

APPENDIX G

Transportation Impact Analysis



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: February 9, 2026
To: Geoff Reilly, Circlepoint
From: Gary Black, Daniel Choi, Miles Henninger
Subject: Transportation Analysis for the 1430 Chapin Avenue Redevelopment Project in Burlingame, CA

Hexagon Transportation Consultants, Inc. has completed a transportation analysis for the 1430 Chapin Avenue Redevelopment Project located at 1430 Chapin Avenue (APN: 029-121-440) in Burlingame, California (see Figure 1). As proposed, the project would demolish the existing bank branch on the site and construct a five-story office building that would include a 3,841 square-foot (s.f.) bank branch on the first floor and 83,143 s.f. of office space in the remainder of the building, as well as 86 parking spaces in two below-grade parking levels. Access to the parking levels would be provided by one full-access driveway on Chapin Avenue (see Figure 2).

Vehicle Miles Traveled (VMT) Assessment

Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project.

VMT Screening Criteria

The City of Burlingame has not adopted a city-specific policy establishing impact criteria, thresholds, or screening criteria pertaining to VMT. As such, this assessment will consider guidelines set forth by the County of San Mateo, which are based on recommendations set forth by the Governor's Office of Land Use and Climate Innovation (LCI). Screening criteria are intended to identify when a project can be determined to cause a less-than-significant impact to VMT without conducting a detailed VMT evaluation based on project size and type. Projects that meet any of the following criteria may be presumed to have a less-than-significant impact to VMT, absent substantial evidence that would indicate otherwise:

- The project is located within ½-mile of a high-quality transit stop or rail station, and
 - Has a floor-area ratio (FAR) of less than 0.75, and
 - Does not replace affordable residential units with a smaller number of moderate/high income housing units, and
 - Does not provide more parking than is required, and
 - Is consistent with Sustainable Communities Strategies
- The project provides 100% affordable housing units in an infill location
- The project is a small project that generates/attracts fewer than 110 trips per day and is consistent with the General Plan
- The project is located within a Low-VMT area where the per-capita (for residential projects) or per-employee home-based work trip (for office projects) VMT is below the county average
- The project is a local-serving retail project of less than 50,000 s.f.

