

City of Burlingame

Environmental Scoping for New Life Science/Office Project Consisting of Three 11-Story Buildings and Two 10-Story Parking Garages

**Item No. 9b
Environmental Scoping**

Address: 1200 – 1340 Bayshore Highway (Peninsula Crossing)

Meeting Date: August 22, 2022

Request: Environmental Scoping to solicit input on a Notice of Preparation (NOP) for an Environmental Impact Report (EIR) for redevelopment of a 12 acre site with three, 11-story life science/office buildings totaling 1.46 million square feet with two, 10-story parking structures each with two levels of below grade parking.

Applicant and Property Owner: DW Burlingame Venture, LLC – DivcoWest

Architect: WRNS Studio

APN: 026-113-470; 026-113-480; 026-142-140; 026-142-160; 026-142-170; 026-113-330; 026-113-450; 026-142-110; 026-142-070; 026-142-150; 026-142-020; 026-142-030; 026-142-180

General Plan: Bayfront Commercial

Lot Area: 523,776 SF (12.02 Acres)

Zoning: BFC (Bayfront Commercial)

Adjacent Development: Industrial Uses, Parks and Recreation, Hotels, Commercial Space and Offices

Project Overview: Construction of three (3) new 11-story, 229-foot-tall (measured to top of mechanical screens) life science/office buildings totaling 1.46 million gross square feet and two (2) 10-story, 114.5-foot-tall parking garages with two levels below grade. Together, this proposed project is known as “Peninsula Crossing.” The proposed project would include 215,000 square feet of landscaped area and open space as well as new bike and pedestrian crossings of Easton Creek. A new 1,475-foot segment of the shoreline Bay Trail would be constructed. The proposed project would include new flood protection infrastructure and off-site roadway/circulation improvements.

Environmental Scoping: The City is preparing an Environmental Impact Report (EIR) to evaluate environmental impacts associated with the proposed Peninsula Crossing project in compliance with the California Environmental Quality Act (CEQA). Upon deciding to prepare an EIR, the City as lead agency must issue a Notice of Preparation (NOP) to inform the Governor’s Office of Planning and Research (OPR), trustee and responsible agencies, and the public of that decision (CEQA Guidelines §15082(a)).

The City issued the NOP on August 12, 2022, and the comment period closes on September 12, 2022, at 5:00 p.m. (please see attachment for details on how to submit a comment). As part of the NOP scoping process, staff is requesting that the Planning Commission review and comment on the scope of the Draft Environmental Impact Report (DEIR), and provide input on any potential environmental effects that should be studied in the EIR.

Please refer to the attached Notice of Preparation for additional information regarding the environmental review for this project. Potential environmental effects related to the following resource topics will be considered in the DEIR:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural/ Tribal Cultural Resources
- Greenhouse Gas Emissions
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

The issues identified by the Commission will be incorporated into the environmental documents for the project. The City has entered a contract with ESA (Environmental Science Associates) to prepare an Environmental Impact Report for this project.

CEQA Overview: An overview of the EIR process is provided in Table 1 below. EIR preparation begins with initial project review, circulation of a Notice of Preparation (NOP) and scoping. Following the NOP, preparation of a Draft EIR commences.

The Draft EIR will evaluate potentially significant impacts of the proposed project, identify mitigation measures that could lessen or avoid significant impacts, and identify project alternatives that could reduce significant impacts. Once completed, the Draft EIR is required under State law to be circulated for public review for a minimum of 45 days. This is followed by preparation of a Final EIR, based on comments received during the public DEIR review, as well as the preparation of an environmental Mitigation Monitoring and Reporting Program (MMRP). The MMRP is a matrix or detailed table identifying all of the mitigation measures in the EIR, along with the responsible parties, and must be incorporated into the project approval.

The Final and Draft EIR document, along with the required project entitlements, would be reviewed by the Planning Commission at additional noticed public hearings in the future prior to any decision on the project.

