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

777 AIRPORT BOULEVARD, BURLINGAME CA 94010 — **PROJECT ADDRESS**

APN 026-344-130 — **ASSESSOR'S PARCEL # (APN)**

BFC — **ZONING**

PROJECT DESCRIPTION

A NEW COMMERCIAL BUILDING FOR OFFICE/RESEARCH AND DEVELOPMENT USE WITH ASSOCIATED PARKING

GROUND FLOOR USES INCLUDE LOBBY, SERVICES, AMENITIES AND PARKING,

PARKING WILL BE PROVIDED AT MEZZANINE AND LEVELS 2 - 6; LEVELS 7-12 SHALL BE OFFICE/R&D TOTAL 13 STORIES IN HEIGHT

+ MISCELLANEOUS ROOF ROOMS (MECHANICAL/ELEVATOR MACHINE, ELECTRICAL - TBD)

APPLICANT INFORMATION

LPC WEST [APPLICANT] — **PROPERTY OWNER NAME**

☐ **APPLICANT?**

[redacted] — **PHONE**

[redacted] — **E-MAIL**

M. Arthur Gensler & Associates, Inc ("Gensler") — **ARCHITECT/DESIGNER**

☐ **APPLICANT?**

45 Fremont St. Suite 1500, San Francisco, CA 94105 — **ADDRESS**

415.433.3700 — **PHONE**

E-MAIL

BURLINGAME BUSINESS LICENSE # Gensler - Bus. Lic. #928075

[redacted] — **NAME** — **ADDRESS**

AFFIDAVIT OF OWNERSHIP

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

AP[redacted] — **DATE**

I A[redacted] THE ABOVE APPLICANT TO SUBMIT THIS APPLICATION TO THE PL[redacted]

B[redacted] — 10/11/2021

PR[redacted] — **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 _____ **(INITIALS OF ARCHITECT/DESIGNER)**

STAFF USE ONLY

APPLICATION TYPE

- ☐ ACCESSORY DWELLING UNIT (ADU)
- ☐ CONDITIONAL USE PERMIT (CUP)
- ☒ DESIGN REVIEW (DSR)
- ☐ HILLSIDE AREA CONSTRUCTION PERMIT
- ☐ MINOR MODIFICATION
- ☐ SPECIAL PERMIT (SP)
- ☐ VARIANCE (VAR)
- ☐ WIRELESS
- ☐ FENCE EXCEPTION
- ☐ OTHER: _____

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NOV 10 2021
CITY OF BURLINGAME

DATE RECEIVED:

STAFF USE ONLY

COMMERCIAL APPLICATION

PLANNING COMMISSION APPLICATION SUPPLEMENTAL FORM

1. Proposed use of the site COMMERCIAL - OFFICE/RESEARCH AND DEVELOPMENT
2. Days and hours of operation TBD
3. Number of trucks/service vehicles to be parked at site (by type) 0
4. 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	1,965	3-5	1,965	3-5	1,965	3-5
Part-time	0	0	0	0	0	0
Weekends Full-time	0	3-5	0	3-5	0	3-5
Part time	0	0	0	0	0	0

5. 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	20	0	20	0	20	0
Weekends	0	0	0	0	0	0

6. What is the maximum number of people expected on site at any one time (include owner, employees and visitors/customers): 1,985
7. Where do/will the owner and employees park? ON SITE PARKING PROVIDED
8. Where do/will the customers/visitors park? ON SITE PARKING PROVIDED
9. Present or most recent use of site HOTEL
10. List other tenants on property, their number of employees, hours of operation (attach a list if more room is needed) there are no other tenants on property upon completion of the proposed

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APR 08 2022
CITY OF BURLINGAME
CDD-PLANNING DIV.

April 7, 2022

Ms. Catherine Keylon
Senior Planner
City of Burlingame
Community Development Department – Planning Division
501 Primrose Road
Burlingame, CA 94010

RE: Resubmittal of application materials for Design Review and Special Permit, 777 Airport Boulevard, Burlingame, CA 94010

Dear Ms. Keylon:

Attached please find our revised and updated application materials for the development of a new Office-Research & Development building at 777 Airport Boulevard (the "Project"). The materials have been refined and include revisions responding to the City's plan check comments received on February 25, 2022. The property remains owned by BW RRI II LLC; however, the Project applicant is LPC West.

The Project consists of a new 13-story Office-Research & Development building, with seven floors of parking and 403,400 square foot ("sf") of office/R&D tenant space. The site area is approximately 3.08 acres, located at the intersection of Anza Blvd and Airport Blvd, and presently occupied by a Red Roof Inn that will be demolished as part of this Project. The proposed development involves a single high-rise building atop a multi-level parking podium, and on-site surface parking and landscape improvements onsite and in areas surrounding the site.

The proposed building will rise to a height of approximately 226.5 feet (238' NAVD), pending FAA approval. The design will accommodate anticipated Sea Level Rise elevations consistent with Burlingame Shoreline Adaptation Reach 4 strategies for the Burlingame Lagoon area and the proposed Zoning Code Sea Level Rise performance standards, as well as parking and access improvements for Bay Trail visitors. Vehicular access to the site is anticipated from Airport Blvd.

Our November 10, 2021 submittal included preliminary plans, as well as the following:

- Planning Application Form
- Commercial Application Form
- Environmental Information Form
- Climate Action Plan Checklist

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In January 2022, we submitted additional material including the following:

- Updated Architectural Plans
- Landscape Plans
- Arborist Report
- Response to November 23, 2021 letter from City

We have also submitted the following technical reports for the City's review and inclusion in the environmental review document:

- Transportation Impact Analysis (prepared by Fehr & Peers)
- Air Quality/GHG Assessment (prepared by Illingworth & Rodkin, Inc.)
- Bird Safe Design Assessment (prepared by H.T. Harvey & Associates)

Our current submittal includes the following:

- Revised plans responding to City plan check comments
- Written responses to City plan check comments for each department
- Special Permit Applications for Building Height and Community Benefits

As reflected in the original project plans, consistent with the City's Zoning Ordinance, our project proposes additional height and development capacity, along with public benefits in excess of the City's normal requirements to improve the quality of life for employees, residents and/or visitors, and to assist the City in implementing its goals for the Bayfront Commercial district. Because we are proposing development at 3.0 FAR, our proposed project falls under Tier 3, requiring at least 3 community benefits as outlined in Section 25.12.040.C of the Zoning Ordinance. We are proposing 4 community benefits as follows:

1) A public plaza of 7,800 square feet fronting Airport Boulevard, greatly improving the pedestrian experience along the front of the proposed project;
2) Publicly Accessible Park Space (22,500 square feet) at the rear of the proposed project, adjacent to the Bay Trail, which will enhance the Bay Trail experience for pedestrians, bicyclists and other visitors to the site;
3) Off-site streetscape improvements (26,000 square feet) adjacent to the park space above, including a new ADA compliant connection to the Bay Trail, greatly expanding utility of the open space area; and

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4) Sea level rise infrastructure, raising the shoreline areas adjacent to the Burlingame Lagoon to an elevation of 13' AMSL and armoring it to provide resilience to sea level rise and storms.

We look forward to working with City staff on the review and approval of this project. If you have any questions or need any additional information, please contact me at

[redacted]

J. Marc Huffman
Vice President, Planning & Entitlements

City of Burlingame
Special Permit Application – Building Height

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.

1. Explain how the proposed modification to standards respects and preserves the character of the neighborhood in which the project is located.

The proposed structure will enhance the character of the neighborhood with a landmark office building. The increased height facilitates less surface parking and more and better open space. The proposed modification would allow additional height and result in a higher intensity office/research and development building, which would be consistent with existing character of the Bayfront district. The Bayfront district historically has supported higher intensity nonresidential uses and is distinctively different than Burlingame's neighborhoods, Downtown, and the Broadway commercial district. The area around the project is populated with commercial and industrial uses, and the project site is adjacent to Anza and Airport Boulevards. The mass and scale of the project is consistent with neighboring structures. At the increased height, no existing views from neighboring structures are substantially impacted.

2. Explain how the proposed modification to standards results in a project that is designed and arranged to provide adequate consideration to ensure the public health, safety, and general welfare, and to prevent adverse effects on neighboring properties.

The proposed modification would not result in any substantial negative affects on public health, safety or general welfare. The additional height requested would allow the development of the proposed project to occur on a smaller footprint, which would allow for provision of a larger public amenity along the Bay Trail. The proposed development will include sophisticated fire and life safety building systems and air, water and waste management systems consistent with the needs of research and development and life science tenants. The additional height would have no affect on sanitation, air quality, sewer or stormwater discharge, or water supply, and all public safety requirements would be addressed. While the building would increase shade on neighboring properties, no sensitive uses (i.e., residential, park, etc.) would be affected. The project as designed is consistent with General Plan principles, goals and policies for balanced and smart growth, water conservation, solar energy, green infrastructure, and community wellness (see attached).

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

The General Plan Bayfront Commercial (BFC) designation provides opportunities for higher-intensity office uses. The proposed modification would allow for the development of a higher-intensity office/research and development building, which would be consistent with the General Plan.

According to the General Plan, development in this area should prioritize public access to the waterfront; as stated above, the proposed modification would allow for a more substantial public amenity adjacent to the Bay Trail.

As proposed, the project is consistent with multiple General Plan goals and policies (see attached).

1. ***Explain how the proposed modification to standards respects and preserves the character of the neighborhood in which the project is located.***

   How will the proposed structure or addition affect neighboring properties or structures on those properties? If neighboring properties will not be affected, state why. Compare the proposed addition to the mass, scale and characteristics of neighboring properties. Think about mass and bulk, landscaping, sunlight/shade, views from neighboring properties. Neighboring properties and structures include those to the right, left, rear and across the street.

2. ***Explain how the proposed modification to standards results in a project that is designed and arranged to provide adequate consideration to ensure the public health, safety, and general welfare, and to prevent adverse effects on neighboring properties.***

   How will the proposed structure affect neighboring properties or structures on those properties? If neighboring properties will not be affected, state why. Think about traffic, noise, lighting, paving, landscaping sunlight/shade, views from neighboring properties, ease of maintenance, etc.

   Public health includes such things as sanitation (garbage), air quality, discharges into sewer and stormwater systems, water supply safety, and things which have the potential to affect public health (i.e., underground storage tanks, storage of chemicals, situations which encourage the spread of rodents, insects or communicable diseases).

   Public safety. How will the structure or use within the structure affect police or fire protection? Will alarm systems or sprinklers be installed? Could the structure or use within the structure create a nuisance or need for police services (i.e., noise, unruly gatherings, loitering, and traffic) or fire services (i.e., storage or use of flammable or hazardous materials, or potentially dangerous activities like welding, woodwork, engine removal).

   General welfare is a catch-all phrase meaning community good. Is the proposal consistent with the city's policy and goals for conservation and development? Is there a social benefit?

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

   Compare your proposal with the General Plan goals and policies and explain why this proposal is consistent with those goals and policies.

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.

The additional development capacity facilitates the General Plan's Economic Development, Design Character, Pedestrian and Bicycle Access, and Sea Level Rise policies and goals. The increased height and FAR facilitate a design that accommodates greater open space and public improvements on-site that complement and enhance proposed off-site public improvements. The community benefits proposed 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. The total value of these improvements is estimated in excess of $5.6 million.

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 proposed additional development capacity would not result in any substantial negative affects on public health, safety or general welfare. The additional development capacity is not anticipated to have any significant adverse impact on sanitation, air quality, sewer or stormwater discharge, or water supply, and all public safety requirements would be addressed. The proposed development will include sophisticated fire and life safety building systems, and air, water and waste management systems, consistent with the needs of research and development and life science tenants. While the additional development capacity would result in a larger building that would increase shade on neighboring properties, no sensitive uses (i.e., residential, park, etc.) would be affected. The project as designed is consistent with General Plan principles, goals and policies for balanced and smart growth, water conservation, solar energy, green infrastructure, and community wellness (see attached).

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

The General Plan Bayfront Commercial (BFC) designation provides opportunities for higher-intensity office uses. The proposed additional development capacity would allow for the development of a higher-intensity office/research and development building, consistent with the Bayfront area General Plan and Zoning maximum intensity of 3.0 FAR. The land use, business type, site design, and public improvements facilitated by the development capacity are consistent with multiple General Plan goals and policies (see attached).

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/or 3.

List each community benefit and discuss how each benefit is proportional to the additional development capacity being requested in Tiers 2 and/or 3.

Explain how the project proposes public benefits in excess of the City's normal requirements that improve the quality of life of employees, residents, and/or visitors, or assists the City in implementing an important plan or policy.

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.

How will the proposed structure affect neighboring properties or structures on those properties? If neighboring properties will not be affected, state why. Think about traffic, noise, lighting, paving, landscaping sunlight/shade, views from neighboring properties, ease of maintenance, etc.

Public health includes such things as sanitation (garbage), air quality, discharges into sewer and stormwater systems, water supply safety, and things which have the potential to affect public health (i.e., underground storage tanks, storage of chemicals, situations which encourage the spread of rodents, insects or communicable diseases).

Public safety. How will the structure or use within the structure affect police or fire protection? Will alarm systems or sprinklers be installed? Could the structure or use within the structure create a nuisance or need for police services (i.e., noise, unruly gatherings, loitering, and traffic) or fire services (i.e., storage or use of flammable or hazardous materials, or potentially dangerous activities like welding, woodwork, engine removal).

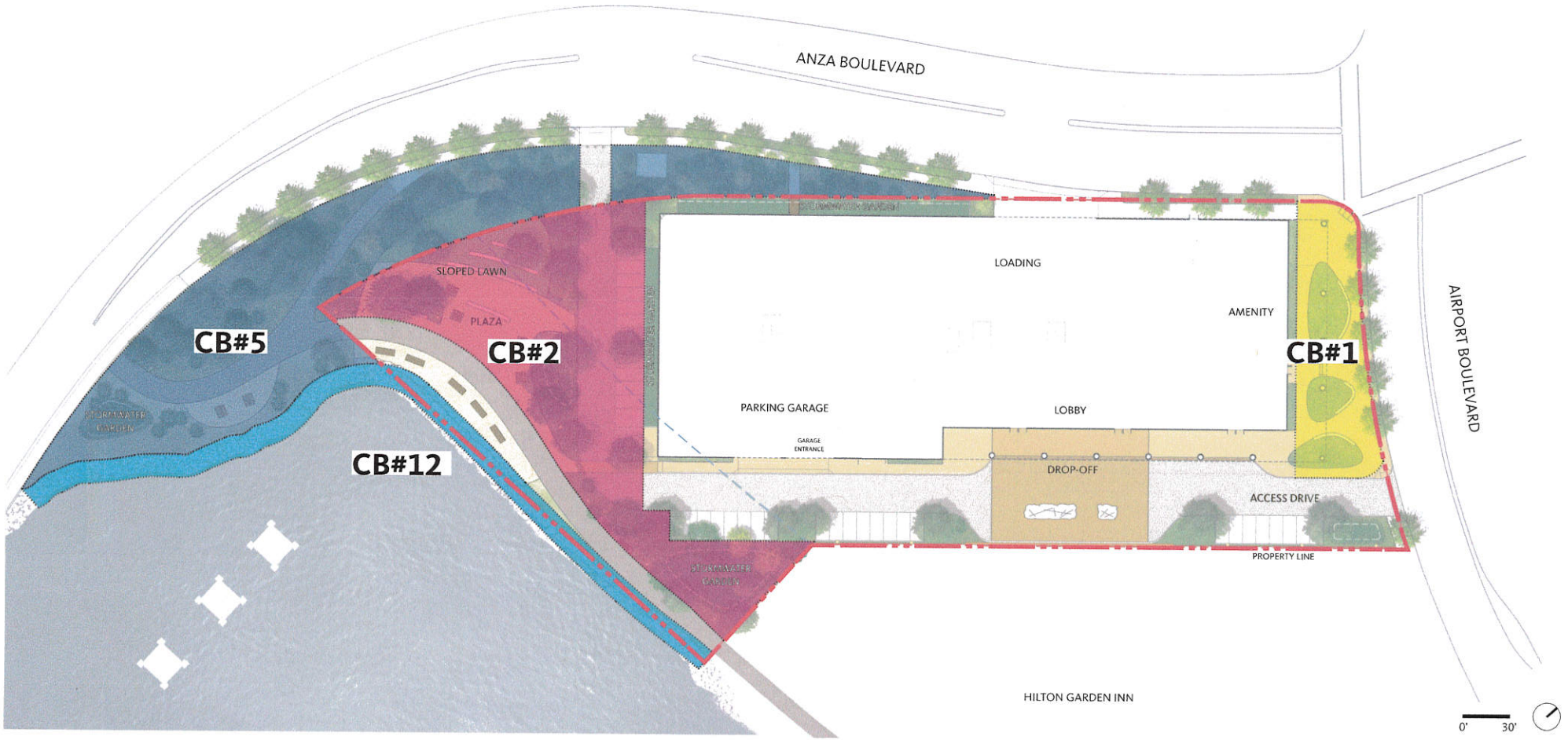
General welfare is a catch-all phrase meaning community good. Is the proposal consistent with the city's policy and goals for conservation and development? Is there a social benefit?

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

Compare your proposal with the General Plan goals and policies and explain why this proposal is consistent with those goals and policies.

COMMUNITY BENEFIT ITEMS | SUMMARY

777 AIRPORT BLVD | SITE PLAN



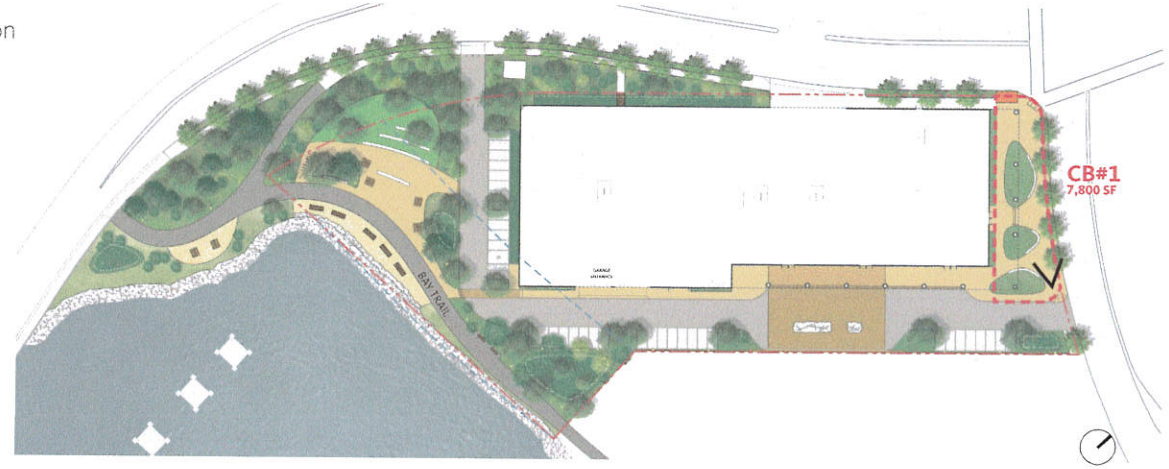
PETERSEN STUDIO
LPC **WEST** | **Gensler**

777 AIRPORT BLVD | COMMUNITY BENEFIT #1: PUBLIC PLAZAS

Airport Boulevard Plaza creates a community destination and dramatic visual amenity. The plaza's planting islands frame multiple routes of circulation between ground floor amenity spaces, the shoreline, and the streetscape, creating a porous and inviting garden plaza that buffers ground-level uses from the busy street. Ample plaza seating encourages community gathering and socializing, and inviting night lighting extends use into evening hours.

- Continuous public plaza along Airport Blvd is approx. 7,800 SF.
- Concrete pavers extend to back of curb within ROW
- Approximately 6 new street trees (27' OC spacing) along Airport Boulevard, 36" box
- Plaza Planting and Seating adjacent to ROW as public amenities
- Public Bike Parking - Approximately 8 bikes
- Repurposed existing streetlights + additional new streetlights as needed
- Trash and Recycle receptacles
- Inviting night lighting and signage that includes plaza hours of operation

AIRPORT BOULEVARD PLAZA



PETERSEN STUDIO
LPC **WEST** | **Gensler**

777 AIRPORT BLVD | COMMUNITY BENEFIT #2: PUBLICLY ACCESSIBLE PARK SPACE

A sloped lawn with integrated seating terraces creates an informal amphitheater overlooking the activity of the Shoreline Plaza and Bay Trail, while providing panoramic views across the lagoon. A layered garden of native perennials, shrubs and trees surround the lawn and plaza to create a comfortable wind-sheltered waterfront park environment that encourages outdoor recreation throughout the year. Adjacent public parking, diverse furnishings, night lighting, bike racks, and a drinking fountain help create a multi-faceted park node along the Bay Trail.

- Total Publicly Accessible Park Space is approximately 22,500 SF (in addition to Bay Trail and shoreline improvements)
- Area includes Shoreline Plaza with seatwalls, tables and chairs, at approx. 7,200 SF
- Area includes Sloped Lawn, a seating slope with concrete seating terraces, at approx. 3,200 SF
- Ornamental gardens with native plantings and shade trees at plaza edge (Refer to Page 7)
- Inviting night lighting at shoreline and plaza
- Dedicated Public Parking with 2 Accessible Parking Stalls and Public Bike Parking (Approximately 16 bikes)
- Accessible Drinking Fountain with Dog Fountain
- Dog Bag Dispenser and Trash and Recycle Receptacles

BAY TRAIL AND SHORELINE PLAZA

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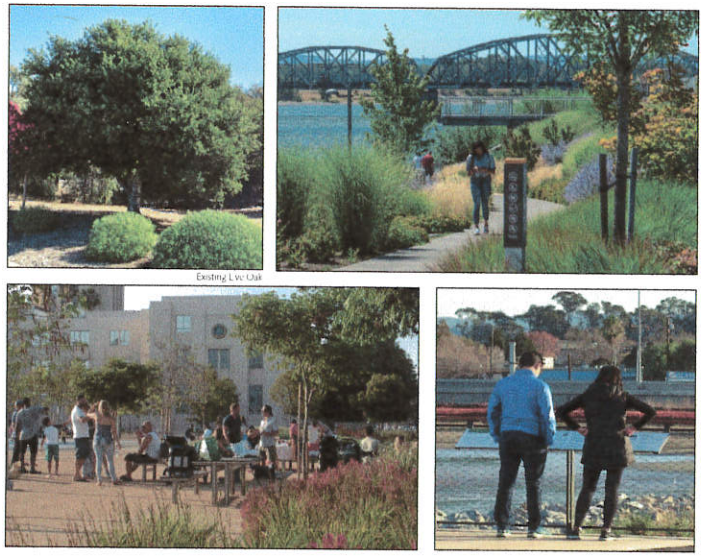
LPC **WEST** | **Gensler**

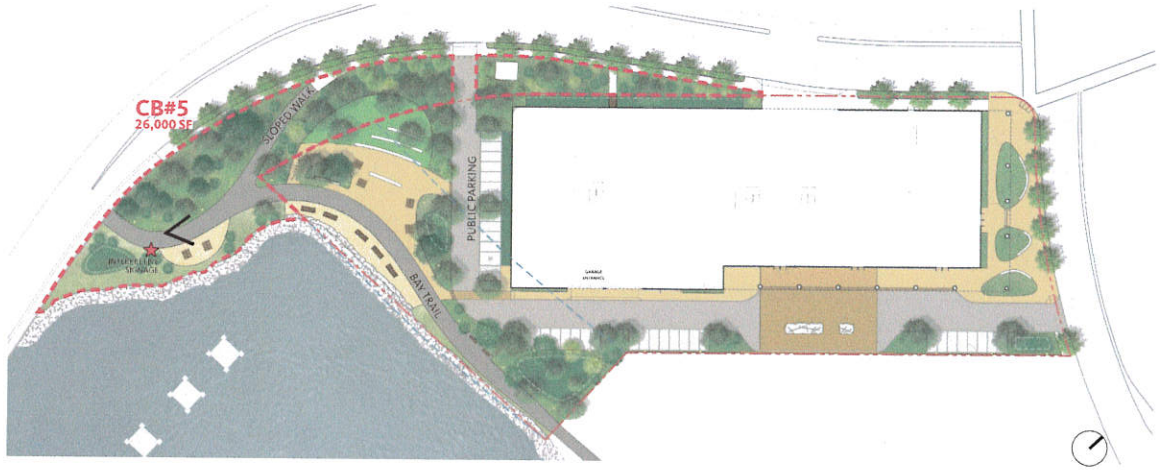
777 AIRPORT BLVD | COMMUNITY BENEFIT #5: OFF-SITE STREETSCAPE IMPROVEMENTS

Significant Off-site Streetscape and Shoreline improvements within the Anza ROW include the widened 14' Bay Trail between the Property Line and the Anza bridge underpass (approximately 150 linear feet), a new accessible path connecting the Bay Trail to the Anza Boulevard sidewalk, a picnic plaza and exercise node overlooking the lagoon, and over 15,000 SF of native-focused coastal scrub and perennial plantings on the Anza embankment. Improvements in this Off-site area complement the more intensively programmed park-like improvements described in Community Benefit #2.

