to PM<sub>10</sub> emissions for the emergency generators.
4. San Francisco's ROG emissions from consumer products was 5.30 tons and San Francisco's assumed square footage was 703,541,231 square feet. Therefore, the emission factor would be (5.30 tons/day \* 2000 lbs/ton)/703,541,231 = 1.51e-6 lbs/(sq.ft-day). This was used as the emission factor for ROG for the Project.

**Abbreviations:**

BAAQMD: Bay Area Air Quality Management District  
 CalEEMod: California Emissions Estimator Model  
 CAP: Criteria Air Pollutant  
 lb: pounds

NO<sub>x</sub>: nitrogen oxide compounds (NO + NO<sub>2</sub>)  
 ROG: reactive organic gases  
 PM<sub>2.5</sub> - particulate matter < 2.5 μm  
 PM<sub>10</sub> - particulate matter < 10 μm

**References:**

ARB, Almanac Emission Projection Data [Published in 2009], 2008 Estimated Annual Average Emissions, available online at: [https://www.arb.ca.gov/app/emsinv/emssumcat\\_query.php?F\\_YR=2008&F\\_DIV=2&F\\_SEASON=A&SP=2009&F\\_AREA=CO&F\\_CO=38&F\\_COAB=#5](https://www.arb.ca.gov/app/emsinv/emssumcat_query.php?F_YR=2008&F_DIV=2&F_SEASON=A&SP=2009&F_AREA=CO&F_CO=38&F_COAB=#5)

CalEEMod® 2016.3.2. Available Online at: <http://www.caleemod.com>  
 San Francisco Environmental Planning Department 2011 Land Use data

**Table AQ-11b**  
**Project Variant Operational CAP Average Daily Emissions**  
**3333 California Street**  
**San Francisco, California**

Emissions Source	CAP Emissions <sup>1,2,3</sup> [lb/day]			
	ROG	NO <sub>x</sub>	PM <sub>10</sub> Total	PM <sub>2.5</sub> Total <sup>4</sup>
Net Generator Emissions	0.15	0.72	0.0028	0.0028
Architectural Coating	4.0	0	0	0
Consumer Products <sup>5</sup>	16	0	0	0
Hearths	0.016	0.14	0.011	0.011
Landscaping	0.91	0.35	0.17	0.17
Building Energy Use	0.21	1.8	0.14	0.14
On-Road Fugitive Dust	0	0	21	5.6
On-Road Exhaust	5.2	21	0.21	0.20
<b>Total Project Emissions</b>	<b>26.4</b>	<b>24.0</b>	<b>21.3</b>	<b>6.1</b>

**Notes:**

1. Emissions estimated using CalEEMod version 2016.3.2.
2. Operational CAP emissions were estimated for the full Project build-out in 2027. Operations during all other years (while construction is still taking place) will have less emissions than the full build-out year presented above, because only a fraction of the project would be operational in earlier years. On-road emissions were calculated using emission factors assuming an average fleet in 2022.
3. Average daily emissions were calculated assuming 365 days of operation per year.
4. PM<sub>2.5</sub> are assumed to be equivalent to PM<sub>10</sub> emissions for the emergency generators.
5. San Francisco's ROG emissions from consumer products was 5.30 tons and San Francisco's assumed square footage was 703,541,231 square feet. Therefore, the emission factor would be (5.30 tons/day \* 2000 lbs/ton)/703,541,231 = 1.51e-5 lbs/(sq.ft-day). This was used as the emission factor for ROG for the Project.

**Abbreviations:**

BAAQMD: Bay Area Air Quality Management District	NO <sub>x</sub> : nitrogen oxide compounds (NO + NO <sub>2</sub> )
CalEEMod: California Emissions Estimator Model	ROG: reactive organic gases
CAP: Criteria Air Pollutant	PM <sub>2.5</sub> - particulate matter < 2.5 μm
lb: pounds	PM <sub>10</sub> - particulate matter < 10 μm

**References:**

ARB, Almanac Emission Projection Data [Published in 2009], 2008 Estimated Annual Average Emissions, available online at: [https://www.arb.ca.gov/app/emsmv/emssumcat\\_query.php?F\\_YR=2008&F\\_DIV=2&F\\_SEASON=A&SP=2009&F\\_AREA=CO&F\\_CO=38&F\\_COAB=#5](https://www.arb.ca.gov/app/emsmv/emssumcat_query.php?F_YR=2008&F_DIV=2&F_SEASON=A&SP=2009&F_AREA=CO&F_CO=38&F_COAB=#5)

CalEEMod® 2016.3.2. Available Online at: <http://www.caleemod.com>  
San Francisco Environmental Planning Department 2011 Land Use data

**F.1 AIR QUALITY SUPPORTING TABLES  
HEALTH RISK ASSESSMENT**



**Table AQ-12a**  
**Operational Emissions for HRA Modeling - Emergency Generators**  
**3333 California Street**  
**San Francisco, California**

Source	Modeled Source Group Name	Fuel	DPM <sup>1</sup>	PM <sub>2.5</sub> <sup>1</sup>	TOG <sup>2</sup>
			[g/s]		
Existing Generator <sup>3</sup>	EDG_X	Diesel	-0.000240489	-0.000240489	-0.000288904
Proposed Generator	EDG_P	Diesel	0.00026	0.00026	0.00111

**Notes:**

- <sup>1</sup> The existing generator emissions are shown as negative since this source will be removed prior to the construction of the proposed project.
- <sup>2</sup> DPM and PM<sub>2.5</sub> are both converted from PM tons/year emissions shown in Table AQ-10a.
- <sup>3</sup> TOG is converted from ROG tons/year emissions shown in Table AQ-10a using USEPA conversion factors (2010).

**Abbreviations:**

DPM - diesel particulate matter	PM <sub>2.5</sub> - particulate matter < 2.5 μm
EDG - emergency diesel generator	s - second
g - gram	TOG - total organic gas

**References:**

USEPA. 2010. Conversion Factors for Hydrocarbon Emission Components, Report No. NR-002d. EPA-420-R-10-015. July.

**Table AQ-12b**  
**Operational Emissions for HRA Modeling - Operational Traffic**  
**3333 California Street**  
**San Francisco, California**

Street <sup>1</sup>	Modeled Source Group Name	Existing Traffic <sup>1</sup>	Existing + Project Traffic <sup>1</sup>	Project Traffic <sup>2</sup>	Length of Road <sup>3</sup>	Project Vehicle Miles Traveled (VMT) per day	2022 <sup>4</sup>		
							DPM	PM <sub>2.5</sub>	TOG
							g/s		
Bush Street (East)	BUSH	11,880	12,300	420	0.35	148	1.86E-05	3.75E-05	2.42E-04
California St. (East)	CALI_A	13,270	13,910	640	0.35	222	2.78E-05	5.62E-05	3.64E-04
California St. (Central)	CALI_B	12,903	14,953	2,050	0.18	378	4.74E-05	9.57E-05	6.19E-04
California St. (West)	CALI_C	12,330	16,290	3,960	0.18	709	8.89E-05	1.79E-04	1.16E-03
Euclid Ave (West)	EUCLID	13,207	13,903	696	0.40	280	3.52E-05	7.10E-05	4.59E-04
Laurel St.	LAUREL	4,085	4,870	785	0.17	133	1.67E-05	3.38E-05	2.19E-04
Masonic Ave (Central)	MASO_A	13,685	14,205	520	0.10	54	6.79E-06	1.37E-05	8.86E-05
Masonic Ave (South)	MASO_B	17,655	17,995	340	0.19	65	8.11E-06	1.64E-05	1.06E-04
Pine St.	PINE	15,170	16,030	860	0.35	303	3.80E-05	7.67E-05	4.96E-04
Presidio (North)	PRES_A	7,050	8,290	1,240	0.25	305	3.83E-05	7.73E-05	5.00E-04
Presidio (Central)	PRES_B	6,187	7,483	1,296	0.13	171	2.15E-05	4.33E-05	2.80E-04
Presidio (South)	PRES_C	4,430	5,980	1,550	0.21	321	4.02E-05	8.12E-05	5.25E-04
<b>Total</b>							<b>3.88E-04</b>	<b>7.82E-04</b>	<b>5.06E-03</b>

**Notes:**

- <sup>1</sup> Average annual daily traffic volumes for the maximum project scenario were provided by the Transportation Engineer (Kittelton) for Existing Traffic and Existing Traffic + Project.
- <sup>2</sup> Project traffic is calculated by subtracting Existing Traffic from Existing + Project Traffic.
- <sup>3</sup> Length of road was measured using the street links provided by the Project Sponsor.
- <sup>4</sup> Emissions were calculated using EMFAC2014 emission factors, consistent with CalEEMod® methods, for the average fleet in 2022. Emissions were calculated for 2022 (the first year of operations at the Project) and assumed to be the same for all years of operation. This is conservative since the average fleet gets cleaner each year and since the maximum project traffic will not occur in the first several years since not all phases will be built-out at that point.

**Abbreviations:**

- CAPCOA - California Air Pollution Control Officers Association
- DPM - diesel particulate matter
- g - grams
- PM<sub>2.5</sub> - particulate matter < 2.5 µm
- s - seconds
- TOG - total organic gases

**References:**

California Air Pollution Control Officers Association (CAPCOA). 2016. CalEEMod. Available at: <http://www.caleemod.com>.

**Table AQ-13a**  
**Cumulative Emissions for HRA Modeling - Cumulative Traffic**  
**3333 California Street**  
**San Francisco, California**

Street <sup>1</sup>	Modeled Source Group Name	Existing Traffic <sup>1</sup>	Cumulative + Existing Traffic <sup>1</sup>	Cumulative Traffic <sup>2</sup>	Length of Road <sup>3</sup>	Project Vehicle Miles Traveled (VMT) per day	2022 <sup>4</sup>		
							DPM	PM <sub>2.5</sub>	TOG
							g/s		
		# vehicles/day			miles				
Bush Street (East)	BUSH	11,880	14,823	2,943	0.35	1,037	1.30E-04	2.63E-04	1.70E-03
California St. (East)	CALI_A	13,270	13,461	191	0.35	66	8.31E-06	1.68E-05	1.08E-04
California St. (Central)	CALI_B	12,903	16,747	3,844	0.18	708	8.89E-05	1.79E-04	1.16E-03
California St. (West)	CALI_C	12,330	12,625	295	0.18	53	6.62E-06	1.34E-05	8.65E-05
Euclid Ave (West)	EUCLID	13,207	17,123	3,916	0.40	1,577	1.98E-04	3.99E-04	2.58E-03
Laurel St.	LAUREL	4,085	5,296	1,211	0.17	206	2.58E-05	5.21E-05	3.37E-04
Masonic Ave (Central)	MASO_A	13,685	14,514	829	0.10	86	1.08E-05	2.18E-05	1.41E-04
Masonic Ave (South)	MASO_B	17,655	18,714	1,059	0.19	201	2.53E-05	5.10E-05	3.30E-04
Pine St.	PINE	15,170	17,371	2,201	0.35	775	9.73E-05	1.96E-04	1.27E-03
Presidio (North)	PRES_A	7,050	9,140	2,090	0.25	514	6.45E-05	1.30E-04	8.42E-04
Presidio (Central)	PRES_B	6,187	8,029	1,842	0.13	243	3.05E-05	6.16E-05	3.98E-04
Presidio (South)	PRES_C	4,430	5,744	1,314	0.21	272	3.41E-05	6.88E-05	4.45E-04
<b>Total</b>							<b>7.20E-04</b>	<b>1.45E-03</b>	<b>9.40E-03</b>

**Notes:**

- <sup>1</sup> Average annual daily traffic volumes for the maximum project scenario were provided by the Transportation Engineer (Kittelton) for Existing Traffic and Existing Traffic + Project.
- <sup>2</sup> Project traffic is calculated by subtracting Existing Traffic from Existing + Project Traffic.
- <sup>3</sup> Length of road was measured using the street links provided by the Project Sponsor.
- <sup>4</sup> Emissions were calculated using EMFAC2014 emission factors, consistent with CalEEMod(R) methods, for the average fleet in 2022. Emissions were calculated for 2022 (the first year of operations at the Project) and assumed to be the same for all years of operation. This is conservative since the average fleet gets cleaner each year and since the maximum project traffic will not occur in the first several years since not all phases will be built-out at that point.

**Abbreviations:**

- CAPCOA - California Air Pollution Control Officers Association
- DPM - diesel particulate matter
- g - grams
- PM<sub>2.5</sub> - particulate matter < 2.5 µm
- s - seconds
- TOG - total organic gases

**References:**

California Air Pollution Control Officers Association (CAPCOA). 2016. CalEEMod. Available at: <http://www.caleemod.com>.

**Table AQ-13b**  
**Cumulative Emissions for HRA Modeling - 3700 California Street Construction**  
**3333 California Street**  
**San Francisco, California**

Phase <sup>1</sup>	Pollutant	Fuel <sup>2</sup>	Emission Rate <sup>3</sup>	
			g/s	lbs/yr
Construction	DPM	Diesel	0.0025	177
	PM <sub>2.5</sub>	Diesel	0.0024	165

**Notes:**

- <sup>1</sup>. The future construction project at 3700 California Street was not included in the CRRP; therefore construction emissions were calculated using CalEEMod and were modeled using AERMOD, consistent with the approach used for the project analysis. Stationary source operational emissions from the project were not known and were therefore not included; however, they are expected to be minimal or similar to the existing site's emissions. Traffic emissions are included in the cumulative traffic calculations in Table AQ-15a.
- <sup>2</sup>. All construction equipment was assumed to be diesel.
- <sup>3</sup>. Emissions were calculated in CalEEMod® using the size of the project and default construction equipment.

**Abbreviations:**

- DPM - diesel particulate matter
- g- grams
- lbs - pounds

**Table AQ-14a  
Construction Modeling Parameters  
3333 California Street  
San Francisco, California**

Source	Source Type <sup>1</sup>	Source ID	Description	Source Area	Release Height <sup>1</sup>	Initial Vertical Dimension <sup>1</sup>
				m <sup>2</sup>	m	m
Construction Equipment	Area	PHASE_1D	Phase 1 Demolition	13,553	5.0	1.16
		PHASE_2D	Phase 2 Demolition	10,010	5.0	1.16
		PHASE_3D	Phase 3 Demolition	14,868	5.0	1.16
		PHASE_4D	Phase 4 Demolition	7,051	5.0	1.16
		PHASE_1	Phase 1 Construction	11,416	5.0	1.16
		PHASE_2	Phase 2 Construction	10,010	5.0	1.16
		PHASE_3	Phase 3 Construction	14,868	5.0	1.16
		PHASE_4	Phase 4 Construction	7,051	5.0	1.16
		SP_10_12 SP_20_23 SP_23_34 SP_34_40 SP_34_XX SM_34_40	Concrete Truck Staging Areas	Variable	5.0	1.16
PP_10_12 PP_12_XX PP_20_23 PP_23_34 PP_34_40 PP_34_XX	Concrete Pump Areas	Variable	5.0	1.16		

Source	Source Type <sup>2</sup>	Source Group	Release Height <sup>3</sup>	Initial Lateral Dimension <sup>4</sup>	Initial Vertical Dimension <sup>3</sup>
Onroad Vehicles	Volume	See Table AQ-14b	2.5	4.19	2.30

**Notes:**

1. Onsite construction equipment was modeled as area sources with initial vertical dimensions of 1.16 meters, consistent with the release height. Release height was not specified in the CRRP-HRA, so the default value from South Coast Air Quality Management District (SCAQMD) Local Significance Threshold Methodology was used (SCAQMD 2008).
2. Onroad vehicles, including concrete trucks, haul trucks, and vendor trucks, were modeled as a series of adjacent volume sources, consistent with the CRRP-HRA.
3. Volume source parameters are consistent with the CRRP-HRA modeling files (BAAQMD 2012).
4. Initial lateral dimension was fixed at 4.19 meters (9 m/2.15).

**Abbreviations:**

AERMOD - United States Environmental Protection Agency Regulatory Air dispersion Model  
 BAAQMD - Bay Area Air Quality Management District  
 CRRP - Community Risk Reduction Plan  
 HRA - health risk assessment  
 m - meter  
 m<sup>2</sup> - square meter  
 SCAQMD - South Coast Air Quality Management District

**References:**

BAAQMD. 2012. The San Francisco Community Risk Reduction Plan: Technical Support Documentation. December. Available at: [http://www.gsweventcenter.com/Draft\\_SEIR\\_References%5C2012\\_12\\_BAAQMD\\_SF\\_CRRP\\_Methods\\_and\\_Findings\\_v9.pdf](http://www.gsweventcenter.com/Draft_SEIR_References%5C2012_12_BAAQMD_SF_CRRP_Methods_and_Findings_v9.pdf)  
 SCAQMD. 2008. Final Localized Significance Threshold Methodology. July. Available at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-1st-methodology-document.pdf?sfvrsn=2>.

**Table AQ-14b  
Construction Source Groups for Modeling  
3333 California Street  
San Francisco, California**

Modeled Source Group Name	Source IDs	Description
CT_P10	P10_001-P10_299	Concrete truck routes
CT_P12	P12_001-P12_299	
CT_P20	P20_001-P20_317	
CT_P23A	P23A_001-P23A_317	
CT_P23B	P23B_001-P23B_129	
CT_P30	P30_001-P30_129	
CT_P34A	P34A_001-P34A_129	
CT_P34B	P34B_001-P34B_315	
CT_P40	P40_001-P40_315	
IH_VC	VC001-VC131	Inbound haul trucks (Van Ness --> California)
IH_VPME1	VPME1001-VPME1137	Inbound haul trucks (Van Ness --> Pine --> Masonic --> Euclid to Phase 1 entrance)
IH_VPME4	VPME4001-VPME4141	Inbound haul trucks (Van Ness --> Pine --> Masonic --> Euclid to Phase 4 entrance)
OH_CMGV	CMGV001-CMGV197	Outbound haul trucks (California --> Masonic --> Geary --> Van Ness)
OH_CV	CV001-CV131	Outbound haul trucks (California --> Van Ness)
OH_EBV1	EBV1001-EBV1131	Outbound haul trucks (Euclid --> Bush --> Van Ness from Phase 1 entrance)
OH_EBV4	EBV4001-EBV4135	Outbound haul trucks (Euclid --> Bush --> Van Ness from Phase 1 entrance)
OH_EMGV	EMGV001-EMGV161	Outbound haul trucks (Euclid --> Masonic --> Geary --> Van Ness)
PHASE_1D	PHASE_1 & PHASE_1X	Phase 1 & Phase 1X (demo) Area
PHASE_2D	PHASE_2D	Phase 2 (demo) Area
PHASE_3D	PHASE_3D	Phase 3 (demo) Area
PHASE_4D	PHASE_4D	Phase 4 (demo) Area
PHASE_1	PHASE_1	Phase 1 Area
PHASE_2	PHASE_2	Phase 2 Area
PHASE_3	PHASE_3	Phase 3 Area
PHASE_4	PHASE_4	Phase 4 Area
PP_10_12	PP_10_12	Pump Area (Phase 1 & Phase 1/2)
PP_12_XX	PP_12_XX	Pump Area (Phase 1/2)
PP_20_23	PP_20_23	Pump Area (Phase 2 & Phase 2/3)
PP_23_34	PP_23_34	Pump Area (Phase 2/3, Phase 3, & Phase 3/4)
PP_34_40	PP_34_40	Pump Area (Phase 3/4 & Phase 4)
PP_34_XX	PP_34_XX	Pump Area (Phase 3/4)
SM_34_40	SM_34_40	Staging Area (Masonic)
SP_10_12	SP_10_12	Staging Area (Phase 1 & Phase 1/2)
SP_20_23	SP_20_23	Staging Area (Phase 2 & Phase 2/3)
SP_23_34	SP_23_34	Staging Area (Phase 2/3, Phase 3, & Phase 3/4)
SP_34_40	SP_34_40	Staging Area (Phase 3/4 & Phase 4)
SP_34_XX	SP_34_XX	Staging Area (Phase 3/4)

**Table AQ-14c**  
**Operational Modeling Parameters**  
**3333 California Street**  
**San Francisco, California**

Source <sup>1</sup>	Source Type	Number of Sources	Stack Height Above Grade	Stack Temperature	Stack Velocity	Stack Diameter (nominal)
			m	K	m/s	m
Existing Generator	Point	1	1.00	739.8	45.30	0.20
Proposed Project Generator	Point	1	4.05	784.6	45.30	0.20

Source	Source Type <sup>2</sup>	Source Groups	Release Height <sup>3</sup>	Initial Lateral Dimension <sup>4</sup>	Initial Vertical Dimension <sup>3</sup>
			m	m	m
Onroad Vehicles	Volume	BUSH, CALI_A, CALI_B, CALI_C, EUCLID, LAUREL, MASO_A, MASO_B, PINE, PRES_A, PRES_B, PRES_C	2.5	4.19	2.32

**Notes:**

- <sup>1</sup> The Project Sponsor provided details regarding the proposed generator, including source location, stack height, stack temperature, stack velocity, and stack diameter to be used for air dispersion modeling in AERMOD. Location of the existing generator was provided; however, stack parameters were not available, therefore default values from the BAAQMD were used.
- <sup>2</sup> Onroad vehicles, including concrete trucks, haul trucks, and vendor trucks, were modeled as a series of adjacent volume sources, consistent with the CRRP-HRA.
- <sup>3</sup> Volume source parameters are consistent with the CRRP-HRA modeling files (BAAQMD 2012).
- <sup>4</sup> Initial lateral dimension was fixed at 4.19 meters (9 m/2.15).

**Abbreviations:**

AERMOD - United States Environmental Protection Agency Regulatory Air dispersion Model  
BAAQMD - Bay Area Air Quality Management District  
K - Kelvin  
m - meter  
m/s - meters per second

**References:**

BAAQMD. 2012. The San Francisco Community Risk Reduction Plan: Technical Support Documentation. December. Available at: [http://www.gsweventcenter.com/Draft\\_SEIR\\_References%5C2012\\_12\\_BAAQMD\\_SF\\_CRRP\\_Methods\\_and\\_Findings\\_v9.pdf](http://www.gsweventcenter.com/Draft_SEIR_References%5C2012_12_BAAQMD_SF_CRRP_Methods_and_Findings_v9.pdf)

**Table AQ-14d  
Cumulative Modeling Parameters  
3333 California Street  
San Francisco, California**

Source	Source Type <sup>1</sup>	Source Group	Source Area	Release Height <sup>1</sup>	Initial Vertical Dimension <sup>1</sup>
			m <sup>2</sup>	m	m
3700 California Street Construction Equipment	Area	CPMC_1	3,291	5.0	1.16
		CPMC_2	10,118	5.0	1.16
		CPMC_3	6,398	5.0	1.16
Source	Source Type <sup>2</sup>	Source Groups	Release Height <sup>3</sup>	Initial Lateral Dimension <sup>4</sup>	Initial Vertical Dimension <sup>3</sup>
			m	m	m
Cumulative Traffic	Volume	BUSH, CALI_A, CALI_B, CALI_C, EUCLID, LAUREL, MASO_A, MASO_B, PINE, PRES_A, PRES_B, PRES_C	2.5	4.19	2.32

**Notes:**

1. Onsite construction equipment was modeled as area sources with initial vertical dimensions of 1.16 meters, consistent with the Release height. Release height was not specified in the CRRP-HRA, so the default value from South Coast Air Quality Management District (SCAQMD) Local Significance Threshold Methodology was used (SCAQMD 2008).
2. Onroad vehicles, including haul trucks, and worker vehicles, were modeled as a series of adjacent volume sources, consistent with the CRRP-HRA (BAAQMD 2012).
3. Volume source parameters are consistent with the CRRP-HRA modeling files (BAAQMD 2012).
4. Initial lateral dimension was fixed at 4.19 meters (9 m/2.15).

**Abbreviations:**

AERMOD - United States Environmental Protection Agency Regulatory Air dispersion Model  
 BAAQMD - Bay Area Air Quality Management District  
 CRRP - Community Risk Reduction Plan  
 HRA - health risk assessment  
 m - meter  
 m<sup>2</sup> - square meter  
 SCAQMD - South Coast Air Quality Management District

**References:**

Bay Area Air Quality Management District (BAAQMD). 2012. The San Francisco Community Risk Reduction Plan: Technical Support Documentation. December. Available at: [http://www.gsweventcenter.com/Draft\\_SEIR\\_References%5C2012\\_12\\_BAAQMD\\_SF\\_CRRP\\_Methods\\_and\\_Findings\\_v9.pdf](http://www.gsweventcenter.com/Draft_SEIR_References%5C2012_12_BAAQMD_SF_CRRP_Methods_and_Findings_v9.pdf)

South Coast Air Quality Management District (SCAQMD). 2008. Final Localized Significance Threshold Methodology. July. Available at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2>. Accessed October 13, 2016.



**Table AQ-15  
Exposure Parameters  
3333 California Street  
San Francisco, California**

Receptor Type	Period	Receptor Age Group	Exposure Parameters					
			Daily Breathing Rate (DBR) <sup>1</sup> [L/kg-day]	Exposure Duration (ED) <sup>2,3</sup> [years]	Fraction of Time at Home (FAH) <sup>4</sup> [unitless]	Exposure Frequency (EF) <sup>5</sup> [days/year]	Averaging Time (AT) [days]	Intake Factor, Inhalation (IF <sub>inh</sub> ) [m <sup>3</sup> /kg-day]
Off-Site Resident <sup>2</sup>	Construction Phase 1	3rd Trimester	361	0.25	1	350	25,550	0.0124
	Construction Phase 1	Age 0-<2 Years	1,090	1.28	1			0.1905
	Construction Phase 1 & 2	Age 0-<2 Years	1,090	0.72	1			0.1081
	Construction Phase 1 & 2	Age 2-<16 Years	572	0.22	1			0.0051
	Construction Phase 2	Age 2-<16 Years	572	0.29	1			0.0068
	Construction Phase 2 & 3	Age 2-<16 Years	572	0.74	1			0.0175
	Construction Phase 3	Age 2-<16 Years	572	1.72	1			0.0405
	Construction Phase 3 & 4	Age 2-<16 Years	572	0.50	1			0.0117
	Construction Phase 4	Age 2-<16 Years	572	1.15	1			0.0270
	Operations	Age 2-<16 Years	572	12.75	1			0.2997
	Operations	Age 16-30 Years	261	14.00	0.73			0.0365
On-Site Resident <sup>3</sup>	Construction Phase 3	3rd Trimester	361	0.25	1	350	25,550	0.0124
	Operations	3rd Trimester	361	0.25	1			0.0124
	Construction Phase 3	Age 0-<2 Years	1,090	1.47	1			0.2200
	Construction Phase 3 & 4	Age 0-<2 Years	1,090	0.50	1			0.0740
	Construction Phase 4	Age 0-<2 Years	1,090	0.03	1			0.0046
	Operations	Age 0-<2 Years	1,090	2.00	1			0.2986
	Construction Phase 4	Age 2-<16 Years	572	1.12	1			0.0263
	Operations	Age 2-<16 Years	572	14.00	1			0.3291
	Operations	Age 16-30 Years	261	14.00	0.73			0.0365

**Notes:**

- Daily breathing rates for residents reflect default breathing rates from OEHHA 2015 and BAAQMD 2016 as follows: 95th percentile 24-hour daily breathing rate for 3rd trimester and age 0-<2 years; 80th percentile for ages 2 years and older (per BAAQMD 2016 guidance).
- The exposure parameters for the off-site resident reflect the exposure scenario that results in the highest exposures, namely: an analysis of a fetus at the beginning of its third trimester when Phase 1 construction commences and exposed to all construction emissions, as well as subsequent operational emissions, until 30 years old.
- The exposure parameters for the on-site resident reflect the exposure scenario that results in the highest exposures, namely: an analysis of a fetus at the beginning of its third trimester as a resident of the project's Phase 2 residences. The third trimester fetus resides on-site when Phase 3 construction and operation commence and is exposed to Phase 3 and 4 construction emissions, as well as operational emissions, until 30 years old.
- Fraction of time spent at home is conservatively assumed to be 1 (i.e. 24 hours/day) for age groups from the third trimester to less than 16 years old for residents based on the recommendation from BAAQMD (BAAQMD 2016) and OEHHA (OEHHA 2015). The fraction of time at home for adults age 16-30 reflects default OEHHA guidance (OEHHA 2015) as recommended by BAAQMD (2016).
- Exposure frequency for residents reflects default residential exposure frequency from OEHHA 2015.

**Table AQ-15  
Exposure Parameters  
3333 California Street  
San Francisco, California**

**Calculation:**

$$IF_{inh} = DBR * FAH * EF * ED * CF / AT$$

$$CF = 0.001 \text{ (m}^3\text{/L)}$$

**Abbreviations:**

AT - averaging time

BAAQMD - Bay Area Air Quality Management District

DBR - daily breathing rate

ED - exposure duration

EF - exposure frequency

FAH - fraction of time at home

$IF_{inh}$  - intake factor

kg - kilogram

L - liter

m<sup>3</sup> - cubic meter

OEHHA - Office of Environmental Health Hazard Assessment

**References:**

BAAQMD. 2016. Air Toxics NSR Program Health Risk Assessment (HRA) Guidelines. January.

OEHHA. 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines. Guidance Manual for Preparation of Health Risk Assessments. February.

**Table AQ-16  
Carcinogenic Toxicity Values  
3333 California Street  
San Francisco, California**

Source	Chemical	CAS Number	Cancer Potency Factor
			[mg/kg-day] <sup>-1</sup>
Construction Sources and Emergency Generators	Diesel PM	9901	1.1
Operational Traffic	Acetaldehyde	75-07-0	0.01
	Acrolein	107-02-8	--
	Benzene	71-43-2	0.1
	1,3-Butadiene	106-99-0	0.6
	Ethylbenzene	100-41-4	0.0087
	Formaldehyde	50-00-0	0.021
	Hexane	110-54-3	--
	Methanol	67-56-1	--
	Methyl ethyl ketone	78-93-3	--
	Naphthalene	91-20-3	0.12
	Propylene	115-07-1	--
	Styrene	100-42-5	--
	Toluene	108-88-3	--
Xylenes	1330-20-7	--	

**Abbreviations:**

-- = Not available

ARB - Air Resources Board

Cal/EPA - California Environmental Protection Agency

CAS - chemical abstract services

mg/kg-day - milligrams per kilogram per day

OEHHA - Office of Environmental Health Hazard

**Reference:**

Cal/EPA. 2017. OEHHA/ARB Consolidated Table of Approved Risk Assessment Health Values. February. Available at: <http://www.arb.ca.gov/toxics/healthval/contable.pdf>.

**Table AQ-17  
Age Sensitivity Factor  
3333 California Street  
San Francisco, California**

Receptor Age Group <sup>1</sup>	Age Sensitivity Factor <sup>2</sup>
3rd Trimester	10
Age 0-<2 Years	10
Age 2-<16 Years	3
Age >16 Years	1

**Notes:**

- <sup>1</sup> Age sensitivity factors are applicable for the age groups relevant to each receptor type listed in Table AQ-15 Exposure Parameters.
- <sup>2</sup> The age sensitivity factors are as recommended in the 2015 OEHHA Hot Spots Guidance (OEHHA 2015) for each age group.

**Abbreviation:**

OEHHA - Office of Environmental Health Hazard Assessment

**Source:**

OEHHA. 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines. Guidance Manual for Preparation of Health Risk Assessments. February.

**Table AQ-18**  
**Modeled Excess Lifetime Cancer Risk at Project Off-Site and On-Site MEISR**  
**3333 California Street**  
**San Francisco, California**

Source Category	Lifetime Excess Cancer Risk <sup>2</sup>		
	[in a million]		
	Off-Site Resident <sup>3</sup>	On-Site Resident <sup>4</sup>	On-Site Daycare <sup>5</sup>
Construction Off-Road Equipment	24	3.5	0.51
Construction On-Road Vehicles	0.21	0.049	0.039
Emergency Generator (Net) <sup>6</sup>	-0.22	22	0.092
Operational Traffic	0.13	0.10	0.22
<b>Total</b>	<b>24</b>	<b>26</b>	<b>0.85</b>

**MEISR Location:**

MEISR Type	UTMx	UTMy	Receptor Height
	[m]		[m]
Off-Site Resident	548,480	4,182,120	1.8
On-Site Resident	548,640	4,182,180	14
On-Site Daycare	548,640	4,182,320	1.8

**Notes:**

- Emissions are calculated based on default CalEEMod<sup>®</sup> off-road construction equipment tiers for each piece of equipment in the emissions year being modeled.
- Lifetime excess cancer risk from construction and operations are combined since cancer risk is evaluated over a 30-year period. Thus, the risk takes into account a receptor living near the project site beginning during construction and continuing through operations. The cancer risks were estimated using the following equation:  
  

$$\text{Risk}_{\text{inh}} = C_i \times CF \times \text{IF}_{\text{inh}} \times \text{CPF}_i \times \text{ASF}$$
 Where:  
 Risk<sub>inh</sub> = Cancer Risk for the Inhalation Pathway (unitless)  
 C<sub>i</sub> = Annual Average Air Concentration for Chemical "i" (µg/m<sup>3</sup>)  
 CF = Conversion Factor (mg/µg)  
 IF<sub>inh</sub> = Intake Factor for Inhalation (m<sup>3</sup>/kg-day)  
 CPF<sub>i</sub> = Cancer Potency Factor for Chemical "i" (mg/kg-day)<sup>-1</sup>  
 ASF = Age Sensitivity Factor (unitless)
- Off-site Project MEISR was identified as the off-site sensitive receptor location with the maximum total cancer risk and PM<sub>2.5</sub> concentration attributed to the emissions associated with the Project construction, operation, and traffic.
- On-site Project MEISR was identified as the on-site sensitive receptor location with the maximum total cancer risk and PM<sub>2.5</sub> concentration attributed to the emissions associated with the Project construction, operation, and traffic.
- On-site Daycare MEISR is the receptor located within the Walnut Building (the building which will house the childcare facility) with the maximum health impact. Residential exposure parameters were assumed for the daycare, as presented in Table AQ-15.
- The impacts from the emergency generator are the impacts from the proposed project generator minus the impacts from the existing generator that will be removed prior to the start of the project and project variant.

**Abbreviations:**

- CalEEMod<sup>®</sup> - California Emissions Estimator Model
- kg - kilogram
- m<sup>3</sup> = cubic meter
- MEISR - Maximally Exposed Individual Sensitive Receptor
- mg - milligram
- µg/m<sup>3</sup> - microgram per cubic meter
- UTM - Universal Transverse Mercator

**Table AQ-19**  
**Modeled PM<sub>2.5</sub> Concentration at Project Off-Site and On-Site MEISR**  
**3333 California Street**  
**San Francisco, California**

Source Category	PM <sub>2.5</sub> Concentration [µg/m <sup>3</sup> ]		
	Off-Site Resident <sup>2</sup>	On-Site Resident <sup>3</sup>	On-Site Daycare <sup>4</sup>
Construction Off-Road Equipment	0.064	0.095	0.13
Construction On-Road Vehicles	0.00034	0.000087	0.00017
Emergency Generator (Net) <sup>5</sup>	0.00020	0.030	0.00012
Operational Traffic	0.0013	0.00016	0.00057
<b>Maximum Annual PM<sub>2.5</sub> Concentration<sup>6</sup></b>	<b>0.065</b>	<b>0.125</b>	<b>0.13</b>

**MEISR Location:**

MEISR Type	UTMx	UTMy	Receptor Height
	[m]		[m]
Off-Site Resident <sup>7</sup>	548,480	4,182,120	1.8
On-Site Resident <sup>7</sup>	548,540	4,182,240	5.0
On-Site Daycare	548,660	4,182,300	1.8

**Notes:**

- <sup>1</sup> Emissions are calculated based on default CalEEMod<sup>®</sup> off-road construction equipment tiers for each piece of equipment in the emissions year being modeled.
- <sup>2</sup> Off-site Project MEISR was identified as the off-site sensitive receptor location with the maximum construction and operational PM<sub>2.5</sub> concentration attributed to the emissions associated with the Project construction, operation, and traffic. The maximum concentrations from construction occur during the period of construction Phase 1 and 2 overlap.
- <sup>3</sup> On-site Project MEISR was identified as the on-site sensitive receptor location with the maximum total cancer risk and PM<sub>2.5</sub> concentration attributed to the emissions associated with the Project construction, operation, and traffic. The maximum concentrations from construction occur during the period of construction Phase 3 and 4 overlap.
- <sup>4</sup> On-site Daycare MEISR is the receptor located within the Walnut Building (the building which will house the childcare facility) with the maximum health impact. Residential exposure parameters were assumed for the daycare, as presented in Table AQ-15. The maximum concentrations from construction occur during the period of construction Phase 3 and 4 overlap.
- <sup>5</sup> The impacts from the emergency generator are the impacts from the proposed project generator minus the impacts from the existing generator that will be removed prior to the start of the project and project variant.
- <sup>6</sup> The Maximum Annual PM<sub>2.5</sub> Concentration is the sum of the maximum annual PM<sub>2.5</sub> concentration attributable to construction emissions and the maximum annual PM<sub>2.5</sub> concentration attributable to operational emissions. The two maximum values do not necessarily occur at the same receptor location, and thus this is a conservative method. However, since operations do overlap with several of the construction phases, this accounts for that potential overlap.
- <sup>7</sup> The Off-site and On-site resident locations shown in the MEISR table are the locations where the maximum concentration attributable from construction occurs, since the construction concentration tends to be higher than the concentration from operations.

**Abbreviations:**

CalEEMod<sup>®</sup> - California Emissions Estimator Model  
m - meter  
m<sup>3</sup> - cubic meter  
µg - microgram  
MEISR - Maximally Exposed Individual Sensitive Receptor  
PM<sub>2.5</sub> - particulate matter 2.5 microns or less  
UTM - Universal Transverse Mercator

**Table AQ-20**  
**Cumulative Excess Lifetime Cancer Risk at Off-site and On-Site Project MEISR**  
**3333 California Street**  
**San Francisco, California**

Source Category	Lifetime Excess Cancer Risk <sup>2</sup> [in a million]					
	Off-Site Resident <sup>3</sup>		On-Site Resident <sup>4</sup>		On-Site Daycare <sup>5</sup>	
	2014 CRRP	2040 CRRP	2014 CRRP	2040 CRRP	2014 CRRP	2040 CRRP
Construction <sup>6</sup>	24		3.6		0.54	
Operations <sup>7</sup>	-0.090		22		0.31	
Scaled CRRP Background <sup>8</sup>	12	8.8	19	20	33	21
<b>Total Project + Background</b>	<b>36</b>	<b>33</b>	<b>45</b>	<b>46</b>	<b>34</b>	<b>22</b>
Future Construction Projects not in CRRP	--		--		--	
3700 California Street <sup>9</sup>	0.82		0.69		0.82	
Geary Bus Rapid Transit Project <sup>10</sup>	2.8		2.8		2.8	
Non-Project Cumulative Traffic <sup>11</sup>	0.14		0.067		0.10	
<b>Total Non-Project</b>	<b>3.8</b>		<b>3.6</b>		<b>3.8</b>	
<b>Cumulative Total<sup>12</sup></b>	<b>40</b>	<b>37</b>	<b>48</b>	<b>49</b>	<b>37</b>	<b>26</b>

**MEISR Location:**

MEISR Type	UTMx	UTMy	Receptor Height
	[m]		[m]
Off-Site Resident	548,480	4,182,120	1.8
On-Site Resident	548,640	4,182,180	14
On-Site Daycare	548,640	4,182,320	1.8

**Notes:**

- Emissions are calculated based on default CalEEMod<sup>®</sup> off-road construction equipment tiers for each piece of equipment in the emissions year being modeled.
- Lifetime excess cancer risk from construction and operations are combined since cancer risk is evaluated over a 30-year period beginning at the start of construction and continuing through 23 years of operations (after 7 year construction period). Thus, the risk takes into account a receptor living near the project site beginning during construction and continuing through operations. The cancer risks were estimated using the following equation:  
  

$$\text{Risk}_{\text{inh}} = C_i \times CF \times \text{IF}_{\text{inh}} \times \text{CPF}_i \times \text{ASF}$$
 Where:  
 $\text{Risk}_{\text{inh}}$  = Cancer Risk for the Inhalation Pathway (unitless)  
 $C_i$  = Annual Average Air Concentration for Chemical "i" ( $\mu\text{g}/\text{m}^3$ )  
 $CF$  = Conversion Factor ( $\text{mg}/\mu\text{g}$ )  
 $\text{IF}_{\text{inh}}$  = Intake Factor for Inhalation ( $\text{m}^3/\text{kg}\cdot\text{day}$ )  
 $\text{CPF}_i$  = Cancer Potency Factor for Chemical "i" ( $\text{mg}/\text{kg}\cdot\text{day}$ )<sup>-1</sup>  
 $\text{ASF}$  = Age Sensitivity Factor (unitless)
- Off-site Project MEISR was identified as the off-site sensitive receptor location with the maximum total cancer risk and  $\text{PM}_{2.5}$  concentration attributed to the emissions associated with the Project construction, operation, and traffic.
- On-site Project MEISR was identified as the on-site sensitive receptor location with the maximum total cancer risk and  $\text{PM}_{2.5}$  concentration attributed to the emissions associated with the Project construction, operation, and traffic.
- On-site Daycare MEISR is the receptor located within the Walnut Building (the building which will house the childcare facility) with the maximum health impact. Residential exposure parameters were assumed for the daycare. This is described further in Table AQ-15.
- Construction includes impacts from off-road construction equipment and on-road construction trips.
- Operational impacts include net emergency generator impacts and operational traffic impacts. The impacts from the emergency generator are the impacts from the proposed project generator minus the impacts from the existing generator that will be removed prior to the start of the project and project variant.
- Background cancer risks for 2014 were obtained from the San Francisco Community Risk Reduction Plan (CRRP) model output database (BAAQMD, SFDPH, SFEP 2012), and background cancer risk for 2040 was obtained from the San Francisco Community Risk Reduction Plan (CRRP) model output database and adjusted for 2040 traffic by ENVIRON (former name of Ramboll Environ). The background cancer risks obtained from the model output database were adjusted (scaled by 1.3744) to be consistent with the 2015 OEHA Guideline.
- Emissions for the 3700 California Street project were estimated using default assumptions in CalEEMod(R) and publicly available information about the location and size of the future project. A construction area source covering the entire 3700 California Street project site was modeled in AERMOD and combined with emissions to get an estimated risk at the Project MEISR. Operational health risks from this project were not included in this analysis because existing onsite generators would be removed and the project would not result in any new stationary sources. Additionally, the project would redevelop a hospital with residential uses, thus the vehicle trips associated with the project would substantially decrease below existing levels. Therefore, that project would result in a net reduction in operational health risks from existing conditions.

**Table AQ-20**  
**Cumulative Excess Lifetime Cancer Risk at Off-site and On-Site Project MEISR**  
**3333 California Street**  
**San Francisco, California**

**Notes Continued:**

- <sup>10</sup>. Construction and operational cancer risk for the Geary Bus Rapid Transit Project were taken from the 2015 DEIR and conservatively summed together. The maximum health risks from both construction and operation were summed together and assumed to occur at the Project MEISR as a conservative estimate. In reality, health risks from this future project are expected to be smaller at the Project MEISR.
- <sup>11</sup>. Cumulative traffic volumes were provided by the Transportation Engineer and modeled as adjacent volume sources in AERMOD. Emissions were calculated using EMFAC2014 consistent with CalEEMod®.
- <sup>12</sup>. Cumulative total health impacts are the sum of the Proposed Project impacts, background impacts included in the CRRP, and background impacts for future projects not included in the CRRP.

**Abbreviations:**

AERMOD - Atmospheric Dispersion Modeling System  
BAAQMD - Bay Area Air Quality Management District  
CRRP - Community Risk Reduction Plan  
m - meter  
OEHHA - Office of Environmental Health Hazard Assessment  
MEISR - Maximally Exposed Individual Sensitive Receptor  
PM<sub>2.5</sub> - particulate matter 2.5 microns or less  
SFDPH - San Francisco Department of Public Health  
SFEP - San Francisco Environmental Planning  
UTM - Universal Transverse Mercator

**References:**

ENVIRON. 2014. City-wide Cumulative 2040 Traffic Model.  
San Francisco County Transportation Authority, et al. 2015. Geary Corridor Bus Rapid Transit Project, Draft Environmental Impact Statement/Environmental Impact Report. September.



**Table AQ-21**  
**Cumulative PM<sub>2.5</sub> Concentration at Project Off-Site and On-Site MEISR**  
**3333 California Street**  
**San Francisco, California**

Source Category	PM <sub>2.5</sub> Concentration <sup>2</sup>					
	Off-Site Resident <sup>3</sup>		On-Site Resident <sup>4</sup>		On-Site Daycare <sup>5</sup>	
	2014 CRRP	2040 CRRP	2014 CRRP	2040 CRRP	2014 CRRP	2040 CRRP
Construction <sup>6</sup>	0.064		0.095		0.13	
Operations <sup>7</sup>	0.0015		0.030		0.00070	
CRRP Background <sup>8</sup>	8.3	8.3	8.3	8.4	8.5	8.5
<b>Total Project + Background</b>	<b>8.3</b>	<b>8.4</b>	<b>8.4</b>	<b>8.5</b>	<b>8.7</b>	<b>8.7</b>
Future Construction Projects not in CRRP <sup>9</sup>	--		--		--	
3700 California Street <sup>10</sup>	0.0038		0.0051		0.0037	
Geary Bus Rapid Transit Project <sup>11</sup>	0.26		0.26		0.3	
Non-Project Cumulative Traffic <sup>12</sup>	0.0013		0.00057		0.00076	
<b>Total Non-Project</b>	<b>0.26</b>		<b>0.26</b>		<b>0.26</b>	
<b>Cumulative Total<sup>13</sup></b>	<b>8.6</b>	<b>8.6</b>	<b>8.6</b>	<b>8.8</b>	<b>8.9</b>	<b>8.9</b>

**MEISR Location:**

MEISR Type	UTMx	UTMy	Receptor Height
	[m]		[m]
Off-Site Resident <sup>14</sup>	548,480	4,182,120	1.8
On-Site Resident <sup>14</sup>	548,540	4,182,240	5
On-Site Daycare	548,660	4,182,300	1.8

**Notes:**

- Emissions are calculated based on default CalEEMod<sup>®</sup> off-road construction equipment tiers for each piece of equipment in the emissions year being modeled.
- The Maximum Annual Project PM<sub>2.5</sub> Concentration is the sum of the maximum annual PM<sub>2.5</sub> concentration attributable to construction emissions and the maximum annual PM<sub>2.5</sub> concentration attributable to operational emissions. The two maximum values do not necessarily occur at the same receptor location, and thus this is a conservative method. However, since operations do overlap with several of the construction phases, this accounts for that potential overlap.
- Off-site Project MEISR was identified as the off-site sensitive receptor location with the maximum construction and operational PM<sub>2.5</sub> concentration attributed to the emissions associated with the Project construction, operation, and traffic. The maximum concentrations from construction occur during the period of construction Phase 1 and 2 overlap.
- On-site Project MEISR was identified as the on-site sensitive receptor location with the maximum total cancer risk and PM<sub>2.5</sub> concentration attributed to the emissions associated with the Project construction, operation, and traffic. The maximum concentrations from construction occur during the period of construction Phase 3 and 4 overlap.
- On-site Daycare MEISR is the receptor located within the Walnut Building (the building which will house the childcare facility) with the maximum health impact. Residential exposure parameters were assumed for the daycare. This is described further in Table AQ-15. The maximum concentrations from construction occur during the period of construction Phase 3 and 4 overlap.
- Construction includes impacts from off-road construction equipment and on-road construction trips.
- Operational impacts include net emergency generator impacts and operational traffic impacts. The impacts from the emergency generator are the impacts from the proposed project generator minus the impacts from the existing generator that will be removed prior to the start of the project and project variant.
- Background PM<sub>2.5</sub> concentration for 2014 were obtained from the San Francisco Community Risk Reduction Plan (CRRP) model output database (BAAQMD, SFDPH, SFEP 2012), and background PM<sub>2.5</sub> concentration for 2040 was obtained from the San Francisco Community Risk Reduction Plan (CRRP) model output database and adjusted for 2040 traffic by ENVIRON (former name of Ramboll Environ).
- Future off-site construction projects not already included within the CRRP within 1000 meters of the proposed project were estimated using publicly available information.
- Emissions for the 3700 California Street project were estimated using default assumptions in CalEEMod(R) and publicly available information about the location and size of the future project. A construction area source covering the entire 3700 California Street project site was modeled in AERMOD and combined with emissions to get an estimated PM<sub>2.5</sub> concentration at the Project MEISR. Operational health impacts from this project were not included in this analysis.
- Construction and operational health impacts for the Geary Bus Rapid Transit Project were taken from the 2015 DEIR and conservatively summed together. The maximum health risks from both construction and operation were summed together and assumed to occur at the Project MEISR as a conservative estimate. In reality, health risks from this future project are expected to be smaller at the Project MEISR.
- Traffic volumes including traffic from the additional cumulative projects were provided by the Transportation Engineer and modeled as adjacent volume sources in AERMOD. Emissions were calculated using EMFAC2014 consistent with CalEEMod<sup>®</sup>.
- Cumulative total health impacts are the sum of the Proposed Project impacts, background impacts included in the CRRP, and background impacts for future projects not included in the CRRP.
- The Off-site and On-site resident locations shown in the MEISR table are the locations where the maximum concentration attributable from construction occurs, since the construction concentration tends to be higher than the concentration from operations.

**Table AQ-21**  
**Cumulative PM<sub>2.5</sub> Concentration at Project Off-Site and On-Site MEISR**  
**3333 California Street**  
**San Francisco, California**

**Abbreviations:**

AERMOD - Atmospheric Dispersion Modeling System  
BAAQMD - Bay Area Air Quality Management District  
CRRP - Community Risk Reduction Plan  
m - meter  
OEHHA - Office of Environmental Health Hazard Assessment  
MEISR - Maximally Exposed Individual Sensitive Receptor  
PM<sub>2.5</sub> - particulate matter 2.5 microns or less  
SFDPH - San Francisco Department of Public Health  
SFEP - San Francisco Environmental Planning  
UTM - Universal Transverse Mercator

**References:**

ENVIRON. 2014. City-wide Cumulative 2040 Traffic Model.  
San Francisco County Transportation Authority, et al. 2015. Geary Corridor Bus Rapid Transit Project, Draft Environmental Impact Statement/Environmental Impact Report. September.

