Attachment A
Agenda Item No. 7a
June 18, 2012
300 Airport Blvd.

June 12, 2012

VIA ELECTRONIC MAIL

Ms. Maureen Brooks
Planning Director
City of Burlingame
501 Primrose Road
Burlingame, CA 94010
MBrooks@burlingame.org

Re: Burlingame Point Project
City Council Comments and Responses

Dear Maureen:

As we discussed, I have set out below (in italics) the Project Sponsor's responses to comments made by the City Council concerning the Burlingame Point project at the June 4, 2012 Council hearing.

COUNCIL COMMENTS AND RESPONSES

Council Comment – Bike Rentals: Understand that bike rentals will be offered for employees, could this service be open to the public as well, as a benefit to the community?

Response: The Project Sponsor will request that the operator of the Amenities Center fitness facility provide a bike rental service available to the public, if feasible, either in the Amenities Center or within the ground floor retail spaces of the project buildings.

Council Comment – Drinking Fountains: Is there a possibility that drinking fountains with a ground level spout for dogs can be provided as part of the Bay Trail improvements?

Response: Yes, an appropriate number of drinking fountains within the Bay Trail improvements will be dog-friendly. The Project Sponsor will provide examples at the June 18, 2012 hearing.

Council Comment – Education Nodes along Bay Trail: Would like to see some more active educational nodes, perhaps some binoculars to look out on the Bay.

Response: The Project design provides activated educational nodes within the Bay Trail improvements. These nodes include interactive features such as binocular/telescope stands to view sailboarding activity and distant views and pictographic educational elements regarding local flora, fauna, marine and wind phenomena. The Project design for the Sanchez Channel open space has been revised to include an area for active use (e.g, frisbee or catch). The Project Sponsor will provide examples at the June 18, 2012 hearing.

Council Comment – Boardsailing Launch Site/Recreational Uses/Viewing area for Windsurfing Events: Can some sort of launch site for board sailing be considered either as a part of the project or through coordination with County Parks? There could be an opportunity for a viewing area to watch windsurfing events along the shoreline, would be a tremendous benefit and might help us fill up our hotels. Would like to see an opportunity to make more use of the site on weekends, bike rental, boat rental, launch for board sailing, would like to it to become a recreation destination, would like to make more use of the parking structure roof, could there be a discounted gym membership fee for Burlingame families below a certain income level?

Response: Pedestrian access and open space improvements through the widened and improved shoreline areas, including the new Bay Trail segments, are designed to activate the area for recreational users, as discussed in the response above concerning educational nodes.

The Project Sponsor is also open to financial participation in a separately undertaken launch site improvement project. The ideal location for such improvements would be at Fisherman's Park. The Project Sponsor has no authority to improve this area, but would cooperate with the County and the owner of 350 Airport Boulevard in any review of future potential launch site improvements. A modest financial contribution to be used toward a launch site improvement project may be appropriate.

The Project Sponsor has revised the design of the Bay Trail segment along the eastern side of the Project site to include a viewing area as an enhancement to this area. The Project Sponsor will show a draft rendering at the June 18, 2012 hearing.

The garage could conceptually accommodate only a small field above its top level. The dimensions of the top level of the parking structure are 124' x 295'; the largest commonly used field size compatible with this area is an under-7 year old playing field (a 90' x 135' playing surface plus sidelines and viewing areas). Also, adding the field would require an additional 12' in height to the structure, resulting in additional, unanalyzed wind impacts. Furthermore, the garage does not have sufficient exit

capacity to safely accommodate a recreational field on the roof of the parking structure. Finally, wind conditions at the top of the structure are often severe, making use of this area unpleasant for recreational activities.

The fitness facility in the Amenities Center will be open to the public on a membership basis. The Project Sponsor is not able to require that an operator of the fitness facility in the Amenities Center provide discounted memberships. This would put Developer at a competitive disadvantage in engaging an operator for the space given existing fitness facilities in the area that do not have such a requirement, and could impact the viability of the fitness center.

Council Comment – Public Art: Would like to see public art included as a part of the project, given the size of the project and that this is an important site.

Response: *The Project provides "public art" as part of the design of the public access and open space areas, including improved educational nodes, enhanced sidewalks and crossings, and landscape design features in the public and pedestrian spaces of the Project.*

Council Comment – Educational Space: Would like to see the opportunity to create an educational space in one of the buildings, focused on biotech, helping people understand how it works and have access to equipment for learning/creating.

Response: *The Project Sponsor will maintain a space on the ground floor for such use, subject to the provisions of Project Condition 5, and will work with future tenants to ascertain interest in providing such a program, but any such program would be limited to tenant interest and cooperation.*

Council Comment – TDM Program: Would like to see further enhancements to the TDM program. We could have electric charging stations and have a shared house vehicle that for people who use public transportation but need to go on errands during the day.

Response: *The Project Sponsor is committed to successfully implementing the required TDM program for the Project. In response to Council's comments, the Project Sponsor has agreed to include additional measures in the Project TDM Program to further decrease vehicle trip generation, as follows: (1) transit pass subsidy for employees; (2) plug-in stations for electric vehicles; and (3) provision of a "house car" for employee use in each building.*

As amended, the TDM program for the Project contains numerous measures and strategies to encourage participation and reduce vehicle trips to the site. The method used to calculate trip reduction from the TDM program is based on the state-of-the-practice report published by the California Air Pollution Control Officers Association, "Quantifying Greenhouse Gas Mitigation Measures". It is based on empirical evidence from multiple studies and thus provides a conservative yet reliable estimate of the expected effectiveness of the TDM program. These calculations show that a 13 percent trip reduction is a reasonable estimate given the measures in the Project TDM program. Empirically, the trip-reduction results of similar TDM programs for similar developments in the area confirm that 13 percent trip reduction is achievable at the Project, and could result in a greater reduction one fully implemented. However, because TDM participation is ultimately at the option of the employees, it is not possible to guarantee that a certain percentage of vehicle trips will be eliminated.

Council Comment – Shuttle Contribution: Would like to see the shuttle contribution be for a longer duration based on a "dollar" per employee" figure.

Response: *For clarification, the $250,000 shuttle contribution from the Project Sponsor is directed to the Bayfront/Downtown shuttle, which currently brings passengers from Bayfront hotels to Burlingame's Downtown. This shuttle is not a part of the Project's TDM program and does not contribute to vehicle trip reductions resulting from the TDM program. It is the Project Sponsor's understanding from staff that the $250,000 contribution to the Bayfront/Downtown Shuttle is in the form of "seed money" to promote and enhance this shuttle to increase ridership. Perpetual funding of the shuttle was not intended, since the shuttle has an existing funding source.*

The shuttle service that is part of the TDM program will be an extension of the existing Burlingame Bayside Area Shuttle operated by the Peninsula Traffic Congestion Relief Alliance. Project employers will be required to enter into a shuttle service agreement with the Alliance to fund and provide Shuttle service to the site.

Council Comment – Size of Retail Spaces: Concern that the retail spaces are too small to attract good retailers.

Response: *The layout of retail/food service uses within the buildings is flexible. Those shown on design plans are only a representation of a hypothetical layout. Up to the limits of the buildings themselves, the size of the spaces can be adjusted according to tenant demand.*

Council Comment – Retain Retail, Food and Recreation Uses: Would like to assure that the retail, food and recreation uses are retained as a part of the project, these are amenities for the community, need assurance, want to at least make sure that a change of use for these areas comes back to the Planning Commission.

Response: *The Project Sponsor has proposed an amendment to draft Condition No. 5 recommended by the Planning Commission, which states:*

> that the project shall include approximately 13,000 square feet of retail use and 13,400 square feet of food service use that may be located in buildings B1, B2 and the amenities building, and Developer shall use its best commercial efforts to lease this space for retail or food service, as the case may be, for two years following issuance of the final certificate of occupancy for each building. Thereafter, any change in use of the space designated for retail or food service use within the Project shall be reviewed and approved by the Planning Commission using the process set out in City Municipal Code sections 25.16.040 through 25.16.085 inclusive, which approval shall not be unreasonably withheld or denied.

This provides the Planning Commission the ability to approve any change in use of the retail/food service spaces in the Project.

I am happy to answer any questions you have concerning the above.

Best regards,

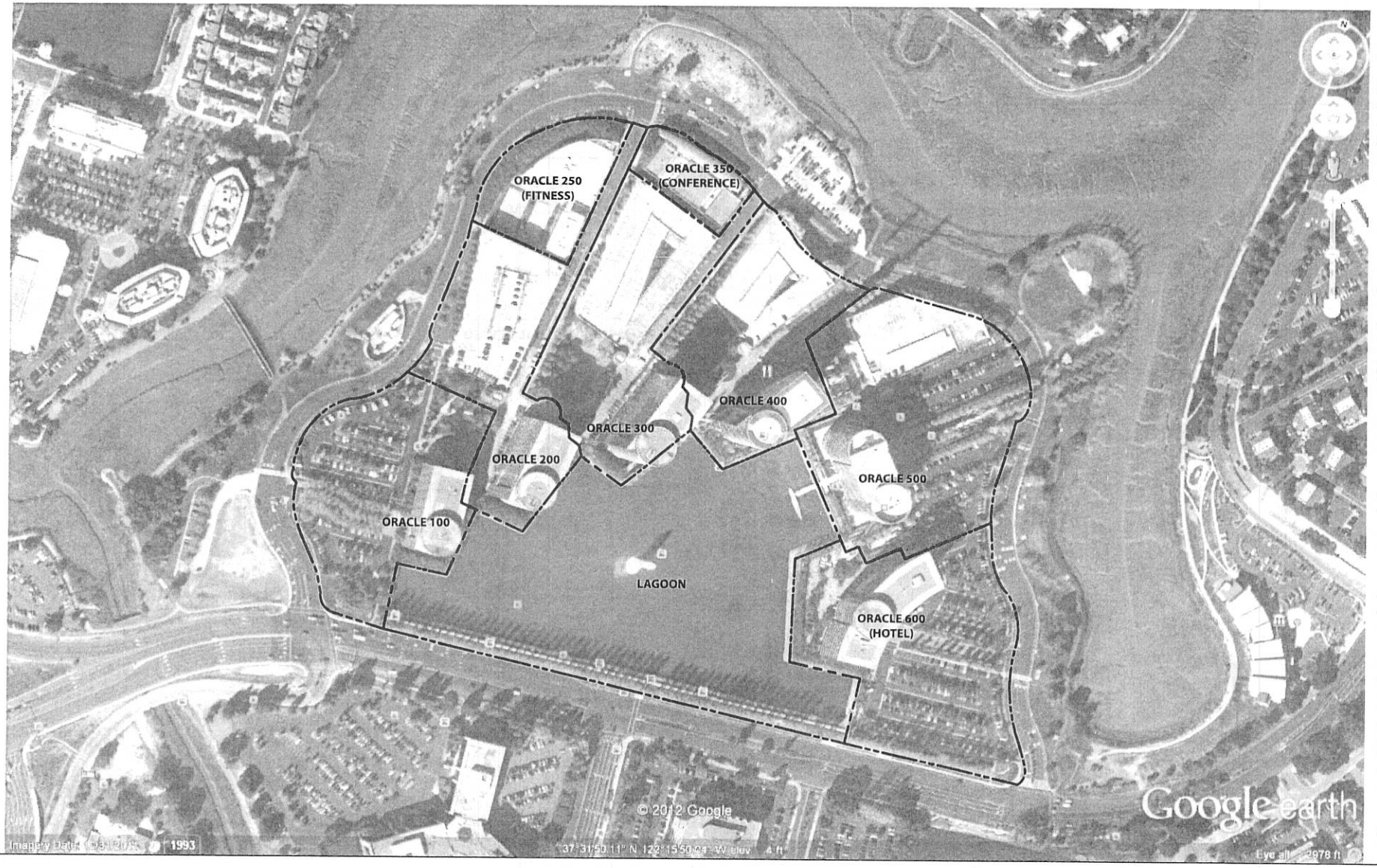
/s/ Mark Farrar

350 Beach Road LLC

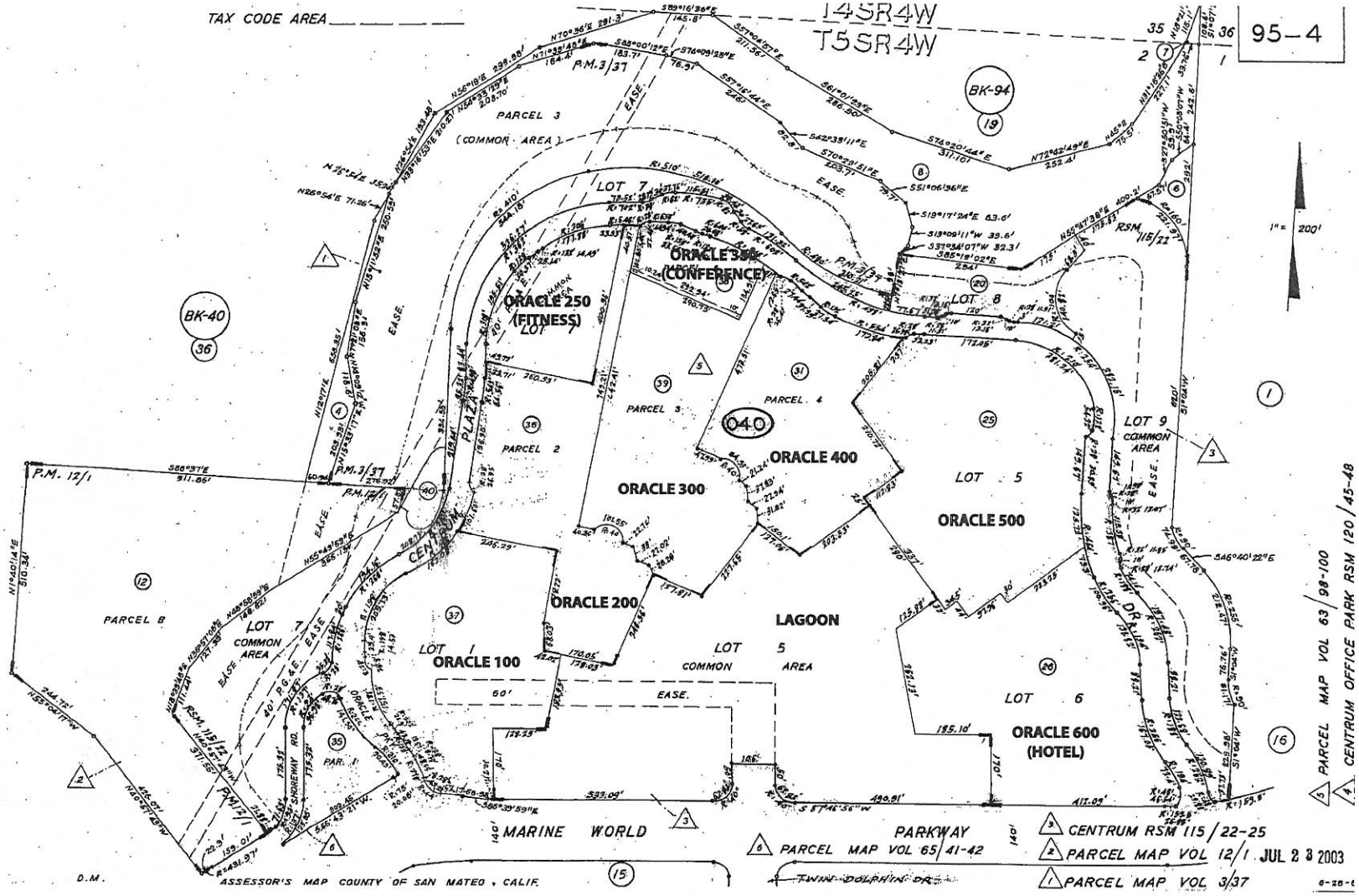
Oracle Campus

Parcel	Site Area (Square Feet)	Acres	# Floors	Building Height	Building Area (Square Feet)	F.A.R.	Parking Type	Surface Parking	Parking Structure	Parking Total
Oracle 100	213,444	4.9	8 Floors	120'-5"	185,795	0.87	Surface	406	0	406
Oracle 200	198,198	4.55	12 Floors	171'-5"	230,300	1.16	5 Story	0	759	759
Oracle 250 (Fitness)	88,275	2.03	2 Floors	30'-7"	70,272	0.8	Surface	10	0	10
Oracle 300	217,452	4.99	16 Floors	222'-5"	338,883	1.56	5 Story	0	919	919
Oracle 350 (Conference)	45,258	1.04	2 Floors	32'-0"	50,680	1.12	Off-site	0	0	0
Oracle 400	184,650	4.24	14 Floors	196'-11"	282,195	1.53	5 Story	0	803	803
Oracle 500	294,030	6.75	11 Floors	158'-8"	236,340	0.8	5 Story + Surface	500	635	1135
Oracle 600 (Hotel)	262,797	6.03	9 Floors	100'-0"	294,549	1.12	Surface	452	0	452
Total	1,504,104	34.53			1,689,014	1.12				4484

Site Data



Parcel Layout


TAX CODE AREA
14SR4W
T5SR4W
95-4
BK-94
BK-40
ORACLE 250 (FITNESS)
ORACLE 350 (CONFERENCE)
ORACLE 300
ORACLE 400
ORACLE 500
ORACLE 200
ORACLE 100
ORACLE 600 (HOTEL)
LAGOON
PARCEL 3
(COMMON AREA)
PARCEL 4
PARCEL 2
PARCEL B
LOT 7
LOT 8
LOT 9
LOT 5
LOT 6
LOT 1
COMMON AREA
EASE.
PLAZA
CENTRUM
MARINE WORLD PARKWAY
TWIN DOLPHIN DR.
1" = 200'
PARCEL MAP VOL 63/98-100
CENTRUM OFFICE PARK RSM 120/45-48
CENTRUM RSM 115/22-25
PARCEL MAP VOL 12/1
PARCEL MAP VOL 3/37
PARCEL MAP VOL 65/41-42
JUL 23 2003
ASSESSOR'S MAP COUNTY OF SAN MATEO, CALIF.

Parcel Map

ANZA AREA EXISTING DEVELOPMENT

Updated 1/22/01

Site Address	Use	Site Area	Gross SF/ No. of Rooms	FAR	Height	Parking Spaces
411 Airport Boulevard	Offices	26,020 SF	10,880 SF	0.42	27'	36
433 Airport Boulevard	Offices	67,000 SF	65,000 SF	0.97	80'	217
500 Airport Boulevard	Offices	135,000 SF	101,000 SF	0.75	48'	336
533 Airport Boulevard	Offices	71,552 SF	65,776 SF	0.92	73'	219
555 Airport Boulevard	Offices	567,238 SF	119,986 SF	0.46	78'	878
577 Airport Boulevard	Offices		143,299 SF		98'	
600 Airport Boulevard	Hotel	206,000 SF	255,915 SF 404 rooms	1.25 86 rms/acre	144'	416
700 Airport Boulevard	Offices	187,500 SF	130,000 SF	0.69	50'	380
765 Airport Boulevard	Hotel	88,775 SF	132 rooms	65 rms/acre	77'	132
770 Airport Boulevard	Offices	56,850 SF	27,382 SF	0.48	23'	43
777 Airport Boulevard	Hotel	125,395 SF	106,586 200 rooms	0.85 65 rms/acre	50'	200
800 Airport Boulevard	Offices	76,000 SF	59,270 SF	0.78	59'	226
828 Airport Boulevard	Offices	74,488 SF	16,752 SF	0.23	22'	61
835 Airport Boulevard	Hotel	207,659	233,833 SF 392 rooms	1.13 82 rms/acre	89'	277
888 Airport Boulevard	Offices	17,177 SF	1426 SF	0.08	22'	61
111 Anza Boulevard	Offices	120,000 SF	106,000 SF	0.88	50'	356
150 Anza Boulevard	Hotel	387,031 SF	388,280 SF 344 rooms	1.00 39 rms/acre	97'	444
60 Bay View Place	Restaurant	92,000 SF	8,190 SF	0.09	31'	103

2. that the health service use may not be open for business except during the hours of 8:00 a.m. to ~~8:00~~ 9:00 p.m., Monday through Friday, and 8:00 a.m. to ~~2:00~~ 6:00 p.m. on Saturdays;

3. that any changes to the floor area, use, hours of operation, or number of employees which exceeds the maximums as stated in these conditions shall require an amendment to this Conditional Use Permit;

4. that the conditions of the City Engineer's March 5, 2012 memo; the Chief Building Official's April 25, 2012, April 20, 2012 and March 9, 2012 memos; the Parks Supervisor's March 7, 2012 memo; the Fire Marshall's March 5, 2012 memo; and the Stormwater Coordinator's March 5, 2012 memo shall be met;

5. that interior demolition or removal of the existing structures on the site shall not occur until a building permit has been issued and such site work shall be required to comply with all the regulations of the Bay Area Air Quality Management District;

6. that the project shall comply with the Construction and Demolition Debris Recycling Ordinance which requires affected demolition, new construction and alteration projects to submit a Waste Reduction plan and meet recycling requirements; any partial or full demolition of a structure, interior or exterior, shall require a demolition permit; and

7. that the project shall meet all the requirements of the California Building and Uniform Fire Codes, 2010 Edition, as amended by the City of Burlingame.

The motion was seconded by Commissioner Terrones.

Discussion of motion:

- *Clarified operating hours.*

Chair Yie called for a voice vote on the motion to approve. The motion passed 7-0-0-0. Appeal procedures were advised. This item concluded at 8:09 p.m.

3. **300 AIRPORT BOULEVARD, ZONED APN/APS** – APPLICATION FOR DEVELOPMENT OF A NEW OFFICE/LIFE SCIENCE CAMPUS ON AN 18.13 ACRE SITE, CONSISTING OF 767,000 SF OF NEW USES INCLUDING OFFICE SPACE OR LIFE SCIENCE USES (AT LEAST 689,810 SF), RETAIL USES (UP TO 18,030 SF), AND FOOD SERVICES (UP TO 22,160 SF) LOCATED IN FOUR BUILDINGS (5, 7 AND 8-STORY BUILDINGS TOTALING 730,000 SF), A 2-STORY AMENITIES BUILDING (37,000 SF) AND A 5-LEVEL PARKING STRUCTURE. APPLICATIONS INCLUDE AMENDMENTS TO THE BAYFRONT SPECIFIC PLAN TO INCREASE THE ALLOWABLE FLOOR AREA RATIO FROM 0.60 FAR TO 1.0 FAR AND TO AMEND DEVELOPMENT STANDARDS, REZONING OF A SMALL PORTION OF THE SITE FROM APS TO APN, AMENDMENTS TO THE ZONING AND SIGN CODES TO CHANGE DEVELOPMENT STANDARDS, VESTING TENTATIVE PARCEL MAP, DEVELOPMENT AGREEMENT, CONDITIONAL USE PERMIT FOR DAY CARE USE AND COMMERCIAL DESIGN REVIEW. (C. THOMAS GILMAN, DES ARCHITECTS + ENGINEERS, APPLICANT AND ARCHITECT; 350 BEACH ROAD LLC, PROPERTY OWNER) STAFF CONTACTS: MAUREEN BROOKS AND RUBEN HURIN

Reference staff report dated May 14, 2012, with attachments. Community Development Director Meeker, Planning Manager Brooks and City Attorney Guinan provided an introduction to the proposed project, including an overview of project details and a reviewed criteria and staff comments. Sixty-eight (68) conditions were suggested for consideration.

Questions of staff:

- None.

Chair Yie opened the public hearing.

Sean Jeffries, Millennium Partners (350 Beach Road LLC), 735 Market Street, San Francisco; Tom Gilman, DES Architects, 399 Bradford Street, Redwood City; Chuck Bennett, Environmental Science Associates; represented the applicant and Michael Kay represented Atkins, the preparer of the EIR on the City's behalf:

Commission comments:

- Requested clarification regarding parallel parking along Airport Boulevard. (Gilman – about ten spaces will be provided, along with bus/shuttle drop-off and child-care drop-off locations.)
- Asked for clarification regarding the area where wind speed is most affected by the project. (Bennett – noted that the green area on the exhibit represents where wind velocity is affected by 10% or greater.)
- Asked for clarification regarding the definition of wind turbulence. (Bennett – explained as being small blasts of wind that come around a building due to the impact of the building upon wind flow.)
- Requested clarification regarding impacts upon turbulence – there seems to be an implication of no impact upon turbulence. (Bennett – the diagram in the EIR shows areas of impacts; it does not imply that there are no impacts.)
- Asked for a comparison of the current maximum FAR versus the proposed maximum FAR upon velocity and turbulence. (Bennett – indicated that there are similar turbulence characteristics but somewhat different velocity characteristics; still within the noted ranges in the evaluation.)
- Noted that turbulence was a point of discussion with the prior project.
- Noted that the last incarnation of the project helped to set the State standard for wind velocity.

Public comments:

Ralph Holyoake, 785 Wallea Drive, Menlo Park; Jim McGrath, 2301 Russell Street, Berkeley - representing San Francisco Board Sailing Association; Rebecca Geffert – owner of Board Sports, 1200 Clay Street, San Francisco; Rich Koenig, 858 Hinckley Road - representing the Sheetworker's Union; David Lyon, 211 Roxas Street, Santa Cruz - sail boarding instructor; and Laurie Simonson, Bayswater Avenue; spoke:

- Involved in the design of life-science campuses throughout his career.
- Supports the project.
- Believes the project will attract both life-science and high-tech companies to Burlingame.
- Helps clients pick campus locations – will have appeal; is not affiliated with any aspect of the project.
- City of Burlingame has a lot to gain by approving the project.
- Described amenities that would appeal to tenants – landscape/pedestrian links, food service uses, 16-foot floor-to-floor height, sustainable design, floor plate size is important (want between 30-50,000 square feet per floor).
- Doesn't believe that the environmental analysis on wind impacts is adequate, particularly upon beginner windsurfers.
- Referenced the CEQA guidelines' discussion regarding changed circumstances – the site is used for wind-surfing instruction – the State has designated this area as a water trail – impacts need to be adequately assessed.
- Difficulty is with turbulence as change of velocity, but also includes change in direction of winds – sudden change is particularly problematic for beginning wind surfers.

- The wind surfing organization did not challenge the prior project approval – a fair analysis would have compared the impacts of the increase in density from the prior project to the current project upon wind velocity and turbulence. The alternative of the prior density does not take into account the prior project. Once sentence in the EIR addresses the matter (provided a document to the Commission) – feels there is a significant impact of the project upon turbulence.
- Commissioner – asked for clarification regarding the impacts of the existing zoning alternative versus the proposed project. (Brooks – what is used in the EIR is based upon the existing zoning – wouldn't be appropriate to consider the prior project as it is not compliant with existing zoning. Kay – the project was evaluated in a wind-tunnel to minimize wind impacts; the determination in the EIR is that project impacts are less than significant – it wasn't necessary to look at other designs that were less impactful for this reason.)
- Just because something is not present in the plan, doesn't mean that it shouldn't be evaluated – there is a very limited primary use area for beginning windsurfers – the largest impact area is as shown in the EIR. There is a significant impact upon a large area of the windsurfing area.
- There is not room down-wind for beginner windsurfers. (Commissioner – what is the percentage of beginner windsurfers on an annual basis?) About 150 annually, plus three to five kite-boarders per day during a three month period. This is the only place where beginners can learn how to sail safely on this side of the Bay.
- Professional organizations note that object will cause a wind shadow or turbulence that is twice its height and up to a distance of twenty times in length. (Commissioner – is there a logical place for a launch elsewhere?) The beginners must sail within this area – there is no other option. The only potential means of minimizing the impact is to remove the swim area at Coyote Point.
- Is there a possibility to have a project that preserves the resource and still is economically feasible?
- Building trades support the project.
- Will bring jobs to the community for construction workers – workers will spend their wages within the community.
- Encouraged approval of the project.
- The EIR ignores the variation in wind direction – this is important to kite-boarding and windsurfing.
- The variation in direction is equally important to any wind-oriented sport – the hotwire anemometer is not sufficient to measure changes in turbulence.
- There are three main areas for windsurfing (Candlestick Point, Coyote Point and Foster City); but only two areas on the west side of the Bay for kite-boarding (Coyote Point and Foster City).
- When wind access is taken away, the access to the water is taken away.
- Regarding traffic and parking – appears that the project assumes office usage; assumes that 95% of the employees could be solo commuters.
- Believes that the TDM program could be better – should include other ideas that appeal to the targeted demographic, such as CalTrain and BART passes; cash incentives; a further reduction in the parking requirement.
- The Poplar Avenue on/off ramp will be impacted by the project.
- Would be helpful to have a provision in the development agreement regarding ideas to give local residents additional economic incentive; could have the developer contribute to some form of local residential development.
- The anticipated reduction in solo vehicles is not as optimistic as it could be.

Additional Commission comments:

- Requested clarification about how the Bay Trail will traverse the site. (Gilman – noted the fourteen food widening of the Sanchez Channel bridge; continuing along new Airport Boulevard temporarily until 350 Airport Boulevard is developed; then the trail will continue down to an existing trail along the east side. Additionally, there will be improvements along the Sanchez Channel frontage that can ultimately be completed once properties to the west are developed.

- With respect to Exhibit B, page 12 – the proposed solution includes traffic benefits? Appears that some of the traffic-calming design elements of the street are counterintuitive to the Public Works Department's design speed requirements. (Brooks/Meeker – explained that some of the calming measures were incorporated as a means of addressing Planning Commission interests while still maintaining the overall design speed required by the Department of Public Works. Gilman – explained that the "s-curve" provides further traffic calming. Noted additional public pathways that have been included at the suggestion of the BCDC).
- Does the hotwire anemometer not measure wind direction? (Bennett – the wire is always oriented perpendicular to wind direction. Turbulence is always three-dimensional; there is a detailed response in the EIR that addresses how there can be small errors in the measurement. There are tremendous differences in wind speed that are reflected in changes in wind direction that cross the wire at a different orientation – there couldn't have been significant changes.)
- Concern regarding the air quality impact – around the child-care center; exposure risk is typically measured based upon adults, but children are more sensitive. Would feel more comfortable if the childcare center is not operational until all construction is completed. (Kay – the analysis does take into account the potential impacts upon sensitive receptors – if the requirements cannot be met until construction is complete, then the childcare center cannot be opened. Brooks – the mitigation measure doesn't allow children to be outside during construction.)
- Complemented the architect on the beautiful project – have also planned for bus/shuttle circulation.
- Have worked to mask rooftop equipment.
- The parking garage doesn't look like a parking garage.
- Would like to see the project move along to the City Council.
- Consider enhancements to the TDM program to further reduce single-car trips. Believes anything done to reduce trips is good. Consider car-sharing and electric-vehicle charging stations. (Kay – the project also includes a reduction in parking. The TDM program is robust, but could consider further enhancements.)
- Asked what was assumed for future development height at 350 Airport (Gilman – assumed 5-stories)

There were no further comments and the public hearing was closed.

Commissioner Auran moved to recommend to the City Council: certification of the project EIR; adoption of amendments to the Bayfront Specific Plan to increase the allowable floor area ratio from 0.60 FAR to 1.0 FAR and to amend development standards; approval of the rezoning of a small portion of the site from APS to APN; amendments to the zoning and sign codes to change development standards applicable within the zone; approval of the vesting tentative parcel map; approval of the proposed development agreement, approval of a conditional use permit for day care use; and approval of the request for commercial design review; further recommending that the TDM program for the project be enhanced to further reduce solo vehicle trips; subject to the following conditions applicable to the development of the property located at 300 Airport Boulevard and, where applicable, future development of 350 Airport Boulevard:

CONDITIONS:

1. that the project shall be built as shown on the plans submitted to the Planning Division and date stamped May 8, 2012, Sheets: Cover Sheet; 1 Project Notes, Vicinity Maps and Sheet Index; 2 Building Code Analysis; 3 Preliminary Landscape Plan, 4 Building Perspectives – Building B1 – South face, 5 Building Perspectives – Building B1 – North Face, 6 Building Perspectives – Building B2 – North Face, 7 Building Perspectives – Building B3 – South Face, 8 Building Perspective – Building B3 – North Face; 9A North Campus Gateway; 9B Airport Boulevard and East/West Promenade Intersection; 9C Retail Promenade; 9D Retail along East-West Promenade; 9E Street Retail along Airport Boulevard; 9F Overlook to Bay; 9G Building 1 Restaurant with view to the Bay;

9H Amenities Center with Sidewalk Café; 9J Streetscape of the Campus; 9K looking out from the Office; 9L Amenities at New Bay Trail; 10 Site and Vicinity Plan; 11a Podium Parking/Site Layou Plan; 11b Podium Parking/Site Layout Plan (Retail Alternate); 12 Podium Parking/Site Dimension Plan; 13 Basement Parking Plan; 14 Site and Building Sections (1); 15 Site and Building Sections (2); 16 Building B1/B2 Typical Floor and Roof Plans; 17 B3/B4 Typical Floor and Roof Plans; 18 Building B1 Elevations; 19 Building B2 Elevations; 20 Building B3 Elevations (1); 21 Building B3 Elevations (2); 22 Building B4 Elevations (1); 23 Building B4 Elevations (2); 24a Parking Structure – Floor Plans; 24b Parking Structure – Elevations; 25 Amenities Center – Floor Plans; 26 Amenities Center – Elevations; 27 Site Analysis and Neighborhood Photos; 28a Site Area Diagram; 28b Landscaped Parking Area Diagram; 28c Landscaped Front Setback Diagram; 29 Site Circulation Diagram; 30 Site and Building Exit Path Plan; 31 Building Materials/Finishes Examples; 32 Landscape Section and Images; 33 Landscape Design Details (1); 34 Landscape Design Details (2); 35 Preliminary Grading and Drainage Plan; 36 Preliminary Utility Plan; 37 Preliminary Parcelization Plan; and 38 Site Survey;

2. that any changes to the size or envelope of building, which would include changing or adding exterior walls or parapet walls, shall require an amendment to this permit;

3. that any changes to building materials, exterior finishes, windows, architectural features, roof height or pitch, and amount or type of hardscape materials shall be subject to Planning Division or Planning Commission review (FYI or amendment to be determined by Planning staff);

4. that the project shall include installation and maintenance of the Bay Trail and Sanchez Channel improvements as shown in the submitted plans and shall obtain approval from the Bay Conservation and Development Commission (BCDC) for the work within BCDC jurisdiction;

5. that for the approximately 13,000 square feet of retail use and 13,400 square feet of food service use that may be located in buildings B1, B2 and the amenities building, Developer shall use its best commercial efforts to lease this space for retail or food service, as the case may be, for two years following issuance of the final certificate of occupancy for each building. Thereafter, Developer may use any of that space not leased for retail or food service for any permitted use. Potential retail and food services space in the remainder of the Project may be leased as such, or for office or other permitted use, based on tenant demand at the time of issuance of the final certificate of occupancy for remaining buildings;

6. that the conditions of the Chief Building Official's February 7, 2012 memo shall be met, which includes the following comments:
   a. an application for a building permit for this project received after December 31, 2013 must comply with the 2013 California Building Codes and adopted City of Burlingame Ordinances unless specific land use provisions for the project were approved by the City of Burlingame prior to 5:00 p.m. on December 31, 2013. If the Planning Commission has approved the project then the building permit application for that project may use the provisions found in the 2010 California Building Codes including all amendments as adopted in Ordinance 1856 2010. This project must comply with the City of Burlingame Green Building Ordinance in effect at the time of building permit applications.
      1) On the plans specify that this project will comply with the 2010 California Building Codes (CBC) which will be employed by the City of Burlingame beginning January 1, 2011.
      2) Comply with the City of Burlingame Green Building Ordinance in effect at the time of Planning Commission approval for this project.

3) Anyone who is doing business in the City must have a current City of Burlingame business license.
4) Provide fully dimensioned plans.
5) Indicate on the plans that all work shall be conducted within the limits of the City's Noise Ordinance. See City of Burlingame Ordinance Municipal Code, Section 13.04.100 for details.
6) Specify on the plans that this project will comply with the 2008 California Energy Efficiency Standards or standards in effect at the time of building permit application. Note: All projects for which a building permit application is received on or after January 1, 2010 must comply with the 2008 California Energy Efficiency Standards. Go to http://www.energy.ca.gov/title24/2008standards/ for publications and details.
7) Indicate on the plans that all roofing systems will comply with Cool Roof requirements of the 2008 California Energy Code. 2008 CEC §151 (f) 12. The 2008 Residential and Non-Residential Compliance Manuals are available on line at http://www.energy.ca.gov/title24/2008standards/.
8) Show the distances from all exterior walls to property lines or to assumed property lines.
9) Show the dimensions to adjacent structures.
10) Obtain a survey of the property lines.
11) Indicate on the plans that, at the time of Building Permit application, plans and engineering will be submitted for shoring as required by 2010 CBC, or applicable Building Code, regarding the protection of adjacent property and as required by OSHA. On the plans, indicate that the following will be addressed:
    a. The walls of the proposed basement shall be properly shored, prior to construction activity. This excavation may need temporary shoring. A competent contractor shall be consulted for recommendations and design of shoring scheme for the excavation. The recommended design type of shoring shall be approved by the engineer of record or soils engineer prior to usage.
    b. All appropriate guidelines of OSHA shall be incorporated into the shoring design by the contractor. Where space permits, temporary construction slopes may be utilized in lieu of shoring. Maximum allowable vertical cut for the subject project will be five (5) feet. Beyond that horizontal benches of 5 feet wide will be required. Temporary shores shall not exceed 1 to 1 (horizontal to vertical). In some areas due to high moisture content / water table, flatter slopes will be required which will be recommended by the soils engineer in the field.
    c. If shoring is required, specify on the plans whose sole responsibility it is to design and provide adequate shoring, bracing, formwork, etc. as required for the protection of life and property during construction of the building.
    d. Shoring and bracing shall remain in place until floors, roof, and wall sheathing have been entirely constructed.
    e. Shoring plans shall be wet-stamped and signed by the engineer-of-record and submitted to the city for review prior to construction. If applicable, include surcharge loads from adjacent structures that are within the zone of influence (45 degree wedge up the slope from the base of the retaining wall) and / or driveway surcharge loads.

12) Indicate on the plans that an OSHA permit will be obtained for the shoring* at the excavation in the basement per CAL / OSHA requirements. See the Cal / OSHA

handbook at: http://www.ca-osha.com/pdfpubs/osha_userguide.pdf. *Construction Safety Orders : Chapter 4, Subchapter 4, Article 6 , Section 1541.1.

13) Indicate on the plans that a Grading Permit, if required, will be obtained from the Department of Public Works.

14) Provide guardrails at all landings. NOTE: All landings more than 30" in height at any point are considered in calculating the allowable lot coverage. Consult the Planning Department for details if your project entails landings more than 30" in height.

15) Provide handrails at all stairs where there are four or more risers.

16) Provide lighting at all exterior landings.

17) Prior to applying for a Building Permit the applicant must obtain an address for each structure on the site, acceptable to the Fire Marshal, from the Engineering Department. Note: The correct address must be referenced on all pages of the plans.

18) On your plans provide a table that includes the following:

a. Occupancy group for each area of the building
b. Type of construction
c. Allowable area
d. Proposed area
e. Allowable height
f. Proposed height
g. Proposed fire separation distances
h. Exterior wall and opening protection
   i. Allowable
   ii. Proposed
i. Indicate sprinklered or non-sprinklered

19) Illustrate compliance with the minimum plumbing fixture requirements described in the 2010 California Plumbing Code, Chapter 4, Table 4-1 Minimum Plumbing Facilities and Table A - Occupant Load Factor.

20) Show compliance with all accessibility regulations found in the 2010 CBC for commercial buildings including:
a. Accessible paths of travel
b. A level landing must be provided on each side of the door at all required entrances and exits.
c. Accessible countertops
d. Accessible bathrooms
e. Accessible parking

21) Per CBC 3003.5, all structures four or more stories in height must have at least one elevator that can accommodate a stretcher. See the referenced code section for dimensions (80" x 54") and other details.

22) Provide an exit plan showing the paths of travel

23) In Assembly occupancies specify aisle widths that comply with Section 1025.9.

24) Specify the total number of parking spaces on site

25) All NEW non-residential buildings must comply with the requirements of AB-2176 Sec. 42911 (c) [2003 – 2004 Montanez] as follows:
a. Space for recycling must be a part of the project design in new buildings.
b. A building permit will not be issued unless details are shown on the project plans incorporating adequate storage for collecting and loading recycled materials.