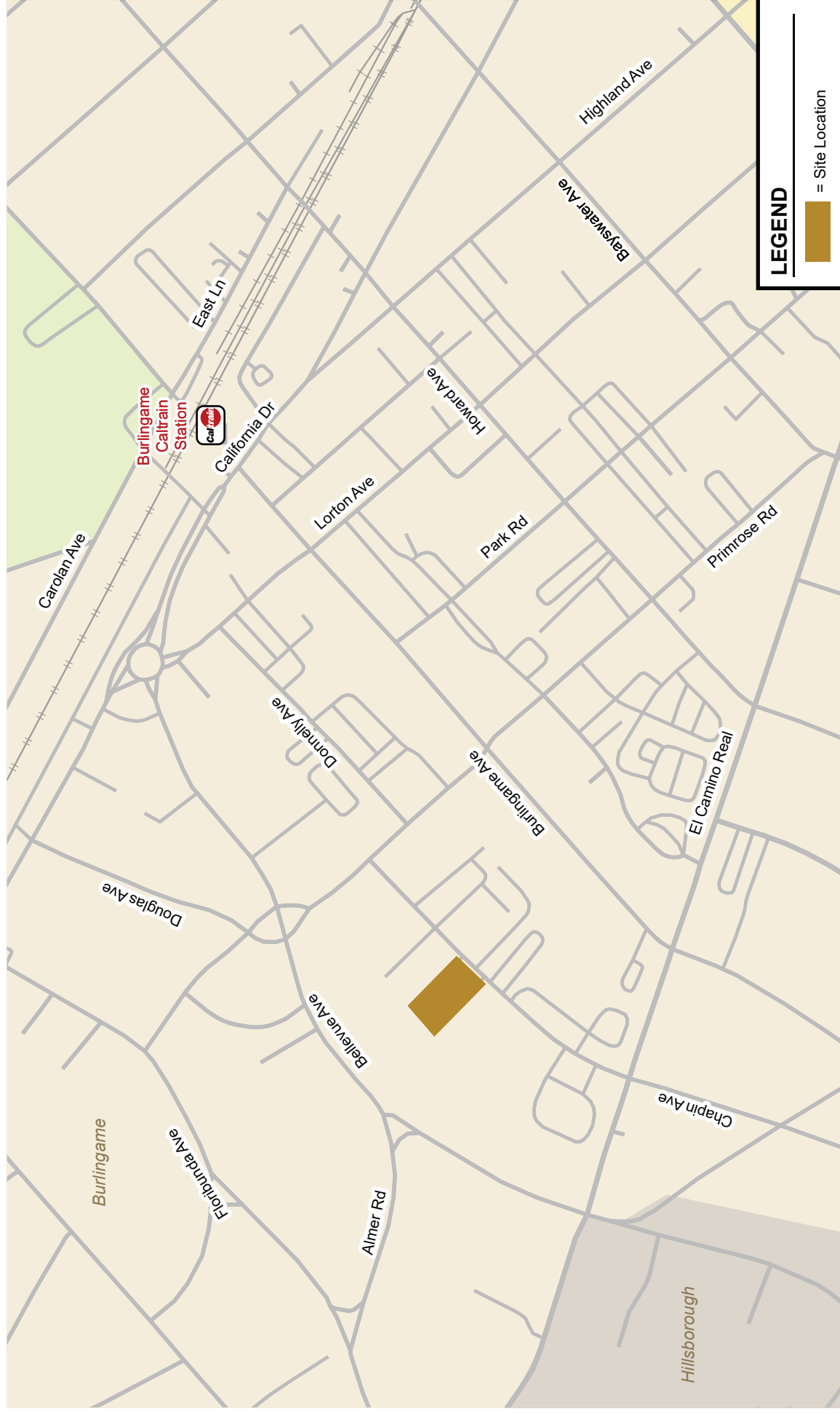


Figure 1
Site Location

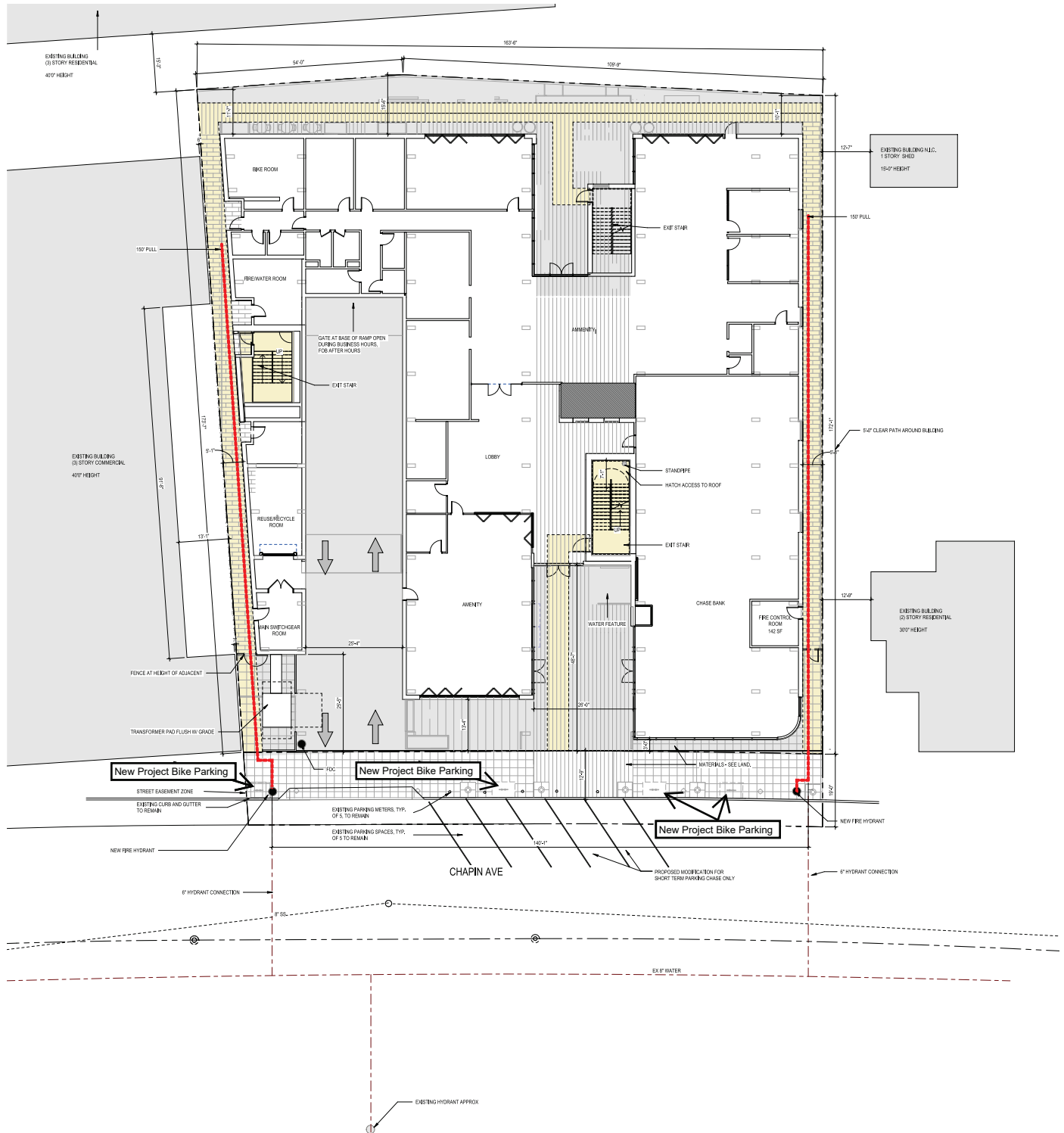


Figure 2
Site Plan

VMT Assessment

The project site is located within ½- mile of the Burlingame Caltrain Station. The project would also have a FAR of greater than 0.75, would not replace any housing, would not provide more parking than is required, and would be consistent with Sustainable Communities Strategies. Thus, the project would be presumed to have a less-than-significant impact on VMT per the above screening criteria.

