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Final Initial Study/Mitigated Negative Declaration
619–625 California Drive Development Project
City of Burlingame, San Mateo County, California

Prepared for:
City of Burlingame
Planning Division
Community Development Department
501 Primrose Road
Burlingame, CA, 94010
650.558.7256

Contact: Ruben Hurin, Senior Planner

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Elizabeth Johnson, Senior Project Manager

Date: September 2018

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SECTION 1: INTRODUCTION

Although not required by the California Environmental Quality Act (CEQA) and CEQA Guidelines, the City of Burlingame has evaluated the comments received on the 619–625 California Drive Development Project Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND). The Responses to Comments and Errata, which are included in this document, together with the Draft IS/MND, Draft IS/MND appendices, and the Mitigation Monitoring and Reporting Program, comprise the Final IS/MND for use by the City of Burlingame in its review and consideration of the 619–625 California Drive Development Project.

This document is organized into three sections:

- **Section 1—Introduction.**
- **Section 2—Responses to Written Comments:** Provides a list of the agencies, organizations, and individuals who commented on the Draft IS/MND. Copies of all of the letters received regarding the Draft IS/MND and responses thereto are included in this section.
- **Section 3—Errata:** Includes an addendum listing refinements and clarifications on the Draft IS/MND, which have been incorporated.

The Final IS/MND includes the following contents:

- Draft IS/MND (provided under separate cover)
- Draft IS/MND appendices (provided under separate cover)
- Responses to Written Comments and Errata (Sections 2 and 3 of this document)
- Mitigation Monitoring and Reporting Program (provided under separate cover)

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SECTION 2: RESPONSES TO WRITTEN COMMENTS

2.1 - List of Authors

A list of public agencies, organizations, and individuals that provided comments on the Revised IS/MND is presented below. Each comment has been assigned a code. Individual comments within each communication have been numbered so comments can be crossed-referenced with responses. Following this list, the text of the communication is reprinted and followed by the corresponding response.

Author **Author Code**

Individuals

Samuel Jones, Coffee Family Trust ..... COFFEE

2.2 - Responses to Comments

2.2.1 - Introduction

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the City of Burlingame, as the lead agency, evaluated the comments received on the Final IS/MND for the 619–625 California Drive Project, and has prepared the following responses to the comments received. This Response to Comments document becomes part of the Final IS/MND for the project in accordance with CEQA Guidelines Section 15132.

2.2.2 - Comment Letters and Responses

The comment letters reproduced in the following pages follow the same organization as used in the List of Authors.

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Coffee Family Trust

25 Amber Dr.
San Francisco, CA 94131

June 25, 2018

Delivered in Person and U.S. Mail

Ruben Hurin, Senior Planner
City of Burlingame Community Development Department
501 Primrose Road
Burlingame, CA 94010-3997

RE: Comments on 619-625 California Drive Development Project ISMND

Dear Mr. Hurin:

We have reviewed the Initial Study/Mitigated Negative Declaration (ISMND) for the above referenced Project and respectfully submit the following comments:

1. The ISMND does not list Aesthetics as a potentially significant environmental impact in the Table in Section 2, page 23. We strongly disagree with this assessment. The Project's monolithic building footprint on Oak Grove Avenue will negatively overwhelm the aesthetics of the entrance to the Oak Grove Avenue neighborhood. On Oak Grove Avenue the building should be set back from the sidewalk, the beautiful legacy oak trees should be preserved and landscaping should be included in front of the building to match the longstanding character of the neighborhood. 1

2. The ISMND does not list Transportation/Traffic as a potentially significant environmental impact in the Table in Section 2, page 23. We strongly disagree with this assessment. The Project's only driveway is at the extremely congested intersection of San Mateo and Oak Grove Avenues. The ISMND Traffic Impact Analysis (Appendix H) does not include this important non-signaled intersection. There are very significant unstudied traffic congestion impacts from parents dropping off and picking up Burlingame High School students and especially from customers accessing the laundromat rear entrance via San Mateo Avenue. We often witness Oak Grove Avenue (northeast bound) backups of 10 to 15 cars, and strongly disagree with the assessment in paragraph 4 on page 14 of the traffic study (that there are only backups of a few cars at the driveway). Lyft and Uber pickups/drop-offs can exacerbate the congestion and these may increase due to the Project. Additionally, the above-mentioned impacts do not necessarily occur during peak AM and PM traffic periods, the periods studied in the Traffic Analysis. Since this Project is a live/work building (with commercial components), the Project driveway should be located on California Drive (a commercial avenue), not on Oak Grove Avenue (a residential avenue). 2

3. The ISMND does not address the significant environmental impact of Transportation/Traffic during construction. Project construction will take place over a considerable length of time, probably 12 to 15 months. Project construction will adversely affect traffic on California Drive and Oak Grove Avenue if construction traffic flows and site access is not properly controlled. Significant traffic mitigation measures beyond typical City requirements are needed. We recommend adding Project mitigations to require the contractor to submit a Traffic Control Plan to the City for review and approval prior to construction. 3

4. A technicality: the description of the Project intersection location is confusing. It's described throughout the ISMND as being in the southeast corner of the California Drive/Oak Grove Avenue intersection. Given the orientation of the intersection, the Project is almost perfectly due south. Shouldn't it be described as being in the south corner of the intersection? 4

Thank you,

Coffee Family Trust, owner of 1210 Oak Grove Avenue, Burlingame, CA

S W. Jones RCE 33164

Samuel W. Jones, P.E., Co-trustee

Cc: Harold C. Coffee Jr., P.E., Co-trustee

Coffee Family Trust (COFFEE)

Response to COFFEE-1

The Draft IS/MND discusses the project's potential impacts to aesthetics on pages 25-33 and provides two visual simulations of the proposed project (Exhibits 9a and 9b). The Draft IS/MND concludes that the project complies with the design guidelines as set forth in the Burlingame Downtown Specific Plan area. Specifically, the project conforms with the setbacks of existing surrounding buildings. The new building would be taller than surrounding commercial buildings, but it would include architectural features such as fenestration patterns and a rooftop deck, which would create consistency with the residential character of Oak Grove Avenue. The Draft IS/MND also presents an analysis of the project's compliance with the City of Burlingame Municipal Code, and concludes that the project would require a Conditional Use Permit and Condominium Permit to comply with the Municipal Code. As explained in the Draft IS/MND, the City's design review standards and processes would ensure that the project remains consistent with the design guidelines of the Downtown Specific Plan and would not significantly affect the existing visual character of the site or its surroundings.

As discussed on page 25 of the IS/MND, as part of the proposed project, the applicant is proposing to remove an existing 24-inch-diameter red oak street tree along Oak Grove Avenue in order to accommodate a wider driveway apron into the project site. The tree to be removed was inspected by a City arborist and deemed to be in poor health with decay in the limbs and trunk, and fungus growing on the trunk. The removed tree will be replaced with a 24-inch box red oak (*Quercus rubra*). Therefore, the project would not remove any healthy legacy oak trees on-site; the tree to be removed has been deemed to be in poor health, and the removal will be mitigated by the replacement of the 24-inch box red oak.

Response to COFFEE-2

San Mateo Avenue meets Oak Grove Avenue directly across from the proposed project driveway. The "Nearby Driveways" section, in both the Transportation Analysis of the IS/MND (Appendix H) and the updated Transportation Analysis, which replaces Appendix H of the Draft IS/MND, studies the San Mateo Avenue/Oak Grove Avenue intersection and references it as an access driveway given its roadway characteristics (i.e., low volumes, short distance, operates as a commercial drive aisle). The report notes that intersection operations at this driveway (San Mateo Avenue/Oak Grove Avenue) are not expected to be significantly impacted by the proposed project due to the small number of trips the project is estimated to generate.

In addition, field observations showed that eastbound vehicle queues at the California Drive/Oak Grove Avenue intersection were 2 to 3 vehicles. Calculations performed by Hexagon Transportation Consultants show that the average eastbound vehicle queue would be about 4 vehicles, which would not block the project driveway. The calculated 95th percentile queue length is 8 vehicles, which would block the driveway. However, a vehicle queue of that length would only occur on 5 percent of the signal cycles. With the addition of project-generated traffic, the 95th percentile queue is estimated to be unchanged. Therefore, the proposed project is expected to have a minimal effect on traffic operations at the California Drive/Oak Grove Avenue intersection and at the San Mateo Avenue/Oak Grove intersection.

It should also be noted that traffic conditions were analyzed during the weekday AM (7–9) and PM (4–6) peak hours because those hours are the typical peak commute hours when traffic volume is highest on the roadways in the study area (AM and PM peak hours are consistent with standards set forth by the City of Burlingame; project trip generation was estimated by applying the appropriate trip generation rates obtained from the Institute of Transportation Engineers *Trip Generation Manual, 10th Edition* (2017)). Also, those are the hours when the most traffic from the project would be added to the adjacent streets.

