



City of Burlingame

BURLINGAME CITY HALL
501 PRIMROSE ROAD
BURLINGAME, CA 94010

Meeting Minutes Planning Commission

Monday, September 26, 2022

7:00 PM

Online

- e. 620 Airport Boulevard, zoned BFC - Application for Environmental Review, Commercial Design Review, and Special Permits for Height and Development under Tier 3/Community Benefits for two, new 9-story office/R&D buildings. (Boca Lake Office, applicant and property owner; DGA, Inc, architect) (20 noticed) Staff Contact: Catherine Keylon

All Commissioners have visited the project site. Community Development Director Gardiner provided an overview of the staff report.

Acting Chair Pfaff opened the public hearing.

Jeremy Lui, Gary Leivers and Justin Aff, represented the applicant and answered questions about the application.

Public Comments:

> Public comment sent via email by John Hutar, President and CEO of the San Francisco Peninsula: Dear Chair Gaul, Vice-Chair Pfaff and members of the Planning Commission, I'm writing you regarding the proposed office development at 620 Airport Boulevard in Burlingame. Airport Boulevard and the surrounding Anza area have far too many underutilized parking lots and need improvement. New office development that will bring over one thousand new jobs to Burlingame will serve the community and local businesses by encouraging tourism, conventions and regional commerce. It has the potential to elevate the stature of our city to be a hub for innovation companies. Several of our hotel general managers and I have met with representatives from Vassar Properties to learn more about the prospective development for which they are seeking approval. As presented, the project will reinvigorate the neighborhood through job creation and patrons for local businesses will create demand for hotel room nights and encourage conventions throughout the region. Further, the project's generous improvements to the shore line and creation of a 1-acre park will encourage local enjoyment of the beautiful nature that the side of Burlingame has to offer. In conclusion, this proposed development will help elevate the Burlingame Bayfront and support local businesses. We support this project and encourage the Planning Commission and Council to continue the discussions of Vassar Properties with the ultimate goal of constructing a high-quality office project for the community.

> Public comment sent via email by Athan Rebelos: Hi, I'm happy to see so much development along the Bayfront. I want to advocate for small businesses. Burlingame is remarkable because we have many community oriented businesses from insurance agents to financial services, transit providers, spas, cafes, restaurants, pubs, local markets and so on. I hope that we can receive some assurance that this beautiful large-scale developments will make their best efforts to encourage and accommodate small businesses. Small businesses are vital to our community and our quality-of-life.

> Public comment sent via email by Anthony Montes: Hello, I'm writing to share a comment on behalf of the Silicon Valley Bike Coalition regarding the proposed development at 620 Airport Boulevard. I'm a community organizer in the North San Mateo County area working with residents and employees to create safer and more just communities by making bicycling safe and accessible for everyone. Vassar's proposed development of two life science facilities will have a positive impact on the current condition of the bay trail and would welcome the proposed improvements the plan outlines to the trail. Bay trail is the

most popular class 1 shared use trails in the area and our supporters in their communities would greatly benefit from its improvements. Our concern with the development is the estimated 860 vehicle parking spots the parking garage is slated to have. We hope all interested stakeholders find ways to reduce traffic in the area including working with the city to lower its parking minimum requirement or establishing a shuttle service to and from the nearest transportation hub to encourage employees to use active transportation and public transportation methods. Thank you for your time and consideration. Please feel free to reach out if you have any questions.

> Public comment sent via email by Leslie Flint, Sequoia Audubon Society: To the Planning Commissioners and staff, I'm a member of the Conservation Committee of Sequoia Audubon Society which is the San Mateo County chapter of the National Audubon Society. We have approximately 1400 members in San Mateo County. It has been shown that over 100 million birds die annually from striking buildings with reflective transparent materials that cause collisions. Under the right conditions, even transparent glass on buildings can form a mirror that can reflect sky, clouds and nearby habitat. This project's renderings show hazardous elements where trees and landscaping are visible through glass at the ground floor. That area must include birds' safety treatment. The plans for this project show the use of 45% opaque glass. Other jurisdictions such as Mountain View's North Bayshore Precise Plan, Cupertino and San Jose look for 90% protection within 300 feet of water feature. We encourage the developers to consider upgrading your plans. Thank you for your consideration.

> (Leivers: I'll briefly go through the bird safety treatment. We've got eight things we're going to do to deal with that. First is bird safety glass coating, which is a coating that is visible to birds but not to humans so it doesn't affect the transparency. The sight lines through the corners of the building are minimized by the column placement and façade treatment. The reflectivity of the glass will be 25% at the elevations less than 60%. The exterior glazing is composed of 45% opaque glazing. The glazing is high performance. We work on a lot of curb walls and we work very hard to find a sweet spot between maximum transparencies but also good on efficiency and that's a tough one. A lot of the opaque areas are actually shadow boxes, they are recessed surfaces. So you create a lot of visual disparity. It doesn't appear like one large area. Also, the mullion expression even though I talked about it, somewhat about the idea of it being a visual thing, it also breaks up the elevation and gives orientation, the external lighting will be minimized, shield and the maintenance of the massing and level one are recessed. Even though it is predominantly glazed, there's an enormous amount of subtlety that creates variation in the exterior envelope.)

> (Lui: First of all, we very much appreciate the constructive feedback and positive support from members of the community. I wish to make a response to the comment regarding parking. We're providing 838 parking spaces which is at the very bottom end of code. The reason why we're doing that is because we believe in a future where there are fewer vehicle miles traveled. We're in a location that is accessible by the bay trail as well as a bike lane in front of our project. Our project includes several features to encourage not driving, including showers and lockers within the buildings for those to freshen up before work. We have a list of TDM measures that I won't go through all today. We also have or in discussions with a car sharing company and use two-car spaces for those who show up for public transportation but might need a car to go to a meeting or attend special events. Lastly, we have a synergetic situation here in that we're located adjacent to the hotel which was designed and built in the 70s. It's very much over parked. Though we didn't indicate it in our presentation, there's a way for folks to access the hotel parking lot, the surface parking lot from 620 Airport Boulevard. That allows us to reuse a resource that can help us be park sufficiently while providing the minimum number of parking spaces allowed by code.)

Acting Chair Pfaff closed the public hearing.

Commission Discussion/Direction:

> The use of that flexible space is important because if it becomes fitness and assembly, that's largely tenant driven and it's not going to be as supportive to the overall community, but if you get a fair amount of food and beverage in there, then you really will make that courtyard and bay trail work well.

> This is a nice project. It's well done. My first concern was about the birds but they went through that

in great detail, so I appreciate that. The use of having the hotel nearby, accessing parking and maybe having a nice restaurant in the hotel will be a nice add-on to this site. All in all, it's a great project and it will be well incorporated with everything on one campus which I really appreciate. I do hope that they keep some of this flexible space available for a restaurant, coffee shops and/or things for the public. So I ask that they keep at least that ten thousand square feet available with what they have.

> I agree with my fellow commissioner. The flex space and how you use it will determine some success in this and how it interacts with the bay trail. One of my big concerns is traffic on the 2-lane road between Anza Boulevard and Broadway. I'm concerned to see how traffic is going to impact there. You are doing a ton and I appreciate that. The trail improvement and the outdoor areas that you're offering is a great addition, but I would suggest to consider looking further the section that extends in front of the hotel and to the next node. Maybe as you're adding the light, there's future extension but unless we ask, it's hard to get the bay trail upgrades any more than just the area where the project is. Again, you definitely are offering a lot of really great public amenities in this project. The design looks great. I like the bifurcated design, the fact that you have the ability to see through and it's not just a gigantic mass handled the site very well. It's going to be a good project. You did a great job on your presentation and all the information you provided for us, it's a thorough read. Thank you.

> Thank you for that really nice presentation. I'm so excited about this project. You've done a beautiful job designing such a light and airy, very delicate structures that really look so comfortable in how you have sited them on this property. They are relatable to the size of the Hilton hotel next door. I love the opening of the view corridor in the middle. I really appreciate the energy you have put into designing the site, the buildings, and the public amenities. Really excited to get to use this bay trail space once this is all fully developed. I also noticed and appreciate the thoughtfulness of the placement of where your bike storage racks are by making them very useable, functional and accessible for those cyclists, keeping some of the motorist off the road. Wonderful job, thank you very much.

> I love the relationship between the three buildings, it's beautifully done and the court proportions are beautiful. The landscaping is gorgeous. Thank you for all the thoughtfulness. I agree with the comments made previously by my fellow commissioners about little areas of improvement or tweaking.



DGA planning | architecture | interiors

June 8, 2023

City of Burlingame
Catherine Keylon, Sr. Planner
PLANNING Division
501 Primrose Road
Burlingame, CA 94010

Project: Boca Lake Office, Inc.
620 Airport Blvd.
Burlingame, CA 94010

RE: City of Burlingame – Planning Review

Dear Catherine,

The following letter confirms that we have responded to all of the comments received from the Planning Review process by the several city departments. The drawings sent to the city reflect some minor changes after the Study Session and BCDC DRB. These include:

- A publicly accessible food and beverage space and adjacent terrace has been included on the north end of Building B;
- Building A has been reduced in size at level 1 to pull back south out of the BCDC line of jurisdiction;
- The Bay Trail on the north side of the project has also been pulled back from the edge of the lagoon to create an area adjacent to the lagoon and more diversity in the trail. This softening of the Bay edge will allow space for adaptation to sea level rise and upland migration of shoreline edge;
- Parking at the west edge has been reduced per BCDC however, public spaces remain;
- We have created more direct pedestrian access paths between sidewalk, plaza, public parking, and Bay Trail;
- The plaza planters have been enlarged to better support healthy plants and trees; and,
- More bike parking has been added at Bay-side amenity spaces.

Please contact me or Jeremy if there are questions.

Sincerely,

Karen Cribbins-Kuklin, AIA
Principal

Attachments: Planning Drawings dated April 19, 2023
cc: Jeremy Lui, Boca Lake Office, Inc.



PLANNING APPLICATION

COMMUNITY DEVELOPMENT DEPARTMENT—PLANNING DIVISION

501 PRIMROSE ROAD, 2ND FLOOR, BURLINGAME, CA 94010-3997

TEL: 650.558.7250 | FAX: 650.696.3790 | E-MAIL: PLANNINGDEPT@BURLINGAME.ORG

PROJECT INFORMATION

620 Airport Blvd.

PROJECT ADDRESS

026-342-330

ASSESSOR'S PARCEL # (APN)

AA

ZONING

PROJECT DESCRIPTION

Located on an existing parking lot, the project is a development of two laboratory/office buildings over two levels of parking on the north side of Airport Blvd, creating a plaza space between the buildings and views to the Bay. The buildings each have a half-level of screened parking at the plaza level; a half-level of flex space opening to the plaza; and, 7-levels of lab/office. The site is adjacent to Anza Lagoon and the Bay Trail. A vehicular drop off is provided between the buildings on the south side adjacent to Airport Blvd, while EVC and service access is provided along the east and west sides of the property. Further, the project will raise the adjacent Bay Trail and improve the bay-facing frontage of the site with amenities to be provided to the public.

APPLICANT INFORMATION

Boca Lake Office, Inc.

PROPERTY OWNER



APPLICANT?

PHONE

DGA, Inc.

ARCHITECT/DESIGNER



APPLICANT?

650-943-1660 x 206

PHONE

930559

BURLINGAME BUSINESS LICENSE #

E-MAIL

201 Filbert Street, 3rd Floor, San Francisco, CA 94133

ADDRESS

nmalcolmson@dga-mv.com

E-MAIL

AFFIDAVIT OF

I HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE INFORMATION GIVEN HEREIN IS TRUE AND CORRECT TO THE BEST OF MY

SIGNATURE OF PROPERTY OWNER

11/19/21

DATE

I AM AWARE OF THE PROPOSED APPLICATION AND HEREBY AUTHORIZE THE ABOVE APPLICANT TO SUBMIT THIS APPLICATION TO THE PLANNING COMMISSION/DIVISION.

PROPERTY OWNER'S SIGNATURE

DATE

AUTHORIZATION TO REPRODUCE PLANS

I HEREBY GRANT THE CITY OF BURLINGAME THE AUTHORITY TO REPRODUCE UPON REQUEST AND/OR POST PLANS SUBMITTED WITH THIS APPLICATION ON THE CITY'S WEBSITE AS PART OF THE PLANNING APPROVAL PROCESS AND WAIVE ANY CLAIMS AGAINST THE CITY ARISING OUT OF OR RELATED TO SUCH ACTION RD **(INITIALS OF ARCHITECT/DESIGNER)**

STAFF USE ONLY

APPLICATION TYPE

☐ ACCESSORY DWELLING UNIT (ADU)

☐ VARIANCE (VAR)

☐ CONDITIONAL USE PERMIT (CUP)

☐ WIRELESS

☒ DESIGN REVIEW (DSR)

☐ FENCE EXCEPTION

☐ HILLSIDE AREA CONSTRUCTION PERMIT

☐ OTHER: _____

☐ MINOR MODIFICATION

☒ SPECIAL PERMIT (SP)

DATE RECEIVED:

RECEIVED

NOV 22 2021

CITY OF BURLINGAME
CDD-PLANNING DIV.

STAFF USE ONLY



COMMERCIAL APPLICATION

PLANNING COMMISSION APPLICATION SUPPLEMENTAL FORM

- Proposed use of the site Laboratory/Office tenants with Flex space for conferencing or fitness.
- Days and hours of operation Mon - Fri; 8-5 PM
- Number of trucks/service vehicles to be parked at site (by type) Trucks & service vehicles will not be parked on-site. Truck deliveries by package companies (e.g., UPS, FedEx) and material deliveries for lab services are expected.
- Current and projected maximum number of employees (including owner) at this location:

	At Opening/Existing		In 2 Years		In 5 Years	
Hours of Operation	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm
Weekdays Full-time	451	45	677	65	857	85
Part-time	193	0	290	0	367	0
Weekends Full-time	0	0	0	0	0	0
Part time	45	5	65	6	90	10

- Current and projected maximum number of visitors/customers who may come to the site:

	At Opening/Existing		In 2 Years		In 5 Years	
Hours of Operation	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm
Weekdays	15	2	20	4	25	6
Weekends	0	0	0	0	0	0

- What is the maximum number of people expected on site at any one time (include owner, employees and visitors/customers): 1,300
- Where do/will the owner and employees park? Parking is provided on site.
- Where do/will the customers/visitors park? Parking is provided on site.
- Present or most recent use of site Commercial Parking lot.
- List other tenants on property, their number of employees, hours of operation (attach a list if more room is needed) N/A; no other tenants are on the property.



CITY OF BURLINGAME SPECIAL PERMIT APPLICATION

The Planning Commission is required by law to make findings as defined by the City's Ordinance (Code Section 25.50). Your answers to the following questions can assist the Planning Commission in making the decision as to whether the findings can be made for your request. Please type or write neatly in ink. Refer to the back of this form for assistance with these questions.

- 1. Explain why the blend of mass, scale and dominant structural characteristics of the new construction or addition are consistent with the existing structure's design and with the existing street and neighborhood.***

The proposed structure is consistent with both existing and newer structures on Airport Blvd. in terms of its mass, bulk and separation between structures. The two buildings share a parking podium, which is a consistent approach along the Boulevard. The spacing of the two towers on the podium allows for views through the buildings and provides daylight and views for occupants. Maintaining views from the adjacent Hotel, the only structure nearby, was a priority in the design and the buildings are set back to allow for those views to be maintained. The structure is located to address both flooding and sea level rise, improving the Bay Trail and it's relationship to the site.

- 2. Explain how the variety of roof line, facade, exterior finish materials and elevations of the proposed new structure or addition are consistent with the existing structure, street and neighborhood.***

The building is designed with a modern glass aesthetic consistent with many structures on Airport Blvd., especially newer structures. The glazing system will incorporate shadow boxes and mullions with fin extensions to add variety to the skin, creating an opacity of 50- to 55-percent to meet T24 requirements. Like other structures on the boulevard, the height/ roof line is located at the FAA horizontal surface. A more organic mechanical roof screen sits atop the structure to shield views of roof mounted equipment and to provide variety to the roof and design. The character of the building is consistent in terms of its size, density and the pattern of land use in this area.

- 3. How will the proposed project be consistent with the residential design guidelines adopted by the city (C.S. 25.57)?***

Not applicable. Not a residential project.