## F.2 EIR AIR QUALITY SCOPE OF WORK (SOW)

Prepared for  
**San Francisco Planning Department**  
**San Francisco, California**

Prepared by  
**Ramboll Environ US Corporation**  
**San Francisco, California**

Date  
**September 1, 2017**

# **CEQA AIR QUALITY AND HEALTH RISK ASSESSMENT METHODOLOGY**

## **3333 CALIFORNIA STREET PROJECT**

### **SAN FRANCISCO, CALIFORNIA**

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## Acronyms and Abbreviations

ADT	Average Daily Traffic	OEHHA	Office of Environmental Health Hazard Assessment
AERMOD	USEPA's atmospheric dispersion modeling system	OFFROAD2011	(ARB) In-Use Off-Road Equipment model
APEZ	Air Pollution Exposure Zone	PM	Fine Particulate Matter
ARB	(California) Air Resources Board	PM <sub>2.5</sub>	Fine Particulate Matter Less than 2.5 Micrometers in Aerodynamic Diameter
ASF	Age Sensitivity Factor	PM <sub>10</sub>	Particulate Matter Less than 10 Micrometers in Aerodynamic Diameter
BAAQMD	Bay Area Air Quality Management District	Ramboll Environ	Ramboll Environ US Corporation
BACT	Best Available Control Technologies	SF DPH	San Francisco Department of Public Health
Cal/EPA	California Environmental Protection Agency	SF EP	San Francisco Planning Department
CalEEMod®	California Emissions Estimator Model	SF Planning	San Francisco Planning Department
CAP	Criteria Air Pollutant	TAC	Toxic Air Contaminant
CEQA	California Environmental Quality Act	UCSF	University of California San Francisco
CPF	Cancer Potency Factor	µg/m <sup>3</sup>	microgram per cubic meter
CRRP	Community Risk Reduction Plan	USEPA	United States Environmental Protection Agency
CRRP-HRA	Community Risk Reduction Plan Health Risk Analysis database	USGS	United States Geological Survey
DPM	Diesel Particulate Matter	VDECS	Verified Diesel Emissions Control Strategy
EIR	Environmental Impact Report		
gsf	gross square feet		
g/s	gram per second		
HRA	Health Risk Analysis		
m	meter		
MESIR	Maximally Exposed Individual Sensitive Receptor		

## 1. INTRODUCTION

At the request of SWCA/Turnstone Consulting, Ramboll Environ US Corporation (Ramboll Environ) will conduct a California Environmental Quality Act (CEQA) analysis of criteria air pollutants and precursors and local air quality and health impacts associated with the construction and operation of the proposed mixed-use project at 3333 California Street in San Francisco (referred to hereafter as “the Proposed Project” or “Project”) at on-site and adjacent off-site sensitive receptors. This emissions and Health Risk Assessment (HRA) Methodology describes the scope and methodology for evaluation of air quality and health impacts from construction sources, operational sources, and cumulative off-site sources at on-site and adjacent off-site sensitive receptors. This analysis will be performed to support the Project’s CEQA documentation at the request of the San Francisco Planning Department’s (SF Planning) Environmental Planning (SF EP) Division.

Based on the size of the Proposed Project, expected trip generation estimates will likely be less than 10,000 vehicles per day on all nearby roadways; therefore, operational traffic-generated impacts would be considered “minor, low-impact sources” according to the Bay Area Air Quality Management District ([BAAQMD] 2012). Therefore, this methodology does not include a refined analysis of Project traffic impacts, but rather proposes to rely on screening tools (BAAQMD 2011) to estimate health risk impacts from traffic. The Proposed Project includes one emergency generator (in Center Building B), which will be included in a more refined analysis of Project operational impacts, as discussed below.

A Project Variant will also be analyzed as part of this analysis and is described in **Section 6** below.

### 1.1 Project Understanding

The Proposed Project would be located at 3333 California Street in San Francisco, California, and is a residential and commercial development that would be located 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 in San Francisco’s Presidio Heights neighborhood. **Figure 1** shows the site extent and the location of the Proposed Project within San Francisco. The site is approximately 10.25 acres. The Proposed Project is not located within an Air Pollution Exposure Zone (APEZ), which is an area designated by the San Francisco Department of Public Health (SF DPH) as an area with poor air quality (SF DPH & SF Planning 2014). The site is currently developed with a 455,000 square foot office building, a 14,000 square foot annex building, three surface parking lots, and a three-level 212-space partially below-grade parking structure with garage access via two separate ramp structures on the northeast portion of the project site and a curb cut at Presidio Avenue. The site currently has a diesel emergency generator located within Basement Level B2 and an above-ground fuel storage tank immediately east of Basement Level B2 near the Presidio Avenue entry driveway. This generator would be removed from the site during Phase 2 of construction, prior to the installation of the new emergency generator.

There are existing administrative, academic research, social and behavioral science department, and on-site daycare uses in the office building. All uses including the daycare use would be removed prior to the first phase of Project construction, which would include the demolition of portions of the existing office building at the center of the site.

Furthermore, it is assumed that the residential buildings constructed in each phase would be



occupied during the construction activities associated with the subsequent construction phases and future residents or child care uses would therefore be considered on-site sensitive receptors for purposes of the air quality analysis. For purposes of the air quality analysis the project site is surrounded by sensitive receptors, i.e., residential land uses.

In total, the Project would include 558 dwelling units totaling approximately 824,691 gross square feet (gsf) of floor area, approximately 54,117 gsf of retail floor area, 49,999 gsf of commercial office floor area, and approximately 14,690 gsf of on-site child care floor area. Additionally, there would be three new below-grade parking garages totaling approximately 428,773 gsf of floor area (335,773 new gsf; 93,000 gsf retained or moved). Approximately 236,000 square feet of open area would also be included in the Proposed Project, some of which would be publicly accessible open space. The existing office uses in the annex building would be eliminated, and portions of the existing office building at the center of the site would be retained and adaptively reused as two separate residential buildings (Center Buildings A and B). In addition to the adaptive reuse of the existing office building, 13 new buildings are proposed to be constructed. We understand that the Project would include one new emergency generator (for Center Building B), as well as roof-mounted solar PV system infrastructure on 11 of the 13 proposed buildings.

According to the Administrative Draft Project Description,<sup>1</sup> the proposed plan for the Project is assumed to include four overlapping construction phases with the first phase of construction to commence upon the transition of existing uses at the University of California San Francisco (UCSF) Laurel Heights campus to other UCSF Campus sites such as Parnassus and Mission Bay. Construction is expected to begin in 2020 and last approximately 7 years.

Prior to commencing construction on the Proposed Project, the existing UCSF child care center will be closed and all office uses will be removed from the site. The 14,000 gsf annex building, the two circular garage ramp structures would be demolished, and the existing 455,000-gsf office building would be partially demolished, and the three existing surface parking lots would be removed.

The first phase is anticipated to last 30 months, and consists of the construction of the Masonic/Euclid Buildings, which is proposed to include 196 residential units (266,251 gsf), 4,287 gsf of retail space, and 87,977 gsf of garage, as well as portions of the parks and public spaces. The second phase would last approximately 24 months and would overlap with the previous phase for approximately 11 months. It would include the construction in the existing building to become Center Buildings A and B, which would consist of approximately 190 residential units (322,888 gsf) and 19,258 gsf of garage. The existing emergency generator would be removed during this phase and the new emergency generator would be installed. The construction of the California Street Buildings (Plaza A, Plaza B, and Walnut Building) would occur in the third phase and would take approximately 36 months, overlapping approximately 9 months with Phase 2. This phase includes the construction of 128 residential units (138,370 gsf), 49,830 gsf of retail space, 49,999 gsf of offices, 14,690 gsf of childcare, and 301,060 gsf of garage, as well as additional outdoor plazas and public spaces. The new child care facility is planned to be occupied by the beginning of the fourth phase. Finally, the fourth phase would construct the Mayfair and Laurel duplexes, would last approximately 20 months, and would overlap for 6 months with Phase 3. This phase includes

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<sup>1</sup> Project Description, Administrative Draft, 3333 California Street Mixed Use Project. Planning Department Case File No. 2015.014028ENV. Dated August 11, 2017.

construction of 97,182 gsf of residential space (44 units), 20,478 gsf of garage space, and Euclid Park and right-of-way improvements.

## 1.2 Objective and Methodology

The purpose of the air quality analysis is to assess potential criteria air pollutant and health risks and hazards that would result from the construction and operation of the Proposed Project consistent with guidelines and methodologies from air quality agencies, specifically, the BAAQMD, the California Air Resources Board (ARB), the California Office of Environmental Health Hazard Assessment (OEHHA), and the US Environmental Protection Agency (USEPA). Consistent with guidelines and recommended methods from these agencies, the HRA will evaluate the estimated incremental increase in cancer risk from diesel particulate matter (DPM) and fine particulate matter (PM) concentrations (specifically particulate matter less than 2.5 microns in aerodynamic diameter [ $PM_{2.5}$ ]) associated with exhaust that would be emitted by construction and operational activities. The construction and operational emission sources for the Proposed Project include diesel-powered equipment (including generator) and Project-related traffic.

The San Francisco City-wide HRA evaluates the cumulative cancer risks and  $PM_{2.5}$  concentrations from existing known sources of air pollution as part of the development of a Community Risk Reduction Plan (CRRP). For the purposes of this report, the database developed for that effort is referred to as the Community Risk Reduction Plan Health Risk Analysis database (CRRP-HRA). The modeling is documented in *The San Francisco Community Risk Reduction Plan: Technical Support Documentation* (BAAQMD, SF DPH & SF Planning 2012). The cumulative health risk analysis for the Proposed Project will estimate excess lifetime cancer risks and  $PM_{2.5}$  concentrations that are attributable to other mobile and stationary sources as calculated in the CRRP-HRA, in addition to effects from the Proposed Project and other nearby sources that are not included in the CRRP-HRA. The CRRP-HRA was completed before the OEHHA updated its Air Toxics Hot Spots Program Risk Assessment Guidelines in 2015, so the CRRP-HRA results will be adjusted to use the 2015 OEHHA Guidance (OEHHA 2015). Ramboll Environ understands that SF EP is updating this database; if the updated version is available sufficiently prior to the completion of the Air Quality Analysis, Ramboll Environ will use the updated version.

In accordance with CEQA requirements (BAAQMD 2017) and consistent with the CRRP-HRA, which was developed in consultation with the BAAQMD, the proposed Air Quality Analysis will include:

1. Mass emissions of criteria air pollutants (CAPs) from both construction and operational sources;
2. Excess lifetime cancer risks, non-cancer chronic and acute Health Index (HI), and  $PM_{2.5}$  concentrations from both construction and operational emissions (generator) to sensitive off-site and on-site populations;
3. Screening-level HRA of cancer risk and  $PM_{2.5}$  concentrations from operational traffic on on-site and off-site populations;
4. Cumulative HRA of cancer risk and  $PM_{2.5}$  concentrations (to both on-site and off-site receptors) resulting from other sources of stationary, area, and mobile emissions as calculated in the CRRP-HRA in addition to health impacts from the Proposed Project construction and operational sources and other nearby off-site sources not included in the CRRP-HRA; and

5. Cumulative 2040 conditions, based on a qualitative assessment of the 2040 CRRP-HRA modeling, which shows that  $PM_{2.5}$  and excess cancer risk generally decrease for receptor points within 1,000 feet under 2040 conditions without the project.

The results of the analysis will be documented in the draft Environmental Impact Report (EIR) for the Proposed Project, with technical documentation included as part of the EIR appendix or the Project's Administrative Record. This draft will undergo two rounds of review by SF EP prior to finalization.

### 1.3 Document Organization

This scope of work is divided into seven sections as follows:

**Section 1.0 – Introduction:** describes the purpose and scope of the air quality analysis, the objectives and methodology used, and outlines the document organization.

**Section 2.0 – Emission Estimates:** describes the methods used to estimate CAP and toxic air contaminant (TAC) emissions from the Project;

**Section 3.0 – Estimated Air Concentrations:** discusses the air dispersion modeling, the selection of the dispersion models, the data to be used in the dispersion models (*e.g.*, terrain, meteorology, source characterization), and the identification of receptor locations evaluated in the HRA.

**Section 4.0 – Risk Characterization Methods:** provides an overview of the methodology for conducting the HRA.

**Section 5.0 – Cumulative Analysis:** summarizes the approach used in the HRA cumulative analysis.

**Section 6.0 – Project Variant:** discusses the Project Variant details as well as the objectives and methodologies for the analysis of the Project Variant.

**Section 7.0 – References:** includes a listing of all references cited in this report.

## 2. EMISSION ESTIMATES

Ramboll Environ will estimate the Project and net incremental (Project minus Existing) CAP and toxic air contaminant (TAC) emissions from Proposed Project construction and operational sources. Methodologies to be used to calculate CAP and TAC emissions are summarized below.

### 2.1 Calculation Methodologies for Construction Emissions

Ramboll Environ was provided with a detailed construction equipment list by the Project sponsor, which includes the type, quantity, construction schedule and hours of operation anticipated for each piece of equipment for each construction phase. This data will be used to estimate construction emissions using the California Emissions Estimator Model version 2016.3.1 (CalEEMod®) or equivalent methods. It is assumed that all construction off-road equipment is diesel powered. Ramboll Environ will assume that all off-road equipment emissions of PM with an aerodynamic diameter less than 10 microns (PM<sub>10</sub>) is DPM, which is a TAC.

Construction emission calculation methodologies cover off-road equipment (primarily diesel-fueled) and on-road vehicles. The Proposed Project construction would span 7 years and would be continuous. As discussed in **Section 1.1**, the site will be divided into four overlapping construction phases. The analysis described here does not rely on the default construction phasing data from CalEEMod®, as the actual schedule and equipment list are known.

Ramboll Environ will use the methodology for each emissions category presented in **Table 1**. Ramboll Environ will use specific construction inputs for the Proposed Project where available such as schedule, the equipment list, and the count of on-road vehicle trips.

#### 2.1.1 Off-road Equipment

For diesel-powered off-road construction equipment, Ramboll Environ will use CalEEMod® and methodologies consistent with CalEEMod® to estimate emissions. The CalEEMod® emissions methodology for off-road construction equipment relies on the ARB In-Use Off-Road Equipment model (OFFROAD2011), which incorporates statewide survey data to develop emission factors based on the fleet average for each year of construction. The OFFROAD2011 model also identifies average horsepower and load factor for each type of equipment. Where Project-specific equipment information is not available, CalEEMod® default values from OFFROAD2011 are used. Load factors for each piece of equipment are based on the default load factor in OFFROAD2011, which are included in CalEEMod®. The methodology to be used to calculate emissions from off-road equipment is presented in **Table 1**.

The use of Tier 4 Final, Tier 4 Interim, or Tier 2 engines equipped with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS) would reduce diesel emissions and, thus, reduce the potential health impacts from the Proposed Project on sensitive receptors. Emissions without mitigation measures are calculated assuming fleet average equipment, meaning the emission factors used reflect the fleet predicted to be in use in the OFFROAD2011 model. A scenario incorporating control measures will also be calculated, assuming Tier 2 or higher engines with Level 3 VDECS on all equipment, if the Proposed Project construction exceeds BAAQMD thresholds. SF EP also requires equipment idling to be

limited to 2 minutes, although emissions reductions due to this mitigation measure are not quantified.

### **2.1.2 Construction On-road Mobile Sources**

Ramboll Environ has been provided with estimated worker, vendor, and demolition hauling trip generation rates for construction of the Proposed Project by the Project sponsor. Alternatively, the count of hauling trips can be based on the total offhaul amount in cubic yards for the Proposed Project.

The emission factors for running emissions of criteria pollutants in CalEEMod® are from EMFAC2014, the ARB Emission Factors model for on-road emissions. The emission factors used for construction of the Proposed Project cover the years 2020 through 2027, the anticipated years of construction. EMFAC2014 incorporates the Pavley Clean Car Standards and the Advanced Clean Cars program.

The methodology used to calculate emissions from on-road sources is presented in **Table 1**.

## **2.2 Calculation Methodologies for Operational Emissions**

As discussed above, Ramboll Environ will evaluate the Project and net (Project minus Baseline) CAP and TAC operational emissions. Source of operational emissions from the existing site include one emergency diesel generator and on-road vehicles. Sources of operational emissions from the Proposed Project include on-road vehicles and stationary sources such as one new emergency generator. Operational emissions that are concurrent with construction activities will be presented by construction phase in order to determine the combined construction and operational emissions for each year of construction.

### **2.2.1 Operational On-road Mobile Sources**

Vehicles on the roadway emit CAPs and TACs in their exhaust and through evaporation and thus must be evaluated in an off-site risk evaluation. To estimate baseline on-road vehicle emissions, Ramboll Environ will work with the transportation engineer to get baseline trip rates. Ramboll Environ will use CalEEMod® version 2016.3.1 or equivalent methods to obtain emissions from the vehicle travel.

Project traffic will include residential and employee trips as well as service vehicle and vendor trips, and retail and commercial trips. Ramboll Environ assumes that the Transportation Engineer will provide project-specific Average Daily Traffic (ADT) (vehicle trips per day). Based on the BAAQMD CEQA Guidance, traffic of less than 10,000 vehicles per day is considered a minor, low-impact source of TACs (BAAQMD 2017). Project operational emissions, including mobile emissions, will be estimated using CalEEMod®.

### **2.2.2 On-site Generator**

Project operational emissions for the proposed emergency generator will be calculated using the BAAQMD rule limiting the hours of non-emergency operation for emergency standby diesel engines to a maximum of 50 hours per year. According to the Project sponsor, the generator would be 800 kilowatts (kW). CAP emissions will be calculated assuming the engine complies with BAAQMD Best Available Control Technologies (BACT) limits, unless project-specific emission factors are available.

### **2.2.3 Net Operational CAP and GHG Emissions**

As discussed above, the Project would replace existing office and daycare facilities on site with residential, office, retail, and daycare uses. Therefore, total operational emissions

associated with the Proposed Project are the difference between emissions from the new sources and emissions from baseline sources that would no longer be present. Baseline emissions, including mobile and area sources, will be calculated using CalEEMod® or equivalent methods. Existing emissions for the emergency generator currently on-site will be calculated using the BAAQMD rule limiting the hours of non-emergency operation for emergency standby diesel engines to a maximum of 50 hours per year. SWCA provided the size of the generator, and CAP emissions will be calculated assuming the engine complies with BAAQMD BACT limits, unless project-specific emission factors are available. Baseline emissions will be subtracted from Proposed Project emissions to get total net emissions.

### 3. ESTIMATED AIR CONCENTRATIONS

Consistent with the CRRP-HRA, the air toxics analysis will evaluate health risks and PM<sub>2.5</sub> concentrations resulting from the Proposed Project upon the surrounding community. For the Proposed Project, this would include construction emissions over the course of build-out, operational traffic (which will not be modeled in a refined HRA, but will be assessed using the BAAQMD screening tables discussed in **Section 4.1** below), and stationary sources (the generator). The methodologies used to evaluate emissions for the Proposed Project and cumulative HRA are based on the most recent BAAQMD CEQA Guidelines (BAAQMD 2012, 2017) and the most recent Air Toxics Hot Spots Program Risk Assessment Guidelines (OEHHA 2015).

#### 3.1 Chemical Selection

The cancer risk analysis in the HRA for the Project is based on DPM concentrations from construction on- and off-road equipment, as well as the operational DPM concentrations from the generator. Diesel exhaust, a complex mixture that includes hundreds of individual constituents (California Environmental Protection Agency [Cal/EPA] 1998), is identified by the State of California as a known carcinogen (Cal/EPA 2016). Under California regulatory guidelines, DPM is used as a surrogate measure of exposure for the mixture of chemicals that make up diesel exhaust as a whole. Cal/EPA and other proponents of using the surrogate approach to quantifying cancer risks associated with the diesel mixture indicate that this method is preferable to use of a component-based approach. A component-based approach involves estimating risks for each of the individual components of a mixture. Critics of the component-based approach believe it will underestimate the risks associated with diesel as a whole mixture because the identity of all chemicals in the mixture may not be known and/or exposure and health effects information for all chemicals identified within the mixture may not be available. Furthermore, Cal/EPA has concluded that “potential cancer risk from inhalation exposure to whole diesel exhaust will outweigh the multi-pathway cancer risk from the speciated components” (OEHHA 2003).

#### 3.2 Sources

As discussed in the next section, concentrations of TACs from the Proposed Project construction emissions will be estimated using the USEPA’s preferred atmospheric dispersion modeling system (AERMOD). Concentrations of TACs from the Project-related operational stationary sources (generator) will also be estimated using AERMOD. Concentrations of TACs from the Project-related operational traffic will not be estimated using AERMOD because the health risks and hazards attributed to Project-related traffic will be calculated using the BAAQMD Roadway Screening Analysis Calculator and adjusted by a BAAQMD-approved scaling factor to account for the updated OEHHA risk assessment guidelines (2015).

#### 3.3 AERMOD Modeling

Ramboll Environ will use the most recent version of the American Meteorological Society/Environmental Protection Agency regulatory air dispersion model (AERMOD Version 16216r) to evaluate ambient air concentrations of DPM and PM<sub>2.5</sub> at on- and off-site receptors (USEPA 2015). For each receptor location, the model generates air concentrations (or air dispersion factors as unit emissions will be modeled) that result from emissions from multiple sources.

Air dispersion models such as AERMOD require a variety of inputs such as source parameters, meteorological data, topographical data, and receptor parameters. When site-specific information is unknown, Ramboll Environ will use default parameter sets that are designed to produce conservative (i.e., overestimates of) air concentrations (USEPA 2015).

### **3.3.1 Meteorological data**

Air dispersion modeling applications require the use of meteorological data that ideally are spatially and temporally representative of conditions in the immediate vicinity of the site under consideration. For this HRA, BAAQMD's Mission Bay meteorological data for the year 2008 will be used, which aligns with the San Francisco CRRP-HRA Methodology (BAAQMD, SF DPH & SF Planning 2012).

### **3.3.2 Terrain and land use considerations**

Elevation for all emissions sources will be imported from the National Elevation Dataset maintained by the United States Geological Survey ([USGS] 2013). Elevations for all receptors are consistent with the CRRP-HRA modeling.

An important consideration in an air dispersion modeling analysis is whether or not to model an area as urban. Due to the urban nature of San Francisco, the site will be modeled with the urban population of 805,235, corresponding to the 2010 US Census (US Census Bureau 2010). The urban option in AERMOD accounts for increased turbulence associated with the urban heat island effect.

### **3.3.3 Emission rates**

Emissions will be modeled using the  $\chi/Q$  ("chi over q") method, such that each source has a unit emission rate (i.e., 1 gram per second [g/s]), and the model estimates dispersion factors (with units of  $[\mu\text{g}/\text{m}^3]/[\text{g}/\text{s}]$ ). Actual emissions will be multiplied by the dispersion factors to obtain concentrations.

For annual average ambient air concentrations, the estimated annual average dispersion factors are multiplied by the annual average emission rates. The emission rates will vary day to day, with some days having no emissions. For simplicity, the model will assume a constant emission rate during the entire year.

### **3.3.4 Source parameters**

Source location and parameters are necessary to model the dispersion of air emissions. For construction, area sources will be used to represent the on-site activity in AERMOD. The on-site construction area sources will be modeled with the same release parameters used in the CRRP-HRA: a release height of 5 meters and an initial vertical dimension of 1.4 meters, (BAAQMD, SF DPH & SF Planning 2012). Roadways will be modeled to represent heavy-duty haul trucks, using a series of volume sources. The volume source width will correspond to the roadway, while the modeled release height will be 2.5 meter (m) and the initial vertical dimension will be 2.3 m, consistent with the CRRP-HRA modeling and USEPA haul road guidance. On-road construction worker trips are expected to be negligible and will therefore not be included in the HRA analysis. This assumption will be verified based on the project-specific Transportation Impact Study. For operational emissions, the generators (one existing to be removed and one future to be added with no overlapping operation) will be modeled as point sources. Ramboll Environ will use project-specific source parameters including stack height, diameter, temperature, and velocity, if available. Otherwise, Ramboll Environ will use



default stationary source modeling parameters as provided in the CRRP-HRA. **Table 2** summarizes the modeling parameters used in AERMOD.

### 3.3.5 Receptors

In order to evaluate health impacts to on-site and off-site receptors, receptors will be placed at locations collocated with the receptors used in the CRRP-HRA and within 1,000 m of the Project site, as shown in **Figure 2**. Receptors will be modeled at a height of 1.8 m, above terrain height, a default breathing height for ground-floor receptors, consistent with the CRRP-HRA analysis. As discussed previously, maximum average annual dispersion factors will be estimated for each receptor location.

Sensitive receptors will be identified based on residential land use and/or zoning, and field confirmation. An additional sensitive receptor will be located at the on-site daycare.

**Figure 3** outlines the parcels that are characterized as “residential” using data from SF OpenData, the City and County of San Francisco’s official open data portal (SF County 2016). Ramboll Environ proposes to work with SWCA to identify the sensitive receptors within 1,000 meters of the project, based on a combination of latest available geographic information systems data and nearby information on existing and future projects provided by SWCA, including field confirmation if necessary. **Figure 4** will include a map of on-site sensitive receptor locations for use in the phased construction HRA. Ramboll Environ will work with SWCA and the Project sponsor to finalize the map of sensitive receptor locations prior to modeling.

## 4. RISK CHARACTERIZATION METHODS

In February 2015, OEHHA released the updated Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2015), which combines information from previously-released and adopted technical support documents to delineate OEHHA's revised risk assessment methodologies based on current science. This updated Guidance Manual supersedes the 2003 Hot Spots Guidance Manual (OEHHA 2003) that previously provided methodologies for conducting HRAs under the Air Toxics Hot Spots Program (AB2588). The BAAQMD has issued Guidelines on adopting the OEHHA 2015 Guidance Manual. This evaluation will utilize the 2015 methodology; details of this methodology are discussed below.

### 4.1 Project Sources Evaluated

As discussed in **Section 1.2**, Ramboll Environ will evaluate excess lifetime cancer risk and PM<sub>2.5</sub> concentration for on-site and off-site sensitive receptor exposure to emissions from Proposed Project construction, as well as the operation of the Proposed Project generator. Project construction risk and Project operational risk will be added together to conservatively estimate the combined cancer risk effect of construction activities and Project operation. The existing generator currently located at the Project Site will be evaluated and subtracted from Project risks in the HRA analysis. The health risks from construction activity (construction equipment and nearby off-site haul trucks) and the new emergency generator will be calculated using the methodology explained in the following sections. Because the Proposed Project will be completed in four phases of construction activity, analyses will be completed for on-site residents to conservatively estimate a worst-case exposure, as discussed below.

The health risks and hazards from the Proposed Project operation-related traffic will be calculated using the BAAQMD Roadway Screening Analysis Calculator (2011). The BAAQMD Roadway Screening Analysis Calculator uses several inputs to calculate cancer risk and PM<sub>2.5</sub> concentration from traffic. Inputs include ADT, distance of roadway from the potential receptors, and location of the roadway in relation to the receptor. In 2015, OEHHA released new guidance on how to evaluate cancer risk (OEHHA 2015). The BAAQMD screening tools were developed under the old guidance. Thus, Ramboll Environ will use scaling factors approved by BAAQMD to convert risks from the roadway screening tool to be consistent with new guidance.

### 4.2 Exposure Assessment

Ramboll Environ will conservatively model all existing CRRP-HRA grid (20-meter spacing) receptors on-site and within 1 kilometer of the Proposed Project boundary. Consistent with the CRRP-HRA, all off-site sensitive receptors will be analyzed as residents. As shown in **Figure 3**, not all surrounding receptors are residential. Only those receptors on-site that are residential receptors living on site and daycare receptors at the on-site daycare will be included in the health risk assessment results and used to identify the maximally exposed receptors. On-site sensitive receptors will be determined with refined site plans and through discussion with SF EP.

Prior to commencing construction on the Project, the existing UCSF child care center and all other office uses will be closed and the uses removed from the site. As such, there will be no on-site receptors during the first phase of construction (Phase 1). During the subsequent three phases of construction, the on-site receptors in the new residential units will not be

age restricted, so the on-site receptor will be analyzed as a residential receptor. Additionally, the analysis will evaluate a daycare receptor at the daycare center proposed to be occupied during the fourth phase of construction.

*Potentially Exposed Populations:* This analysis will evaluate on- and off-site resident based on OEHHA 2015 Hot Spots Guidelines. Off-site residents will be evaluated in five scenarios: 1) an analysis of a fetus at the beginning of its third trimester when Phase 1 of construction commences and exposed to all construction emissions; 2) an analysis of a fetus at the beginning of its third trimester when Phase 2 of construction commences and exposed to only Phase 2, Phase 3, and Phase 4 construction emissions; 3) an analysis of a fetus at the beginning of its third trimester when Phase 3 of construction commences and exposed to only Phase 3 and Phase 4 construction emissions; and 4) an analysis of a fetus at the beginning of its third trimester when Phase 4 of construction commences and exposed to only Phase 4 construction emissions; and 5) an analysis of a fetus at the beginning of its third trimester when on-site operation of the generators begin after Phase 2. The analysis will identify which of these scenarios results in the highest risk and PM<sub>2.5</sub> values. A conservative approach of considering all off-site sensitive receptors as residential receptors will be used in this analysis. Residential exposure assumptions are more conservative than those made for other sensitive receptor types as residential uses have the longest exposure duration, the highest breathing rate by applicable age group, and the highest exposure frequency and exposure time.

There will be on-site receptors during the final three phases of construction; when one phase of construction is completed, it is assumed that the site occupants will immediately use the portion of the completed site. On-site residents will be analyzed commencing with Phase 2 of construction, during which residential receptors will have moved onto the site in residential facilities completed during Phase 1. A similar scenario approach to that described above for off-site resident will be used to determine the most conservative scenario to evaluate the on-site resident. A daycare child exposure scenario will also be analyzed for Phase 4 construction when the daycare would be occupied and for the operational scenario. Again, the analysis will identify which of these scenarios results in the highest risk and PM<sub>2.5</sub> values.

*Exposure Assumptions:* The exposure parameters used to estimate excess lifetime cancer risks for all potentially exposed populations for the construction evaluation for this analysis will be obtained using risk assessment guidelines from OEHHA (2015) and BAAQMD (2016).

**Table 5** shows the proposed exposure parameters that will be used for the HRA.

As discussed above, Project operational parameters will be provided by the Project sponsor for the full operation of the Project generator in 2023, following completion of Phase 2. The emissions from the emergency generator will be calculated based on the BAAQMD rule limiting the hours of non-emergency operation for emergency standby diesel engines to a maximum of 50 hours per year; therefore, calculated emissions are not expected to change over time.

*Calculation of Intake:* The dose estimated for each exposure pathway is a function of the concentration of a chemical and the intake of that chemical. The intake factor for inhalation,  $IF_{inh}$ , can be calculated as follows:

$$IF_{inh} = \frac{DBR * FAH * EF * ED * CF}{AT}$$

Where:

$IF_{inh}$	=	Intake Factor for Inhalation (m <sup>3</sup> /kg-day)
DBR	=	Daily Breathing Rate (L/kg-day)
FAH	=	Frequency of time at Home (unitless)
EF	=	Exposure Frequency (days/year)
ED	=	Exposure Duration (years)
AT	=	Averaging Time (days)
CF	=	Conversion Factor, 0.001 (m <sup>3</sup> /L)

The chemical intake or dose is estimated by multiplying the inhalation intake factor,  $IF_{inh}$ , by the chemical concentration in air,  $C_i$ . When coupled with the chemical concentration, this calculation is mathematically equivalent to the dose algorithm given in the current OEHHA Hot Spots guidance (OEHHA 2015).

#### 4.2.1 Toxicity Assessment

The toxicity assessment characterizes the relationship between the magnitude of exposure and the nature and magnitude of adverse health effects that may result from such exposure. For purposes of calculating exposure criteria to be used in risk assessments, adverse health effects are classified into two broad categories – cancer and non-cancer endpoints. Toxicity values that are used to estimate the likelihood of adverse effects occurring in humans at different exposure levels are identified as part of the toxicity assessment component of a risk assessment.

As discussed in **Section 1.2**, only the carcinogenic effects of DPM will be evaluated in this HRA analysis. Ramboll Environ will utilize the Cal/EPA-approved (2017) inhalation cancer potency factor for DPM to evaluate DPM emitted from construction sources. **Table 6** shows the cancer potency factor (CPF) for DPM that will be used for the HRA.

#### 4.2.2 Age Sensitivity Factors

The estimated excess lifetime cancer risks for a resident will be adjusted using age sensitivity factors (ASFs) that account for an “anticipated special sensitivity to carcinogens” of infants and children as recommended in the OEHHA Technical Support Document (OEHHA 2009) and OEHHA 2015 Guidance (2015). Cancer risk estimates will be weighted by a factor of 10 for exposures that occur from the third trimester of pregnancy to two years of age and by a factor of three for exposures that occur from two years through 15 years of age. No weighting factor (i.e., an ASF of one, which is equivalent to no adjustment) is applied to ages 16 and older. **Table 7** presents the ASF values that will be used for the HRA.

### 4.3 Risk Characterization

#### 4.3.1 Estimation of Cancer Risks

Excess lifetime cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to potential carcinogens. The estimated risk is expressed as a unitless probability. The cancer risk

attributed to a chemical is calculated by multiplying the chemical intake or dose at the human exchange boundaries (e.g., lungs) by the chemical-specific CPF.

The equation used to calculate the potential excess lifetime cancer risk for the inhalation pathway is as follows:

$$\text{Risk}_{\text{inh}} = C_i \times CF \times \text{IF}_{\text{inh}} \times \text{CPF} \times \text{ASF}$$

Where:

$\text{Risk}_{\text{inh}}$	=	Cancer risk; the incremental probability of an individual developing cancer as a result of inhalation exposure to a particular potential carcinogen (unitless)
$C_i$	=	Annual average air concentration for chemical <sub>i</sub> ( $\mu\text{g}/\text{m}^3$ )
CF	=	Conversion factor ( $\text{mg}/\mu\text{g}$ )
$\text{IF}_{\text{inh}}$	=	Intake factor for inhalation ( $\text{m}^3/\text{kg}\text{-day}$ )
$\text{CPF}_i$	=	Cancer potency factor for chemical <sub>i</sub> ( $\text{mg chemical}/\text{kg body weight}\text{-day}$ ) <sup>-1</sup>
ASF	=	Age sensitivity factor (unitless)

## 5. CUMULATIVE ANALYSIS

Using the Project risks determined in the Section above, Ramboll Environ will then calculate the cumulative risks and PM<sub>2.5</sub> concentrations from the Proposed Project and the background sources in the surrounding area at the on- and off-site sensitive receptor locations within the modeling domain. Since the Proposed Project and nearby sensitive receptors are not in an APEZ, the Proposed Project will directly assess its impacts on the Maximally Exposed Individual Sensitive Receptor (MEISR) against the cumulative APEZ standards for this area, which are: a cancer risk of 100 in a million from all modeled sources and/or a PM<sub>2.5</sub> concentration of 10 µg/m<sup>3</sup> from all modeled sources, and including background ambient PM<sub>2.5</sub> concentrations. Ramboll Environ will evaluate the cumulative impacts at all modeled sensitive receptors in order to determine the Project's impact. Additionally, Ramboll Environ will integrate the calculated Project risk and PM<sub>2.5</sub> concentration results into the CRRP-HRA in coordination with SF EP. Ramboll Environ will provide a geodatabase of these results for use in GIS.

Although Ramboll Environ will rely on the 2014 CRRP-HRA for background data, the background cancer risk in the 2014 CRRP-HRA will need to be adjusted to implement the 2015 OEHHA guidance. Ramboll Environ will use scaling factors approved by the BAAQMD to convert risks from the CRRP-HRA to be consistent with the 2015 OEHHA guidance. Furthermore, Ramboll Environ will utilize the latest available modeled PM<sub>2.5</sub> concentrations for permitted sources from BAAQMD to supplant the CRRP-HRA. This will enable the cumulative analysis to be as accurate as possible using publicly available data. The CRRP-HRA includes stationary sources (such as diesel-fueled standby emergency generators) and roadways with traffic greater than 1,000 vehicles per day. Ramboll Environ will include construction-related emissions from nearby occurring or reasonably foreseeable Projects (within 1,000 feet), if known, or will include a qualitative discussion of those Projects and their likely impact on the MEISR as part of the cumulative analysis. Based on discussions with SF EP, one of the known nearby sources of emissions not already included in the CRRP-HRA is the construction of 3700 California Street; Ramboll Environ will work with the Planning Department to get additional details regarding this construction activity, and will estimate impacts from 3700 California Street on nearby sensitive receptors to the Project. Ramboll Environ assumes no additional modeling will be required in the cumulative analysis. However, if under cumulative conditions, construction activity from the 3700 California street project or other nearby projects not already included in the CRRP-HRA could result in sensitive receptor locations that exceed the APEZ criteria, additional quantitative modeling of the construction impact of these projects may be required by SF EP.

To assess the cumulative risks and hazards, Ramboll Environ will conservatively sum the impacts from the maximum construction scenario, the operational scenario, the CRRP background results, and the construction-related emissions from nearby occurring or reasonably foreseeable Projects.

The CRRP-HRA has been evaluated for 2040, assuming changes to the on-road vehicle fleet. Ramboll Environ will review the changes in CRRP-HRA background levels between 2014 and 2040 and will qualitatively discuss any trends. Ramboll Environ will qualitatively discuss the cumulative impacts of the 2040 CRRP-HRA background plus the Proposed Project and any known new projects since the 2014 CRRP-HRA modeling was conducted.

## 6. PROJECT VARIANT

A Project Variant will also be evaluated in this analysis, which is referred to as the “Mixed Use Housing Variant” (or “Project Variant”).

### 6.1 Project Variant Understanding

The Project Variant would increase the development of residential dwelling units from the Proposed Project by 186 dwelling units, for a total of 744 dwelling units. Approximately 49,999 gsf of commercial office space in the Proposed Project’s Walnut Building would be modified to become residential space, and the overall height of the Walnut Building would increase to be 3 levels higher from 45 feet in the Proposed Project to 67 feet. Overall, the Walnut Building would be comprised of 368,210 gsf including: 153,920 gsf of residential use; 18,800 gsf of retail use; 180,800 gsf of below-grade garage; and would retain 14,650 gsf of childcare use.

Overall, approximately 1,476,987 gsf of new and rehabilitated space, comprising approximately 978,611 gsf of residential floor area; approximately 48,593 gsf of ground floor retail spaces; and approximately 14,650 gsf of childcare center space would be developed under the Project Variant. Up to 878 vehicle parking spaces, including ten car share spaces would be provided in multiple garages with up to three subterranean levels totaling approximately 435,133 gsf. Approximately 236,000 square feet of open area would be provided throughout the site, some of which would be private open space and publicly accessible open space. Under this Project Variant the footprints of the other proposed new buildings would not change relative to the Proposed Project.

### 6.2 Project Variant Emissions Estimation

Construction and operational emissions from the Project Variant will be estimated using the same methods used for the Proposed Project and detailed in **Section 2** above. Construction emissions will include off-road equipment and on-road mobile sources, and operational emissions will include on-road mobile sources and emissions from the on-site emergency generator. When emissions are determined to be the same as the Proposed Project, a qualitative discussions of the emissions will be used in place of a quantitative analysis. As will be done in the Proposed Project, operational emissions that are concurrent with construction activities will be presented by construction phase in order to determine the combined construction and operational emissions.

As discussed above for the Proposed Project, the Project Variant would replace existing office and daycare facilities on-site with residential, office, retail, and daycare uses. Therefore, total operational emissions associated with the Project Variant are the difference between emissions from the new sources and emissions from baseline sources, which would no longer be present. Baseline emissions, including mobile and area sources, will be calculated as described in **Section 2** above. Baseline emissions will be subtracted from Proposed Project emissions to get total net emissions.

### **6.3 Project Variant Health Risk Analysis**

Health risks from the Project Variant will be calculated using the same methods used for the Proposed Project described in **Sections 3** and **4** above. Different source locations and emission rates will be used for the Project Variant, based on the Project Variant Understanding described above. Health risk calculations will also follow the same methods described for the Proposed Project above. As described above, Project Variant cancer risk and Project Variant operational risk will be added together to conservatively estimate the combined cancer risk effect of construction activities and Project Variant operation. Additionally, Project Variant health impacts will also be included as a separate category in the cumulative analysis, as discussed in **Section 5**.



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## **TABLES**

**Table 1**  
**Emissions Calculation Methodology**  
**3333 California Street**  
**San Francisco, California**

Type	Source	Methodology and Formula	Reference
Construction Equipment	Off-Road Equipment <sup>1</sup>	$E_c = \Sigma(EF_c * HP * LF * Hr * C)$	OFFROAD2011 and ARB/USEPA Engine Standards
Construction On-Road Mobile Sources <sup>2</sup>	Exhaust – Running	$E_R = \Sigma(EF_R * VMT * C)$ , where VMT = Trip Length * Trip Number	EMFAC2014
	Exhaust - Idling	$E_I = \Sigma(EF_I * Trip\ Number * T_I * C)$	EMFAC2014
Operational Generator Emissions <sup>3</sup>	Stationary Source	$E_{SS} = EF_{SS} * Hr * C$	--
Operational On-Road Mobile Sources <sup>2</sup>	Exhaust - Running	$E_R = \Sigma(EF_R * VMT * C)$ , where VMT = Trip Length * Trip Number	EMFAC2014

**Notes:**

1.  $E_c$ : off-road equipment exhaust emissions (lb).

$EF_c$ : emission factor (g/hp-hr). CalEEMod 2011.2.2 default emission factors used.

HP: equipment horsepower. OFFROAD2011.

LF: equipment load factor. OFFROAD2011.

Hr: equipment hours.

C: unit conversion factor.

2. On-road mobile sources include truck and passenger vehicle trips. Emissions associated with mobile sources were calculated using the following formulas.

$E_R$ : running exhaust and running losses emissions (lb).

$EF_R$ : running emission factor (g/mile). From EMFAC2014.

VMT: vehicle miles traveled

C: unit conversion factor

The calculation involves the following assumptions:

a. All material transporting and soil hauling trucks are heavy-heavy duty trucks.

b. Trip Length: The one-way trip length as calculated based on the truck route or the default length from CalEEMod or construction contractor.

c. Trip Number: provided by the construction contractor or estimated in CalEEMod.

$E_I$ : vehicle idling emissions (lb).

$EF_I$ : vehicle idling emission factor (g/hr-trip). From EMFAC2014.

$T_I$ : idling time.

C: unit conversion factor.

3. Operational emissions from the generator were calculated using the following formulas:

$E_{SS}$ : Stationary Source emissions.

$EF_{SS}$ : Stationary Source emission factor

Hr: hours of operation per year (hr)

C: unit conversion factor

**Abbreviations:**

ARB: California Air Resources Board

EF: Emission Factor

EMFAC: Emission FACTor Model

g: gram

HP: horsepower

lb: pound

LF: Load Factor

mi: mile

USEPA: United States Environmental Protection Agency

VMT: vehicle miles traveled

**References:**

ARB/USEPA. 2013. Table 1: ARB and USEPA Off-Road Compression-Ignition (Diesel) Engine Standards. Available online at: [http://www.arb.ca.gov/msprog/ordiesel/documents/Off-Road\\_Diesel\\_Stds.xls](http://www.arb.ca.gov/msprog/ordiesel/documents/Off-Road_Diesel_Stds.xls)

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**Table 2**  
**Modeling Parameters**  
**3333 California Street**  
**San Francisco, California**

**Construction Sources**

Source	Source Type <sup>1</sup>	Source Dimension	Number of Sources <sup>2</sup>	Release Height <sup>3</sup>	Initial Vertical Dimension <sup>4</sup>	Initial Lateral Dimension <sup>5,6</sup>
		[m]		[m]	[m]	[m]
Construction Equipment	Area	Project Area	4	5	1.4	
On-Road Trucks	Volume	Variable	---	2.5	2.3	Variable

**Operational Sources**

Source <sup>7</sup>	Source Type	Stack Height	Stack Diameter	Stack Velocity	Stack Temperature
		[m]	[m]	[m/s]	°F
Generators	Point	3.66	0.183	45.3	872

**Notes:**

- <sup>1</sup> Construction off-road equipment is modeled as an area source covering the project site, consistent with the CRRP-HRA (BAAQMD 2012).
- <sup>2</sup> The number of on-road sources is based on the geometry of the truck or traffic routes.
- <sup>3</sup> According to the CRRP-HRA methodology, release height of a modeled area source representing construction equipment was set to 5 meters. On-road truck release height based on CRRP modeling and USEPA haul road guidance.
- <sup>4</sup> According to the CRRP-HRA methodology, initial vertical dimension of the modeled construction equipment volume sources was set to 1.4 meters. On-road truck initial vertical dimension based on previous CRRP modeling and USEPA haul road guidance.
- <sup>5</sup> According to USEPA AERMOD User's Guide, for a line source modeled as adjacent volume sources, the initial lateral dimension is the length of the side divided by 2.15.
- <sup>6</sup> Shaded cells indicate that those parameters are not applicable.
- <sup>7</sup> Generators were modeled assuming default parameters in Table 13 of the CRRP-HRA technical guidance document.

**Abbreviations:**

- BAAQMD - Bay Area Air Quality Management District
- °F - Fahrenheit
- m - meter
- s - second
- USEPA - United States Environmental Protection Agency

**References:**

BAAQMD. 2012. The San Francisco Community Risk Reduction Plan: Technical Support Documentation. December. Available at: [http://www.gsweventcenter.com/Draft\\_SEIR\\_References%5C2012\\_12\\_BAAQMD\\_SF\\_CRRP\\_Methods\\_and\\_Findings\\_v9.pdf](http://www.gsweventcenter.com/Draft_SEIR_References%5C2012_12_BAAQMD_SF_CRRP_Methods_and_Findings_v9.pdf)

**Table 3  
Phasing Schedule  
3333 California Street  
San Francisco, California**

Month and Year	Phase 1	Phase 2	Phase 3	Phase 4	On-site Receptor Move in Dates
Mar-20					
Apr-20					
May-20					
Jun-20					
Jul-20					
Aug-20					
Sep-20					
Oct-20					
Nov-20					
Dec-20					
Jan-21					
Feb-21					
Mar-21					
Apr-21					
May-21					
Jun-21					
Jul-21					
Aug-21					
Sep-21					
Oct-21					
Nov-21					
Dec-21					
Jan-22					
Feb-22					
Mar-22					
Apr-22					
May-22					
Jun-22					
Jul-22					
Aug-22					
Sep-22					Assume Phase 1 Residents move in
Oct-22					
Nov-22					
Dec-22					
Jan-23					
Feb-23					
Mar-23					
Apr-23					
May-23					
Jun-23					
Jul-23					
Aug-23					
Sep-23					Assume Phase 2 Residents move in; assume new generator becomes operational
Oct-23					
Nov-23					
Dec-23					
Jan-24					
Feb-24					
Mar-24					
Apr-24					
May-24					
Jun-24					
Jul-24					
Aug-24					

**Table 3  
Phasing Schedule  
3333 California Street  
San Francisco, California**

Month and Year	Phase 1	Phase 2	Phase 3	Phase 4	On-site Receptor Move in Dates
Sep-24					
Oct-24					
Nov-24					
Dec-24					
Jan-25					
Feb-25					
Mar-25					
Apr-25					
May-25					Assume Daycare occupants move in
Jun-25					
Jul-25					
Aug-25					
Sep-25					
Oct-25					
Nov-25					
Dec-25					Assume Phase 3 Residents move in
Jan-26					
Feb-26					
Mar-26					
Apr-26					
May-26					
Jun-26					
Jul-26					
Aug-26					
Sep-26					
Oct-26					
Nov-26					
Dec-26					
Jan-27					

**Notes:**

- <sup>1</sup> It is assumed that residents will move into each portion of the Site the month after construction of that portion ends.

**Table 4  
Exposure Durations  
3333 California Street  
San Francisco, California**

Analysis Scenario	Phase	Sub-Phase	Start Date	End Date	Exposure Duration	
					[days]	[years]
1	Off-Site Resident	Construction Phase 1 - 4	3/2/2020	1/12/2027	2,508	6.87
2		Construction Phase 2-4	9/10/2021	1/12/2027	1,951	5.35
3		Construction Phase 3-4	12/5/2022	1/12/2027	1,500	4.11
4		Construction Phase 4	5/22/2025	1/12/2027	601	1.65
5		Operations Only <sup>1</sup>	8/31/2023	8/23/2053	10,951	30.00
6	On-Site Resident	Phase 1 Residents (exposed to Phase 2, 3, 4 construction)	9/10/2021	1/12/2027	1,951	5.35
7		Phase 2 Residents (exposed to Phase 3 and 4 construction)	12/5/2022	1/12/2027	1,500	4.11
8		Phase 3 Residents (exposed to Phase 4 construction)	5/22/2025	1/12/2027	601	1.65
9		Operations Only <sup>1</sup>	8/31/2023	8/23/2053	10,951	30.00
10	On-Site Daycare	Phase 4	5/22/2025	1/12/2027	601	1.65
11		Operations Only <sup>1</sup>	8/31/2023	8/29/2029	2,191	6.00

**Notes:**

<sup>1</sup> The Operations Only start date is assumed to be the last day of Phase 2 Construction, when it is assumed that the emergency generator will be installed.



**Table 5  
Exposure Parameters  
3333 California Street  
San Francisco, California**

Receptor Type	Period	Receptor Age Group	Exposure Parameters					
			Daily Breathing Rate (DBR) <sup>1</sup> [L/kg-day]	Exposure Duration (ED) <sup>2,3,4</sup> [years]	Fraction of Time at Home (FAH) <sup>5</sup> [unitless]	Exposure Frequency (EF) <sup>6</sup> [days/year]	Averaging Time (AT) [days]	Intake Factor, Inhalation (IF <sub>inh</sub> ) [m <sup>3</sup> /kg-day]
Off-Site Resident <sup>2</sup>	Construction Phase 1 - 4	3rd Trimester	361	0.25	1	350	25,550	0.0012
		Age 0-<2 Years	1,090	2.00	1			0.0299
		Age 2-<9 Years	631	4.62	1			0.0399
	Construction Phase 2-4	3rd Trimester	361	0.25	1			0.0012
		Age 0-<2 Years	1,090	2.00	1			0.0299
		Age 2-<9 Years	631	3.10	1			0.0268
	Construction Phase 3-4	3rd Trimester	361	0.25	1			0.0012
		Age 0-<2 Years	1,090	2.00	1			0.0299
		Age 2-<9 Years	631	1.86	1			0.0161
	Construction Phase 4	Age 0-<2 Years	1,090	1.65	1			0.0246
	Operations	3rd Trimester	361	0.25	1			0.0012
		Age 0-<2 Years	1,090	2.00	1			0.0299
		Age 2-<16 Years	631	14.00	1			0.1210
		Age 16-30 Years	261	14.00	0.73			0.0365
On-Site Resident <sup>3</sup>	Phase 1 Residents (exposed to Phase 2, 3, 4 construction)	3rd Trimester	361	0.25	1	350	25,550	0.0012
		Age 0-<2 Years	1,090	2.00	1			0.0299
		Age 2-<9 Years	631	3.10	1			0.0268
	Phase 2 Residents (exposed to Phase 3 and 4 construction)	3rd Trimester	361	0.25	1			0.0012
		Age 0-<2 Years	1,090	2.00	1			0.0299
		Age 2-<9 Years	631	1.86				0.0000
	Phase 3 Residents (exposed to Phase 4 construction)	Age 0-<2 Years	1,090	1.65	1			0.0246
	Operations	3rd Trimester	361	0.25	1			0.0012
		Age 0-<2 Years	1,090	2.00	1			0.0299
		Age 2-<16 Years	631	14.00	1			0.1210
		Age 16-30 Years	261	14.00	0.73			0.0365
	On-Site Daycare <sup>4</sup>	Phase 4	Age 0-<2 Years	1,200	1.65			N/A
Operations		3rd Trimester	361	0.25	N/A	0.0009		
		Age 0-<2 Years	1,200	2.00	N/A	0.0235		
		Age 2-<9 Years	640	4.00	N/A	0.0251		

**Table 5**  
**Exposure Parameters**  
**3333 California Street**  
**San Francisco, California**

**Notes:**

1. Daily breathing rates reflect default breathing rates from OEHHA 2015 and BAAQMD 2016 as follows: 95th percentile 24-hour daily breathing rate for 3rd trimester and age 0-<2 years; 80th percentile for ages 2 years and older (per BAAQMD 2016 guidance).
2. The exposure duration for the off-site resident reflects five scenarios due to the phasing of the construction activities: Scenario 1) an analysis of a fetus at the beginning of its third trimester when Phase 1 commences and exposed to all construction emissions; Scenario 2) an analysis of a fetus at the beginning of its third trimester when Phase 2 commences and exposed to only Phase 2, 3, and 4 construction emissions; Scenario 3) an analysis of a fetus at the beginning of its third trimester when Phase 2 commences and exposed to only Phase 3 and 4 construction emissions; and Scenario 4) an analysis of a fetus at the beginning of its third trimester when Phase 2 commences and exposed to only Phase 4 construction emissions. Scenario 5 is an analysis of a fetus at the beginning of its third trimester when the operation of the on-site generators commence after Phase 2.
3. The exposure duration for the on-site resident reflects four scenarios due to the phased move-in of the on-site residents after each phase of construction is complete: Scenario 6) an analysis of a fetus at the beginning of its third trimester when the residents in units constructed in Phase 1 move in and are exposed to Phase 2, 3, and 4 construction activities; Scenario 7) an analysis of a fetus at the beginning of its third trimester when the residents in units constructed in Phase 2 move in and are exposed to Phase 3 and 4 construction activities; and Scenario 8) an analysis of a fetus at the beginning of its third trimester when the residents in units constructed in Phase 3 move in and are exposed to Phase 4 construction activities. Scenario 9 is an analysis of a fetus at the beginning of its third trimester when the operation of the on-site generators commence after Phase 2.
4. The exposure duration for the on-site daycare child reflects two scenarios due to the move-in of the on-site daycare children after the construction of the daycare is complete in Phase 3: Scenario 10) an analysis of a 0 to 2 year old daycare child exposed to Phase 4 construction activities; Scenario 11) an analysis of a daycare child from newborn age exposed to operational activities (the use of on-site generators) for the entire 6 years they are at daycare.
5. Fraction of time spent at home is conservatively assumed to be 1 (i.e. 24 hours/day) for age groups from the third trimester to less than 9 years old based on the recommendation from BAAQMD (BAAQMD 2016) and OEHHA (OEHHA 2015). The fraction of time at home for adults age 16-30 reflects default OEHHA guidance (OEHHA 2015) as recommended by BAAQMD (2016).
6. Exposure frequency reflects default residential exposure frequency from OEHHA 2015.