26) Include with your Building Division plan check submittal a complete underground fire sprinkler plan. Contact the Burlingame Water Division at 650-558-7660 for details regarding the water system or Central County Fire for sprinkler details.
27) Sewer connection fees must be paid prior to issuing the building permit.

7. that the conditions of the NPDES Coordinator's February 8, 2012 memo shall be met, which includes the following comments:
   a. The project will need to comply with additional and new Low Impact Development (LID) requirements under the Municipal Regional Permit, C.3 Provisions, which became effective on December 11, 2011. For details and technical guidance on these C.3 requirements visit the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) at http://www/flowstobay.org/bs_new_development.php.
   b. The following C.3 forms/worksheets have been updated and project proponents will need to use and submit these forms as part of the final construction documents and associated building permits:
      1) NPDES Permit Impervious Surface Data Collection Worksheet*
      2) C.3 and C.6 Development Review Checklist*.
      *both forms are available for download at http://www/flowstobay.org/bs_new_development.php.
   c. When submitting plans for a building permit include a list of construction stormwater pollution prevention Best Management Practices (BMPs) as project notes and include them as a separate full size plan sheet, preferably 2' x 3' or larger. Project proponents may use the attached Construction Best Management Practices (BMPs) plan sheet to comply with this requirement. Electronic file is available for download at http://www/flowstobay.org/bs_construction.php (scroll about half-way down the page and click on Construction BMP Plan Sheet).

8. that the conditions of the NPDES Coordinator's February 6, 2012 memo shall be met, which includes the following comments:
   a. Submit a Landscape Project Application to the Parks Division in compliance with the Water Conservation in Landscape Ordinance.
   b. New trees in the Airport Boulevard islands shall be Platanus acerfolia 'Columbia'.

9. that the conditions of the Fire Marshal's April 26, 2010 memo shall be met, which includes the following comments:
   a. All buildings shall be equipped with fire alarms, fire sprinklers and standpipes where required by the California Fire Code and the Burlingame Municipal Code.
   b. Fire Flow and Fire Hydrants shall conform to Appendix B and C of the International Fire Code 2006 Edition.
   c. Fire apparatus access shall be provided for all buildings in accordance with §503 of the International Fire Code.
   d. Fire Control Room as required by the California Building Code shall be placed to the exterior of the building with exterior access. Rooms shall be positioned facing fir apparatus access. This requirement may negate exterior remote annunciators and key boxes intended to house HMIS/HMMP as required for Burlingame Municipal Code.
   e. Please see Burlingame Municipal Code specific to Addressing Requirements and Key Boxes associated with Hazardous Materials.
   f. The fire department shall request HMIS/HMIP in accordance with the California Fire Code. All inventory lists shall at minimum indicate the hazardous material class and quantities consistent with Table 2703.1.1(1), Title 24 CFC classes and units (i.e.: pounds, gallons, cubic feet at NTP, etc.).
   g. Space shall be provided within each Highrise for installation of a repeater/receiver antenna

and supporting equipment for City Communications. An electrical supply source shall be provided at the antenna/equipment location. Reasonable access shall be provided to City staff contractors for installation of necessary telephone lines and for purposes of installation, maintenance, adjustment and repair of the antenna/equipment.

10. that the conditions of the Public Works Department, Engineering Division's May 8, 2012 memo shall be met, which includes the following comments:

a. With City approval, the Developer proposes to construct a new, realigned Airport Boulevard through the Project and to construct Bay Trail and Bay frontage improvements in the City's right-of-way easement of the original Airport Boulevard. Developer understands that the underlying fee of the original Airport Boulevard ROW, from the existing Sanchez Chanel Bridge East to Fisherman's Park and South from Fisherman's Park to Beach Road, is owned by the State of California, State Lands Commission and that the City only holds a ROW easement over same. Developer shall give the State Lands Commission written notice of its development plans and specifically, notice of the proposed improvements to be constructed in the ROW of the original Airport Boulevard alignment, within ten (10) days of the Planning Commission's recommendation of the Project to the City Council. At any time, should State Lands have any concerns over said improvements, object to any aspect of the proposed improvements or initiate any type of administrative or judicial action in regard to these proposed improvements, Developer shall hold harmless, defend and indemnify the City, its officers, agents and employees from any and all fees (including attorneys' fees), damages, fines or any other costs of any kind related to such objections, claims or actions.

Additionally, the Developer shall obtain letters of no objection to the proposed realignment of Airport Boulevard from all utility companies. The Project Developer shall relocate all existing utilities from within the existing Airport Boulevard roadway to the proposed realigned Airport Boulevard roadway to the satisfaction of the City Engineer and affected utility companies.

b. The developer shall prepare necessary engineering drawings and construction documents to construct the Sanchez Channel Bridge widening as identified in the existing BCDC permit to provide the necessary width for pedestrian, bicyclist and vehicular access along Airport Boulevard. The developer shall complete construction of these improvements at his/her expense. These drawings shall be approved by the City Engineer as part of the Building Permit process.

c. The developer shall be responsible to meet all San Francisco Bay Conservation and Development Commission (BCDC) requirements for the project and provide the City with documentation of all approvals by BCDC for all work within 100 feet of the shoreline band along the San Francisco Bay and Sanchez drainage channel.

d. The developer shall enter into a Site Maintenance Agreement with the City for maintenance of all landscape, sidewalk, medians, and stormwater improvements as well as roadway improvements that do not conform to city standards, such as the proposed roadway intersections. The Site Maintenance Agreement shall be executed prior to the issuance of the Building permit.

e. All traffic improvements, including but not limited to traffic signals, pedestrian countdown signals, pedestrian audible signals, signal interconnection hardware, street lights, signage, street markings, etc., shall be approved by the City Engineer and installed at the property owner's expense. The proposed streetlights must conform to current standards which require Beta LED's or equivalent. The developer shall submit and obtain approval of the

required engineering drawings and specifications for all public improvements as part of the building permit process.

f. The project shall reimburse to the City the operation, maintenance and energy costs of the proposed traffic signals. The City will maintain the newly proposed traffic signal operations. The operation cost of the traffic signal will be adjusted annually by the City based on prevailing costs. The electricity costs will be based on direct billing by PG & E.

g. The developer shall provide at his/her expense shoreline access, adequate erosion protection and site amenities to the standards established by the City and BCDC.

h. The Bay shoreline and drainage channel located on this property will require stabilization improvements to provide flood protection for the public access trail and bridge. All shoreline and drainage channel slope protection measures, need to be reviewed and approved by the City Engineer.

i. The public and facility users shall be safely provided for and protected from the flooding of the site in the event of a disaster. This includes a storm or an earthquake which coincides with a maximum high tide and possible breaching of Sanchez Channel and/or Airport Boulevard levees. The property owner shall employ a qualified engineer to analyze the seismic stability of the Sanchez Channel and Airport Boulevard levees and identify protection against possible earthquake or storm event. The property owner shall submit the structural and seismic stability analysis to the City Engineer for review and approval. If the analysis indicates that improvements are necessary along the project site to provide stability for an event, such improvements shall be installed as approved by the City Engineer prior to occupancy of the first building.

j. The developer shall be required to incorporate the following measures into project design in order to reduce the potential impacts of flooding:
   1) Necessary tide gates shall be installed in the storm drain system on the project site to prevent high water from back flowing into the site during flood periods;
   2) Adequate drainage and pump facilities, including a sound-baffled backup power supply, shall be provided in the parking area to prevent water ponding in excess of ten (10) inches in the event of a 100-year flood;
   3) Storm drainage facilities shall be designed to accommodate any future settlement of the site, levees and other fill along the site perimeter;
   4) A flood contingency plan shall be developed to provide guidelines for management of vehicles in the event of flooding of the parking area; and
   5) On-site improvements shall be designed to provide 100-year flood protection. All emergency equipment, generators, controls, and motors shall be located above the 100-year flood elevation.

k. The developer shall install a six-inch diameter recycled water main with the roadway improvements. This six-inch line shall extend from the existing Sanchez Channel Bridge east to the other end of the new roadway alignment near Beach Road. Initially the line shall be connected to the City water main and serve as the service connection for irrigation. This line and the irrigation system shall convert to a recycled water line once it becomes available. These improvements shall de done at the property owner's cost and shall be completed in concurrence with the roadway improvements.

l. The project developer shall implement and maintain an appropriate Transportation Demand

Management measures in accordance with the San Mateo County Congestion Plan to reduce the number of trips generated by this project.

m. Detailed grading and drainage plans shall be submitted by the project developer for review by the City Engineer at the time of applying for a building permit.

n. The project shall comply with the City's NPDES permit requirement to prevent storm water pollution during and after the construction. In addition, the project developer shall provide all documentation relating to compliance with the Regional Municipal Permit from the State of California Water Resources Board.

o. It is possible that this project may require approvals and permits from the U.S. Army Corp of Engineers, Department of Fish and Game, and the California Regional Water Quality Control Board. The applicant must provide written records of contacting the above agencies demonstrating that a permit has been obtained or is not required.

p. All street improvements plans shall be submitted to the City for review and approval. These improvements include but are not limited to sanitary sewer mains and laterals; water mains and services; storm drain mains and inlets; street structural sections, soils report, etc. Hydrologic and hydraulic calculations are required for all designs associated with the new road alignment. The road structural section shall be designed to a traffic index of minimum 12.0 and shall withstand vertical displacement due to natural subsurface settlement. The structural section shall be designed for a 20-year life based on recommendations of a professional geotechnical engineer and accompanying soils report.

q. The project developer shall perform necessary engineering studies to determine the required capacity and improvements to the system to be approved by the City Engineer. At the City's discretion, the sanitary sewer improvements shall be routed along Airport Boulevard to an existing pump station, thence along Airport Boulevard to the Wastewater Treatment Plant. The sanitary sewer system improvements shall be designed and constructed to accommodate the fully built-out conditions of the project and adjacent properties.

r. The project shall abandon the existing potable water main located within existing alignment of Airport Boulevard from Fisherman's Park to Beach Road. The project shall evaluate the existing condition of the water main. If necessary and at the City's discretion, the project shall design and construct a new potable water main system along the newly proposed Airport Boulevard from Beach Road to the Sanchez Channel as well as the replace the existing potable water main segment from Sanchez Channel to Fisherman's Park.

s. The project shall install purple piping in buildings for future reclaimed water use in building applications.

11. that demolition or removal of any existing structures and any grading or earth moving on the site shall not occur until a building permit has been issued and such site work shall be required to comply with all the regulations of the Bay Area Air Quality Management District;

12. that the project shall comply with the Construction and Demolition Debris Recycling Ordinance which requires affected demolition, new construction and alteration projects to submit a Waste Reduction plan and meet recycling requirements; any partial or full demolition of a structure, interior or exterior, shall require a demolition permit;

13. Exterior lighting for the project would be designed to meet the requirements of Burlingame Municipal Code Section 18.16.030 (pertaining to light spillage off site in commercial or residential areas), the California Energy Commission, and the Illuminating Engineering Society of North America for illumination levels. Compliance with these performance standards would minimize the dispersion of light in a manner that reduces the glow or aurora effect to acceptable and allowable levels. In addition, the project area already contains numerous sources of exterior lighting, and is not adjacent to uses that would be sensitive to light spillover.

14. that the applicant shall comply with Ordinance 1503, the City of Burlingame Storm Water Management and Discharge Control Ordinance;

15. that the overall height of the buildings as measured from the top of curb at Airport Boulevard (+ 14.5' elevation) shall be no taller than the following heights: Buildings B1 and B2, 97.0', Building B3, 129.0', Building B4, 144.0', Parking Structure, 67.5', and Amenities Building, 49.0'; building heights shall be surveyed at the framing of each floor and at the installation of the parapet screen and shall be reported to the Building Division as each floor is framed and accepted by the City Engineer before framing of the subsequent floor or roof commences. The entire building height of each structure shall be surveyed to confirm conformance with the approved plans and conditions of approval before scheduling the final framing inspection. If the building does not conform at any point in the construction process, it shall be made to conform before construction continues and any further city inspections shall be scheduled (Building Division);

16. that the applicant shall pay the required Bayfront Development Fee based on the square footage of the buildings and the current rate adjusted for inflation, the total fee due $1,695,070.00, one-half ($847,535.00) at the time of issuance of the first building permit, and one-half ($847,535.00) before the final framing inspection is scheduled (Planning Division);

17. that the applicant shall pay the required public facilities impact fees based on the square footage of the buildings, and that the Parks and Recreation fee ($131,924.00) and the Storm Drain Fee ($549,939.00) shall be waived, the total remaining fee due shall be $1,102,179.00, the required fee shall be submitted to the Planning Division prior to the issuance of a building permit for the project (Planning Department);

18. that the property owner shall be responsible to see that small delivery trucks or vans making periodic deliveries are on-site only during office hours; no trucks, recreation vehicles or other vehicles shall be stored or parked on site continuously throughout the day or overnight, and no parking shall be leased to tenants or any other users for any purpose;

19. that the property owner shall comply with the Transportation Demand Management Program prepared by Fehr and Peers for 350 Beach Road, LLC dated April 6, 2011 including the following measures:
    a. **Secure Bicycle Storage:** Secure, indoor bicycle storage for up to 26 bicycles shall be provided in a lobby or garage level room within each of the four office buildings. In addition, bicycle racks for up to 50 bicycles will be located outside of Buildings #1 or #4.
    b. **Showers and Changing Rooms:** Shower facilities with changing rooms shall be provided throughout the site, with access available to all employees. Shower facilities (two men's and two women's) and changing rooms (one men's and one women's) shall be provided in each of the four office buildings, the amenities center shall include 12 showers and two changing rooms.

c. **Shuttle Service:** Coordinate with the Peninsula Commuter Alliance to add two stops within the project site to the existing commuter shuttle from the Millbrae Intermodal Station. The shuttle provides 10-minute headways during peak periods.

d. **Carpool Parking:** Provide 15 preferential parking spaces for carpools at each of the four office buildings.

e. **Vanpool Parking:** Provide two preferential parking spaces for vanpools at each of the four office buildings.

f. **Commute Assistance Center:**
   1) Provide an on-site one-stop shopping for transit and commute alternatives information.
   2) Provide a part-time on-site TDM coordinator available to assist building tenants with trip planning.

g. **Employees' Surveys:** The TDM coordinator shall develop and administer two surveys per year to examine TDM program participation and best practices.

h. **Video Conferencing Centers:** One video conferencing center shall be installed at each office building for use by the tenants of the facility.

i. **On-Site Amenities/Accommodations:** On-site amenities, including banking, retail, delivery dry cleaning, exercise facilities, child care center, delivery pharmacy and food service shall be provided at the project site to encourage people to stay on site during the work day;

j. **On-Site Bicycles for Employee Use:** Bicycles shall be provided at each office building. Employees will have access to bicycles during breaks for personal or business use.

k. **Child Care Services:** Child care center service shall be provided on site;

l. **Guaranteed Ride Home Program:** Employees will have access to the Guaranteed Ride Home (GRH) program administered by the Peninsula Congestion Relief Alliance (Alliance) for emergencies. The program provides vouchers for taxicabs or rental cars for this purpose.

m. **Transportation Action Plan:** The TDM coordinator shall work with the Alliance to create a Transportation Action Plan for each tenant.

n. **Transportation Management Association:** If the office park has multiple tenants, each tenant shall provide a representative to form a Transportation Management Association and be a liaison to the TDM Coordinator.

o. **Coordination of Transportation Demand Management Programs:** The TDM coordinator shall coordinate with other TDM programs with existing developments/employers in the surrounding area.

THE FOLLOWING CONDITIONS SHALL BE MET DURING THE BUILDING INSPECTION PROCESS PRIOR TO THE INSPECTIONS NOTED IN EACH CONDITION

20. that prior to scheduling the framing inspection, the project architect, engineer or other licensed professional shall provide architectural certification that the architectural details such as window locations and bays are built as shown on the approved plans; if there is no licensed professional involved in the project, the property owner or contractor shall provide the certification under penalty of perjury. Certifications shall be submitted to the Building Department;

21. that prior to scheduling the roof deck inspection, a licensed surveyor shall shoot the height of the roof ridge and provide certification of that height to the Building Division; and

22. that prior to final inspection, Planning Division staff will inspect and note compliance of the architectural details (trim materials, window type, etc.) to verify that the project has been built according to the approved Planning and Building plans.

Mitigation Measures from Environmental Impact Report:

Measures Applicable to 300 Airport Boulevard Project as well as future development of the 350 Airport Boulevard site:

23. *Amphlett Poplar Intersection: The City of San Mateo is considering a range of potential improvements at the Amphlett Boulevard/Poplar Avenue intersection to provide sufficient capacity for existing and future traffic volume. However, a specific improvement project has not been identified at this time. The Project Sponsor, and any future project sponsor for development of the 350 Airport Boulevard site, shall negotiate an agreement with the City of San Mateo to make a fair share contribution toward the cost of improvements at this intersection for each project's respective impacts (Transportation, Planning, Public Works, City of San Mateo);*

24. *Implement Recommended Dust Control Measures. To reduce particulate matter emissions during Project excavation and construction phases, the Project contractor(s) shall comply with the dust control strategies developed by BAAQMD. The Project Sponsor shall include in all construction contracts the following requirements or measures:*
    - *All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.*
    - *All haul trucks transporting soil, sand, or other loose material off-site shall be covered.*
    - *All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.*
    - *All vehicle speeds on unpaved roads shall be limited to 15 mph.*
    - *All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.*
    - *Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.*
    - *All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.*
    - *Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. (Air Quality; (Planning and Building Divisions);*

25. *Construction Equipment Emissions Minimization. To reduce the potential impacts resulting from Project construction activities, the Project Sponsor shall include in contract specifications a requirement for the following measures:*

    - *Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes;*
    - *The Project shall develop a construction plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction Project (i.e., owned, leased, and subcontractor vehicles) would achieve a Project wide fleet-average 20 percent NOx reduction and 45 percent PM reduction compared to the most recent CARB fleet average (as specified in California Code of Regulations Article 4.8, Section 2449 General*

Requirements for In-Use Off-Road Diesel-Fueled Fleets). Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available;

- *All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM;*
- *Use of Interim Tier 4, if applicable, or equivalent equipment for all uses where such equipment is available;*
- *Use of Tier 3 equipment with Best Available Control Technology (BACT) or alternative fuel vehicles for applications where Tier 4 Interim engines are not available;*
- *Prohibition of diesel generators for construction purposes where feasible alternative sources of power are available;*
- *All construction equipment shall be maintained in proper working condition in accordance with manufacturer's specifications;*
- *Diesel-powered construction equipment shall comply with BAAQMD requirements or meet Tier 3 or Tier 4 EPA/CARB standards; and*
- *To the extent feasible, the existing electricity infrastructure surrounding the construction sites shall be used rather than electrical generators powered by internal combustion engines. (Air Quality; Planning and Building Divisions)*

26. *Application of Low-VOC Coatings. The Project Sponsor shall use low VOC (i.e., ROG) coatings beyond the local requirements as per the BAAQMD Guideline (i.e., Regulation 8, Rule 3: Architectural Coatings) (Air Quality; Planning and Building Divisions);*

27. *Implement Best Management Practices to Reduce Construction Noise. The following BMPs shall be incorporated into the construction documents to be implemented by the Project contractor.*
    a. *Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures:*
        i. *Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site;*
        ii. *Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;*
        iii. *Locate stationary equipment to minimize noise impacts on the community; and*
        iv. *Minimize backing movements of equipment.*
    b. *Use quiet construction equipment whenever possible.*
    c. *Impact equipment (e.g., jack hammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible.*
    d. *Prohibit unnecessary idling of internal combustion engines.*
    e. *Select routes for movement of construction-related vehicles and equipment in conjunction with the Burlingame Planning Division so that noise-sensitive areas, including residences and schools, are avoided as much as possible.*
    f. *The project sponsor shall designate a "disturbance coordinator" for construction activities. The coordinator would be responsible for responding to any local complaints regarding construction noise and vibration. The coordinator would determine the cause of the noise or vibration complaint and would implement reasonable measures to correct the problem. (Noise, Planning and Building Divisions);*

28. Notify Nearby Businesses of Construction Activities that Could Affect Vibration-Sensitive Equipment. The Project Sponsor shall provide notification to adjacent property owners and occupants, prior to the start of construction, informing them of the estimated start date and duration of vibration-generating construction activities during site preparation, grading, and pile driving, if required. This notification shall include information warning about the potential for impacts related to vibration-sensitive equipment. The Project Sponsor shall identify a phone number for the property owners and occupants to call if they have vibration-sensitive equipment on their site. (Noise, Planning and Building Divisions);

29. Implement Construction BMPs to Reduce Construction Vibration. The Project Sponsor shall implement the following measures during construction of all Project components:
- To the extent feasible, construction activities that could generate high vibration levels at any identified vibration-sensitive locations shall be scheduled during times that would have the least impact on nearby land uses. This could include restricting construction activities in the areas of potential impact to the early and late hours of the work day, such as from 8:00 a.m. to 10:00 a.m. or 4:00 p.m. to 6:00 p.m. Monday to Friday.
- Stationary sources, such as construction staging areas and temporary generators, shall be located as far from nearby vibration-sensitive receptors as possible.
- Trucks shall be prohibited from idling along streets serving the construction site where vibration-sensitive equipment is located.
- Avoid pile driving when possible within 100 feet of an existing structure. (Noise, Planning and Building Divisions);

30. Implement Alternative Pile Driving Methods. The Project Sponsor shall use alternative pile driving methods (e.g., drilled or steel piles) for piles driven in proximity to existing vibration receptors such that vibration levels at vibration-sensitive equipment shall not exceed 65 VdB. (Noise, Planning and Building Divisions);

31. Bird Nest Pre-Construction Survey. The Project Sponsor(s) shall retain a qualified biologist to conduct preconstruction breeding-season surveys (approximately March 15 through August 30) of the Project Site and immediate vicinity during the same calendar year that construction is planned to begin, in consultation with the CDFG as discussed below.

If phased construction procedures are planned for the Project, the results of the above survey shall be valid only for the season when it is conducted.

A report shall be submitted to CDFG, following the completion of the bird nesting survey that includes, at a minimum, the following information:
- A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted.
- A map showing the location(s) of any bird nests observed on the Project Site.

If the above survey does not identify any nesting bird species on the Project Site, no further mitigation would be required. However, should any active bird nests be located on the Project Site, the following mitigation measure shall be implemented. (Biological Resources, Planning Division);

32. Bird Nest Buffer Zone. The Project Sponsor(s), in consultation with CDFG, shall delay construction in the vicinity of active bird nest sites located on or adjacent to the Project Site during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. If active nests are identified, construction activities should not occur within 500 ft of the nest.

A qualified biologist shall monitor the active nest until the young have fledged, until the biologist determines that the nest is no longer active, or if it is reasonable that construction activities are no disturbing nesting behaviors. The buffer zone shall be delineated by highly visible temporary construction fencing. (Biological Resources, Planning and Building Divisions);

33. *In order to reduce significant impacts to the City's wastewater conveyance and treatment system associated with the Project, the Project Sponsor shall adhere to either of the two following mitigation measures:*

a. *Upgrade Pump Capacity at the Existing 399 Rollins Road Pump Station and Reduce Inflow and Infiltration within the Wastewater System. The Project Sponsor(s) shall contribute fair-share funds toward the upgrade of the 399 RRPS capacity, or equivalent project to increase capacity in the system, to accommodate the increased PWWF that would result from implementation of the Project. Additionally, the Project Sponsor(s) shall rehabilitate the existing wastewater system, where necessary, to reduce inflow and infiltration that contributes to PWWFs at the WWTP in an amount concomitant with increases in flows contributed by the 300 Airport Boulevard Project.*

b. *Upgrade to the Existing Airport Boulevard Conveyance System Variant to Rollins Road Pump Station Upgrade. The Project Sponsor(s) shall coordinate with the City of Burlingame Public Works Department to upgrade the capacity of the City's wastewater conveyance and treatment system to accommodate the increased PWWF that would result from implementation of development of the 300 and 350 Airport Boulevard Sites. Such measures could include, as necessary, installation of a new pump station within public right of way or other area near the Sanchez Channel Bridge on the Project Site, upgrade the capacity of the existing Airport Boulevard Pump Station, extension of wastewater lines across Sanchez Channel, via attachment to the Sanchez Channel Bridge, to tie into existing wastewater lines under Airport Boulevard west of the Project Site, and increasing, as required, the capacity of existing gravity lines between the Project Site and the Airport Boulevard Pump Station and existing force main between the Airport Boulevard Pump Station and the WWTP. The Project Sponsor shall construct the necessary improvements to serve the Project Site and one additional vacant property along Airport Boulevard that would connect to this sewer line. (Utilities, Public Works Department);*

MITIGATION MEASURES APPLICABLE ONLY TO THE 300 AIRPORT BOULEVARD PROJECT

34. *Reduce Risk of Exposure During Construction. If the childcare center is operational during the construction of Phase 2 of the Project, one of the following shall be implemented:*

a. *A Health Risk Assessment is conducted prior to commencement of construction of Phase II that demonstrates, to the satisfaction of the BAAQMD, that impacts to the children at the childcare center are less than significant during Phase II construction or specific subphases of Phase II construction; or*

b. *Implement the following building design and operational restrictions.*

1. *The childcare center building shall be designed such that the air intake would be located at the far eastern edge of the building with the air intake facing east.*
2. *A MERV 15 or higher rated filter shall be installed and operated for at least the duration of construction activities. The MERV 15 or higher rated filters have the potential to remove up to 85 percent of particles of 2.5 microns or greater thereby reducing interior levels of pollutants.*
3. *All outdoor activities at the childcare center shall be suspended while construction activities are occurring.*

If implementation of this Mitigation Measure is infeasible, then the childcare center would be prohibited from operating during Phase II construction. (Air Quality, Building and Planning Divisions);

35. *Maintenance and Testing of Generators. As part of the conditions of operation for the onsite back-up generators, all diesel emissions associated with the maintenance and testing of the generators should be conducted at such times as the daycare center is not in operation, particularly nights and weekends. (Air Quality, Building and Planning Divisions);*

36. *Implementation of MERV 15 Filters. The Project Sponsor shall consider implementing MERV 15 or higher rated filters for the amenities building. This would further reduce exposure of daycare students to emissions from US 101. The MERV 15 or higher rated filters have the potential to remove up to 85 percent of PM2.5 and would reduce risk while students were inside the building. (Air Quality, Building and Planning Divisions);*

37. *Incorporate GHG Reduction Measures for Maintenance Activities. The Project Sponsor shall provide infrastructure for the use of electric landscape equipment during landscaping activities, where feasible. (Climate Change, Planning Division and Parks Department);*

38. *Incorporate Trees and Vegetation into Project Design. Trees and other shade structures shall be incorporated into the Site Plan to maximize summer shade and to minimize winter shade. (Climate Change, Planning Division and Parks Department);*

39. *Renewable Energy System. The 300 Airport Boulevard Project shall offset 10 percent of project electricity demand through implementation of onsite renewable energy systems or through investment in offsite alternative energy systems. (Climate Change, Planning and Building Divisions);*

40. *Drought Tolerant Landscaping. The 300 Airport Boulevard Project shall reduce irrigation-related water demand by a minimum of 10 percent through the implementation of drought tolerant landscaping. (Climate Change, Planning Division and Parks Department);*

41. *Cool Roof Material. The 300 Airport Boulevard Project shall incorporate cool-roof materials into project design to reduce electricity demand associated with building heating, ventilation, and air conditioning (HVAC) by a minimum of 7 percent. (Climate Change, Planning and Building Divisions);*

42. *Water Conservation Measures. The 300 Airport Boulevard Project shall implement immediate water conservation measures to reduce building water demand by 33 percent. Building water demand shall ultimately be reduced by 50 percent when the City's recycled water system is implemented. (Climate Change, Planning and Building Divisions);*

43. *Energy Efficiency beyond Title 24 Standards. The 300 Airport Boulevard Project shall reduce building energy demand beyond the 2005 Title 24 Standards by 26 percent. (Climate Change, Planning and Building Divisions);*

44. *Operation Solid Waste Reduction. The 300 Airport Boulevard Project shall implement a solid waste reduction program to reduce operational solid waste by a minimum of 10 percent. (Climate Change, Planning Division);*

45. *Utilize Alternative Fueled Vehicles and Local Building Materials. In accordance with BAAQMD BMPs, the Project Sponsor shall incorporate into the construction fleet a minimum of 15 percent of construction vehicles and equipment operated by alternative fuels. Further, the Project Sponsor shall ensure that a minimum of 10 percent of building materials are locally sourced, where feasible.*

(Climate Change, Planning and Building Divisions);

46. *Conduct a Wetland Delineation. The Project Sponsor shall retain a qualified biologist to conduct a wetland delineation of the Project Site. This delineation shall be submitted to the Corps for verification prior to the issuance of any grading permits for the Project. If the Corps determines that the features in the Project Site are not jurisdictional, then no further mitigation would be required. (Biological Resources, Planning and Building Divisions);*

47. *Obtain Applicable Permits and Certifications. If the Corps determines that these features are jurisdictional, then the Project Sponsor must obtain a CWA Section 404 permit from the Corps, and a CWA Section 401 Water Quality Certification from the RWQCB prior to issuance of any grading permits for the Project. A requirement of the permits will be compensation such that there is no net loss of wetlands. This compensation requirement can be satisfied through avoidance, onsite and/or offsite construction and preservation of wetlands or by purchase of mitigation credits at an approved mitigation bank. At certified mitigation banks, the Corps typically requires a minimum 1:1 ratio, but may require higher ratios for certain wetland types. (Biological Resources, Planning and Building Divisions);*

48. *Provide Flood Protection up to the 100-Year Flood Event plus Sea Level Rise for Underground Structures. To protect underground structures from sea level rise flood risks, prior to approving grading and/or building permits the City shall ensure that the project design incorporates its floodplain development requirements into all applicable project features using a flood elevation of at least 7.1feet. All below-ground structures, including storm drains, sewers, equipment facilities, and others, shall be flood proofed and designed to withstand hydrostatic forces and buoyancy from water surface elevations up to 7.1 feet in elevation. Certain portions of the shoreline open space may not be protected at the ultimate level of flooding, given proposed heights. However, developed areas of the Project would be protected. For the shoreline areas, an adaptive strategy would be developed to address end-of-century conditions. (Hydrology, Building Division and Public Works Department);*

49. *Provide Adequate Storm Flow Conveyance Capacity for Sea Level Rise Conditions. To ensure that the storm drain system conveyance capacity is not constricted by sea level rise at the outlets, the Project Sponsor shall design the storm drain system to adequately convey stormwater runoff at outlet water surface elevations equivalent to the 100-year flood event base elevation plus sea level rise of 55 inches (water surface elevation of 11.6 feet at the outlet). Prior to receiving a grading permit, the City shall review project designs and studies for adequacy of storm flow conveyance with an outlet surface water elevation of 11.6 feet and in accordance with City design standards. The City shall prepare Conditions of Approval, where necessary, to ensure that the design criteria are met. The Project Sponsor shall incorporate applicable City Conditions of Approval into project designs, prior to receiving a grading permit. (Hydrology, Public Works Department);*

50. *Provide Protection of Shoreline and Flood Protection Features from Hydrodynamic Forces from Sea Level Rise Conditions. Prior to receiving a grading permit, in order to ensure that the shoreline and flood protection features associated with the proposed project provide protection under sea level rise hydrodynamic and/or hydrostatic conditions, the Project Sponsor shall prepare engineering studies to identify expected hydrodynamic forces for under storm surge conditions (at least 2 percent wave run-up) and a base flood elevation of at least 11.6 feet and hydrostatic forces from a water surface elevation of 8.1 feet (mean higher high water plus 55-inch sea level rise). For the shoreline areas, an adaptive strategy would be implemented to address end-of-century conditions.*

The Project Sponsor shall design shoreline and flood protection features that could accommodate

hydrodynamic forces from sea level rise conditions along wherever flood protection features are identified under Mitigation Measure HY-7.1 and at shoreline protection features for stability and integrity under storm surge conditions (at least 2 percent wave run-up) and a base flood elevation of at least 11.6 feet. The Project Sponsor shall also design flood protection features for protection against hydrostatic forces from a water surface elevation of 8.1 feet (mean higher high water plus 55-inch sea level rise). The City shall review designs and associated studies for conformance with City requirements and adequacy of design measures to withstand hydrodynamic and hydrostatic forces associated with the design criteria.

The Project Sponsor shall also design erosion protection along the shoreline set-back area for protection under storm surge conditions (at least 2 percent wave run-up) and a base flood elevation of at least 11.6 feet. The City shall review designs and associated studies for adequacy in protecting the shoreline set-back area under these conditions.

The City Public Works Department shall prepare Conditions of Approval, where necessary, to ensure that the design criteria are met. Prior to receiving a grading permit, the Project Sponsor shall incorporate applicable City and BCDC Conditions of Approval into project designs.

MITIGATION MEASURES APPLICABLE TO THE FUTURE DEVELOPMENT OF THE 350 AIRPORT BOULEVARD SITE

51. *Implement TDM Program as part of 350 Airport Boulevard Project. These measures could include: secure bicycle storage, showers and changing rooms, shuttle service, preferential parking for carpoolers, preferential parking for vanpoolers, commute assistance center, employees' surveys, video conferencing centers, on-site amenities accommodations, on-site bicycles for employees, child care services, guaranteed ride home program, transportation action plan, transportation management association, and coordination of TDM programs (Air Quality, Planning Division);*

52. *Implement energy efficiency measures with 350 Airport Boulevard Project. These measures could include: LEED certification or to exceed energy efficiency beyond Title 24 requirements which would further aid in reducing stationary source emissions (Air Quality; Planning and Building Divisions);*

53. *Incorporate GHG Reduction Measures for Maintenance Activities. The Project Sponsor shall provide infrastructure for the use of electric landscape equipment during landscaping activities, where feasible. (Climate Change, Planning Division and Parks Department);*

54. *Incorporate Trees and Vegetation into Project Design. Trees and other shade structures shall be incorporated into the Site Plan to maximize summer shade and to minimize winter shade. (Climate Change, Planning Division and Parks Department);*

55. *Renewable Energy System. The 350 Airport Boulevard Project shall offset 10 percent of project electricity demand through implementation of onsite renewable energy systems or through investment in offsite alternative energy systems. (Climate Change, Planning and Building Divisions);*

56. *Drought Tolerant Landscaping. The 350 Airport Boulevard Project shall reduce irrigation-related water demand by a minimum of 10 percent through the implementation of drought tolerant landscaping. (Climate Change, Planning Division and Parks Department);*

57. *Cool Roof Material. The 350 Airport Boulevard Project shall incorporate cool-roof materials into project design to reduce electricity demand associated with building heating, ventilation, and air conditioning (HVAC) by a minimum of 7 percent. (Climate Change, Planning and Building Divisions);*

58. Water Conservation Measures. The 350 Airport Boulevard Project shall implement immediate water conservation measures to reduce building water demand by 33 percent. Building water demand shall ultimately be reduced by 50 percent when the City's recycled water system is implemented. (Climate Change, Planning and Building Divisions);

59. Energy Efficiency beyond Title 24 Standards. The 350 Airport Boulevard Project shall reduce building energy demand beyond the 2005 Title 24 Standards by 26 percent. (Climate Change, Planning and Building Divisions);

60. Operation Solid Waste Reduction. The 350 Airport Boulevard Project shall implement a solid waste reduction program to reduce operational solid waste by a minimum of 10 percent. (Climate Change, Planning Division);

61. Implement a TDM program. The Project Sponsor shall ensure that future development of the 350 Airport Boulevard Site implement a TDM program similar to that described for the 300 Airport Boulevard Project, to reduce transportation-related GHG emissions. (Climate Change, Planning Division and Traffic Engineer);

62. Pursue LEED Certification. Future development of the 350 Airport Boulevard Site shall seek LEED Gold certification or equivalent for development per the recommendations of the City's Green Building Ordinance. The Project Sponsor shall submit draft LEED (or equivalent) checklists to the City Sustainability Coordinator for review and consultation. (Climate Change, Planning and Building Divisions);

63. Placement or Screening of HVAC Mechanical Equipment. All HVAC mechanical equipment shall be located more than 60 feet from the nearest property line. Alternatively, HVAC mechanical equipment may be installed in a noise enclosure sufficient to reduce ground-level noise levels at the nearest property boundary to 70 dBA CNEL or less. (Noise, Planning and Building Divisions);

64. Provide Flood Protection up to the 100-Year Flood Event plus Sea Level Rise for Underground Structures. To protect underground structures from sea level rise flood risks, prior to approving grading and/or building permits the City shall ensure that the project design incorporates its floodplain development requirements into all applicable project features using a flood elevation of at least 7.1feet. All below-ground structures, including storm drains, sewers, equipment facilities, and others, shall be flood proofed and designed to withstand hydrostatic forces and buoyancy from water surface elevations up to 7.1 feet in elevation. Certain portions of the shoreline open space may not be protected at the ultimate level of flooding, given proposed heights. However, developed areas of the Project would be protected. For the shoreline areas, an adaptive strategy would be developed to address end-of-century conditions. (Hydrology, Building Division and Public Works Department);

65. Provide Adequate Storm Flow Conveyance Capacity for Sea Level Rise Conditions. To ensure that the storm drain system conveyance capacity is not constricted by sea level rise at the outlets, the Project Sponsor shall design the storm drain system to adequately convey stormwater runoff at outlet water surface elevations equivalent to the 100-year flood event base elevation plus sea level rise of 55 inches (water surface elevation of 11.6 feet at the outlet). Prior to receiving a grading permit, the City shall review project designs and studies for adequacy of storm flow conveyance with an outlet surface water elevation of 11.6 feet and in accordance with City design standards. The City shall prepare Conditions of Approval, where necessary, to ensure that the design criteria are met. The Project Sponsor shall incorporate applicable City Conditions of Approval into project designs,

prior to receiving a grading permit. (Hydrology, Public Works Department);

66. *Provide Protection of Shoreline and Flood Protection Features from Hydrodynamic Forces from Sea Level Rise Conditions. Prior to receiving a grading permit, in order to ensure that the shoreline and flood protection features associated with the proposed project provide protection under sea level rise hydrodynamic and/or hydrostatic conditions, the Project Sponsor shall prepare engineering studies to identify expected hydrodynamic forces for under storm surge conditions (at least 2 percent wave run-up) and a base flood elevation of at least 11.6 feet and hydrostatic forces from a water surface elevation of 8.1 feet (mean higher high water plus 55-inch sea level rise). For the shoreline areas, an adaptive strategy would be implemented to address end-of-century conditions.*

The Project Sponsor shall design shoreline and flood protection features that could accommodate hydrodynamic forces from sea level rise conditions along wherever flood protection features are identified under Mitigation Measure HY-7.1 and at shoreline protection features for stability and integrity under storm surge conditions (at least 2 percent wave run-up) and a base flood elevation of at least 11.6 feet. The Project Sponsor shall also design flood protection features for protection against hydrostatic forces from a water surface elevation of 8.1 feet (mean higher high water plus 55-inch sea level rise). The City shall review designs and associated studies for conformance with City requirements and adequacy of design measures to withstand hydrodynamic and hydrostatic forces associated with the design criteria.

The Project Sponsor shall also design erosion protection along the shoreline set-back area for protection under storm surge conditions (at least 2 percent wave run-up) and a base flood elevation of at least 11.6 feet. The City shall review designs and associated studies for adequacy in protecting the shoreline set-back area under these conditions.

The City Public Works Department shall prepare Conditions of Approval, where necessary, to ensure that the design criteria are met. Prior to receiving a grading permit, the Project Sponsor shall incorporate applicable City and BCDC Conditions of Approval into project designs. (Hydrology, Public Works Department);

67. *Provide Flood Protection up to the 100-Year Flood Event plus Sea Level Rise for Above-Ground Structures. To protect structures and people from sea level rise risks at the 350 Airport Boulevard Site, prior to approving grading permits, the City shall ensure project design incorporates its floodplain development requirements for a flood depth of the identified 100-year flood hazard water surface elevation plus a 4.6-foot (55-inch) rise in sea level. At a minimum, the Project Site shall be graded to over 10 feet above msl and the finished floor elevation of all building finished floors shall be constructed to 14.5 feet (i.e., 2.9 feet above the 11.6-foot potential flood elevation), or as otherwise determined as grading plans are developed. (Hydrology, Public Works Department); and*

68. *Future Wind Tunnel Analysis. To reduce potential impacts associated with future development of the 350 Airport Boulevard Site, a wind tunnel analysis shall be conducted in order to ensure that future development of the Site is designed in a way to minimize wind shadow effects at surrounding windsurfing areas. (Wind and Recreation, Planning Division).*

The motion was seconded by Commissioner Cauchi.