- 4. Explain how the removal of any trees located within the footprint of any new structure or addition is necessary and is consistent with the city's reforestation requirements. What mitigation is proposed for the removal of any trees? Explain why this mitigation is appropriate.***

49 trees are proposed for removal. The trees proposed for removal include:

Red Flowering Yellow Gum (*Eucalyptus leucoxylon* 'Rosea'), Pink Ironbark (*Eucalyptus sideroxylon*), Silver Wattle (*Acacia dealbata*), Golden Wattle (*Acacia longifolia*), Blackwood Acacia (*Acacia malanoxylon*), Weeping Willow, (New Zealand Christmas Tree (*Metrosideros excelsa*), Glossy Privet (*ligustrum laurum*), Flowering Pear, European White Birch, and Monterey Pine. Of the trees proposed for removal, Nine(9) are over 15" diameter at 4.5' height, qualifying them as protected trees. The primary reason for removal is that the trees are within areas where significant site grading must occur for excavation for the proposed building and to raise the shoreline path elevation several feet to account for sea level rise. Most of the trees that are over 15" in diameter are Eucalyptus and Acacias that are in fair health. The Black Acacias and Silver Wattles are particularly invasive. The Eucalyptus trees are mostly in fair health but have poor structure and are prone to



City of Burlingame

Special Permit Application – Community Benefits

The Planning Commission is required by law to make findings as defined by the City's Ordinance (Chapter 25.78). Your answers to the following questions can assist the Planning Commission in making the decision as to whether the findings can be made for your request. Refer to the end of this form for assistance with these questions.

A. Explain how the value of the community benefits provided is proportional to the value derived from the additional development capacity provided in Tiers 2 and 3.

1. Public Plaza: The project design has a large, publicly accessible plaza between two towers which improves access to the Bay Trail. The landscaped plaza includes areas for quiet reflection and groups. Connections to the Bay Trail are seamless. 6. Off-site Infrastructure Improvements: the project design addresses the flood potential near the lagoon by raising the building 3.3' above the Base Flood Elevation of 10. 8. Habitat Restoration: through the landscape design, landscape areas will be refreshed with new plantings to restore native habitat. 11. Climate Change measures: the building has been designed to an elevation beyond the flood requirements to address Sea Level Rise. The project is designed to be all electric per the City's REACH code, reducing carbon impact. 12. Flexible Significant Community Benefit: The projects improvements of the Bay Trail are significant and include new seating and viewing areas, including a stepped terrace wall. In addition the Applicant is planning to provide public art for the community.

B. Explain how the additional development capacity will not pose adverse impacts on the public health, safety, and general welfare, nor on neighboring properties in particular.

The project properly accommodates sanitation, stormwater requirements, and sewer discharge. Air quality will be addressed through the use of modern HVAC equipment that is based on an all-electric approach as defined by the City's REACH code, reducing the carbon footprint. Storage of chemicals will be consistent with state and local code requirements. The building will also be fully sprinklered with a fire alarm and Emergency Response System (ERRCs). Security will be maintained in the buildings and plaza. Importantly, the buildings are arranged to address the FEMA Base Flood Elevation and to address Sea Level Rise. Addressing these items greatly benefits the city in this flood /SLR prone area. Improvements to the Bay Trail create additional significant additional benefit to the community with access to the water and new amenities. The Bay Trail is an equitable amenity with access for all. A bird friendly design approach has been taken that incorporates high performance clear and opaque glazing, shadowboxes and patterning of mullions, minimized and shielded exterior lighting.

C. Explain how the additional development capacity is consistent with General Plan goals and policies.

Balanced & Smart Growth: The project addresses the goal of commercial growth in this Bayside area east of Highway 101. Community Character/ Urban Forest: The character of the building compliments the neighborhood with materials and scale while addressing energy conservation. The proposed landscape refreshes this neighborhood with native species, colorful plantings and lagoon friendly plants. Connectivity: located on a transit rich Boulevard, the project anticipates shuttle access and addresses VMT through TDM. The improvements to the Bay Trail allow for delightful bike and pedestrian access. Bike parking (racks and rooms) and showers are provided. Economic Diversity: the project will add to the city tax base in a positive way, introducing new job and business opportunities for residents. Healthy People/Places: the project provides new integration with the Bay Trail and improved experience for residents, encouraging bike & pedestrian usage. The landscaped plaza enhances the neighborhood and worker experiences. A sustainable, all-electric project contributes to a healthier environment.

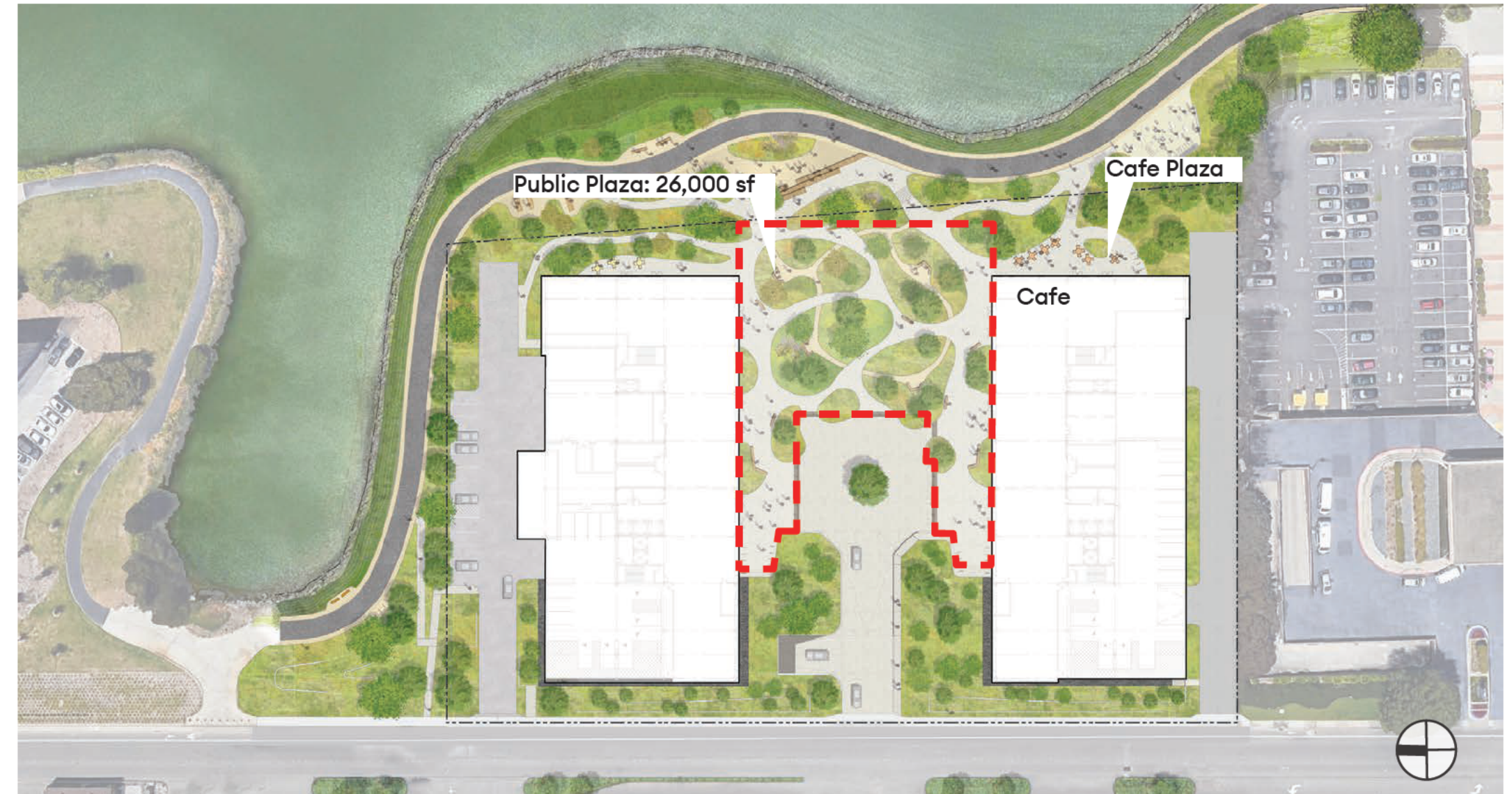
SUMMARY

- COMMUNITY BENEFITS SITE PLAN
- COMMUNITY BENEFIT #1: PUBLICLY ACCESSIBLE PLAZA
- COMMUNITY BENEFIT #2: PUBLICLY ACCESSIBLE PARK SPACE
- COMMUNITY BENEFIT #11: CLIMATE CHANGE MEASURES
- COMMUNITY BENEFIT #12: SEA LEVEL RISE INFRASTRUCTURE
- COMMUNITY BENEFIT #13: FLEXIBLE SIGNIFICANT COMMUNITY BENEFIT



The proposed plan includes a publicly accessible plaza with views to the Bay and opportunities to stop, linger, and enjoy a moment of calm before a meandering garden walk out to the Bay Trail at the shoreline of Anza Lagoon. The plaza includes:

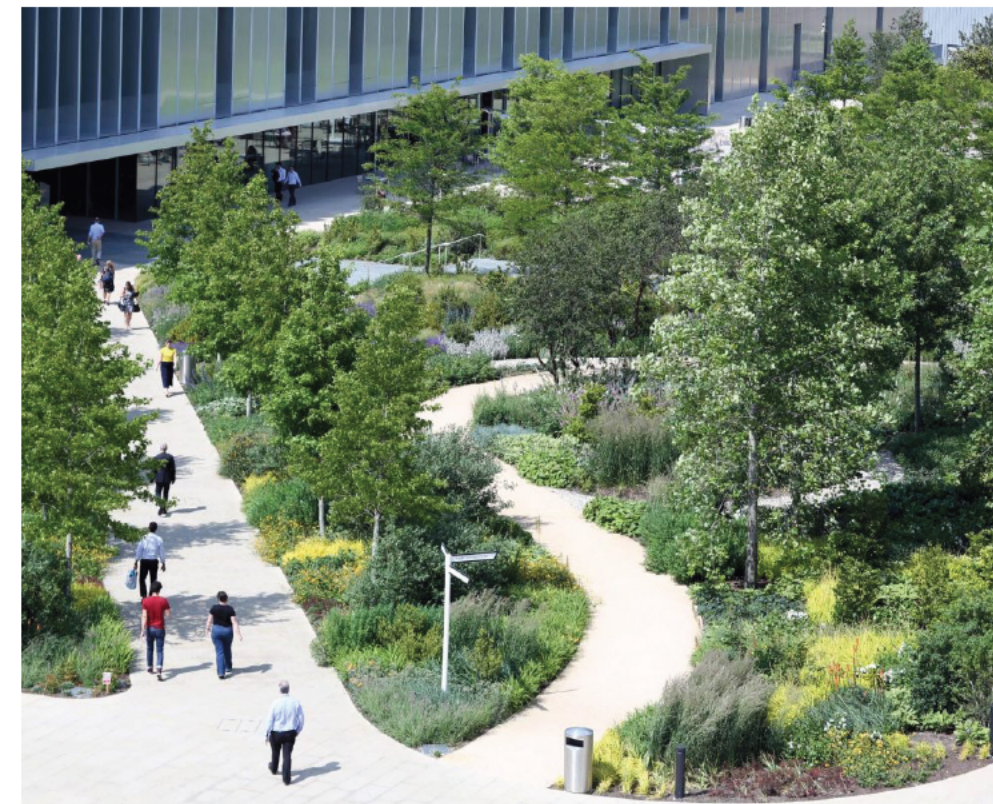
- Public Plaza of approximately 26,000 SF
- Contiguous public plaza accessible from the public sidewalk and the Bay Trail.
- An accessible walkway connecting Airport Boulevard sidewalk to the plaza.
- Public, accessible path from the plaza to the Bay Trail.
- Direct connection to publicly accessible cafe and outdoor cafe seating.
- Public bike parking - 62 bikes.
- Garden paths with generous public seating.
- Lighting throughout the plaza and garden spaces.
- Drought-tolerant native and climate-adapted ground-plane planting.
- Shade trees at plaza and seating areas.
- Trash and recycling receptacles.
- Signage that includes hours of operation.



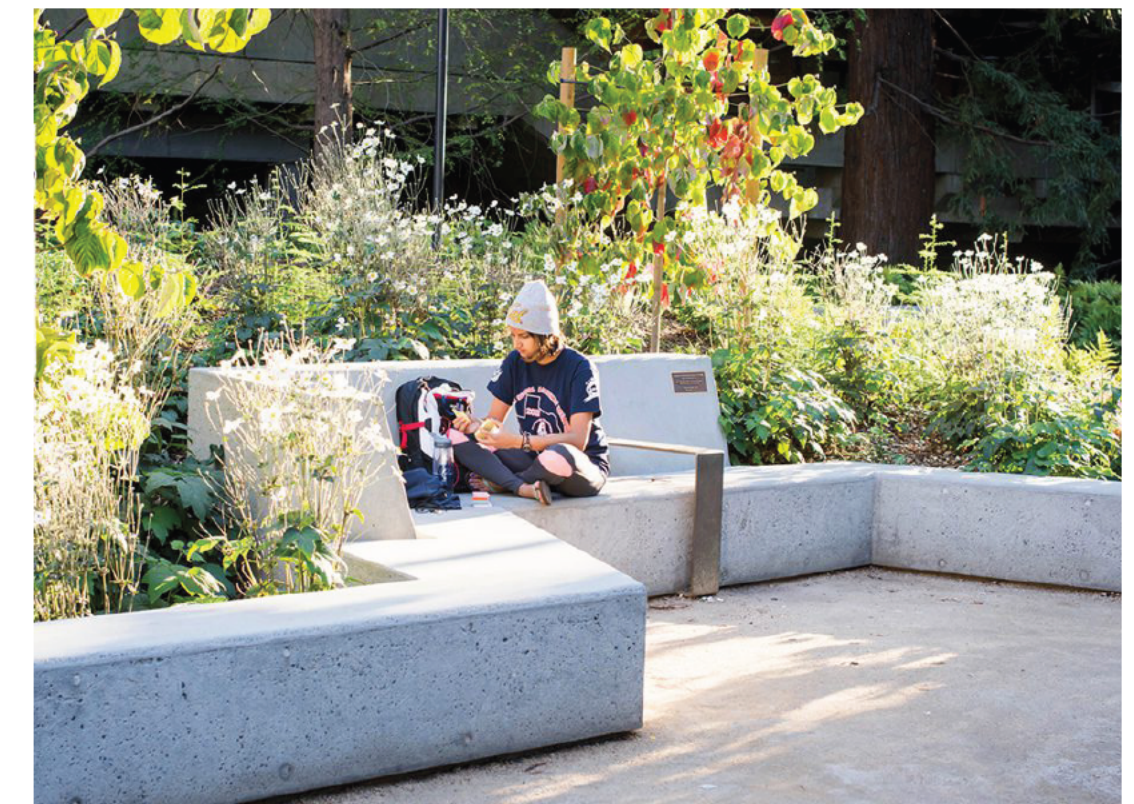
Landscape Plan



View of Plaza Looking South



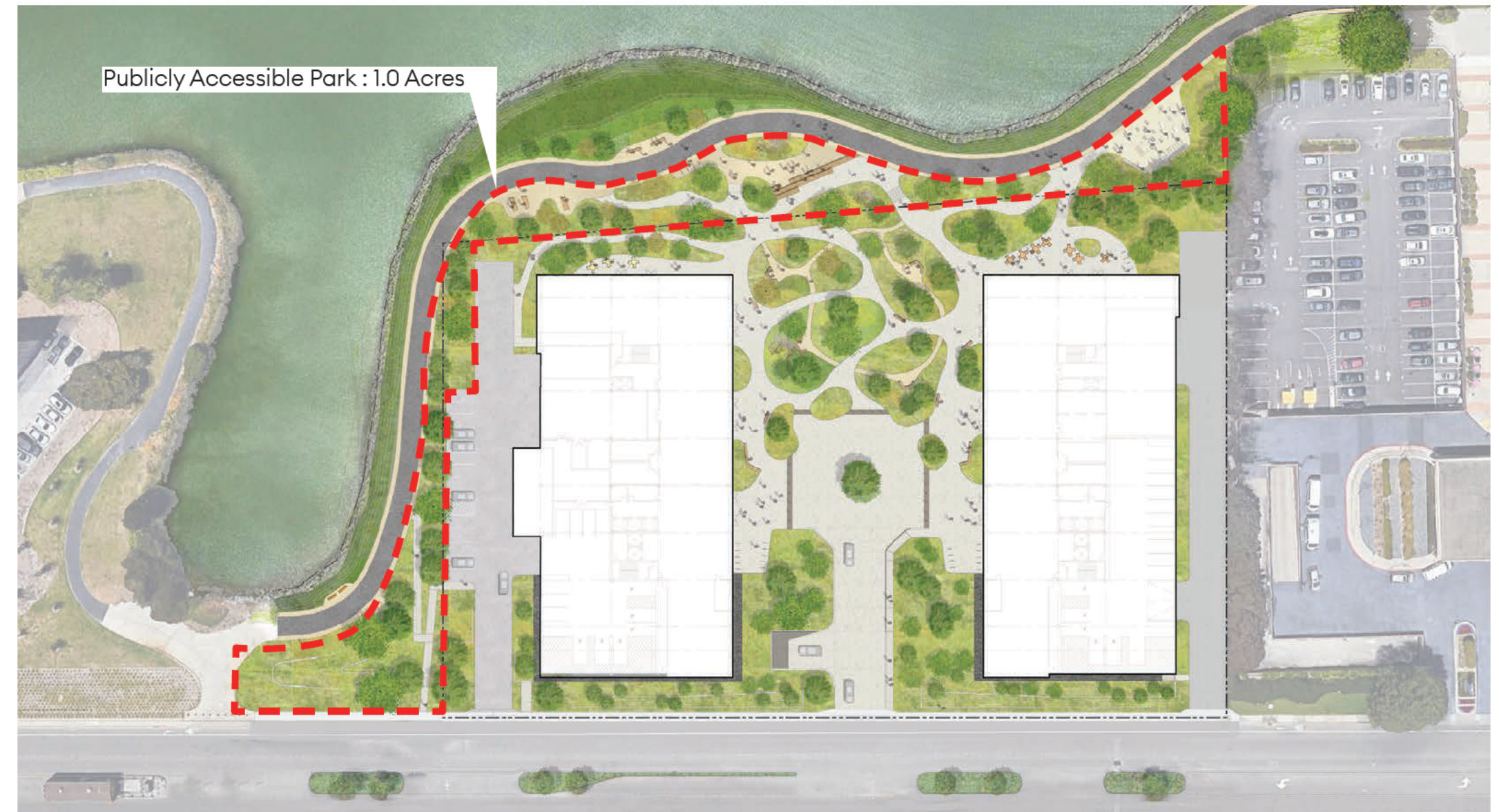
Precedent image of paths and richly planted gardens.