- Total Off-Site Streetscape Improvement Area is approx. 26,000 SF
- New ADA compliant asphalt path connecting the Bay Trail with Anza Boulevard Sidewalk
- Preservation of existing semi-mature Live Oak trees at Anza ROW
- Ornamental gardens with native and adapted planting at sidewalk and path edges (Refer to Page 7)
- Picnic Plaza and Exercise Node along Shoreline
- Dog Bag Dispenser and Trash and Recycle Receptacles
- Interpretive Signage at Shoreline related to Lagoon and Sanchez Creek



BAY TRAIL AND OFF-SITE IMPROVEMENTS NEAR ANZA OVERPASS



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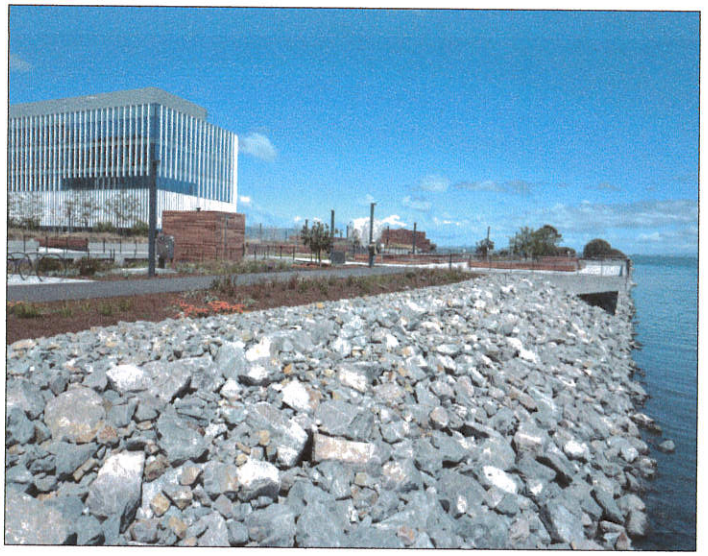
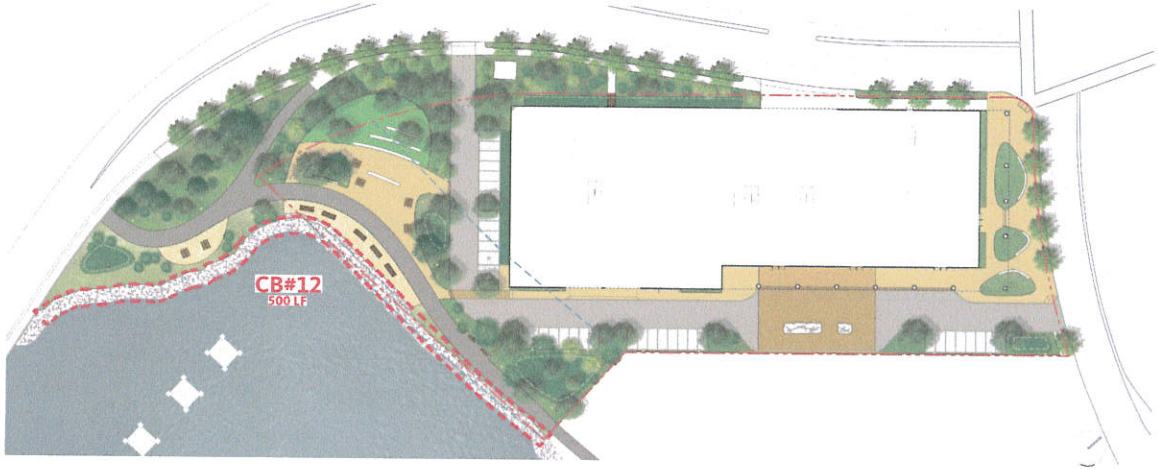
777 AIRPORT BLVD | COMMUNITY BENEFIT #12: SEA LEVEL RISE INFRASTRUCTURE

A new riprap-armored shoreline revetment will significantly enhance long-term shoreline sea level rise resilience. The construction of the project will raise the shoreline, Bay Trail, and adjacent park-like areas to minimum elevation of 13', providing resilience through mid-century. The project would be designed to include the capacity to adapt to a rise of the shoreline revetment and Bay Trail to a minimum elevation of 16' to accommodate sea level rise through end of century.



- Approximately 500 linear feet of new Riprap Revetment: 270 LF adjacent to south property line, and 230 LF adjacent to Anza ROW
- Riprap Revetment with Geotextile backing will provide long-term Shoreline Resiliency
- Revetment provides Resiliency through mid-century and is Adaptable through 2100, consistent with BCDC policy
- Revetment will be designed by a Geotechnical Engineer in conformance with FEMA accreditation

BAY TRAIL AND RIPRAP SHORELINE REVETMENT



777 AIRPORT BLVD | SITE PLANTING

① BAY TRAIL EDGE PLANTING
Enhanced coastal scrub planting at shoreline edge preserves views to lagoon from Bay Trail.

② SHORELINE PLANTING
A mix of native and adapted grasses, perennials, and shrubs that provide habitat opportunities, a buffer from traffic, and enclosure at the sloped lawn.

③ ORNAMENTAL GARDEN PLANTING
A mix of flowering and shade tolerant evergreen grasses, perennials, and ferns for year-round interest.

④ NATIVE OAK SLOPE
Existing slope with Coast Live Oaks mixed with shoreline planting. No permanent irrigation needed.

⑤ STREETSCAPE PLANTING
City-approved *Platanus acerifolia 'Columbia'* with continuous 5ft band of evergreen grasses and perennials at Anza Blvd.

⑥ STORMWATER GARDEN PLANTING
Native and adapted grasses, shrubs, and trees suitable for stormwater treatment flow-through planters.

⑦ GARDEN-ENCLOSED SLOPED LAWN

PETERSEN STUDIO
LPC WEST | Gensler

777 Airport Boulevard
Special Permit Application
Consistency with General Plan Goals & Policies

The proposed project is located in the Bayfront District and would demolish a dated hotel and build an approximately 871,000 Office/Research and Development building with enclosed parking and ground floor amenity space for a wellness center and conference area. The proposed project supports General Plan principles for focusing commercial growth and accommodating a mix of businesses and high-quality office space in the Bayfront District. General Plan principles include Balanced and Smart Growth, and Economic Diversity and Vitality. An important tenet of Balanced and Smart Growth under the General Plan is to focus commercial growth in the Bayfront District. In the General Plan, encouraging Economic Diversity and Vitality includes accommodating a mix of businesses and the capacity to respond to demands for high-quality and adaptable office space that attract high-quality professionals.

As stated in the General Plan, along San Francisco Bay, land use patterns reflect the dividing line created by Highway 101 and the proximity to San Francisco International Airport (SFO). The Bayfront district historically has supported higher intensity nonresidential uses and is distinctively different than Burlingame's neighborhoods, Downtown, and the Broadway commercial district. For example, the Bayfront features hotels serving travelers in and out of SFO, industrial uses, and utility uses such as the wastewater treatment facility. The location of properties directly on the Bay offers opportunities for vibrant new uses that provide jobs for all income levels and recreation amenities for locals and visitors to enjoy. The Bayfront Commercial (BFC) designation provides opportunities for both local and tourist commercial uses. Permitted uses include entertainment establishments, restaurants, hotels and motels, retail, and higher-intensity office uses. Development in this area should prioritize public access to the waterfront; thus, the designation allows public open space and includes open space easements to implement local and regional trail plans, recreation, and habitat preservation objectives. The proposed project includes new 13-story office building for office, research and development tenants, on-site and off-site public improvements, shoreline public amenities, and sea level rise resilient design.

Goal CC-1: Incorporate sustainable practices in all development decisions.

CC-1.1: Climate Action Plan Maintain up-to-date Climate Action Plan policies, and continue to provide annual sustainability reports.

The proposed project is consistent with the City's Climate Action Plan.

CC-1.2: Mixed Use, Transit-Oriented Infill Development Promote higher-density infill development with a mix of uses on underutilized parcels, particularly near transit stations and stops.

The proposed project is a higher-density infill development which would redevelop an existing dated hotel use in favor of a new landmark building targeted to attract office/research and development tenants, such as a life science tenant. The site is located within 200 feet of a transit stop on a high-quality transit corridor.

CC-1.3: Walkable Streets and Neighborhoods Promote walkable neighborhoods and encourage pedestrian activity by designing safe, welcoming streets and sidewalks that incorporate signalized

crosswalks, attractive lighting and landscaping, curb extensions, and traffic-calming measures at appropriate locations.

The proposed project will encourage pedestrian activity through improvements to the sidewalk and streetscape on Anza Boulevard and Airport Boulevard, including new public plazas, inviting night lighting and landscaping, and improvements to the Bay Trail. A continuous pedestrian path along the south edge of the building connects Airport Boulevard Plaza to the shoreline improvements, and a new accessible path connects the Anza Boulevard streetscape to the shoreline improvements.

CC-1.5: Transportation Demand Management (TDM) Require that all major development projects include a Transportation Demand Management (TDM) program, as defined in the City's TDM regulations, to reduce single-occupancy car trips. "Major development" shall be defined in the TDM regulations by square footage for commercial development, or minimum number of units for residential development.

The proposed project includes a TDM program to achieve a 20% reduction in single-occupancy car trips.

CC-1.6: Water Conservation Promote water conservation by encouraging and incentivizing property owners to incorporate drought-tolerant landscaping, "smart" irrigation systems, water-efficient appliances, and recycled water systems. Continue to enforce the water-efficiency landscaping ordinance. Encourage recycling and reuse of graywater in new buildings.

The proposed project incorporates drought-tolerant plant materials, smart irrigation systems, and water-efficient appliances and fixtures throughout the building. The project will conform to CALGreen outdoor water use regulations and the Model Water Efficient Landscape Ordinance (MWELO). The City anticipates that reclaimed water will ultimately be delivered to the site along the Airport Boulevard frontage. The project will install the irrigation system to accommodate and facilitate the transition from potable water to reclaimed water when it is delivered to the site by the City.

CC-1.7: Solar Energy Incentivize solar panel installation on existing buildings and new developments.

The proposed project will include a photovoltaic solar panel installation exceeding the requirements of the City's reach codes.

CC-1.8: Green Infrastructure Encourage green infrastructure systems that rely on natural processes for stormwater drainage, groundwater recharge, and flood management, continue to implement storm drainage fee programs that discourage broad applications of impervious surface coverage, and require that new development minimize impervious surfaces and meet San Mateo Countywide Stormwater Pollution C.3 requirements.

The proposed project is consistent withal City green infrastructure programs, would minimize impervious surfaces, and meet San Mateo Countywide Stormwater Pollution C.3 requirements.

CC-1.9: Green Building Practice and Standards Support the use of sustainable building elements such as green roofs, cisterns, and permeable pavement, continue to enforce the California Green Building Standards Code (CALGreen), periodically revisit the minimum standards required for permit approval, and adopt zero-net energy building goals for municipal buildings.

The proposed project will include measures aimed at water and energy efficiency, indoor air quality, and the use of sustainable building materials to meet CALGreen mandatory requirements. The proposed project may incorporate permeable pavers at Airport Boulevard Plaza. Several flow-through planters (stormwater gardens) distributed across the site will treat stormwater before discharge into the City's storm drain system. Other measures include but are not limited to bicycle parking, dedicated parking for electric and fuel-efficient vehicles, EV charging stations, and smart waste management in coordination with Recology San Mateo. The building will be 100% electric and will comply with the City's green building requirements in the reach codes. Additionally, the proposed project includes voluntary measures to further enhance the application of sustainable features, such as high-performance HVAC systems and ultra-high-efficiency lighting with both programmable and astronomical controls.

CC-1.10: Site Design Establish sustainable site design standards that maintain and protect valuable stands of vegetation, minimize impacts of runoff to San Francisco Bay and local creeks, reduce water consumption, optimize buildings' solar orientation, and minimize the impact of new structures on wind movement.

The proposed project will minimize runoff impacts to San Francisco Bay by conveying stormwater into flow-through planters (stormwater gardens) for treatment before discharge. Water consumption will be reduced through the use of water efficient appliances and fixtures and drought-tolerant plant materials. No valuable stands of vegetation exist on the project site.

CC-1.13: Electric Vehicle Network Support the electric vehicle network by incentivizing use of electric vehicles and installations of charging stations.

The proposed project will include 96 electric vehicle charging stations, as well as 96 "EV ready" spaces which could be adapted in the future for charging.

CC-1.14: Bird-friendly Design For projects in the Bayfront area, incorporate into the development review process design measures that promote bird safety as a means of minimizing adverse effects on native and migratory birds.

The proposed project incorporates a number of bird-safe design features, including bird-safe glazing and window pattern elements, minimizing indoor and outdoor nighttime lighting, and consolidating outdoor lighting to critical circulation routes and gathering spaces. Outdoor light fixtures will be full cutoff and will direct light only in a downward direction to help minimize light bleed and preserve dark skies (except low intensity accent lights).

Goal CC-2: Ensure that public and private trees are beautiful, healthy, and safe, and that they remain an integral feature of the community.

The project will improve the Burlingame urban forest with the planting of new healthy trees on-site and off-site. Many existing on-site trees are being removed to accommodate fill for the elevation required by the City and BCDC to provide sea level rise resilience and prevent flooding. New trees will be planted on and off-site. The project will remove approximately 88 existing on-site trees, and 23 off-site trees (primarily Acacia and Eucalyptus), and will plant approximately 65 new higher-value trees (on-site and off-site) that will notably improve the character of Burlingame's urban forest.

CC-2.1: Public Street Trees Recognize street trees for their ability to help achieve targeted environmental and public health benefits, and identify specific species that perform best to maximize the environmental, economic, and social benefits of Burlingame's street trees.

The proposed project would significantly increase the number of street trees along Anza and Airport Boulevards. The proposed street tree is *Platanus acerifolia* 'Columbia' (London Plane Tree), which is one of the most tolerant trees of urban streetscape conditions. This same tree was successfully planted as the Airport Boulevard street tree for the Burlingame Point project. Street trees will be planted in 5' wide continuous soil trenches, greatly enhancing soil volumes and long-term tree health. The new higher-value trees will better promote environmental, social and public health benefits.

CC-2.2: Increase the Public Street Tree Population Identify ways to increase the overall population of trees in Burlingame to stem the natural decline of the urban forest and create a more equitable distribution of tree canopy.

The proposed project will significantly increase the number of street trees along Anza and Airport Boulevards. Approximately 25 new street trees will be planted along Airport and Anza Boulevards.

CC-2.4: Invasive Vegetation Reduction Discourage the planting of invasive vegetation, and encourage the removal of existing invasive vegetation through the development review process or through capital improvement projects, except for any trees listed or eligible for listing on historic registries. Examine all proposed removals on a case-by-case basis to ensure desired resources are not removed.

No invasive vegetation will be included within the plant palette for the proposed project. All existing invasive or difficult to control vegetation (primarily Acacia and Eucalyptus trees) will be removed from the project site. No valuable stands of trees or other vegetation exist on the project site. Several existing native *Quercus agrifolia* (coastal live oaks) within the adjacent Anza Boulevard ROW will be protected in place during project development.

CC-2.5: Development Review Preserve protected, historical, and other significant trees as part of the development review process through the following measures:

- Limit the adverse effect on the health and longevity of protected or other significant trees through appropriate design measures and construction practices.
- Encourage the preservation of native oak trees.
- Require appropriate tree replacement when tree preservation is not feasible.
- As a condition of new development, require, where appropriate, the planting and maintenance of both street trees and trees on private property.
- Protect trees during construction projects.
- Manage infrastructure to ensure that the placement and maintenance of street trees, streetlights, signs, and other infrastructure assets are integrated.
- Where urban development occurs adjacent to natural plant communities (e.g., oak woodland, riparian forest), ensure landscape plantings incorporate native tree species.
- Limit the number of new curb cuts for development projects to provide adequate space for protection of tree roots and for planting of new trees.

The project will improve the Burlingame urban forest with the planting of new healthy trees on-site and off-site, and will preserve existing semi-mature live Oak trees at the Anza ROW. Many existing on-site trees are being removed to accommodate fill for the elevation required by the City and BCDC to provide sea level rise resilience and prevent flooding. New trees will be planted on and off-site. The project will remove approximately 88 existing on-site trees, and 23 off-site trees (primarily Acacia and Eucalyptus), and will plant approximately 65 new higher-value trees (on-site and off-site) that will notably improve the character of Burlingame's urban forest. Preliminary tree removal and replacement plans have been reviewed with the City arborist. Several existing native *Quercus agrifolia* (Coast Live Oaks) within the adjacent Anza Boulevard ROW will be protected in place during project development.

Goal CC-5: Maintain and promote the Bayfront Area as a premier destination along San Francisco Bay for land- and water-based recreation, hospitality uses, creative industries, logistics support, water-based transit service, and local businesses that benefit from proximity to San Francisco International Airport.

The proposed additional development capacity would be consistent with the Bayfront Commercial designations maximum intensity of 3.0 FAR, and would help facilitate the enhancement of the Bayfront Area as a premier destination along San Francisco Bay, eliminating a dated hotel use in favor of a new landmark building targeted to attract office/research and development tenants, such as a life science tenant.

CC-5.1: Commercial Destinations Support and encourage commercial uses along the waterfront that enliven the area and serve as destinations for residents and visitors, including hotels, restaurants, and entertainment venues. [MP, DR]

The proposed additional development capacity would help facilitate a new premier commercial use along the waterfront which would enliven the area, and would provide for substantial improvements to the Bay Trail, including a new public plaza adjacent to it.

CC-5.2: Diverse Industrial Uses Continue to accommodate diverse industrial functions, and support emerging creative businesses through flexible zoning regulations. [DR]

The proposed additional development capacity would accommodate diverse industrial functions and support emerging creative businesses by allowing the development of a new premier office/research and development building, targeted at potential life science tenants.

CC-5.4: Parks and Open Space Preserve and enhance Bayfront parks and open spaces, and identify strategies to increase usage of recreational amenities. [FB, SO, H]

The proposed project would allow for the preservation and enhancement of the Bay Trail, including a new public plaza adjacent to it.

CC-5.5: Trail Connectivity Coordinate with partner agencies to connect gaps in the Bay Trail, and require new waterfront development to improve and maintain trail segments along property lines. [AC, PA, H]

The proposed project will include the improvement of Bay Trail within and adjacent to the project site, including widening the trail to 14', new lighting, signage, diverse furnishings, and a new ADA compliant asphalt path connecting the Bay Trail with the Anza Boulevard sidewalk.

Goal CC-6: Establish a cohesive design character for the Bayfront Area that protects views to the waterfront, encourages walking and biking, accommodates water-based recreation and ferry service, and addresses sea level rise.

The proposed project would eliminate a dated hotel use in favor of a new landmark building that would substantially improve the design character of the Bayfront Area. It would not affect views to the waterfront, would enhance walking and biking opportunities through improvements to the Bay Trail and streetscape, and would address sea level rise by raising the site to meet sea level rise resilience and adaptation standards.

CC-6.1: View Preservation Ensure that new development preserves public views to the waterfront. Consider sightlines and viewsheds from Bayfront open spaces when planning future projects. [DR, MP, SO]

The additional development capacity proposed, in conjunction with the additional height requested, would occur in a taller, narrower design that will create a view corridor from Airport Boulevard to the Lagoon, as envisioned by Burlingame Zoning Code Section 25.12.060 Item B – Design Principles for Bayfront Commercial Zoning District, which states that the width of a structure or combined structures on a lot shall not obstruct more than 75 percent of the length of the property line along Airport Boulevard, including setbacks. The additional height proposed allows for an enhanced view corridor and reinforces the gesture with the addition of sidewalk linking Airport Boulevard the shoreline.

CC-6.4: Design Character Establish design standards that facilitate attractive interfaces between use types, enhance the public realm, and activate commercial districts. Prioritize pedestrian improvements and waterfront access. [MP, DR]

The additional development capacity proposed, in conjunction with the additional height requested, would result in a smaller building footprint on the site, allowing for a design which incorporates a public plaza with a generous colonnade fronting Airport Boulevard. The Airport Boulevard Plaza connects the building to its urban context while creating a visually dynamic arrival experience. The plaza's planting islands frame multiple routes of circulation between ground floor amenity spaces, the shoreline, and the streetscape, creating a porous and inviting garden plaza that buffers ground-level uses from the busy street. Ample plaza seating and bike racks encourage pedestrian activation of the streetscape while identifying the building as a walking and biking destination. Further, in accordance with Burlingame Zoning Code Section 25.23.060 Item E encouraging Ground Floor Transparency, at least 25 percent of the exterior walls on the ground floor or first level facing the street is transparent; in the proposed the front is almost completely transparent and inviting.

CC-6.5: Pedestrian and Bicycle Access Improve pedestrian and bicycle access to the Bayfront across Highway 101 and along the Bay Trail, and identify opportunities for new bicycle and walking connections to key waterfront destinations. [MP, H]

Similarly, the smaller building footprint would allow for a proposed design which greatly improves the Bay Trail. The width of the trail would be widened to 14' for a more comfortable sharing of the trail, and new seating areas, lawns and bike racks provide a destination and meeting place for visitors. Additional to the improvement of existing links North, South and to Anza, a new sidewalk links Airport Boulevard to

the shoreline improvements for improved bike and pedestrian connection. This sidewalk coincides with the planned view corridor protecting the sightline from Airport Boulevard to the Lagoon.

CC-6.7: Sea Level Rise Require that new and existing development along the Bayfront make provisions for sea level rise and flood risks, which may involve payment of assessments to fund City or other efforts to build a unified defense system. Maintain minimum waterfront setback, with the setback area providing space in the future to accommodate sea level rise and flooding defenses. Design new buildings with habitable areas elevated to minimize potential damage from exceptional storm events. [DR, FB, AC, S]

The project addresses sea level rise resilience and adaptation. Construction of the project would raise the shoreline and Bay Trail to a minimum elevation of 13'. The 13' minimum proposed shoreline elevation is based upon ESA's recommendations documented within their 2019 sea level rise and resiliency study/memo prepared for the City of Burlingame. That study describes the BFE of the Burlingame Lagoon as 10' and recommends elevating the north shoreline of the Lagoon to an elevation between 11'-13'. The proposed shoreline elevation meets the higher of these recommended elevations (13' minimum). The project would furthermore be designed to adapt to a 16' minimum elevation in the future in anticipation of end of century sea level rise requirements, as identified on the City's Map of Future Conditions. The proposed sea level rise resilience and adaptation approach is consistent with BCDC's policy for shoreline improvements/elevations to be constructed as "resilient" through mid-century, and "adaptable" to end of century (future conditions). A new riprap-armored shoreline revetment designed by the project geotechnical engineer will be constructed consistent with FEMA accreditation.

Goal ED-1: Maintain a diversified economic base that provides a wide range of business and employment opportunities capable of ensuring a healthy and prosperous economy for generations to come.

ED-1.1: Diverse Building Types and Sizes Encourage development of new office, research, and technology spaces to diversify the types of businesses in Burlingame, specifically focusing on the Rollins Road, Bayfront, and Downtown areas. [DR, MP, SO, PA]

The proposed project would build a new 13-story landmark office building designed for office, research and development businesses, attracting new such tenants to the Bayfront area.

ED-1.6: Community Benefits of Development Ensure that major commercial development projects contribute toward desired community benefits of urban design, land use, sustainability, resiliency, affordable housing, and community health while also expanding the economic base of the city. [DR, FB, SO, PA]

In addition to attracting new office, research and development businesses, the proposed project would include contribute community benefits that include a public plaza along Airport Boulevard (approx. 7,800 sf), publicly accessible park space (approx. 22,500 sf), off-site streetscape improvements, including an ADA compliant connection to the Bay Trail, public amenities and landscaping (approx. 26,000 sf), and sea level rise resilience and adaptation improvements.