Project Trip Generation Estimates

Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. The research is compiled in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12th Edition (2025)*. The standard trip generation rates can be applied to help predict the future traffic increases that would result from a new development. Trip generation rates for "General Office Building" (Land Use #710) and "Walk-In Bank" (Land Use #911) were used to estimate trips generated by the office and bank branch components, respectively.

Trips generated by the new bank branch were estimated to be the same as the existing bank, despite being smaller, resulting in a conservative estimate.

Based on these rates, the project is expected to generate 722 daily trips, with 113 trips (99 inbound and 14 outbound) occurring during the AM peak hour and 113 trips (18 inbound and 95 outbound) occurring during the PM peak hour (see Table 1).

Table 1
Project Trip Generation Estimates

Land Use	Size	Peak Hour Trips														
		Daily		AM Peak Hour						PM Peak Hour						
				Split		Trips		Split		Trips						
Rate	Trips	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total			
Proposed Land Uses																
General Office Building	83,143 Square Feet	8.68	722	1.36	88%	12%	99	14	113	1.36	16%	84%	18	95	113	
Walk-In Bank ^{1,2}	3,841 Square Feet		470							12.13	44%	56%	21	26	47	
Existing Land Uses																
Chase Bank ²	6,220 Square Feet		(470)										(21)	(26)	(47)	
Net Project Trips			722				99	14	113				18	95	113	

Source: ITE Trip Generation Manual (12th Edition, 2025)

¹ Daily and AM Peak Hour Trip Generation Rates are not available for Walk-In Bank. It is estimated that the daily trip generation would be ten times the PM peak hour trip generation.

² The existing site contains a 6,220 square foot Chase Bank. The proposed 3,841 square foot ground floor retail is expected to be a similar use of a smaller size. It is presumed no net new trips would be generated from a similar, but smaller use resulting in a conservative estimate for trip generation purposes.

Site Access and On-Site Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation would be provided and to identify any access or circulation issues that should be improved. This review is based on the site and garage plans prepared by Lever Architecture, dated January 10, 2025, and presented in Figures 2, 3A and 3B, respectively, in accordance with the City of Burlingame's code and generally accepted traffic engineering standards.

Vehicle Site Access

Vehicle access to the project site would be provided via one proposed full-access driveway on Chapin Avenue, approximately 400 feet west of the intersection of Primrose Road and Chapin Avenue. The driveway would be located approximately 90 feet east of the nearest existing driveway, which is greater than the minimum distance of 22 feet stipulated in the City's code. Per the City Code, driveways may not be wider than 25% of the width of the lot. The lot is approximately 150 feet wide, with 25% of this being 37.5 feet. The proposed driveway would be approximately 32 feet wide.

It is estimated that 113 trips during each peak hour would utilize the project driveway. This calculates to about two cars per minute entering or exiting the driveway during each peak hour.

The site plan indicates that a security gate would be installed at the base of the garage ramp, which is 118 feet from the sidewalk. The gate would remain open during business hours, and as such would not impede vehicle flow into and out of the garage.

Sight Distance at Project Driveway

The project driveway should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Chapin Avenue. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway and provides drivers with the ability to locate sufficient gaps in traffic and exit a driveway.

The minimum acceptable sight distance is considered according to the Caltrans recommended stopping sight distance. Sight distance requirements vary depending on roadway speeds. The speed limit along Chapin Avenue is not posted but assumed to be 25 mph. The Caltrans recommended stopping sight distance on Chapin Avenue is 200 feet based on a design speed of 30 mph to be conservative. Thus, a driver must be able to see 200 feet in either direction on Chapin Avenue to locate a sufficient gap to make a turn out of the driveway.

There are no roadway curves or structures that obstruct a driver's ability to see down the road on Chapin Avenue. Angled on-street parking would be allowed directly to the left of the driveway, which would impede sight distance.

Recommendation: The angled parking spot immediately to the left of the project driveway should be removed to ensure adequate sight distance.