Table 1: EIR Process Overview

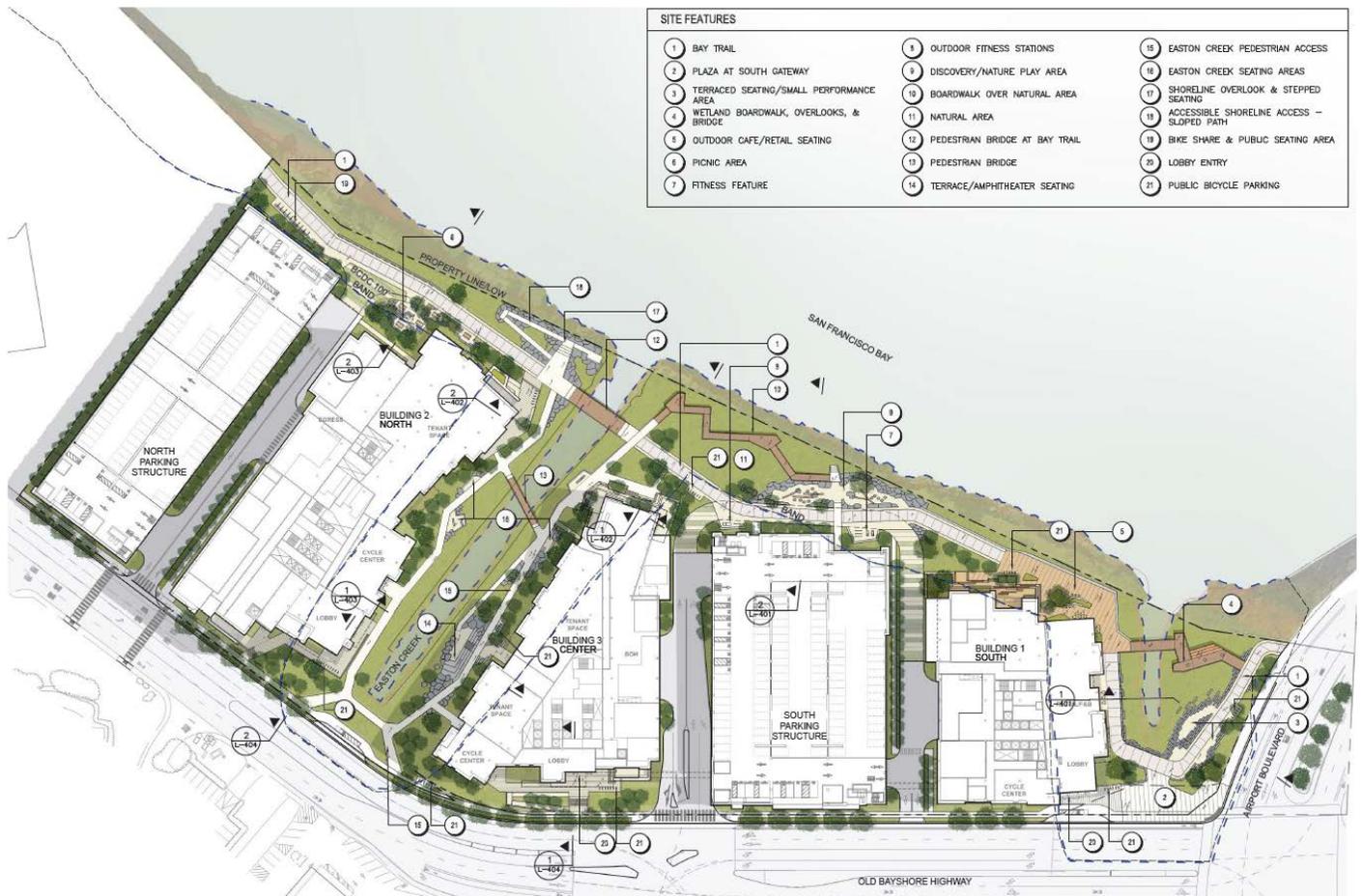
Activity		Purpose	Public Participation Opportunity
1	Notice of Preparation (NOP)	Communicates to the public, agencies, and organizations an EIR is being prepared. Also serves to solicit input on the scope and content of the environmental information to be included in the EIR.	Public Meeting(s). A scoping meeting informs the public that the City is evaluating a project under CEQA and allows the City to solicit public comment and identify possible impacts.
2	Draft EIR (DEIR)	The DEIR is the first iteration of environmental analyses collecting the project description, identification of impacts, technical studies, mitigation measures and alternatives	DEIR includes publication of NOP public comments.
3	Notice of Availability (NOA)	An NOA signals that the DEIR is available for public review and comment for no less than 45 days. The NOA also identifies where the DEIR may be reviewed and how to submit comments on the DEIR.	Public Comment. The NOA is typically circulated to nearby property owners and occupants, posted at the site, posted on the city's project website, and filed with the State Clearinghouse. The public may submit comments at any time during the 45- day public comment period. Public Hearing. A public meeting is held to solicit comments from the Planning Commission and the public on the Draft EIR during the public comment period.
4	Final EIR	A Final EIR includes responses to public comments received after release of the DEIR and any additional relevant project information.	FEIR includes comments and responses to DEIR public comments.
5	Certification	A certification is an official position taken by the City Council indicating that the EIR has complied with CEQA for the identified project.	Public Hearing. The decision-making body certifies the EIR at a Public Hearing with a portion of the meeting is dedicated to public comment.