**Calculation:**

$$IF_{inh} = DBR * FAH * EF * ED * CF / AT$$

$$CF = 0.001 \text{ (m}^3\text{/L)}$$

**Abbreviations:**

AT - averaging time

BAAQMD - Bay Area Air Quality Management District

DBR - daily breathing rate

ED - exposure duration

EF - exposure frequency

FAH - fraction of time at home

$IF_{inh}$  - intake factor

kg - kilogram

L - liter

$m^3$  - cubic meter

OEHHA - Office of Environmental Health Hazard Assessment

**References:**

BAAQMD. 2016. Air Toxics NSR Program Health Risk Assessment (HRA) Guidelines. January.

OEHHA. 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines. Guidance Manual for Preparation of Health Risk Assessments. February.

**Table 6**  
**Carcinogenic Toxicity Value for Diesel Particulate Matter**  
**3333 California Street**  
**San Francisco, California**

Chemical	CAS Number	Cancer Potency Factor
		[mg/kg-day] <sup>-1</sup>
Diesel particulate matter	9901	1.1

**Abbreviations:**

- ARB - Air Resources Board
- Cal/EPA - California Environmental Protection Agency
- CAS - chemical abstract services
- mg/kg-day - milligrams per kilogram per day
- OEHHA - Office of Environmental Health Hazard Assessment

**Reference:**

Cal/EPA. 2016. OEHHA/ARB Consolidated Table of Approved Risk Assessment Health Values. March. Available at:

**Table 7**  
**Age Sensitivity Factors<sup>1</sup>**  
**3333 California Street**  
**San Francisco, California**

Receptor Age Group	Value
3rd Trimester	10
Age 0-<2 Years	10
Age 2-<9 Years	3
Age 2-<16 Years	3
Age >16 Years	1

**Note:**

<sup>1</sup>: Based on OEHHA 2015. Age sensitivity factors are unitless.

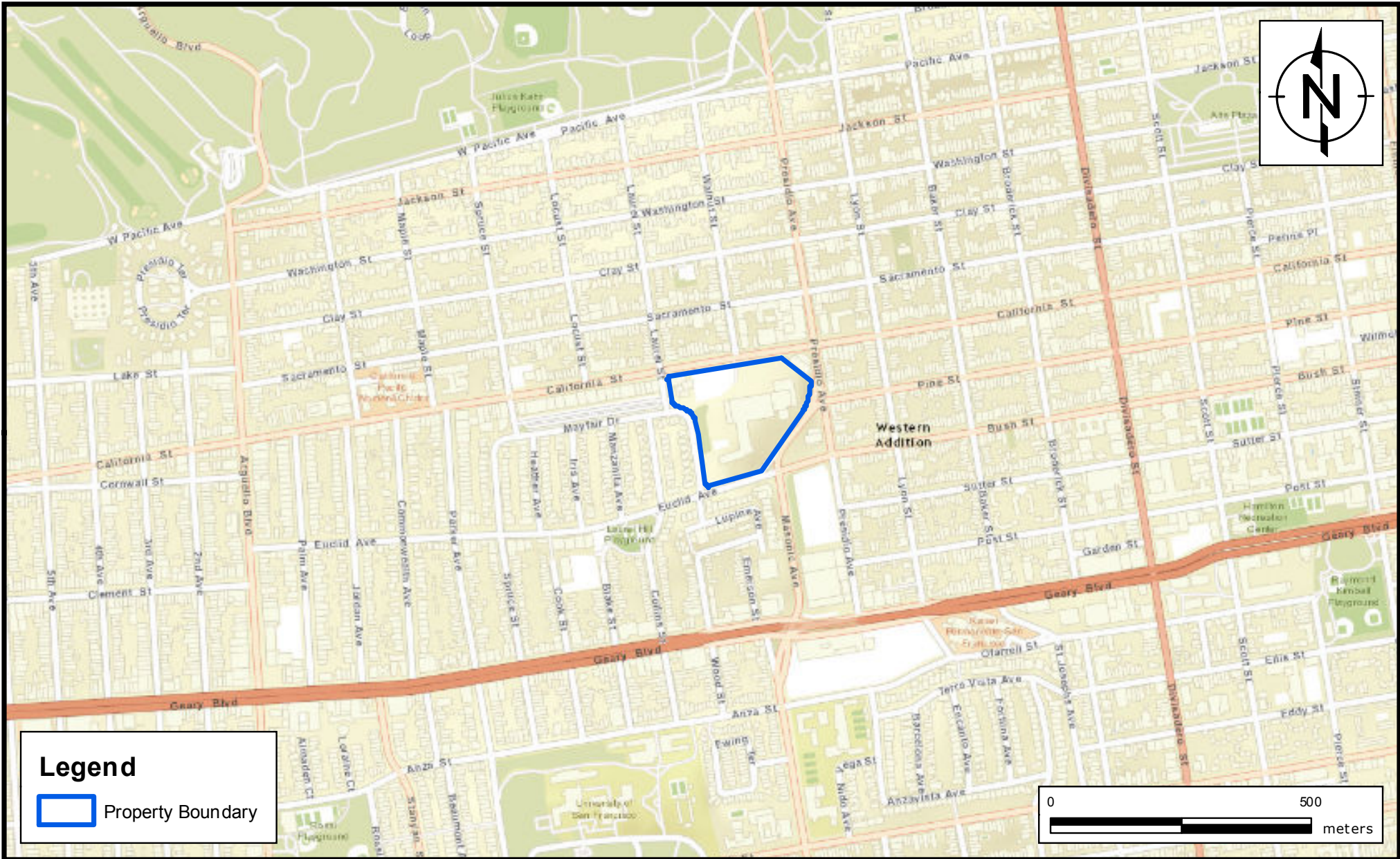
**Abbreviation:**

OEHHA - Office of Environmental Health Hazard Assessment

**Source:**

OEHHA. 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines. Guidance Manual for Preparation of Health Risk Assessments. February.

## **FIGURES**



**Legend**

 Property Boundary

**Project Location**  
**3333 California Street**  
 San Francisco, California

**FIGURE**  
**1**



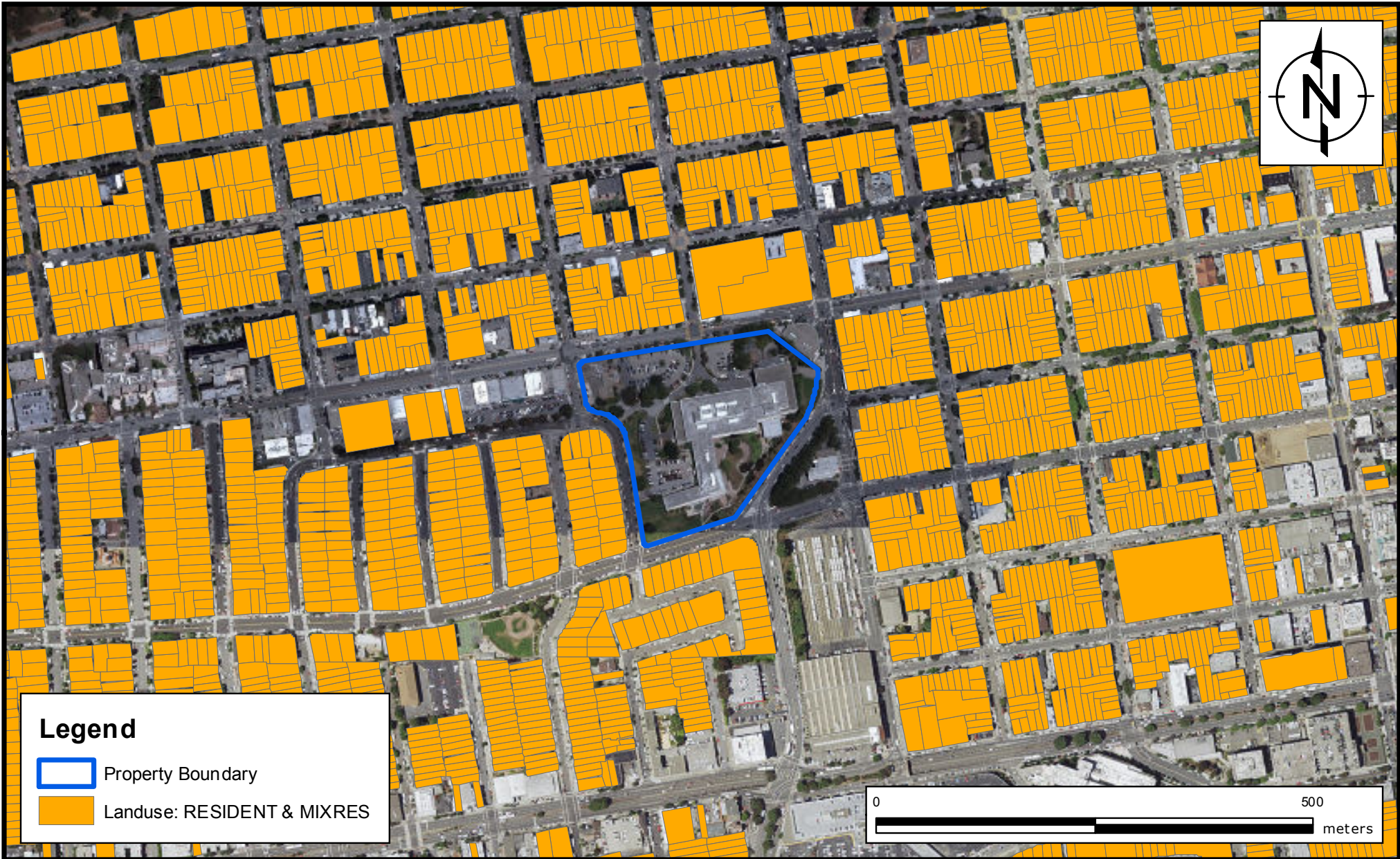
**Legend**

- Property Boundary
- Modeling Extent
- Modeled Offsite Receptors
- Modeled Onsite Receptors





**Project Boundary and Modeling Extent**  
**3333 California Street**  
 San Francisco, California

**FIGURE**  
**2**



**Legend**

-  Property Boundary
-  Landuse: RESIDENT & MIXRES

**RAMBOLL** ENVIRON

**Sensitive Receptor Parcels**  
**3333 California Street**  
San Francisco, California

**FIGURE**  
**3**



## **F.3 AVERAGE DAILY TRAFFIC VOLUMES- METHODOLOGY AND RESULTS MEMORANDUM**

## MEMORANDUM

---

Date: November 14, 2017

Project #: 20324

To: Peter Mye, SWCA

From: Amanda Leahy, AICP; and, Kelwalee Jutipanyapanya

Project: 3333 California Street

Subject: Average Daily Traffic Volumes – Methodology and Results Memorandum

---

Kittelison & Associates, Inc. (Kittelison) prepared this memorandum to summarize the approach and methodology used to estimate average daily traffic (ADT) volumes on roadways surrounding the 3333 California Street (“proposed project”) site for the following scenarios:

- Existing (Year 2017) Conditions
- Existing Plus Project Conditions
- Cumulative (Year 2040) Conditions
- Cumulative Plus Project Conditions

These volumes were prepared for use in the air quality and noise analysis for the proposed project.

### **EXISTING (YEAR 2017) CONDITIONS**

The existing average daily traffic volumes on roadway segments shown in Table 1 was calculated using the weekday PM peak hour intersection volumes from traffic counts collected at the study intersections shown in Table 2.

The average daily traffic volumes were then estimated by applying a standard ratio of peak hour to annual average daily traffic factor (K) of ten percent to the existing segment volumes. Project-generated daily traffic volumes were estimated using the same method and added to the existing average daily traffic volumes to obtain the existing plus project conditions average daily traffic.

Existing weekday PM peak hour intersection approach volumes are summarized in Attachment A. Existing Conditions and Existing Plus Project Conditions average daily traffic volumes are shown in Attachment B and summarized in Attachment C.

**Table 1: Roadway Segments**

Primary Street	Segment	
	From	To
California St	Spruce St	Laurel St
	Laurel St	Presidio Ave
	Presidio Ave	Divisadero St
Pine St	Presidio Ave	Divisadero St
Euclid Ave	Spruce St	Masonic Ave
Euclid Ave/Bush St	Divisadero St	Presidio Ave
Masonic Ave	Euclid Ave	Geary Blvd
Presidio Ave	Euclid Ave	Geary Blvd
	Clay St	California St
	California St	Bush St
	Euclid Ave/Bush St	Geary Blvd
Laurel St	California St	Euclid Ave
Masonic Ave	Presidio Ave	Euclid Ave

Source: Kittelson & Associates, Inc. 2017

**Table 2: Study Intersections**

#	Intersection
1.	Sacramento Street / Walnut Street
2.	Sacramento Street / Presidio Avenue
3.	California Street / Spruce Street
4.	California Street / Laurel Street
5.	California Street / Walnut Street
6.	California Street / Presidio Avenue
7.	Mayfair Drive / Laurel Street
8.	Presidio Avenue / Masonic Avenue / Pine Street
9.	Euclid Avenue / Laurel Street
10.	Masonic Avenue / Euclid Avenue
11.	Presidio Avenue / Euclid Avenue / Bush Street
12.	Geary Boulevard / Masonic Avenue
13.	Geary Boulevard / Presidio Avenue

Source: Kittelson & Associates, Inc. 2017

---

## **CUMULATIVE (YEAR 2040) FORECASTS**

Baseline (2012) and Future (2040) average daily traffic volumes from San Francisco Chained Activity Model Process (SF-CHAMP) were used to estimate ADT for the future year scenarios. The SF-CHAMP model is a model that assigns all predicted trips within, across, or to or from San Francisco onto the roadway network and the transit system, by mode and transit carrier for a particular scenario. For example, in the 2040 SF-CHAMP model run, trips are assigned to and from each of the Transportation Analysis Zones (TAZs) across San Francisco based on the land use development that is projected. The change in volumes between the Baseline (2012) and Future (2040) year SF-CHAMP model outputs was used to derive the model forecast growth rate for the study roadway segments. These growth rates were then reviewed for reasonableness and applied to the existing traffic volumes on the study segments to calculate the Cumulative (Year 2040) Conditions ADT. The model outputs were indicating a negative growth for segments along Presidio Avenue and Laurel Street. These rates were adjusted upward to about one percent to capture anticipated growth and for consistency with growth calculated on roadway segments in the study area. The Cumulative Plus Project Conditions ADT was estimated by adding the daily traffic volume generated by the proposed project to the Cumulative Conditions ADT.

Cumulative Conditions and Cumulative Plus Project Conditions average daily traffic volumes are shown in Attachment B and summarized in Attachment C. SF-CHAMP Model Outputs are included as Attachment D.

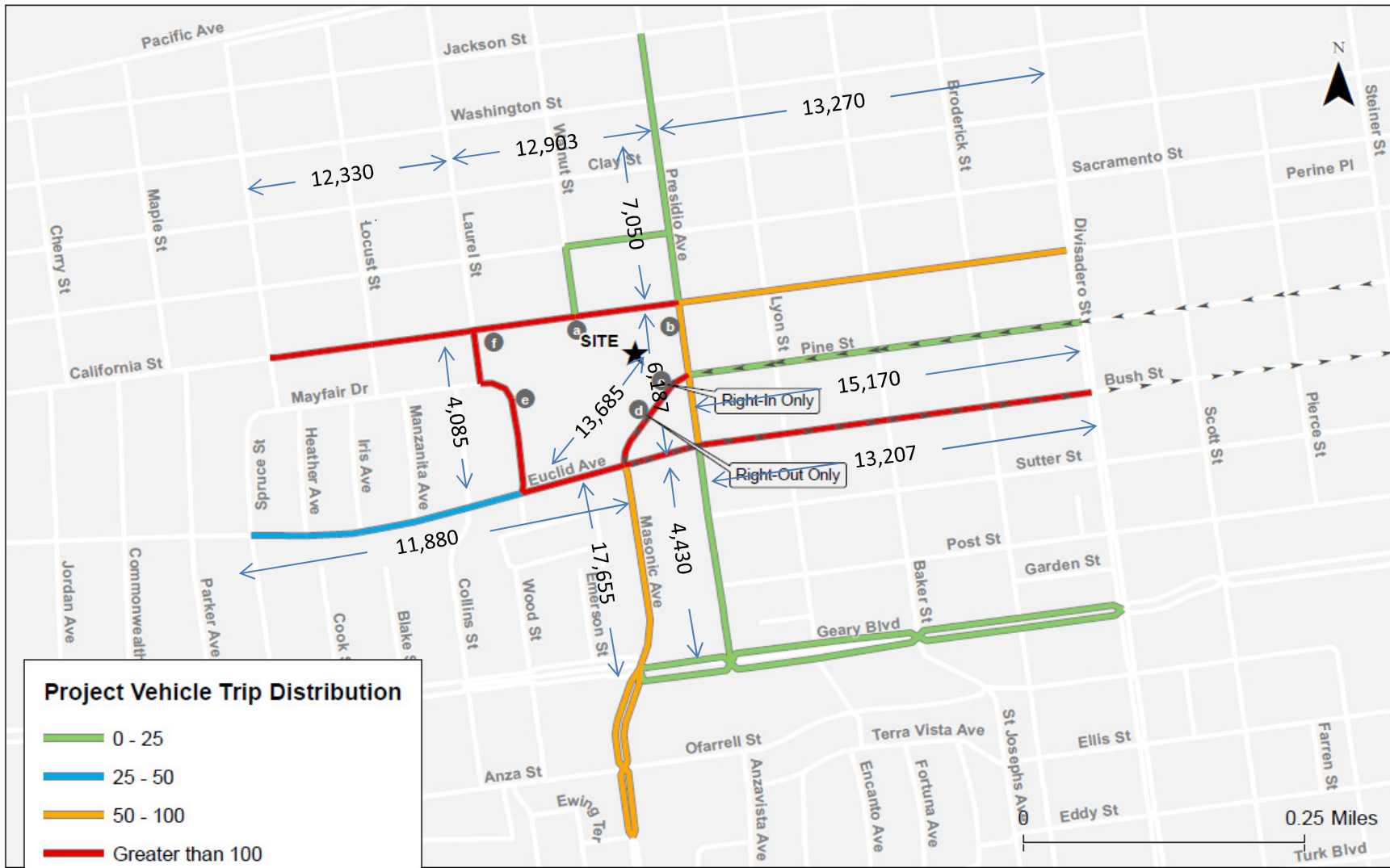
## **Attachments**

- Attachment A: Existing Conditions Intersection Approach Volumes
- Attachment B: Average Daily Traffic Volumes Figures (All Scenarios)
- Attachment C: Average Daily Traffic Volumes Summary (All Scenarios)
- Attachment D: SF-CHAMP Model Outputs (2012 Base and 2040 Future)

Intersection Approach Volumes - Existing Conditions

Intersection Number	Primary Street	Cross Street	PM Peak Volumes			PM Peak Volumes Plus Project		
			Direction	In	Out	Direction	In	Out
101	California St	Laurel St	EB	651	591	EB	963	893
			WB	691	642	WB	776	736
			NB	259	197	NB	344	244
			SB	183	354	SB	183	393
102	California St	Walnut St	EB	589	610	EB	735	727
			WB	810	701	WB	860	739
			NB	50	175	NB	101	184
			SB	68	31	SB	86	132
103	California St	Presidio Ave	EB	613	549	EB	730	563
			WB	547	778	WB	574	828
			NB	425	221	NB	451	224
			SB	447	484	SB	465	605
104	Presidio Ave	Pine St/Masonic Ave	EB	0	0	EB	0	0
			WB	1470	1517	WB	1514	1603
			NB	251	433	NB	365	541
			SB	504	275	SB	542	277
105	Presidio Ave	Euclid Ave/Bush St	EB	1152	1145	EB	1228	1177
			WB	0	43	WB	37	53
			NB	201	263	NB	283	418
			SB	278	180	SB	280	180
106	Euclid Ave	Masonic Ave	EB	539	1145	EB	566	1221
			WB	43	632	WB	53	684
			NB	936	0	NB	968	0
			SB	1479	1220	SB	1556	1238
107	Euclid Ave	Laurel St	EB	322	561	EB	350	588
			WB	608	436	WB	660	448
			NB	55	234	NB	55	288
			SB	278	32	SB	308	49
108	Geary Blvd	Masonic Ave	EB	386	288	EB	386	308
			WB	511	370	WB	511	370
			NB	825	779	NB	877	811
			SB	1247	1532	SB	1265	1550

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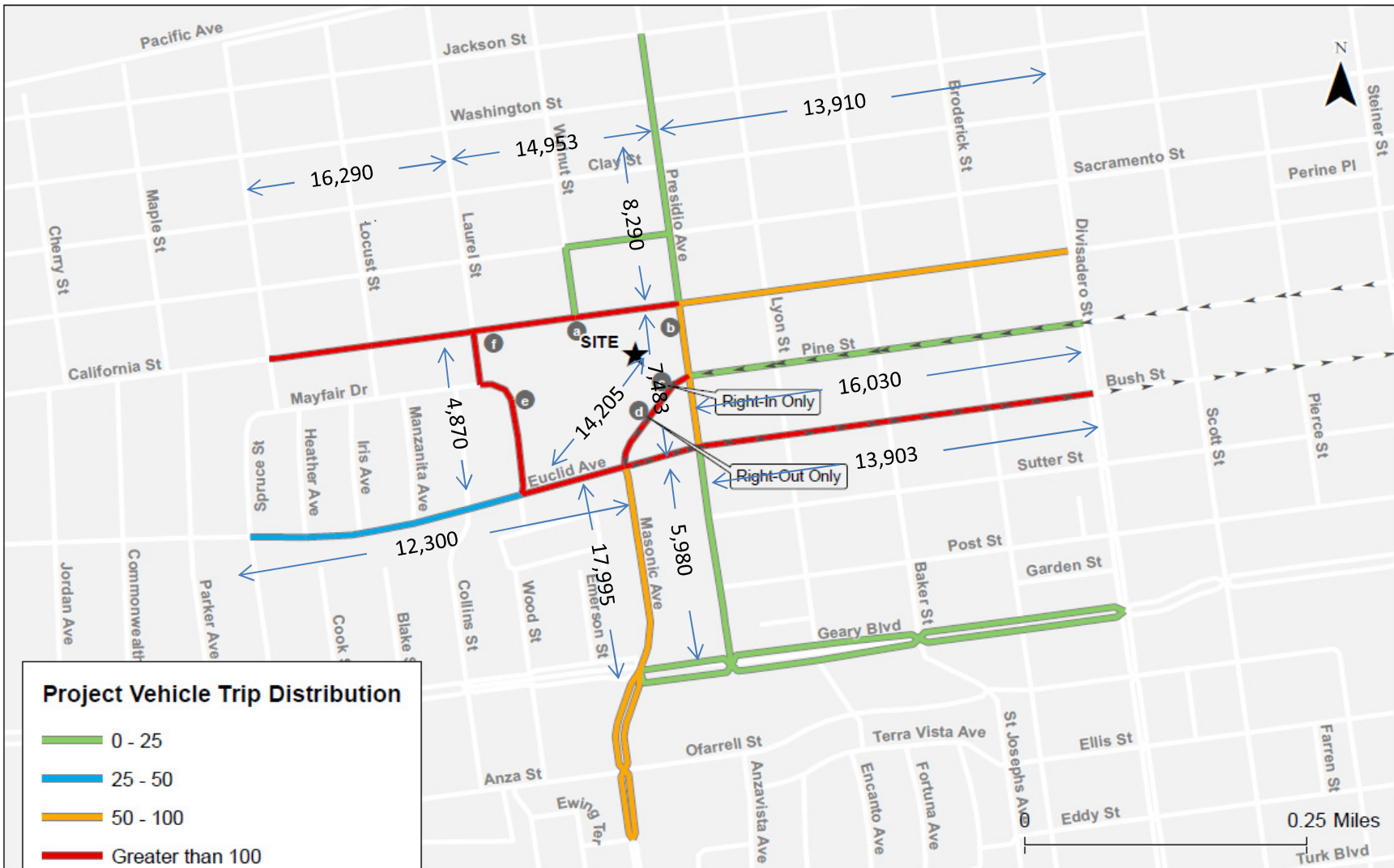


**Project Vehicle Trip Distribution**

- █ 0 - 25
- █ 25 - 50
- █ 50 - 100
- █ Greater than 100
- Project Driveways
- One-way Travel Direction

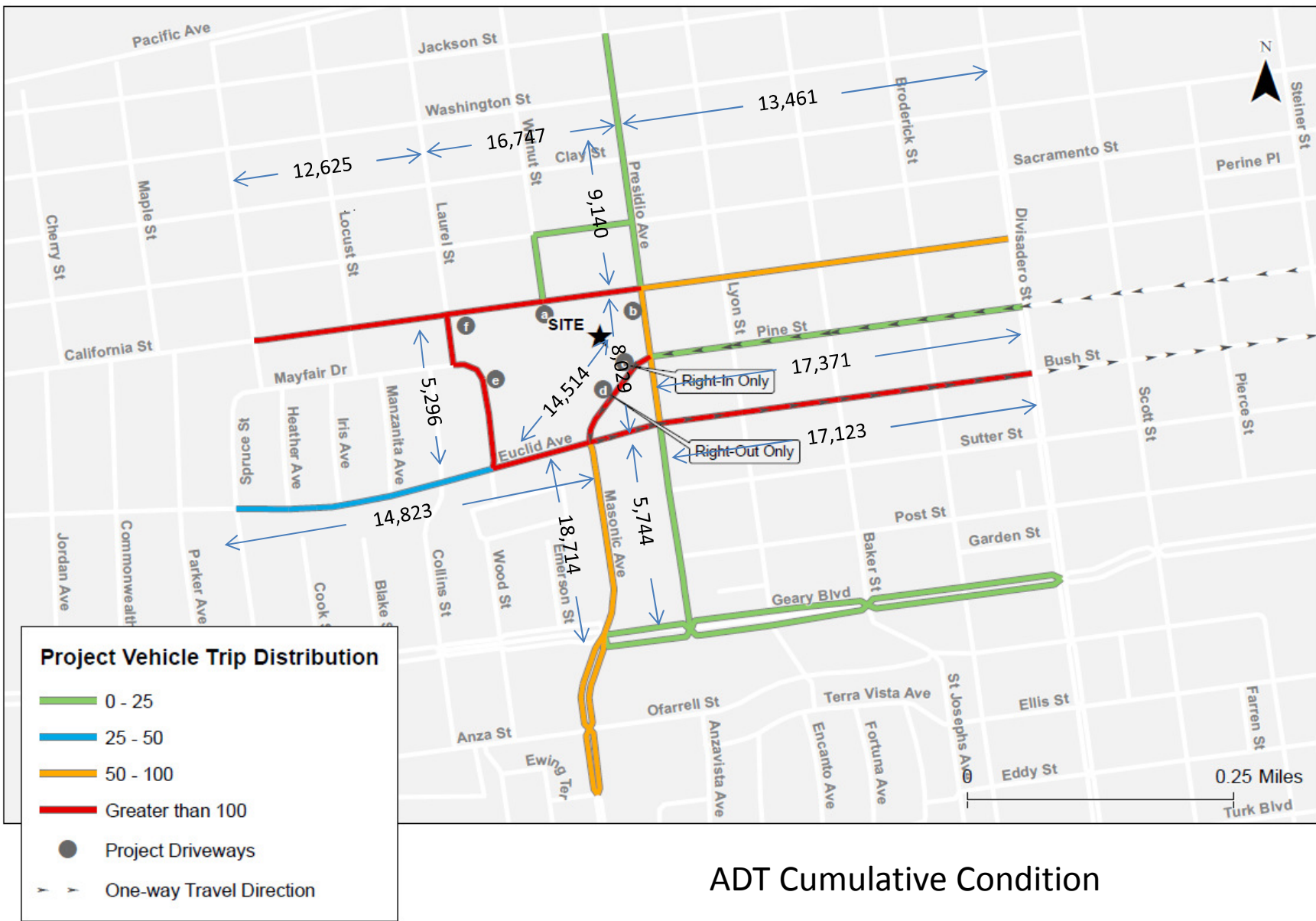
ADT Existing Condition

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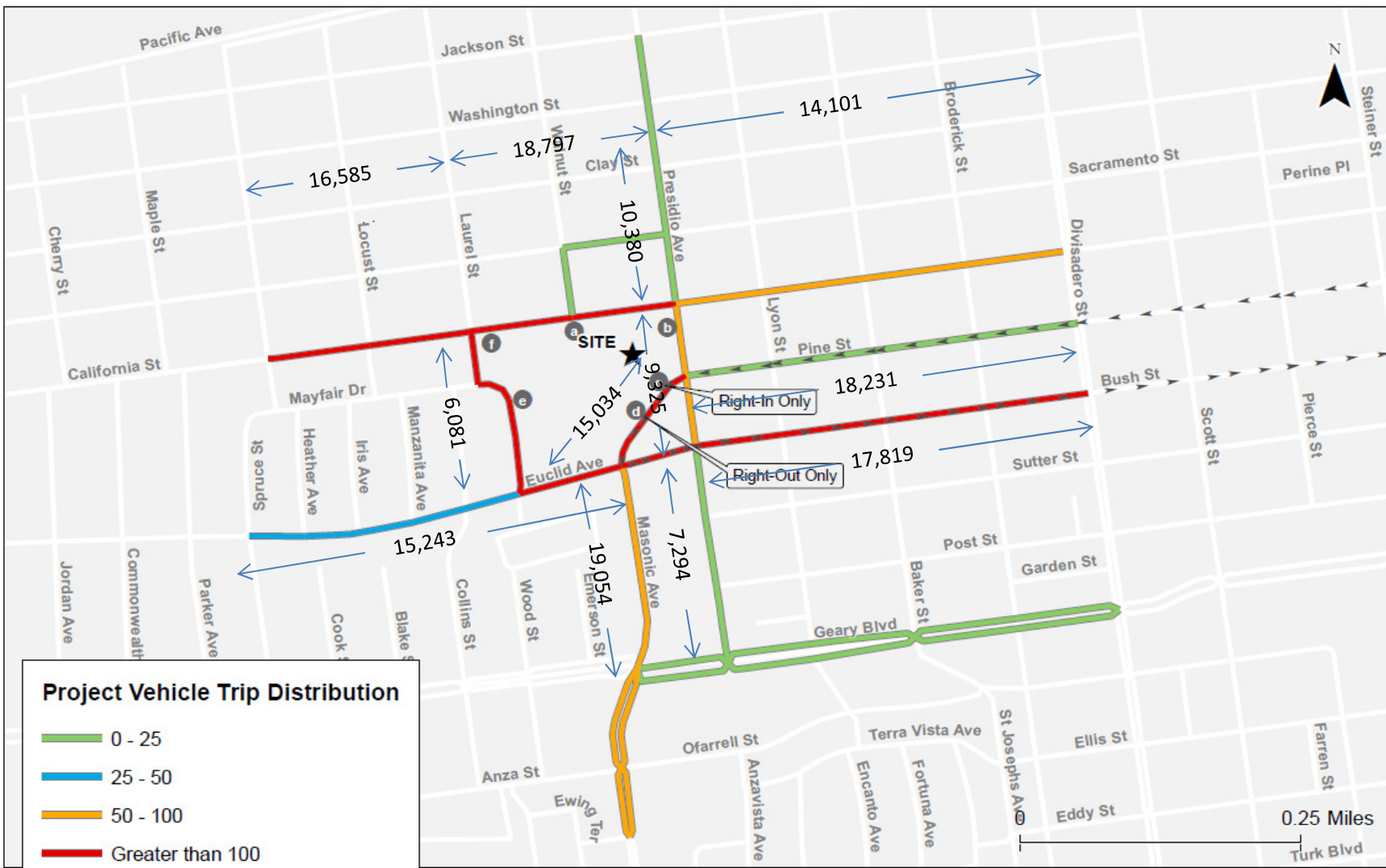
ADT Existing Plus Project Condition

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ADT Cumulative Plus Project Condition

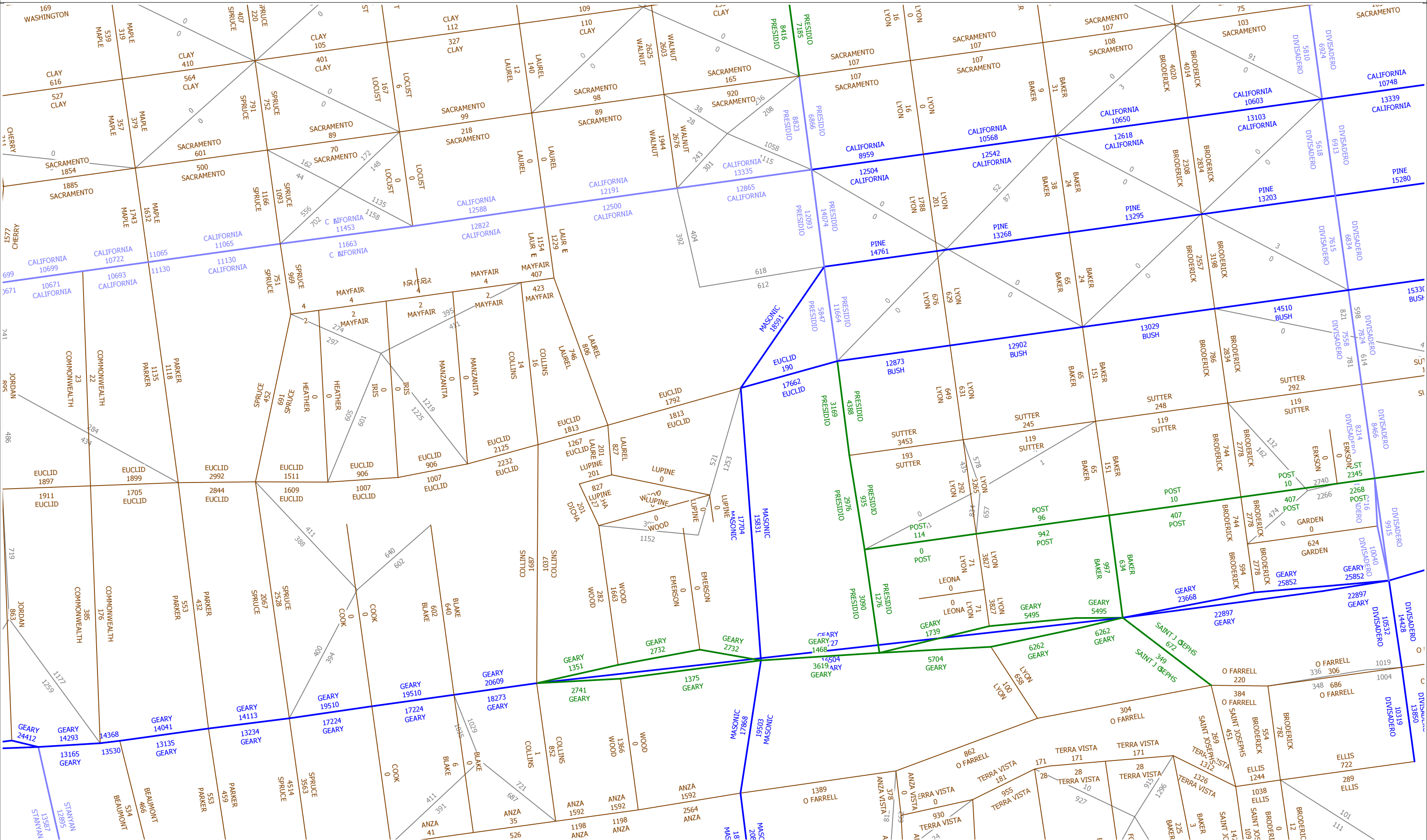
Average Daily Traffic Volumes - No Project

Primary Street	Segment		Approach	Existing ADT		Model Output ADT (Directional)		Model Output ADT (Bi-Directional/Roadway)		Compound Growth Rates 2012-2040	Applied Growth Rates	2040 ADT (Bi-Directional / Roadway)
	From	To		Directional	Bi-Directional / Roadway	2012	2040	2012	2040			
California St	Spruce St	Laurel St	EB	5910	12330	12243	13292	24263	24971	0.10%	0.10%	12625
			WB	6420		12021	11679					
	Laurel St	Presidio Ave	EB	5833	12903	12683	13618	25446	26057	0.08%	1.14%	16747
			WB	7070		12763	12439					
	Presidio Ave	Divisadero St	EB	5490	13270	12692	12756	22887	23288	0.06%	0.06%	13461
			WB	7780		10195	10532					
Pine St	Presidio Ave	Divisadero St	EB	0	0	0	0	13632	16077	0.59%	0.59%	
			WB	15170	15170	13632	16077					17371
Euclid Ave	Spruce St	Masonic Ave	EB	11450	11880	13329	17450	13329	17450	0.97%	0.97%	14823
			WB	430		0	0					
Euclid Ave/Bush St	Divisadero St	Presidio Ave	EB	9503	13207	3800	5151	5120	7024	1.14%	1.14%	17123
			WB	3703		1320	1873					
Masonic Ave	Euclid Ave	Geary Blvd	NB	3895	17655	15831	17546	33535	36000	0.25%	0.25%	18714
			SB	13760		17704	18454					
Presidio Ave	Euclid Ave	Geary Blvd	NB	2630	4430	2200	1948	5278	3353	-1.61%	1.14%	5744
			SB	1800		3078	1405					
	Clay St	California St	NB	2210	7050	7026	7332	15645	15622	-0.01%	1.14%	9140
			SB	4840		8620	8291					
	California St	Bush St	NB	3057	6187	12869	13673	21839	24398	0.40%	1.14%	8029
			SB	3130		8970	10725					
	Euclid Ave/Bush St	Geary Blvd	NB	2630	4430	2200	1948	5278	3353	-1.61%	1.14%	5744
			SB	1800		3078	1405					
Laurel St	California St	Euclid Ave	NB	2155	4085	1018	973	1968	1856	-0.21%	1.14%	5296
			SB	1930		950	883					
Masonic Ave	Presidio Ave	Euclid Ave	WB	0	0	0	0	0	0	0.00%	0.00%	0
			SB	13685	13685	18591	19971	18591	19971	0.26%	0.26%	14514

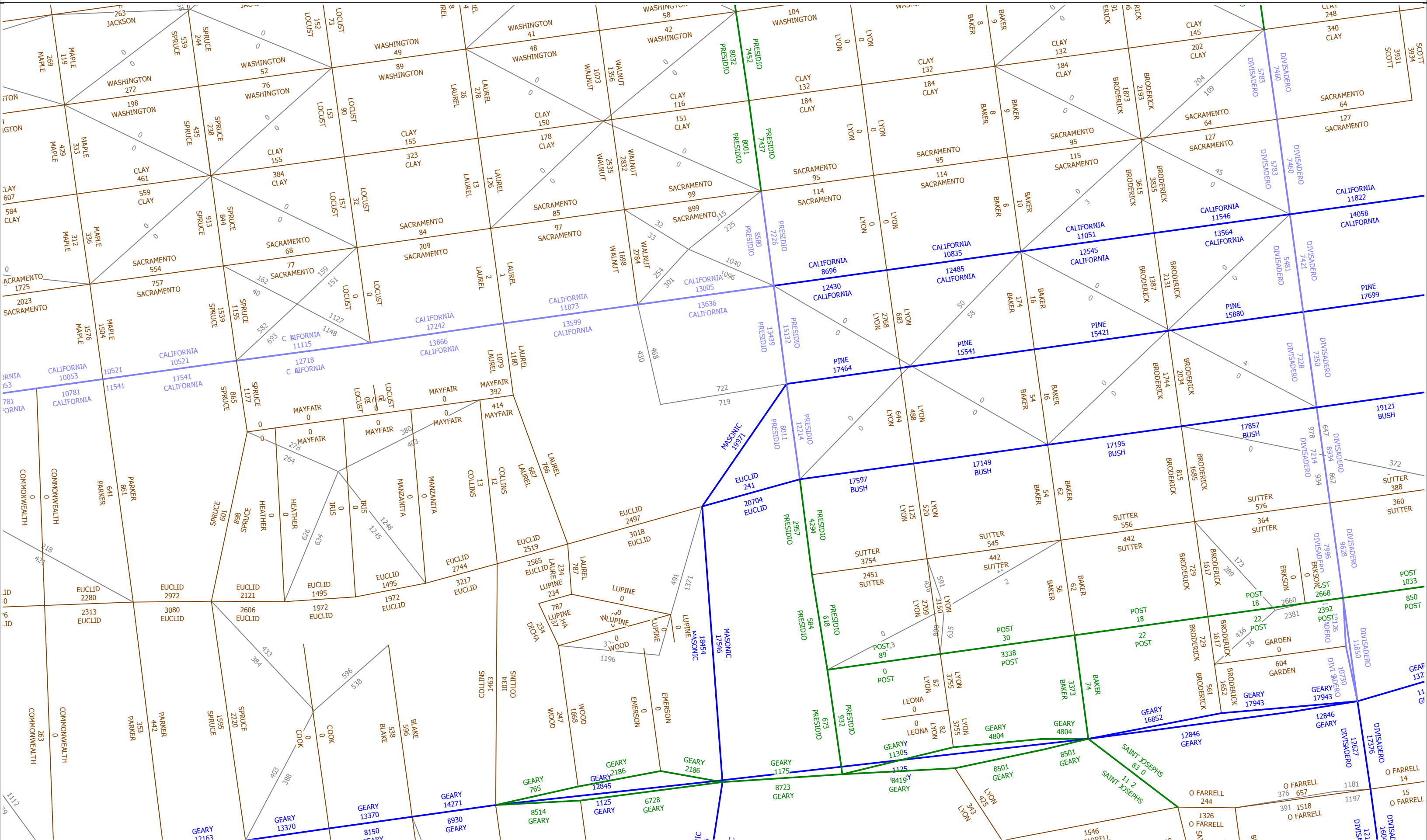
Average Daily Traffic Volumes - With Project

Primary Street	Segment		Approach	Existing Plus Project Conditions			Cumulative Plus Project Conditions		
	From	To		Peak Hour Directional Volume	Directional ADT	Roadway ADT (Bi-Directional)	Peak Hour Directional Volume	Directional ADT	Roadway ADT (Bi-Directional)
California St	Spruce St	Laurel St	EB	893	8930	16290	12625	3960	16585
			WB	736	7360				0
	Laurel St	Presidio Ave	EB	768	7677	14953	16747	2050	18797
			WB	728	7277				0
	Presidio Ave	Divisadero St	EB	563	5630	13910	13461	640	14101
			WB	828	8280				0
Pine St	Presidio Ave	Divisadero St	EB	0	0	16030			0
			WB	1603	16030		17371	860	18231
Euclid Ave	Spruce St	Masonic Ave	EB	1177	11770	12300	14823	697	15243
			WB	53	530				0
Euclid Ave/Bush St	Divisadero St	Presidio Ave	EB	995	9953	13903	17123	420	17819
			WB	395	3950				0
Masonic Ave	Euclid Ave	Geary Blvd	NB	406	4055	17995	18714	340	19054
			SB	1394	13940				0
Presido Ave	Euclid Ave	Geary Blvd	NB	418	4180	5980	5744	1550	7294
			SB	180	1800				0
	Clay St	California St	NB	224	2240	8290	9140	1240	10380
			SB	605	6050				0
	California St	Bush St	NB	394	3943	7483	8029	1297	9325
			SB	354	3540				0
	Euclid Ave/Bush St	Geary Blvd	NB	418	4180	5980	5744	1550	7294
			SB	180	1800				0
Laurel St	California St	Euclid Ave	NB	266	2660	4870	5296	785	6081
			SB	221	2210				0
Masonic Ave	Presidio Ave	Euclid Ave	WB				0		0
			SB	1421	14205	14205	14514	520	15034

SFCTA CHAMP MODEL  
Central SoMa 2012 Forecast  
Daily Traffic Volumes



SFCTA CHAMP MODEL  
Central SoMa 2040 Forecast  
Daily Traffic Volumes



## F.4 EMFAC MEMORANDUM

# MEMORANDUM

To: Julie Moore, San Francisco Planning Department

From: Michael Keinath, PE

Subject: Use of EMFAC Model Version in Draft EIR Air Quality Analysis  
3333 California Street Project, San Francisco, CA

## INTRODUCTION

The Draft Environmental Impact Report (DEIR) for the 3333 California Street project in San Francisco, California calculates on-road emissions using EMFAC2014 emission factors. EMFAC2014 is a model developed by the California Air Resources Board (ARB) used to calculate mobile source emission factors.<sup>1</sup> Since the completion of this project's technical analysis, a newer version (EMFAC2017)<sup>2</sup> was released by the ARB and is the most recently available mobile source emissions inventory. While EMFAC2017 supersedes EMFAC2014 for state purposes, the US Environmental Protection Agency (EPA) has not yet approved EMFAC 2017, so EMFAC2014 continues to be the most recently released EPA-approved mobile source emission inventory for the state of California as of the date of this memo.

The version of EMFAC used in the analysis will affect on-road construction and operational emissions calculated for the project. This memo summarizes the differences in results derived from EMFAC2014 vs. EMFAC2017, and addresses how overall conclusions would be affected upon switching to the newer model.

## EMISSIONS ANALYSIS

On-road operational emissions were re-calculated using EMFAC2017 emission factors, as presented below. For reference, the full phase-by-phase breakdown of maximum average daily emissions using EMFAC2014 emission factors is presented in Table 4.E.6 of the DEIR. Annual operational emissions at full project build-out calculated using EMFAC2014 emission factors are presented in Table 4.E.8 of the DEIR.

**Table 1** shows the maximum average daily (construction + operation) emissions expected at any point over the duration of the Project and the annual operation emissions at full build-out of the Project. The maximum average daily

September 4, 2018

Ramboll  
201 California Street  
Suite 1200  
San Francisco, CA 94111  
USA

T +1 415 796 1950  
F +1 415 398 5812  
www.ramboll.com

<sup>1</sup> ARB, EMFAC2014, <https://www.arb.ca.gov/emfac/2014/>.

<sup>2</sup> ARB, EMFAC2017, <https://www.arb.ca.gov/emfac/2017/>.

emissions reflect the scenario from Table 4.E.6 of the DEIR that when recalculated using EMFAC2017 has the highest emissions for each pollutant, which happens to be the scenario which occurs during the overlap of Phase 2/3 construction and Phase 1 operation. This is the most conservative assessment as all scenarios reflected in Table 4.E.6 of the DEIR were evaluated and none were higher than this.

Both maximum average daily and maximum annual operation emissions decrease for ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> when calculations are updated with EMFAC2017 emission factors. All emissions remain below the significance thresholds.

**Table 1: Comparison of Overall Project Emissions using EMFAC2014 and EMFAC2017 (Construction + Operation)**

	Maximum Average Daily Emissions (lb/day) <sup>Note A</sup>				Annual Operation Emissions at Full Build-Out (tons/year) <sup>Note B</sup>			
	ROG	NO <sub>x</sub>	PM10	PM2.5	ROG	NO <sub>x</sub>	PM10	PM2.5
<b>EMFAC2014 (DEIR Analysis)</b>	38	39	21	6.4	4.4	4.3	3.8	1.1
<b>EMFAC2017</b> <sup>Note C</sup>	38	35	21	6.4	4.3	3.4	3.8	1.1
<b>% Difference</b>	-2%	-10%	-0.1%	-0.2%	-2%	-21%	-0.2%	-0.5%
<b>Significance Threshold</b>	54	54	82	54	10	10	15	10
<b>Above Threshold?</b>	No	No	No	No	No	No	No	No

**Notes:**

<sup>A</sup> From Table 4.E.6 of the DEIR. Maximum average daily emissions for all pollutants occur during the overlap of Phase 2/3 construction and Phase 1 operation.

<sup>B</sup> From Table 4.E.8 of the DEIR.

<sup>C</sup> Values are rounded to two significant figures, which may not show minor differences between EMFAC2014 and EMFAC2017 emission rates.

## HEALTH RISK DISCUSSION

An updated health risk assessment was not conducted. Since the project's PM<sub>2.5</sub> emissions decrease with the use of EMFAC2017 emission factors and excess cancer risk is based on the assumption that all diesel PM is PM<sub>2.5</sub>, updating the emission factors would result in a minor reduction in cancer risk. Therefore, any change in calculated PM<sub>2.5</sub> emissions from on-road construction and operational traffic will not have a substantial effect on modeled cancer risks or PM<sub>2.5</sub> concentrations and will not change any significance findings.



## F.5 TRAFFIC DATA MEMORANDUM

## MEMORANDUM

To: Julie Moore, San Francisco Planning Department

From: Michael Keinath, PE

Subject: Addressing Traffic Data Discrepancies in Draft EIR  
Air Quality Analysis  
3333 California Street Project, San Francisco, CA

The Air Quality Analysis (Section 4.E) of the Draft Environmental Impact Report (DEIR) for the 3333 California Street project in San Francisco, California (Case No. 2015-014028ENV) utilizes traffic information provided by Kittelson & Associates (Kittelson) to calculate operational traffic emissions and potential health risk impacts from exposure to those emissions. The following two documents were used as the basis for emissions presented in the Air Quality Analysis:

1. Kittelson & Associates, Average Daily Traffic Volumes – Methodology and Results Memorandum, Case No. 2015-014028ENV, November 14, 2017.
2. Kittelson & Associates, Travel Demand Memorandum, Case No. 2015-014028ENV, March 9, 2018.

In some cases, draft traffic information was used in the Air Quality Analysis, as it was conducted in parallel with the traffic analyses. Two discrepancies have been identified between the traffic information used as the basis for the Air Quality Analysis and what are presented in the final Kittelson memoranda referenced above. Neither discrepancy substantially affects the results of the Air Quality Analysis. These discrepancies are described in detail below:

1. The health risk assessment included an evaluation of excess lifetime cancer risk and PM<sub>2.5</sub> concentrations from operational traffic. The analysis of health risks from operational traffic was conducted using draft average daily traffic volumes. When compared to the November 14, 2017 memorandum, draft traffic volumes used in the Air Quality Analysis were underestimated on Bush Street (East) by 276 trips and overestimated on Euclid Avenue (West) by 276 trips. These differences represent a small fraction (approximately 2 percent) of existing traffic on these streets. As these values offset each other, they do not affect the mass emissions presented in Tables 4.E.8 and 4.E.9 of the DEIR. However, the release location of the emissions relative to the location of the maximally exposed individual sensitive receptors can affect the health risk analysis presented in Impact AQ-3. As discussed earlier, these represent a very small fraction of overall project traffic on

August 31, 2018

Ramboll  
201 California Street  
Suite 1200  
San Francisco, CA 94111  
USA

T +1 415 796 1950  
F +1 415 398 5812  
[www.ramboll.com](http://www.ramboll.com)

these streets. When rounded to two significant figures, total cancer risk remains the same, and  $PM_{2.5}$  concentrations decrease from 0.00016 to 0.00015  $\mu\text{g}/\text{m}^3$  at the maximally impacted on-site resident receptor. Therefore, the significance determination reached in Impact AQ-3 based on total cancer risk and  $PM_{2.5}$  concentrations would not substantially change as a result of the correction in traffic volumes.