In regards to locating the driveway on California Drive as opposed to Oak Grove Avenue, California Drive has a greater volume of traffic, so the driveway would be more difficult to access compared to the proposed access on Oak Grove Avenue. Furthermore, northbound vehicle on California Drive turning left to enter the project could provide conflicts with northbound vehicles approaching or queuing to turn left onto Oak Grove Avenue.

Response to COFFEE-3
Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely.

As a standard condition of approval required by the City, the project would be required to submit a construction management plan for City approval that addresses schedule, closures/detours, staging, parking, and truck routes. Discussion of project construction activities are incorporated in the updated Transportation Analysis, which replaces Appendix H of the Draft IS/MND.

Response to COFFEE-4
Within the Transportation Analysis, California Drive is treated as a north/south roadway. Thus, the project site's location should be described as the southwest corner of the California Drive/Oak Grove Avenue intersection. This revision is reflected in the updated Transportation Analysis, which replaces Appendix H of the Draft IS/MND. The correction to the project description is also shown in Section 3: Errata of this Final IS/MND.

SECTION 3: ERRATA

The following are revisions to the Draft IS/MND for the 619–625 California Drive Development Project.

These revisions are minor modifications and clarifications to the document, do not add any mitigation measures, and do not change the significance of any of the environmental issue conclusions within the Draft IS/MND. The revisions are listed by page number. All additions to the text are underlined (underlined) and all deletions from the text are stricken (~~stricken~~).

3.1 - Changes in Response to Specific Comments

Section 1.2—Project Location

Page 1

The project location was clarified. The revised section is below:

> The project site is located in the City of Burlingame, San Mateo County, California (Exhibit 1). The 0.45-acre project site consists of three parcels, Assessor's Parcel Numbers (APNs) 029-131-140, 029-131-150, and 029-131-160, which also are designated Lots L, M, and N, Block 6. The project site is located on 619–625 California Drive, at the ~~southeast~~ southwest corner of the intersection of California Drive and Oak Grove Avenue near downtown Burlingame.

Section 16—Transportation/Traffic

Page 123

The project location was clarified. The revised section is below:

> The project site is located on the ~~southeast~~ southwest corner of the California Drive and Oak Grove Avenue intersection.

Section 1.6—Intended Uses of this Document

Page 23

As shown in Section 2.14, Public Services, on page 117, the IS/MND concluded that the project would have a potentially significant impact on public services without mitigation. In addition, on page 123 in Section 2.16, Transportation/Traffic, the IS/MND concluded traffic impacts were potentially significant without mitigation. The Environmental Checklist and Environmental Evaluation table was revised for consistency, as shown below.

SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☒	Air Quality
☒	Biological Resources	☒	Cultural/Tribal Cultural Resources	☒	Geology/Soils
☐	Greenhouse Gas Emissions	☐	Hazards/Hazardous Materials	☒	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☐	Noise
☐	Population/Housing	~~☐~~ ☒	Public Services	☐	Recreation
~~☐~~ ☒	Transportation/Traffic	☒	Utilities/Services Systems	☐	Mandatory Findings of Significance

Section 2.3—Air Quality

Page 38

The Environmental Impact Summary Table for Air Quality has been revised for consistency to reflect the level of mitigation as discussed in impact 3a), as shown on page 41 of the IS/MND. The project was determined to have a less than significant impact as shown below in the revised table.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
3. Air Quality *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.* *Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	~~☒~~	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Section 2.14—Public Services

Page 117

The Environmental Impact Summary Table for Public Services has been revised for consistency to reflect the level of mitigation as discussed in impact 14c), as shown on page 119 of the IS/MND. Rather than having a less than significant impact, the project was determined to have a less than significant impact with mitigation incorporated in relation to schools. In addition, this table has been revised for consistency to reflect the level of mitigation required for parks as discussed in impact d) on page 120 of the Draft IS/MND. Rather than having a less than significant impact with mitigation incorporated, this project would have a less than significant impact on parks. The table has been revised to reflect these changes, as shown below.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
14. Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☒	~~☒~~	☐
d) Parks?	☐	~~☒~~	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Section 2.16—Transportation and Traffic

Page 123-124

The project location was clarified. The revised paragraph is below:

> The project site is located on the ~~southeast~~ southwest corner of the California Drive and Oak Grove Avenue intersection. The project area takes access from US 101 via Broadway and subsequently California Drive. Another major roadway within the project site vicinity is El Camino Real. El Camino Real (State Route 82), located approximately 0.36 mile southwest, is an undivided four-lane State Highway and Congestion Management Program (CAMP) facility according to C/CAG, which is the Congestion Management Agency in San Mateo County.

Page 127

Section 16, impact d) addresses on-site circulation. The underlined language confirms that incorporation of MM TRANS-1 (included as a mitigation measure in this section) would reduce sight distance impacts to a less than significant level..

Less than significant impact with mitigation incorporated. As part of the evaluation of site access and on-site circulation, the adequacy of the project driveway was evaluated with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. In accordance with Caltrans standards, adequate sight distance should be provided at the project driveway. Sight distance requirements vary depending on the roadway speeds. For the driveway on Oak Grove Avenue, which has a posted speed limit of 25 miles per hour (mph), the Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). Based on the this standard, a driver exiting the driveway must be able to see 200 feet in both directions along Oak Grove Avenue in order to stop and avoid a collision with on-coming traffic. The project would incorporate MM TRANS-1, which would prohibit on-street parking on Oak Grove Avenue between the project driveway and the western neighboring driveway ensuring adequate site distance. Therefore, the significance of this impact can be reduced with the implementation of MM TRANS-1.

Section 2.17—Utilities and Service Systems

Page 133

Mitigation Measures HYD-1 and HYD-2 are mentioned as mitigation measures in Section 3.17, Utilities and Service Systems within the text for impact c) on page 131, but they were not listed within the "Mitigation Measures" section within Section 3.17, Utilities and Service Systems, in the Draft IS/MND and have been added for consistency, as shown below.

Mitigation Measures

~~None.~~

Implement MM HYD-1 and MM HYD-2.

Section 18—Mandatory Findings of Significance

Page 136

Section 18, Mandatory Findings of Significance has been revised to include MM AIR-1, MM AIR-2, and MM TRANS-1 which were included as mitigation measures in the environmental evaluation, but were not included in this section in the Draft IS/MND. The revised section is shown below:

In identifying projects that may contribute to cumulative impacts, the CEQA Guidelines allow the use of a list of past, present, and reasonably anticipated future projects, producing related or cumulative impacts, including those which are outside of the control of the lead agency. All cumulative impacts with relation to aesthetics, air quality, geology and soils, and noise are either less than significant after mitigation has been incorporated, or less than significant and do not require mitigation. Mitigation Measures AIR-1 and AIR-2; BIO-1 and BIO-2; CUL-1, CUL-2, and CUL-3; GEO-1, GEO-2, GEO-3, and GEO-4; HYD-1 and HYD-2; ~~and~~ PS-1; and TRANS-1 would provide sufficient mitigation to reduce all potential impacts to levels of less than significant. Therefore, the proposed project would not result in cumulatively considerable impacts on these areas.

Section 3—Summary of Mitigation Measures

Pages 137-141

Section 3, Summary of Mitigation Measures has been revised to include MM AIR-1, MM AIR-2, and MM TRANS-1, which were included as mitigation measures in the environmental evaluation, but were not included in this section in the Draft IS/MND. The revised section is shown below:

SECTION 3: SUMMARY OF MITIGATION MEASURES

MM AIR-1 During construction activities, the following air pollution control measures shall be implemented:

- Exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All roadways, driveways, and sidewalks shall be paved as soon as possible.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.

- A publicly visible sign shall be posted with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours of a complaint or issue notification. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

MM AIR-2 The developer or Project Applicant shall ensure all off-road construction equipment in excess of 50 horsepower used on-site by the developer or contractors is equipped with engines meeting the EPA Tier IV off-road engine emission standards. The construction contractor shall maintain a log of equipment use at the construction site with make, model, serial number, and certification level of each piece of construction equipment that will be available for review by City building inspection staff.

MM BIO-1 Migratory Birds and Nesting Raptors

1. If construction or tree removal is proposed during the breeding/nesting season for local avian species (typically March 1 through August 31), a focused survey for active nests of raptors and migratory birds within and in the vicinity of (no less than 250 feet outside the project boundaries, where possible) the project site shall be conducted by a qualified biologist. One survey will be conducted 30 days prior to tree removal or construction activities. If no active nests are found, tree removal or construction activities may proceed.
2. If an active nest is located during pre-construction surveys, the United States Fish and Wildlife Service and/or the California Department of Fish and Wildlife (as appropriate) shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted to avoid disturbance of the nest until it is abandoned or the biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones or alteration of the construction schedule.