Discussion of motion:

- *Outstanding project.*
- *Project will do a lot for the community – will bring in quality tenants, improvements to the area;*

will impact the windsurfing area, but provides greater benefits.
- *The project team has been first class.*
- *Not certain that the policies of the specific plan should be revised based upon the first challenge – would like to see a sensitively design project that complies with the existing policies.*
- *Likes the project and can't wait to have a better Bay Trail.*
- *Wind has been addressed as best as it can.*

Chair Yie called for a voice vote on the motion to recommend approval to the City Council. The motion passed 7-0-0-0. The Planning Commission's action is advisory and not appealable. This item concluded at 10:24 p.m.

IX. DESIGN REVIEW STUDY ITEMS

There were no Design Review Study Items for discussion.

X. COMMISSIONERS' REPORTS

There were no Commissioner's Reports.

XI. DIRECTOR'S REPORT

Commission Communications:

- None.

Actions from Regular City Council meeting of May 7, 2012:

- Noted that the recent Sign Ordinance amendments were adopted – will become effective on June 7, 2012.

FYI: Peninsula Hospital Complaint Log – April, 2012:

- Accepted.

FYI: 1037 Balboa Avenue – review of as-built changes to a previously approved Design Review project:

- Accepted.

FYI: 1008 Balboa Avenue – review of requested changes to a previously approved Design Review project:

- Accepted.

FYI: 712 Bayswater Avenue – review of requested changes to a previously approved Design Review project:

- Indicated that there is no concern with the actual material change, but is concerned that the material is not being extended along the side of the building in the same manner reflected on the

City of Burlingame

Public Hearing and Action on Final EIR and Proposed Project for Development of a New Office/Life Science Campus

Item No. 4
Regular Action

Address: 300 Airport Boulevard (AKA 350 Beach Road) **Meeting Date:** May 14, 2012

Request: Final Environmental Impact Report (FEIR) for development of a new office/life science campus on an 18.13 acre site. The proposed project includes the construction of 767,000 square feet (SF) of new uses including office space or life science uses (at least 689,810 SF), retail uses (up to 18,030 SF), and food services (up to 22,160 SF). These uses would be housed in two five-story buildings, one seven-story building, and one eight-story building. The Project also includes a two-story, 37,000-sf amenities building (included in the 767,000 SF total) that would house a childcare and exercise facility (33,400 SF), a food service area (2,400 SF), and retail spaces (1,200 SF) and a 5.5-level parking structure. The project also includes a reconfiguration of Airport Boulevard through the site, improvements to open space along the San Francisco Bay and an extension of the Bay Trail. Applications include amendments to the Bayfront Specific Plan to increase the allowable floor area ratio from 0.60 FAR to 1.0 FAR, rezoning of a small portion of the site from APS to APN, amendments to the zoning and sign codes to change development standards, Conditional Use Permit for day care use and Commercial Design Review.

Applicant and Architect: C. Thomas Gilman, DES Architects + Engineers
Property Owner: 350 Beach Road LLC
General Plan: Commercial Uses: Office Use
Bayfront Specific Plan: Anza Point Area
Adjacent Development: Light Industrial and Office

APN: 026-350-080, 026-350-100 &026-350-130

Zoning: APN/APS

PROJECT SUMMARY:

An application has been submitted for development of a new office/life science campus at 300 Airport Boulevard (also known as 350 Beach Road), zoned APN (Anza Point North) and APS (Anza Point South). The proposed project consists of two 5-story buildings, one 7-story building and one 8-story building dedicated to office/life science uses with retail and food services on the first floor; these buildings total 730,000 square feet. In addition, there would be a two-story amenities building (37,000 SF), which would include a child care facility, an indoor and outdoor exercise facility and cafeteria. Parking would be provided in a 5.5-story parking structure, in a podium level parking area below the four office/life science buildings, and in smaller parking lots scattered throughout the site. This site is currently vacant, but was formerly developed with a drive-in movie theater.

Applications include amendments to the Bayfront Specific Plan to increase the allowable floor area ratio from 0.60 FAR to 1.0 FAR, rezoning of a small portion of the site from APS to APN, amendments to the Zoning and Sign Codes to change development standards, Conditional Use Permit for Day Care use and Commercial Design Review. Please refer to Attachment 1A and 1B provided by the applicant, which summarizes the proposed amendments to the Bayfront Specific Plan, Zoning Code and Sign Code.

The project site is bounded by the existing Airport Boulevard to the north, Airport Boulevard and the Bay to the east, existing light-industrial buildings along Beach Road to the south, and Sanchez Channel to the west. The 18.13-acre project site consists of the subject property and adjacent State of California leased lands. The applicant notes that the existing parcel will be subdivided into two parcels and five air space parcels to permit the project to operate as a campus with a master association.

The amenities building will also provide a child care facility which would be available to employees and general public. A child care use is allowed as a conditional use in this zoning designation. The applicant has submitted a request for a Conditional Use Permit for a day care use. In addition, a cafeteria for employees and the general public will be provided in the amenities building. The applicant has submitted a request to amend the zoning code to allow for incidental food establishments in business campuses or professional office buildings of 20,000 SF or more, which would permit operation of non-freestanding food service establishments within larger buildings in this zoning district.

Applications Requested/Actions required: Based on review of the plans submitted, the following actions are required for the project:

1. **Certification of Final Environmental Impact Report**
2. **Amendments to the Bayfront Specific Plan** – land use and design guidelines. Note that the amendments to the Specific Plan would apply to both the 300 Airport Boulevard property as well as the 350 Airport Boulevard property (which is under separate ownership and is not proposed for development as part of this development proposal).
    a. Amendment to the Bayfront Specific Plan to increase the maximum floor area ratio (FAR) allowed for office uses in the Anza Point North subarea from 0.6 FAR to 1.0 FAR, and increase the maximum FAR allowed for commercial recreation facilities from 0.5 FAR to 1.0 FAR.
    b. Amendment to the Design Guidelines of the Bayfront Specific Plan for the Anza Point subarea to allow for changes to required front and internal setbacks and heights of buildings, and to reflect the proposed roadway realignment through the 300 Airport Boulevard site.
    c. Amendment to the Anza Point Land Use Map to reflect the rezoning of the portions of 300 Airport Boulevard from APS to APN.
3. **Amendments to the Anza Point North Zoning Regulations**
    a. Amendments to the APN zoning regulations to increase the maximum FAR allowed for office uses from 0.6 FAR to 1.0 FAR, and increase the floor area ratio allowed for commercial recreation facilities from 0.5 FAR to 1.0 FAR. Deletion of the requirement for a conditional use permit for commercial recreation facilities with an FAR greater than 0.5.
    b. Add incidental food establishments and retail services in business campuses or professional buildings of twenty thousand (20,000) square feet or more as permitted uses.
    c. Amendments to the APN zoning regulations to allow for changes to the required setbacks.

Existing Text – Section 25.48.040	**Proposed Text – Section 25.48.040**
(a) **Front Setback.** There shall be an average front setback of fifteen (15) feet, with at least forty (40) percent of the structure at the maximum setback of fifteen (15) feet.	(a) **Front Setback.** Structures shall be set back a minimum of ten (10) feet)
(e) **Setbacks from Shoreline.** In any event, structures shall be set back an average of sixty-five (65) feet from Sanchez Channel and seventy-five (75) feet from San Francisco Bay and the shoreline as defined by the Bay Conservation and Development Commission; in addition, for any building that is forty (40) feet or taller, the setback of the building to the shoreline shall be equal to or greater than the height of the building.	(e) **Setbacks from Shoreline.** In any event, structures shall be set back an average of sixty-five (65) feet from Sanchez Channel and seventy-five (75) feet from San Francisco Bay and the shoreline as defined by the Bay Conservation and Development Commission; in addition, for any building ***within 100 feet of the shoreline*** that is forty (40) feet or taller, the setback of the building to the shoreline shall be equal to or greater than the height of the building.
(f) In addition to the setbacks set forth above, there shall be a fifteen (15) foot setback from Airport Boulevard for all below grade construction.	(f) ***Below grade construction adjacent to Airport Boulevard shall accommodate landscape plantings within the required setback consistent with landscape plans approved pursuant to Section 25.48..050.***

Existing Text – Section 25.48.040	Proposed Text – Section 25.48.040
(g) No parking spaces shall be provided within the ten (10) foot minimum setback across the lot front on any property. Driveways are allowed in the setback, but the driveways shall not be considered as landscaped area. No parking areas shall be located between any structure and the lot front, except for loading zones. Placement of parking shall be consistent with the design guidelines for the Anza Point subarea.	(g) No parking spaces shall be provided within the ten (10) foot minimum setback across the lot front on any property. Driveways are allowed in the setback, but the driveways shall not be considered as landscaped area. ***Parking areas located between any structure and the lot front, other than loading zones shall be separated from the sidewalk by a landscaped buffer of at least ten (10) feet average width including walkways.*** Placement of parking shall be consistent with the design guidelines for the Anza Point subarea.

d. Amendments to the APN zoning regulations relating to height and bulk of structures.

Existing Text – Section 25.48.042	Proposed Text – Section 25.48.042
(a) Maximum height shall be determined by impact on the prevailing wind and shall be staggered with a maximum height of thirty (30) feet along the eastern side of the lot, increasing in a graduated manner to a maximum of fifty (50) feet along the western, or Sanchez Channel, side of the lot, as established in the Anza Point subarea design guidelines and consistent with the community wind standards. The maximum height may be exceeded by a mechanical penthouse with a maximum height of ten (10) feet as measured from the adjacent roof surface and covering no more than five (5) percent of the roof area.	(a) Maximum height shall be determined by impact on the prevailing wind ***and consistent with the community wind standards for the Anza Point North area.***

e. Amendments to the APN zoning regulations relating to Design Review and Design Guidelines.

Existing Text – Section 25.48.052	Proposed Text – Section 25.48.042
(a)(2) Respect and promotion of the streetscape by the placement of buildings to maximize the commercial use of the street frontage, off-street public spaces, and by locating parking so that it does not dominate street frontages, and for properties fronting on Airport Boulevard, that the design is sensitive to the surrounding bodies of water, physical and visual presence of the Bay Trail, orientation of the prevailing winds and to the Coyote Point recreation area;	(a)(2) Respect and promotion of the streetscape by the placement of buildings to maximize ***pedestrian use of*** street frontage, off-street public spaces, and by locating parking so that it does not dominate street frontages, and for properties fronting on Airport Boulevard, that the design is sensitive to the surrounding bodies of water, physical and visual presence of the Bay Trail, orientation of the prevailing winds and to the Coyote Point recreation area;

f. Amendment to the parking regulations to allow a reduction in parking requirements when a Transportation Demand Management (TDM) plan is implemented.

g. Amendment to the Sign Code to allow additional freestanding signs on parcels which exceed 300 feet in frontage length, which would allow one freestanding monument sign for each one-hundred-fifty feet of frontage. Currently, the sign code permits one freestanding monument sign on every parcel with frontage of 150 feet or more.

4. **Rezoning:** The proposed project includes rezoning of a 120' x 150' area abutting Beach Road from APS (Anza Point South) to APN (Anza Point North), so that the entire project site is within one zoning district.

5. **Development Agreement:** State law allows municipalities to enter into a Development Agreement in conjunction with a development project to establish the development rights and obligations which w apply to the development of the property for the life of the project – such agreements outline the rights and obligations of all parties that relate to the project over the term of the agreement. In exchange for granting the developer assurance regarding these rights and obligations, the agreement provides for a number of public benefits beyond what would normally be required by existing regulations. In this case, the developer is agreeing to the following public benefits:
    a. Relocating Airport Boulevard away from the shoreline, which increases safety and allows for more shoreline open space improvements,
    b. Widening the Airport Boulevard bridge over Sanchez Channel to provide a pedestrian pathway adjacent to the roadway, and
    c. Contribute $1,000,000 towards the reconstruction of the Broadway interchange.
    d. Contribute $25,000 annually (for the life of the Development Agreement) towards the shuttle program that moves people from the Bayfront area to the City's commercial districts.
6. **Tentative Parcel Map:** Tentative Parcel Map to adjust property lines and realign the roadway through the site.
7. **Conditional Use Permit:** A conditional use permit is required for the day care use.
8. **Commercial Design Review:** Commercial Design Review is required for the proposed project. The criteria for Design Review shall be based on the Design Guidelines for the Anza Point Subarea in the Bayfront Specific Plan.

Fiscal Impact Analysis: The applicant has prepared a Fiscal Impact Analysis to evaluate the project's fiscal impact on the City of Burlingame's General Fund at full buildout (refer to attached *Fiscal Impact Analysis Burlingame Point* prepared by Economic & Planning Systems, Inc.). The report analyzes the revenues generated by the project and costs to provide public services to the project. The report concludes that the project will generate a fiscal surplus over and above revenues required to cover the costs to the City of providing public services.

Bayfront Development Fee and Public Facilities Impact Fees: The City Council has adopted the Bayfront Development Fee and the Public Facilities Impact Fee to apply to development projects based on the floor area and uses proposed. The purpose of the Bayfront Development Fee is to fund improvements to the transportation network within the boundaries of the Bayfront Specific Plan. The purpose of the Public Facilities Impact fees is to fund ongoing maintenance of the City's infrastructure based on the project's impacts to the City's public facilities. The attached document *300 Airport Boulevard Burlingame Point Bayfront Development Fee and Public Facilities Fees* outlines the total fees required for the project based on the gross floor area of the development. The Bayfront Development Fee required for this project is $1,695,070.00, and the total Public facilities impact fee for the project is $1,784,042.00. The Public Facilities Impact fee includes fees for general facilities and equipment, police, parks and recreation, fire and storm drainage.

In this case, the applicant is requesting a waiver to the portion of the fees related to Parks and Recreation $131,924.00) and Storm Drainage ($549,939.00) The applicant is requesting this waiver as a part of the development agreement being proposed as noted above. The applicant has indicated that there are numerous public open space improvements proposed as a part of the project which would justify the waiver of the Parks and Recreation fee. In addition, the applicant is providing an onsite storm water system that limits the amount of storm water runoff which enters to the City's system through the outfall into Sanchez Channel.

Building Height and FAR: Currently, the zoning code requires that the maximum height shall be determine by impact on the prevailing wind and shall be staggered with a maximum height of thirty (30) feet along the eastern side of the lot, increasing in a graduated manner to a maximum of fifty (50) feet along the western, or

Sanchez Channel, side of the lot, as established in the Anza Point subarea design guidelines and consistent with the community wind standards.

The proposed four office/life science buildings are oriented in an east-west direction. The two buildings along the Bay (Buildings B1 and B2) are proposed to be 5 stories, 97'-0" in height (30'-0" maximum height allowed under current code regulations). The two buildings along Sanchez Channel (Buildings B3 and B4) are proposed to be 7 and 8 stories, 129'-0" and 143'-0" in height, respectively (50'-0" height maximum allowed under current code regulations). The proposed 5.5 -story parking structure and 2-story amenities building, located along the south side of the lot, are proposed to be 57'-0" and 48'-0" in height, respectively (50'-0" maximum height allowed under current code regulations). The applicant has submitted a request to amend the Bayfront Specific Plan and Zoning Code to allow the maximum height to be determined by impact on the prevailing wind and consistency with the community wind standards for the Anza Point North Area.

Planning staff would note that the Federal Aviation Administration (FAA) issued a "Determination of No Hazard to Air Navigation". The aeronautical study conducted by the FAA revealed that the proposed buildings and parking structure do not exceed obstruction standards and would not be a hazard to air navigation.

The proposed office/life science and amenities buildings total 767,000 SF, or 0.97 FAR where 0.60 FAR is the maximum allowed. The applicant has submitted a request to amend the Bayfront Specific Plan and Zoning Code to allow for an FAR of 1.0.

300 Airport Boulevard ***Plans date stamped: May 8, 2012***

	Proposed	Allowed
Eastern Side: Building B1:	97-0" [1]	30'-0"
Building B2:	97'-0" [1]	30'-0"
Western Side: Building B3:	129'-0" [1]	50'-0"
Building B4:	144'-0" [1]	50'-0"
Parking Structure:	67'-6" [1]	50'-0"
Amenities Building:	49'-0"	Between 30'-0" and 50'-0"
Floor Area Ratio:	0.97 FAR [2] 767,000 SF	0.60 FAR

[1] *Proposed heights for Buildings B1, B2, B3 and B4 exceed the maximum heights allowed; amendments to the Bayfront Specific Plan and zoning code are being requested.*

[2] *The proposed floor area ratio exceeds the maximum allowed (0.97 FAR proposed where 0.60 FAR is the maximum allowed); amendments to the Bayfront Specific Plan and zoning code are being requested.*

Setbacks: The proposed buildings are separated from each other and set back at various distances from the newly realigned Airport Boulevard, the Bay and Sanchez Channel. However, based on current code requirements, the proposed project does not comply with the several setback regulations listed below. With this application, the applicant is requesting amendments to the zoning code.

300 Airport Boulevard ***Plans date stamped: May 8, 2012***

		Proposed	Required
Front:	*Building B1:*	83'-0" to canopy [1]	Average of 15'-0", with 40% of structure at maximum setback of 15'-0"
	Building B2:	97'-0" to canopy [1]	
	Building B3:	12'-0"	
	Building B4:	48'-0" to canopy [1]	
	Amenities Building:	16'-0" [1]	
	Parking Structure:	79'-0" [1]	
Side:	*Building B1:*	62'-10"	10'-0"
	Building B2:	115'-0"	
	Building B3:	n/a	

	Proposed	Required
Building B4:	n/a	
Amenities Building:	10'-0"	
Parking Structure:	17'-4"	
Rear: Building B1:	138'-0" to canopy	10'-0"
Building B2:	69'-0" to canopy	
Building B3:	105'-0"	
Building B4:	135'-0"	
Amenities Building:	n/a	
Parking Structure:	103'-0"	
Distance Between Buildings:	99'-4" between B1 and B2 101'-0" between B3 and B4 85'-0" between B4 and Parking Structure	20'-0"
Shoreline Setback		Equal to or greater than ht of building
Building B1 - (Shoreline):	± 222'-5"	97'-0"
Building B2 - (SF Bay):	± 154'-0"	97'-0"
Bldg B3 - (Sanchez Channel):	± 106'-0" [2]	129'-0"
Building B4:	± 135'-0" [2]	143'-0"
Airport Blvd (for below grade construction):	0'-0" (West Campus) [3] 0'-0" (East Campus) [3]	15'-0"
Parking w/in Front Setback:	There are no parking spaces proposed w/in 10' of front setback in East or West Campuses Parking areas proposed between Buildings B1 and B2 and the lot front along Airport Boulevard 4	No parking spaces allowed w/in 10' front setback Parking area shall not be located between any structure and lot front, except for loading zones.

[1] Proposed front setbacks for Buildings B1, B2, B4, Amenities Building and Parking Structure. The current code requires that at least 40% of the structure be at the maximum setback of 15'-0" (all buildings with the exception of the Amenities Building, are setback further than 15'-0"); changes to the zoning code are proposed to require a minimum ten foot front setback.

[2] Proposed building setback from Sanchez Channel for Buildings B3 and B4 (100'-0" and 130'-0" setbacks proposed where 129'-0" and 143'-0" setbacks is the minimum required based on the height of the building); changes to the zoning code are proposed, setbacks based on height of building would only apply to buildings within 100' of shoreline.

[3] Proposed setback for below grade construction for the West and East Campuses along Airport Boulevard (0'-0" proposed where 15'-0" is required); changes to the zoning code are proposed to eliminate the setback for below grade construction, but require that the below grade construction accommodate landscaping within the setback.

[4] Proposed parking areas located between Buildings B1/B2 and the lot front along Airport Boulevard (parking area shall not be located between any structure and lot front, except for loading zones), proposed to require ten foot landscape buffer for parking areas.

Parking: On-site parking is required for the office/life science uses as well as the retail and café uses in the buildings, and the cafeteria, exercise and day care uses within the amenities building. The parking would serve the employees and visitors in Buildings B1 to B4, as well as the general public who would use the amenities building and the Bay Trail. On-site parking would be provided in a 5.5-story parking structure, in a podium level parking area below the four office buildings, and in smaller parking lots scattered throughout the site. A total of 2,318 parking spaces are proposed for this project (901 spaces in the parking structure, 232 spaces in surface parking and 1,185 spaces in basement parking), where a minimum of 2,559 spaces are required based on the applicable parking ratios shown in the table below – this represents a roughly 10% reduction in the parking supply below the code requirement.

With this application, the applicant is requesting amendments to the zoning code to allow for a reduction in the number of parking spaces required if the project proposes a transportation demand management (TDM) plan

for a demand-generating use. The applicant is proposing a TDM plan (refer to attached Burlingame Point Transportation Demand Management Program prepared by Fehr and Peers, dated April 6, 2011). TDM programs typically consist of several components designed to reduce "drive-alone" commuter trips in favor of alternative methods such as carpooling, transit, walking and bicycling. The TDM program proposed for this project includes the following components which are anticipated to reduce peak-hour trips by roughly 13%:

- Secure bicycle storage under each building,
- Showers and changing rooms in each building,
- Funding for extending the BART shuttle service to the project site and running 10-minute headways. The shuttle serves the Millbrae Intermodal Station
- Preferential parking for carpools and vanpools near the elevators in each garage,
- Video conference centers in each building,
- On-site amenities, including banking, restaurants, health club, delivery dry cleaning, and delivery pharmacy,
- Worksite bicycles to allow employees to travel during the workday to nearby businesses or recreation,
- On-site child care services at the Amenities Center, and
- Participation in a guaranteed ride home program.

300 Airport Boulevard ***Plans date stamped: May 8, 2012***

	Proposed	Allowed/Required
Office/Life Science, Retail, Food Establishment, Child Care, Exercise Area and Cafeteria:	2,318 spaces (2,284 standard + 34 disabled accessible spaces) 8'-6" x 18' (standard)	2,569 spaces 1:300 SF parking ratio for office, child care center and cafeteria 1:400 SF parking ratio for retail 1:200 SF parking ratio for exercise area and food establishment 8'-6" x 18" (standard) 8' x 17' (compact)

Planning staff would also note that the Bay Conservation and Development Commission (BCDC) shall determine the number of on-site parking spaces to be designated for public Bay Trail access parking. These on-site spaces shall be designated from the required parking for the site, shall be available to the public without charge during the hours that the Bay Trail is open, and shall be posted as public access parking by the property owner as required by the Bay Conservation and Development Commission. The applicant is proposing Bay Trail parking on the State of California land along the north end of the property. The location and number of parking spaces may need to be adjusted to comply with BCDC requirements.

Landscaping: Landscaping is proposed throughout the site and along Airport Boulevard and includes on-site and street trees, shrubs, ground covers, berms and decorative paved surfaces. The proposed project complies with the minimum landscaping requires as shown in the table below. In addition to these requirements, the proposed project is also subject to the landscape requirements of the design guidelines for the Anza Point subarea of the Bayfront Specific Plan.

300 Airport Boulevard ***Plans date stamped: May 8, 2012***

	Proposed	Allowed/Required
Parking Area:	36% (East Campus) 43% (West Campus)	10% of parking area

	Proposed	Allowed/Required
Front Setback:	85% (East Campus) 92% (West Campus)	80% of front setback
BCDC Jurisdiction:		
Eastern Side:	100%	40% of BCDC Jurisdiction
Western Side:	100%	40% of BCDC Jurisdiction

Roadway: In addition to the building development, Airport Boulevard would be realigned to bisect the project site. Currently, Airport Boulevard runs to the east of the project site and has a 90-degree turn, which then aligns Airport Boulevard to the north of this site. With the proposed project, Airport Boulevard would be realigned across the site from the southeast corner to the northwest corner (refer to plans for roadway realignment).

Bay Trail: The proposed project would include shoreline trail improvements where this site adjoins the Bay and Sanchez Lagoon. No buildings would be constructed within the 100-foot shoreline band, which would be restored and rehabilitated to provide pedestrian access, open space and landscaping.

Environmental Impact Report: The Draft EIR for the project was released on December 1, 2011 for a 45-day public review and comment period, which ended on January 17, 2012. On January 9, 2012, the Planning Commission held a public hearing to obtain comments on the Draft Environmental Impact Report. Comments were received on the Draft EIR both in writing and at the Planning Commission hearing. A Response to Comments documents document has been prepared and was released on May 4, 2012. This document includes and responds to all the written comments and those made at the Planning Commission hearing. Together, the Draft EIR and the Response to Comments document comprise the Final EIR for the project.

Because the application includes amendments to the Bayfront Specific Plan and Zoning Code which would affect all properties within the Anza Point North area, the environmental review includes the only other property within that zone district, 350 Airport Boulevard. The Draft EIR analyzes the impacts of the development project at 300 Airport Boulevard on a project-specific basis, and analyzes the potential impacts of future development at 350 Airport Boulevard on a programmatic basis, since no specific development is proposed at this time.

Summary of Environmental Impacts and Mitigation Measures: The Draft EIR analyzes the impacts of the proposed development at 300 Airport Boulevard and potential future development at 350 Airport Boulevard on a series of subjects, including land use, visual quality, transportation, air quality, climate change, noise, biological resources, hydrology and water quality, population and housing, parks and wind effects on recreation, and utilities and service systems. The analysis concluded that for most of these subjects, there would be no significant adverse impact on the environment. However, there were significant and unavoidable impacts identified for impacts to transportation, air quality and climate change (refer to attached Exhibit A of the attached Draft Planning Commission Resolution, Table S-3, Summary of Impacts, Mitigation Measures and Improvement Measures). In addition, a discussion of the Significant and Unavoidable Impacts can be found on Pages 2 and 3 of this report.

In accordance with the requirements of the California Environmental Quality Act (CEQA), the Final EIR (FEIR) was subject to the following notices and public reviews:

Notice of Preparation to Office of Planning and Research for SCH #2003072005	December 3, 2010
Planning Commission Scoping Session for Environmental Impact Report	December 13, 2010
Notice of Availability and Completion of Draft EIR	December 1, 2011
Public Comment Hearing on Draft EIR	January 9, 201
End of 45-day review period for Draft EIR	January 17, 2012
Response to Comments document made available to public	May 4, 2012

Final EIR – Response to Comments Document: The environmental consultant has prepared the Final EIR for the project (refer to attached *300 Airport Boulevard Final EIR* dated May, 2012), which consists of responses to the comments received during the comment period, revisions to the text of the Draft EIR based on the comments received, and two appendices containing technical information regarding the wind analysis. Following is a summary of some of the key issues regarding the environmental review raised during the comment period.

Master Response regarding Wind Impacts: Many of the commenters had concerns about the wind-related recreation impacts from implementation of the project. Therefore, the consultant included a Master Response regarding these potential impacts (refer to Section 3 of the *300 Airport Boulevard Final EIR*).

The key points raised by commenters and discussed in the Master Response are:

- Adequacy of the Significance Threshold (p. 3-1)
- Applicability of Article X, §4 of the California Constitution (right-of-way to navigable waters) (p. 3-4)
- Adequacy of the Wind Study and Evaluation of Turbulence (p. 3-6)
- Consideration of User Groups (p.3-9)
- Alternative Wind Analysis Methods (p. 3-11)
- Public Review (p. 3-11)
- Alternatives (p. 3-12)
- Consideration of Economic and Social Impacts (p. 3-13)

Significant and Unavoidable Impacts: There were also comments from Caltrans and the City of San Mateo related to the potential traffic impacts of the project. Commissioners also commented regarding the significant and unavoidable traffic, air quality and climate change impacts from the project identified in the Draft EIR. Following is a summary of the Significant and Unavoidable Impacts:

- Project-generated traffic would have a significant impact on the operation of the Amphlett Boulevard/Poplar Avenue intersection in the City of San Mateo;
- Project-generated traffic would have a significant impact on the operation of six freeway segments;
- Project-generated traffic would have a significant cumulative impact on the operation of ten freeway segments;
- Inconsistency with applicable air quality plans, on both a project level and cumulative level;
- Equipment used for construction activities would result in short-term emission increases of criteria air pollutants and ozone precursors that exceed the 2011 BAAQMD CEQA significance criteria, on both a project level and cumulative level; and
- Operational emissions would emit criteria air pollutants and ozone precursors that exceed 2011 BAAQMD CEQA significance criteria, thus resulting in a significant impact, on both a project level and cumulative level.
- The Project would result in a significant impact from both direct and indirect generation of GHG emissions; and
- The Project would conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The Project would have a significant impact on GHG reduction plans, policies, and regulations.

Traffic – Amphlett/Poplar Intersection: The City of San Mateo is considering a range of potential improvements at the Amphlett Boulevard/Poplar Avenue intersection to provide sufficient capacity for existing and future traffic volume. However, a specific Improvement project has not been identified at this time. As mitigation, the

applicant is required to make a fair share contribution toward the cost of improvements at this intersection. However, since no specific improvement project has been identified and because this intersection is under th control of an agency other than the City of Burlingame (Caltrans and San Mateo), the impact must be considered significant and unavoidable.

The Amphlett Boulevard/Poplar Avenue intersection and the U.S. 101 ramps are already operating at a Level of Service "F", beyond their design capacity. Any of the options now being proposed by the City of San Mateo would provide sufficient capacity for existing and future traffic volume. The Amphlett/Poplar intersection would be operating at LOS "D" or better with implementation of any of the options, both under existing conditions and the 2030 time horizon, which takes into account future development of the 300 Airport Boulevard project and the 350 Airport Boulevard site.

Although it has been shown that the impacts can be fully mitigated, the impact remains significant because the City of Burlingame cannot implement the roadway improvements in the City of San Mateo. A condition of approval of the project will require that the developer of the 300 Airport Boulevard project as well as the future developer of a project at 350 Airport Boulevard will contribute a fair share contribution toward the construction costs of the selected alternative. As a part of the condition, the City of Burlingame will establish a mechanism to collect and distribute to the City of San Mateo a fair-share contribution of the estimated construction cost from each of the site's developers based on the net additional traffic contributed to the intersection by each project.

Traffic – Impacts to Freeway Segments: According to the San Mateo County Congestion Management Plan guidelines, a project is said to create a significant adverse impact on a freeway segment if during either peak hour a freeway segment is operating at a substandard level of service and the project would add traffic to the segment representing one percent or more of the segment's capacity. All of the freeway segments where th significant adverse impact would occur are now operating at a Level of Service (LOS) F under existing conditions. The capacity of the U.S. 101 freeway is a region-wide issue which must be addressed on a comprehensive basis with all affected jurisdictions participating. Caltrans and the San Mateo City/County Association of Governments (C/CAG) are now studying the addition of High Occupancy Vehicle (HOV) lanes to U.S. 101 throughout San Mateo County. The most feasible project under consideration would be to add an HOV lane from widening and lane conversion. This project is still under review, and there is no mechanism to collect funds to contribute toward its future implementation. This region-wide project would provide a comprehensive solution to the existing and future conditions on these impacted freeway segments. Since the improvements necessary are regional solutions and outside the jurisdiction of the City of Burlingame, the impact must be considered significant and unavoidable.

In addition, the applicant has included a Transportation Demand Management (TDM) Program to reduce the vehicular traffic generated by the project. The measures include: secure bicycle storage, showers and changing rooms, shuttle service, preferential parking for carpoolers, preferential parking for vanpoolers, commute assistance center, employees' surveys, video conferencing centers, on-site amenities accommodations, on-site bicycles for employees, child care services, guaranteed ride home program, transportation action plan, transportation management association, and coordination of TDM programs. The TDM measures proposed would reduce the peak-hour trip generation of the project by 13 percent. All feasible TDM measures have been included in the project. In addition, the project proposes the provision of bicycle routes, sidewalks and multi-use trails throughout the project which will encourage access to the site and the recreational areas in the surrounding are by non-motorized modes.

Air Quality and Climate Change: The Final EIR, Page 1-3, contains a discussion of the thresholds used for analyzing the project's Air Quality and Climate Change impacts. The Bay Area Air Quality Managemen District adopted CEQA thresholds in 2010 and 2011 which are much stricter that the previous threshold adopted in 1999. In a recent court case, the 2011 thresholds were set aside because an environmental

analysis of the new thresholds had not been done. The argument presented in the case was that the 2011 thresholds would have potential environmental effects because the thresholds would incentivize greenfield development compared with infill development based on the existing air quality conditions in an urban environment.

Concerning GHG emissions, the 1999 CEQA Thresholds did not promulgate thresholds for GHG emissions, thus the Project would not result in a significant impact under the 1999 CEQA Thresholds from emission of GHGs. The Project would comply with the City's Climate Action Plan, as described in this Final EIR, and would not otherwise result in conflict with applicable plans, policies, or regulations regarding reduction of GHG emissions under the 1999 CEQA Thresholds.

In conclusion, when assessing the Project under the 1999 CEQA Thresholds, it would result in four fewer significant and unavoidable impacts (construction emissions, operational GHG emissions, and conflict with applicable plans, policies, or regulations regarding reduction of GHG emissions), and would lessen the severity of two significant and unavoidable impacts (individual and cumulative operational emissions of Criteria Air Pollutants and Ozone Precursors), but these would remain significant and unavoidable.

Findings Regarding Significant Impacts: The California Environmental Quality Act requires that when taking action on a project with identified significant and unavoidable impacts, a series of findings need to be made to justify taking the action in light of the significant and unavoidable impacts. The above discussion explains why the impacts have been determined to be significant and unavoidable, along with an explanation of how all feasible measures have been incorporated into the project to reduce these impacts. In addition, the attached draft Planning Commission Resolution contains potential findings which the Planning Commission may choose to consider if it decides to recommend approval of the project. Exhibit A of the Draft Resolutions is a Summary of the Impacts, Mitigation Measures and Improvement Measures. Exhibit B lists the Significant and Unavoidable Impacts, Draft Findings regarding these unavoidable impacts, and draft findings regarding the feasibility of alternatives that could mitigate the significant unavoidable effects. Exhibit C is a draft document with a potential Statement of Overriding Considerations. Exhibit D contains all of the Conditions of Approval for the project, including all of the mitigation measures contained in the Environmental Impact Report.

Required Findings: Some of the actions associated with the project have specific findings associated with them. These findings are explained below.

Certification of EIR: The lead agency is required to certify that the Environmental Impact Report has been completed in compliance with CEQA Guidelines, that the Final EIR was presented to the decision-making body of the lead agency and that the decision-making body reviewed and considered the information contained in the Final EIR prior to approving the project. The lead agency must also independently review and analyze the EIR and find that the report reflects the independent judgment of the lead agency.

CEQA Findings: The California Environmental Quality Act (CEQA) requires that should an agency choose to approve a project for which an EIR has been certified which identifies one or more significant effects of the project, the agency shall make one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. These findings shall be supported by substantial evidence in the record. Possible findings as directed by CEQA should address the following (CEQA Code Section 15091):

a) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

b) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

c) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or projec alternatives identified in the final EIR.

The proposed project, to develop a new office/life science campus at 300 Airport Boulevard has environmental impacts in the following seven categories which are significant and unavoidable and cannot be reduced to levels acceptable to the community. These impacts are outlined in the attached Exhibit B, together with draft findings addressing the CEQA criteria listed above.

Statement of Overriding Considerations. In addition the above findings, the California Environmental Quality Act (CEQA) requires that, in the event an agency chooses to approve a project which includes significant and unavoidable impacts which cannot be reduced to acceptable levels, the agency must adopt a written Statement of Overriding Considerations which identifies why the local agency is willing to accept each significant unavoidable effect. The purpose of the statement of overriding considerations is defined in CEQA Code Section 15093 (a and b):

(a) CEQA requires the decision-maker to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

The statement of overriding considerations should be read in conjunction with the findings under Section 15091 and should be used in decision-making to balance the benefits of the project against the unavoidable environmental risks. CEQA also requires that the statement of overriding considerations be included in the record of project approval and mentioned in the Notice of Determination. A Draft Statement of Overriding Considerations is included as Exhibit C to the Draft Planning Commission Resolution.

Findings for a Rezoning and amendments to the text of the Zoning Ordinance: In acting on the request to rezone a portion of the site from APS to APN, and to amend the text of the Anza Point North (APN) and Parking regulations, the Planning Commission should state the reasons why they feel such action is appropriate and consistent with the intent of the zoning ordinance.

Code Section 25.04.010 states that the zoning ordinance is established for the following purposes: to promote public health, safety and welfare; preserve a wholesome serviceable and attractive community which increases the safety and security of home life; promote harmonious character and economy among property, building construction and civic services; establish regulations to limit the location, uses, height, bulk, lot coverage, street setback, yard sizes and occupancy of building structures and land; encourage remodeling of existing residential structures; preserve residential neighborhood character of single family structures and accessory structures and provide for the best general civic use to protect the common rights and interests of all.

Findings for a Conditional Use Permit: In order to grant a Conditional Use Permit for the day care use, the Planning Commission must find that the following conditions exist on the property (Code Sections 25.52.020 a-c):

(a) The proposed use, at the proposed location, will not be detrimental or injurious to property c improvements in the vicinity, and will not be detrimental to the public health, safety, general welfare, or convenience;

(b) The proposed use will be located and conducted in a manner in accord with the Burlingame General Plan and the purposes of this title;

(c) The Planning Commission may impose such reasonable conditions or restrictions as it deems necessary to secure the purposes of this title and to assure operation of the use in a manner compatible with the aesthetics, mass, bulk and character of existing and potential uses on adjoining properties in the general vicinity.

Findings for Commercial Design Review: The criteria for design review from CS 25.57.030, g, 1-6; states that a design review application in commercial, industrial and mixed use districts shall be reviewed by the Planning Commission for the following considerations:

1. Support of the pattern of diverse architectural styles that characterize the city's commercial, industrial and mixed use areas; and
2. Respect and promotion of pedestrian activity by placement of buildings to maximize commercial use of the street frontage, off-street public spaces, and by locating parking so that it does not dominate street frontages; and
3. On visually prominent and gateway sites; whether the design fits the site and is compatible with the surrounding development; and
4. Compatibility of the architecture with the mass, bulk, scale, and existing materials of existing development and compatibility with transitions where changes in land use occur nearby; and
5. Architectural design consistency by using a single architectural style on the site that is consistent among primary elements of the structure, respects or retains existing or significant original architectural features, and is compatible in mass and bulk with other structures in the immediate area; and
6. Provision of site features such as fencing, landscaping and pedestrian circulation that enriches the existing opportunities of the commercial neighborhood.

Findings for a Tentative Parcel Map: In order to approve a tentative parcel map, the Commission and Council must find that the proposed parcel map, together with the provisions for its design and improvement, is consistent with the Burlingame General Plan, and that the site is physically suited for the proposed type and density of development.