2. The analysis of operational transportation emissions used initial draft internal trip capture rates. The internal trips, which occur within the project site, were subtracted from the total trips to estimate the number of external trips associated with the proposed project and project variant, which were used to calculate operational traffic criteria air pollutant emissions. The final internal trip capture rates in the March 9, 2018 Travel Demand Memo increased from the draft values used in developing the Air Quality Analysis. This results in a decrease in external trips. Therefore, use of the draft trip capture rates ensures that the Air Quality Analysis for operational traffic emissions as presented in Tables 4.E.8 and 4.E.9 of the DEIR is conservative, as it errs on the side of overstating impacts.

## F.6 CALEEMOD FILES

3333 CalSF Project Case - San Francisco County, Annual

**3333 CalSF Project Case  
San Francisco County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	50.00	1000sqft	0.38	49,999.00	0
Day-Care Center	14.69	1000sqft	0.11	14,690.00	0
Enclosed Parking Structure	428.77	1000sqft	0.00	428,773.00	0
Parking Lot	10.84	1000sqft	0.25	10,836.00	0
City Park	5.42	Acre	5.42	236,000.00	0
Apartments Mid Rise	558.00	Dwelling Unit	3.74	824,691.00	1596
Strip Mall	54.12	1000sqft	0.35	54,117.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	4.6	<b>Precipitation Freq (Days)</b>	64
<b>Climate Zone</b>	5			<b>Operational Year</b>	2027
<b>Utility Company</b>	Pacific Gas & Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	641.35	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

3333 CalSF Project Case - San Francisco County, Annual

Project Characteristics -

Land Use - Lot acreage adjusted based on number of building stories

Construction Phase - All set to 0 days

Vehicle Trips - Same trip rates for weekday and weekend

Consumer Products - SF planning consumer products EF

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	300.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	30.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	PhaseEndDate	9/10/2021	8/13/2021
tblConstructionPhase	PhaseEndDate	7/16/2021	5/22/2020
tblConstructionPhase	PhaseEndDate	3/27/2020	3/1/2020
tblConstructionPhase	PhaseEndDate	5/22/2020	4/10/2020
tblConstructionPhase	PhaseEndDate	8/13/2021	7/16/2021
tblConstructionPhase	PhaseEndDate	4/10/2020	3/27/2020
tblConsumerProducts	ROG_EF	2.14E-05	1.51E-05
tblGrading	AcresOfGrading	0.00	75.00
tblLandUse	LandUseSquareFeet	10,840.00	10,836.00
tblLandUse	LandUseSquareFeet	236,095.20	236,000.00
tblLandUse	LandUseSquareFeet	558,000.00	824,691.00
tblLandUse	LotAcreage	1.15	0.38
tblLandUse	LotAcreage	0.34	0.11
tblLandUse	LotAcreage	9.84	0.00

## 3333 CalSF Project Case - San Francisco County, Annual

tblLandUse	LotAcreage	14.68	3.74
tblLandUse	LotAcreage	1.24	0.35
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	6.21	19.33
tblVehicleTrips	ST_TR	2.46	5.22
tblVehicleTrips	ST_TR	42.04	67.99
tblVehicleTrips	ST_TR	6.39	2.59
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	5.83	19.33
tblVehicleTrips	SU_TR	1.05	5.22
tblVehicleTrips	SU_TR	20.43	67.99
tblVehicleTrips	SU_TR	5.86	2.59
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	74.06	19.33
tblVehicleTrips	WD_TR	11.03	5.22
tblVehicleTrips	WD_TR	44.32	67.99
tblVehicleTrips	WD_TR	6.65	2.59

## 2.0 Emissions Summary

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3333 CalSF Project Case - San Francisco County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.6946	0.0774	5.9173	3.7500e-003		0.2765	0.2765		0.2765	0.2765	25.4391	17.2270	42.6661	0.0474	1.6700e-003	44.3480
Energy	0.0341	0.2959	0.1555	1.8600e-003		0.0236	0.0236		0.0236	0.0236	0.0000	2,096.9256	2,096.9256	0.0860	0.0227	2,105.8257
Mobile	0.9488	3.8030	9.6138	0.0370	3.7188	0.0378	3.7566	1.0010	0.0353	1.0363	0.0000	3,418.2643	3,418.2643	0.1429	0.0000	3,421.8372
Waste						0.0000	0.0000		0.0000	0.0000	77.0513	0.0000	77.0513	4.5536	0.0000	190.8914
Water						0.0000	0.0000		0.0000	0.0000	15.8251	118.1289	133.9540	1.6307	0.0395	186.4885
<b>Total</b>	<b>5.6775</b>	<b>4.1763</b>	<b>15.6866</b>	<b>0.0426</b>	<b>3.7188</b>	<b>0.3379</b>	<b>4.0566</b>	<b>1.0010</b>	<b>0.3353</b>	<b>1.3363</b>	<b>118.3155</b>	<b>5,650.5458</b>	<b>5,768.8613</b>	<b>6.4607</b>	<b>0.0638</b>	<b>5,949.3907</b>

3333 CalSF Project Case - San Francisco County, Annual

**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.6946	0.0774	5.9173	3.7500e-003		0.2765	0.2765		0.2765	0.2765	25.4391	17.2270	42.6661	0.0474	1.6700e-003	44.3480
Energy	0.0341	0.2959	0.1555	1.8600e-003		0.0236	0.0236		0.0236	0.0236	0.0000	2,096.9256	2,096.9256	0.0860	0.0227	2,105.8257
Mobile	0.9488	3.8030	9.6138	0.0370	3.7188	0.0378	3.7566	1.0010	0.0353	1.0363	0.0000	3,418.2643	3,418.2643	0.1429	0.0000	3,421.8372
Waste						0.0000	0.0000		0.0000	0.0000	77.0513	0.0000	77.0513	4.5536	0.0000	190.8914
Water						0.0000	0.0000		0.0000	0.0000	15.8251	118.1289	133.9540	1.6307	0.0395	186.4885
<b>Total</b>	<b>5.6775</b>	<b>4.1763</b>	<b>15.6866</b>	<b>0.0426</b>	<b>3.7188</b>	<b>0.3379</b>	<b>4.0566</b>	<b>1.0010</b>	<b>0.3353</b>	<b>1.3363</b>	<b>118.3155</b>	<b>5,650.5458</b>	<b>5,768.8613</b>	<b>6.4607</b>	<b>0.0638</b>	<b>5,949.3907</b>

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

**3.0 Construction Detail**

**Construction Phase**

## 3333 CalSF Project Case - San Francisco County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/2/2020	3/1/2020	5	0	
2	Site Preparation	Site Preparation	3/28/2020	3/27/2020	5	0	
3	Grading	Grading	4/11/2020	4/10/2020	5	0	
4	Building Construction	Building Construction	5/23/2020	5/22/2020	5	0	
5	Paving	Paving	7/17/2021	7/16/2021	5	0	
6	Architectural Coating	Architectural Coating	8/14/2021	8/13/2021	5	0	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 0.25**

**Residential Indoor: 1,669,999; Residential Outdoor: 556,666; Non-Residential Indoor: 178,209; Non-Residential Outdoor: 59,403; Striped Parking Area: 26,377 (Architectural Coating – sqft)**

**OffRoad Equipment**

## 3333 CalSF Project Case - San Francisco County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT





























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**3.7 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9488	3.8030	9.6138	0.0370	3.7188	0.0378	3.7566	1.0010	0.0353	1.0363	0.0000	3,418.264 3	3,418.264 3	0.1429	0.0000	3,421.837 2
Unmitigated	0.9488	3.8030	9.6138	0.0370	3.7188	0.0378	3.7566	1.0010	0.0353	1.0363	0.0000	3,418.264 3	3,418.264 3	0.1429	0.0000	3,421.837 2

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Day-Care Center	283.88	283.88	283.88	334,310	334,310
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	260.99	260.99	260.99	623,713	623,713
Parking Lot	0.00	0.00	0.00		
Strip Mall	3,679.36	3,679.36	3,679.36	5,666,337	5,666,337
Apartments Mid Rise	1,442.99	1,442.99	1,442.99	3,332,736	3,332,736
<b>Total</b>	<b>5,667.23</b>	<b>5,667.23</b>	<b>5,667.23</b>	<b>9,957,096</b>	<b>9,957,096</b>

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Day-Care Center	9.50	7.30	7.30	12.70	82.30	5.00	28	58	14
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.603481	0.036963	0.193002	0.091056	0.012889	0.005184	0.033230	0.009471	0.004272	0.002983	0.005952	0.000956	0.000561
Day-Care Center	0.603481	0.036963	0.193002	0.091056	0.012889	0.005184	0.033230	0.009471	0.004272	0.002983	0.005952	0.000956	0.000561
Enclosed Parking Structure	0.603481	0.036963	0.193002	0.091056	0.012889	0.005184	0.033230	0.009471	0.004272	0.002983	0.005952	0.000956	0.000561
General Office Building	0.603481	0.036963	0.193002	0.091056	0.012889	0.005184	0.033230	0.009471	0.004272	0.002983	0.005952	0.000956	0.000561
Parking Lot	0.603481	0.036963	0.193002	0.091056	0.012889	0.005184	0.033230	0.009471	0.004272	0.002983	0.005952	0.000956	0.000561
Strip Mall	0.603481	0.036963	0.193002	0.091056	0.012889	0.005184	0.033230	0.009471	0.004272	0.002983	0.005952	0.000956	0.000561
Apartments Mid Rise	0.603481	0.036963	0.193002	0.091056	0.012889	0.005184	0.033230	0.009471	0.004272	0.002983	0.005952	0.000956	0.000561

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated							0.0000	0.0000		0.0000	0.0000	1,759.1891	1,759.1891	0.0796	0.0165	1,766.0821
Electricity Unmitigated							0.0000	0.0000		0.0000	0.0000	1,759.1891	1,759.1891	0.0796	0.0165	1,766.0821
NaturalGas Mitigated	0.0341	0.2959	0.1555	1.8600e-003			0.0236	0.0236		0.0236	0.0000	337.7365	337.7365	6.4700e-003	6.1900e-003	339.7435
NaturalGas Unmitigated	0.0341	0.2959	0.1555	1.8600e-003			0.0236	0.0236		0.0236	0.0000	337.7365	337.7365	6.4700e-003	6.1900e-003	339.7435

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**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	4.87158e+006	0.0263	0.2245	0.0955	1.4300e-003		0.0182	0.0182		0.0182	0.0182	0.0000	259.9661	259.9661	4.9800e-003	4.7700e-003	261.5109
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Day-Care Center	241944	1.3000e-003	0.0119	9.9600e-003	7.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	12.9111	12.9111	2.5000e-004	2.4000e-004	12.9878
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	966481	5.2100e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	51.5751	51.5751	9.9000e-004	9.5000e-004	51.8816
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	248938	1.3400e-003	0.0122	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.2843	13.2843	2.5000e-004	2.4000e-004	13.3632
<b>Total</b>		<b>0.0341</b>	<b>0.2959</b>	<b>0.1555</b>	<b>1.8500e-003</b>		<b>0.0236</b>	<b>0.0236</b>		<b>0.0236</b>	<b>0.0236</b>	<b>0.0000</b>	<b>337.7365</b>	<b>337.7365</b>	<b>6.4700e-003</b>	<b>6.2000e-003</b>	<b>339.7435</b>

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**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	4.87158e+006	0.0263	0.2245	0.0955	1.4300e-003		0.0182	0.0182		0.0182	0.0182	0.0000	259.9661	259.9661	4.9800e-003	4.7700e-003	261.5109
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Day-Care Center	241944	1.3000e-003	0.0119	9.9600e-003	7.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	12.9111	12.9111	2.5000e-004	2.4000e-004	12.9878
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	966481	5.2100e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	51.5751	51.5751	9.9000e-004	9.5000e-004	51.8816
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	248938	1.3400e-003	0.0122	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.2843	13.2843	2.5000e-004	2.4000e-004	13.3632
<b>Total</b>		<b>0.0341</b>	<b>0.2959</b>	<b>0.1555</b>	<b>1.8500e-003</b>		<b>0.0236</b>	<b>0.0236</b>		<b>0.0236</b>	<b>0.0236</b>	<b>0.0000</b>	<b>337.7365</b>	<b>337.7365</b>	<b>6.4700e-003</b>	<b>6.2000e-003</b>	<b>339.7435</b>

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**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.35587e+006	685.3497	0.0310	6.4100e-003	688.0351
City Park	0	0.0000	0.0000	0.0000	0.0000
Day-Care Center	65223.6	18.9743	8.6000e-004	1.8000e-004	19.0486
Enclosed Parking Structure	2.43114e+006	707.2474	0.0320	6.6200e-003	710.0186
General Office Building	623988	181.5251	8.2100e-003	1.7000e-003	182.2364
Parking Lot	3792.6	1.1033	5.0000e-005	1.0000e-005	1.1076
Strip Mall	567146	164.9893	7.4600e-003	1.5400e-003	165.6358
<b>Total</b>		<b>1,759.1891</b>	<b>0.0796</b>	<b>0.0165</b>	<b>1,766.0821</b>

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**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.35587e+006	685.3497	0.0310	6.4100e-003	688.0351
City Park	0	0.0000	0.0000	0.0000	0.0000
Day-Care Center	65223.6	18.9743	8.6000e-004	1.8000e-004	19.0486
Enclosed Parking Structure	2.43114e+006	707.2474	0.0320	6.6200e-003	710.0186
General Office Building	623988	181.5251	8.2100e-003	1.7000e-003	182.2364
Parking Lot	3792.6	1.1033	5.0000e-005	1.0000e-005	1.1076
Strip Mall	567146	164.9893	7.4600e-003	1.5400e-003	165.6358
<b>Total</b>		<b>1,759.1891</b>	<b>0.0796</b>	<b>0.0165</b>	<b>1,766.0821</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**



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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.6946	0.0774	5.9173	3.7500e-003		0.2765	0.2765		0.2765	0.2765	25.4391	17.2270	42.6661	0.0474	1.6700e-003	44.3480
Unmitigated	4.6946	0.0774	5.9173	3.7500e-003		0.2765	0.2765		0.2765	0.2765	25.4391	17.2270	42.6661	0.0474	1.6700e-003	44.3480

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.6517					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.6307					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.2875	0.0296	1.7729	3.5300e-003		0.2535	0.2535		0.2535	0.2535	25.4391	10.4491	35.8881	0.0409	1.6700e-003	37.4074
Landscaping	0.1248	0.0477	4.1445	2.2000e-004		0.0230	0.0230		0.0230	0.0230	0.0000	6.7779	6.7779	6.5100e-003	0.0000	6.9406
<b>Total</b>	<b>4.6946</b>	<b>0.0774</b>	<b>5.9173</b>	<b>3.7500e-003</b>		<b>0.2765</b>	<b>0.2765</b>		<b>0.2765</b>	<b>0.2765</b>	<b>25.4391</b>	<b>17.2270</b>	<b>42.6660</b>	<b>0.0474</b>	<b>1.6700e-003</b>	<b>44.3480</b>

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**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.6517					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.6307					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.2875	0.0296	1.7729	3.5300e-003		0.2535	0.2535		0.2535	0.2535	25.4391	10.4491	35.8881	0.0409	1.6700e-003	37.4074
Landscaping	0.1248	0.0477	4.1445	2.2000e-004		0.0230	0.0230		0.0230	0.0230	0.0000	6.7779	6.7779	6.5100e-003	0.0000	6.9406
<b>Total</b>	<b>4.6946</b>	<b>0.0774</b>	<b>5.9173</b>	<b>3.7500e-003</b>		<b>0.2765</b>	<b>0.2765</b>		<b>0.2765</b>	<b>0.2765</b>	<b>25.4391</b>	<b>17.2270</b>	<b>42.6660</b>	<b>0.0474</b>	<b>1.6700e-003</b>	<b>44.3480</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	133.9540	1.6307	0.0395	186.4885
Unmitigated	133.9540	1.6307	0.0395	186.4885

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**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	36.3559 / 22.9201	92.0997	1.1883	0.0287	130.3677
City Park	0 / 6.45783	6.5753	3.0000e-004	6.0000e-005	6.6011
Day-Care Center	0.630048 / 1.62012	2.8413	0.0207	5.1000e-004	3.5093
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	8.88669 / 5.44668	22.3538	0.2905	7.0200e-003	31.7072
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	4.0088 / 2.45701	10.0839	0.1310	3.1700e-003	14.3032
<b>Total</b>		<b>133.9540</b>	<b>1.6307</b>	<b>0.0395</b>	<b>186.4885</b>

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**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	36.3559 / 22.9201	92.0997	1.1883	0.0287	130.3677
City Park	0 / 6.45783	6.5753	3.0000e-004	6.0000e-005	6.6011
Day-Care Center	0.630048 / 1.62012	2.8413	0.0207	5.1000e-004	3.5093
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	8.88669 / 5.44668	22.3538	0.2905	7.0200e-003	31.7072
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	4.0088 / 2.45701	10.0839	0.1310	3.1700e-003	14.3032
<b>Total</b>		<b>133.9540</b>	<b>1.6307</b>	<b>0.0395</b>	<b>186.4885</b>

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

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**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	77.0513	4.5536	0.0000	190.8914
Unmitigated	77.0513	4.5536	0.0000	190.8914

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**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	256.68	52.1037	3.0792	0.0000	129.0848
City Park	0.47	0.0954	5.6400e-003	0.0000	0.2364
Day-Care Center	19.1	3.8771	0.2291	0.0000	9.6054
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
General Office Building	46.5	9.4391	0.5578	0.0000	23.3849
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	56.83	11.5360	0.6818	0.0000	28.5799
<b>Total</b>		<b>77.0513</b>	<b>4.5536</b>	<b>0.0000</b>	<b>190.8914</b>

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**8.2 Waste by Land Use**

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	256.68	52.1037	3.0792	0.0000	129.0848
City Park	0.47	0.0954	5.6400e-003	0.0000	0.2364
Day-Care Center	19.1	3.8771	0.2291	0.0000	9.6054
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
General Office Building	46.5	9.4391	0.5578	0.0000	23.3849
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	56.83	11.5360	0.6818	0.0000	28.5799
<b>Total</b>		<b>77.0513</b>	<b>4.5536</b>	<b>0.0000</b>	<b>190.8914</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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3333 CalSF Project (Hearths only) - San Francisco County, Annual

**3333 CalSF Project (Hearths only)**  
**San Francisco County, Annual**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	558.00	Dwelling Unit	3.74	824,691.00	1596

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	4.6	<b>Precipitation Freq (Days)</b>	64
<b>Climate Zone</b>	5			<b>Operational Year</b>	2027
<b>Utility Company</b>	Pacific Gas & Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	641.35	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Only residential

Construction Phase - All 0 days

Woodstoves - No woodstoves, all wood fire places allocated to gas

## 3333 CalSF Project (Hearths only) - San Francisco County, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	0.00
tblConstructionPhase	NumDays	230.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	8.00	0.00
tblConstructionPhase	NumDays	18.00	0.00
tblConstructionPhase	NumDays	5.00	0.00
tblConstructionPhase	PhaseEndDate	4/22/2021	3/29/2021
tblConstructionPhase	PhaseEndDate	3/3/2021	4/15/2020
tblConstructionPhase	PhaseEndDate	3/27/2020	3/1/2020
tblConstructionPhase	PhaseEndDate	4/15/2020	4/3/2020
tblConstructionPhase	PhaseEndDate	3/29/2021	3/3/2021
tblConstructionPhase	PhaseEndDate	4/3/2020	3/27/2020
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	83.70	178.56
tblFireplaces	NumberWood	94.86	0.00
tblGrading	AcresOfGrading	0.00	4.00
tblLandUse	LandUseSquareFeet	558,000.00	824,691.00
tblLandUse	LotAcreage	14.68	3.74
tblWoodstoves	NumberCatalytic	11.16	0.00
tblWoodstoves	NumberNoncatalytic	11.16	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

## 2.0 Emissions Summary

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.9279	0.0669	4.1475	3.4000e-004		0.0245	0.0245		0.0245	0.0245	0.0000	29.0592	29.0592	6.9100e-003	4.1000e-004	29.3537
Energy	0.0263	0.2245	0.0955	1.4300e-003		0.0182	0.0182		0.0182	0.0182	0.0000	945.3158	945.3158	0.0360	0.0112	949.5460
Mobile	0.6778	2.7831	7.5362	0.0307	3.1286	0.0308	3.1594	0.8421	0.0287	0.8709	0.0000	2,838.4666	2,838.4666	0.1151	0.0000	2,841.3447
Waste						0.0000	0.0000		0.0000	0.0000	52.1037	0.0000	52.1037	3.0792	0.0000	129.0848
Water						0.0000	0.0000		0.0000	0.0000	11.5341	80.5657	92.0997	1.1883	0.0287	130.3677
<b>Total</b>	<b>4.6320</b>	<b>3.0745</b>	<b>11.7792</b>	<b>0.0325</b>	<b>3.1286</b>	<b>0.0735</b>	<b>3.2021</b>	<b>0.8421</b>	<b>0.0714</b>	<b>0.9135</b>	<b>63.6378</b>	<b>3,893.4072</b>	<b>3,957.0450</b>	<b>4.4255</b>	<b>0.0403</b>	<b>4,079.6968</b>

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**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.9279	0.0669	4.1475	3.4000e-004		0.0245	0.0245		0.0245	0.0245	0.0000	29.0592	29.0592	6.9100e-003	4.1000e-004	29.3537
Energy	0.0263	0.2245	0.0955	1.4300e-003		0.0182	0.0182		0.0182	0.0182	0.0000	945.3158	945.3158	0.0360	0.0112	949.5460
Mobile	0.6778	2.7831	7.5362	0.0307	3.1286	0.0308	3.1594	0.8421	0.0287	0.8709	0.0000	2,838.4666	2,838.4666	0.1151	0.0000	2,841.3447
Waste						0.0000	0.0000		0.0000	0.0000	52.1037	0.0000	52.1037	3.0792	0.0000	129.0848
Water						0.0000	0.0000		0.0000	0.0000	11.5341	80.5657	92.0997	1.1883	0.0287	130.3677
<b>Total</b>	<b>4.6320</b>	<b>3.0745</b>	<b>11.7792</b>	<b>0.0325</b>	<b>3.1286</b>	<b>0.0735</b>	<b>3.2021</b>	<b>0.8421</b>	<b>0.0714</b>	<b>0.9135</b>	<b>63.6378</b>	<b>3,893.4072</b>	<b>3,957.0450</b>	<b>4.4255</b>	<b>0.0403</b>	<b>4,079.6968</b>

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

**3.0 Construction Detail**

**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/2/2020	3/1/2020	5	0	
2	Site Preparation	Site Preparation	3/28/2020	3/27/2020	5	0	
3	Grading	Grading	4/4/2020	4/3/2020	5	0	
4	Building Construction	Building Construction	4/16/2020	4/15/2020	5	0	
5	Paving	Paving	3/4/2021	3/3/2021	5	0	
6	Architectural Coating	Architectural Coating	3/30/2021	3/29/2021	5	0	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 4**

**Acres of Paving: 0**

**Residential Indoor: 1,669,999; Residential Outdoor: 556,666; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**





























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**3.7 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6778	2.7831	7.5362	0.0307	3.1286	0.0308	3.1594	0.8421	0.0287	0.8709	0.0000	2,838.4666	2,838.4666	0.1151	0.0000	2,841.3447
Unmitigated	0.6778	2.7831	7.5362	0.0307	3.1286	0.0308	3.1594	0.8421	0.0287	0.8709	0.0000	2,838.4666	2,838.4666	0.1151	0.0000	2,841.3447

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	3,710.70	3,565.62	3,269.88	8,376,946	8,376,946
Total	3,710.70	3,565.62	3,269.88	8,376,946	8,376,946

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.603481	0.036963	0.193002	0.091056	0.012889	0.005184	0.033230	0.009471	0.004272	0.002983	0.005952	0.000956	0.000561

5.0 Energy Detail

Historical Energy Use: N

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**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	685.3497	685.3497	0.0310	6.4100e-003	688.0351
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	685.3497	685.3497	0.0310	6.4100e-003	688.0351
NaturalGas Mitigated	0.0263	0.2245	0.0955	1.4300e-003		0.0182	0.0182		0.0182	0.0182	0.0000	259.9661	259.9661	4.9800e-003	4.7700e-003	261.5109
NaturalGas Unmitigated	0.0263	0.2245	0.0955	1.4300e-003		0.0182	0.0182		0.0182	0.0182	0.0000	259.9661	259.9661	4.9800e-003	4.7700e-003	261.5109

**5.2 Energy by Land Use - NaturalGas**

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	4.87158e+006	0.0263	0.2245	0.0955	1.4300e-003		0.0182	0.0182		0.0182	0.0182	0.0000	259.9661	259.9661	4.9800e-003	4.7700e-003	261.5109
<b>Total</b>		<b>0.0263</b>	<b>0.2245</b>	<b>0.0955</b>	<b>1.4300e-003</b>		<b>0.0182</b>	<b>0.0182</b>		<b>0.0182</b>	<b>0.0182</b>	<b>0.0000</b>	<b>259.9661</b>	<b>259.9661</b>	<b>4.9800e-003</b>	<b>4.7700e-003</b>	<b>261.5109</b>

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**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	4.87158e+006	0.0263	0.2245	0.0955	1.4300e-003		0.0182	0.0182		0.0182	0.0182	0.0000	259.9661	259.9661	4.9800e-003	4.7700e-003	261.5109
<b>Total</b>		<b>0.0263</b>	<b>0.2245</b>	<b>0.0955</b>	<b>1.4300e-003</b>		<b>0.0182</b>	<b>0.0182</b>		<b>0.0182</b>	<b>0.0182</b>	<b>0.0000</b>	<b>259.9661</b>	<b>259.9661</b>	<b>4.9800e-003</b>	<b>4.7700e-003</b>	<b>261.5109</b>

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.35587e+006	685.3497	0.0310	6.4100e-003	688.0351
<b>Total</b>		<b>685.3497</b>	<b>0.0310</b>	<b>6.4100e-003</b>	<b>688.0351</b>



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**5.3 Energy by Land Use - Electricity**

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.35587e+006	685.3497	0.0310	6.4100e-003	688.0351
<b>Total</b>		<b>685.3497</b>	<b>0.0310</b>	<b>6.4100e-003</b>	<b>688.0351</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.9279	0.0669	4.1475	3.4000e-004		0.0245	0.0245		0.0245	0.0245	0.0000	29.0592	29.0592	6.9100e-003	4.1000e-004	29.3537
Unmitigated	3.9279	0.0669	4.1475	3.4000e-004		0.0245	0.0245		0.0245	0.0245	0.0000	29.0592	29.0592	6.9100e-003	4.1000e-004	29.3537

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**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5805					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.2208					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.2500e-003	0.0193	8.1900e-003	1.2000e-004		1.5600e-003	1.5600e-003		1.5600e-003	1.5600e-003	0.0000	22.2913	22.2913	4.3000e-004	4.1000e-004	22.4238
Landscaping	0.1243	0.0477	4.1393	2.2000e-004		0.0230	0.0230		0.0230	0.0230	0.0000	6.7679	6.7679	6.4800e-003	0.0000	6.9299
<b>Total</b>	<b>3.9279</b>	<b>0.0669</b>	<b>4.1475</b>	<b>3.4000e-004</b>		<b>0.0245</b>	<b>0.0245</b>		<b>0.0245</b>	<b>0.0245</b>	<b>0.0000</b>	<b>29.0592</b>	<b>29.0592</b>	<b>6.9100e-003</b>	<b>4.1000e-004</b>	<b>29.3537</b>

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**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5805					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.2208					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.2500e-003	0.0193	8.1900e-003	1.2000e-004		1.5600e-003	1.5600e-003		1.5600e-003	1.5600e-003	0.0000	22.2913	22.2913	4.3000e-004	4.1000e-004	22.4238
Landscaping	0.1243	0.0477	4.1393	2.2000e-004		0.0230	0.0230		0.0230	0.0230	0.0000	6.7679	6.7679	6.4800e-003	0.0000	6.9299
<b>Total</b>	<b>3.9279</b>	<b>0.0669</b>	<b>4.1475</b>	<b>3.4000e-004</b>		<b>0.0245</b>	<b>0.0245</b>		<b>0.0245</b>	<b>0.0245</b>	<b>0.0000</b>	<b>29.0592</b>	<b>29.0592</b>	<b>6.9100e-003</b>	<b>4.1000e-004</b>	<b>29.3537</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	92.0997	1.1883	0.0287	130.3677
Unmitigated	92.0997	1.1883	0.0287	130.3677

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	36.3559 / 22.9201	92.0997	1.1883	0.0287	130.3677
<b>Total</b>		<b>92.0997</b>	<b>1.1883</b>	<b>0.0287</b>	<b>130.3677</b>

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**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	36.3559 / 22.9201	92.0997	1.1883	0.0287	130.3677
<b>Total</b>		<b>92.0997</b>	<b>1.1883</b>	<b>0.0287</b>	<b>130.3677</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	52.1037	3.0792	0.0000	129.0848
Unmitigated	52.1037	3.0792	0.0000	129.0848

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**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	256.68	52.1037	3.0792	0.0000	129.0848
<b>Total</b>		<b>52.1037</b>	<b>3.0792</b>	<b>0.0000</b>	<b>129.0848</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	256.68	52.1037	3.0792	0.0000	129.0848
<b>Total</b>		<b>52.1037</b>	<b>3.0792</b>	<b>0.0000</b>	<b>129.0848</b>

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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3333 CalSF Project (Hearths only) - San Francisco County, Annual

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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**3333 CalSF Project Variant  
San Francisco County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.00	1000sqft	0.00	0.00	0
Day-Care Center	14.65	1000sqft	0.06	14,650.00	0
Enclosed Parking Structure	435.13	1000sqft	0.00	435,133.00	0
Parking Lot	10.84	1000sqft	0.25	10,836.00	0
City Park	5.42	Acre	5.42	236,000.00	0
Apartments Mid Rise	744.00	Dwelling Unit	4.33	978,611.00	2128
Strip Mall	48.59	1000sqft	0.24	48,593.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	4.6	<b>Precipitation Freq (Days)</b>	64
<b>Climate Zone</b>	5			<b>Operational Year</b>	2027
<b>Utility Company</b>	Pacific Gas & Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	641.35	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**



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Project Characteristics -

Land Use - Lot acreage adjusted based on number of building stories

Construction Phase - All set to 0 days

Vehicle Trips - Same trip rates for weekday and weekend

Consumer Products - SF planning consumer products EF

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	300.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	30.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	PhaseEndDate	9/10/2021	8/13/2021
tblConstructionPhase	PhaseEndDate	7/16/2021	5/22/2020
tblConstructionPhase	PhaseEndDate	3/27/2020	3/1/2020
tblConstructionPhase	PhaseEndDate	5/22/2020	4/10/2020
tblConstructionPhase	PhaseEndDate	8/13/2021	7/16/2021
tblConstructionPhase	PhaseEndDate	4/10/2020	3/27/2020
tblConsumerProducts	ROG_EF	2.14E-05	1.51E-05
tblGrading	AcresOfGrading	0.00	75.00
tblLandUse	LandUseSquareFeet	435,130.00	435,133.00
tblLandUse	LandUseSquareFeet	10,840.00	10,836.00
tblLandUse	LandUseSquareFeet	236,095.20	236,000.00
tblLandUse	LandUseSquareFeet	744,000.00	978,611.00
tblLandUse	LandUseSquareFeet	48,590.00	48,593.00
tblLandUse	LotAcreage	0.34	0.06

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tblLandUse	LotAcreage	9.99	0.00
tblLandUse	LotAcreage	19.58	4.33
tblLandUse	LotAcreage	1.12	0.24
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	6.21	19.49
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	42.04	71.22
tblVehicleTrips	ST_TR	6.39	2.60
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	5.83	19.49
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	20.43	71.22
tblVehicleTrips	SU_TR	5.86	2.60
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	74.06	19.49
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	44.32	71.22
tblVehicleTrips	WD_TR	6.65	2.60

## 2.0 Emissions Summary

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.5161	0.1031	7.8876	5.0000e-003		0.3686	0.3686		0.3686	0.3686	33.9187	22.9651	56.8838	0.0632	2.2200e-003	59.1262
Energy	0.0375	0.3221	0.1465	2.0500e-003		0.0259	0.0259		0.0259	0.0259	0.0000	2,171.1372	2,171.1372	0.0885	0.0237	2,180.3962
Mobile	0.9564	3.8386	9.7419	0.0376	3.7846	0.0384	3.8230	1.0187	0.0358	1.0546	0.0000	3,475.9267	3,475.9267	0.1451	0.0000	3,479.5531
Waste						0.0000	0.0000		0.0000	0.0000	83.7906	0.0000	83.7906	4.9519	0.0000	207.5877
Water						0.0000	0.0000		0.0000	0.0000	16.7200	124.5420	141.2619	1.7229	0.0417	196.7661
<b>Total</b>	<b>6.5100</b>	<b>4.2638</b>	<b>17.7759</b>	<b>0.0447</b>	<b>3.7846</b>	<b>0.4329</b>	<b>4.2176</b>	<b>1.0187</b>	<b>0.4304</b>	<b>1.4491</b>	<b>134.4293</b>	<b>5,794.5709</b>	<b>5,929.0002</b>	<b>6.9715</b>	<b>0.0676</b>	<b>6,123.4291</b>

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**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.5161	0.1031	7.8876	5.0000e-003		0.3686	0.3686		0.3686	0.3686	33.9187	22.9651	56.8838	0.0632	2.2200e-003	59.1262
Energy	0.0375	0.3221	0.1465	2.0500e-003		0.0259	0.0259		0.0259	0.0259	0.0000	2,171.1372	2,171.1372	0.0885	0.0237	2,180.3962
Mobile	0.9564	3.8386	9.7419	0.0376	3.7846	0.0384	3.8230	1.0187	0.0358	1.0546	0.0000	3,475.9267	3,475.9267	0.1451	0.0000	3,479.5531
Waste						0.0000	0.0000		0.0000	0.0000	83.7906	0.0000	83.7906	4.9519	0.0000	207.5877
Water						0.0000	0.0000		0.0000	0.0000	16.7200	124.5420	141.2619	1.7229	0.0417	196.7661
<b>Total</b>	<b>6.5100</b>	<b>4.2638</b>	<b>17.7759</b>	<b>0.0447</b>	<b>3.7846</b>	<b>0.4329</b>	<b>4.2176</b>	<b>1.0187</b>	<b>0.4304</b>	<b>1.4491</b>	<b>134.4293</b>	<b>5,794.5709</b>	<b>5,929.0002</b>	<b>6.9715</b>	<b>0.0676</b>	<b>6,123.4291</b>

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

**3.0 Construction Detail**

**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/2/2020	3/1/2020	5	0	
2	Site Preparation	Site Preparation	3/28/2020	3/27/2020	5	0	
3	Grading	Grading	4/11/2020	4/10/2020	5	0	
4	Building Construction	Building Construction	5/23/2020	5/22/2020	5	0	
5	Paving	Paving	7/17/2021	7/16/2021	5	0	
6	Architectural Coating	Architectural Coating	8/14/2021	8/13/2021	5	0	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 0.25**

**Residential Indoor: 1,981,687; Residential Outdoor: 660,562; Non-Residential Indoor: 94,865; Non-Residential Outdoor: 31,622; Striped Parking Area: 26,758 (Architectural Coating – sqft)**

**OffRoad Equipment**

## 3333 CalSF Project Variant - San Francisco County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT





























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**3.7 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

3333 CalSF Project Variant - San Francisco County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9564	3.8386	9.7419	0.0376	3.7846	0.0384	3.8230	1.0187	0.0358	1.0546	0.0000	3,475.9267	3,475.9267	0.1451	0.0000	3,479.5531
Unmitigated	0.9564	3.8386	9.7419	0.0376	3.7846	0.0384	3.8230	1.0187	0.0358	1.0546	0.0000	3,475.9267	3,475.9267	0.1451	0.0000	3,479.5531

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Day-Care Center	285.53	285.53	285.53	336,247	336,247
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Strip Mall	3,460.58	3,460.58	3,460.58	5,329,407	5,329,407
Apartments Mid Rise	1,934.40	1,934.40	1,934.40	4,467,704	4,467,704
<b>Total</b>	<b>5,680.51</b>	<b>5,680.51</b>	<b>5,680.51</b>	<b>10,133,358</b>	<b>10,133,358</b>

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Day-Care Center	9.50	7.30	7.30	12.70	82.30	5.00	28	58	14
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.603481	0.036963	0.193002	0.091056	0.012889	0.005184	0.033230	0.009471	0.004272	0.002983	0.005952	0.000956	0.000561
Day-Care Center	0.603481	0.036963	0.193002	0.091056	0.012889	0.005184	0.033230	0.009471	0.004272	0.002983	0.005952	0.000956	0.000561
Enclosed Parking Structure	0.603481	0.036963	0.193002	0.091056	0.012889	0.005184	0.033230	0.009471	0.004272	0.002983	0.005952	0.000956	0.000561
General Office Building	0.603481	0.036963	0.193002	0.091056	0.012889	0.005184	0.033230	0.009471	0.004272	0.002983	0.005952	0.000956	0.000561
Parking Lot	0.603481	0.036963	0.193002	0.091056	0.012889	0.005184	0.033230	0.009471	0.004272	0.002983	0.005952	0.000956	0.000561
Strip Mall	0.603481	0.036963	0.193002	0.091056	0.012889	0.005184	0.033230	0.009471	0.004272	0.002983	0.005952	0.000956	0.000561
Apartments Mid Rise	0.603481	0.036963	0.193002	0.091056	0.012889	0.005184	0.033230	0.009471	0.004272	0.002983	0.005952	0.000956	0.000561

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Electricity Mitigated							0.0000	0.0000		0.0000	0.0000	0.0000	1,799.7115	1,799.7115	0.0814	0.0168	1,806.7634
Electricity Unmitigated							0.0000	0.0000		0.0000	0.0000	0.0000	1,799.7115	1,799.7115	0.0814	0.0168	1,806.7634
NaturalGas Mitigated	0.0375	0.3221	0.1465	2.0500e-003			0.0259	0.0259		0.0259	0.0259	0.0000	371.4256	371.4256	7.1200e-003	6.8100e-003	373.6328
NaturalGas Unmitigated	0.0375	0.3221	0.1465	2.0500e-003			0.0259	0.0259		0.0259	0.0259	0.0000	371.4256	371.4256	7.1200e-003	6.8100e-003	373.6328

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**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	6.49544e+006	0.0350	0.2993	0.1274	1.9100e-003		0.0242	0.0242		0.0242	0.0242	0.0000	346.6214	346.6214	6.6400e-003	6.3500e-003	348.6812
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Day-Care Center	241285	1.3000e-003	0.0118	9.9400e-003	7.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	12.8759	12.8759	2.5000e-004	2.4000e-004	12.9524
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	223528	1.2100e-003	0.0110	9.2000e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004	0.0000	11.9283	11.9283	2.3000e-004	2.2000e-004	11.9992
<b>Total</b>		<b>0.0375</b>	<b>0.3221</b>	<b>0.1465</b>	<b>2.0500e-003</b>		<b>0.0259</b>	<b>0.0259</b>		<b>0.0259</b>	<b>0.0259</b>	<b>0.0000</b>	<b>371.4256</b>	<b>371.4256</b>	<b>7.1200e-003</b>	<b>6.8100e-003</b>	<b>373.6328</b>



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**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	6.49544e+006	0.0350	0.2993	0.1274	1.9100e-003		0.0242	0.0242		0.0242	0.0242	0.0000	346.6214	346.6214	6.6400e-003	6.3500e-003	348.6812
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Day-Care Center	241285	1.3000e-003	0.0118	9.9400e-003	7.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	12.8759	12.8759	2.5000e-004	2.4000e-004	12.9524
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	223528	1.2100e-003	0.0110	9.2000e-003	7.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004	0.0000	11.9283	11.9283	2.3000e-004	2.2000e-004	11.9992
<b>Total</b>		<b>0.0375</b>	<b>0.3221</b>	<b>0.1465</b>	<b>2.0500e-003</b>		<b>0.0259</b>	<b>0.0259</b>		<b>0.0259</b>	<b>0.0259</b>	<b>0.0000</b>	<b>371.4256</b>	<b>371.4256</b>	<b>7.1200e-003</b>	<b>6.8100e-003</b>	<b>373.6328</b>

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**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.14116e+006	913.7996	0.0413	8.5500e-003	917.3802
City Park	0	0.0000	0.0000	0.0000	0.0000
Day-Care Center	65046	18.9226	8.6000e-004	1.8000e-004	18.9968
Enclosed Parking Structure	2.4672e+006	717.7380	0.0325	6.7100e-003	720.5503
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	3792.6	1.1033	5.0000e-005	1.0000e-005	1.1076
Strip Mall	509255	148.1480	6.7000e-003	1.3900e-003	148.7285
<b>Total</b>		<b>1,799.7116</b>	<b>0.0814</b>	<b>0.0168</b>	<b>1,806.7633</b>

3333 CalSF Project Variant - San Francisco County, Annual

**5.3 Energy by Land Use - Electricity**

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.14116e+006	913.7996	0.0413	8.5500e-003	917.3802
City Park	0	0.0000	0.0000	0.0000	0.0000
Day-Care Center	65046	18.9226	8.6000e-004	1.8000e-004	18.9968
Enclosed Parking Structure	2.4672e+006	717.7380	0.0325	6.7100e-003	720.5503
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	3792.6	1.1033	5.0000e-005	1.0000e-005	1.1076
Strip Mall	509255	148.1480	6.7000e-003	1.3900e-003	148.7285
<b>Total</b>		<b>1,799.7116</b>	<b>0.0814</b>	<b>0.0168</b>	<b>1,806.7633</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

3333 CalSF Project Variant - San Francisco County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.5161	0.1031	7.8876	5.0000e-003		0.3686	0.3686		0.3686	0.3686	33.9187	22.9651	56.8838	0.0632	2.2200e-003	59.1262
Unmitigated	5.5161	0.1031	7.8876	5.0000e-003		0.3686	0.3686		0.3686	0.3686	33.9187	22.9651	56.8838	0.0632	2.2200e-003	59.1262

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.7312					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.9021					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.7166	0.0395	2.3638	4.7000e-003		0.3380	0.3380		0.3380	0.3380	33.9187	13.9321	47.8508	0.0545	2.2200e-003	49.8765
Landscaping	0.1661	0.0636	5.5238	2.9000e-004		0.0306	0.0306		0.0306	0.0306	0.0000	9.0330	9.0330	8.6700e-003	0.0000	9.2497
<b>Total</b>	<b>5.5161</b>	<b>0.1031</b>	<b>7.8876</b>	<b>4.9900e-003</b>		<b>0.3686</b>	<b>0.3686</b>		<b>0.3686</b>	<b>0.3686</b>	<b>33.9187</b>	<b>22.9651</b>	<b>56.8838</b>	<b>0.0632</b>	<b>2.2200e-003</b>	<b>59.1262</b>

3333 CalSF Project Variant - San Francisco County, Annual

**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.7312					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.9021					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.7166	0.0395	2.3638	4.7000e-003		0.3380	0.3380		0.3380	0.3380	33.9187	13.9321	47.8508	0.0545	2.2200e-003	49.8765
Landscaping	0.1661	0.0636	5.5238	2.9000e-004		0.0306	0.0306		0.0306	0.0306	0.0000	9.0330	9.0330	8.6700e-003	0.0000	9.2497
<b>Total</b>	<b>5.5161</b>	<b>0.1031</b>	<b>7.8876</b>	<b>4.9900e-003</b>		<b>0.3686</b>	<b>0.3686</b>		<b>0.3686</b>	<b>0.3686</b>	<b>33.9187</b>	<b>22.9651</b>	<b>56.8838</b>	<b>0.0632</b>	<b>2.2200e-003</b>	<b>59.1262</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

3333 CalSF Project Variant - San Francisco County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	141.2619	1.7229	0.0417	196.7661
Unmitigated	141.2619	1.7229	0.0417	196.7661

3333 CalSF Project Variant - San Francisco County, Annual

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	48.4746 / 30.5601	122.7996	1.5844	0.0383	173.8235
City Park	0 / 6.45783	6.5753	3.0000e-004	6.0000e-005	6.6011
Day-Care Center	0.628332 / 1.61571	2.8335	0.0206	5.1000e-004	3.4998
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	3.59918 / 2.20595	9.0535	0.1176	2.8400e-003	12.8417
<b>Total</b>		<b>141.2619</b>	<b>1.7229</b>	<b>0.0417</b>	<b>196.7661</b>

3333 CalSF Project Variant - San Francisco County, Annual

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	48.4746 / 30.5601	122.7996	1.5844	0.0383	173.8235
City Park	0 / 6.45783	6.5753	3.0000e-004	6.0000e-005	6.6011
Day-Care Center	0.628332 / 1.61571	2.8335	0.0206	5.1000e-004	3.4998
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	3.59918 / 2.20595	9.0535	0.1176	2.8400e-003	12.8417
<b>Total</b>		<b>141.2619</b>	<b>1.7229</b>	<b>0.0417</b>	<b>196.7661</b>

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**



3333 CalSF Project Variant - San Francisco County, Annual

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	83.7906	4.9519	0.0000	207.5877
Unmitigated	83.7906	4.9519	0.0000	207.5877

## 3333 CalSF Project Variant - San Francisco County, Annual

**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	342.24	69.4716	4.1057	0.0000	172.1130
City Park	0.47	0.0954	5.6400e-003	0.0000	0.2364
Day-Care Center	19.05	3.8670	0.2285	0.0000	9.5803
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	51.02	10.3566	0.6121	0.0000	25.6580
<b>Total</b>		<b>83.7906</b>	<b>4.9519</b>	<b>0.0000</b>	<b>207.5877</b>

3333 CalSF Project Variant - San Francisco County, Annual

**8.2 Waste by Land Use**

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	342.24	69.4716	4.1057	0.0000	172.1130
City Park	0.47	0.0954	5.6400e-003	0.0000	0.2364
Day-Care Center	19.05	3.8670	0.2285	0.0000	9.5803
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	51.02	10.3566	0.6121	0.0000	25.6580
<b>Total</b>		<b>83.7906</b>	<b>4.9519</b>	<b>0.0000</b>	<b>207.5877</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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3333 CalSF Project Variant - San Francisco County, Annual

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

**3333 CalSF Project Variant (Hearths only)**  
**San Francisco County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	744.00	Dwelling Unit	4.33	978,611.00	2128

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	4.6	<b>Precipitation Freq (Days)</b>	64
<b>Climate Zone</b>	5			<b>Operational Year</b>	2027
<b>Utility Company</b>	Pacific Gas & Electric Company				
<b>CO2 Intensity (lb/MWhr)</b>	641.35	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Only residential

Construction Phase - All 0 days

Woodstoves - No woodstoves, all wood fire places allocated to gas

## 3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	0.00
tblConstructionPhase	NumDays	230.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	8.00	0.00
tblConstructionPhase	NumDays	18.00	0.00
tblConstructionPhase	NumDays	5.00	0.00
tblConstructionPhase	PhaseEndDate	4/22/2021	3/29/2021
tblConstructionPhase	PhaseEndDate	3/3/2021	4/15/2020
tblConstructionPhase	PhaseEndDate	3/27/2020	3/1/2020
tblConstructionPhase	PhaseEndDate	4/15/2020	4/3/2020
tblConstructionPhase	PhaseEndDate	3/29/2021	3/3/2021
tblConstructionPhase	PhaseEndDate	4/3/2020	3/27/2020
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	111.60	238.08
tblFireplaces	NumberWood	126.48	0.00
tblGrading	AcresOfGrading	0.00	4.00
tblLandUse	LandUseSquareFeet	744,000.00	978,611.00
tblLandUse	LotAcreage	19.58	4.33
tblWoodstoves	NumberCatalytic	14.88	0.00
tblWoodstoves	NumberNoncatalytic	14.88	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

## 2.0 Emissions Summary

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3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.6796	0.0892	5.5300	4.6000e-004		0.0327	0.0327		0.0327	0.0327	0.0000	38.7456	38.7456	9.2100e-003	5.4000e-004	39.1382
Energy	0.0350	0.2993	0.1274	1.9100e-003		0.0242	0.0242		0.0242	0.0242	0.0000	1,260.4210	1,260.4210	0.0480	0.0149	1,266.0614
Mobile	0.9038	3.7108	10.0483	0.0410	4.1715	0.0410	4.2125	1.1229	0.0383	1.1612	0.0000	3,784.6222	3,784.6222	0.1535	0.0000	3,788.4596
Waste						0.0000	0.0000		0.0000	0.0000	69.4716	0.0000	69.4716	4.1057	0.0000	172.1130
Water						0.0000	0.0000		0.0000	0.0000	15.3788	107.4209	122.7996	1.5844	0.0383	173.8235
<b>Total</b>	<b>5.6183</b>	<b>4.0993</b>	<b>15.7056</b>	<b>0.0433</b>	<b>4.1715</b>	<b>0.0979</b>	<b>4.2694</b>	<b>1.1229</b>	<b>0.0952</b>	<b>1.2181</b>	<b>84.8504</b>	<b>5,191.2097</b>	<b>5,276.0600</b>	<b>5.9007</b>	<b>0.0537</b>	<b>5,439.5957</b>



3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.6796	0.0892	5.5300	4.6000e-004		0.0327	0.0327		0.0327	0.0327	0.0000	38.7456	38.7456	9.2100e-003	5.4000e-004	39.1382
Energy	0.0350	0.2993	0.1274	1.9100e-003		0.0242	0.0242		0.0242	0.0242	0.0000	1,260.4210	1,260.4210	0.0480	0.0149	1,266.0614
Mobile	0.9038	3.7108	10.0483	0.0410	4.1715	0.0410	4.2125	1.1229	0.0383	1.1612	0.0000	3,784.6222	3,784.6222	0.1535	0.0000	3,788.4596
Waste						0.0000	0.0000		0.0000	0.0000	69.4716	0.0000	69.4716	4.1057	0.0000	172.1130
Water						0.0000	0.0000		0.0000	0.0000	15.3788	107.4209	122.7996	1.5844	0.0383	173.8235
<b>Total</b>	<b>5.6183</b>	<b>4.0993</b>	<b>15.7056</b>	<b>0.0433</b>	<b>4.1715</b>	<b>0.0979</b>	<b>4.2694</b>	<b>1.1229</b>	<b>0.0952</b>	<b>1.2181</b>	<b>84.8504</b>	<b>5,191.2097</b>	<b>5,276.0600</b>	<b>5.9007</b>	<b>0.0537</b>	<b>5,439.5957</b>

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

**3.0 Construction Detail**

**Construction Phase**

3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/2/2020	3/1/2020	5	0	
2	Site Preparation	Site Preparation	3/28/2020	3/27/2020	5	0	
3	Grading	Grading	4/4/2020	4/3/2020	5	0	
4	Building Construction	Building Construction	4/16/2020	4/15/2020	5	0	
5	Paving	Paving	3/4/2021	3/3/2021	5	0	
6	Architectural Coating	Architectural Coating	3/30/2021	3/29/2021	5	0	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 4**

**Acres of Paving: 0**

**Residential Indoor: 1,981,687; Residential Outdoor: 660,562; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

## 3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**



























3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

**3.7 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**



3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9038	3.7108	10.0483	0.0410	4.1715	0.0410	4.2125	1.1229	0.0383	1.1612	0.0000	3,784.622 2	3,784.622 2	0.1535	0.0000	3,788.459 6
Unmitigated	0.9038	3.7108	10.0483	0.0410	4.1715	0.0410	4.2125	1.1229	0.0383	1.1612	0.0000	3,784.622 2	3,784.622 2	0.1535	0.0000	3,788.459 6

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	4,947.60	4,754.16	4359.84	11,169,261	11,169,261
Total	4,947.60	4,754.16	4,359.84	11,169,261	11,169,261

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.603481	0.036963	0.193002	0.091056	0.012889	0.005184	0.033230	0.009471	0.004272	0.002983	0.005952	0.000956	0.000561

5.0 Energy Detail

Historical Energy Use: N

3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	913.7996	913.7996	0.0413	8.5500e-003	917.3802
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	913.7996	913.7996	0.0413	8.5500e-003	917.3802
NaturalGas Mitigated	0.0350	0.2993	0.1274	1.9100e-003		0.0242	0.0242		0.0242	0.0242	0.0000	346.6214	346.6214	6.6400e-003	6.3500e-003	348.6812
NaturalGas Unmitigated	0.0350	0.2993	0.1274	1.9100e-003		0.0242	0.0242		0.0242	0.0242	0.0000	346.6214	346.6214	6.6400e-003	6.3500e-003	348.6812

**5.2 Energy by Land Use - NaturalGas**

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	6.49544e+006	0.0350	0.2993	0.1274	1.9100e-003		0.0242	0.0242		0.0242	0.0242	0.0000	346.6214	346.6214	6.6400e-003	6.3500e-003	348.6812
<b>Total</b>		<b>0.0350</b>	<b>0.2993</b>	<b>0.1274</b>	<b>1.9100e-003</b>		<b>0.0242</b>	<b>0.0242</b>		<b>0.0242</b>	<b>0.0242</b>	<b>0.0000</b>	<b>346.6214</b>	<b>346.6214</b>	<b>6.6400e-003</b>	<b>6.3500e-003</b>	<b>348.6812</b>

3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	6.49544e+006	0.0350	0.2993	0.1274	1.9100e-003		0.0242	0.0242		0.0242	0.0242	0.0000	346.6214	346.6214	6.6400e-003	6.3500e-003	348.6812
<b>Total</b>		<b>0.0350</b>	<b>0.2993</b>	<b>0.1274</b>	<b>1.9100e-003</b>		<b>0.0242</b>	<b>0.0242</b>		<b>0.0242</b>	<b>0.0242</b>	<b>0.0000</b>	<b>346.6214</b>	<b>346.6214</b>	<b>6.6400e-003</b>	<b>6.3500e-003</b>	<b>348.6812</b>

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.14116e+006	913.7996	0.0413	8.5500e-003	917.3802
<b>Total</b>		<b>913.7996</b>	<b>0.0413</b>	<b>8.5500e-003</b>	<b>917.3802</b>

3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

**5.3 Energy by Land Use - Electricity**

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.14116e+006	913.7996	0.0413	8.5500e-003	917.3802
<b>Total</b>		<b>913.7996</b>	<b>0.0413</b>	<b>8.5500e-003</b>	<b>917.3802</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.6796	0.0892	5.5300	4.6000e-004		0.0327	0.0327		0.0327	0.0327	0.0000	38.7456	38.7456	9.2100e-003	5.4000e-004	39.1382
Unmitigated	4.6796	0.0892	5.5300	4.6000e-004		0.0327	0.0327		0.0327	0.0327	0.0000	38.7456	38.7456	9.2100e-003	5.4000e-004	39.1382

3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.6889					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.8220					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.0000e-003	0.0257	0.0109	1.6000e-004		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	29.7217	29.7217	5.7000e-004	5.4000e-004	29.8984
Landscaping	0.1657	0.0636	5.5191	2.9000e-004		0.0306	0.0306		0.0306	0.0306	0.0000	9.0238	9.0238	8.6400e-003	0.0000	9.2399
<b>Total</b>	<b>4.6796</b>	<b>0.0892</b>	<b>5.5300</b>	<b>4.5000e-004</b>		<b>0.0327</b>	<b>0.0327</b>		<b>0.0327</b>	<b>0.0327</b>	<b>0.0000</b>	<b>38.7456</b>	<b>38.7456</b>	<b>9.2100e-003</b>	<b>5.4000e-004</b>	<b>39.1382</b>

## 3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.6889					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.8220					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.0000e-003	0.0257	0.0109	1.6000e-004		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	29.7217	29.7217	5.7000e-004	5.4000e-004	29.8984
Landscaping	0.1657	0.0636	5.5191	2.9000e-004		0.0306	0.0306		0.0306	0.0306	0.0000	9.0238	9.0238	8.6400e-003	0.0000	9.2399
<b>Total</b>	<b>4.6796</b>	<b>0.0892</b>	<b>5.5300</b>	<b>4.5000e-004</b>		<b>0.0327</b>	<b>0.0327</b>		<b>0.0327</b>	<b>0.0327</b>	<b>0.0000</b>	<b>38.7456</b>	<b>38.7456</b>	<b>9.2100e-003</b>	<b>5.4000e-004</b>	<b>39.1382</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	122.7996	1.5844	0.0383	173.8235
Unmitigated	122.7996	1.5844	0.0383	173.8235

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	48.4746 / 30.5601	122.7996	1.5844	0.0383	173.8235
<b>Total</b>		<b>122.7996</b>	<b>1.5844</b>	<b>0.0383</b>	<b>173.8235</b>

3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	48.4746 / 30.5601	122.7996	1.5844	0.0383	173.8235
<b>Total</b>		<b>122.7996</b>	<b>1.5844</b>	<b>0.0383</b>	<b>173.8235</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	69.4716	4.1057	0.0000	172.1130
Unmitigated	69.4716	4.1057	0.0000	172.1130



3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	342.24	69.4716	4.1057	0.0000	172.1130
<b>Total</b>		<b>69.4716</b>	<b>4.1057</b>	<b>0.0000</b>	<b>172.1130</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	342.24	69.4716	4.1057	0.0000	172.1130
<b>Total</b>		<b>69.4716</b>	<b>4.1057</b>	<b>0.0000</b>	<b>172.1130</b>

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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3333 CalSF Project Variant (Hearths only) - San Francisco County, Annual

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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## **APPENDIX G**

### **Alternatives Analysis – Transportation and Circulation**



# **3333 California Street Mixed-Use Project**

Case No. 2015-014028ENV

## **EIR Appendix G**

### **Alternatives Analysis - Transportation and Circulation**

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# **1. Alternatives Analysis Scope of Work - Transportation**

## SCOPE OF WORK – Final

### 3333 California Street Alternatives Analysis

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#### Introduction

Kittelison & Associates, Inc. (Kittelison) is pleased to submit this Draft Scope of Work for the EIR transportation section of the project alternatives proposed for the 3333 California Street Mixed Use Project (Case No. 2015-014028ENV) in the Laurel Heights/Jordan Park area of the Presidio Heights neighborhood in San Francisco, California.