On-Site Circulation & Parking

The project would provide 86 parking spaces in the parking garage. Assembly Bill 2097 (AB2097) prohibits minimum parking requirements from being imposed on developments located within ½-mile of a major transit stop or rail station. The project site is located 0.3 miles from the Burlingame Caltrain Station and is thus not required to provide a minimum number of parking spaces. The project would otherwise be required to provide 208 parking spaces based on the City code's requirement of 1 space per 400 s.f. of professional office within downtown zones. The City code does not require parking for uses on the first floor of buildings within downtown zones.

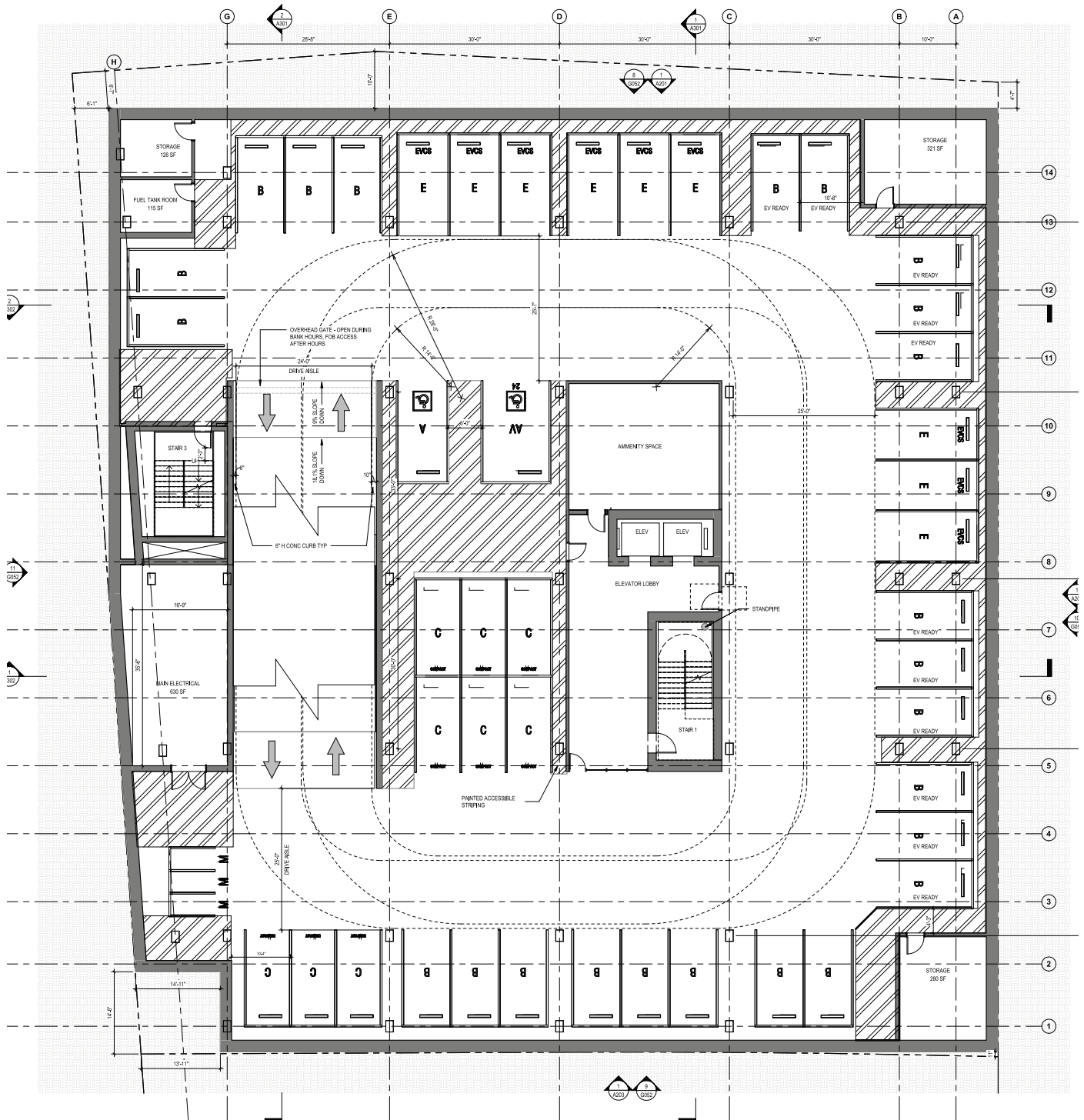


Figure 3A
Garage Plan - Basement 1

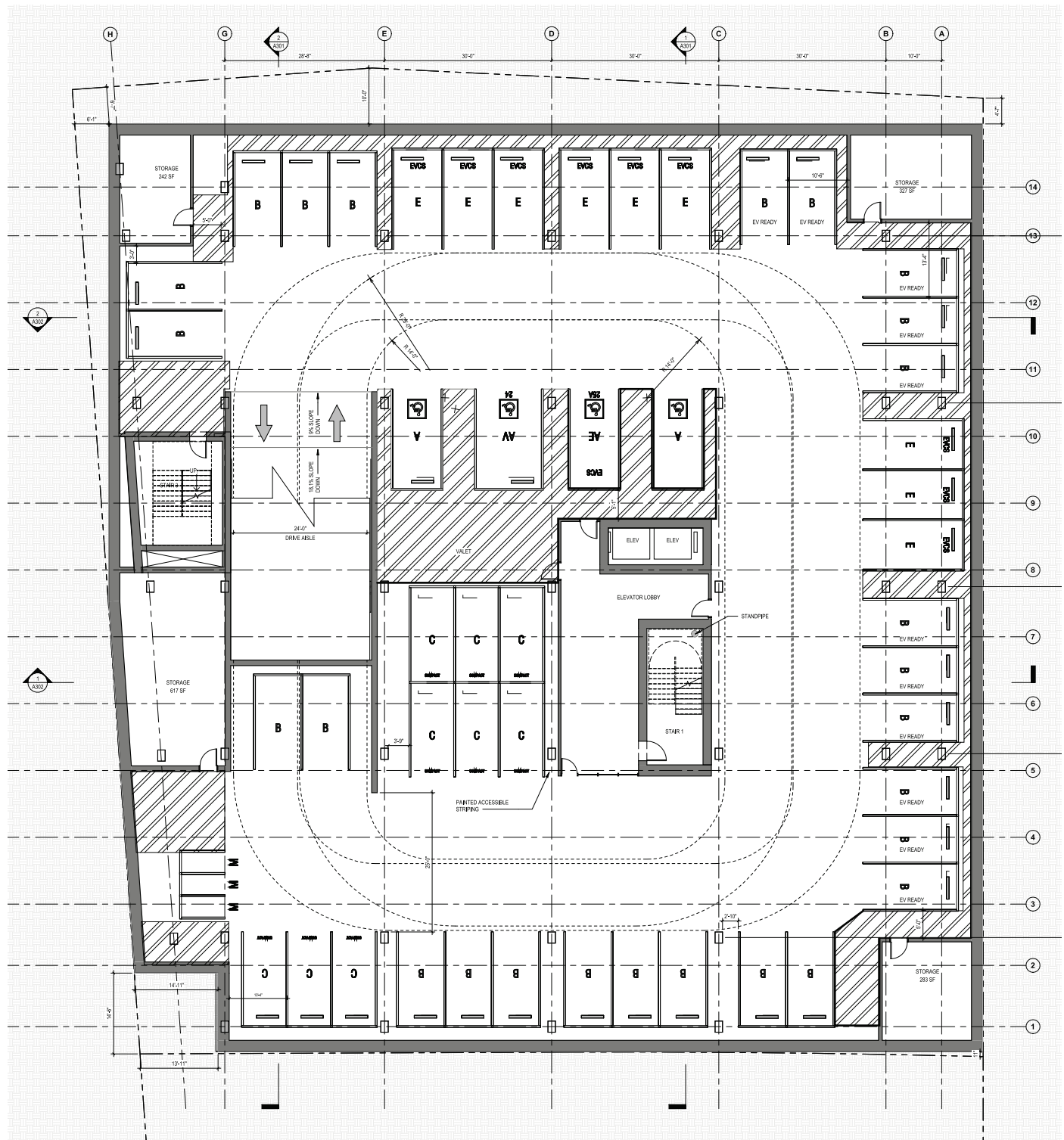


Figure 3B
Garage Plan - Basement 2

The site plan shows 18 of 86 spaces to be compact spaces. Per section 25.40.070(F), the maximum ratio of compact spaces to standard spaces is based on the parking requirement of the land use. Because the project is not subject to a minimum parking requirement, this would not apply, although the maximum number of compact spaces otherwise allowed is up to 20% of standard spaces. With 18 compact spaces being 21% of 86 total spaces, the ratio as proposed would not be compliant with the City's requirement.

The site plan includes 12 (six pairs) tandem spaces. The City requires that tandem spaces proposed for new office developments be set aside for the exclusive use of onsite employees, that the number of tandem spaces does not exceed 15% of the total parking provided for projects that require 11 or more parking spaces, and the project has an approved parking management plan that would ensure that proper management and oversight of the use of the spaces would occur. While the development has no parking requirement, the number of tandem spaces would not exceed 15% of the total provided parking spaces.

6 ADA accessible parking spaces, including 2 van-accessible parking spaces are shown on the site plan. Per the California Building Code, parking facilities providing between 76-100 parking spaces must provide at least 4 accessible parking spaces. The number of accessible parking spaces provided is thus compliant with the requirement.

Based on the City's code, each 90-degree standard-size parking space shall be not less than 17 feet in length by 8.5 feet in width. Each compact parking space shall be not less than 17 feet in length and 8 feet in width. The site plan indicates that all parking spaces would be built to these measurements.