MM BIO-2 Special-status Bat Species

1. To reduce construction related impacts to special-status bat species, a bat survey shall be conducted between March 1 to July 31 by a qualified wildlife biologist within the year of proposed construction start and prior to ground disturbance. If no bat roosts are detected, then no further action is required. If a colony of bats is found roosting on-site, then the following mitigation will be implemented to reduce the potential disturbance:
2. If a female or maternity colony of bats are found on the project site, a wildlife biologist through coordination with CDFW shall determine what physical and timed buffer zones shall be employed to ensure the continued success of the colony. Such buffer zones may include a construction-free barrier of 200 feet from the roost and/or the timing of the construction activities outside the maternity roost season (after July 31 and before March 1).

MM CUL-1 In the event a potentially significant cultural resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease and workers should avoid altering the materials until an archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology has evaluated the resource. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The resource shall be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by the qualified archaeologist. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant in accordance with Section 15064.5 of the CEQA Guidelines. The archaeologist shall also perform appropriate technical analyses, prepare a comprehensive report complete with methods, results, and recommendations, and provide for the permanent curation of the recovered resources. The report shall be submitted to the City of Burlingame, the Northwest Information Center, and the State Historic Preservation Office (SHPO), as required.

MM CUL-2 In the event that fossils or fossil-bearing deposits are discovered during construction activities, excavations within a 100-foot radius of the find shall be temporarily halted or diverted. The project contractor shall notify a qualified paleontologist to examine the discovery. The applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at the location of the find. If the Applicant determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The plan shall be submitted to the City of Burlingame for review and approval prior to implementation, and the Applicant shall adhere to the recommendations in the plan.

MM CUL-3 In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and Section 5097.98 must be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance within 100 feet of the remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native

American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the most likely descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.

2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance:
   - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission.
   - The descendant identified fails to make a recommendation.
   - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Additionally, California Public Resources Code Section 15064.5 requires the following relative to Native American Remains:

When an initial study identifies the existence of, or the probable likelihood of, Native American Remains within a project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The applicant may develop a plan for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American Burials with the appropriate Native Americans as identified by the Native American Heritage Commission.

MM GEO-1 Prior to the issuance of a building permit and during the foundation phases of construction, the project applicant shall follow the recommendations of the Geotechnical Investigation, by retaining a qualified geotechnical consulting firm. Subsurface conditions may vary from those encountered at the locations of borings during the Geotechnical Investigation. The geotechnical firm retained by the project applicant shall review final engineer plans as well as observe and test during the earthwork and foundation phases of construction. This would ensure recommendations from the Geotechnical Investigation are properly incorporated into the project plan and development.

MM GEO-2 Prior to the issuance of a building permit, the project's plans shall reflect foundations that extend deep enough to penetrate more stable soils. The project applicant shall follow the recommendations of the Geotechnical Investigation, by ensuring the building be supported on conventional spread footing foundation system bearing on stiff native soils or properly compacted structural fill. All

continuous footings shall have a width of at least 15 inches and shall extend at least 30 inches below exterior grade or at least 24 inches below the bottom of concrete slabs-on-grade, whichever is deeper. Footings located adjacent to utility lines shall bear below a 1:1 plane extending up from the bottom edge of the utility trench. Continuous foundations shall be designed with sufficient depth and reinforcing to tolerate the estimated differential settlement. The geotechnical consulting firm retained by the applicant shall observe all footing excavations prior to the placement of reinforcing steel to confirm that suitable material has been exposed and properly cleaned. If soft or loose soil is encountered in the foundation excavations, the geotechnical consulting firm may require overexcavation and/or compactive effort or a deeper footing depth below the reinforcing steel is placed.

Alternative to the spread footing foundation described above, the building may be supported on a reinforced concrete mat foundation bearing on a properly prepared and compacted soil subgrade. The mat foundation shall have a thickened perimeter edge that extends at least eight inches into the soil subgrade below the bottom of the mat or at least four inches below the base of the capillary break rock section. This should improve edge stiffness, reduce the potential for map slab dampness, and increase resistance to lateral loads imposed on the mat. The mat foundation shall be reinforced to provide structural continuity and to permit spanning of local irregularities. It shall be designed with sufficient depth and reinforcing to be able to tolerate the estimated differential settlements. Prior to mat construction, the subgrade shall be proof-rolled to provide a smooth firm surface for mat support. Where dampness of the mat would be undesirable, a high quality membrane vapor barrier shall be installed.

MM GEO-3 Prior to the issuance of a building permit, the structural engineer shall consult with the membrane manufacturer for the coefficient of friction to be assumed for design. Lateral loads may be resisted by base friction between the vapor barrier or damp proofing membrane shown below the mat and the supporting subgrade and by passive soil pressure acting against the sides of the mat foundations. Lateral resistance may be provided by passive soil pressure acting against the sides of foundations cast neat in footing excavations or backfilled with compacted structural fill. The upper foot of passive soil shall not be neglected where soil adjacent to the footing or mat will be landscaped or subject to softening from rainfall and/or surface runoff.

MM GEO-4 Prior to the issuance of a building permit, the building foundations shall be designed as recommended by the Geotechnical Investigation. The 30-year post-construction differential settlement due to static loads is not expected to exceed 1 inch across the proposed building. Less differential movement would be expected across a structural mat foundation. Additional differential settlement may occur as a result of liquefaction and dynamic densification caused by severe ground shaking during a major earthquake

MM HYD-1 The project applicant shall prepare and implement a stormwater pollution prevention plan (SWPPP) for all construction activities at the project site. At a minimum, the SWPPP shall include the following:

- A construction schedule that restricts use of heavy equipment for excavation and grading activities to periods where no rain is forecasted during the wet season (October 1 thru April 30) to reduce erosion associated intense rainfall and surface runoff. The construction schedule shall indicate a timeline for earthmoving activities and stabilization of disturbed soils;
- Soil stabilization techniques such as covering stockpiles, hydroseeding, or short-term biodegradable erosion control blankets;
- Silt fences, compost berms, wattles or some kind of sediment control measures at downstream storm drain inlets;
- Good site management practices to address proper management of construction materials and activities such as but not limited to cement, petroleum products, hazardous materials, litter/rubbish, and soil stockpile; and
- The post-construction inspection of all drainage facilities and clearing of drainage structures of debris and sediment.

MM HYD-2 Prior to project approval, the project applicant shall prepare the appropriate documents consistent with San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) and NPDES Provisions C.3 and C.6 requirements for post-construction treatment and control of stormwater runoff from the site. Post-construction treatment measures must be designed, installed, and hydraulically sized to treat a specified amount of runoff. Furthermore, the project plan submittals shall identify the owner and maintenance party responsible for the ongoing inspection and maintenance of the post-construction stormwater treatment measure in perpetuity. A maintenance agreement or other maintenance assurance must be submitted and approved by the City prior to the issuance of a final construction inspection.

MM PS-1 The project Applicant would be responsible for paying all school impact fees at the time of building permit issuance.

MM TRANS-1 In order to maintain adequate sight distance, on-street parking shall be prohibited on Oak Grove Avenue between the project driveway and the western neighboring driveway.

Appendix H:
Updated Transportation Analysis

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Hexagon Transportation Consultants, Inc.

Memorandum

Date: August 6, 2018

To: Ms. Elizabeth Johnson, First Carbon Solutions

From: Gary Black
Lance Knox

Subject: Transportation Analysis for 619-625 California Drive Live/Work Development in Burlingame, California

Hexagon Transportation Consultants, Inc. has completed a transportation study for the proposed Live/Work development at 619-625 California Drive in Burlingame, California. The project site is located on the southwest corner of the California Drive/Oak Grove Avenue intersection (see Figure 1). As proposed, the project would consist of a new four-story, 26 unit live/work development with 2,100 square feet of commercial space. Currently one of the existing parcels is vacant and the other two are occupied by an automobile repair shop and residential houses. The proposed project would replace all existing structures on the project site. Access to the site would be provided via a single full-access driveway on Oak Grove Avenue.

Scope of Study

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed development. The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Burlingame and the City/County Association of Governments (C/CAG) of San Mateo County. The C/CAG administers the San Mateo County Congestion Management Plan (CMP). Given that the project is expected to add less than 100 peak hour trips to CMP roadways, a C/CAG trip reduction analysis was not prepared. The traffic study includes an analysis of AM and PM peak hour traffic conditions for two (2) signalized and two (2) unsignalized intersections in the vicinity of the project site. The study also includes an analysis of site access and on-site circulation, and parking.