The project site is the 10.25-acre parcel on the block bounded by California Street in the north, Presidio Avenue in the east, Masonic Avenue and Euclid Avenue in the south, and Laurel Street in the west. The parcel is Lot 003 of Assessor's Block 1032, within Traffic Analysis Zone (TAZ) 709. 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 currently used as the University of California San Francisco (UCSF) Laurel Heights Campus. The site includes a four-story office building (about 455,000 square feet) with a one-story annex building, three surface parking lots (with 331 vehicle parking spaces including 60 publicly available spaces), two circular garage ramp structures leading to the three level partially below-grade parking garage with 212 additional vehicle parking spaces, and landscaping and open space. There are currently five car share parking spaces and 15 Class 2 bicycle parking spaces on the project site.

As documented in the *3333 California Street Administrative Draft Environmental Impact Report (ADEIR-1)*, the project would entail the demolition of the existing 1-story annex building at the corner of California Street and Laurel Street, an existing surface parking lot, and the partial demolition of the existing office building located at the center of the project site. The remaining portion of the 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. A total of 298,356 square feet would be retained, including 49,999 square feet of office space and 205,356 square feet of office space that would be converted to residential use. The Project would also include construction of two 4- to 5-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) (ground floor retail and child care with commercial office) along California Street east of Walnut Street, one 4- to 6-story residential building (the Masonic Building) along Masonic Avenue, and 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 Project:** Overall, the proposed project would include 558 dwelling units, 49,999 square feet of commercial office floor area, 54,117 square feet of retail floor area, and a 14,690 square foot child care center. Additionally, the proposed project would provide about 236,900 square feet of public and private open space and would widen adjacent sidewalks to meet the requirements of the *Better Streets Plan* and include other proposed streetscape changes. The proposed project would include 895 vehicle parking spaces (558 residential, 138 retail, 100 commercial office, 29 child care, 60 public use, and 10 car share) – there would be an overall increase of 355 vehicle parking spaces on the site. The 60 public use parking spaces would be non-accessory spaces, which are proposed to offset the loss of public parking on-site. The proposed project would provide 693 Class 1 bicycle parking spaces (558 residential, 10 office, 14 retail, and 10 child care), and 101 Class 2 bicycle parking spaces (56 residential, 2 office, 33 retail, and 10 child care).

**Project Variant:** The project sponsor is also considering a project variant, referred to as the Mixed-Use Multi-Family Housing Variant (herein referred to as the “project variant”). This project variant would allow for the development of 744 dwelling units on the site, representing an increase of 186 dwelling units compared to the proposed project. With this project variant, the 49,999 square feet of commercial office space would be converted to residential use. The 3-story Walnut Building would be comprised of 153,920 square feet of residential use and 18,800 square feet of retail use,



and 14,650 square feet of child care use would be retained. The footprint of the other proposed new buildings would not change. The project variant would include 971 vehicle parking spaces (558 general residential, 93 senior housing, 128 retail, 29 child care, 60 public use, and 10 car share) – there would be an overall increase of 76 vehicle parking spaces on the site.

In addition to these land use changes, the proposed project and project variant would widen existing sidewalks adjacent to the project site to meet the recommendations of the *Better Streets Plan* and include other improvements as part of a series of proposed streetscape changes along California Street, Presidio Avenue, Masonic Avenue, and Euclid Avenue. The streetscape improvements would result in changes to the California Street/Presidio Avenue, Presidio Avenue/Masonic Avenue/Pine Street and Masonic Avenue/Euclid Avenue intersections.

## Alternatives Analysis Scope of Work

Analysis of the proposed project and project variant were conducted and documented as part of the transportation and circulation section of the environmental impact report (EIR). The following is the draft scope of work for transportation analysis for the six proposed project alternatives documented in the *Alternatives Matrix* (dated June 8, 2018):

- Alternative A: No Project Alternative
- Alternative B: Full Preservation Alternative
- Alternative C: No Project – Full Preservation Alternative
- Alternative D: Partial Preservation – Office Alternative
- Alternative E: Partial Preservation – Residential Alternative
- Alternative F: Code Conforming Alternative

The evaluation of each alternative will include a quantitative travel demand analysis, which will be used to determine if the alternative will eliminate the vehicle miles traveled and/or transit impacts identified for the proposed project and project variant, and a qualitative analysis of other transportation topics to assess whether an alternative would result in any changes in the significance findings to people driving, walking, biking, emergency vehicle access, construction conditions, and cumulative conditions.

## TASK 1: DESCRIPTION OF ALTERNATIVES

Kittelson will provide a description and site plan for each of the six proposed project alternatives. Site plans will be provided by the applicant, or architect for each alternative that clearly indicates the location and associated dimensions of the pedestrian, bicycle, and vehicular access points and public right-of-way adjacent to the site and/or the locations proposed to be changed by the proposed alternative, as well as the location and dimensions of any off-street parking spaces for vehicles (including car share and Americans with Disabilities Act [ADA] spaces), bicycle parking (Class 1 and Class 2), commercial and passenger loading spaces, and recycling/trash facilities. Cross sections with dimensions and turning movement diagrams will also be provided for locations where streetscape and/or roadway modifications are proposed that differ from those proposed by the proposed project or project variant and would affect operations on public right-of-way.

## TASK 2: TRAVEL DEMAND ANALYSIS

### *Task 2.1 – Travel Demand Estimates*

The net-new travel demand for each of the project alternatives will be estimated, which will account for the displacement of any current and active uses on the site and the internalization of project trips as a result of the mixed-use nature of the proposed alternatives. The travel demand estimates will follow the approach used in the ADEIR, Travel Demand Memorandum, including the same assumptions and rates. The estimates will address trips by mode and loading demand.

## Task 2.2 – Vehicle Trip Distribution and Assignment

Kittelson will conduct a vehicle trip distribution and assignment analysis for alternatives that generate more vehicle trips than the project variant (which generates more vehicle trips than the proposed project) and alternatives that have a different site access than the proposed project or project variant. Vehicle trips for these alternatives will be distributed and assigned to the study intersections based on the trip origin/destination and local street network. The vehicle trips added to each study intersection and proposed project driveways will then be compared to the vehicle trips added by the proposed project and project variant to assess whether the alternative would result in similar or more significant construction and operational impacts than those identified in the EIR.

## TASK 3: VEHICLE MILES TRAVELED AND INDUCED AUTOMOBILE TRAVEL ANALYSIS

Kittelson will provide a discussion of the existing and cumulative vehicle miles traveled (VMT) for the region and the project's transportation analysis zone for each alternative's proposed land use program. Additionally, because the amount of parking provided by a proposed development affects the amount of vehicle miles traveled, Kittelson will also conduct a parking ratio analysis comparing the existing and proposed parking ratios for the residential uses, retail (retail, restaurant, and commercial), and other non-residential uses (office and childcare) to the neighborhood parking ratios. For each alternative, Kittelson will identify whether the alternative reduces or worsens the significant project impact to VMT.

## TASK 4: TRANSIT IMPACT ASSESSMENT

Kittelson will conduct a qualitative and quantitative assessment of the effect of each alternative on local and regional transit operations under existing and cumulative conditions. Using the trip generation estimates prepared as part of Task 2, Kittelson will estimate the increase in weekday AM and PM peak hour transit ridership for nearby Muni lines (1/1AX/1BX, 2, 3, 33, 38/38BX/38R, and 43) generated by each alternative. This directional link analysis examines a limited number of transit lines that serve or are in close proximity to the project site. Kittelson will assign transit trips to the individual Muni lines based on the direction of travel and linkages with other transit operators to estimate the increase in weekday AM and PM peak hour transit ridership generated by each alternative. As several Muni bus lines currently operate along California Street (1/1AX/1BX, 2, 3) and Presidio Avenue (2, 3, 43), Kittelson will qualitatively assess transit operations and potential conflicts with vehicles entering and exiting the site. For each alternative, Kittelson will identify whether the alternative reduces or worsens the significant project impact to transit. Kittelson will also provide a fair share contribution analysis if the alternative results in a significant transit capacity impact.

## TASK 5: SITE ACCESS AND CIRCULATION ANALYSIS

This section will include a qualitative analysis of other transportation topics to assess whether or not the alternatives would result in changes the ADIER-1's significance findings to people driving, walking, biking, emergency vehicle access, construction conditions, and cumulative conditions. Kittelson will assess the driveway and parking garage operations, including the potential for vehicles to queue at the driveways for each alternative. Site circulation changes different from the proposed project and provide variant will be described. Potential circulation issues or conflicts will be identified, including the potential for project-related traffic increases to create conflicts with transit vehicles on nearby bus routes, impacts to people walking and biking, or emergency vehicle access, and if proposed streetscape modifications would cause sight distance concerns or other traffic hazards. If needed, Kittelson will provide a qualitative discussion regarding adequacy of the proposed site design to accommodate SU-30 delivery vehicles, SFFD fire and ladder trucks, and B-40 buses (where buses make turns) and whether the truck (or bus) maneuvers would create hazards or conflicts with other users. Kittelson will obtain truck turning templates from the consultant team, as needed, and include them as an appendix. A qualitative assessment of construction conditions and cumulative conditions will also be provided for each alternative. The Alternatives Analysis will include an impact statement for each analysis topic.

## TASK 6: PREPARE ALTERNATIVES ANALYSIS SECTION

Kittelson will present draft results for each alternative for review by the San Francisco Planning Department, via a teleconference or in-person meeting. The goal of this preliminary review would be to assess results and impact determinations for each alternative and determine if refinements to the analyses or additional information are necessary. Furthermore, if required for any alternative, the review will help identify feasible mitigation measures to reduce Alternative impacts and identify the methodology for evaluating the effectiveness of those mitigation measures.

Kittelson will prepare a Draft Alternatives Analysis Section by alternative., incorporating the data, analysis and conclusions from the above tasks. Kittelson will use the template prepared by SWCA for the Alternatives Analysis Section. The Draft Alternatives Analysis Section will be submitted to SWCA for inclusion in the complete DEIR document and submitted to Planning. Kittelson will incorporate one consolidated set of comments and prepare a response to comments document for each round of review (three rounds of reviews expected) .

## ANTICIPATED SCHEDULE

The delivery of the 3333 California Street Alternatives Analysis Section will be discussed with Planning and SWCA and follow a mutually agreed upon timeline that will be outlined in the CEQA Schedule prepared by SWCA.

## **2. Travel Demand Estimates – Summary**

**3333 California Street**  
Travel Demand Summary

Mode	Daily <sup>1</sup>	Weekday AM			Weekday PM		
		In	Out	Total	In	Out	Total
<b>Alternative A</b>							
Auto	3,349	233	75	308	79	241	320
Transit	1,480	116	26	142	28	120	148
Walk	986	66	26	92	24	66	90
Other <sup>2</sup>	322	16	4	20	4	15	19
<b>Total Person-Trips<sup>3</sup></b>	<b>6,130</b>	<b>431</b>	<b>132</b>	<b>563</b>	<b>135</b>	<b>443</b>	<b>578</b>
<b>Total Vehicle-Trips<sup>3</sup></b>	<b>1,955</b>	<b>163</b>	<b>48</b>	<b>211</b>	<b>51</b>	<b>168</b>	<b>219</b>
<b>Alternative B</b>							
Auto	3,968	254	106	360	119	269	388
Transit	1,953	145	57	202	64	154	218
Walk	914	60	15	75	19	61	80
Other <sup>2</sup>	314	17	5	22	7	18	25
<b>Total Person-Trips<sup>3</sup></b>	<b>7,178</b>	<b>476</b>	<b>183</b>	<b>659</b>	<b>209</b>	<b>501</b>	<b>710</b>
<b>Total Vehicle-Trips<sup>3</sup></b>	<b>2,343</b>	<b>177</b>	<b>79</b>	<b>255</b>	<b>88</b>	<b>187</b>	<b>275</b>
<b>Alternative C</b>							
Auto	7,491	415	486	901	583	499	1,082
Transit	1,658	90	138	228	163	109	272
Walk	2,368	137	133	270	163	165	328
Other <sup>2</sup>	279	16	19	35	27	21	48
<b>Total Person-Trips<sup>3</sup></b>	<b>11,812</b>	<b>658</b>	<b>776</b>	<b>1,434</b>	<b>936</b>	<b>794</b>	<b>1,730</b>
<b>Total Vehicle-Trips<sup>3</sup></b>	<b>4,156</b>	<b>222</b>	<b>297</b>	<b>519</b>	<b>358</b>	<b>266</b>	<b>624</b>
<b>Alternative D</b>							
Auto	11,303	670	546	1,216	594	713	1,307
Transit	3,219	214	154	368	171	232	403
Walk	3,609	214	163	377	172	220	392
Other <sup>2</sup>	599	34	23	57	28	36	64
<b>Total Person-Trips<sup>3</sup></b>	<b>18,749</b>	<b>1,132</b>	<b>886</b>	<b>2,018</b>	<b>965</b>	<b>1,200</b>	<b>2,165</b>
<b>Total Vehicle-Trips<sup>3</sup></b>	<b>6,368</b>	<b>402</b>	<b>334</b>	<b>736</b>	<b>367</b>	<b>425</b>	<b>791</b>
<b>Alternative E</b>							
Auto	7,712	426	507	933	608	512	1,120
Transit	1,767	96	149	245	176	116	292
Walk	2,379	137	135	272	166	166	332
Other <sup>2</sup>	282	16	20	36	28	22	50
<b>Total Person-Trips<sup>3</sup></b>	<b>12,159</b>	<b>675</b>	<b>811</b>	<b>1,486</b>	<b>978</b>	<b>816</b>	<b>1,794</b>
<b>Total Vehicle-Trips<sup>3</sup></b>	<b>4,287</b>	<b>227</b>	<b>312</b>	<b>539</b>	<b>378</b>	<b>271</b>	<b>649</b>
<b>Alternative F</b>							
Auto	4,304	224	330	554	378	252	630
Transit	1,420	75	136	211	157	87	244
Walk	922	52	54	106	68	59	127
Other <sup>2</sup>	151	9	11	20	17	13	30
<b>Total Person-Trips<sup>3</sup></b>	<b>6,835</b>	<b>360</b>	<b>531</b>	<b>891</b>	<b>620</b>	<b>411</b>	<b>1,031</b>
<b>Total Vehicle-Trips<sup>3</sup></b>	<b>2,465</b>	<b>116</b>	<b>224</b>	<b>340</b>	<b>259</b>	<b>129</b>	<b>388</b>
<b>Proposed Project</b>							
Auto	10,057	573	624	1,197	682	616	1,298
Transit	2,353	128	167	295	190	140	330
Walk	3,475	194	182	376	195	203	398
Other <sup>2</sup>	576	24	25	49	31	29	60
<b>Total Person-Trips<sup>3</sup></b>	<b>16,462</b>	<b>919</b>	<b>997</b>	<b>1,917</b>	<b>1,098</b>	<b>988</b>	<b>2,086</b>
<b>Total Vehicle-Trips<sup>3</sup></b>	<b>5,760</b>	<b>312</b>	<b>379</b>	<b>691</b>	<b>418</b>	<b>334</b>	<b>752</b>
<b>Project Variant</b>							
Auto	9,812	561	674	1,235	750	599	1,349
Transit	2,466	127	197	324	241	151	392
Walk	3,290	182	177	359	195	192	387
Other <sup>2</sup>	603	23	25	48	34	27	61
<b>Total Person-Trips<sup>3</sup></b>	<b>16,171</b>	<b>893</b>	<b>1,071</b>	<b>1,966</b>	<b>1,220</b>	<b>969</b>	<b>2,189</b>
<b>Total Vehicle-Trips<sup>3</sup></b>	<b>5,744</b>	<b>304</b>	<b>422</b>	<b>726</b>	<b>482</b>	<b>322</b>	<b>804</b>

Source: Source: SF Guidelines, 2002. Kittelson & Associates, Inc, 2018. 3333 California Travel Demand Memo DEIR, May 2018.

Notes: In = inbound to the project site. Out = outbound away from the project site. Numbers may not sum to total due to rounding.

<sup>1</sup> The weekday AM peak hour internal trip rate was applied to the daily person-trips to estimate the number of external person- and vehicle-trips.

<sup>2</sup> "Other" mode includes trips taken by bicycle, motorcycle, transportation network companies, taxis, and other modes.

<sup>3</sup> Total reflects external person- and vehicle-trips.

**3333 California Street**

Passenger Loading Demand

		Proposed Project		Project Variant		Alternative A		Alternative B		Alternative C		Alternative D		Alternative E		Alternative F	
Step Description <sup>1</sup>		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
a	Peak Hour Vehicle-Trips					20	19	22	25	35	48	57	64	36	50	20	30
b	Peak Hour Factor					40	38	44	50	70	96	114	128	72	100	40	60
c	Peak 15-minute Arrivals					10	10	11	13	18	24	29	32	18	25	10	15
d	Average Dwell Time					15	14	17	19	26	36	43	48	27	38	15	23
e	Linear Space, PCE					1	1	1	1	2	2	3	3	2	3	1	2
f	Linear Space, feet	49	60	45	61	20	19	22	25	35	48	57	64	36	50	20	30
<b>Linear Space Comparison (Alternative - Proposed Project or Project Variant)</b>																	
	Proposed Project	-		-4	1	-29	-41	-27	-35	-14	-12	8	4	-13	-10	-29	-30
	Project Variant	4	-1	-	-	-25	-42	-23	-36	-10	-13	12	3	-9	-11	-25	-31

Source: SF Guidelines, 2002. Kittelson & Associates, Inc., 2018. 3333 California Travel Demand Memo DEIR, March 2018.

Notes: PCE = passenger car equivalents. The passenger loading demand is calculated based on the number of external person trips generated by the "other" mode

<sup>1</sup> Equations/calculation:

- a) See Table 11, "other" mode
- b) Multiply (a) by 2
- c) Divide (b) by 4
- d) Multiply (c) by 1.5. Average dwell time is 1.5 minutes, per SF Guidelines curbside loading demand equation.
- e) Divide (d) by 15
- f) Multiply (e) by 20. Assumes an average vehicle length of 20 feet

**3333 California Street**

Freight Loading Demand

Land Use	Proposed Project		Project Variant		Alternative A		Alternative B		Alternative C		Alternative D		Alternative E		Alternative F	
	Average Hour	Peak Hour	Average Hour	Peak Hour	Average Hour	Peak Hour	Average Hour	Peak Hour	Average Hour	Peak Hour	Average Hour	Peak Hour	Average Hour	Peak Hour	Average Hour	Peak Hour
Office					3.4	4.3	4.0	4.9			3.9	4.9			0.1	0.1
Residential							0.3	0.3	1.0	1.2	0.7	0.8	1.1	1.4	1.2	1.5
General Retail									0.3	0.4	0.3	0.4	0.3	0.4	0.2	0.2
Quality Sit-Down									0.6	0.7	0.6	0.7	0.6	0.7	0.5	0.6
Composite Restaurant									1.3	1.7	1.3	1.7	1.3	1.7	1.9	2.4
Daycare Center					0.1	0.1			0.1	0.1	0.1	0.1	0.1	0.1		
<b>Total</b>	<b>4.5</b>	<b>5.6</b>	<b>4.2</b>	<b>5.2</b>	<b>3.5</b>	<b>4.4</b>	<b>4.3</b>	<b>5.2</b>	<b>3.3</b>	<b>4.1</b>	<b>6.9</b>	<b>8.6</b>	<b>3.5</b>	<b>4.3</b>	<b>3.9</b>	<b>4.8</b>
<b>Linear Space Comparison (Alternative - Proposed Project or Project Variant)</b>																
Proposed Project	-		-0.3	-0.4	-1	-1.2	-0.2	-0.4	-1.2	-1.5	2.4	3.0	-1.0	-1.3	-0.6	-0.8
Project Variant	0.3	0.4	-	-	-0.7	-0.8	0.1	0	-0.9	-1.1	2.7	3.4	-0.7	-0.9	-0.3	-0.4

Source: SF Guidelines, 2002. 3333 California Travel Demand Memo DEIR, June 2018.

Notes: The peak period of loading demand typically occurs between 10:00 AM and 1:00 PM and does not coincide with the weekday AM and PM peak periods

Loading Demand Equation: Daily Trips = (SF / 1,000) \* R; Average Hour = (SF / 1,000) \* R / 9 / 2.4; Peak Hour = (GSF / 1,000) \* (R \* 1.25) / 9 / 2.4

### **3. Travel Demand Estimates – Alternative B**



**3333 California Street**  
 Travel Demand Summary - Alt B Scenario, Weekday AM Peak Hour

Land Use Program		
Land Use	Size	Units
Residential	167	DU
	108	Studio/1-bed
	59	2/2+bed
	187,668	GSF
General Office	406,459	SF
General Retail	0	SF
Quality Sit-Down	0	SF
Composite Restaurant	0	SF
Daycare Center	0	SF

Daily and AM Peak Hour Person-Trips and Vehicle-Trips Summary - Internal and External Trips														
Mode	Daily							Weekday AM Peak Hour						
	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	AM Peak Hour Total
	Auto	766	3,974	0	0	0	0	4,740	112	318	0	0	0	0
Transit	380	1,950	0	0	0	0	2,330	59	182	0	0	0	0	241
Walk	171	1,047	0	0	0	0	1,218	22	78	0	0	0	0	100
Other	84	385	0	0	0	0	469	12	21	0	0	0	0	33
<b>Total Person Trips</b>	<b>1,401</b>	<b>7,356</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,757</b>	<b>205</b>	<b>599</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>804</b>
<b>Total Vehicle Trips</b>	<b>457</b>	<b>2,341</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,799</b>	<b>73</b>	<b>232</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>305</b>

AM Peak Hour Person-Trips and Vehicle-Trips by Direction - 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			
	Auto	30	60	90	224	46	270										254	106	360		
Transit	16	31	47	129	26	155										145	57	202			
Walk	2	3	5	58	12	70										60	15	75			
Other	1	2	3	16	3	19										17	5	22			
<b>Total External Person Trips</b>	<b>49</b>	<b>96</b>	<b>145</b>	<b>427</b>	<b>87</b>	<b>514</b>										<b>476</b>	<b>183</b>	<b>659</b>			
<b>Total External Vehicle Trips</b>	<b>14</b>	<b>45</b>	<b>59</b>	<b>163</b>	<b>34</b>	<b>197</b>										<b>177</b>	<b>79</b>	<b>255</b>			
<b>Total Internal Person Trips</b>	<b>20</b>	<b>40</b>	<b>60</b>	<b>71</b>	<b>14</b>	<b>85</b>										<b>91</b>	<b>54</b>	<b>145</b>			
<i>Total Internal Walk Trips</i>	13	26	39	57	11	68										70	37	107			
<i>Total Internal Other Trips</i>	7	14	21	14	3	17										21	17	38			

AM Peak Hour Net New External Vehicle Trips																					
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			
	Existing Vehicle Trips																190	76	266		
External Vehicle Trips	14	45	59	163	34	197	0	0	0	0	0	0	0	0	0	177	79	255			
Trip Credit	14	42	56	176	34	210	0	0	0	0	0	0	0	0	0	190	76	266			
<b>Net New External Vehicle Trips</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>(13)</b>	<b>(0)</b>	<b>(13)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(13)</b>	<b>3</b>	<b>(11)</b>			

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

<b>Proposed Size:</b> 167 units		<b>AM PEAK HOUR</b>	
<b>DAILY</b>	Person-trip Generation Rate [1]: 8.4 trips/units	Person-trip Generation Rate [5]: 14.6%	1.2 trips/unit
Total Person-trips:	1,400 person-trips	Total Person-trips:	205 person-trips
Work Trips [2]: 33%	462 person-trips	Work Trips [2]: 50%	102 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [4]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	52.0%	Auto	54.5%	1.21	131	108	29	24
		Transit	34.3%		82		18	
		Walk	6.3%		15		3	
		Other	4.9%		12		3	
		<b>TOTAL</b>	<b>100.0%</b>			<b>240</b>	<b>108</b>	<b>53</b>
<b>Superdistrict 2</b>	7.4%	Auto	54.5%	1.21	19	15	4	3
		Transit	34.3%		12		3	
		Walk	6.3%		2		0	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>			<b>34</b>	<b>15</b>	<b>8</b>
<b>Superdistrict 3</b>	7.4%	Auto	54.5%	1.21	19	15	4	3
		Transit	34.3%		12		3	
		Walk	6.3%		2		0	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>			<b>34</b>	<b>15</b>	<b>8</b>
<b>Superdistrict 4</b>	7.4%	Auto	54.5%	1.21	19	15	4	3
		Transit	34.3%		12		3	
		Walk	6.3%		2		0	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>			<b>34</b>	<b>15</b>	<b>8</b>
<b>East Bay</b>	7.8%	Auto	54.5%	1.21	20	16	4	4
		Transit	34.3%		12		3	
		Walk	6.3%		2		1	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>			<b>36</b>	<b>16</b>	<b>8</b>
<b>North Bay</b>	7.8%	Auto	54.5%	1.21	20	16	4	4
		Transit	34.3%		12		3	
		Walk	6.3%		2		1	
		Other	4.9%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>			<b>36</b>	<b>16</b>	<b>8</b>
<b>South Bay</b>	7.8%	Auto	54.5%	1.21	20	16	4	4
		Transit	34.3%		12		3	
		Walk	6.3%		2		1	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>			<b>36</b>	<b>16</b>	<b>8</b>
<b>Other (Out of Region)</b>	2.2%	Auto	54.5%	1.21	6	5	1	1
		Transit	34.3%		4		1	
		Walk	6.3%		1		0	
		Other	4.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>			<b>10</b>	<b>5</b>	<b>2</b>
<b>TOTAL</b>	100.0%	Auto	54.5%	1.21	252	208	56	46
		Transit	34.3%		159		35	
		Walk	6.3%		29		6	
		Other	4.9%		22		5	
		<b>TOTAL</b>	<b>100.0%</b>			<b>462</b>	<b>208</b>	<b>102</b>

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  
 Alternative B Scenario Trip Generation - Weekday AM Peak Hour  
 Land Use: Residential (Non-Work Trips)

<b>Proposed Size:</b> 167 units			
<b>DAILY</b>		<b>AM PEAK HOUR</b>	
Person-trip Generation Rate [1]:	8.4 trips/unit	Person-trip Generation Rate [4]:	14.6%
Total Person-trips:	1,400 person-trips	Total Person-trips:	205 person-trips
Non-Work Trips [2]:	67%	Non-Work Trips [2]:	50%
	938 person-trips		102 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	13.0%	Auto	41.7%	1.93	51	26	6	3
		Transit	35.5%		43		5	
		Walk	16.4%		20		2	
		Other	6.4%		8		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>13</b>	
<b>Superdistrict 2</b>	27.0%	Auto	50.9%	1.96	129	66	14	7
		Transit	23.7%		60		7	
		Walk	19.7%		50		5	
		Other	5.7%		14		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>253</b>		<b>28</b>	
<b>Superdistrict 3</b>	14.0%	Auto	57.1%	2.05	75	37	8	4
		Transit	22.3%		29		3	
		Walk	9.9%		13		1	
		Other	10.7%		14		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>131</b>		<b>14</b>	
<b>Superdistrict 4</b>	9.0%	Auto	63.4%	2.16	54	25	6	3
		Transit	32.4%		27		3	
		Walk	4.2%		4		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>84</b>		<b>9</b>	
<b>East Bay</b>	11.0%	Auto	52.2%	2.20	54	24	6	3
		Transit	25.0%		26		3	
		Walk	14.1%		15		2	
		Other	8.7%		9		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>103</b>		<b>11</b>	
<b>North Bay</b>	4.0%	Auto	73.6%	1.89	28	15	3	2
		Transit	8.8%		3		0	
		Walk	14.7%		6		1	
		Other	2.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>38</b>		<b>4</b>	
<b>South Bay</b>	8.0%	Auto	80.5%	2.30	60	26	7	3
		Transit	8.3%		6		1	
		Walk	5.6%		4		0	
		Other	5.6%		4		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>8</b>	
<b>Out of Region</b>	14.0%	Auto	48.3%	2.07	63	31	7	3
		Transit	19.7%		26		3	
		Walk	23.8%		31		3	
		Other	8.2%		11		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>131</b>		<b>14</b>	
<b>TOTAL</b>	100.0%	Auto	54.8%	2.05	514	249	56	27
		Transit	23.6%		221		24	
		Walk	15.1%		142		16	
		Other	6.5%		61		7	
		<b>TOTAL</b>	<b>100.0%</b>		<b>938</b>		<b>102</b>	

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  
 Alternative B Scenario Trip Generation - Weekday AM Peak Hour  
 Land Use: Office (Work Trips)

<b>Proposed Size:</b> 406,459 sq ft	
<b>DAILY</b>	<b>AM PEAK HOUR</b>
Person-trip Generation Rate [1]: 18.1 trips/ksf	Person-trip Generation Rate [4]: 8.15% 1.5 trips/unit
Total Person-trips: 7,357 person-trips	Total Person-trips: 599 person-trips
Work Trips [2]: 36% 2,648 person-trips	Work Trips [2]: 83% 497 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	87	73	16	14
		Transit	40.7%		91		17	
		Walk	16.7%		37		7	
		Other	3.3%		7		1	
		<b>TOTAL</b>	<b>100.0%</b>			<b>222</b>	<b>73</b>	<b>42</b>
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	382	335	72	63
		Transit	24.4%		227		43	
		Walk	30.6%		285		54	
		Other	4.0%		37		7	
		<b>TOTAL</b>	<b>100.0%</b>			<b>932</b>	<b>335</b>	<b>175</b>
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	209	167	39	31
		Transit	48.0%		201		38	
		Walk	0.0%		0		0	
		Other	2.1%		9		2	
		<b>TOTAL</b>	<b>100.0%</b>			<b>418</b>	<b>167</b>	<b>79</b>
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	224	183	42	34
		Transit	38.9%		156		29	
		Walk	3.0%		12		2	
		Other	2.2%		9		2	
		<b>TOTAL</b>	<b>100.0%</b>			<b>400</b>	<b>183</b>	<b>75</b>
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	127	63	24	12
		Transit	31.0%		58		11	
		Walk	0.0%		0		0	
		Other	1.6%		3		1	
		<b>TOTAL</b>	<b>100.0%</b>			<b>188</b>	<b>63</b>	<b>35</b>
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	151	99	28	19
		Transit	16.1%		30		6	
		Walk	0.0%		0		0	
		Other	2.4%		4		1	
		<b>TOTAL</b>	<b>100.0%</b>			<b>185</b>	<b>99</b>	<b>35</b>
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	196	162	37	30
		Transit	27.5%		77		14	
		Walk	0.0%		0		0	
		Other	2.6%		7		1	
		<b>TOTAL</b>	<b>100.0%</b>			<b>281</b>	<b>162</b>	<b>53</b>
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	20	6	4	1
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>			<b>21</b>	<b>6</b>	<b>4</b>
<b>TOTAL</b>	100.0%	Auto	52.7%	1.19	1,396	1,089	262	205
		Transit	31.7%		840		158	
		Walk	12.6%		334		63	
		Other	2.9%		78		15	
		<b>TOTAL</b>	<b>100.0%</b>			<b>2,648</b>	<b>1,089</b>	<b>497</b>

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  
Alternative B Scenario Trip Generation - Weekday AM Peak Hour  
Land Use: Office (Non-Work Trips)

<b>Proposed Size:</b> 406,459 sq. ft.		<b>AM PEAK HOUR</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	18.1 trips/room	Person-trip Generation Rate [4]:	8.15%
Total Person-trips:	7,357 person-trips	Total Person-trips:	1.5 trips/unit 599 person-trips
Non-Work Trips [2]: 64%	4,708 person-trips	Non-Work Trips [2]:	17% 102 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	13.0%	Auto	41.7%	1.93	255	132	6	3
		Transit	35.5%		217		5	
		Walk	16.4%		100		2	
		Other	6.4%		39		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>612</b>		<b>13</b>	
<b>Superdistrict 2</b>	27.0%	Auto	50.9%	1.96	647	330	14	7
		Transit	23.7%		301		7	
		Walk	19.7%		250		5	
		Other	5.7%		72		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,271</b>		<b>28</b>	
<b>Superdistrict 3</b>	14.0%	Auto	57.1%	2.05	376	184	8	4
		Transit	22.3%		147		3	
		Walk	9.9%		65		1	
		Other	10.7%		71		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>659</b>		<b>14</b>	
<b>Superdistrict 4</b>	9.0%	Auto	63.4%	2.16	269	124	6	3
		Transit	32.4%		137		3	
		Walk	4.2%		18		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>424</b>		<b>9</b>	
<b>East Bay</b>	11.0%	Auto	52.2%	2.20	270	123	6	3
		Transit	25.0%		129		3	
		Walk	14.1%		73		2	
		Other	8.7%		45		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>518</b>		<b>11</b>	
<b>North Bay</b>	4.0%	Auto	73.6%	1.89	139	73	3	2
		Transit	8.8%		17		0	
		Walk	14.7%		28		1	
		Other	2.9%		5		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>188</b>		<b>4</b>	
<b>South Bay</b>	8.0%	Auto	80.5%	2.30	303	132	7	3
		Transit	8.3%		31		1	
		Walk	5.6%		21		0	
		Other	5.6%		21		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>377</b>		<b>8</b>	
<b>Out of Region</b>	14.0%	Auto	48.3%	2.07	318	154	7	3
		Transit	19.7%		130		3	
		Walk	23.8%		157		3	
		Other	8.2%		54		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>659</b>		<b>14</b>	
<b>TOTAL</b>	100.0%	Auto	54.8%	2.05	2,578	1,252	56	27
		Transit	23.6%		1,110		24	
		Walk	15.1%		713		15	
		Other	6.5%		308		7	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,708</b>		<b>102</b>	

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 - Alt B Scenario, Weekday PM Peak Hour

Land Use Program		
Land Use	Size	Units
Residential	167	DU
	108	Studio/1-bed
	59	2/2+bed
	187,668	GSF
General Office	406,459	SF
General Retail	0	SF
Quality Sit-Down	0	SF
Composite Restaurant	0	SF
Daycare Center	0	SF

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

Mode	Daily							Weekday PM Peak Hour						
	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	PM Peak Hour Total
Auto	766	3,974	0	0	0	0	4,740	132	332	0	0	0	0	464
Transit	380	1,950	0	0	0	0	2,330	70	190	0	0	0	0	260
Walk	171	1,047	0	0	0	0	1,218	26	82	0	0	0	0	108
Other	84	385	0	0	0	0	469	14	22	0	0	0	0	36
<b>Total Person Trips</b>	<b>1,401</b>	<b>7,356</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,757</b>	<b>242</b>	<b>625</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>867</b>
<b>Total Vehicle Trips</b>	<b>457</b>	<b>2,341</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,799</b>	<b>87</b>	<b>242</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>328</b>

**PM Peak Hour Person-Trips and Vehicle-Trips by Direction - 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	71	35	106	48	234	282										119	269	388			
Transit	37	19	56	27	135	162										64	154	218			
Walk	7	3	10	12	58	70										19	61	80			
Other	4	2	6	3	16	19										7	18	25			
<b>Total Person Trips</b>	<b>119</b>	<b>59</b>	<b>178</b>	<b>90</b>	<b>442</b>	<b>532</b>										<b>209</b>	<b>501</b>	<b>710</b>			
<b>Total External Vehicle Trips</b>	<b>52</b>	<b>17</b>	<b>70</b>	<b>35</b>	<b>170</b>	<b>205</b>										<b>88</b>	<b>187</b>	<b>275</b>			
<b>Total Internal Person Trips</b>	<b>42</b>	<b>22</b>	<b>64</b>	<b>15</b>	<b>78</b>	<b>93</b>										<b>57</b>	<b>100</b>	<b>157</b>			
<b>Total Internal Walk Trips</b>	<b>28</b>	<b>15</b>	<b>43</b>	<b>12</b>	<b>62</b>	<b>74</b>										<b>40</b>	<b>77</b>	<b>117</b>			
<b>Total Internal Other Trips</b>	<b>14</b>	<b>7</b>	<b>21</b>	<b>3</b>	<b>16</b>	<b>19</b>										<b>17</b>	<b>23</b>	<b>40</b>			

**PM Peak Hour Net New External Vehicle Trips**

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
Existing Vehicle Trips																			102	194	296
External Vehicle Trips	52	17	70	35	170	205	0	0	0	0	0	0	0	0	0	0	0	0	88	187	275
Trip Credit	61	16	77	42	178	220	0	0	0	0	0	0	0	0	0	0	0	0	103	194	297
<b>Net New External Vehicle Trips</b>	<b>(9)</b>	<b>1</b>	<b>(7)</b>	<b>(7)</b>	<b>(8)</b>	<b>(15)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(15)</b>	<b>(7)</b>	<b>(22)</b>

3333 California Street

Alternative B Scenario Trip Generation - Weekday PM Peak Hour

Land Use: Residential (Work Trips)

<b>Proposed Size:</b>		<b>167 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.4 trips/units	<b>PM PEAK HOUR</b>	
Total Person-trips:	1,400 person-trips	Person-trip Generation Rate [1]:	17.3%
Work Trips [2]:	33%	462 person-trips	1.5 trips/unit
		Total Person-trips:	242 person-trips
		Work Trips [2]:	50%
			121 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [4]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	52.0%	Auto	54.5%	1.21	131	108	34	28
		Transit	34.3%		82		22	
		Walk	6.3%		15		4	
		Other	4.9%		12		3	
		<b>TOTAL</b>	<b>100.0%</b>		<b>240</b>		<b>108</b>	
<b>Superdistrict 2</b>	7.4%	Auto	54.5%	1.21	19	15	5	4
		Transit	34.3%		12		3	
		Walk	6.3%		2		1	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>34</b>		<b>15</b>	
<b>Superdistrict 3</b>	7.4%	Auto	54.5%	1.21	19	15	5	4
		Transit	34.3%		12		3	
		Walk	6.3%		2		1	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>34</b>		<b>15</b>	
<b>Superdistrict 4</b>	7.4%	Auto	54.5%	1.21	19	15	5	4
		Transit	34.3%		12		3	
		Walk	6.3%		2		1	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>34</b>		<b>15</b>	
<b>East Bay</b>	7.8%	Auto	54.5%	1.21	20	16	5	4
		Transit	34.3%		12		3	
		Walk	6.3%		2		1	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>36</b>		<b>16</b>	
<b>North Bay</b>	7.8%	Auto	54.5%	1.21	20	16	5	4
		Transit	34.3%		12		3	
		Walk	6.3%		2		1	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>36</b>		<b>16</b>	
<b>South Bay</b>	7.8%	Auto	54.5%	1.21	20	16	5	4
		Transit	34.3%		12		3	
		Walk	6.3%		2		1	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>36</b>		<b>16</b>	
<b>Other (Out of Region)</b>	2.2%	Auto	54.5%	1.21	6	5	1	1
		Transit	34.3%		4		1	
		Walk	6.3%		1		0	
		Other	4.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>10</b>		<b>5</b>	
<b>TOTAL</b>	100.0%	Auto	54.5%	1.21	252	208	66	54
		Transit	34.3%		159		42	
		Walk	6.3%		29		8	
		Other	4.9%		22		6	
		<b>TOTAL</b>	<b>100.0%</b>		<b>462</b>		<b>208</b>	

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

Alternative B Scenario Trip Generation - Weekday PM Peak Hour

Land Use: Residential (Non-Work Trips)

<b>Proposed Size:</b>		<b>167 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.4 trips/unit	<b>PM PEAK HOUR</b>	
Total Person-trips:	1,400 person-trips	Person-trip Generation Rate [1]: 17.3%	1.5 trips/1,000 gsf
Non-Work Trips [2]: 67%	938 person-trips	Total Person-trips:	242 person-trips
		Non-Work Trips [2]:	50%
			121 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	13.0%	Auto	41.7%	1.93	51	26	7	3
		Transit	35.5%		43		6	
		Walk	16.4%		20		3	
		Other	6.4%		8		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>26</b>	
<b>Superdistrict 2</b>	27.0%	Auto	50.9%	1.96	129	66	17	8
		Transit	23.7%		60		8	
		Walk	19.7%		50		6	
		Other	5.7%		14		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>253</b>		<b>66</b>	
<b>Superdistrict 3</b>	14.0%	Auto	57.1%	2.05	75	37	10	5
		Transit	22.3%		29		4	
		Walk	9.9%		13		2	
		Other	10.7%		14		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>131</b>		<b>37</b>	
<b>Superdistrict 4</b>	9.0%	Auto	63.4%	2.16	54	25	7	3
		Transit	32.4%		27		4	
		Walk	4.2%		4		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>84</b>		<b>25</b>	
<b>East Bay</b>	11.0%	Auto	52.2%	2.20	54	24	7	3
		Transit	25.0%		26		3	
		Walk	14.1%		15		2	
		Other	8.7%		9		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>103</b>		<b>24</b>	
<b>North Bay</b>	4.0%	Auto	73.6%	1.89	28	15	4	2
		Transit	8.8%		3		0	
		Walk	14.7%		6		1	
		Other	2.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>38</b>		<b>15</b>	
<b>South Bay</b>	8.0%	Auto	80.5%	2.30	60	26	8	3
		Transit	8.3%		6		1	
		Walk	5.6%		4		1	
		Other	5.6%		4		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>26</b>	
<b>Out of Region</b>	14.0%	Auto	48.3%	2.07	63	31	8	4
		Transit	19.7%		26		3	
		Walk	23.8%		31		4	
		Other	8.2%		11		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>131</b>		<b>31</b>	
<b>TOTAL</b>	100.0%	Auto	54.8%	2.05	514	249	66	32
		Transit	23.6%		221		29	
		Walk	15.1%		142		18	
		Other	6.5%		61		8	
		<b>TOTAL</b>	<b>100.0%</b>		<b>938</b>		<b>249</b>	

## 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

Alternative B Scenario Trip Generation - Weekday PM Peak Hour

Land Use: Office (Work Trips)

<b>Proposed Size:</b> 406,459 sq ft	
<b>DAILY</b>	<b>PM PEAK HOUR</b>
Person-trip Generation Rate [1]: 18.1 trips/ksf	Person-trip Generation Rate [1]: 8.5%
Total Person-trips: 7,357 person-trips	Total Person-trips: 625 person-trips
Work Trips [2]: 36%	Work Trips [2]: 83%
	1.5 trips/unit
	2,648 person-trips
	519 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	87	73	17	14
		Transit	40.7%		91		18	
		Walk	16.7%		37		7	
		Other	3.3%		7		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>222</b>		<b>73</b>	
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	382	335	75	66
		Transit	24.4%		227		45	
		Walk	30.6%		285		56	
		Other	4.0%		37		7	
		<b>TOTAL</b>	<b>100.0%</b>		<b>932</b>		<b>335</b>	
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	209	167	41	33
		Transit	48.0%		201		39	
		Walk	0.0%		0		0	
		Other	2.1%		9		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>418</b>		<b>167</b>	
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	224	183	44	36
		Transit	38.9%		156		30	
		Walk	3.0%		12		2	
		Other	2.2%		9		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>400</b>		<b>183</b>	
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	127	63	25	12
		Transit	31.0%		58		11	
		Walk	0.0%		0		0	
		Other	1.6%		3		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>188</b>		<b>63</b>	
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	151	99	30	19
		Transit	16.1%		30		6	
		Walk	0.0%		0		0	
		Other	2.4%		4		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>185</b>		<b>99</b>	
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	196	162	38	32
		Transit	27.5%		77		15	
		Walk	0.0%		0		0	
		Other	2.6%		7		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>281</b>		<b>162</b>	
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	20	6	4	1
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>21</b>		<b>6</b>	
<b>TOTAL</b>	100.0%	Auto	52.7%	1.19	1,396	1,089	274	213
		Transit	31.7%		840		165	
		Walk	12.6%		334		66	
		Other	2.9%		78		15	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,648</b>		<b>1,089</b>	

## 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

## 3333 California Street

Alternative B Scenario Trip Generation - Weekday PM Peak Hour

Land Use: Office (Non-Work Trips)

<b>Proposed Size:</b> 406,459 sq. ft.			
<b>DAILY</b>		<b>PM PEAK HOUR</b>	
Person-trip Generation Rate [1]:	18.1 trips/room	Person-trip Generation Rate [1]:	8.5%
Total Person-trips:	7,357 person-trips	Total Person-trips:	625 person-trips
Non-Work Trips [2]: 64%	4,708 person-trips	Non-Work Trips [2]:	17%
			1.5 trips/unit
			106 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	13.0%	Auto	41.7%	1.93	255	132	6	3
		Transit	35.5%		217		5	
		Walk	16.4%		100		2	
		Other	6.4%		39		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>612</b>		<b>132</b>	
<b>Superdistrict 2</b>	27.0%	Auto	50.9%	1.96	647	330	15	7
		Transit	23.7%		301		7	
		Walk	19.7%		250		6	
		Other	5.7%		72		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,271</b>		<b>330</b>	
<b>Superdistrict 3</b>	14.0%	Auto	57.1%	2.05	376	184	8	4
		Transit	22.3%		147		3	
		Walk	9.9%		65		1	
		Other	10.7%		71		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>659</b>		<b>184</b>	
<b>Superdistrict 4</b>	9.0%	Auto	63.4%	2.16	269	124	6	3
		Transit	32.4%		137		3	
		Walk	4.2%		18		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>424</b>		<b>124</b>	
<b>East Bay</b>	11.0%	Auto	52.2%	2.20	270	123	6	3
		Transit	25.0%		129		3	
		Walk	14.1%		73		2	
		Other	8.7%		45		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>518</b>		<b>123</b>	
<b>North Bay</b>	4.0%	Auto	73.6%	1.89	139	73	3	2
		Transit	8.8%		17		0	
		Walk	14.7%		28		1	
		Other	2.9%		5		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>188</b>		<b>73</b>	
<b>South Bay</b>	8.0%	Auto	80.5%	2.30	303	132	7	3
		Transit	8.3%		31		1	
		Walk	5.6%		21		0	
		Other	5.6%		21		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>377</b>		<b>132</b>	
<b>Out of Region</b>	14.0%	Auto	48.3%	2.07	318	154	7	3
		Transit	19.7%		130		3	
		Walk	23.8%		157		4	
		Other	8.2%		54		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>659</b>		<b>154</b>	
<b>TOTAL</b>	100.0%	Auto	54.8%	2.05	2,578	1,252	58	28
		Transit	23.6%		1,110		25	
		Walk	15.1%		713		16	
		Other	6.5%		308		7	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,708</b>		<b>1,252</b>	

## 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. Travel Demand Estimates – Alternative C**

**3333 California Street**

Travel Demand Summary - Alt C Scenario, Weekday AM Peak Hour

**Land Use Program**

Land Use	Size	Units
Residential	534	DU
	343	Studio/1-bed
	191	2/2+bed
	705,179	GSF
General Office	0	SF
General Retail	32,752	SF
Quality Sit-Down	3,510	SF
Composite Restaurant	8,044	SF
Daycare Center	14,650	SF

Source: 3333CAL ADEIR-1 Alternatives Draft Summary Table\_062118, June 2018.