PLANNING COMMISSION ACTION:

The Planning Commission should hold a public hearing. Since the City Council is the final decision-making body regarding the amendments to the Bayfront Specific Plan, the rezoning request including text amendments, and the tentative parcel map, the Planning Commission's action should be in the form of a recommendation to the City Council. The entire application will be forwarded to the City Council for consideration. Affirmative action should include recommendations to the City Council regarding the findings for the certification of the Final EIR, CEQA findings and Statement of Overriding Considerations, amendments to the Bayfront Specific Plan, rezoning of a portion of the site, zoning code text amendments to the APN District and parking regulations, development agreement, tentative parcel map, conditional use permit for day care use, and commercial design review. The reasons for any action should be clearly stated for the record. Commission action making a recommendation to the City Council should be by resolution and include the conditions of approval. Please note that the conditions below include mitigation measures taken from the Environmental Impact Report (shown in italics). At the public hearing the following conditions and mitigation measures should be considered:

CONDITIONS:

1. that the project shall be built as shown on the plans submitted to the Planning Division and date stamped May 8, 2012, Sheets: Cover Sheet; 1 Project Notes, Vicinity Maps and Sheet Index; 2 Building Code Analysis; 3 Preliminary Landscape Plan, 4 Building Perspectives – Building B1 – South face, 5 Building Perspectives – Building B1 – North Face, 6 Building Perspectives – Building B2 – North Face,

7 Building Perspectives – Building B3 – South Face, 8 Building Perspective – Building B3 – North Face; 9A North Campus Gateway; 9B Airport Boulevard and East/West Promenade Intersection; 9C Retail Promenade; 9D Retail along East-West Promenade; 9E Street Retail along Airport Boulevard; 9F Overlook to Bay; 9G Building 1 Restaurant with view to the Bay; 9H Amenities Center with Sidewalk Café; 9J Streetscape of the Campus; 9K looking out from the Office; 9L Amenities at New Bay Trail; 10 Site and Vicinity Plan; 11a Podium Parking/Site Layout Plan; 11b Podium Parking/Site Layout Plan (Retail Alternate); 12 Podium Parking/Site Dimension Plan; 13 Basement Parking Plan; 14 Site and Building Sections (1); 15 Site and Building Sections (2); 16 Building B1/B2 Typical Floor and Roof Plans; 17 B3/B4 Typical Floor and Roof Plans; 18 Building B1 Elevations; 19 Building B2 Elevations; 20 Building B3 Elevations (1); 21 Building B3 Elevations (2); 22 Building B4 Elevations (1); 23 Building B4 Elevations (2); 24a Parking Structure – Floor Plans; 24b Parking Structure – Elevations; 25 Amenities Center – Floor Plans; 26 Amenities Center – Elevations; 27 Site Analysis and Neighborhood Photos; 28a Site Area Diagram; 28b Landscaped Parking Area Diagram; 28c Landscaped Front Setback Diagram; 29 Site Circulation Diagram; 30 Site and Building Exit Path Plan; 31 Building Materials/Finishes Examples; 32 Landscape Section and Images; 33 Landscape Design Details (1); 34 Landscape Design Details (2); 35 Preliminary Grading and Drainage Plan; 36 Preliminary Utility Plan; 37 Preliminary Parcelization Plan; and 38 Site Survey;

2. that any changes to the size or envelope of building, which would include changing or adding exterior walls or parapet walls, shall require an amendment to this permit;

3. that any changes to building materials, exterior finishes, windows, architectural features, roof height or pitch, and amount or type of hardscape materials shall be subject to Planning Division or Planning Commission review (FYI or amendment to be determined by Planning staff);

4. that the project shall include installation and maintenance of the Bay Trail and Sanchez Channel improvements as shown in the submitted plans and shall obtain approval from the Bay Conservation and Development Commission (BCDC) for the work within BCDC jurisdiction;

5. that for the approximately 13,000 square feet of retail use and 13,400 square feet of food service use that may be located in buildings B1, B2 and the amenities building, Developer shall use its best commercial efforts to lease this space for retail or food service, as the case may be, for two years following issuance of the final certificate of occupancy for each building. Thereafter, Developer may use any of that space not leased for retail or food service for any permitted use. Potential retail and food services space in the remainder of the Project may be leased as such, or for office or other permitted use, based on tenant demand at the time of issuance of the final certificate of occupancy for remaining buildings;

6. that the conditions of the Chief Building Official's February 7, 2012 memo shall be met, which includes the following comments:

    a. an application for a building permit for this project received after December 31, 2013 must comply with the 2013 California Building Codes and adopted City of Burlingame Ordinances unless specific land use provisions for the project were approved by the City of Burlingame prior to 5:00 p.m. on December 31, 2013. If the Planning Commission has approved the project then the building permit application for that project may use the provisions found in the 2010 California Building Codes including all amendments as adopted in Ordinance 1856 2010. This project must comply with the City of Burlingame Green Building Ordinance in effect at the time of building permit applications.
        1) On the plans specify that this project will comply with the 2010 California Building Codes (CBC) which will be employed by the City of Burlingame beginning January 1, 2011.

2) Comply with the City of Burlingame Green Building Ordinance in effect at the time of Planning Commission approval for this project.
3) Anyone who is doing business in the City must have a current City of Burlingame business license.
4) Provide fully dimensioned plans.
5) Indicate on the plans that all work shall be conducted within the limits of the City's Noise Ordinance. See City of Burlingame Ordinance Municipal Code, Section 13.04.100 for details.
6) Specify on the plans that this project will comply with the 2008 California Energy Efficiency Standards or standards in effect at the time of building permit application. Note: All projects for which a building permit application is received on or after January 1, 2010 must comply with the 2008 California Energy Efficiency Standards. Go to http://www.energy.ca.gov/title24/2008standards/ for publications and details.
7) Indicate on the plans that all roofing systems will comply with Cool Roof requirements of the 2008 California Energy Code. 2008 CEC §151 (f) 12. The 2008 Residential and Non-Residential Compliance Manuals are available on line at http://www.energy.ca.gov/title24/2008standards/.
8) Show the distances from all exterior walls to property lines or to assumed property lines.
9) Show the dimensions to adjacent structures.
10) Obtain a survey of the property lines.
11) Indicate on the plans that, at the time of Building Permit application, plans and engineering will be submitted for shoring as required by 2010 CBC, or applicable Building Code, regarding the protection of adjacent property and as required by OSHA. On the plans, indicate that the following will be addressed:
    a. The walls of the proposed basement shall be properly shored, prior to construction activity. This excavation may need temporary shoring. A competent contractor shall be consulted for recommendations and design of shoring scheme for the excavation. The recommended design type of shoring shall be approved by the engineer of record or soils engineer prior to usage.
    b. All appropriate guidelines of OSHA shall be incorporated into the shoring design by the contractor. Where space permits, temporary construction slopes may be utilized in lieu of shoring. Maximum allowable vertical cut for the subject project will be five (5) feet. Beyond that horizontal benches of 5 feet wide will be required. Temporary shores shall not exceed 1 to 1 (horizontal to vertical). In some areas due to high moisture content / water table, flatter slopes will be required which will be recommended by the soils engineer in the field.
    c. If shoring is required, specify on the plans whose sole responsibility it is to design and provide adequate shoring, bracing, formwork, etc. as required for the protection of life and property during construction of the building.
    d. Shoring and bracing shall remain in place until floors, roof, and wall sheathing have been entirely constructed.
    e. Shoring plans shall be wet-stamped and signed by the engineer-of-record and submitted to the city for review prior to construction. If applicable, include surcharge loads from adjacent structures that are within the zone of influence (45 degree wedge up the slope from the base of the retaining wall) and / or driveway surcharge loads.
12) Indicate on the plans that an OSHA permit will be obtained for the shoring* at the excavation in the basement per CAL / OSHA requirements. See the Cal / OSHA handbook at: http://www.ca-osha.com/pdfpubs/osha_userguide.pdf. *Construction Safety Orders : Chapter 4, Subchapter 4, Article 6 , Section 1541.1.
13) Indicate on the plans that a Grading Permit, if required, will be obtained from the Department of Public Works.

14) Provide guardrails at all landings. NOTE: All landings more than 30" in height at any point are considered in calculating the allowable lot coverage. Consult the Planning Department for details if your project entails landings more than 30" in height.
15) Provide handrails at all stairs where there are four or more risers.
16) Provide lighting at all exterior landings.
17) Prior to applying for a Building Permit the applicant must obtain an address for each structure on the site, acceptable to the Fire Marshal, from the Engineering Department. Note: The correct address must be referenced on all pages of the plans.
18) On your plans provide a table that includes the following:

    a. Occupancy group for each area of the building
    b. Type of construction
    c. Allowable area
    d. Proposed area
    e. Allowable height
    f. Proposed height
    g. Proposed fire separation distances
    h. Exterior wall and opening protection
        i. Allowable
        ii. Proposed
    i. Indicate sprinklered or non-sprinklered

19) Illustrate compliance with the minimum plumbing fixture requirements described in the 2010 California Plumbing Code, Chapter 4, Table 4-1 Minimum Plumbing Facilities and Table A - Occupant Load Factor.
20) Show compliance with all accessibility regulations found in the 2010 CBC for commercial buildings including:
    a. Accessible paths of travel
    b. A level landing must be provided on each side of the door at all required entrances and exits.
    c. Accessible countertops
    d. Accessible bathrooms
    e. Accessible parking
21) Per CBC 3003.5, all structures four or more stories in height must have at least one elevator that can accommodate a stretcher. See the referenced code section for dimensions (80" x 54") and other details.
22) Provide an exit plan showing the paths of travel
23) In Assembly occupancies specify aisle widths that comply with Section 1025.9.
24) Specify the total number of parking spaces on site
25) All NEW non-residential buildings must comply with the requirements of AB-2176 Sec. 42911 (c) [2003 – 2004 Montanez] as follows:
    a. Space for recycling must be a part of the project design in new buildings.
    b. A building permit will not be issued unless details are shown on the project plans incorporating adequate storage for collecting and loading recycled materials.
26) Include with your Building Division plan check submittal a complete underground fire sprinkler plan. Contact the Burlingame Water Division at 650-558-7660 for details regarding the water system or Central County Fire for sprinkler details.
27) Sewer connection fees must be paid prior to issuing the building permit.

7. that the conditions of the NPDES Coordinator's February 8, 2012 memo shall be met, which includes the following comments:
    a. The project will need to comply with additional and new Low Impact Development (LID)

requirements under the Municipal Regional Permit, C.3 Provisions, which became effective on December 11, 2011. For details and technical guidance on these C.3 requirements visit the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) at http://www/flowstobay.org/bs_new_development.php.

b. The following C.3 forms/worksheets have been updated and project proponents will need to use and submit these forms as part of the final construction documents and associated building permits:
   1) NPDES Permit Impervious Surface Data Collection Worksheet*
   2) C.3 and C.6 Development Review Checklist*.
   *both forms are available for download at http://www/flowstobay.org/bs_new_development.php.

c. When submitting plans for a building permit include a list of construction stormwater pollution prevention Best Management Practices (BMPs) as project notes and include them as a separate full size plan sheet, preferably 2' x 3' or larger. Project proponents may use the attached Construction Best Management Practices (BMPs) plan sheet to comply with this requirement. Electronic file is available for download at http://www/flowstobay.org/bs_construction.php (scroll about half-way down the page and click on Construction BMP Plan Sheet).

8. that the conditions of the NPDES Coordinator's February 6, 2012 memo shall be met, which includes the following comments:
   a. Submit a Landscape Project Application to the Parks Division in compliance with the Water Conservation in Landscape Ordinance.
   b. New trees in the Airport Boulevard islands shall be Platanus acerfolia 'Columbia'.

9. that the conditions of the Fire Marshal's April 26, 2010 memo shall be met, which includes the following comments:
   a. All buildings shall be equipped with fire alarms, fire sprinklers and standpipes where required by the California Fire Code and the Burlingame Municipal Code.
   b. Fire Flow and Fire Hydrants shall conform to Appendix B and C of the International Fire Code 2006 Edition.
   c. Fire apparatus access shall be provided for all buildings in accordance with §503 of the International Fire Code.
   d. Fire Control Room as required by the California Building Code shall be placed to the exterior of the building with exterior access. Rooms shall be positioned facing fir apparatus access. This requirement may negate exterior remote annunciators and key boxes intended to house HMIS/HMMP as required for Burlingame Municipal Code.
   e. Please see Burlingame Municipal Code specific to Addressing Requirements and Key Boxes associated with Hazardous Materials.
   f. The fire department shall request HMIS/HMIP in accordance with the California Fire Code. All inventory lists shall at minimum indicate the hazardous material class and quantities consistent with Table 2703.1.1(1), Title 24 CFC classes and units (i.e.: pounds, gallons, cubic feet at NTP, etc.).
   g. Space shall be provided within each Highrise for installation of a repeater/receiver antenna and supporting equipment for City Communications. An electrical supply source shall be provided at the antenna/equipment location. Reasonable access shall be provided to City staff contractors for installation of necessary telephone lines and for purposes of installation, maintenance, adjustment and repair of the antenna/equipment.

10. that the conditions of the Public Works Department, Engineering Division's May 8, 2012 memo shall be met, which includes the following comments:

   a. With City approval, the Developer proposes to construct a new, realigned Airport Boulevard through the Project and to construct Bay Trail and Bay frontage improvements in the City's right-

of-way easement of the original Airport Boulevard. Developer understands that the underlying fee of the original Airport Boulevard ROW, from the existing Sanchez Chanel Bridge East to Fisherman's Park and South from Fisherman's Park to Beach Road, is owned by the State of California, State Lands Commission and that the City only holds a ROW easement over same. Developer shall give the State Lands Commission written notice of its development plans and specifically, notice of the proposed improvements to be constructed in the ROW of the original Airport Boulevard alignment, within ten (10) days of the Planning Commission's recommendation of the Project to the City Council. At any time, should State Lands have any concerns over said improvements, object to any aspect of the proposed improvements or initiate any type of administrative or judicial action in regard to these proposed improvements, Developer shall hold harmless, defend and indemnify the City, its officers, agents and employees from any and all fees (including attorneys' fees), damages, fines or any other costs of any kind related to such objections, claims or actions.

Additionally, the Developer shall obtain letters of no objection to the proposed realignment of Airport Boulevard from all utility companies. The Project Developer shall relocate all existing utilities from within the existing Airport Boulevard roadway to the proposed realigned Airport Boulevard roadway to the satisfaction of the City Engineer and affected utility companies.

b. The developer shall prepare necessary engineering drawings and construction documents to construct the Sanchez Channel Bridge widening as identified in the existing BCDC permit to provide the necessary width for pedestrian, bicyclist and vehicular access along Airport Boulevard. The developer shall complete construction of these improvements at his/her expense. These drawings shall be approved by the City Engineer as part of the Building Permit process.

c. The developer shall be responsible to meet all San Francisco Bay Conservation and Development Commission (BCDC) requirements for the project and provide the City with documentation of all approvals by BCDC for all work within 100 feet of the shoreline band along the San Francisco Bay and Sanchez drainage channel.

d. The developer shall enter into a Site Maintenance Agreement with the City for maintenance of all landscape, sidewalk, medians, and stormwater improvements as well as roadway improvements that do not conform to city standards, such as the proposed roadway intersections. The Site Maintenance Agreement shall be executed prior to the issuance of the Building permit.

e. All traffic improvements, including but not limited to traffic signals, pedestrian countdown signals, pedestrian audible signals, signal interconnection hardware, street lights, signage, street markings, etc., shall be approved by the City Engineer and installed at the property owner's expense. The proposed streetlights must conform to current standards which require Beta LED's or equivalent. The developer shall submit and obtain approval of the required engineering drawings and specifications for all public improvements as part of the building permit process.

f. The project shall reimburse to the City the operation, maintenance and energy costs of the proposed traffic signals. The City will maintain the newly proposed traffic signal operations. The operation cost of the traffic signal will be adjusted annually by the City based on prevailing costs. The electricity costs will be based on direct billing by PG & E.

g. The developer shall provide at his/her expense shoreline access, adequate erosion protection and site amenities to the standards established by the City and BCDC.

h. The Bay shoreline and drainage channel located on this property will require stabilization improvements to provide flood protection for the public access trail and bridge. All shoreline and drainage channel slope protection measures, need to be reviewed and approved by the City Engineer.

i. The public and facility users shall be safely provided for and protected from the flooding of the site in the event of a disaster. This includes a storm or an earthquake which coincides with a maximum high tide and possible breaching of Sanchez Channel and/or Airport Boulevard levees. The property owner shall employ a qualified engineer to analyze the seismic stability of the Sanchez Channel and Airport Boulevard levees and identify protection against possible earthquake or storm event. The property owner shall submit the structural and seismic stability analysis to the City Engineer for review and approval. If the analysis indicates that improvements are necessary along the project site to provide stability for an event, such improvements shall be installed as approved by the City Engineer prior to occupancy of the first building.

j. The developer shall be required to incorporate the following measures into project design in order to reduce the potential impacts of flooding:

1) Necessary tide gates shall be installed in the storm drain system on the project site to prevent high water from back flowing into the site during flood periods;
2) Adequate drainage and pump facilities, including a sound-baffled backup power supply, shall be provided in the parking area to prevent water ponding in excess of ten (10) inches in the event of a 100-year flood;
3) Storm drainage facilities shall be designed to accommodate any future settlement of the site, levees and other fill along the site perimeter;
4) A flood contingency plan shall be developed to provide guidelines for management of vehicles in the event of flooding of the parking area; and
5) On-site improvements shall be designed to provide 100-year flood protection. All emergency equipment, generators, controls, and motors shall be located above the 100-year flood elevation.

k. The developer shall install a six-inch diameter recycled water main with the roadway improvements. This six-inch line shall extend from the existing Sanchez Channel Bridge east to the other end of the new roadway alignment near Beach Road. Initially the line shall be connected to the City water main and serve as the service connection for irrigation. This line and the irrigation system shall convert to a recycled water line once it becomes available. These improvements shall de done at the property owner's cost and shall be completed in concurrence with the roadway improvements.

l. The project developer shall implement and maintain an appropriate Transportation Demand Management measures in accordance with the San Mateo County Congestion Plan to reduce the number of trips generated by this project.

m. Detailed grading and drainage plans shall be submitted by the project developer for review by the City Engineer at the time of applying for a building permit.

n. The project shall comply with the City's NPDES permit requirement to prevent storm water pollution during and after the construction. In addition, the project developer shall provide all documentation relating to compliance with the Regional Municipal Permit from the State of California Water Resources Board.

o. It is possible that this project may require approvals and permits from the U.S. Army Corp Engineers, Department of Fish and Game, and the California Regional Water Quality Contr. Board. The applicant must provide written records of contacting the above agencies demonstrating that a permit has been obtained or is not required.

p. All street improvements plans shall be submitted to the City for review and approval. These improvements include but are not limited to sanitary sewer mains and laterals; water mains and services; storm drain mains and inlets; street structural sections, soils report, etc. Hydrologic and hydraulic calculations are required for all designs associated with the new road alignment. The road structural section shall be designed to a traffic index of minimum 12.0 and shall withstand vertical displacement due to natural subsurface settlement. The structural section shall be designed for a 20-year life based on recommendations of a professional geotechnical engineer and accompanying soils report.

q. The project developer shall perform necessary engineering studies to determine the required capacity and improvements to the system to be approved by the City Engineer. At the City's discretion, the sanitary sewer improvements shall be routed along Airport Boulevard to an existing pump station, thence along Airport Boulevard to the Wastewater Treatment Plant. The sanitary sewer system improvements shall be designed and constructed to accommodate the fully built-out conditions of the project and adjacent properties.

r. The project shall abandon the existing potable water main located within existing alignment of Airport Boulevard from Fisherman's Park to Beach Road. The project shall evaluate the existing condition of the water main. If necessary and at the City's discretion, the project shall design and construct a new potable water main system along the newly proposed Airpo Boulevard from Beach Road to the Sanchez Channel as well as the replace the existing potab water main segment from Sanchez Channel to Fisherman's Park.

s. The project shall install purple piping in buildings for future reclaimed water use in building applications.

11. that demolition or removal of any existing structures and any grading or earth moving on the site shall not occur until a building permit has been issued and such site work shall be required to comply with all the regulations of the Bay Area Air Quality Management District;

12. that the project shall comply with the Construction and Demolition Debris Recycling Ordinance which requires affected demolition, new construction and alteration projects to submit a Waste Reduction plan and meet recycling requirements; any partial or full demolition of a structure, interior or exterior, shall require a demolition permit;

13. Exterior lighting for the project would be designed to meet the requirements of Burlingame Municipal Code Section 18.16.030 (pertaining to light spillage off site in commercial or residential areas), the California Energy Commission, and the Illuminating Engineering Society of North America for illumination levels. Compliance with these performance standards would minimize the dispersion of light in a manner that reduces the glow or aurora effect to acceptable and allowable levels. In addition, the project area already contains numerous sources of exterior lighting, and is not adjacent to uses that would be sensitive to light spillover.

14. that the applicant shall comply with Ordinance 1503, the City of Burlingame Storm Water Management and Discharge Control Ordinance;

15. that the overall height of the buildings as measured from the top of curb at Airport Boulevard (+ 14.5' elevation) shall be no taller than the following heights: Buildings B1 and B2, 97.0', Building B3, 129.0', Building B4, 144.0', Parking Structure, 67.5', and Amenities Building, 49.0'; building heights shall be surveyed at the framing of each floor and at the installation of the parapet screen and shall be reported to the Building Division as each floor is framed and accepted by the City Engineer before framing of the subsequent floor or roof commences. The entire building height of each structure shall be surveyed to confirm conformance with the approved plans and conditions of approval before scheduling the final framing inspection. If the building does not conform at any point in the construction process, it shall be made to conform before construction continues and any further city inspections shall be scheduled (Building Division);

16. that the applicant shall pay the required Bayfront Development Fee based on the square footage of the buildings and the current rate adjusted for inflation, the total fee due $1,695,070.00, one-half ($847,535.00) at the time of issuance of the first building permit, and one-half ($847,535.00) before the final framing inspection is scheduled (Planning Division);

17. that the applicant shall pay the required public facilities impact fees based on the square footage of the buildings, and that the Parks and Recreation fee ($131,924.00) and the Storm Drain Fee ($549,939.00) shall be waived, the total remaining fee due shall be $1,102,179.00, the required fee shall be submitted to the Planning Division prior to the issuance of a building permit for the project (Planning Department);

18. that the property owner shall be responsible to see that small delivery trucks or vans making periodic deliveries are on-site only during office hours; no trucks, recreation vehicles or other vehicles shall be stored or parked on site continuously throughout the day or overnight, and no parking shall be leased to tenants or any other users for any purpose;

19. that the property owner shall comply with the Transportation Demand Management Program prepared by Fehr and Peers for 350 Beach Road, LLC dated April 6, 2011 including the following measures:

    a. **Secure Bicycle Storage:** Secure, indoor bicycle storage for up to 26 bicycles shall be provided in a lobby or garage level room within each of the four office buildings. In addition, bicycle racks for up to 50 bicycles will be located outside of Buildings #1 or #4.
    b. **Showers and Changing Rooms:** Shower facilities with changing rooms shall be provided throughout the site, with access available to all employees. Shower facilities (two men's and two women's) and changing rooms (one men's and one women's) shall be provided in each of the four office buildings, the amenities center shall include 12 showers and two changing rooms.
    c. **Shuttle Service:** Coordinate with the Peninsula Commuter Alliance to add two stops within the project site to the existing commuter shuttle from the Millbrae Intermodal Station. The shuttle provides 10-minute headways during peak periods.
    d. **Carpool Parking:** Provide 15 preferential parking spaces for carpools at each of the four office buildings.
    e. **Vanpool Parking:** Provide two preferential parking spaces for vanpools at each of the four office buildings.

    f. **Commute Assistance Center:**
        1) Provide an on-site one-stop shopping for transit and commute alternatives information.
        2) Provide a part-time on-site TDM coordinator available to assist building tenants with trip planning.
    g. **Employees' Surveys:** The TDM coordinator shall develop and administer two surveys per year to examine TDM program participation and best practices.

h. **Video Conferencing Centers:** One video conferencing center shall be installed at each office building for use by the tenants of the facility.
i. **On-Site Amenities/Accommodations:** On-site amenities, including banking, retail, delivery, dry cleaning, exercise facilities, child care center, delivery pharmacy and food service shall be provided at the project site to encourage people to stay on site during the work day;
j. **On-Site Bicycles for Employee Use:** Bicycles shall be provided at each office building. Employees will have access to bicycles during breaks for personal or business use.
k. **Child Care Services:** Child care center service shall be provided on site;
l. **Guaranteed Ride Home Program:** Employees will have access to the Guaranteed Ride Home (GRH) program administered by the Peninsula Congestion Relief Alliance (Alliance) for emergencies. The program provides vouchers for taxicabs or rental cars for this purpose.
m. **Transportation Action Plan:** The TDM coordinator shall work with the Alliance to create a Transportation Action Plan for each tenant.
n. **Transportation Management Association:** If the office park has multiple tenants, each tenant shall provide a representative to form a Transportation Management Association and be a liaison to the TDM Coordinator.
o. **Coordination of Transportation Demand Management Programs:** The TDM coordinator shall coordinate with other TDM programs with existing developments/employers in the surrounding area.

THE FOLLOWING CONDITIONS SHALL BE MET DURING THE BUILDING INSPECTION PROCESS PRIOR TO THE INSPECTIONS NOTED IN EACH CONDITION:

20. that prior to scheduling the framing inspection, the project architect, engineer or other licensed professional shall provide architectural certification that the architectural details such as window locations and bays are built as shown on the approved plans; if there is no licensed professional involved in the project, the property owner or contractor shall provide the certification under penalty of perjury. Certifications shall be submitted to the Building Department;

21. that prior to scheduling the roof deck inspection, a licensed surveyor shall shoot the height of the roof ridge and provide certification of that height to the Building Division; and

22. that prior to final inspection, Planning Division staff will inspect and note compliance of the architectural details (trim materials, window type, etc.) to verify that the project has been built according to the approved Planning and Building plans.

Mitigation Measures from Environmental Impact Report:

Measures Applicable to 300 Airport Boulevard Project as well as future development of the 350 Airport Boulevard site:

23. Amphlett Poplar Intersection: The City of San Mateo is considering a range of potential improvements at the Amphlett Boulevard/Poplar Avenue intersection to provide sufficient capacity for existing and future traffic volume. However, a specific improvement project has not been identified at this time. The Project Sponsor, and any future project sponsor for development of the 350 Airport Boulevard site, shall negotiate an agreement with the City of San Mateo to make a fair share contribution toward the cost of improvements at this intersection for each project's respective impacts (Transportation, Planning, Public Works, City of San Mateo);

24. Implement Recommended Dust Control Measures. To reduce particulate matter emissions during Project excavation and construction phases, the Project contractor(s) shall comply with the dust control strategies developed by BAAQMD. The Project Sponsor shall include in all construction contracts the

following requirements or measures:

- *All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.*
- *All haul trucks transporting soil, sand, or other loose material off-site shall be covered.*
- *All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.*
- *All vehicle speeds on unpaved roads shall be limited to 15 mph.*
- *All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.*
- *Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.*
- *All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.*
- *Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. (Air Quality; (Planning and Building Divisions);*

25. *Construction Equipment Emissions Minimization. To reduce the potential impacts resulting from Project construction activities, the Project Sponsor shall include in contract specifications a requirement for the following measures:*

- *Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes;*
- *The Project shall develop a construction plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction Project (i.e., owned, leased, and subcontractor vehicles) would achieve a Project wide fleet-average 20 percent NOx reduction and 45 percent PM reduction compared to the most recent CARB fleet average (as specified in California Code of Regulations Article 4.8, Section 2449 General Requirements for In-Use Off-Road Diesel-Fueled Fleets). Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available;*
- *All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM;*
- *Use of Interim Tier 4, if applicable, or equivalent equipment for all uses where such equipment is available;*
- *Use of Tier 3 equipment with Best Available Control Technology (BACT) or alternative fuel vehicles for applications where Tier 4 Interim engines are not available;*
- *Prohibition of diesel generators for construction purposes where feasible alternative sources of power are available;*
- *All construction equipment shall be maintained in proper working condition in accordance with manufacturer's specifications;*
- *Diesel-powered construction equipment shall comply with BAAQMD requirements or meet Tier 3 or Tier 4 EPA/CARB standards; and*
- *To the extent feasible, the existing electricity infrastructure surrounding the construction sites shall be used rather than electrical generators powered by internal combustion engines. (Air*

Quality; Planning and Building Divisions)

26. *Application of Low-VOC Coatings. The Project Sponsor shall use low VOC (i.e., ROG) coatings beyond the local requirements as per the BAAQMD Guideline (i.e., Regulation 8, Rule 3: Architectural Coatings) (Air Quality; Planning and Building Divisions);*

27. *Implement Best Management Practices to Reduce Construction Noise. The following BMPs shall be incorporated into the construction documents to be implemented by the Project contractor.*
    a. *Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures:*
        i. *Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site;*
        ii. *Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;*
        iii. *Locate stationary equipment to minimize noise impacts on the community; and*
        iv. *Minimize backing movements of equipment.*
    b. *Use quiet construction equipment whenever possible.*
    c. *Impact equipment (e.g., jack hammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible.*
    d. *Prohibit unnecessary idling of internal combustion engines.*
    e. *Select routes for movement of construction-related vehicles and equipment in conjunction with the Burlingame Planning Division so that noise-sensitive areas, including residences and schools, are avoided as much as possible.*
    f. *The project sponsor shall designate a "disturbance coordinator" for construction activities. The coordinator would be responsible for responding to any local complaints regarding construction noise and vibration. The coordinator would determine the cause of the noise or vibration complaint and would implement reasonable measures to correct the problem. (Noise, Planning and Building Divisions);*

28. *Notify Nearby Businesses of Construction Activities that Could Affect Vibration-Sensitive Equipment. The Project Sponsor shall provide notification to adjacent property owners and occupants, prior to the start of construction, informing them of the estimated start date and duration of vibration-generating construction activities during site preparation, grading, and pile driving, if required. This notification shall include information warning about the potential for impacts related to vibration-sensitive equipment. The Project Sponsor shall identify a phone number for the property owners and occupants to call if they have vibration-sensitive equipment on their site. (Noise, Planning and Building Divisions);*

29. *Implement Construction BMPs to Reduce Construction Vibration. The Project Sponsor shall implement the following measures during construction of all Project components:*
    - *To the extent feasible, construction activities that could generate high vibration levels at any identified vibration-sensitive locations shall be scheduled during times that would have the least impact on nearby land uses. This could include restricting construction activities in the areas of potential impact to the early and late hours of the work day, such as from 8:00 a.m. to 10:00 a.m. or 4:00 p.m. to 6:00 p.m. Monday to Friday.*
    - *Stationary sources, such as construction staging areas and temporary generators, shall be located as far from nearby vibration-sensitive receptors as possible.*
    - *Trucks shall be prohibited from idling along streets serving the construction site where vibration sensitive equipment is located.*

- *Avoid pile driving when possible within 100 feet of an existing structure. (Noise, Planning and Building Divisions);*

30. *Implement Alternative Pile Driving Methods. The Project Sponsor shall use alternative pile driving methods (e.g., drilled or steel piles) for piles driven in proximity to existing vibration receptors such that vibration levels at vibration-sensitive equipment shall not exceed 65 VdB. (Noise, Planning and Building Divisions);*

31. *Bird Nest Pre-Construction Survey. The Project Sponsor(s) shall retain a qualified biologist to conduct preconstruction breeding-season surveys (approximately March 15 through August 30) of the Project Site and immediate vicinity during the same calendar year that construction is planned to begin, in consultation with the CDFG as discussed below.*

If phased construction procedures are planned for the Project, the results of the above survey shall be valid only for the season when it is conducted.

A report shall be submitted to CDFG, following the completion of the bird nesting survey that includes, at a minimum, the following information:

- *A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted.*
- *A map showing the location(s) of any bird nests observed on the Project Site.*

If the above survey does not identify any nesting bird species on the Project Site, no further mitigation would be required. However, should any active bird nests be located on the Project Site, the following mitigation measure shall be implemented. (Biological Resources, Planning Division);

32. *Bird Nest Buffer Zone. The Project Sponsor(s), in consultation with CDFG, shall delay construction in the vicinity of active bird nest sites located on or adjacent to the Project Site during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. If active nests are identified, construction activities should not occur within 500 ft of the nest. A qualified biologist shall monitor the active nest until the young have fledged, until the biologist determines that the nest is no longer active, or if it is reasonable that construction activities are not disturbing nesting behaviors. The buffer zone shall be delineated by highly visible temporary construction fencing. (Biological Resources, Planning and Building Divisions);*

33. *In order to reduce significant impacts to the City's wastewater conveyance and treatment system associated with the Project, the Project Sponsor shall adhere to either of the two following mitigation measures:*

    a. *Upgrade Pump Capacity at the Existing 399 Rollins Road Pump Station and Reduce Inflow and Infiltration within the Wastewater System. The Project Sponsor(s) shall contribute fair-share funds toward the upgrade of the 399 RRPS capacity, or equivalent project to increase capacity in the system, to accommodate the increased PWWF that would result from implementation of the Project. Additionally, the Project Sponsor(s) shall rehabilitate the existing wastewater system, where necessary, to reduce inflow and infiltration that contributes to PWWFs at the WWTP in an amount concomitant with increases in flows contributed by the 300 Airport Boulevard Project.*
    a. *Upgrade to the Existing Airport Boulevard Conveyance System Variant to Rollins Road Pump Station Upgrade. The Project Sponsor(s) shall coordinate with the City of Burlingame Public Works Department to upgrade the capacity of the City's wastewater conveyance and treatment system to accommodate the increased PWWF that would result from implementation of*

development of the 300 and 350 Airport Boulevard Sites. Such measures could include, as necessary, installation of a new pump station within public right of way or other area near th Sanchez Channel Bridge on the Project Site, upgrade the capacity of the existing Airport Boulevard Pump Station, extension of wastewater lines across Sanchez Channel, via attachment to the Sanchez Channel Bridge, to tie into existing wastewater lines under Airport Boulevard west of the Project Site, and increasing, as required, the capacity of existing gravity lines between the Project Site and the Airport Boulevard Pump Station and existing force main between the Airport Boulevard Pump Station and the WWTP. The Project Sponsor shall construct the necessary improvements to serve the Project Site and one additional vacant property along Airport Boulevard that would connect to this sewer line. (Utilities, Public Works Department);

MITIGATION MEASURES APPLICABLE ONLY TO THE 300 AIRPORT BOULEVARD PROJECT

34. *Reduce Risk of Exposure During Construction. If the childcare center is operational during the construction of Phase 2 of the Project, one of the following shall be implemented:*

    A. *A Health Risk Assessment is conducted prior to commencement of construction of Phase II that demonstrates, to the satisfaction of the BAAQMD, that impacts to the children at the childcare center are less than significant during Phase II construction or specific subphases of Phase II construction; or*

    B. *Implement the following building design and operational restrictions.*

        1. *The childcare center building shall be designed such that the air intake would be located at the far eastern edge of the building with the air intake facing east.*
        2. *A MERV 15 or higher rated filter shall be installed and operated for at least the duration of construction activities. The MERV 15 or higher rated filters have the potential to remove up to 85 percent of particles of 2.5 microns or greater thereby reducing interior levels of pollutants.*
        3. *All outdoor activities at the childcare center shall be suspended while construction activities are occurring.*

    If implementation of this Mitigation Measure is infeasible, then the childcare center would be prohibited from operating during Phase II construction. (Air Quality, Building and Planning Divisions);

35. *Maintenance and Testing of Generators. As part of the conditions of operation for the onsite back-up generators, all diesel emissions associated with the maintenance and testing of the generators should be conducted at such times as the daycare center is not in operation, particularly nights and weekends. (Air Quality, Building and Planning Divisions);*

36. *Implementation of MERV 15 Filters. The Project Sponsor shall consider implementing MERV 15 or higher rated filters for the amenities building. This would further reduce exposure of daycare students to emissions from US 101. The MERV 15 or higher rated filters have the potential to remove up to 85 percent of PM2.5 and would reduce risk while students were inside the building. (Air Quality, Building and Planning Divisions);*

37. *Incorporate GHG Reduction Measures for Maintenance Activities. The Project Sponsor shall provide infrastructure for the use of electric landscape equipment during landscaping activities, where feasible. (Climate Change, Planning Division and Parks Department);*

38. *Incorporate Trees and Vegetation into Project Design. Trees and other shade structures shall be incorporated into the Site Plan to maximize summer shade and to minimize winter shade. (Climate Change, Planning Division and Parks Department);*

39. Renewable Energy System. *The 300 Airport Boulevard Project shall offset 10 percent of project electricity demand through implementation of onsite renewable energy systems or through investment in offsite alternative energy systems. (Climate Change, Planning and Building Divisions);*

40. Drought Tolerant Landscaping. *The 300 Airport Boulevard Project shall reduce irrigation-related water demand by a minimum of 10 percent through the implementation of drought tolerant landscaping. (Climate Change, Planning Division and Parks Department);*

41. Cool Roof Material. *The 300 Airport Boulevard Project shall incorporate cool-roof materials into project design to reduce electricity demand associated with building heating, ventilation, and air conditioning (HVAC) by a minimum of 7 percent. (Climate Change, Planning and Building Divisions);*

42. Water Conservation Measures. *The 300 Airport Boulevard Project shall implement immediate water conservation measures to reduce building water demand by 33 percent. Building water demand shall ultimately be reduced by 50 percent when the City's recycled water system is implemented. (Climate Change, Planning and Building Divisions);*

43. Energy Efficiency beyond Title 24 Standards. *The 300 Airport Boulevard Project shall reduce building energy demand beyond the 2005 Title 24 Standards by 26 percent. (Climate Change, Planning and Building Divisions);*

44. Operation Solid Waste Reduction. *The 300 Airport Boulevard Project shall implement a solid waste reduction program to reduce operational solid waste by a minimum of 10 percent. (Climate Change, Planning Division);*

45. Utilize Alternative Fueled Vehicles and Local Building Materials. *In accordance with BAAQMD BMPs, the Project Sponsor shall incorporate into the construction fleet a minimum of 15 percent of construction vehicles and equipment operated by alternative fuels. Further, the Project Sponsor shall ensure that a minimum of 10 percent of building materials are locally sourced, where feasible. (Climate Change, Planning and Building Divisions);*

46. Conduct a Wetland Delineation. *The Project Sponsor shall retain a qualified biologist to conduct a wetland delineation of the Project Site. This delineation shall be submitted to the Corps for verification prior to the issuance of any grading permits for the Project. If the Corps determines that the features in the Project Site are not jurisdictional, then no further mitigation would be required. (Biological Resources, Planning and Building Divisions);*

47. Obtain Applicable Permits and Certifications. *If the Corps determines that these features are jurisdictional, then the Project Sponsor must obtain a CWA Section 404 permit from the Corps, and a CWA Section 401 Water Quality Certification from the RWQCB prior to issuance of any grading permits for the Project. A requirement of the permits will be compensation such that there is no net loss of wetlands. This compensation requirement can be satisfied through avoidance, onsite and/or offsite construction and preservation of wetlands or by purchase of mitigation credits at an approved mitigation bank. At certified mitigation banks, the Corps typically requires a minimum 1:1 ratio, but may require higher ratios for certain wetland types. (Biological Resources, Planning and Building Divisions);*

48. Provide Flood Protection up to the 100-Year Flood Event plus Sea Level Rise for Underground Structures. *To protect underground structures from sea level rise flood risks, prior to approving grading and/or building permits the City shall ensure that the project design incorporates its floodplain development requirements into all applicable project features using a flood elevation of at least 7.1feet. All below-ground structures, including storm drains, sewers, equipment facilities, and others, shall be*

flood proofed and designed to withstand hydrostatic forces and buoyancy from water surface elevations up to 7.1 feet in elevation. Certain portions of the shoreline open space may not be protected at th ultimate level of flooding, given proposed heights. However, developed areas of the Project would be protected. For the shoreline areas, an adaptive strategy would be developed to address end-of-century conditions. (Hydrology, Building Division and Public Works Department);

49. *Provide Adequate Storm Flow Conveyance Capacity for Sea Level Rise Conditions. To ensure that the storm drain system conveyance capacity is not constricted by sea level rise at the outlets, the Project Sponsor shall design the storm drain system to adequately convey stormwater runoff at outlet water surface elevations equivalent to the 100-year flood event base elevation plus sea level rise of 55 inches (water surface elevation of 11.6 feet at the outlet). Prior to receiving a grading permit, the City shall review project designs and studies for adequacy of storm flow conveyance with an outlet surface water elevation of 11.6 feet and in accordance with City design standards. The City shall prepare Conditions of Approval, where necessary, to ensure that the design criteria are met. The Project Sponsor shall incorporate applicable City Conditions of Approval into project designs, prior to receiving a grading permit. (Hydrology, Public Works Department);*

50. *Provide Protection of Shoreline and Flood Protection Features from Hydrodynamic Forces from Sea Level Rise Conditions. Prior to receiving a grading permit, in order to ensure that the shoreline and flood protection features associated with the proposed project provide protection under sea level rise hydrodynamic and/or hydrostatic conditions, the Project Sponsor shall prepare engineering studies to identify expected hydrodynamic forces for under storm surge conditions (at least 2 percent wave run-up) and a base flood elevation of at least 11.6 feet and hydrostatic forces from a water surface elevation of 8.1 feet (mean higher high water plus 55-inch sea level rise). For the shoreline areas, an adaptive strategy would be implemented to address end-of-century conditions.*

The Project Sponsor shall design shoreline and flood protection features that could accommodat hydrodynamic forces from sea level rise conditions along wherever flood protection features are identified under Mitigation Measure HY-7.1 and at shoreline protection features for stability and integrity under storm surge conditions (at least 2 percent wave run-up) and a base flood elevation of at least 11.6 feet. The Project Sponsor shall also design flood protection features for protection against hydrostatic forces from a water surface elevation of 8.1 feet (mean higher high water plus 55-inch sea level rise). The City shall review designs and associated studies for conformance with City requirements and adequacy of design measures to withstand hydrodynamic and hydrostatic forces associated with the design criteria.