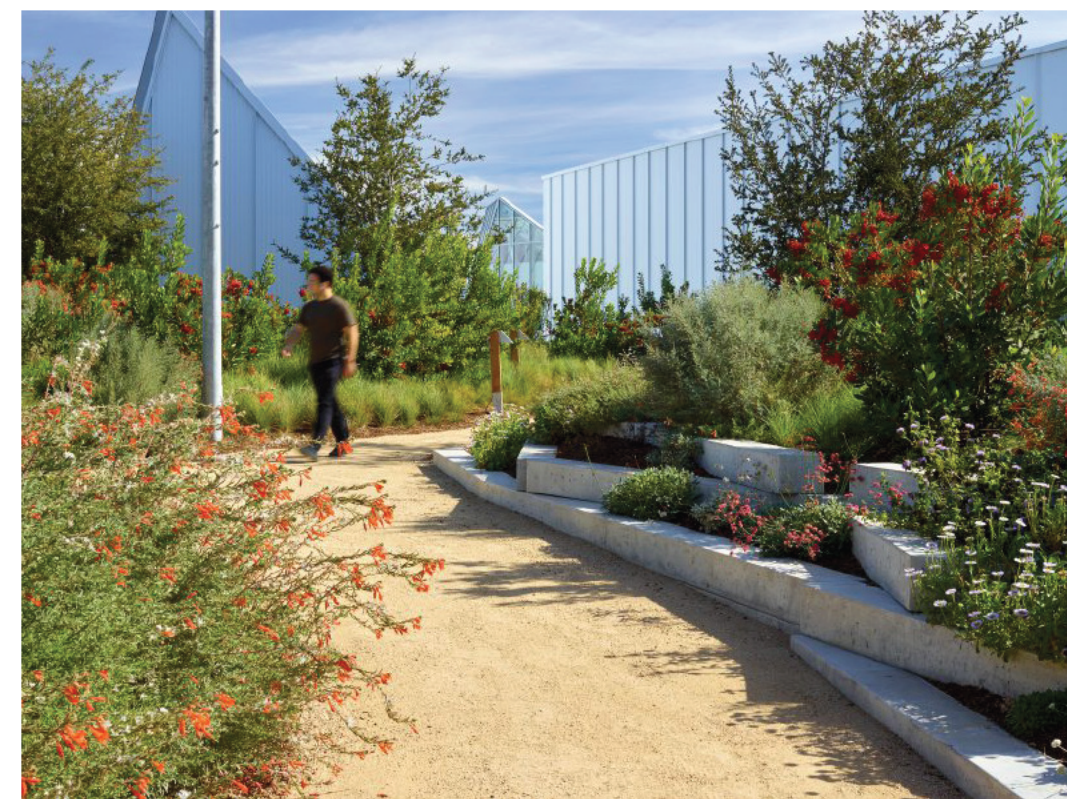
Precedent image of seating area nestled in garden.

The 620 Airport Boulevard project includes .65 acres/28,500 sf of landscaping, public pathways, seating areas, and a large bleacher-style seating area facing Anza Lagoon. The proposed improvements include:

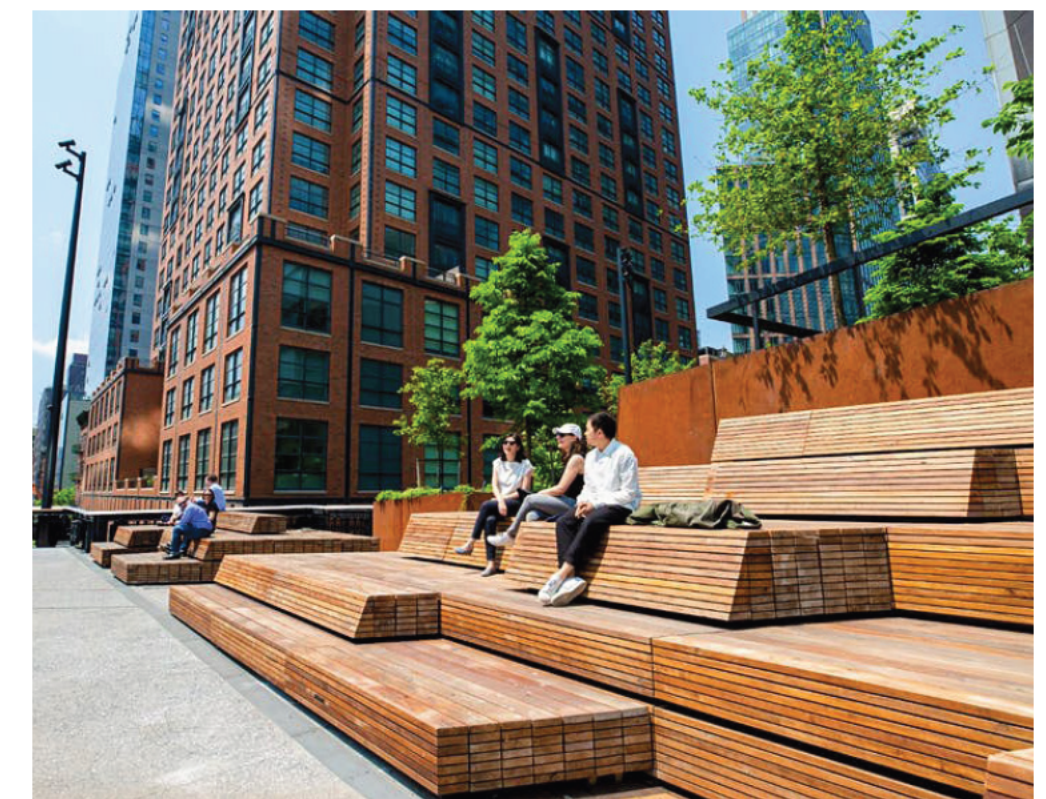
- Terraced bleacher-style seating feature facing the Bay.
- Secondary paths through native planting and trees.
- Native, Bay-shore planting and shade trees.
- Picnic Tables.
- Outdoor Fitness area.
- Trash and recycling receptacles.
- Site lighting along pathways.
- Paths connecting Bay Trail to public plaza.
- Interpretive signage and/or interpretive public art feature.



View of terraced, bleacher-style seating along Bay Trail, looking north.



Precedent image of paths and richly planted gardens.



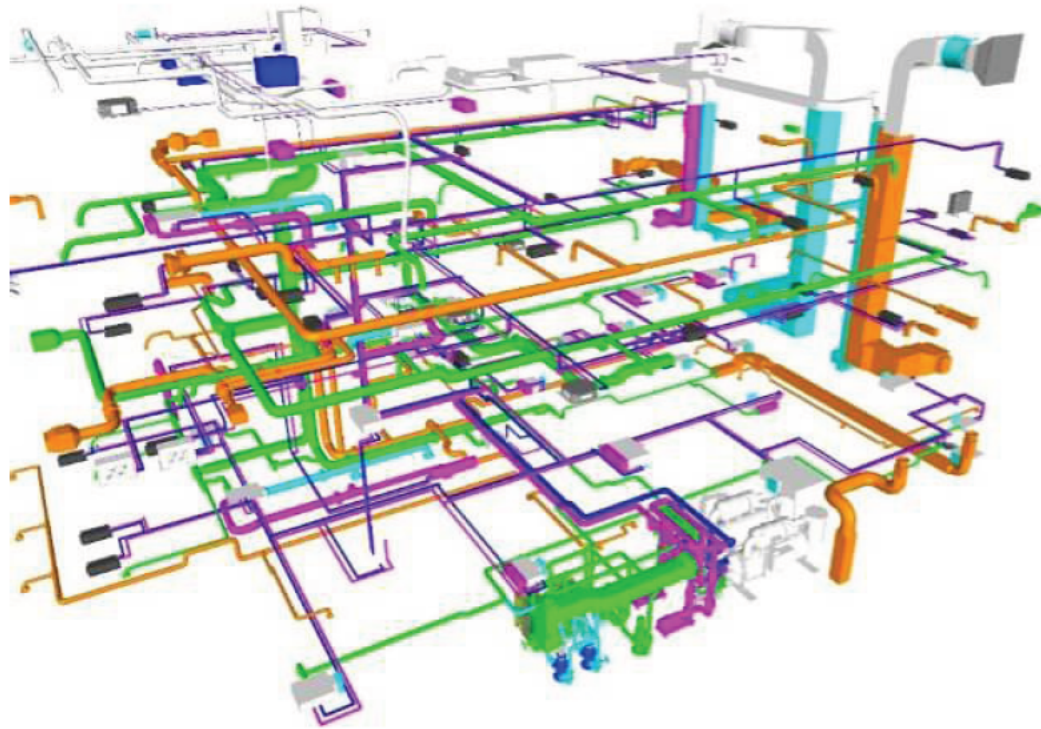
Precedent image bleacher-style seating element.

The design approach for the 620 Airport Boulevard project takes into consideration the challenges presented by climate change and its impacts upon our environment. These measures include addressing sea level rise (SLR); energy efficiency and consumption; environmental protection, conservation, and stewardship.

- Raising building occupied area and essential support well above the BFE to projected end of century SLR consistent with BCDC and One Shoreline
- Providing an all-electrical MEP design to reduce the carbon footprint
- Located in High Quality Transit corridor; utilizing Transportation Demand Management to reduce traffic impact to the surrounding neighborhood
- On-site water filtration for landscape design to treat and mitigate stormwater runoff
- Native landscape materials with low water requirements and efficient irrigation where provided
- Water efficient utilities and fixtures
- Local materials; low VOC materials
- Optimized energy performance and commissioning



Landscape Plan

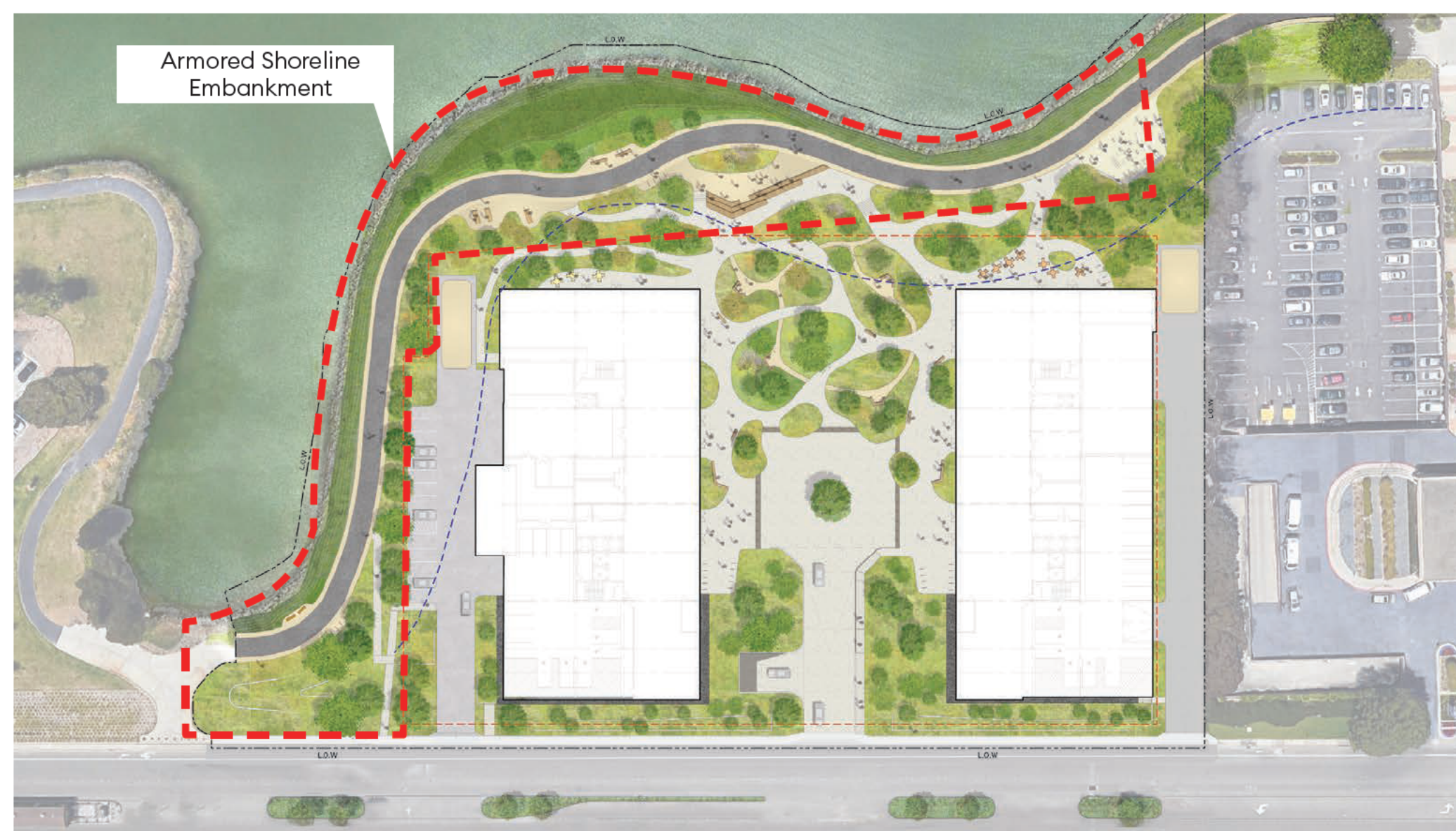


A new riprap-armored shoreline embankment will significantly enhance long-term shoreline sea level rise resilience at Anza Lagoon. The construction of the project will raise the shoreline, Bay Trail, and adjacent park-like areas to minimum elevation of 17', providing resilience through the end of the century.