ED-2.1: Land Use Compatibility Address potential land use compatibility issues and roadway/truck access conflicts between office, industrial, retail, and residential uses in areas of transitioning land uses, such as the Bayfront and North Rollins Road areas. [DR, MP, PA]

The project will include roadway and access improvements on Anza Boulevard to facilitate smooth transition from the existing hotel use to the future office, research and development land use.

ED-2.3: Transportation Access Work with businesses citywide to develop local transit and bicycle connections and first mile/last mile strategies from the Caltrain stations to Burlingame's employment and retail destinations. [AC, PA, H, S]

The project site is located within 200 feet of a local transit stop on a high-quality transit corridor that is part of the Burlingame Shuttle route providing connection to the Millbrae BART and Caltrain station. Encouraging use of the transit is an integral part of the project proposed TDM program to achieve a 20% reduction in single-occupancy car trips.

ED-2.10: Bayfront Office and Research and Development Position the Bayfront area as a location for larger office-based and research and development businesses as a complement to the hospitality businesses. [SO, MP, PA]

The proposed project would build a new landmark 13-story office building designed to attract new office, research and development tenants to the Bayfront area.

ENVIRONMENTAL INFORMATION FORM

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

GENERAL INFORMATION

Project Address: 777 AIRPORT BOULEVARD

Assessor's Parcel Number: APN: 026-344-130

Applicant Name: LPC WEST

[redacted]

Property Owner Name: BW RRI II LLC

[redacted]

Permit applications required for this project (special permit, variance, subdivision map, parcel map, condominium permit, building permit, etc.): SPECIAL PERMIT, DEMOLITION PERMIT, DESIGN REVIEW, BUILDING PERMIT

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

SITE INFORMATION

Site size: 3.087 Acres and 134,475 Square Feet Existing Zoning: BFC

Existing use(s) of property: HOTEL

Total Number of Existing Parking Spaces[1]: 211 Number of Compact Spaces[1]:

Number of Existing Structures and Total Square Footage of Each: 4 STRUCTURES

4 STRUCTURES; (1) 21,380 S.F., (2) 23,595 S.F., (3) 21,290 S.F. AND (4) 3,857 S.F.; TOTAL 70,122 S.F.

Will any structures be demolished for this project? X Yes _____ No

Size and use of structures to be demolished: 4 STRUCTURES

4 STRUCTURES; (1) 21,380 S.F., (2) 23,595 S.F., (3) 21,290 S.F. AND (4) 3,857 S.F.; TOTAL 70,122 S.F.

Number and size of existing trees on site[2]: TBD

Will any of the existing tress be removed? X Yes _____ No

If Yes, list number, size and type of trees to be removed: TBD

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

_____ Yes X No If Yes, where?

[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 COMMERCIAL
South (BURLINGAME LAGOON)
East COMMERCIAL
West COMMERCIAL

PROPOSED PROJECT

Project Description:
A NEW COMMERCIAL BUILDING FOR OFFICE/RESEARCH AND DEVELOPMENT USE WITH ASSOCIATED PARKING
GROUND FLOOR USES INCLUDE LOBBY, SERVICES, AMENITIES AND PARKING,
PARKING WILL BE PROVIDED AT MEZZANINE AND LEVELS 2 - 6; LEVELS 7-12 SHALL BE OFFICE/R&D
+ MISCELLANEOUS ROOF ROOMS (MECHANICAL/ELEVATOR MACHINE, ELECTRICAL - TBD)
TOTAL 13 STORIES IN HEIGHT

Residential Projects:

Number of Dwelling Units: N/A
Size of Unit(s):

Household size (number of persons per unit) expected:

Commercial/Industrial Projects:

Type and square footage of each use: 403,400 S.F. of Office/R&D uses and supporting parking

Estimated number of employees per shift: 1,965
Will the project involve the use, disposal or emission of potentially hazardous materials (including petroleum products)? ____ Yes X No
If Yes, please describe:

Institutional Projects (public facilities, hospitals, schools):

Major function of facility: N/A

Estimated number of employees per shift:
Estimated Occupancy:

For all Projects:

Flood Hazard: Is this site within a special flood hazard area? ____ Yes X No

Land Use: If the project involves a conditional use permit, variance or rezoning application, please explain why the applications are required[3]:

[3] Please fill out and submit the appropriate application form 9variance special permit, etc.)

Building gross square footage: Existing: 70,122 S.F. Proposed: 403,400 S.F.
Number of floors of construction: Existing: 5 Proposed: 13

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

Existing: Standard _____
Compact _____
Total Approximately 210

Proposed: Standard 985
Compact 24
Total 1,009

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

_____ 0-500 cubic yards
_____ 500-5,000 cubic yards
__X__ 5,000-20,000 cubic yards
_____ Over 20,000 cubic yards(indicate amount)_____

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.): 103,100 sf
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:
Noise will be generated by typical construction activities/equipment during construction. No pile driving is proposed; piles would be installed using augur cast piles which will not result in the noise and vibration typical of driven piles.
Noise sources generated during operation of facility:
No substantial noise other than traffic-related noise is anticipated during operation of the facility.

Vibration: Will the proposal cause vibration that may affect adjacent properties? Describe any potential sources of vibration: No significant vibration which could affect adjacent properties is anticipated.

Exterior Lighting: Please describe any proposed exterior lighting of the facility[4]:
Exterior lighting will include building identification, security lighting, parking lot lighting, and other ancillary lighting.

Water: Expected amount of water usage:
Domestic _____ gal/day Peak use _____ gal/min
Commercial 22,680 gal/day Peak use 47.25 gal/min
Expected fire flow demand TBD 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.

[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.

3. Would the proposed project result in increased impervious surfaces and associated increased runoff? No.

4. Would the proposed project create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates volumes? No.

5. Would the proposed project result in increased erosion in its watershed? No.

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? No.

7. Would the proposed project have a potential significant environmental impact on surface water quality, to marine, fresh, or wetland waters? No.

8. Would the proposed project have a potentially significant adverse impact on ground water quality? No.

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 20,250 gpd
Source of wastewater discharge on site (i.e. restrooms, restaurants, laboratory, material processing, etc.)

General:

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

	Yes	No
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.		X
Change in pattern, scale or character of general area of project.		X
Significant amounts of solid waste or litter.		X
Change in dust, ash, smoke fumes or odors in vicinity.		X
Change in bay, lagoon, stream, channel or groundwater quality or quantity, or alteration of existing drainage patterns.		X
Substantial change in existing noise or vibration levels in the vicinity (during construction and/or during operation).		X
Site on filled land or on slope of 10 % or more.		X
Use or disposal of potentially hazardous materials, such as toxic substances, flammable materials or explosives.		X
Substantial change in demand for municipal services (police, fire water, sewage)		X
Substantial increase in fossil fuel consumption (oil, natural gas, etc.).		X
Relationship to a larger project or series of projects.		X

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 _____ 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: 777 Airport Boulevard

Property Address: 777 Airport Boulevard, Burlingame, CA 94010

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

Consultant Name & Company: _____

Consultant Phone & Email: _____

Project Information

Proposed land use (residential, commercial, industrial, mixed use, or other): Office R&D

Brief project description: New Office R&D building over podium parking

Project size (sq. ft. and/or unit size): 403,400 sf

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

If yes, briefly explain why: _____

Climate Action Plan Measure	Project Compliance
REQUIRED MEASURES	
Green Building Practices and Standards (CAP Measure 11): Support, enforce, and expedite green building practices and standards. Burlingame's reach codes: www.burlingame.org/reachcode	**Required Measure** Does the project comply with the City's green building requirements in the reach codes? ☒ Yes ☐ No Will the project request any exceptions? If so, briefly explain. No
Alternatively-Powered Residential Water Heaters (CAP Measure 15): Support transition from traditional to solar and electrically powered water heaters. Burlingame's reach codes: www.burlingame.org/reachcode	**Required Measure** Does the project include a solar or electrically powered water heater as required in the reach code? ☐ Yes ☒ No (Not Applicable)
Solar Power (CAP Measure 14): Encourage installation of photovoltaic systems. Burlingame's reach codes: www.burlingame.org/reachcode	**Required Measure** Does the project include a photovoltaic system as required by CALGreen and/or the City's reach code? ☒ Yes ☐ No
Electric Vehicle Infrastructure and Initiatives (CAP Measure 6): Support the electric vehicle (EV) network by incentivizing use of EVs and installations of charging stations. Burlingame's reach codes: www.burlingame.org/reachcode	**Required Measure** Does the project comply with the City's EV charging requirements in the reach code? ☒ Yes ☐ No List total number and type of EV chargers to be installed: EV chargers will be installed in accordance with the reach code.
Zero Waste (CAP Measure 18): Reduce organic and recyclable materials going to the landfill and achieve the City's diversion goals.	**Required Measure** Does the project include facilities for collecting recycling and composting? ☒ Yes ☐ No Describe any composting and recycling strategies used in the project : Composting and recycling will be coordinated with Recology.

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. ▪ 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	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? ☒ Yes ☐ No 2. Briefly describe the project's TDM Plan: A separate TDM Plan has been submitted. TDM Plan will be prepared at a later time. The goal of the TDM plan will be to achieve a 20 percent trip reduction, consistent with the City of Burlingame's Climate Action Plan as well as the goals of the C/CAG/s Congestion Management Program.
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.	**Required Measure** Does the project meet the parking requirements in the zoning code or TDM plan as applicable? ☒ Yes ☐ No ☐ NA Describe any parking reduction strategies used in the project: Priority space locations for carpool, rideshare, and low emitting vehicles.
VOLUNTARY MEASURES	
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. https://www.peninsulacleanenergy.com/opt-up/	**Voluntary Measure** Will the project enroll in PCE? ☐ Yes ☐ No TBD Which PCE option, ECOplus or ECO100?

Complete Streets (CAP Measure 3): Develop a network of complete streets that support pedestrian and bicycle accessibility.	**Voluntary Measure** Does the project include on-site pedestrian, transit, or cycling improvements, such as enclosed bike storage or employee showers? ☒ Yes ☐ No ☐ NA What is the project's walkscore (www.walkscore.com)? 41 Describe any pedestrian/bicycle friendly measures used in the project: Exterior (short term) bike racks will be included. Enclosed (long term) bike storage and shower facilities will be included. Proximity to SF Bay Trail will encourage bike use for building users and visitors.
Burlingame Shuttle Service (CAP Measure 8): Increase awareness and use of local shuttles. Burlingame shuttle map: https://www.burlingame.org/departments/sustainability/shuttles.php	**Voluntary Measure** Is the project located near a shuttle station? ☒ Yes ☐ No How will shuttle information be distributed to occupants? TBD
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. Water Conservation Resources, https://www.burlingame.org/departments/public_works/water_conservation/index.php	**Voluntary Measure** Does the project use Energy Star® rated dishwashers and clothes washers or go beyond CALGreen? ☐ Yes ☐ No ☒ NA Describe any water conservation elements in the project:
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.	**Voluntary Measure** Will the project use any electric off-road construction equipment? ☐ Yes ☒ No If yes, describe what electric construction equipment will be used:

Increase the Public Tree Population (CAP Measure 20): Increase the number of trees in Burlingame.	**Voluntary Measure** Will the project be adding new trees? ☒ Yes ☐ No ☐ NA How many trees will be planted in the public right-of-way (like sidewalks)? TBD How many trees will be planted on private property? TBD

777 Airport Boulevard
Transportation Demand Management Plan

May 2022

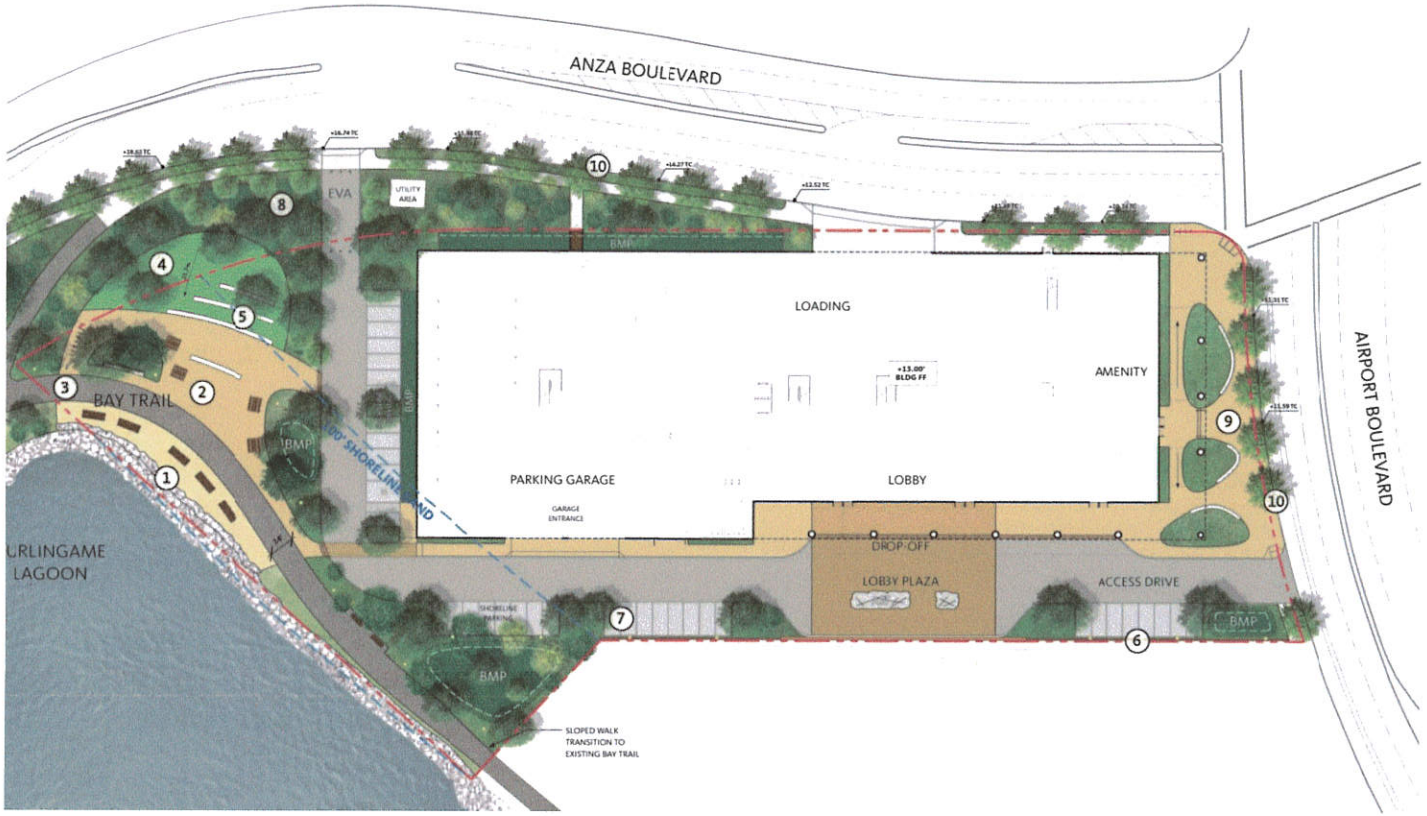
Prepared for:
Lincoln Property Group

By: FEHR & PEERS

Introduction

Project Overview

The project site is located in Burlingame, California approximately four miles South of San Francisco International Airport (SFO) in the City's Bayfront employment area. The proposed Project (the "Project") would redevelop a 2.5-acre site, currently occupied by a hotel and a restaurant. The proposed site plan includes 403,400 square feet of building area for one twelve-story building, including six floors for offices above a five floor parking podium, a ground floor, and a mezzanine floor. The proposed uses include Office, Research & Development or Technology. Primary vehicle, pedestrian, and bicycle access is from Airport Boulevard while secondary non-motorized access is offered from the Bay Trail along the Project's south frontage.



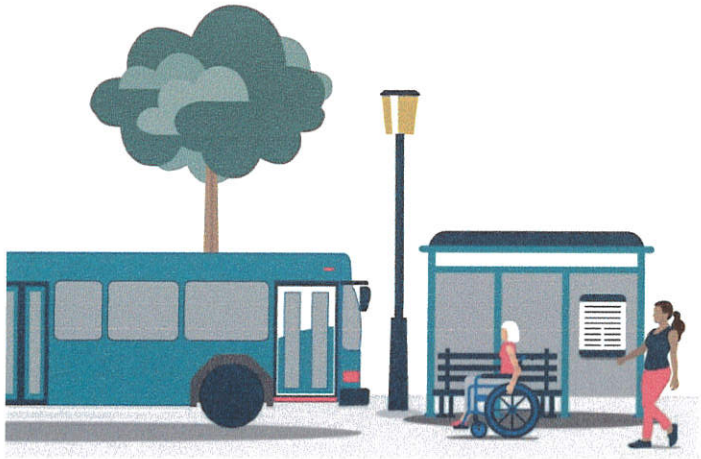
Project Setting

Bicycle and Pedestrian Facilities

The Project site abuts the San Francisco Bay Trail, a 350-mile trail network surrounding the bay. In the vicinity of the Project, the Bay Trail is improved as a Class-I shared-use trail which provides exclusive use for bicyclists and pedestrians. Airport Boulevard, which runs along the northeast edge of the Project site, includes paved sidewalks on both sides of the street and is a planned Class IV separated bikeway corridor in the City of Burlingame's *Bicycle and Pedestrian Master Plan*. Anza Boulevard, adjacent to the northwest Project frontage, features sidewalks on the south side of the roadway and a Class I shared-use path on the north side. The Bay Trail ruins along the Project's south frontage and continues westward toward the Broadway corridor via an undercrossing beneath Anza Boulevard. Existing and Planned bicycle facilities are shown in **Figure 1**.

Transit Services

Commute.org's Burlingame Point shuttle directly serves the Project site via an on-street shuttle stop at the northern corner of the Anza Boulevard/Airport Boulevard intersection, which is approximately 500-feet from the Project's primary lobby entry. The Burlingame Point shuttle is free and open to the public and provides first-last-mile weekday commute peak service on 15-minute headways from the Millbrae BART/Caltrain station to five stops along the Airport Boulevard corridor. Millbrae is a major Peninsula intermodal transit hub and is served by SamTrans buses; the BART Red Line (Richmond to SFO via Millbrae); and Caltrain local, limited, and Baby Bullet express trains. Several SamTrans bus lines serve Millbrae Station. SamTrans Route 397 connects downtown Burlingame with downtown San Francisco. Route SFO runs direct service from the transit center to all San Francisco International Airport (SFO) Terminals. Route ECR runs along El Camino Real from Palo Alto Transit Center in South Bay to Daly City BART in San Francisco. Existing transit service is shown in **Figure 2.**



TDM Goals and Objectives

The primary goal of the Project's Transportation Demand Management (TDM) plan is to comply with the City of Burlingame's TDM ordinance and City/County Association of Governments of San Mateo County (C/CAG) TDM Program. Both TDM regulations aim to reduce the number of vehicles trips generated by new developments, by shifting a proportion of trips to more sustainable modes, such as walking, bicycling, transit, or carpooling. This, in turn, helps to alleviate traffic congestion, reduce greenhouse gas emissions and other air pollution, and reduces parking demand.

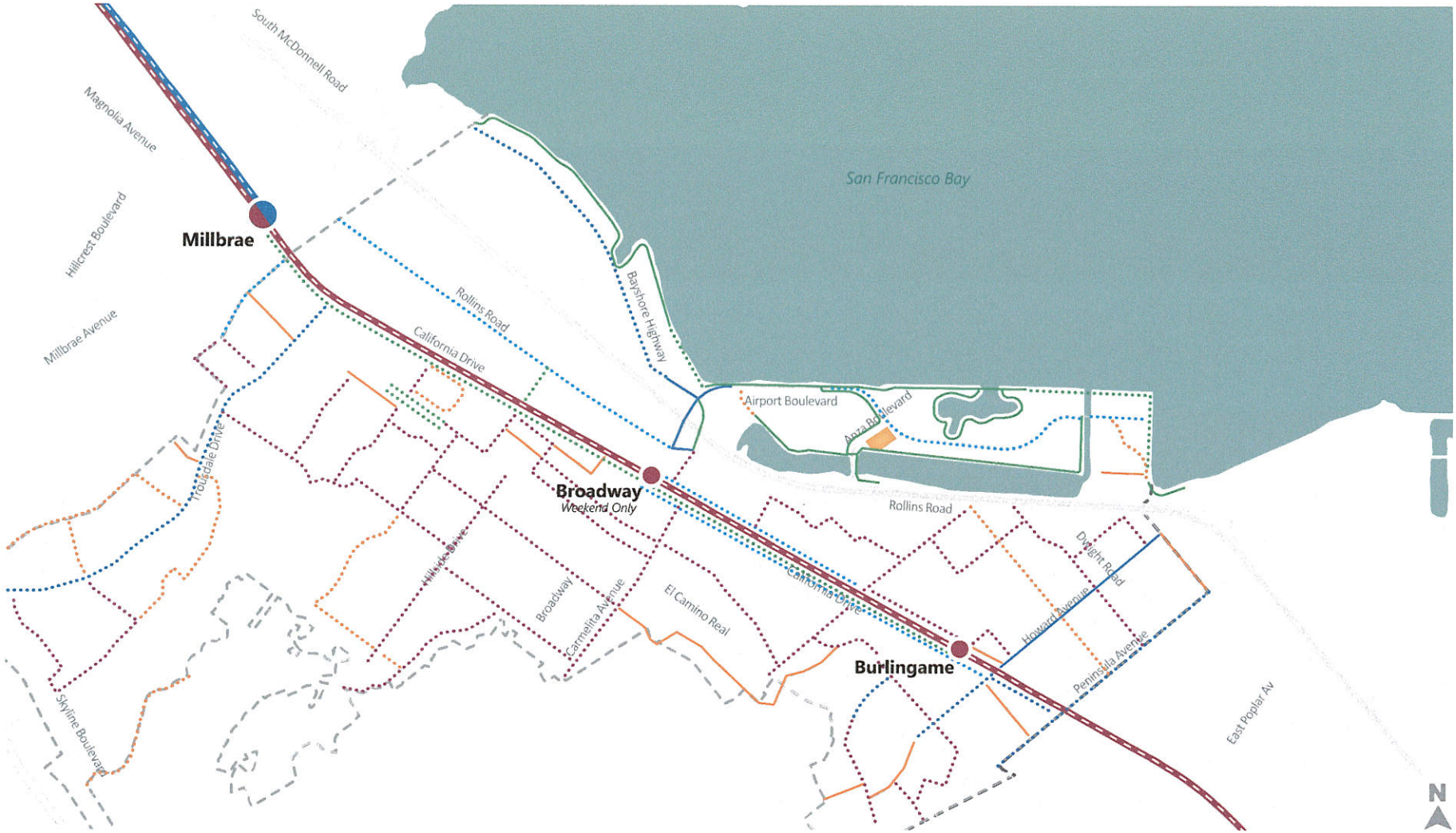
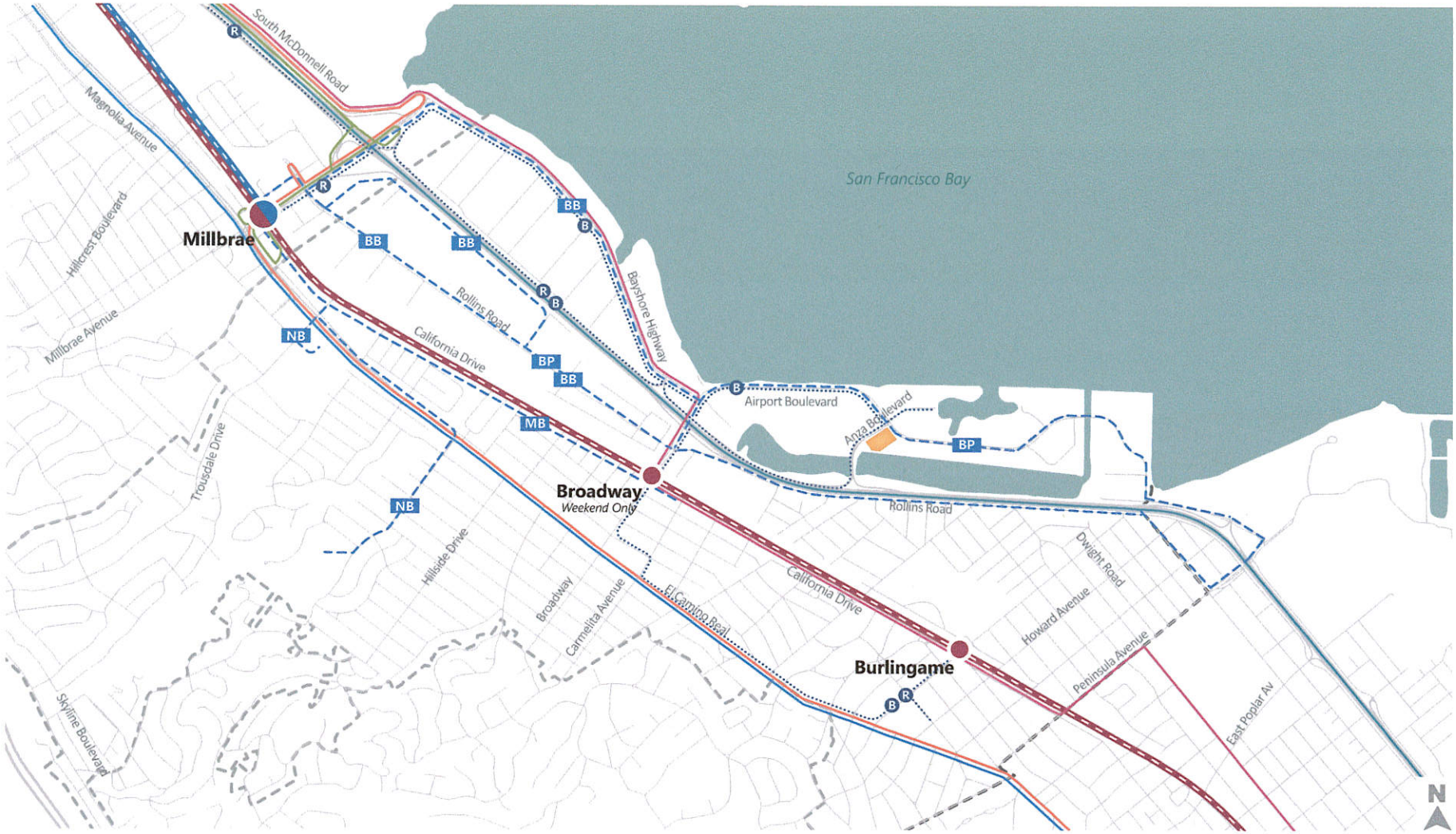


Figure 1

City of Burlingame Bikeways



Regional Rail

- BART
- Caltrain

SamTrans Routes

- ECR
- 397
- 292
- SFO
- FCX

Commute.org Routes

- NB North Burlingame
- BB Burlingame Bayside
- BP Burlingame Point
- MB Millbrae-Broadway

Trolley Routes

- B Burlingame Trolley
- R Red Carpet Trolley

- Cities
- Project Site

Figure 2

Transit

Compliance with Local Requirements

The City of Burlingame's Transportation Demand Management Ordinance[1] requires applicable projects to reduce vehicle trips 20 percent from the rates published in the latest version of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. This ordinance implements a trip reduction goal from the City's *Climate Action Plan* (CAP), which is a comprehensive strategy for reducing the city's greenhouse gas emissions[2]. Monitoring reports which assess the effectiveness of the TDM plan in meeting the 20 percent trip reduction target must be submitted to the City annually. If the target is not achieved, the monitoring report must propose program modifications that would be necessary to meet the 20 percent trip reduction target.