The Project Sponsor shall also design erosion protection along the shoreline set-back area for protection under storm surge conditions (at least 2 percent wave run-up) and a base flood elevation of at least 11.6 feet. The City shall review designs and associated studies for adequacy in protecting the shoreline set-back area under these conditions.

The City Public Works Department shall prepare Conditions of Approval, where necessary, to ensure that the design criteria are met. Prior to receiving a grading permit, the Project Sponsor shall incorporate applicable City and BCDC Conditions of Approval into project designs.

MITIGATION MEASURES APPLICABLE TO THE FUTURE DEVELOPMENT OF THE 350 AIRPORT BOULEVARD SITE

51. *Implement TDM Program as part of 350 Airport Boulevard Project. These measures could include: secure bicycle storage, showers and changing rooms, shuttle service, preferential parking for carpoolers, preferential parking for vanpoolers, commute assistance center, employees' surveys, video conferencing centers, on-site amenities accommodations, on-site bicycles for employees, child care*

services, guaranteed ride home program, transportation action plan, transportation management association, and coordination of TDM programs (Air Quality, Planning Division);

52. *Implement energy efficiency measures with 350 Airport Boulevard Project. These measures could include: LEED certification or to exceed energy efficiency beyond Title 24 requirements which would further aid in reducing stationary source emissions (Air Quality; Planning and Building Divisions);*

53. *Incorporate GHG Reduction Measures for Maintenance Activities. The Project Sponsor shall provide infrastructure for the use of electric landscape equipment during landscaping activities, where feasible. (Climate Change, Planning Division and Parks Department);*

54. *Incorporate Trees and Vegetation into Project Design. Trees and other shade structures shall be incorporated into the Site Plan to maximize summer shade and to minimize winter shade. (Climate Change, Planning Division and Parks Department);*

55. *Renewable Energy System. The 350 Airport Boulevard Project shall offset 10 percent of project electricity demand through implementation of onsite renewable energy systems or through investment in offsite alternative energy systems. (Climate Change, Planning and Building Divisions);*

56. *Drought Tolerant Landscaping. The 350 Airport Boulevard Project shall reduce irrigation-related water demand by a minimum of 10 percent through the implementation of drought tolerant landscaping. (Climate Change, Planning Division and Parks Department);*

57. *Cool Roof Material. The 350 Airport Boulevard Project shall incorporate cool-roof materials into project design to reduce electricity demand associated with building heating, ventilation, and air conditioning (HVAC) by a minimum of 7 percent. (Climate Change, Planning and Building Divisions);*

58. *Water Conservation Measures. The 350 Airport Boulevard Project shall implement immediate water conservation measures to reduce building water demand by 33 percent. Building water demand shall ultimately be reduced by 50 percent when the City's recycled water system is implemented. (Climate Change, Planning and Building Divisions);*

59. *Energy Efficiency beyond Title 24 Standards. The 350 Airport Boulevard Project shall reduce building energy demand beyond the 2005 Title 24 Standards by 26 percent. (Climate Change, Planning and Building Divisions);*

60. *Operation Solid Waste Reduction. The 350 Airport Boulevard Project shall implement a solid waste reduction program to reduce operational solid waste by a minimum of 10 percent. (Climate Change, Planning Division);*

61. *Implement a TDM program. The Project Sponsor shall ensure that future development of the 350 Airport Boulevard Site implement a TDM program similar to that described for the 300 Airport Boulevard Project, to reduce transportation-related GHG emissions. (Climate Change, Planning Division and Traffic Engineer);*

62. *Pursue LEED Certification. Future development of the 350 Airport Boulevard Site shall seek LEED Gold certification or equivalent for development per the recommendations of the City's Green Building Ordinance. The Project Sponsor shall submit draft LEED (or equivalent) checklists to the City Sustainability Coordinator for review and consultation. (Climate Change, Planning and Building Divisions);*

63. *Placement or Screening of HVAC Mechanical Equipment. All HVAC mechanical equipment shall be*

located more than 60 feet from the nearest property line. Alternatively, HVAC mechanical equipment may be installed in a noise enclosure sufficient to reduce ground-level noise levels at the neare property boundary to 70 dBA CNEL or less. (Noise, Planning and Building Divisions);

64. *Provide Flood Protection up to the 100-Year Flood Event plus Sea Level Rise for Underground Structures. To protect underground structures from sea level rise flood risks, prior to approving grading and/or building permits the City shall ensure that the project design incorporates its floodplain development requirements into all applicable project features using a flood elevation of at least 7.1feet. All below-ground structures, including storm drains, sewers, equipment facilities, and others, shall be flood proofed and designed to withstand hydrostatic forces and buoyancy from water surface elevations up to 7.1 feet in elevation. Certain portions of the shoreline open space may not be protected at the ultimate level of flooding, given proposed heights. However, developed areas of the Project would be protected. For the shoreline areas, an adaptive strategy would be developed to address end-of-century conditions. (Hydrology, Building Division and Public Works Department);*

65. *Provide Adequate Storm Flow Conveyance Capacity for Sea Level Rise Conditions. To ensure that the storm drain system conveyance capacity is not constricted by sea level rise at the outlets, the Project Sponsor shall design the storm drain system to adequately convey stormwater runoff at outlet water surface elevations equivalent to the 100-year flood event base elevation plus sea level rise of 55 inches (water surface elevation of 11.6 feet at the outlet). Prior to receiving a grading permit, the City shall review project designs and studies for adequacy of storm flow conveyance with an outlet surface water elevation of 11.6 feet and in accordance with City design standards. The City shall prepare Conditions of Approval, where necessary, to ensure that the design criteria are met. The Project Sponsor shall incorporate applicable City Conditions of Approval into project designs, prior to receiving a grading permit. (Hydrology, Public Works Department);*

66. *Provide Protection of Shoreline and Flood Protection Features from Hydrodynamic Forces from Sea Level Rise Conditions. Prior to receiving a grading permit, in order to ensure that the shoreline and flood protection features associated with the proposed project provide protection under sea level rise hydrodynamic and/or hydrostatic conditions, the Project Sponsor shall prepare engineering studies to identify expected hydrodynamic forces for under storm surge conditions (at least 2 percent wave run-up) and a base flood elevation of at least 11.6 feet and hydrostatic forces from a water surface elevation of 8.1 feet (mean higher high water plus 55-inch sea level rise). For the shoreline areas, an adaptive strategy would be implemented to address end-of-century conditions.*

The Project Sponsor shall design shoreline and flood protection features that could accommodate hydrodynamic forces from sea level rise conditions along wherever flood protection features are identified under Mitigation Measure HY-7.1 and at shoreline protection features for stability and integrity under storm surge conditions (at least 2 percent wave run-up) and a base flood elevation of at least 11.6 feet. The Project Sponsor shall also design flood protection features for protection against hydrostatic forces from a water surface elevation of 8.1 feet (mean higher high water plus 55-inch sea level rise). The City shall review designs and associated studies for conformance with City requirements and adequacy of design measures to withstand hydrodynamic and hydrostatic forces associated with the design criteria.

The Project Sponsor shall also design erosion protection along the shoreline set-back area for protection under storm surge conditions (at least 2 percent wave run-up) and a base flood elevation of at least 11.6 feet. The City shall review designs and associated studies for adequacy in protecting the shoreline set-back area under these conditions.

The City Public Works Department shall prepare Conditions of Approval, where necessary, to ensur that the design criteria are met. Prior to receiving a grading permit, the Project Sponsor shall

incorporate applicable City and BCDC Conditions of Approval into project designs. (Hydrology, Public Works Department);

67. *Provide Flood Protection up to the 100-Year Flood Event plus Sea Level Rise for Above-Ground Structures. To protect structures and people from sea level rise risks at the 350 Airport Boulevard Site, prior to approving grading permits, the City shall ensure project design incorporates its floodplain development requirements for a flood depth of the identified 100-year flood hazard water surface elevation plus a 4.6-foot (55-inch) rise in sea level. At a minimum, the Project Site shall be graded to over 10 feet above msl and the finished floor elevation of all building finished floors shall be constructed to 14.5 feet (i.e., 2.9 feet above the 11.6-foot potential flood elevation), or as otherwise determined as grading plans are developed. (Hydrology, Public Works Department); and*

68. *Future Wind Tunnel Analysis. To reduce potential impacts associated with future development of the 350 Airport Boulevard Site, a wind tunnel analysis shall be conducted in order to ensure that future development of the Site is designed in a way to minimize wind shadow effects at surrounding windsurfing areas. (Wind and Recreation, Planning Division).*

Maureen Brooks
Planning Manager

Attachments:
Development Agreement
Fiscal Impact Analysis of Burlingame Point prepared by EPS dated April 23, 2012
300 Airport Boulevard Bayfront Development and Public Facilities Impact Fee
nuary 9, 2011 Planning Commission Minutes
mail from Ramsey Shanbaky dated May 9, 2012
Email from Daniel Winokur dated May 8, 2012
Letter from Louis J. Goodman dated May 7, 2012
Letter from Burlingame Chamber of Commerce dated March 22, 2012
Letter from Phoenix Pharmaceuticals dated February 22, 2012
Application to the Planning Commission
Attachment 1A – Proposed Text Amendments to Bayfront Specific Plan
Attachment 1B – Proposed Text Amendments to Zoning Code and Sign Code
Attachment 2 – Request for Rezoning
Environmental Information Form, submitted by applicant, date stamped April 15, 2010
Conditional Use Permit
Burlingame Point Transportation Demand Management Program prepared by Fehr & Peers dated April 6, 2011
Staff Comments
Draft Resolution
Notice of Public Hearing – Mailed and Published May 4, 2011
Aerial Photo

Submitted Separately:
300 Airport Boulevard Project Draft EIR, December, 2011
300 Airport Boulevard Project Final EIR, May 2012

Development Agreement between the City of Burlingame and 350 Beach Road, LLC

c: *350 Beach Road, LLC, c/o Millennium Partners, Attn: Sean Jeffries, 735 Market St., 2nd flr., San Francisco, CA 94103*
Thomas Gilman, DES Architects + Engineers, 399 Bradford St., Redwood City, CA 94063

300 Airport Boulevard
Burlingame Point
Bayfront Development Public Facilities Impact Fees

Bayfront Development Fee

Use	Fee (per TSF)[1]	Multiplier [2]	Subtotal	Total
Office	$2,210.00	767	$1,695,070.00	$1,695,070.00

Public Facilities Impact Fee

Calculation Basis	Fee (per TSF)	Multiplier	Subtotal	
General Facilities & Equipment	$930.00	767	$713,310.00	
Libraries	exempt		$0.00	
Police	$147.00	767	$112,749.00	
Parks and Recreation	$172.00	767	$131,924.00	
Streets and Traffic	exempt		$0.00	
Fire	$360.00	767	$276,120.00	
Storm Drainage	$717.00	767	$549,939.00	$1,784,042.00
				$3,479,112.00

[1] TSF = Thousand Square Feet
[2] 767,000 SF in office/life science and amenities buildings

2. **300 AIRPORT BOULEVARD, ZONED APN/APS** – PUBLIC COMMENT ON THE DRAFT ENVIRONMENTAL IMPACT REPORT PREPARED FOR AN APPLICATION FOR DEVELOPMENT OF A NEW OFFICE/LIFE SCIENCE CAMPUS ON AN 18.13 ACRE SITE. THE PROPOSED PROJECT CONSISTS OF 767,000 SF OF NEW USES INCLUDING OFFICE SPACE OR LIFE SCIENCE USES (AT LEAST 689,810 SF), RETAIL USES (UP TO 18,030 SF), AND FOOD SERVICES (UP TO 22,160 SF) LOCATED IN FOUR BUILDINGS (5, 7 AND 8-STORY BUILDINGS TOTALING 730,000 SF), A 2-STORY AMENITIES BUILDING (37,000 SF) AND A 5-LEVEL PARKING STRUCTURE. APPLICATIONS INCLUDE AMENDMENTS TO THE BAYFRONT SPECIFIC PLAN TO INCREASE THE ALLOWABLE FLOOR AREA RATIO FROM 0.60 FAR TO 1.0 FAR, REZONING OF A SMALL PORTION OF THE SITE FROM APS TO APN, AMENDMENTS TO THE ZONING AND SIGN CODES TO CHANGE DEVELOPMENT STANDARDS, CONDITIONAL USE PERMIT FOR DAY CARE USE AND COMMERCIAL DESIGN REVIEW. (C. THOMAS GILMAN, DES ARCHITECTS + ENGINEERS, APPLICANT AND ARCHITECT; 350 BEACH ROAD LLC, PROPERTY OWNER) STAFF CONTACTS: MAUREEN BROOKS AND RUBEN HURIN

Reference staff report dated January 9, 2012, with attachments. Planning Manager Brooks presented the report, reviewed criteria and staff comments.

Questions of staff:

- Questioned the scope of the proposed rezoning and the zoning changes. (Brooks – noted that the rezoning affects a limited portion of the property, but the changes to the regulations will apply to the entire district. Meeker – noted that the purpose of the hearing is to provide commentary on the draft EIR, not to evaluate the project – the discussion should be focused in this manner.)
- Noted that the affect on wind was evaluated pursuant to the findings established by the prior application. How is the performance of the project being tested; in a wind-tunnel? (Brooks – note criteria and wind studies were performed as part of the last project – wind tunnel testing has occurred with this project.)

Chair Yie opened the public hearing.

Sean Jeffries, Millennium Partners and Tom Gilman, DES Architects; represented the applicant.

- Provided a project overview and "fly-through" perspective of the proposal.

Public comments:
Jane Cormier, Boardsports, 1603 Coyote Point Drive, and Rebecca Geffert, Boardsports, 1200 Clay Street #8, San Francisco, William Robberson, 1230 Clay St. #203, San Francisco, San Francisco Board Sailing Association; Sam Devine, 1210 6th Avenue, San Francisco; Erik Rogind, 755 Lakeview Way, Emerald Hills; Anna Shimko, Sedgwick LLP, 333 Bush, San Francisco; David Perziwski, 2432 Borax Drive; Kip Zygarewicz, 2 Bayswater Avenue; David Fennel, 500 Airport Boulevard; Na Trinh, 1104 Chula Vista #A; Pat Giorni, 1445 Balboa Avenue; Tom ?; Jim Karanza; Brian Schwartz; Jeff Lyman, Mountain View; spoke:

- Provided a document for the Commission.
- Have a very unique site in the Bay Area – there are only four areas in the U. S. where there is beach access to wind-surfers. Two of these areas are in the Bay Area.
- Disputes the "less than significant" impact finding upon wind flow – the wind tunnel testing cannot measure turbulence.
- Referenced information on turbulence used by the wind turbine industry for height of turbines based on turbulence created by structures, noted that the same height turbulence data is the standard used to access windsurfing teaching locations.

- Study notes that the best winds are a mile off-shore – their customers are restricted to areas closer to shore within the impact area.
- Turbulence will extend beyond the area noted. If the undeveloped area is allowed greater heights, will render the wind-surfing area obsolete.
- Have only looked at half of the equation.
- Cannot measure turbulence well with the methods used.
- In other areas where tall buildings have been built, wind-surfing has been cut-off. This is one of the last areas that is beginner friendly.
- Commissioner – how long has your business been in the area? Speaker – Has operated the Boardsports concession since 2007.
- Commissioner – were they aware of the plan that was in place for the area? Speaker – yes, thought the buildings would have been configured differently. Need to be responsible and limit development to what was initially endorsed in the plan.
- The Board Sailing Association has worked with San Mateo County to secure improvements to Coyote Point.
- Main concerns relate to the quality of the wind. The plan amendments proposed to increase floor area ratio and height make the amendments a big discussion point in the draft EIR.
- The wind-tunnel methods cannot reflect what the turbulence effects are – the analysis was based upon a 1.0 FAR.
- If a project is proposed with a 0.6 FAR, are confident that the plan would be less impactful.
- The time spent with the developer was useful – agree that the existing conditions were quite accurate.
- The significance of a 1.0 FAR needs to be acknowledged.
- Getting in and out of the wind-surfing area is difficult as it is – the rendering shown to the Commission is not reflective of where wind-surfers would normally be.
- If the project is implemented, it will be a difficult location to launch a wind-surfing rig.
- Many other areas are only accessible by boat.
- Urged the Commission to not destroy one of the greatest natural resources in the area; the natural winds in the area.
- This is one of the unique wind-surfing locations in the country if not the world.
- Is a good location for short-board sailing.
- Could have a significant difference in wind-speed in the area with the proposed buildings.
- Hasn't heard any discussion of the orientation of the buildings and their impact upon the winds through the area.
- Orient the buildings in respect to the wind.
- Limit the buildings to two to three stories.
- Representing New Town Hotel, the owners of the property across the street from the site, adjacent to the Bay. The draft EIR appropriately assesses impact of development on her clients property and Fisherman's Park. Will provide a detailed letter with comments.
- Feels the draft EIR thoroughly and adequately addresses impacts.
- With respect to Airport Boulevard, the street provides the sole access to her client's property. Access to the adjacent property and Fisherman's Park must remain open during construction and access to Fisherman's Park must continue to be provided.
- The right-of-way that will no longer be used for Airport Boulevard should remain "public".
- Need to look at mitigation measures related to the pump station and the Amphlett/Poplar intersection to determine how they apply to the 350 Airport Boulevard property.
- Issue of sea-level rise is an impact of the environment on project not an impact of the project, recent studies may indicate that sea level rise will not be as drastic as noted in the draft EIR.
- Coyote Point is desirable because of its very long shoreline. This makes it easy for beginner wind-surfers to use the shoreline to get back to the launch point.
- Changes to winds in the area will discourage beginning wind-surfers.

- Is dismayed that the developer is seeking amendments to the Bayfront Specific Plan.
- Attempts to improve the City's tax-base should be sensitive to the environment.
- The re-routing of Airport Boulevard will be an inconvenience to persons that travel through the area.
- Is also a wind-surfer, learned to wind-surf at Coyote Point, it is an asset for wind-surfers.
- Endorses earlier comments regarding the adequacy of the wind studies, need to take into account turbulence.
- Urged the developer to resubmit a plan consistent with the Bayfront Plan.
- Concerned that many of the large developments along the Bay remain vacant.
- Many of the buildings in the area are empty – why are we attempting to be "South San Francisco II" – setting up another office building is not the best approach.
- Redwood City really outreached to the community for the salt-flats project – encouraged greater outreach.
- There is a huge shift in the demographics in Burlingame – there may be a better use of the area.
- Is a scientist – there are many empty spaces within the Peninsula. It would be difficult for Burlingame to compete with other areas with built infrastructure.
- Traffic will be much greater in the area and will make it difficult for people to move in and out of the area.
- Is heartened that the developer paid attention to comments made during the scoping period regarding the need to accommodate bicyclists.
- Distinctions should be made between recreational and commuter bicycle facilities.
- Not certain a study of bicycle traffic in the area was done.
- SF2G (San Francisco to Google) uses Coyote Point as a route to commute to Google.
- Doesn't see a bike lane on Airport Boulevard; though the description notes such.
- Is not a Class II bicycle lane, but actually a Class III bicycle route.
- Noted the need for better separation between bicycles and vehicles.
- Should be no on-street parking, it does not act as pedestrian barrier, all parking demand should be met on campus.
- Referenced points in her memo submitted to the Planning Commission.
- The wind-surfers have a point.
- The area is a world-class wind-surfing area. Large buildings will adversely impact viability of the area.
- More wind shadows from buildings will push wind-surfers further out into the Bay.
- Endorsed other's points regarding wind.
- Coyote Point is a unique spot. People that kite-board and wind-surf both appreciate the area.

Commission comments:

- With respect to the Transportation Demand Management (TDM) plan; is there a specific location that people walking to the site will come from? (Fehr and Peers – is based upon empirical data from other similar projects. Usually around ¼ to ½ mile of the site.)
- Would there be a substantial difference in TDM if a significant number of employees worked for a single employer – is there a difference in terms of management if it doesn't develop as a campus? (Fehr and Peers – easier to manage with a single tenant, but there is a sea of change in how carpooling occurs due to social media and other resources.)
- With respect to bicycles, there is a reference in the TDM to South San Francisco, is this incorrect? (Fehr and Peers – this is a typographical error.)
- Concerned that the Broadway station doesn't receive service Monday through Friday; also concerned about reductions in service at the Burlingame Avenue station as well. Was it assumed that there would be stops at both locations? (Fehr and Peers – shuttle bus would available station, would primarily focus on the Millbrae intermodal station which also has BART and bus service.)

- Concerned that there may be a lost opportunity to get people out of their cars if there are CalTrain service reductions in Burlingame.
- Table S45 – looking at the comparison of the different alternatives, under land use, cumulative impacts, why is the existing zoning alternative "less than significant" impact; and yet there no impact with the project in this category? (Atkins – the project proposes to change the land use designation and will be in compliance once these changes occur.) The table implies that there would be impacts if the zoning changes occur. (Atkins – will need to review this section to determine why this is the case.)
- There is an increase in VMT (vehicle miles traveled) – is disingenuous stating that the project is in close proximity to housing and that impacts are similar to those for the existing zoning alternative with less floor area. Are the VMTs increased based upon travel to the site? (Atkins – yes.)
- With respect to air-quality, "significant unavoidable" impacts are noted – the project is significantly worse with the project? (Atkins – explained how the overall impact of the project is determined.) You would think there would be more of a significant unavoidable impact. (Atkins – there aren't gradients within each of the categories.)
- Could increases in traffic and potential ridership potentially impact CalTrain's decisions regarding service levels? (Atkins – not certain if this would impact decisions, but this is only speculation. Assumed that shuttles would service all train stations within the area. Service changes would change the focus of the shuttles.)

There were no further public comments and the public hearing was closed.

Additional Commission comments:

- Doesn't feel that there is adequate mitigation of traffic and air quality impacts.
- Concerned about conflicts with the Climate Action Plan and proposed changes to the adopted specific plan.
- Hesitant to go forward with the project with the heights and square footages proposed.
- The draft EIR clearly states that there will be problems at the interchanges – need to pay attention to how traffic enters and exits the area.
- Doesn't feel that expectations of transit use are realistic.
- Concerned that the retail square footages are referenced as "up to" what if it turns out to be a strictly office development.
- Concerned about the financial feasibility of the project – what if the project is not completely developed.
- Supportive of development of the Anza Point area, but still concerned about the extent of changes that are being proposed to accommodate the proposed project. These are not "eleventh hour" concerns. Doesn't feel that anything has really changed.
- Are now seeing what the true impacts of the type of development will really be – feels the findings of the draft EIR are sound, but feels that the changes to the Plan and the focus of the development are increasing VMT to and from the area – VMT cannot be further reduced – there are also increases in greenhouse gas and potential climate change.
- Large employers are required to provide incentives for reducing vehicle trips.
- The project will violate the City's Climate Action Plan.
- The City Council will need to consider adoption of a statement of overriding considerations in order to get past non-compliance with the Climate Action Plan.
- Were very concerned with impacts based upon a project of 500,000 square feet; the current project is much greater in size at 750,000 square feet.
- The Bayfront Specific Plan was fairly recently adopted, why should the Plan be revised. What is the benefit to the community.
- There is still a lot of commentary needed on the design review aspects of the project.

- Concerned that by allowing an FAR increase for this project site, the change will also be allowed on the adjacent site that is not part of the application.

No action is required at this time. The comments made by the public and Commissioners will be addressed in the Response to Comments document to be prepared as a part of the Final Environmental Impact Report for the project.

IX. DESIGN REVIEW STUDY ITEMS

3. **712 BAYSWATER AVENUE, ZONED R-1** – APPLICATION FOR DESIGN REVIEW FOR A FIRST AND SECOND STORY ADDITION TO AN EXISTING SINGLE FAMILY DWELLING (MARK BUCCIARELLI, BAUKUNST, APPLICANT AND ARCHITECT; AND NEC HOLDINGS LLC, PROPERTY OWNER) STAFF CONTACT: RUBEN HURIN

Reference staff report dated January 9, 2012, with attachments. Community Development Director Meeker briefly presented the project description.

Questions of staff:

- Some of the elevations are missing in the set of plans provided. (Meeker – appear to be missing in the file copy as well.)

Chair Yie opened the public comment period.

Mark Bucciarelli, 58 Fairlawn Avenue, Daly City; represented the applicant.

Commission comments:

- Perhaps consider divided light windows, the windows on the front are tall and don't feel residential.
- Two-story element on front looks plain, consider adding an attic vent or wood material along top.
- Is missing some scale and detail.
- Consider wrapping the brick wainscoting on the two-story stucco element on the left side elevation, as well as divided lights.
- Will there be trim around the windows – could be helpful to add wood trim? (Bucciarelli – will consider.)
- Consider breaking up the fascia on the front with some secondary trim.
- Windows on front are a little too regular, might want to consider a larger window with two smaller side windows.
- With respect to the chimney – consider installing a false chimney to provide detailing even though a direct-vent chimney will be installed. Would rather see this element remain rather than being removed.
- Not certain if the fiberglass window is what is generally accepted – typically seeking wood windows with aluminum cladding.
- The seamless gutters are prone to damage, may wish to reconsider using galvanized metal.
- Understands the concern about spending the money to install a false chimney, but there is still a need to balance the composition.
- Very attractive columns proposed at front – perhaps provide two columns on each side of the porch.
- Reduce the apparent height of the expanse of stucco on the second floor – perhaps consider a vent or wood siding at gable. (Bucciarelli – was wishing to create a vaulted ceiling within the interior).
- Provide more details regarding the structure, make sure similar details as mentioned are included on the elevations not included in sets of plans.

From: jackusf74@comcast.net [mailto:jackusf74@comcast.net]
Sent: Monday, June 11, 2012 4:01 PM
To: COUNCIL-Deal, Jerry; COUNCIL-Keighran, Ann; COUNCIL-Brownrigg, Michael; COUNCIL-Baylock, Cathy; COUNCIL-Nagel, Terry
Cc: CD/PLG-Meeker, William; MGR-Nantell, Jim
Subject: Millenium Partners Development - Citizen Comments

Honorable Mayor Deal and Council Members:

As your retired Chief of Police and resident of this wonderful city for the past 38 years, I generally have not commented on development projects coming before the City Council. However, after learning more about the proposal by Millennium Partners at the old Burlingame Drive-In site, I decided to weigh in on this matter which will be heard on June 18.

First, let me comment on the improved public safety that will come with the development as planned. The proposed realignment of the roadway from the existing sharp right turn for southbound traffic on Airport Boulevard will undoubtedly eliminate the countless calls for emergency services that respond to vehicles which have run off the roadway and into the bay waters. The engineering impact will afford a safer roadway for our resident and visitors, and allow our emergency responders additional time to address other matters to better protect and serve our community, especially during these continued difficult financial times when public safety and other essential services have been severely reduced.

Secondly, the existing condition of the property has been a poor reflection on the City of Burlingame for a number of years. Vandalism, dumping of garbage and hazardous waste has been a constant problem since the Drive-In site was eliminated years ago. Again, development of the area will virtually eliminate these problems. The improvements to the general area, as well as the construction of several buildings for office and especially bio-tech businesses, will be a nice addition to, and have a positive reflection, upon our Burlingame Community.

Lastly, development of this property will be a major improvement and likely draw visitors to Burlingame as will a number of other public amenities which come with the development plan, such as new bay front trails and lookout points. These visitors will be able to enjoy the beauty of our city and contribute to our business economy, as well. Furthermore, based on the city's Fiscal Impact Analysis connected to the EIR, the project will not generate costs for the city exceeding the revenue generated, but rather add approximately $500,000.00, in property tax revenues per year. These revenues generated directly from the project, as well as other revenues generated from businesses, employees, etc., can help fund essential city services such as police, fire, public works, etc., in our community!

I urge each of you to support this project. Some minor tweaking to the plans will undoubtedly have to be considered and corrected, but it appears that the entirety this project is a good one for our Burlingame Community.

With Kind Regards to All,

Chief Jack Van Etten, Ret
1620 Quesada Way
Burlingame, CA 94010
650-692-3360 home
650-740-9404 cell
jackusf74@comcast.net

From: Ray [redacted]>
Date: June 11, 2012 6:30:39 PM PDT
To: "wmeeker@burlingame.org" <wmeeker@burlingame.org>
Subject: 300 Airport Blvd

Sir,

I have become aware of the project at 300 Airport Blvd. As a resident of Burlingame I would like you to know that I support the use of this area for the development. I know that bringing new business into the city will help with new revenues in this difficult economy.

Sincerely,

Ray and Lynette Caron
[redacted]
Burlingame

Mary L. Hunt
725 Vernon Way
Burlingame, CA 94010
Phone: [redacted]
Cell Phone [redacted]

June 11, 2012

Mayor Deal
Vice Mayor Keighran
Council Member Baylock
Council Member Brownrigg
Council Member Nagel

Dear Council Members:

As a 26 year resident and active member if the community, I wish to go on the record of your June 18th hearing in support of the proposal by Millennium Partners to redevelop their 18-acre site on Airport Boulevard. The application has been thoroughly vetted through the City's environmental process and received the unanimous support of the Planning Commission last month.

The proposed project will bring life to what could be described as a "dead corner" near the end of Airport Boulevard, will generate new jobs in our city and provide a host of public amenities along the bay front. I have had the opportunity to view the architectural design of the five buildings and was quite impressed with their sensitivity to a bay-oriented location. This wile be a significant project for our community and one that deserves the support of your honorable body.

Thanks for tor consideration.

Respectfully yours,

Mary L. Hunt
[redacted]
Burlingame, CA 94010

June 9, 2012

Mayor Deal and Honorable Members of the Burlingame City Council:

As a fairly regular attendee at City Council and Planning Commission meetings, I have had an opportunity to hear the description of the project proposed for 300 Airport Boulevard, listen to the deliberations of the Planning Commission, hear questions for the staff from the Council and observe citizen input. The plans are exciting and as a citizen I am optimistic about the prospect of this worthy proposal becoming a reality.

This area of Burlingame has been a real blight for many years and the realization of these ambitious plans will be very positive for Burlingame and may very well provide the impetus for further improvements to this corner of the city. It is an improvement that falls within the relatively recent specific plan envisioned for this area and makes good sense.

The incorporation of amenities including improving the Bay Trail, for Burlingame citizens, visitors and workers is very positive. The rerouting of Airport Boulevard really helps in this regard as well. It is the kind of improvement that is good for Burlingame and will be of real benefit to the well being and future of our city. It looks like questions and reservations are being well ameliorated as well as suggestions being considered and incorporated where possible.

I recommend you move this proposal forward and give it your enthusiastic approval.

Thank you for your consideration.

John S. Root
[redacted]
Burlingame, CA 94010

Cc: City Clerk

KAREN KEY
1499 OAK GROVE #102
BURLINGAME, CA 94010
[redacted]
E-MAIL: [redacted]

June 7, 2012

Burlingame City Council
501 Primrose Road
Burlingame, CA 94010

THROUGH: Mayor Jerry Deal

Dear Mayor Deal:

As former members of the Planning Commission at the time when another proposal for redevelopment of the old Drive In site came before the Planning Commission and City Council and was denied, you and I learned more about wind surfing and wind currents in this portion of the Burlingame/San Mateo Bay frontage then we ever wanted to know.

It seems that issue has been addressed in the current EIR and that the wind surfing community finds this proposal more acceptable and also by the current Burlingame Planning Commission. It is my hope that the Millennium Partners proposal will be approved by you at your next June 18th City Council meeting.

Since the long ago sale and closure of the old drive in theatre, this 18 acre property has been visually in a blighted condition, and does nothing for the Anza Point area where public access to the Bay Front should be enhanced. I like very much the proposed realignment of Airport Boulevard and the set-back of the two taller buildings away from the Bay front. The Burlingame Point project will bring new life and vitality to this section of Burlingame's Bay front.

Sincerely,
Karen Key
Karen Key

DISTRIBUTION:

- ☑ City Council
- ☑ City Manager
- ☑ City Attorney
- ☐ Dir. Finance
- ☑ City Planner
- ☐ Dir. Public Works
- ☐ Human Resources
- ☐ Police Chief
- ☐ Fire Chief
- ☐ Parks & Rec
- ☐ Librarian

_____ please respond

☐ No Response Required

_____

_____

☐ On Next Agenda

PLEASE SEND A COPY OF YOUR RESPONSE TO THE CITY CLERK

BROADWAY on BURLINGAME

BROADWAY VILLAGE
SHOPS
RESTAURANTS
SERVICES

June 7, 2012

The Honorable Mayor and City Council of Burlingame
City Hall
501 Primrose
Burlingame, CA 94010

RE: Support for the Development of 300 Airport Blvd.

Dear Mayor & City Council,

The Board of Directors of the Broadway Improvement District (Ross Bruce, AVR Realty; John Kevranian, Nuts for Candy; David Hinckle, Earthbeam; Denise Groebner, Gateways to the World; Sherry Mao, Le Croissant; Dr. Andrew Soss, Broadway Eye Center; Sidney Wu, Broadway Pharmacy; Tom Koros, land lord liaison; Barbara Zukowski, citizen liaison; Peggy Sutterfield, Sutterfield Consignment; Gerald Weizel, Weimax Liquors) enthusiastically endorse the proposed development of 300 through 330 Airport Blvd. as outlined in the Millennium Partners plan. We believe the development will bring jobs to Burlingame and customers to Broadway and Burlingame Avenue.

Sincerely,

Ross C. Bruce
President
BID

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

May 31, 2012

SM101466
SM-101-15
SCH#2010122012

Ms. Maureen Brooks
Community Development Department
City of Burlingame
501 Primrose Lane
Burlingame, CA 94010

Dear Ms. Brooks:

300 Airport Boulevard Project – Final Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the 300 Airport Boulevard project. The following comments are based on the Final Environmental Impact Report (FEIR).

Forecasting Calculations
Response 2.1:

1. The response indicates that project generated traffic would displace some of the existing traffic that is using the Airport Boulevard/Anza Boulevard and Airport Boulevard/US-101 intersections. The Traffic Impact Analysis (TIA) does not account for the significant traffic volumes assigned to the other routes. The TIA, Figures 10 and 11, show the only access route to the project site is Airport Boulevard. We believe the other streets connecting to Airport Boulevard, as shown on Figures 10 and11, do not anticipate being assigned significant traffic. Table 10 demonstrates inbound/outbound AM (PM) generated traffic as 1,263 (361) /263 (1,150). We believe inbound/outbound AM (PM) generated turning traffic through all project driveways must be the same as 1,263 (361) /263 (1,150). Note Intersections 6 (7) in Figures 10 and 11 function as immediate upstream (downstream) flowing inbound and outbound generated traffic to the project site. The inbound/outbound AM (PM) generated traffic as 1,263 (361) /263 (1,150) will flow into both Intersections 6 and 7 in the same manner to all project driveways under Project Only Conditions. To avoid the possibility of under-estimated in-/out-bound generated traffic, we recommend the TIA include inbound/outbound AM (PM) generated turning traffic through all project driveways and be re-assigned on adjacent roadway systems including the other routes to the project site under Project Conditions Only, Cumulative Conditions Only, and Cumulative plus Project Conditions.
2. The response states that the traffic displaced would be the future project traffic not existing

traffic. Therefore, the analysis should include the locations to where the project traffic volumes would be displaced. If there is no feasible location to displace the project traffic volumes due to their origin and destination then it would only be feasible to assume that the existing traffic would likewise not be displaced due to their origin and destination.

Fair Share Contribution

Response 2.3: It is correct that there is no current project to add lanes on US-101. However, the City /County Association of Governments (C/CAG) is in the process of studying the proposal of adding high occupancy vehicle (HOV) lanes to US-101 by widening and converting auxiliary lanes to through lanes. A fair share contribution could be made to this study. If it is deemed that contributing fair share fees to this study is not feasible, then there are other ways to mitigate this project's impacts to the state highway system. Such mitigation could include metering the on-ramps and/or providing more storage on the free on-ramps so that the ramps can be metered at a more restrictive rate without impacting the local streets. The project will need to mitigate its impact to US-101.

Please feel free to call or email Sandra Finegan of my staff at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

Lisa Carboni

for GARY ARNOLD
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

From: Ramsey Shanbaky [mailto:[redacted]
Sent: Wednesday, May 09, 2012 11:22 AM
To: CD/PLG-Brooks, Maureen
Subject: Re: Final EIR for Burlingame Point and Public Hearings

Hi Maureen,

Thanks for copying me in on this information. I am sad to see that the larger building is likely to get approved as this will likely shut down any realistic possibility of kite surfing directly from Coyote Point park.

I wish I could be more involved, but lately I have been traveling too much for work and now have a 10mo old son so even getting time to kite is difficult.

This seems like a rather large development project with many facets and probably a high price tag. I would like to suggest possibly building a small (enough for a few kites) launch at the corner of Airport Blvd. I think this would certainly mitigate any concerns of loss of recreational use due to the development. By proper positioning, this launch could even improve the location for recreational use by all windsports enthusiasts. As a percentage of the cost of the total project, I imagine it would be little to ask.

Anyway, I know its probably a long shot, but I thought I would throw it out there. Thanks again for keeping me in the loop and for your consideration.

Ramsey

From: Daniel Winokur [mailto[redacted]
Sent: Tuesday, May 08, 2012 12:57 AM
To: CD/PLG-Brooks, Maureen
Subject: RE: Coyote Point Construction, Hearing 5/14/12 – 7 PM

Honorable Members:

Personally, I am a big kiteboarder who loves coming down the pennisula to practice my favorite sport. Every time I go, I spend money in the area at restaurants, bars, and gear shops. Letting this development proceed will kill the wind at coyote, and therefore stop my trips to Burlingame. Please don't let it happen!

Access to the bay and recreational use thereof is a precious resource that all of us have an interest in preserving. Large construction is best located in less sensitive areas. If any construction is done, such construction ought be directed to improving recreational access for wind and water sports.

As a Bay Area Citizen, taxpayer, kiteboarder, and environmentally concerned individual, please register my objection to any oversize construction near or around the Coyote Point Recreational Area. Large construction causes substantial disruption of natural wind patterns. Coyote is an internationally recognized kiteboarding and windsurfing destination.

Please contact me should you require further information or input.

Very truly yours,
Daniel Winokur
[redacted]

LAW OFFICE OF
LOUIS J. GOODMAN
GATEHOUSE PLAZA
1290 "B" STREET, SUITE 307
HAYWARD, CA 94541

www.louisgoodman.law.net
ljgoodman@yahoo.com

TEL: (510) 582-9090
FAX: (510) 582-9195

May 7, 2012

Planning Commission
Burlingame City Hall, Council Chambers
501 Primrose Road
Burlingame, California 94010

RE: Coyote Point Construction, Hearing 5/14/12 – 7 PM

Honorable Members:

Access to the bay and recreational use thereof is a precious resource that all of us have an interest in preserving. Large construction is best located in less sensitive areas. If any construction is done, such construction ought be directed to improving recreational access for wind and water sports.

As a Bay Area Citizen, taxpayer, kiteboarder, and environmentally concerned individual, please register my objection to any oversize construction near or around the Coyote Point Recreational Area. Large construction causes substantial disruption of natural wind patterns. Coyote is an internationally recognized kiteboarding and windsurfing destination.

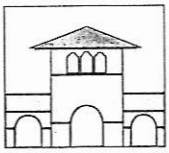
Please contact me should you require further information or input.

Very truly yours,

Louis J. Goodman

LJG/sft

BURLINGAME CHAMBER OF COMMERCE



March 22, 2012

Commissioner Sandra Yie
Chair, Burlingame Planning Commission
501 Primrose Road
Burlingame, CA 94010

RE: Burlingame Point Project

Dear Commissioner Yie & Planning Commissioner:

The Burlingame Chamber of Commerce, representing hundreds of businesses with thousands of employees from throughout the City, urges the Planning commission to approve the proposed Burlingame Point development project.

The proposed project will redevelop an underutilized parcel of land into an attractive office and life science campus development of approximately 770,000 square feet with substantial improvements to the waterfront including a new Bay trail segment and pedestrian friendly public areas within the BCDC 100 foot shoreline band. The development will also contain a fitness center, child care center and ancillary retail uses for both residents and workers in Burlingame.