- Approximately 750 LF of raised embankment at the Anza Lagoon
- The raised embankment will be designed for resiliency with geotextile and other appropriate materials to create a living shoreline which encourage local ecology with adaptation to sea level rising
- The raised embankment will provide resiliency through the end of the century consistent with One Shoreline and BCDC goals
- The embankment will be designed by an engineer, coordinating with the authorities having jurisdiction

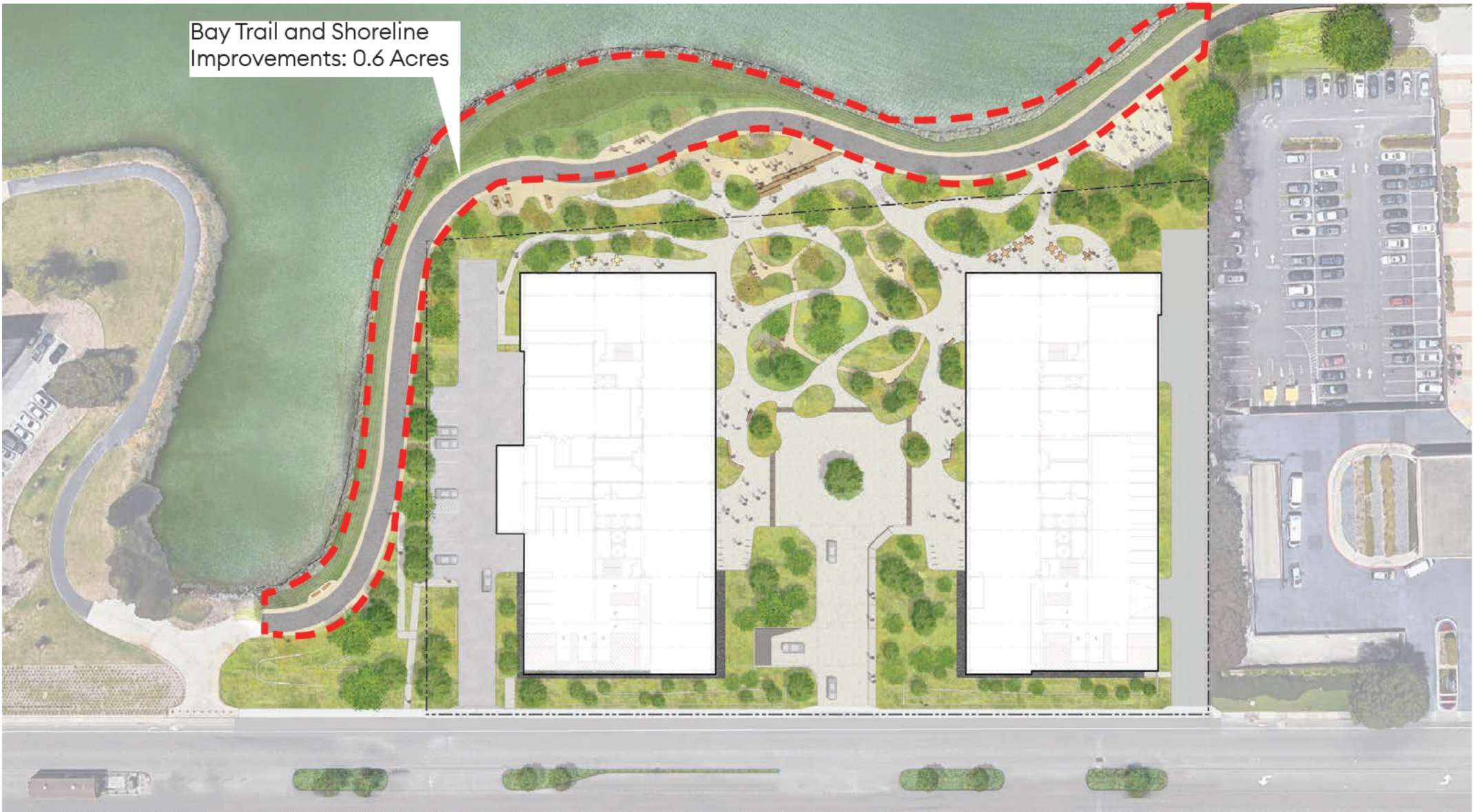


Bay Trail Protection



The 620 Airport Boulevard project includes 0.82 acres/35,890 sf of improved bay shore landscaping, re-built Bay Trail seating areas, new shoreline bank protection, and an area of green, adaptable living shoreline. The proposed improvements include:

- Improved Bay Trail, brought up to current Bay Trail standards with new paving and wider pathway.
- New site lighting at Bay Trail.
- Seating areas with benches at shoreline.
- Living, adaptable shoreline area with native shoreline planting.
- Terraced, bleacher-style seating feature facing the Bay.
- Secondary paths through native planting and trees.
- Native, Bay-shore planting and shade trees.
- Trash and recycling receptacles.
- Bay Trail wayfinding signage.
- Interpretive signage and/or interpretive public art feature.



View of Bay Trail and outdoor fitness area looking west



Precedent image of improved Bay Trail



Standard Bay Trail Signage



ENVIRONMENTAL INFORMATION FORM

(to be completed by applicant when Negative Declaration or Environmental Impact Report is required)

GENERAL INFORMATION

Project Address: 620 Airport Blvd.

Assessor's Parcel Number: 026-342-330

Applicant Name: Boca Lake Office, Inc.

Property Owner Name: Boca Lake Office, Inc.

Address: _____

Address: _____

City/State/Zip: _____

City/State/Zip: _____

Phone: _____

Phone: _____

Permit applications required for this project (special permit, variance, subdivision map, parcel map, condominium permit, building permit, etc.): Conditional Use Permit, Commercial Application, Environmental Information Form, Consistency Checklist, Building Permit

Related permits, applications and approvals required for this project by City, Regional, State and Federal Agencies: BCDC Design Review, FAA

SITE INFORMATION

Site size: 3.699 +/- Acres and 161,128 Square Feet Existing Zoning: AA

Existing use(s) of property: Commercial parking lot

Total Number of Existing Parking Spaces¹: 353 Number of Compact Spaces¹: 0

Number of Existing Structures and Total Square Footage of Each: Bus Shelter +/- 75 SF

Will any structures be demolished for this project? ☒ Yes ☐ No

Size and use of structures to be demolished: Bus Shelter +/- 75 SF

Number and size of existing trees on site²: 56; Refer to attached Arborist's Report dated 8/22/2021 prepared by MacNair & Associates.

Will any of the existing trees be removed? ☒ Yes ☐ No

If Yes, list number, size and type of trees to be removed: 49 trees to be removed. All trees to be removed except tree numbers 24-30 on attached Arborist's report. Refer to Arborist report for tree sizes and types

Are there any natural or man-made water channels which run through or adjacent to the site?

☒

Yes

☐ No

If Yes, where? Anza Lagoon to the North of the site

¹ City of Burlingame minimum standard parking space size is 9'x20'. The minimum size for compact parking spaces is 8'x17'. Refer to City of Burlingame Zoning Ordinance C.S. 25.70 for parking requirements for particular uses.

² Refer to the City of Burlingame's Urban Reforestation and Tree Protection Ordinance (C.S. 11.06) for tree removal permit and tree planting requirements.

Describe in general the existing surrounding land uses to the:

North Bay Trail, Bay, Anza Lagoon

South Commercial Parking Lot

East Hotel and Conference Center

West Commercial Office Buildings

PROPOSED PROJECT

Project Description: Located on an existing parking lot, the project is a development of two laboratory / office buildings over two levels of parking on the north side of Airport Blvd, creating a plaza space between the buildings and views to the Bay. The buildings each have a half-level of screened parking at the plaza level; a half-level of flex space opening to the plaza; and, 7 levels of lab/office. The site is adjacent to Anza Lagoon and the Bay Trail. A vehicular drop off is provided between the buildings on the south side adjacent to Airport Blvd, while EVA and service access is provided along the east and west sides of the property. Further, the project will raise the adjacent Bay Trail and improve the bay-facing frontage of the site with amenities to be provided to the public.

Residential Projects:

Number of Dwelling Units: 0

Size of Unit(s): N/A

Household size (number of persons per unit) expected: N/A

Commercial/Industrial Projects:

Type and square footage of each use: Flex Space 24,580 SF; Lab/Office 458,800 SF

Parking Garage 309,630 SF.

Estimated number of employees per shift: 644

Will the project involve the use, disposal or emission of potentially hazardous materials (including petroleum products)? Yes ☒ No

If Yes, please describe: N/A

Institutional Projects (public facilities, hospitals, schools):

Major function of facility: N/A

Estimated number of employees per shift: N/A

Estimated Occupancy: N/A

For all Projects:

Flood Hazard: Is this site within a special flood hazard area? ☒ Yes ☐ No

Land Use: If the project involves a conditional use permit, variance or rezoning application, please explain why the applications are required³: CUP per city for life science use

³ Please fill out and submit the appropriate application form (variance special permit, etc.)

Building gross square footage: Existing: 75 GSF Proposed: 483,380 GSF
Number of floors of construction: Existing: 1 Proposed: 8

Traffic/Circulation: Standard and compact off-street parking spaces provided:

Existing: Standard	<u>353</u>	Proposed: Standard	<u>867</u>
Compact	<u>0</u>	Compact	<u>0</u>
Total	<u>353</u>	Total	<u>883</u>

Grading: Amount of dirt/fill material being moved (check one):

 0-500 cubic yards 5,000-20,000 cubic yards 34,300 CY Cut
 500-5,000 cubic yards X Over 20,000 cubic yards(indicate amount) 25,900 CY Export

Note: If fill is being placed over existing bay fill, provide engineering reports which show the effect of the new fill on the underlying bay mud.

Storm water runoff: Indicate area of site to be covered with impervious surfaces (parking lot paving, etc.): 154,224 sf (includes structure footprint, neglecting landscaping on podium)

Is the area with impervious surfaces less than 200 feet away from a wetland, stream, lagoon or bay?

 X Yes No

Noise: Describe noise sources and timing of activity generated by your project during construction:
General construction noise: trucks, tools, equipment, generators during working hours of 7 AM to 3 PM

Noise sources generated during operation of facility:
Roof mounted air handling equipment and exhaust fans operating 24/7/365. Emergency generator testing 7 AM.

Vibration: Will the proposal cause vibration that may affect adjacent properties? Describe any potential sources of vibration: No - not applicable

Exterior Lighting: Please describe any proposed exterior lighting of the facility⁴: site, building & egress lighting; lighting at surface parking; code required building signage

Water: Expected amount of water usage:

Domestic	<u> </u> gal/day	Peak use	<u> </u> gal/min
Commercial	<u>50,105</u> gal/day	Peak use	<u>70</u> gal/min
Expected fire flow demand	<u>1,500</u>		<u> </u> gal/min

As per the C.3 regulations set forth by the California Regional Water Quality Control Board, please respond to the following questions:

1. Would the proposed project result in an increase in pollutant discharges to receiving waters?

No, the site will be designed in accordance with the San Mateo County C.3 guidelines. Runoff from impervious surfaces will be treated before discharging to the city's drainage system.

⁴ Refer to City of Burlingame Exterior Illumination Ordinance (No. 1477) regarding requirements which limit exterior illumination in both residential and commercial zones.

2. Would the proposed project result in significant alteration of receiving water quality during or following construction? No, the site will be designed in accordance with the San Mateo County C.3 guidelines. Runoff from impervious surfaces will be treated before discharging to the city's drainage system. The project will be subject to the Construction General Permit and will manage runoff accordingly during construction.
3. Would the proposed project result in increased impervious surfaces and associated increased runoff? The project will result in an increase in impervious surfaces. However, the project will incorporate detention systems to maintain the peak flow leaving the site.
4. Would the proposed project create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates volumes? No, the existing drainage patterns will be maintained and the project will incorporate detention systems to maintain the peak flow leaving the site.
5. Would the proposed project result in increased erosion in its watershed? No, the existing drainage patterns will be maintained and the project will incorporate detention systems to maintain the peak flow leaving the site.
6. Is the project tributary to an already impaired water body, as listed on the Clean Water Action Section 303(d) list? If so will it result in an increase in any pollutant for which the water body is already impaired? Yes, San Francisco Bay Lower is on the 303d list. However, the site will not contribute to an increase of any pollutant for which the water body is already listed.
7. Would the proposed project have a potential significant environmental impact on surface water quality, to marine, fresh, or wetland waters? No, the site will be designed in accordance with the San Mateo County C.3 guidelines. Runoff from impervious surfaces will be treated before discharging to the city's drainage system.
8. Would the proposed project have a potentially significant adverse impact on ground water quality? ~~No, the site will be designed in accordance with the San Mateo County C.3 guidelines. Runoff from impervious surfaces will be treated before discharging to the city's drainage system and the project will not incorporate infiltration BMPs~~
9. Will the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses? No
10. Will the project impact aquatic, wetland, or riparian habitat? No

Sewer: Expected daily sewer discharge 47,600 gpd (Daly Average) 66 gpm (Peak)

Source of wastewater discharge on site (i.e. restrooms, restaurants, laboratory, material processing, etc.)
Restrooms, sinks, laboratories, MEP rooms

General:

Are the following items applicable to the project or its effects? Provide attachment to explain nature of all items checked 'yes'.

Change in existing features of any bays, tidelands, beaches, or hills, or substantial alteration of ground contours.

Change in scenic views or vistas from existing residential areas or public lands or roads.

Change in pattern, scale or character of general area of project.

Significant amounts of solid waste or litter.

Change in dust, ash, smoke fumes or odors in vicinity.

Change in bay, lagoon, stream, channel or groundwater quality or quantity, or alteration of existing drainage patterns.

Substantial change in existing noise or vibration levels in the vicinity (during construction and/or during operation).

Site on filled land or on slope of 10 % or more.

Use or disposal of potentially hazardous materials, such as toxic substances, flammable materials or explosives.

Substantial change in demand for municipal services (police, fire water, sewage)

Substantial increase in fossil fuel consumption (oil, natural gas, etc.).

Relationship to a larger project or series of projects.

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

CERTIFICATION

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Date September 10, 2021 Signature _____



City of Burlingame Climate Action Plan Consistency Checklist for New Development

The purpose of this Checklist is to ensure that development projects comply with Burlingame's 2030 Climate Action Plan Update (CAP) and may be eligible for streamlining the greenhouse gas (GHG) analysis for California Environmental Quality Act (CEQA) review.

The Checklist applies to projects 10,000 sq. ft. and larger and/or six units or more. To be considered consistent with Burlingame's CAP, projects must comply with the land use designations in Burlingame's General Plan and implement at minimum the required CAP measures listed in the Checklist. Projects may then rely on the City's CAP and related environmental review for the impact analysis of GHG emissions, as allowable under CEQA.

The Checklist contains measures from the CAP that pertain to new development. Each measure is noted as either required or voluntary. Required measures are mandated by local or state ordinances. The voluntary measures represent goals of the City and projects are encouraged to address them.

Proposed project that require a General Plan amendment or rezoning and/or do not address the required measures may have to prepare a project-specific GHG analysis and identify appropriate mitigation measures.

Burlingame's Climate Action Plan: <https://www.burlingame.org/departments/sustainability/>

Burlingame's General Plan: <https://www.burlingame.org/departments/planning/>

Burlingame's Reach Codes: www.burlingame.org/reachcode

For questions regarding this Checklist or the CAP, please contact Sigalle Michael, Sustainability Coordinator at smichael@burlingame.org

Contact Information

Project Name: 620 Airport Boulevard

Property Address: 620 Airport Boulevard, Burlingame, CA 94010

If a consultant was used to complete this checklist, please provide their contact information:

Consultant Name & Company: DGA, Karen Cribbins-Kuklin

Consultant Phone & Email: 415-312-1908; kkuklin@dga-mv.com

Project Information

Proposed land use (residential, commercial, industrial, mixed use, or other): Commercial lab/office

Brief project description: 2, 8-story buildings over 2 levels of podium parking for lab/office tenant

Project size (sq. ft. and/or unit size): 483,380 GSF

Is the proposed project seeking a General Plan amendment or rezoning? ☐ Yes ☒ No

If yes, briefly explain why: Not required

Climate Action Plan Measure	Project Compliance
REQUIRED MEASURES	
<p>Green Building Practices and Standards (CAP Measure 11): Support, enforce, and expedite green building practices and standards.</p> <p>Burlingame's reach codes: www.burlingame.org/reachcode</p>	<p><u>Required Measure</u> Does the project comply with the City's green building requirements in the reach codes? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Will the project request any exceptions? If so, briefly explain. N/A</p>
<p>Alternatively-Powered Residential Water Heaters (CAP Measure 15): Support transition from traditional to solar and electrically powered water heaters.</p> <p>Burlingame's reach codes: www.burlingame.org/reachcode</p>	<p><u>Required Measure</u> Does the project include a solar or electrically powered water heater as required in the reach code?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>Solar Power (CAP Measure 14): Encourage installation of photovoltaic systems.</p> <p>Burlingame's reach codes: www.burlingame.org/reachcode</p>	<p><u>Required Measure</u> Does the project include a photovoltaic system as required by CALGreen and/or the City's reach code?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>Electric Vehicle Infrastructure and Initiatives (CAP Measure 6): Support the electric vehicle (EV) network by incentivizing use of EVs and installations of charging stations.</p> <p>Burlingame's reach codes: www.burlingame.org/reachcode</p>	<p><u>Required Measure</u> Does the project comply with the City's EV charging requirements in the reach code? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>List total number and type of EV chargers to be installed: 47-dual electric vehicle chargers</p>
<p>Zero Waste (CAP Measure 18): Reduce organic and recyclable materials going to the landfill and achieve the City's diversion goals.</p>	<p><u>Required Measure</u> Does the project include facilities for collecting recycling and composting?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Describe any composting and recycling strategies used in the project : Trash receptacles for tenants by type: recycling, compostables, landfill. Dumpsters for same types.</p>

