



COMMUNITY DEVELOPMENT DEPARTMENT • 501 PRIMROSE ROAD • BURLINGAME, CA 94010
 p: 650.668.7260 • f: 650.686.3790 • www.burlingame.org

APPLICATION TO THE PLANNING COMMISSION

Type of application:

- Design Review Variance Parcel #: APN-026-350-130
 Conditional Use Permit Special Permit Zoning / Other: _____

PROJECT ADDRESS: 300 Airport Boulevard

APPLICANT

Name: Steve Atkinson
 Address: Arent Fox, 55 Second St., 21st Floor
 City/State/Zip: San Francisco, CA 94105
 Phone: (415) 805-7971
 E-mail: steve.atkinson@arentfox.com

PROPERTY OWNER

Name: Burlingame Point LLC
 Address: 433 Airport Blvd., Suite 426
 City/State/Zip: Burlingame, CA 94010
 Phone: (607) 592-7187
 E-mail: tianxx@genzon.com.cn

ARCHITECT/DESIGNER

Name: Gensler
 Address: 2 Harrison Street, Suite 400
 City/State/Zip: San Francisco, CA 94105
 Phone: (415) 836-4428
 E-mail: Benedict_Tranel@gensler.com

Burlingame Business License #: _____

Authorization to Reproduce Project Plans:

I hereby grant the City of Burlingame the authority to reproduce upon request and/or post plans submitted with this application on the City's website as part of the Planning approval process and waive any claims against the City arising out of or related to such action. _____ (Initials of Architect/Designer)

PROJECT DESCRIPTION: See attached.

AFFIDAVIT/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: [Signature] Date: 12/23/15

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: [Signature] Date: 12/23/2015

Date submitted: _____



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Applicant's signature: _____ Date: _____

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Property owner's signature: Du Sun Date: 12/23/2015

Date submitted: _____

January 15, 2016

Jeff DeMartini, Chair
and Planning Commissioners
City of Burlingame
501 Primrose Road
Burlingame, CA 94010

Steve Atkinson

Counsel
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Reference Number
037218.00001

Re: Burlingame Point Project: Proposed Design Refinements

Dear Chair DeMartini and Planning Commissioners:

We represent Burlingame Point LLC and its parent, Genzon Group ("Project Sponsor"). The Project Sponsor has submitted an application for Commercial Design Review for various design refinements to the Burlingame Point Project (aka 300 Airport Blvd) ("Project") in Burlingame's Bayfront area. As approved in 2012, the Project included four office/life science buildings, with two located on either side of the relocated and improved Airport Blvd., along with an amenities building, for a total of 767,000 sf of floor area. The Project provided 2,318 parking spaces divided among a podium level garage, a 5 level parking structure and surface parking. All of those features continue to be part of the refined project.

The Project Sponsor, having purchased the Project Site in early 2015, is seeking to update and improve the design to better attract world-class users and to enhance the Project's potential to serve as a major Bayfront amenity for the Burlingame community. The refined site, architectural, and landscape plans, as further described below, would address these goals in many ways, including:

- Create a vibrant, pedestrian promenade at the center of the campus
- Enhance the Bayside open space and pedestrian experience
- Implement a new design vision inspired by the Bayside location
- Simplify and reduce vehicle circulation
- Improve building functionality and design to attract world class tenants

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1. Background

Genzon is a diversified company with six divisions, including pharmaceuticals, with 4000 employees, headquartered in Shenzhen, China. Genzon's real estate division has developed numerous large office projects in China for users such as Microsoft, as well as hotels and residential buildings. The company entered the U.S. real estate market in 2014 with its purchase of the iconic 225 Bush Street (Standard Oil) building in San Francisco's Financial District. Burlingame Point would be Genzon's first development project in California, and the company considers Burlingame Point an exciting opportunity to demonstrate its expertise in development and operation of high quality commercial facilities in the U.S.

The Burlingame Point Project is a previously-entitled (2012) office campus totaling 767,000 gross square feet. The Project site, located at 300 Airport Boulevard, measures 18.13 acres and the Project includes a re-configured Airport Boulevard bisecting the site. Two office buildings, an amenity building, and a parking structure would be situated to the west of the relocated road, and two office buildings would be situated to the east of the road. One level of parking would be provided in a below grade podium.