C/CAG's TDM Program[3] is a component of the City County Association of Governments of San Mateo County (C/CAG) Congestion Management Program (CMP) which provides guidelines for analyzing the impact of land use decisions made by municipalities in San Mateo County. As of January 1, 2022 the C/CAG TDM Policy requires that local jurisdictions implement specific measures to reduce SOV trips of all new developments that are expected to generate at least 100 average daily trips (ADT). C/CAG requires applicable projects to submit a TDM checklist, which outlines required TDM measures and strategies for different project sizes and uses, and monitor the program effectiveness beginning with a tenant travel survey two years after project occupancy.

The Project's applicable C/CAG TDM checklist is provided in **Appendix A**.

Roles & Responsibilities

A successful TDM plan requires a combination of supportive site design elements, programming, and incentives to encourage employees to shift to non-SOV modes for commuting to work and ultimately achieve the City's 20 percent trip reduction target. Implementation and operation of the TDM strategies is typically requires designation of a TDM manager or coordinator is responsible for overseeing the program and interfacing with regulatory agencies. The coordinator could either be affiliated with the building owner or tenant but the building owner is ultimately responsible for the success of the TDM program since the performance requirements are tied to the City's zoning code and Project entitlements.

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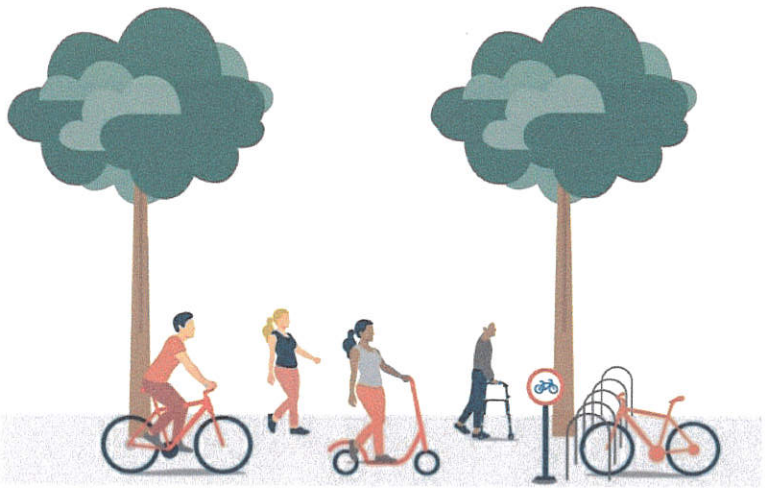
[1] City of Burlingame Article 3 – Chapter 25.43 https://cms6.revize.com/revize/burlingamecity/Article%203%20-%20Regulations%20and%20Standards%20Applicable%20to%20All%20Zoning%20Districts.pdf

[2] City of Burlingame's Climate Action Plan Update (August 2019), https://www.burlingame.org/document_center/Sustainability/CAP/Climate%20Action%20Plan_FINAL.pdf

[3] /CAG TDM Program, https://ccagtdm.org/

Transportation Demand Management Strategies



The 777 Airport Boulevard TDM Plan is anticipated to meet the City of Burlingame's 20 percent trip reduction target by implementing the required TDM measures and strategies in the C/CAG TDM checklist which is provided in **Appendix A.**. These strategies would manage travel demand through TDM measures and strategies that encourage alternatives to SOV trips.

Fehr & Peers evaluated the trip reduction effectiveness of the required C/CAG TDM strategies using *TDM+*, an analytical tool that quantifies trip and VMT reduction estimates based on the California Air Pollution Control Officers Association's (CAPCOA) 2021 report *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*. Trip reduction estimates are based on the best available data and the actual observed reductions may vary depending on implementation or the unique characteristics of a tenant's employee base and uptake.

Project TDM Elements

Based on the CAPCOA data, a combination of the Project's land use characteristics and C/CAG-required TDM strategies could result in an approximately **28 percent reduction** in vehicle trips from the Project's ITE-based trip generation estimate. The required TDM strategies and estimated trip reduction breakdown is presented in **Table 1** and the Project's Trip Generation estimate is presented in **Table 2.** At 19% of the total 27% estimated reduction, the CAPCOA data indicate that the Project's job density is the primary variable in reducing vehicle trip generation from the ITE trip generation baseline. A combination of physical and programmatic features are estimated to further reduce vehicle trips by an estimated eight percent. Detailed descriptions of each TDM strategy is provided in **Appendix B**.

Table 1. Project TDM Elements & Estimated Trip Reduction from ITE Rates

TDM Measure	Description	Estimated Reduction
Land Use Characteristics		
Increase Job Density	Trip reduction achieved by a project with higher job density compared to the national job density average. Higher job density results in shorter and fewer trips by single-occupancy vehicles.	19%
Physical Features		
End-of-Trip Bicycle Facilities	Providing facilities that encourages commuting to work by bicycle. This measure includes the provision and maintenance of secure bike parking, showers, and personal lockers, and changing areas.	2.7%
Programmatic Features		
Employee Survey	Conduct an annual survey of employees to understand commute patterns and ways to support the use of non-driving modes. Developer to provide sample survey to tenants. A sample survey is provided in **Appendix C.**	N/A – Required for Monitoring
Commute Trip Reduction Marketing	C/CAG requires tenants actively participate in Commute.org or Transportation Management Association Equivalent program. Additionally, this task requires information sharing and marketing by building tenant/employer to promote and educate employees about travel choices options for accessing the project site and guaranteed ride home service. Lastly, C/CAG requires the tenant provide a transportation coordination or an employee who will be responsible for supplying orientation and information to encourage employees to use non-SOV modes of commuting to work.	4%
Subsidized or Discounted Transit Program	Reducing out-of-pocket transit expense for employees improves competitiveness of transit against driving and results in an increase of transit trips and decrease in vehicle trips. C/CAG requires tenants provide a subsidy up of $50 or 30% the value of a monthly fare, whichever is cheaper.	1.0%
Employer Sponsored Vanpool	Employer-sponsored vanpool service to promote cost-effective and convenient rideshare option for groups of 5 to 15 people. The reduction measure equates to approximately 2 vanpool vehicles for every 1,000 employees.	1.3%
	Total Estimated Trip Reduction from ITE Rates	**28%**

Source: TDM+ Tool with Project-Specific Inputs. Fehr & Peers, 2022
Notes: Fehr & Peers assumed an approximately $40 transit pass subsidy which is 30% of a typical two-zone Caltrain monthly pass. Two Caltrain zones aligns with the average San Mateo County home-based work vehicle trip legnth of 17 miles.

Trip Reduction Target

Table 2 shows the Project's ITE-based trip generation estimate and the maximum number of daily and AM and PM peak hour trips to meet the City's 20 percent trip reduction target. To meet the target, AM and PM peak hour trips would need to be reduced by approximately 110 trips and daily trips reduced by approximately 720 trips to meet the City's performance target.

Table 2: ITE Trip Generation Estimate and Trip Reduction Target

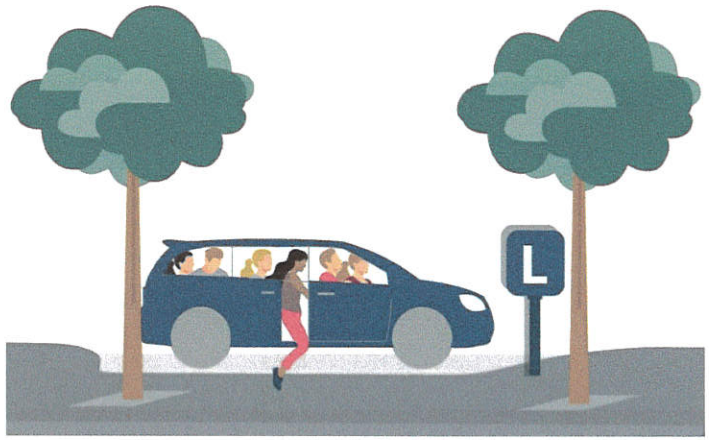
Land Use	ITE Code	Units	Project Daily Vehicle Trip Generation	AM Peak Hour Total	PM Peak Hour Total
Proposed Uses					
General Office Building	710	403 KSF	3,905	556	528
	TDM Target: 20% Trip Reduction		*-718*	*-111*	*-106*
		Maximum Trips	**3,124**	**445**	**423**

Source: ITE Trip Generation Manual, 11th Edition

Program Implementation

TDM Coordinator

Each tenant will designate a transportation manager or transportation coordinator who will provide information and marketing to encourage employees to use non-SOV modes of commuting to work, including walking, biking, transit, carpooling, vanpooling, or other means of travel. While the future building manager will support the TDM coordinator by providing information on TDM requirements, transportation options, and an example commute survey, each tenant's TDM coordinator is responsible for program implementation and monitoring.



Monitoring & Reporting

Regular monitoring and reporting will ensure that tenants follow C/CAG and City of Burlingame requirements for trip reductions. Additionally, annual monitoring provides an opportunity for tenants to assess the success of their TDM programs and to adjust or revisions as needed to achieve their TDM reduction goal.

Trip Reduction Goals

To achieve the City of Burlingame's trip reduction target, the Project's maximum AM Peak Hour, PM Peak Hour, and Daily trips are as follows. Detailed trip generation estimates are shown in **Table 2**.

- Maximum Daily Trips: 3,124
- Maximum AM Peak Hour Trips: 445
- Maximum PM Peak Hour Trips: 423

Reporting

A Project representative will be required to submit monitoring reports to the City of Burlingame and C/CAG. Each jurisdiction has a set monitoring and reporting structure. The following section includes detailed information about reporting structure requirements.

City of Burlingame Monitoring and Evaluation

An TDM monitoring report shall be prepared 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. The specific contents of the annual TDM report will be determined in collaboration with the City, but will include at least the following elements:

1. A description of the current landlord and/or tenant TDM programs and services provided and level of use/participation of each program component (required or supplemental). This includes reporting on the number of transit passes distributed and an evaluation of the percent of staff who use the pass regularly to commute to work, the number of employees with parking passes or who opted to cash-out of a parking space, and documentation of the transportation information and outreach provided to employees.
2. Results of an annual employee survey capturing how employees access the Project site. The main purpose of this survey is to capture weekday building occupancy, determine employee commute mode choices, and determine compliance with the tenant's vehicle trip generation goal. A sample survey is provided in **Appendix C.**
3. Findings of whether the tenant is in compliance with its TDM reduction participation goal. If the findings in the report show that the TDM reduction/participation goal has not been met, the future tenant would work with City staff to identify if there are additional TDM measures the tenant could reasonably (financially and practically) implement to further improve the site's TDM reductions and participation.

C/CAG Monitoring

Two years after Project occupancy, Commute.org will distribute a survey to the appropriate Project point of contact, who may be the original Project owner, property manager, or on-site tenant(s)/TDM coordinator(s). The survey will consist of a TDM Self-Certification Form (i.e., self-reporting implemented TDM measures) along with brief questionnaire about user travel behavior at the Project site. Commute.org will then collect and analyze these surveys.

If there is insufficient progress towards TDM Checklist implementation, Commute.org will work with the appropriate point of contact to develop potential solutions. The local jurisdiction shall also collaborate in this issue resolution, which may include potential enforcement. The monitoring and reporting process is required to continue for 20years post-occupancy at the following intervals for the self-certification form and the travel survey[4]:

- Self Certification Form: Completed biennially for 18 years post-occupancy
- Travel Survey: Completed biennially beginning in the third year post-occupancy for a period of six years and then triennially for the remaining 12 years.

[4] C/CAG *Transportation Demand Management Policy Update Approach – September 9, 2021* https://ccagtdm.org/wp-content/uploads/2021/12/FINAL-CCAG_TDM-Policy-Update-Document_9-9-2021.pdf

Appendix A:– C/CAG Checklist

C/CAG TDM Checklist

ccagtdm.org

Non-Residential (Office, Industrial, Institutional) Land Use: Large Project

500+ ADT; ~50,000+ sq ft

About this Form

Any new development project anticipated to generate at least 100 average daily trips is subject to the C/CAG TDM Policy and must complete a TDM Checklist and implement associated measures to mitigate traffic impacts. Read more at ccagtdm.org

Questions?
support@ccagtdm.org

A Applicant Information

Project Address	Contact First and Last Name
777 Airport Boulevard	
Parcel Number	**Application Date**
026344130	
Project Jurisdiction	**Contact Email Address**
City of Burlingame	

Contact Phone Address

B Trip Reduction Target

Select one option based on your project's distance to high quality transit

Read more about high quality transit at ccagtdm.org/high-quality-transit

Identify your project type

☐ TOD	◉ Transit Proximate	☐ Non-Transit Proximate
Less than 1/2-mile from high quality transit service	1/2 to 3 miles from high quality transit service	More than 3 miles from high quality transit service
25% Trip Reduction Required	**35%** Trip Reduction Required	**35%** Trip Reduction Required

C Required Measures

You must select all measures that apply for your project type

Click on each measure's title for more information

	Measure	Project Types	Percentage	Yes
1	**M1 - Free/Preferential Parking for Carpools** Provide free or preferential parking, including reserved spaces or spaces near an entrance or other desirable location, to incentivize ridesharing.	ALL	1%	☑
2	**M3 - TDM Coordinator/Contact Person** Provide TDM coordinator/liaison for tenants. May be contracted through 3rd party provider, such as Commute.org.	ALL	0.5%	☑
3	**M4 - Actively Participate in Commute.org or Transportation Management Association (TMA) Equivalent** Obtain certification of registration from Commute.org or equivalent TMA incorporation documents. Select only one based on Project Type	TOD & Non-transit Proximate Transit Proximate	6.5% 16.5%	☐ ☑
4	**M5 - Carpool or Vanpool Program** Establish carpool/vanpool program for tenants and register program with Commute.org.	ALL	2%	☑
5	**M6 - Transit or Ridesharing Passes/Subsidies** Offer tenants passes or subsidies for monthly public transit or ridesharing costs incurred, equivalent to 30% of value or $50 - whichever is lower.	ALL	10%	☑
6	**M7 - Pre-Tax Transportation Benefits** Offer option for tenants to participate in a pre-tax transit program to encourage the use of sustainable transportation modes and leverage pre-tax income to pay for commute trip costs.	ALL	1%	☑
7	**M8 - Secure Bicycle Storage** Comply with CalGREEN minimum bicycle parking requirements.	ALL	1%	☑
8	**M9 - Design Streets to Encourage Bike/Ped Access** Design adjacent streets or roadways to facilitate multimodal travel.	ALL	1%	☑
9	**M25 - Showers, Lockers, and Changing Rooms for Cyclists** These amenities serve as end of trip facilities for employees arriving by bike or other active transportation forms.	ALL	2%	☑
10	**Total from Required Measures** Sum percentages from each selected measure from rows 1-9		35 %	

Form Continues on Page 2 →

D Additional Recommended

Select enough to meet the trip reduction target from section B

Click on each measure's title for more information

	Measure	Project Types	Percentage	Yes
11	**M12 - Flex Time, Compressed Work Week, Telecommute** Flex time allows employees some flexibility in their daily work schedules. Compressed work week allows employees to work fewer but longer days. Telecommuting functions similarly, allowing employees to work from home rather than the office, reducing vehicle travel on the days they work remotely.	ALL	5%	☐
12	**M14 - Paid Parking at Market Rate** Offer hourly/daily parking rates proportional to monthly rate or equivalent to cost of transit fare.	ALL	25%	☐
13	**M15 - Reduced Parking** Provide off-street parking at least 10% below locally-required minimums, or else below the locally-permitted parking maximums. Consideration may be required of potential spillover parking into surrounding areas.	ALL	10%	☐
14	**M16 - Short-Term Daily Parking** Offer daily or hourly parking rates that are proportional to the monthly rate or approximately the cost of a transit fare.	ALL	2%	☐
15	**M17 - Developer TDM Fee/TDM Fund** Voluntary impact fee payment on a per unit or square footage basis, to fund the implementation of TDM programs.	ALL	4%	☐
16	**M18 - Car Share On-Site** Provide on-site car share or vehicle fleets.	ALL	1%	☐
17	**M19 - Land Dedication or Capital Improvements for Transit** Contribute space on, or adjacent to, the project site for transit improvements. Select one or more Bus Pullout Space 1% ☐ Bus Shelter 1% ☐ Visual/Electrical Improvements (i.e., Lighting, Signage) 1% ☐ Other (i.e., Micromobility Parking Zone, TNC Loading Zone) 1% ☐	ALL →	☐ % Total percentages selected	☐
18	**M20 - Shuttle Program/Shuttle Consortium/Fund Transit Service** Establish a shuttle service to regional transit hubs or commercial centers. Shuttle service should be provided free of charge to employees and guests.	Non-transit Proximate	10%	☐
19	**M21 - Bike/Scooter Share On-Site** Allocate space for bike/scooter share parking.	All	1%	☐
20	**M22 - Active Transportation Subsidies** Offer biking/walking incentives to tenants, such as gift card/product raffles.	All	2%	☐
21	**M23 - Gap Closure** Construct or enhance quality of biking and walking facilities to/from site to existing trails, bikeways, and/or adjacent streets.	All	7%	☐
22	**M24 - Bike Repair Station** Offer on-site bike repair space/tools in visible, secure area.	All	0.5%	☐
23	**M26 - Pedestrian Oriented Uses & Amenities on Ground Floor** Provide on-site, visible amenities to tenants and guests, such as cafes, gyms, childcare, retail.	All	3%	☐
24	**Total from Additional Measures** Sum percentages from each selected measure from rows 11 - 23		☐ %	

E Project Totals

Percentage from Required Measures (Section C Row 10): 35 %

\+ Percentage from Additional Measures (Section D Row 24): 0 %

Total Percentage from all Selected Measures (Sum of required and additional measures): 35 %

Trip Reduction Target (Copy from Section B): 35 %

Total Percentage from all selected measures must be greater than or equal to Trip Reduction Target

F Submit Checklist

See ccagtdm.org/submission for how to submit this form.

Questions?

Email Us
support@ccagtdm.org

Visit Our Website
ccagtdm.org

Appendix B: –Detailed Description of TDM Measures

The following sections describe in detail each of the TDM strategies proposed as part of the development. All monitoring and reporting indicated below are for the purposes of complying with City requirements unless otherwise noted.

Implement Commute Trip Reduction Marketing

This measure requires tenants to implement a marketing strategy that promotes employee trip reduction. This includes information sharing and marketing and additional amenities that make it easy for employees to opt for non-auto modes.

Transportation Manager & Commute Marketing Program

An transportation manager or designated employee for transportation related marketing will generate positive impacts on the success of the TDM goals and elements. Commute industry data supports the notion that a transportation manager has a very positive impact on increasing and maintaining alternative mode use.

Each tenant's transportation manager will be responsible for:

- Providing commute program assistance to employees, and serving as the primary point of contact for employees who wish to commute using an alternative.
- Working with local agencies as needed, such as Caltrain, SamTrans, 511 Rideshare, and the Bay Area Air Quality Management District (BAAQMD) and the Commute.org.
- Cataloging all existing incentives that encourage employees to utilize alternative transportation programs.
- Conducting annual employee surveys and provide reports to the City of Burlingame that include commute patterns, mode splits, and TDM program success (process includes yearly surveying of employees, tabulation of data and provision of results in report format).
- Evaluating survey results for alternative transportation potential and changes to the current program, and updating the program as needed.

Benefits that may be organized by the transportation manager and provided to employees include:

- Producing any on-site transportation fairs and promotional events, as relevant.
- Host Bicycle Safety Classes in coordination with Commute.org or a local bicycle advocacy organization.

- Post informational materials on transportation kiosks in common areas, as well as disperse alternative program information to employees via posters, flyers, banners, community newsletter, etc.
- Participate in the BAAQMD Spare the Air program. Spare the Air day notices will be forwarded to employees to discourage driving alone to work.

Guaranteed Ride Home Program

A common reason that employees do not use alternative modes is the inability to leave work unexpectedly for a family emergency or the fear of being stranded if they need to work late or there are disruptions in transit service. A TDM element that allays these concerns is a Guaranteed Ride Home or similar program. With these types of programs, employees can use a taxi service, rental car, or other means to get home, and the employer pays for the service. Commute.org provides a Guaranteed Ride Home program for all employees in San Mateo County who use an alternative to driving alone to get to work. The program is free for employees to participate in, and subsidizes up to $60 per trip up to four times per calendar year.

Subsidized Transit Passes

Transit subsidie are an effective strategy to encourage transit ridership alongside the commute marketing program. For consistency with the C/CAG TDM Program- which requires a subsidy of up to $50 or 30% of the value of a monthly fare, whichever is cheaper- the Project will provide an approximately $40 monthly transit pass subsidy which is 30% of a typical two-zone Caltrain monthly pass as of May 2022. Two Caltrain zones align with the average San Mateo County home-based work vehicle trip length of 17 miles. As an optional alternative, the Project sponsor or tenants may consdier the GoPass, which is provided by Caltrain, allows companies to purchase annual unlimited-ride passes for all eligible employees. The annual cost of participating in the 2022 Go Pass program is the greater of $342 per eligible user (all employees are considered eligible users, not just those who ride transit) or $28,728.