<p>Transportation Demand Management (TDM) (CAP Measure 2): The City shall require new multi-unit residential developments of 10 units or more and commercial developments of 10,000 sq. ft. or more to incorporate TDM strategies that reduce trip generation rates below the standard rate published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual (10th edition), or other reputable source. TDM measures may include but are not limited to: shuttles, carpool, transit incentives, and car and/or bike share programs. Residential projects of 100 units or more and commercial projects of 100,000 sq. ft. or more shall have a designated TDM coordinator and provide a report to city staff annually on the effectiveness of the TDM plan.</p> <ul style="list-style-type: none"> GreenTRIP: http://www.transformca.org/landing-page/greentrip City/County Association of Governments of San Mateo County, http://ccag.ca.gov/programs/transportation-programs/transportation-demand-management/ City of San Francisco TDM Tool, https://sfplanning.org/resource/transportation-demand-management-tdm-tool 	<p>1. Will the project have a TDM program that meets the 20% reduction in trip generation rates when compared to standard ITE trip generation rates?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>2. Briefly describe the project's TDM Plan:</p> <p>Access to CCAG shuttle Caltrain - Burlingame, Millbrae Stations BART - Millbrae Station SMTA bus line Transportation Coordinator by tenants Bike lockers, racks, showers & changing rooms</p>
<p>Parking Pricing, Parking Requirements, and Creative Parking Approaches (CAP Measure 7): Implement parking reduction strategies including, but not limited to, parking lifts, shared parking, and unbundling of parking costs.</p>	<p>Required Measure</p> <p>Does the project meet the parking requirements in the zoning code or TDM plan as applicable?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA</p> <p>Describe any parking reduction strategies used in the project:</p> <p>Potential for shared parking with neighboring hotel to the east to take advantage of lighter day parking at hotel</p>
<p>VOLUNTARY MEASURES</p>	
<p>Peninsula Clean Energy ECO100 (CAP Measure 13): Increase enrollment in PCE's standard option, ECOplus, for 100% GHG free energy; or PCE's premium option, ECO100 for 100% renewable energy.</p> <p>https://www.peninsulacleanenergy.com/opt-up/</p>	<p>Voluntary Measure</p> <p>Will the project enroll in PCE? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Which PCE option, ECOplus or ECO100?</p> <p>TBD</p>

<p>Complete Streets (CAP Measure 3): Develop a network of complete streets that support pedestrian and bicycle accessibility.</p>	<p><u>Voluntary Measure</u></p> <p>Does the project include on-site pedestrian, transit, or cycling improvements, such as enclosed bike storage or employee showers?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA</p> <p>What is the project's walkscore (www.walkscore.com)? 65</p> <p>Describe any pedestrian/bicycle friendly measures used in the project:</p> <p>Class 1 and 2 bike storage provided. Showers and Changing Rooms. Access to Bay Trail with site amenities such as seating, landscape and shade.</p>
<p>Burlingame Shuttle Service (CAP Measure 8): Increase awareness and use of local shuttles.</p> <p>Burlingame shuttle map: https://www.burlingame.org/departments/sustainability/shuttles.php</p>	<p><u>Voluntary Measure</u></p> <p>Is the project located near a shuttle station?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>How will shuttle information be distributed to occupants?</p>
<p>Water Conservation for New Residential Developments (CAP Measure 17): Implement water conservation elements beyond CALGreen requirements, such as efficient landscaping and Energy Star rated appliances.</p> <p>Water Conservation Resources, https://www.burlingame.org/departments/public_works/water_conservation/index.php</p>	<p><u>Voluntary Measure</u></p> <p>Does the project use Energy Star® rated dishwashers and clothes washers or go beyond CALGreen?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> NA</p> <p>Describe any water conservation elements in the project:</p> <p>Drought tolerant landscape plantings and drip irrigation systems as required.</p>
<p>Construction Best Management Practices (CAP Measure 10): Require projects to implement the Air District's Best Practices for Construction; and use electrically-powered construction equipment as available and feasible.</p>	<p><u>Voluntary Measure</u></p> <p>Will the project use any electric off-road construction equipment?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, describe what electric construction equipment will be used:</p> <p>lifts, small vehicles</p>

<p>Increase the Public Tree Population (CAP Measure 20): Increase the number of trees in Burlingame.</p>	<p><u>Voluntary Measure</u> Will the project be adding new trees? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA</p> <p>How many trees will be planted in the public right-of-way (like sidewalks)? 90-trees (on CA State Lands/ Bay Trail/ Public Right-of-Way How many trees will be planted on private property? 48-trees</p>
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Memorandum

Date: January 23, 2023

To: Connor Tutino and Akoni Daniels

From: Molly Sun and Eric Womeldorff, Fehr & Peers

Subject: Bayfront Land Use Equivalency Analysis Findings

SF22-1253

Introduction

The Burlingame Model was used to prepare the City of Burlingame's General Plan 2040 EIR and forecasted land use changes that would lead to approximately 700,000 additional square feet of office land uses in the Bayfront Area by 2040.¹ As of October 2022, approved projects in Burlingame would lead to approximately additional 650,000 square feet of office land uses in the Bayfront Area, leaving little room for future office development. However, there has been less commercial development in the Bayfront Area than anticipated in the General Plan 2040 such that transportation impacts associated with the present development may be within the overall impacts evaluated by the General Plan 2040 EIR.

Fehr & Peers has developed a methodology to determine whether and to what extent altering the land use mix between commercial and office land uses in the Bayfront Area would have transportation impacts under the California Environmental Quality Act. Specifically, this methodology evaluates whether a development project would have new or more severe transportation impacts than those evaluated in the General Plan 2040 EIR. The methodology identifies the change in daily and PM peak hour vehicle trips associated with altering the mix of commercial land uses and office land uses in the Burlingame Bayfront Commercial District and the related effects to intersection operations² and VMT in the Bayfront Area.

This methodology was used to analyze the transportation impacts for the proposed 484,000 square foot office project at 620 Airport Boulevard ("Project"). The analysis finds that there are no new or peculiar impacts associated with the Project that were not adequately analyzed in the

¹ As compared to existing uses at the time General Plan 2040 was developed.

² Intersections for this analysis were selected based on their inclusion in the General Plan 2040 EIR. As LOS is not considered an impact under CEQA, intersection delay is presented for informational purposes only



General Plan 2040 EIR even though the Project adds more office square footage to the Bayfront Area than the General Plan 2040 EIR originally anticipated.

Job & Vehicle Trip Equivalency Analysis

Land Use

The General Plan 2040 EIR evaluated the potential transportation impacts of the buildout of the Bayfront Area under the General Plan 2040 based on a mix of commercial and office uses, totaling 0.64 million square feet of commercial use and 1.60 million square feet of office use. Given that the Bayfront Area has approved and proposed office projects that may exceed the amount of office uses evaluated in the General Plan 2040 EIR, and given that there has been significantly less commercial use buildout in the Bayfront Area, the City has requested that Fehr and Peers evaluate whether a land use mix with more office uses – specifically, the office uses associated with the Project – could cause new or more significant impacts than the land use mix evaluated in the General Plan 2040 EIR.

Fehr and Peers established a development baseline for the Bayfront Area by documenting the land use changes that were approved in Burlingame's 2040 General Plan and Bayfront development that has already been approved, shown in **Table 1**. The Project would add 484,000 square feet of office space to the Bayfront. As shown in Table 1, this would lead to 434,000 more square feet of office development than was evaluated in the General Plan 2040 EIR for the Bayfront.

Table 1. Planned Development in Burlingame's Bayfront Area (Square Feet)

	Commercial	Office	Industrial	Hotel	Institutional	Total
2040 General Plan - Net Change in SF	340,260	694,490	-30,320	-186,840	0	817,580
(Approved Development ³)	67,300	645,080	0	-153,680	0	558,710
620 Airport Boulevard	0	484,000	0	0	0	484,000
Remaining Developable Square Feet	272,960	-434,560	-30,320	-33,160	0	-225,120

Source: Fehr & Peers, 2022

Jobs

Fehr & Peers converted the remaining developable square feet in Burlingame's Bayfront to jobs using the job conversion rates used to prepare Burlingame's 2040 General Plan, shown in **Table 2**.

³ List of Approved Projects in Appendix As



As shown in **Table 3**, accounting for the Project, there would be 1,580 more office jobs than evaluated in General Plan 2040 EIR for the Bayfront.

Table 2. Job Conversion Rates

Land Use	Square Feet per Employee
Industrial	800
Office	275
Retail	400
Institutional	875
Hotel (Gross SF per room)	882

Source: Burlingame General Plan 2040

Table 3: Jobs in Burlingame's Bayfront Area Evaluated in the General Plan 2040

	Commercial	Office	Industrial	Hotel	Institutional	Total
General Plan 2040	851	2,525	-61	-212	0	3,104
(Approved Development)	168	2,346	0	-174	0	2,340
620 Airport Boulevard	0	1,760	0	0	0	1,760
Remaining Jobs	682	-1,580	-61	-38	0	-996

Source: Fehr & Peers, 2022

Note: Some totals may not sum correctly due to rounding.

Vehicle Trips

The 11th Generation of the ITE Trip Generation Manual was used to project the number of vehicle trips that would be generated by Bayfront land uses evaluated in the General Plan 2040 daily and during the PM Peak Hour.⁴ The results of this analysis are shown in **Table 4** and were used to determine the number of daily and PM Peak vehicle trips per job shown in **Table 5**.

As shown in Table 5, one commercial job generates 21.8 trips daily while one office job generates 3 daily trips. As a result, and as shown in **Table 6**, using daily vehicle trips/job, the analysis determined that 7.3 office jobs would generate the same number of daily vehicle trips as one commercial job.

⁴ Industrial, Hotel, and Institutional land uses are not considered in this portion of the analysis as these land uses are planned to decrease in size in the Bayfront Area per the General Plan 2040 and therefore are not expected to generate new vehicle trips.



Applying the same analysis to the PM Peak period where one commercial job generates 2.6 trips and one office job generates 0.4 trips, the analysis found that 6.7 office jobs would generate the same number of PM Peak hour vehicle trips as one commercial job.

Table 4. ITE Trip Generation of 2040 Development in Burlingame's Bayfront Area

	Daily Trips		PM Peak Trips	
	Commercial ¹	Office ²	Commercial	Office
General Plan 2040 (KSF)	340	694	340	694
Vehicle Trip Rate (per KSF)	54.45	10.84	6.59	1.44
Vehicle Trips³	18,527	7,528	2,242	1,000

Source: Fehr & Peers, 2022

Notes:

1. ITE Land Use Code 822
2. ITE Land Use Code 710
3. Daily trips are presented as trips/day, PM Peak trips are represented as trips/hour

Table 5. Vehicle Trips per 2040 Jobs in Burlingame's Bayfront Area

	Daily Trips		PM Peak Trips	
	Commercial	Office	Commercial	Office
Vehicle Trips ¹	18,527	7,528	2,242	1,000
Jobs	851	2,525	851	2,525
Vehicle Trips/Job¹	21.8	3.0	2.6	0.4

Source: Fehr & Peers, 2022

1. Daily trips are presented as trips/day, PM Peak trips are represented as trips/hour

Table 6. Daily and PM Peak Job Equivalency Rates

	Daily Trips			PM Peak Trips		
	Commercial [A]	Office [B]	Office Jobs per Commercial Job [A/B]	Commercial [A]	Office [B]	Office Jobs per Commercial Job [A/B]
Vehicle Trips/Job ¹	21.8	3.0	7.3	2.6	0.4	6.7

Source: Fehr & Peers, 2022

1. Daily trips are presented as trips/day, PM Peak trips are represented as trips/hour



Land Use/Jobs Equivalency Analysis

As shown in **Table 3**, the Project is expected to lead to 1,580 more office jobs in the Bayfront area than were evaluated in the General Plan 2040 EIR. However, at present there are 682 fewer commercial jobs in the Bayfront area than were evaluated in the General Plan 2040 EIR, so the potential transportation impacts associated with the increase in office jobs may be offset by the lack of commercial jobs such that overall impacts are within those previously evaluated.

To evaluate potential impacts of the proposed Project's office uses against the mix of office and commercial uses which were evaluated in the General Plan 2040 EIR, Fehr and Peers used the following equivalency rates calculated in Table 6: 1 commercial job as equivalent to 7.3 office jobs (daily trips) and 1 commercial job as equivalent 6.7 office jobs (PM Peak trips).

As shown in **Table 7**, using daily vehicle trip rates, the 1,580, office jobs that would be generated by the Project are equivalent to 216 commercial jobs or 86,400 square feet of commercial space.⁵ This is within the limits of the commercial buildout anticipated by and evaluated in the General Plan 2040 EIR.⁶

Table 7: Commercial Job to Office Job Equivalency in Burlingame's Bayfront Area

	Excess Office Jobs [A]	Office Jobs per Commercial Job [B]	Commercial Job Equivalent [A/B]	Remaining Commercial Jobs
620 Airport Boulevard (Daily)	1,580	7.3	216	466
620 Airport Boulevard (PM Peak)	1,580	6.7	237	445

Source: Fehr & Peers, 2022

Using PM Peak vehicle trip rates, the 1,580 office jobs that would be generated by the project are equivalent to 237 commercial jobs or 94,800 square feet of commercial space,⁷ which is within the limits of the commercial buildout anticipated by and evaluated in the General Plan 2040 EIR.

Traffic Analysis

Fehr & Peers performed an intersection operations analysis to evaluate the Project's consistency with levels of service identified in the General Plan 2040.⁸ The four Project intersections included in the traffic analysis are listed below and were also analyzed in the General Plan 2040.

⁵ 216 commercial jobs * 400 square feet of commercial space per employee = 86,400 square feet

⁶ See Table 1, the General Plan 2040 EIR evaluated 340 KSF of commercial space in the Bayfront

⁷ 237 commercial jobs * 400 square feet of commercial space per employee = 94,800 square feet

⁸ As LOS is not considered an impact under CEQA, intersection delay is presented for informational purposes only



1. Airport Boulevard & Anza Boulevard
2. Broadway & Airport Boulevard & Old Bayshore Highway
3. Broadway & US-101 Southbound Ramps
4. Airport Boulevard & US-101 Northbound Ramps

Trip Distribution

To determine the effect of the change in land use mix identified in the above analysis, Fehr & Peers reviewed the difference in the distribution of inbound and outbound commercial and office vehicle trips during PM Peak using the 11th Edition of the ITE Trip Generation Manual. During PM Peak, commercial vehicle trips are evenly split between inbound and outbound vehicle trips while office trips are more heavily weighted towards outbound vehicle trips, as shown in **Table 8**.

Table 8: Trip Distribution for Office and Commercial Trips

Jobs	PM Peak Trips/Job	Trips	% In	% Out	In	Out	
Office	1,580	0.4	632	0.17	0.83	107	525
Commercial ⁹	237	6.7	632	0.50	0.50	-316	-316
Net Change in Trips (Office – Commercial)						-209	209

Source: Fehr & Peers, 2022

As the General Plan 2040 anticipated commercial development in the Bayfront Area, commercial vehicle trips are considered in the General Plan's 2040 intersection operations analysis. To analyze the effect of a different mix of commercial and office land uses than were previously evaluated in the General Plan 2040 EIR, commercial vehicle trips associated with the change in land use mix were removed from the 2040 intersection PM peak hour volumes while office vehicle trips associated with the change in land use mix were added to the 2040 PM peak hour intersection volumes. As shown in **Table 8**, 316 inbound commercial vehicle trips and 316 outbound commercial vehicle trips were removed from the 2040 intersection volumes, while 107 inbound office trips and 525 outbound office trips were added to the 2040 intersection volumes.

Trip Assignment

Since the land use mix being evaluated is within a single TAZ, it was assumed that commercial trips and office trips follow an identical trip assignment pattern. The trip assignment pattern was determined (and can be found in) as part of the 620 Airport Boulevard Transportation Impact Analysis (TIS) report.

⁹ Uses ITE Land Use Code 822: Strip Retail Plaza



LOS Analysis

Table 9: Intersection Operations Analysis

	General Plan 2040		Revised General Plan 2040		
	Delay	LOS	Added Delay	Delay	Revised LOS
1. Airport/Anza	45.5	D	4.7	50.2	D
2. Airport/Broadway/Old Bayshore	21.0	C	0.0	21.0	C
3. Broadway/US-101 SB	20.3	C	-2.7	17.6	B
4. Airport/US-101 NB	18.2	B	0.0	18.2	B

Source: Fehr & Peers, 2022

The results of the traffic analysis¹⁰ are shown in **Table 9**. They show that the proposed Project would not materially worsen level of service (LOS) at any of the four Project intersections and would lead to an improvement in LOS at the Broadway/US-101 Southbound intersection.

