# Appendix H: Traffic Impact Analysis

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# HEXAGON TRANSPORTATION CONSULTANTS, INC.

# Memorandum

Date:	March 28, 2018
То:	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 southeast 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.









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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 1Project Trip Generation Estimates

		Da	aily		AM P	eak Ho	our	F	PM Pe	eak Ho	our
Land Use	Size	Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Project											
Live/Work Residential <sup>1</sup> Internal Trip Reduction (15%) <sup>6</sup>	26 units	5.44	141 (21)	0.36	2 0	7 (1)	9 (1)	0.44	7 (1)	4 (1)	11 (2)
Subtotal			120	-	2	6	8	-	6	3	9
Retail Space <sup>2</sup> Internal Trip Reduction (15%) <sup>6</sup> Retail Pass-By Trip Reduction (25%) <sup>7</sup>	2.10 ksf	37.75	79 (12) (20) <b>47</b>	0.94	1 - -	1 - - 1	2 - - 2	3.81 -	4 0 (1)	4 (1) (1) <b>2</b>	8 (1) (2)
			467	-	י י	7	40	-	0	-	44
Existing Use			107		3	1	10		9	5	14
Automobile Shop <sup>3</sup> Single-Family Residential <sup>4</sup> General Office Building <sup>5</sup>	6.00 ksf 2 units 3 employe	9.44 ees 3.28	(15) (19) (10)	0.74 0.37	0 0 (1)	(1) (1) 0	(1) (1) (1)	0.99 0.40	(1) (1) 0	(1) (1) (1)	(2) (2) (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

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

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

<sup>3</sup> 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.

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

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

<sup>6</sup> 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.

<sup>7</sup> 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).











Net Project Trip Assignment











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

Level of Service	Description	Average Control Delay Per Vehicle (sec.)				
А	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0				
В	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0				
С	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.

Level of Service	Description	Average Control Delay Per Vehicle (sec.)				
А	Little or no traffic delay	Up to 10.0				
В	Short traffic delays	10.1 to 15.0				
С	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						

# Table 3Unsignalized Intersection Level of Service Definitions Based on Delay

### 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 4Intersection Levels of Service

					Existing			
					No Proje	No Project with Project		
Study		Peak	Count	Traffic	Avg. Delay		Avg. Delay	/
Number	Intersection	Hour	Date	Control	(sec)	LOS	(sec)	LOS
1	Corplea Avenue and Ook Crove Avenue	AM	5/23/17	AVACC *1	14.0	В	14.0	В
I	Carolan Avenue and Oak Grove Avenue	PM	5/23/17	AVVSC	12.1	В	12.1	В
2	California Drive and Oak Crove Avenue	AM	5/23/17	Signal	20.4	С	20.5	С
2	California Drive and Oak Grove Avenue	PM	5/23/17	Signal	16.0	В	16.1	В
2	Ansal Road and Oak Grove Avenue	AM	1/11/18		11.2	В	11.3	В
5	Ansel Road and Oak Glove Avenue	PM	1/11/18	10050	10.8	В	10.8	В
1	El Camino Real and Oak Grove Avenue	AM	1/11/18	Signal	11.7	В	11.7	В
4 1	El Carriero Real and Oak Grove Avenue	PM	1/11/18	Signal	11.0	В	11.0	В

Note:

AWSC = All-Way Stop Control

TWSC = Two-Way Stop Control

<sup>\*</sup> 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.

<sup>1</sup> Average delay for an all-way stop controlled intersection is reported for the entire intersection.

<sup>2</sup> 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.







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 5Intersection Levels of Service

			Existing with Project					
Intersection	Movement <sup>1</sup>	Peak Hour	Avg. Delay (sec)	LOS				
	Inbound Left	AM PM	7.8 7.6	A A				
Project Driveway/Oak Grove Avenue	Outbound Left	AM PM	10.6 10.0	B B				
Note: <sup>1</sup> 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 90degree parking stalls throughout the parking garage. The City's standard minimum width for twoway 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 25.40.038), a mixed-use building that includes a residential component is required to provide a minimum of one off-street loading/unloading space to serve both residents and deliveries. A designated space for loading and unloading is not shown on the project site plan. The project should conform to the City's Zoning Code regarding loading zones.

### **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.

# **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.
- Based on the truck access and on-site circulation analysis, a designated space for loading and unloading is not shown on the project site plan. The project is required to provide a minimum of one off-street loading/unloading space to serve both residents and deliveries. The project should conform to the City's Zoning Code regarding loading zones.



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