Study intersections

Hexagon conducted AM and PM peak period traffic counts in May of 2017 and January of 2018 at the following study intersections:

1. Carolan Avenue and Oak Grove Avenue *
2. California Drive and Oak Grove Avenue
3. Ansel Road and Oak Grove Avenue *
4. El Camino Real and Oak Grove Avenue

* Denotes Unsignalized Intersections

These are the four closest intersections to the site and would experience the greatest increase in traffic due to the project. Figure 2 shows the existing traffic volumes at the study intersections.

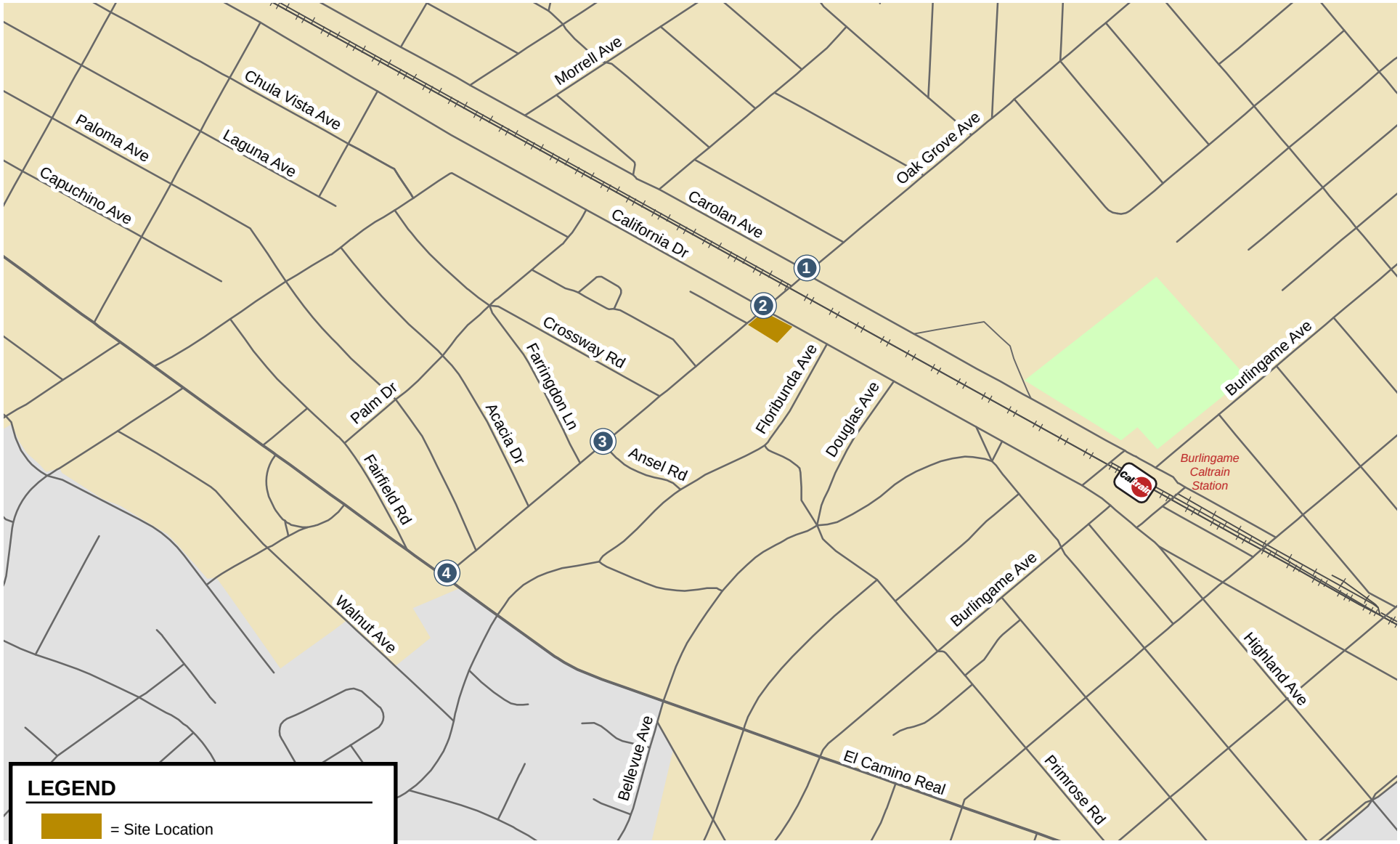


Figure 1
Site Location and Study Intersections

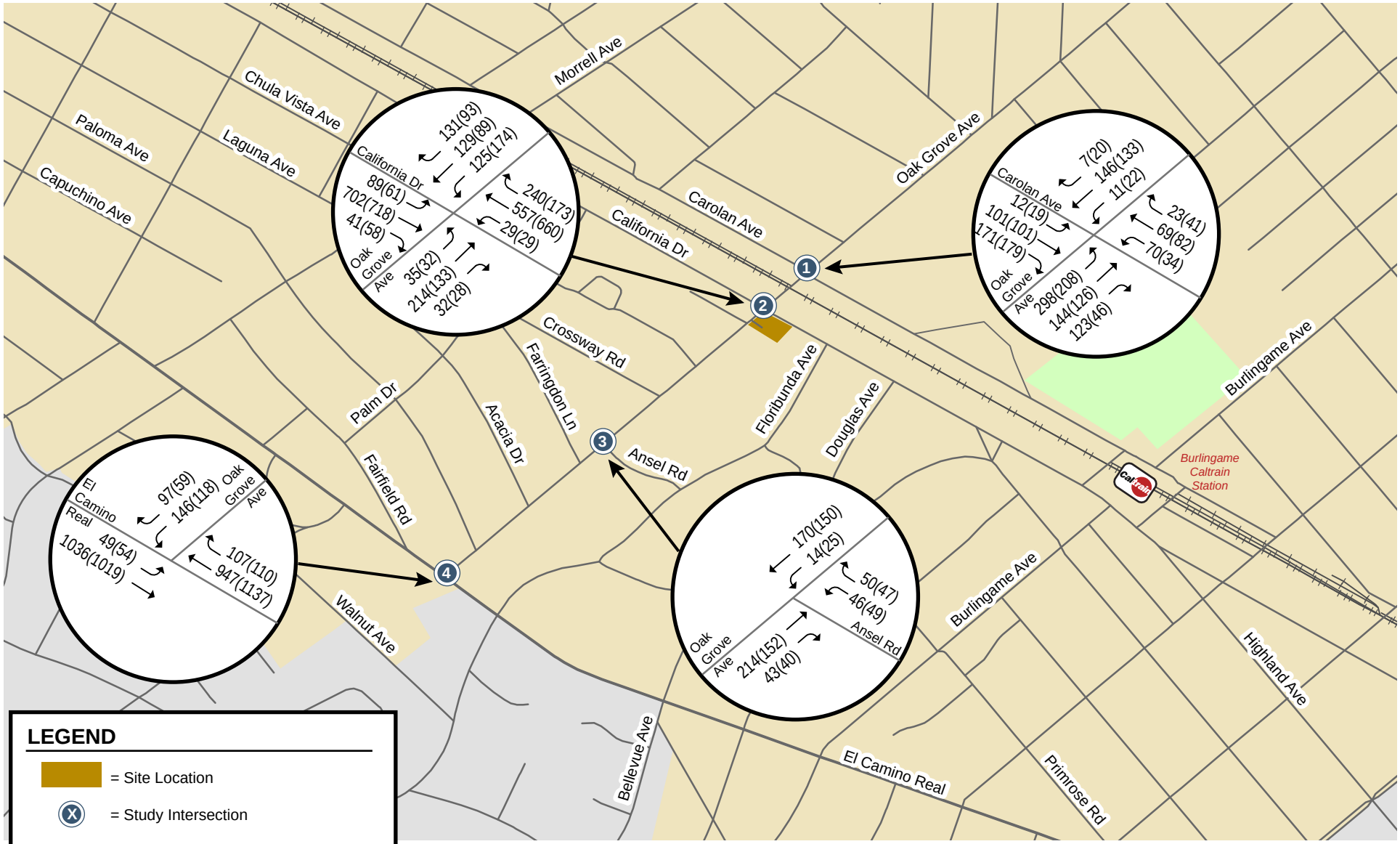


Figure 2
Existing Traffic Volumes

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated intersection levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect existing traffic conditions.