VMT Analysis

It is not expected that the change in land use composition from the Project would lead to a significant VMT impact.

The Project is located in TAZ 1949, which is shown in **Figure 1**. As shown in **Figure 2**, the entirety of this TAZ is served by Commute.org's Burlingame Point shuttle which runs along Airport Boulevard and operates on 15-minute service intervals during peak periods.

Figure 1: TAZ 1949



Source: C/CAG VMT Estimation Tool

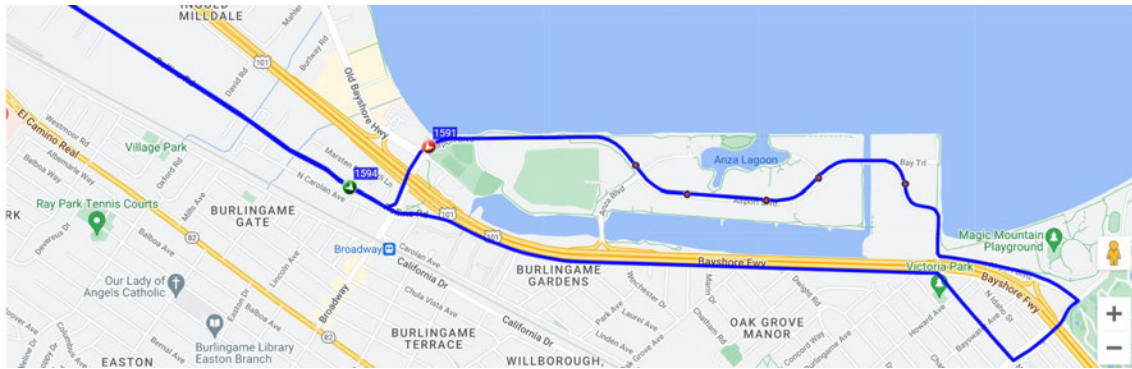
¹⁰ The intersection analysis/files developed as part of the General Plan 2040 EIR were not available to Fehr & Peers. As such, we determined the difference in intersection operations at the study intersections using traffic analysis files developed as part of the 620 Airport Boulevard TIS and then applied the difference in results to the General Plan 2040 results to make our determinations, as shown in Table 8.



Generally, projects within ½ mile of a stop along an existing “high quality transit corridor” should be presumed to cause less-than-significant VMT impact,¹¹ where a “high quality transit corridor” is defined as corridor with fixed-route bus service with service intervals no longer than 15 minutes during commute hours.

The Project site is located within a ½ mile of Commute.org’s Burlingame Point shuttle, which operates on 15-minute headways. As such, the Burlingame Point shuttle which serves projects in TAZ 1949 meets the “high-quality transit corridor” criteria and VMT impacts from the Project would be presumed to be less than significant.

Figure 2: Burlingame Point Shuttle Route



Source: Commute.org

¹¹ CEQA Guidelines Section 15064.3, subdivision (b) (1)

Appendix A: List of Approved Development in Burlingame's Bayfront Area

Project	Existing Square Feet			Proposed Square Feet			Net Square Feet		
	Office	Commercial	Other	Office	Commercial	Other	Office	Commercial	Other
Top Golf	0	0	0	0	71,020	0	0	71,020	0
1214 Donnelly Avenue	0	0	0	0	4,700	0	0	4,700	0
30 Ingold Road	65,250	0	0	0	4,060	0	-65,250	4,060	0
220 Park Road	0	0	0	139,940	12,400	0	139,940	12,400	0
567 Airport Boulevard	0	0	0	241,680	0	0	241,680	0	0
777 Airport Boulevard	0	3,720	153,680	403,400	0	0	403,400	-3,720	-153,680
Total	65,250	3,720	153,680	785,020	92,180	0	719,770	88,460	-153,680



P. O. Box 620292
Woodside, CA 94062-0292
August 11, 0322

Andrea Gaffney
Senior Bay Development Design Analyst
San Francisco Bay Conservation & Development Commission
375 Beale St., Suite 510
San Francisco, CA 94105

Email: andrea.gaffney@bcdc.ca.gov>

Re: 620 Airport Boulevard Commercial Development for the August 15, 2022 Design Review Board Meeting

Dear Ms. Gaffney:

Sequoia Audubon Society of San Mateo County is the local chapter of the National Audubon Society. We advocate for the protection and preservation of San Francisco Bay habitats and its ecosystem which support millions of waterfowl and shorebirds using the Pacific flyway as well as a myriad of local species dependent on these habitats. Migratory land birds also use habitat near the shoreline as seen, for example, at the nearby Coyote Point Recreation Area.

We are in an era of change related to the warming climate which is causing stress and hazard for human and wildlife populations and their habitats. BCDC policies and practice were born in a different age. BCDC has been adapting its strategies: "Adapting to sea level rise will require a broad range of planning, policy, community, and project decisions that promote the protection of people, infrastructure, and natural systems."¹ We focus our comments on the natural systems

¹ Bay Conservation and Development Commission *Bay Adapt Joint Platform Executive Summary*
https://www.bayadapt.org/wp-content/uploads/2022/01/BayAdapt_JointPlaform_Final_Oct2021.pdf

consistent with the Design Objective: “Ensure that public access is COMPATIBLE WITH WILDLIFE through siting, design, and management strategies.”²

As the Design Review Board (DRB) panel considers access to the features of the natural and built environment, we hope the panel will agree with these principles:

- For all people, the experience of being near nature has mental health benefits.
- For many people who use the Bay Trail, there is a deep appreciation for the diversity of wildlife and knowing that every effort is being made to protect those resources.
- For all of us, natural systems provide ecosystem services whether we observe them or not.

We urge that for every project going forward, the DRB should incorporate these environmental values into their evaluations and comments on public access. “Maximum” may not mean maximum human footprint, energy, and alteration. It can mean maximum natural experience. Environmental protection should be part of the DRB’s mission to “to achieve a high level of design quality in waterfront development.”

Our conclusion at this point is that the 620 Airport Boulevard application needs work to become an environmentally appropriate design. Our specific comments relating to this application are:

The bay shoreline along the 620 Airport site is among the most barren stretches of Anza Lagoon. Elsewhere along the lagoon there is nascent native intertidal and edge vegetation suggesting that restoration of bay habitat is a realistic and useful environmental enhancement.

The design’s roads and buildings encroach on the area designated for shoreline planning in the Burlingame shoreline ordinance: “Buffer zones extending 100 feet inland from the San Francisco Bay Shoreline are intended to provide an area to accommodate and maintain built and natural shoreline infrastructure for sea level rise protection, environmental enhancement, and public access trails.”³ All roadway, building, and parking should be located outside the 100-foot zone. The use of rip rap along this shoreline is an unnecessary and inappropriate use of the Buffer Zone where there is space for a natural habitat progression. There are many alternatives to consider.⁴

The applicant should consider an alternative on the broad point where the elevations are lowest along Anza Lagoon. This area can be planned for native habitat that can adapt naturally as sea level rises. To accommodate this habitat patch, the trail can be routed towards the edge of the buffer zone farthest from the current shoreline. Such a plan is consistent with the ideas

² Staff report: <https://bcdcc.ca.gov/drb/2022/08-15-Office-Research-Development-at-620-Airport-Boulevard-City-of-Burlingame.pdf>

³ Burlingame Zoning Ordinance, “Burlingame Municipal Code Title 25”, 25.12.050 – Public Access, Flood and Sea Level Rise Performance Guidelines, City of Burlingame, 501 Primrose Road, Burlingame, CA 94010, December 6, 2021

⁴ Some alternatives are described in Newkirk, Sarah, et al. "Toward Natural Shoreline Infrastructure to Manage Coastal Change in California. A Report for California's Fourth Climate Change Assessment" (2018).

recommended for this area in the SFEI's San Francisco Bay Shoreline Adaptation Atlas.⁵ On page 176 (OLU 27), SFEI recommends "Migration space preparation" for the low areas around Anza Lagoon. This action would also be consistent with the State Land Commission's Strategic Plan which includes: "Prioritize the use of sovereign lands where appropriate for open space, wetlands, riparian habitat and habitat preservation, restoration, and enhancement".⁶

We appreciate the attention to bird safe design on the Exhibits page 28, and believe additional detail and thoroughness is needed on this topic. We are not sure about the use of the term opacity 45% in the Exhibit. Reflectivity of 25% and Threat Factor of 20-30% seems appropriate in areas where migratory birds are present. The way threat factor is determined is in a wind tunnel and Threat Factor of 25 means 25% of the tested birds fly into the glass; therefore, the additional protections mentioned are important, too.⁷ We don't believe there should be any untreated clear glass in the building. The applicant does not mention the need to prohibit sight lines through glass at corner offices which gives a false impression to birds that there is a path through the building.

Interior lights should be turned off after dark, unless in use. Motion detectors should be the norm. This will help prevent birds from being attracted to the lights, becoming disoriented. This can be the case during migration when normally diurnal birds will migrate during the night,

Exterior lights on buildings, and lights for parking lots and walkways, should be "down-lighted".

- Only be on when needed
- Only light the area that needs it
- Be no brighter than necessary
- Minimize blue light emissions
- Eliminate upward-directed light

The Bay Trail should not be lit as it is near bay habitat. There may be urban circumstances where lighting is needed for safety, and then it should be downlighted and focused to prevent light trespass into habitat.

We are concerned about litter blowing into the bay around picnic areas. Perhaps there are appealing designs of wind fences that can capture flying litter for maintenance removal. In general, it seems appropriate to locate picnic areas as far from the shoreline as possible given the strong prevailing winds and the effects of tall buildings on wind forces.

Related to wind and shading, the applicant does not appear to have submitted an analysis of natural factors, including wind, sun, shade, soils, and topography as required by the DRB. Given the height of the buildings, shading of public access areas as well as shoreline habitat are impacts to consider.

⁵ SFEI and SPUR. 2019. *San Francisco Bay Shoreline Adaptation Atlas: Working with Nature to Plan for Sea Level Rise Using Operational Landscape Units*. Publication #915, San Francisco Estuary Institute, Richmond, CA.

⁶ State Lands Commission Strategic Plan 2016-2020, adopted on December 18, 2015.

⁷ See <https://abcbirds.org/glass-collisions/architecture-planning/>

[https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide LINKS.pdf](https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide_LINKS.pdf) .

We appreciated the historic maps and content presented on page 3 of the exhibits. As can be seen in the upper right view, Burlingame once had extensive wetlands that have been filled. It is appropriate to enhance and restore bayland habitat wherever possible in Burlingame.

Thank you for considering our comments.

Sincerely,

Chris MacIntosh, Chair
Leslie Flint
Rick Johnson
Sequoia Audubon Society Conservation Committee

Cc: Catherine Keylon, Senior Planner, Burlingame Planning Department

THE SAN FRANCISCO Peninsula

September 21, 2022

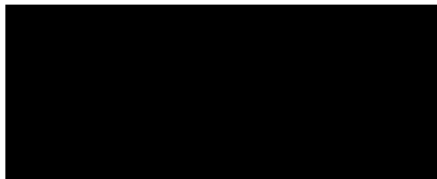
Dear Chair Gaul, Vice Chair Pfaff, and Members of Planning Commission.

I am writing you regarding the proposed office development at 620 Airport Boulevard in Burlingame. Airport Boulevard and the surrounding Anza area have far too many underutilized parking lots and needs improvement. A new office development that will bring over a thousand new jobs to Burlingame will serve the community and the local businesses by encouraging tourism, conventions, and regional commerce. It has the potential to elevate the stature of our City to be a hub for innovation companies.

Several of our hotel general managers and I have met with representatives from Vassar Properties to learn more about the prospective project for which they are seeking approval. As presented, the project will reinvigorate the neighborhood through job creation, bring patrons for local businesses, create demand for hotel room nights, and encourage conventions throughout the region. Further, the project's generous improvements to the shoreline and creation of a one-acre park will encourage local enjoyment of the beautiful nature this side of Burlingame has to offer.

In conclusion, this proposed development will help elevate the Burlingame Bayfront and support local businesses. We support this project and encourage the Planning Commission and Council to continue the discussion with Vassar Properties with the ultimate goal of constructing a high-quality office project for the community.

Sincerely,



John M. Hutar
President and CEO

CD/PLG-Catherine Keylon

Subject: FW: Public Comment for 620 Airport Boulevard Commercial Development in the City of Burlingame

From: Anthony Montes [REDACTED]
Sent: Monday, September 26, 2022 4:11 PM
To: Public Comment <publiccomment@burlingame.org>
Subject: Public Comment for 620 Airport Boulevard Commercial Development in the City of Burlingame

Hello,

I am writing to share a comment the Silicon Valley Bike Coalition has regarding the proposed development on 620 Airport Boulevard.

My name is Anthony Montes and I'm a community organizer in the North San Mateo County area working with residents and employees to create safer and more just communities by making bicycling safe and accessible for everyone.

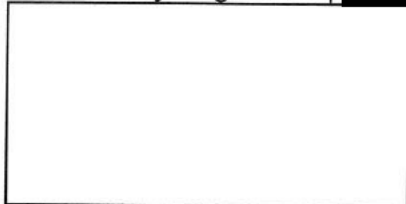
Vassar's proposed development of two life science facilities would have a positive impact on the current condition of the Bay Trail and would welcome the proposed improvements the plan outlines to the trail. The Bay trail is one of the most popular Class 1 shared-use trails in the area and our supporters and their communities would greatly benefit from its improvement.

Our only concern with the development is the estimated 860 vehicle parking spots the parking garage is slated to have. We hope all interested stakeholders find ways to reduce traffic in the area, including working with the city to lower its parking minimum requirement, or establishing a shuttle service to and from the nearest transportation hub to encourage employees to use active transportation and public transportation methods.

Thank you for your time and consideration. Please feel free to reach out if you have any questions.

Best,

Anthony Montes | he/him/his
Community Organizer | [REDACTED]



Twitter @bikeSV | Instagram @bikesiliconvalley

[Donate to SVBC to make biking safer for everyone!](#)

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.


CD/PLG-Catherine Keylon

Subject: FW: Planning Commission Item 9e 620 Airport Blvd.

From: Athan Rebelos [mailto:
Sent: Monday, September 26, 2022 2:04 PM
To: Public Comment <publiccomment@burlingame.org>
Subject: Planning Commission Item 9e 620 Airport Blvd.

Hi,

I'm happy to see so much development along the bayfront. I want to advocate for small businesses. Burlingame is remarkable because we have many community-oriented businesses, from insurance agents to financial services, paratransit providers, spas, cafes, restaurants, pubs, local markets, and so on. I hope we can receive some assurance that these beautiful, large-scale developments will make their best effort to encourage and accommodate small businesses. Small businesses are vital to our community and our quality of life.

--
Athan Rebelos
CEO, Athan, LLC
Burlingame, CA


[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

CD/PLG-Catherine Keylon

Subject: FW: Agenda Item 9e. 620Airport Boulevard

From: Leslie Flint [mailto: [REDACTED]]
Sent: Monday, September 26, 2022 6:51 PM
To: Public Comment <publiccomment@burlingame.org>
Subject: Agenda Item 9e. 620Airport Boulevard

To Planning Commissioners and Staff:

I am a member of the Conservation Committee of Sequoia Audubon society which is the San Mateo County chapter of the National Audubon Society. We have approximately 1400 members in San Mateo County.

It has been shown that over 100 million birds die annually from striking buildings with reflective transparent materials that cause collisions. Under the right conditions, even transparent glass on buildings can form a mirror, that can reflect the sky, clouds and nearby habitat.

This project's renderings show a hazardous element where trees and landscaping are visible through the glass at the ground floor - that area must include bird safety treatment.

The plans for this project show the use of 45% opaque glass. Other jurisdictions, such as Mountain View's North Bayshore Precise Plan, Cupertino and San Jose, look for 90% protection within 300-ft of a water feature and we encourage the developers to consider upgrading their plans..

Thank you for your consideration.

Leslie Flint, Sequioia Audubon Society

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.



Broadway Burlingame Business Improvement District
1169 Broadway, Burlingame, CA 94010;

May 24, 2023

Dear Chair Pfaff, Vice Chair Lowenthal, and Members of Planning Commission,

I am writing this letter on behalf of the Broadway Burlingame Business Improvement District to express our enthusiastic support for the proposed 620 Airport Life Science Office Project. As a neighboring community, we recognize the significant positive impact this project will have on the local economy, the well-being of our residents, and vitality of downtown Broadway.