Provide Employer-Sponsored Vanpool

This measure requires establishing an employer-sponsored vanpool service. Vanpooling vehicles are generally leased and provided by employers, non-profit organizations, government agencies, or public-private partnerships. Tenants/employers should provide financial incentives, such as ride-matching, to help facilitate participation.

Appendix C: Sample TDM Survey

777 Airport Boulevard TDM Monitoring & Reporting – Sample Commute Survey

NOTE: Questions should be tailored by tenants based on company policies such as work schedules, available commuter benefits, etc.

1. What is your home zip code?
2. What are your typical work hours?
    a. Start time:
    b. End time:
3. Thinking about last week, how did you get to work on each of the following days? If you used more than one, please indicate the way for the longest part of your trip.
    a. Monday
    b. Tuesday
    c. Wednesday
    d. Thursday
    e. Friday
    f. Saturday
    g. Sunday
4. Thinking about last week, how did you leave work on each of the following days? If you used more than one, please indicate the way for the longest part of your trip.
    a. Monday
    b. Tuesday
    c. Wednesday
    d. Thursday
    e. Friday
    f. Saturday
    g. Sunday
5. Thinking about last week, how often did you leave the office in the middle of the day to get lunch or run errands?
    a. Yes, multiple times a day
    b. Yes, once a day
    c. Yes, a few times a week
    d. No, I did not leave the office during the day
6. When you leave the office in the middle of the day, how do you typically travel to get lunch or run errands?
    a. Private vehicle
        i. Drove my own private vehicle (Drive alone)
        ii. Drove my own private vehicle (Carpool)
        iii. Passenger in a private vehicle (Carpool)
    b. Uber/Lyft/Taxi drop-off
    c. Transit
        i. Caltrain
        ii. SamTrans Bus
    d. Bicycle
    e. Walked
    f. Bikeshare/E-scooter
    g. Other: _____

7. What is most important to you when you choose how to get to work? (Select up to 3.)
    a. Travel time
    b. Cost
    c. Convenience/flexibility
    d. Reliability
    e. Comfort/safety
    f. Reducing pollution
    g. Ability to make stops between home and work
    h. Stress
8. If you typically use a non-drive alone mode to commute to work, how can we better support your commute?
    a. Company subsidy for transit
    b. Company subsidy for vanpool
    c. Company subsidy for biking or walking
    d. Lower parking rates for carpooling
    e. Preferred parking for carpooling
    f. Assistance using transit or biking
    g. Assistance with
    h. Flexible work schedule
    i. Ride home in case of emergency
    j. Incentive program (prizes or contests)
    k. Other: _____
9. If you normally drive alone to work, what are your main reasons for doing so?
    a. Need a car for work
    b. Need a car for personal use during the work day
    c. No reasonable transit option
    d. No reasonable walking or biking option
    e. No options for carpooling
    f. Need a car for errands or to transport children
    g. Cannot get home in an emergency
    h. Cost of taking Caltrain
    i. Other: _____
10. If you usually drive alone to work, which of the following transportation options (other than driving alone) would appeal most to you? (Select up to 3.)
    a. Carpooling
    b. Vanpooling
    c. Transit
        i. Caltrain
        ii. SamTrans
    d. Bicycling
    e. Walking
    f. Not interested in other transportation options for commuting
    g. Other: _____
11. If you normally drive alone to work, what would encourage you to use a non-drive alone mode to commute to work? (Select up to 3.)
    a. Company subsidy for transit

b. Company subsidy for vanpool
c. Company subsidy for biking or walking
d. Parking cash-out
e. Lower parking rates for carpooling
f. Preferred parking for carpooling
g. Assistance using transit or biking
h. Assistance finding carpool partners
i. Flexible work schedule
j. Ride home in case of emergency
k. Incentive program (prizes or contests)
l. Other: _____

12. Do you have other comments about your transportation options for commuting to work?

H. T. HARVEY & ASSOCIATES
Ecological Consultants
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February 7, 2022

Marc Huffman
Lincoln Property Company
[redacted]

Subject: 777 Airport Boulevard – Avian Collision Risk Assessment (HTH #4583-01)

Dear Marc Huffman:

Per your request, H. T. Harvey & Associates has assessed avian collision risk and lighting impacts on birds in support of the proposed 777 Airport Boulevard Project located southeast of San Francisco International Airport and north of the Burlingame Lagoon in the Bayfront neighborhood of Burlingame, California. It is our understanding that the project will demolish the existing improvements on the site and construct a 12-story, 226.5-foot tall, 64,480-square foot office building. We further understand that you are requesting our assistance to assess the potential for avian collisions to occur with the proposed building for purposes of California Environmental Quality Act (CEQA) review of the project. This report summarizes our analysis of bird collision and lighting hazards associated with the project and describes measures necessary, in our opinion, to mitigate potentially significant impacts to less-than-significant levels under CEQA.

The project site is aligned northeast-southwest, but compass directions as they refer to the project site throughout this report are referenced consistently with the project's plans, which refer to *northwest* as *north*, *northeast* as *east*, *southwest* as *west*, and *southeast* as *south*. Off-site features are referenced according to actual compass directions.

Methods

This assessment was prepared by H. T. Harvey & Associates wildlife ecologists/ornithologists Steve Rottenborn, Ph.D., and me. Briefly, our qualifications are as follows (résumés attached):

- S. Rottenborn has a Ph.D. in biological sciences from Stanford University, where his doctoral dissertation focused on the effects of urbanization on riparian bird communities in the South San Francisco Bay area. He has been an active birder for more than 35 years and has conducted or assisted with research on birds since 1990. He has served for 9 years as an elected member of the California Bird Records Committee (including 3 years as chair) and for 13 years as a Regional Editor for the Northern California region of the

journal North American Birds. He is a member of the Scientific Advisory Board for the San Francisco Bay Bird Observatory, the Technical Advisory Committee for the South Bay Salt Ponds Restoration Project, and the Board of Directors of the Western Field Ornithologists.

- I am a wildlife ecologist with a B.S. in Ecology from the University of California, San Diego and an M.S. in Fish and Wildlife Management from Montana State University, where my Master's thesis focused on factors affecting the nest survival of yellow warblers (*Setophaga petechia*), dusky flycatchers (*Empidonax oberholseri*), and warbling vireos (*Vireo gilvus*). Trained as an ornithologist, I specialize in the nesting ecology of passerine birds, with a broad range of avian field experience from across the United States. I am an avid birder, and I volunteered as a bird bander for the San Francisco Bay Bird Observatory, where I banded, sexed, and aged resident and migrant passerine species from 2010–2020. I have spent hundreds of hours in the field conducting nesting bird surveys for H. T. Harvey & Associates' projects over the past 14 years, and have found hundreds of passerine nests as well as many nests of raptors.

In addition, H. T. Harvey & Associates Ecologist Jane Lien, B.S., conducted a reconnaissance-level survey of the project site on November 23, 2021 to characterize potential bird use of the site and immediately surrounding areas. Steve Rottenborn is also familiar with the project site from his prior work preparing a peer review of a biological resources report and assessment of avian collision risk for the TopGolf Burlingame Project, which is directly west of the proposed project.

Although the subject of bird-friendly design is relatively new to the West Coast, we have performed avian collision risk assessments and identified measures to reduce collision risk for a number of projects in more than a dozen Bay Area municipalities.

Assessment of Bird Use

Existing Conditions

The project site is located in the Bayfront neighborhood of Burlingame, which lies southeast of San Francisco International Airport between U.S. Route 101 to the south and the San Francisco Bay to the north (Figure 1). The site is bordered by the tidal waters of Burlingame Lagoon to the south, Anza Boulevard to the northwest, Airport Boulevard to the northeast, and a parking lot to the east. The open waters of the San Francisco Bay lie approximately 650 feet to the north, and Anza Lagoon is located approximately 800 feet to the northeast. The site is surrounded by commercial office buildings, hotels, a large parking lot, and several large sports fields to the west.

Figure 1. The project site (delineated in yellow) and its immediate surroundings to the north, east, and west are dominated by commercial uses. The tidal waters of Burlingame Lagoon lie directly to the south, and the San Francisco Bay and Anza Lagoon lie 650 feet to the north and 800 feet to the northeast, respectively.

Habitat conditions and bird occurrence in the immediate vicinity of the project site (i.e., on the site and on immediately adjacent lands) are typical of much of the urbanized San Francisco Bay Area. The 3.1-acre project site is currently occupied by an existing hotel and restaurant building surrounded by a paved parking lot. The margins of the parking lot are lined with mature landscape trees and small areas of nonnative landscape vegetation including low shrubs, herbaceous plants, and turf (Photos 1 and 2). Mature trees on the site are nonnative and primarily consist of nonnative red ironbark (*Eucalyptus sideroxylon*), with a smaller number of blackwood (*Acacia melanoxylon*) scattered amongst them. Smaller trees and shrubs are sparsely distributed, and include nonnative cotoneaster (*Cotoneaster* sp.), wattle (*Acacia* sp.), sweet pittosporum (*Pittosporum undulatum*), and crepe myrtle (*Lagerstroemia* sp.). A hedge of nonnative Italian buckthorn (*Rhamnus alaternus*) is located along the eastern margin of the parking lot, and also creates a screen along the fence surrounding the hotel's swimming pool.

Photos 1 and 2. The site consists of a hotel surrounded by a paved parking lot with mature, nonnative landscape trees and scattered small trees, shrubs, and turf.

The site and most of the rest of the Bayfront neighborhood of Burlingame provide low-quality habitat for most native birds found in the region due to the limited extent of vegetation, the lack of any native vegetation, the absence of well-layered vegetation (e.g., with ground cover, shrub, and canopy tree layers in the same areas), the small size of the vegetated habitat patches, and the amount of human disturbance by vehicular traffic and occupants of buildings on and/or adjacent to the project site, which is developed as a hotel. Nevertheless, these areas support a suite of common, urban-adapted bird species characteristic of such urban areas that are expected to occur on the site regularly. These include the native American robin (*Turdus migratorius*), Brewer's blackbird (*Euphagus cyanocephalus*), bushtit (*Psaltriparus minimus*), house finch (*Haemorhous mexicanus*), American crow (*Corvus brachyrhynchos*), and Anna's hummingbird (*Calypte anna*), as well as the nonnative European starling (*Sturnus vulgaris*) and house sparrow (*Passer domesticus*). All of these birds are year-round residents that can potentially nest on or in the immediate vicinity of the project site. A number of other species, primarily migrants or winter visitors (i.e., nonbreeders), occur occasionally on and adjacent to the site as well, including the cedar waxwing (*Bombycilla cedrorum*), white-crowned sparrow (*Zonotrichia leucophrys*), golden-crowned sparrow (*Zonotrichia atricapilla*), and yellow-rumped warbler (*Setophaga coronata*). For example, low numbers of migrants are expected to forage in the ornamental vegetation on the site. However, no bird species are expected to occur on the site in large numbers, and all of the species expected to occur regularly are regionally abundant species. No special-status birds (i.e., species of conservation concern) are expected to nest or otherwise occur regularly on the site.

The Burlingame Lagoon, located directly adjacent to the southern boundary of the site, is a tidally influenced, linear lagoon with a shoreline armored by imported rock and riprap (Photo 3). During high tides, the lagoon provides open-water foraging habitat for waterbirds including the double-crested cormorant (*Nannopterum auritum*), mallard (*Anas platyrhynchos*), elegant tern (*Thalasseus elegans*), common goldeneye (*Bucephala clangula*), greater scaup (*Aythaya marila*), lesser scaup (*Aythya affinis*), bufflehead (*Bucephala albeola*), green-winged teal (*Anas crecca*), American wigeon (*Mareca americana*), ruddy duck (*Oxyura jamaicensis*), northern shoveler (*Spatula clypeata*), and American coot (*Fulica americana*), which occur in flocks of varying size during winter and migration. During low tide, the lagoon provides foraging habitat for small numbers of shorebirds, including the western sandpiper (*Calidris mauri*), dunlin (*Calidris alpina*), semipalmated plover (*Calidris pusilla*), least sandpiper (*Calidris minutilla*),

short-billed dowitcher (*Limnodromus griseus*), black-necked stilt (*Himantopus mexicanus*), and long-billed dowitcher (*Limnodromus scolopaceus*). The section of the lagoon on the opposite side of Anza Avenue southwest of the site supports tidal marsh habitat, with a more naturalized shoreline and apparent tidal channels surrounded by emergent marsh vegetation (Photo 4). This area supports many of the same bird species noted above, but in greater diversity and abundance compared to the section of the lagoon located immediately adjacent to the project site due to the higher-quality cover and foraging resources provided by the more complex physical and biological structure of the tidal marsh. The Alameda song sparrow (*Melospiza melodia pusillula*), a California species of special concern that is closely associated with salt marsh habitats around the San Francisco Bay, nests and forages in the marsh vegetation along this tidal marsh shoreline year-round.

Photo 3. Burlingame Lagoon, south of and adjacent to the site, is channelized with an armored shoreline.

Photo 4. North of Anza Boulevard, Burlingame Lagoon is more naturalized, with tidal channels and emergent marsh vegetation.

The open waters of the San Francisco Bay, approximately 650 feet north of the project site, provide open-water and shoreline foraging habitat for the species of waterbirds and shorebirds listed above. In general, higher numbers of these birds are expected to occur within the open waters of the San Francisco Bay (for waterbirds) and along the Bay shoreline (for shorebirds) compared to Burlingame Lagoon due to the more extensive areas of foraging habitat present. In addition, Anza Lagoon, located approximately 800 feet northeast of the project site, supports similar open water and shoreline foraging habitats, and hosts similar species of birds in smaller numbers. Many of these birds will fly over the proposed project site while moving between the San Francisco Bay and Anza Lagoon to the north and northeast and Burlingame Lagoon to the south.

Due to its location along the edge of the San Francisco Bay, Burlingame Lagoon supports relatively high numbers and species of birds compared to areas located farther inland in Burlingame (Figure 2). Based on observations by birders over the years, approximately 136 different species of birds have been encountered in Burlingame Lagoon, including year-round resident, migrant, and wintering landbirds (associated with upland areas), shorebirds (associated with the shoreline), and waterbirds (associated with open water habitat) (Cornell Lab of Ornithology 2022). Ebird records suggest that some species of shorebirds and waterbirds can occur in these areas in large numbers (i.e., 100–200 individuals), but the majority of these species occur in smaller flocks.

A number of migrant bird species will remain in this area for days to weeks to rest and forage. As a result, even the limited amount of vegetation within and along the project site is expected to attract migrants in greater abundance than areas farther inland in urban areas of Burlingame. Resident birds that are present in the vicinity year-round are similarly attracted to the open habitats at Burlingame Lagoon in relatively large numbers for foraging opportunities (Cornell Lab of Ornithology 2022).

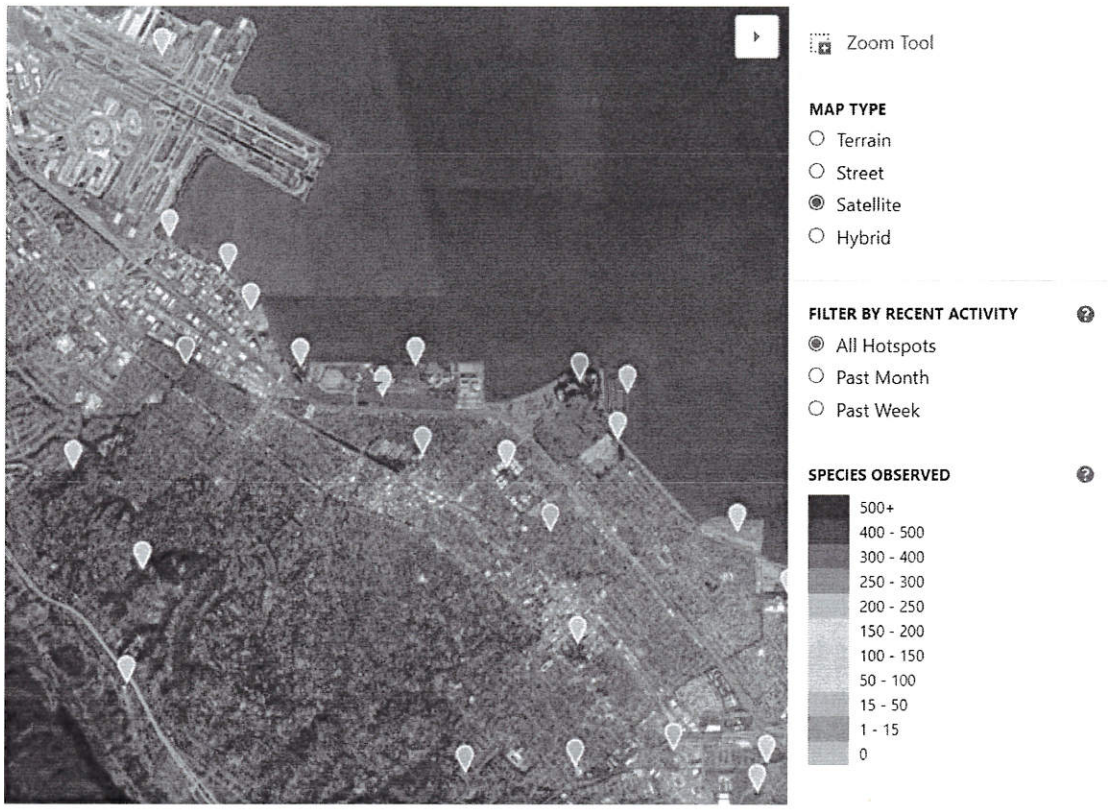

Figure 2. Map of eBird Hotspots in the project vicinity. The project site is indicated by a red star. Coyote Point is the hotspot with the orange marker (250–300 species observed).

Many species of warblers, vireos, flycatchers, swallows, and other landbirds occur along the edge of the Bay in the project vicinity during migration. Coyote Point, located approximately 1.5 miles east of the site, supports dense stands of mature trees including many eucalyptus (*Eucalyptus* sp.) trees, which provide foraging habitat for these migrants. Due to the numerous large trees present here and its location along the edge of the San Francisco Bay, Coyote Point attracts very large numbers of landbirds during migration compared to other locations in the vicinity (Figure 2). Examples of high counts of individual bird species seen at Coyote Point include up to 160 violet-green swallows (*Tachycineta thalassina*), 315 cedar waxwings, 150 mourning doves (*Zenaida macroura*), and 156 white-crowned sparrows (Cornell Lab of Ornithology 2022). Even higher counts exist that are not in the eBird database, but that have been reported to the Peninsula-Birding list-serve (https://groups.io/g/peninsula-birding); examples include counts of 234 violet-green swallows and 2,065 cedar waxwings on May 12, 2019. Thus, despite the limited extent of vegetation present on the project site, given the site's landscape position relative to important bird habitats such as the San Francisco Bay, Burlingame Lagoon,

and Coyote Point, relatively high numbers of migrant birds are expected to occur on the site, and/or fly past the site, compared to similar developed areas located farther inland in Burlingame.

Proposed Site Conditions

The number of birds that use the site may decrease initially following project construction due to removal of 40 trees on the site. However, over the long term, bird abundance is expected to increase due to the replacement of these primarily nonnative landscape trees with a mix of native and nonnative trees, shrubs, and forbs. The proposed landscape vegetation is divided into three planting palettes: the Shoreline Garden, Stormwater Garden, and Ornamental Garden (Figure 3). The Shoreline and Stormwater Gardens will consist primarily of native plant species, while the Ornamental Garden will consist primarily of nonnative landscape plant species. Trees proposed for the Shoreline Garden include native coast live oaks (*Quercus agrifolia*), a species notable for providing high-quality resources for native birds, as well as locally nonnative Monterey cypress (*Hesperocyparis macrocarpa*), and nonnative Marina madrones (*Arbutus marina*). Shrubs and herbaceous landscape plants in the Shoreline Garden include native manzanita (*Arctostaphylos* sp.), toyon (*Heteromeles arbutifolia*), California buckwheat (*Eriogonum fasciculatum*), California fuchsia (*Epilobium canum*), California sagebrush (*Artemisia californica*), monkey flower (*Mimulus* sp.), salvia (*Salvia* sp.), and deer grass (*Muhlenbergia rigens*). Nonnative atlas fescue (*Festuca mairei*) is also included in the Shoreline palette. The Stormwater Garden will be primarily composed of native plants, including wood rose (*Rosa gymnocarpa*), California gray rush (*Juncus patens*), deer grass, and coastal salt grass (*Distichlis spicata*). Finally, the Ornamental Garden will be composed of primarily nonnative plants, including London plane trees (*Platanus* x *acerifolia*), harmony kangaroo paw (*Anigozanthos* sp.), flax lily (*Dianella* sp.), Mexican heather (*Cuphea hyssopifolia*), southern sword fern (*Nephrolepis cordifolia*), New Zealand iris (*Libertia grandiflora*), grassland sedge (*Carex divulsa*), platinum beauty lomandra (*Lomandra longifolia*), and a cultivar of one native plant, California fuschia.

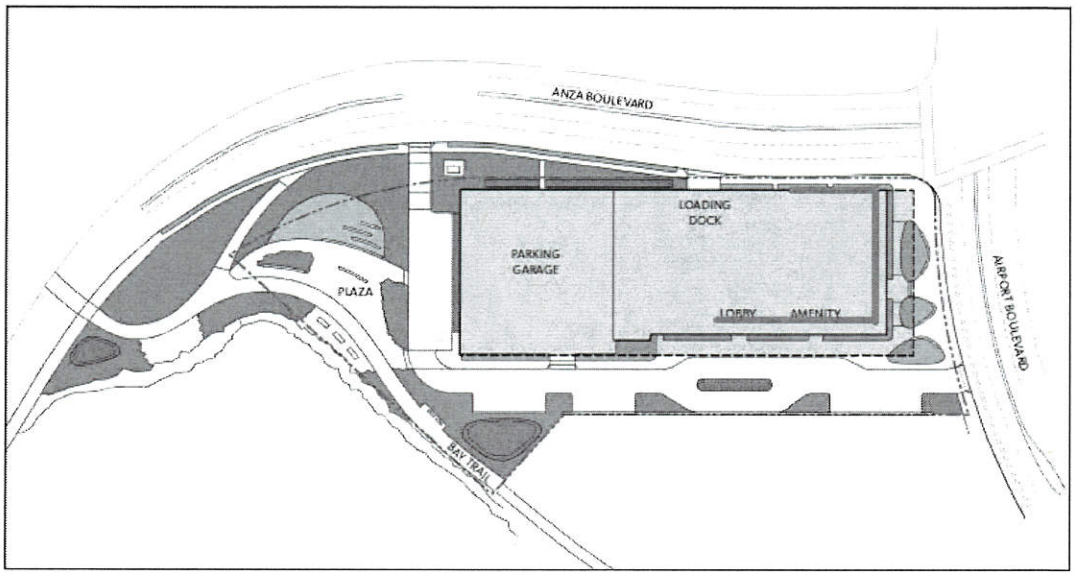

Figure 3. Conceptual site planting plan. Nonnative vegetation is concentrated in the Ornamental Gardens adjacent to facades with ground-floor glazing, while native plantings are concentrated in the Shoreline and Stormwater Gardens adjacent to façades where ground-floor glazing is absent. The approximate extent of ground-floor glazing on the building facades is shown in blue.

Under proposed conditions, the predominantly native plant species on the site will provide resources for birds such as food (e.g., seeds, fruits, nectar, or foliage that supports insect prey), nesting sites, roosting sites, and cover from predators. The presence of these resources will enhance the ecological value of the site for native resident, migrant, and wintering birds compared to existing conditions, helping to increase these populations of species that tolerate urban areas. Based on the proposed extent of vegetation on the site as well as the native vegetation and trees included in the planting plan, in our opinion this vegetation is expected to attract greater numbers of landbirds to the site, including both resident birds and migrating birds, compared to existing conditions. Migrant landbirds that may be concentrated along the edge of San Francisco Bay are expected to be attracted to vegetated open space areas on the site following landscaping, as these areas will be visible from above as potential resting and foraging opportunities along a densely developed urban shoreline. Thus, a moderate increase in the abundance of resident birds and a larger increase in the abundance of migrating birds is expected as a result of the proposed landscaping. Waterbirds are not expected to be attracted to the site's landscaping or to change in abundance or distribution as a result of the project.