Overall, all study intersections operated adequately during both the AM and PM peak hours of traffic, and the level of service analysis appears to accurately reflect actual existing traffic conditions. However, field observations showed that eastbound traffic at the Carolan Avenue/Oak Grove Avenue intersection occasionally experiences vehicle queues that back up to the California Drive/Oak Grove Avenue intersection, particularly due to the frequent Caltrain railroad gate down-times. Once the railroad gate is lifted, vehicles are able to proceed through the intersection and vehicle queues dissipate within a short timeframe (less than 30 seconds). Other movements at this intersection have moderate back-ups and no issues.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear were estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic traveling to and from the proposed mixed-use project was estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel were estimated. In the project trip assignment, the project trips were assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data has been collected that indicates the amount of traffic that can be expected to be generated by common land uses. These standard trip generation rates are applied to predict the future traffic increases that would result from a new development. The standard trip generation rates are published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*.

Project trip generation was estimated by applying the appropriate trip generation rates obtained from the ITE *Trip Generation Manual, 10th Edition* (2017). The average trip generation rates for Mid-Rise Multifamily Housing (Land Use 221) and Shopping Center (Land Use 820) were applied to the project. Live/work units do not operate the same as regular residential units. Some trips will be made by clients and patrons. However, the trip to work that residents normally would make during peak hours is eliminated due to the in-unit work space. These two factors offset, thus the trip behavior associated with live/work units was assumed to be comparable to that of a traditional residential unit. The ITE rates for Shopping Center are typically used for projects such as this (i.e. projects that include a general commercial component) if the specific land uses are not known at the time the traffic study is being prepared, since shopping centers commonly contain a wide range of commercial land uses.

Based on the project description and ITE trip generation rates, the proposed development would generate a total of 220 gross daily vehicle trips, with 11 gross trips (8 inbound and 3 outbound) occurring during the AM peak hour and 19 gross trips (8 inbound and 11 outbound) occurring during the PM peak hour (see Table 1).

Trip Reductions

Since the project would comprise a mix of residential and retail uses, a 15 percent trip reduction was applied to account for the internalization of trips between the two land use components of the project.

A retail pass-by trip reduction of 25 percent was also applied to the net peak hour trip generation estimates for the proposed retail space. Pass-by-trips are trips that would already be on the adjacent roadways (and so are already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development but is already part of the ambient traffic levels. Pass-by trip reductions are typically only applied to the PM peak hour.

Existing Use Credit

The existing occupied buildings' trip generation can be credited against the proposed mixed-use development, because with the demolition of the existing land uses, their associated traffic would disappear. The trip generation for the existing automobile repair shop was estimated based on the driveway counts conducted on January 11, 2018, while the existing residential houses were estimated based on published ITE rates for Single-Family Detached Housing (Land Use 210). Given that one of the residential houses is being used as an office with multiple employees, ITE rates for General Office Building (Land Use 710) were used.

Based on the driveway counts and ITE trip generation rates, it is estimated that the existing uses are generating a total of 44 daily trips, with 7 trips occurring during the AM peak hour and 9 trips occurring in the PM peak hour.

Net Project Trips

After applying the ITE trip rates, appropriate trip reductions, and existing site trip credits, the project would generate 123 new daily vehicle trips, with 7 new trips occurring during the AM peak hour and 9 new trips occurring during the PM peak hour (See Table 1).

Project Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern. Figure 3 and Figure 4 show the trip distribution pattern and net trip assignment of project traffic on the local transportation network, respectively.

Project trips, as represented in the above project trip assignment, were added to existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes are shown on Figure 5.

Table 1
Project Trip Generation Estimates

Land Use	Size		Daily Rate	Daily Trips	AM Peak Hour Rate	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour Rate	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Proposed Project												
Live/Work Residential [1]	26	units	5.44	141	0.36	2	7	9	0.44	7	4	11
Internal Trip Reduction (15%) [6]				(21)		0	(1)	(1)		(1)	(1)	(2)
Subtotal				**120**		**2**	**6**	**8**		**6**	**3**	**9**
Retail Space [2]	2.10	ksf	37.75	79	0.94	1	1	2	3.81	4	4	8
Internal Trip Reduction (15%) [6]				(12)		-	-	-		0	(1)	(1)
Retail Pass-By Trip Reduction (25%) [7]				(20)		-	-	-		(1)	(1)	(2)
Subtotal				**47**		**1**	**1**	**2**		**3**	**2**	**5**
Total Project Trips				**167**		**3**	**7**	**10**		**9**	**5**	**14**
Existing Use												
Automobile Shop [3]	6.00	ksf		(15)		0	(1)	(1)		(1)	(1)	(2)
Single-Family Residential [4]	2	units	9.44	(19)	0.74	0	(1)	(1)	0.99	(1)	(1)	(2)
General Office Building [5]	3	employees	3.28	(10)	0.37	(1)	0	(1)	0.40	0	(1)	(1)
Total Existing Trips				**(44)**		**(1)**	**(2)**	**(3)**		**(2)**	**(3)**	**(5)**
Net Project Trips				**123**		**2**	**5**	**7**		**7**	**2**	**9**

Notes:

ksf = 1,000 square feet

[1] Multifamily Housing (Mid-Rise) (Land Use 221) average rates published in ITE's *Trip Generation Manual, 10th Edition*, 2017.

[2] Shopping Center (Land Use 820) average rates published in ITE's *Trip Generation Manual, 10th Edition*, 2017.

[3] Based on driveway counts conduted on January 11, 2018. Daily trips reductions are the average of the AM and PM peak hour rate multiplied by 10.

[4] Single-Family Detached Housing (Land Use 210) average rates published in ITE's *Trip Generation Manual, 10th Edition,* 2017.

[5] General Office Building (Land Use 710) average rates published in ITE's *Trip Generation Manual, 10th Edition,* 2017.

[6] Internal trips for the commercial use is assumed to be the same as the residential use. Internal trips were assumed to be 15% of the primary trips.

[7] Pass by trips for the retail land use was assumed to be 25% of the primary trips for the PM Peak hour, based on the trip reduction factors published in the ITE *Trip Generation Manual, 9th Edition* (2012).