The project will bring significant economic and quality of life benefits to the City by locating a major employment center within the City.

The Chamber urges the Planning Commission to approve the project and move it through the permitting process as quickly as legally possible.

Sincerely,

John Delaney
Chairman, Burlingame Chamber Board of Directors

Cc: Mayor Jerry Deal and Council Members

BURLINGAME IS OUR BUSINESS!

290 California Drive * Burlingame, CA. * 94010
650-344-1735 * Fax: 650-344-1763
info@burlingamechamber.org Email: www.burlingamechamber.org

PHOENIX PHARMACEUTICALS, INC.

www.PhoenixPeptide.com
Info@PhoenixPeptide.com

Phone: (650) 558-8898
Toll Free: (800) 988-1205
Fax: (650) 558-1686

February 22, 2012

Burlingame Planning Committee
501 Primrose Road
Burlingame, CA 94010

From: Occupant of Beach Road, Burlingame
Regarding: Proposed 350 Beach Road Development Project Traffic Impact

Dear Planning Committee:

I recently initiated a petition regarding the proposed 350 Beach Road Development project. Today I met with Mark Farrar from the VanMark Group, who addressed my concerns.
Mr. Farrar has indicated that traffic to the development will not flow through Beach Road. Pedestrian traffic will be the only additional traffic expected to traverse Beach Road. A swimming pool rather than a paved area will be the only portion of the development facing Beach Road.
If these assurances are kept then we have no complaint to the project going forward. Furthermore, if shuttle service is added, we think this would have a positive impact on the area's economy. A shuttle that runs from commuting hubs such as the Millbrae BART station, to the proposed development and surrounding Coyote Point area, would be ideal. If the shuttle also served SFO, we believe that travelers awaiting transfers would be happy to spend their tourist dollars on cafes and entertainment in the area, further helping the economy.

We appreciate the work of the planning committee in addressing our concerns.

E Tau

Eng Tau
COO, Phoenix Pharmaceuticals, Inc.
330 Beach Road

COMMUNITY DEVELOPMENT DEPARTMENT • 501 PRIMROSE ROAD • BURLINGAME, CA 94010
p: 650.558.7250 • f: 650.696.3790 • www.burlingame.org

APPLICATION TO THE PLANNING COMMISSION

Type of application:

☒ Design Review ☐ Variance ☒ Parcel #: 026-350-080 (Airport Blvd), 026-350-100, 026-350-130
☐ Conditional Use Permit ☐ Special Permit ☒ Other: Bayfront Specific Plan amendment, Rezoning (Anza Point North zoning code amendments), EIR, Subdivision of parcel

PROJECT ADDRESS: 350 Beach Road, Burlingame, CA 94010

☒ Please indicate the contact person for this project

APPLICANT project contact person ☒ OK to send electronic copies of documents ☒

Name: C. Thomas Gilman, DES Architects + Engineers
Address: 399 Bradford St
City/State/Zip: Redwood City, CA 94063
Phone: 650-364-6453
Fax: 650-364-2618
E-mail: tgilman@des-ae.com

PROPERTY OWNER project contact person ☒ OK to send electronic copies of documents ☒

Name: 350 Beach Road, LLC c/o Millennium Partners Attn: Sean Jeffries
Address: 735 Market Street, 2nd Floor
City/State/Zip: San Francisco, CA 94103
Phone: 415-593-1100
Fax: 415-537-3895
E-mail: sjeffries@millenniumptrs.com

ARCHITECT/DESIGNER project contact person ☒ OK to send electronic copies of documents ☒

Name: C. Thomas Gilman, DES Architects + Engineers
Address: 399 Bradford St
City/State/Zip: Redwood City, CA 94063
Phone: 650-364-6453
Fax: 650-364-2618
E-mail: tgilman@des-ae.com

★ Burlingame Business License #: 24164

RECEIVED
APR 15 2010
CITY OF BURLINGAME
PLANNING DIVISION

PROJECT DESCRIPTION: See attached "project description" document.

AFFADAVIT/SIGNATURE: I hereby certify under penalty of perjury that the information given herein is true and correct to the best of my knowledge and belief.

Applicant's signature: _____ **Date:** 3-25-10

I am aware of the proposed application and hereby authorize the above applicant to submit this application to the Planning Commission.

Property owner's signature: _____ **Date:** 3-25-10

Date submitted: 04·15·10

★ **Verification that the project architect/designer has a valid Burlingame business license will be required by the Finance Department at the time application fees are paid.**

☐ **Please mark one box above with an X to indicate the contact person for this project.**

Project Description
350 Beach Road, Burlingame CA

The proposed project is an Office/Life Science campus development at 350 Beach Road. The total site area is 18.13 acres/789,542 sq. ft. (gross) which can be sub-divided into (i) Roadway and sidewalk element - 2.94 acres/128,147 sq. ft. (ii) Open space and landscape area element - 5.33 acres/232,059 sq. ft. and (iii) Development site element - 9.86 acres/429,336 sq. ft.

The project will comprise of two 5-story, one 7-story and one 8-story office/life science buildings containing a total of 730,000 sq. ft., an amenities center at 37,000 sq. ft. serving the campus population and a parking structure above a parking podium and two podium parking areas. Existing Airport Boulevard will be rerouted to cross the campus. No buildings will be constructed within the 100' shoreline band; these areas, including the new Bay Trail segment, will be restored and provide greater pedestrian-friendly public access, and an existing, dilapidated shoreline protection structure will be rehabilitated. The proposed project will be constructed in multiple phases.

This project has a sustainable design approach. The buildings are oriented in an east-west direction to allow for the most efficient passive solar response. These buildings will be very glassy to take maximum advantage of the wonderful bay and peninsula ridge views. On their north faces, these buildings will have floor to floor, clear, transparent insulated glazing that will take advantage of the bay views, views of landing airplanes and provide maximum daylight harvesting deep into the building's footprints. On their south faces, the building facades will be more protected, with horizontal sun shades that act as both solar shading devices as well as light shelves. These will act in concert with a sloped ceiling plane to bounce natural light further into the interior.

In addition, these south faces will have higher proportions of more energy efficient, opaque materials to reduce the overall solar heat gain from these exposures. Exterior materials may include natural stone veneers, prefinished metal panels, as well as high performance tinted glazing. All glass will be dual pane, low-E insulated glazing.

Landscape design throughout the project will provide a wind-protected outdoor environment – including clusters of small hill features spanning the east-west view and open space corridor between the buildings – and will integrate with newly constructed plazas and a planned extension of the Bay Trail within the project including in the 100' shoreline band.

Storm water run-off from the site will be directed to natural stormwater treatment measures, such as raingardens, bioswales and bioretention areas, on the project edges. These treatment areas will be incorporated into the landscape planting designs to enhance the visual aesthetic of the site in addition to filtering pollutants to improve

stormwater quality. The project envisions implementing similar natural treatment concepts or structured solutions, such as media filters and tree well media inlets, along the realigned section of Airport Boulevard to treat stormwater runoff within the public right-of-way and provide synthesis with the private development parcels.

Attachment 1A
Proposed Text Amendments to Bayfront Specific Plan Applicable to Burlingame Point Project

Proposed text deletions are identified in ~~strike through~~ and additions in underline.

Specific Plan Page Number	Existing Text	Proposed Amended Text	Discussion
1. Permitted and Conditional Uses			
Specific Plan, p. II-5	G-5. Anza Point: Recognize that the Anza Point Area offers a unique opportunity for Burlingame given its location and development potential. Create a structure of streets, walks and open space to organize a mixed-use district of development that takes advantage of the area's unique opportunity and its proximity to Sanchez Channel and San Francisco Bay frontage.	G-5. Anza Point: Recognize that the Anza Point Area offers a unique opportunity for Burlingame given its location and development potential. Create a structure of streets, walks and open space to organize a mixed-use or corporate campus district of development that takes advantage of the area's unique opportunity, visibility from Highway 101, and its proximity to Sanchez Channel and San Francisco Bay frontage to provide additional employment base close to existing residential areas in the vicinity, a prominent gateway to the City from the southern vantage point and to draw residents and visitors to the shoreline.	• The proposed text amendments to the Specific Plan clarify that a corporate campus district would also fulfill the goals of the Specific Plan for the Anza Point area.
Specific Plan, p. III-10	The remainder of the Anza Point Area to the North is not developed. This area offers a unique opportunity for Burlingame given its location adjacent to the Bay and Sanchez Channel, and the unusual development opportunity provided by the size of the two prominent underused sites in the area. Because of the lot sizes, this area is also attractive for emerging manufacturing research and development uses such as biotech; as well as the visitor oriented uses located on Burlingame's Bayfront area. The appropriate uses for this northern part of the Anza Point Area include visitor-oriented and employee attracting land uses at densities such as: Hotel, including extended stay 85 rooms/ac	The remainder of the Anza Point Area to the North is not developed. This area offers a unique opportunity for Burlingame given its location adjacent to the Bay and Sanchez Channel and visibility from Highway 101, and the unusual development opportunity provided by the size of the two prominent underused sites in the ~~area~~Area. Because of the lot sizes and visibility, this area ~~is also~~ provides an attractive location for a corporate campus development for emerging manufacturing research and development uses such as biotech or corporate office tenants, which would promote Burlingame's status as a mid-peninsula business destination and provide a source of jobs close to existing housing to the west of Highway 101.~~; as well as the~~ In addition, the Area provides great opportunity for visitor-oriented uses located on Burlingame's Bayfront area. The appropriate	• The proposed text revisions to the Specific Plan provide further context and justification for the proposed Project within the Anza Point North Area, and reflect revised FARs.

Code Section	Existing Text	Proposed Amended Text	Discussion
2. Setbacks and Minimum Street Frontage			
Zoning Code § 25.48.040	The following minimum setbacks shall apply to all parcels, buildings and structures or any enlargement thereof located in the district: (a) Front Setback. There shall be an average front setback of fifteen (15) feet, with at least forty (40) percent of the structure at the maximum setback of fifteen (15) feet. * * * (e) Setbacks from Shoreline. In any event, structures shall be set back an average of sixty-five (65) feet from Sanchez Channel and seventy-five (75) feet from San Francisco Bay and the shoreline as defined by the Bay Conservation and Development Commission; in addition, for any building that is forty (40) feet or taller, the setback of the building to the shoreline shall be equal to or greater than the height of the building.	The following minimum setbacks shall apply to all parcels, buildings and structures or any enlargement thereof located in the district: (a) Front Setback. Structures shall be set back a minimum of ten (10) feet. ~~There shall be an average front setback of fifteen (15) feet, with at least forty (40) percent of the structure at the maximum setback of fifteen (15) feet~~ * * * (e) Setbacks from Shoreline. In any event, structures shall be set back an average of sixty-five (65) feet from Sanchez Channel and seventy-five (75) feet from San Francisco Bay and the shoreline as defined by the Bay Conservation and Development Commission; in addition, for any building within 100 feet of the shoreline that is forty (40) feet or taller, the setback of the building to the shall be equal to or greater than the height of the building.	• The proposed revision increases in front setbacks to allow for greater density. Under existing front setback requirements, the increased density of the proposed Project would result in a canyon effect on sidewalks and pedestrian areas, with shadowing and potential adverse wind impacts at the pedestrian level. Larger setbacks allow for greater building density while maintaining desired conditions at the pedestrian level through and on the perimeter of the project. • In addition, structures within the proposed Project (office/life science buildings, amenities center and parking structure) have differing scales and character, which require some openness between them to maintain visual appeal and reflect the campus concept. The proposed Project would maintain front setbacks averaging 50 feet, allowing a balance between a more urban-type of development and comfortable separation and openness between the buildings, and providing for excellent views from all buildings. • According to the Specific Plan, this shoreline setback requirement was incorporated into the Zoning Code from the January 1982 BCDC Revised Public Access Guidelines for the Anza Area (Specific Plan, VII-1 and VII-2), which address development within the first 100 feet along shoreline. The proposed amendment clarifies the geographic limitation.

Attachment 1B
Proposed Text Amendments to Burlingame Zoning Code Applicable to Burlingame Point Project

Code Section	Existing Text	Proposed Amended Text	Discussion
	(f) In addition to the setbacks set forth above, there shall be a fifteen (15) foot setback from Airport Boulevard for all below grade construction.	(f) ~~In addition to the setbacks set forth above, there shall be a fifteen (15) foot setback from Airport Boulevard for all below grade construction.~~ Below grade construction adjacent to Airport Boulevard shall accommodate landscape plantings within the required setback consistent with landscape plans approved pursuant to section 25.48.050.	• The revision maintains the intent of the subsection, to regulate below grade construction adjacent to Airport Boulevard that would prevent the installation of landscaping along the roadway frontage, but provides flexibility to allow below grade construction adjacent to Airport Boulevard so long as construction design accommodates approved landscaping for the frontage. Meanwhile, maximizing the area that can accommodate below ground parking will reduce the need for surface parking, leaving more space throughout the Project site for open space and public access.
	(g) No parking spaces shall be provided within the ten (10) foot minimum setback across the lot front on any property. Driveways are allowed in the setback, but the driveways shall not be considered as landscaped area. No parking areas shall be located between any structure and the lot front, except for loading zones. Placement of parking shall be consistent with the design guidelines for the Anza Point subarea.	(g) No parking spaces shall be provided within the ten (10) foot minimum setback across the lot front on any property. Driveways are allowed in the setback, but the driveways shall not be considered as landscaped area. ~~No p~~Parking areas ~~shall be~~ located between any structure and the lot front other than~~, except for~~ loading zones shall be separated from the sidewalk by a landscaped buffer of at least ten (10) feet average width including walkways. Placement of parking shall be consistent with the design guidelines for the Anza Point subarea.	• To accommodate increased density of the proposed Project, parking will be provided within the parking structure and below ground, but some additional surface parking will be necessary. The proposed amendment to the Zoning Code allows parking within the front setback, which is consistent with the existing Specific Plan guidance to move parking away from the shoreline. The amendment is necessitated by the realignment of Airport Boulevard to the interior of the Project site, which results in building frontage also being realigned toward the interior. Whereas under the previous roadway alignment, buildings would have fronted onto the Bay (and prohibiting parking within the building frontage therefore served the purpose of moving parking away from the shoreline), given the proposed realignment of both Airport Boulevard and the building frontage, allowing parking within the frontage would maintain parking within the interior of the site, serving the goals of the Specific Plan and Zoning Code.

Attachment 1A
Proposed Text Amendments to Bayfront Specific Plan Applicable to Burlingame Point Project

Specific Plan Page Number	Existing Text	Proposed Amended Text	Discussion
2. Height and Bulk of Structures			
Specific Plan, p. III-11	Because of its exposed and windy location and the wind dependent recreation use of the adjacent bay waters at Coyote Point Park, future development in the Anza Point Area should be designed in lower buildings, clustered around interior, protected open spaces available to the public and suitable for passive uses.	Because of its exposed and windy location and the wind dependent recreation use of the adjacent bay waters at Coyote Point Park, future development, including landscaping, in the Anza Point Area should be designed to meet Community Wind Standards set out in this Plan to minimize impacts to wind patterns in adjacent Bay waters, and to protect ~~in lower buildings, clustered around~~ interior sheltered open spaces available to the public and suitable for passive uses.	• The proposed revision reflects proposed Project design, which provides for greater density in fewer buildings on the Project site. Buildings will continue to be required to meet community wind standards of the Specific Plan, while allowing for more flexibility in building design. • Landscaping will also play a role meeting community wind standards offshore and in areas adjacent to buildings and other open spaces at the pedestrian level.
Specific Plan, p. VI-16	Anza Point Wind Standards • Because the area is surrounded by water on three sides, wind considerations should take precedence over bay views in placing of buildings. Buildings should be low rise and clustered to minimize the impacts on wind speed.	Anza Point Wind Standards • Because the area is surrounded by water on three sides, wind considerations should take precedence over bay views in placing of buildings. The ~~Buildings should be lower rise and clustered~~ design, height and location should ~~to~~ minimize the impacts on wind speed.	• As discussed previously, proposed revision would reflect proposed Project design but still require compliance with community wind standards.
3. Design Review and Design Guidelines			
Specific Plan, pp. V-5, V-26	**Goal**: To create a structure of streets, walks and open space to organize a mixed-use district of development that takes advantage of its proximity to Sanchez Channel and San Francisco Bay frontage.	**Goal**: To create a structure of streets, walks and open space to organize a corporate campus or mixed-used district of development that takes advantage of its proximity to Sanchez Channel and San Francisco Bay frontage.	• The proposed text revision reflects that the corporate campus character of the proposed Project would also be consistent with the goals of the Specific Plan. The revision maintains the stated intention of the goal (using the opportunities afforded by the location of the area), while permitting flexibility in the type of development.

Attachment 1A
Proposed Text Amendments to Bayfront Specific Plan Applicable to Burlingame Point Project

Specific Plan Page Number	Existing Text	Proposed Amended Text	Discussion
Specific Plan, p. V-28	**Building/Street Relationships** *** Businesses should have a consistent, attractive 15' average landscaped front setback.	**Building/Street Relationships** *** Businesses should have a consistent, ~~attractive 15'~~ average landscaped front setback of at least 10 feet.	• The proposed text revision reflects change to setback requirement to allow for greater density, consistent with the proposed amendment to Zoning Code § 25.48.040(a) discussed above.
Specific Plan, p. V-31	**View Corridors** *** The minimum width of the open space between buildings should equal the height of the building on at least one side.	**View Corridors** *** ~~The minimum width of the open space between buildings should equal the height of the building on at least one side.~~ Buildings shall be spaced so as to maintain and enhance view corridors to and of the Bay.	• The proposed text revision reflects that the increased density of the proposed Project will allow for fewer buildings, permitting larger view corridors to the Bay from the central portions of the Project site.
Specific Plan, p. V-33	**Building Design** *** Buildings should be lower rise and designed to be sensitive to the wind environment both in nearby San Francisco Bay and adjacent to the structure. *** Buildings should be designed with parking internalized and should have interior courts with open space to provide protection from the wind.	**Building Design** *** Buildings should be ~~lower rise and~~ designed to be sensitive to the wind environment both in nearby San Francisco Bay and adjacent to the structure. *** Buildings should be designed ~~with parking internalized and should have interior courts with~~ to provide parking in a manner that maximizes bayfront and adjacent open space and otherwise provide open spaces sheltered ~~to provide protection~~ from the wind	• The proposed text revision reflects preliminary wind study data indicating that a denser project design with greater height would have less impact on the sensitive wind environment than lower rise, less dense building design. The proposed text revision reflects flexibility in placement of parking areas to maximize bayfront open space and pedestrian-friendly spaces adjacent to buildings.

Attachment 1A
Proposed Text Amendments to Bayfront Specific Plan Applicable to Burlingame Point Project

Specific Plan Page Number	Existing Text	Proposed Amended Text	Discussion
4. Airport Boulevard			
Specific Plan, **Fig. IV-2** **Fig. IV-4**	Airport Boulevard Alignment and Bike Trials	Revise to show proposed new Airport Boulevard alignment and bike trails.	

Attachment 1B
Proposed Text Amendments to Burlingame Zoning Code Applicable to Burlingame Point Project

Proposed text deletions are identified in ~~strike through~~ and additions in underline.

Code Section	Existing Text	Proposed Amended Text	Discussion
1. Permitted and Conditional Uses			
Zoning Code § 25.48.020	The following uses are permitted in the Anza Point North district: *** (c) Office uses with a maximum floor area ratio of 0.6, including research and development facilities and laboratories; however, manufacturing is not allowed, and health services or medical clinics are only allowed pursuant to Section 25.48.025 of this chapter; *** (e) Commercial recreation facility with a maximum floor area ratio of 0.5; these facilities may include the sale of merchandise and items which are related to the principal use that do not exceed a total of one thousand five hundred (1,500) square feet of support retail sales area located within the facility; *** (i) [addition]	The following uses are permitted in the Anza Point North district: *** (c) Office uses with a maximum floor area ratio of ~~0.6~~1.0, including research and development facilities and laboratories; however, manufacturing is not allowed, and health services or medical clinics are only allowed pursuant to Section 25.48.025 of this chapter; *** (e) Commercial recreation facility with a maximum floor area ratio of ~~0.5~~1.0; these facilities may include the sale of merchandise and items which are related to the principal use that do not exceed a total of one thousand five hundred (1,500) square feet of support retail sales area located within the facility; *** (i) Incidental food establishments and retail uses in business campuses or professional buildings of twenty thousand (20,000) square feet or more, where the food establishment is not the primary use of the building or structure.	• The proposed revisions allow for greater densities (larger FARs) to accommodate the population of tenants and employees needed to attract and maintain a successful office or life sciences campus at the Project site. • Greater density would concentrate development, allowing for more publicly accessible spaces in the Project area both in the interior and along the shoreline. • Greater density would provide additional customers to support existing Bayshore-area retail and hotel uses. • Potential increases in traffic and parking demand associated with larger FARs will be accounted for through implementation of a City-approved transportation demand management (TDM) plan containing measures to reduce trip-generation and parking demand within the Project area. • The revision permits operation of retail uses and non-freestanding food service establishments within larger buildings within the APN area.

Attachment 1A
Proposed Text Amendments to Bayfront Specific Plan Applicable to Burlingame Point Project

Specific Plan Page Number	Existing Text	Proposed Amended Text	Discussion
	Office 0.6 FAR Restaurants, destination 0.15 FAR Commercial Recreation 0.5 FAR Manufacturing/Research and Development 0.5 FAR	uses for this northern part of the Anza Point Area include visitor-oriented and employee attracting land uses at densities such as: Hotel, including extended stay 85 rooms/ac Office ~~0.6~~1.0 FAR Restaurants, destination 0.15 FAR Commercial Recreation ~~0.5~~1.0 FAR Manufacturing/Research and Development ~~0.5~~1.0 FAR	
Specific Plan, Fig. III-6	Shows existing FARs	Revise to show new FARs	
Specific Plan, p. III-11	Development projects in this area shall comply with Design Guidelines as outlined in Chapter V, with the primary goal of creating a structure of streets, walks and open space to organize a mixed use district of development that takes advantage of its proximity to Sanchez Channel and San Francisco Bay frontage. Refer to the Design Guidelines for the height restrictions for different portions of the Anza Point Area.	Development projects in this area shall comply with Design Guidelines as outlined in Chapter V, with the primary goal of creating a structure of streets, walks and open space to organize a corporate campus or mixed use district of development that takes advantage of its proximity to Sanchez Channel and San Francisco Bay frontage. Refer to the Design Guidelines for the height restrictions for different portions of the Anza Point Area.	• The proposed text amendment clarifies that a corporate campus district would also fulfill the goals of the Plan for the Anza Point area.
Specific Plan, p. V-26	Height Illustrative	Revise to reflect proposed Project	
Specific Plan, p. V-27	Development Illustrative	Revise to reflect proposed Project	

Attachment 1A
Proposed Text Amendments to Bayfront Specific Plan Applicable to Burlingame Point Project

Specific Plan Page Number	Existing Text	Proposed Amended Text	Discussion
Specific Plan, p. VII-1	**Zoning** The C-4 Waterfront Commercial and O-M Office Manufacturing zoning district regulations guide the specifics of development in the Bayfront Planning Area. With the adoption of the plan these zoning district regulations will need to be amended in order to implement the directions established by the plan. For example, new land use densities will need to be established for each zoning subarea with differing standards of performance and site development; overlay zones within areas will have to be established to facilitate the types of uses and development promoted by the planned overlay designation; in some cases regulations for new land uses, not now present in the area may need to be developed.	**Zoning** Specific district zoning for the Bayfront area has been established ~~The C-4 Waterfront Commercial and O-M Office Manufacturing zoning district regulations guide the specifics of development in the Bayfront Planning Area. With the adoption of the plan these zoning district regulations will need to be amended in order~~ to implement the directions established by the plan. ~~For example, new land use densities will need to be established for each zoning subarea with differing standards of performance and site development; overlay zones within areas will have to be established to facilitate the types of uses and development promoted by the planned overlay designation; in some cases regulations for new land uses, not now present in the area may need to be developed.~~ Figure VI-4 shows zoning districts established for the Plan area.	• The proposed revision reflects replacement of C-4 zoning district with new zoning districts for the Bayfront Area. For the Project area, the new zoning district is the APN district.
Specific Plan, Figure VI-4	Burlingame Bayfront Specific Plan Area Zoning Designations	Revise to reflect elimination of Waterfront Commercial and Office/Manufacturing zoning districts, to reflect creation of Anza Area (AA), Anza Point North (APN) and Anza Point South (APS) zoning districts, and to reflect proposed rezoning of southern extension of Parcel No. 026-350-130 to Anza Point North zoning district.	

Code Section	Existing Text	Proposed Amended Text	Discussion
			• The proposed amendment also would require a 10-foot average buffer between sidewalks and parking areas to maintain pedestrian-friendly sidewalk conditions along lot fronts.
3. Height and Bulk of Structures			
Zoning Code § 25.48.042	(a) Maximum height shall be determined by impact on the prevailing wind and shall be staggered with a maximum height of thirty (30) feet along the eastern side of the lot, increasing in a graduated manner to a maximum of fifty (50) feet along the western, or Sanchez Channel, side of the lot, as established in the Anza Point subarea design guidelines and consistent with the community wind standards. The maximum height may be exceeded by a mechanical penthouse with a maximum height of ten (10) feet as measured from the adjacent roof surface and covering no more than five (5) percent of the roof area.	(a) Maximum height shall be determined by impact on the prevailing wind ~~and shall be staggered with a maximum height of thirty (30) feet along the eastern side of the lot, increasing in a graduated manner to a maximum of fifty (50) feet along the western, or Sanchez Channel, side of the lot, as established in the Anza Point subarea design guidelines~~ and consistency~~t~~ with the community wind standards for the Anza Point North area. ~~The maximum height may be exceeded by a mechanical penthouse with a maximum height of ten (10) feet as measured from the adjacent roof surface and covering no more than five (5) percent of the roof area.~~	• The proposed revision eliminates the existing maximum building height in favor of using the existing community wind standards to determine maximum height. This would allow the proposed Project to use fewer buildings to achieve the necessary employee and tenant density required for a viable corporate campus, while freeing up area within the Project area for open space and pedestrian use.
4. Design Review and Design Guidelines			
Zoning Code § 25.48.052	Construction and alterations including substantial construction or change to more than fifty (50) percent of the front façade or change to more than fifty (50) percent of any façade facing a public or private street, parking lot, or the Bay Trail shall be subject to design review based on the design guidelines for the Anza Point North subarea of the Bayfront Specific Plan and shall be processed as provided in Section 25.57.030 of this title. ***	Construction and alterations including substantial construction or change to more than fifty (50) percent of the front façade or change to more than fifty (50) percent of any façade facing a public or private street, parking lot, or the Bay Trail shall be subject to design review based on the design guidelines for the Anza Point North subarea of the Bayfront Specific Plan and shall be processed as provided in Section 25.57.030 of this title. ***	

Attachment 1B
Proposed Text Amendments to Burlingame Zoning Code Applicable to Burlingame Point Project

Code Section	Existing Text	Proposed Amended Text	Discussion
	(a)(2) Respect and promotion of the streetscape by the placement of buildings to maximize the commercial use of the street frontage, off-street public spaces , and by locating parking so that it does not dominate street frontages, and for properties fronting on Airport Boulevard, that the design is sensitive to the surrounding bodies of water, physical and visual presence of the Bay Trail, orientation of the prevailing winds and to the Coyote Point recreation area;	(a)(2) Respect and promotion of the streetscape by the placement of buildings to maximize ~~the commercial use of the~~ pedestrian use of street frontage, off-street public spaces, and by locating parking so that it does not dominate street frontages, and for properties fronting on Airport Boulevard, that the design is sensitive to the surrounding bodies of water, physical and visual presence of the Bay Trail, orientation of the prevailing winds and to the Coyote Point recreation area;	• Proposed revision reflects emphasis on pedestrian usage of the Project area, including street frontage.
5. Parking Requirements			
Zoning Code § 25.48.080	[Amendment reflects an addition to § 25.48.080]	All uses shall provide parking in accordance with the applicable provisions of Chapter 25.70 of this code with the following changes or additions: *** (f) Transportation Demand Management. Where a project proposes a transportation demand management (TDM) plan for a demand-generating use, the minimum requirements specified for that use in Chapter 25.70 may be reduced by the amount of parking demand offset by the approved TDM plan. The reduction in required parking spaces shall be determined by the Community Development Director.	• Revisions reflect addition of ability to (1) permit reduction in parking requirements concomitant with implementation of City-approved TDM measures which reduce car trip generation and parking demand; and (2) use universal parking stalls throughout a project as an alternative to open spaces and compact spaces.

Attachment 1B
Proposed Text Amendments to Burlingame Zoning Code Applicable to Burlingame Point Project

Code Section	Existing Text	Proposed Amended Text	Discussion
6. Signage			
Zoning Code, § 22.20.040	(a) In addition to the total sign area allowed under Section 22.22.030 above, one two-sided freestanding monument sign shall be permitted on each parcel frontage of at least one hundred-fifty (150) feet in length based on the following criteria and subject to the standards in Chapter 22.34:	(a) In addition to the total sign area allowed under Section 22.22.030 above, one two-sided freestanding monument sign shall be permitted on each parcel frontage of at least one hundred-fifty (150) feet in length, or, for parcels which exceed 300 feet in frontage, one two-sided free-standing monument sign every one hundred-fifty (150) feet of frontage, based on the following criteria and subject to the standards in Chapter 22.34:	• Currently, Section 22.20.040(a) permits one freestanding monument sign on every parcel with frontage of 150 feet or more. Because the Project will be divided into two large parcels, to allow for necessary monument signage, the revision retains the 150-foot requirement but permits signage every 150 feet for larger parcels with 300 feet or more of frontage.

Attachment 2

Request for Rezoning

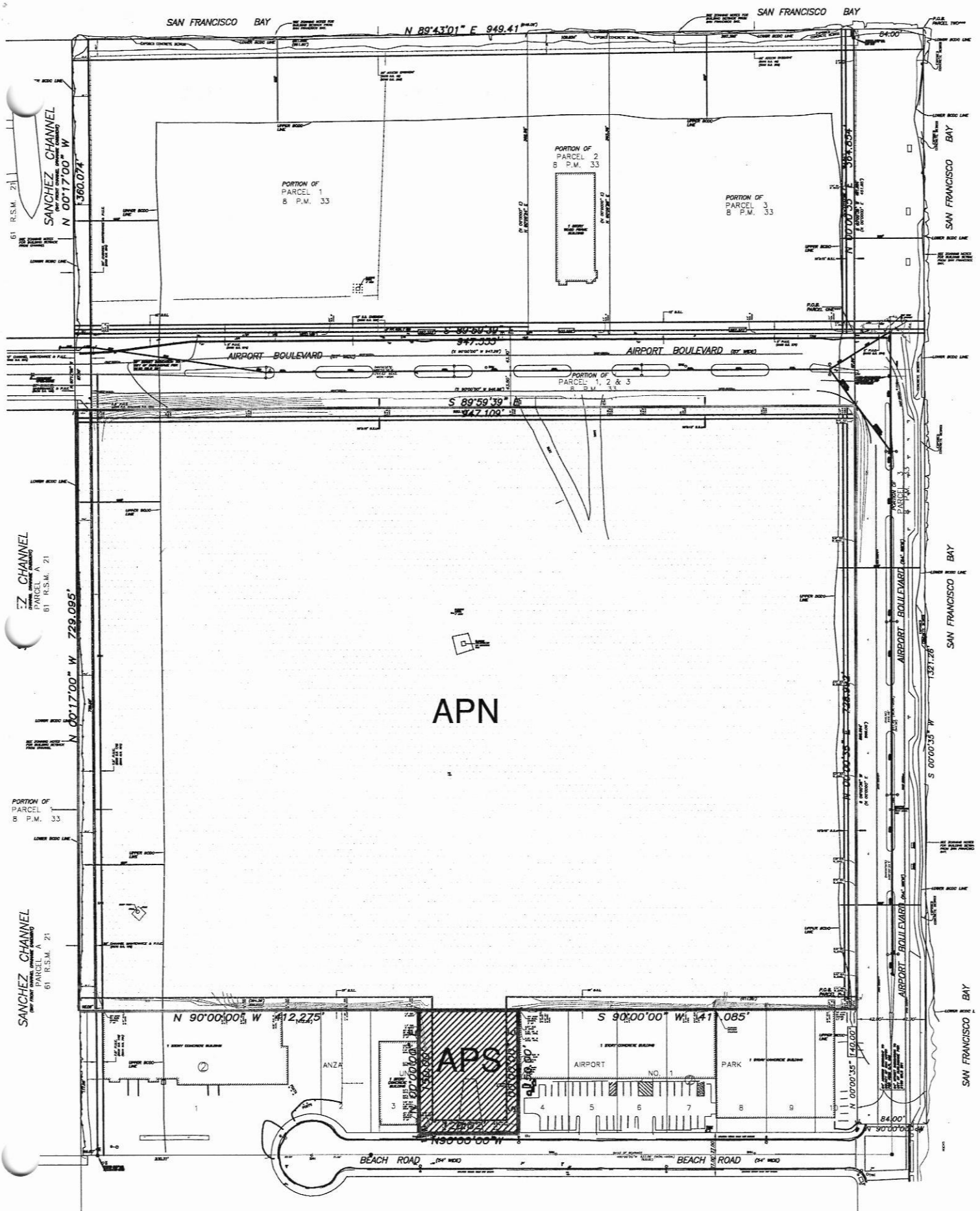
Parcel: Portion of APN 026-350-130 (see Figure 1, attached)

Existing Zoning District: Anza Point South ("APS")

Rezoning Requested: Anza Point North ("APN")

Discussion: The rezoning request covers an approximately 120' x 150' (0.4 acre) portion of APN 026-350-130 (the "Rezone Parcel") that juts into the APS zoning district. The Rezone Parcel had served as a private entry road to the now-defunct drive-in movie theater that operated on the remaining approximately 15.8 acres of APN 026-350-130. That remaining portion is within the Anza Point North zoning district. Rezoning the Rezone Parcel would bring APN 026-350-130 entirely within the Anza Point North district and allow the applicant's development proposal, covering all of the Parcel, to be evaluated under one zoning district.

Reclassifying the Rezone Parcel from the APS district to the APN district would not prevent the City from achieving its planning goals for the APS district. The APS district is the smallest zoning district in the Specific Plan area, and is almost completely built out with an industrial park character. (Specific Plan, pp. III-9-10, V-26.) The Specific Plan Goals for development of the APS area are to create a mixed use district of industry and business with pedestrian-oriented buildings and streetscape. (Specific Plan, pp. V-6, V-26.) The Rezone Parcel is not necessary to satisfy this goal, since the APS area is largely built out as an industrial district. (Specific Plan, III-9.) Further, it is unlikely that the Rezone Parcel would be subdivided and developed separately as a industrial parcel, since it does not meet the minimum lot size and street frontage for the APS district (Zoning Code § 25.49.045). Thus, rezoning the Rezone Parcel to the APN district would not prevent the City from achieving its planning goals in the APS district, but would allow the applicant to incorporate the Rezone Parcel into its development program and allow for beneficial development of the Rezone Parcel together with the remainder of APN 026-350-130.



Attachment 2: the Request of Rezoning - Figure 1.

ENVIRONMENTAL INFORMATION FORM

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

RECEIVED
APR 15 2010
CITY OF BURLINGAME
PLANNING DEPT

GENERAL INFORMATION

Project Address: 350 Beach Road, Burlingame, CA 94010

Assessor's Parcel Number: 026-350-080 (Airport Blvd), 026-350-100, 026-350-130

Applicant Name: C. Thomas Gilman, DES Architects + Engineers
Address: 399 Bradford St
City/State/Zip: Redwood City, CA 94063
Phone: 650-364-6453

Property Owner Name: 350 Beach Road, LLC c/o Millennium Partners Attn: Sean Jeffries
Address: 735 Market Street , 2nd Floor
City/State/Zip: San Francisco, CA 94103
Phone: 415 - 593-1100

Permit applications required for this project (special permit, variance, subdivision map, parcel map, condominium permit, building permit, etc.): Planning Commission approval for Commercial Design Review, Bayfront Specific Plan amendment, Rezoning (APN zoning code amenedment), EIR and subdivision of parcel. Construction Permit (grading, building...)

Related permits, applications and approvals required for this project by City, Regional, State and Federal Agencies: EIR, Development Agreement, San Mateo County's NPDES Stormwater permit and BCDC Permit

SITE INFORMATION

Site size: Gross: 18.13 ac Acres and Gross: 789,542 sf Square Feet

Existing Zoning: C4- waterfront commercial/ APN - Anza Point Specific Plan

Existing use(s) of property: Vacant

Total Number of Existing Parking Spaces[1]: 0 Number of Compact Spaces[1]: 0

Number of Existing Structures and Total Square Footage of Each: 0

Will any structures be demolished for this project? ____ Yes __X__ No

Size and use of structures to be demolished: Not Applicable

Number and size of existing trees on site[2]: 5 insignificant trees (less than 12" DBH) and 12 palm trees (less than 18"DBH)

Will any of the existing tress be removed? __X__ Yes ____ No

If Yes, list number, size and type of trees to be removed: all of them to be removed and replaced with new landscape and planting materials

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

__X__ Yes ____ No If Yes, where? Sanchez Channel

[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 Vacant land bounded by Sanchez Channel, San Francisco Bay and Fishermen's Park
South 1 and 2-story industrial buildings and parking lots
East San Francisco Bay
West Sanchez Channel

PROPOSED PROJECT

Project Description: See attached "project description" document.

Residential Projects:

Number of Dwelling Units: Not applicable.
Size of Unit(s): Not applicable.

Household size (number of persons per unit) expected: Not applicable.

Commercial/Industrial Projects:

Type and square footage of each use: Office or Life Science campus, 730,000 sf, Amenities Center - 37,000 sf
Estimated number of employees per shift: 2,212 employees at 1 employee/330 sf
Will the project involve the use, disposal or emission of potentially hazardous materials (including petroleum products)? X Yes _____ No
If Yes, please describe: Emergency generator tank

Institutional Projects (public facilities, hospitals, schools):

Major function of facility: Not applicable.
Estimated number of employees per shift: Not applicable.
Estimated Occupancy: Not applicable.

For all Projects:

Flood Hazard: Is this site within a special flood hazard area? _____ Yes X No (Flood Zone Type C)

Land Use: If the project involves a conditional use permit, variance or rezoning application, please explain why the applications are required[3]: This project will require amendment of the Bayfront Specific Plan and the zoning standards and density of the Anza Point North zoning district because:
See Attached sheet "Reasons for Conditional Use Permit".

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

Building gross square footage: Existing: 0 Proposed: 767,000 sf
Number of floors of construction: Existing: 0 Proposed: Office/Life Science buildings: two 5-stories, one 7-stories and one 8-stories, Amenities stories

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

Existing: Standard 0
Compact 0
Total 0

Proposed: Standard
Compact
Total 2,219 stalls total, including:
2,186 Universal Parking Stall (8.5'x18')
33 - Handicap Parking Stalls (9'x18')

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

_____ 0-500 cubic yards
_____ 500-5,000 cubic yards
_____ 5,000-20,000 cubic yards
__X__ Over 20,000 cubic yards(indicate amount) 105,000 +/-

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.): 16.4 acres

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:
1. Vehicular traffic and construction equipment
2. Within construction hours permitted by City of Burlingame: 7-7 on weekdays and 9-6 on Saturdays

Noise sources generated during operation of facility:
1. Vehicular traffic, some loading activities and trash pick-up service during off-hours.
2. Minimal infrequent noise generated by Emergency Generators and Transformers on site.

Vibration: Will the proposal cause vibration that may affect adjacent properties? Describe any potential sources of vibration: During Excavation and Foundation construction phase - some vibration caused by pile-driving and other heavy construction equipment and vehicles. Best practices will be used to monitor and mitigate noise vibration.

Exterior Lighting: Please describe any proposed exterior lighting of the facility[4]:
Pole-mounted light fixtures within parking areas and pedestrian-oriented light fixtures within exterior pedestrian areas and bay trails. All light fixtures will have full cut-offs and comply with City of Burlingame Exterior Illumination Ordinance.

Water: Expected amount of water usage: See attached data sheets

Domestic _____ gal/day Peak use _____ gal/min
Commercial _____ gal/day Peak use _____ gal/min
Expected fire flow demand _____ 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. Through the implementation of stormwater treatment solutions mandated by the RWQCB and County of San Mateo, the project will decrease the pollutant discharges to receiving waters.