One of the key benefits of the Offices at 620 Airport is the generation of new employment opportunities within our community. By attracting life sciences companies, this project will create a substantial number of jobs, providing a boost to the local economy. This development will also stimulate increased visitors, leading to more foot traffic for our local stores, including restaurants, salons, and our constituent businesses.

Moreover, the Project presents an opportunity to build a stronger and more self-sustaining local workforce. Instead of having to rely on other cities or commute long distances, Burlingame residents will have the chance to work closer to home. This will not only improve work-life balance for individuals but also contribute to the overall vitality of our community.

Finally, we are pleased to learn that the project aims to create additional public spaces for local residents to enjoy. These spaces will serve as valuable community assets, promoting social interactions, leisure activities, and a sense of place. By investing in the development of public areas, the Project will contribute to the overall livability and quality of life in Burlingame.

Thank you for considering our views and for your dedication to the growth and prosperity of Broadway. We look forward to the successful realization of 620 Airport Boulevard and stand ready to support its development in any way we can.

Sincerely,

President
Broadway Burlingame Business Improvement District

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME FINDING
THAT THE PROJECT DOES NOT REQUIRE FURTHER ENVIRONMENTAL REVIEW
PURSUANT TO PUBLIC RESOURCES CODE SECTION 21083.3 AND CEQA GUIDELINES
SECTION 15183 FOR TWO NEW 9-STORY OFFICE/RESEARCH AND DEVELOPMENT
BUILDINGS AT 620 AIRPORT BOULEVARD
(ASSESSOR PARCEL NO: 026-342-330)**

WHEREAS, on November 22, 2021, Boca Lake Office Inc. (“applicant”) filed an application with the City of Burlingame Community Development (“City”) – Planning Division requesting approval of the following requests:

- Environmental Review pursuant to CEQA Guidelines Section 15183;
- Commercial Design Review (Code Sections 25.12.060 and 25.68.020(C)(3)(a));
- Special Permit for building height greater than 65 feet (163.2 feet proposed) (Code Sections 25.12.030, Table 25.12-2 and 25.78.060(A)(2)); and
- Special Permit for Community Benefits for increased Floor Area Ratio for a Tier 3 project (3.0 FAR proposed) (Code Sections 25.12.030, Table 25.12-2, 25.12.040, and 25.78.070(A)).

WHEREAS, the City has determined the Project is subject to the environmental review requirements of the California Environmental Quality Act (“CEQA”) and its implementing guidelines (“CEQA Guidelines”); and

WHEREAS, the City finds that the Project does not require further environmental review pursuant to CEQA Guidelines Section 15183; and

WHEREAS, the Planning Commission held a duly noticed public hearing on June 12, 2023, to consider and receive public testimony on the project, including the proposed CEQA determination at issue.

NOW, THEREFORE, BE IT RESOLVED THAT the Planning Commission hereby finds and resolves as follows:

Section 1. The project does not require further review under CEQA pursuant to the streamlining provisions contained in Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

Section 2. Pursuant to the staff report and the attachments and exhibits thereto, including but not limited to the CEQA Review document/checklist, which are incorporated herein by reference, the Project would not result in any significant impacts that: 1) are peculiar to the project or project site; 2) were not identified as significant project-level, cumulative, or off-site effects in the General Plan EIR; or 3) were previously identified significant effects, which as a result of substantial new information that was not known at the time of the General Plan EIR was certified, are determined to have a more severe adverse impact than discussed in the

RESOLUTION NO. _____

General Plan EIR. As a result, pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183, the Project does not require further environmental review under CEQA.

Chair

I, _____, Secretary of the Planning Commission of the City of Burlingame, do hereby certify that the foregoing resolution was introduced and adopted at a regular meeting of the Planning Commission held on the 12th day of June, 2023 by the following vote:

Secretary

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME
APPROVING AN APPLICATION FOR COMMERCIAL DESIGN AND SPECIAL PERMITS
FOR HEIGHT AND DEVELOPMENT UNDER TIER 3/COMMUNITY BENEFITS FOR TWO
NEW 9-STORY OFFICE/RESEARCH AND DEVELOPMENT BUILDINGS AT
620 AIRPORT BOULEVARD
(ASSESSOR PARCEL NO: 026-342-330)**

WHEREAS, on November 22, 2021, Boca Lake Office Inc. (“applicant”) filed an application with the City of Burlingame Community Development Department (“City”) – Planning Division requesting approval of the following requests:

- Environmental Review pursuant to CEQA Guidelines Section 15183;
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- Special Permit for Community Benefits for increased Floor Area Ratio for a Tier 3 project (3.0 FAR proposed) (Code Sections 25.12.030, Table 25.12-2, 25.12.040, and 25.78.070(A)).

WHEREAS, on September 26, 2022, the Planning Commission conducted duly noticed public hearings (environmental scoping and design review study) to review two new, 9-story office/research and development buildings. At that time the Planning Commission requested additional information and direction was provided to the applicant regarding design modifications; and

WHEREAS, David J. Powers & Associates, Inc. was the consultant selected to prepare the environmental review of the application, and they prepared a CEQA checklist under Section 15183 of the California Environmental Quality Act (CEQA). This is based on an understanding that the proposed project is consistent with the updated Burlingame General Plan; and

WHEREAS, Following consideration of all information contained in the June 12, 2023 staff report to the Planning Commission regarding the project, all written correspondence, and all public comments received at the public hearing, the Planning Commission grants approval for two, new 9-story office/research and development buildings based on the following findings regarding the project entitlements:

Design Review Findings:

- That the proposed Office/R&D project is consistent with the General Plan designation of Bayfront Commercial and is in compliance with all applicable provisions of Title 25, with the exception of the Special Permit for Building Height and for Community Benefits for Increased Floor Area Ratio for a Tier 3 Project; that the project will be replacing a long-term airport parking lot and will provide a modern architectural style on a bay/lagoon fronting property; the new buildings will feature a variety of materials including high performance glass, clear glass, aluminum metal cladding, shadow boxes, mullion extension fins, louvers and mechanical roof screens, split face CMU, concrete/stone ledger veneer, stabilized crushed stone, cast in place concrete with integral color and exposed aggregate finish. The fins provide visual interest and will add detail to the structure;

these materials will blend with the existing office and hotel buildings in the area and will also be compatible with the newer buildings in the surrounding area.

- That as shown on the development table and on the proposed plans, the project will be constructed on a parcel that is adequate in shape, size, and topography to accommodate the proposed development.
- That the proposed project respects and promotes pedestrian activity in this district with the overall site design with the parking entrance located on the south side, not facing the street; there would only be a small number of surface parking spaces provided on-site that will be tucked at the rear of the building primarily serving Bay Trail users.
- That the project is designed and arranged to provide adequate consideration to ensure the public health, safety, and general welfare, and to prevent adverse effects on neighboring property in that the proposed project will encourage pedestrian activity through improvements to the sidewalk and streetscape on Airport Boulevard, including a new 26,000 SF public plaza with inviting night lighting and landscaping, and improvements to the Bay Trail. A continuous pedestrian path through the center of the site connects Airport Boulevard to the center plaza and then to the shoreline improvements.
- That the site is located on the southern portion of the Bayfront adjacent to a mix of hotels and office buildings. The building heights in this area include several hotels ranging from six to nine stories, a recently approved eight story office building that is currently under construction, a 13-story building that was approved at the end of 2022, and five to eight-story existing buildings located to the south of the project site. While the proposed project would consist of two 9-story buildings, it is adjacent to an existing 15-story hotel and will fit in to the mix fabric along Airport Boulevard. Therefore, it will be compatible with the mass and bulk of buildings in the area and will be consistent with the overall heights established in the General Plan and the Zoning Code.
- That the proposed on-site landscaping and off-site improvements, including the planting of 191 new trees on-site and off-site, will enhance this site that fronts on the Anza Lagoon and is prominently viewed from Highway 101 and Airport Boulevard. That the proposed project would significantly improve the pedestrian experience along Airport Boulevard and the pedestrian and bicyclist experience along the Bay Trail, provide substantial new amenities along the Bay Trail that would be accessible to the public, promote accessibility to the Bay Trail, and enhance shoreline resilience to and protection from sea-level rise.

Special Permit Findings – Building Height:

- That while the proposed two, 9-story buildings are a modification to the 65-foot height limit, the proposed project has been designed to respect and preserve the character of the Bayfront neighborhood in that the project site is located immediately adjacent to an existing 15-story hotel; while the new buildings at 9-stories will be a change to existing surface parking use on this site, the project has been designed to maintain view corridors with a large plaza between the two buildings. Given that below grade parking is not generally designed into Bayfront projects given geologic conditions, the on-site parking has been incorporated into the overall design resulting in the increased height; overall the height is in context with surrounding hotel and office buildings, with the upper limit being 15 stories.
- That the proposed project will not be detrimental or injurious to property or improvements in the vicinity and will not be detrimental to the public health, safety, general welfare or convenience, since it is well articulated and includes high quality materials and will be compatible with buildings in the area that range in from 5 to 15 stories in height; the proposed modification will allow additional height and result in a higher intensity office/research and development use that will allow the development to occur on a smaller footprint, which opens space for the development of

larger public amenities around the site with the public plaza and publicly accessible spaces that will be created with the redeveloped Bay Trail. The additional height will be consistent with existing character of the Bayfront district; that the proposed height of the building is consistent with the goals and policies of the Burlingame General Plan.

Special Permit Findings – Increased Floor Area Ratio with Approval of Community Benefits:

- That the proposed modification to standards respects and preserves the character of the neighborhood in which the project is located because the Tier 3 development for this project with increased floor area ratio (FAR) facilitates a design that accommodates greater open space and public improvements on-site that complement and also enhance proposed off-site public improvements as well; the proposed FAR is appropriate for this site given the site width and depth; the community benefits proposed improve the pedestrian experience along Airport Boulevard and the pedestrian and bicyclist experience along the Bay Trail, provide substantial new amenities along the Bay Trail that will be accessible to the public, promote accessibility to the Bay Trail, and enhance shoreline resilience to and protection from sea-level rise and therefore respect and preserve the character of the neighborhood in which the project is located.
- That the proposed project will not be detrimental or injurious to property or improvements in the vicinity and will not be detrimental to the public health, safety, general welfare or convenience because the 3.0 FAR is not anticipated to have any significant adverse impact on the environmental on surrounding properties sanitation, air quality, sewer or stormwater discharge, or water supply, and all public safety requirements will be addressed. The proposed development has been designed in compliance with all required setbacks and includes landscape buffers and pedestrian amenities that complement the building design.
- That the proposed height of the building and the additional development capacity, with a Tier 3 development at 3.0 FAR is consistent with General Plan goals and policies.

WHEREAS, said matters were heard by the Planning Commission of the City of Burlingame on June 12, 2023, at which time it reviewed and considered the staff report and all other written materials and testimony presented at said hearing;

NOW, THEREFORE, IT IS RESOLVED AND DETERMINED BY THIS PLANNING COMMISSION THAT:

Section 1. Said Commercial Design Review and Special Permits are approved subject to the conditions set forth in Exhibit "A" attached hereto. Findings for such Commercial Design Review and Special Permits are set forth in the staff report, minutes, and recording of said meeting.

Section 2. It is further directed that a certified copy of this resolution be recorded in the official records of the County of San Mateo.

Chair

I, _____, Secretary of the Planning Commission of the City of Burlingame, do hereby certify that the foregoing resolution was introduced and adopted at a regular meeting of the Planning Commission held on the 12th day of June, 2023, by the following vote:

Secretary

EXHIBIT "A"

Conditions of Approval for Commercial Design Review and Special Permits.

620 Airport Boulevard

Effective June 22, 2023

Page 1

1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped May 18, 2023, sheets A-1 - A-21, sheets EXH-01 - EXH-03, sheet C100-C302, sheets L0.00 – L2.02, sheet LPL.01 – LPL.02;
2. that prior to issuance of a building permit for construction of the project, the project construction plans shall be modified to include a cover sheet listing all conditions of approval adopted by the Planning Commission; which shall remain a part of all sets of approved plans throughout the construction process. Compliance with all conditions of approval is required; the conditions of approval shall not be modified or changed without the approval of the Planning Commission, or City Council on appeal;
3. that any changes to the size or envelope of building, which would include changing or adding exterior walls or parapet walls, or changes to building materials, exterior finishes, windows, architectural features, roof height, and amount or type of hardscape materials shall be subject to Planning Division or Planning Commission review (FYI or amendment to be determined by Planning staff);
4. that construction of the foundation systems for the building and parking garage shall not include pile driving;
5. that the conditions of the Building Division's March 14, 2023 memo, the Fire Division's March 27, 2023 memo, the Engineering Division's June 2, 2023 memo, the Parks Division's May 31, 2023 memo, and the Stormwater Division's May 31, 2023 memo shall be met;
6. that prior to issuance of a building permit for the project, the applicant shall pay in full the commercial linkage fee (final fee amount to be calculated based on the fee schedule in effect at the time the building permit is issued), made payable to the City of Burlingame and submitted to the Planning Division; fees shall be payable to the City of Burlingame and submitted to the Planning Division;
7. that prior to issuance of a building permit for the project, the applicant shall pay in full the Public Facilities Impact Fee (final fee amount to be calculated based on the fee schedule in effect at the time the building permit is issued), made payable to the City of Burlingame and submitted to the Planning Division; fees shall be payable to the City of Burlingame and submitted to the Planning Division;
8. that the project design measures outlined in the Water Supply Assessment, dated November 2022, prepared by EKI Environment & Water Inc., shall be included on the plans submitted to the Building Division; including installing purple piping in the frontage of the project site for future recycled water usage; implementing the Prescriptive Compliance Option of the Model Water Efficient Landscaping Ordinance (MWELo - see California Code of Regulations Title 23, Chapter 2.7, Appendix D); installing 100% WaterSense labeled products, as available; and Under Leadership in Energy and Environmental Design (LEED) certification, incorporate a minimum of four points under the Water Efficiency credit category;

EXHIBIT "A"

Conditions of Approval for Commercial Design Review and Special Permits

620 Airport Boulevard

Effective June 22, 2023

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9. that the project shall include the Transportation Demand Management Measures as proposed in the Transportation Demand Management Plan, prepared by Fehr & Peers, dated July 2022;
10. that a TDM annual report shall be prepared by a qualified professional and submitted to the City of Burlingame annually; with the initial, or baseline, commute survey report to be conducted and submitted one (1) year after the granting of a certificate of occupancy for 75 percent or more of the project and annually after that;
11. that the TDM annual report shall provide information about the level of alternative mode-uses and in the event a 20 percent reduction in trip generation compared to the standard rate estimated by the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition) is not achieved, the report shall explain how and why the goal has not been reached; in such a circumstance the annual report shall identify a work plan, to be approved by the City of Burlingame, which describes additional or alternative measures for implementation that would be necessary to enhance the TDM program to attain the TDM goal of 20 percent reduction in trip generation;
12. that the City may consider whether the employer/tenant has made a good faith effort to meet the TDM goals and may allow the owner a six-month "grace period" to implement additional TDM measures to achieve the 20 percent vehicle trip reduction;
13. that prior to the issuance of a certificate of occupancy, a covenant agreement shall be recorded office with the San Mateo County Assessor and Recorder's Office to provide constructive notice to all future owners of the property of any ongoing programmatic requirements that discloses the required Transportation Demand Management (TDM) provisions and any conditions of approval related herein to compliance and reporting for the TDM;
14. that if the project will utilize shuttles under the jurisdiction of the Peninsula Traffic Congestion Relief Alliance (Commute.org), the employer/tenant shall coordinate with Alliance staff;
15. that prior to issuance of a building permit for vertical construction, the project sponsor shall verify that the July 18, 2022, FAA Determination of No Hazard to Air Navigation for the project is still current and has not expired (January 18, 2024) and if expired, a new FAA Determination of No Hazard to Air Navigation shall be submitted to the City of Burlingame prior to building permit issuance for vertical construction;
16. that the applicant shall provide evidence of project approval for all Bay Trail improvement from the Bay Conservation and Development Commission (BCDC) prior to building permit issuance;
17. that a Protected Tree Removal Permit shall be required from the City of Burlingame Parks Division to remove any existing protected size trees on the subject property and that the project shall comply with the Tree Protection and Reforestation Ordinance adopted by the City of Burlingame and enforced by the Parks Department; complete landscape and

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irrigation plans shall be submitted at the time of building permit application for vertical construction and the street trees will be protected during construction as required by the City Arborist;