Site Description: The Project site is located along the San Francisco Bay shoreline in northeastern Burlingame, approximately 1.2 miles south of the San Francisco International Airport (SFO) and one and a half miles east of the Millbrae Multimodal Transit Center. U.S. Highway 101 (US-101) exists approximately 200 feet west of the site. The property is approximately 12 acres and consists of 13 parcels.

Existing buildings in the project vicinity consist primarily of commercial office, light industrial, and airport-supporting warehouses and surface parking. Unpaved segments of the San Francisco Bay Trail (Bay Trail) approach and terminate at the north and south ends of the Project site. The property includes eight existing 1- to 3-story commercial buildings surrounded by asphalt parking lots. Easton Creek, tidal salt marsh areas, and an unnamed remnant tidal channel run west to east through the Project site to the Bay. The site is within the Bayfront Commercial General Plan land use designation and within the Bayfront Commercial (BFC) zoning district.

Project Summary: The proposed Project would include demolition of 119,000 gross square feet (gsf) of existing commercial buildings and surface parking lots and construction of three (3) life science/office buildings totaling approximately 1.46 million gsf and two parking structures containing a total of 3,525 parking spaces. Each life science/office building would be 11 stories above grade and approximately 213 feet in height to parapets (229 feet to top of mechanical penthouse). Parking structures would be 10- to 10.5-stories above grade and two stories below grade, and a maximum of approximately 115 feet in height to parapets.

FIGURE 1 – Illustrative Site Plan



The proposed Project provides for flexibility in the end use, ranging from an overall building program of 100 percent life science use to a 100 percent professional office use or a combination thereof. The proposed Project also includes various amenities, as well as a total of 5,000 square-foot of café/restaurant space located in two of the proposed buildings. The proposed Project is estimated to generate between 4,088 and 5,226 net new jobs onsite.

TABLE 2 – Proposed Uses by Structure

Peninsula Crossing	
Use	Proposed Amount
Building 1 <ul style="list-style-type: none"> ▪ Office/Research and Development ▪ Retail/Café/Restaurant Use (split between two buildings) 	<p>368,000 SF 5,000 SF</p>
Building 2 <ul style="list-style-type: none"> ▪ Office/Research and Development 	632,000 SF
Building 3 <ul style="list-style-type: none"> ▪ Office/Research and Development 	455,000 SF
Parking Garage South	595,200 SF/ 1,787 parking spaces
Parking Garage North	559,000 SF/ 1,738 parking spaces