After the site was acquired, Genzon retained Gensler as the Project Architect, and tasked Gensler with the job of identifying design refinements to improve the Project while working within the existing entitlements. A key goal of this process is to minimize changes so that the Project can be built as soon as possible. The Project, therefore, retains the basic entitled position of the buildings on the site, overall height and square footage of each building, and stays within the entitled parking counts. Design refinements are in the configuration of the site amenities and open space, as well as building architecture. The concept is to provide a center to the campus that will be a vibrant, pedestrian-friendly, open green space that can be enjoyed by the tenants and the public.¹

The Project location is a strategic mid-point between the life sciences campuses of South San Francisco and the technology campuses of Silicon Valley, and as such it is envisioned that the Project could attract a major world-class tenant from either the life sciences or technology industries.² In addition, given the proximity to SFO International Airport, it is envisioned that the Project could potentially attract global companies looking to establish an office presence in the mid-Peninsula to tap into the intellectual and financial capital of the Bay Area.

¹ Project Concept and Goals summarized on Page 4.

² Project Location shown on Page 1.

The Project site is east of Highway 101 and directly fronts the Bay.³ This provides two unique opportunities in the design of the 18 acre site: 1) connect to and complement the local recreational amenities near the site, and 2) restore and enhance the ecology of the Bay.

2. Improved Site Plan

The Bay Trail runs through the site and connects to the Coyote Point Recreation Area. Wind surfing and the Poplar Creek Golf Course are also within the Project's vicinity. Connecting the open space of the Project site to these recreational opportunities will enhance the access of the tenants to these recreational amenities, and also enhances the experience of the general public, who will be able to access the Bayside and other green space of the site.

The site is currently paved over and was previously used as a drive-in movie theater. By restoring green and open space to the site, the Project will reduce storm-water run-off, provide locally appropriate vegetation to support native species of wildlife, and strive to reduce potable water consumption. The refined Project is targeting LEED Gold certification and the site strategy and water conservation will be a key part of achieving that goal.

a. Pedestrian Promenade

A prominent, car-free pedestrian promenade is created to connect the buildings in the center of the site with a green, open space.⁴ This open space is envisioned to be publicly accessible, and the path of entry to the individual office buildings. Routing the pedestrian traffic through this promenade will make this a vibrant, active campus center with a clear sense of place.

b. Vehicular Circulation

Cars will access the site through two signalized intersections at previously entitled locations. Focusing vehicular traffic on these signalized intersections will ensure smooth traffic flow on Airport Boulevard. All of the previously entitled traffic calming measures have been retained. The access to all surface parking, the above grade parking structure, and below grade parking are made through the signalized intersections, keeping the cars out of the pedestrian promenade. This simplified approach is more efficient for traffic circulation on site, and thus reduces surface asphalt by 36% compared to the originally entitled design.⁵

³ Project Context shown on Page 1.

⁴ Pedestrian Promenade shown on Page 5.

⁵ Vehicle access to the site and parking is shown on Page 6.

Loading dock access is also routed through the same two signalized intersections. This separates service vehicles from the pedestrian promenade, and provides the most direct path to the loading dock and service area for each building. Access through the signalized intersections mitigates any impact to traffic on Airport Boulevard.⁶

Passenger drop-off locations are located similarly to the entitled design, at the center of the site. This allows anyone arriving at the site by taxi or shuttle to walk directly into the pedestrian promenade. A separate drop-off pull out lane is provided for shuttles and taxis. This makes it simple and intuitive for guests arriving at the site to find their way to the entry lobbies of the office buildings. A separate drop off location, also accessed through one of the signalized intersections, is provided at the amenity building.⁷

c. Lobby and Amenities Improvements

The building entry lobbies are being re-oriented to directly connect to the pedestrian promenade at the heart of the campus. Where the previous design had 380' of surface paving and traffic circulation between the buildings across Airport Boulevard, the proposed refinements limit the traffic circulation to that required for Airport Boulevard, and create office lobbies that are connected to the pedestrian promenade and easily visible from the drop off locations.⁸

Ground floor amenities for the office buildings were included in the entitled design, and these are being maintained. These amenities are being reconfigured to better activate the pedestrian promenade with people accessing the planned amenities, such as café, restaurant, conference center, retail, food and personal services. The amenity building itself will include day care, a fitness center, and food service. This building is accessible to the public and provides its own drop-off and parking.

The site design integrates storm water management entirely on site. A variety of plant types have been selected based on appropriateness for location at the edge of the Bay, and to create a diverse ecosystem that will act as a host to native species of birds and wildlife.⁹ The new at grade plinth being constructed as part of the site is held back at the edge of the property, allowing for daylight and natural ventilation for the parking below.¹⁰

⁶ Loading dock access to the site is shown on Page 7.

⁷ Passenger drop-offs and bus stop locations are shown on Page 8.

⁸ Office Lobbies are shown on Page 11.

⁹ Site plan shown on Page 12.