Assessment of Collision Risk Due to Glazing

Because birds do not necessarily perceive glass as an obstacle (Sheppard and Phillips 2015), windows or other structures that reflect the sky, trees, or other habitat may not be perceived as obstacles, and birds may collide with these structures. Similarly, transparent windows can result in bird collisions when they allow birds to perceive an unobstructed flight route through the glass (such as at corners), and when the combination of transparent glass and interior vegetation results in attempts by birds to fly through glass to reach vegetation. A number of factors play a role in determining the risk of bird collisions with buildings, including the amount and type of glass used, lighting, properties of the building (e.g., size, design, and orientation), type and location of vegetation around the building, and building location.

As noted above, numerous native, resident birds occur in the project vicinity. Because resident birds are present within an area year-round, they are more familiar with their surroundings and can be less likely to collide with buildings compared with migrant birds (discussed below). However, the numbers of resident birds that collide with buildings can still be relatively high over time. Young birds that are more naïve regarding their surroundings are more likely to collide with glass compared to adult birds. In addition, although adult birds are often more familiar with their surroundings, they still collide with glass with some frequency, especially when they are startled (e.g., by a predator) and have limited time to assess their intended flight path to avoid glazed facades. As a result, a moderate number of resident (i.e., breeding or overwintering) landbirds may collide with the project buildings over time.

Migrant landbirds are also expected to be attracted to the project vicinity during migration periods in the spring and fall, especially along the shoreline where native oaks are currently present and more will be planted, but also along the margins of the parking areas where mature trees will be removed but more will, over time, take their place. When these birds arrive in the site vicinity they are tired from flying (usually at night), they are hungry, and they are less likely to be aware of risks such as glass compared to well-fed, local resident, summering, or wintering birds familiar with their surroundings. As these migrants descend from higher altitudes, they will seek suitable resting and foraging resources in the new landscape vegetation surrounding the buildings. During this reorientation process, migrants will be susceptible to collisions with the buildings if they cannot detect the glass as a solid structure to be avoided. Migrant birds that use structures for roosting and foraging (such as swifts and swallows) will also be vulnerable to collisions if they perceive building interiors as potential habitat and attempt to enter the buildings through glass walls.

Once migrants have descended and decided to settle into vegetation on or adjacent to the project site, they may collide with the glass because they do not detect it as a solid surface and think they can fly through the building. Foggy conditions may exacerbate collision risk, as birds may be even less able to perceive that glass is present in the fog. The highest collision risk would likely occur when inclement weather enters the region on a night of heavy bird migration, when clouds and fog make it difficult for birds to find high-quality stopover sites once they reach ground level.

The extent of glazing on a building and the presence of vegetation opposite the glazing are known to be two of the strongest predictors of avian collision rates (Delb and Delacretaz 2009, Borden *et al.* 2010, Cusa *et al.* 2015, Riding *et al.* 2020). Further, the greatest risk of avian collisions with glazed façades is in the area within 60 feet of the ground, because this is the area in which most bird activity occurs (San Francisco Planning Department 2011). Therefore, we would expect collision risk on the proposed building to be highest within approximately 60 feet of the ground where landscape vegetation or Burlingame Lagoon occurs adjacent to or opposite extensive areas of glass. In addition, because the proposed building is located in a landscape position such that natural areas are present close by on several sides (i.e., the San Francisco Bay to the north, Burlingame Lagoon to the south, and Anza Lagoon to the northeast), relatively high numbers of birds are expected to traverse the airspace on the project site over time when traveling in between these habitats. Thus, collision risk may also be relatively high with glazed facades on the building's upper levels if this glazing is either transparent such that areas of sky are visible from one side of the building to the other, or reflective such that sky or water is reflected in the glazing.

Several features of the proposed building's architecture would reduce the frequency of avian collisions. In particular, the majority of the facades on Levels 1–6 of the building (up to approximately 90 feet) are composed of perforated metal panels, and we expect birds using habitats on the site and in adjacent areas to be able to perceive these panels as a solid structure from a distance (rather than as reflected sky or vegetation), greatly decreasing the overall potential for collisions with the lower levels of the building (Figure 4). In addition, bird-safe glazing is proposed to be included in the design such that no more than 10% of the total surface area of the building's combined façades within 60 feet of the ground will consist of untreated glazing, and the visible reflectance of all of the building's glazing will be 20% or lower. These bird-safe measures are consistent with recommendations in the City of San Francisco's *Standards for Bird-Safe Buildings* to minimize bird collisions (San Francisco Planning Department 2011) and are expected to reduce the potential for bird collisions with the building. Further, all areas of glazing below 90 feet will be located on the ground floor at the eastern end of the building (Figure 4), facing relatively limited areas of predominantly nonnative landscape vegetation (compared to other areas of the site, which will be planted more extensively and with a mix of native and nonnative vegetation), and do not face Burlingame Lagoon to the south (where shorebirds and waterbirds are expected to congregate). As a result, relatively low numbers of birds are expected to be present in portions of the site opposite these windows, further reducing the potential for collisions. Due to these combined factors, it is our opinion that the potential for bird collisions with the lower 90 feet of the building will be relatively low.

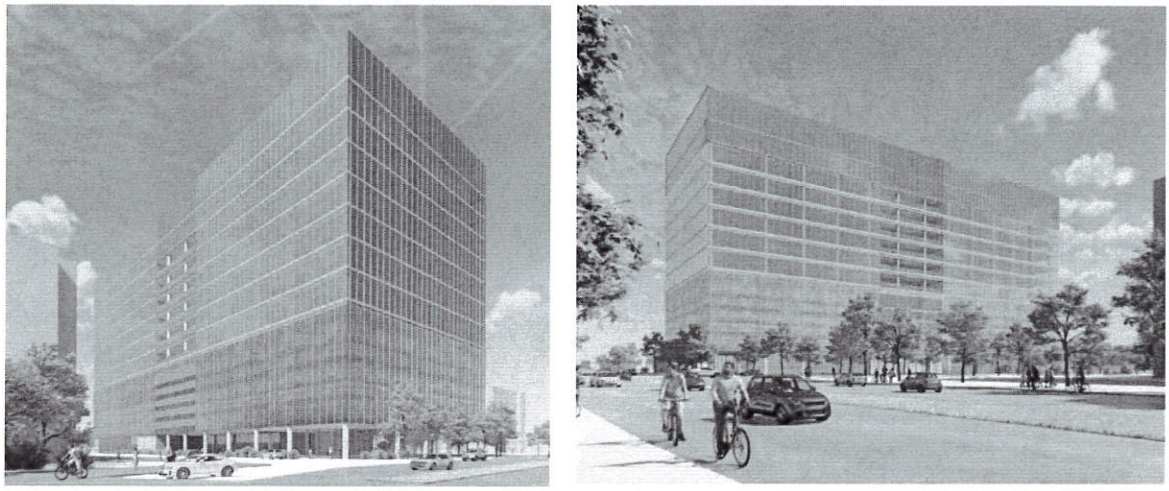

Figure 4. Views of the southeast (left) and northwest (right) corners of the proposed building. These renderings are representative of the appearance of the building following construction (i.e., dark gray in contrast to the blue sky). Various features including perforated metal wall panels, shadow boxes, and mullions help birds perceive the building as a solid structure.

Free-standing glass railings are proposed on balconies on Levels 7–12 of the north and south façades (Figure 4). Where these features are located along potential flight paths that birds may use when traveling to and from landscape vegetation on the site, the risk of bird collisions is higher because birds may not perceive the intervening glass and attempt to fly to vegetation on the far side of the glass. It is unknown whether vegetation will be planted on these balconies; however, if vegetation is included in the design at these locations, birds would be expected to fly to the balconies and potentially collide with any glass railings located along their flight paths. It is our understanding that these railings will be treated with a bird-safe glazing treatment to reduce the potential for collisions at these locations. In our opinion, this will effectively reduce the potential for collisions with free-standing glass railings by helping birds perceive the glass railings as solid objects to be avoided, and collision risk with these railings is expected to be relatively low.

On Levels 7 and above, the building facades are extensively glazed (Figure 4). If this glazing appeared transparent such that areas of sky were visible from one side of the building to the other, or cast reflections of sky or water, we would expect a high potential for birds to collide with these façade areas because many birds will encounter these facades in flight as they traverse this airspace when flying between surrounding habitats, as discussed above. However, the project plans indicate that the facades will employ extruded aluminum shadow boxes and mullions, which will help increase the visibility of the building to birds (Figure 4). In addition, the glazing will have a visible reflectance of 20% or lower, and hence would not be highly reflective. It is also our understanding from discussions with the project's architect that the renderings of the building in Figure 4 depict the expected appearance of the constructed building with reasonable accuracy, such that (1) the overall appearance of the building, as well as the tint of the glazing, will be a cool grey color that markedly contrasts with the sky behind it; and (2) the glazing will not be transparent or cast extensive reflections of sky, clouds, and water. Based on this assurance of design intent, it is our opinion that the majority of birds traversing the

airspace on the project site would be able to distinguish the building as a solid structure as a distance, and collision risk with Levels 7–12 of the building will be relatively low.

In summary, relatively high numbers of resident and migrant landbirds, shorebirds, and waterbirds occur on and adjacent to the project site. We expect some collisions of these birds with glass facades on the proposed building to occur. However, the project design incorporates extremely limited glazing below 90 feet; bird-safe glass on a portion of this glazing from grade to 60 feet and at free-standing glass railings; glazing that is not highly reflective; and shadow boxes, mullions, and tinted glass on Levels 7 and above that helps the building appear as a solid structure to birds in flight. In our opinion, these design features reduce the potential for the relatively high number of birds in the vicinity to collide with the building, and we do not expect the number of collisions to be so high over time as to result in a significant impact under CEQA.

Recommendations

The project plans state that the frit pattern for the building's bird-safe glazing will be determined based on recommendations from a qualified biologist. Our recommendations for the frit pattern for glazing below 60 feet are as follows:

- At a minimum, elements of the window patterns should be at least 0.25 inch wide at a maximum spacing of 4 inches horizontally and 2 inches vertically.

  OR

  Bird-safe glazing should have a Threat Factor[1] less than or equal to 30.

Our recommendations for the frit pattern on the free-standing glass railings are as follows:

- At a minimum, elements of the window patterns should be at least 0.25 inch wide at a maximum spacing of 2 inches horizontally and 2 inches vertically.

  OR

  Bird-safe glazing should have a Threat Factor[1] less than or equal to 15.

[1] A material's Threat Factor is assigned by the American Bird Conservancy, and refers to the level of danger posed to birds based on birds' ability to perceive the material as an obstruction, as tested using a "tunnel" protocol (a standardized test that uses wild birds to determine the relative effectiveness of various products at deterring bird collisions). The higher the Threat Factor, the greater the risk that collisions will occur. An opaque material will have a Threat Factor of 0, and a completely transparent material will have a Threat Factor of 100. Threat Factors for many commercially available façade materials can be found at https://abcbirds.org/wp-content/uploads/2021/01/Master-spreadsheet-1-25-2021.xlsx.

Assessment of Lighting Impacts

Project Measures to Minimize Lighting

It is our understanding that a number of general guidelines have been established for the project's lighting plan to address potential impacts related to lighting. These are as follows:

- 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.

Specifically, the project will implement the following measures to minimize lighting effects on birds:

- All exterior lighting shall be fully shielded to block illumination from shining outward towards Burlingame Lagoon to the south. 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% 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.

Overview of Potential Lighting Impacts on Birds

Numerous studies indicate that artificial lighting associated with development can have an impact on both local birds and migrating birds. Below is an overview of typical impacts on birds from artificial lighting, including lighting impacts related to general site lighting conditions and up-lighting.

Impacts Related to General Site Lighting Conditions

Many animals are sensitive to light cues, which influence their physiology and shape their behaviors, particularly during the breeding season (Ringer 1972, de Molenaar et al. 2006). Artificial light has been used as a means of manipulating breeding behavior and productivity in captive birds for decades (de Molenaar et al. 2006), and has been shown to influence the territorial singing behavior of wild birds (Longcore and Rich 2004, Miller 2006, de Molenaar et al. 2006). While it is difficult to extrapolate results of experiments on captive birds to wild populations, it is known that photoperiod (the relative amount of light and dark in a 24-hour period) is an essential cue triggering physiological processes as diverse as growth, metabolism, development, breeding behavior, and molting (de Molenaar et al. 2006). This suggests that increases in ambient light may interfere with these processes across a wide range of species, resulting in impacts on wildlife populations.

Artificial lighting may indirectly impact birds by increasing the nocturnal activity of predators such as owls, hawks, and mammalian predators (Negro et al. 2000, Longcore and Rich 2004, DeCandido and Allen 2006, Beier 2006). The presence of artificial light may also influence habitat use by breeding birds (Rogers et al. 2006, de Molenaar et al. 2006) by causing avoidance of well-lit areas, resulting in a net loss of habitat availability and quality.

Evidence that migrating birds are attracted to artificial light sources is abundant in the literature as early as the late 1800s (Gauthreaux and Belser 2006). Although the mechanism causing migrating birds to be attracted to bright lights is unknown, the attraction is well documented (Longcore and Rich 2004, Gauthreaux and Belser 2006). Migrating birds are frequently drawn from their migratory flight paths into the vicinity of an artificial light source, where they will reduce their flight speeds, increase vocalizations, and/or end up circling the lit area, effectively "captured" by the light (Herbert 1970, Gauthreaux and Belser 2006, Sheppard and Phillips 2015, Van Doren et al. 2017). When birds are drawn to artificial lights during their migration, they may become disoriented and possibly blinded by the intensity of the light (Gauthreaux and Belser 2006). The disorienting and blinding effects of artificial lights directly impact migratory birds by causing collisions with light structures, buildings, communication and power structures, or even the ground (Gauthreaux and Belser 2006). Indirect

impacts on migrating birds might include orientation mistakes and increased length of migration due to light-driven detours.

Impacts Related to Up-Lighting

Up-lighting refers to light that projects upwards above the fixture. There are two primary ways in which the luminance of up-lights might impact the movements of birds. First, local birds using habitats on a site may become disoriented during flights among foraging areas and fly toward the lights, colliding with the lights or with nearby structures. Second, nocturnally migrating birds may alter their flight direction or behavior upon seeing lights; the birds may be drawn toward the lights or may become disoriented, potentially striking objects such as buildings, adjacent power lines, or even the lights themselves. These two effects are discussed separately below.

Local Birds. Seabirds may be especially vulnerable to artificial lights because many species are nocturnal foragers that have evolved to search out bioluminescent prey (Imber 1975, Reed et al. 1985, Montevecchi 2006), and thus are strongly attracted to bright light sources. When seabirds approach an artificial light, they seem unwilling to leave it and may become "trapped" within the sphere of the light source for hours or even days, often flying themselves to exhaustion or death (Montevecchi 2006). Seabirds using habitats associated with the San Francisco Bay to the north include primarily gulls and terns. Although none of these species are primarily nocturnal foragers, there is some possibility that gulls, which often fly at night, may fly in areas where they could be disoriented by up-lights under conditions dark enough that the lights would affect the birds. Shorebirds forage along the San Francisco Bay nocturnally as well as diurnally, and move frequently between foraging locations in response to tide levels and prey availability. Biologists and hunters have long used sudden bright light as a means of blinding and trapping shorebirds (Gerstenberg and Harris 1976, Potts and Sordahl 1979), so evidence that shorebirds are affected by bright light is well established. Though impacts of a consistent bright light are undocumented, it is possible that shorebirds, like other bird species, may be disoriented by a very bright light in their flight path.

Passerine species have been documented responding to increased illumination in their habitats with nocturnal foraging and territorial defense behaviors (Longcore and Rich 2004, Miller 2006, de Molenaar et al. 2006), but absent significant illumination, they typically do not forage at night, leaving them less susceptible to the attraction and disorientation caused by luminance when they are not migrating.

Migrating Birds. Numerous bird species migrate nocturnally in order to avoid diurnal predators and minimize energy expenditures. Bird migration over land typically occurs at altitudes of up to 5,000 feet, but is highly variable by species, region, and weather conditions (Kerlinger 1995, Newton 2008). In general, night-migrating birds optimize their altitude based on local conditions, and most songbird and soaring bird migration over land occurs at altitudes below 2,000 feet, while waterfowl and shorebirds typically migrate at higher altitudes (Kerlinger 1995, Newton 2008).

It is unknown what light levels adversely affect migrating birds, and at what distances birds respond to lights (Sheppard and Phillips 2015). In general, vertical beams are known to capture higher numbers of birds flying at lower altitudes. High-powered 7,000-watt (equivalent to 105,000-lumen) spotlights that reach altitudes of up to 4 miles (21,120 feet) in the sky have been shown to capture birds migrating at varying altitudes, with most effects occurring below 2,600 feet (where most migration occurs); however, effects were also documented at the upper limits of bird migration at approximately 13,200 feet (Van Doren *et al.* 2017). A study of bird responses to up-lighting from 250-watt (equivalent to 3,750-lumen) spotlights placed on the roof of a 533-foot tall building and directed upwards at a company logo documented behavioral changes in more than 90% of the birds that were visually observed flying over the building at night (Haupt and Schillemeit 2011). One study of vertical lights projecting up to 3,280 feet found that higher numbers of birds were captured at altitudes below 650 feet, but this effect was influenced by wind direction and the birds' flight speed (Bolshakov et al. 2013). These studies have not analyzed the capacity for vertical lights to attract migrating birds flying beyond their altitudinal range, and the potential for any project up-lights to affect birds flying at various altitudes is unknown. Thus, birds that encounter beams from up-lights are likely to respond to the lights, and may become disoriented or attracted to the lights to the point that they collide with buildings or other nearby structures, but the range of the effect of the lights is unknown.

Observations of bird behavioral responses to up-lights indicate that their behaviors return to normal quickly once up-lights are completely switched off (Van Doren et al. 2017), but no studies are available that demonstrate bird behavioral responses to reduced or dimmed up-lights. In general, up-lights within very dark areas are more likely to "capture" and disorient migrating birds, whereas up-lights in brightly lit areas (e.g., highly urban areas, such as Burlingame) are less likely to capture birds (Sheppard 2017). Birds are also known to be more susceptible to capture by artificial light when they are descending from night migration flights in the early mornings compared to when they ascend in the evenings; as a result, switching off up-lights after midnight can minimize adverse effects on migrating birds (Sheppard 2017). However, more powerful up-lights (e.g., 3,000 lumen spotlights) may create issues for migrating birds regardless of the time of night they are used (Sheppard 2017).

Analysis of Potential Project Impacts on Birds due to Lighting

No detailed information regarding the project's proposed lighting design was available for review as part of this assessment. Nevertheless, construction of the project will create new sources of lighting on the site. Lighting would be the result of light fixtures illuminating buildings, building architectural lighting, pedestrian lighting, and artistic lighting. Depending on the location, direction, and intensity, this lighting can potentially spill into adjacent natural areas, thereby resulting in an increase in lighting compared to existing conditions. Areas immediately to the north, west, and east of the project site are primarily developed urban habitats that do not support bird communities that might be substantially affected by illuminance from the project. However, birds inhabiting more natural habitat areas along Burlingame Lagoon to the south may be affected by an increase in lighting.

Lighting from the project also has some potential to attract and/or disorient birds, especially during inclement weather when nocturnally migrating birds descend to lower altitudes. As a result, some birds moving along the

San Francisco Bay at night may be (1) attracted to the site, where they are more likely to collide with buildings; and/or (2) disoriented by night lighting, potentially causing them to collide with the buildings. Certain migrant birds that use structures for roosting and foraging (such as swifts and swallows) would be vulnerable to collisions if they perceive illuminated building interiors as potential roosting habitat and attempt to enter the buildings through glass walls. Similarly, migrant and resident birds would be vulnerable to collisions if they perceive illuminated vegetation within buildings as potential habitat and attempt to enter a building through glass walls.

Thus, because the project site is located in the immediate vicinity of natural areas along the San Francisco Bay, especially Burlingame Lagoon immediately south of the site, lighting associated with the project has a greater potential to (1) spill southwards into sensitive habitats along Burlingame Lagoon, and (2) attract and/or disorient migrating birds during the spring and fall, compared to buildings located farther inland in Burlingame. Due to the potential for project lighting to affect birds, this impact is potentially significant under CEQA. However, the project will implement a general strategy to minimize lighting, as well as specific measures to ensure that the spill of lighting upwards and outwards into adjacent natural areas will be minimized to an appropriate level. With the implementation of these measures, which are listed under *Project Measures to Minimize Lighting* above, project impacts on birds due to lighting are less than significant under CEQA, in our professional opinion.

Summary

Because birds are present in the vicinity of the proposed building, and glazed façades of the building may not always be perceived by birds as physical impediments to flight, we expect some avian collisions with the proposed building to occur. We expect collisions occur where glazing is located opposite vegetation or water within 60 feet of the ground, at transparent glass railings on vegetated balconies, and with extensive glazing on the building's upper floors. However, the project design incorporates extremely limited glazing below 90 feet; bird-safe glass on a portion of this glazing from grade to 60 feet and at free-standing glass railings; glazing that is not highly reflective; and shadow boxes, mullions, and tinted glass on Levels 7 and above that helps the building appear as a solid structure to birds in flight. In our opinion, these design features effectively reduce the potential for birds to collide with the building, and we do not expect the number of collisions to be so high over time as to result in a significant impact under CEQA.

Because the project site is located in the immediate vicinity of natural areas along the San Francisco Bay, especially Burlingame Lagoon immediately to the south, lighting associated with the project has a greater potential to (1) spill southwards into sensitive habitats along Burlingame Lagoon, and (2) attract and/or disorient migrating birds during the spring and fall, compared to buildings located farther inland in Burlingame. However, the project will implement a general strategy to minimize lighting, as well as specific measures to ensure that the spill of lighting upwards and outwards into adjacent natural areas will be minimized to an appropriate level. With the implementation of these measures, which are listed under *Project Measures to Minimize*

Lighting above, project impacts on birds due to lighting are less than significant under CEQA, in our professional opinion.

Please feel free to contact me at (408) 458-3246 or rcarle@aharveyecology.com or Steve Rottenborn at (408) 722-0931 or srottenborn@harveyecology.com, if you have any questions regarding this assessment. Thank you very much for contacting H. T. Harvey & Associates about this project.

Sincerely,

[redacted]

Robin Carle, M.S.
Associate Wildlife Ecologist/Project Manager

Attachments: Résumés

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HIGHLIGHTS

- 28 years of experience
- Avian ecology
- Wetlands and riparian systems ecology
- Endangered Species Act consultation
- Environmental impact assessment
- Management of complex projects

EDUCATION

PhD, Biological Sciences, Stanford University

BS, Biology, College of William and Mary

PROFESSIONAL EXPERIENCE

Principal, H. T. Harvey & Associates, 1997–2000, 2004–present

Ecology section chief/ environmental scientist, Wetland Studies and Solutions, Inc., 2000–04

Independent consultant, 1989–97

MEMBERSHIPS AND AFFILIATIONS

Chair, California Bird Records Committee, 2016–19

Member, Board of Directors, Western Field Ornithologists, 2014–20

Scientific associate/ advisory board, San Francisco Bay Bird Observatory, 1999–2004, 2009–18

Member, Board of Directors, Virginia Society of Ornithology, 2000–04

PUBLICATIONS

Erickson, R. A., Garrett, K. L., Palacios, E., Rottenborn, S. C., and Unitt, P. 2018. Joseph Grinnell meets eBird: Climate change and 100 years of latitudinal movement in the avifauna of the Californias, in Trends and traditions: Avifaunal change in western North America (W. D. Shuford, R. E. Gill Jr., and C. M. Handel, eds.), pp. 12–49. Studies of Western Birds 3. Western Field Ornithologists, Camarillo, CA.

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H. T. HARVEY & ASSOCIATES
Ecological Consultants
50 years of field notes, exploration, and excellence

PROFESSIONAL PROFILE

Dr. Steve Rottenborn is a principal in the wildlife ecology group in H. T. Harvey & Associates' Los Gatos office. He specializes in resolving issues related to special-status wildlife species and in meeting the wildlife-related requirements of federal and state environmental laws and regulations. Combining his research and training as a wildlife biologist and avian ecologist, Steve has built an impressive professional career that is highlighted by a particular interest in wetland and riparian communities, as well as the effects of human activities on bird populations and communities. Steve's experience extends to numerous additional special-status animal species. The breadth of his ecological training and project experience enables him to expertly manage multidisciplinary projects involving a broad array of biological issues.