18. that the approximately 1.63 acres of off-site streetscape improvements (Community Benefit #2, #12, #13), abutting Anza Lagoon, shall be approved by the State Lands Commission (State of California - property owner) and the Bay Conservation and Development Commission (BCDC) prior to issuance of a building permit; this area shall be improved as shown on the plans date stamped May 18, 2023 and shall be maintained by the applicant;
19. that an Amendment to the entitlements approved herein shall be required if the approximately 1.63 acres of off-site streetscape improvements (Community Benefit #2, #12, #13), abutting Anza Lagoon, is not approved by the State Lands Commission (State of California - property owner) for lease by the applicant for the improvements per the plans dated May 18, 2023, since this area contains three of the Community Benefits allowing development of this under Tier 3;
20. that the applicant shall install shoreline infrastructure to the full elevation specified in the City of Burlingame Map of Future Conditions. However, in-lieu of installing shoreline infrastructure to the full elevation specified in the City of Burlingame Map of Future Conditions, the applicant may do both of the following:
 - (a) install shoreline infrastructure to an elevation equal to the FEMA Coastal BFE + 3.0 feet that is FEMA-certified (conforming to Title 44, Section 65.10 of the Code of Federal Regulations); and
 - (b) dedicate a Public Use Easement to the City and/or the San Mateo County Flood and Sea Level Rise Resiliency District (District) across the 100-foot shoreline band to accommodate the full elevation of required shoreline infrastructure improvements which easement expressly allows the City and/or District to install such improvements within the Public Use Easement. Any Public Use Easement must be reviewed and approved by the City and the District prior to recordation, which approval shall not be unreasonably withheld.
21. that prior to issuance of a building permit for the superstructure, the applicant shall execute an agreement with the City identifying the landowner's ongoing maintenance obligations for the shoreline infrastructure approved as part of the development;
22. that if the City determines that the structure interferes with City communications in the City, the property owner shall permit public safety communications equipment and a wireless access point for City communications to be located on the structure in a location to be agreed upon by the City and the property owner. The applicant shall provide an electrical supply source for use by the equipment. The applicant shall permit authorized representatives of the City to gain access to the equipment location for purposes of installation, maintenance, adjustment, and repair upon reasonable notice to the property

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owner or owner's successor in interest. This access and location agreement shall be recorded in terms that convey the intent and meaning of this condition;

23. that the project shall comply with the Construction and Demolition Debris Recycling Ordinance which requires affected demolition, new construction and alteration projects to submit a Waste Reduction Plan and meet recycling requirements; any partial or full demolition of a structure, interior or exterior, shall require a demolition permit;
24. that demolition or removal of the existing structures and any grading or earth moving on the site shall not occur until a site work permit has been issued and such site work shall be required to comply with all the regulations of the Bay Area Air Quality Management District;
25. that during construction, the applicant shall provide fencing (with a fabric screen or mesh) around the project site to ensure that all construction equipment, materials and debris is kept on site;
26. that storage of construction materials and equipment on the street or in the public right-of-way shall be prohibited;
27. that construction access routes shall be limited in order to prevent the tracking of dirt onto the public right-of-way, clean off-site paved areas and sidewalks using dry sweeping methods;
28. that the applicant shall prepare a construction staging and traffic control plan for the duration of construction for review and acceptance by the City Engineer prior to the issuance of a building permit for vertical construction; the construction staging plan shall include construction equipment parking, construction employee parking, timing and duration of various phases of construction and construction operations hours; the staging plan shall address public safety and shall ensure that worker's vehicles and construction equipment shall not be parked in public parking areas with exceptions for construction parking along the street frontages of the project site;
29. that the project applicant and its construction contractor(s) shall develop a construction management plan for review and approval by the City of Burlingame. The plan must include at least the following items and requirements to reduce, to the maximum extent feasible, traffic and parking congestion during construction:
 - a. A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes;
 - b. Identification of haul routes for movement of construction vehicles that would minimize impacts on motor vehicular, bicycle and pedestrian traffic, circulation and safety, and specifically to minimize impacts to the greatest extent possible on streets in the project area;

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- c. Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures would occur;
 - d. Provisions for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant; and
 - e. Designation of a readily available contact person for construction activities who would be responsible for responding to any local complaints regarding traffic or parking. This coordinator would determine the cause of the complaint and, where necessary, would implement reasonable measures to correct the problem.
30. that if construction is done during the wet season (October 1 through April 30), that prior to construction during the wet season the developer shall implement a winterization program to minimize the potential for erosion and polluted runoff by inspecting, maintaining and cleaning all soil erosion and sediment control prior to, during, and immediately after each storm even; stabilizing disturbed soils throughout temporary or permanent seeding, mulching matting, or tarping; rocking unpaved vehicle access to limit dispersion of mud onto public right-of-way; covering/tarping stored construction materials, fuels and other chemicals;
31. that trash enclosures and dumpster areas shall be covered and protected from roof and surface drainage and that if water cannot be diverted from these areas, a self-contained drainage system shall be provided that discharges to an interceptor;
32. that this project shall comply with the state-mandated water conservation program, and a complete Irrigation Water Management and Conservation Plan together with complete landscape and irrigation plans shall be provided at the time of building permit application for vertical construction;
33. that all site catch basins and drainage inlets flowing to the bay shall be stenciled. All catch basins shall be protected during construction to prevent debris from entering;
34. that the applicant shall comply with Ordinance 1503, the City of Burlingame Storm Water Management and Discharge Control Ordinance;
35. that this project shall comply with Ordinance No. 1477, Exterior Illumination Ordinance;
36. that the project shall meet all the requirements of the California Building and Uniform Fire Codes, as amended by the City of Burlingame;

The following conditions shall be met during the Building Inspection process prior to the inspections noted in each condition:

37. that prior to scheduling the foundation inspection a licensed surveyor shall locate the property corners, set the building envelope;
38. that prior to the underfloor frame inspection the surveyor shall certify the first floor elevation of the new structure;

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39. that prior to scheduling the framing inspection, the project architect, engineer or other licensed professional shall provide architectural certification that the architectural details such as window locations and bays are built as shown on the approved plans; if there is no licensed professional involved in the project, the property owner or contractor shall provide the certification under penalty of perjury. Certifications shall be submitted to the Building Division;
40. that prior to scheduling the roof deck inspection, a licensed surveyor shall shoot the height of the roof ridge and provide certification of that height to the Building Division;
41. that prior to final inspection, Planning Division staff will inspect and note compliance of the architectural details (trim materials, window type, etc.) to verify that the project has been built according to the approved Planning and Building plans;

The following conditions of approval are mitigation measures from the General Plan EIR that the project will be required to comply with as identified in the 15183 checklist prepared for the project:

42. that the applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Additional measures may be identified by the BAAQMD or contractor as appropriate. Emission reduction measures will include, at a minimum, the following measures:
 - All 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 vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
 - All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
 - Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five 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 mechanic and determined to be running in proper condition prior to operation.
 - Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

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43. that all construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet U.S. EPA Tier 4 emission standards for particulate matter (PM₁₀ and PM_{2.5}), if feasible. If use of Tier 4 equipment is not available, alternatively use equipment that meets U.S. EPA emission standards for Tier 3 engines and include particulate matter emissions control equivalent to CARB Level 3 verifiable diesel emission control devices. Alternatively, the applicant can also use alternatively fueled or electric equipment;
44. that Pre-construction nesting bird surveys shall be completed prior to tree removal if removal or construction is proposed to commence during the breeding season (February 1 to August 31) in order to avoid impacts to nesting birds. Surveys shall be completed by a qualified biologist no more than 14 days before construction begins. During this survey, the biologist or ornithologist shall inspect all trees and other possible nesting habitats in and within 250 feet of the project boundary. If an active nest is found in an area that would be disturbed by construction, the ornithologist shall designate an adequate buffer zone (~250 feet) to be established around the nest. The buffer would ensure that nests shall not be disturbed until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts. The applicant shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Community Development Director, prior to the removal of trees and issuance of a grading permit or demolition permit;
45. *Bird Protection Measures*
 - That bird-safe glazing treatment shall be applied such that the north, east, and west facades of the proposed buildings consist of no more than 10 percent untreated glazing.
 - Bird-safe glazing treatment may include fritting, netting, permanent stencils, frosted glass, exterior screens, physical grids placed on the exterior of glazing, or ultraviolet patterns visible to birds. To qualify as Bird-safe glazing treatment, vertical elements of the window patterns should be at least 1/4 inch wide at a maximum spacing of four inches, or have horizontal elements at least 1/8 inch wide at a maximum spacing of two inches.
 - Trees and tall shrubs shall be located directly adjacent to glazing (within three feet) to slow birds down on approach or placed far enough away to avoid reflecting canopies in the glazing.
 - Provide minimal nighttime lighting, both indoor and outdoor, as an additional way to make building more bird-friendly,
 - Provide shielded lighting fixtures,
 - Provide fixtures with seal of approval of Dark-Sky association or equally performing luminaires,
 - No upward lighting shall be provided,
 - Provide astronomical controls with manual override for night time dimming,
 - Provide interior shading at perimeter, and
 - Provide astronomical controls with manual override for operation of interior shading devices.

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Additionally, as a condition of approval, the project is required to submit a lighting plan to the Community Development Director prior to issuance of a building permit. The following measures shall be reflected in the lighting plan as a condition of approval:

- All exterior lighting shall be fully shielded to block illumination from shining outward towards the Anza Lagoon to the north. All fixtures on the site shall have a BUG rating of U0, and any fixtures located along the site’s southern property line shall have a BUG rating of B0, as follows:
 - U0: 0 lumens (90–180 degrees).
 - B0: 110 lumens high (60–80 degrees), 220 lumens mid (30–60 degrees), and 110 lumens low (0–30 degrees)
- Except as indicated in the measure above, fixtures shall comply with lighting zone LZ-2, Moderate Ambient, as recommended by the International Dark-Sky Association (2011) for light commercial business districts and high-density or mixed-use residential districts. The allowed total initial luminaire lumens for the project site is 2.5 lumens per square foot of hardscape, and the BUG rating for individual fixtures shall not exceed B3 or G2, as follows:
 - B3: 2,500 lumens high (60–80 degrees), 5,000 lumens mid (30–60 degrees), 2,500 lumens low (0– 30 degrees)
 - G2: 225 lumens (forward/back light 80–90 degrees), 5,000 lumens (forward 60–80 degrees), 1,000 lumens (back light 60–80 degrees asymmetrical fixtures), 5,000 lumens (back light 60–80 degrees quadrilateral symmetrical fixtures)
- Exterior lighting shall be minimized (i.e., total outdoor lighting lumens shall be reduced by at least 30 percent or extinguished, consistent with recommendations from the International Dark-Sky Association [2011]) from 10:00 p.m. until sunrise, except as needed for safety and City code compliance.
- Interior or exterior blinds shall be programmed to close on all windows from 10:00 p.m. to sunrise in order to block lighting from spilling outward from these windows.

46. *Tree Protection Measures*

- Trees to be preserved are to be protected by a fence which is to be maintained at all times at a minimum distance of the canopy dripline. All fill soil shall be kept out of the tree protection zones (TPZ) both during and after construction.
- Protected trees that have been damaged or destroyed by construction shall be replaced or the city shall be reimbursed, as provided in Section 11.06.090 of the City’s Municipal Code.
- Chemicals or other construction materials shall not be stored within the drip line of protected trees.
- Drains shall be provided as required by the director whenever fill soil is placed around protected trees.
- Signs, wires, or similar devise shall not be attached to protected trees.
- Should any construction activity take place within the Critical Root Zone (CRZ) of any trees, stress reduction measures shall be implemented. These can include:
 - Air spading and root pruning
 - Fencing
 - Signage on the fencing

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- Biostimulant and growth regulator treatments in advance of disturbance
 - Anti-compaction measures shall be implemented inside the CRZ but outside the TPZ if they do not coincide.
 - Follow ANSI A300 Pruning Standards when conducting any pruning on trees. Any pruning beyond 20 percent of the tree canopy should be approved by project arborist.
- 47. *Undiscovered Archaeological Resources.* If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City's Community Development Director shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City's Community Development Director shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate California Department of Parks and Recreation (DPR) 523 (A-J) form and filed with the Northwest Information Center (NWIC);
- 48. *Report of Archaeological Resources.* If archaeological resources are identified, a final report summarizing the discovery of cultural materials shall be submitted to the City's Community Development Director prior to issuance of building permits. This report shall contain a description of the mitigation program that was implemented and its results, including a description of the monitoring and testing program, a list of the resources found and conclusion, and a description of the disposition/curation of the resources;
- 49. *Human Remains.* If human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the City's Community Development Director and the San Mateo County Coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of

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ground-disturbing activities within 100 feet of where the remains were discovered;

50. *Unique Paleontological and/or Geologic Features and Reporting.* Should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 50 feet shall cease and the City's Community Development Director notified immediately. A qualified paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is implemented. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology;
51. that all earth-disturbing construction activities on-site shall be performed in accordance with the Occupational Safety and Health Administration (OSHA) Standard Number 1926.62. Prior to issuance of a demolition or grading permit, whichever occurs first, the project contractor shall submit a written compliance program to the satisfaction of the Community Development Director including a description of the specific means that will be employed to ensure that workers are not exposed to concentrations of lead exceeding the acceptable exposure limit of fifty micrograms per cubic meter of air (50 µg/m³) averaged over an eight-hour period. Measures to be implemented shall include but not be limited to, additional lead testing on-site, assessing worker exposure, and requiring workers to use personal protective equipment during earth-disturbing activities;
52. In accordance with FAR Part 77, an aeronautical study shall be completed by the FAA for the proposed project which analyzes the final maximum height of the proposed building. The project shall obtain clearance from the FAA in the form of an issuance of Determination of No Hazard prior to the commencement of construction. Any conditions set forth in the FAA Determination of No Hazard shall be incorporated into the project. The aeronautical study and Determination of No Hazard shall be submitted to the Community Development Director; and
53. that the project shall be subject to the applicable construction hour limitations established by the City's Municipal Code. Per Municipal Code 18.07.110, noise-generating construction operations shall be limited to the hours between 8 a.m. and 7 p.m. Monday through Friday, and between 9 a.m. and 6 p.m. on Saturdays, with no construction on Sundays or holidays, per Municipal Code Section 13.04.100. In the Bayfront Commercial (BFC) zone, construction work may begin at 7:00 a.m. instead of 8:00 a.m. on weekdays. However, the use of chainsaws, jackhammers, pile-drivers or pneumatic impact wrenches shall be prohibited from 7:00 a.m. to 8:00 a.m., unless written approval is granted by the building official. Development projects that are subject to discretionary review and that are located near noise-sensitive land uses shall assess potential construction noise levels and minimize substantial adverse impacts by implementing feasible construction noise control measures that reduce construction noise levels at sensitive receptor locations. Such measures may include, but are not limited to: 1) Construction management techniques (e.g., siting staging areas away from noise-sensitive land uses, phasing activities to take advantage of shielding/attenuation provided by topographic features or buildings,

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monitoring construction n); 2) Construction equipment controls (e.g., ensuring equipment has mufflers, use of electric hook-ups instead of generators); 3) Use of temporary sound barriers (equipment enclosures, berms, walls, blankets, or other devices) when necessary; and 4) Monitoring of actual construction noise levels to verify the need for noise controls.



CITY OF BURLINGAME
COMMUNITY DEVELOPMENT DEPARTMENT
501 PRIMROSE ROAD
BURLINGAME, CA 94010
PH: (650) 558-7250
www.burlingame.org

Project Site: 620 Airport Boulevard, zoned BFC

The City of Burlingame Planning Commission announces the following public hearing on **Monday, June 12, 2023 at 7:00 P.M.** You may attend the meeting in person at City Hall (501 Primrose Rd) or online at www.zoom.us/join or by phone at (346) 248-7799:

Meeting ID: 865 6126 9841

Passcode: 879708

Description: Application for Environmental Review, Commercial Design Review, and Special Permits for building heights and Development under Tier 3/Community Benefits for a new 9-story office/research & development building.

Members of the public may speak at the meeting or provide comments by email to publiccomment@burlingame.org.

For more information, please visit www.burlingame.org/pcmeetings

Mailed: June 2, 2023

(Please refer to other side)

**PUBLIC HEARING
NOTICE**

City of Burlingame - Public Hearing Notice

If you have any questions about this application or would like to schedule an appointment to view a hard copy of the application and plans, please send an email to planningdept@burlingame.org or call (650) 558-7250.

Individuals who require special assistance or a disability-related modification or accommodation to participate in this meeting, or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed, should contact the Planning Division at planningdept@burlingame.org or (650) 558-7250 by 10 am on the day of the meeting.

If you challenge the subject application(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing, described in the notice or in written correspondence delivered to the city at or prior to the public hearing.

Property owners who receive this notice are responsible for informing their tenants about this notice.

Kevin Gardiner, AICP
Community Development Director

(Please refer to other side)

620 Airport Boulevard
500' noticing
APN: 026-342-330