¹⁰ Site section shown on Page 13.

d. Open Space Enhancements

The increased efficiency of the site design allows for more open space at the east end of the campus, facing the Bay. To accomplish this, the buildings east of Airport Boulevard are shifted slightly westward in plan, away from the Bay shoreline. Airport Boulevard is shifted eastward by approximately 15' from the entitled location in order to create buildings of a similar footprint on the west side of the campus while respecting the required setbacks. The result of these plan adjustments is an expanded green open space on the east edge of the campus that directly connects to the Bay Trail. Users of the Bay Trail will come into a large, open landscaped area with an adjacent ground floor restaurant in the nearby Office Building. Office workers will be able to come downstairs and enjoy this open space as well, with overlooks to the Bay.¹¹ In addition, the Project will continue improvements to the shoreline along the Sanchez Channel.

3. Architecture Enhancements

a. Office Building Massing

The office building massing retains the same floor plate areas, building heights, and overall bulk as the previously entitled scheme. There are two 5-story buildings east of Airport Blvd., and a 7 story and 8 story building west of Airport Blvd. The building plan shape has been adjusted to meet market demands and attract a world-class tenant, who will be focused on the plan efficiency, leasable area, and layout of elevators, toilet rooms, and mechanical equipment.¹²

Within the overall massing, a horizontal setback has been introduced where the buildings front the pedestrian promenade. This allows greater daylight and views to reach the tenant spaces and the public promenade. This also creates terraces on the setbacks that overlook the pedestrian promenade, making the heart of the campus an active, vibrant area not only on the ground floor but also at the terraces. The horizontal setbacks reduce the overall mass and bulk of the buildings, creating a more human scale, pedestrian friendly experience.¹³

In plan, the setbacks are offset from each other across the promenade, creating visual privacy for individuals stepping out on the terraces, and activating the entire length of the promenade. These

¹¹ Buildings and Airport Boulevard adjustments in plan are shown on Page 9.

¹² Plan layout is shown on Page 18.

¹³ Setback in building mass along pedestrian promenade shown on Pages 15-20.
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terraces wrap around on the east end of the buildings to provide tenants views of the Bay and Coyote Point and engage the buildings with their surroundings.¹⁴

b. Bay-Oriented Design Concept

The design concept for the Project was inspired by its unique connection to the Bay. Each building is an investigation into how light and water interact on the Bay. Inspired by motion, lightness, and soft reflections, a cohesive aesthetic is achieved to create a strong sense of place intimately tied to its environment.

To achieve this look from the exterior, vertical fins are added to the outside of the office buildings, in a pattern that reinforces the building massing setbacks. The pattern is denser at the lower floors and more widely spaced at the upper floors, making the buildings appear lighter as the eye moves up along the building. The fin shape itself is inspired by the smooth curvature of surface water. These fins stop 8' above the ground, creating a pedestrian scaled ground floor experience where the interior amenities and lobbies are visually accessible.¹⁵ The amenity building and the parking structure each capture a sense of lightness and motion in their respective façades.

c. Enhancing Pedestrian Experience

The pedestrian promenade experience becomes one that is dynamic and ever-changing, based upon the light, time of day, weather, sky conditions, and the movement of a person walking through the promenade. The play of light across the facades and building massing mimics the play of light on the water. The lobby entrances are clear and intuitive to find, and all the visitors from below grade parking ascend into the promenade between the buildings.¹⁶

Stepping into the lobbies from the promenade, the transition between outside and inside is blurred through the use of stone flooring that extends into the space, and also through a large, openable portal doors. With the doors open, each lobby becomes an extension of the pedestrian promenade, and a type of public amenity. Each building lobby is envisioned to be programmed in a distinctive way. For example, one lobby will contain seating and a large screen, making it possible to screen movies in the lobby visible to the public from the promenade.¹⁷

¹⁴ Setback shown in plan on Pages 19.

¹⁵ Fin pattern on façade shown on Page 22.

¹⁶ View of pedestrian promenade shown on Pages 23-24.

¹⁷ Example lobby view shown on Page 25. Screening a movie in the lobby is a nod to the previous use of the site as a drive-in movie theater.