He has contributed to more than 800 projects involving wildlife impact assessment, NEPA/CEQA documentation, biological constraints analysis, endangered species issues (including California and Federal Endangered Species Act consultations), permitting, and restoration. Steve has conducted surveys for a variety of wildlife taxa, including a number of threatened and endangered species, and contributes to the design of habitat restoration and monitoring plans. In his role as project manager and principal-in-charge for numerous projects, he has supervised data collection and analysis, report preparation, and agency and client coordination.

PROJECT EXAMPLES

Principal-in-charge for **bird-safe design support for more than 40 development projects** in more than 10 cities throughout the San Francisco Bay area. This work has entailed preparation of avian collision risk assessments, sections of CEQA documents, assessments of project compliance with requirements of the lead agency, design recommendations (e.g., related to the selection of bird-safe glazing), and avian collision monitoring plans.

Senior wildlife ecology expert on the South Bay Salt Pond restoration project — the largest (~15,000-acre) restoration project of its kind in the western United States.

Served on the **Technical Advisory Committees/Expert Panels for the Santa Clara Valley Water District's Upper Penitencia Creek, One Water, Science Advisory Hub, San Tomas/Calabazas/Pond A8 Restoration, and Coyote Creek Native Ecosystem Enhancement Tool** efforts; selected to serve on these panels for his expertise in South Bay wildlife, restoration, and riparian ecology.

Led H. T. Harvey's work on the biological CEQA assessment and permitting for extensive/regional **facilities and habitat management programs for the Santa Clara Valley Water District, San Jose Water Company, County of San Mateo, and Midpeninsula Regional Open Space District**.

Contract manager/principal-in-charge for **Santa Clara Valley Water District's Biological Resources On-Call contract** (four successive contracts, with over 120 task orders, since 2009).

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Ecological Consultants
50 years of field notes, exploration, and excellence

HIGHLIGHTS

- 14 years of experience
- Avian ecology
- Environmental impact assessment
- Endangered Species Act consultation and compliance
- Nesting bird and burrowing owl surveys and monitoring
- Other special-status wildlife surveys and habitat assessments
- Bird-safe design

EDUCATION

MS, Fish and Wildlife Management, Montana State University

BS, Ecology, Behavior, and Evolution, University of California, San Diego

PERMITS AND LICENSES

Listed under CDFW letter permits to assist with research on bats, California tiger salamanders, California Ridgway's rails, and California black rails

USFWS 10(a)(1)(A) for California tiger salamander

PROFESSIONAL EXPERIENCE

Associate ecologist, H. T. Harvey & Associates, 2007–present

Volunteer bird bander, San Francisco Bay Bird Observatory, 2010–2020

Avian field technician, West Virginia University, 2006

Graduate teaching assistant, Montana State University, 2003–06

Avian field technician, Point Blue Conservation Science (formerly PRBO Conservation Science), 2004

PROFESSIONAL PROFILE

Robin Carle is an associate wildlife ecologist and ornithologist at H. T. Harvey & Associates, with more than 14 years of experience working in the greater San Francisco Bay Area. Her expertise is in the nesting ecology of passerine birds, and her graduate research focused on how local habitat features and larger landscape-level human effects combine to influence the nesting productivity of passerine birds in the Greater Yellowstone region. She also banded, sexed, and aged resident and migrant passerine birds with the San Francisco Bay Bird Observatory for 10 years. Her expertise extends to numerous additional wildlife species, and she has conducted surveys and assessments for burrowing owls; diurnal, nocturnal, and larval surveys for amphibians; acoustic and visual surveys for roosting bats; surveys and nest resource relocations for San Francisco dusky-footed woodrats; San Joaquin kit fox den surveys; trail camera surveys to document wildlife movement; and burrow-scoping surveys using fiber-optic orthoscopic cameras.

With an in-depth knowledge of regulatory requirements for special-status species, Robin has contributed to all aspects of client projects including NEPA/CEQA documentation, bird-safe design assessments, biological constraints analyses, special-status species surveys, nesting bird and raptor surveys and monitoring, construction implementation/permit compliance, Santa Clara Valley Habitat Plan/Natural Community Conservation Plan applications and compliance support, and natural resource management plans. Her strong understanding of CEQA, FESA, and CESA allows her to prepare environmental documents that fully satisfy the regulatory requirements of the agencies that issue discretionary permits. She manages field surveys, site assessments, report preparation, agency and client coordination, and large projects.

BIRD-SAFE DESIGN EXPERIENCE

Provides bird-safe design support for **development projects for major technology companies in Sunnyvale and Mountain View** including the preparation of avian collision risk assessments, sections of CEQA documents, assessments of project compliance with City requirements, design recommendations (e.g., related to the selection of bird-safe glazing), avian collision monitoring plans, and calculations of qualification for LEED Pilot Credit 55.

Provided bird-safe design support for a **development project in Berkeley** including the preparation of an avian collision risk assessment and development of bird-safe design options that could be incorporated into the project.

Provided bird-safe design support for a **large development project in Menlo Park** with unique architecture and extensive glazing. Services included the preparation of an avian collision risk assessment and development of bird-safe design standards to reduce project impacts due to bird collisions to less than significant levels under CEQA.

Arborwell
professional tree management

November 16th, 2021
Revised December 13th, 2021
Revised January 6th, 2021

Red Roof Inn
Arborist Report

Burlingame, California

Prepared for:
Lincoln Property Company

Prepared by:
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What was Arborwell/SavAtree asked to Provide?

Arborwell/SavAtree was asked to assess the impact of construction on all trees within the scope of work at 777 Airport Blvd in Burlingame, CA. The site consists of a large hotel with associated parking and landscape. Impacts were assessed using the site development plan provided by Lincoln Property Company and marked up by Petersen Studio, dated November 29th, 2021 as well as an updated existing property map dated January 5th, 2021. Site plans were conceptual in nature and as such impact assessment and tree protection measures are preliminary. These can be determined once demolition and construction plans are finalized. The inventory and assessment of the trees was performed from November 1st to the 3rd of 2021. Included in this report are a map of the inventoried trees (Exhibit 1), and the tree inventory matrix broken into on and off-site trees (Exhibit 2 & 3).

Assignment & Scope

This report intends to record the state of the trees on the aforementioned property as observed on the date of the inventory. Data collected per individual tree for the inventory are as follows:

- Identification number for trees at least 3 inches in diameter;
- Common name;
- Botanical name;
- Diameter and circumference in inches at 54 inches above grade, or for multi-trunk trees, circumference just below the major fork;
- Height;
- Condition;
- Observational notes that pertain to each individual.

Of the data collected in the field, health and structural ratings were combined to give each tree a cumulative conditional rating. The health of the tree is determined by its current size, canopy density, coloration, the appearance of any abnormalities or deficiencies and the overall health of the trunk, crown, and visible roots. The structure of the tree is evaluated based on the tree's natural, expected growth habit and form versus current growth habit, as well as the tree's inherent and exhibited structural integrity and deficiencies. Health and condition are subjective and species dependent.
We used this information collected in the field to determine:

- Suitability for preservation and/or protected status

Note that the observations in this report are based on visual inspection of the above- ground parts of the tree at the time of the site visit. No soil was removed for below-grade inspection and no aerial inspection was performed. Information in this letter may warrant further investigation as site conditions change over time.

Using this information, industry best practices and standards for tree preservation, and the requirements of tree preservation measures within Burlingame, a tree preservation plan is developed in order to protect as many trees on site as possible.

Method

The specific tasks performed were as follows:

- Identify the trees on the property and trees off the property that could be impacted and were 3 inches or greater measured at 54 inches above grade;
- Physically tag trees with ID number;
- Acquire the location of each identified individual;
- Measure the diameter and circumference of the individual at 54 inches above grade, or just below the first major fork for multi-trunk trees;
- Observe the assessment data for each tree. Determine the tree's health and structural integrity, assign a current condition rating ranging from poor to excellent, as follows:

  Excellent (4) – Exemplary health and structure for species; a healthy tree with limited signs or symptoms of disease;
  Good (3) - Some minor deficiencies noted in health and/or structure, with potential for corrective measures to be performed to improve upon condition (including but not limited to fertilizer, pruning, and chemical applications);
  Fair (2) - Significant deficiencies noted in health and/or structure, some irreversible, and may include hazardous condition signs and symptoms observed requiring corrective action; some individuals may require removal;
  Poor (1) - Includes any of or combination of the following: very low canopy density, major disease signs and symptoms, dying or dead trees, imminent, irreversible hazardous condition present.

- Record comments and observations regarding the health and structure, noting any significant defects, health issues, or other observational notes of trees to be removed;
- Determine Heritage/Protected status & suitability for preservation;
- Prepare a written report that presents findings and submit the report via email as a PDF document.

Leonardo Tuchman
Red Roof Inn – Arborist Report
11/17/21

What did Arborwell/SavAtree Find?

Tree Count and Composition

During the inventory, a total of 133 trees comprised of 17 species were quantified within the scope of work (Table 1 and 2). Of these trees, 86 were on site and 47 were off site. Table 1 and 2 show the count and condition of on and off-site trees respectively. All had a circumference of at least 3 inches or greater measured at 54 inches above grade.

Table 1: Onsite Tree Condition Summary

Common	Botanical	Poor - 1	Fair - 2	Good - 3	Excellent - 4	Grand Total
Acacia, Black	*Acacia melanoxylon*	1	12	17	0	30
Crape Myrtle	*Lagerstroemia indica*	0	0	1	2	3
Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	0	5	12	2	19
Maple, Japanese	*Acer palmatum*	0	2	1	0	3
Myoporum	*Myoporum laetum*	1	2	0	0	3
Oak, Holly	*Quercus ilex*	0	1	0	0	1
Palm, Queen	*Syagrus romanzoffiana*	0	0	0	1	1
Pittosporum	*Pittosporum spp.*	0	1	0	0	1
Plum, Purple Leaf	*Prunus cerasifera*	0	1	1	0	2
Podocarpus	*Podocarpus gracilior*	0	0	4	0	4
Privet, Glossy	*Ligustrum lucidum*	0	1	4	0	5
Quoin Head Marlock	*Eucalyptus mcquoidii*	0	3	2	0	5
Tristania laurina	*Tristania laurina*	0	0	0	3	3
W. Australian Peppermint	*Agonis flexuosa*	1	0	5	0	6
Grand Total		3	28	47	8	86

Table 2: Offsite Tree Condition Summary

Common	Botanical	Poor -1	Fair - 2	Good - 3	Excellent - 4	Grand Total
Acacia, Black	*Acacia melanoxylon*	1	6	17	0	24
Crape Myrtle	*Lagerstroemia indica*	0	0	9	3	12
Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	0	0	2	0	2
Eucalyptus, Silver Dollar	*Eucalyptus cinerea*	0	0	1	0	1
Oak, Coast Live	*Quercus agrifolia*	0	1	4	0	5
Toyon	*Heteromeles arbutifolia*	0	0	1	2	3
Grand Total		1	7	34	5	47

The most common species on site were black acacia with 54 individuals growing along the perimeter of the property. Thirty (30) were growing on-site and twenty-four (24) were growing off-site. Thirty-four (34) were in good condition, 18 were in fair condition, and two were in poor condition. Trunk diameters ranged from 2 to 25 inches. Acacia were growing in a narrow shrub covered planter strip on the south side, in turf on the east side, and in soil amongst many other trees on the north side (Photo 1). In addition to planted acacia, many volunteers were growing amongst the acacia and eucalyptus on the north side of the property. Many of these trees had narrow sparse canopies as a result of growing in crowded conditions.

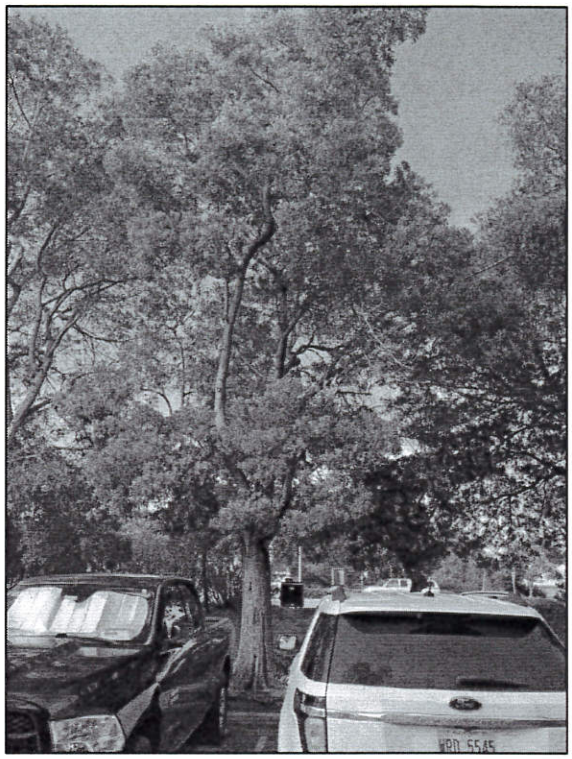

Photo 1: Black acacia #340 was growing on the edge of the parking lot near Anza Blvd. It was in the footprint of the proposed building.

Twenty-one (21) red iron bark eucalyptus were growing throughout the property. Nineteen were growing on-site and two were growing off-site Fifteen (15) were in good condition, five were in fair condition, and one was in excellent condition. Trunk diameters ranged from 5 to 32 inches. Trees growing on the west side had ample room to grow wide spreading canopies (Photo 2). Trees in this area were large and generally in good condition. Trees located on the north side were growing more densely interspersed with black acacia. Trees over here had more narrow forms and were more often crowded. Twig dieback and epicormic growth on branches was observed in this area.

Fifteen (15) crape myrtle were growing along the perimeter of the building and along Anza Blvd. Twelve (12) were off-site and three were on-site. Ten (10) were in good condition and five were in excellent condition. Trunk diameters ranged from 3 to 10 inches. Three trees were growing in front of the building front office in narrow planters. The remaining crape myrtle were growing adjacent to the sidewalk along Anza Blvd. Trees generally had good form and structure and healthy canopies.

Six Western Australian peppermint were growing around the perimeter of the building in planter islands. All were on-site Five were in good condition and one was in poor condition. Trunk

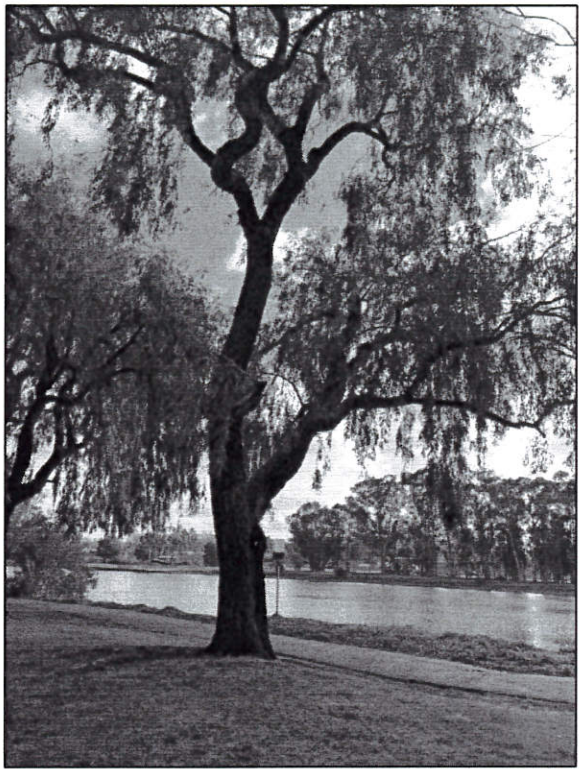

Photo 2: Eucalyptus #370 had a wide form growing in turf on the west side.

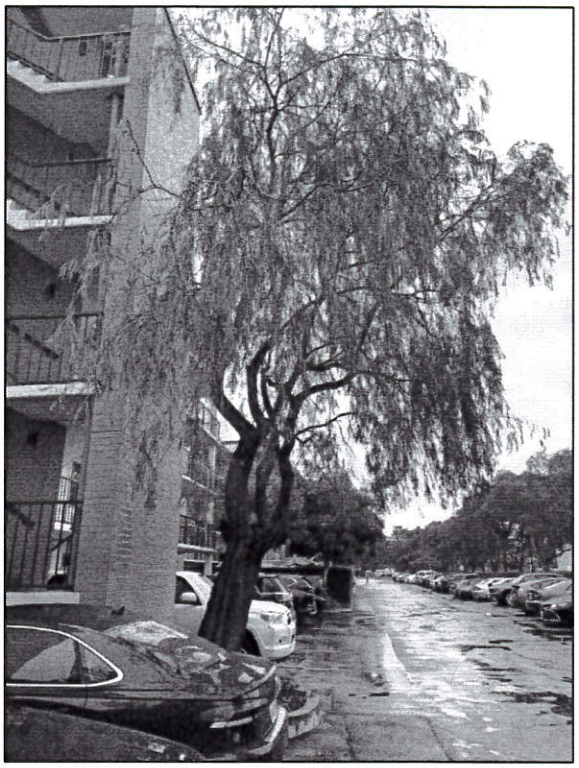

Photo 3: Western Australian peppermint #273 growing at the corner of the building and was somewhat sparse.

diameters ranged from 8 to 29 inches. Some individuals had one sided canopies as a result of growing against a building. Others had included bark at branch junctures or somewhat sparse canopies (Photo 3).

Five quoin head marlock were growing along Anza Blvd near the corner of Airport Blvd. All were on-site. Three were in fair condition and two were in good condition. Trunk diameters ranged from 4 to 16 inches. Most trees had multiple trunks that arose at or below four and a half feet. Trees were crowded resulting in heavy leans and poor structure.

Five glossy privet were growing along Anza Blvd near the corner of Airport Blvd. All were on-site. Four were in good condition and one was in fair condition. Trunk diameters ranged from 1 to 6 inches. Trees had multiple trunks that arose from the base. Included bark was common amongst these trees.

Five coast live oak were found along the walking path near Anza Blvd. All were off site. Trunk diameters ranged from 10 to 15 inches. Trees were generally in good condition with a healthy canopy.

The following species had four or fewer individual growing on site:

- Four podocarpus were growing along the east perimeter of the building, all were in good condition. All were on-site. Trunk diameters were 8 or 9 inches. All were growing against the building or through the deck of the bar patio.

- Three Japanese maple were growing along the north perimeter of the building, two were in fair condition and one was in good condition. All were on-site. All had multiple stems that arose below four feet ranging from 1 to 6 inches.

- Three myoporum were located at the driveway entrance to the property from Airport Blvd. Two were in fair condition and one was in poor condition. All were on-site. All had thrip damage and poor structure.

- Three toyon were growing off-site along the walking path near the water's edge. Two were in excellent condition and one was in good condition.

- Three watergum tree were growing along the perimeter of the building, two on the south side one on the north. All were on-site. All were in excellent condition with 8 or 11-inch trunk diameters. All had healthy canopies with good form and structure.

- Two purple leaf plum were growing along the north perimeter of the building. Both were on-site. #291 was in fair condition with a 7-inch trunk diameter and #292 was in good condition with an 8-inch trunk diameter.

- Silver dollar eucalyptus #389 was growing along Anza Blvd, it was in good condition with an 11-inch trunk diameter. It was off-site. It had a healthy canopy and good form and structure.

- Holly oak #272 was growing at the southwest corner of the building. It was on-site. It was in fair condition with an 8-inch trunk diameter. It was somewhat sparse with tip dieback.

- Queen palm #376 was growing in the parking lot near the northeast corner of the property. It was on-site in excellent condition, with a 9-inch trunk diameter. It was a healthy tree with typical form for its species.

- One pittosporum was growing near the glossy privet trees along Anza Blvd. It was on-site was in fair condition with codominant trunks. It was sparse with twig dieback.

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Protected/Heritage Status

The City of Burlingame Municipal Code 11.06.020 defines a "Protected tree" as:

Any tree with a circumference of forty-eight (48) inches or more when measured fifty-four (54) inches above natural grade; or

(2) A tree or stand of trees so designated by the city council based upon findings that it is unique and of importance to the public due to its unusual appearance, location, historical significance or other factor; or

(3) A stand of trees in which the director has determined each tree is dependent upon the others for survival.

Based on the above definition 40 of the 86 of the on-site trees are considered "Protected trees."

Based on the above definition 7 of the 47 of the off-site trees are considered "Protected trees."

Impacts

Impacts were assessed using the A0.01 sheet from the available site plans that were marked up by Petersen Studio dated November 29th, 2021 and an updated property map dated January 5th, 2022. Currently site plans are in the conceptual stage with no finalized demolition or construction plans are available. As such, the following impact assessment is preliminary and should be updated to reflect finalized plans when they are available.

The Red Roof Inn currently on site will be torn down to make way for the new development. The proposed building has a significantly larger footprint than the existing building. Building construction will require removing 57 trees that surround the building perimeter. These trees are #272-294 and #310-341, #351, and #376.

Development also includes redoing hardscape and landscape that surrounds the building. This work will likely impact the 47 trees in these areas. As such, tree protection measures should be put in place to preserve these trees. This includes #295-309, 342-350, 352, 353-6, 359-375, 393, 394.

Twenty-three (23) trees on site are far enough away from construction that impacts on them are likely to be minimal to nonexistent. This includes trees #352, 357, 358, 377-391, 550-554. That being said, tree protection measures should still be put up around these trees if they are in the proximity of construction in any way.

Trees #392 and #555-559 are growing along the shoreline. Petersen Studios has noted that these trees will need to be removed for sea level rise (SLR) shoreline filling. Should this shoreline filling go ahead these trees will likely need to be removed.

Petersen Studios has provided information stating that the City of Burlingame will require the 777 Airport Boulevard development to elevate (fill) much of the site to accommodate a higher building finish floor elevation and a higher shoreline elevation. This filling of the site will likely have a negative impact on any of the trees within the fill area.

Placing even several inches let alone feet of fill around the root zone and trunks of existing trees is detrimental and often fatal to the existing established trees. As such, it is anticipated that the required fill will result in the removal of many existing trees that are in the fill area. While some small and medium size trees may be able to be re-located, it is not feasible to move most if any of the larger trees.

As stated previously, this impact assessment is preliminary and should be updated based on finalized demolition and construction plans.

What does Arborwell/SavAtree Recommend?

The following are general tree protection measures based off the City of Burlingame Municipal code 11.06.050 and industry best practice for tree preservation. Specific tree protection measures can be determined once demolition and construction plans are finalized.

Tree Protection Measures

1. 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.
    a. This fencing is only a feasible tree protection zone if fill soil is kept out of TPZ both during and after construction. Any trees that have fill put in TPZ will likely require removal.
2. Protected trees that have been damaged or destroyed by construction shall be replace or the city shall be reimbursed, as provided in Section 11.06.090.
3. Chemicals or other construction materials shall not be stored within the drip line of protected trees.
4. Drains shall be provided as required by the director whenever fill soil is placed around protected trees.
5. Signs, wires, or similar devise shall not be attached to protected trees.
6. Should any construction activity take place within the Critical Root Zone (CRZ) of any trees, stress reduction measures shall be implemented. These can include:
    a. Air spading and root pruning

   b. Fencing
   c. Signage on the fencing
   d. Biostimulant and growth regulator treatments in advance of disturbance
7. Anti-compaction measures inside the CRZ but outside the Tree Protection Zone (TPZ) if they do not coincide.
8. Follow ANSI A300 Pruning Standards when conducting any pruning on trees. Any pruning beyond 20% of the tree canopy should be approved by project arborist.

The proposed development has a larger building footprint than the current structure and will require fill soil to be placed in much of the construction site. Tree protection measures become unviable if fill soil is being placed around the root zone and trunks of trees. These factors will result in the removal of many trees within the building footprint and most, if not all, trees in the fill area.

It is my professional opinion that should the above tree protection measures be put in place and maintained, trees identified for preservation are likely to survive.