All parking spaces would have an angle of 90 degrees. Two-way drive aisles in parking facilities serving 90-degree spaces are required by the City's code to be a minimum of 24 feet wide. Vehicular circulation in the garage would be provided by two-way drive aisles which are 24 feet to 25 feet and 7 inches wide, which meet the City's requirements. A dead-end drive aisle is proposed, though the width of the drive aisle would provide adequate space for most vehicles to turn around.

Recommendation: Tandem spaces should be set aside for use by onsite employees and should be managed per City standards.

Emergency Vehicle/Truck Access and Circulation

Loading and trash pickup would occur along Chapin Avenue. The garage would not be tall enough for trucks. Though no loading zones are designated along Chapin Avenue in the vicinity of the project, on-street parking is allowed. In order to prevent vehicles from blocking the travel lane while loading, a loading zone should be designated along or near the project's frontage.

Recommendation: A loading zone should be designated along or near the project's frontage such that loading vehicles do not block the travel lane.

Pedestrian, Bicycle and Transit Analysis

Pedestrian Facilities

Pedestrian facilities within the study area include sidewalks, marked crosswalks, and pedestrian signals at signalized intersections. Continuous sidewalks are available on all streets in the project vicinity.

Entrances to all project uses would be located along a pedestrian walkway going through the center of the project, accessible from the Chapin Avenue frontage as well as a walkway on each side leading to the rear of the project. The project would not remove any pedestrian facilities, nor would it conflict with any adopted plans or policies for new pedestrian facilities.

Bike Facilities

Bicycle facilities in the vicinity of the project site primarily consist of bike routes, though some nearby roadway segments include bike lanes (See Figure 4). Multi-use paths (Class I Facilities) are bi-directional paths fully separated from vehicle traffic that accommodate pedestrians, bikes, and other non-vehicle modes. Bike lanes (Class II facilities) are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes (Class III facilities) are designated lower-traffic roadways where bicycles mix with vehicle traffic. These are typically demarcated with “bike route” signs and/or sharrows. Neighborhood bike routes (Class IIIB facilities) are bike routes which include additional traffic calming to further lower vehicle speeds. Separated bikeways (Class IV facilities) are bike lanes that are physically separated from vehicle traffic via barriers, bollards, or other means.

Near the project, the following facilities are provided:

Class II Facilities

- Carolan Avenue between Oak Grove Avenue and Broadway
- Howard Avenue between Myrtle Road and Humboldt Street

Class III Facilities

- Chapin Avenue between Primrose Road and Howard Avenue
- Howard Avenue west of East Lane
- Primrose Road between Howard Avenue and Floribunda Avenue
- Floribunda Avenue between Primrose Road and Walnut Avenue
- Ansel Road along its entire length
- Walnut Avenue along its entire length
- East Lane along its entire length
- North Lane along its entire length
- California Drive between North Lane and Oak Grove Avenue
- Highland Avenue between Howard Avenue and Peninsula Avenue

The following bicycle facilities and upgrades are planned near the project:

Class I Facilities

- Parallel to California Drive, north of North Lane.

Class II Facilities

- Chapin Avenue between Primrose Road and El Camino Real
- Howard Avenue between East Lane and El Camino Real
- California Drive between Howard Avenue and Peninsula Drive

Class IIIB Facilities

- Chapin Avenue west of El Camino Real
- Chapin Lane south of Chapin Avenue
- Primrose Road between El Camino Real and Floribunda Avenue
- Floribunda Avenue between Primrose Road and Ansel Road
- Ansel Road along its entire length
- Crescent Avenue between Howard Avenue and Barroilhet Avenue
- Newlands Avenue between Crescent Avenue and Central Avenue
- Central Avenue along its entire length
- Cypress Avenue east of Central Avenue