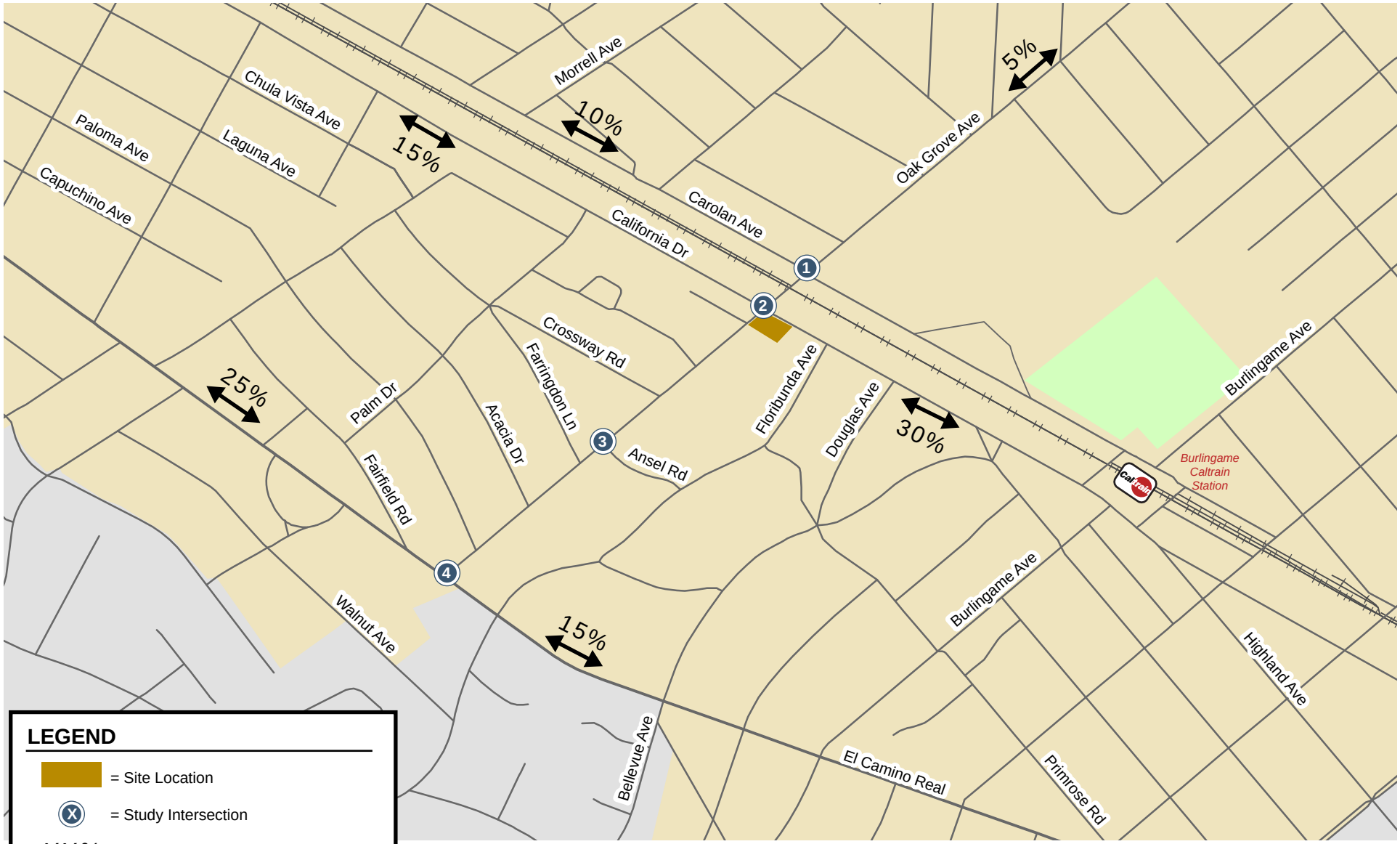


Figure 3
Project Trip Distribution

NORTH
Not to Scale

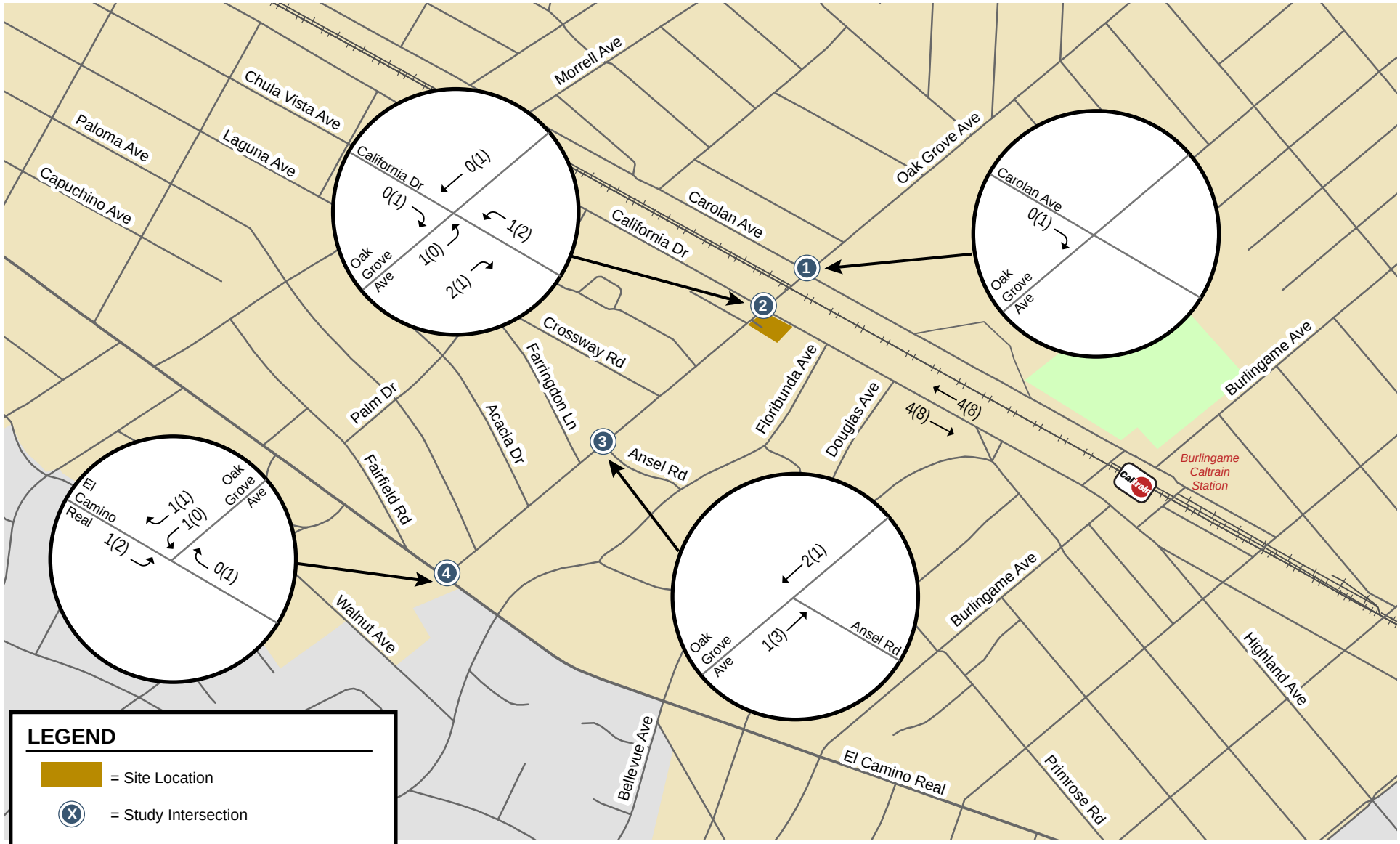


Figure 4
Net Project Trip Assignment

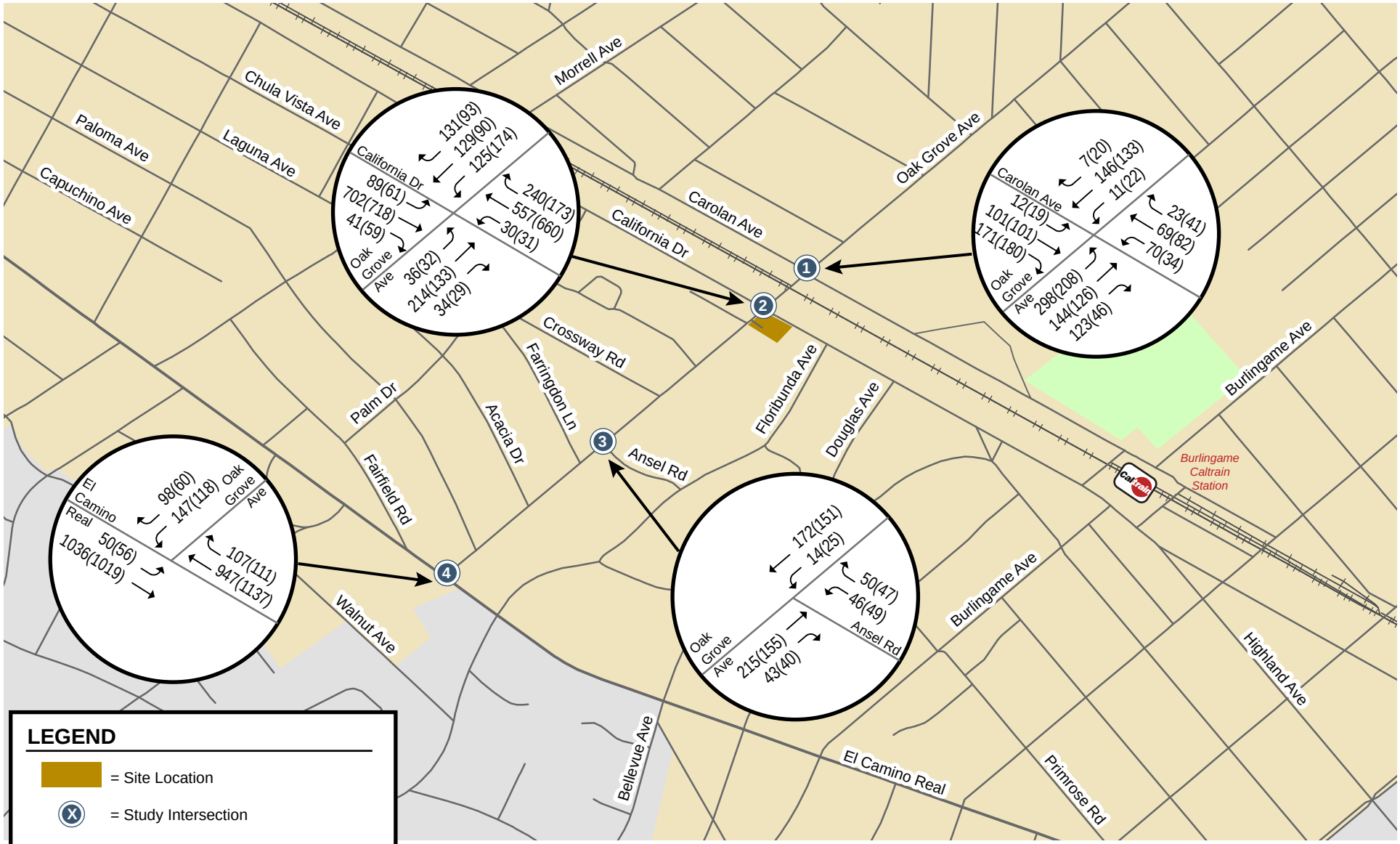


Figure 5
Existing Plus Project Traffic Volumes

Intersection Operations Analysis

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The various analysis methods are described below.