Landscaping and Publicly Accessible Open Space: The proposed Project’s conceptual site plan shows the proposed life science/office buildings and parking structures sited within open landscaped spaces with a variety of public amenities and gathering spaces throughout the property. A new 1,475-foot segment of Bay Trail is proposed to connect the current trail gap along the Project site, and a total of 215,000 square feet (approximately 41 percent) of the Project site would be landscaped and publicly accessible open space. Open spaces include areas surrounding Easton Creek, the unnamed remnant tidal channel, and the shoreline frontage. The proposed buildings are situated to provide view corridors through the site to the Bay. A public plaza and seating area is proposed at the intersection of Bayshore Highway and Airport Boulevard/Broadway. The Project proposes sea level rise protection measures in compliance with the requirements of the City of Burlingame Municipal Code.

Parking and Circulation: Parking for up to 3,525 vehicles will be available on site, with 1,787 spaces in the south parking garage and 1,738 spaces in the north parking garage. No surface parking spaces are proposed. Within the parking garages, 20 spaces will be offered for Bay Trail users and 20 spaces will be offered for retail users. 10% of the parking spaces will be EV stalls. The entrance to each parking garage will be accessed from Bayshore Highway. A total of 647 bicycle parking spaces will be provided between the three buildings.

Proposed off-site improvements include new and enhanced roadway, bicycle, and pedestrian facilities along Bayshore Highway. These include lane restriping, new medians, and signal modifications at the California Department of Transportation (Caltrans) intersection of US-101 northbound and southbound off-ramps (at Bayshore Highway and Broadway, respectively). Additional improvements to street lighting and landscaping would be made along Bayshore Highway in the vicinity of the Project site.

Entitlements: Staff has identified the discretionary approvals required for development of the proposed Project which are anticipated to include, but may not be limited to, the following:

- CEQA Environmental Review
- Commercial Design Review
- Tentative Map
- Special Permits for Height above 65 feet and Tier 3 Intensity (per BFC Zone)
- Master Sign Program
- Off-site Improvements
- Development Agreement

Additional approvals and/or permits required for development of the proposed Project may be obtained from the following Responsible or Trustee agencies, including but not necessarily limited to, Caltrans, San Francisco Bay Conservation and Development Commission (BCDC), California Department of Fish and Wildlife (CDFW), San Francisco Regional Water Quality Control Board (RWQCB), and U.S. Army Corps of Engineers.

Project Phasing: The Project is expected to be constructed in three overlapping phases, for a total duration of slightly more than three years.

General Plan and Zoning: The Burlingame General Plan designates this site as Commercial Land Uses: Bayfront Commercial (BFC). The zoning designation for the site is Bayfront Commercial (BFC), which permits offices, research and development, and restaurant uses.

Planning Commission Action: The Planning Commission received a preview of this application at the Joint City Council/Planning Commission meeting on April 23, 2022 and public comment was also taken at this time. The application is currently being reviewed by various City departments.

In this meeting, the Planning Commission should provide comments on the scope of the EIR, including any specific environmental issues that the Commission feels should be considered in the EIR. The Commission should also take public comment on the scope of the EIR.

This is **not a Design Review Study item**. The application will return to the Planning Commission at a subsequent meeting to receive input on the design of the project once departments have completed plan checks. For this meeting, the Planning Commission **should limit its questions and comments to the scope of the environmental review**.

Kelly Beggs
Consulting Planner

Catherine Keylon
Senior Planner

c: DW Burlingame Venture LLC (DivcoWest) c/o Virginia Calkins, applicant and property owner
Ben Mickus, AIA, LEED, WRNS Studio, architect

Attachments:

Notice of Preparation (NOP) of a Draft Environmental Impact Report, dated August 12, 2022

Application to the Planning Commission

Special Permit Applications (with consistency with GP Goals & Policy Overview)

- Building Height

- Tier 3 with Community Benefits Summary

Environmental Information Form

Climate Action Plan (CAP) Consistency Checklist

Notice of Public Hearing – Mailed August 12, 2022

Area Map