**Daily and AM Peak Hour Person-Trips and Vehicle-Trips Summary - Internal and External Trips**

Mode	Daily							Weekday AM Peak Hour						
	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	AM Peak Hour Total
Auto	2,451	0	3,141	449	3,085	627	9,753	359	0	386	37	281	110	1,173
Transit	1,216	0	390	56	383	78	2,123	190	0	48	5	35	14	292
Walk	548	0	1,254	179	1,232	251	3,464	70	0	154	15	112	44	395
Other	268	0	128	18	126	26	566	37	0	16	2	11	5	71
<b>Total Person Trips</b>	<b>4,483</b>	<b>0</b>	<b>4,913</b>	<b>702</b>	<b>4,826</b>	<b>982</b>	<b>15,906</b>	<b>656</b>	<b>0</b>	<b>604</b>	<b>59</b>	<b>439</b>	<b>173</b>	<b>1,931</b>
<b>Total Vehicle Trips</b>	<b>1,464</b>	<b>0</b>	<b>1,695</b>	<b>242</b>	<b>1,665</b>	<b>339</b>	<b>5,405</b>	<b>235</b>	<b>0</b>	<b>208</b>	<b>20</b>	<b>151</b>	<b>60</b>	<b>674</b>

**AM Peak Hour Person-Trips and Vehicle-Trips by Direction - 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	96	191	287				171	157	328	17	16	33	131	122	253	43	47	90	415	486	901
Transit	51	101	152				21	20	41	2	2	4	16	15	31	5	6	11	90	138	228
Walk	6	11	17				72	67	139	7	6	13	52	49	101	18	20	38	137	133	270
Other	3	6	9				7	7	14	1	1	2	5	5	10	2	2	4	16	19	35
<b>Total External Person Trips</b>	<b>156</b>	<b>309</b>	<b>465</b>				<b>271</b>	<b>251</b>	<b>522</b>	<b>27</b>	<b>25</b>	<b>52</b>	<b>204</b>	<b>191</b>	<b>395</b>	<b>68</b>	<b>75</b>	<b>143</b>	<b>658</b>	<b>776</b>	<b>1,434</b>
<b>Total External Vehicle Trips</b>	<b>46</b>	<b>141</b>	<b>188</b>				<b>93</b>	<b>84</b>	<b>177</b>	<b>10</b>	<b>8</b>	<b>18</b>	<b>72</b>	<b>64</b>	<b>136</b>	<b>23</b>	<b>27</b>	<b>50</b>	<b>221</b>	<b>297</b>	<b>519</b>
<b>Total Internal Person Trips</b>	<b>63</b>	<b>128</b>	<b>191</b>				<b>43</b>	<b>39</b>	<b>82</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>23</b>	<b>21</b>	<b>44</b>	<b>17</b>	<b>17</b>	<b>34</b>	<b>133</b>	<b>191</b>	<b>324</b>
<b>Total Internal Walk Trips</b>	<b>41</b>	<b>84</b>	<b>125</b>				<b>38</b>	<b>34</b>	<b>72</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>21</b>	<b>19</b>	<b>40</b>	<b>15</b>	<b>15</b>	<b>30</b>	<b>104</b>	<b>141</b>	<b>245</b>
<b>Total Internal Other Trips</b>	<b>22</b>	<b>44</b>	<b>66</b>				<b>5</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>29</b>	<b>50</b>	<b>79</b>

**AM Peak Hour Net New External Vehicle Trips**

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
Existing Vehicle Trips																			190	76	266
External Vehicle Trips	46	141	188	0	0	0	93	84	177	10	8	18	72	64	136	23	27	50	221	297	519
Trip Credit	39	35	74	0	0	0	80	21	101	8	2	10	62	16	78	20	7	27	209	81	290
<b>Net New External Vehicle Trips</b>	<b>7</b>	<b>106</b>	<b>114</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>76</b>	<b>2</b>	<b>6</b>	<b>8</b>	<b>10</b>	<b>48</b>	<b>58</b>	<b>3</b>	<b>20</b>	<b>23</b>	<b>12</b>	<b>216</b>	<b>229</b>

**3333 California Street**  
 Travel Demand Summary - Alt C Scenario, Weekday PM Peak Hour

Land Use Program		
Land Use	Size	Units
Residential	534	DU
	343	Studio/1-bed
	191	2/2+bed
	705,179	GSF
General Office	0	SF
General Retail	32,752	SF
Quality Sit-Down	3,510	SF
Composite Restaurant	8,044	SF
Daycare Center	14,650	SF

Source: 3333CAL ADEIR-1 Alternatives Draft Summary Table\_062118, June 2018.

**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	2,451	0	3,141	449	3,085	627	9,753	424	0	283	61	417	113	1,298
Transit	1,216	0	390	56	383	78	2,123	224	0	35	8	52	14	333
Walk	548	0	1,254	179	1,232	251	3,464	83	0	113	24	166	45	431
Other	268	0	128	18	126	26	566	44	0	12	2	17	5	80
<b>Total Person Trips</b>	<b>4,483</b>	<b>0</b>	<b>4,913</b>	<b>702</b>	<b>4,826</b>	<b>982</b>	<b>15,906</b>	<b>775</b>	<b>0</b>	<b>443</b>	<b>95</b>	<b>652</b>	<b>177</b>	<b>2,142</b>
<b>Total Vehicle Trips</b>	<b>1,464</b>	<b>0</b>	<b>1,695</b>	<b>242</b>	<b>1,665</b>	<b>339</b>	<b>5,405</b>	<b>278</b>	<b>0</b>	<b>153</b>	<b>33</b>	<b>225</b>	<b>61</b>	<b>749</b>

**PM Peak Hour Person-Trips and Vehicle-Trips by Direction - 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	226	113	339				116	125	241	25	27	52	170	184	354	46	50	96	583	499	1,082
Transit	119	60	179				14	16	30	3	4	7	21	23	44	6	6	12	163	109	272
Walk	22	11	33				46	50	96	9	11	20	68	73	141	18	20	38	163	165	328
Other	12	6	18				5	5	10	1	1	2	7	7	14	2	2	4	27	21	48
<b>Total External Person Trips</b>	<b>379</b>	<b>190</b>	<b>569</b>				<b>181</b>	<b>196</b>	<b>377</b>	<b>38</b>	<b>43</b>	<b>81</b>	<b>266</b>	<b>287</b>	<b>553</b>	<b>72</b>	<b>78</b>	<b>150</b>	<b>936</b>	<b>794</b>	<b>1,730</b>
<b>Total External Vehicle Trips</b>	<b>167</b>	<b>55</b>	<b>222</b>				<b>61</b>	<b>68</b>	<b>130</b>	<b>14</b>	<b>14</b>	<b>28</b>	<b>91</b>	<b>101</b>	<b>191</b>	<b>24</b>	<b>28</b>	<b>52</b>	<b>358</b>	<b>266</b>	<b>624</b>
<b>Total Internal Person Trips</b>	<b>137</b>	<b>69</b>	<b>206</b>				<b>32</b>	<b>34</b>	<b>66</b>	<b>7</b>	<b>7</b>	<b>14</b>	<b>47</b>	<b>52</b>	<b>99</b>	<b>14</b>	<b>13</b>	<b>27</b>	<b>237</b>	<b>175</b>	<b>412</b>
<b>Total Internal Walk Trips</b>	<b>90</b>	<b>46</b>	<b>136</b>				<b>29</b>	<b>30</b>	<b>59</b>	<b>7</b>	<b>7</b>	<b>14</b>	<b>42</b>	<b>46</b>	<b>88</b>	<b>12</b>	<b>12</b>	<b>24</b>	<b>180</b>	<b>141</b>	<b>321</b>
<b>Total Internal Other Trips</b>	<b>47</b>	<b>23</b>	<b>70</b>				<b>3</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>57</b>	<b>34</b>	<b>91</b>

**PM Peak Hour Net New External Vehicle Trips**

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
Existing Vehicle Trips																			102	194	296
External Vehicle Trips	167	55	222	0	0	0	61	68	130	14	14	28	91	101	191	24	28	52	358	266	624
Trip Credit	47	38	85	0	0	0	18	50	68	4	10	14	26	73	99	7	20	27	102	191	293
<b>Net New External Vehicle Trips</b>	<b>120</b>	<b>17</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>18</b>	<b>62</b>	<b>10</b>	<b>4</b>	<b>14</b>	<b>65</b>	<b>28</b>	<b>92</b>	<b>17</b>	<b>8</b>	<b>25</b>	<b>256</b>	<b>75</b>	<b>331</b>

3333 California Street  
 Alternative C Trip Generation - Weekday PM Peak Hour  
 Land Use: Residential (Work Trips)

<b>Proposed Size:</b>		<b>534 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.4 trips/units	<b>PM PEAK HOUR</b>	
Total Person-trips:	4,483 person-trips	Person-trip Generation Rate [1]:	17.3%
Work Trips [2]:	33%	1,479 person-trips	50%
		Total Person-trips:	775 person-trips
		Work Trips [2]:	388 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [4]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	52.0%	Auto	54.5%	1.21	420	346	110	91
		Transit	34.3%		264		69	
		Walk	6.3%		48		13	
		Other	4.9%		37		10	
		<b>TOTAL</b>	<b>100.0%</b>		<b>769</b>		<b>202</b>	
<b>Superdistrict 2</b>	7.4%	Auto	54.5%	1.21	60	49	16	13
		Transit	34.3%		38		10	
		Walk	6.3%		7		2	
		Other	4.9%		5		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>110</b>		<b>29</b>	
<b>Superdistrict 3</b>	7.4%	Auto	54.5%	1.21	60	49	16	13
		Transit	34.3%		38		10	
		Walk	6.3%		7		2	
		Other	4.9%		5		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>110</b>		<b>29</b>	
<b>Superdistrict 4</b>	7.4%	Auto	54.5%	1.21	60	49	16	13
		Transit	34.3%		38		10	
		Walk	6.3%		7		2	
		Other	4.9%		5		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>110</b>		<b>29</b>	
<b>East Bay</b>	7.8%	Auto	54.5%	1.21	63	52	17	14
		Transit	34.3%		40		10	
		Walk	6.3%		7		2	
		Other	4.9%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>116</b>		<b>30</b>	
<b>North Bay</b>	7.8%	Auto	54.5%	1.21	63	52	17	14
		Transit	34.3%		40		10	
		Walk	6.3%		7		2	
		Other	4.9%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>116</b>		<b>30</b>	
<b>South Bay</b>	7.8%	Auto	54.5%	1.21	63	52	17	14
		Transit	34.3%		40		10	
		Walk	6.3%		7		2	
		Other	4.9%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>116</b>		<b>30</b>	
<b>Other (Out of Region)</b>	2.2%	Auto	54.5%	1.21	18	15	5	4
		Transit	34.3%		11		3	
		Walk	6.3%		2		1	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>33</b>		<b>9</b>	
<b>TOTAL</b>	100.0%	Auto	54.5%	1.21	807	665	211	174
		Transit	34.3%		508		133	
		Walk	6.3%		93		24	
		Other	4.9%		72		19	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,479</b>		<b>388</b>	

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  
 Alternative C Trip Generation - Weekday PM Peak Hour  
 Land Use: Residential (Non-Work Trips)

<b>Proposed Size:</b> 534 units			
<b>DAILY</b>		<b>PM PEAK HOUR</b>	
Person-trip Generation Rate [1]:	8.4 trips/unit	Person-trip Generation Rate [1]:	17.3%
Total Person-trips:	4,483 person-trips	Total Person-trips:	775 person-trips
Non-Work Trips [2]: 67%	3,003 person-trips	Non-Work Trips [2]:	50%
			1.5 trips/1,000 gsf
			388 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	13.0%	Auto	41.7%	1.93	163	84	21	11
		Transit	35.5%		139		18	
		Walk	16.4%		64		8	
		Other	6.4%		25		3	
		<b>TOTAL</b>	<b>100.0%</b>		<b>390</b>		<b>84</b>	
<b>Superdistrict 2</b>	27.0%	Auto	50.9%	1.96	413	211	53	27
		Transit	23.7%		192		25	
		Walk	19.7%		160		21	
		Other	5.7%		46		6	
		<b>TOTAL</b>	<b>100.0%</b>		<b>811</b>		<b>211</b>	
<b>Superdistrict 3</b>	14.0%	Auto	57.1%	2.05	240	117	31	15
		Transit	22.3%		94		12	
		Walk	9.9%		42		5	
		Other	10.7%		45		6	
		<b>TOTAL</b>	<b>100.0%</b>		<b>420</b>		<b>117</b>	
<b>Superdistrict 4</b>	9.0%	Auto	63.4%	2.16	171	79	22	10
		Transit	32.4%		88		11	
		Walk	4.2%		11		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>270</b>		<b>79</b>	
<b>East Bay</b>	11.0%	Auto	52.2%	2.20	172	78	22	10
		Transit	25.0%		83		11	
		Walk	14.1%		47		6	
		Other	8.7%		29		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>330</b>		<b>78</b>	
<b>North Bay</b>	4.0%	Auto	73.6%	1.89	88	47	11	6
		Transit	8.8%		11		1	
		Walk	14.7%		18		2	
		Other	2.9%		3		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>120</b>		<b>47</b>	
<b>South Bay</b>	8.0%	Auto	80.5%	2.30	193	84	25	11
		Transit	8.3%		20		3	
		Walk	5.6%		13		2	
		Other	5.6%		13		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>240</b>		<b>84</b>	
<b>Out of Region</b>	14.0%	Auto	48.3%	2.07	203	98	26	13
		Transit	19.7%		83		11	
		Walk	23.8%		100		13	
		Other	8.2%		34		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>420</b>		<b>98</b>	
<b>TOTAL</b>	100.0%	Auto	54.8%	2.05	1,644	799	212	103
		Transit	23.6%		708		91	
		Walk	15.1%		455		59	
		Other	6.5%		196		25	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,003</b>		<b>799</b>	

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  
 Alternative C Trip Generation - Weekday PM Peak Hour  
 Land Use: General Retail (Work Trips)

<b>Proposed Size:</b>		<b>32,752 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	150.0 trips/1000 gsf	Person-trip Generation Rate [1]:	9.0%
Total Person-trips:	4,913 person-trips	Total Person-trips:	442 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	197 person-trips		18 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	6	5	1	0
		Transit	40.7%		7		1	
		Walk	16.7%		3		0	
		Other	3.3%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>		<b>5</b>	
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	28	25	3	2
		Transit	24.4%		17		2	
		Walk	30.6%		21		2	
		Other	4.0%		3		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>69</b>		<b>25</b>	
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	15	12	1	1
		Transit	48.0%		15		1	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>31</b>		<b>12</b>	
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	17	14	1	1
		Transit	38.9%		12		1	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>30</b>		<b>14</b>	
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	9	5	1	0
		Transit	31.0%		4		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>		<b>5</b>	
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	11	7	1	1
		Transit	16.1%		2		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>		<b>7</b>	
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	15	12	1	1
		Transit	27.5%		6		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>21</b>		<b>12</b>	
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	2	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>		<b>0</b>	
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	104	81	9	7
		Transit	31.7%		62		6	
		Walk	12.6%		25		2	
		Other	2.9%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>197</b>		<b>81</b>	

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  
Alternative C Trip Generation - Weekday PM Peak Hour  
Land Use: General Retail (Non-Work Trips)

<b>Proposed Size:</b> 32,752 sq. ft		<b>PM PEAK HOUR</b>	
<b>DAILY</b>	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: 4,913 person-trips	Total Person-trips:	442 person-trips
	Non-Work Trips [2]: 96%	Non-Work Trips [2]: 96%	424 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	444	193	40	17
		Transit	8.5%		48		4	
		Walk	11.1%		63		6	
		Other	2.0%		11		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>566</b>		<b>193</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	1,466	933	132	84
		Transit	7.2%		187		17	
		Walk	34.5%		895		81	
		Other	1.8%		47		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,594</b>		<b>933</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	230	113	21	10
		Transit	10.0%		38		3	
		Walk	25.5%		96		9	
		Other	3.6%		14		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>377</b>		<b>113</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	268	108	24	10
		Transit	4.4%		15		1	
		Walk	10.0%		33		3	
		Other	4.4%		15		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>330</b>		<b>108</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	93	40	8	4
		Transit	9.8%		14		1	
		Walk	24.4%		35		3	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>141</b>		<b>40</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	77	36	7	3
		Transit	0.0%		0		0	
		Walk	18.8%		18		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>94</b>		<b>36</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	224	65	20	6
		Transit	0.0%		0		0	
		Walk	4.9%		12		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>236</b>		<b>65</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	236	126	21	11
		Transit	7.0%		26		2	
		Walk	20.9%		79		7	
		Other	9.6%		36		3	
		<b>TOTAL</b>	<b>100.0%</b>		<b>377</b>		<b>126</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	3,037	1,614	273	145
		Transit	6.9%		327		29	
		Walk	26.1%		1,230		111	
		Other	2.6%		122		11	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,716</b>		<b>1,614</b>	

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  
 Alternative C Trip Generation - Weekday PM Peak Hour  
 Land Use: Daycare (Work Trips)

<b>Proposed Size:</b>		<b>14,650 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	67.0 trips/1000 gsf	Person-trip Generation Rate [1]: 18.0%	12.1 trips/1000 gsf
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>39</b>	<b>16</b>	<b>7</b>	<b>3</b>

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  
 Alternative C Trip Generation - Weekday PM Peak Hour  
 Land Use: Daycare (Non-Work Trips)

<b>Proposed Size:</b>		<b>14,650 sq. ft</b>	
<b>DAILY</b>			
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
			170 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>39</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>518</b>		<b>187</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>23</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>		<b>8</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>19</b>		<b>7</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>13</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>25</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	607	322	109	58
		Transit	6.9%		65		12	
		Walk	26.1%		246		44	
		Other	2.6%		24		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>942</b>		<b>322</b>	

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  
 Alternative C Trip Generation - Weekday PM Peak Hour  
 Land Use: Quality Sit-Down (Work Trips)

<b>Proposed Size:</b>		<b>3,510 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	200.0 trips/1000 gsf	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	702 person-trips	Total Person-trips:	95 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	28 person-trips		4 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	4	4	1	0
		Transit	24.4%		2		0	
		Walk	30.6%		3		0	
		Other	4.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	2	2	0	0
		Transit	48.0%		2		0	
		Walk	0.0%		0		0	
		Other	2.1%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	2	2	0	0
		Transit	38.9%		2		0	
		Walk	3.0%		0		0	
		Other	2.2%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	1	1	0	0
		Transit	31.0%		1		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	2	2	0	0
		Transit	27.5%		1		0	
		Walk	0.0%		0		0	
		Other	2.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	15	12	2	2
		Transit	31.7%		9		1	
		Walk	12.6%		4		0	
		Other	2.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>	<b>12</b>	<b>4</b>	<b>2</b>

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  
 Alternative C Trip Generation - Weekday PM Peak Hour  
 Land Use: Quality Sit-Down (Non-Work Trips)

<b>Proposed Size:</b>		<b>3,510 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	702 person-trips	Total Person-trips:	27.0 trips/1,000 gsf
Non-Work Trips [2]: 96%	674 person-trips	Non-Work Trips [2]:	96%
			91 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	63	28	9	4
		Transit	8.5%		7		1	
		Walk	11.1%		9		1	
		Other	2.0%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>81</b>		<b>28</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	209	133	28	18
		Transit	7.2%		27		4	
		Walk	34.5%		128		17	
		Other	1.8%		7		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>371</b>		<b>133</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	33	16	4	2
		Transit	10.0%		5		1	
		Walk	25.5%		14		2	
		Other	3.6%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>54</b>		<b>16</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	38	15	5	2
		Transit	4.4%		2		0	
		Walk	10.0%		5		1	
		Other	4.4%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>15</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	13	6	2	1
		Transit	9.8%		2		0	
		Walk	24.4%		5		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>20</b>		<b>6</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	11	5	1	1
		Transit	0.0%		0		0	
		Walk	18.8%		3		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>13</b>		<b>5</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	32	9	4	1
		Transit	0.0%		0		0	
		Walk	4.9%		2		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>34</b>		<b>9</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	34	18	5	2
		Transit	7.0%		4		1	
		Walk	20.9%		11		2	
		Other	9.6%		5		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>54</b>		<b>18</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	434	231	59	31
		Transit	6.9%		47		6	
		Walk	26.1%		176		24	
		Other	2.6%		17		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>674</b>		<b>231</b>	

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  
 Alternative C Trip Generation - Weekday PM Peak Hour  
 Land Use: Composite Rate, Cafe (Work Trips)

<b>Proposed Size:</b>		<b>8,044 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	600.0 trips/1000 gsf	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	4,826 person-trips	Total Person-trips:	652 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	193 person-trips		26 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	6	5	1	1
		Transit	40.7%		7		1	
		Walk	16.7%		3		0	
		Other	3.3%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>16</b>		<b>5</b>	
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	28	24	4	3
		Transit	24.4%		17		2	
		Walk	30.6%		21		3	
		Other	4.0%		3		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>68</b>		<b>24</b>	
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	15	12	2	2
		Transit	48.0%		15		2	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>31</b>		<b>12</b>	
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	16	13	2	2
		Transit	38.9%		11		2	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>29</b>		<b>13</b>	
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	9	5	1	1
		Transit	31.0%		4		1	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>		<b>5</b>	
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	11	7	1	1
		Transit	16.1%		2		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>		<b>7</b>	
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	14	12	2	2
		Transit	27.5%		6		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>20</b>		<b>12</b>	
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	1	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>		<b>0</b>	
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	102	79	14	11
		Transit	31.7%		61		8	
		Walk	12.6%		24		3	
		Other	2.9%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>193</b>		<b>79</b>	

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  
 Alternative C Trip Generation - Weekday PM Peak Hour  
 Land Use: Composite Rate, Cafe (Non-Work Trips)

<b>Proposed Size:</b>		<b>8,044 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	600.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	4,826 person-trips	Total Person-trips:	652 person-trips
Non-Work Trips [2]: 96%	4,633 person-trips	Non-Work Trips [2]:	96%
			81.0 trips/1,000 gsf
			626 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	436	190	59	26
		Transit	8.5%		47		6	
		Walk	11.1%		62		8	
		Other	2.0%		11		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>556</b>		<b>190</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	1,440	917	194	124
		Transit	7.2%		183		25	
		Walk	34.5%		879		119	
		Other	1.8%		46		6	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,548</b>		<b>917</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	226	111	30	15
		Transit	10.0%		37		5	
		Walk	25.5%		95		13	
		Other	3.6%		13		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>371</b>		<b>111</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	263	106	36	14
		Transit	4.4%		14		2	
		Walk	10.0%		32		4	
		Other	4.4%		14		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>324</b>		<b>106</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	91	40	12	5
		Transit	9.8%		14		2	
		Walk	24.4%		34		5	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>139</b>		<b>40</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	75	35	10	5
		Transit	0.0%		0		0	
		Walk	18.8%		17		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>93</b>		<b>35</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	220	63	30	9
		Transit	0.0%		0		0	
		Walk	4.9%		11		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>232</b>		<b>63</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	232	124	31	17
		Transit	7.0%		26		4	
		Walk	20.9%		77		10	
		Other	9.6%		36		5	
		<b>TOTAL</b>	<b>100.0%</b>		<b>371</b>		<b>124</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	2,984	1,585	403	214
		Transit	6.9%		322		43	
		Walk	26.1%		1,208		163	
		Other	2.6%		120		16	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,633</b>		<b>1,585</b>	

Notes:

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

## 5. Travel Demand Estimates – Alternative D



**3333 California Street**  
Travel Demand Summary - Alt D Scenario, Weekday AM Peak Hour

Land Use Program		
Land Use	Size	Units
Residential	456	DU
	321	Studio/1-bed
	135	2/2+bed
	475,247	GSF
General Office	402,404	SF
General Retail	32,752	SF
Quality Sit-Down	3,510	SF
Composite Restaurant	8,044	SF
Daycare Center	14,650	SF

Mode	Daily							Weekday AM Peak Hour						
	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	AM Peak Hour Total
	Auto	2,055	3,935	3,141	449	3,085	627	13,292	301	315	386	37	281	110
Transit	1,019	1,931	390	56	383	78	3,857	159	180	48	5	35	14	441
Walk	459	1,037	1,254	179	1,232	251	4,412	59	77	154	15	112	44	461
Other	225	381	128	18	126	26	904	31	21	16	2	11	5	86
<b>Total Person Trips</b>	<b>3,758</b>	<b>7,284</b>	<b>4,913</b>	<b>702</b>	<b>4,826</b>	<b>982</b>	<b>22,465</b>	<b>550</b>	<b>593</b>	<b>604</b>	<b>59</b>	<b>439</b>	<b>173</b>	<b>2,418</b>
<b>Total Vehicle Trips</b>	<b>1,227</b>	<b>2,318</b>	<b>1,695</b>	<b>242</b>	<b>1,665</b>	<b>339</b>	<b>7,486</b>	<b>197</b>	<b>229</b>	<b>208</b>	<b>20</b>	<b>151</b>	<b>60</b>	<b>866</b>

Mode	AM Peak Hour Person-Trips and Vehicle-Trips by Direction - External (POST-INTERNAL TRIP CAPTURE)																				
	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	81	160	241	222	46	268	171	157	328	17	16	33	131	122	253	48	45	93	670	546	1,216
Transit	42	85	127	127	26	153	21	20	41	2	2	4	16	15	31	6	6	12	214	154	368
Walk	5	10	15	57	12	69	72	67	139	7	6	13	52	49	101	21	19	40	214	163	377
Other	3	5	8	16	3	19	7	7	14	1	1	2	5	5	10	2	2	4	34	23	57
<b>Total External Person Trips</b>	<b>131</b>	<b>260</b>	<b>391</b>	<b>422</b>	<b>87</b>	<b>509</b>	<b>271</b>	<b>251</b>	<b>522</b>	<b>27</b>	<b>25</b>	<b>52</b>	<b>204</b>	<b>191</b>	<b>395</b>	<b>77</b>	<b>72</b>	<b>149</b>	<b>1,132</b>	<b>886</b>	<b>2,018</b>
<b>Total External Vehicle Trips</b>	<b>39</b>	<b>118</b>	<b>158</b>	<b>162</b>	<b>33</b>	<b>195</b>	<b>93</b>	<b>84</b>	<b>177</b>	<b>10</b>	<b>8</b>	<b>18</b>	<b>72</b>	<b>64</b>	<b>136</b>	<b>26</b>	<b>25</b>	<b>51</b>	<b>402</b>	<b>334</b>	<b>736</b>
<b>Total Internal Person Trips</b>	<b>53</b>	<b>106</b>	<b>159</b>	<b>70</b>	<b>14</b>	<b>84</b>	<b>43</b>	<b>39</b>	<b>82</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>23</b>	<b>21</b>	<b>44</b>	<b>12</b>	<b>12</b>	<b>24</b>	<b>205</b>	<b>195</b>	<b>400</b>
<b>Total Internal Walk Trips</b>	<b>35</b>	<b>69</b>	<b>104</b>	<b>56</b>	<b>11</b>	<b>67</b>	<b>38</b>	<b>34</b>	<b>72</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>21</b>	<b>19</b>	<b>40</b>	<b>9</b>	<b>10</b>	<b>19</b>	<b>163</b>	<b>148</b>	<b>311</b>
<b>Total Internal Other Trips</b>	<b>18</b>	<b>37</b>	<b>55</b>	<b>14</b>	<b>3</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>42</b>	<b>47</b>	<b>89</b>

Mode	AM Peak Hour Net New External Vehicle Trips																				
	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
Existing Vehicle Trips																			190	76	266
External Vehicle Trips	39	118	158	162	33	195	93	84	177	10	8	18	72	64	136	26	25	51	402	334	736
Trip Credit	18	26	44	77	9	86	44	19	63	5	2	7	34	15	49	12	6	18	190	77	267
<b>Net New External Vehicle Trips</b>	<b>21</b>	<b>92</b>	<b>114</b>	<b>85</b>	<b>24</b>	<b>109</b>	<b>49</b>	<b>65</b>	<b>114</b>	<b>5</b>	<b>6</b>	<b>11</b>	<b>38</b>	<b>49</b>	<b>87</b>	<b>14</b>	<b>19</b>	<b>33</b>	<b>212</b>	<b>257</b>	<b>469</b>

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

<b>Proposed Size:</b>		<b>456 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.2 trips/units	<b>AM PEAK HOUR</b>	
Total Person-trips:	3,758 person-trips	Person-trip Generation Rate [5]: 14.6%	1.2 trips/unit
Work Trips [2]: 33%	1,240 person-trips	Total Person-trips:	550 person-trips
		Work Trips [2]:	275 person-trips
		50%	

Origins	Distribution [3]	Mode	Percent [3]	AVO [4]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	52.0%	Auto	54.5%	1.21	352	290	78	64
		Transit	34.3%		221		49	
		Walk	6.3%		41		9	
		Other	4.9%		31		7	
		<b>TOTAL</b>	<b>100.0%</b>		<b>645</b>		<b>290</b>	
<b>Superdistrict 2</b>	7.4%	Auto	54.5%	1.21	50	41	11	9
		Transit	34.3%		32		7	
		Walk	6.3%		6		1	
		Other	4.9%		4		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>92</b>		<b>41</b>	
<b>Superdistrict 3</b>	7.4%	Auto	54.5%	1.21	50	41	11	9
		Transit	34.3%		32		7	
		Walk	6.3%		6		1	
		Other	4.9%		4		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>92</b>		<b>41</b>	
<b>Superdistrict 4</b>	7.4%	Auto	54.5%	1.21	50	41	11	9
		Transit	34.3%		32		7	
		Walk	6.3%		6		1	
		Other	4.9%		4		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>92</b>		<b>41</b>	
<b>East Bay</b>	7.8%	Auto	54.5%	1.21	53	44	12	10
		Transit	34.3%		33		7	
		Walk	6.3%		6		1	
		Other	4.9%		5		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>97</b>		<b>44</b>	
<b>North Bay</b>	7.8%	Auto	54.5%	1.21	53	44	12	10
		Transit	34.3%		33		7	
		Walk	6.3%		6		1	
		Other	4.9%		5		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>97</b>		<b>44</b>	
<b>South Bay</b>	7.8%	Auto	54.5%	1.21	53	44	12	10
		Transit	34.3%		33		7	
		Walk	6.3%		6		1	
		Other	4.9%		5		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>97</b>		<b>44</b>	
<b>Other (Out of Region)</b>	2.2%	Auto	54.5%	1.21	15	12	3	3
		Transit	34.3%		10		2	
		Walk	6.3%		2		0	
		Other	4.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>		<b>12</b>	
<b>TOTAL</b>	100.0%	Auto	54.5%	1.21	676	558	150	124
		Transit	34.3%		425		94	
		Walk	6.3%		78		17	
		Other	4.9%		60		13	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,240</b>		<b>558</b>	

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  
Alternative D Scenario Trip Generation - Weekday AM Peak Hour  
Land Use: Residential (Non-Work Trips)

<b>Proposed Size:</b>		<b>456 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.2 trips/unit	<b>AM PEAK HOUR</b>	
Total Person-trips:	3,758 person-trips	Person-trip Generation Rate [4]: 14.6%	1.2 trips/1,000 gsf
Non-Work Trips [2]: 67%	2,518 person-trips	Total Person-trips:	550 person-trips
		Non-Work Trips [2]:	275 person-trips
			50%

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	13.0%	Auto	41.7%	1.93	136	71	15	8
		Transit	35.5%		116		13	
		Walk	16.4%		54		6	
		Other	6.4%		21		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>327</b>		<b>36</b>	
<b>Superdistrict 2</b>	27.0%	Auto	50.9%	1.96	346	177	38	19
		Transit	23.7%		161		18	
		Walk	19.7%		134		15	
		Other	5.7%		39		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>680</b>		<b>74</b>	
<b>Superdistrict 3</b>	14.0%	Auto	57.1%	2.05	201	98	22	11
		Transit	22.3%		79		9	
		Walk	9.9%		35		4	
		Other	10.7%		38		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>352</b>		<b>39</b>	
<b>Superdistrict 4</b>	9.0%	Auto	63.4%	2.16	144	67	16	7
		Transit	32.4%		73		8	
		Walk	4.2%		10		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>227</b>		<b>25</b>	
<b>East Bay</b>	11.0%	Auto	52.2%	2.20	145	66	16	7
		Transit	25.0%		69		8	
		Walk	14.1%		39		4	
		Other	8.7%		24		3	
		<b>TOTAL</b>	<b>100.0%</b>		<b>277</b>		<b>30</b>	
<b>North Bay</b>	4.0%	Auto	73.6%	1.89	74	39	8	4
		Transit	8.8%		9		1	
		Walk	14.7%		15		2	
		Other	2.9%		3		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>101</b>		<b>11</b>	
<b>South Bay</b>	8.0%	Auto	80.5%	2.30	162	70	18	8
		Transit	8.3%		17		2	
		Walk	5.6%		11		1	
		Other	5.6%		11		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>201</b>		<b>22</b>	
<b>Out of Region</b>	14.0%	Auto	48.3%	2.07	170	82	19	9
		Transit	19.7%		69		8	
		Walk	23.8%		84		9	
		Other	8.2%		29		3	
		<b>TOTAL</b>	<b>100.0%</b>		<b>352</b>		<b>39</b>	
<b>TOTAL</b>	100.0%	Auto	54.8%	2.05	1,378	670	151	73
		Transit	23.6%		594		65	
		Walk	15.1%		381		42	
		Other	6.5%		165		18	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,518</b>		<b>275</b>	

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  
Alternative D Scenario Trip Generation - Weekday AM Peak Hour  
Land Use: General Retail (Work Trips)

<b>Proposed Size:</b>		<b>32,752 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	150.0 trips/1000 gsf	<b>AM PEAK HOUR</b>	
Total Person-trips:	4,913 person-trips	Person-trip Generation Rate [4]: 12.3%	18.5 trips/1000 gsf
Work Trips [2]: 4%	197 person-trips	Total Person-trips:	604 person-trips
		Work Trips [2]: 4%	24 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	6	5	1	1
		Transit	40.7%		7		1	
		Walk	16.7%		3		0	
		Other	3.3%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>		<b>5</b>	
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	28	25	3	3
		Transit	24.4%		17		2	
		Walk	30.6%		21		3	
		Other	4.0%		3		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>69</b>		<b>25</b>	
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	15	12	2	2
		Transit	48.0%		15		2	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>31</b>		<b>12</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>30</b>		<b>14</b>	
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	9	5	1	1
		Transit	31.0%		4		1	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>		<b>5</b>	
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	11	7	1	1
		Transit	16.1%		2		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>		<b>7</b>	
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	15	12	2	1
		Transit	27.5%		6		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>21</b>		<b>12</b>	
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	2	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>		<b>0</b>	
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	104	81	13	10
		Transit	31.7%		62		8	
		Walk	12.6%		25		3	
		Other	2.9%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>197</b>		<b>81</b>	

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  
Alternative D Scenario Trip Generation - Weekday AM Peak Hour  
Land Use: General Retail (Non-Work Trips)

<b>Proposed Size:</b> 32,752 sq. ft		<b>AM PEAK HOUR</b>	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq ft	Person-trip Generation Rate [4]:	12.3%
Total Person-trips:	4,913 person-trips	Total Person-trips:	604 person-trips
Non-Work Trips [2]: 96%	4,716 person-trips	Non-Work Trips [2]:	96%
			18.5 trips/1,000 gsf
			580 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	444	193	55	24
		Transit	8.5%		48		6	
		Walk	11.1%		63		8	
		Other	2.0%		11		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>566</b>		<b>193</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	1,466	933	180	115
		Transit	7.2%		187		23	
		Walk	34.5%		895		110	
		Other	1.8%		47		6	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,594</b>		<b>933</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	230	113	28	14
		Transit	10.0%		38		5	
		Walk	25.5%		96		12	
		Other	3.6%		14		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>377</b>		<b>113</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	268	108	33	13
		Transit	4.4%		15		2	
		Walk	10.0%		33		4	
		Other	4.4%		15		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>330</b>		<b>108</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	93	40	11	5
		Transit	9.8%		14		2	
		Walk	24.4%		35		4	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>141</b>		<b>40</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	77	36	9	4
		Transit	0.0%		0		0	
		Walk	18.8%		18		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>94</b>		<b>36</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	224	65	28	8
		Transit	0.0%		0		0	
		Walk	4.9%		12		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>236</b>		<b>65</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	236	126	29	16
		Transit	7.0%		26		3	
		Walk	20.9%		79		10	
		Other	9.6%		36		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>377</b>		<b>126</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	3,037	1,614	374	198
		Transit	6.9%		327		40	
		Walk	26.1%		1,230		151	
		Other	2.6%		122		15	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,716</b>		<b>1,614</b>	

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  
Alternative D Scenario Trip Generation - Weekday AM Peak Hour  
Land Use: Daycare (Work Trips)

<b>Proposed Size:</b>		<b>14,650 sq ft</b>	
<b>DAILY</b>		<b>AM PEAK HOUR</b>	
Person-trip Generation Rate [1]:	67.0 trips/1000 gsf	Person-trip Generation Rate [4]:	17.6%      11.8 trips/1000 gsf
Total Person-trips:	982 person-trips	Total Person-trips:	173 person-trips
Work Trips [2]:      4%	39 person-trips	Work Trips [2]:      4%	7 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>39</b>	<b>16</b>	<b>7</b>	<b>3</b>

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  
 Alternative D Scenario Trip Generation - Weekday AM Peak Hour  
 Land Use: Daycare (Non-Work Trips)

<b>Proposed Size:</b>		<b>14,650 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	67.0 trips/1000 sq ft	Person-trip Generation Rate [4]:	17.6%
Total Person-trips:	982 person-trips	Total Person-trips:	173 person-trips
Non-Work Trips [2]: 96%	942 person-trips	Non-Work Trips [2]:	96%
			11.8 trips/1,000 gsf
			173 person-trips
			166 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>39</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>518</b>		<b>187</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>23</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>		<b>8</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>19</b>		<b>7</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>13</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>25</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	607	322	107	57
		Transit	6.9%		65		12	
		Walk	26.1%		246		43	
		Other	2.6%		24		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>942</b>		<b>322</b>	

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  
 Alternative D Scenario Trip Generation - Weekday AM Peak Hour  
 Land Use: Quality Sit-Down (Work Trips)

<b>Proposed Size:</b>		<b>3,510 sq ft</b>	
<b>DAILY</b>		<b>AM PEAK HOUR</b>	
Person-trip Generation Rate [1]:	200.0 trips/1000 gsf	Person-trip Generation Rate [4]: 8.3%	16.6 trips/1000 gsf
Total Person-trips:	702 person-trips	Total Person-trips:	58 person-trips
Work Trips [2]: 4%	28 person-trips	Work Trips [2]: 4%	2 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	4	4	0	0
		Transit	24.4%		2		0	
		Walk	30.6%		3		0	
		Other	4.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	2	2	0	0
		Transit	48.0%		2		0	
		Walk	0.0%		0		0	
		Other	2.1%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	2	2	0	0
		Transit	38.9%		2		0	
		Walk	3.0%		0		0	
		Other	2.2%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	1	1	0	0
		Transit	31.0%		1		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	2	2	0	0
		Transit	27.5%		1		0	
		Walk	0.0%		0		0	
		Other	2.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	15	12	1	1
		Transit	31.7%		9		1	
		Walk	12.6%		4		0	
		Other	2.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>	<b>12</b>	<b>2</b>	<b>1</b>

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  
Alternative D Scenario Trip Generation - Weekday AM Peak Hour  
Land Use: Quality Sit-Down (Non-Work Trips)

<b>Proposed Size:</b>		<b>3,510 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	8.3%
Total Person-trips:	702 person-trips	Total Person-trips:	58 person-trips
Non-Work Trips [2]: 96%	674 person-trips	Non-Work Trips [2]:	96%
			16.6 trips/1,000 gsf
			56 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	63	28	5	2
		Transit	8.5%		7		1	
		Walk	11.1%		9		1	
		Other	2.0%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>81</b>		<b>28</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	209	133	17	11
		Transit	7.2%		27		2	
		Walk	34.5%		128		11	
		Other	1.8%		7		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>371</b>		<b>133</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	33	16	3	1
		Transit	10.0%		5		0	
		Walk	25.5%		14		1	
		Other	3.6%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>54</b>		<b>16</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	38	15	3	1
		Transit	4.4%		2		0	
		Walk	10.0%		5		0	
		Other	4.4%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>15</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	13	6	1	0
		Transit	9.8%		2		0	
		Walk	24.4%		5		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>20</b>		<b>6</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	11	5	1	0
		Transit	0.0%		0		0	
		Walk	18.8%		3		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>13</b>		<b>5</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	32	9	3	1
		Transit	0.0%		0		0	
		Walk	4.9%		2		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>34</b>		<b>9</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	34	18	3	1
		Transit	7.0%		4		0	
		Walk	20.9%		11		1	
		Other	9.6%		5		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>54</b>		<b>18</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	434	231	36	19
		Transit	6.9%		47		4	
		Walk	26.1%		176		15	
		Other	2.6%		17		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>674</b>		<b>231</b>	

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  
Alternative D Scenario Trip Generation - Weekday AM Peak Hour  
Land Use: Composit Rate, Cafe (Work Trips)

<b>Proposed Size:</b>		<b>8,044 sq ft</b>	
<b>DAILY</b>		<b>AM PEAK HOUR</b>	
Person-trip Generation Rate [1]:	600.0 trips/1000 gsf	Person-trip Generation Rate [1]:	9.1%
Total Person-trips:	4,826 person-trips	Total Person-trips:	439 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	193 person-trips		18 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	6	5	1	0
		Transit	40.7%		7		1	
		Walk	16.7%		3		0	
		Other	3.3%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	28	24	3	2
		Transit	24.4%		17		2	
		Walk	30.6%		21		2	
		Other	4.0%		3		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>68</b>	<b>24</b>	<b>6</b>	<b>2</b>
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	15	12	1	1
		Transit	48.0%		15		1	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>31</b>	<b>12</b>	<b>3</b>	<b>1</b>
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	16	13	1	1
		Transit	38.9%		11		1	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>29</b>	<b>13</b>	<b>3</b>	<b>1</b>
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	9	5	1	0
		Transit	31.0%		4		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	11	7	1	1
		Transit	16.1%		2		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>	<b>7</b>	<b>1</b>	<b>1</b>
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	14	12	1	1
		Transit	27.5%		6		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>20</b>	<b>12</b>	<b>2</b>	<b>1</b>
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	1	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	102	79	9	7
		Transit	31.7%		61		6	
		Walk	12.6%		24		2	
		Other	2.9%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>193</b>	<b>79</b>	<b>18</b>	<b>7</b>

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  
Alternative D Scenario Trip Generation - Weekday AM Peak Hour  
Land Use: Composite Rate, Cafe (Non-Work Trips)

<b>Proposed Size:</b>		<b>8,044 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	600.0 trips/1000 sq ft	<b>AM PEAK HOUR</b>	
Total Person-trips:	4,826 person-trips	Person-trip Generation Rate [4]:	9.1%
Non-Work Trips [2]: 96%	4,633 person-trips	Total Person-trips:	54.6 trips/1,000 gsf
		Non-Work Trips [2]:	439 person-trips
			422 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	436	190	40	17
		Transit	8.5%		47		4	
		Walk	11.1%		62		6	
		Other	2.0%		11		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>556</b>		<b>190</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	1,440	917	131	83
		Transit	7.2%		183		17	
		Walk	34.5%		879		80	
		Other	1.8%		46		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,548</b>		<b>917</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	226	111	21	10
		Transit	10.0%		37		3	
		Walk	25.5%		95		9	
		Other	3.6%		13		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>371</b>		<b>111</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	263	106	24	10
		Transit	4.4%		14		1	
		Walk	10.0%		32		3	
		Other	4.4%		14		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>324</b>		<b>106</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	91	40	8	4
		Transit	9.8%		14		1	
		Walk	24.4%		34		3	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>139</b>		<b>40</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	75	35	7	3
		Transit	0.0%		0		0	
		Walk	18.8%		17		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>93</b>		<b>35</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	220	63	20	6
		Transit	0.0%		0		0	
		Walk	4.9%		11		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>232</b>		<b>63</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	232	124	21	11
		Transit	7.0%		26		2	
		Walk	20.9%		77		7	
		Other	9.6%		36		3	
		<b>TOTAL</b>	<b>100.0%</b>		<b>371</b>		<b>124</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	2,984	1,585	271	144
		Transit	6.9%		322		29	
		Walk	26.1%		1,208		110	
		Other	2.6%		120		11	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,633</b>		<b>1,585</b>	

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  
 Alternative D Scenario Trip Generation - Weekday AM Peak Hour  
 Land Use: Office (Work Trips)

<b>Proposed Size:</b> 402,404 sq ft		<b>AM PEAK HOUR</b>	
<b>DAILY</b>	Person-trip Generation Rate [1]: 18.1 trips/ksf	Person-trip Generation Rate [4]: 8.15%	1.5 trips/unit
	Total Person-trips: 7,284 person-trips	Total Person-trips:	593 person-trips
Work Trips [2]: 36%	2,622 person-trips	Work Trips [2]: 83%	492 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	87	73	16	14
		Transit	40.7%		90		17	
		Walk	16.7%		37		7	
		Other	3.3%		7		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>220</b>		<b>73</b>	
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	378	332	71	62
		Transit	24.4%		225		42	
		Walk	30.6%		282		53	
		Other	4.0%		37		7	
		<b>TOTAL</b>	<b>100.0%</b>		<b>923</b>		<b>332</b>	
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	207	165	39	31
		Transit	48.0%		199		37	
		Walk	0.0%		0		0	
		Other	2.1%		9		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>414</b>		<b>165</b>	
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	221	181	42	34
		Transit	38.9%		154		29	
		Walk	3.0%		12		2	
		Other	2.2%		9		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>396</b>		<b>181</b>	
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	125	62	24	12
		Transit	31.0%		58		11	
		Walk	0.0%		0		0	
		Other	1.6%		3		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>186</b>		<b>62</b>	
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	150	98	28	18
		Transit	16.1%		30		6	
		Walk	0.0%		0		0	
		Other	2.4%		4		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>184</b>		<b>98</b>	
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	194	161	36	30
		Transit	27.5%		76		14	
		Walk	0.0%		0		0	
		Other	2.6%		7		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>278</b>		<b>161</b>	
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	20	6	4	1
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>21</b>		<b>6</b>	
<b>TOTAL</b>	100.0%	Auto	52.7%	1.19	1,382	1,078	260	203
		Transit	31.7%		832		156	
		Walk	12.6%		331		62	
		Other	2.9%		77		14	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,622</b>		<b>1,078</b>	

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  
Alternative D Scenario Trip Generation - Weekday AM Peak Hour  
Land Use: Office (Non-Work Trips)

<b>Proposed Size:</b> 402,404 sq. ft.		<b>AM PEAK HOUR</b>	
<b>DAILY</b>	Person-trip Generation Rate [1]: 18.1 trips/room	Person-trip Generation Rate [4]: 8.15%	1.5 trips/unit
	Total Person-trips: 7,284 person-trips	Total Person-trips:	593 person-trips
	Non-Work Trips [2]: 64%	Non-Work Trips [2]:	101 person-trips
			17%

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	13.0%	Auto	41.7%	1.93	253	131	5	3
		Transit	35.5%		215		5	
		Walk	16.4%		99		2	
		Other	6.4%		39		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>606</b>		<b>131</b>	
<b>Superdistrict 2</b>	27.0%	Auto	50.9%	1.96	641	327	14	7
		Transit	23.7%		298		6	
		Walk	19.7%		248		5	
		Other	5.7%		72		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,259</b>		<b>327</b>	
<b>Superdistrict 3</b>	14.0%	Auto	57.1%	2.05	373	182	8	4
		Transit	22.3%		146		3	
		Walk	9.9%		65		1	
		Other	10.7%		70		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>653</b>		<b>182</b>	
<b>Superdistrict 4</b>	9.0%	Auto	63.4%	2.16	266	123	6	3
		Transit	32.4%		136		3	
		Walk	4.2%		18		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>420</b>		<b>123</b>	
<b>East Bay</b>	11.0%	Auto	52.2%	2.20	268	122	6	3
		Transit	25.0%		128		3	
		Walk	14.1%		72		2	
		Other	8.7%		45		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>513</b>		<b>122</b>	
<b>North Bay</b>	4.0%	Auto	73.6%	1.89	137	73	3	2
		Transit	8.8%		16		0	
		Walk	14.7%		27		1	
		Other	2.9%		5		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>186</b>		<b>73</b>	
<b>South Bay</b>	8.0%	Auto	80.5%	2.30	300	131	6	3
		Transit	8.3%		31		1	
		Walk	5.6%		21		0	
		Other	5.6%		21		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>373</b>		<b>131</b>	
<b>Out of Region</b>	14.0%	Auto	48.3%	2.07	315	152	7	3
		Transit	19.7%		129		3	
		Walk	23.8%		155		3	
		Other	8.2%		54		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>653</b>		<b>152</b>	
<b>TOTAL</b>	100.0%	Auto	54.8%	2.05	2,552	1,240	55	27
		Transit	23.6%		1,099		24	
		Walk	15.1%		705		15	
		Other	6.5%		305		7	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,661</b>		<b>1,240</b>	

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 - Alt D Scenario, Weekday PM Peak Hour

Land Use Program		
Land Use	Size	Units
Residential	456	DU
	321	Studio/1-bed
	135	2/2+bed
	475,247	GSF
General Office	402,404	SF
General Retail	32,752	SF
Quality Sit-Down	3,510	SF
Composite Restaurant	8,044	SF
Daycare Center	14,650	SF

**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	2,055	3,935	3,141	449	3,085	627	13,292	355	329	283	61	417	113	1,558
Transit	1,019	1,931	390	56	383	78	3,857	188	188	35	8	52	14	485
Walk	459	1,037	1,254	179	1,232	251	4,412	70	81	113	24	166	45	499
Other	225	381	128	18	126	26	904	37	22	12	2	17	5	95
<b>Total Person Trips</b>	<b>3,758</b>	<b>7,284</b>	<b>4,913</b>	<b>702</b>	<b>4,826</b>	<b>982</b>	<b>22,465</b>	<b>650</b>	<b>619</b>	<b>443</b>	<b>95</b>	<b>652</b>	<b>177</b>	<b>2,636</b>
<b>Total Vehicle Trips</b>	<b>1,227</b>	<b>2,318</b>	<b>1,695</b>	<b>242</b>	<b>1,665</b>	<b>339</b>	<b>7,486</b>	<b>233</b>	<b>239</b>	<b>153</b>	<b>33</b>	<b>225</b>	<b>61</b>	<b>943</b>