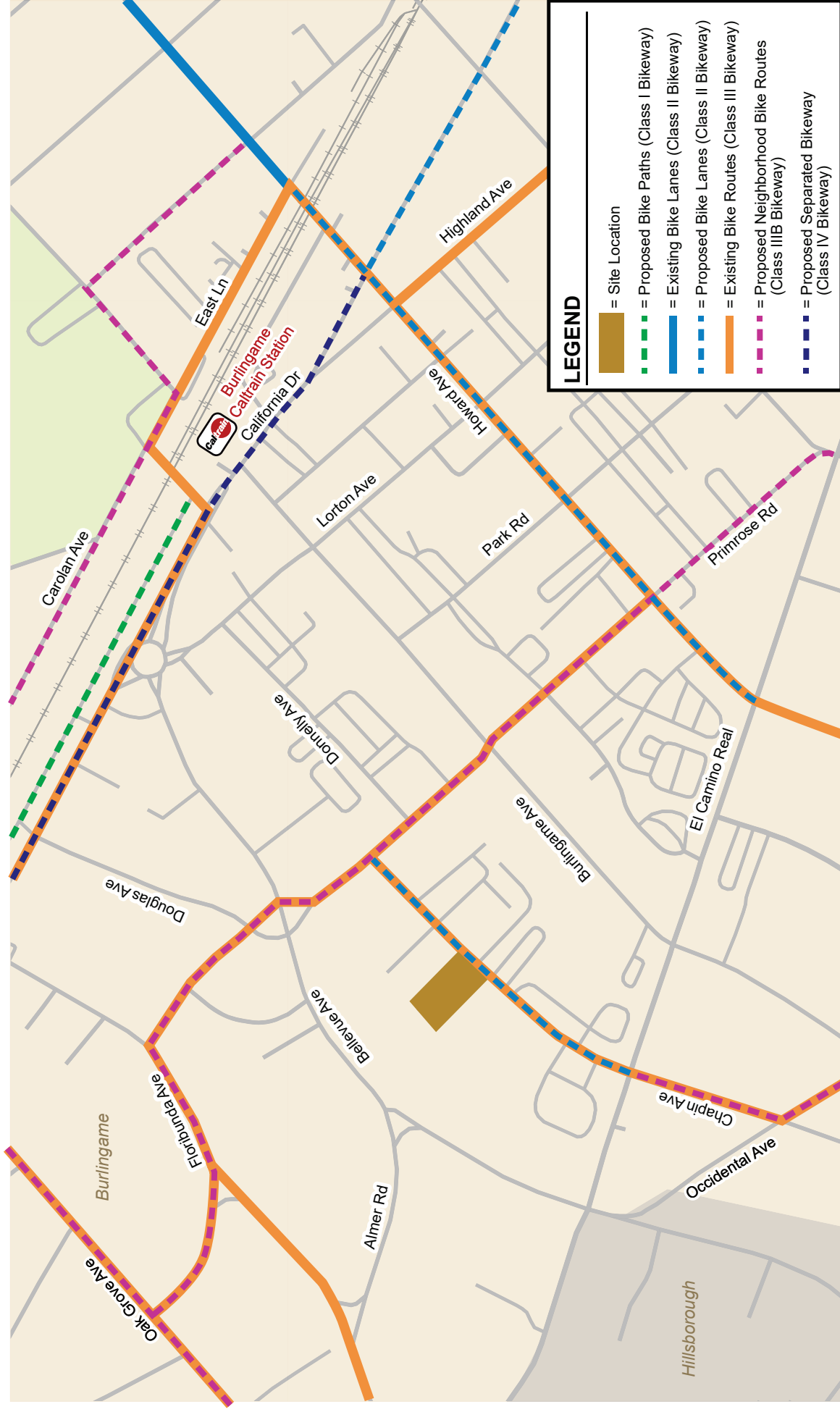


Figure 4
Existing & Proposed Bicycle Facilities

- Carolan Avenue between North Lane and Oak Grove Avenue

Class IV Facilities

- California Avenue between Howard Avenue and Carmelita Avenue

Bicycle Parking

The project would provide a bike storage room on the ground floor for long-term bicycle parking. Access to the bike storage room would be via side and central walkways. Four short-term bicycle racks would be installed along the sidewalk.

Per the California Green Building Standards Code (which has been adopted by the City for standards pertaining to bicycle parking), nonresidential buildings should provide secure long-term bicycle parking for 10% of the tenant-occupants with a minimum of one bicycle parking facility in addition to short-term bicycle parking for 20% of the peak daily visitors with a minimum of one two-bike capacity rack. The project proposes four short-term bike racks. The capacity of the bike room is not shown. It is assumed to be large enough to meet the requirements.

The project would not affect any existing bicycle facilities, nor would it conflict with any bicycle plans.

Transit Service

Bus services near the project site are provided SamTrans, with Caltrain providing rail transit services. The nearest bus stops to the project are located at the intersection of El Camino Real and Burlingame Avenue, approximately 0.2 miles from the project site. These bus stops are served by SamTrans routes ECR and 397. The project site is located approximately 0.3 miles from the Burlingame Caltrain Station, which is served by Caltrain's local service, approximately every 30 minutes throughout the day.

Transit services in the vicinity of the project site are shown in Table 2 and Figure 4.

Table 2
Transit Services Near Project Site

Service	Route Description	Nearest Stop to Project	Weekday Hours of Operation	Headway (Minutes)
ECR	Daly City BART - Palo Alto Transit Ctr	El Camino/Burlingame	4:40AM-1:10AM	15
397	San Francisco - Palo Alto Transit Ctr	El Camino/Burlingame	2:00AM - 5:40AM	60 ¹
292	San Francisco - Hillsdale Mall	California/North	12:20PM - 5:30PM	30
46	Quesada/Trousdale - 1060 at Carolan	California/North	7:52-8:25AM, 2:20-3:49PM	N/A ²
Caltrain Local	San Francisco - San Jose Diridon/Tamien	Burlingame Station	4:10AM - 1:50PM	30

Note:

¹ Limited nighttime-only service. 3 northbound trips and 4 southbound trips each weekday morning.