[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. A significant alteration of receiving water quality would not result from the proposed construction, both during and following.

3. Would the proposed project result in increased impervious surfaces and associated increased runoff? Since the project will remove the areas of existing unintentional on-site detention, the rate of runoff, but not necessarily the volume of runoff, will likely increase.

4. Would the proposed project create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates volumes? No, this project will not significantly alter existing drainage patterns.

5. Would the proposed project result in increased erosion in its watershed? No, this project discharges directly to the bay and stormwater quality solutions will limited on-site erosion potential.

6. Is the project tributary to an already impaired water body, as listed on the Clean Water Action Section 303(d) list? If so will it result in an increase in any pollutant for which the water body is already impaired? Yes, the Bay is 303 (d)-listed for Chlordane, DDT, Dieldrin, Dioxin Compounds, Mercury, Exotic Species, Furan Compounds, PCBs and Trash. The project is not likely to result in increases to these pollutants in the Bay.

7. Would the proposed project have a potential significant environmental impact on surface water quality, to marine, fresh, or wetland waters? The proposed project should not have a potential significant environmental impact on surface water quality. Due to the implementation of stormwater quality solutions, the proposed project will improve the surface water quality

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? TBD

10. Will the project impact aquatic, wetland, or riparian habitat? The project contains no aquatic, wetland or riparian habitat. Rehabilitation of existing shoreline protection features along the Bayfront perimeter will be performed in a manner that minimizes any potential impact to the Bay.

Sewer: Expected daily sewer discharge_____
Source of wastewater discharge on site (i.e. restrooms, restaurants, laboratory, material processing, etc.)
Office kitchens, restrooms, and potential bio-tech laboratories

General:

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

Change in existing features of any bays, tidelands, beaches, or hills, or substantial alteration of ground contours.	No
Change in scenic views or vistas from existing residential areas or public lands or roads.	Yes, minimal impact with new comparable
Change in pattern, scale or character of general area of project.	No, similar to existing development west of Airport Blvd
Significant amounts of solid waste or litter.	No
Change in dust, ash, smoke fumes or odors in vicinity.	No, dust control during construction
Change in bay, lagoon, stream, channel or groundwater quality or quantity, or alteration of existing drainage patterns.	No
Substantial change in existing noise or vibration levels in the vicinity (during construction and/or during operation).	Yes, see Page 3
Site on filled land or on slope of 10 % or more.	Yes, land filled during early 1960s
Use or disposal of potentially hazardous materials, such as toxic substances, flammable materials or explosives.	No
Substantial change in demand for municipal services (police, fire water, sewage)	Yes, increase sewage capacity
Substantial increase in fossil fuel consumption (oil, natural gas, etc.).	Yes, site is currently undeveloped, all conservation efforts will be undertaken)
Relationship to a larger project or series of projects.	No

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 4.15.10 Signature _____

CITY OF BURLINGAME
CONDITIONAL USE PERMIT APPLICATION

The Planning Commission is required by law to make findings as defined by the City's Ordinance (Code Section 25.52.020). Your answers to the following questions can assist the Planning Commission in making the decision as to whether the findings can be made for your request. Please type or write neatly in ink. Refer to the back of this form for assistance with these questions.

1. *Explain why the proposed use at the proposed location will not be detrimental or injurious to property or improvements in the vicinity or to public health, safety, general welfare or convenience.*

The proposed use is an approximately 8,000 sq ft day care facility, conditionally permitted under Zoning Code § 25.48.025(d). The day care use will be within the two-story Amenities Center building, part of the proposed Burlingame Point Office/Life Science campus development. The day care use will serve Burlingame Point tenants and the general public working or living nearby. The proposed use, as part of the Burlingame Point project, will be located on a currently vacant parcel that was previously developed as a drive-in theater, adjacent to 1 to 2 story industrial/office buildings immediately south of the project site that are mostly concrete tilt-up construction. The proposed use within the Amenities Building would not be detrimental to this existing setting, but will enhance the quality of architecture in the vicinity of the Project site and help improve the vicinity by creating an image of high-end office development in the neighborhood.

Public Health. The proposed use will not be detrimental to public health. As part of the Amenities Building within the Burlingame Point project, it will fully comply with City requirements for sewer and stormwater discharges, sanitation, and water supply safety. It does not include the use or storage of any chemicals or hazardous materials.

Public Safety. The day care use does not pose any potential to create a public nuisance or create a greater need for police or fire services. The Amenities Building in which the proposed use will be located will have an automatic sprinkler and fire alarm system. This is an indoor facility with a secured outdoor play area for the children. Close supervision of the children and their activities will be provided by staff. Any use of flammable or hazardous materials would be limited to common building cleaning or maintenance supplies and will be properly stored at all times. No potentially dangerous activities, such as welding, automobile engine repair, etc., would take place as part of the proposed use.

Public Welfare. It is very common to have day care facilities for employees in large corporate or life science campuses. In this case, the proposed use would also provide an amenity to the established Bayfront business community nearby. .

Convenience. Access and parking have been carefully considered as part of Burlingame Point development proposal. Parking for the child care center will be provided together with parking for the reminder of the office campus. There will be a drop-off area (off the Airport Blvd) and designated parking spaces (limited-time parking for people to drop-off their children) in the adjacent parking structure.

2. *How will the proposed use be located and conducted in accordance with the Burlingame General Plan and Zoning Ordinance?*

The project site is designated as Office under the Burlingame General Plan, and is within the Anza Point subarea of the Bayfront Specific Plan ("Plan"), which sets out more specific development policies and goals for the Plan area and calls for office/research and development uses within the Anza Point subarea. The project site is within the Anza Point North Zoning District .

As said, the proposed use is a conditionally permitted use within the Anza Point North District. It will support the Plan's intended use of the Anza Point subarea by providing a convenient amenity for Burlingame Point tenants and in the nearby business communities, drop off circulation and parking necessary to serve the use will be provided

together with parking for the Project, and the proposed use is consistent with promoting greater access to open space and the Bay in the Anza Point area.

3. *How will the proposed project be compatible with the aesthetics, mass, bulk and character of the existing and potential uses on adjoining properties in the general vicinity?*

The two-story Amenities Building, where the child care use will be conducted, is of a high-quality construction. Exterior finishes consist of curtain walls, Glass Fiber Reinforced Concrete and metal sun-shades. It is designed to be consistent and compatible with the architectural style of the proposed office buildings to be constructed as part of the Burlingame Point development. There are 1 to 2 story industrial/office buildings immediately south of the project site - mostly concrete tilt-up construction. The Amenities Building would enhance the quality of architecture and help to create an image of high-end office development in the neighborhood.

The proposed use will primarily be used by Burlingame Point tenants and adjacent business communities. It will not add new parking and traffic impact onto the Airport Boulevard. As discussed in #2, the project is consistent with the intent and use in the general vicinity.

Date: February 2, 2012

To:

- ☐ City Engineer *(650) 558-7230*
- **X** Chief Building Official *(650) 558-7260*
- ☐ Parks Supervisor *(650) 558-7254*
- ☐ Recycling Specialist *(650) 558-7271*
- ☐ Fire Marshal *(650) 558-7600*
- ☐ NPDES Coordinator *(650) 342-3727*
- ☐ City Attorney

From: Planning Staff

Subject: Request for Environmental Review, amendments to the Bayfront Specific Plan to increase the allowable floor area ratio from 0.60 FAR to 1.0 FAR, rezoning of a small portion of the site from APS to APN, amendments to the zoning and sign codes to change development standards and Conditional Use Permit for day care use and Commercial Design Review for development of a new office/life science campus consisting of office space or life science uses, retail uses and food services located in four buildings (5, 7 and 8-story buildings totaling 730,000 SF), a 2-story amenities building (37,000 SF) and a 5-level parking structure at **300 Airport Boulevard, zoned APS and APN, Parcel Numbers: 026-350-080, -100 & -130**

Staff Review:

An application for a building permit for this project received after December 31, 2013 must comply with the 2013 California Building Codes and adopted City of Burlingame Ordinances unless specific land use provisions for the project were approved by the City of Burlingame prior to 5:00 p.m. on December 31, 2013. If the Planning Commission has approved the project then the building permit application for that project may use the provisions found in the 2010 California Building Codes including all amendments as adopted in Ordinance 1856-2010. This project must comply with the City of Burlingame Green Building Ordinance in effect at the time of building permit application.

1) On the plans specify that this project will comply with the 2010 California Building Codes (CBC) which will be employed by the City of Burlingame beginning January 1, 2011.
2) Comply with the City of Burlingame Green Building Ordinance in effect at the time of Planning Commission approval for this project.

3) Anyone who is doing business in the City must have a current City of Burlingame business license.
4) Provide fully dimensioned plans.
5) Indicate on the plans that all work shall be conducted within the limits of the City's Noise Ordinance. See City of Burlingame Ordinance Municipal Code, Section 13.04.100 for details.
6) Specify on the plans that this project will comply with the 2008 California Energy Efficiency Standards or standards in effect at the time of building permit application. Note: All projects for which a building permit application is received on or after January 1, 2010 must comply with the 2008 California Energy Efficiency Standards. Go to http://www.energy.ca.gov/title24/2008standards/ for publications and details.
7) Indicate on the plans that all roofing systems will comply with Cool Roof requirements of the 2008 California Energy Code. 2008 CEC §151 (f) 12. The 2008 Residential and Non-Residential Compliance Manuals are available on line at http://www.energy.ca.gov/title24/2008standards/
8) Show the distances from all exterior walls to property lines or to assumed property lines
9) Show the dimensions to adjacent structures.
10) Obtain a survey of the property lines.
11) Indicate on the plans that, at the time of Building Permit application, plans and engineering will be submitted for shoring as required by 2010 CBC, or applicable Building Code, regarding the protection of adjacent property and as required by OSHA. On the plans, indicate that the following will be addressed:

    a. The walls of the proposed basement shall be properly shored, prior to construction activity. This excavation may need temporary shoring. A competent contractor shall be consulted for recommendations and design of shoring scheme for the excavation. The recommended design type of shoring shall be approved by the engineer of record or soils engineer prior to usage.

    b. All appropriate guidelines of OSHA shall be incorporated into the shoring design by the contractor. Where space permits, temporary construction slopes may be utilized in lieu of shoring. Maximum allowable vertical cut for the subject project will be five (5) feet. Beyond that horizontal benches of 5 feet wide will be required. Temporary shores shall not exceed 1 to 1 (horizontal to vertical). In some areas due to high moisture content / water table, flatter slopes will be required which will be recommended by the soils engineer in the field.

    c. If shoring is required, specify on the plans who's sole responsibility it is to design and provide adequate shoring, bracing, formwork, etc. as required for the protection of life and property during construction of the building.

    d. Shoring and bracing shall remain in place until floors, roof, and wall sheathing have been entirely constructed.

    e. Shoring plans shall be wet-stamped and signed by the engineer-of-record and submitted to the city for review prior to construction. If applicable, include surcharge loads from adjacent structures that are within the zone of influence (45 degree wedge up the slope from the base of the retaining wall) and / or driveway surcharge loads.

12) Indicate on the plans that an OSHA permit will be obtained for the shoring* at the excavation in the basement per CAL / OSHA requirements. See the Cal / OSHA handbook at: http://www.ca-osha.com/pdfpubs/osha_userguide.pdf
    * Construction Safety Orders : Chapter 4, Subchapter 4, Article 6 , Section 1541.1.
13) Indicate on the plans that a Grading Permit, if required, will be obtained from the Department of Public Works.
14) Provide guardrails at all landings. NOTE: All landings more than 30" in height at any point are considered in calculating the allowable lot coverage. Consult the Planning Department for details if your project entails landings more than 30" in height.
15) Provide handrails at all stairs where there are four or more risers.
16) Provide lighting at all exterior landings.
17) Prior to applying for a Building Permit the applicant must obtain an address for each structure on the site, acceptable to the Fire Marshal, from the Engineering Department. Note: The correct address must be referenced on all pages of the plans.
18) On your plans provide a table that includes the following:
    a. Occupancy group for each area of the building
    b. Type of construction
    c. Allowable area
    d. Proposed area
    e. Allowable height
    f. Proposed height
    g. Proposed fire separation distances
    h. Exterior wall and opening protection
        i. Allowable
        ii. Proposed
    i. Indicate sprinklered or non-sprinklered
19) Illustrate compliance with the minimum plumbing fixture requirements described in the 2010 California Plumbing Code, Chapter 4, Table 4-1 Minimum Plumbing Facilities and Table A - Occupant Load Factor.
20) Show compliance with all accessibility regulations found in the 2010 CBC for commercial buildings including:
    a. Accessible paths of travel
    b. A level landing must be provided on each side of the door at all required entrances and exits.
    c. Accessible countertops
    d. Accessible bathrooms
    e. Accessible parking
21) Per CBC 3003.5, all structures four or more stories in height must have at least one elevator that can accommodate a stretcher. See the referenced code section for dimensions (80" x 54") and other details.
22) Provide an exit plan showing the paths of travel
23) In Assembly occupancies specify aisle widths that comply with Section 1025.9.
24) Specify the total number of parking spaces on site

25) All NEW non-residential buildings must comply with the requirements of AB-2176 Sec. 42911 (c) [2003 – 2004 Montanez] as follows:
    a. Space for recycling must be a part of the project design in new buildings.
    b. A building permit will not be issued unless details are shown on the project plans incorporating adequate storage for collecting and loading recycled materials.
26) Include with your Building Division plan check submittal a complete underground fire sprinkler plan. Contact the Burlingame Water Division at 650-558-7660 for details regarding the water system or Central County Fire for sprinkler details.
27) Sewer connection fees must be paid prior to issuing the building permit.

Reviewed by: _____ **Date:** 2-7-2012

Project Comments

Date: February 2, 2012

To:

- 0 City Engineer *(650) 558-7230*
- 0 Chief Building Official *(650) 558-7260*
- 0 Parks Supervisor *(650) 558-7254*
- 0 Recycling Specialist *(650) 558-7271*
- 0 Fire Marshal *(650) 558-7600*
- ☑ NPDES Coordinator *(650) 342-3727*
- 0 City Attorney

From: Planning Staff

Subject: Request for Environmental Review, amendments to the Bayfront Specific Plan to increase the allowable floor area ratio from 0.60 FAR to 1.0 FAR, rezoning of a small portion of the site from APS to APN, amendments to the zoning and sign codes to change development standards and Conditional Use Permit for day care use and Commercial Design Review for development of a new office/life science campus consisting of office space or life science uses, retail uses and food services located in four buildings (5, 7 and 8-story buildings totaling 730,000 SF), a 2-story amenities building (37,000 SF) and a 5-level parking structure at **300 Airport Boulevard, zoned APS and APN, Parcel Numbers: 026-350-080, -100 & -130**

Staff Review:

The project will need to comply with additional and new Low Impact Development (LID) requirements under the Municipal Regional Permit, C.3 Provisions, which became effective on December 11, 2011. For details and technical guidance on these C.3 requirements visit the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) at **http://www.flowstobay.org/bs_new_development.php**.

The following C.3 forms/worksheets have been updated and project proponents will need to use and submit these forms as part of the final construction documents and associated building permits:

- **NPDES Permit Impervious Surface Data Collection Worksheet***
- **C.3 and C.6 Development Review Checklist*.**

*both forms are available for download at **http://www.flowstobay.org/bs_new_development.php**

When submitting plans for a building permit include a list of construction stormwater pollution prevention Best Management Practices (BMPs) as project notes and include them as a separate full size plan sheet, preferably 2' x 3' or larger. Project proponents may use the attached ***Construction Best Management Practices (BMPs)*** plan sheet to comply with this requirement. Electronic file is available for download at **http://www.flowstobay.org/bs_construction.php**
(scroll about half-way down the page and click on Construction BMP Plan Sheet).

For assistance please contact Eva J. or Steve D at 650-342-3727.

Reviewed by: EJ + SD **Date:** 02/08/12

SAN MATEO COUNTYWIDE
Water Pollution
Prevention Program
Clean Water. Healthy Community.
www.flowstobay.org

Notice to Project Applicants

Additional, New Stormwater Use and Treatment Requirements
Effective December 1, 2011

If your project is required to include stormwater treatment control measures, the following additional, new requirements apply (with some limited exceptions described below). These requirements are from San Francisco Bay Region Municipal Regional Stormwater Permit (MRP).[1]

New Restrictions on Methods of Stormwater Treatment

Effective December 1, 2011, all projects that are required to treat stormwater will need to treat the permit-specified amount of stormwater runoff with the following low impact development (LID) methods:

- Rainwater harvesting and use,
- Evapotranspiration,
- Infiltration, or
- If the above methods are infeasible, biotreatment (filtering stormwater through vegetation and soils before discharging to the storm drain system) is allowed.

Complete the Infiltration and Rainwater Harvesting Feasibility Screening Worksheet to evaluate the feasibility of treating the permit-specified amount of runoff with infiltration or rainwater harvesting and use[2]. ***Vault-based treatment is not allowed as a stand-alone treatment measure.*** Vault-based treatment measures may be used in series with other treatment measures to remove trash or other large solids.

Some Projects that Create and/or Replace 5,000 sq.ft. of Impervious Surface Must Treat Stormwater

Beginning December 1, 2011, projects that create and/or replace 5,000 square feet or more of impervious surface related to the following categories of land use will be required to provide LID stormwater treatment:

- Auto service facilities[3],
- Retail gasoline outlets,
- Restaurants[4], and/or
- Uncovered surface parking (This applies to stand-alone parking, or parking included as part of any other development project. It also applies to the top uncovered portion of a parking structure, unless drainage from the uncovered portion is connected to the sanitary sewer.)

Are There Exceptions to the New Rules?

- If the project's development application was deemed complete before December 1, 2009, and you "diligently pursue[5]" the project, the new requirements do not apply.
- If the project's development application was deemed complete on or after 12/1/09, AND the application received final discretionary approval before 12/1/11, the new requirements do not apply.
- Certain infill, high-density, or transit oriented development projects may treat a percentage of the permit-specified amount of stormwater with non-LID treatment. Contact municipal staff for more information.

---

[1] The MRP may be downloaded at www.flowstobay.org. These requirements are in Provisions C.3.b.ii and C.3.c.i.2 of the MRP.
[2] Evapotranspiration is incorporated in infiltration, rainwater harvesting/use and biotreatment.
[3] Auto service facilities, described by the following Standard Industrial Classification (SIC) codes:

- 5013: Establishments primarily engaged in wholesale distribution of motor vehicle supplies, accessories, tools, equipment, and parts.
- 5014: Establishments primarily engaged in wholesale distribution of tires and tubes for passenger and commercial vehicles.
- 5541: Gasoline service stations primarily engaged in selling gasoline and lubricating oils.
- 7532: Establishments primarily engaged in the repair of automotive tops, bodies, and interiors, or automotive painting and refinishing.
- 7533: Establishments primarily engaged in the installation, repair, or sale and installation of automotive exhaust systems.
- 7534: Establishments primarily engaged in repairing and retreading automotive tires.
- 7536: Establishments primarily engaged in the installation, repair, or sales and installation of automotive glass
- 7537: Establishments primarily engaged in the installation, repair, or sales and installation of automotive transmissions.
- 7538: Establishments primarily engaged in general automotive repair.
- 7539: Specialized automotive repair such as fuel service (carburetor repair), brake relining, front-end and wheel alignment, and radiator repair.

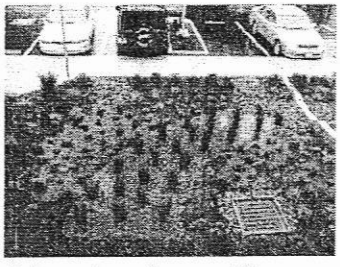
[4] Restaurants described by SIC code 5812: Retail sale of prepared food and drinks for on-premise or immediate consumption.
[5] Diligent pursuance may be demonstrated by the project applicant's submittal of supplemental information to the original application, plans, or other documents required for any necessary approvals of the project.

Changes to Stormwater Quality Control Requirements

Information for Developers, Builders and Project Applicants

Why Are New Requirements Needed?

Stormwater runoff from urbanized areas remains the largest source of pollution to San Francisco Bay. Local agencies in urbanized portions of the Bay Area are responsible for controlling stormwater pollution by complying with the new Municipal Regional Stormwater Permit (MRP), issued by the State Regional Water Quality Control Board (Water Board) in October 2009.



Rain garden collects and filters parking lot runoff in Brisbane.

Overview of Stormwater Requirements

During development review, local agencies require projects to include stormwater controls, including site design measures, source controls, treatment measures, low impact development, hydromodification management, and construction BMPs, as described below. Many of these requirements have existed for years and are unchanged. See the side bar at right for new requirements.

Site Design for Water Quality

Site design measures to reduce water quality impacts include:

- Reduce impervious surfaces.
- Direct runoff from impervious surfaces to vegetated areas.

Source Controls

Source controls prevent potential pollutant sources from contacting rainfall and stormwater. Examples include:

- Roofed trash enclosures.
- Pest-resistant landscaping.
- Sanitary sewer drains for vehicle wash areas (with sewer district approval).

Contact the city where your project is located for its Local Source Control Measures list (see Contact Info on page 2).

Stormwater Treatment

Stormwater treatment measures are engineered systems that remove pollutants before stormwater reaches the storm drain system, creeks, and San Francisco Bay.

Since 2006, projects that create and/or replace 10,000 square feet or more of impervious surface have required hydraulically-sized, post-construction, stormwater treatment measures. On December 1, 2011, new Low Impact Development requirements, highlighted in the sidebar at right, will go into effect.

Low Impact Development

The goal of low impact development (LID) is to reduce stormwater runoff and mimic a site's predevelopment hydrology by minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring (evaporating stormwater into the air directly or through plant transpiration), and/or biotreating stormwater runoff close to its source.

Municipal staff will provide worksheets for determining the feasibility of infiltrating or harvesting and using the amount of rainwater runoff

Summary of New Requirements

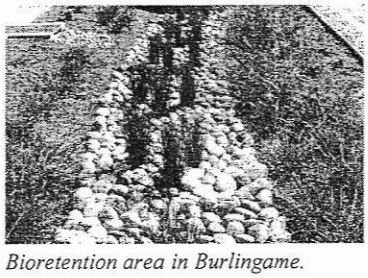
The following requirements begin December 1, 2011:

- *The amount of runoff that requires stormwater treatment (the "C.3.d amount of runoff") will have to be treated with evapotranspiration, infiltration, and/or rainwater harvesting and use. Where this is infeasible, biotreatment measures that infiltrate less than the C.3.d amount of runoff may be used. (More information under "Low Impact Development," below.)*
- *The threshold for requiring stormwater treatment will drop from 10,000 to 5,000 square feet, or more, of impervious surface for the following project categories: uncovered parking areas (stand-alone or part of another use), restaurants, auto service facilities[1], and retail gasoline outlets.*

specified in Provision C.3.d of the MRP (the "C.3.d amount of runoff). If the demand for rainwater harvesting is insufficient to use the C.3.d amount of runoff, and if site conditions preclude infiltration of the full C.3.d amount of runoff, then "biotreatment" is allowed. (Modeling conducted to prepare the feasibility worksheets incorporated evapotranspiration.)

Biotreatment measures must use biotreatment soil that has a long-term infiltration rate of 5 to 10 inches per hour and is suitable for plant health. Except in areas where infiltration is unsafe (such as steep slopes, high groundwater table), biotreatment measures should be designed to maximize infiltration, even if native soils do not infiltrate the full C.3.d amount of runoff.

Vault-based systems may not be used as stand-alone treatment, except for limited use of media filters in high density and transit oriented "Special Projects," as defined by the Water Board in an amendment to the MRP scheduled for adoption in November 2011.



Bioretention area in Burlingame.

Hydromodification Management (HM)

When land is covered with buildings and pavement, runoff enters creeks at higher rates and volumes, resulting in channel erosion, flooding and habitat loss. These changes to waterways are known as hydromodification. Hydromodification management (HM) measures are detention and/or infiltration facilities that are constructed with special discharge structures to match pre-project runoff patterns. HM requirements are different from stormwater treatment, LID, and flood control requirements.

If a project creates and/or replaces one acre or more of impervious surface, is located in a susceptible area, AND increases impervious surface over the pre-project condition, HM requirements apply. View the Countywide Program's HM Control Area Map, and a flyer on HM requirements, on the Countywide Program's New Development webpage (see Contact Information).

Maintaining Treatment and HM Measures

Stormwater treatment measures and HM measures need ongoing maintenance to keep working properly. Applicants must prepare a maintenance plan and sign, with the applicable local agency, a maintenance agreement that runs with the land.

Construction Site Controls

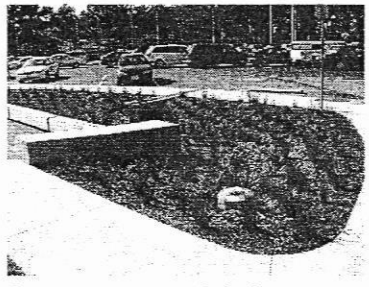
Project sites are required to use construction BMPs, such as:

- Prepare and use sediment and erosion control plans.
- Minimize exposed soil by stabilizing slopes.

Projects disturbing one acre or more must comply with the statewide Construction General Permit. Visit www.swrcb.ca.gov/water_issues/programs/stormwater/construction.shtml for more information.

Will New Requirements Affect My Project?

If your permit application was deemed complete before December 1, 2009, and you "diligently pursue[2]" the project, the new requirements do not apply. If a permit application was deemed complete after December 1, 2009, and final discretionary approval is received before December 1, 2011, the new requirements will not apply. Contact the municipality for project-specific information.



Bioretention area in Daly Citys.

Contact Information:

- San Mateo Countywide Water Pollution Prevention Program: 650/363-4305, **www.flowstobay.org**. (For New Development webpage, click on "Businesses," then "New Development." For a list of local new development contacts, click "local permitting agency.")
- Regional Water Board staff: 510/622-2300.

[1] Auto service facilities are identified using Standard Industrial Classification Codes listed on the Countywide Program's New Development webpage (click on "New Low Impact Development requirements.")

[2] Diligent pursuance may be demonstrated by submitting supplemental plans or other documents needed for project approval.

The Alameda Countywide Clean Water Program is gratefully acknowledged for content in this brochure.

SAN MATEO COUNTYWIDE
Water Pollution Prevention Program
Clean Water. Healthy Community.

STAFF ONLY
Date of Building Permit: _____
Permit #: _____

NPDES PERMIT IMPERVIOUS SURFACE DATA COLLECTION WORKSHEET

COMPLETE THIS WORKSHEET FOR EACH NEW OR REDEVELOPMENT PROJECT WHERE 5,000 SQUARE FEET OR MORE OF IMPERVIOUS SURFACE WILL HAVE BEEN CREATED, ADDED AND/OR REPLACED.

What Projects Are Applicable?

All project applicants proposing to create and/or replace 5,000 sq. ft. or more of impervious surface on the project site must fill out this form and submit it to the Planning Division. Interior remodeling projects and routine maintenance or repair projects, such as re-roofing and re-paving, are NOT required to complete this form.

What is an Impervious Surface?

An impervious surface is a surface covering or pavement of a developed parcel of land that prevents the land's natural ability to absorb and infiltrate rainfall/stormwater. Impervious surfaces include rooftops, walkways, patios, driveways, parking lots, storage areas, impervious concrete and asphalt.[1]

For More Information

For more information regarding selection of best management practices for stormwater pollution prevention, stormwater treatment, or hydromodification management contact: NPDES Coordinator 650-342-3727

Project Name: _____ **APN #**__ __ __ - __ __ - __ __ __

Project Description: _____

Applicant's Name: _____ **Phone:** _____

Project Location: _____
(address)

1. **Project Type** (Check all that apply):

☐ Residential ☐ Commercial ☐ Industrial ☐ Public ☐ Mixed Use
☐ Restaurant ☐ Uncovered Parking ☐ Auto-service Facility ☐ Retail Gasoline Outlet

2. **Project size:**

a. Total area of project site (parcel) _____ sq. ft.

b. Area of land disturbance during construction _____ sq. ft. (include clearing, grading, excavating).

	Pre-Project Impervious Surface (IS), in sq.ft.	Proposed Impervious surface (IS), in sq. ft[1]	
		Replaced IS[2]	Created IS[3]
c. Non-parking impervious surface area (includes land covered by buildings, sheds, patios/ covers, streets, sidewalks, paved walkway)			
d. Areas of uncovered parking			
e. Off-lot impervious surface (streets, sidewalks, and/or bike lanes built as part of new street)	N/A		
TOTAL: 2c through 2e			

[1] Pervious pavement underlain with pervious soil or pervious storage material, such as a gravel layer sufficient to hold at least the volume of rainfall runoff specified in Provision C.3.d of the MRP, is not an impervious surface. See MRP at www.flowstobay.org/ms_municipalities.php.
[2] "Replaced" means that the project will install impervious surface where existing impervious surface is removed.
[3] "Created" means the project will install new impervious surface where there is currently no impervious surface.

f. Area of pre-project landscaping:_____ sq.ft. Area of post-project landscaping:_____ sq.ft.

3. Determine Requirements for Stormwater Treatment and Hydromodification Management (HM)

a. Check box if total proposed impervious surface is equal to or greater than:

☐ 10,000 sq. ft.: Stormwater treatment required (sizing requirements in Provision C.3.d of the MRP)

☐ 43,560 sq. ft.: If the following two statements apply to the project, then hydromodification management (HM) is required:

- ☐ Check box if the project replaces existing impervious surface (such as a building, parking lot, roadway, etc.), the total impervious area is increased from the pre-project condition.
- ☐ Check box if project is located in an area subject to the HM standard (see HM Control Area map at www.flowstobay.org/bs_new_development.php), OR, if further analysis is required, an engineer or qualified environmental professional has determined that runoff from the project flows only through a hardened channel or enclosed pipe along its entire length before emptying into a waterway in the exempt area. *(Attach signed statement by qualified professional.)*

b. Check box if combined area of uncovered parking lot, plus any impervious surface for auto-service facility, retail gasoline outlet, and/or restaurant, is equal to or greater than:

☐ 5,000 sq. ft.: If project is approved on or after 12/1/11, stormwater treatment is required.

c. Check box if the project will REPLACE more than 50% of the existing impervious surface.

☐ Project will replace > 50% of the existing impervious surface. The project is required to treat stormwater runoff from the on-site existing impervious surface that is NOT modified, in addition to the impervious surface that created and/or replaced by the project.

This section to be completed by Agency Staff

Reviewed:

Community Development Department

Planning Division: _____

Building Division: _____

Return form to: _____

Data entry performed by: _____

Public Works Department

Engineering: _____

Return form to the NPDES Coordinator _____

SAN MATEO COUNTYWIDE
Water Pollution
Prevention Program

C.3 and C.6 Development Review Checklist

Municipal Regional Stormwater Permit (MRP)
Stormwater Controls for Development Projects

INSERT CITY SPECIFIC INFO HERE
ADDRESS
PHONE
FAX
WEB (for those who allow download etc)

Applicability of C.3 and C.6 Stormwater Requirements

1. Enter Project Data *(For "C.3 Regulated Projects," data will be reported in the municipality's stormwater Annual Report.)*

1.1 Project Name: _____

1.2 Project Address: _____

1.3 Project APN: _____ Project Watershed: _____

1.4 Applicant/Agent Name: _____ Applicant/Agent Phone: _____

1.5 Applicant/Agent Address: _____

1.6 Development type: (check all that apply)
☐ Residential ☐ Commercial ☐ Industrial ☐ Mixed-Use ☐ Streets, Roads, etc.
☐ 'Redevelopment' as defined by MRP: creating, adding and/or replacing exterior existing impervious surface on a site where past development has occurred[1]
☐ 'Special land use categories' as defined by MRP: (1) auto service facilities[2], (2) retail gasoline outlets, (3) restaurants[2], (4) uncovered parking area (stand-alone or part of a larger project)

1.7 Project Description[3]: _____

1.8 Is the site a "High Priority Site" that disturbs less than 1 acre (43,560 sq.ft.) of land? ☐ Yes ☐ No
- "High Priority Sites" are sites that require a grading permit, are adjacent to a creek, or are otherwise high priority for stormwater protection during construction (see Provision C.6.e.ii(2)).

1.9 Total Area of Site: _____ sq.ft. ; Total Area of Land Disturbed: _____ sq.ft.
- *If less than 5,000 sq.ft. of imperious surface is created/replaced, skip to Item 3. Otherwise, continue to Item 2.1.*
- *If 1 acre (43,560 sq.ft.) or more of land is disturbed, obtain coverage under the state's Construction General Permit at https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp. Submit to the municipality a copy of your Notice of Intent and Storm Water Pollution Prevention Plan (SWPPP) before a grading or building permit will be issued.*

2. Is the project a "C.3 Regulated Project" per MRP Provision C.3.b?

2.1 Enter the amount of impervious surface[4] created and/or replaced by the project (if the total amount is 5,000 sq.ft. or more):

	1	2	3
Type of Impervious Surface	**Pre-Project Impervious Surface** (sq.ft.)	**Existing Impervious Surface to be Replaced**[6] (sq.ft.)	**New Impervious Surface to be Constructed**[6] (sq.ft.)
Roof area(s) – excluding any portion of the roof that is vegetated ("green roof")			
Impervious[4] sidewalks, patios, paths			
Impervious[4] driveway and uncovered parking[5]			
Streets (public)			
Streets (private)			
Total Impervious Surfaces:			
Total New Impervious Surface (sum of totals for columns 2 and 3):			

[1] Roadway projects that replace existing impervious surface are subject to C.3 requirements only if one or more lanes of travel are added.
[2] See Standard Industrial Classification (SIC) codes here
[3] Project description examples: 5-story office building, industrial warehouse, residential with five 4-story buildings for 200 condominiums, etc.
[4] Per the MRP, pervious pavement underlain with pervious soil or pervious storage material, such as a gravel layer sufficient to hold at least the volume of rainfall runoff specified in MRP Provision C.3.d is not an impervious surface.
[5] Uncovered parking includes top level of a parking structure.
[6] "Replace" means to install new impervious surface where existing impervious surface is removed. "Construct" means to install new impervious surface where there is currently no impervious surface.

2. Is the project a "C.3 Regulated Project" per MRP Provision C.3.b? (continued)

		Yes	No	NA
2.2	In Item 2.1, does the Total New Impervious Surface equal 10,000 sq.ft. or more? *If YES, skip to Item 2.5 and check "Yes." If NO, continue to Item 2.3.*	☐	☐	☐
2.3	Does the Item 2.1 Total New Impervious Surface equal 5,000 sq.ft. or more, but less than 10,000 sq.ft? *If YES, continue to Item 2.4. If NO, skip to Item 2.5 and check "No."*	☐	☐	☐
2.4	Is the project a "Special Land Use Category" per Item 1.6? For uncovered parking, check YES only if there is 5,000 sq.ft or more uncovered parking. *If NO, go to Item 2.5 and check "No." If YES, go to Item 2.5 and check "Yes."*	☐	☐	☐
2.5	Is the project a C.3 Regulated Project? *If YES, skip to Item 4; if NO, continue to Item 3.*	☐	☐	☐

3. Projects that are NOT C.3 Regulated Projects

If you answered NO to Item 2.5, or the project creates/replaces less than 5,000 sq. ft. of impervious surface (see Item 1.8), then the project is NOT a C.3 Regulated Project, and stormwater treatment is not required, BUT the municipality may determine that source controls and site design measures are required. Skip to Item 6.1.

4. Projects that ARE C.3 Regulated Projects

If you answered YES to Item 2.5, then the project is a C.3 Regulated Project. The project must include appropriate site design measures and source controls AND hydraulically sized stormwater treatment measures. Items 4.1 and 4.2 will help you determine the applicability of Low Impact Development (LID) stormwater treatment requirements. IF FINAL DISCRETIONARY APPROVAL IS GRANTED ON OR AFTER **DECEMBER 1, 2011**, LID REQUIREMENTS APPLY, except for "Special Projects."

		Yes	No	NA
4.1	Is this project a "Special Project" (including urban infill, high density, or transit oriented development) per the criteria included in Appendix J of the C.3 Technical Guidance? *If YES, some non-LID treatment is allowed; skip to Item 5.1. If NO, continue to Item 4.2.*	☐	☐	☐
4.2	Is it feasible to treat the full C.3.d amount of runoff with infiltration or rainwater harvesting and use, per the LID Feasibility Criteria in Appendix I of the C.3 Technical Guidance? *Unless final discretionary approval is granted before 12/1/11, a NO answer means that stormwater treatment may be met through biotreatment; a YES answer means that stormwater treatment must be met through rainwater harvesting and reuse or infiltration. In either case, continue to Item 5.*	☐	☐	☐

5. Is the project a Hydromodification Management (HM) Project?

If you answered NO to Item 2.2, the project is too small to be an HM project. Skip to Item 6. Otherwise, continue to Item 5.1

5.1 Does the project create and/or replace 1 acre (43,560 sq. ft.) or more of impervious surface? (Refer to Item 2.1.)

- ☐ YES. *Continue to Item 5.2.*
- ☐ NO. *Skip to Item 5.5 and check "No."*

5.2 Is the total impervious area increased over the pre-project condition?

- ☐ YES. *Continue to Item 5.3.*
- ☐ NO. *The project is NOT required to incorporate HM measures. Skip to Item 5.5 and check "No."*

5.3 Is the site located in an HM Control Area per the HM Control Areas map (Appendix H of the C.3 Technical Guidance)?

- ☐ YES. *Skip to Item 5.5 and check "Yes."*
- ☐ NO. *Attach map, indicating project location. Skip to Item 5.5 and check "No."*
- ☐ Further analysis required. *Continue to Item 5.4.*

5.4 Has an engineer or qualified environmental professional determined that runoff from the project flows only through a hardened channel or enclosed pipe along its entire length before emptying into a waterway in the exempt area?

- ☐ YES. *Attach signed statement by qualified professional. Go to Item 5.5 and check "No."*
- ☐ NO. *Go to Item 5.5 and check "Yes."*

5.5 Is the project a Hydromodification Management Project?

- ☐ YES. *The project is subject to HM requirements (described in Section 11 of this form). Continue to Item 6.*
- ☐ NO. *The project is EXEMPT from HM requirements. Continue to Item 6.*

Implementation of C.3 and C.6 Stormwater Requirements

6. Select appropriate source controls *(Applies to C.3 Regulated Projects; for other projects required at municipality discretion[7])*

Check if project has these features		Features that require source control measures	Source Control Measures (Local Source Control List for detailed requirements)	Is source control measure included in project plans?		
Yes	No			Yes	No	Plan Sheet No.
☐	☐	Storm Drain	Mark on-site inlets with the words "No Dumping! Flows to Bay" or equivalent.	☐	☐	
☐	☐	Floor Drains	Plumb interior floor drains to sanitary sewer[8] [or prohibit].	☐	☐	
☐	☐	Parking garage	Plumb interior parking garage floor drains to sanitary sewer.[8]	☐	☐	
☐	☐	Landscaping	▪ Retain existing vegetation as practicable. ▪ Select diverse species appropriate to the site. Include plants that are pest- and/or disease-resistant, drought-tolerant, and/or attract beneficial insects. ▪ Minimize use of pesticides and quick-release fertilizers. ▪ Use efficient irrigation system; design to minimize runoff.	☐	☐	
☐	☐	Pool/Spa/Fountain	Provide connection to the sanitary sewer to facilitate draining.[8]	☐	☐	
☐	☐	Food Service Equipment (non-residential)	Provide sink or other area for equipment cleaning, which is: ▪ Connected to a grease interceptor prior to sanitary sewer discharge.[8] ▪ Large enough for the largest mat or piece of equipment to be cleaned. ▪ Indoors or in an outdoor roofed area designed to prevent stormwater run-on and run-off, and signed to require equipment washing in this area.	☐	☐	
☐	☐	Refuse Areas	▪ Provide a roofed and enclosed area for dumpsters, recycling containers, etc., designed to prevent stormwater run-on and runoff. ▪ Connect any drains in or beneath dumpsters, compactors, and tallow bin areas serving food service facilities to the sanitary sewer.[8]	☐	☐	
☐	☐	Outdoor Process Activities[9]	Perform process activities either indoors or in roofed outdoor area, designed to prevent stormwater run-on and runoff, and to drain to the sanitary sewer.[8]	☐	☐	
☐	☐	Outdoor Equipment/ Materials Storage	▪ Cover the area or design to avoid pollutant contact with stormwater runoff. ▪ Locate area only on paved and contained areas. ▪ If storage area will contain non-hazardous liquids, roof the area, drain to sanitary sewer[8], and contain by berms or similar.	☐	☐	
☐	☐	Vehicle/ Equipment Cleaning	▪ Roofed, pave and berm wash area to prevent stormwater run-on and runoff, plumb to the sanitary sewer[8], and sign as a designated wash area. ▪ Commercial car wash facilities shall discharge to the sanitary sewer.[8]	☐	☐	
☐	☐	Vehicle/ Equipment Repair and Maintenance	▪ Designate repair/maintenance area indoors, or an outdoors area designed to prevent stormwater run-on and runoff and provide secondary containment. Do not install drains in the secondary containment areas. ▪ Prohibit floor drains unless connected to wastewater pretreatment systems prior to discharging to the sanitary sewer.[8] ▪ Connect containers or sinks used for parts cleaning to the sanitary sewer.[8]	☐	☐	
☐	☐	Fuel Dispensing Areas	▪ Fueling areas shall have impermeable surface, such as Portland cement concrete, that is a) minimally graded to prevent ponding and b) separated from the rest of the site by a grade break to prevent stormwater run-on. ▪ Fueling area canopy must extend at least 10 ft in each direction from each pump and drain away from fueling area.	☐	☐	
☐	☐	Loading Docks	▪ Cover and/or grade to minimize run-on to and runoff from the loading area. ▪ Position downspouts to direct stormwater away from the loading area. ▪ Drain water from loading dock areas to the sanitary sewer.[8] ▪ Install door skirts between the trailers and the building.	☐	☐	
☐	☐	Fire Sprinklers	Design for discharge of fire sprinkler test water to landscape or sanitary sewer.[8]	☐	☐	
☐	☐	Miscellaneous Drain or Wash Water	▪ Drain condensate of air conditioning units to landscaping. Large air conditioning units may connect to the sanitary sewer.[8] ▪ Roof drains shall drain to unpaved area where practicable. ▪ Boiler drain lines, roof top equipment, and washing and/or steam cleaning activities shall drain to the sanitary sewer.[8]	☐	☐	

[7] See MRP Provision C.3.a.i(7) for non-C.3 Regulated Projects and Provision C.3.c.i(1) for C.3 Regulated Projects.