Burlingame LOS Standard for Intersections

The City of Burlingame level of service standards were used to evaluate the signalized study intersections. The City of Burlingame evaluates intersection level of service based on the *Highway Capacity Manual* (HCM) *2010* method using Synchro software. The 2010 HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. While the City of Burlingame does not have a Council-adopted level of service threshold, a standard of LOS D or better has typically been applied in local traffic studies and EIRs. The correlation between delay and level of service is shown in Table 2.

Table 2
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, *2010 Highway Capacity Manual*, (Washington, D.C., 2010).

Unsignalized Intersections

Level of service analysis at unsignalized intersections is generally used to determine the need for modification in the type of intersection control (i.e., all-way stop or signalization). As part of the evaluation, traffic volumes, delays and traffic signal warrants are evaluated to determine if the existing intersection control is appropriate.

Level of service at unsignalized intersections was based on the 2010 HCM method using the Synchro software. This method is applicable for both side-street and all-way stop-controlled intersections. At side-street stop-controlled intersections, the reported levels of service are reported for the worst stop-controlled approach delay at the intersection. For all-way stop-controlled intersections, a weighted average delay of the entire intersection is presented.

The City of Burlingame does not have a formally-adopted level of service standard for unsignalized intersections. The correlation between average control delay and LOS for unsignalized intersections is shown in Table 3.

Table 3
Unsignalized Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Little or no traffic delay	Up to 10.0
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	Greater than 80.0

Source: Transportation Research Board, 2000 Highway Capacity Manual (Washington, D.C., 2000) p17.2

Level of Service Analysis Results

Intersection levels of service were evaluated against City of Burlingame standards. Intersection levels of service were calculated for existing and existing plus project conditions and are summarized in Table 4. The results of the analysis show that under both scenarios with and without the project, all of the signalized study intersections would operate at an acceptable level of service (LOS D or better) during the AM and PM peak hours.

The unsignalized study intersections along Oak Grove Avenue currently operate at LOS B during both peak hours and would continue to do so under existing plus project conditions.

Table 4
Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Traffic Control	Existing			
					No Project		with Project	
					Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS
1	Carolan Avenue and Oak Grove Avenue	AM	5/23/17	AWSC *[1]	14.0	B	14.0	B
		PM	5/23/17		12.1	B	12.1	B
2	California Drive and Oak Grove Avenue	AM	5/23/17	Signal	20.4	C	20.5	C
		PM	5/23/17		16.0	B	16.1	B
3	Ansel Road and Oak Grove Avenue	AM	1/11/18	TWSC [2]	11.2	B	11.3	B
		PM	1/11/18		10.8	B	10.8	B
4	El Camino Real and Oak Grove Avenue	AM	1/11/18	Signal	11.7	B	11.7	B
		PM	1/11/18		11.0	B	11.0	B

Note:

AWSC = All-Way Stop Control

TWSC = Two-Way Stop Control

* Due to limitations within the Synchro software, the intersection of Carolan Avenue and Oak Grove Avenue cannot be evaluated with three stop-controlled approaches and one free-flowing approach. Therefore, the study intersection was evaluated as an all-way stop control intersection to provide a conservative level of service analysis.

[1] Average delay for an all-way stop controlled intersection is reported for the entire intersection.

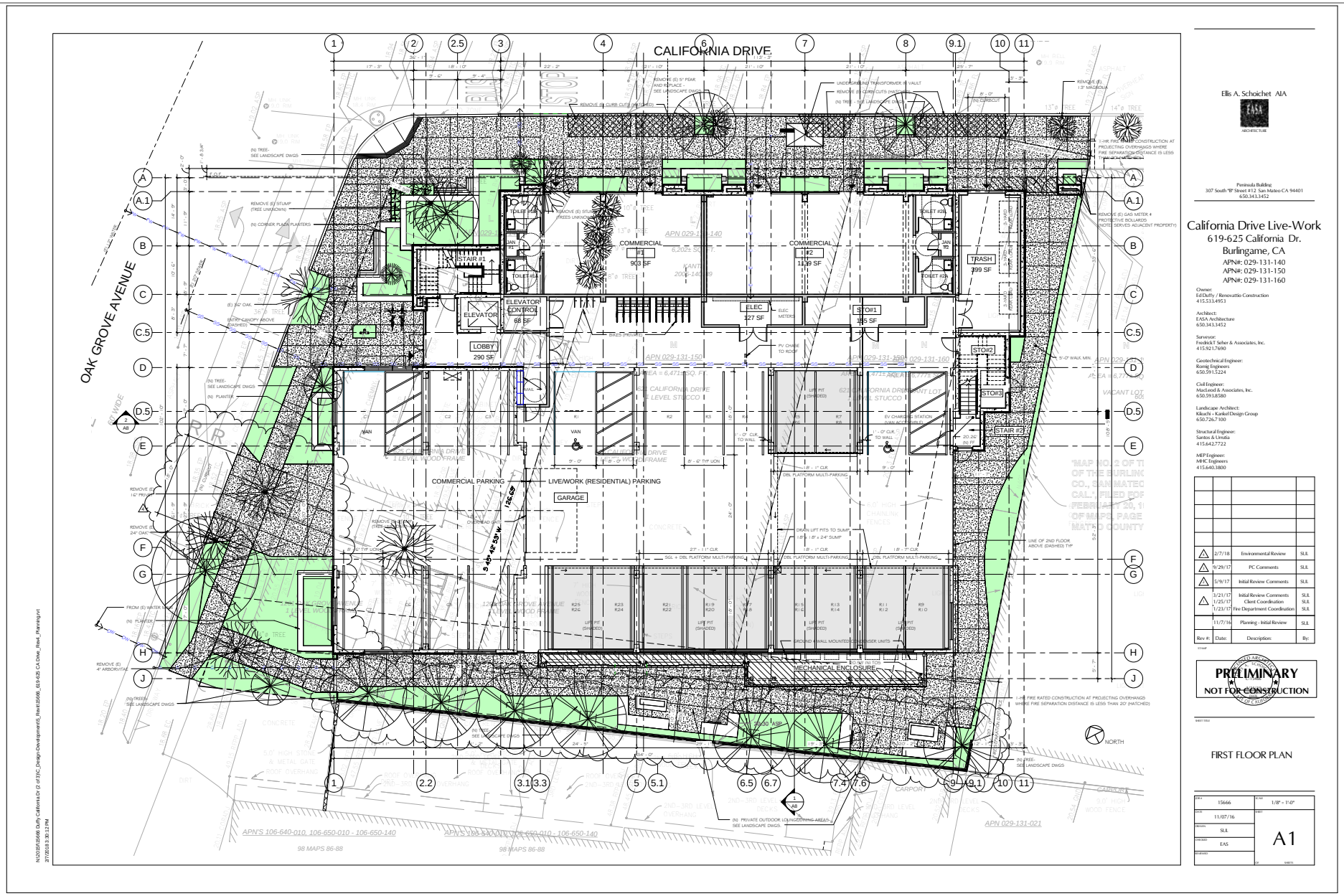
[2] Average delay for a two-way stop controlled intersection is reported for the worst stop-controlled approach.

Site Access and On-Site Circulation

The evaluation of the project's site access and circulation is based on the site plan prepared by Ellis A. Schoichet AIA Architecture, dated February 7, 2018 (see Figure 6). Site access was evaluated to determine the adequacy of the site's driveway with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Project Driveway Design

Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. Access to the project site would be provided via a single full-access driveway on Oak Grove Avenue. The project driveway is shown to be 18 feet wide and would provide access to the commercial parking as well as the residential parking areas of the garage. The City of Burlingame Zoning Code requires a minimum of either two 12-foot driveways or one 18-foot driveway for parking areas of more than 30 vehicle spaces. Therefore, the project would meet the City's minimum width requirement for a two-way driveway.



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2/7/18	Environmental Review	SLL
9/29/17	PC Comments	SLL
5/9/17	Initial Review Comments	SLL
3/21/17 1/25/17 1/23/17	Initial Review Comments Client Coordination Fire Department Coordination	SLL SLL SLL
11/7/16	Planning - Initial Review	SLL
Rev #:	Date: Description:	By:

PRELIMINARY
NOT FOR CONSTRUCTION

JOB #	15666
DATE	11/07/16
DRAWN	SLL
CHECKED	EAS
SCALE	1/8" = 1'-0"
SHEET	A1

Figure 6
Project Site Plan

Nearby Driveways

The location of the project driveway was also reviewed with respect to other driveways in the vicinity of the project. Nearby driveways are located approximately 50 feet west and more than 1,000 feet east of the project driveway. While the project driveway would be close in proximity to the driveway west of the project, vehicles are still expected to be able to make turns in and out of the project driveway without affecting similar operations at the adjacent driveway because of the small number of trips that the project would generate. Therefore, the driveway location as proposed was found to be adequate. However, adequate sight distance needs to be provided at the project driveway to ensure vehicles at the adjacent driveway are within the line of sight. Sight distance at the project driveway is described below.