**PM Peak Hour Person-Trips and Vehicle-Trips by Direction - 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	189	95	284	48	232	280	116	125	241	25	27	52	170	184	354	46	50	96	594	713	1,307
Transit	100	50	150	27	133	160	14	16	30	3	4	7	21	23	44	6	6	12	171	232	403
Walk	19	9	28	12	57	69	46	50	96	9	11	20	68	73	141	18	20	38	172	220	392
Other	10	5	15	3	16	19	5	5	10	1	1	2	7	7	14	2	2	4	28	36	64
<b>Total Person Trips</b>	<b>318</b>	<b>159</b>	<b>477</b>	<b>90</b>	<b>437</b>	<b>527</b>	<b>181</b>	<b>196</b>	<b>377</b>	<b>38</b>	<b>43</b>	<b>81</b>	<b>266</b>	<b>287</b>	<b>553</b>	<b>72</b>	<b>78</b>	<b>150</b>	<b>965</b>	<b>1,200</b>	<b>2,165</b>
<b>Total External Vehicle Trips</b>	<b>140</b>	<b>46</b>	<b>186</b>	<b>35</b>	<b>168</b>	<b>204</b>	<b>61</b>	<b>68</b>	<b>130</b>	<b>14</b>	<b>14</b>	<b>28</b>	<b>91</b>	<b>101</b>	<b>191</b>	<b>24</b>	<b>28</b>	<b>52</b>	<b>367</b>	<b>425</b>	<b>791</b>
<b>Total Internal Person Trips</b>	<b>115</b>	<b>58</b>	<b>173</b>	<b>15</b>	<b>77</b>	<b>92</b>	<b>32</b>	<b>34</b>	<b>66</b>	<b>7</b>	<b>7</b>	<b>14</b>	<b>47</b>	<b>52</b>	<b>99</b>	<b>14</b>	<b>13</b>	<b>27</b>	<b>230</b>	<b>241</b>	<b>471</b>
<b>Total Internal Walk Trips</b>	<b>75</b>	<b>39</b>	<b>114</b>	<b>12</b>	<b>62</b>	<b>74</b>	<b>29</b>	<b>30</b>	<b>59</b>	<b>7</b>	<b>7</b>	<b>14</b>	<b>42</b>	<b>46</b>	<b>88</b>	<b>12</b>	<b>12</b>	<b>24</b>	<b>177</b>	<b>195</b>	<b>372</b>
<b>Total Internal Other Trips</b>	<b>40</b>	<b>19</b>	<b>59</b>	<b>3</b>	<b>15</b>	<b>18</b>	<b>3</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>53</b>	<b>46</b>	<b>99</b>

**PM Peak Hour Net New External Vehicle Trips**

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
Existing Vehicle Trips																			102	194	296
External Vehicle Trips	140	46	186	35	168	204	61	68	130	14	14	28	91	101	191	24	28	52	367	425	791
Trip Credit	39	19	58	11	78	89	17	31	48	4	7	11	25	46	71	7	13	20	103	194	297
<b>Net New External Vehicle Trips</b>	<b>101</b>	<b>27</b>	<b>128</b>	<b>24</b>	<b>90</b>	<b>115</b>	<b>44</b>	<b>37</b>	<b>82</b>	<b>10</b>	<b>7</b>	<b>17</b>	<b>66</b>	<b>55</b>	<b>120</b>	<b>17</b>	<b>15</b>	<b>32</b>	<b>264</b>	<b>231</b>	<b>494</b>

3333 California Street  
 Alternative D Scenario Trip Generation - Weekday PM Peak Hour  
 Land Use: Residential (Work Trips)

<b>Proposed Size:</b>		<b>456 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.2 trips/units	<b>PM PEAK HOUR</b>	
Total Person-trips:	3,758 person-trips	Person-trip Generation Rate [1]: 17.3%	1.4 trips/unit
Work Trips [2]: 33%	1,240 person-trips	Total Person-trips:	650 person-trips
		Work Trips [2]: 50%	325 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [4]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	52.0%	Auto	54.5%	1.21	352	290	92	76
		Transit	34.3%		221		58	
		Walk	6.3%		41		11	
		Other	4.9%		31		8	
		<b>TOTAL</b>	<b>100.0%</b>		<b>645</b>		<b>290</b>	
<b>Superdistrict 2</b>	7.4%	Auto	54.5%	1.21	50	41	13	11
		Transit	34.3%		32		8	
		Walk	6.3%		6		2	
		Other	4.9%		4		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>92</b>		<b>41</b>	
<b>Superdistrict 3</b>	7.4%	Auto	54.5%	1.21	50	41	13	11
		Transit	34.3%		32		8	
		Walk	6.3%		6		2	
		Other	4.9%		4		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>92</b>		<b>41</b>	
<b>Superdistrict 4</b>	7.4%	Auto	54.5%	1.21	50	41	13	11
		Transit	34.3%		32		8	
		Walk	6.3%		6		2	
		Other	4.9%		4		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>92</b>		<b>41</b>	
<b>East Bay</b>	7.8%	Auto	54.5%	1.21	53	44	14	11
		Transit	34.3%		33		9	
		Walk	6.3%		6		2	
		Other	4.9%		5		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>97</b>		<b>44</b>	
<b>North Bay</b>	7.8%	Auto	54.5%	1.21	53	44	14	11
		Transit	34.3%		33		9	
		Walk	6.3%		6		2	
		Other	4.9%		5		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>97</b>		<b>44</b>	
<b>South Bay</b>	7.8%	Auto	54.5%	1.21	53	44	14	11
		Transit	34.3%		33		9	
		Walk	6.3%		6		2	
		Other	4.9%		5		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>97</b>		<b>44</b>	
<b>Other (Out of Region)</b>	2.2%	Auto	54.5%	1.21	15	12	4	3
		Transit	34.3%		10		2	
		Walk	6.3%		2		0	
		Other	4.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>		<b>12</b>	
<b>TOTAL</b>	100.0%	Auto	54.5%	1.21	676	558	177	146
		Transit	34.3%		425		112	
		Walk	6.3%		78		20	
		Other	4.9%		60		16	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,240</b>		<b>558</b>	

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  
 Alternative D Scenario Trip Generation - Weekday PM Peak Hour  
 Land Use: Residential (Non-Work Trips)

<b>Proposed Size:</b>		<b>456 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.2 trips/unit	<b>PM PEAK HOUR</b>	
Total Person-trips:	3,758 person-trips	Person-trip Generation Rate [1]: 17.3%	1.4 trips/1,000 gsf
Non-Work Trips [2]: 67%	2,518 person-trips	Total Person-trips:	650 person-trips
		Non-Work Trips [2]:	325 person-trips
			50%

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	13.0%	Auto	41.7%	1.93	136	71	18	9
		Transit	35.5%		116		15	
		Walk	16.4%		54		7	
		Other	6.4%		21		3	
		<b>TOTAL</b>	<b>100.0%</b>		<b>327</b>		<b>71</b>	
<b>Superdistrict 2</b>	27.0%	Auto	50.9%	1.96	346	177	45	23
		Transit	23.7%		161		21	
		Walk	19.7%		134		17	
		Other	5.7%		39		5	
		<b>TOTAL</b>	<b>100.0%</b>		<b>680</b>		<b>177</b>	
<b>Superdistrict 3</b>	14.0%	Auto	57.1%	2.05	201	98	26	13
		Transit	22.3%		79		10	
		Walk	9.9%		35		5	
		Other	10.7%		38		5	
		<b>TOTAL</b>	<b>100.0%</b>		<b>352</b>		<b>98</b>	
<b>Superdistrict 4</b>	9.0%	Auto	63.4%	2.16	144	67	19	9
		Transit	32.4%		73		9	
		Walk	4.2%		10		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>227</b>		<b>67</b>	
<b>East Bay</b>	11.0%	Auto	52.2%	2.20	145	66	19	8
		Transit	25.0%		69		9	
		Walk	14.1%		39		5	
		Other	8.7%		24		3	
		<b>TOTAL</b>	<b>100.0%</b>		<b>277</b>		<b>66</b>	
<b>North Bay</b>	4.0%	Auto	73.6%	1.89	74	39	10	5
		Transit	8.8%		9		1	
		Walk	14.7%		15		2	
		Other	2.9%		3		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>101</b>		<b>39</b>	
<b>South Bay</b>	8.0%	Auto	80.5%	2.30	162	70	21	9
		Transit	8.3%		17		2	
		Walk	5.6%		11		1	
		Other	5.6%		11		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>201</b>		<b>70</b>	
<b>Out of Region</b>	14.0%	Auto	48.3%	2.07	170	82	22	11
		Transit	19.7%		69		9	
		Walk	23.8%		84		11	
		Other	8.2%		29		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>352</b>		<b>82</b>	
<b>TOTAL</b>	100.0%	Auto	54.8%	2.05	1,378	670	178	86
		Transit	23.6%		594		77	
		Walk	15.1%		381		49	
		Other	6.5%		165		21	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,518</b>		<b>670</b>	

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  
 Alternative D Scenario Trip Generation - Weekday PM Peak Hour  
 Land Use: General Retail (Work Trips)

<b>Proposed Size:</b>		<b>32,752 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	150.0 trips/1000 gsf	Person-trip Generation Rate [1]:	9.0%
Total Person-trips:	4,913 person-trips	Total Person-trips:	442 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	197 person-trips		18 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	6	5	1	0
		Transit	40.7%		7		1	
		Walk	16.7%		3		0	
		Other	3.3%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>		<b>5</b>	
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	28	25	3	2
		Transit	24.4%		17		2	
		Walk	30.6%		21		2	
		Other	4.0%		3		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>69</b>		<b>25</b>	
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	15	12	1	1
		Transit	48.0%		15		1	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>31</b>		<b>12</b>	
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	17	14	1	1
		Transit	38.9%		12		1	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>30</b>		<b>14</b>	
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	9	5	1	0
		Transit	31.0%		4		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>		<b>5</b>	
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	11	7	1	1
		Transit	16.1%		2		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>		<b>7</b>	
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	15	12	1	1
		Transit	27.5%		6		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>21</b>		<b>12</b>	
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	2	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>		<b>0</b>	
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	104	81	9	7
		Transit	31.7%		62		6	
		Walk	12.6%		25		2	
		Other	2.9%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>197</b>		<b>81</b>	

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  
Alternative D Scenario Trip Generation - Weekday PM Peak Hour  
Land Use: General Retail (Non-Work Trips)

<b>Proposed Size:</b>		<b>32,752 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	9%
Total Person-trips:	4,913 person-trips	Total Person-trips:	442 person-trips
Non-Work Trips [2]: 96%	4,716 person-trips	Non-Work Trips [2]:	96%
			13.5 trips/1,000 gsf
			424 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	444	193	40	17
		Transit	8.5%		48		4	
		Walk	11.1%		63		6	
		Other	2.0%		11		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>566</b>		<b>193</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	1,466	933	132	84
		Transit	7.2%		187		17	
		Walk	34.5%		895		81	
		Other	1.8%		47		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,594</b>		<b>933</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	230	113	21	10
		Transit	10.0%		38		3	
		Walk	25.5%		96		9	
		Other	3.6%		14		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>377</b>		<b>113</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	268	108	24	10
		Transit	4.4%		15		1	
		Walk	10.0%		33		3	
		Other	4.4%		15		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>330</b>		<b>108</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	93	40	8	4
		Transit	9.8%		14		1	
		Walk	24.4%		35		3	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>141</b>		<b>40</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	77	36	7	3
		Transit	0.0%		0		0	
		Walk	18.8%		18		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>94</b>		<b>36</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	224	65	20	6
		Transit	0.0%		0		0	
		Walk	4.9%		12		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>236</b>		<b>65</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	236	126	21	11
		Transit	7.0%		26		2	
		Walk	20.9%		79		7	
		Other	9.6%		36		3	
		<b>TOTAL</b>	<b>100.0%</b>		<b>377</b>		<b>126</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	3,037	1,614	273	145
		Transit	6.9%		327		29	
		Walk	26.1%		1,230		111	
		Other	2.6%		122		11	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,716</b>		<b>1,614</b>	

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  
 Alternative D Scenario Trip Generation - Weekday PM Peak Hour  
 Land Use: Daycare (Work Trips)

<b>Proposed Size:</b>		<b>14,650 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	67.0 trips/1000 gsf	Person-trip Generation Rate [1]: 18.0%	12.1 trips/1000 gsf
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>39</b>	<b>16</b>	<b>7</b>	<b>3</b>

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  
 Alternative D Scenario Trip Generation - Weekday PM Peak Hour  
 Land Use: Daycare (Non-Work Trips)

<b>Proposed Size:</b>		<b>14,650 sq. ft</b>	
<b>DAILY</b>			
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
			170 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>39</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>518</b>		<b>187</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>23</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>		<b>8</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>19</b>		<b>7</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>13</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>25</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	607	322	109	58
		Transit	6.9%		65		12	
		Walk	26.1%		246		44	
		Other	2.6%		24		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>942</b>		<b>322</b>	

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  
 Alternative D Scenario Trip Generation - Weekday PM Peak Hour  
 Land Use: Quality Sit-Down (Work Trips)

<b>Proposed Size:</b>		<b>3,510 sq ft</b>	
<b>DAILY</b>		<b>PM PEAK HOUR</b>	
Person-trip Generation Rate [1]:	200.0 trips/1000 gsf	Person-trip Generation Rate [1]:	13.5% 27.0 trips/1000 gsf
Total Person-trips:	702 person-trips	Total Person-trips:	95 person-trips
Work Trips [2]:	4% 28 person-trips	Work Trips [2]:	4% 4 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	4	4	1	0
		Transit	24.4%		2		0	
		Walk	30.6%		3		0	
		Other	4.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	2	2	0	0
		Transit	48.0%		2		0	
		Walk	0.0%		0		0	
		Other	2.1%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	2	2	0	0
		Transit	38.9%		2		0	
		Walk	3.0%		0		0	
		Other	2.2%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	1	1	0	0
		Transit	31.0%		1		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	2	2	0	0
		Transit	27.5%		1		0	
		Walk	0.0%		0		0	
		Other	2.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	15	12	2	2
		Transit	31.7%		9		1	
		Walk	12.6%		4		0	
		Other	2.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>	<b>12</b>	<b>4</b>	<b>2</b>

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  
 Alternative D Scenario Trip Generation - Weekday PM Peak Hour  
 Land Use: Quality Sit-Down (Non-Work Trips)

<b>Proposed Size:</b>		<b>3,510 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	702 person-trips	Total Person-trips:	27.0 trips/1,000 gsf
Non-Work Trips [2]: 96%	674 person-trips	Non-Work Trips [2]:	96%
			91 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	63	28	9	4
		Transit	8.5%		7		1	
		Walk	11.1%		9		1	
		Other	2.0%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>81</b>		<b>28</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	209	133	28	18
		Transit	7.2%		27		4	
		Walk	34.5%		128		17	
		Other	1.8%		7		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>371</b>		<b>133</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	33	16	4	2
		Transit	10.0%		5		1	
		Walk	25.5%		14		2	
		Other	3.6%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>54</b>		<b>16</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	38	15	5	2
		Transit	4.4%		2		0	
		Walk	10.0%		5		1	
		Other	4.4%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>15</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	13	6	2	1
		Transit	9.8%		2		0	
		Walk	24.4%		5		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>20</b>		<b>6</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	11	5	1	1
		Transit	0.0%		0		0	
		Walk	18.8%		3		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>13</b>		<b>5</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	32	9	4	1
		Transit	0.0%		0		0	
		Walk	4.9%		2		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>34</b>		<b>9</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	34	18	5	2
		Transit	7.0%		4		1	
		Walk	20.9%		11		2	
		Other	9.6%		5		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>54</b>		<b>18</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	434	231	59	31
		Transit	6.9%		47		6	
		Walk	26.1%		176		24	
		Other	2.6%		17		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>674</b>		<b>231</b>	

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  
 Alternative D Scenario Trip Generation - Weekday PM Peak Hour  
 Land Use: Composite Rate, Cafe (Work Trips)

<b>Proposed Size:</b>		<b>8,044 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	600.0 trips/1000 gsf	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	4,826 person-trips	Total Person-trips:	652 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	193 person-trips		26 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	6	5	1	1
		Transit	40.7%		7		1	
		Walk	16.7%		3		0	
		Other	3.3%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>				<b>16</b>	<b>5</b>
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	28	24	4	3
		Transit	24.4%		17		2	
		Walk	30.6%		21		3	
		Other	4.0%		3		0	
		<b>TOTAL</b>	<b>100.0%</b>				<b>68</b>	<b>24</b>
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	15	12	2	2
		Transit	48.0%		15		2	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>				<b>31</b>	<b>12</b>
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	16	13	2	2
		Transit	38.9%		11		2	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>				<b>29</b>	<b>13</b>
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	9	5	1	1
		Transit	31.0%		4		1	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>				<b>14</b>	<b>5</b>
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	11	7	1	1
		Transit	16.1%		2		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>				<b>14</b>	<b>7</b>
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	14	12	2	2
		Transit	27.5%		6		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>				<b>20</b>	<b>12</b>
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	1	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>				<b>2</b>	<b>0</b>
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	102	79	14	11
		Transit	31.7%		61		8	
		Walk	12.6%		24		3	
		Other	2.9%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>				<b>193</b>	<b>79</b>

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  
 Alternative D Scenario Trip Generation - Weekday PM Peak Hour  
 Land Use: Composite Rate, Cafe (Non-Work Trips)

<b>Proposed Size:</b>		<b>8,044 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	600.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	4,826 person-trips	Total Person-trips:	81.0 trips/1,000 gsf
Non-Work Trips [2]: 96%	4,633 person-trips	Non-Work Trips [2]:	96%
			652 person-trips
			626 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	436	190	59	26
		Transit	8.5%		47		6	
		Walk	11.1%		62		8	
		Other	2.0%		11		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>556</b>		<b>190</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	1,440	917	194	124
		Transit	7.2%		183		25	
		Walk	34.5%		879		119	
		Other	1.8%		46		6	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,548</b>		<b>917</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	226	111	30	15
		Transit	10.0%		37		5	
		Walk	25.5%		95		13	
		Other	3.6%		13		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>371</b>		<b>111</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	263	106	36	14
		Transit	4.4%		14		2	
		Walk	10.0%		32		4	
		Other	4.4%		14		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>324</b>		<b>106</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	91	40	12	5
		Transit	9.8%		14		2	
		Walk	24.4%		34		5	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>139</b>		<b>40</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	75	35	10	5
		Transit	0.0%		0		0	
		Walk	18.8%		17		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>93</b>		<b>35</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	220	63	30	9
		Transit	0.0%		0		0	
		Walk	4.9%		11		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>232</b>		<b>63</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	232	124	31	17
		Transit	7.0%		26		4	
		Walk	20.9%		77		10	
		Other	9.6%		36		5	
		<b>TOTAL</b>	<b>100.0%</b>		<b>371</b>		<b>124</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	2,984	1,585	403	214
		Transit	6.9%		322		43	
		Walk	26.1%		1,208		163	
		Other	2.6%		120		16	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,633</b>		<b>1,585</b>	

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  
 Alternative D Scenario Trip Generation - Weekday PM Peak Hour  
 Land Use: Office (Work Trips)

<b>Proposed Size:</b> 402,404 sq ft			
<b>DAILY</b>		<b>PM PEAK HOUR</b>	
Person-trip Generation Rate [1]:	18.1 trips/ksf	Person-trip Generation Rate [1]:	8.5%
Total Person-trips:	7,284 person-trips	Total Person-trips:	619 person-trips
Work Trips [2]: 36%	2,622 person-trips	Work Trips [2]:	83%
			1.5 trips/unit
			514 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	87	73	17	14
		Transit	40.7%		90		18	
		Walk	16.7%		37		7	
		Other	3.3%		7		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>220</b>		<b>73</b>	
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	378	332	74	65
		Transit	24.4%		225		44	
		Walk	30.6%		282		55	
		Other	4.0%		37		7	
		<b>TOTAL</b>	<b>100.0%</b>		<b>923</b>		<b>332</b>	
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	207	165	41	32
		Transit	48.0%		199		39	
		Walk	0.0%		0		0	
		Other	2.1%		9		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>414</b>		<b>165</b>	
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	221	181	43	36
		Transit	38.9%		154		30	
		Walk	3.0%		12		2	
		Other	2.2%		9		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>396</b>		<b>181</b>	
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	125	62	25	12
		Transit	31.0%		58		11	
		Walk	0.0%		0		0	
		Other	1.6%		3		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>186</b>		<b>62</b>	
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	150	98	29	19
		Transit	16.1%		30		6	
		Walk	0.0%		0		0	
		Other	2.4%		4		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>184</b>		<b>98</b>	
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	194	161	38	31
		Transit	27.5%		76		15	
		Walk	0.0%		0		0	
		Other	2.6%		7		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>278</b>		<b>161</b>	
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	20	6	4	1
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>21</b>		<b>6</b>	
<b>TOTAL</b>	100.0%	Auto	52.7%	1.19	1,382	1,078	271	211
		Transit	31.7%		832		163	
		Walk	12.6%		331		65	
		Other	2.9%		77		15	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,622</b>		<b>1,078</b>	

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

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

<b>Proposed Size:</b> 402,404 sq. ft.			
<b>DAILY</b>		<b>PM PEAK HOUR</b>	
Person-trip Generation Rate [1]:	18.1 trips/room	Person-trip Generation Rate [1]:	8.5% 1.5 trips/unit
Total Person-trips:	7,284 person-trips	Total Person-trips:	619 person-trips
Non-Work Trips [2]: 64%	4,661 person-trips	Non-Work Trips [2]:	17% 105 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	13.0%	Auto	41.7%	1.93	253	131	6	3
		Transit	35.5%		215		5	
		Walk	16.4%		99		2	
		Other	6.4%		39		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>606</b>		<b>131</b>	
<b>Superdistrict 2</b>	27.0%	Auto	50.9%	1.96	641	327	14	7
		Transit	23.7%		298		7	
		Walk	19.7%		248		6	
		Other	5.7%		72		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,259</b>		<b>327</b>	
<b>Superdistrict 3</b>	14.0%	Auto	57.1%	2.05	373	182	8	4
		Transit	22.3%		146		3	
		Walk	9.9%		65		1	
		Other	10.7%		70		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>653</b>		<b>182</b>	
<b>Superdistrict 4</b>	9.0%	Auto	63.4%	2.16	266	123	6	3
		Transit	32.4%		136		3	
		Walk	4.2%		18		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>420</b>		<b>123</b>	
<b>East Bay</b>	11.0%	Auto	52.2%	2.20	268	122	6	3
		Transit	25.0%		128		3	
		Walk	14.1%		72		2	
		Other	8.7%		45		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>513</b>		<b>122</b>	
<b>North Bay</b>	4.0%	Auto	73.6%	1.89	137	73	3	2
		Transit	8.8%		16		0	
		Walk	14.7%		27		1	
		Other	2.9%		5		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>186</b>		<b>73</b>	
<b>South Bay</b>	8.0%	Auto	80.5%	2.30	300	131	7	3
		Transit	8.3%		31		1	
		Walk	5.6%		21		0	
		Other	5.6%		21		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>373</b>		<b>131</b>	
<b>Out of Region</b>	14.0%	Auto	48.3%	2.07	315	152	7	3
		Transit	19.7%		129		3	
		Walk	23.8%		155		4	
		Other	8.2%		54		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>653</b>		<b>152</b>	
<b>TOTAL</b>	100.0%	Auto	54.8%	2.05	2,552	1,240	58	28
		Transit	23.6%		1,099		25	
		Walk	15.1%		705		16	
		Other	6.5%		305		7	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,661</b>		<b>1,240</b>	

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

## 6. Travel Demand Estimates – Alternative E

**3333 California Street**  
 Travel Demand Summary - Alt E Scenario, Weekday AM Peak Hour

Land Use Program		
Land Use	Size	Units
Residential	588	DU
	359	Studio/1-bed
	229	2/2+bed
	811,867	GSF
General Office	0	SF
General Retail	32,752	SF
Quality Sit-Down	3,510	SF
Composite Restaurant	8,044	SF
Daycare Center	14,650	SF

Daily and AM Peak Hour Person-Trips and Vehicle-Trips Summary - Internal and External Trips														
Mode	Daily							Weekday AM Peak Hour						
	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	AM Peak Hour Total
Auto	2,724	0	3,141	449	3,085	627	10,026	399	0	386	37	281	110	1,213
Transit	1,351	0	390	56	383	78	2,258	211	0	48	5	35	14	313
Walk	609	0	1,254	179	1,232	251	3,525	78	0	154	15	112	44	403
Other	298	0	128	18	126	26	596	42	0	16	2	11	5	76
<b>Total Person Trips</b>	<b>4,982</b>	<b>0</b>	<b>4,913</b>	<b>702</b>	<b>4,826</b>	<b>982</b>	<b>16,405</b>	<b>730</b>	<b>0</b>	<b>604</b>	<b>59</b>	<b>439</b>	<b>173</b>	<b>2,005</b>
<b>Total Vehicle Trips</b>	<b>1,627</b>	<b>0</b>	<b>1,695</b>	<b>242</b>	<b>1,665</b>	<b>339</b>	<b>5,568</b>	<b>261</b>	<b>0</b>	<b>208</b>	<b>20</b>	<b>151</b>	<b>60</b>	<b>700</b>

AM Peak Hour Person-Trips and Vehicle-Trips by Direction - 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	107	212	319				171	157	328	17	16	33	131	122	253	48	45	93	426	507	933
Transit	57	112	169				21	20	41	2	2	4	16	15	31	6	6	12	96	149	245
Walk	6	13	19				72	67	139	7	6	13	52	49	101	21	19	40	137	135	272
Other	3	7	10				7	7	14	1	1	2	5	5	10	2	2	4	16	20	36
<b>Total External Person Trips</b>	<b>173</b>	<b>344</b>	<b>517</b>				<b>271</b>	<b>251</b>	<b>522</b>	<b>27</b>	<b>25</b>	<b>52</b>	<b>204</b>	<b>191</b>	<b>395</b>	<b>77</b>	<b>72</b>	<b>149</b>	<b>675</b>	<b>811</b>	<b>1,486</b>
<b>Total External Vehicle Trips</b>	<b>52</b>	<b>157</b>	<b>209</b>				<b>93</b>	<b>84</b>	<b>177</b>	<b>10</b>	<b>8</b>	<b>18</b>	<b>72</b>	<b>64</b>	<b>136</b>	<b>27</b>	<b>25</b>	<b>52</b>	<b>227</b>	<b>313</b>	<b>540</b>
<b>Total Internal Person Trips</b>	<b>72</b>	<b>141</b>	<b>213</b>				<b>43</b>	<b>39</b>	<b>82</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>23</b>	<b>21</b>	<b>44</b>	<b>12</b>	<b>12</b>	<b>24</b>	<b>142</b>	<b>204</b>	<b>346</b>
<b>Total Internal Walk Trips</b>	<b>47</b>	<b>91</b>	<b>138</b>				<b>38</b>	<b>34</b>	<b>72</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>21</b>	<b>19</b>	<b>40</b>	<b>9</b>	<b>10</b>	<b>19</b>	<b>110</b>	<b>148</b>	<b>258</b>
<b>Total Internal Other Trips</b>	<b>25</b>	<b>50</b>	<b>75</b>				<b>5</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>32</b>	<b>56</b>	<b>88</b>

AM Peak Hour Net New External Vehicle Trips																					
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
Existing Vehicle Trips																			190	76	266
External Vehicle Trips	52	157	209	0	0	0	93	84	177	10	8	18	72	64	136	27	25	52	227	313	540
Trip Credit	42	37	79	0	0	0	78	20	98	8	2	10	60	16	76	23	6	29	211	81	292
<b>Net New External Vehicle Trips</b>	<b>10</b>	<b>120</b>	<b>130</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>79</b>	<b>2</b>	<b>6</b>	<b>8</b>	<b>12</b>	<b>48</b>	<b>60</b>	<b>4</b>	<b>19</b>	<b>23</b>	<b>16</b>	<b>232</b>	<b>248</b>

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

<b>Proposed Size:</b>		<b>588 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.5 trips/units	<b>AM PEAK HOUR</b>	
Total Person-trips:	4,983 person-trips	Person-trip Generation Rate [5]: 14.6%	1.2 trips/unit
Work Trips [2]: 33%	1,644 person-trips	Total Person-trips:	729 person-trips
		Work Trips [2]:	365 person-trips
		50%	

Origins	Distribution [3]	Mode	Percent [3]	AVO [4]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	52.0%	Auto	54.5%	1.21	466	385	103	85
		Transit	34.3%		293		65	
		Walk	6.3%		54		12	
		Other	4.9%		42		9	
		<b>TOTAL</b>	<b>100.0%</b>		<b>855</b>		<b>385</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>37</b>		<b>17</b>	
<b>TOTAL</b>	100.0%	Auto	54.5%	1.21	897	739	199	164
		Transit	34.3%		564		125	
		Walk	6.3%		104		23	
		Other	4.9%		80		18	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,644</b>		<b>739</b>	

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  
 Alternative E Trip Generation - Weekday AM Peak Hour  
 Land Use: Residential (Non-Work Trips)

<b>Proposed Size:</b>		<b>588 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.5 trips/unit	<b>AM PEAK HOUR</b>	
Total Person-trips:	4,983 person-trips	Person-trip Generation Rate [4]: 14.6%	1.2 trips/1,000 gsf
Non-Work Trips [2]: 67%	3,338 person-trips	Total Person-trips:	729 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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>434</b>		<b>47</b>	
<b>Superdistrict 2</b>	27.0%	Auto	50.9%	1.96	459	234	50	26
		Transit	23.7%		214		23	
		Walk	19.7%		178		19	
		Other	5.7%		51		6	
		<b>TOTAL</b>	<b>100.0%</b>		<b>901</b>		<b>98</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>467</b>		<b>51</b>	
<b>Superdistrict 4</b>	9.0%	Auto	63.4%	2.16	190	88	21	10
		Transit	32.4%		97		11	
		Walk	4.2%		13		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>300</b>		<b>33</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>367</b>		<b>40</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>134</b>		<b>15</b>	
<b>South Bay</b>	8.0%	Auto	80.5%	2.30	215	93	23	10
		Transit	8.3%		22		2	
		Walk	5.6%		15		2	
		Other	5.6%		15		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>267</b>		<b>29</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>467</b>		<b>51</b>	
<b>TOTAL</b>	100.0%	Auto	54.8%	2.05	1,828	888	200	97
		Transit	23.6%		787		86	
		Walk	15.1%		505		55	
		Other	6.5%		218		24	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,338</b>		<b>365</b>	

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  
Alternative E Trip Generation - Weekday AM Peak Hour  
Land Use: General Retail (Work Trips)

<b>Proposed Size:</b>		<b>32,752 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	150.0 trips/1000 gsf	<b>AM PEAK HOUR</b>	
Total Person-trips:	4,913 person-trips	Person-trip Generation Rate [4]: 12.3%	18.5 trips/1000 gsf
Work Trips [2]: 4%	197 person-trips	Total Person-trips:	604 person-trips
		Work Trips [2]: 4%	24 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	6	5	1	1
		Transit	40.7%		7		1	
		Walk	16.7%		3		0	
		Other	3.3%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>		<b>5</b>	
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	28	25	3	3
		Transit	24.4%		17		2	
		Walk	30.6%		21		3	
		Other	4.0%		3		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>69</b>		<b>25</b>	
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	15	12	2	2
		Transit	48.0%		15		2	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>31</b>		<b>12</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>30</b>		<b>14</b>	
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	9	5	1	1
		Transit	31.0%		4		1	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>		<b>5</b>	
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	11	7	1	1
		Transit	16.1%		2		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>		<b>7</b>	
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	15	12	2	1
		Transit	27.5%		6		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>21</b>		<b>12</b>	
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	2	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>		<b>0</b>	
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	104	81	13	10
		Transit	31.7%		62		8	
		Walk	12.6%		25		3	
		Other	2.9%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>197</b>		<b>81</b>	

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  
Alternative E Trip Generation - Weekday AM Peak Hour  
Land Use: General Retail (Non-Work Trips)

<b>Proposed Size:</b> 32,752 sq. ft		<b>AM PEAK HOUR</b>	
Person-trip Generation Rate [1]:	150.0 trips/1000 sq ft	Person-trip Generation Rate [4]:	12.3%
Total Person-trips:	4,913 person-trips	Total Person-trips:	604 person-trips
Non-Work Trips [2]: 96%	4,716 person-trips	Non-Work Trips [2]:	96%
			18.5 trips/1,000 gsf
			580 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	444	193	55	24
		Transit	8.5%		48		6	
		Walk	11.1%		63		8	
		Other	2.0%		11		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>566</b>		<b>193</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	1,466	933	180	115
		Transit	7.2%		187		23	
		Walk	34.5%		895		110	
		Other	1.8%		47		6	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,594</b>		<b>933</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	230	113	28	14
		Transit	10.0%		38		5	
		Walk	25.5%		96		12	
		Other	3.6%		14		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>377</b>		<b>113</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	268	108	33	13
		Transit	4.4%		15		2	
		Walk	10.0%		33		4	
		Other	4.4%		15		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>330</b>		<b>108</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	93	40	11	5
		Transit	9.8%		14		2	
		Walk	24.4%		35		4	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>141</b>		<b>40</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	77	36	9	4
		Transit	0.0%		0		0	
		Walk	18.8%		18		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>94</b>		<b>36</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	224	65	28	8
		Transit	0.0%		0		0	
		Walk	4.9%		12		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>236</b>		<b>65</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	236	126	29	16
		Transit	7.0%		26		3	
		Walk	20.9%		79		10	
		Other	9.6%		36		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>377</b>		<b>126</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	3,037	1,614	374	198
		Transit	6.9%		327		40	
		Walk	26.1%		1,230		151	
		Other	2.6%		122		15	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,716</b>		<b>1,614</b>	

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  
 Alternative E Trip Generation - Weekday AM Peak Hour  
 Land Use: Daycare (Work Trips)

<b>Proposed Size:</b>		<b>14,650 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	67.0 trips/1000 gsf	<b>AM PEAK HOUR</b>	
Total Person-trips:	982 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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>39</b>	<b>16</b>	<b>7</b>	<b>3</b>

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  
Alternative E Trip Generation - Weekday AM Peak Hour  
Land Use: Daycare (Non-Work Trips)

<b>Proposed Size:</b> 14,650 sq. ft		<b>AM PEAK HOUR</b>	
DAILY			
Person-trip Generation Rate [1]:	67.0 trips/1000 sq ft	Person-trip Generation Rate [4]:	17.6%
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>39</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>518</b>		<b>187</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>23</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>		<b>8</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>19</b>		<b>7</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>13</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>25</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	607	322	107	57
		Transit	6.9%		65		12	
		Walk	26.1%		246		43	
		Other	2.6%		24		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>942</b>		<b>322</b>	

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  
Alternative E Trip Generation - Weekday AM Peak Hour  
Land Use: Quality Sit-Down (Work Trips)

<b>Proposed Size:</b>		<b>3,510 sq ft</b>	
<b>DAILY</b>		<b>AM PEAK HOUR</b>	
Person-trip Generation Rate [1]:	200.0 trips/1000 gsf	Person-trip Generation Rate [4]: 8.3%	16.6 trips/1000 gsf
Total Person-trips:	702 person-trips	Total Person-trips:	58 person-trips
Work Trips [2]: 4%	28 person-trips	Work Trips [2]: 4%	2 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	4	4	0	0
		Transit	24.4%		2		0	
		Walk	30.6%		3		0	
		Other	4.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	2	2	0	0
		Transit	48.0%		2		0	
		Walk	0.0%		0		0	
		Other	2.1%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	2	2	0	0
		Transit	38.9%		2		0	
		Walk	3.0%		0		0	
		Other	2.2%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	1	1	0	0
		Transit	31.0%		1		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	2	2	0	0
		Transit	27.5%		1		0	
		Walk	0.0%		0		0	
		Other	2.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	15	12	1	1
		Transit	31.7%		9		1	
		Walk	12.6%		4		0	
		Other	2.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>	<b>12</b>	<b>2</b>	<b>1</b>

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  
Alternative E Trip Generation - Weekday AM Peak Hour  
Land Use: Quality Sit-Down (Non-Work Trips)

<b>Proposed Size:</b>		<b>3,510 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	8.3%
Total Person-trips:	702 person-trips	Total Person-trips:	58 person-trips
Non-Work Trips [2]: 96%	674 person-trips	Non-Work Trips [2]:	96%
			16.6 trips/1,000 gsf
			56 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	63	28	5	2
		Transit	8.5%		7		1	
		Walk	11.1%		9		1	
		Other	2.0%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>81</b>		<b>28</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	209	133	17	11
		Transit	7.2%		27		2	
		Walk	34.5%		128		11	
		Other	1.8%		7		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>371</b>		<b>133</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	33	16	3	1
		Transit	10.0%		5		0	
		Walk	25.5%		14		1	
		Other	3.6%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>54</b>		<b>16</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	38	15	3	1
		Transit	4.4%		2		0	
		Walk	10.0%		5		0	
		Other	4.4%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>15</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	13	6	1	0
		Transit	9.8%		2		0	
		Walk	24.4%		5		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>20</b>		<b>6</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	11	5	1	0
		Transit	0.0%		0		0	
		Walk	18.8%		3		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>13</b>		<b>5</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	32	9	3	1
		Transit	0.0%		0		0	
		Walk	4.9%		2		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>34</b>		<b>9</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	34	18	3	1
		Transit	7.0%		4		0	
		Walk	20.9%		11		1	
		Other	9.6%		5		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>54</b>		<b>18</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	434	231	36	19
		Transit	6.9%		47		4	
		Walk	26.1%		176		15	
		Other	2.6%		17		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>674</b>		<b>231</b>	

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  
Alternative E Trip Generation - Weekday AM Peak Hour  
Land Use: Composit Rate, Cafe (Work Trips)

<b>Proposed Size:</b>		<b>8,044 sq ft</b>	
<b>DAILY</b>		<b>AM PEAK HOUR</b>	
Person-trip Generation Rate [1]:	600.0 trips/1000 gsf	Person-trip Generation Rate [1]:	9.1% 54.6 trips/1000 gsf
Total Person-trips:	4,826 person-trips	Total Person-trips:	439 person-trips
Work Trips [2]:	4% 193 person-trips	Work Trips [2]:	4% 18 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	6	5	1	0
		Transit	40.7%		7		1	
		Walk	16.7%		3		0	
		Other	3.3%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	28	24	3	2
		Transit	24.4%		17		2	
		Walk	30.6%		21		2	
		Other	4.0%		3		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>68</b>	<b>24</b>	<b>6</b>	<b>2</b>
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	15	12	1	1
		Transit	48.0%		15		1	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>31</b>	<b>12</b>	<b>3</b>	<b>1</b>
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	16	13	1	1
		Transit	38.9%		11		1	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>29</b>	<b>13</b>	<b>3</b>	<b>1</b>
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	9	5	1	0
		Transit	31.0%		4		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	11	7	1	1
		Transit	16.1%		2		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>	<b>7</b>	<b>1</b>	<b>1</b>
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	14	12	1	1
		Transit	27.5%		6		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>20</b>	<b>12</b>	<b>2</b>	<b>1</b>
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	1	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	102	79	9	7
		Transit	31.7%		61		6	
		Walk	12.6%		24		2	
		Other	2.9%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>193</b>	<b>79</b>	<b>18</b>	<b>7</b>

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  
 Alternative E Trip Generation - Weekday AM Peak Hour  
 Land Use: Composite Rate, Cafe (Non-Work Trips)

<b>Proposed Size:</b>		<b>8,044 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	600.0 trips/1000 sq ft	<b>AM PEAK HOUR</b>	
Total Person-trips:	4,826 person-trips	Person-trip Generation Rate [4]:	9.1%
Non-Work Trips [2]: 96%	4,633 person-trips	Total Person-trips:	439 person-trips
		Non-Work Trips [2]:	96%
			422 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	436	190	40	17
		Transit	8.5%		47		4	
		Walk	11.1%		62		6	
		Other	2.0%		11		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>556</b>		<b>190</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	1,440	917	131	83
		Transit	7.2%		183		17	
		Walk	34.5%		879		80	
		Other	1.8%		46		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,548</b>		<b>917</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	226	111	21	10
		Transit	10.0%		37		3	
		Walk	25.5%		95		9	
		Other	3.6%		13		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>371</b>		<b>111</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	263	106	24	10
		Transit	4.4%		14		1	
		Walk	10.0%		32		3	
		Other	4.4%		14		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>324</b>		<b>106</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	91	40	8	4
		Transit	9.8%		14		1	
		Walk	24.4%		34		3	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>139</b>		<b>40</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	75	35	7	3
		Transit	0.0%		0		0	
		Walk	18.8%		17		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>93</b>		<b>35</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	220	63	20	6
		Transit	0.0%		0		0	
		Walk	4.9%		11		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>232</b>		<b>63</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	232	124	21	11
		Transit	7.0%		26		2	
		Walk	20.9%		77		7	
		Other	9.6%		36		3	
		<b>TOTAL</b>	<b>100.0%</b>		<b>371</b>		<b>124</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	2,984	1,585	271	144
		Transit	6.9%		322		29	
		Walk	26.1%		1,208		110	
		Other	2.6%		120		11	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,633</b>		<b>1,585</b>	

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**  
 Travel Demand Summary - Alt E Scenario, Weekday PM Peak Hour

Land Use Program		
Land Use	Size	Units
Residential	588	DU
	359	Studio/1-bed
	229	2/2+bed
	811,867	GSF
General Office	0	SF
General Retail	32,752	SF
Quality Sit-Down	3,510	SF
Composite Restaurant	8,044	SF
Daycare Center	14,650	SF

**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	2,724	0	3,141	449	3,085	627	10,026	471	0	283	61	417	113	1,345
Transit	1,351	0	390	56	383	78	2,258	249	0	35	8	52	14	358
Walk	609	0	1,254	179	1,232	251	3,525	92	0	113	24	166	45	440
Other	298	0	128	18	126	26	596	49	0	12	2	17	5	85
<b>Total Person Trips</b>	<b>4,982</b>	<b>0</b>	<b>4,913</b>	<b>702</b>	<b>4,826</b>	<b>982</b>	<b>16,405</b>	<b>861</b>	<b>0</b>	<b>443</b>	<b>95</b>	<b>652</b>	<b>177</b>	<b>2,228</b>
<b>Total Vehicle Trips</b>	<b>1,627</b>	<b>0</b>	<b>1,695</b>	<b>242</b>	<b>1,665</b>	<b>339</b>	<b>5,568</b>	<b>308</b>	<b>0</b>	<b>153</b>	<b>33</b>	<b>225</b>	<b>61</b>	<b>780</b>

**PM Peak Hour Person-Trips and Vehicle-Trips by Direction - 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	251	126	377				116	125	241	25	27	52	170	184	354	46	50	96	608	512	1,120
Transit	132	67	199				14	16	30	3	4	7	21	23	44	6	6	12	176	116	292
Walk	25	12	37				46	50	96	9	11	20	68	73	141	18	20	38	166	166	332
Other	13	7	20				5	5	10	1	2	3	7	7	14	2	2	4	28	22	50
<b>Total External Person Trips</b>	<b>421</b>	<b>212</b>	<b>633</b>				<b>181</b>	<b>196</b>	<b>377</b>	<b>38</b>	<b>43</b>	<b>81</b>	<b>266</b>	<b>287</b>	<b>553</b>	<b>72</b>	<b>78</b>	<b>150</b>	<b>978</b>	<b>816</b>	<b>1,794</b>
<b>Total External Vehicle Trips</b>	<b>186</b>	<b>61</b>	<b>247</b>				<b>61</b>	<b>68</b>	<b>130</b>	<b>14</b>	<b>14</b>	<b>28</b>	<b>91</b>	<b>101</b>	<b>191</b>	<b>24</b>	<b>28</b>	<b>52</b>	<b>378</b>	<b>271</b>	<b>649</b>
<b>Total Internal Person Trips</b>	<b>152</b>	<b>76</b>	<b>228</b>				<b>32</b>	<b>34</b>	<b>66</b>	<b>7</b>	<b>7</b>	<b>14</b>	<b>47</b>	<b>52</b>	<b>99</b>	<b>14</b>	<b>13</b>	<b>27</b>	<b>252</b>	<b>182</b>	<b>434</b>
<b>Total Internal Walk Trips</b>	<b>99</b>	<b>50</b>	<b>149</b>				<b>29</b>	<b>30</b>	<b>59</b>	<b>7</b>	<b>7</b>	<b>14</b>	<b>42</b>	<b>46</b>	<b>88</b>	<b>12</b>	<b>12</b>	<b>24</b>	<b>189</b>	<b>145</b>	<b>334</b>
<b>Total Internal Other Trips</b>	<b>53</b>	<b>26</b>	<b>79</b>				<b>3</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>63</b>	<b>37</b>	<b>100</b>

**PM Peak Hour Net New External Vehicle Trips**

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
Existing Vehicle Trips																			102	194	296
External Vehicle Trips	186	61	247	0	0	0	61	68	130	14	14	28	91	101	191	24	28	52	378	271	649
Trip Credit	50	42	92	0	0	0	17	49	66	4	10	14	24	72	96	7	20	27	102	193	295
<b>Net New External Vehicle Trips</b>	<b>136</b>	<b>19</b>	<b>155</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>64</b>	<b>10</b>	<b>4</b>	<b>14</b>	<b>67</b>	<b>29</b>	<b>95</b>	<b>17</b>	<b>8</b>	<b>25</b>	<b>276</b>	<b>78</b>	<b>354</b>

3333 California Street  
 Alternative E Trip Generation - Weekday PM Peak Hour  
 Land Use: Residential (Work Trips)

<b>Proposed Size:</b>		<b>588 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.5 trips/units	<b>PM PEAK HOUR</b>	
Total Person-trips:	4,983 person-trips	Person-trip Generation Rate [1]:	17.3%
Work Trips [2]:	33%	1,644 person-trips	50%
		Total Person-trips:	862 person-trips
		Work Trips [2]:	431 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [4]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	52.0%	Auto	54.5%	1.21	466	385	122	101
		Transit	34.3%		293		77	
		Walk	6.3%		54		14	
		Other	4.9%		42		11	
		<b>TOTAL</b>	<b>100.0%</b>		<b>855</b>		<b>385</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>122</b>		<b>55</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>129</b>		<b>58</b>	
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>37</b>		<b>17</b>	
<b>TOTAL</b>	100.0%	Auto	54.5%	1.21	897	739	235	194
		Transit	34.3%		564		148	
		Walk	6.3%		104		27	
		Other	4.9%		80		21	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,644</b>		<b>739</b>	

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  
 Alternative E Trip Generation - Weekday PM Peak Hour  
 Land Use: Residential (Non-Work Trips)

<b>Proposed Size:</b>		<b>588 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.5 trips/unit	<b>PM PEAK HOUR</b>	
Total Person-trips:	4,983 person-trips	Person-trip Generation Rate [1]: 17.3%	1.5 trips/1,000 gsf
Non-Work Trips [2]: 67%	3,338 person-trips	Total Person-trips:	862 person-trips
		Non-Work Trips [2]:	50%
			431 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>434</b>		<b>94</b>	
<b>Superdistrict 2</b>	27.0%	Auto	50.9%	1.96	459	234	59	30
		Transit	23.7%		214		28	
		Walk	19.7%		178		23	
		Other	5.7%		51		7	
		<b>TOTAL</b>	<b>100.0%</b>		<b>901</b>		<b>234</b>	
<b>Superdistrict 3</b>	14.0%	Auto	57.1%	2.05	267	130	34	17
		Transit	22.3%		104		13	
		Walk	9.9%		46		6	
		Other	10.7%		50		6	
		<b>TOTAL</b>	<b>100.0%</b>		<b>467</b>		<b>130</b>	
<b>Superdistrict 4</b>	9.0%	Auto	63.4%	2.16	190	88	25	11
		Transit	32.4%		97		13	
		Walk	4.2%		13		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>300</b>		<b>88</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>367</b>		<b>87</b>	
<b>North Bay</b>	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		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>134</b>		<b>52</b>	
<b>South Bay</b>	8.0%	Auto	80.5%	2.30	215	93	28	12
		Transit	8.3%		22		3	
		Walk	5.6%		15		2	
		Other	5.6%		15		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>267</b>		<b>93</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>467</b>		<b>109</b>	
<b>TOTAL</b>	100.0%	Auto	54.8%	2.05	1,828	888	236	115
		Transit	23.6%		787		102	
		Walk	15.1%		505		65	
		Other	6.5%		218		28	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,338</b>		<b>888</b>	

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  
 Alternative E Trip Generation - Weekday PM Peak Hour  
 Land Use: General Retail (Work Trips)

<b>Proposed Size:</b>		<b>32,752 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	150.0 trips/1000 gsf	Person-trip Generation Rate [1]:	9.0%
Total Person-trips:	4,913 person-trips	Total Person-trips:	442 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	197 person-trips		18 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	6	5	1	0
		Transit	40.7%		7		1	
		Walk	16.7%		3		0	
		Other	3.3%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>17</b>		<b>5</b>	
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	28	25	3	2
		Transit	24.4%		17		2	
		Walk	30.6%		21		2	
		Other	4.0%		3		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>69</b>		<b>25</b>	
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	15	12	1	1
		Transit	48.0%		15		1	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>31</b>		<b>12</b>	
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	17	14	1	1
		Transit	38.9%		12		1	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>30</b>		<b>14</b>	
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	9	5	1	0
		Transit	31.0%		4		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>		<b>5</b>	
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	11	7	1	1
		Transit	16.1%		2		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>		<b>7</b>	
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	15	12	1	1
		Transit	27.5%		6		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>21</b>		<b>12</b>	
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	2	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>		<b>0</b>	
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	104	81	9	7
		Transit	31.7%		62		6	
		Walk	12.6%		25		2	
		Other	2.9%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>197</b>		<b>81</b>	

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  
Alternative E Trip Generation - Weekday PM Peak Hour  
Land Use: General Retail (Non-Work Trips)

<b>Proposed Size:</b>		<b>32,752 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	9%
Total Person-trips:	4,913 person-trips	Total Person-trips:	442 person-trips
Non-Work Trips [2]: 96%	4,716 person-trips	Non-Work Trips [2]:	96%
			13.5 trips/1,000 gsf
			424 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	444	193	40	17
		Transit	8.5%		48		4	
		Walk	11.1%		63		6	
		Other	2.0%		11		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>566</b>		<b>193</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	1,466	933	132	84
		Transit	7.2%		187		17	
		Walk	34.5%		895		81	
		Other	1.8%		47		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,594</b>		<b>933</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	230	113	21	10
		Transit	10.0%		38		3	
		Walk	25.5%		96		9	
		Other	3.6%		14		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>377</b>		<b>113</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	268	108	24	10
		Transit	4.4%		15		1	
		Walk	10.0%		33		3	
		Other	4.4%		15		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>330</b>		<b>108</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	93	40	8	4
		Transit	9.8%		14		1	
		Walk	24.4%		35		3	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>141</b>		<b>40</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	77	36	7	3
		Transit	0.0%		0		0	
		Walk	18.8%		18		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>94</b>		<b>36</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	224	65	20	6
		Transit	0.0%		0		0	
		Walk	4.9%		12		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>236</b>		<b>65</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	236	126	21	11
		Transit	7.0%		26		2	
		Walk	20.9%		79		7	
		Other	9.6%		36		3	
		<b>TOTAL</b>	<b>100.0%</b>		<b>377</b>		<b>126</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	3,037	1,614	273	145
		Transit	6.9%		327		29	
		Walk	26.1%		1,230		111	
		Other	2.6%		122		11	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,716</b>		<b>1,614</b>	