[8] Any connection to the sanitary sewer system is subject to sanitary district approval.

[9] Businesses that may have outdoor process activities/equipment include machine shops, auto repair, industries with pretreatment facilities.

7. Select appropriate site design measures *(Applies to C.3 Regulated Projects; for other projects required at municipality discretion[10])*

Municipal staff will indicate which site design measures have been considered, and which are included in the plans.

7.1 Are appropriate site design measures included in project plans?

Was the site design measure discussed with applicant?		Is the site design measure included in project plans?			
Yes	No	Yes	No	Plan Sheet No.	Site Design Measures
☐	☐	☐	☐		Protect sensitive areas, including wetland and riparian areas, and minimize changes to the natural topography.
☐	☐	☐	☐		Minimize land disturbance and impervious surface (especially parking lots).
☐	☐	☐	☐		Minimize impervious areas from being directly connected to the storm drain system (for example, direct runoff from roof downspouts and other impervious surfaces to landscaped areas where feasible).
☐	☐	☐	☐		Install rain barrel or cistern to capture and use rainwater for irrigation or other non-potable use.
☐	☐	☐	☐		Design areas of "micro-detention" in landscaping to retain rainfall runoff onsite, where appropriate.
☐	☐	☐	☐		Maximize permeability by clustering development and preserving open space, where appropriate.
☐	☐	☐	☐		Concentrate development density, where appropriate, to reduce impervious surface on a watershed basis.
☐	☐	☐	☐		Use permeable pavement surfaces where feasible.
☐	☐	☐	☐		Self-treating area (see Section 4.2 of the C.3 Technical Guidance)
☐	☐	☐	☐		Self-retaining area (see Section 4.3 of the C.3 Technical Guidance)

Use construction best management practices (BMPs) (applies to all projects).

8.1 Are construction BMPs included in project plans?

Yes	No	Best Management Practice (BMP)
☐	☐	Attach the San Mateo Countywide Water Pollution Prevention Program's construction BMP plan sheet to project plans and require contractor to implement the applicable BMPs on the plan sheet.
☐	☐	Temporary erosion controls to stabilize all denuded areas until vegetation is established.
☐	☐	Delineate with field markers clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees, and drainage courses.
☐	☐	Provide notes, specifications, or attachments describing the following: ▪ Construction, operation and maintenance of erosion and sediment controls, including inspection frequency; ▪ Methods and schedule for grading, excavation, filling, clearing of vegetation, and storage and disposal of excavated or cleared material; ▪ Specifications for vegetative cover and mulch, including methods and schedules for planting and fertilization; ▪ Provisions for temporary and/or permanent irrigation.
☐	☐	Perform clearing and earth moving activities only during dry weather.
☐	☐	Use sediment controls or filtration to remove sediment when dewatering and obtain all necessary permits.
☐	☐	Protect all storm drain inlets in the vicinity of the site using sediment controls such as berms, fiber rolls, or filters.
☐	☐	Trap sediment on-site, using BMPs such as sediment basins or traps, earthen dikes or berms, silt fences, check dams, soil blankets or mats, covers for soil stock piles, etc.
☐	☐	Divert on-site runoff around exposed areas and divert off-site runoff around the site (e.g., swales and dikes).
☐	☐	Protect adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching, or other measures as appropriate.
☐	☐	Limit construction access routes and stabilize designated access points.

[10] See MRP Provision C.3.a.i(6) for non-C.3 Regulated Projects and Provision C.3.c.i(2)(a) for C.3 Regulated Projects.

8. Use construction BMPs (applies to all projects) – continued

8.1 Are construction BMPs included in project plans?

Yes	No	Best Management Practice (BMP)
☐	☐	No cleaning, fueling, or maintaining vehicles on-site, except in a bermed area where washwater is contained and treated, and fluids are collected in drip pans and disposed of as hazardous waste.
☐	☐	Store, handle, and dispose of construction materials and wastes properly to prevent their contact with stormwater.
☐	☐	Contractor shall train and provide instruction to all employees and subcontractors regarding construction BMPs.
☐	☐	Control and prevent the discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals, washwater or sediments, and non-stormwater discharges to storm drains and watercourses.

8.2 Is the project a C.3 Regulated Project? (Refer to Item 2.5.)

☐ YES. *Continue to Item 9.*

☐ NO. *Do not complete sections 9 & 10. Municipal staff may use sections 11 – 15.*

9. Include stormwater treatment measures (applies to C.3 Regulated Projects) – *MRP Provisions C.3.c.(2)(b); C.3.d.i; C.3.e.ii*

9.1 Are appropriate stormwater treatment measures included? *(Municipal staff will indicate which information is required.)*

Is Info Applicable / Required?		Have Plans been Reviewed and Accepted?			Information that may be required
Yes	No	Yes	No	NA	
☐	☐	☐	☐	☐	If project is a "**Special Project**" (refer to Item 4.1) do plans show that the Special Project Criteria[11] are met? Plans reviewed by_____ Date Reviewed_____
☐	☐	☐	☐	☐	If project is a "**Special Project,**" plans may show non-LID measures hydraulically sized to treat C.3.d amount of runoff. Indicate the number of non-LID measures by type, the hydraulic sizing method[12], and percentage of project treated: Non-LID Treatment / No. of units / Hydraulic sizing method[10] / % of project treated Media filter Tree well filter Plans reviewed by_____ Date Reviewed_____
☐	☐	☐	☐	☐	Results of **LID feasibility/infeasibility analysis:**[13] Stormwater treatment of the C.3.d amount of runoff using infiltration or rainwater harvesting/use is (check one): ☐ feasible ☐ infeasible Plans reviewed by_____ Date Reviewed_____
☐	☐	☐	☐	☐	If **infeasibility** is demonstrated above, plans must show biotreatment measures hydraulically sized to treat C.3.d amount of runoff from entire project. Indicate the number of biotreatment measures by type, and the hydraulic sizing method: Biotreatment Measures / No. of units / Hydraulic sizing method[10] Bioretention area Flow-through planter Vegetated buffer strip Other (specify):_____ Plans reviewed by_____ Date Reviewed_____

9. Include stormwater treatment measures (applies to C.3 Regulated Projects) – continued

[11] Refer to the Special Projects Criteria in Appendix J of the C.3 Technical Guidance.

[12] Indicate which of the following Provision C.3.d.i hydraulic sizing methods were used. Volume based approaches: 1(a) Urban Runoff Quality Management approach, or 1(b) 80% capture (recommended volume-based approach). Flow-based approaches: 2(a) 10% of 50-year peak flow approach, 2(b) Percentile rainfall intensity approach, or 2(c) 0.2-Inch-per-hour intensity (recommended flow-based approach and basis for 4% rule of thumb). If a combination flow and volume design basis was used, indicate which flow-based and volume-based criteria were used.

[13] Refer to Feasibility/Infeasibility Criteria for Rainwater Harvesting/Use, Infiltration and Evapotranspiration (C.3 Technical Guidance Appendix I).

9.1 Are appropriate stormwater treatment measures included? -- *MRP Provisions C.3.c.(2)(b); C.3.d.i; C.3.e.ii*

Is Info Applicable / Required?		Have Plans been Reviewed and Accepted?			Information that may be required
Yes	No	Yes	No	NA	
☐	☐	☐	☐	☐	If **feasibility** is demonstrated above, plans must show LID treatment measures (non-biotreatment) hydraulically sized to treat the C.3.d amount of runoff from entire project. Indicate the number of non-biotreatment measures by type, and hydraulic sizing method:

LID Treatment Measure (non-biotreatment)	No. of units	Hydraulic sizing method[10]
Rainwater harvesting and use		
Bioinfiltration		
Infiltration trench		
Dry well		

Other (specify):_____

Plans reviewed by_____ Date Reviewed_____

9.2 Is the project a Hydromodification Management Project? (Refer to Item 5.5.)

☐ YES. *Continue to Item 10.*

☐ NO. *Do not complete section 10. Municipal staff may use sections 11 & 12.*

10. Incorporate HM Controls (applies to HM Projects).

10.1 Is required HM Project information included? -- *MRP Provision C.3.g and Attachment E*

Is Item Required?		Is Item in Plans?			Required HM Project Information
Yes	No	Yes	No	NA	
☐	☐	☐	☐	☐	Site plans with pre- and post-project impervious surface areas, surface flow directions of entire site, locations of flow duration controls and site design measures per HM site design requirement
☐	☐	☐	☐	☐	Soils report or other site-specific document showing soil types at all parts of site
☐	☐	☐	☐	☐	If project uses the Bay Area Hydrology Model (BAHM), a list of model inputs.
☐	☐	☐	☐	☐	If project uses custom modeling, a summary of the modeling calculations with corresponding graph showing curve matching (existing, post-project, and post-project with HM controls curves), goodness of fit, and (allowable) low flow rate.
☐	☐	☐	☐	☐	If project uses the Impracticability Provision, a listing of all applicable costs and a brief description of the alternative HM project (name, location, date of start up, entity responsible for maintenance).
☐	☐	☐	☐	☐	If the project uses alternatives to the default BAHM approach or settings, a written description and rationale.

11. Stormwater Inspections of Construction Sites During the Wet Season (for municipal staff use only):

If the answer is "Yes" to either of the following questions, refer this project to construction site inspection staff, to add to their list of projects that require stormwater inspections at least monthly during the wet season (October 1 through April 30).

		Yes	No
11.1	Does the project disturb 1 acre (43,560 sq.ft.) or more of land? (See Item 1.9)	☐	☐
11.2	Is the site a High Priority Site? (See Item 1.8)	☐	☐

12. Confirm Operations and Maintenance (O&M) Submittals (for municipal staff use only):

The following questions apply to C.3 Regulated Projects and Hydromodification Management Projects.

		Yes	No	N/A
12.1	Was maintenance plan submitted?	☐	☐	☐
12.2	Was maintenance plan approved?	☐	☐	☐
12.3	Was maintenance agreement submitted? (Date executed:_____)	☐	☐	☐

12.4 Indicate the dates on which the Applicant submitted annual reports for project O&M: _____

13. Comments (for municipal staff use only):

_____

_____

_____

_____

_____

14. NOTES (for municipal staff use only):

Section 1 Notes:_____

Section 2 Notes:_____

Section 3 Notes:_____

Section 4 Notes:_____

Section 5 Notes:_____

Section 7 Notes:_____

Section 8 Notes:_____

Section 9 Notes:_____

Section 10 Notes:_____

Section 11 Notes:_____

Section 12 Notes:_____

15. Project Close-Out (for municipal staff use only):

		Yes	No	NA
15.1	Were final Conditions of Approval met?	☐	☐	
15.2	Was initial inspection of the completed treatment/HM measure(s) conducted? (Date of inspection:_____)	☐	☐	☐
15.3	Was maintenance plan submitted? (Date executed:_____)	☐	☐	☐
15.4	Was project information provided to staff responsible for O&M verification inspections? (Date provided to inspection staff:_____)	☐	☐	☐

Name of staff confirming project is closed out:_____

Signature:_____ Date:_____

Name of O&M staff receiving information:_____

Signature:_____ Date:_____

Appendices

Appendix A: O&M Agreement
Appendix B: O&M Annual Report Form

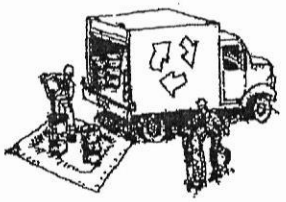
SAN MATEO COUNTYWIDE
Water Pollution Prevention Program
Clean Water. Healthy Community.

Construction Best Management Practices (BMPs)

DOWNLOAD e-file at http://www.flowstobay.org/bs_construction.php

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project. Please note: the wet season begins on October 1 and continues through April 30.

Materials & Waste Management



Non-Hazardous Materials

- ☐ Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- ☐ Use (but don't overuse) reclaimed water for dust control.

Hazardous Materials

- ☐ Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- ☐ Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- ☐ Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- ☐ Arrange for appropriate disposal of all hazardous wastes.

Waste Management

- ☐ Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- ☐ Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- ☐ Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- ☐ Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
- ☐ Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter

- ☐ Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- ☐ Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control

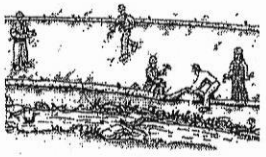
Maintenance and Parking

- ☐ Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- ☐ Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- ☐ If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- ☐ If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- ☐ Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, steam cleaning equipment, etc.

Spill Prevention and Control

- ☐ Keep spill cleanup materials (rags, absorbents, etc.) available at the construction site at all times.
- ☐ Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- ☐ Clean up spills or leaks immediately and dispose of cleanup materials properly.
- ☐ Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- ☐ Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- ☐ Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- ☐ Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthwork & Contaminated Soils



Erosion Control

- ☐ Schedule grading and excavation work for dry weather only.
- ☐ Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- ☐ Seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.

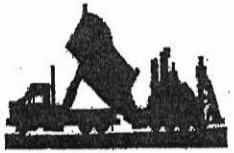
Sediment Control

- ☐ Protect storm drain inlets, gutters, ditches, and drainage courses with appropriate BMPs, such as gravel bags, fiber rolls, berms, etc.
- ☐ Prevent sediment from migrating offsite by installing and maintaining sediment controls, such as fiber rolls, silt fences, or sediment basins.
- ☐ Keep excavated soil on the site where it will not collect into the street.
- ☐ Transfer excavated materials to dump trucks on the site, not in the street.

Contaminated Soils

- ☐ If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
  - Unusual soil conditions, discoloration, or odor.
  - Abandoned underground tanks.
  - Abandoned wells
  - Buried barrels, debris, or trash.

Paving/Asphalt Work

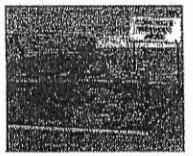


- ☐ Avoid paving and seal coating in wet weather, or when rain is forecast before fresh pavement will have time to cure.
- ☐ Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- ☐ Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- ☐ Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal

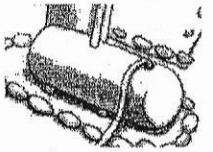
- ☐ Completely cover or barricade storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- ☐ Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- ☐ If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application



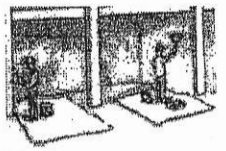
- ☐ Store concrete, grout and mortar under cover, on pallets and away from drainage areas. These materials must never reach a storm drain.
- ☐ Wash out concrete equipment/trucks offsite or in a contained area, so there is no discharge into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- ☐ Collect the wash water from washing exposed aggregate concrete and remove it for appropriate disposal offsite.

Dewatering



- ☐ Effectively manage all run-on, all runoff within the site, and all runoff that discharges from the site. Divert run-on water from offsite away from all disturbed areas or otherwise ensure compliance.
- ☐ When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- ☐ In areas of known contamination, testing is required prior to reuse or discharge of groundwater. Consult with the Engineer to determine whether testing is required and how to interpret results. Contaminated groundwater must be treated or hauled off-site for proper disposal.

Painting & Paint Removal



Painting cleanup

- ☐ Never clean brushes or rinse paint containers into a street, gutter, storm drain, or surface waters.
- ☐ For water-based paints, paint out brushes to the extent possible. Rinse to the sanitary sewer once you have gained permission from the local wastewater treatment authority. Never pour paint down a drain.
- ☐ For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of residue and unusable thinner/solvents as hazardous waste.

Paint removal

- ☐ Chemical paint stripping residue and chips and dust from marine paints or paints containing lead or tributyltin must be disposed of as hazardous waste.
- ☐ Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.

Landscape Materials

- ☐ Contain stockpiled landscaping materials by storing them under tarps when they are not actively being used.
- ☐ Stack erodible landscape material on pallets. Cover or store these materials when they are not actively being used or applied.
- ☐ Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

Storm drain polluters may be liable for fines of up to $10,000 per day!

Project Comments

Date: February 2, 2012

To:

- **0** City Engineer *(650) 558-7230*
- **0** Chief Building Official *(650) 558-7260*
- **X** Parks Supervisor *(650) 558-7254*
- **0** Recycling Specialist *(650) 558-7271*
- **0** Fire Marshal *(650) 558-7600*
- **0** NPDES Coordinator *(650) 342-3727*
- **0** City Attorney

From: Planning Staff

Subject: Request for Environmental Review, amendments to the Bayfront Specific Plan to increase the allowable floor area ratio from 0.60 FAR to 1.0 FAR, rezoning of a small portion of the site from APS to APN, amendments to the zoning and sign codes to change development standards and Conditional Use Permit for day care use and Commercial Design Review for development of a new office/life science campus consisting of office space or life science uses, retail uses and food services located in four buildings (5, 7 and 8-story buildings totaling 730,000 SF), a 2-story amenities building (37,000 SF) and a 5-level parking structure at **300 Airport Boulevard, zoned APS and APN, Parcel Numbers: 026-350-080, -100 & -130**

Staff Review:

1. No further comments

2. Water Conservation Ordinance must be submitted.

Reviewed by: B Disco_____Date: 2/6/12_____

Project Comments

Date: April 19, 2010

To:

- 0 City Engineer *(650) 558-7230*
- 0 Chief Building Official *(650) 558-7260*
- X Parks Supervisor *(650) 558-7334*
- 0 Recycling Specialist *(650) 558-7273*
- 0 Fire Marshal *(650) 558-7600*
- 0 NPDES Coordinator *(650) 342-3727*
- 0 City Attorney

From: Planning Staff

Subject: Request for Environmental Review, Amendment to Bayfront Specific Plan, Amendment to APN Zoning and Commercial Design Review for a new office/life science campus consisting of two, 5-story, one 7-story and one 8-story buildings containing a total of 730,000 SF, a 37,000 SF amenities building and a parking structure at **350 Beach Road, zoned APS and APN, APN: 026-350-080, -100 and -130**

Staff Review:

1. **Water Conservation in Landscape ordinance must be submitted prior to construction.**

Reviewed by: B Disco **Date:** 10/1/10

Project Comments

Date: April 19, 2010

To:

- ~ City Engineer *(650) 558-7230*
- ~ Chief Building Official *(650) 558-7260*
- ~ Parks Supervisor *(650) 558-7334*
- ~ Recycling Specialist *(650) 558-7273*
- ~ Fire Marshal *(650) 558-7600*
- ~ NPDES Coordinator *(650) 342-3727*
- ~ City Attorney

From: Planning Staff

Subject: Request for Environmental Review, Amendment to Bayfront Specific Plan, Amendment to APN Zoning and Commercial Design Review for a new office/life science campus consisting of two, 5-story, one 7-story and one 8-story buildings containing a total of 730,000 SF, a 37,000 SF amenities building and a parking structure at **350 Beach Road, zoned APS and APN, APN: 026-350-080, -100 and -130**

Staff Review: **April 19, 2010**

1. This project will exceeds 2,500 sf of landscape and a *Water Management Plan* will be required. *The Water Management Plan* requirements are available at the Planning Division.

2. New trees in the Airport Blvd islands must be Platanus acerfolia 'Columbia'.

3. Any tree 48" and over may not be removed without permit from Parks Division. (558-7330).

4. Identify any existing trees and landscape that will be removed during construction.

Reviewed by: B Disco **Date:** 5/3/10

Project Comments

Date: April 19, 2010

To:

- 0 City Engineer *(650) 558-7230*
- 0 Chief Building Official *(650) 558-7260*
- 0 Parks Supervisor *(650) 558-7334*
- 0 Recycling Specialist *(650) 558-7273*
- ● Fire Marshal *(650) 558-7600*
- 0 NPDES Coordinator *(650) 342-3727*
- 0 City Attorney

From: Planning Staff

Subject: Request for Environmental Review, Amendment to Bayfront Specific Plan, Amendment to APN Zoning and Commercial Design Review for a new office/life science campus consisting of two, 5-story, one 7-story and one 8-story buildings containing a total of 730,000 SF, a 37,000 SF amenities building and a parking structure at **350 Beach Road, zoned APS and APN, APN: 026-350-080, -100 and -130**

Staff Review: April 19, 2010

1. All buildings shall be equipped with fire alarms, fire sprinklers & standpipes where required by the California Fire Code & the Burlingame Municipal Code.
2. Fire Flow & Fire Hydrants shall conform to Appendix B & C of the International Fire Code 2006 Edition.
3. Fire apparatus access shall be provided for all buildings in accordance with §503 of the International Fire Code.
4. Fire Control Room as required by the California Building Code shall be placed to the exterior of the building with exterior access. Rooms shall be positioned facing fire apparatus access. This requirement may negate exterior remote annunciators & key boxes intended to house HMIS/HMMP as required for Burlingame Municipal Code.
5. Please see Burlingame Municipal Code specific to Addressing Requirements and Key Boxes associated with Hazardous Materials.
6. The fire department shall request HMIS/HMIP in accordance with the California Fire Code. All inventory lists shall at a minimum indicate the hazardous material class and quantities consistent with Table 2703.1.1(1), Title 24 CFC classes and units (ie: pounds, gallons, cubic feet at NTP, etc.)
7. Space shall be provided within each Highrise for installation of a repeater/receiver antenna & supporting equipment for City Communications. An electrical supply source shall be provided at the antenna/equipment location. Reasonable access shall be provided to City staff contractors for installation of necessary telephone lines and for purposes of installation, maintenance, adjustment and repair of the antenna/equipment.

Reviewed by: [signature] **Date:** 26 Apr 10

MEMORANDUM

PUBLIC WORKS DEPARTMENT

May 8, 2012

To: Community Development Department - Planning Division

From: Public Works Department - Engineering Division

Subject: Conditions of Approval for Burlingame Point - 300-333 Airport Boulevard Project.

The Public Works Engineering Division has reviewed the project and hereby proposes the following conditions of approval:

1. With City approval, the Developer proposes to construct a new, realigned Airport Boulevard through the Project and to construct Bay Trail and Bay frontage improvements in the City's right-of-way easement of the original Airport Boulevard. Developer understands that the underlying fee of the original Airport Boulevard ROW, from the existing Sanchez Chanel Bridge East to Fisherman's Park and South from Fisherman's Park to Beach Road, is owned by the State of California, State Lands Commission and that the City only holds a ROW easement over same. Developer shall give the State Lands Commission written notice of its development plans and specifically, notice of the proposed improvements to be constructed in the ROW of the original Airport Boulevard alignment, within ten (10) days of the Planning Commission's recommendation of the Project to the City Council. At any time, should State Lands have any concerns over said improvements, object to any aspect of the proposed improvements or initiate any type of administrative or judicial action in regard to these proposed improvements, Developer shall hold harmless, defend and indemnify the City, its officers, agents and employees from any and all fees (including attorneys' fees), damages, fines or any other costs of any kind related to such objections, claims or actions.

   Additionally, the Developer shall obtain letters of no objection to the proposed realignment of Airport Boulevard from all utility companies. The Project Developer shall relocate all existing utilities from within the existing Airport Boulevard roadway to the proposed realigned Airport Boulevard roadway to the satisfaction of the City Engineer and affected utility companies.

2. The developer shall prepare necessary engineering drawings and construction documents to construct the Sanchez Channel Bridge widening as identified in the existing BCDC permit to provide the necessary width for pedestrian, bicyclist and vehicular access along Airport Boulevard. The developer shall complete construction of these improvements at his/her expense. These drawings shall be approved by the City Engineer as part of the Building Permit process.

3. The developer shall be responsible to meet all San Francisco Bay Conservation and Development Commission (BCDC) requirements for the project and provide the City with documentation of all approvals by BCDC for all work within 100 feet of the shoreline band along the San Francisco Bay and Sanchez drainage channel.

4. The developer shall enter into a Site Maintenance Agreement with the City for maintenance of all landscape, sidewalk, medians, and stormwater improvements as well as roadway improvements that do not conform to city standards, such as the proposed roadway intersections. The Site Maintenance Agreement shall be executed prior to the issuance of the Building permit.

5. All traffic improvements, including but not limited to traffic signals, pedestrian countdown signals, pedestrian audible signals, signal interconnection hardware, street lights, signage, street markings, etc., shall be approved by the City Engineer and installed at the property owner's expense. The proposed streetlights must conform to current standards which require Beta LED's or equivalent. The developer shall submit and obtain approval of the required engineering drawings and specifications for all public improvements as part of the building permit process.

6. The project shall reimburse to the City the operation, maintenance and energy costs of the proposed traffic signals. The City will maintain the newly proposed traffic signal operations. The operation cost of the traffic signal will be adjusted annually by the City based on prevailing costs. The electricity costs will be based on direct billing by PG & E.

7. The developer shall provide at his/her expense shoreline access, adequate erosion protection and site amenities to the standards established by the City and BCDC.

8. The Bay and drainage channel shorelines located on this property will require stabilization improvements to provide flood protection for the public access trail and bridge. All shoreline and drainage channel slope protection measures, need to be reviewed and approved by the City Engineer.

9. The public and facility users shall be safely provided for and protected from the flooding of the site in the event of a disaster. This includes a storm or an earthquake which coincides with a maximum high tide and possible breaching of Sanchez Channel and/or Airport Boulevard levees. The property owner shall employ a qualified engineer to analyze the seismic stability of the Sanchez Channel and Airport Boulevard levees and identify protection against possible earthquake or storm event. The property owner shall submit the structural and seismic stability analysis to the City Engineer for review and approval. If the analysis indicates that improvements are necessary along the project site to provide stability for an event, such

improvements shall be installed as approved by the City Engineer prior to occupancy of the first building.

10. The developer shall be required to incorporate the following measures into project design in order to reduce the potential impacts of flooding:

    a. Necessary tide gates shall be installed in the storm drain system on the project site to prevent high water from back flowing into the site during flood periods;
    b. Adequate drainage and pump facilities, including a sound-baffled backup power supply, shall be provided in the parking area to prevent water ponding in excess of ten (10) inches in the event of a 100-year flood;
    c. Storm drainage facilities shall be designed to accommodate any future settlement of the site, levees and other fill along the site perimeter;
    d. A flood contingency plan shall be developed to provide guidelines for management of vehicles in the event of flooding of the parking area; and
    e. On-site improvements shall be designed to provide 100-year flood protection. All emergency equipment, generators, controls, and motors shall be located above the 100-year flood elevation.

11. The developer shall install a six-inch diameter recycled water main with the roadway improvements. This six-inch line shall extend from the existing Sanchez Channel Bridge east to the other end of the new roadway alignment near Beach Road. Initially the line shall be connected to the City water main and serve as the service connection for irrigation. This line and the irrigation system shall convert to a recycled water line once it becomes available. These improvements shall de done at the property owner's cost and shall be completed in concurrence with the roadway improvements.

12. The project developer shall implement and maintain an appropriate Transportation Demand Management measures in accordance with the San Mateo County Congestion Plan to reduce the number of trips generated by this project.

13. Detailed grading and drainage plans shall be submitted by the project developer for review by the City Engineer at the time of applying for a building permit.

14. The project shall comply with the City's NPDES permit requirement to prevent storm water pollution during and after the construction. In addition, the project developer shall provide all documentation relating to compliance with the Regional Municipal Permit from the State of California Water Resources Board.

15. It is possible that this project may require approvals and permits from the U.S. Army Corp of Engineers, Department of Fish and Game, and the California Regional Water Quality Control Board. The applicant must provide written records of contacting the above agencies demonstrating that a permit has been obtained or is not required.

16. All street improvements plans shall be submitted to the City for review and approval. These improvements include but are not limited to sanitary sewer mains and laterals; water mains and services; storm drain mains and inlets; street structural sections, soils report, etc.

Hydrologic and hydraulic calculations are required for all designs associated with the new road alignment. The road structural section shall be designed to a traffic index of minimum 12.0 and shall withstand vertical displacement due to natural subsurface settlement. The structural section shall be designed for a 520-year life based on recommendations of a professional geotechnical engineer and accompanying soils report.

17. The project developer shall perform necessary engineering studies to determine the required capacity and improvements to the system to be approved by the City Engineer. At the City's discretion, the sanitary sewer improvements shall be routed along Airport Boulevard to an existing pump station, thence along Airport Boulevard to the Wastewater Treatment Plant. The sanitary sewer system improvements shall be designed and constructed to accommodate the fully built-out conditions of the project and adjacent properties.

18. The project shall abandon the existing potable water main located within existing alignment of Airport Boulevard from Fisherman's Park to Beach Road. The project shall evaluate the existing condition of the water main. If necessary and at the City's discretion, the project shall design and construct a new potable water main system along the newly proposed Airport Boulevard from Beach Road to the Sanchez Channel as well as the replace the existing potable water main segment from Sanchez Channel to Fisherman's Park

19. The project shall install purple piping in buildings for future reclaimed water use in building applications.

EXAMINER - BOUTIQUE & VILLAGER

2317 BROADWAY #305, REDWOOD CITY, CA 94063
Telephone (650) 556-1556 / Fax (650) 692-7587

This space for filing stamp only

Mary Ellen Kearney
BURLINGAME CITY CLERKS OFFICE
501 PRIMROSE ROAD
BURLINGAME, CA - 94010

NPEN#: 2327581

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of SAN MATEO) ss

Notice Type: HRG - NOTICE OF HEARING

Ad Description:
Legal Ad

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the EXAMINER - BOUTIQUE & VILLAGER, a newspaper published in the English language in the city of BURLINGAME, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of SAN MATEO, State of California, under date of 10/12/1992, Case No. 241938. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

06/08/2012

Executed on: 06/08/2012
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature

CITY OF BURLINGAME SUMMARY OF ORDINANCES OF THE CITY OF BURLINGAME AMENDING TITLES 22 AND 25 OF THE BURLINGAME MUNICIPAL CODE, TO REZONE A PORTION OF THE SITE FROM THE APS (ANZA POINT SOUTH) ZONING DISTRICT TO THE APN (ANZA POINT NORTH) AND APPROVAL OF A DEVELOPMENT AGREEMENT RELATED TO THE PROPOSED DEVELOPMENT OF AN OFFICE/LIFE SCIENCE CAMPUS AT 300 AIRPORT BOULEVARD

NOTICE IS HEREBY GIVEN that the City Council of the City of Burlingame will consider adoption of three proposed ordinances on Monday, June 18, 2012 at a public meeting at 7:00 p.m. in the City Hall Council Chambers at 501 Primrose Road, Burlingame, CA, that would amend Titles 22 and Title 25 of the Burlingame Municipal Code, the sign code and the zoning ordinance, would rezone a portion of the 300 Airport Boulevard site from the APS zone district to the APN zone district, and would approve a development agreement with 350 Beach LLC, all related to the proposed development of an office/life science campus at 300 Airport Boulevard.

Ordinance to Amend the Sign Code and Zoning Code:

1. Amendments to the APN (Anza Point North) zoning regulations to increase the maximum FAR allowed for office uses from 0.6 FAR to 1.0 FAR and for commercial recreation uses from 0.5 FAR to 1.0 FAR, delete a requirement for a conditional use permit for commercial recreation facilities with an FAR greater than 0.5, add incidental food establishments and retail services in business campuses or professional buildings of twenty thousand (20,000) square feet or more as permitted uses, and amendments to the APN zoning regulations to allow for changes to required setbacks, height and bulk of structures and to the design review criteria;
2. Amendment to the parking regulations to allow a reduction in parking requirements when a Transportation Demand Management (TDM) plan is implemented.
3. Amendment to the sign code to allow additional freestanding signs on parcels which exceed 300 feet in frontage length to allow one freestanding monument sign for each one hundred-fifty feet in frontage length.

Ordinance to Rezone a portion of the 300 Airport Boulevard site: Proposes to rezone a 120-foot by 150-foot portion of the 300 Airport Boulevard site (abutting Beach Road) from the APS (Anza Point South) zone district to the APN (Anza Point North) zone district, so that the entire project site is within one zoning district.

Ordinance to Approve a Development Agreement with 350 Beach Road LLC: Proposes to enter into a Development Agreement with the property owner of the 300 Airport Boulevard site to establish the development rights and obligations which will apply to the proposed development of the property for the life of the project. In exchange for granting the developer assurance regarding these rights and obligations, the agreement provides for public benefits to the community which are beyond what would normally be required by existing regulations.

The City Council will receive testimony on the proposed ordinances from all interested persons who appear at the Council meeting. To receive additional information about the proposed ordinances and a complete copy of the ordinances, or to provide written comments, interested persons may contact the City Clerk, 501 Primrose Road, Burlingame, CA 94010, telephone 650-558-7203. A complete copy of the ordinance is available for review at the City Library, 480 Primrose Road, Burlingame, CA.

6/8/12
NPEN-2327581#
EXAMINER - BOUTIQUE & VILLAGER

A00000269313 0

CITY OF BURLINGAME
COMMUNITY DEVELOPMENT DEPARTMENT
501 PRIMROSE ROAD
BURLINGAME, CA 94010
PH: (650) 558-7250 ● FAX: (650) 696-3790
www.burlingame.org

$00.32

US POSTAGE

Site: 300 AIRPORT BOULEVARD/350 BEACH ROAD

PUBLIC HEARING NOTICE

The City of Burlingame City Council announces the following public hearing **on MONDAY, JUNE 18, 2012 at 7:00 P.M.** in the City Hall Council Chambers, 501 Primrose Road, Burlingame, CA:

Application for development of a new office/life science campus on 18.13 acres, consisting of 767,000 SF of new uses including office or life science uses, retail uses & food services located in four buildings (5, 7 & 8 stories), a 2-story amenities building & a 5.5 level parking structure. The City Council will be taking action on the following: Certification of the Final Environmental Impact Report, amendments to the Bayfront Specific Plan to increase the allowable floor area ratio within the Anza Point North area from 0.6 to 1.0 FAR & to amend development standards, rezoning of a small portion of the site from APS to APN, amendments to the zoning & sign codes to change development standards, vesting tentative parcel map, development agreement, conditional use permit for day care use & commercial design review at **300 Airport Boulevard** zoned APN & APS. APN 026-350-130 **Mailed: June 18, 2012**

(Please refer to other side)

City of Burlingame

A copy of the application and plans for this project may be reviewed prior to the meeting at the Community Development Department at 501 Primrose Road, Burlingame, California.

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.

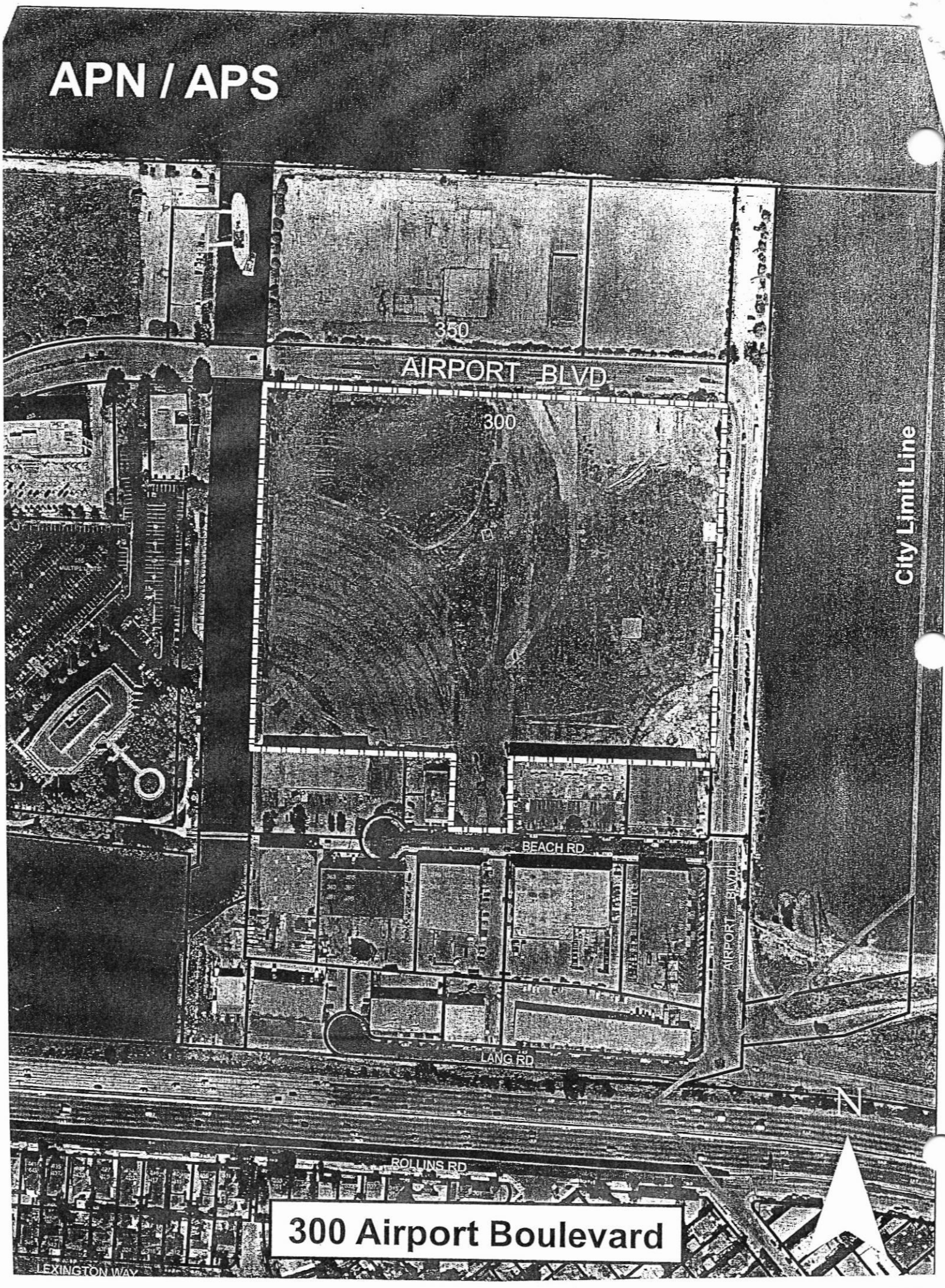
Property owners who receive this notice are responsible for informing their tenants about this notice.

For additional information, please call (650) 558-7250. Thank you.

William Meeker
Community Development Director

PUBLIC HEARING NOTICE

(Please refer to other side)


APN / APS
350
AIRPORT BLVD
300
City Limit Line
BEACH RD
AIRPORT BLVD
LANG RD
N
ROLLINS RD
300 Airport Boulevard
LEXINGTON WAY