At the terrace setbacks, the façade is designed to be opened up, so that on nice days, tenants can extend the workplace to the terrace and have the feeling of being connected to the outdoors from inside the workspace.¹⁸ Rooftop terraces complete the experience of connecting to the Bay, with stunning views overlooking the water. These rooftop terraces also provide room for additional landscaping to create green roofs.¹⁹

The cumulative effect of the proposed design modifications is to enhance the pedestrian experience throughout the Project. The overall massing and spacing of the buildings is similar to the approved plans, but the scale has been stepped down to make it more human-centric. The landscape and pedestrian promenade between the buildings is designed not for cars, but for people.²⁰

From a pedestrian street level view along the promenade, the buildings are warm and inviting. The amenity program facing the promenade and use of natural materials such as stone and wood, in conjunction with transparent ground floor facades, create this experience.²¹ The pedestrian street level view of other areas of the Project is enhanced with more planting of native species and less surface asphalt.²²

d. Amenity Building

The amenity building location is unchanged from the entitled design. The internal program still includes a fitness center and daycare. The daycare is oriented towards the south, to provide a private play area for the children that is away from Airport Blvd. The façade design and material choice create a soft reflection of the environment, continuing the campus design concept.

e. Parking Adjustment

The entitled parking count is 2,318 stalls, which is inclusive of 34 accessible parking spaces. The design refinements to the Project maintain the 2,318 stalls, but within that overall total provides 50 accessible parking spaces. This increased number of accessible parking spaces allows for a distribution of accessible spaces in every parking area on site.²³

Design development of the Project beyond the level shown at the previous entitlement, such as adding elevators, stairs, transformer rooms, and structure to the podium/ basement, has resulted

¹⁸ Interior view from setback shown on Page 26.

¹⁹ Rooftop terrace view shown on Page 27.

²⁰ Aerial view of massing and promenade shown on Page 23.

²¹ Pedestrian street level view of Promenade shown on Page 24.

²² Pedestrian street level view of Airport Blvd shown on Page 30.

²³ Total parking counts and accessible stalls are listed on Page 34.

in 137 fewer parking spaces below grade than was shown on the entitled plans. The site design refinements also resulted in 45 fewer surface parking spaces at grade. It is proposed to offset these reductions as follows: 1) increase the basement area by 4.6% which adds 80 parking spaces below grade, 2) complete a third drive aisle on the top floor of the above grade parking garage, within the entitled 57' height of the garage. Using a more efficient structural layout and adding the third drive aisle adds 182 spaces to the garage. The result of these changes is to keep the entitled parking at 2,318 stalls total.²⁴

Genzon also is proposing to connect the two areas of underground parking beneath Airport Boulevard, to facilitate ease of use when looking for a place to park. This will lessen above grade traffic because if one side of the garage is full, a vehicle can travel to the below grade parking on the other side of the road entirely below grade, without impacting the above grade traffic circulation.²⁵

f. Parking Structure Design

The garage design concept follows the inspiration from light and water used for the rest of the Project. The façade design of the garage is drawn from a photograph of water at the site, which is then mapped onto the façades of the garage. The design details use computer analysis to provide 50% open façade area required for the garage to be naturally ventilated and thus saving energy.²⁶

The garage height and mass are the same as the entitled design, with the exception of the overall elevator height, which is proposed to be 71'-10" as opposed to the previous 67'-6". The reason for the taller elevator tower is due to the elevator manufacturer requirements.²⁷

4. Conclusion

An overview image of the Project, showing the building massing, facades, and the pedestrian promenade shows the orientation of the Project to the human scale, and the connection to the Bay with views towards the water, that all work together to create a sense of place that is specific to the Project locale.²⁸

We believe that the proposed refinements to the approved Project at Burlingame Point present a great opportunity for the City of Burlingame. The proposed updates from the original

²⁴ Basement area and parking counts are shown on Page 35.

²⁵ The basement connection beneath Airport Boulevard is shown on Page 35.

²⁶ Garage façade shown on Page 37.

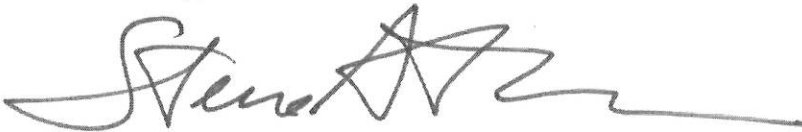
²⁷ Garage height shown on Page 38.

²⁸ Project overview shown on Page 40.

entitlements will bring the Project into the future with success as a unique place, not only in the office market but also as a valuable addition to the public realm of the region.

The Burlingame Point team looks forward to the opportunity to present the proposed Project refinements to the Planning Commission on January 25th.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Atkinson", with a long horizontal flourish extending to the right.

Steve Atkinson

cc: William Meeker
Kevin Gardiner

SA/slg



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Site: 300 AIRPORT BOULEVARD

The City of Burlingame Planning Commission announces the following public hearing on **MONDAY,**

JANUARY 25, 2016 at 7:00 P.M. in the City Hall Council Chambers, 501 Primrose Road, Burlingame, CA:

Application for Amendment of the Design Review approval for an office/life science development ("Burlingame Point") located at **300 AIRPORT BOULEVARD** zoned APN. APN 026-350-130

Mailed: January 15, 2016

(Please refer to other side)

**PUBLIC HEARING
NOTICE**

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)