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  
 Alternative E Trip Generation - Weekday PM Peak Hour  
 Land Use: Daycare (Work Trips)

<b>Proposed Size:</b>		<b>14,650 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	67.0 trips/1000 gsf	Person-trip Generation Rate [1]: 18.0%	12.1 trips/1000 gsf
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>14</b>	<b>5</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>39</b>	<b>16</b>	<b>7</b>	<b>3</b>

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  
 Alternative E Trip Generation - Weekday PM Peak Hour  
 Land Use: Daycare (Non-Work Trips)

<b>Proposed Size:</b>		<b>14,650 sq. ft</b>	
<b>DAILY</b>			
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
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>113</b>		<b>39</b>	
<b>Superdistrict 2</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>518</b>		<b>187</b>	
<b>Superdistrict 3</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>23</b>	
<b>Superdistrict 4</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>66</b>		<b>22</b>	
<b>East Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>		<b>8</b>	
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>19</b>		<b>7</b>	
<b>South Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>13</b>	
<b>Out of Region</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>75</b>		<b>25</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	607	322	109	58
		Transit	6.9%		65		12	
		Walk	26.1%		246		44	
		Other	2.6%		24		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>942</b>		<b>322</b>	

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  
 Alternative E Trip Generation - Weekday PM Peak Hour  
 Land Use: Quality Sit-Down (Work Trips)

<b>Proposed Size:</b>		<b>3,510 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	200.0 trips/1000 gsf	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	702 person-trips	Total Person-trips:	95 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	28 person-trips		4 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	4	4	1	0
		Transit	24.4%		2		0	
		Walk	30.6%		3		0	
		Other	4.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	2	2	0	0
		Transit	48.0%		2		0	
		Walk	0.0%		0		0	
		Other	2.1%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	2	2	0	0
		Transit	38.9%		2		0	
		Walk	3.0%		0		0	
		Other	2.2%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	1	1	0	0
		Transit	31.0%		1		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	2	2	0	0
		Transit	27.5%		1		0	
		Walk	0.0%		0		0	
		Other	2.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	15	12	2	2
		Transit	31.7%		9		1	
		Walk	12.6%		4		0	
		Other	2.9%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>28</b>	<b>12</b>	<b>4</b>	<b>2</b>

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  
 Alternative E Trip Generation - Weekday PM Peak Hour  
 Land Use: Quality Sit-Down (Non-Work Trips)

<b>Proposed Size:</b>		<b>3,510 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	702 person-trips	Total Person-trips:	27.0 trips/1,000 gsf
Non-Work Trips [2]: 96%	674 person-trips	Non-Work Trips [2]:	96%
			91 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	63	28	9	4
		Transit	8.5%		7		1	
		Walk	11.1%		9		1	
		Other	2.0%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>81</b>		<b>28</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	209	133	28	18
		Transit	7.2%		27		4	
		Walk	34.5%		128		17	
		Other	1.8%		7		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>371</b>		<b>133</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	33	16	4	2
		Transit	10.0%		5		1	
		Walk	25.5%		14		2	
		Other	3.6%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>54</b>		<b>16</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	38	15	5	2
		Transit	4.4%		2		0	
		Walk	10.0%		5		1	
		Other	4.4%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>15</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	13	6	2	1
		Transit	9.8%		2		0	
		Walk	24.4%		5		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>20</b>		<b>6</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	11	5	1	1
		Transit	0.0%		0		0	
		Walk	18.8%		3		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>13</b>		<b>5</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	32	9	4	1
		Transit	0.0%		0		0	
		Walk	4.9%		2		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>34</b>		<b>9</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	34	18	5	2
		Transit	7.0%		4		1	
		Walk	20.9%		11		2	
		Other	9.6%		5		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>54</b>		<b>18</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	434	231	59	31
		Transit	6.9%		47		6	
		Walk	26.1%		176		24	
		Other	2.6%		17		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>674</b>		<b>231</b>	

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  
 Alternative E Trip Generation - Weekday PM Peak Hour  
 Land Use: Composite Rate, Cafe (Work Trips)

<b>Proposed Size:</b>		<b>8,044 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	600.0 trips/1000 gsf	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	4,826 person-trips	Total Person-trips:	652 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	193 person-trips		26 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	6	5	1	1
		Transit	40.7%		7		1	
		Walk	16.7%		3		0	
		Other	3.3%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>			<b>16</b>	<b>5</b>	<b>2</b>
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	28	24	4	3
		Transit	24.4%		17		2	
		Walk	30.6%		21		3	
		Other	4.0%		3		0	
		<b>TOTAL</b>	<b>100.0%</b>			<b>68</b>	<b>24</b>	<b>9</b>
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	15	12	2	2
		Transit	48.0%		15		2	
		Walk	0.0%		0		0	
		Other	2.1%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>			<b>31</b>	<b>12</b>	<b>4</b>
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	16	13	2	2
		Transit	38.9%		11		2	
		Walk	3.0%		1		0	
		Other	2.2%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>			<b>29</b>	<b>13</b>	<b>4</b>
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	9	5	1	1
		Transit	31.0%		4		1	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>			<b>14</b>	<b>5</b>	<b>2</b>
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	11	7	1	1
		Transit	16.1%		2		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>			<b>14</b>	<b>7</b>	<b>2</b>
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	14	12	2	2
		Transit	27.5%		6		1	
		Walk	0.0%		0		0	
		Other	2.6%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>			<b>20</b>	<b>12</b>	<b>3</b>
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	1	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>			<b>2</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	102	79	14	11
		Transit	31.7%		61		8	
		Walk	12.6%		24		3	
		Other	2.9%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>			<b>193</b>	<b>79</b>	<b>26</b>

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  
 Alternative E Trip Generation - Weekday PM Peak Hour  
 Land Use: Composite Rate, Cafe (Non-Work Trips)

<b>Proposed Size:</b>		<b>8,044 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	600.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	4,826 person-trips	Total Person-trips:	81.0 trips/1,000 gsf
Non-Work Trips [2]: 96%	4,633 person-trips	Non-Work Trips [2]:	96%
			652 person-trips
			626 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	436	190	59	26
		Transit	8.5%		47		6	
		Walk	11.1%		62		8	
		Other	2.0%		11		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>556</b>		<b>190</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	1,440	917	194	124
		Transit	7.2%		183		25	
		Walk	34.5%		879		119	
		Other	1.8%		46		6	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2,548</b>		<b>917</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	226	111	30	15
		Transit	10.0%		37		5	
		Walk	25.5%		95		13	
		Other	3.6%		13		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>371</b>		<b>111</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	263	106	36	14
		Transit	4.4%		14		2	
		Walk	10.0%		32		4	
		Other	4.4%		14		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>324</b>		<b>106</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	91	40	12	5
		Transit	9.8%		14		2	
		Walk	24.4%		34		5	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>139</b>		<b>40</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	75	35	10	5
		Transit	0.0%		0		0	
		Walk	18.8%		17		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>93</b>		<b>35</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	220	63	30	9
		Transit	0.0%		0		0	
		Walk	4.9%		11		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>232</b>		<b>63</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	232	124	31	17
		Transit	7.0%		26		4	
		Walk	20.9%		77		10	
		Other	9.6%		36		5	
		<b>TOTAL</b>	<b>100.0%</b>		<b>371</b>		<b>124</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	2,984	1,585	403	214
		Transit	6.9%		322		43	
		Walk	26.1%		1,208		163	
		Other	2.6%		120		16	
		<b>TOTAL</b>	<b>100.0%</b>		<b>4,633</b>		<b>1,585</b>	

Notes:

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

## **7. Travel Demand Estimates – Alternative F**

**3333 California Street**  
Travel Demand Summary - Alt F Scenario, Weekday AM Peak Hour

Land Use Program		
Land Use	Size	Units
Residential	629	DU
	349	Studio/1-bed
	280	2/2+bed
	849,521	GSF
General Office	0	SF
General Retail	11,085	SF
Quality Sit-Down	1,188	SF
Composite Restaurant	2,722	SF
Daycare Center	0	SF

Mode	Daily							Weekday AM Peak Hour						
	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	AM Peak Hour Total
	Auto	2,962	0	1,063	152	1,044	0	5,221	433	0	131	13	95	0
Transit	1,469	0	132	19	130	0	1,750	230	0	16	2	12	0	260
Walk	662	0	425	61	417	0	1,565	85	0	52	5	38	0	180
Other	324	0	43	6	43	0	416	45	0	5	1	4	0	55
<b>Total Person Trips</b>	<b>5,417</b>	<b>0</b>	<b>1,663</b>	<b>238</b>	<b>1,634</b>	<b>0</b>	<b>8,952</b>	<b>793</b>	<b>0</b>	<b>204</b>	<b>21</b>	<b>149</b>	<b>0</b>	<b>1,167</b>
<b>Total Vehicle Trips</b>	<b>1,769</b>	<b>0</b>	<b>574</b>	<b>82</b>	<b>563</b>	<b>0</b>	<b>2,988</b>	<b>284</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>51</b>	<b>0</b>	<b>412</b>

Mode	AM Peak Hour Person-Trips and Vehicle-Trips by Direction - External (POST-INTERNAL TRIP CAPTURE)																				
	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	116	230	346				58	53	111	6	6	12	44	41	85				224	330	554
Transit	61	123	184				7	7	14	1	1	2	6	5	11				75	136	211
Walk	7	14	21				25	22	47	2	2	4	18	16	34				52	54	106
Other	4	7	11				2	2	4	1	0	1	2	2	4				9	11	20
<b>Total External Person Trips</b>	<b>188</b>	<b>374</b>	<b>562</b>				<b>92</b>	<b>84</b>	<b>176</b>	<b>10</b>	<b>9</b>	<b>19</b>	<b>70</b>	<b>64</b>	<b>134</b>				<b>360</b>	<b>531</b>	<b>891</b>
<b>Total External Vehicle Trips</b>	<b>57</b>	<b>170</b>	<b>227</b>				<b>32</b>	<b>28</b>	<b>60</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>24</b>	<b>22</b>	<b>46</b>				<b>116</b>	<b>224</b>	<b>340</b>
<b>Total Internal Person Trips</b>	<b>76</b>	<b>155</b>	<b>231</b>				<b>15</b>	<b>13</b>	<b>28</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>8</b>	<b>15</b>				<b>99</b>	<b>177</b>	<b>276</b>
<b>Total Internal Walk Trips</b>	<b>50</b>	<b>101</b>	<b>151</b>				<b>12</b>	<b>11</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>8</b>	<b>15</b>				<b>70</b>	<b>121</b>	<b>191</b>
<b>Total Internal Other Trips</b>	<b>26</b>	<b>54</b>	<b>80</b>				<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>				<b>29</b>	<b>56</b>	<b>85</b>

Mode	AM Peak Hour Net New External Vehicle Trips																				
	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
Existing Vehicle Trips																			190	76	266
External Vehicle Trips	57	170	227	0	0	0	32	28	60	3	3	6	24	22	46	0	0	0	116	224	340
Trip Credit	92	57	149	0	0	0	52	10	62	6	1	7	40	7	47	0	0	0	190	75	265
<b>Net New External Vehicle Trips</b>	<b>(35)</b>	<b>113</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(20)</b>	<b>18</b>	<b>(2)</b>	<b>(3)</b>	<b>2</b>	<b>(1)</b>	<b>(16)</b>	<b>15</b>	<b>(1)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(74)</b>	<b>149</b>	<b>75</b>

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

<b>Proposed Size:</b>		<b>629 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.6 trips/units	<b>AM PEAK HOUR</b>	
Total Person-trips:	5,418 person-trips	Person-trip Generation Rate [5]: 14.6%	1.3 trips/unit
Work Trips [2]: 33%	1,788 person-trips	Total Person-trips:	793 person-trips
		Work Trips [2]:	397 person-trips
			50%

Origins	Distribution [3]	Mode	Percent [3]	AVO [4]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	52.0%	Auto	54.5%	1.21	507	418	112	93
		Transit	34.3%		319		71	
		Walk	6.3%		59		13	
		Other	4.9%		45		10	
		<b>TOTAL</b>	<b>100.0%</b>		<b>930</b>		<b>418</b>	
<b>Superdistrict 2</b>	7.4%	Auto	54.5%	1.21	72	60	16	13
		Transit	34.3%		46		10	
		Walk	6.3%		8		2	
		Other	4.9%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>133</b>		<b>60</b>	
<b>Superdistrict 3</b>	7.4%	Auto	54.5%	1.21	72	60	16	13
		Transit	34.3%		46		10	
		Walk	6.3%		8		2	
		Other	4.9%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>133</b>		<b>60</b>	
<b>Superdistrict 4</b>	7.4%	Auto	54.5%	1.21	72	60	16	13
		Transit	34.3%		46		10	
		Walk	6.3%		8		2	
		Other	4.9%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>133</b>		<b>60</b>	
<b>East Bay</b>	7.8%	Auto	54.5%	1.21	76	63	17	14
		Transit	34.3%		48		11	
		Walk	6.3%		9		2	
		Other	4.9%		7		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>140</b>		<b>63</b>	
<b>North Bay</b>	7.8%	Auto	54.5%	1.21	76	63	17	14
		Transit	34.3%		48		11	
		Walk	6.3%		9		2	
		Other	4.9%		7		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>140</b>		<b>63</b>	
<b>South Bay</b>	7.8%	Auto	54.5%	1.21	76	63	17	14
		Transit	34.3%		48		11	
		Walk	6.3%		9		2	
		Other	4.9%		7		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>140</b>		<b>63</b>	
<b>Other (Out of Region)</b>	2.2%	Auto	54.5%	1.21	22	18	5	4
		Transit	34.3%		14		3	
		Walk	6.3%		3		1	
		Other	4.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>40</b>		<b>18</b>	
<b>TOTAL</b>	100.0%	Auto	54.5%	1.21	975	804	216	178
		Transit	34.3%		613		136	
		Walk	6.3%		113		25	
		Other	4.9%		87		19	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,788</b>		<b>804</b>	

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  
Alternative F Scenario Trip Generation - Weekday AM Peak Hour  
Land Use: Residential (Non-Work Trips)

<b>Proposed Size:</b> 629 units		<b>AM PEAK HOUR</b>	
<b>DAILY</b>	Person-trip Generation Rate [1]: 8.6 trips/unit	Person-trip Generation Rate [4]: 14.6%	1.3 trips/1,000 gsf
	Total Person-trips: 5,418 person-trips	Total Person-trips:	793 person-trips
	Non-Work Trips [2]: 67%	Non-Work Trips [2]: 50%	397 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	13.0%	Auto	41.7%	1.93	197	102	21	11
		Transit	35.5%		168		18	
		Walk	16.4%		77		8	
		Other	6.4%		30		3	
		<b>TOTAL</b>	<b>100.0%</b>		<b>472</b>		<b>52</b>	
<b>Superdistrict 2</b>	27.0%	Auto	50.9%	1.96	499	255	54	28
		Transit	23.7%		232		25	
		Walk	19.7%		193		21	
		Other	5.7%		56		6	
		<b>TOTAL</b>	<b>100.0%</b>		<b>980</b>		<b>107</b>	
<b>Superdistrict 3</b>	14.0%	Auto	57.1%	2.05	290	142	32	15
		Transit	22.3%		113		12	
		Walk	9.9%		50		5	
		Other	10.7%		54		6	
		<b>TOTAL</b>	<b>100.0%</b>		<b>508</b>		<b>56</b>	
<b>Superdistrict 4</b>	9.0%	Auto	63.4%	2.16	207	96	23	10
		Transit	32.4%		106		12	
		Walk	4.2%		14		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>327</b>		<b>36</b>	
<b>East Bay</b>	11.0%	Auto	52.2%	2.20	208	95	23	10
		Transit	25.0%		100		11	
		Walk	14.1%		56		6	
		Other	8.7%		35		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>399</b>		<b>44</b>	
<b>North Bay</b>	4.0%	Auto	73.6%	1.89	107	57	12	6
		Transit	8.8%		13		1	
		Walk	14.7%		21		2	
		Other	2.9%		4		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>145</b>		<b>16</b>	
<b>South Bay</b>	8.0%	Auto	80.5%	2.30	234	102	26	11
		Transit	8.3%		24		3	
		Walk	5.6%		16		2	
		Other	5.6%		16		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>290</b>		<b>32</b>	
<b>Out of Region</b>	14.0%	Auto	48.3%	2.07	245	119	27	13
		Transit	19.7%		100		11	
		Walk	23.8%		121		13	
		Other	8.2%		42		5	
		<b>TOTAL</b>	<b>100.0%</b>		<b>508</b>		<b>56</b>	
<b>TOTAL</b>	100.0%	Auto	54.8%	2.05	1,987	965	217	105
		Transit	23.6%		856		93	
		Walk	15.1%		549		60	
		Other	6.5%		237		26	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,630</b>		<b>397</b>	

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  
 Alternative F Scenario Trip Generation - Weekday AM Peak Hour  
 Land Use: General Retail (Work Trips)

<b>Proposed Size:</b>		<b>11,085 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	150.0 trips/1000 gsf	Person-trip Generation Rate [4]: 12.3%	18.5 trips/1000 gsf
Total Person-trips:	1,663 person-trips	Total Person-trips:	205 person-trips
Work Trips [2]: 4%	67 person-trips	Work Trips [2]: 4%	8 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	2	2	0	0
		Transit	40.7%		2		0	
		Walk	16.7%		1		0	
		Other	3.3%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	10	8	1	1
		Transit	24.4%		6		1	
		Walk	30.6%		7		1	
		Other	4.0%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>23</b>	<b>8</b>	<b>3</b>	<b>1</b>
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	5	4	1	1
		Transit	48.0%		5		1	
		Walk	0.0%		0		0	
		Other	2.1%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>11</b>	<b>4</b>	<b>1</b>	<b>1</b>
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	6	5	1	1
		Transit	38.9%		4		0	
		Walk	3.0%		0		0	
		Other	2.2%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	3	2	0	0
		Transit	31.0%		1		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	4	2	0	0
		Transit	16.1%		1		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	5	4	1	1
		Transit	27.5%		2		0	
		Walk	0.0%		0		0	
		Other	2.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	1	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	35	27	4	3
		Transit	31.7%		21		3	
		Walk	12.6%		8		1	
		Other	2.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>67</b>	<b>27</b>	<b>8</b>	<b>3</b>

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  
Alternative F Scenario Trip Generation - Weekday AM Peak Hour  
Land Use: General Retail (Non-Work Trips)

<b>Proposed Size:</b> 11,085 sq. ft		<b>AM PEAK HOUR</b>	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq ft	Person-trip Generation Rate [4]:	12.3%
Total Person-trips:	1,663 person-trips	Total Person-trips:	205 person-trips
Non-Work Trips [2]: 96%	1,596 person-trips	Non-Work Trips [2]:	96%
			18.5 trips/1,000 gsf
			196 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	150	65	18	8
		Transit	8.5%		16		2	
		Walk	11.1%		21		3	
		Other	2.0%		4		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>192</b>		<b>65</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	496	316	61	39
		Transit	7.2%		63		8	
		Walk	34.5%		303		37	
		Other	1.8%		16		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>878</b>		<b>316</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	78	38	10	5
		Transit	10.0%		13		2	
		Walk	25.5%		33		4	
		Other	3.6%		5		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>128</b>		<b>38</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	91	36	11	4
		Transit	4.4%		5		1	
		Walk	10.0%		11		1	
		Other	4.4%		5		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>112</b>		<b>36</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	32	14	4	2
		Transit	9.8%		5		1	
		Walk	24.4%		12		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>48</b>		<b>14</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	26	12	3	1
		Transit	0.0%		0		0	
		Walk	18.8%		6		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>32</b>		<b>12</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	76	22	9	3
		Transit	0.0%		0		0	
		Walk	4.9%		4		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>80</b>		<b>22</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	80	43	10	5
		Transit	7.0%		9		1	
		Walk	20.9%		27		3	
		Other	9.6%		12		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>128</b>		<b>43</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	1,028	546	126	67
		Transit	6.9%		111		14	
		Walk	26.1%		416		51	
		Other	2.6%		41		5	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,596</b>		<b>546</b>	

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  
 Alternative F Scenario Trip Generation - Weekday AM Peak Hour  
 Land Use: Quality Sit-Down (Work Trips)

<b>Proposed Size:</b>		<b>1,188 sq ft</b>	
<b>DAILY</b>		<b>AM PEAK HOUR</b>	
Person-trip Generation Rate [1]:	200.0 trips/1000 gsf	Person-trip Generation Rate [4]: 8.3%	16.6 trips/1000 gsf
Total Person-trips:	238 person-trips	Total Person-trips:	20 person-trips
Work Trips [2]: 4%	10 person-trips	Work Trips [2]: 4%	1 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	0	0	0	0
		Transit	40.7%		0		0	
		Walk	16.7%		0		0	
		Other	3.3%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	1	1	0	0
		Transit	24.4%		1		0	
		Walk	30.6%		1		0	
		Other	4.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	1	1	0	0
		Transit	48.0%		1		0	
		Walk	0.0%		0		0	
		Other	2.1%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	1	1	0	0
		Transit	38.9%		1		0	
		Walk	3.0%		0		0	
		Other	2.2%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	0	0	0	0
		Transit	31.0%		0		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	1	0	0	0
		Transit	16.1%		0		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	1	1	0	0
		Transit	27.5%		0		0	
		Walk	0.0%		0		0	
		Other	2.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	5	4	0	0
		Transit	31.7%		3		0	
		Walk	12.6%		1		0	
		Other	2.9%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>

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  
 Alternative F Scenario Trip Generation - Weekday AM Peak Hour  
 Land Use: Quality Sit-Down (Non-Work Trips)

<b>Proposed Size:</b> 1,188 sq. ft		<b>AM PEAK HOUR</b>	
DAILY			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	8.3%
Total Person-trips:	238 person-trips	Total Person-trips:	16.6 trips/1,000 gsf
Non-Work Trips [2]: 96%	228 person-trips	Non-Work Trips [2]:	96%
			19 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	21	9	2	1
		Transit	8.5%		2		0	
		Walk	11.1%		3		0	
		Other	2.0%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>27</b>	<b>9</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	71	45	6	4
		Transit	7.2%		9		1	
		Walk	34.5%		43		4	
		Other	1.8%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>125</b>	<b>45</b>	<b>10</b>	<b>4</b>
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	11	5	1	0
		Transit	10.0%		2		0	
		Walk	25.5%		5		0	
		Other	3.6%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	13	5	1	0
		Transit	4.4%		1		0	
		Walk	10.0%		2		0	
		Other	4.4%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	5	2	0	0
		Transit	9.8%		1		0	
		Walk	24.4%		2		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	4	2	0	0
		Transit	0.0%		0		0	
		Walk	18.8%		1		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	11	3	1	0
		Transit	0.0%		0		0	
		Walk	4.9%		1		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	11	6	1	1
		Transit	7.0%		1		0	
		Walk	20.9%		4		0	
		Other	9.6%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>18</b>	<b>6</b>	<b>2</b>	<b>1</b>
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	147	78	12	6
		Transit	6.9%		16		1	
		Walk	26.1%		59		5	
		Other	2.6%		6		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>228</b>	<b>78</b>	<b>19</b>	<b>6</b>

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  
Alternative F Scenario Trip Generation - Weekday AM Peak Hour  
Land Use: Composit Rate, Cafe (Work Trips)

<b>Proposed Size:</b>		<b>2,722 sq ft</b>	
<b>DAILY</b>		<b>AM PEAK HOUR</b>	
Person-trip Generation Rate [1]:	600.0 trips/1000 gsf	Person-trip Generation Rate [1]:	9.1%
Total Person-trips:	1,633 person-trips	Total Person-trips:	149 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	65 person-trips		6 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	2	2	0	0
		Transit	40.7%		2		0	
		Walk	16.7%		1		0	
		Other	3.3%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	9	8	1	1
		Transit	24.4%		6		1	
		Walk	30.6%		7		1	
		Other	4.0%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>23</b>	<b>8</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	5	4	0	0
		Transit	48.0%		5		0	
		Walk	0.0%		0		0	
		Other	2.1%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	6	5	1	0
		Transit	38.9%		4		0	
		Walk	3.0%		0		0	
		Other	2.2%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	3	2	0	0
		Transit	31.0%		1		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	4	2	0	0
		Transit	16.1%		1		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	5	4	0	0
		Transit	27.5%		2		0	
		Walk	0.0%		0		0	
		Other	2.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	1	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	34	27	3	2
		Transit	31.7%		21		2	
		Walk	12.6%		8		1	
		Other	2.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>65</b>	<b>27</b>	<b>6</b>	<b>2</b>

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  
 Alternative F Scenario Trip Generation - Weekday AM Peak Hour  
 Land Use: Composite Rate, Cafe (Non-Work Trips)

<b>Proposed Size:</b> 2,722 sq. ft		<b>AM PEAK HOUR</b>	
DAILY			
Person-trip Generation Rate [1]:	600.0 trips/1000 sq ft	Person-trip Generation Rate [4]:	9.1%
Total Person-trips:	1,633 person-trips	Total Person-trips:	149 person-trips
Non-Work Trips [2]: 96%	1,568 person-trips	Non-Work Trips [2]:	96%
			54.6 trips/1,000 gsf
			143 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		AM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	148	64	13	6
		Transit	8.5%		16		1	
		Walk	11.1%		21		2	
		Other	2.0%		4		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>188</b>		<b>64</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	487	310	44	28
		Transit	7.2%		62		6	
		Walk	34.5%		298		27	
		Other	1.8%		16		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>862</b>		<b>310</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	76	37	7	3
		Transit	10.0%		13		1	
		Walk	25.5%		32		3	
		Other	3.6%		5		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>125</b>		<b>37</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	89	36	8	3
		Transit	4.4%		5		0	
		Walk	10.0%		11		1	
		Other	4.4%		5		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>110</b>		<b>36</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	31	13	3	1
		Transit	9.8%		5		0	
		Walk	24.4%		11		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>13</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	25	12	2	1
		Transit	0.0%		0		0	
		Walk	18.8%		6		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>31</b>		<b>12</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	75	21	7	2
		Transit	0.0%		0		0	
		Walk	4.9%		4		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>78</b>		<b>21</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	78	42	7	4
		Transit	7.0%		9		1	
		Walk	20.9%		26		2	
		Other	9.6%		12		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>125</b>		<b>42</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	1,010	536	92	49
		Transit	6.9%		109		10	
		Walk	26.1%		409		37	
		Other	2.6%		41		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,568</b>		<b>536</b>	

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**

Travel Demand Summary - Alt F Scenario, Weekday PM Peak Hour

Land Use Program		
Land Use	Size	Units
Residential	629	DU
	349	Studio/1-bed
	280	2/2+bed
	849,521	GSF
General Office	0	SF
General Retail	11,085	SF
Quality Sit-Down	1,188	SF
Composite Restaurant	2,722	SF
Daycare Center	0	SF

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

Mode	Daily						Daily Total	Weekday PM Peak Hour						PM Peak Hour Total
	Residential	General Office	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center		Residential	General Office	General Retail	Quality Sit-Down	Composite Restaurant	Daycare Center	
Auto	2,962	0	1,063	152	1,044	0	5,221	512	0	96	21	141	0	770
Transit	1,469	0	132	19	130	0	1,750	271	0	12	3	17	0	303
Walk	662	0	425	61	417	0	1,565	100	0	38	8	56	0	202
Other	324	0	43	6	43	0	416	53	0	4	1	6	0	64
<b>Total Person Trips</b>	<b>5,417</b>	<b>0</b>	<b>1,663</b>	<b>238</b>	<b>1,634</b>	<b>0</b>	<b>8,952</b>	<b>936</b>	<b>0</b>	<b>150</b>	<b>33</b>	<b>220</b>	<b>0</b>	<b>1,339</b>
<b>Total Vehicle Trips</b>	<b>1,769</b>	<b>0</b>	<b>574</b>	<b>82</b>	<b>563</b>	<b>0</b>	<b>2,988</b>	<b>335</b>	<b>0</b>	<b>52</b>	<b>11</b>	<b>76</b>	<b>0</b>	<b>474</b>

**PM Peak Hour Person-Trips and Vehicle-Trips by Direction - 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	273	137	410				39	43	82	8	10	18	58	62	120				378	252	630
Transit	144	73	217				5	5	10	1	2	3	7	7	14				157	87	244
Walk	27	13	40				15	17	32	3	4	7	23	25	48				68	59	127
Other	14	7	21				1	2	3	0	1	1	2	3	5				17	13	30
<b>Total External Person Trips</b>	<b>458</b>	<b>230</b>	<b>688</b>				<b>60</b>	<b>67</b>	<b>127</b>	<b>12</b>	<b>17</b>	<b>29</b>	<b>90</b>	<b>97</b>	<b>187</b>				<b>620</b>	<b>411</b>	<b>1,031</b>
<b>Total External Vehicle Trips</b>	<b>202</b>	<b>66</b>	<b>269</b>				<b>21</b>	<b>23</b>	<b>44</b>	<b>4</b>	<b>5</b>	<b>9</b>	<b>31</b>	<b>34</b>	<b>65</b>				<b>259</b>	<b>129</b>	<b>388</b>
<b>Total Internal Person Trips</b>	<b>164</b>	<b>84</b>	<b>248</b>				<b>12</b>	<b>11</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>16</b>	<b>17</b>	<b>33</b>				<b>194</b>	<b>114</b>	<b>308</b>
<b>Total Internal Walk Trips</b>	<b>107</b>	<b>55</b>	<b>162</b>				<b>10</b>	<b>10</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>14</b>	<b>15</b>	<b>29</b>				<b>133</b>	<b>82</b>	<b>215</b>
<b>Total Internal Other Trips</b>	<b>57</b>	<b>29</b>	<b>86</b>				<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>				<b>61</b>	<b>32</b>	<b>93</b>

**PM Peak Hour Net New External Vehicle Trips**

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
Existing Vehicle Trips																			102	194	296
External Vehicle Trips	202	66	269	0	0	0	21	23	44	4	5	9	31	34	65	0	0	0	259	129	388
Trip Credit	80	98	178	0	0	0	8	35	43	2	8	10	12	51	63	0	0	0	102	192	294
<b>Net New External Vehicle Trips</b>	<b>122</b>	<b>(32)</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>(12)</b>	<b>1</b>	<b>2</b>	<b>(3)</b>	<b>(1)</b>	<b>19</b>	<b>(17)</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>157</b>	<b>(63)</b>	<b>94</b>

## 3333 California Street

Alternative F Trip Generation - Weekday PM Peak Hour

Land Use: Residential (Work Trips)

<b>Proposed Size:</b>		<b>629 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.6 trips/units	<b>PM PEAK HOUR</b>	
Total Person-trips:	5,418 person-trips	Person-trip Generation Rate [1]: 17.3%	1.5 trips/unit
Work Trips [2]: 33%	1,788 person-trips	Total Person-trips:	937 person-trips
		Work Trips [2]: 50%	469 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [4]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	52.0%	Auto	54.5%	1.21	507	418	133	110
		Transit	34.3%		319		84	
		Walk	6.3%		59		15	
		Other	4.9%		45		12	
		<b>TOTAL</b>	<b>100.0%</b>		<b>930</b>		<b>418</b>	
<b>Superdistrict 2</b>	7.4%	Auto	54.5%	1.21	72	60	19	16
		Transit	34.3%		46		12	
		Walk	6.3%		8		2	
		Other	4.9%		6		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>133</b>		<b>60</b>	
<b>Superdistrict 3</b>	7.4%	Auto	54.5%	1.21	72	60	19	16
		Transit	34.3%		46		12	
		Walk	6.3%		8		2	
		Other	4.9%		6		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>133</b>		<b>60</b>	
<b>Superdistrict 4</b>	7.4%	Auto	54.5%	1.21	72	60	19	16
		Transit	34.3%		46		12	
		Walk	6.3%		8		2	
		Other	4.9%		6		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>133</b>		<b>60</b>	
<b>East Bay</b>	7.8%	Auto	54.5%	1.21	76	63	20	16
		Transit	34.3%		48		13	
		Walk	6.3%		9		2	
		Other	4.9%		7		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>140</b>		<b>63</b>	
<b>North Bay</b>	7.8%	Auto	54.5%	1.21	76	63	20	16
		Transit	34.3%		48		13	
		Walk	6.3%		9		2	
		Other	4.9%		7		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>140</b>		<b>63</b>	
<b>South Bay</b>	7.8%	Auto	54.5%	1.21	76	63	20	16
		Transit	34.3%		48		13	
		Walk	6.3%		9		2	
		Other	4.9%		7		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>140</b>		<b>63</b>	
<b>Other (Out of Region)</b>	2.2%	Auto	54.5%	1.21	22	18	6	5
		Transit	34.3%		14		4	
		Walk	6.3%		3		1	
		Other	4.9%		2		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>40</b>		<b>18</b>	
<b>TOTAL</b>	100.0%	Auto	54.5%	1.21	975	804	256	211
		Transit	34.3%		613		161	
		Walk	6.3%		113		29	
		Other	4.9%		87		23	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,788</b>		<b>804</b>	

## 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

Alternative F Trip Generation - Weekday PM Peak Hour

Land Use: Residential (Non-Work Trips)

<b>Proposed Size:</b>		<b>629 units</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	8.6 trips/unit	<b>PM PEAK HOUR</b>	
Total Person-trips:	5,418 person-trips	Person-trip Generation Rate [1]: 17.3%	1.5 trips/1,000 gsf
Non-Work Trips [2]: 67%	3,630 person-trips	Total Person-trips:	937 person-trips
		Non-Work Trips [2]:	469 person-trips
			50%

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	13.0%	Auto	41.7%	1.93	197	102	25	13
		Transit	35.5%		168		22	
		Walk	16.4%		77		10	
		Other	6.4%		30		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>472</b>		<b>102</b>	
<b>Superdistrict 2</b>	27.0%	Auto	50.9%	1.96	499	255	64	33
		Transit	23.7%		232		30	
		Walk	19.7%		193		25	
		Other	5.7%		56		7	
		<b>TOTAL</b>	<b>100.0%</b>		<b>980</b>		<b>255</b>	
<b>Superdistrict 3</b>	14.0%	Auto	57.1%	2.05	290	142	37	18
		Transit	22.3%		113		15	
		Walk	9.9%		50		6	
		Other	10.7%		54		7	
		<b>TOTAL</b>	<b>100.0%</b>		<b>508</b>		<b>142</b>	
<b>Superdistrict 4</b>	9.0%	Auto	63.4%	2.16	207	96	27	12
		Transit	32.4%		106		14	
		Walk	4.2%		14		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>327</b>		<b>96</b>	
<b>East Bay</b>	11.0%	Auto	52.2%	2.20	208	95	27	12
		Transit	25.0%		100		13	
		Walk	14.1%		56		7	
		Other	8.7%		35		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>399</b>		<b>95</b>	
<b>North Bay</b>	4.0%	Auto	73.6%	1.89	107	57	14	7
		Transit	8.8%		13		2	
		Walk	14.7%		21		3	
		Other	2.9%		4		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>145</b>		<b>57</b>	
<b>South Bay</b>	8.0%	Auto	80.5%	2.30	234	102	30	13
		Transit	8.3%		24		3	
		Walk	5.6%		16		2	
		Other	5.6%		16		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>290</b>		<b>102</b>	
<b>Out of Region</b>	14.0%	Auto	48.3%	2.07	245	119	32	15
		Transit	19.7%		100		13	
		Walk	23.8%		121		16	
		Other	8.2%		42		5	
		<b>TOTAL</b>	<b>100.0%</b>		<b>508</b>		<b>119</b>	
<b>TOTAL</b>	100.0%	Auto	54.8%	2.05	1,987	965	257	125
		Transit	23.6%		856		110	
		Walk	15.1%		549		71	
		Other	6.5%		237		31	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3,630</b>		<b>965</b>	

## 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  
 Alternative F Trip Generation - Weekday PM Peak Hour  
 Land Use: General Retail (Work Trips)

<b>Proposed Size:</b>		<b>11,085 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	150.0 trips/1000 gsf	Person-trip Generation Rate [1]:	9.0%
Total Person-trips:	1,663 person-trips	Total Person-trips:	150 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	67 person-trips		6 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	2	2	0	0
		Transit	40.7%		2		0	
		Walk	16.7%		1		0	
		Other	3.3%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	10	8	1	1
		Transit	24.4%		6		1	
		Walk	30.6%		7		1	
		Other	4.0%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>23</b>	<b>8</b>	<b>2</b>	<b>1</b>
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	5	4	0	0
		Transit	48.0%		5		0	
		Walk	0.0%		0		0	
		Other	2.1%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	6	5	1	0
		Transit	38.9%		4		0	
		Walk	3.0%		0		0	
		Other	2.2%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	3	2	0	0
		Transit	31.0%		1		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	4	2	0	0
		Transit	16.1%		1		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	5	4	0	0
		Transit	27.5%		2		0	
		Walk	0.0%		0		0	
		Other	2.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	1	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	35	27	3	2
		Transit	31.7%		21		2	
		Walk	12.6%		8		1	
		Other	2.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>67</b>	<b>27</b>	<b>6</b>	<b>2</b>

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  
 Alternative F Trip Generation - Weekday PM Peak Hour  
 Land Use: General Retail (Non-Work Trips)

<b>Proposed Size:</b> 11,085 sq. ft		<b>PM PEAK HOUR</b>	
<b>DAILY</b>	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: 1,663 person-trips	Total Person-trips:	150 person-trips
	Non-Work Trips [2]: 96%	Non-Work Trips [2]: 96%	144 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	150	65	14	6
		Transit	8.5%		16		1	
		Walk	11.1%		21		2	
		Other	2.0%		4		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>192</b>		<b>65</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	496	316	45	28
		Transit	7.2%		63		6	
		Walk	34.5%		303		27	
		Other	1.8%		16		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>878</b>		<b>316</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	78	38	7	3
		Transit	10.0%		13		1	
		Walk	25.5%		33		3	
		Other	3.6%		5		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>128</b>		<b>38</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	91	36	8	3
		Transit	4.4%		5		0	
		Walk	10.0%		11		1	
		Other	4.4%		5		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>112</b>		<b>36</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	32	14	3	1
		Transit	9.8%		5		0	
		Walk	24.4%		12		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>48</b>		<b>14</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	26	12	2	1
		Transit	0.0%		0		0	
		Walk	18.8%		6		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>32</b>		<b>12</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	76	22	7	2
		Transit	0.0%		0		0	
		Walk	4.9%		4		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>80</b>		<b>22</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	80	43	7	4
		Transit	7.0%		9		1	
		Walk	20.9%		27		2	
		Other	9.6%		12		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>128</b>		<b>43</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	1,028	546	93	49
		Transit	6.9%		111		10	
		Walk	26.1%		416		37	
		Other	2.6%		41		4	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,596</b>		<b>546</b>	

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  
 Alternative F Trip Generation - Weekday PM Peak Hour  
 Land Use: Quality Sit-Down (Work Trips)

<b>Proposed Size:</b>		<b>1,188 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	200.0 trips/1000 gsf	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	238 person-trips	Total Person-trips:	32 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	10 person-trips		1 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	0	0	0	0
		Transit	40.7%		0		0	
		Walk	16.7%		0		0	
		Other	3.3%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	1	1	0	0
		Transit	24.4%		1		0	
		Walk	30.6%		1		0	
		Other	4.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	1	1	0	0
		Transit	48.0%		1		0	
		Walk	0.0%		0		0	
		Other	2.1%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	1	1	0	0
		Transit	38.9%		1		0	
		Walk	3.0%		0		0	
		Other	2.2%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	0	0	0	0
		Transit	31.0%		0		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	1	0	0	0
		Transit	16.1%		0		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	1	1	0	0
		Transit	27.5%		0		0	
		Walk	0.0%		0		0	
		Other	2.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Other (Out of Region)</b>	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	
		<b>TOTAL</b>	<b>100.0%</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	5	4	1	1
		Transit	31.7%		3		0	
		Walk	12.6%		1		0	
		Other	2.9%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>

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

Alternative F Trip Generation - Weekday PM Peak Hour

Land Use: Quality Sit-Down (Non-Work Trips)

<b>Proposed Size:</b>		<b>1,188 sq. ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq ft	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	238 person-trips	Total Person-trips:	27.0 trips/1,000 gsf
Non-Work Trips [2]: 96%	228 person-trips	Non-Work Trips [2]:	96%
			31 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	21	9	3	1
		Transit	8.5%		2		0	
		Walk	11.1%		3		0	
		Other	2.0%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>27</b>		<b>9</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	71	45	10	6
		Transit	7.2%		9		1	
		Walk	34.5%		43		6	
		Other	1.8%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>125</b>		<b>45</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	11	5	2	1
		Transit	10.0%		2		0	
		Walk	25.5%		5		1	
		Other	3.6%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>18</b>		<b>5</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	13	5	2	1
		Transit	4.4%		1		0	
		Walk	10.0%		2		0	
		Other	4.4%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>16</b>		<b>5</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	5	2	1	0
		Transit	9.8%		1		0	
		Walk	24.4%		2		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>7</b>		<b>2</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	4	2	1	0
		Transit	0.0%		0		0	
		Walk	18.8%		1		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>		<b>2</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	11	3	1	0
		Transit	0.0%		0		0	
		Walk	4.9%		1		0	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>11</b>		<b>3</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	11	6	2	1
		Transit	7.0%		1		0	
		Walk	20.9%		4		1	
		Other	9.6%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>18</b>		<b>6</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	147	78	20	11
		Transit	6.9%		16		2	
		Walk	26.1%		59		8	
		Other	2.6%		6		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>228</b>		<b>78</b>	

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  
 Alternative F Trip Generation - Weekday PM Peak Hour  
 Land Use: Composite Rate, Cafe (Work Trips)

<b>Proposed Size:</b>		<b>2,722 sq ft</b>	
<b>DAILY</b>			
Person-trip Generation Rate [1]:	600.0 trips/1000 gsf	Person-trip Generation Rate [1]:	13.5%
Total Person-trips:	1,633 person-trips	Total Person-trips:	220 person-trips
Work Trips [2]:	4%	Work Trips [2]:	4%
	65 person-trips		9 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	8.4%	Auto	39.3%	1.19	2	2	0	0
		Transit	40.7%		2		0	
		Walk	16.7%		1		0	
		Other	3.3%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Superdistrict 2</b>	35.2%	Auto	41.0%	1.14	9	8	1	1
		Transit	24.4%		6		1	
		Walk	30.6%		7		1	
		Other	4.0%		1		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>23</b>	<b>8</b>	<b>3</b>	<b>1</b>
<b>Superdistrict 3</b>	15.8%	Auto	49.9%	1.25	5	4	1	1
		Transit	48.0%		5		1	
		Walk	0.0%		0		0	
		Other	2.1%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>
<b>Superdistrict 4</b>	15.1%	Auto	55.9%	1.22	6	5	1	1
		Transit	38.9%		4		1	
		Walk	3.0%		0		0	
		Other	2.2%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>
<b>East Bay</b>	7.1%	Auto	67.4%	2.02	3	2	0	0
		Transit	31.0%		1		0	
		Walk	0.0%		0		0	
		Other	1.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>North Bay</b>	7.0%	Auto	81.5%	1.53	4	2	1	0
		Transit	16.1%		1		0	
		Walk	0.0%		0		0	
		Other	2.4%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>South Bay</b>	10.6%	Auto	69.9%	1.21	5	4	1	1
		Transit	27.5%		2		0	
		Walk	0.0%		0		0	
		Other	2.6%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>
<b>Other (Out of Region)</b>	0.8%	Auto	95.7%	3.16	1	0	0	0
		Transit	1.8%		0		0	
		Walk	0.0%		0		0	
		Other	2.5%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	100.0%	Auto	52.7%	1.29	34	27	5	4
		Transit	31.7%		21		3	
		Walk	12.6%		8		1	
		Other	2.9%		2		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>65</b>	<b>27</b>	<b>9</b>	<b>4</b>

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  
 Alternative F Trip Generation - Weekday PM Peak Hour  
 Land Use: Composite Rate, Cafe (Non-Work Trips)

<b>Proposed Size:</b> 2,722 sq. ft		<b>PM PEAK HOUR</b>	
<b>DAILY</b>	Person-trip Generation Rate [1]: 600.0 trips/1000 sq ft	Person-trip Generation Rate [1]: 13.5%	81.0 trips/1,000 gsf
	Total Person-trips: 1,633 person-trips	Total Person-trips:	220 person-trips
	Non-Work Trips [2]: 96%	Non-Work Trips [2]: 96%	212 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
<b>Superdistrict 1</b>	12.0%	Auto	78.4%	2.30	148	64	20	9
		Transit	8.5%		16		2	
		Walk	11.1%		21		3	
		Other	2.0%		4		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>188</b>		<b>64</b>	
<b>Superdistrict 2</b>	55.0%	Auto	56.5%	1.57	487	310	66	42
		Transit	7.2%		62		8	
		Walk	34.5%		298		40	
		Other	1.8%		16		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>862</b>		<b>310</b>	
<b>Superdistrict 3</b>	8.0%	Auto	60.9%	2.04	76	37	10	5
		Transit	10.0%		13		2	
		Walk	25.5%		32		4	
		Other	3.6%		5		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>125</b>		<b>37</b>	
<b>Superdistrict 4</b>	7.0%	Auto	81.2%	2.49	89	36	12	5
		Transit	4.4%		5		1	
		Walk	10.0%		11		1	
		Other	4.4%		5		1	
		<b>TOTAL</b>	<b>100.0%</b>		<b>110</b>		<b>36</b>	
<b>East Bay</b>	3.0%	Auto	65.8%	2.31	31	13	4	2
		Transit	9.8%		5		1	
		Walk	24.4%		11		2	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>47</b>		<b>13</b>	
<b>North Bay</b>	2.0%	Auto	81.2%	2.13	25	12	3	2
		Transit	0.0%		0		0	
		Walk	18.8%		6		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>31</b>		<b>12</b>	
<b>South Bay</b>	5.0%	Auto	95.1%	3.47	75	21	10	3
		Transit	0.0%		0		0	
		Walk	4.9%		4		1	
		Other	0.0%		0		0	
		<b>TOTAL</b>	<b>100.0%</b>		<b>78</b>		<b>21</b>	
<b>Out of Region</b>	8.0%	Auto	62.5%	1.87	78	42	11	6
		Transit	7.0%		9		1	
		Walk	20.9%		26		4	
		Other	9.6%		12		2	
		<b>TOTAL</b>	<b>100.0%</b>		<b>125</b>		<b>42</b>	
<b>TOTAL</b>	100.0%	Auto	64.4%	1.91	1,010	536	136	72
		Transit	6.9%		109		15	
		Walk	26.1%		409		55	
		Other	2.6%		41		5	
		<b>TOTAL</b>	<b>100.0%</b>		<b>1,568</b>		<b>536</b>	

Notes:

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

## **8. Transit Capacity Analysis and Fair Share Contribution Calculations – All Alternatives**

**3333 California Street**

Transit Impacts Mitigation - Fair Share Contribution Calculation

Scenario	Muni Route	Baseline			Project Trips	Baseline Plus Project			Project's Fair Share			Percent of Project Person-Trip Generation that Triggers Transit Impact
		Ridership	Capacity	Utilization		Total Needed	Additional Needed	Number of Additional Buses	Percent of Additional Buses	Project's Fair Share Cost of Bus		
Alternative A	43 IB	318	378	84.1%	-	318	375	0	0	0.0%	\$ -	0%
Alternative B	43 IB	318	378	84.1%	9	327	385	7	1	11.4%	\$ 109,900	33%
Alternative C	43 IB	318	378	84.1%	11	329	388	10	1	15.1%	\$ 146,063	27%
Alternative D	43 IB	318	378	84.1%	18	336	396	18	1	28.2%	\$ 272,635	17%
Alternative E	43 IB	318	378	84.1%	11	329	388	10	1	15.1%	\$ 146,063	27%
Alternative F	43 IB	318	378	84.1%	10	328	386	8	1	13.2%	\$ 127,982	30%
Proposed Project	43 IB	318	378	84.1%	13	331	390	12	1	18.8%	\$ 182,227	23%
Project Variant	43 IB	318	378	84.1%	15	333	392	14	1	22.6%	\$ 218,390	20%

Notes:

Total Needed Capacity = Capacity so that projected ridership does not cause line to exceed 85% capacity utilization threshold

Added buses required to increase capacity such that (1) capacity utilization for the impacted line is less than 85%

Impact triggered by 3 additional riders on Muni line 43 IB AM.

Muni line 43 Masonic operates a standard 40-foot 63 passenger capacity bus.

Cost of a 40-foot electric bus is \$967,132. Cost provided by SFMTA.

## **9. Vehicle Miles Traveled Analysis – All Alternatives**

**3333 California Street**

Vehicle Miles Traveled & Induced Automobile Travel Analysis

	<b>Proposed Project (Base Project)</b>	<b>Project Variant</b>	<b>Alt A No Project Alternative</b>	<b>Alt B Full Preservation Alternative</b>	<b>Alt C Full Preservation - Residential</b>	<b>Alt D Full Preservation - Office</b>	<b>Alt E Partial Preservation - Residential</b>	<b>Alt F Code Conforming Alternative</b>
<b>Land Use and Parking Rate</b>								
<b>Residential</b>								
Proposed Residential Parking	558	744	-	167	534	456	588	629
Proposed Residential Units	558	744	-	167	534	456	588	629
Project Parking Rate (per unit)	1	1	-	1	1	1	1	1
Project/Variant/Alternative Residential Parking Rate vs. Neighborhood Parking Rate	111%	111%	-	111%	111%	111%	111%	111%
Parking that would achieve LTS for Residential	n/a	n/a	-	n/a	n/a	n/a	n/a	n/a
Parking Reduction to Residential Neighborhood Rate*	-56	-74	0	-17	-53	-46	-59	-63
<b>Retail</b>								
Proposed Retail Parking (Retail & Commercial)	198	188	-	0	175	69	175	105
Proposed Retail Square Footage	54,117	48,593	-	0	44,306	44,306	44,306	14,995
Project Retail Rate (per 1,000 square feet)	3.66	3.87	-	-	3.95	1.56	3.95	7.00
Project/Variant/Alternative Retail Parking Rate vs. Neighborhood Parking Rate	236%	250%	-	-	255%	100%	255%	452%
Parking needed to achieve LTS for Retail	84	75	-	0	69	69	69	23
Parking Reduction that would achieve LTS for Retail	-114	-113	0	0	-106	0	-106	-82
<b>Other Non-Residential</b>								
Proposed Other Non-Residential Parking (Office & Child Care)	129	29	543	585	29	591	29	0
Proposed Other Non-Residential Square Footage	64,689	14,650	376,000	406,459	14,650	417,054	14,650	0
Project Other Non-Residential Rate (per 1,000 square feet)	1.99	1.98	1.44	1.44	1.98	1.42	1.98	-
Project/Variant/Alternative Other Non-Res Parking Rate vs. Neighborhood Parking Rate	138%	137%	100%	100%	137%	98%	137%	-
Parking needed to achieve LTS for Other Non-Residential	93	21	541	585	21	601	21	0
Parking Reduction that would achieve LTS for Other Non-Residential	-36	-8	-2	0	-8	10	-8	0
<b>TOTAL PARKING REDUCTION FOR RETAIL AND OTHER NON-RESIDENTIAL*</b>	<b>-150</b>	<b>-121</b>	<b>-2</b>	<b>0</b>	<b>-114</b>	<b>9</b>	<b>-114</b>	<b>-82</b>

Source: Parking data for alternatives obtained from 3333CAL ADEIR-1 Alternatives Draft Summary Table\_062118

Notes:

Residential Parking Rate = 0.9 space/unit (neighborhood)

Retail Rate = 1.55/1,000 square feet (California and Sacramento)

Other Non-Residential Rate = 1.44/ 1,000 square feet (existing site)

(-) Not Available