Sincerely,

[redacted]

Leo Tuchman
ISA Certified Arborist, WE-12453A
ISA Tree Risk Assessor Qualified

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Assumptions and Limiting Conditions

The following are limitations to this report:

- All information presented herein covers only the trees examined at the area of inspection, and reflects the condition observed of said trees at the time of inspection.
- Observations were performed visually without probing, dissecting, coring, or excavation, unless noted above, and in no way shall the observer be held responsible for any defects that could have only been discovered by performing said services in specific area(s) where a defect was located.
- No guarantee or warranty is made, expressed or implied, that defects of the trees inspected may not arise in the future.
- No assurance can be offered that if the recommendation and precautionary measures are accepted and followed, that the desired results may be attained.
- No responsibility is assumed for the methods used by any person or company executing the recommendations provided in this report.
- The information provided herein represents an opinion, and in no way is the reporting of a specified finding, conclusion, or value based on the retainer.
- This report is proprietary to Arborwell, Inc., and may not be reproduced in whole or part without written consent. This report has been prepared exclusively for use of the parties to which it has been submitted.
- Should any part of this report be altered, damaged, corrupted, or lost, the entire evaluation shall be invalid.

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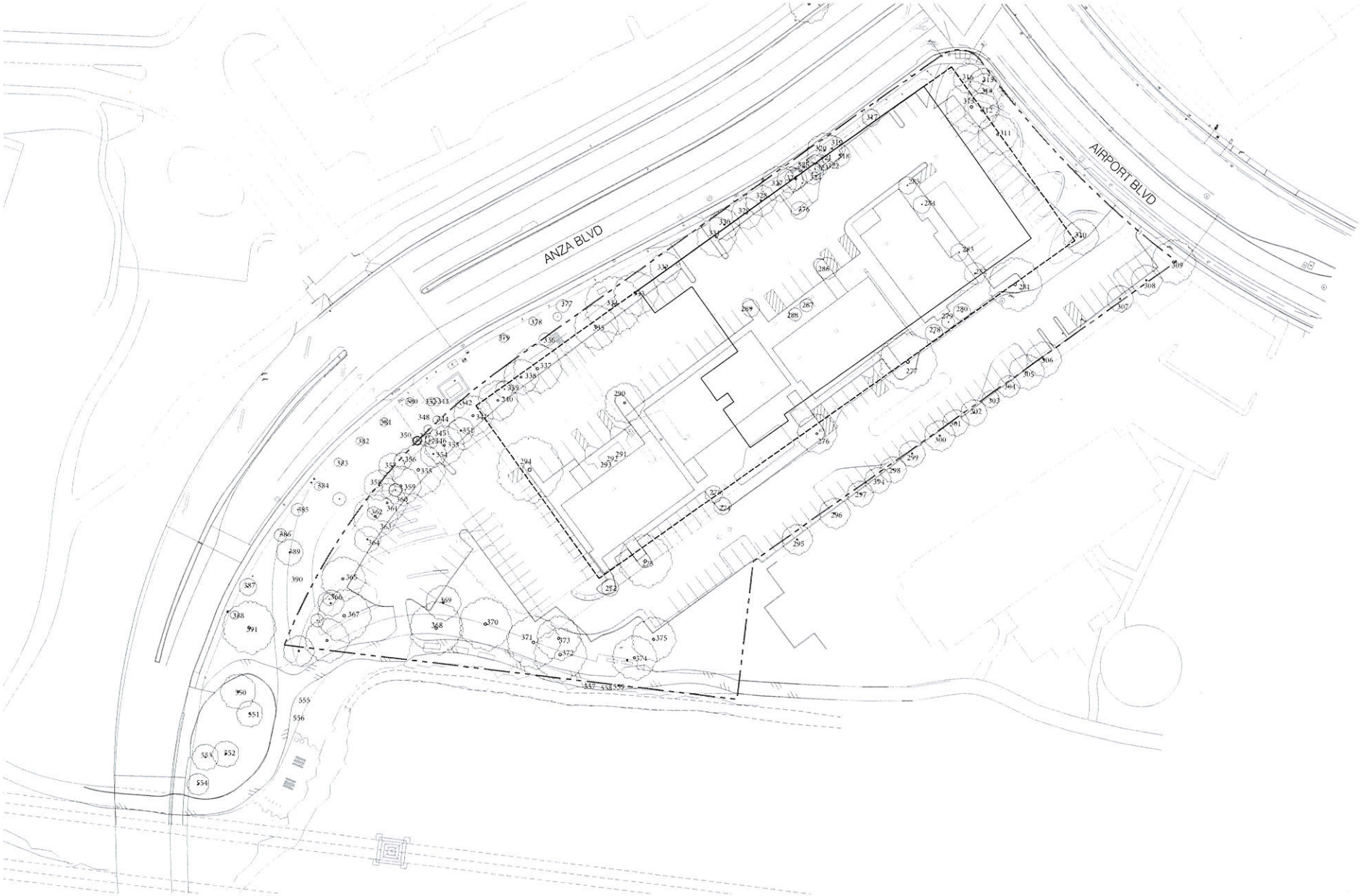

PETERSEN STUDIO
LANDSCAPE ARCHITECTURE | PLANNING
133 KEARNY ST, SUITE 303
SAN FRANCISCO, CA 94108
415.963.0450

777 AIRPORT BLVD
01/05/2022

N

SITE PLAN

0' 5' 10' 30'
SCALE: 1" = 30'-0"

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Exhibit 2: On site Tree Inventory Matrix

ID	Common	Botanical	Height	DBH	Health	Protected Status	Condition	Description
272	Oak, Holly	*Quercus ilex*	15'	8"	2	No	Moderate	Somewhat sparse; shrubbery growing around it; tip dieback.
273	Western Australian Peppermint	*Agonis flexuosa*	30'	21"	3	Yes	Moderate	Somewhat sparse; good form and structure.
274	Tristania laurina	*Tristania laurina*	20'	8"	4	No	High	Healthy dense canopy; good form and structure.
275	Tristania laurina	*Tristania laurina*	20'	8"	4	No	High	Healthy dense canopy; good form and structure.
276	Western Australian Peppermint	*Agonis flexuosa*	20'	19"	1	Yes	Low	Included bark; limbs damaged by storm; very poor structure.
277	Western Australian Peppermint	*Agonis flexuosa*	30'	29"	3	Yes	Moderate	One sided growing against building; minor lean SE.; healthy canopy.
278	Crape Myrtle	*Lagerstroemia indica*	20'	7"	3	No	Moderate	Healthy canopy; good form and structure; growing in narrow planter; trunk wound at base.
279	Crape Myrtle	*Lagerstroemia indica*	15'	5"	4	No	Moderate	Healthy canopy; good form and structure; growing in narrow planter.
280	Crape Myrtle	*Lagerstroemia indica*	20'	8"	4	No	Moderate	Healthy canopy; good form and structure; growing in narrow planter.
281	Western Australian Peppermint	*Agonis flexuosa*	20'	16"; 14"	3	Yes	Moderate	Healthy canopy; included bark; epicormic growth.
282	Podocarpus	Podocarpus gracilior	20'	9"	3	No	Moderate	One sided growing against building; somewhat sparse; good form.
283	Podocarpus	Podocarpus gracilior	20'	9"	3	No	Moderate	One sided growing against building; somewhat sparse; good form.
284	Podocarpus	Podocarpus gracilior	15'	8"	3	No	Moderate	Growing against building; surround by bar; good form and structure .
285	Podocarpus	Podocarpus gracilior	15'	8"	3	No	Moderate	Growing against building; surround by bar; good form and structure .
286	Tristania laurina	*Tristania laurina*	25'	11"	4	No	High	Healthy dense canopy; good form and structure; growing against building.
287	Maple, Japanese	*Acer palmatum*	15'	3", 3", 2"	3	No	High	Multiple attachments at 4'; healthy canopy.
288	Maple, Japanese	*Acer palmatum*	15'	3", 2", 1"	2	No	Moderate	Sparse; codominant at 1"; good structure.
289	Western Australian Peppermint	*Agonis flexuosa*	30'	21"	3	Yes	Moderate	Somewhat sparse; codominant attachments at 10'; growing against building.
290	Western Australian Peppermint	*Agonis flexuosa*	30'	20"	3	Yes	Moderate	Somewhat sparse; epicormic growth; growing against building.
291	Plum, Purple Leaf	*Prunus cerasifera*	25'	8"	3	No	Moderate	Healthy canopy, wide form; leaning NW.
292	Plum, Purple Leaf	*Prunus cerasifera*	25'	7"	2	No	Moderate	Sparse; leaning NW.
293	Maple, Japanese	*Acer palmatum*	20'	6", 4"	2	No	Moderate	Codominant at base; growing at building pocket; good structure; girdling root.
294	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	50'	32"	2	Yes	Moderate	Healthy foliage; water sprouts from heading cuts in canopy; pruned poorly; girdling root.
307	Myoporum	*Myoporum laetum*	12'	12"	2	No	Low	Thrip damage; poor structure; included bark.
308	Myoporum	*Myoporum laetum*	15'	13"	2	No	Low	Thrip damage; poor structure; included bark.
309	Acacia, Black	Acacia melanoxylon	25'	21"	3	Yes	Moderate	Offsite; trunk wound; healthy foliage; good form and structure.
310	Myoporum	*Myoporum laetum*	15'	18"	1	Yes	Low	Little foliage left; thrip damage; poor structure.
311	Acacia, Black	Acacia melanoxylon	25'	19"	2	Yes	Low	Heavy lean SE.; trunk wound at base with decay; healthy canopy.
312	Acacia, Black	Acacia melanoxylon	30'	19"	2	Yes	Moderate	Multiple old and new tear out wound; crowded/suppressed; bark peeling
313	Acacia, Black	Acacia melanoxylon	45'	24"	2	Yes	Moderate	Fungal fruiting bodies at base; cavity occupied by ants; epicormic growth; crowded.
314	Acacia, Black	Acacia melanoxylon	30'	17"	3	Yes	Moderate	Suppressed; sinuous form; healthy canopies.
315	Acacia, Black	Acacia melanoxylon	25'	14"	2	No	Moderate	Tear out wound; peeling bark; crowded; epicormic growth.
316	Acacia, Black	Acacia melanoxylon	15'	15"	2	Yes	Low	Suppressed; poor form; tear out wound.
317	Pittosporum	*Pittosporum spp.*	15'	7", 4"	2	No	Moderate	Sparse; twig dieback.
318	Quoin Head Marlock	*Eucalyptus mcquoidii*	20'	12"	3	No	Moderate	Healthy canopy; corrected lean N.; epicormic growth.
319	Quoin Head Marlock	*Eucalyptus mcquoidii*	20'	11", 9", 8"	3	No	Moderate	Heavy lean N.; crowded; healthy canopy.
320	Quoin Head Marlock	*Eucalyptus mcquoidii*	20'	16"	2	Yes	Low	Poor structure; suppressed; large tear out wound.
321	Privet, Glossy	*Ligustrum lucidum*	15'	4", 4", 4", 2"	3	No	Moderate	Multiple stems arise from base; crowded/suppressed; included bark.
322	Privet, Glossy	*Ligustrum lucidum*	15'	4"	3	No	Moderate	Sinuous form; crowded/suppressed; included bark.
323	Privet, Glossy	*Ligustrum lucidum*	15'	2", 1", 1"	2	No	Low	Multiple stems arise from base; crowded/suppressed; included bark.
324	Privet, Glossy	*Ligustrum lucidum*	18'	6", 5", 5", 4"	3	No	Moderate	Multiple stems arise from base; crowded; included bark.
325	Quoin Head Marlock	*Eucalyptus mcquoidii*	18'	8", 6", 6"	2	No	Low	Heavy lean N.; crowded; included bark; poor structure.
326	Privet, Glossy	*Ligustrum lucidum*	18'	6", 5", 4", 3", 3"	3	No	Moderate	Multiple stems arise from base; crowded; included bark.
327	Acacia, Black	Acacia melanoxylon	25'	16"	3	Yes	Moderate	Good form and structure; crowded.
328	Acacia, Black	Acacia melanoxylon	20'	14"	2	No	Moderate	Top crown twig dieback; epicormic growth; included bark.
329	Acacia, Black	Acacia melanoxylon	20'	8", 8"	2	No	Moderate	Narrow branch attachment; twig and branch dieback.
330	Acacia, Black	Acacia melanoxylon	20'	13"	2	No	Moderate	Sparse canopy; crowded; poor form.
331	Acacia, Black	Acacia melanoxylon	20'	19"	3	Yes	Moderate	Sparse; good form and structure; minor lean E.
332	Acacia, Black	Acacia melanoxylon	20'	14"	3	No	Moderate	Twig dieback; corrected lean; overall good structure.
333	Acacia, Black	Acacia melanoxylon	30'	24"	1	Yes	Low	Twig branch and limb dieback; twisted form; peeling bark.
334	Acacia, Black	Acacia melanoxylon	30'	25"	3	Yes	Moderate	Ivy climbing trunk; wide form; heavy limbs.
335	Acacia, Black	Acacia melanoxylon	30'	18"	3	Yes	Moderate	Crowded; open canopy; epicormic growth.

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336	Acacia, Black	Acacia melanoxylon	18'	5", 4"	2	No	Moderate	Ivy climbing trunk; codominant at base.
337	Acacia, Black	Acacia melanoxylon	35'	22"	3	Yes	Moderate	Twig and branch dieback; tear out wound; wide form.
338	Acacia, Black	Acacia melanoxylon	30'	17"	3	Yes	Moderate	Crowded; girdling roots; epicormic growth.
339	Acacia, Black	Acacia melanoxylon	12'	7"	2	No	Low	Leader pruned off; poor form; suppressed.
340	Acacia, Black	Acacia melanoxylon	35'	18"	3	Yes	Moderate	Tear out wounds; healthy canopy; girdling roots.
341	Acacia, Black	Acacia melanoxylon	35'	18"	3	Yes	Moderate	Crowded; twig and branch dieback; epicormic growth.
342	Acacia, Black	Acacia melanoxylon	12'	4"	3	No	Moderate	Volunteer; crowded; narrow form.
344	Acacia, Black	Acacia melanoxylon	12'	4"	3	No	Moderate	Volunteer; crowded; narrow form.
345	Acacia, Black	Acacia melanoxylon	12'	3", 3", 2", 2"	3	No	Moderate	Multiple stems at base; volunteer; crowded; narrow form.
346	Acacia, Black	Acacia melanoxylon	12'	4"	3	No	Moderate	Volunteer; crowded; narrow form.
349	Acacia, Black	Acacia melanoxylon	15'	4"	3	No	Moderate	Volunteer; crowded; narrow form.
351	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	30'	12"	3	No	Moderate	Narrow form; crowded; epicormic growth.
353	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	30'	19"	3	Yes	Moderate	Crowded; epicormic growth; sparse at top.
354	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	30'	11"	2	No	Moderate	Crowded; poor form; included bark.
355	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	50'	25"	3	Yes	Moderate	Crowded; epicormic growth; included bark.
359	Acacia, Black	Acacia melanoxylon	50'	18"	3	Yes	Moderate	Crowded; epicormic growth; healthy canopy. Change to red iron bark.
360	Acacia, Black	Acacia melanoxylon	25'	6", 5", 4", 3", 3"	2	No	Low	Volunteer; multiple attachments at base; suppressed.
361	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	50'	17"	3	Yes	Moderate	Crowded; epicormic growth; sparse in top canopy.
362	Acacia, Black	Acacia melanoxylon	18'	6", 4", 3", 3", 3", 2"	2	No	Low	Volunteer; multiple attachments at base; suppressed.
363	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	50'	20"	3	Yes	Moderate	Crowded; epicormic growth; sparse in top canopy.
364	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	25'	12"	3	No	Moderate	Narrow form; somewhat sparse; epicormic growth.
365	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	35'	21"	3	Yes	Moderate	Epicormic growth; heavy limbs; healthy canopy.
366	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	20'	15"	2	Yes	Low	Suppressed; twig and branch dieback; poor form.
367	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	40'	22"	2	Yes	Moderate	Wide form; leaning E.; somewhat sparse.
368	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	25'	22"	3	Yes	Moderate	Crowded; bowing W.; epicormic growth.
369	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	25'	20"	2	Yes	Moderate	Heavy corrected lean SE.; epicormic growth; open canopy.
370	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	45'	30"	3	Yes	Moderate	Peeling bark; tear out wound; overall good form and structure.
371	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	35'	25"	4	Yes	High	Healthy dense canopy; good form and structure.
372	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	35'	27"	4	Yes	Moderate	Crowded; sinuous form; healthy canopy.
373	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	40'	21"	3	Yes	Moderate	Somewhat sparse; twig dieback; crowded.
374	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	25'	20"	3	Yes	Moderate	Off color foliage; narrow attachments; epicormic growth.
375	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	30'	21"	3	Yes	Moderate	Healthy foliage; crowded; twisted branches; trunk wound.
376	Palm, Queen	*Syagrus romanzoffiana*	12'	9"	4	No	High	Healthy typical palm.
393	Quoin Head Marlock	*Eucalyptus mcquoidii*	18'	14", 5", 4", 4"	2	No	Moderate	Multiple stems at base; poor form; spreading canopy.

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Exhibit 3: Off site Tree Inventory Matrix

ID	Common	Botanical	Height	DBH	Health	Protected Status	Suitability	Description
295	Acacia, Black	*Acacia melanoxylon*	25'	15"	3	Yes	Moderate	One sided; twig dieback; growing in 5' planter strip.
296	Acacia, Black	*Acacia melanoxylon*	25'	16"	3	Yes	Moderate	Growing in 5' planter; surrounded by shrubs; somewhat sparse; included back.
297	Acacia, Black	*Acacia melanoxylon*	25'	16"	3	Yes		
298	Acacia, Black	*Acacia melanoxylon*	25'	15"	2	Yes	Moderate	Growing in 5' planter; surrounded by shrubs; very sparse; included back.
299	Acacia, Black	*Acacia melanoxylon*	20'	12"	2	No	Low	Growing in 5' planter; surrounded by shrubs; very sparse; included back.
300	Acacia, Black	*Acacia melanoxylon*	25'	14"	3	No	Moderate	Growing in 5' planter; surrounded by shrubs; somewhat sparse; crowded.
301	Acacia, Black	*Acacia melanoxylon*	20'	10"	3	No	Moderate	Growing in 5' planter; surrounded by shrubs; one sided; crowded.
302	Acacia, Black	*Acacia melanoxylon*	25'	11"	2	No	Moderate	Growing in 5' planter; surrounded by shrubs; somewhat sparse; included bark.
303	Acacia, Black	*Acacia melanoxylon*	20'	7"	1	No	Low	Growing in 5' planter; surrounded by shrubbery; sparse; branch dieback; poor form.
304	Acacia, Black	*Acacia melanoxylon*	20'	8"	2	No	Low	Growing in 5' planter; surrounded by shrubs; poor structure; branch dieback; suppressed.
305	Acacia, Black	*Acacia melanoxylon*	25'	13"	3	No	Moderate	Growing in 5' planter; surrounded by shrubs; branch dieback; healthy dense foliage.
306	Acacia, Black	*Acacia melanoxylon*	25'	15"	3	Yes	Moderate	Growing in 5' planter; surrounded by shrubs; somewhat sparse; good form.
343	Acacia, Black	*Acacia melanoxylon*	12'	6", 4", 3"	3	No	Moderate	Volunteer; multiple stems at base; crowded; narrow form.
347	Acacia, Black	*Acacia melanoxylon*	15'	4", 2"	3	No		Volunteer; crowded; narrow form.
348	Acacia, Black	*Acacia melanoxylon*	15'	4"	3	No	Moderate	Volunteer; crowded; narrow form.
350	Acacia, Black	*Acacia melanoxylon*	15'	7", 6", 4", 4"	3	No	Moderate	Multiple stems from base; volunteer; crowded; narrow form.
352	Acacia, Black	*Acacia melanoxylon*	15'	3"	3	No	Moderate	Volunteer; crowded; narrow form.
356	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	25'	7"	3	No	Moderate	Suppressed; narrow form; small canopy.
357	Acacia, Black	*Acacia melanoxylon*	15'	15"	3	Yes	Moderate	Codominant fused at base; twisted form; crowded.
358	Acacia, Black	*Acacia melanoxylon*	25'	11", 10"	3	No	Moderate	Codominant at base; crowded; narrow form. Change to red iron bark.
377	Crape Myrtle	*Lagerstroemia indica*	15'	6"	4	No	Moderate	Healthy canopy; good form and structure.
378	Crape Myrtle	*Lagerstroemia indica*	12'	4"	4	No	Moderate	Healthy canopy; good form and structure.
379	Crape Myrtle	*Lagerstroemia indica*	12'	4"	4	No	Moderate	Healthy canopy; good form and structure.
380	Crape Myrtle	*Lagerstroemia indica*	12'	4"	3	No	Moderate	Healthy canopy; good form and structure.
381	Crape Myrtle	*Lagerstroemia indica*	12'	4"	3	No	Moderate	Healthy canopy; good form and structure.
382	Crape Myrtle	*Lagerstroemia indica*	12'	4"	3	No	Moderate	Healthy canopy; good form and structure.
383	Crape Myrtle	*Lagerstroemia indica*	12'	4"	3	No	Moderate	Healthy canopy; good form and structure.
384	Crape Myrtle	*Lagerstroemia indica*	12'	3"	3	No	Moderate	Healthy canopy; good form and structure.
385	Crape Myrtle	*Lagerstroemia indica*	12'	3"	3	No	Moderate	Healthy canopy; good form and structure.
386	Crape Myrtle	*Lagerstroemia indica*	12'	4"	3	No	Moderate	Healthy canopy; good form and structure.
387	Crape Myrtle	*Lagerstroemia indica*	12'	10"	3	No	Moderate	Healthy canopy; split trunk.
388	Crape Myrtle	*Lagerstroemia indica*	12'	3"	3	No	Moderate	Healthy canopy; good form and structure; crowded.
389	Eucalyptus, Silver Dollar	*Eucalyptus cinerea*	25'	11"	3	No	Moderate	Healthy canopy; good form and structure.
390	Eucalyptus, Red Iron Bark	*Eucalyptus sideroxylon*	30'	7", 5"	3	No	Moderate	Codominant at base; volunteer; healthy low canopy.
391	Oak, Coast Live	*Quercus agrifolia*	20'	15", 14"	3	Yes	High	Healthy canopy; included bark; overall good form.
392	Oak, Coast Live	*Quercus agrifolia*	18'	13"	3	No	Moderate	Healthy canopy; epicormic growth on trunk.
394	Acacia, Black	*Acacia melanoxylon*	25'	13"	3	No	Moderate	Growing in 5' planter; surrounded by shrubs; somewhat sparse; tear out wound.
550	Oak, Coast Live	*Quercus agrifolia*	20'	11", 10", 10"	3	No	High	Multiple attachments at base; included bark; healthy canopy.
551	Oak, Coast Live	*Quercus agrifolia*	18'	11"	2	No	Moderate	Sparse; crowded; good form.
552	Acacia, Black	*Acacia melanoxylon*	20'	13"	2	No	Moderate	Somewhat sparse; leaning E.; good form.
553	Oak, Coast Live	*Quercus agrifolia*	18'	11"	3	No	High	Healthy canopy; good form and structure; bark cracking; ants everywhere.
554	Toyon	*Heteromeles arbutifolia*	10'	5", 3"	3	No	Moderate	Codominant at 2'; healthy canopy.
555	Toyon	*Heteromeles arbutifolia*	15'	5", 1", 1"	4	No	High	Growing near water; multiple attachments; healthy canopy.
556	Toyon	*Heteromeles arbutifolia*	15'	4"	4	No	Moderate	No tag too close to water; healthy canopy.
557	Acacia, Black	*Acacia melanoxylon*	20'	5", 4"	2	No	Low	Leader is broken; poor form; growing at waters edge.
558	Acacia, Black	*Acacia melanoxylon*	20'	11", 7"	3	No	Moderate	Codominant at base; growing at waters edge.
559	Acacia, Black	*Acacia melanoxylon*	15'	4", 4", 2"	3	No	Moderate	Narrow attachments; growing at waters edge; healthy canopy.

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

Project Site: 777 Airport Boulevard, zoned BFC

PUBLIC HEARING NOTICE

The City of Burlingame Planning Commission announces the following virtual public hearing via Zoom **on Monday, June 13, 2022 at 7:00 P.M.** You may access the meeting online at www.zoom.us/join or by phone at (346) 248-7799:

Meeting ID: 853 3618 0082 Passcode: 644597

Description: Application for Environmental Review, Commercial Design Review, and Special Permits for Height and Development under Tier 3/Community Benefits for new 13-story office/R&D building.

Members of the public may provide written comments by email to: publiccomment@burlingame.org.

Mailed: June 3, 2022

(Please refer to other side)

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)

777 Airport Boulevard
500' noticing
APN: 026-344-130