² School-oriented route. 2 northbound trips on weekday mornings, 2 southbound trips on weekday afternoons.

The project would not preclude, modify or otherwise affect existing or proposed transit projects or policies, nor is it expected to materially increase delays in transit service. Consequently, the project would not result in any significant impacts to transit service.

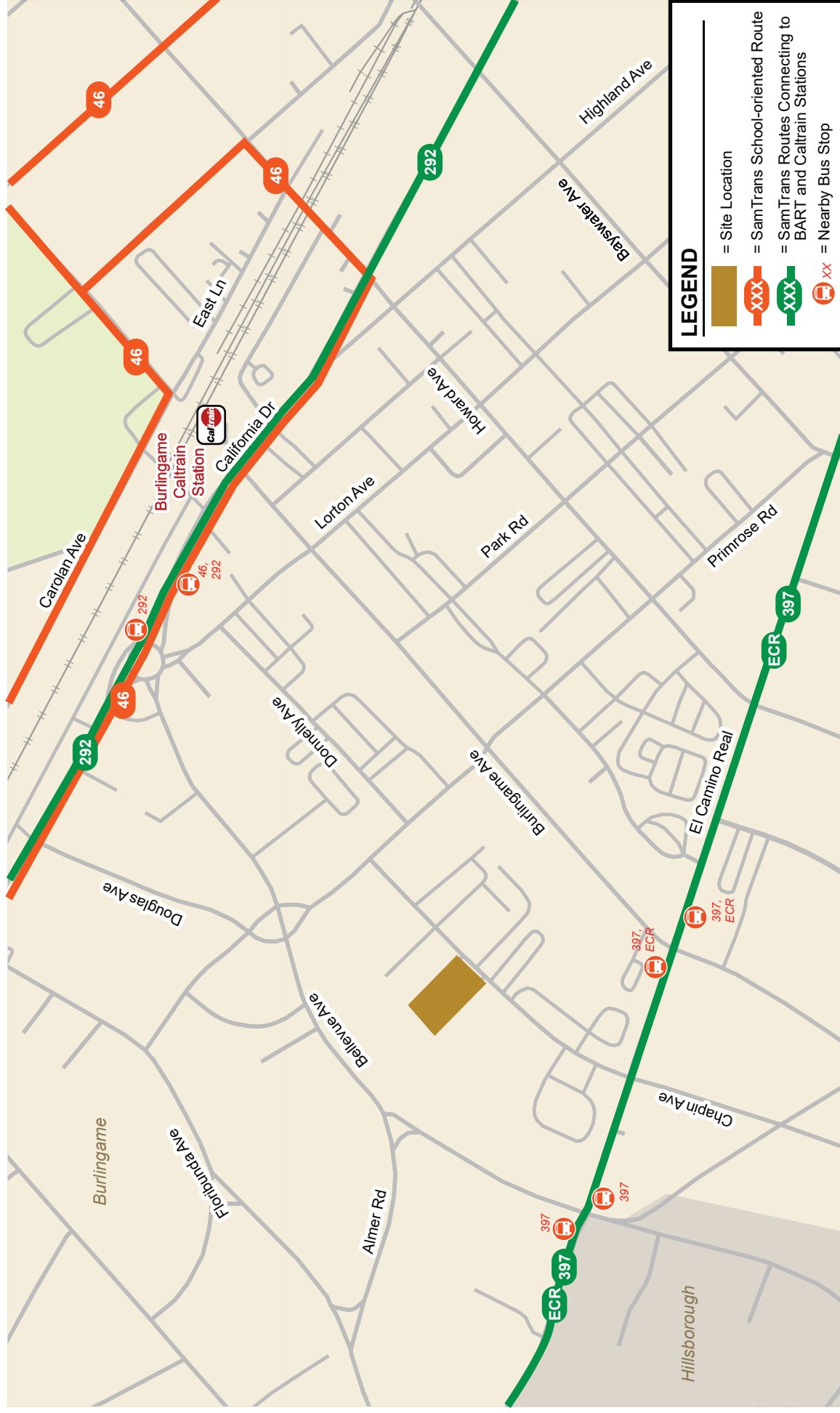


Figure 5
Existing Transit Services

Roadway Hazards

The project would have one driveway on Chapin Avenue to access the parking garage. The project driveway and other street system features would be designed in accordance with city standards. The project would generate mostly passenger vehicles, and the surrounding roadway system is designed to accommodate these vehicles. Therefore, the project would not create roadway hazards or generate incompatible uses on the surrounding roadways.