Sight Distance

Adequate sight distance (sight distance triangles) should be provided at the project driveway in accordance with Caltrans standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway or locate sufficient gaps in traffic. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For the driveway on Oak Grove Avenue, which has a posted speed limit of 25 mph, the Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). Thus, a driver must be able to see 200 feet in both directions along Oak Grove Avenue in order to stop and avoid a collision.

Based on the project site plan, the project driveway would have at least 200 feet of sight distance in both directions without the on-street parking adjacent to the driveway. Therefore, the project should prohibit on-street parking between the project driveway and the western neighboring driveway, and it can be concluded that the project driveway would meet the Caltrans minimum stopping sight distance standards.

Project Driveway Operations

The project-generated trips that are estimated to occur at the project driveway are 14 inbound trips and 14 outbound trips during the AM peak hour, and 28 inbound trips and 29 outbound trips during the PM peak hour. Based on the relatively low traffic volumes near the project site and observations of existing traffic operations along Oak Grove Avenue, vehicle queues should rarely exceed a few (2 to 3) vehicles during peak hours.

The project driveway would provide full-access, allowing right and left inbound and outbound turns onto Oak Grove Avenue. Outbound left turns from the project driveway would require vehicles to wait for gaps in both the eastbound and westbound traffic, while inbound left turns would require vehicles to wait for a gap in the eastbound traffic flow only. Given that Oak Grove Avenue consists of only one lane in each direction with no left-turn pockets, left turns would be made from the through lane. Thus, there would be interruptions to the through traffic flow while left-turn vehicles wait for a gap in the on-coming traffic flow, albeit momentary. A level of service analysis was conducted for left-turns at the project driveway to ensure that vehicles would operate without excessive delays or queues (see Table 5).

Under existing plus project conditions, the driveway would operate at LOS B during the AM and PM peak hours, while left-turns from westbound Oak Grove Avenue into the project driveway would experience a LOS A during both peak hours. This indicates that left-turning vehicles at the project

driveway would experience minor delays and are expected to have a minimal effect on operations at the adjacent intersections.

Table 5
Intersection Levels of Service

Intersection	Movement [1]	Peak Hour	Existing with Project Avg. Delay (sec)	Existing with Project LOS
Project Driveway/Oak Grove Avenue	Inbound Left	AM	7.8	A
		PM	7.6	A
	Outbound Left	AM	10.6	B
		PM	10.0	B

Note:
[1] The project driveway was treated as a two-way stop-controlled intersection, to which the worst movement's delay and level of service is reported.

On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of Burlingame Zoning Code and generally accepted traffic engineering standards. Generally, the proposed plan would provide vehicle traffic with adequate connectivity through the parking areas. The project would provide 90-degree parking stalls throughout the parking garage. The City's standard minimum width for two-way drive aisles is 24 feet wide where 90-degree parking is provided. This allows sufficient room for vehicles to back out of the parking spaces. According to the site plan, the drive aisles throughout the parking garage measure 24 feet wide. Thus, adequate access to all parking stalls would be provided throughout the site.

Parking Garage Circulation

Based on the project site plan, the parking garage shows adequate circulation within the parking garage, with only one dead-end drive aisle along the southern edge of the garage (see Figure 6). The northern portion of the parking garage would serve the commercial component of the project, while the southern portion would serve the live/work component. Access to the residential parking area would be provided via a security gate separating the two parking areas.

Within the residential parking area of the garage, some of the parking spaces would consist of a mechanical-stack parking system. Comprised of two parking spaces, the vehicle stackers would present an open parking stall, that once occupied would automatically shift downward, presenting the second open stall. This system would also allow residents to retrieve their vehicle without the need to move the accompanying vehicle. Therefore, vehicle queues throughout the parking garage are expected to be minimal and not result in backups that extend onto Oak Grove Avenue.

Parking Stall Dimensions

According to the project site plan, the project proposes standard-sized (8.5 feet wide by 18 feet long) stalls, which would meet the City's off-street parking design standard. Van accessibility is provided at two of the ADA accessible stall locations.

The City of Burlingame Zoning Code does not include standards for mechanical-stack parking systems. However, it should also be noted that the project proposes to use the Klaus MultiBase 2072 stacker system, which would consist of standard-size parking stall dimensions and a height of about 12 feet. This would allow the vehicle stackers to accommodate passenger cars, trucks, as well as SUVs and vans.

Bike and Pedestrian On-site Circulation

The project plan provides adequate pedestrian circulation on site, as well as between the site and the surrounding pedestrian facilities. The project site plan includes a publicly-accessible pedestrian plaza at the southwest corner of the California Drive/Oak Grove Avenue intersection. The plaza would be supplied with benches and landscaping, as well as easy access to the ground-floor commercial spaces and the residential lobby area. In addition, the project would remove four existing driveways along the project frontage on California Drive, and build additional sidewalk space connecting to the existing bus stop. Continuous walkways would also be provided around the project building, with resident-only access gates connecting to Oak Grove Avenue and California Drive.

The parking garage includes one stair on either end of the parking areas and an elevator so that pedestrians would have convenient access to the parking areas from any part of the garage. As shown on Figure 6, all of the residential bicycle parking would be located on the ground floor in the garage. This would allow bicyclists to enter and leave the project site through the garage entrance/exit and connect to the bike route along Oak Grove Avenue and along California Drive. Publicly-accessible bike racks would also be provided adjacent to the residential lobby area on Oak Grove Avenue, with adequate access to both designated bike routes.

Truck Access and Circulation

In accordance with the City's Zoning Code (Section 26.30.070(a)), condominium uses within a commercial district are not required to provide off-street loading/unloading spaces for delivery/service vehicles. Therefore, the proposed project is not required to provide any loading spaces.

Garbage Collection

The site plan shows one on-site trash room located at the southeast corner of the project site. Garbage collection activities for the project are not expected to occur on-site due to height and access limitations. The trash bins would be moved into the street via an 8-foot curb cut along California Drive on designated garbage collection days. Given that on-street parking is permitted along California Drive, signs prohibiting parking during garbage pickup hours should be placed adjacent to the trash room. The trash bins also should be removed from the public right-of-way immediately after garbage pickup as to not impact AM or PM peak hour traffic conditions.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. As a standard condition of approval required by the City, the project would be required to submit a construction management plan for City approval that addresses schedule, closures/detours, staging, parking, and truck routes.

Parking Analysis

The City of Burlingame does not provide special parking requirements for mixed-use developments, so the project must follow the parking requirements outlined in the City's zoning ordinance for each individual use. The City of Burlingame Zoning Code (Section 25.70.032) states that residential uses within the Burlingame Downtown Specific Plan Area, as well as retail uses, are to provide parking as follows: 1.0 parking space per 300 square feet of retail space, 1.0 parking space per studio and one-bedroom unit. The project as proposed would provide up to 26 live/work units consisting of a mix of studio and one-bedroom units, and 2,100 square feet of commercial space. Based on the City's parking requirements and the current project description, the project would be required to provide 26 parking spaces for the residential component and 7 parking spaces for the commercial component.

Based on the project site plan dated September 29, 2017, the parking garage would provide a total of 34 parking spaces consisting of seven (7) parking spaces designated for commercial parking and 27 spaces designated for residents. Therefore, the proposed parking supply would meet the City's Parking Code

Per the California Building Code (CBC) Table 11B-6, two (2) ADA accessible spaces are required for projects with 26 to 50 parking spaces. Of the required accessible parking spaces, one van accessible space is required. The plans show a total of three (3) accessible spaces: one located within the commercial parking area, and two located within the residential parking area. Of the provided ADA accessible spaces, two (2) are shown to be designated van accessible. Thus, the project adheres to the CBC accessible parking provisions.

Bicycle Parking

The City of Burlingame municipal code does not include standards for bicycle parking. However, the project site plan shows a total of 18 bicycle parking spaces on site. Two of the spaces would be located outside of the parking garage and would be accessible to the public. The remaining 16 spaces would be located within the parking garage and would serve the residents.

Conclusions

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed live/work development at 619-625 California Drive in Burlingame, California. Based on the standards set forth by the City of Burlingame and C/CAG, the results of the intersection level of service analysis show that the proposed project would not result in a significant impact at any of the study intersections under existing and existing plus project conditions.

Recommendations

This report has also provided the following recommendations for the project:

- Based on the sight distance evaluation, the project should prohibit on-street parking between the project driveway and the western neighboring driveway, to ensure an unobstructed view for drivers exiting the site.

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